

CHRISTCHURCH MODEL AERO CLUB EXECUTIVE 20012 / 13

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CHRISTCHURCH MODEL AERO CLUB (INC)

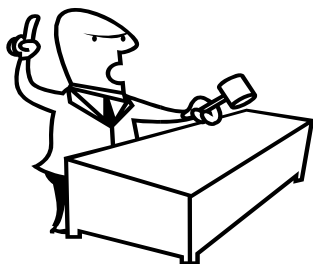
April 2013

Torque



If undelivered please return to P.O. Box 14115 Christchurch Airport





THE PREZ SEZ

Junior / Junior = under 18
Junior = 18 to 60
Senior = 60 to 80
Senior / Senior = 80+
Club perceived age / knowledge

Well the 2013 AGM has come and gone and a new committee has been formed for the next year. It was a great turn out at the AGM, one of the largest that I can remember so thank you to the members for your attendance and support.

One of the highlights of the meeting was the recognition and nomination of 2 members for Life membership of the Christchurch Model Aero Club, a big congratulations and thank you to Gary Burrows and Trevor Henderson for their huge contribution to the club.

I would like to thank John Ensoll for his tireless work throughout the last year as President; John has now decided to have a well earned rest. John has been on the CMAC committee for many years on an off in various disciplines.

I would like to welcome Alex Hewson to the Committee as the Soaring Representative, as we all know Alex bring a tremendous amount of flying knowledge to the committee and his discipline.

The committee has been very busy working for the members of the club, a major purchase of the new ride on mower was made and a great deal of work was done by the committee to ensure the club was ready to host our part of the Nationals.

Happy Flying. Grahame Hart



**There comes a time when you should stop expecting other people to
make a big deal about your birthday.
That is age thirteen.**

**Minutes of 2013 Annual General Meeting of Christchurch Model Aero Club,
held at Papanui / Merivale Cricket Club, 205 Condell Avenue, Christchurch,
7.30pm, Tuesday 9 April**

Present: 21 members

Apologies: Alex Hewson, John Begg, Marco Weuthrich, Dave Griffin, Stu Grant, Les King

Minutes of Previous AGM: Approved (Trevor Henderson/Grahame Hart)

Business arising: Club transfers – to be re-revisited by incoming committee. Almost all gone now.

President's report: John Ensoll presented his report (as published in the last Torque) which was moved to be accepted by Scott Chisholm and seconded by Grahame Hart to acclamation.

Treasurer's report: Trevor presented his 26th treasurers report. The books as at the 31st of December looked sound, but a recent major purchase (the ride-on mower) will produce a large dent in the funds this coming year. Excess income over expenditure was \$-274.55, but funds in investment and current accounts was around \$8000.00 as at the balance sheet closing date.

Election of Officers:

President:	Grahame Hart
Secretary:	Ian Harvey
Treasurer:	Trevor Henderson
Recording Officer:	Gary Burrows
Bulletin Editor:	Gary Burrows (<i>ex officio</i> !)
Webmaster:	Mark Venter (<i>ex officio</i>)

Liaison officers:-

Free Flight:	Dave Jackson
R/C Soaring:	Alex Hewson
R/C Power:	Graham Moffat
Vintage:	Mark Venter
Indoor (<i>ex officio</i>):	Bill Long (who will also attend to any control line matters as well)

Life Members: The following two members were nominated by the out-going committee: Trevor Henderson and Gary Burrows. These were unanimously accepted (moved, John Ensoll; seconded, B. Bonner) to acclamation.

General Business:

Subscriptions: Trevor informed the club that the NZMAA affiliation fee per member was rising \$5.00 from \$62 to \$67. This means that CMAC subs to rise \$5.00 as well. However, in light of the present state of the books and the purchase of a new mower, it was proposed that the CMAC portion of the sub should also rise by \$5.00 per member. The proposed subscriptions were therefore:

Senior	\$145.00
Family	\$155.00
Junior	\$68.00 (no change)
Life Member (optional)	\$122.00

Changes moved – Gary Burrows; seconded – John Dunstan

Suggestions: Scott Chisholm - that funding for site development be made to appropriate sources – say for around \$2000.00. Ian Harvey – that twilight members consider a donation to CMAC be included in their will.

The meeting approved the purchase of a new battery for the club glider winch at \$190.00 + GST (proposed – Scott Chisholm; seconded – John Ensoll).

The proposal that CMAC sponsor large events was raised (J. Atkinson). The committee was encouraged to look at this for events such as rallies and international events such as “Southern Fling” that will be held on the CMAC site again this year (all going well).

John Dunstan made the observation that the numbers of subjects for the monthly club nights were now getting a bit thin. Suggested a possible bi-monthly meeting, but we are paying \$25.00 per month to use the Cricket Club rooms, so should make the most of them. The incoming committee is to consider the situation and make appropriate decision(s).

The meeting closed at 8.27pm, followed by Recording Officer’s report (see elsewhere), prize giving and supper

2013/2014 SUBS NOW DUE

The subs have been increased this year due to NZMAA increase of \$5 plus \$5 due increased expenditure are as follows

Senior \$145.00

Family \$155.00

Junior \$ 68.00

CMAC Life \$122.00 All are NZMAA affiliation inclusive

Affiliate CMAC Membership is less NZMAA fees

(NZMAA fees are \$67 senior and & \$72 family)

Subs may be paid to the club bank account but the member must advise the treasurer of doing so by email thanks.

The bank account details are as follows:

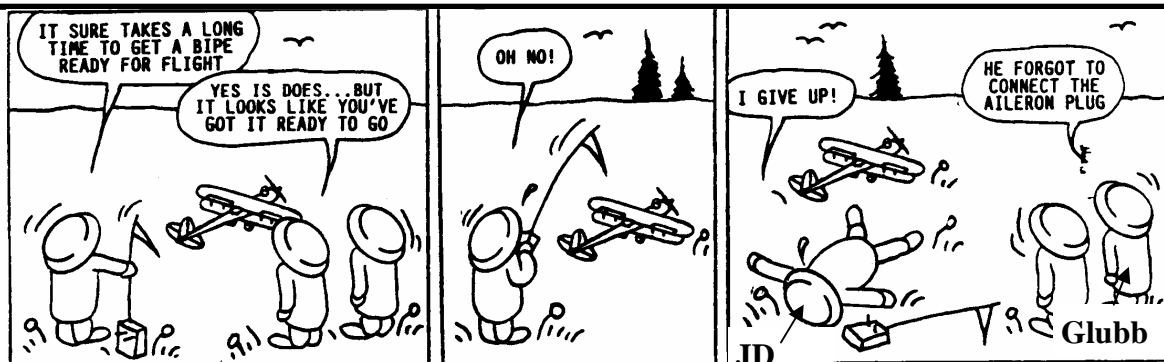
Bank Account Name: Christchurch Model Aero Club

Bank Westpac

Account number 030854 0563982 00

Any new members must forward their initial affiliation payment to the club secretary via the P.O. box 14115 otherwise the three way checking system that we have cannot be activated.

This is to ensure that the secretary, treasurer and bulletin editor have been made aware of the new member...



**It ain't the jeans that make your butt look fat
And Thou shalt not weigh more than thy refrigerator.**



This Photo is for our club member, Derek Hamilton, an old Corsair pilot.

DOWN AT THE POWER PATCH BY GRAHAM MOFFAT

Congratulations to Ivan who passed his wings test this month it's good to have new members getting their wings. The more pilots we have on a Sunday morning makes it more interesting.

We have had some good turn-outs over the past Sunday mornings.

The weather has been good with not too much wind maybe that's why we have three pilots resting while one is doing all the work.



Exhausted Pilots

Worker and oldest pilot there

Grahame is still working on his Tiger Moth and we all look forward to see its next flight. I have been able to get some more flights in on my Tucano and getting more comfortable flying her. Gave me a fright when the front wheel steering failed and it headed towards the Pilot box. Fixed the problem now by brazing the steering arm onto the collar.

There have been some heavy landings with one TomBoy attempting a landing on the strip with half a wing, the approach to the strip was vertical with the remainder of the wing taking considerable longer to land.

Just a reminder on safety can all pilots please be in the pilot box area when they are flying. Anyone who needs to go onto or over the strip when there is planes in the air please get confirmation from the pilot before you go onto the strip.

See you at the Strip

Graham

CENTER OF GRAVITY FINDING TOOL AND BGGG'S VERSION

Where it is located on your model aircraft is one of the most important factors in determining how well it flies. It is also one of the most difficult parameters to measure as anyone will attest who has tried to balance a low wing monoplane on a pair of pencils stuck in a 2 x 4.

If you want to know where the C.G. is located on almost any configuration of model plane accurately, and I mean within a sixteenth of an inch, make this device. I've been using it for many years on everything from a 1/2A two channel to a 26 pound 1/4 scale Tiger Moth. It works every time, is fairly simple to use, and it's accurate.

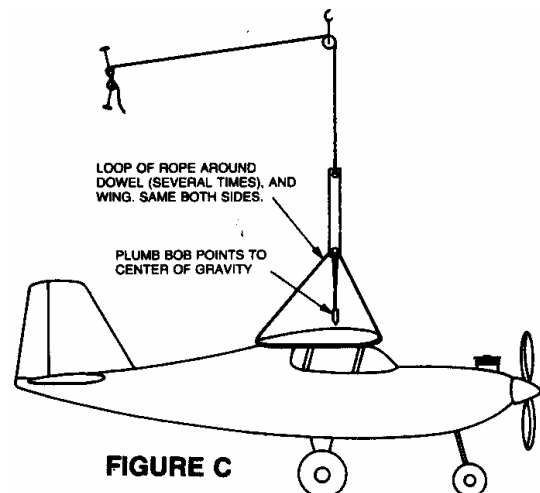
It can be made of almost any old stuff kicking around the shop --- a piece of 1 x 2 (or 2 x 2) wood about a foot long; a piece of 5/8 dowel also about a foot long; some flexible but strong rope about 1/8" in diameter (I used a piece of cotton drape cord); a pulley you can hook up to the shop ceiling (preferably over a bench where your plane can sit), and a little plumb bob.

Drill a hole parallel to the long dimension near the end of the 1 x 2. It must be snug enough so that you can just turn the dowel by hand. If it is too loose, put a saw-cut through the hole and a bit beyond it, and a bolt with a wing nut (as shown in Fig. A) so that it can be adjusted by hand. A hole in the other end for the "hanging rope," a pulley, and two nails in a stud to snub the "hanging rope," and that part is ready. (*My version is easier BGGG*)

Next, make two equal loops of soft rope or cord to support the model. The pair I use are 40" in circumference, and they handle most 40 to 60 size models. Cut two pieces of soft cord 40" long and tie the ends together. Pull them taut over your index fingers to make sure that the lengths are equal, then put a drop of cyano on each knot to assure they stay forever.

Now buy a small plumb bob. A hell of a lot easier and more accurate, mine cost \$11 at Mitre 10. (See photo) About a foot and a half of thread tied in a slipknot will allow you to adjust the height of the plumb bob.

To use this marvellous device, place the model aircraft on the bench with the center of the wing more or less below the pulley in the ceiling. Lower the dowel and support to a couple of inches above the wing. Place the 40" loops around the wing as shown in Fig. C or D, and wrap them around the dowel 4 or 5 times (same on both sides). Since the C.G. is normally well forward of the center of the chord of the wing,



there will be more weight on the forward side of the loop than the rear, and the angle of dangle will be different fore and aft. Thus the rope would like to slip forward, but the wraps around the dowel provide enough friction to prevent this. Put the plumb bob string over the dowel. Usually it is more convenient to have the plumb bob on the inside of the loop, hanging over the fuselage or wing root.

Carefully hoist the model a couple of inches off the bench. Steady it until it reaches a state of equilibrium. By hand rotating the dowel in its hole, adjust the model to a level flight attitude. An important detail in using this device is to have the dowel parallel to the wing spar. Adjust the slipknot on the plumb bob so that it hangs just above the model and - Voila! - it points to the Center of Gravity.

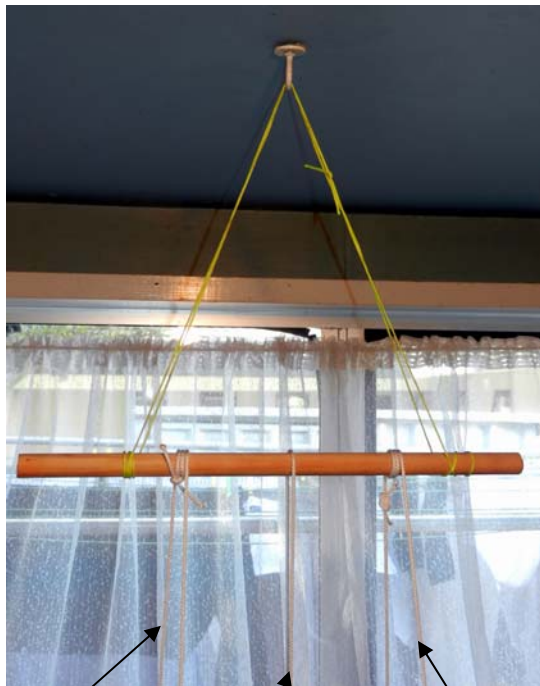
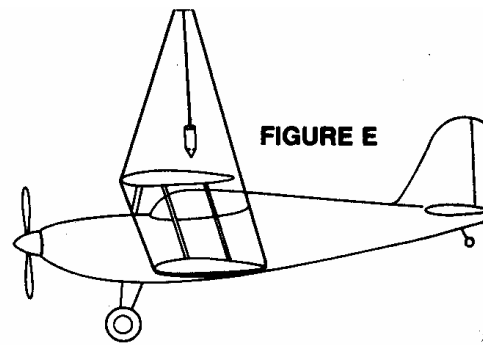
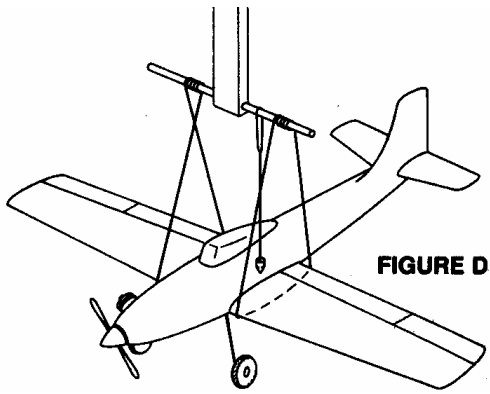
Since all of the weight of the model is being supported by the dowel, the C.G. will be directly beneath the dowel (where the plumb bob is pointing).

Put a piece of masking tape on the model where the plumb bob is pointing, and mark the spot with a felt tip pen. Or, better still, put the tape on before you hoist the model, mark where the C.G. should be, and then get the good/bad news when you hoist it. While it is still up there, you can add weight to the nose or tail, adjust the attitude to level flight again by rotating the dowel, and see before your very eyes where the C.G. has moved to. After a couple of tries you should know exactly how much weight to put where.

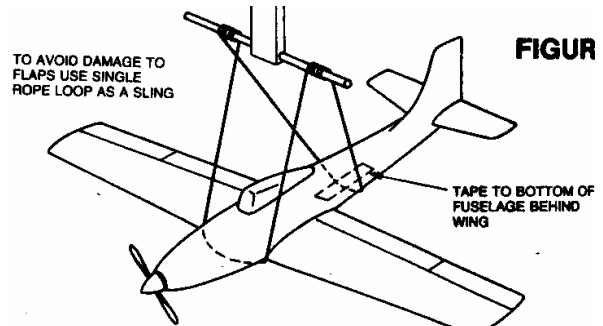
Versatility. Fig. C shows a high wing trainer, but the device works equally well with a low or mid wing pattern type aircraft (Fig. D). With a biplane, just put the loop around both wings (Fig. E). You say you have a J3 Cub with wing struts that get in the way! No problem; make a pair of 40" ropes with a loop at one end and a little wire hook at the other end. Feed this under the wing, around the dowel, and put the hook in the loop.

If you have flaps or strip ailerons that come close to the fuselage, and may not support the weight put on them by the ropes, a couple of things can be done. Make a single large loop of rope and sling it under the fuselage fore and aft of the wing as shown in Fig. F. Tape the rope to the bottom of the fuselage, far enough behind the wing to keep the rope off the trailing edge. Or cut a piece of balsa (or Styrofoam, or aluminium) an inch or so wide and a bit longer than the chord of the wing at the root. Place this under the wing with the rope beneath. Make sure they stay in place as you hoist the model. A delta can be tested with the single loop fuselage sling method (Fig. F) by putting a strip of 3/32" balsa beneath the fuselage. The strip must be long enough to be held by the front sling, and protrude behind the wing for the rear sling.

Take a few minutes to put one of these things together. The dimensions and the materials are almost unimportant. It's the configuration and gravity that do the job. From then on you will know exactly where the Center of Gravity is. Where it should be or where you like it to be is your problem.



Suspension loop Plumb bob Suspension loop



By just rotating the dowel you can level the model into flying position and the plumb bob will indicate the C of G.
 With this model the wing is set at plus 5 degrees which is the best L/D Clark Y angle of attack

48" ELECTRIC TOMBOY

Following reasonable success with a 36" electric Tomboy I decided to "upgrade: and build the 48" version.

Two reasons for this. First to have a stronger and heavier plane to handle the inevitable wind on contest days. Secondly the larger wing area allows a greater height to be achieved (important for those with failing eyesight!).

I decided to build the model reasonably strong, ending up with an AUW of 18oz (with battery), and including 1 ½ oz of nose weight to achieve the correct C of G. When I started building the model, balsa supplies in Christchurch were nil so I ordered the requirements from "436" in Hastings. Some of this stock was heavier than I would have chosen. I also used wire pushrods inside plastic tubing.

Lighter balsa and control wires would reduce the weight and minimise the added nose weight. In spite of this the wing loading is 6.7oz/sq.ft. and the model exhibits an acceptable glide angle.

The fuselage longerons are laminated ¼ " x 1/8 " and the main wing spar is ½ " x 3/16" spruce. I covered the fuselage with Monokote and used So-lite to cover the wings and tail feathers.

Given the chord of 8" (compared with 6" on the 36" Tomboy), the wing area of the 48" variant is 78% larger than the 36" model. Also a Mills 1.3 is 73% greater in a cubic capacity than a Mills 0.75. In consultation with our learned Tomboy C.D. (the honorable G.B. —*Not what he normally calls me BGGG*) it was agreed the battery capacity could be increased by 75% from 360 mAh (allowed for the 36") to 630 mAh. The most suitable available battery was a Rhino 610 mAh 2S 7.4v 20C unit (costing \$US3.90 each).

Other items purchased from Hobby King included:

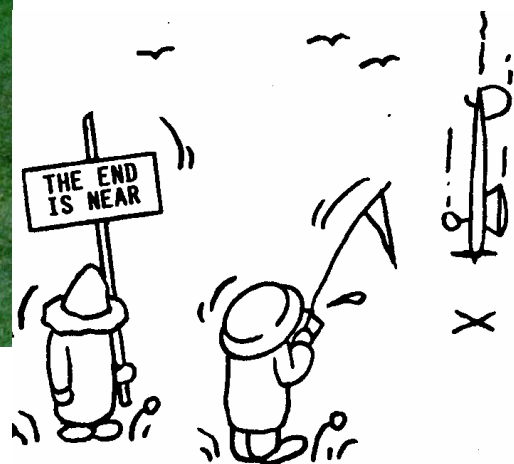
Turnigy L2205-1350 motor	\$US10.00
Turnigy Plus 12A ESC	\$US 9.50
2 off HXT 500 servos	\$US 3.50

I used a spare Spektrum receiver, however an orange unit from Hobby King for less than \$US10.00 would suffice.

Overall an inexpensive and straightforward model to build and of course with electric, no smelly diesel, no damaged fingers and guaranteed motor runs.

So get to and build one so Ashley Glubb and I can have some serious competition!

John Dunstan



VINTAGE VENTER VENTINGS

April club night was the AGM and well attended with 23 members & 2 visitors in the persons of Mr & Mrs Barry Lennox. (Big Cheese and the One who keeps him in line BGGG) After the AGM the meeting rolled over into club prize giving and handing out of trophies and certificates ending up with a short talk and update from NZMAA president Barry on current affairs.

With 27% membership representation a quick poll was held on club meeting nights and frequency:

Only one meeting per month 65%

In the event of the Tuesday night having to be rescheduled to another night due to guest speaker commitments:

Monday 26%

Wednesday 52%

Thursday 34%

So it would appear that an alternative to the regular Tuesday would be a Wednesday instead when required.

May club night.

Tuesday 7th - 7:30pm

Guest speaker will be James McWha from Trimble Navigation who will be giving us a talk about the X-Wing UAV they have and are flying at our field.

This is a high tech flying machine with plenty of interesting capabilities so come along and hear all about it.

Mark



This is how to load your precious Tomboy into your van.
Step 1. Place fuselage on floor of van with retractable seat in stowed position.

Step 2. Knock restraining strap on retracted seat so that it falls on top of said Tomboy and impales it (note covering on fuselage)

Step 3. Reposition seat to its retracted position and correctly restrain in upright position.

What a great space saving storage idea, please refer to Mark Venter for comprehensive plans and instructions on how to.

How are the repairs going Mark!!!

FREE FLIGHT TIMES FOR SUNDAY APRIL 7TH

Weather was good but the air was very hard to pick as it was so calm – mostly very average and unhelpful. A couple of thermals were to be had as witnessed by Bruce who had his Stomper fail to DT and was last seen heading for the coast. (maybe he will find your lost A1 Dave BGGG)

Dave Jackson

CLG

Dave Jackson	60, 50, 38, 35, 39, 60	Total 282
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Lynn Rodway	60, 50, 39, 60, 31, 27	Total 267
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Rachael Jackson	10, 20, 10, 16, 14, 12	Total 82
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TGL

Dave Jackson	38, 42, 37, 45, 36, 46	Total 244
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Kiwi Power

Lynn Rodway	120, 70, 64, 82, 80	Total 416
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Bruce Bonner	95, 120	Total 215
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INDOOR REPORT 14TH MAY 2013. BY LAID BACK BILL LONG

Events: F.1.L. Hand Launched Glider. Open tissue.

Lots to fly at this meeting, even at the free flight sig's request that these events be separated, it seems to me no one gives a stuff. So for another year we just have to do the best we can to get times in for the N.D.C.

Next problem was the turbulence in the hall worse it's been for a long time.

Kay's times were not bad although she is still having problems with not a tight enough turn and bombed out on her last flight. Nev's model is flying really well with the best trim we have seen with this model. I think he needs a more powerful motor maybe about 68thou at 1 gram. My flying was although troublesome produced some not to bad times in spite of leaving my best model at home. I did bomb out in A6 one model wouldn't fly and the other one kept getting stuck between the heater and the ceiling in a 2" gap. Dave was flying his glider (I don't know what happened to his F1L that he flew so well at the Nats but then again I have no idea how there would have been enough time to get any more flights in the 2 hours allotted.) anyway in my opinion it is the best I have seen him fly, the trim was perfect very much like John Harte's style .

Results. H.L.G. Dave. 26.8 - 24.9. - Total. 51.7 seconds.

F.1.L. Bill 21.57, Kay 17.37, Nev 9.27. Minutes & seconds (best 2).

Open Tissue. Bill 9.31, Nev 3.45, Kay 2.39. Minutes & seconds. 1 Flight

Results to be normalised for hall height (Fudge Factor).

Next meeting 12th May (Mothers day again) event F.1.D.

<p>Junk is something you've kept for years and throw away three weeks before you need it.</p>
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ENGINE TORQUE AS UNDERSTOOD BY BIG T

Do you really want to get yourself all concerned about HP, BHP, torque and all those performance words.

What will it mean to you as far as your aero modelling...a lot of modellers talk about it but it is doing nothing for their enjoyment of their hobby. It is only when you get into serious flying, aerobatics and pylon- that these figures really mean much., and it still does not help really as the engines for the job are very limited with the best advice being to follow what the top guys are using. If you insist, an engine is a means of converting heat to energy- more heat, more energy. Consider modern cars, they are very powerful, extremely efficient as far as fuel consumption goes and an engine temperature at almost meltdown point. It is for this reason that there are no adjustments on carbies, etc as in older cars the home mechanic was known to fiddle. Much the same applies to model engines yet modellers seem to insist on fiddling with the mixture to for fill their 'power' dreams and never rarely understand why, or exactly what they are doing.

Actually, while we are on this subject the ideal time to tune your model engine is the summer time.....yes, laugh on, not, but tuning the engine during the very hot weather gives you a very good starting point for future adjustments. Give this some thought and let me know why it won't work. A hot dry day will demand the maximum rich mixture from your engine so you will tune for this, and from there on if you leave the needle as is then the engine will run slightly rich. I hear the rev heads calling that the engine be not be running at its maximum.....sowho in sport flying wants maximum RPM, some cannot even tune an engine for full power so my last comment has some validity, and I assume that an engine rpm variation of 500 rpm will not even be noticed.

Power– One horsepower is the power generated by a horse lifting 33,000 pounds up a distance of 1 foot in one minute. it is generally calculated by a mathematical formula based on measurement factors of the engine. Brake horsepower is measured with the engine running and a brake applied to the output shaft. the brake can be friction, water or electricity and the machine, a dynamometer is quite intricate. Horsepower is generated by the rpm of the engine and torque is the actual power of the engine in a twisting motion. The engine wants to rotate the opposite direction to that which the shaft is turning. The power comes from the piston pushing down on the crankshaft through the connecting rod. Simply the power is the same as a pedal cyclist pushing down on the pedal of his bike- this is torque.

Thrust is the final result of all this theory and measurement converted into pulling power of the propeller. Hope this simplistic article informs you more of some of model engine technology.



John Beresford shading his eyes

TOMBOY TALES FOR 14 APRIL ROUND 3

What!!!! only one of the “Modernist Brigade” turned up to challenge the “Oilys”, good to see you Dave (the Twins did apologise at the AGM to BGGG with the heart felt wish that the “Oilys” needed some encouragement after the thrashings that they had taken lately by their superior electric models YEAH RIGHT!!).

COMPETITOR/MODEL/ENGINE	FLIGHT 1	FLIGHT 2	TOTAL
Mark Venter 36” Indian Mills	338	362	700
Dave Jackson 36” Electric	310	267	577
Lynn Rodway 36” MP Jet	261	256	517
Stew Morse 36” original Mills	207	117	324
Gary Burrows 36” Irvine Mills	124	158	282
Bruce Bonner 36” MP Jet	100	0	100

The facts of the case are that the “Oily” in the hands of Mark Venter (700) came out the winner by some 123 seconds over the bridesmaid electric in the hands of Dave Jackson (577). BGGG actually got in some times only to be defeated by his non performing engine (electric is looking good!!) but wasn’t fortunately last, HE SHOULD HAVE BEEN!!! (and he profusely thanks Bruce Bonner for the wing fold on his first flight)
It was amazing that all the models were of the 36in variety. (BGGG has just sent a 36” plan to Paul Chisholm Australia so he can be ready for 2014 when he returns at the end of the year)

The weather was good after the fog had cleared about 1015hrs, just a bit windy for second place getter Dave Jackson’s very light electric TB who had to trade height for time to get back into the paddock on his last attempt.

Mark Venter’s Indian Mills with the improved needle valve did him proud with consistent runs of about 4 minutes and flights averaging around 6 minutes to be the deserved winner. The fast improver in this class is Lynn Rodway (2012 senior club champion) as he is coming to terms with radio control and BGGG’s rules. A fast learner!!!!

Stew Morse is still having trouble with his Mills trying to get a consistent run from it (BGGG can sympathise) maybe he should try one of the other Mills he has in the cupboard (it was 8 of them at the last count wasn’t it Stew!!!!)

BGGG was observed taking notice of Mark Venter’s observations on his Mills as having a leaking back plate gasket, subsequently proven at home, now it starts much better and runs more consistently, so here is hoping!!!

ROUND 4 19 MAY **CONTEST MAN ON MAN LEADER BOARD CHALLENGE**

1. Each competitor puts in 1 flight to set the leader board with points being awarded to position on the leader board e.g. top flight 25 points, second 20 points, third 15 points, fourth 12 points, fifth 10 points, sixth 9 points and so on NOTE ALL flight 1’s must be completed by 1000hrs before flight 2 is attempted.
2. Each competitor puts in a second flight to see if they can beat any score above them in round 1 if they do then they will be awarded 5 points, this time will then reposition them on the leader board. NOTE ALL flight 2’s must be completed by 1100hrs before flight 3 is attempted
3. Each competitor puts in a third flight to see if they can beat any score above them in round 2 if they do then they will be awarded 5 points, this time will then reposition them on the leader board. NOTE flight 3 must be completed by 1130hrs

SOARCHAMPS 2013 REPORT By Scott Chisholm, Allan Knox, Dave Griffin

Soar Champs 2013 will be remembered for the great location, excellent turnout, Weather (good and bad) and the Radian Flypast... more on that last one later!

Lake Station is an excellent location for Soaring, lying as it does about as far from the sea as you can get in NZ (about 80km) in a shallow valley, surround by lift producing features and beautiful scenery. What more could you want? Well there was a nice hotel nearby with a good range of accommodation options, craft beer on tap and great food.

21 Fliers from as far north as Auckland and south as far as Timaru, plus Dave Pratley from Australia, arrived on Thursday ready for the event. This was one of the better attended Soar Champs in the last few years. It was really heartening to see many new fliers to our sport along with the smiling faces that we have flown together with for many years. It was also great to welcome Suetonia Palmer our first lady flier (ever?) She has been calling for husband Andrew as he flew Helis and Aerobatics for many years. As Andrew started to fly thermal her interest (*in soaring!*) was aroused. She quickly learned to fly a Radian electric glider and was able to beat Andrew in the radian contest!

It was great to see many visitors and supporters travel to this remote venue, thanks for making the effort.

Events flown were F3J, Premier Duration, Ales 200, F3K and Radian.

F3J by Scott Chisholm

was set to go first on the Friday. The forecast for Friday wasn't the best with showers through to 3pm then clearing. Everyone woke to find low cloud with drizzle out their windows. Nonetheless it had been decided we would all meet out at the field bright and early and make the call if we would kick it off or retire to back to the lodge to wait the weather out. It soon became apparent that the forecast was bang on and we were all off back to the lodge for coffees. As the day went on the weather cleared quicker than expected and we were all back out to the field in the early afternoon to kick it all off.

The F3J task provides a 10 minute working time to try for as much flight time as possible within that time period. Pilot's flight times don't start until their model releases from the tow line and the model isn't allowed to be thrown until the start of a sound signal is heard. Pilots play with danger at the end of the round also to land as close to the end of the 10 minute working time without over flying the time frame and to hit the target landing.

17 pilots entered for the days flying, we were divided into 3 flight groups flown in each round. This meant we could get through the rounds reasonably quickly and given the late start it was an impressive effort by Dave James the CD of the day to complete 6 rounds in the afternoons flying. Early on lift was light, as the weather cleared more though the afternoon we begun to see patch's of lift come around and people were achieving their flight times making the landing points even more important. The battle at the front was intense

with Joe Wurts, Sharn Davies, Peter Williams and Scott Chisholm all close together making it very important to ensure you were accurate with your landings. It was great to see the rise in Sharn Davies skill levels, in the past year Sharn gets my most improved award, he continues to get better each event he flies and his experience is growing. It was also great to see newcomers Alex Hewson and Andrew Palmer both doing well in their first F3j competition. Andrew would have achieved a high placing if it wasn't for a sad situation seeing him look away from his model for a moment then to look back at another model whilst his proceeded to destroy itself. Andrew is showing very early signs he will be at the front very soon once the new toys arrive.

Later in the afternoon and as it turned to evening it became extremely important to get good high launch's and leave the model alone as much as possible to keep its height. We refer to this being "min-sink mode" and it is a very good method to achieve good flight times in marginal lift like we were seeing. These conditions can see the scores separate quite a bit and the results change.

At the end of the day under almost darkness we completed round 6. Joe was declared the winner. Yet again, Joe's consistency and accuracy had him at the top of the results page, followed by Sharn Davies and Peter Williams in third. Again top marks must go to Dave James to achieve so much from such a small space of time was very impressive and we all appreciated his efforts.

Premier Duration by Dave Griffin

Day 2 dawned clear and calm so we set up for NZ Premier Duration. This is a thermal contest requiring a 10 Minute flight in a 12 minute working time, with precision landing.

We managed a couple of rounds clouds gathered and a active front could be seen on the Weather Radar heading our way. It soon arrived and the rain set in. Models and valuable equipment were covered, a gazebo erected, coffee and pies ordered. About 1 hour 30 later we got back to flying for the rest of the day.

In the morning, lift was about, to be found and exploited, but after the rain the lift was harder to find and difficult to climb very far in. The best tactic seemed to be to cruise around very slowly in min sink mode, working any gentle bubbles that occasionally showed a little climb potential.

Joe excelled as usual both in the flying and landing elements of the event. Alex Hewson was flying a 'Perfect /Maxa' - a model made from parts of 2 damaged models - flew really well all day placing just behind Joe. Dave Griffin's new Maxa and some smooth flying helped Dave into 3rd place, with more than one low level save to make time. Our Australian guest Dave Pratley flew well all day for 4th place. Ted Bealing from Auckland, one of the older gentleman of NZ Soaring, flew really well with his new Maxa for 5th place. After a great day Friday, Sharn struggled to find form in the light conditions, struggling to make much more than 8 minutes in many rounds. Scott flew well, but suffered a loss of time in the first

round when he discovered his transmitter non responsive to the on switch. A blown fuse was quickly swapped and he got started late to record 5 minutes.

Both Friday and Saturday evening we adjourned to the hotel for dinner and entertaining conversation on subjects dear to our hearts. Saturday evening we were treated to a night flying demo by Andrew with his LED equipped heli. Andrew is a truly talented and well practiced pilot, really putting the machine through its paces. Via its LED system the helicopter glows various colours and flashes up a number of images such as stars, smiley faces and Pacman - very clever!

ALES 200 by Allan Knox

This is a brand new event this year with the rules approved at the Nationals AGM. It was flown between rounds of PD on Saturday. Weather, as noted elsewhere, was pretty awful at times and the lift conditions challenging. Despite this 11 fliers fronted flying a variety of models. Everything from Radians to high end machines like Joe's electric Maxa. There were a number of other converted thermal soarers and couple of high end dedicated electrics including Pete Deacon's Graphite and Pete France's big 4m open structure machine. Allan Knox flew his own small design, a light 2m Vee tail he calls the Apex. It is very agile and has good speed range, kind of like a big DLG.

ALES 200 uses a cheap Altitude switch to turn off the motor at 200 meters above ground or 30 seconds, whichever ever the sooner. The goal is to complete a 10 minute flight including engine run time. A spot landing bonus of up to 50 points applies.

This contest was flown in 4 rounds with 2 groups and someone always got away to max out. Joe Wurts won all his groups as we have grown to expect from this great flier but others placed well too with Peter France, Dave Griffin and Allan Knox winning groups. The little Radians struggled in the conditions but given a hint of lift they were maxing out just like the big expensive stuff. It certainly proved that ALES, 200 or 123, can be flown effectively with these cheap ARFs straight out of the box. It was great to see Suetonia Palmer flying her Radian in this event, there are too few women in our sport. Suetonia joined in enthusiastically will all the weekend's activities and I noticed that husband Andrew had a broad grin on his face as she dragged yet another winch line back. Well done that lady.

All in all, this was a great launch for ALES. I think it has firm support for the future. Look out for opportunities to fly it on the NDC calendar this year.

F3K by Dave Griffin

This was flown Sunday morning in bright clear conditions with enough wind to need ballast and to catch pilots out! Quite a few, perhaps even all the fliers landed out of the box at least once. Many flights found no lift while others found lift that soon carried them a fair way back, leaving models needing to push back into the strong thermal fed wind to get back to the box. 18 Pilots lined up for 6 rounds of F3K. Joe and Alex flew perfects 1000's in each round to tie for first place. Scott was 3rd.

NZ F3J Team Selection by Dave Griffin

The SoarChamps also doubled as the team selection for next years F3J World Champs in Slovakia . 5 Fliers were keen to try for the team - Joe, Scott, Sharn, Aniel and Dave Griffin. Scores from F3J and Premier duration were combined and the worst score dropped to select the team. As noted above the fortunes of pilots changed with the varying conditions over the 2 days. Eventually the top 3 were selected - Congratulations to Joe, Dave and Scott. We have a world class team with these guys.

The Radian Contest by Dave Griffin

For many this was the highlight of the weekend (fun wise anyway!) The event was open to all Radians (Standard and Pro), with unmodified props or motors. It had been announced beforehand that the task would be decided on the day to suit the prevailing conditions. We set 15 seconds motor run and 6 minutes flight time with a landing within the landing tape adding 50 points. All models were launched and climbed together for 15 seconds, and then fliers called their landing so the time could be recorded. 3 rounds were flown, with good scores posted by most fliers. Laughter could be heard much of the time - seemingly directly related to lift conditions.

Congratulations to Suetonia placing 4th - ahead of husband and teacher Andrew in 5th!!

RECORDING OFFICERS REPORT FOR 2012 YEAR

Champion National Decentralized club AGAIN, is there anyone else out there????

6 members placing in the top 10 NDC competitors (up from 4 last year)

(2nd Dave Jackson, 5th Lynn Rodway, 6th Scott Chisholm, 7th John Ensoll, 8th Kay Long, 10th Bill Long.) Allan Knox ex CMAC 1st

“We Train them and send them out to show the flag just like the “Crusaders”. And the national results also show this trend

National record for Bill Long in Hanger Rat

Our record at the last Nationals was just out of this world and long may it continue

Within the club we had 35 members out of 79 members putting in competition scores. 44%

What does this mean when you put it all in perspective

We are in good stead with people coming out and competing and I hope that the new format of allowing the months events to be flown on any Sunday of the month will encourage more participation

Now for people who tried and succeeded (see over page)

CLUB CHAMPION	
Rodway, Lynn	79
Jackson, Dave	76.5
Ensoll, John	74
Venter, Mark	49
Griffin, Dave	46
Chisholm, Scott	43
Morse, Stewart	35
Weatherall, Bruce	34
Klintworth, Conrad	32
Long, Kay	28.5
Long, Bill	27.5
Glubb, Ashley	21.5
Robinson, Neville	21
France, Peter	20
Shaw, John	17
Dunstan, John	16.5
Davis, Sharn	14.5
King, Les	13
Harvey, Ian	12
Kennington, Shane	12
Grant, Stu	11.5
Nel, Loren	11.5
Hart, Grahame	10.5
Andre, Eric	10
Bonner, Bruce	10
Lagan, Paul	8
Gunner, Roy	6.5
Atkinson, John	6
Condliffe, Rob	6
Klintworth, Volney	6
Burrows, Gary	5.5
Henderson, Trevor	5.5
Jackson, Rachel JNR	5
Kotoul, Arthur	5
Turner, John	5

PYLON CHAMP	
King, Les	13
Hart, Grahame	10.5
Henderson, Trevor	5.5

VINTAGE CHAMP	
Venter, Mark	42.5
Ensoll, John	41
Rodway, Lynn	28
Jackson, Dave	27.5
Morse, Stewart	23
Dunstan, John	9.5
Glubb, Ashley	9.5
Lagan, Paul	8
Grant, Stu	6.5
Burrows, Gary	5.5
Kotoul, Arthur	5
Weatherall, Bruce	5

SOARING CHAMP	
Griffin, Dave	46
Chisholm, Scott	43
Klintworth, Conrad	32
France, Peter	20
Shaw, John	17
Davis, Sharn	14.5
Glubb, Ashley	12
Harvey, Ian	12
Kennington, Shane	12
Nel, Loren	11.5
Andre, Eric	10
Dunstan, John	7
Atkinson, John	6
Condliffe, Rob	6
Klintworth, Volney	6
Grant, Stu	5
Turner, John	5

F/F CHAMP	
Jackson, Dave	70
Rodway, Lynn	67
Ensoll, John	44
Weatherall, Bruce	34
Long, Kay	28.5
Long, Bill	27.5
Robinson, Neville	21
Morse, Stewart	20
Venter, Mark	13.5
Bonner, Bruce	10
Gunner, Roy	6.5
Jackson, Rachel JNR	5

RC CHAMP	
Griffin, Dave	46
Chisholm, Scott	43
Klintworth, Conrad	41
Venter, Mark	35.5
Ensoll, John	30
Glubb, Ashley	21.5
France, Peter	20
Shaw, John	17
Dunstan, John	16.5
Morse, Stewart	15
Davis, Sharn	14.5
King, Les	13
Harvey, Ian	12
Kennington, Shane	12
Rodway, Lynn	12
Grant, Stu	11.5
Nel, Loren	11.5
Hart, Grahame	10.5
Andre, Eric	10
Lagan, Paul	8
Jackson, Dave	6.5
Atkinson, John	6
Condliffe, Rob	6
Klintworth, Volney	6
Burrows, Gary	5.5
Henderson, Trevor	5.5
Kotoul, Arthur	5
Turner, John	5

JUNIOR CHAMP	
Racheal Jackson	
Well Done	

Dave Jackson sorting his TX for his electric Tomboy



FIRST PLACINGS		
R/C Vintage (O/T)Precision	Burrows, Gary	1=
10 minute Duration (class B)	Chisholm, Scott	
Hand Launched Glider (class I)	Chisholm, Scott	
2,4,6,8,10, (class J)	Chisholm, Scott	
TOMBOY R/C EVENT	Ensoll, John	
Vintage R/C A Texaco	Ensoll, John	
Thermal Electric Precision (class E2)	France, Peter	
Club Electric X5J Extreme	Glubb, Ashley	
6 minute Duration (class A)	Griffin, Dave	
Catapault Glider	Jackson, Dave	
Hand Launched Glider	Jackson, Dave	
P.30 Rubber	Jackson, Dave	
Indoor Hand Launched Glider	Jackson, Dave	
Open Glider	Jackson, Dave	
A/1 Glider (FAI Class F1H)	Jackson, Dave	
Nostalgia Glider Duration	Jackson, Dave	
Old Time Catapult Glider	Jackson, Dave	
Old Time Chuck Glider	Jackson, Dave	
Pylon Racing Open (class G1)	Kennington, Shane	
Quickie 500 Sport Pylon	King, Les	
Sportsman Pylon	King, Les	
FAI Class F1L	Long, Bill	
Hanger Rat	Long, Bill	1=
FAI Class F1D	Long, Kay	
Open Tissue	Long, Kay	
Hanger Rat	Long, Kay	1=
VIC SMEED PRECISION	Morse, Stewart	
Old Time Precision	Morse, Stewart	
Open Power (Class A)	Rodway, Lynn	
Open Glider	Rodway, Lynn	
1/2A Power	Rodway, Lynn	
Old Time 020 Miniature Replica	Rodway, Lynn	
Old Time Glider Duration	Rodway, Lynn	
Formula 500 (class D)	Shaw, John	
R/C 1/2A Texaco	Venter, Mark	
Vintage R/C Electric Rubber Texaco	Venter, Mark	
R/C Vintage (O/T)Precision	Venter, Mark	1=
Old Time Rubber Duration	Weatherall, Bruce	
Coupe D'Hiver (FAI Rubber Class F1G)	Weatherall, Bruce	
Open Rubber	Weatherall, Bruce	



A beautiful Beech Stagger Wing as seen at this years Omaka air show

Weather Station Phone Number

021 02943562

Operating times Monday to Friday 0700—1300hrs and 1400—1700hrs

Saturday and Sunday 0700—1600hrs

CMAC WEB SITE <http://www.cmac.net.nz/>

EDITORIAL MANURE. # 104, MANY MORE TO COME

- I would like to thank you all for voting both myself and Trevor Henderson into the ranks of life membership in the club, it is an honor which I appreciate and I'm sure so does Trevor. We will not rest on our laurels and keep doing those things that you, the club members, appreciate us doing for a long time yet.
- What a great AGM with 23 of the club attending and great to see that all positions were filled on the committee. Welcome to Alex Hewson into the Soaring roll and our old president Grahame Hart back for another stint. Thanks to Granddad Ensoll for his tenure of 2012 (he will be forever known as the great spender (ride on mower) and competition winner for that year.)
- On a non aero modeling note I'm pleased to be looking forward to being housed again at my old rebuilt residence (in about 12+months time!!!!) as the insurance company looks like its butt is reacting to the kicking I have been giving it of late, after all February 2011 was a long way off particularly since we were made green in September 2011!!!!

OUR NEW TROPHY

First presented this year to our Granddad Ensoll (who is having a great year).

Previous winners of the event prior to the trophy being created are engraved on the back and they are

2009 (the first year the event was held) Gary Burrows 36" diesel TB (Granddad was second with a 36" diesel TB)

2010 Ashley Glubb with a 36" electric TB

2011 Ashley Glubb with a 36" electric TB

2012 Granddad Ensoll with a 48" diesel TB



04-May-13	Saturday AM 0900-1200hrs	SOARING	104	NDC	CLUB	FAI (F3K) Discus Launch Glider Tasks b,d,g,h.only (Total raw scores)	Willows
04-May-13	Saturday PM 1300-1600hrs					SPARE	Willows
05-May-13	Sunday AM 0900-1200hrs	F/F	97	NDC	CLUB	Wakefield (FAI Rubber Class F1B)	Willows
05-May-13	Sunday AM 0900-1200hrs	F/F	99	NDC	CLUB	Open Rubber	Willows
05-May-13	Sunday AM 0900-1200hrs	F/F	100	NDC	CLUB	FAI Power F1C (Class D)	Willows
05-May-13	Sunday AM 0900-1200hrs	F/F	101	NDC	CLUB	Open Power (Class A)	Willows
05-May-13	Sunday AM 0900-1200hrs	F/F	102	NDC	CLUB	Classic A/2 Glider	Willows
05-May-13	Sunday AM 0900-1200hrs	F/F	103	NDC	CLUB	A/2 Glider (FAI Class F1A)	Willows
05-May-13	Sunday AM 0900-1200hrs	VINTAGE	105	NDC	CLUB	Old Time FF Rubber Duration	Willows
05-May-13	Sunday AM 0900-1200hrs	VINTAGE	106	NDC	CLUB	Nostalgia FF Rubber Duration	Willows
05-May-13	Sunday AM 0900-1200hrs	VINTAGE	107	NDC	CLUB	Vintage R/C Open Texaco	Willows
05-May-13	Sunday AM 0900-1200hrs	VINTAGE	108	NDC	CLUB	Classical R/C E Texaco	Willows
05-May-13	Sunday AM 0900-1200hrs	VINTAGE	109	NDC	CLUB	Classical R/C IC Duration	Willows
05-May-13	Sunday AM 0900-1200hrs	VINTAGE	110	NDC	CLUB	Classical R/C Electric Duration	Willows
07-May-13	Tuesday PM 1930-2100hrs					CLUB NIGHT	CON-DELL
12-May-13	Sunday AM 0900-1200hrs			NDC	CLUB	FF and Vintage NDC events for MAY per 5 May list	Willows
12-May-13	Sunday PM 1300-1600hrs					SPARE	Willows
12-May-13	Sunday PM 1300-1500hrs	INDOOR	96	NDC	CLUB	FAI Class F1D	Templeton
12-May-13	Sunday PM 1300-1500hrs	INDOOR	98	NDC	CLUB	Experimental	Templeton
18-May-13	Saturday AM 0900-1200hrs					SPARE	Willows
18-May-13	Saturday PM 1300-1600hrs					SPARE	Willows
19-May-13	Sunday AM 0900-1200hrs			NDC	CLUB	FF and Vintage NDC events for MAY per 5 May list	Willows
19-May-13	Sunday AM 0900-1200hrs	R/C POWER			CLUB	TOMBOY 36 and 48 R/C EVENT	Willows
19-May-13	Sunday PM 1300-1600hrs					SPARE	Willows
25-May-13	Saturday AM 0900-1200hrs					SPARE	Willows
25-May-13	Saturday PM 1300-1600hrs	PYLON			CLUB	Pylon Race Day	Willows
26-May-13	Sunday AM 0900-1200hrs			NDC	CLUB	Club Rally day and NDC final day for month	Willows
26-May-13	Sunday AM 0900-1200hrs	ELECTRIC			CLUB	Club Electric X5J Extreme	Willows

**Middle age is when broadness of the mind
and narrowness of the waist change places.**

01-Jun-13	Saturday AM 0900-1200hrs	SOARING	115	NDC	CLUB	6 minute Duration (class A)	Willows
01-Jun-13	Saturday PM 1300-1600hrs					SPARE	Willows
01-Jun-13	Saturday PM 1300-1600hrs	SOARING	116	NDC	CLUB	FAI (F3F) Timed 10 lap Slope	PMH
02-Jun-13	Sunday AM 0900-1200hrs	F/F	113	NDC	CLUB	A/1 Glider (FAI Class F1H)	Willows
02-Jun-13	Sunday AM 0900-1200hrs	F/F	114	NDC	CLUB	P.30 Rubber	Willows
02-Jun-13	Sunday AM 0900-1200hrs	VINTAGE	117	NDC	CLUB	Old Time Chuck Glider	Willows
02-Jun-13	Sunday AM 0900-1200hrs	VINTAGE	118	NDC	CLUB	Old Time Catapult Glider	Willows
02-Jun-13	Sunday AM 0900-1200hrs	VINTAGE	119	NDC	CLUB	Nostalgia FF Glider Duration	Willows
02-Jun-13	Sunday AM 0900-1200hrs	VINTAGE	120	NDC	CLUB	Vintage R/C (O/T)IC Precision	Willows
04-Jun-13	Tuesday PM 1900-2100hrs					CLUB MEETING	CONDELL AVE
08-Jun-13	Saturday AM 0900-1200hrs					SPARE	Willows
08-Jun-13	Saturday PM 1300-1600hrs					SPARE	Willows
09-Jun-13	Sunday AM 0900-1200hrs			NDC	CLUB	FF and Vintage NDC events for JUNE per 2 June list	Willows
09-Jun-13	Sunday PM 1300-1600hrs					SPARE	Willows
09-Jun-13	Sunday PM 1300-1500hrs	INDOOR	111	NDC	CLUB	Hanger Rat	Templeton
09-Jun-13	Sunday PM 1300-1500hrs	INDOOR	112	NDC	CLUB	Experimental	Templeton
15-Jun-13	Saturday AM 0900-1200hrs	SOARING				CIRRUS TROPHY - Formula 500 (class D)	Willows
15-Jun-13	Saturday PM 1300-1600hrs					SPARE	Willows
16-Jun-13	Sunday AM 0900-1200hrs			NDC	CLUB	FF and Vintage NDC events for JUNE per 2 June list	Willows
16-Jun-13	Sunday PM 1300-1600hrs					SPARE	Willows
22-Jun-13	Saturday AM 0900-1200hrs					SPARE	Willows
22-Jun-13	Saturday PM 1300-1600hrs	PYLON			CLUB	Pylon Race Day	Willows
23-Jun-13	Sunday AM 0900-1200hrs	F/F			CLUB	Avon Trophy	Willows
23-Jun-13	Sunday AM 0900-1200hrs			NDC	CLUB	FF and Vintage NDC events for JUNE per 2 June list	Willows
23-Jun-13	Sunday PM 1300-1600hrs					SPARE	Willows
29-Jun-13	Saturday AM 0900-1200hrs					SPARE	Willows
29-Jun-13	Saturday PM 1300-1600hrs					SPARE	Willows
30-Jun-13	Sunday AM 0900-1200hrs			NDC	CLUB	Club Rally day and NDC final day for month	Willows
30-Jun-13	Sunday AM 0900-1200hrs	ELEC-TRIC			CLUB	Club Electric X5J Extreme	Willows
30-Jun-13	Sunday PM 1300-1600hrs					SPARE	Willows

