

From the Scribe:

This is the start of Spring. Hopefully some more settled weather. Of late, if it hasn't been raining, it's been blowing. However, at times there have been some magical interludes. A couple of days have not been great, but the wind has dropped off midday and some of us have been able to grab a few hours in the afternoon. As John M would say, 'Magic'.

Often, though, some of us might need a bit of encouragement, so if out of the blue conditions are good and you feel like heading down, give somebody else a ring. Some don't mind being by themselves, others prefer some company.

I know I much prefer to fly in the company of others.



Some 3 years ago, Kath and I spent a week in the Wairarapa and visited TVAL (The Vintage Aviator). It was a great experience and a year later I ventured up one weekend when they had a flying weekend.

It was fantastic.

So, when a year back Gene DeMarco was in the news for all the wrong reasons, I shrugged and carried on, thinking TVAL would continue and he would be sorted.

I was disappointed to read this last week that he is before the courts for theft.

Even more disappointing is the fact that TVAL is closed until further notice.

Such a great asset, I would hate to see it not re-open.

The flying weekend I was there, I spent a lot of time talking to one of the pilots. He had just come on the roster and was just so enthusiastic.

August club night was a cracker.

Thanks Neil.

Start studying for Quiz night September.

Enjoy the month.

Steve

Pack 'em in.

A friend of mine from Auckland, not a modeller, posted on Facebook this last week. (yes. I do know some normal people).

He had been in Christchurch visiting family.

"A few years ago we had a trailer that carried 3 race cars and I



thought that this was pretty good but after seeing how much trouble and effort is spent on flying model planes I realise I was pretty much a "beginner".





This was of, of course, Christchurch Radio Modellers annual event at Lake Forsyth. Rumour has it that one of our members attended, purely as a spectator I believe! He also won the lucky door prize.

QEP - Spade Aid.

I was crook and with the postponed weeked, only a few managed this year.

Thanks to those that did. Much appreciated.

According to Wayne Elley, with a good turnout, planting was finished around midday.

He reckoned they probably planted enough trees to offset IC engine carbon emissions for a few months!



August Club Night.

Over the years we've heard from a few people who have followed a passion. Either as a career or a dream to be satisfied. The other monthly we heard from Martin Burdan and his passion for aircraft, particularly of the WWII vintage, leading to his involvement with a Harvard.



This monthly, Neil Upton told us of his passion since a lad to fly a spitfire and the ultimate fulfilment of that dream. On a recent trip to the UK, Neil booked a 1 hour flight in a 2 seater spitfire.

He presented the night with a storybook journey complete with video and his wife in the 'chase plane' taking photos. As a PPL holder himself, he was able to take the controls of the Spit for some 20 minutes. He had a fantastic experience, and I know could have talked for a lot longer.

Thanks Neil, for a great night.





Also on the night, Terry had a chat about his aims for Vintage flying, asking for somebody to step up and help with organisation. Andrew gave us a run down on his Bucker Jungmeister and Barry Symonds brought along a couple of planes which he talked about. In particular,



a Vintage model called Mam'selle.

John Ellison is building one and John Miller is also set to create one of these magnificent looking planes.

ATTENTION ALL TURNIGY 9X OWNERS

Do you use 'Trainer Mode' on your Tx ?

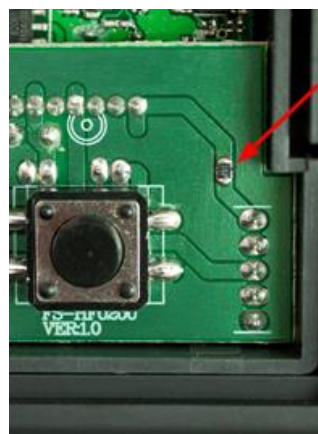
After a bit of research on Mr Google I found a fix, so it is not necessary to remove the (non-removable) RF module from the back of the 'trainee' Tx.

I have applied the fix to my dad's Tx and it now works great with the module properly mounted in place. No more makeshift ice-block sticks, bits of foam and rubber bands to hold the disconnected module on the back.

The fix entails adding a single SMT (tiny 1.2mm) resistor on the circuit board in the Rf module and takes about 10 - 15 minutes to do.

If you would like me to mod your Tx or want instructions how to do it yourself then contact me for details.

Cheers: Neil Upton (04) 238 4003



Spring is here.

So sometime in the next month we need to have a working bee to tidy a few things up.

We need to dig out the driveway again, make some fence repairs and clean up around the little trees on the Eastern fence line. Sadly, not many of these are left. A few months ago a good number of them were doing really well, but gone downhill since.

With the safety fence, we need to re-run the bottom wire. The fence strainer has rusted through. The Park have given us a new one, but I want to raise the wire some 300mm to stop the grass cuttings getting stuck there and to make it easier to clean the fence line without damaging the fence.

We'll also, when the weather improves and growth is vigorous, spray the strip for broadleaf weeds.

I'm also hoping this year to fertilise.

So I'll be in touch at the appropriate time.

Steve.



Thankyou.



To John Miller and Keri who replaced all the rotting ballustrade boards around the clubhouse deck and also replaced the toilet floor.

Great job.

When the weather improves, we'll also be staining those new boards and re-staining the deck.

Keri sealing the underside of the floor before installation. John M is a 'shadow' of himself!

Steve.

ALSO. If anybody has a few spare minutes and a pot of suitable paint at home, take the sliding doors out from under the kitchen bench, take them home, clean them up, sand and paint. Would be much appreciated. - Steve

Vintage Day:

A small group of Vintage enthusiasts enjoying some timely flying weather.

More pilots than planes! (Fair to be said one had left and a couple couldn't make it)



Steve

September Club night:

Will be Quiz night, led by the well known quiz master, Alistair Haussmann.

Last year's quiz night was a great success. Alistair has tuned the format for this year, so should be another cracker.

BRING pen or pencil

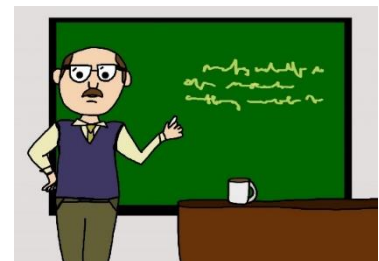
Paper and answers provided!

October Club night:

At this stage I'll pull some video off the web so we can enjoy some of the large models out there as well as some of the 'unfortunate' mishaps.

If you have anything that you think could be included, let me know.

Steve



August Weather Woes - The Van Report



HOLFUY

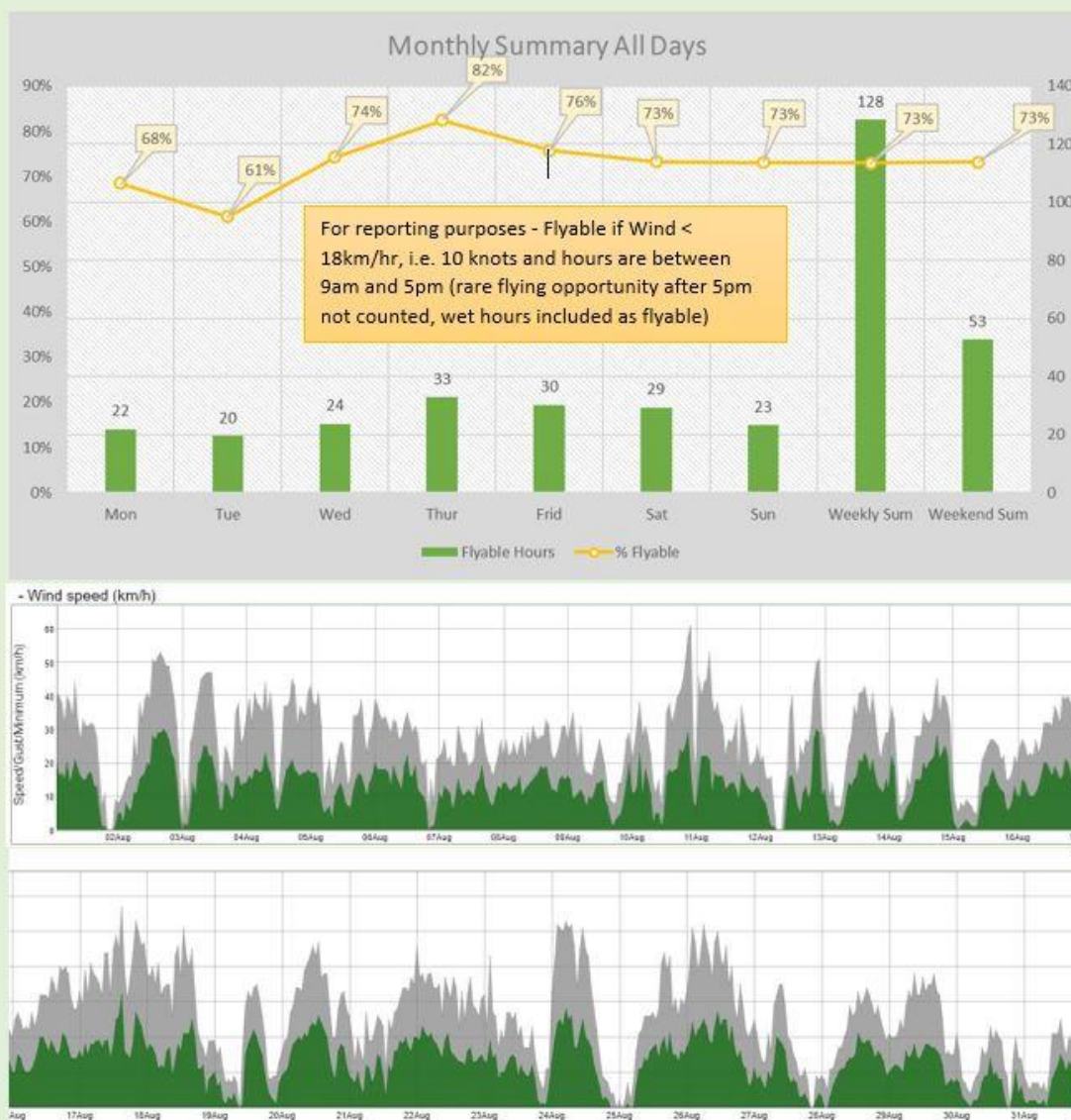


Should I have flown this month!

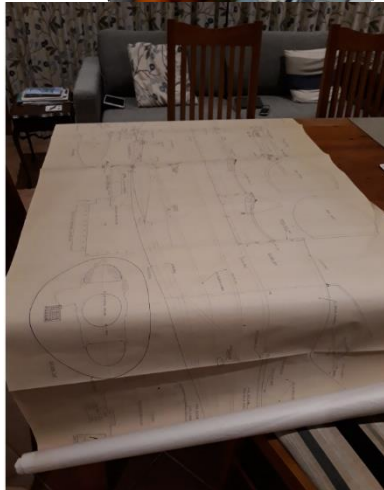
Our weather watcher stats show conditions were pretty good for a lot of the month. Best weekday Thursday flyable 82% of available hours. While weekend flying hours notably lower, both days available hours were 73% flyable. All in all another great month and good to see the many new (and old) faces at the field.

Food for thought; "The number one rule for happy aviation: don't run into anything solid!."

Thought for fools; "When failure is not an option, success can get expensive"



Understanding wives/mothers!



When needs must, hangar expansion (temporary) is negotiated!



Mmmmmmmmmmm
Easier than flying those damn model airplanes!

ASP Engines

Some of you may have noticed that these engines have been disappearing off the Hobby King website. I note in the latest RCM&E magazine that ASP no longer manufacture engines. Some resellers such as RCNZ still have some stock. ASP manufactured ASP and Magnum. I'm not sure of any others.

Vintage and Tomboy for August

One Minute Power Climb plus 2 Minute Glide

Flight to Spot Landing on 3 minutes, recorded in seconds

Ideally 3 minutes = 180 seconds plus 20 landing spots= 200 points

Minutes	Seconds	Spot Landing	Total Points
3.04	176	0	176
2.54	174	0	174
3.01	179	0	179

Total = 529

2.42	162	0	162
3.15	165	0	165
3.00	180	20	200

Total Points= 527

3.12	168	0	168
2.52	172	0	172
2.50	170	0	170

Total Points= 510

Vintage Flights on the 19th in wind conditions then discontinued

John Ellison	2.26	146	0	146
	3.00	180	0	180
Terry Beaumont	3.02	178	0	178

Flight time after a 20 second power climb

Time to seconds, no limit on glide time.

Terry Beaumont

Minutes	Seconds	Spot Landing	Total Points
1.57	117	0	117
3.35	215	20	235
2.24	144	0	144
1.57	117	20	137
2.30	150	20	170

Total= 803

John Ellison

2.28	148	0	148
2.49	169	20	189
1.56	116	0	116
1.40	100	0	100
1.42	102	0	102

Total= 655

John Miller

No Flight Recorded	0	0	0
1.38	98	20	118
1.39	99	20	119
1.55	115	0	115
2.19	139	0	139

Total = 491