

‘CONTACT’



NEWSLETTER FROM

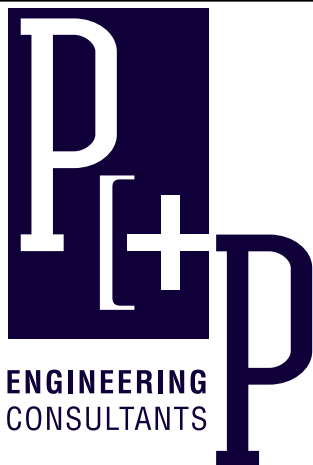
NEW PLYMOUTH

MODEL AERO CLUB

April 2015

New Plymouth Model Aero Club Officials, 2014-2015

Club Patron	NPDC Councilor	Harry Duynhoven (pending)	
President	Justin Whalley	7511442	noveandjustin@clear.net.nz
Secretary/Treasurer	Keith Butler	7513087	keithbutler@xtra.co.nz
Recording Officer	Andrew Robinson	7543224	a_robinson_nz@hotmail.com
R/C Steward	Mike Pillette	0274623200	mikelynn@xtra.co.nz
Free Flight Steward	Andrew Robinson	7543224	a_robinson_nz@hotmail.com
Control Line Steward	Andrew Robinson	7543224	a_robinson_nz@hotmail.com
Bulletin Editor	Steve Blackman	752 0199	shb@xtra.co.nz
Committee Members	Andrew Law	7520125	liz.and@xtra.co.nz
	Trent Lochhead		trentlochhead@gmail.com
	Allen Lawrence	7539787	littlegables@clear.net.nz
	Gary Poole	0276015808	dalgary@xtra.co.nz



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P.O Box 660
New Plymouth
New Zealand
Ph. +64 6 759 2199
Fax. +64 6 7591139
Email. manager@pandp.co.nz
Website. www.pandp.co.nz

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has kindly donated the printing of this Bulletin.



Another AGM has passed. Congratulations to those taking up committee posts and a big thanks to those stepping down. Keith has relieved Allen as secretary so as long as he does a similarly reliable job with the biscuit supply for committee meetings all should be well!

Club members have made good use of the strip and facilities over the long summer and despite the mixed weather over the Brett Cudby memorial weekend, our out of town visitors still enjoyed some great flying and have encouraged us to hold this event again. A big thanks to all who supported this event, particularly those involved in the shelter and catering, much appreciated.

Winter has sprung rather than crept upon us, so building projects will be dusted off to be worked on when the wind and rain prevent flying. I expect now that Rob Whalley has handed his keys in at the WITT and embraced retirement, there will be an even higher level of activity from his workshop, although I was reliably informed that there's an accumulated list of domestic chores that's waiting for his attention as well! Congratulations Rob, and enjoy your retirement.

Allen Lawrence has been doing a bit of a South Island tour including taking in the Omaka airshow. We look forward to hearing his account of that and hopefully seeing his pictures of this even. Shame about the damage to the FW 190.

I am pleased to report that the Yak 3U was ready in time for it's maiden flight at the Brett Memorial event and apart from a glitch with the retract valve went well. Very pleased with the performance and the sound is great!

Cheers,
Steve B.

Front Cover: Uneasy truce between John Robinson's plane and a Hawk!

President's Report

April 2015

Yet another AGM has passed, thanks for those who attended, voiced options and backed the incoming committee, we have a couple of changes with Keith Butler taking over from Allen as Secretary/ Treasurer and Garry Poole coming on as committee member. Big thanks to Allen for his wonderful work over the years as Club Secretary/ Treasurer. As Discussed at the AGM Club subscriptions are on the rise to line up with the increase from Model Flying NZ. Member ship fees are due now so please pass your cash or cheques to a committee member, Keith or directly into our bank account, the number for d/c is as follows: TSB 153942 0000964 00. Senior \$170.00, Family- \$180.00, we appreciate payment before the end of May.

Our Memorial day for Brett Cudby was a great success with a great bunch of guys from around the North island travelling for the event, Saturday morning was rather busy with sport flying and then a BBQ Lunch- thanks to all who helped out including special thanks to Keith and Garry for the preparation work put in to the field and surrounds, also thanks to Mike for the Gazebos and Andy for the generator and extra BBQ. A social evening at Steve's place on the Saturday night capped off the day well. Sunday dawned wet but turned out OK after lunch when more flying was done. All in all the comments from the out of town guys were excellent and we are looking to make this an annual event around the same time of the year.

A recent trip to Lake Ratipiko was also a great success with around a dozen float planes flown throughout the day, great facilities also for the family with an excellent club house equipped with toilets, kitchen with hot water zip and BBQ facilities. We will definitely coming back in the future!!!-

Great to see Ross Giddy out and about after his recent visit to Base Hospital- I here he has recently test flown his lovely Blackhorse Chipmunk which he brought along to a club night a while ago- Good on ya Ross!!

Well that's all for me now- See you out at the Radio site again soon!

Justin

Float plane day 29th March 2015 at Lake Ratapiko

by Keith Butler

A much awaited day and the weather was not looking good. A quick check of the forecast and the rain radar indicated that fine spells would arrive within the hour. A few brave optimists set off early for the lake as the rain continued to pour down. Ultimately, it wouldn't be the first time that float plane flying had taken place from the shelters. On the water or off, the planes were going to get a soaking anyway!

Arriving at the lake the rain was still with us but, at least, the wind was blowing left to right along the lake, strong but an ideal direction for take off/landing. A quick dash to the shelter of the covered deck of the club house for a chat and hot coffee was the order of the day, whilst "waiting on weather" (WOW). As the weather eased and the rain stopped after about half an hour, it was like a WW2 action "scramble" as planes appeared and fired up. About 7 pilots had turned up with both new and old. 3 new HK electric "Skippies" were soon whizzing around, handling the rough water/air conditions extremely well. This plane is a mini foam version of the Northstar delta. Johns' new yellow home build and Justin's Macchi M33 all performed well, as did my new Northstar and multifunction Astrohog on floats. It was nice to see Ross out flying his foam Catalina again after his operation.

There was only one major incident of the day when Mike, early in the day, misjudged the large poplar as it "bit" off half a wing and the debris ended in a watery grave. A minor "splash" from Gary saw him dive into the lake when he lost orientation of his Skippy. My Seamaster took on about 1 inch of water in the fuselage which made control difficult as the radio gear got soaked and was retired intact early for the day. Several rescues were necessary throughout the day, mainly due to stalled engines.

About every 45 minutes, squalls with high wind and heavy rain continued to pass through the location but left time for plenty of flying in between during fine spells. During periods when it was unfit to fly, the club house provided great shelter, facilities to have a bbq and a gathering place to socialise. Everyone left the site for home by about 3 pm to watch the ODI final!

Apart from the cricket, it was a great day, despite the weather, and more days at the lake are proposed for the forthcoming season, yet to be advised. However, there will be a small landing fee(\$10) charge to help cover lake hireage costs. Also, we have been advised that the lake levels are to be immediately lowered and the lake will be out of use for a few months. Once lake levels are restored, a programme of float plane days will be arranged.

Andy took lots of photographs of the days' happenings which can be viewed at his web site address and link below.

http://www.pbase.com/andy_dodson/npmac_29_mar_2015_lake_ratapiko



The happy Free Flight band.

L-R Rod Brown, Alan Reed, Andrew Robinson, Jo Fuller, Don Robinson, Allan Lawrence, Alec Fuller.

FREE FLIGHT

By Andrew Robinson.

1st Mar 15: A fine and calm morning with a bit of wind drifting in from the northwest. There were some good periods of lift but a cold patch of air went through about the middle of the morning.

In Hand Launch Glider both Andrew and Allan scored maxes, but Allan had two other flights over 30 seconds where as Andrew only had one. Allan was the winner on 196 seconds with Andrew on 163 and third place was Alan Reed with 149 seconds.

The Catapult Gliders were getting some longer flights with both Jo & Alec Fuller scoring Max's, however Jo's max saw the glider end in the top of a tree, too high for retrieval. Alec proceeded on to win with 203 seconds, Don Robinson was second on 189 and Andrew Robinson was third with 168. Jo Fuller was 4th and Allan Lawrence 5th.

Allan put up six flights with his Tip launch glider for NDC and scored a total of 160 seconds.

19th April 15: A really nice fine and warm morning with almost zero wind. It was almost too good as it was almost impossible to pick a wind direction.

Hand Launch Glider had three contestants only. Allen Lawrence showed us the way with a 58 second flight and a max to score 215 seconds. Second was Andrew Robinson on 124 with a best flight of 40 and third was Don Robinson on 120.

Catapult Launch Glider was keenly contested. Alec Fuller was getting some very impressive "rocket like" launches and losing no height at the top of the climb. Alec scored one max and a 45 to post a score of 219 seconds. Allan also scored a max but his glider disappeared over the road and into the buildings. Lucky he had a spare. He was 2nd with 172 and Jo Fuller was only 5 seconds behind on 167. Don was 4th, as took him until the fifth flight before he got in back into trim and Andrew ended up 5th.

The next Free Flight meeting is on the 10th May.

RESULTS: 1st March 2015

Hand Launch

1 st	Allan Lawrence	39, 25, 18, 60, 39, 15 = 196 Sec
2 nd	Andrew Robinson	13, 15, 60, 14, 22, 39 = 163
3 rd	Alan Reed	30, 25, 33, 16, 28, 17 = 149
4 th	Alec Fuller	32, 14, 17, 13, 26, 15 = 117
5 th	Don Robinson	17, 20, 12, 13, 20, 24 = 106

Catapult Launch

1 st	Alec Fuller	14, 60, 40, 33, 36, 20 = 203 Sec
2 nd	Don Robinson	10, 52, 35, 15, 38, 39 = 189
3 rd	Andrew Robinson	40, 22, 21, 22, 38, 25 = 168
4 th	Jo Fuller	24, 30, 20, 60, --, -- = 134
5 th	Allan Lawrence	18, 16, 25, 27, 16, 14 = 116

Tip Launch

1 st	Allan Lawrence	24, 18, 30, 24, 42, 22 = 160 Sec
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RESULTS: 19th April 2015

Hand Launch

1 st	Allan Lawrence	17, 25, 58, 39, 60, 16 = 215 Sec
2 nd	Andrew Robinson	14, 22, 19, 19, 40, 10 = 124
3 rd	Don Robinson	18, 22, 24, 25, 19, 12 = 120

Catapult Launch

1 st	Alec Fuller	26, 19, 60, 45, 32, 37 = 219 Sec
2 nd	Allan Lawrence	20, 32, 31, 19, 60, 10 = 172
3 rd	Jo Fuller	25, 21, 26, 47, 25, 23 = 167
4 th	Don Robinson	25, 21, 15, 10, 44, 33 = 148
5 th	Andrew Robinson	18, 18, 22, 25, 11, 17 = 111

INDOOR

By Andrew Robinson.

TSB Stadium – 17th February 2015.

There was a good turn out of fliers at the TSB Stadium with a few new faces and some old faces there to watch. Everybody did a lot of flying with quads, heli's and fixed wing models.

Hand Launch Glider had some good flights as the stadium was warm from the hot day. Steve Blackman set the pace with a 23 and 27 for third place, Allan Lawrence was next with 28.2 and 26 for second and Andrew Robinson did flights of 31.1 and 31.0 to take first place.

In Hanger Rat, Allan put in a good flight of 2-22 and a great flight of 2-47 to win by over a minute. Second place however was a tight contest with Steve Blackman next with 2-05 and 2-01 followed by very close behind by Alan Reed with 1-57 & 2-07, just 2 seconds back.

RESULTS:

Indoor H.L.G. (Best 2 of 10)

1 st	Andrew Robinson	31.1 & 31.0 = 62.1
2 nd	Allan Lawrence	28.2 & 26.0 = 54.2
3 rd	Steve Blackman	23.7 & 27.2 = 50.9
4 th	Alan Reed	15.2 & 14.0 = 29.2
5 th	Rod Brown	4.2 & 0.0 = 4.2

Hanger Rat (Best 2 of 6)

1 st	Allan Lawrence	2-22 & 2-47 = 5-09
2 nd	Steve Blackman	2-05 & 2-01 = 4-06
3 rd	Alan Reed	1-57 & 2-07 = 4-04

Classic Fighters Airshow Omaka. Easter 2015 by Allen Lawrence

Dave Wright, John Ryan and myself, with our wives, once again made the trip to Blenheim for this event, and once again it was a great show. The weather was great and everything flew. Not a big crowd on the Friday, but that let us have a good look at all the displays and aircraft. Would you believe there were eight Fokker triplanes, one D7 and one D8. What a sight when they were all up together. Talk about WW1 all over again! With the Camel and Nieuport being a bit outnumbered, they had to work hard to get a shot in, but it was well done, and made you realize what those pilots had to face during the war. A new plane was another Albatross, done in a very bright colour scheme, and looked superb.

The WW2 fights were just as good, with the Corsair, Mustang, Two P40's, Avenger, and would you believe three Spitfires! The highlight here was the Mark 14 that Tim Wallis had his bad crash 19 years ago, and has had three owners during the rebuild. Apparently it was decided a few months ago, that a big effort was required to finish the job, and have it ready for Omaka. It was test flown on the Thursday before Easter, some work was done overnight, and it was flown to Omaka on Friday evening. On the Saturday it was flown with great abandon, though there did seem to be a lot of oil under it when it was parked. I'm not sure if it flew on Sunday, as I heard that a lot of panels were taken off in the morning. We weren't there for Sunday so I don't know what happened.

The worst thing on Saturday was the Focke wulf 190 ground looping on his second flight when landing after a very good display. The wind was quite strong, and crosswind, and as the tail started to drop, full rudder wouldn't keep it straight, and round it went. The under carriage collapsed and it slid to a stop going backwards, with propeller blades flying about. Not a good sight and will cost heaps to get in the air again.

Another highlight was a flying V1! This was close to full size, with five big electric ducted fans, flown by Andrew Palmer very realistically. This was launched off a ramp with a bungy amid flames and smoke, and really looked the part. The noise wasn't right of course, but with fighters racing about, it looked brilliant. It was the only display to get a spontaneous applause!

Lots of other great flights, I could keep on going, but you should try and get to this show once in your life. You will love it.







Thermal B

25th April.

Steve and I flew this on the Saturday of ANZAC weekend, after the sport fliers had had their day. It was a bit late in the day, but some lift was to be found at times. I had my new (to me) Prima, bought from a bloke in Wellington, and which I had spent a bit of time repairing push rods and wiring on Friday and Saturday morning, and was keen to try. A test flight found that it flew very nicely, and my guess work on crow brake travel and control throws was close enough, so it was all go.

The comp was thermal B, which involves a flight of up to ten minutes, with five points awarded for every completed thirty seconds, followed by a landing good enough to give a total of 120 points. The longer the flight, the less pressure there is to get a perfect landing. A two minute flight needs a 100 point landing to max, with a ten minute flight only needs a 20 point landing.

The first round saw us both max with 120 points. I only made four minutes and had to get a good landing, which I did, while Steve made nearly eight (best of the day) and didn't need to have such a good landing.

In the second round, I had a disaster, when on landing I hit a pole sticking up from the fence which used to have a wind sock attached. This was totally invisible from where we standing, and I didn't know what had happened till going over to the model. It only put a ding in the wing of the model, but no landing points gave me a bad score. In the meantime, Steve got another max! The pole was removed!

The third round saw me get a max, but it was time for Steve to have a problem, when after a six and a half minute flight, he had a problem landing. The elevator to flap mix had been a problem all day, and on this landing it really caught him out , and he didn't get quite enough points to max. He still had enough points to clean me out, but next time I'll do better.

RESULTS

Steve Blackman	350
Allen Lawrence	270



CY Models Yak 3U



CL fliers at NP in February for the Waikato CL Champs.

2015 Waikato Control Line Champs 7-8th Feb 2015. Grass Edition - Mercer.

By Brian Howser.

Fabulous weekend, the weather was kind to us after threatening to put us out of business on Friday with high winds but Saturday and Sunday were excellent.

There were seven entries in F2B. Unfortunately Chris Allen seriously damaged his good model in the first round so he then dragged out the spare profile model and proceeded to fly another 2 rounds. Good flying and close scores from the top 4 and overall a really great competition. There was only one entry in Sportsman.

Slow Goodyear had 6 entries which of course made for 3 up heats. Lots of fun for everybody although Ashley and I had our lines bombed twice, once at 60 laps then at 61 laps but eventually we made the final and also finished third in that. Andrew had the fastest heat time and won the final with Don pitting, beating brother Brendan who took second. I can't even remember what happened in the race but I see we were 2 minutes behind the others.

The field at Mercer was good, it had been mown on the Friday and nobody had any problems with take offs.

Then we had Nat's prize giving while Helen, Alison Allen and Phil Demler cooked the sausages and onions. As we were eating we held the AGM of the Control Line Tech committee. With Kevin Barnes officiating the meeting was very successful and a new committee was elected.

Sunday was Slow Combat and what a day of combat it was. I arrived a bit after 8am to find Bryce Gibson already setting up the field. Looking at the score sheet it appears there were 15 bouts and some great flying, some head on crashes and the final between Richard Evans and Bryce Gibson was an absolute cracker. Four minutes of full on flying, no ground time.

Richard Evans is a 1970's British Combat Champion and he was staying with Rob Morgan, also a 1970's British champion. Richard was using Rob's models but has threatened to come back next year with his own gear. As usual Bryce's flying was brilliant and there was only one cut the difference in the final

Classic A Team Race had 4 entries so we had 2 up races and I see that both Andrew & Don and Graeme & Adrian broke 5 minute race times so the time difference was added to their score. Andrew & Don won the final, Ash & I were second and Graeme & Adrian were DQ'ed at 76 laps for obstruction when their lines hooked Don's model while it was landing.

Classic B had 2 entries and so flew only a couple of heats. Steve Hansen also broke the 5 min speed limit and had time added.

RESULTS:

Slow Goodyear Team Race	Rd 1	Rd 2	Final
1 st Andrew Robinson	<u>4-11.18</u>	---	8-42.94
2 nd Brendan Robinson	4-51.05	<u>4-24.72</u>	9-09.41
3 rd A. Keeling/B. Howser	<u>4-37.77</u>	61 Laps	11-06
4 th Carl & Neil Lickfold	<u>4-53.34</u>	<u>DQ</u>	
5 th Dan Walker	<u>4-55.56</u>	4-58.69	
6 th Bob Reynolds	<u>DQ</u>	<u>7-32.07</u>	

Classic A Team Race	Rd 1	Rd 2	Final
1 st Andrew & Don Robinson	5-09.07	<u>5-06.55</u>	10-51.71
3 rd A. Keeling/B. Howser	<u>5-20.87</u>	5-21.69	11-24.41
4 th Graeme Christie	<u>5-06.50</u>	5-18.38	DQ
4 th Brendan Robinson	5-33.68	<u>5-33.02</u>	

Classic B Team Race	Rd 1	Rd 2
1 st Steve Hansen	5-10.28	<u>5-08.71</u>
2 nd A. Keeling/B. Howser	<u>5-15.86</u>	6-04.76

Slow Combat

1 st	Richard Evans
2 nd	Bryce Gibson
3 rd	Danny Walker
4 th =	Rob Morgan
4 th =	Dave Thornley
4 th =	Graeme Christie

F2B Aerobatics		Rd 1	Rd 2	Rd 3	Total
1 st	Loren Nell	1151.75	1165.75	---	2317.50
2 nd	Kevin Barnes	1116.70	1084.75	1132.75	2249.45
3 rd	Dan Walker	972	1064.25	1091	2155.25
4 th	Kim Webby	1010.50	1047.50	1078.50	2126.00
5 th	Dave Wright	969.75	995	801.50	1964.75
6 th	Chris Allen	613.50	918	900.05	1818.05
7 th	Don Robinson	872.75	873.50	876.50	1750.00
Sportsman Aerobatics		Rd 1	Rd 2	Rd 3	Total
1st	Dave Thornley	274.50	216	39	490.5

2015 Waikato Control Line Champs 20-22 Feb 2015. Tarmac Edition - New Plymouth.

By Brian Howser.

Another great Waikato Champs at New Plymouth. Friday the guys flew most of Sport Jet and just as well because Saturday morning it started to rain about 9 o'clock but was drying out by 12 o'clock so we started with ½ A TR. There were several good times and also some good racing.

Then it was onto Classic FAI TR. Old F2C wing and tail models retro fitted with newer motors. Two had Fora Junior motors fitted but Rod had a ST G20 which went so well that he won the race. Don and Andrew had to pull out after the under carriage fell out and we could not find it.

We then finished off the last of the Sport Jet flights, which was won by Andrew, Robert second and Brendan third. Moving onto F2C TR, there were four entries so we kept on running hundred lap races until we had all raced 4 times. Only 2 good times over the 4 heats were posted. Class B had 2 entries, so only 1 race and a final with the race time being very slow.

Sunday started with Slow Goodyear, 10 entries. Several of the pilots had to fly other peoples model's so Andrew did a bit of juggling with the entries and we managed to fly 7 heats and a final. Some models were timed at maximum speed but I don't think anybody had to fly a penalty. This was won by Graeme Christie after Robert was DQ'ed for obstructing Andrew but the minor collision cracked Andrew's tail plane which subsequently broke off at the last pitstop.

The next racing was Fast Goodyear, some silly times but all in a day's racing. Rod broke the Heat record again with 3-40. Glen and Robert managed to do a total of 94 laps over the 2 races and Ash and I managed 83 laps over the 2 races. Bob and Andrew won the final, Martin and Peter were second and Rod and Graeme ran out of fuel at lap 177 so they couldn't finish the race.

Then it was onto speed. Bob was flying his Class 1 model and managed to break his record again. Neil and Carl arrived and decided to have no practice and headed out for their official flights. They used up all their attempts and Carl managed a time but it was slow. Neil was experimenting with a modification to his fuel system but it didn't work. However later he rang me to say that he has a very, very sick and tired motor.

Good to see Callum Agnew arrive with a box full of very good F2A models but with no flying for 10 years he wisely pulled out of the pylon and shut the motor off after a few laps when he was getting behind the model.

Brendan had his fastest ever flight with his mono-line Fast Jet, 189.6mph, flown by Andrew.

Nice to see a couple of South Island fliers, Mike Watts and Les Pilgrm come up from Timaru to fly, look, and learn, it good to meet you. Also really great to see Peter Williams nicely recovered from his drama at Waharoa during Aggy, supported by Paul Coghlan and Martin Szeto. These guys were flying Paul's 1988 Mr D Goodyear with an old K&B 21 and didn't disgrace themselves as they came second in Fast Goodyear.

A great weekend of flying, thanks to the NP guys again for the site preparation. Thanks to those who timed. Thanks to Don for having the BBQ in his shed. Good to have John Taylor from Australia over again, flying Jet and Graeme Burgess also from Australia offering to time.

Thanks to the Auckland and Wellington guys for coming to fly.

Team Race and Speed Results.

½ A Team Race	Rd 1	Rd 2	Final
1 st G. Lewis/R. Bolton	<u>3-47.24</u>	3-52.70	7-54.05
2 nd A. & D. Robinson	31 Laps	<u>4-15.09</u>	8-09.49
3 rd B. Robinson/R. Brown	<u>5-10.13</u>	5-41.72	9-28.63

Classic FAI Team Race	Rd 1	Final
1 st Rod Brown	<u>4-54.46</u>	10-09.06
2 nd G. Lewis/R. Bolton	<u>4-53.82</u>	10-35.37
3 rd A. & D. Robinson	<u>65 Laps</u>	

F2C Team Race	Rd 1	Rd 2	Rd 3	Final (100)
1 st G. Christie/ R. Brown	<u>3-55.05</u>	35 Laps	4-01.51	3-32.77
2 nd A. & D. Robinson	<u>4-19.77</u>	4-26.82	4-24.40	4-54.09
3 rd G. Lewis/R. Bolton	8 Laps	<u>3-36.65</u>	4-04.07	40 Laps
4 th A. Keeling/B. Robinson	No Time	61 Laps	<u>5-19.84</u>	

Open Goodyear Team Race	Rd 1	Rd 2	Final
1 st A. Robinson/B. Reynolds	7-03.83	<u>6-22.36</u>	11-33.23
2 nd M. Szeto/P. Williams	9-06.34	<u>4-36.71</u>	14-03.88
3 rd G. Christie/R. Brown	7-08.38	<u>3-40.74</u>	177 Laps
4 th G. Lewis/R. Bolton	<u>82 Laps</u>	12 Laps	
5 th A. Keeling/B. Howser	35 Laps	<u>47 Laps</u>	

Slow Goodyear Team Race	Rd 1	Rd 2	Final
1 st Graeme Christie	<u>4-08.34</u>	4-27.30	10-00.44
2 nd Andrew Robinson	4-11.34	<u>4-01.87</u>	131 Laps
3 rd Robert Bolton	<u>3-58.74</u>	DQ	DQ
4 th Brendan Robinson	<u>4-10.36</u>	4-12.84	
5 th Bob Reynolds	<u>4-18.14</u>	5-27.69	
6 th Martin Szeto	4-50.54	<u>4-22.28</u>	
7 th Brian Howser	<u>4-30.40</u>	4-47.98	
8 th Bryce Rackley	<u>4-32.47</u>	5-56.63	
9 th Rod Brown	<u>77 Laps</u>	---	
10 th Mike Watts	16 Laps	<u>26 Laps</u>	

NASS SPORT JET (mph)		Rd 1	Rd 2	Rd 3	km/h
1 st	Andrew Robinson	<u>152.87</u>	150.95	151.45	246.02
2 nd	Robert Bolton	150.57	<u>151.33</u>	148.58	243.54
3 rd	Brendan Robinson	149.32	148.95	<u>150.82</u>	242.72
4 th	Don Robinson	<u>150.44</u>	0.00	0.00	242.11
5 th	John Taylor (Aus)	143.71	<u>146.28</u>	138.41	235.42
6 th	Glen Lewis	<u>146.05</u>	DQ	144.06	235.04
7 th	Brian Howser	139.91	140.68	<u>140.90</u>	226.75
8 th	Bob Reynolds	<u>138.41</u>	137.66	<u>136.72</u>	222.74

FAST JET (mph)		Rd 1	Rd 2	Rd 3	km/h
1 st	Andrew Robinson	<u>196.14</u>	Att	---	315.65
2 nd	Brendan Robinson	<u>189.57</u>	186.72	---	305.08
3 rd	John Taylor (Aus)	150.03	<u>151.76</u>	151.55	244.23
4 th	Don Robinson	Att	<u>150.13</u>	150.03	241.61

FAST JET (mph)		Rd 1	Rd 2	Rd 3	km/h
1 st	Bob Reynolds	110.19	106.47	<u>111.29</u> *	179.10
* = NZ Record					

F2A Speed (km/h)		Rd 1	Rd 2	Rd 3	mph
1 st	Carl Lickfold	Att	<u>251.40</u>	0.00	156.21
2 nd =	Neil Lickfold	0.00	Att	Att	0.00
2 nd =	Callum Agnew	0.00	Att	---	0.00

Percentage Speed		Class	mph	km/h	Percentage
1 st	Bob Reynolds	2cc	111.29 *	179.10	104.23
2 nd	Andrew Robinson	Jet	196.14	315.65	89.35
3 rd	Carl Lickfold	F2A	156.21	251.40	88.34
4 th	Brendan Robinson	Jet	189.57	305.08	86.36
5 th	John Taylor	Jet	151.76	244.23	69.13
6 th	Don Robinson	Jet	150.13	241.61	68.39
7 th =	Neil Lickfold	F2A	Att	0.00	0.00
7 th =	Callum Agnew	F2A	Att	0.00	0.00

For the Diary

NPMAC Subs

Subs are now due.

Family	-	\$180
Senior	-	\$170
Junior	-	\$65
Associate	-	\$80

**Please get you payments to Keith Butler directly or at P.O. Box 574, New Plymouth Mail Centre 4340, or pay directly to the club's TSB account, with your name as the reference,
Account no. 15 3942 0000964 00**

NPMAC Apparel available.

Logo on shirts & caps



The Club has had the logo set up for embroidery with Top Stitch. Orders are now being taken for Polo shirts as above and caps. Call Allen with your order so we can get discounted pricing. Shirts will be in the \$45 to \$50 range and caps are \$25. Call in to Top Stitch to check sizing if required. **Orders to Allen on 067539789 or by email.**

COMING EVENTS

Control Line:

Note:- Events may change to suit conditions or circumstances. Practice until 2 pm, events start at 2 pm. Contact Andrew Robinson PH 06 754 3224

Free Flight:

Start time is 9 am –9.30 am If weather looks bad in the morning ring Andrew Robinson 754 3224 to check. It may be postponed to the following weekend.

Radio Control:

26 April Thermal B

Note:- All Club RC events start at 1.00 pm on Sundays

Contest Directors

Thermal & Electric Gliding
Pylon Racing/Scale

Allen Lawrence
Rob Whalley

Contact details for these gentlemen are on the inside front cover

www.npmac.org.nz

**This space is available to advertise
to the members of the NPMAC
for \$50 p.a.**

**If you're interested in this
opportunity please contact the
Bulletin Editor.**

shb@xtra.co.nz

0274812575

‘CONTACT’

OFFICIAL NEWSLETTER

NEW PLYMOUTH MODEL AERO CLUB

c/- 12 REDWOOD CRESCENT, NEW PLYMOUTH 4310