

NSMAC Newsletter 30th May 2010



Hi Everyone.

What an incredible day last Sunday! No wind and a day out of the bag after some pretty windy and wet days. Just what the Doctor ordered.

Not surprisingly, there was a huge turnout with some 24 cars lined up. Most had a slippery time of it coming in, especially the early-birds, but leaving was easier after a morning's sunshine had dried things up a bit. The limestone has proved to be fantastic so far. Certainly fixed the worst trouble spots.

The other great additions are the container and new sit-on mower housed safely within. I reckon it doesn't have a blade or anything – simply a toy for Grant to blat around the strip on. He's done some well grounded landings with it so far and is hoping to get rated on it soon, hehe. Thirdly, the Club has purchased a solar powered electric fence unit and this will soon be tingling the backsides of errant bovines. I think it's SHOCKING!!!



Grant performing a cross-wind landing



Ian talking to his Etendard

The day went really well with heaps of people chatting and helping one-another out, as usual. What a great atmosphere! Thanks to the guys who took an interest in getting my CAP 21 running. It seemed never to have been run before. Mixtures were so out of whack it wouldn't start. Thanks Keith for test flying it. And thanks Under-cart for surviving my first landing attempt 😊.

Right: Matthew and his Sky Raider

Grant's "drainpipe" trainer (for want of the proper name) gave another awesome aerial display, showing how bits and bobs can be made to fly better than many more styley and expensive planes. We're all hoping he can make it flush or gurgle or something to be true to its origins. He'd better like the thing – it's built to last forever! Weighs hardly anything and has spring-loaded landing gear fit to support a gorilla.



Left: some unlikely farmers

Ok guys....**here's an invitation** to e-mail me interesting snippets or articles about the planes you are flying, photos, your experiences or comments etc, so I can stick them in this type of bulletin to share with others. I may be pretty new to the club, but I'm giving it a go to relieve Grant, cos there are too many jobs falling on one person.

To kick the ball off, here's some info (below) on the CAP 21. I googled it and found a photo of the very plane my model's colours are copied from – very cool!

Flight Corner:-

Mudry CAP 21 history:

The successful CAP aerobatic planes date back to the Piel CP-30 Emeraude of the early 1960s.

Claude Piel designed the 2 seat Emeraude in France for kit builders. First flew in 1962.

One of the companies to build the Emeraude was CAARP, a company owned by Auguste Mudry. The Emeraude was used as the basic design for the CAP 10 (1968). 30 were built for the French air force before Mudry started production for civil orders in 1972 at Avions Mudry. The CAP 10 & 10B remain in production today. The updated CAP 21 replaced the CAP 20 in 1981 and forms the basis for the similar CAP 232.

Following Mudry's bankruptcy in 1996, Akrotech Europe took over the CAP series (May 1997) and in Jan 1999 changed their name to CAP Aviation.

Guff on CAP 21 model:

1350 wing-span/ 1000 fuselage

GMS 32 nitro

\$200 on Trade Me, 2nd hand but hardly flown – complete with engine and servos. I installed a new undercarriage – chose to pass 2 x 10mm dia. aluminium tubes through the wing. The tubes are glued to a mounting plate in the wing and come up hard against wooden blocks glued to the inside of the fuselage. Two nylon bolts tie directly to the blocks, so all the vertical load is taken on the fuselage and not the wing. The wing is held on independently, but gets the benefit of having the bolts too, so won't be falling off in a big hurry.

Flight Funnies:-

"Lady, you want me to answer you if this old airplane is safe to fly? How in the world do you think it got to be this old?"

Please contribute your stuff via my email freedom@2by2.co.nz to share it with the rest of us. A picture and a few details would be really interesting.

Cheers, Stan

