

CHRISTCHURCH MODEL AERO CLUB EXECUTIVE 2015 / 16



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CHRISTCHURCH MODEL AERO CLUB (INC)

OCTOBER 2015

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

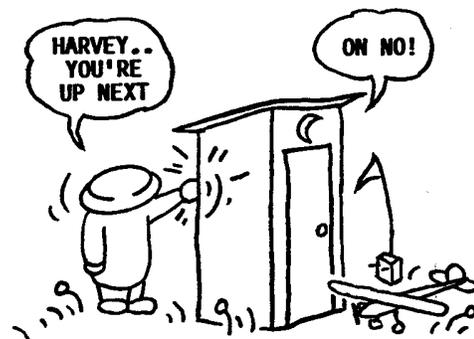
Spring is here and the grass is growing, Graeme Moffat has been very busy and has already mown the power strip several times with the spring growth.

Last week we held a special committee meeting and met with a representative of the Christchurch City Council concerning the usage of parks and council owned land for flying model planes under 1 kg and drones. the council is keen to accommodate these flyers so watch this space for further information as time goes on.

It appears people are being caught short, so the committee is looking at ways to reinstate the toilet, we may need the members to bring their shovels.

That's it from me, see you at the field, don't forget to sort out those wings badges.

Happy Flying Grahame Hart



Report of CMAC committee meeting with Christchurch City Council (CCC) representative re - model aircraft flying in CCC-controlled parks and reserves – Thursday 15th Oct 2015

- from the Secretary

Mike O'Connell of the CCC met with us at Graeme Hart's place and discussed what they proposed re- model flying in CCC spaces and what we might counter-propose. With the rise in the availability and popularity of so-called "drones" that can carry still and video cameras, the changing of the Civil Aviation Authority (CAA) rules on model flying and the recent report of a unmanned aerial vehicle (UAV) being spotted by an airline pilot over Kaiapoi at around 6000ft, the CCC have decided that they should review their stance on such activities within the city boundaries.

Mike presented a map of the Christchurch and environs showing CAA flight-paths and controlled areas. Certain parks (eg. South Hagley) came within this area and were banned from any flying activity through CAA regulations. Other regulations from CAA state that model flying should not be carried out within 4km of a controlled airport nor above 400m. CAA rules also state (among other things in their PART 101-12 key rules) that you must have consent from anyone you want to fly above and have consent of a property owner or person in charge of an area you are wanting to fly above. This is detailed in the "CONSENT" portion of the rules. You can check out all the 12 "rules", which are largely common sense, on the CAA web-site.

BTW, you can fly at night as long as you fly no higher than the structure within 100m of you; i.e. a tower, spire or building. This is because no aircraft will fly lower than these structures. So, the basic proposal of the CCC was that model flying be NOT permitted on any of their parks or reserves unless by prior application in writing and approval.

This was vigorously objected to by the committee. It was suggested that they consider as a starting position, the stance taken by the Hamilton CC, who state: "Drone pilots can use their craft in or over one (I think they mean "any") of our parks without express permission from the council, but must ensure it does not disrupt the use of the park by other people in the community. We ask drone pilots to be courteous and respectful of other park users." Additionally, they note that there are certain areas where they will not be permitted to fly "drones", which they outline, and which appear sensible.

It was pointed out to Mike, that "drones" were not the only radio-controlled aircraft activity carried out by enthusiasts in parks and reserves. So-called "park-fliers" (fixed wing or rotary wing electric powered aircraft and small R/C gliders) were active in many areas such as the Polo grounds, QEII park reserve and other areas.

Thus, the CMAC suggestion was as follows:

Radio controlled model aircraft under 0.5kg in weight (and possibly below 2m in wingspan) be permitted to fly in any of a range of designated CCC parks and reserves provided they do not disrupt any other users (eg. sports games or group activities) and only during daylight hours. Certain parks and reserves may be designated as banning such activities because of use-patterns or because they fall within the CAA regulated non-flying zones (ie. within 4km of the airport or in the approach flight paths to the airport).

All other areas where flying is carried out must be within CAA regulations. For example, if one wishes to fly (and say- video) in an area, the permission of the owner must be obtained. This owner may be the city or regional council. If it is your own property, then all should be OK. If it is desired to fly above 400ft AGL then further CAA permission must be obtained for the time when the flying is to be taking place. Note that CMAC have a permanent NOTAM (notice to airmen) at our Willows site that allows flying to 1200ft ASL in a 1km radius from (I think) the gate area juxtaposed to the container.

Note that CAA recognises Model Flying New Zealand as the arbiters of model flying rules and the "wings badge" system. For example, one can fly within 4 km of an airfield provided:

- You have a MFNZ wings badge to fly the type of aircraft you wish to fly (or-be accompanied by a wings badge holder)
- Obtain permission from CAA or the airfield operators to fly in the area
- ☒ Do not fly over an active runway strip or taxiing area

A couple of other important rules are that model aircraft must be flown within eyesight and that FPV fliers must have an observer in attendance.

Mike left the meeting assuring us that our views and ideas would be carefully considered and that any final draft would be channelled back through us before final gazetting.

The committee meeting then resumed and there were a few interesting topics. First, finances are robust (both operating and savings accounts) and a new toilet is to be looked into (I hope not too closely). A speaker for a Tuesday night club night was also discussed and suggested. The next meeting will be on the second Thursday of November.



No George it's a helicopter night only, right Mark !! George seen here proceeding into second place for the night.



“What the hell is happening here” says Bruce (it was flying alright last time!!!) Bonner

No problem Granddad I'll get third place for you.



What are you complaining about.
I won because I made the rules
and I understood them just like
that other chap who thinks up the
Tomboy rules!!! (he taught me)



October Club Night

October night was our yearly indoor Helli competition which was sadly poorly attended this time round. Perhaps an indication that this event has run it's course?

We had 8 members turn up with two visitors and some fun flying around the new course. Perhaps a closer study of the rules published would have been of

benefit to those who flew since a number of contestants spent more time trying to land on the spot than the points they accrued for doing so were worth.

But all up a very entertaining evening and a number of prizes were handed out to those who made the grade.

The results from the best two out of three flights were as follows:

1. Mark Venter $51 + 35 - 10 = 76$
2. George Turner $51 + 41 - 10 = 82$
3. Jack Bonner $55 + 52 - 10 = 97$ (Bruce Bonner's grandson)
4. Dave Jackson $90 + 55 = 145$
5. Stu Grant $90 + 87 = 177$
6. Bruce Bonner $90 + 90 = 180$

Our November club night will have guest speaker Russell Gifford from CSMEE (<http://csmee.org.nz/about-csmee.php>) giving us a talk on their club and various activities.

It promises to be a very interesting evening so best efforts to attend.

December Club Night

This will be our wind up meeting for the year, a social night and if anyone has anything interesting model wise or a film (video) to share bring them along

There will be no meeting in January.

Lastly - an important announcement.

The Cricket Club where we currently hold our meeting have decided to up the fees to \$45 per night. **Thus your "gold coin donation" is now even more critical. No more freebees please!**

A big thank you to Gary who provides the tea & biccies at his own cost each meeting.

It is better to be down there wishing you were up there, than up there wishing you were down there.

PROPELLERS....THEY CAN BE FUN. THRU THE EYES OF BIG T.

Lets talk about propeller pitch and is best defined into two categories:

1. high pitch properties

- good for high speed flight
- poor acceleration
- poor climb
- can be difficult to slow down for landing
- less noise

2. low pitch properties

- low speed flight
- good acceleration
- good climb
- easier to tune

The easiest way to understand pitch is to compare it to the gearbox of your car

high pitch propellers are a bit like driving your car only using top gear...it will take forever to accelerate but will be ok when you reach top speed.

low pitch propellers are like taking off in first gear- you'll get everywhere but not at a fast speed.

Blade shapes

Generally low revving engines, including four strokes will have wide blade propellers. The low RPM means that the air that the trailing blades enters is less disturbed.

High revving engines are more efficient with narrow blades due to the more disturbed air caused by the higher RPM and volume of air being moved....and also higher frictional loss across the blades.

There is a science to propellers but knowing the first principles will be a good start point for your future experimenting.

Engines like to work

They are happiest running with a load- but care should be taken not to run the engine with too much load which will generate heat and will be sluggish. Always err on the safe side and if your engine does sound loaded then certainly drop the throttle back or cut the engine.

Theoretical speed calculation

All you need is a good rev counter and a well tuned engine. Take note of the revs of the engine whilst on the ground and with a known pitch of the prop there is a very simple calculation. Multiply the revs x the pitch and that will give you a theoretical speed, multiply that figure x 80% and that will give a reasonably accurate flight speed in mph- the conversion to kph is reasonably straight forward.

EG. 16,000 RPM x 6" pitch = 96x 0.8=77 **MPH** x 1.6 = 123 **KPH**

RELIABLE RODWAY REPORTS

There was quite a good turn out yesterday (Sun. 11 Oct) Lynn, Stew M, Stu G, Dave, Racheal, John B and Bruce B.

A NW cranked in for a while and then it turned NE and was not too strong so a bit of flying got done.

Stu Grant put in a flight with his ex John E vintage model early on, I noticed he retrieved it in two pieces (wings + Fuselage) however did not get a chance to ask him if all was ok.

Stew M. was trimming his new CLG for a while and then changed over to his 020 Thermal Thumber and put in a number of flights and it is going ok.

John B had some practice with his P30 for next weekend and later put up a flight with Poppet which was all over the place however we figured it was probably as a result of turbulence off the stop bank trees.

Dave flew Vintage CLG and HLG. Bruce B had a sport model out in the next door paddock but sadly I did not get to see what he was up to due to being busy trying to get some flights in with my Wakefield model for open rubber NDC. The motors kept breaking and I have come to the conclusion that this Tan Sport stuff is not as good as the old Tan 11, (but most people already new that).

VW advert !

I have a small amount of Tan 11 at home and recently did a winding to destruction test which proved this theory in my case.

Open Rubber

Lynn Rodway 163 106 74 = 343

Vintage HLG

Dave Jackson 25 34 34 30 21 20 = 167 1950 Dingbat

Vintage CLG

Dave Jackson 30 39 60 28 60 33 = 224 1941 Vartanian

POOPY PUPPY POOPER SCOOPER REPORTS

- “DDDDD” IS BACK IN TOWN how do I know this? A report from our illustrious editor about a mysterious damaging of his Tomboy (see photo) occurred not long after said person graced our flying field (I PPPS believe he went to ISIS training camp while he was away to learn techniques for reducing the Tomboy competition to cover for his missing 2 events and allow for his stated ambition of being the TB leader for 2015)



TOMBOY NIRVANA 2 – NO, NEIN, NOT ON YOUR NELLIE

Finally some challenging weather compared with the last contest (which was a modelers dream) the wind was from the north east beginning at about 3 knots and increased all morning with the upper altitude at least two to three times stronger, which caught out some, who found out that their 48” models didn’t have enough elevator authority to allow penetration and ended outside the launch paddock for zero scores.

It was the intention of the dastardly contest director / rule maker to present a challenging contest, which was not the case last time. Watch out the next set of rules will be more challenging (to be advised about 2 weeks in advance to allow the bush lawyers to dissect and the pot hunters to figure away of being in the winning circle)

A change in order of how the throng of fliers did, I am starting from the bottom (see score sheet) John Beresford was having a bad week not only did he leave his stabilizer at home he was lamenting about his new van purchase as not being what he thought it was capable of. Join the clan John!!!

Stew Morse again was having a bad hair day not only was his MK 1 Mills not giving the desired run time he succumbed to the upper level wind strength and his second flight ended somewhat out of the paddock, Dave Jackson accompanied him down wind to pick up the model (very good of you Dave, us older chaps do need some tender loving care)

Dave Jackson also had the dreaded out landing but was one of the only fliers to dip into the 30 bonus point bank for his landing on the second flight (he took the full amount, 30)

Stu Grant was another unfortunate to experience the upper wind and insufficient down elevator on his first flight for zero. He recovered well with a near max on his last 2 flights plus one landing bonus (30)

Sean McCurrie (the first of the 36”ers) had a glorious second flight making the most of a thermal (caused by a controlled burn off up wind) to actually record a 4 second over the max (unfortunately no landing, that came in his third flight just when he needed it)

Third (slipping from his usual top spot) was Granddad Ensoll who to be fair was in with a shot at first as his first two flights were up there. He only needed to better 252 on his last flight to beat top dog Venter, but it was not to be, and it was by some skillful flying that he managed hurdle the boundary fence to get into the landing paddock after a battle with the dreaded upper wind and lack of elevator, to score 189.

Bridesmaid, Lynn Rodway, after making the prediction that his Tomboy combination was going to be the one to beat this time (I have it in a email if anyone needs confirmation about this claim) but again his lack of landing skills/ practice let him down. In saying that he appears to be upwardly mobile so watch out!!!

What can you say about “Top Dog” Venter with his very reliable 36” Doonside Powered Tomboy . What let him into the top spot was a very good engine run on his second flight of nearly 4 minutes compared with his normal 2 1/4 minute motor run plus his 30 point landing bonus. Well done Mark.

Finally thanks to our illustrious president for filling our, missing overseas chef’s shoes, and produced a very edible sausage to the hungry throng
THANKS GRAHAM.

**Flying is the second greatest thrill known to man, Landing is the first.
Never let an airplane take you somewhere your brain didn’t get to five minutes earlier.**



**Clockwise winner Mark Venter,
Lynn Rodway second with classic
launch.
Dave (nothing wrong with my knees)
Jackson,
Stew Morse's MK 1 Mills**

Helicopters can't really fly — they're just so ugly that the earth repels them

If something hasn't broken on your helicopter, its about to.

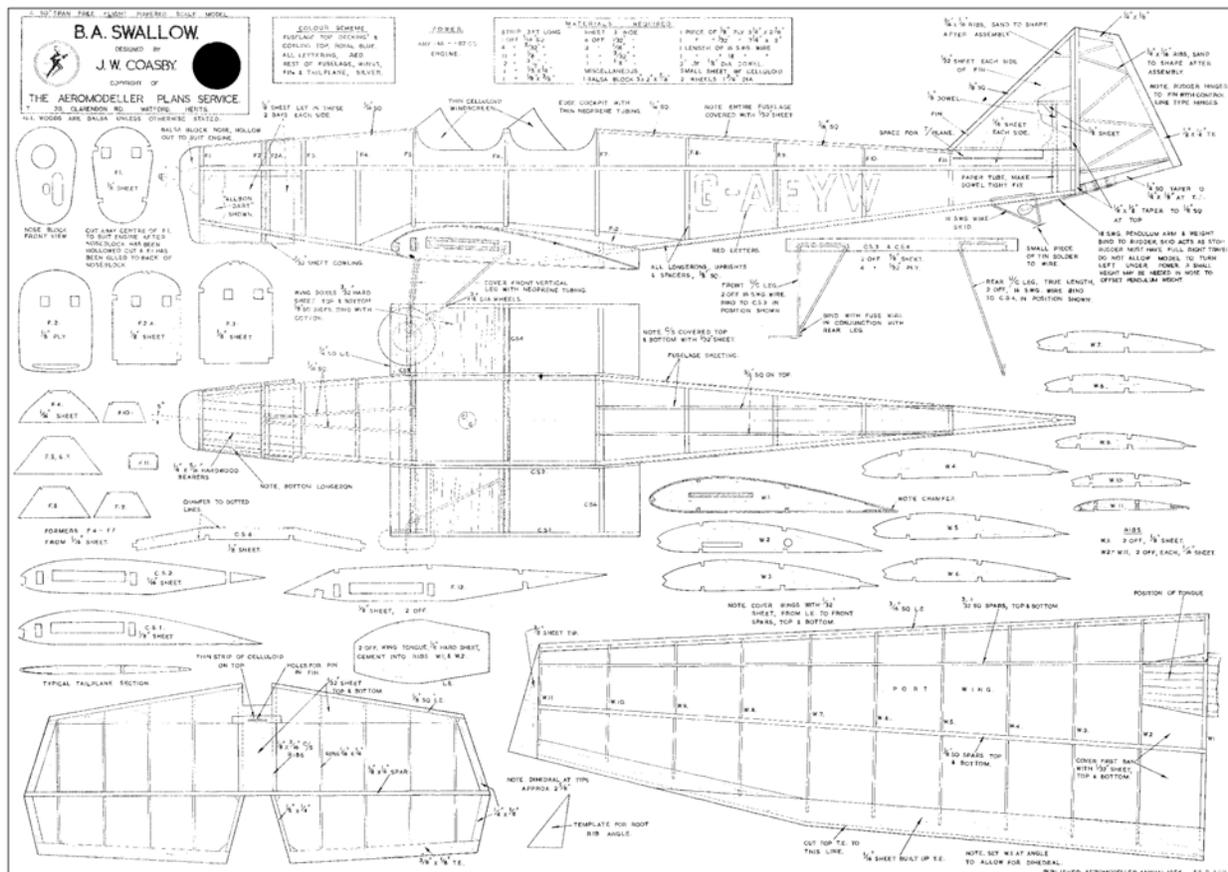
If the wings are traveling faster than the fuselage, it's probably a helicopter and therefore unsafe.

COMPEDITOR		ACTUAL TIME IN SECONDS	AJUSTED TIME IN SECONDS	LANDING Bank 30	FLIGHT TOTAL	
Mark Venter	FLIGHT 1	320	320	0	320	
36" D	FLIGHT 2	354	354	0	354	
Doonside .75 Mills	FLIGHT 3	223	223	30	253	
GRAND TOTAL					927	
Lynn Rodway	FLIGHT 1	342	342	0	342	
48" D	FLIGHT 2	298	298	0	298	
MK2 Mills 1.3	FLIGHT 3	251	251	0	251	
GRAND TOTAL					891	
John Ensell	FLIGHT 1	340	340	0	340	
48" D	FLIGHT 2	335	335	0	335	
Mills 1.3	FLIGHT 3	189	189	0	189	
GRAND TOTAL					864	
Sean McCurrie	FLIGHT 1	215	215	0	215	
36" D	FLIGHT 2	364	356	0	356	
original .75 Mills	FLIGHT 3	244	244	30	274	
GRAND TOTAL					845	
Stu Grant	FLIGHT 1	0	0	0	0	Landed out
48" D	FLIGHT 2	357	357	0	357	
MK2 Mills 1.3	FLIGHT 3	333	333	27	360	
GRAND TOTAL					717	
Dave Jackson	FLIGHT 1	260	260	0	260	
48" D	FLIGHT 2	229	229	0	229	
MK2 Mills 1.3	FLIGHT 3	0	0	0	0	landed out
GRAND TOTAL					489	
Stew Morse	FLIGHT 1	274	274	0	274	
48" D	FLIGHT 2	0	0	0	0	landed out
MK 1 1.3 Mills	FLIGHT 3	0	0	0	0	DNF
GRAND TOTAL					274	
John Beresford	FLIGHT 1				0	
	FLIGHT 2	DNF Left Stabi- lizer at home !!!			0	
48" D	FLIGHT 3				0	
GRAND TOTAL					0	



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SPAN 50 INCHES WING AREA 301sqin/ 2.09sf MINIMUM WEIGHT FOR 8oz/sf 16.7oz
 Motor size per plan .75cc- .87CC



SOARING BY PETER FRANCE

	<u>Total</u>	<u>Ladder</u>	<u>5x2</u>	<u>1234</u>	<u>Last 2</u>
Alex Hewson	2189	525	591	593	480
Peter France	1619	405	475	499	240
Rob Ward	1483	210	408	566	299
Ian Harvey	1174	405	347	315	107

Soaring F3K (discus launch) 10 Oct

To be honest, we were a little worried when we awoke to a stiff SW, instead of the light NE that was forecast. But an intrepid foursome turned up and got stuck into some flying. The wind strength decreased, and there was a surprising amount of lift if you went hunting, with big thermals cycling through. Some hawks completely outclassed our flying skills, but hey, they are professionals and do it for a living. Some of our scores were negatively impacted by land-outs, so for next time we'll fix that by making the box a few meters bigger.

We all thoroughly enjoyed ourselves and agreed that we should do it again before too long, now that winter is behind us. With more friends next time.

Indoor Report for the 11th October.

The events for this meeting were Hanger Rat and Indoor H.L.G. . I feel that we were all unprepared for the Hanger Rat event and it showed except I was lucky.

Hanger Rat is a class that is not understood in that although thought of as a nobby class it is very difficult to excel in performance. To build these models are easy as you can use the lightest model shop balsa that you can lay your hands on. Most modellers could build one of these models ready to fly as per plan fly down to five and a half grams. Powering the model with the right rubber and controlling the flight is another matter. (Needs lots and lots of practise)

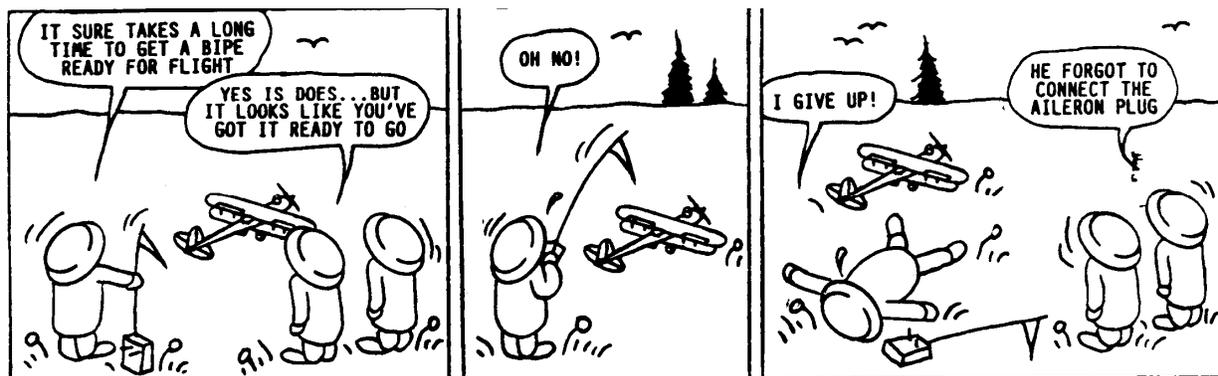
Hand Launched Glider was flown only by Dave. He used an old model going back a few years and once again it showed although, considering the model used, I feel his times were again amazing.

Results. Hand Launched Glider, Dave. 21.7 sec & 21.1 sec.

Hanger Rat. Bill. 2 min 55 sec. & 3 min 7 sec. Kay. 2 min 39 sec. & 2 min 43 sec.

Dave. 2 min 3 sec. & 2 min 27 sec. Nev. 1 min 38 sec. & 1 min 40 sec.

The next meeting will be on the 8th November. Events to be F.1.L & Open Tissue.



Weather Station Phone Number

021 02943562

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

Saturday and Sunday 0700—1600hrs

EDITORIAL MANURE. # 132, MANY MORE TO COME

- You will have noted that I have posted another plan which I think would be suitable for the new proposed club class of “Scale Texaco” the main rules of which compose of 3—8 minute flights on 5cc of fuel of models representing full sized aircraft flown before 1975. The model is to have a actual wing loading of 8oz/sf based on the actual wing area (this includes the actual area of shapes like elliptical / Lysander etc). Mark Venter showed me how to find the actual wing area of a PDF plan using Adobe Acrobat Pro (go to Tools-Analysis-Measuring tool-Measurement type-Area and click on outer edge of perimeter and draw a line around area to be determined and Bingo the area is shown) Clever people, computer programmers!!!!
- Devious Dastardly Damaging Destructive D——n !!!

OBGGGG



Something that you don't often see on the flying field is this Wankel engine as fitted to Rob Wards' "Super Stick" (it does need a starter motor to get it going)

1-Nov-15	Sunday AM 0900-1200hrs	FF	206	NDC	CLUB	A/1 Glider (FAI Class F1H)	Willows
1-Nov-15	Sunday AM 0900-1200hrs	VINTAGE	224	NDC	CLUB	Vintage RC Precision	Willows
1-Nov-15	Sunday AM 0900-1200hrs	VINTAGE	225	NDC	CLUB	Vintage RC 1/2 E Texaco	Willows
1-Nov-15	Sunday AM 0900-1200hrs	VINTAGE	226	NDC	CLUB	Vintage RC E Texaco	Willows
1-Nov-15	Sunday AM 0900-1200hrs	VINTAGE	227	NDC	CLUB	Vintage RC Electric Rubber Texaco	Willows
1-Nov-15	Sunday PM 1300-1600hrs					SPARE	Willows
3-Nov-15	Tuesday PM 1900 - 2130hrs	SPECIAL EVENTS			CLUB	Club Meeting	Condell ave
7-Nov-15	Saturday AM 0900-1200hrs	PYLON			CLUB	TBA	Willows
7-Nov-15	Saturday PM 1300-1600hrs	PYLON			CLUB	TBA	Willows
7-Nov-15	Saturday AM 0900-1200hrs	SOARING	219	NDC	CLUB	FAI (F3K) Discus Launch Glider Tasks b,d,g,h.only (Total raw scores)	Willows
8-Nov-15	Sunday AM 0900-1200hrs	FF	207	NDC	CLUB	Cranfield Classic	Willows
8-Nov-15	Sunday AM 0900-1200hrs	FF	213	NDC	CLUB	Open Glider	Willows
8-Nov-15	Sunday AM 0900-1200hrs	FF	210	NDC	CLUB	Payload (Class C)	Willows
8-Nov-15	Sunday AM 0900-1200hrs	FF	209	NDC	CLUB	Kiwi Power	Willows
8-Nov-15	Sunday PM 1300-1600hrs					SPARE	Willows
8-Nov-15	Sunday PM 1300-1500hrs	INDOOR	208	NDC	CLUB	FAI Class FIL	Templeton
8-Nov-15	Sunday PM 1300-1500hrs	INDOOR	211	NDC	CLUB	Fuselage	Templeton
8-Nov-15	Sunday PM 1300-1500hrs	INDOOR	212	NDC	CLUB	Open Tissue	Templeton
14-Nov-15	Saturday AM 0900-1200hrs					SPARE	Willows
14-Nov-15	Saturday AM 0900-1200hrs	SOARING	221	NDC	CLUB	2 Metre (class H)	Willows
14-Nov-15	Saturday PM 1300-1600hrs					SPARE	Willows
15-Nov-15	Sunday AM 0900-1200hrs	VINTAGE	222	NDC	CLUB	Vintage FF Glider Duration	Willows
15-Nov-15	Sunday AM 0900-1200hrs	VINTAGE / CLASSIC	223	NDC	CLUB	Classic FF Glider Duration	Willows
15-Nov-15	Sunday AM 0900-1200hrs	FF	228	NDC	CLUB	Kennedy Precision (Class E)	Willows
15-Nov-15	Sunday PM 1300-1600hrs					SPARE	Willows
21-Nov-15	Saturday AM 0900-1200hrs	PYLON			CLUB	TBA	Willows
21-Nov-15	Saturday PM 1300-1600hrs	PYLON	214	NDC	CLUB	Quickie 500 Sport Pylon	Willows
21-Nov-15	Saturday PM 1300-1600hrs	PYLON	215	NDC	CLUB	Quickie 500 Expert Pylon	Willows
21-Nov-15	Saturday PM 1300-1600hrs	PYLON	216	NDC	CLUB	FAI Pylon (F3D)	Willows
21-Nov-15	Saturday PM 1300-1600hrs	PYLON	217	NDC	CLUB	Intermediate Pylon	Willows
21-Nov-15	Saturday PM 1300-1600hrs	PYLON	218	NDC	CLUB	Sportsman Pylon	Willows
22-Nov-15	Sunday AM 0900-1200hrs	SPECIAL EVENTS			CLUB	TOMBOY 36 and 48 R/C EVENT	Willows
22-Nov-15	Sunday AM 0900-1200hrs	SPECIAL EVENTS		NDC	CLUB	Club Rally day, cancelled events and NDC final day for month	Willows
22-Nov-15	Sunday PM 1300-1500hrs	SOARING	220	NDC	CLUB	Altitude Limited Electric Soaring 200 (class M) scoring per 3.13.7	Willows
29-Nov-15	Sunday AM 0900-1200hrs	SPECIAL EVENTS			CLUB	TOMBOY 36 and 48 R/C EVENT	Willows
1-Dec-15	Tuesday PM 1900 - 2130hrs	SPECIAL EVENTS			CLUB	Club Meeting	Condell ave