

CHRISTCHURCH MODEL AERO CLUB EXECUTIVE 2015 / 16



President.	Grahame Hart	6B Middlepark Road. Upper Riccarton. (grahamehart1@clear.net.nz)	021 726367
Secretary.	Ian Harvey	55A Lockheed Rd, Upper Riccarton. (harveyi@plantwise.co.nz)	348 8206
Treasurer.	Trevor Henderson	82 Rose St., Spreydon. (bigtrev@xtra.co.nz)	337 1091
Recording Officer	Gary Burrows	42 Santa Maria Ave, Mt Pleasant. (garyburrows@xtra.co.nz)	384 0994
R/C Power.	Graham Moffat	gmoffat@xtra.co.nz	341 5455
R/C Glider.	Ian Harvey	55A Lochee Rd, Upper Riccarton. (harveyi@plantwise.co.nz)	348 8206
Free Flight.	Dave Jackson	2 St Pauls Place, Burwood. (dave.jackson@paradise.net.nz)	960 2290 021 526187
Vintage	Lynn Rodway	29 Maple Place, Rangiora (lnrodway@hotmail.com)	(03)3134063 027 3134069
Indoor./ control line		Contact Bill Long for info	322 7202
Web Master	Mark Venter	30 Manor Place, Bryndwr (mventer@xtra.co.nz)	351 6193
"Torque" Editor	Gary Burrows	42 Santa Maria Ave, Mt Pleasant. (garyburrows@xtra.co.nz)	384 0994

CHRISTCHURCH MODEL AERO CLUB (INC)

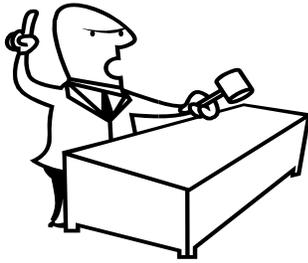
January 2016

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 here we are into another year, 2016 on its way and January nearly finished

There have been a number of flyers at the field over the holiday break which is great to see.

The weather has been not too bad but a number of days have been windy with last weekend pretty much a no go with wind or drizzle.

I look forward to seeing all the new models at the field that you busy people would have been building over the break and catching up with you all as the year goes on

Happy Flying Grahame Hart



Dave Griffin Proud owner of his new Fox EDF powered glider (the EDF is in its retracted position)



Paul Chisholm's new KA 6 aero tow glider to be test flown on or about the 28th of this month prior to going to Blenheim Aero Tow in early February



A gaggle of full sized KA6's



'I'M TELLING YOU — THE STUPID PLANS HAD ONLY ONE PICTURE FOR BOTH WINGS

POOPY PUPPY POOPER SCOOPER REPORTS

- I have had a phone call from Governor Val re her Lifer John, it seems that the treatment he has had for 58 years has addled his brain on the length of time he has been incarcerated in the experimental detention center (375 Wairakei Road). Governor Val is unsure whether it is the cushy environment he enjoys (lap of luxury I understand) which caused him to say that he has enjoyed his existence for 60 years. Things are about to change as he was being considered for release into the public arena, there will be floggings, mental electro therapy as applied to mental patients to improve his memory and only after the successful completion of it will he be reconsidered for release into the wide world during the day but must return at night.
- What is happening to aero modelers, it seems that bigger is becoming better, and it seems that you have to bring your "Hanger" to the field with you these days (see photos elsewhere) even young George Turner needs his mothers horse float to carry all his current "Trademe" purchases to the field, Drs Andrew and Setonia Palmer brought along what I thought was their mobile hospital (just incase of accidents/heart attack resuscitations) but no, just Andrews big Piper Pawnee to be used for glider towing, not that I think that it was necessary for Dave Griffin's new glider.
- I see that Indoor flying is very dangerous (see indoor report) I hope that it doesn't show up in the ACC statistics !!!!!

FEBRUARY CLUB NIGHT - TUESDAY 2ND. 7 FOR 7:30 PM

1] "Show & Tell"

Bring along your current project or projects and WoW the crowds. Whatever you are building or working on, we want to see it.

Does not need to be model aircraft related - whatever your current project, bring it along and show us.

2] Club night topics

I want one suggestion from each of you regarding a topic for our future club nights as to what you would like to see/hear about so please give it some thought.

Cheers - Mark

INDOOR REPORT FOR THE 10TH JANUARY 2016.

It was a no show except for Kay and myself. So we used the time to prepare for Hanger Rat next month. Kay did all the winding as I had slipped a craft knife passed my middle finger then in beading it into the knuckle of index finger severing a nerve. (Two days at hospital.) Next month it's my turn to wind for her as she now has a broken arm! The flying went quite well as we were working on torque settings recording turns with a set motor size and weight. It didn't take long to realize what rubber worked and what rubber wouldn't. As I said last month this year I will be keeping records so hopefully I will have less wasted flights. Next month (February) will be Hanger Rat for N.D.C. Please note all meetings this year will follow the same pattern as last year, this being that we fly on the second Sunday of each month. Exceptions would be to work in with the council if changing the date would help them with other bookings.

Next meeting 14th Feb. Event Hanger Rat. N.D.C.



BRING YOUR OWN HANGER DAY

Top is Dave Griffin's new acquisition, a EDF powered glider and boy was it impressive, it really sounded like a jet when the EDF was turned on and certainly boosted the flying speed by about twice it's gliding speed (Dave had the smallest hanger!!!!)



While you can't see the size of the Palmer hanger I can assure you that it is the biggest on the field



Young George Turner (at back) and friend showing off his latest acquisitions but unfortunately his hanger was definably a "Trade Me" find I don't know how much he paid his mum for a loan of it.

TOMBOY 29TH NOVEMBER

It was a good turnout considering the potential weather with 6 out of ten attending, we had apologies from 3 (2 attending weddings and one who just couldn't make it)

We ran 2 contests on the day "2 of 3" best flights and "1080" where you had to score exactly 1080 points with 3 flights. All this was completed just before the weather closed in at 1030hrs.

It was allowed for the flights to be used in both events (if they qualified) to speed things up and as it happened that "Mr. Electric" had one bummer of a flight which he put into the best "2 of 3" and this allowed him to get exactly 1080 with help from the CD's count down clock (his one needed batteries)

Our "Lifer" John managed 2 very good flights before flipping the model on its back on landing and breaking the spar which prevented him from competing fully in the "1080" contest

It was the day the 48" TB's excelled

BEST 2 OF 3 FLIGHTS				
	FLIGHT 1	FLIGHT 2	FLIGHT 3	BEST 2 OF 3
ENSOLL 48D	459	575		1034
BERESFORD	484	330	329	814
DUNSTAN 48E	401	190	388	789
RODWAY 48D	368	395		763
JACKSON	224	330	327	657
VENTER	281	308	312	620
1080				
	FLIGHT 1	FLIGHT 2	FLIGHT 3	
DUNSTAN 48E	401	388	291	1080
BERESFORD	371	330	329	1030
RODWAY 48D	263	368	395	1026
VENTER	281	308	312	901
JACKSON	224	317	327	868
ENSOLL 48D	459	0	0	459

NOTICES

- Please ensure that all your trophies are engraved and ready to return for the next prize giving. Date yet to be set.
- If you have any remits / nominations for the committee to be sent to the secretary by about the end of February to allow for publication in Torque before the AGM which normally is on the first Tuesday of April
- **THE WEATHER STATION** it appears that it may have had anemometer head bearings and is not giving good wind speed figures. We will be looking into it ASAP to see what the problem is Sorry.
- Remember that NDC times for the month can be flown on any weekend you decide. All times must be in my hands no later than the end of the month as they are required by the NZMAA within 7 days of the end of the month.

Hi there Gary

Despite the conditions in town I thought I'd better show the flag for the R C Power team. There were no free flighters in the other paddock but as you can see in the photo some of their followers !!!!! were waiting for them on the flight line!

The drizzle came and went and at times it was OK with the wind being steady with no gusts.

Lets hope for clear skies and light winds for next weekend.
Nigel Grant Reporter



DOWN AT THE POWER PATCH

Happy New Year

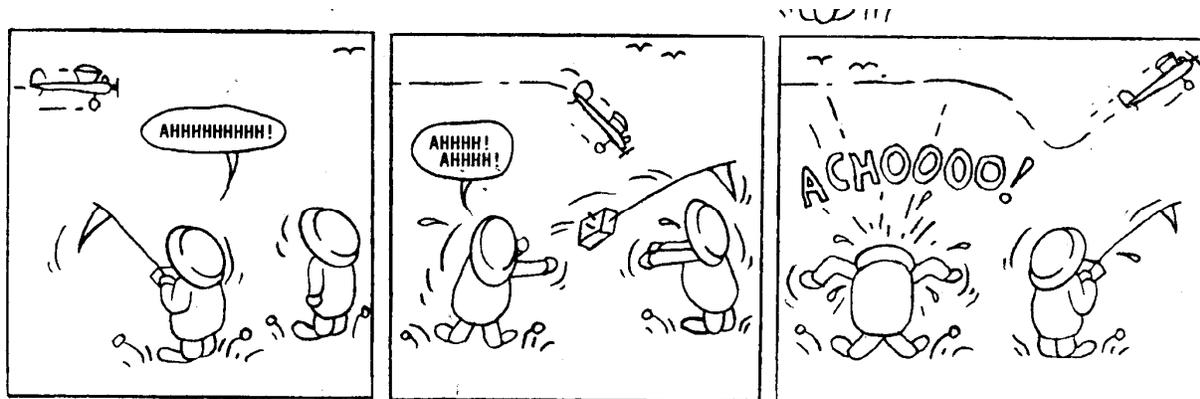
I trust that Father Christmas was good to you. I was very lucky and got a TWM Hawker Tempest MKV for Christmas which I am now assembling. Classed as ARF but still seems to need some time to put it together. Still it gets me out of the house and into the shed.

The weather was not very good over the holidays and new year. Did manage to get some flying in over the holidays and unfortunately had a crash with the Tucano don't think she will fly again.

The strip is in good condition and we are managing to keep the sheep off most of the time.

With the bad weather over the last two months we have had to cancel the BBQ but planning to have it going for the last Sunday in Jan. So if you can attend and the weather is Ok please bring out anything that will fly and make use of the strip.

See you at the Strip Graham Moffat



MORE INFORMATION ON GLO FUEL, as seen thru the eyes of BigT

As you all know glow fuel is generally made up of three components, methanol, oil and nitromethane.....and for most two stroke purposes is in a mix of 4:1+ 10% nitro. Whilst a methanol/ oil mix of 4:1 is possible unless you have the correct glowplug in your engine then you won't get full potential/power from your engine. To make this fuel mix work (4:1) then you would need to run a hot plug and possibly increase the compression of the engine.

Contrary to belief nitromethane is not the primary power ingredient in glow fuel. Whilst it is very flammable, and will contribute to the fuel burn and power, the nitromethane is generally there to get more oxygen into the fuel mix to enable the burn to take place.

Simply put because of the small volume of the combustion chamber/ cylinder head the small amount of naturally existing oxygen won't sustain a good burn. Nitromethane does carry a large concentration of oxygen molecules and thus increases the amount of oxygen available to burn within the combustion chamber- yes, I did 6th form chemistry so understanding all this has been made easier. If there is more oxygen then the burn is stronger and so the power generated is greater- you must have heard people saying that by adding more nitromethane you'll get more power.....only partially true because there are other variables that must be considered.

The primary power ingredient in glow fuel for the burn is methanol which as some will know is very flammable. Combining the methanol and nitromethane produce the power on the explosive stroke (downward) of the engine.

The vital property of methanol is that the vapour produces a catalytic reaction to the glow plug element which is made of platinum and iridium. This reaction when combined with the heat inside the combustion chamber is what keeps the glow plug glowing without the need for a battery. How this science was initially understood in the first place is way beyond me.

The final, and very essential part of the fuel is of course the lubricant- known more commonly as oil- and is generally required to keep the big-end of the engine lubricated and cool. here are many views on the type of oil to be used but in principle there are only two- synthetic and castor. Both have there merits as singular oils but some of us run a synthetic/ castor oil blend- mixed by ourselves to obtain a particular result.

Castor oil is the traditional oil used in model aircraft engines and is a natural oil produced from the castor bean and has very good lubricating abilities.....there is a downside and that it leaves a gummy residue after it has burned, which needs to be removed after each days flying. easily done by using a small amount of kerosene but do be aware of silicon fuel tubing as kerosene will certainly destroy that- it expands the tubing and I have learnt the hard way. Any engine running on castor will also have a dirty piston skirt that will need cleaning every 6 months or so. I use acetone for that and have never had any problems.

Synthetic oil has been produced in the laboratory using different chemicals and is cleaner burning and doesn't generally leave any residue or gumminess, it does have a downside in that it burns at a lower temperature than castor oil, and if you run your engine lean then potentially you may end up with crankpin problems.....that's another story which I will elaborate on at some later stage.

But there are valid reasons for tapered crankpins!

A castor/synthetic mix is an ideal option and gives the best of both worlds- you may ask about that mix and what I use is 4:1 synthetic/castor.

Weather Station Phone Number

021 02943562

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

Saturday and Sunday 0700—1600hrs

EDITORIAL MANURE. # 134, MANY MORE TO COME

- **‘2016 THE YEAR OF LIGHT WINDS AND PERFECT WEATHER ON THE WEEKEND’ WELL THAT’S MY NEW YEARS RESOLUTION OUT THE DOOR!!!!**

- Well at least I’m back in our new rebuilt home (very close to 5 years in the making!!!) and while the house is perfect unfortunately the modeling work shop is still about a month away (you wouldn’t believe how much stuff you collect over the years) the Salvation Army are reaping the benefits. Please note the phone number change and address changes as at the front of the bulletin.



- **NOTE PLEASE CHECK THE NEXT 2 MONTHS CALENDER AS THERE HAVE BEEN CHANGES**

- My workshop as it is at time of publishing



OBBBBB

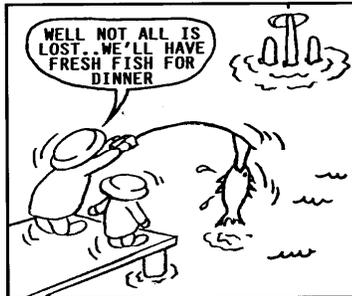
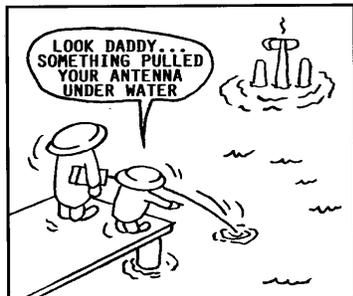
CHURCH BULLETIN BOARD ANNOUNCMENTS

- For those of you who have children and don't know it, we have a nursery downstairs.
- The pastor would appreciate it if the ladies of the Congregation would lend him their electric girdles for the pancake breakfast next Sunday.

FEBRUARY NDC EVENTS

	NDC #			NDC #	
FREE FLIGHT	15	Tip Launched Glider	VINTAGE	83	Vintage RC 1/2A Texaco
FREE FLIGHT	79	Vintage FF Power Duration	VINTAGE	84	Vintage RC Electric Rubber Texaco
FREE FLIGHT	80	Nostalgia FF Power Duration			
FREE FLIGHT	81	Nostalgia FF Rubber Duration			
FREE FLIGHT	82	Classic FF Rubber Duration			

	Flying Period Time / Day	Controlling Officer	NDC #	EVENT	VENUE
2-Feb-16	Tuesday PM 1900 - 2130hrs			Club Meeting	Condell ave
6-Feb-16	Saturday PM 1300-1600hrs	PYLON		Pylon Race Day	Willows
6-Feb-16	Saturday 0900-1600hrs	F/ F & VINTAGE		Any of NDC listed above	Willows
7-Feb-16	Sunday 0900-1600hrs	F/ F & VINTAGE		Any of NDC listed above	Willows
13-Feb-16	Saturday AM 0900-1200hrs	SOARING	170	6 minute Duration (class A)	Willows
13-Feb-16	Saturday AM 0900-1200hrs	SOARING	172	Altitude Limited Electric Soaring 123 (class N)	Willows
14-Feb-16	Sunday 0900-1600hrs	F/ F & VINTAGE		Any of NDC listed above	Willows
14-Feb-16	Sunday PM 1300-1500hrs	INDOOR	12	Hanger Rat	Templeton
14-Feb-16	Sunday PM 1300-1500hrs	INDOOR	13	Fuselage	Templeton
20-Feb-16	Saturday PM 1300-1600hrs	PYLON	128	Quickie 500 Expert Pylon	Willows
20-Feb-16	Saturday 0900-1600hrs	F/ F & VINTAGE		Any of NDC listed above	Willows
21-Feb-16	Sunday 0900-1600hrs	F/ F & VINTAGE		Any of NDC listed above	Willows
27-Feb-16	Saturday 0900-1600hrs	F/ F & VINTAGE		Any of NDC listed above	Willows
28-Feb-16	Sunday AM 0900-1200hrs		Club	TOMBOY	Willows
28-Feb-16	Sunday 0900-1600hrs	ALL CLASSES		Club Rally day, cancelled events and NDC final day for month	Willows
28-Feb-16	Sunday PM 1300-1600hrs	SOARING	173	Altitude Limited Electric Soaring 200 (class M) scoring per 3.13.7	Willows



MARCH NDC EVENTS

FREE FLIGHT	16	Aggregate
FREE FLIGHT	17	FAI FIB Rubber

VINTAGE	85	Vintage RC IC Duration
VINTAGE	86	Vintage RC E Duration
VINTAGE	87	Vintage RC Open Texaco
VINTAGE	88	Classical RC IC Duration
VINTAGE	Club	Vintage FF Rubber Duration

5-Mar-16	Saturday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of NDC listed above	Willows
5-Mar-16	Saturday PM 1300-1600hrs	PYLON		Pylon Race Practice Day	Willows
6-Mar-16	Sunday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of NDC listed above	Willows
8-Mar-16	Tuesday PM 1900 - 2130hrs			Club Meeting	Condell ave
12-Mar-16	Saturday AM 0900-1200hrs	SOARING	174	FAI (F3K) Discus Launch Glider Tasks b,d,g,h.only (Total raw scores)	Willows
12-Mar-16	Saturday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of NDC listed above	Willows
13-Mar-16	Sunday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of NDC listed above	Willows
13-Mar-16	Sunday PM 1300-1500hrs	INDOOR		TBA	Templeton
19-Mar-16	Saturday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of NDC listed above	Willows
19-Mar-16	Saturday PM 1300-1600hrs	PYLON	133	Intermediate Pylon	Willows
19-Mar-16	Saturday PM 1300-1600hrs	PYLON	131	FAI Pylon (F3D)	Willows
19-Mar-16	Saturday PM 1300-1600hrs	PYLON	132	Sportsman Pylon	Willows
19-Mar-16	Saturday PM 1300-1600hrs	PYLON	129	Quickie 500 Sport Pylon	Willows
19-Mar-16	Saturday PM 1300-1600hrs	PYLON	130	Quickie 500 Expert Pylon	Willows
19-Mar-16	Saturday PM 1300-1600hrs	PYLON	134	E Sport pylon	Willows
20-Mar-16	Sunday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of NDC listed above	Willows
26-Mar-16	Saturday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of NDC listed above	Willows
27-Mar-16	Sunday AM 0900-1600hrs	ALL CLASSES		Club Rally day, cancelled events and NDC final day for month	Willows
27-Mar-16	Sunday PM 1300-1600hrs	SOARING	175	Altitude Limited Electric Soaring 200 (class M) scoring per 3.13.7	Willows
27-Mar-16	Sunday PM 1300-1600hrs	SOARING	176	Altitude Limited Electric Soaring 123 RADIANT (class P)	Willows