

CHRISTCHURCH MODEL AERO CLUB EXECUTIVE 2016 / 17



| | | | |
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CHRISTCHURCH MODEL AERO CLUB (INC)

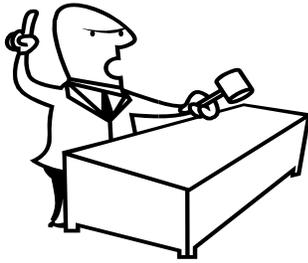
July 2016

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

Half way through the year already, how time flies (pardon the pun), here we are in the middle of Winter with Spring only a few months away.

Attendance at the field has been good on Sunday club day even in the cold weather which is good to see, great to see our fair weather fliers taking advantage of the good conditions one Saturday afternoon, and gliding and other competitions taking place.

I believe this will be mentioned elsewhere in the Torque but it has been noticed that the track in the Vintage/Gliding/free flight field has been getting further and further out into the paddock, can you all please ensure that you all form a new track driving close to the fence so that the old track can recover.

Our members should now have their NZMAA cards and those that have recently paid will have them shortly, you may have noticed in the Fliers World that there are now advanced wings badges, if any one wishes to attain this qualification come and see me and we can get that sorted for you.

Happy Flying Grahame Hart

CLUB NOTICES

- For those people who drive in the free flight / soaring paddock **PLEASE** drive next to the fence so that the old tracks can recover (the sheep have asked!!!! “We are hungry and need new grass”)
- To last years paid members who have not paid for this 16/17 year then this is your last bulletin

Club night members pouring over OBGGGG's mag give away. L to R Jhn Westland, El President, Nev Robinson, “Old Chap” Dunstan, Even Older chap Ensoll and Bruce Bonner. OBGGGG says there will be many more give away's next Meeting as the workshop is being cleared.



Minutes of CMAC committee meeting, Tuesday 28th June 2016, 6B Middlepark Road, Upper Riccarton, 7.30pm

Present: Grahame Hart, Trevor Henderson, Ian Harvey, Graeme Moffatt, Dave Jackson, Paul Chisholm, Gary Burrows

Apologies: Lynn Rodway, Mark Venter

Minutes and notes of last meeting (March): Approved

Correspondence In – From CAA outlining new radio control aircraft operating guidelines together with a pile of new CAA pamphlets. **If you require more than sent out with your membership cards, get in touch with the secretary.** Parcel from NZMAA secretary containing new cards for currently paid-up members. **OUT:** To all paid-up members who secretary received membership cards for – together with above mentioned pamphlets. To Nally family sending sympathies from the club on the death of Gerald. To Dave Margetts thanking him for gift of aircraft to the club.

Treasurer's report: With subscriptions coming in Cheque a/c is at \$5876.90 and saving at \$3747.95. NZMAA secretary has not as yet cashed recently sent affiliations cheque. He must have got it since all the correct membership cards were sent and received. Outgoings were \$127.00 for BBQ and repairs. Also, \$45.50 for envelopes and postage.

Section officers' reports:

Soaring: Only a small ALES 200 competition held; Cirrus scheduled for July 9th and advertised to all clubs through Yahoo soaring group, with some unfortunate negative feed-back.

Free Flight: Two good days to fly tomboys. Problem with NDC being flown anytime throughout the month making it difficult to get people to commit to a date. Ends up with fliers trying to fit everything in on the barbeque day at the end of the month. Indoor held and Suetonia and Andrew Palmer were in attendance.

Tomboy: 5th June saw a good meeting but 26th not so good weather-wise.

Pylon: Good recent meeting, with help from Russell Philips assisting with electronics.

R/C Power: Despite rough weather, turnouts have been good. New members (eg. Mike S.) have progressed from learner to competent flier. The Thunder Tiger trainer has been put to good use with the buddy box. Barbeque days have been successful.

AOB: Discussion on current membership. A couple of resignations noted. Other business *in camera* re possible club rule changes.

Meeting closed at 8:35pm with next meeting to be on Thursday on the second week of August; same time, same place.

CURIOUS THOUGHTS

- A pessimist's blood type is always B-negative
- Banning the bra was something of a flop
- Oppositions don't win elections —governments lose them
- Only one thing can keep growing without nourishment —an ego
- When I want your opinion, I'll give it to you
- A bald man is bound to have faith in a hair restorer which comes with a free comb.
- Time is a great healer, but no beauty specialist.
- Inside every older person is a younger person wondering what the hell happened.

TOMBOY 3RD JULY "SUDDEN DEATH"

When you give a set of rules to the players of the game, which are difficult to understand, and a whistle to a megalomaniac person who is to be the referee, "Sudden Death" is likely to happen at any time.

No it wasn't a rugby match we are talking about but this months rules generated by someone who has had experience of what it is like to live in a country which uses burning rubber tires around the neck to eliminate their opposition. (though I notice that the rules didn't require this extreme method to win the event, just electricity)

The day was perfect as always when OBGGGG selects the day!!!! Wind from the NNW at about 1-2knots, plus cloud which certainly hi lighted the flying models.

The contest consisted of everyone launching their models within 60seconds of the whistle being blown (if you didn't, you were eliminated from that round of the contest, there were 3 rounds) then the next time the whistle blew (about 2 minutes from the first) every one had to land within 2 minutes, the first down and the last down are eliminated from the round. Those left flew again under the same rules until there were only 2 or 3 left (if 3 then another flight took place with the second person winning that round if there were only 2 left then the win was shared) I understand from the rules creator that this wasn't correct but as always the "Whistle Blower" is right and he was consistent (nothing changes does it!!!!)

Highlights of this contest were many and even though much confusion was had, they all survived.

Stu Grant got caught out thinking that he was second down after he saw Bruce Bonner's Tomboy landing first WRONG Bruce wasn't in the contest!!!!

Granddad Ensoll thought he would have been better off in bed but revived when he and "The Old Chap" Dunstan shared first place in round one.

"The Old Chap" Dunstan had read the rules many times and created his strategy of not being to high requiring a rapid descent (which many did) to good effect with two wins out of three to take out top spot ("you got to have electric" as long as OBGGGG lends you batteries)

Dave Jackson after having a bad round one by being confused with the whistle recovered brilliantly to take out the second round and end up in second equal overall.

John Beresford is one of the up and coming fliers by also coming second equal in the contest even with one round having a "didn't launch within the 60second slot" problem.



Stew Morse with his TB which according to his email (PPPS) just fly's, maybe that is the problem the MK1 Mills doesn't take kindly to the CD RANT !!!! And ends up last.



| | | STAR TER | Knoc kout 1 | Knoc kout 2 | Knoc kout 3 | Round 1 TOTAL |
|-----------|-----|-------------|-------------------|-------------------|-------------------|------------------|
| DUNSTAN | 48E | 2 | 2 | 2 | 3 | 9 |
| JACKSON | 48D | 2 | 0 | 0 | 0 | 2 |
| BERESFORD | 36D | 2 | 0 | 0 | 0 | 2 |
| McCURRIE | 36D | 2 | 2 | 0 | 0 | 4 |
| ENSOLL | 48D | 2 | 2 | 2 | 3 | 9 |
| VENTER | 36D | 2 | 2 | 0 | 0 | 4 |
| GRANT | 48E | 2 | 2 | 0 | 0 | 4 |
| RODWAY | 48D | 2 | 0 | 0 | 0 | 2 |
| MORSE | 48D | 2 | 2 | 0 | 0 | 4 |

| FINAL TOTAL | | RND 1 | RND 2 | RND 3 | 3 Round TOTAL |
|-------------|-----|----------|----------|----------|------------------|
| DUNSTAN | 48E | 9 | 6 | 9 | 24 |
| JACKSON | 48D | 2 | 9 | 6 | 17 |
| BERESFORD | 36D | 2 | 6 | 9 | 17 |
| McCURRIE | 36D | 4 | 6 | 6 | 16 |
| ENSOLL | 48D | 9 | 2 | 4 | 15 |
| VENTER | 36D | 4 | 4 | 4 | 12 |
| GRANT | 48E | 4 | 6 | 2 | 12 |
| RODWAY | 48D | 2 | 4 | 4 | 10 |
| MORSE | 48D | 4 | 2 | 2 | 8 |

| | | STAR TER | Knock out 1 | Knock out 2 | Knock out 3 | Round 2 TOTAL |
|-----------|-----|-------------|----------------|----------------|----------------|------------------|
| DUNSTAN | 48E | 2 | 2 | 2 | 0 | 6 |
| JACKSON | 48D | 2 | 2 | 2 | 3 | 9 |
| BERESFORD | 36D | 2 | 2 | 2 | 0 | 6 |
| McCURRIE | 36D | 2 | 2 | 2 | 0 | 6 |
| ENSOLL | 48D | 2 | 0 | 0 | 0 | 2 |
| VENTER | 36D | 2 | 2 | 0 | 0 | 4 |
| GRANT | 48E | 2 | 2 | 2 | 0 | 6 |
| RODWAY | 48D | 2 | 2 | 0 | 0 | 4 |
| MORSE | 48D | 2 | 0 | 0 | 0 | 2 |

| CLUB POINTS AL- LOCATED | | | |
|-------------------------------|-----|--------|---------|
| FINAL RE- SULT | | All in | 48" 36" |
| DUNSTAN | 48E | 20 | 10 |
| JACKSON | 48D | 13.5 | 9 |
| BERESFORD | 36D | 13.5 | 7 |
| McCURRIE | 36D | 10 | 6 |
| ENSOLL | 48D | 9 | 8 |
| VENTER | 36D | 7.5 | 5 |
| GRANT | 48E | 7.5 | 7 |
| RODWAY | 48D | 6 | 6 |
| MORSE | 48D | 5 | 5 |

| | | START ER | Knock out 1 | Knock out 2 | Knock out 3 | Round 3 TOTAL |
|-----------|-----|-------------|----------------|----------------|----------------|------------------|
| DUNSTAN | 48E | 2 | 2 | 2 | 3 | 9 |
| JACKSON | 48D | 2 | 2 | 2 | 0 | 6 |
| BERESFORD | 36D | 2 | 2 | 2 | 3 | 9 |
| McCURRIE | 36D | 2 | 2 | 2 | 0 | 6 |
| ENSOLL | 48D | 2 | 2 | 0 | 0 | 4 |
| VENTER | 36D | 2 | 2 | 0 | 0 | 4 |
| GRANT | 48E | 2 | 0 | 0 | 0 | 2 |
| RODWAY | 48D | 2 | 2 | 0 | 0 | 4 |
| MORSE | 48D | 2 | 0 | 0 | 0 | 2 |

FINALISTS FOR CHRISTCHURCH MAC "MASTER MIND"



New member John Dew 90 seconds on the Willows rules

Old member ????? On why haven't I flown TOMBOY for a couple of years

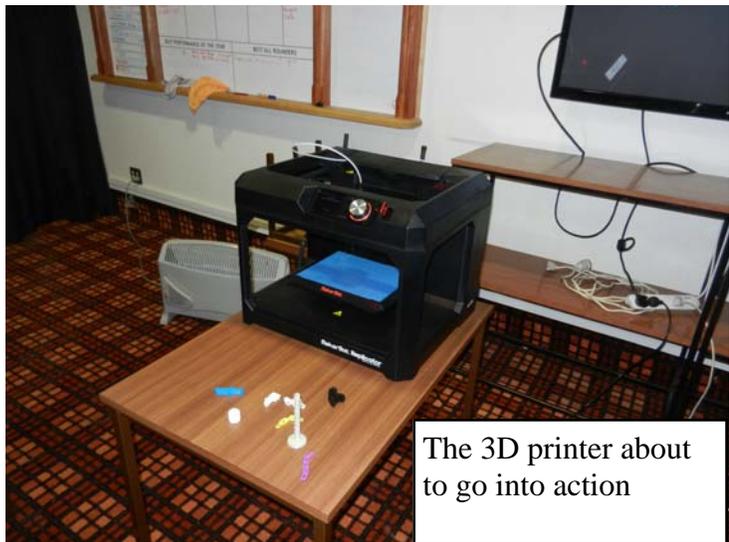
"The Old Chap" Dunstan on the joys of electric TOMBOY

Bill 90 seconds on his electric train ?? (see photo elsewhere)

CLUB NIGHT

Our Dave Jackson showed us the new technology of printing solid objects with some samples of which he had made. His best effort was the manufacture of a plastic gear for his winder (the gear had stripped a tooth) and it worked perfectly.

I don't think that it will be taking off within the club at the moment due cost, getting the programming right. But in the future, like all things, it settles down and becomes more user friendly we will find a use no doubt. Thanks Dave



The 3D printer about to go into action

Next club night 2nd August will be a video night plus OBGGGG will have lots to give away (the workshop is slowly appearing)

It has wheels, a propeller, battery, power meter, and a coal?? Trolley at rear. BUT will it fly??
NO but it will help tell you what is the best propeller to use for the longest motor run / thrust from a given battery. Bill Ferguson builder. (built to help "The old Chap" to maintain his position in Tomboy)



**CHRISTCHURCH MODEL AERO CLUB HISTORY AS TOLD BY THE LATE ARTHUR KOTOUL
IN THE 25 YEAR ANNIVERSARY TORQUE PRINTED NOVEMBER 1972.**

The Canterbury Society of Aeronautical Engineers was the first club formed in Christchurch about 1927 by Mr. E L Stace, Mr. A Stace, Mr. Theo Gunther, Mr. Fred Stanley and a Mr. Martin. (Mr. Theo Gunther brought the first castings from England into New Zealand for the first ignition motor.) So began organized modeling in Christchurch. This club flew in Hagley Park by Carlton Mill road.

A few years later in approximately 1930, the Sun Club was formed by the pioneer of motors Mr. Bert Dacombe (Acme engine) and was sponsored by the Sun Newspaper. In 1933 the Canterbury Rubber and Gas Powered Model Aero club was formed. (The very beginnings of our club) Then in 1934 Mr. Roy Gay an optician imported the first balsa, the magic wood, and the modeling boom really started. The club used to fly in Hoon Hay but later moved to North Hagley Park . Then came World war Two.

In late 1946 an attempt was made to reform the club by three prewar members Mr. Warren Clemens, Mr. Jeff Bains and Arthur Kotoul. But this first meeting lapsed for want of members. The next meeting was at Bert Dacombe's and so the Canterbury Power Model Aero Club came into operation. The first bulletin was printed in October 1949, Well known editors were Mr. Eddie Packer under the pen name of "Con- Rod- Crank" and Mr. Jack Reeve under the pen name of "Push- Pull-Rod" The name was changed in August 1951 to Christchurch Model Aero Club when the club was incorporated and this name first appeared on bulletin No. 11 in November 1951. The club Motto is "Patience- Perseverance- Success". A name to record is that of Kelvin Kidd. His foresight was in the best club magazine in the country and it came to be pass when the club printed it's first issue of "Torque" in December 1961. Kelvin Kidd also designed the club monogram and transfer which only lately was altered slightly. I believe he also designed our original letter heads.

Many changes have taken place in aeromodelling since the war and the first big change came with the advent of diesel and glow plug motors. The ignition engine was on its way out . It was hard to comprehend motors with no form of spark, and the awful mess they made on the wings and tail. But oh, how much lighter the model could be built. The real start of competition, with no heavy batteries, coil or clumsy timers. The forerunner of FAI power was the measured fuel, then 20second motor run, then 15seconds, then 10 seconds.

I can remember the first control-line model, called G-Line. Colin Evans demonstrated the first U control, but we were not impressed at all. One day at our free flight field, behind the airport (About where the Harewood golf club's new course is) called the Air Radio Field, Gareth Newton was on tea duty at lunch time. We were all over by the trees where Bob Turner was flying his U-Control. He made quite a few circuits and landed O.K. Now we were impressed (a wee bit). Gareth came storming over "the bloody tea was getting cold, quit wasting time on this stupid thing!!" How ever, I remember Gareth was one of the first of us to build a U-control.

We used to fly in the King Edward Barracks, and charge admission to the public. The noise was tremendous in that tin hut! We couldn't fly to high as we would hit the girders.

I remember Peter Dyer's first C/L model. It was summer time and we hoped to test it before dark on Saturday evening. How ever Peter was having ignition trouble (we sometimes did!!!) No spark on his Acme (Bert Dacombe design and built) Super 6 but at 12.30a.m. Mabel Peter and myself went to find an illuminated ground to test on. Peter just couldn't wait until daylight (keen!!) Well we settled for a golf course green in Harper avenue (Hagley golf course) Only dim light from a street light showed up and down on the elevator.

Yes, Peter flew it, How, I'll never know, by instinct I think but he got it up and down in one piece. (we would never get away with that today!!!) Since that first touch of the controls Peter advanced to the construction and flying of his own full-sized aircraft.

.R.O.W. was organized by one of our life members, Ted Lowen at Lake Bryndwr. Admittedly it did not take on, but we did have some models take off the water and some performed like submarines. Ted also organized the first Club Flying Circus (control-line of course) and a small body of members made a big contribution to club funds with their flying displays.

I remember when most of us just left our cars at home, and with models, lunch, and a bat and ball, boarded a truck for our free flight field at Yaldhurst (Bravis Run a bit nearer to town than our present field Miners road) Once there off went our transport to return for us at 4pm. We just flew all day long. Ah, those were the days. Some times it blew, then we played baseball or chased rabbits (plenty in those days). Now there are no rabbits but we can play tunes on a multi transmitter, can't we!!!

In the past the club prize giving's were most elaborate. Long tables were properly laid out; table cloths, flowers, soft drinks and it was a sit down affair with photographs and speeches. We had a concert beforehand with items given by members and a city celebrity to present the prizes. The club has certainly had a few changes over the years but it is good to look back and remember its beginnings.

POOPY PUPPY POOPER SCOOPER REPORTS

- OBGGGG, the one who runs the club Tomboy contests, decided to offer the TB enthusiasts a choice of contests for this months contest, basically the same type of contest, the first consisting of putting in a qualifying flight of 2minutes (which is recorded) then asking the flier to beat that time with the next flight the difference between the first and second flight is recorded as a percentage (+ or -) then follows 2 more flights using the last flight as the basis for the percentage calculation simple eh!!!
- The second option was the qualifying flight of 2 minutes with the flier given 3 attempts to beat it by the biggest percentage increase wins
- Guess what, option 2 is the one selected I can only deduce from that the "OLD AGE AND SENILITY " IS ALIVE AND WELL AMONGST TOMBOY FLIERS.
- I have attached some received emails regarding the choice of contest

"Well if it is to be simple then the obvious choice is the second one.

And it is also simple enough to allow those FF observers to enter with their free flight Tomboys and so share in the fun " MV

"I got a headache just reading the rules so will go with the majority" .JD

"For what its worth I will go for the simpletons version also (#2)."

However, I much prefer the non stress option of just turning up to the field, listening to the CD's rant, starting your engine and having a fly.....even if I don't understand what the CD was on about.

In other words.....keep up the good work... it is appreciated." SM

I understand that OBGGGG has all the above peoples cards marked with "WSS" (What Simple Souls) and will generate more simple contests in future.

CMAC PYLON RACING, 16 JULY, AS SEEN THRU THE EYES OF BIG T.

Yes, another good day, but as usual this time of the year the sun was in the wrong spot and also the wrong angle....we could have flown earlier in the day but then the sun is sitting above the number one pylon. This time of the year has always posed us problems with the sun angle being approximately 22°- in 6 months time it will be at 72° so hopefully we will be able to more competitive flying in at that time.

Big T has been busy since the tree episode as described in the last Torque and has two, and almost the third new model completed- the first has been successfully test flown and was flying it today, and the other two will be tested during our next pylon practice day.

We decided to move the pylon strip about 20 metres further away from the trees and that certainly looks better so here's hoping that the additional space will hopefully minimise anyone from venturing- in error- into the upper level of the pine plantation.

The pylon lights have been repaired and everything is now working- with fingers crossed -at 100%- there was nothing major wrong with the lights and you could say I was a bit slack in not doing preventative maintenance in the past.....

We all had 'trim flights' prior to racing and I (big T) after the trim flight chose not to do any further flying- why you might ask? As previously mentioned the sun was a problem and sitting directly above number 2 pylon made for a risky flight path between both 2 and 3 pylons. I have of course an ego but don't mind admitting that I didn't feel comfortable flying into and through the sun, and not really knowing at what altitude the model would exit when the pupils came back to normal.

Normally we blink once when we fly through the sun but today I was having to blink two or three times to clear all the sun rays- somehow the sun and sun rays seem bigger and brighter this year.

So that left Les and James to do battle.....or so we hoped

Not unlike me James also had trouble with the sun and chose to put his good model away- but was also having problems with a non-centring servo on the elevator. With a Vee tail, which acts as both elevator and rudder, a problem with a servo- no matter how big or small can spell disaster. He then opted to use the trusty , but old VIPER- it has served him well over the past 2 years but today he couldn't get a decent engine run and we think the clunk has failed inside the tank....not really a job that can be fixed on the field. So, not a good day for James, and that then left Les to do solo runs-and yes he did have a run of bad luck!

He was having troubles getting a decent engine run, which after some careful analysis proved to be a faulty piece of fuel tubing and although he did get one time in the rest were generally no starts-frustrating but that's 'racing'.

Results for Quickee 500

| | | | |
|-----------------|-------------------------|-----------|--------|
| Les King | 1.54.00, DNS, DNS, DNS. | total 714 | First |
| James Blacklaws | DNS, DNS, DNS, DNS., | total 800 | Second |

Thanks to all the helpers, we do appreciate it; and we can guarantee that when the sun is better positioned in a few months time then you will see some genuine, and exciting racing.

2016 CIRRUS TROPHY 9 JULY "THE WILLOWS"

After several days of bad weather during June and the unavailability of potential flyers the annual event was flown on Saturday the ninth of September in near perfect conditions that slowly changed to a cold north east as the morning progressed.

Several potential flyers were unable to attend through work commitments and health problems. Andrew Palmer, Scott Chisholm, Ian Harvey and John Shaw made the 9.30 start, two teams of two.

Andrew had a tail hook-up on his test flight but due to the quick thinking of Scott and flying ability of Andrew the model landed only damage done was to the horizontal stab, which Andrew had a spare that kept him in the event.

Lift was had to find with most not making the 8 min flight task only Andrew and John Shaw getting one each.

| | | | 2 min precision | | | | | | | | |
|--------|----------|--------|-----------------|------|--------|--------------|------------|------|--------|--------------|------------|
| | | | Round | 1 | | | | 2 | | | |
| | | | Model | Time | Points | Land- ing | Score | Time | Points | Land- ing | Score |
| Team A | Chisholm | Scott | Maxa | 1:59 | 400 | 91 | 491 | 2:00 | 400 | 97 | 497 |
| | Palmer | Andrew | Maxa | 2:00 | 400 | 90 | 490 | 2:00 | 400 | 85 | 485 |
| | | | | | | | | | | | |
| Team B | Shaw | John | Maxa | 1:58 | 395 | 100 | 495 | 2:00 | 400 | 90 | 490 |
| | Harvey | Ian | Supra | 2:05 | 375 | 91 | 466 | 2:04 | 380 | 30 | 410 |

| | | | 8 min Duration | | | | | | | | |
|--------|----------|--------|----------------|--------|--------------|------------|------|--------|--------------|------------|--|
| | | | Round | 1 | | | | 2 | | | |
| | | | Time | Points | Land- ing | Score | Time | Points | Land- ing | Score | |
| Team A | Chisholm | Scott | 7:36 | 456 | 20 | 476 | 7:03 | 423 | 0 | 423 | |
| | Palmer | Andrew | 8:00 | 480 | 20 | 500 | 4:49 | 289 | 20 | 309 | |
| | | | | | | | | | | | |
| Team B | Shaw | John | 7:25 | 445 | 20 | 465 | 8:00 | 480 | 20 | 500 | |
| | Harvey | Ian | 4:34 | 274 | 20 | 294 | 4:42 | 282 | 20 | 302 | |

| | | | Best three | Team total | |
|--------|----------|--------|---------------|---------------|----------|
| Team A | Chisholm | Scott | 1464 | | |
| | Palmer | Andrew | 1475 | 2939 | 1 |
| | | | | | |
| Team B | Shaw | John | 1485 | | |
| | Harvey | Ian | 1178 | 2663 | 2 |

FREE FLIGHT SUNDAY 3RD JULY BY RELIABLE RODWAY

Following the Tomboy event four participated in the NDC Open Glider event. The sun came out and there was a slight northerly breeze with some very weak lift if one was lucky to catch it. Towing the larger models is not too strenuous, they tend to rise into the air with ease however the line can go slack once they are at the top in the calmer conditions and I am talking about straight tow. This can result in a loss of launch height if one is not a fast runner.

Open Glider

Stew Morse 81 146 101 = 328
 Lynn 112 92 81 = 285
 John B 101 110 74 = 285
 Roy G 83 88 68 = 239

10TH JULY

Not a bad turnout today despite the freezing temperature for an hour and a half not helped by a biting breeze from the West, a high cloud layer however by 11:30 the frost had thawed and the breeze dropped off.

Stu Grant, Stew Morse, Bruce Bonner, Bruce Weatherall, Roy Gunner, Dave Jackson and Lynn all did some flying.

Stu G did some time keeping and then pulled out his electric Play Boy Snr. for a couple of flights, Roy G and Bruce B did some sport FF power flying and the rest of us put in some Vintage rubber times. Lynn also flew Coupe with his newly completed model.

Stew M has recovered the Fuselage of his 48" Tomboy very well.

Vintage Rubber Duration

Dave J. 104 138 127 + 3x2 = 375 (KK Senator)
 Lynn 92 93 93 + 3x6 = 296 (Gollywock)
 Stew M 86 95 76 + 3x6 = 275 (Gollywock)
 Bruce W 48 56 65 + 3x8 = 193 (Gypsy)

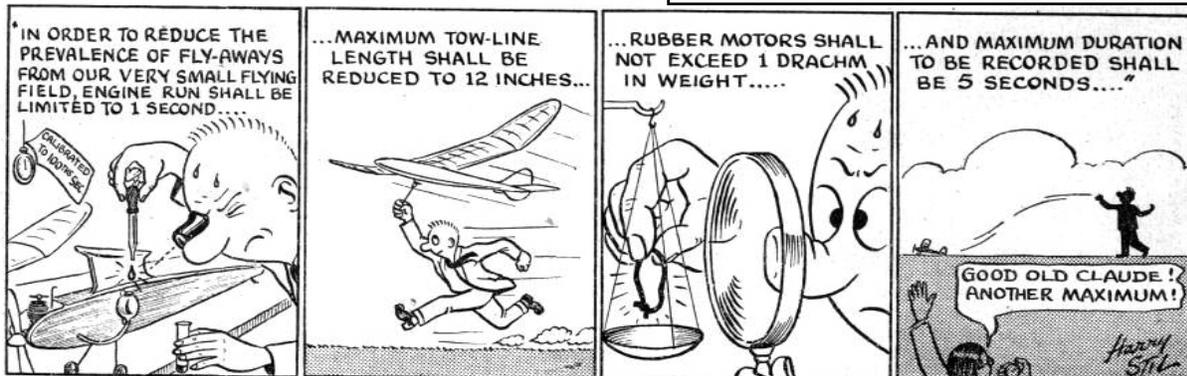
Coupe D'Hiver

Lynn 61 71 92 = 224
 Dave Jackson 78 66 70 = 214 (3/7/16)
 Bruce Weatherall 48 39 48 = 135 (3/7/16)

CLUELESS CLUB RULES, 1953



Bruce Weatherall winding his Earl Stahl Gypsy photo Dave Jackson



17 JULY FREE FLIGHT BY "RRRR" (ROLLS ROYCE REPORTER RODWAY)

Three of us turned up today, Stu Grant, Stew Morse and Lynn, the rest put off by the not so good looking weather conditions I guess but in fact it was not too bad with a bit of a breeze from the SW.

We shifted over to the power pylon paddock and Stu G flew his recently acquired Gollywock, which after a couple of trimming flights was going well. Stew M spent some time with his CLG and had intended doing some trimming flights with an A1 and recently acquired 1/2A Slow Worm however on closer inspection both models would require some slight mods before attempting any flights.

Lynn got together his 1/2A Slow Worm mainly to test the motor which does not seem to run consistently, possibly due for a plug change according to Stu.

Vintage Rubber (club)

Stu Grant 41 83 75 + 3x6 = 217

CMAC PROPOSED SCALE CONTEST FOR 2017

After having communicated with all and sundry I have come to the conclusion that the proposed rules a goer for 2017.

There has been comment from outside readers of Torque that I should align it up with the NZMAA vintage Texaco rules, my thoughts are that if anyone was wanting to use the same model to cover other contests then they will make sure that they can use the model (with slight alterations to suit)

Other questions I have had regarding the event are "do I have to make and finish the model to a high standard " The answer is the model must look like the full sized version and to a standard the constructor is happy with after all there are no points awarded for scale accuracy or finish.

The model I have selected to build (workshop is getting closer) is a 1913 Howard Flinders as shown in a free plan for CO2 motors (20inches) increased in size to 48inches (found in an aeromodeller. center fold give away)

Other plans looked at were, a Junkers 49ba High altitude research aircraft of 1931, and a Polish S4 Kania by Trevor Falkner (Aeromodeller April 1975) A 25inch rubber model obviously to be increased in size (Flown 1951 as a trainer/glider tow aircraft)

Indoor meeting for the 10th July.

The event for this month was F.1.L. (The F.A.I. class known as easy b in the last century) The four of us were flying and with the winter in full swing, a sheltered hall is good place to be. Other than Kay's first flight, times were down on normal. After her initial flight Kay's model suffered three bouts of damage through handling problems (yes it does happen even if you are experienced) I couldn't get my models to perform even though I spent a lot of time preparing the models beforehand. Nev's problem seemed to be because of motors not matching the model, as the model its self was flying well. Dave also seemed to have problems with finding the right motors for the job. I find that it is quite difficult watching what other are doing when I am having a difficult time getting performance myself.

Results. Kay. 11 min 22 sec. & 7 min 26 sec. Bill. 8 min. & 7 min 37 sec.

Nev. 6 min 8 sec. & 4 min 35 sec. Dave. 4 min 59 sec. & 4 min 35 sec.

Next meeting is on the 14th August the event being open tissue.

After every flight, QANTAS pilots fill out a form, known as a 'gripe sheet' to tell mechanics about problems with the aircraft. The mechanics fix the problem, and then document their repairs on the form.

Here are some actual maintenance problems submitted by the pilots (marked with a 'P') and the solutions recorded (marked by an 'S') by maintenance engineers, who by the way have a sense of humour:

P: Left inside main tyre almost needs replacement.

S: Left inside main tyre almost replaced.

P: Test flight OK, auto-land very rough.

S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.

S: Something tightened in cockpit.

P: Dead bugs on windshield.

S: Live bugs on back order.

P: Auto pilot in altitude-hold mode produces a 200 feet per minute descent.

S: Can't reproduce problem on the ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: DME volume unbelievably loud.

S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.

S: That's what friction locks are for.

P: IFF inoperative in OFF mode.

S: IFF always inoperative in OFF mode.

P: Suspect crack in windshield.

S: Suspect you're right.

P: Number 3 engine missing.

S: Engine found on right wing after brief search.

P: Aircraft handles funny.

S: Aircraft warned to straighten up, fly right and be serious.

P: Target radar hums.

S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.

S: Cat installed in cockpit.

P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.

S: Took hammer away from midget.

Those Aussie engineers ——— DON'T FLY QANTAS

Did you know that one of the big uses of marbles is in the Model Airplane hobby? Their demand is caused by the following:

When a new modeler is signed up by the N.Z.M.A.A. he is given 50 marbles. Each time he builds a model, one of his marbles is taken away from him. When he loses all his marbles he is given a position on the committee!!!

Weather Station Phone Number

021 02943562

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

Saturday and Sunday 0700—1600hrs

EDITORIAL MANURE. # 140, MANY MORE TO COME

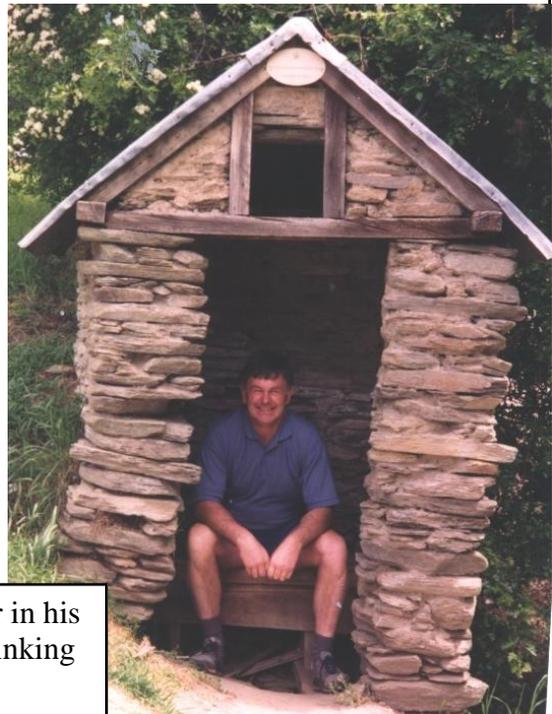
- I have had a email response to my editorial of June and comes from one of our newer members Richard Matheson. I print it out in full as I'm pleased that he sees our club in a friendly light

“Hey Gary, would like to say that ever since I joined the club, the members have been great and very helpful. I have had help with my flying from experienced modelers (a number of days on the trainer buddy system), I've had help with building before I displayed my two jets at the Warbirds at Wanaka and I have always had great fun with great banter every time I'm at the field. I am learning and still enjoying it.”

- I will be including some items from the November 1972 Torque (which was the 25th anniversary of the club) We have come a long way since then.
- Here is an example found in the Nov/Dec 1964 Torque *“Human nature is such that distant wars, earthquakes and Typhoons seem less catastrophic than the first scratch on your new model”*



Stew Morse is taking to the non motorized type of flying after his dismal performance in Tomboy



Your editor in his editorial thinking room.

Old Bloody Good Grumpy Gabby Guy

Or OBGGGG for short

| | | | |
|----|--------------------------|-----|-------------------------|
| 47 | Aggregate | 107 | Vintage RC E Texaco |
| 48 | Catapult Launched Glider | 108 | Vintage RC IC Duration |
| 49 | Hand Lunched Glider | 109 | Classical RC E Duration |
| 50 | Kiwi Power | | |
| 51 | Cranfield Classic | | |

AUGUST NDC EVENTS

| 2-Aug-16 | Tuesday PM 1900 - 2130hrs | | | Club Meeting | Condell ave |
|-----------|---------------------------|-------------------------|-----|--|-------------|
| 6-Aug-16 | Saturday AM 0900-1600hrs | FREE FLIGHT/ VINTAGE | | Any of events listed above | Willows |
| 6-Aug-16 | Saturday AM 0900-1600hrs | PYLON | | Pylon Race Practice Day | Willows |
| 7-Aug-16 | Sunday AM 0900-1600hrs | FREE FLIGHT/ VINTAGE | | Any of events listed above | Willows |
| 13-Aug-16 | Saturday AM 0900-1200hrs | SOARING | 189 | 10 minute Duration (class B) | Willows |
| 13-Aug-16 | Saturday AM 0900-1600hrs | FREE FLIGHT/ VINTAGE | | Any of events listed above | Willows |
| 14-Aug-16 | Sunday AM 0900-1600hrs | FREE FLIGHT/ VINTAGE | | Any of events listed above | Willows |
| 14-Aug-16 | Sunday PM 1300-1500hrs | INDOOR | 52 | Open Tissue | Templeton |
| 20-Aug-16 | Saturday AM 0900-1600hrs | FREE FLIGHT/ VINTAGE | | Any of events listed above | Willows |
| 20-Aug-16 | Saturday AM 0900-1600hrs | PYLON | | Pylon Race Practice Day | Willows |
| 21-Aug-16 | Sunday AM 0900-1600hrs | FREE FLIGHT/ VINTAGE | | Any of events listed above | Willows |
| 27-Aug-16 | Saturday AM 0900-1600hrs | FREE FLIGHT/ VINTAGE | | Any of events listed above | Willows |
| 28-Aug-16 | Sunday AM 0900-1200hrs | | | TOMBOY 36 and 48 R/C EVENT | Willows |
| 28-Aug-16 | Sunday AM 0900-1600hrs | ALL CLASSES | | Club Rally day, cancelled events and NDC final day for month | Willows |
| 28-Aug-16 | Sunday PM 1300-1600hrs | SOARING | 190 | Altitude Limited Electric Soaring 200 (class M) scoring per 3.13.7 | Willows |

| | | | | | |
|------------------|----------------------------------|---------------------------------|------------|---|--------------------|
| | September NDC Events | | 110 | Nostalgia FF 1/2A/Min Replica | |
| | | | 111 | Classic FF Power Duration | |
| | | | 112 | Vintage RC 1/2A Texaco | |
| | | | 113 | Vintage RC A Texaco | |
| | | | 114 | Classical RC IC Duration | |
| | | | 115 | Classical RC E Duration | |
| | | | 53 | FAI FIB Rubber | |
| | | | 54 | FAI F1C Power | |
| | | | 58 | Classic A2 Glider | |
| | | | 59 | FAI F1A Glider | |
| | | | | | |
| 3-Sep-16 | Saturday AM 0900-1600hrs | FREE FLIGHT/ VINTAGE | | Any of events listed above | Willows |
| 3-Sep-16 | Saturday AM 0900-1600hrs | PYLON | | Pylon Race Practice Day | Willows |
| 4-Sep-16 | Sunday AM 0900-1600hrs | FREE FLIGHT/ VINTAGE | | Any of events listed above | Willows |
| 6-Sep-16 | Tuesday PM 1900 - 2130hrs | | | Club Meeting | Condell ave |
| 10-Sep-16 | Saturday AM 0900-1200hrs | SOARING | 191 | Formula 500 (class D) | Willows |
| 10-Sep-16 | Saturday AM 0900-1200hrs | SOARING | 194 | 2,4,6,8,10, (class J) | Willows |
| 10-Sep-16 | Saturday AM 0900-1600hrs | FREE FLIGHT/ VINTAGE | | Any of events listed above | Willows |
| 11-Sep-16 | Sunday AM 0900-1600hrs | FREE FLIGHT/ VINTAGE | | Any of events listed above | Willows |
| 11-Sep-16 | Sunday PM 1300-1500hrs | INDOOR | 55 | FAI Class F1D | Templeton |
| 11-Sep-16 | Sunday PM 1300-1500hrs | INDOOR | 56 | Indoor Hand Launched Glider | Templeton |
| 11-Sep-16 | Sunday PM 1300-1500hrs | INDOOR | 57 | Experimental | Templeton |
| 17-Sep-16 | Saturday AM 0900-1600hrs | PYLON | 138 | Quickie 500 Sport Pylon | Willows |
| 18-Sep-16 | Sunday AM 0900-1600hrs | FREE FLIGHT/ VINTAGE | | Any of events listed above | Willows |
| 24-Sep-16 | Saturday AM 0900-1600hrs | FREE FLIGHT/ VINTAGE | | Any of events listed above | Willows |
| 25-Sep-16 | Sunday AM 0900-1200hrs | | | TOMBOY 36 and 48 R/C EVENT | Willows |
| 25-Sep-16 | Sunday AM 0900-1600hrs | ALL CLASSES | | Club Rally day, cancelled events and NDC final day for month | Willows |
| 25-Sep-16 | Sunday PM 1300-1600hrs | SOARING | 192 | Altitude Limited Electric Soaring 200 (class M) scoring per 3.13.7 | Willows |
| 25-Sep-16 | Sunday PM 1300-1600hrs | SOARING | 193 | Altitude Limited Electric Soaring 123 RADIANT (class P) | Willows |
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