

CHRISTCHURCH MODEL AERO CLUB EXECUTIVE 2016 / 17



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CHRISTCHURCH MODEL AERO CLUB (INC)

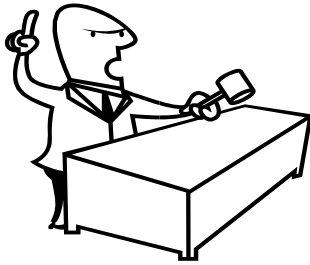
October 2016

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

Here we are already in Labour Weekend, more time to get yourself out to the field and enjoy some flying

After the recent rain it looks like the weather is clearing nicely.

IF you are not going away or flying, perhaps this weekend would be a good opportunity to spring clean those models, check everything out and ensure that all is well for the upcoming warmer season. I have noticed when speaking to fellow modellers that there is a slight trend to going back to building kits, very easy now with laser cut kits becoming more prolific, so maybe this is something you may wish to try.

Why the happy look???? See page 12



On the other hand after you have done everything that the boss has asked you to do, you might just want to put your feet up, (Yeah Right OBGGGG)

That's it from me, happy flying Grahame Hart.

FOR SALE the kitset in the photo complete with Saito 45 S Four stroke motor (un run) and the price is \$200 contact Merv Hamilton on 03 3107853



NOTICES

“If you are NOT flying on 2.4 please do not turn on your transmitter without checking the frequency board. On a Sunday we can have a number of groups flying in the area so if you are flying anything other than 2.4 YOU MUST USE THE BOARD.”

RRRR REPORTS 2 OCTOBER

It turned out a good day with a slight NE early which soon dropped away to almost zero wind at times (thermals building) and then the drift away to a SW direction.

A good turn out John E, John B, Gary, Bruce W, Bruce B, Roy Stu G, Stew M, Dave and Lynn all flying various models. John E flew his recently completed rubber powered Tiger Moth, Roy a sport FF power model, Bruce B a Stomper which was going well on its first flight but not so good on its second but coming right again on the third, Bruce W having problems with the motor on his 1/2A ship so no flights recorded.



Dave flew Open Rubber using a Wakefield and Lynn, Roy, Stew and Dave flew Open Glider which was a bit difficult at times due to the calm conditions but the lift was there from time to time if you could catch it. Lynn and Stew also flew 1/2A power, sadly Bruce W could not join in for the reason mentioned previously.

John B did some test flying with his Woodhouse P30 and then attempted Open glider however the model will require some mods and was parked up for another day.

Generally a good day and a barbecue later for those that had time to participate.

1/2A Power

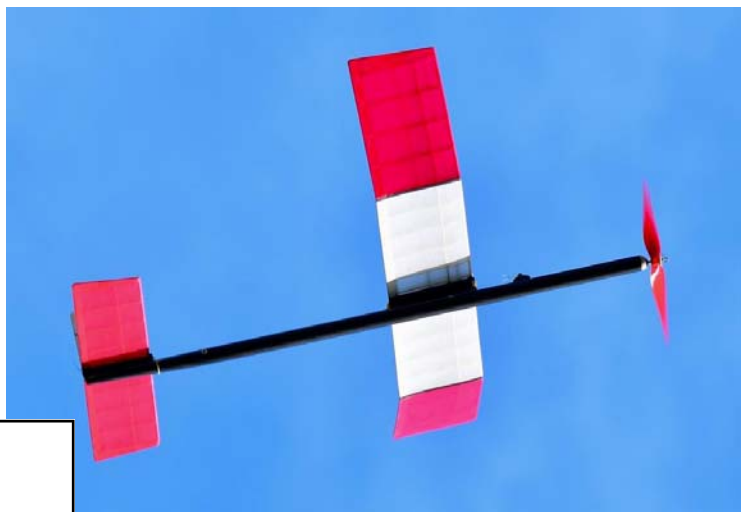
Lynn Rodway 81 105 120 = 306
 Stew Morse 120 85 77 = 282

Open Rubber

Dave Jackson 130 87 165 = 382
 John Beresford 81 90 82 = 253

Open Glider

Stew Morse 69 180 180 = 429
 Dave Jackson 180 79 165 = 424
 Lynn Rodway 56 120 102 = 278
 Roy Gunner 76 148 51 = 275



John Beresford's P30 being used in open rubber

RRRR REPORTS 9 OCTOBER

The forecast sounded not bad so a few turned up and located in the power pylon paddock. Initially the breeze was from the SW however this changed to NE so a relocation was required.

Stu Grant, Stew Morse, Lynn Rodway were first on the scene followed later by Bruce Bonner, Bruce Weatherall, Dave and Rachael Jackson. Stu G brought out some tow line to measure out and also assisted with the time keeping, Bruce B also helped with this activity.

Lynn and Stew M flew open power and Bruce W 1/2A power. Dave tossed his TLG in the air a few times and Rachael had a all sheet model resembling a reconstituted Cloud Tramp.

Stew M had some trim problems with his Stomper however after a few adjustments the last flight turned out better than the first two. Bruce W had engine problems again consequently not a very good result.

A menacing looking black cloud appeared on the horizon to the south and east about 10:30 and before long it hit with a vengeance bringing buckets of rain and hail so time to head home.

The last to leave was Stu G who was last seen gathering his gear up in the pouring rain.

1/2A Power

Bruce W 38 - - = 38

Open Power

Lynn 171 152 147 = 470

Bruce B 72 60 121 = 253

Stew 57 52 104 = 216



Bruce Weatherall technique good, result BAD



Stew Morse launching his Stomper, Great photo (DJ) and technique



Lynn Rodway doesn't need to show his technique the result was happiness

OCTOBER 16 REPORT BY STAND IN REPORTER (INSPECTOR) MORSE

Hi Lynn, Just to let you know what you missed. A calm morning greeted the early birds but then the NW kicked in at about 10am.

John B and myself started the day content to continue fine tuning the flight pattern of John's glider and P30 and my Stomper.

As is the way the Stomper is flying at its best the week after the contest. I was able to remove some nose weight to flatten the glide and also widen the glide circle.

Bruce W and myself also managed to put in three Open Rubber flights before the wind arrived. Both of us suffered from having the D/T activate early and Bruce also had rubber bunching problems.

Bruce B, Stu G, Dave, Gordon and Roy were also in attendance and seemed content to potter round with various models.

OPEN RUBBER

Bruce W 83, 23, 62 Total 168

Stew M 31, 62, 33 Total 126

See you November. (Not going to fly Tomboy then ???? OBGGGG)



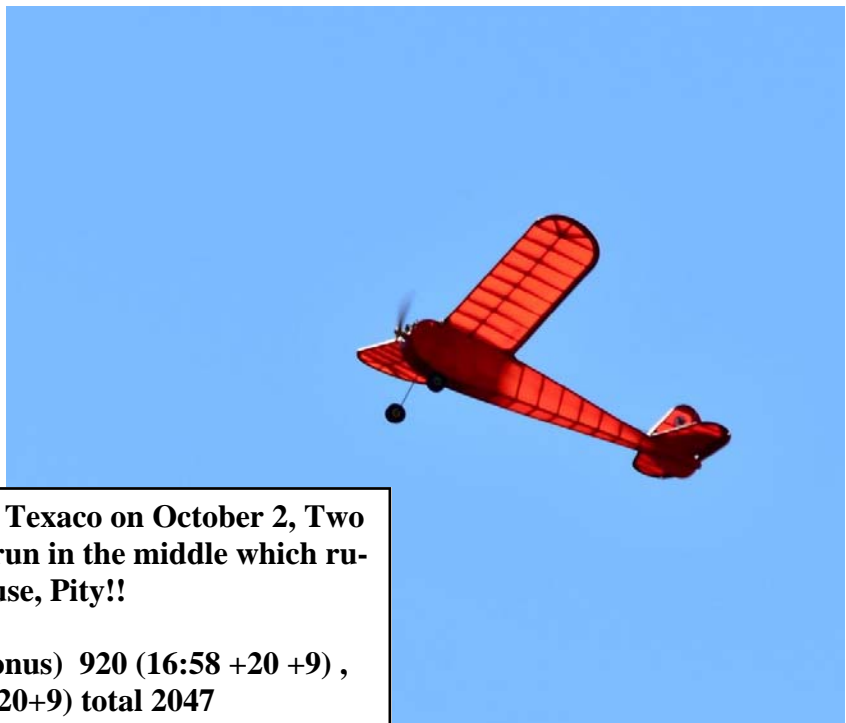
**“BEGONE OH FOUL BLOCK STOMPER”
Bruce Bonner extorting his model for better performance!!!!**

As seen on church bulletin board

- **The Associate Minister unveiled the church's new campaign slogan last Sunday: "I Upped My Pledge - Up Yours."**
- **A bean supper will be held on Tuesday evening in the church hall. Music will follow.**

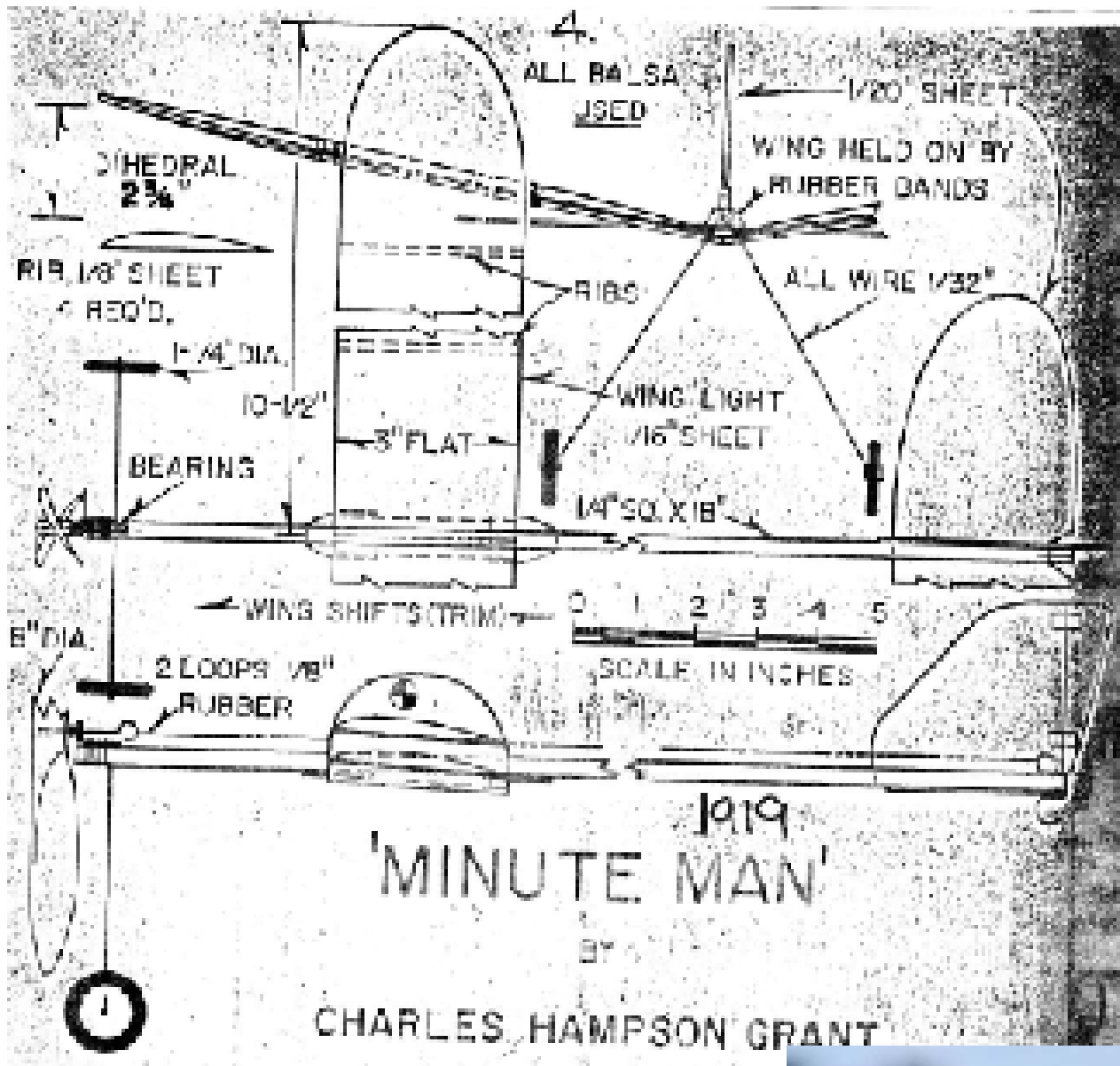


Rachael Jackson admiring her “Minute Man” (Charles Hampson Grant design) from which came the “Cloud Tramp”



Stu Grant's Simplex in Open Texaco on October 2, Two max's with one short engine run in the middle which ruined his chances for a full house, Pity!!

**Stu Grant Simplex 1941 (9 bonus) 920 (16:58 +20 +9) ,
207 (6:18 +0 +9), 920 (17:11+20+9) total 2047**



The worry lines on Bruce Weatheralls face are caused by trying to get his power models to be able to be taken home in one piece after a successful flying session. It has been suggested many times, a rubber model such as above might be more relaxing!!!! OBGGGG



THE OCTOBER CLUB NIGHT was well attended with 9 members showing up and a number of models displayed.

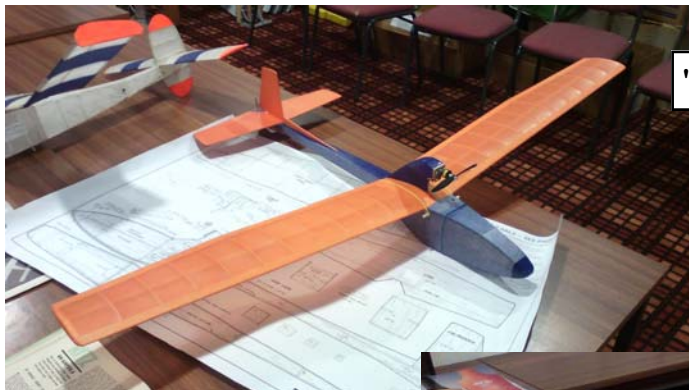
Bruce had his 1939 Aeromodeller design "Flip Flop" by Ron Warring while Roy had an interesting model the "Javel Aero" and Granddad John showed off his newly completed and test flown DH Tiger Moth which was built from a very good and complete kit by Gwyn Avenell of Avetek Ltd.

For those interested Gwyn has a number of these splendid laser cut kits and John was very complimentary of the quality of his kit and the wood.

Gwyn's details are in MFW and his email is aveteknz@gmail.com

Nothing definite on the cards for November meeting but if anyone is interested bring along your mini helicopters and we can have an impromptu competition... make up your own rules!

Mark (OBGGGG will have his usual give a way's plus anything you may find useful!!!)



"Javel Aero"



"Flip Flop"

Indoor report for the 9th October.

The events we flew were Hand Launched Glider and Hanger Rat. Dave is the only one who manages this challenging class and what a good job he does at it too. Flying glider as well as competing in Hanger Rat makes for a busy 2 hours and flying both classes does in my view stops him from completing as well as he could, I guess that is just the way it is when you wish to make the best of the flying time we have. Hanger Rat times for this meeting no way reflects the true performance of the times of what they should be. Nev showed just how well he could trim his model which is on the heavy side. (New model for him would demonstrate this) Dave did what he could but as I said flying both events makes getting the best times in this event does put him at a disadvantage. Kay flew well and her second flight hit the ceiling fell nearly to the floor then started back up again, I would say had the rubber not come off the front hook half way up to the ceiling a time of 3 min 20 sec plus was possible. I was doing no better than the others even using all the number of flights allowed. None of us flew badly It wasn't until I was leaving the hall that I realized that our problem was a thermal layer that was formed by the ceiling heaters being on and cold air coming from the stage area. It was like trying to fly through a barrier of film going up and coming down. This also happened to us when we first flew at Templeton, I use to tape plastic over the stage doors' to stop this happening.

Times. H L G. Dave. 26.8 sec and 27 sec. Total **53.8 total.** (times rounded to the nearest tenth)
Hanger Rat. Bill. 5 min 7 sec. Kay. 5 min 4 sec. Dave. 5 min. Nev. 4 min 5 sec. (best two flights)

NEXT MEETING IS ON THE 13TH NOVEMBER. Events F 1 L and Open tissue. N.D.C.



THE SECRETS OF BOTTOM-END TUNING, as understood by BigT

I have been asked many times about tuning of a glow plug two stroke model engine and when I delve further into the reason for that question I find the person is having tuning troubles because either he has been playing with the needles on the carburettor or simply is having troubles understanding how it works and therefore has no real understanding of the problem.

This is how I set-up my engines....no doubt there are other methods but this is an easy method.

Start by closing the top end needle , and then open it about 3-4 turns...this is always a good starting point, and will ensure that the high end needle won't be restricting fuel.

The lower end needle should now be fully wound in- now obtain a piece of fuel tubing and connect it to the fuel nipple. Ideally the fuel tubing should be 300mm long. Next, open the carb barrel about a ¼ from the fully closed position. Blow into the fuel tubing very slowly, and then slowly open the bottom-end needle. Stop adjusting the bottom-end needle when you first feel air blowing into the carb.....don't forget to maintain the barrel being open about ¼ open.- this is very important!

You would be surprised at how small the amount of fuel is required to get the engine running, and generally we all have erred on the bottom-end needle being too open.

At this 'ballpark' setting the engine should be able to run, and will require further adjustment.

Now to go to the next stage- if you really want to get close to the top-end setting without running your engine then fully close the needle and place the fuel tubing back onto the nipple, and blow through the tubing with the barrel fully open. until you have plenty of air being blown into the carb. This will be approximately the ideal top end needle setting, but again you may very well need to do some 'fine' tuning once the engine is running and to normal operating temperature.

Although I have mentioned in previous articles the function of each needle, it is worth repeating here:

- The bottom-end needle affects the mixture strength below generally half throttle. and requires very small adjustments- say an eighth of a turn. at the most.
- The top-end needle affects the mixture above half throttle-never lean this out too much to try and attain maximum revs as when you fly your model on full throttle the engine is bound to run lean as the engine unloads.

Now comes the exciting bit- checking out how good your mouth, and blow really was.

Run your engine and you should get a good start, and then slowly raise your throttle stick beyond half throttle- the engine should 'follow' the throttle stick- if it doesn't then you may need to check out the top-end needle. The engine may very well be on the rich side at the top end, and minor adjustments will solve your running problems....don't adjust the bottom end until you have the top end in reasonably good tune. Bottom end adjusting should not be required based on the above.

A quick way of checking this is to try the 'pinch test'- briefly pinch the fuel tubing as you raise the throttle, this will give what the engines thinks is a lean fuel setting and should momentarily speed up and that is a good indicator of the top end needle being about right.

Hope this helps, and if you have any queries please scream out.

TOMBOY 25 SEPTEMBER "PERCENTAGE IMPROVER"

Right you lot I require your valid excuses for NOT turning up for today's contest, only one (Stew Morse) advised me of his non attendance due being dragged to Auckland on a shopping spree by "She who must be obeyed"

The only other "WEAK" excuse presented after the event was from Mr. Dunstan who used the excuse that the weather station had not been "day light saving time" up dated and could only wait till 9am DLST to get a reading, by that time he had other things to do. Based on his proposed event winning strategy, arriving at 10am DLST (which certainly was possible given his lead foot) he would have cleaned up.

To "RRRR", M V, McCurrie, your excuses signed by a judge will be accepted, but the excuse that the competition was too hard is not, the TOMBOY competition for October is a repeat of this one.

Today's event was a good one, with anyone was in with a chance up till the last flight. John Beresford's 36"D was going exceptionally well till the last flight which was plagued with a broken tail plane which caused a very poor gliding result and gave the only negative percentage gain of the contest (But still is top of the 36" division)

Today's winner was Stu Grant with the only electric 48" model there and while his strategy would not have beaten the Dunstan proposed one (so we will never know will we!!!!)

Dave Jackson was relegated to second place as the Mills wasn't performing as it should. (maybe it was all the 4 flights it had to do to qualify for the contest that caused the problem and I thought that 120 seconds would be easy, just some people make it hard. Am considering only allowing 2 attempts to qualify just to put the pressure on OBGGGG)

Granddad Ensoll's strategy just didn't work, as the weather just didn't co operate on the last flight.

GRANT	122	qualifying flight time		100%	TOTAL
Flight 1	192			57%	157%
Flight 2	271			41%	199%
Flight 3	469			73%	272%
JACKSON	121	qualifying flight time		100%	TOTAL
Flight 1	131			8%	108%
Flight 2	249			90%	198%
Flight 3	330			33%	231%
ENSOLL	128	qualifying flight time		100%	TOTAL
Flight 1	206			61%	161%
Flight 2	281			36%	197%
Flight 3	351			25%	222%
Beresford	129	qualifying flight time		100%	TOTAL
Flight 1	257			99%	199%
Flight 2	300			17%	216%
Flight 3	264			-12%	204%

Weather Station Phone Number

021 02943562

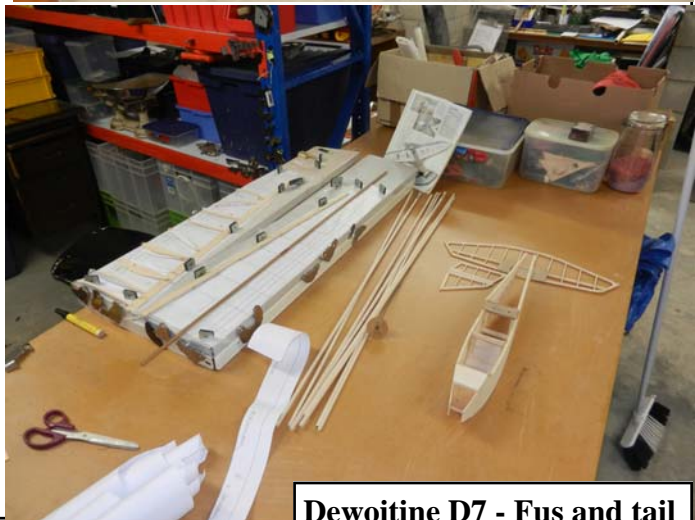
Operating times Monday to Friday 0700—1300hrs and 1400—1700hrs

Saturday and Sunday 0700—1600hrs

EDITORIAL MANURE. # 143, MANY MORE TO COME

- Progress is being made in my workshop as seen by the photos, even some building going on !!!! My first effort into next years new scale competition.
- Thanks to Dave Jackson for most of the Photos in this bulletin, just exceptional, just shows you that the new cameras these days make it a pleasure to produce shots like we have. Well done Dave.
- **NOW FOR THE SAD STUFF FOR THOSE WHO GET A HARD COPY OF THIS BULLETIN.** Due to a change in how it is produced (Dave Jackson printer, is now unable to provide this free service any more) The hard copy will now be in black and white with photos in grey scale. The reason for this is the cost of commercial printing is exorbitant (6 pages of colour photos 10pages text is \$10.40 plus \$1 postage) SO those who have computers but want the colour then I can send it via email and you can print it your self . **SORRY.**

OBGGGG



Dewoitine D7 - Fus and tail plane, wings on building board



Our presidents happy look is no longer due unknown malfunction of ????? With his newly repaired Racer deceased!!

66	A1 Glider
67	Coupe d'Hiver
68	P30
70	Kiwi Power

121	Vintage FF Glider Duration
122	Classic FF Glider Duration
123	Vintage RC Precision
124	Vintage RC 1/2E Texaco
125	Vintage RC E Texaco
126	Vintage RC E Rubber Texaco

**NOVEMBER
NDC EVENTS**

1-Nov-16	Tuesday PM 1900 - 2130hrs			Club Meeting	Condell ave
5-Nov-16	Saturday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of events listed above	Willows
5-Nov-16	Saturday AM 0900-1600hrs	PYLON		Pylon Race Practice Day	Willows
6-Nov-16	Sunday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of events listed above	Condell ave
12-Nov-16	Saturday AM 0900-1200hrs	SOARING	199	FAI (F3K) Discus Launch Glider Tasks b,d,g,h.only (Total raw scores)	Willows
12-Nov-16	Saturday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of events listed above	Willows
13-Nov-16	Sunday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of events listed above	Willows
13-Nov-16	Sunday PM 1300-1500hrs	INDOOR	69	FAI Class F1L	Templeton
13-Nov-16	Sunday PM 1300-1500hrs	INDOOR	71	Fuselage	Templeton
13-Nov-16	Sunday PM 1300-1500hrs	INDOOR	72	Open Tissue	Templeton
19-Nov-16	Saturday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of events listed above	Willows
19-Nov-16	Saturday AM 0900-1600hrs	PYLON	140	E Sport pylon	Willows
20-Nov-16	Sunday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of events listed above	Willows
26-Nov-16	Saturday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of events listed above	Willows
27-Nov-16	Sunday AM 0900-1200hrs			TOMBOY 36 and 48 R/C EVENT	Willows
27-Nov-16	Sunday AM 0900-1600hrs	ALL CLASSES		Club Rally day, cancelled events and NDC final day for month	Willows
27-Nov-16	Sunday PM 1300-1600hrs	SOARING	201	2 Metre (class H)	Willows
27-Nov-16	Sunday PM 1300-1600hrs	SOARING	200	Altitude Limited Electric Soaring 200 (class M) scoring per 3.13.7	Willows