

CHRISTCHURCH MODEL AERO CLUB EXECUTIVE 2016 / 17



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CHRISTCHURCH MODEL AERO CLUB (INC)

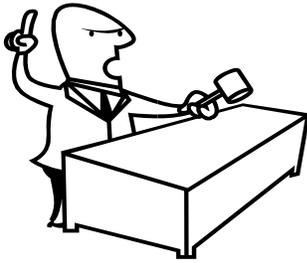
November December 2016

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

Another year has nearly gone with December and Christmas soon be with us, hopefully lots of new models in Santa's sack.

As last Sunday 27th of November turned out to be very windy, the BBQ was not held so it has been postponed to Sunday the 4th of November, this will be the last BBQ for the year so lets make it a good turn out.

The club is working well with a magnificent RC strip that is looking better and better, the gliding fraternity are looking at mowing a longer strip in the glider field that will facilitate glider towing days with more room for the larger tugs and gliders to land as these are getting bigger and the Willows can be utilized for more of these days.

Enjoy your flying and the comradeship of your fellow like minded members, that's what a club is all about.

Grahame Hart

NOTICES

- Please note that in the last Model Flying World magazine "Notice Board" ALL club subscriptions for the 2017/18 year **must be paid to the club no later than 31 March 2017 otherwise no insurance/no affiliation.** This has been brought about by the insurance companies. So this will mean that the AGM which sets our subscription must be held before this date (probably first Tuesday in March 2017. There may be an increase in the subs due to the NZMAA adding \$5 to cover the increase in postage)
- The weather station is back up and running.
- **WILLOWS OPERATING PROCEDURES** Please re read this document as there seems to be a deteriorating adherence to some of the most basic safety requirements E.G. flying over cars / pits / people in manners which if something goes wrong we are up for insurance claim (not a good thing at this time!!!!). Parking of vehicles has been slipping so be aware we are watching and you will be spoken to, to prevent this embarrassment Fly and park safely.
- **TUESDAY 6TH DECEMBER CLUB NIGHT**
A social evening to wind the year up with so bring along your latest project to show off as well as anything to sell or swap or give away.

Minutes of CMAC committee meeting, Thursday 15th November 2016, 6B Middlepark Road, Upper Riccarton, 7.30pm

Present: Grahame Hart, Gary Burrows, Dave Jackson, Paul Chisholm, Graham Moffatt, Trevor Henderson, Mark Venter and Ian Harvey

Apologies: Lynn Rodway

Minutes and notes of last meeting (August): Approved

Correspondence In: From Les King re intra-club communications about club events and activities. From MediaWorks wanting an aeroplane as an entry deposit box (request denied). From MFNZ president re changes to the insurance cover and timing of affiliation payments from clubs. Discussed and changes to AGM timing mooted. Also flagging that the MFNZ sub will be increased by \$5 next year.

Correspondence out: To Luke Robb re-signing of MFNZ form (nil response to date); To Des Richards re anomalies in club membership list. Also a letter tabled to the MFNZ recording officer suggesting changes to the NDC score recordings. Approved for sending.

Treasurer's report: Cheque a/c is at \$5084.01 and saving at \$3902.42. No pending outgoings. Discussion ensued on rising the club sub by \$5.00 and passed.

Section officers' reports:

Soaring: Two recent electric soaring days; 1st with few competitors but great lift while other had better turnout but a crash by one entrant and a lack of power by another made for sparse results. Both problems traced to electronics. One was checked out, located and didn't fly; other not checked out before flight and paid the price. Gliding requested a full day on Sat. 17th January for electric soaring events. Effort by some members to increase soaring participation. Fliers are out there but not participating in organised events / of fly-in days. Soaring also requested a dedicated aero-tow strip in the gliding paddock. Not to be fenced – just delimited by corner markers and mown regularly after rolling. A 200m long strip could be angled to the NE towards the western end of the field. Could also be fertilised and over-sown to give a more suitable take-off and landing surface than the rest of the soaring paddock. Mr Henderson to be notified.

Free Flight: Competitions for the year are winding up but some improving weather has seen some good flying days.

Tomboy: Still extant and reasonable turnout at last meeting with Chisholm junior (Hayden) competing and Grant and Dunstan battling at height. Report will be in Torque.

Pylon: Saturdays seeing good practice sessions and racing comps up-coming.

R/C Power: Good turnout on Sunday mornings and 10+ fliers are coming out as the weather improves.

Website is OK, but more recent and up-to-date photographs required. Please assist by sending to Mark Venter. Torque also has no problems at the moment but next issue is delayed due to MFNZ upcoming information.

AOB:

Events notification system using Facebook interest group was discussed and to be trialled for 4 months. Dave J to initiate.

Further discussion was forthcoming on the MFNZ change of insurance timing and affiliation payments. This was to be explained in a Torque article. This will result in the AGM being brought forward to Mid-March 2017.

Meeting closed at 8:45pm with next meeting to be in February 2017

TOMBOY 30 OCTOBER

What a day just perfect, no wind, lift everywhere (see photos), electric fliers outnumbering the “Oily”s by 3 to 1 A new Tomboy flier and a junior to boot. (welcome Hayden)

Pity that some of the regulars (“Oily”s) could not put in appearances (I have accepted their reasons) as I believe that the contest would have been a cracker (not to say that it wasn’t) with the 2 top electric fliers battling it out and only strained eyesight caused the result to be not what I think that it could have been.

We have a new contestant to the 48” electric fliers in the form of young Hayden Chisholm who flew very well with a little coaching from dad Scott (just the finer points to sort out)

The contest was uncontested in the 36” division with John Beresford and his rapid climbing TB getting to the height of the 48” TB’s in half the time just a pity that the thermals were not co operating on the day.

The 48” division top competitors John Dunstan and Stu Grant obviously worked out the same strategy but it was Stu who blinked first, with his last flight of 11 minutes 11 seconds not being good enough (it was his decision to come down out of obvious lift) and JD pounced (he had to tell his wife that it was worth the trip otherwise no dinner)



The Chisholm Gaggle, Scott, Ryan (5) Hayden (8) missing was granddad Paul, he was in another part of the paddock.

DUNSTAN	126	qualifying flight time		100.00%	TOTAL
Flight 1	128	2		1.59%	101.59%
Flight 2	128	0		0.00%	101.59%
Flight 3	684	556		434.38%	535.96%
GRANT	127	qualifying flight time		100.00%	TOTAL
Flight 1	136	9		7.09%	107.09%
Flight 2	142	6		4.41%	111.50%
Flight 3	671	529		372.54%	484.03%
Chisholm JNR	120	qualifying flight time		100.00%	TOTAL
Flight 1	62	-58		-48.33%	51.67%
Flight 2	278	158		131.67%	183.33%
Flight 3	433	155		55.76%	239.09%
Beresford	125	qualifying flight time		100.00%	TOTAL
Flight 1	138	13		10.40%	110.40%
Flight 2	150	12		8.70%	119.10%
Flight 3	266	116		77.33%	196.43%

PYLON RACING AS SEEN THRU THE EYES OF BIG T.....19 NOVEMBER, 2016

An interesting race day- we had a very successful practice day a couple of weeks before so we expected some good performances and sadly that was not to be.

Les was ill, Grahame Hart had no model with him so it left James and I to do battle. On a very rare occasion Big T got caught at the start with a tight engine,there is a correct procedure for a late start so that had to be considered- yes, we fly in accordance with the rules, so that earned me a DNS, and James flew solo with a reasonably good time.

Heat two was started and with all engines running, and on peak the race commenced.....all was well until both models turned around number one pylon and headed back to number two pylon. Big T's model had turned off and was flying by itself, and simply put- out of control. Bugger, because the next move of course was to splatter itself across the pylon paddock. Aside from that damage James performed very well and improved his time by 3 seconds...not a major improvement but certainly shows that every race time can be made better by focusing on the ten laps and the 30 corners- yes, three corners per lap.

After the racing Big T gathered all the bits and analysed what had gone wrong.....you will see an article somewhere else in this Torque that will tell you the full story of the battery.

Although fully charged the battery had, when put under load on a battery tester simply failed....yes, down to 25% capacity. The battery wasn't that old and had never been in a prang so please load test your batteries before going flying. I generally have spare models but some of you may not and that is where aeromodelling can become frustrating.

Even James had troubles later in the day with a faulty elevator servo so very wisely chose to pull out- I don't think he wanted his model looking like mine!

Results

QUICKEE 500 expert

James Blacklaws	102.18, 99.07, DNF, DNF	total 601.25
Trevor Henderson	DNS, splat, DNS, DNS	total 800.00

We'll be back flying this weekend - hopefully Les will be on the mend, and certainly Les and I will have our gear better sorted.

Us pylon racers always take the good with the bad and pranging a model is part of racing. Racing is fun and we do take the good with the bad!

Some Will Rodgers observations

- Every thing is funny, as long as it is happening to someone else
- Do the best that you can, and don't take life too seriously
- A fool and his money are soon elected
- To many people spending money they haven't earned to buy things that they don't want to impress people they don't like
- Money and women are the most sort after and the least known about of any two things we have
- I never expected to see the day when girls would get sun burnt in the places they do now

CAUTIONARY TALE, by Big T, and it could happen to you!

Being a follower of r/c pylon I'm generally at the Willows on a Saturday afternoon at least twice a month- the first is a practice session and my next visit there is for a race session. Nothing unusual in that you might say.....something very unusual happened with my model at our last race session- let me explain.

I'm always very aware that we should use fully charged batteries and the night before raceday is when I charge both transmitter and receiver batteries; and with telemetry on my transmitter am able to keep a watchful eye on the transmitter and receiver voltages during each race or during the flying session.

I followed normal battery charging procedure and last Saturday (19th) packed the car and went out for what I was hoping to be a good race session.

Everything was going well during the practice flight and it was during the race that everything went wrong. As you may know we fly a triangular shaped course and whilst cornering the apex of the triangle on the first lap I noticed absolutely no control- no, not pilot error this time but clearly an electronic failure.

Yes, I run on 2.4GHz so the chances of that system failing is close to zero- so it had to be the battery.

As you can imagine the model was spread over many square metres of the paddock, and on picking up all the bits (yes, we are tidy aeromodellers) the hardware was alright, although most servo arms had broken, the engine certainly appears undamaged, and the battery looked undamaged. Of course anything made of balsa or fibreglass was now in many pieces.....more time required at the building board- no wonder I enjoy the red wine!

We chose to check the electronic components and the transmitter voltage was as expected, the receiver battery (LiFe) was reading, via telemetry 6.6 volts so it was time to put the battery under load- and that is when we found the answer.

Yes, 25% capacity..... The interesting thing for me was that although I had fully charged the battery I had assumed (obviously wrongly so) that every other aspect/ condition of the battery was perfect.

Perhaps I should have checked the battery under load.....I didn't and I bet there are many of you out there reading this that will also say they don't do it either!

(I do it about every 3 months to check the capacity of the battery under load , after fully charging it, but I still use Nicads or NiMh batteries and my old faithful Sirius Precision battery capacity load tester OBBBBGGG)

What have I been charging my batteries with- I use a 'HYPERION EOS0606i charger, and in case you are about to ask- yes, I do balance charge as well.

The battery of course has been tossed out, but it has taught me a lesson that we can never be too smart.

Will I use the electronic gear from that model- NO, once any of my radio gear has been in a prang then it goes into a rubbish bag- reusing suspect radio gear is asking for trouble.

Hope you learn something from my experience.



POOPY PUPPY POOPER SCOOPER REPORTS

- I hear the last club night (1 November) was missing the organizer and your OBGGGGG had to go and find him (he had the keys to shut up) OBGGGGG found him nearly ready to go to bed after watching “The Last of the Summer Wine” on TV. Now I ask you, I bet “Compo” would not have forgotten the gathering of his like minded mates that he organized!!!!
- I hear that we have a new adherent to the Tomboy gaggle, Scott Chisholm’s son Hayden, and while he didn’t win (to many of the heavies around) he did good. Dad was coaching him in the finer points of flying which Hayden took exception to and he put the TX down and went for a stress break, returning after Dad eased off the coaching, picked up the TX and completed the flight (it was a good one too) the Tomboy carried on doing what good Tomboys do and that is it goes better while not being interfered with (FREE FLIGHT-ING)
- Who is this who signs him or herself off as “OMSSSSS” on a email sent to OBGGGGG. The mind boggles as to what all the letters are referring to “Oh My Silly Short Sighted Self Stew” any other interpretation would be appreciated!!!!



Ian Are you sure you are in the right contest!!! as Pylon racing may be a better class for you as they have this type of arrival more often than not

RRRRR'S STAND IN REPORTER DOES A GOOD JOB

A small but very elite group of free flihters were at the field today. John B and Dave J flew their P30's (very impressively, see the "Jackson report")) while Bruce Bonner and myself split away to fly Kiwi Power in a more upwind area of the field.

The shifty breeze changed the conditions for us flight by flight and resulted in an inconsistent but even contest.

Bruce went into his final flight leading by a small margin but his model spiraled in under power resulting in a damaged wing and forcing him to call it a day. Fortunately my model was able to successfully complete the round.

KIWI POWER

Stew Morse	120, 65, 92, 110, 77	464
Bruce Bonner	120, 91, 67, 120,	398

THE "JACKSON REPORT"

The day provided light winds predominantly from the South, hence a position under the power lines in the Southern field. Lift was present but not apparent – very tricky to pick. This time of year is dangerous to free flight models – I have lost more models in November due to strong thermals than any other month – possibly the still cooler morning temperatures create a false sense of security and the perception that lift is absent.

John Beresford, Stew Morse and myself all flew P30s and Stew had a couple of flights with his 48" Tomboy.

John has his P30 going extremely well with an excellent power pattern and glide. He is getting around 1.5 minutes from his short run motor which is very respectable. Getting a few more turns on the motor will see even more from the model. At present John is getting around 850 turns on his 6 strand motor. Maximum turns should be around 1000-1100 but it is hard and quite nerve-wracking to go to this torque and turns. A winding tube is almost mandatory, as extracting that blown motor wriggling around in the fuselage is difficult as it is prone to do lots of damage without protection.

Unfortunately, John's last flight was in truly terrible air and only able to achieve 68 seconds and is definitely not a reflection of the model.

My P30 is extremely light and the wing is prone to warps. To combat this I have had the wing clamped to a jig for the past couple of weeks. My first test flight showed the model to be seriously under elevated as the excess wash-in had been removed. The resulting flight had the model hitting the ground still under power. Any crash with these light models requires some repair – luckily only minimal damage that was able to be repaired easily was sustained. Leaving the wing for ½ an hour to revert to its previous state cured the flight pattern and the model performed as normal again (just goes to show that sometimes the very straight models don't go so well)– my first flight getting lift and D/Ting at 4 ½ minutes still at around 100m altitude. My second flight was in the same air as John's 3rd – the whole time the model was struggling to fly and pretty much fell out of the sky for an unusual sub max flight. Stew had a bit of a disaster when his P30 motor broke a few seconds into a test flight – which is very uncommon. I did not see the resulting damage but Stew did not fly again so I can assume a fix is required before next week.

P30

Dave	120, 111, 120	Total 351
John B	96, 113, 68	Total 277

FROM HIS SICK BED HE CAME, THE DEDICATED RRRRR SUNDAY 20TH

Stew M, John B and Lynn turned up early, around 8am, and located in the power pylon paddock over near the Pylons due to the breeze coming from the SE. Some P30 test flying was done from this location although Lynn did an official flight which landed right on the edge of the water race, time to relocate over by the entrance gate due to the wind changing around to the NE. By this stage Bruce B, Dave, Rachael and Stu grant had turned up.



Unfortunately the NE picked up so little flying was done although Lynn managed to get in three flights for P30. By 11am every body packed up and headed home.

P30 _____ Lynn 98 74 120 = 292

Indoor meeting for the 13th November.

The N.D.C. events that we flew for the day were F.1.L. and Open Tissue. Nev is flying to his full potential now and until he gets his model weight down times won't change much, also he is getting short of indoor rubber. The model itself is flying extremely well with perfect trim. Dave was struggling with a prop which had different pitches' making good duration difficult. I was testing a new rubber given to me, it didn't check out too well and Kay was using the rubber we normally fly with so she should have beaten me. However when both rubbers were stripped with the rubber stripper the sizes were different even though the setting was not changed (I need to look into this next time we fly.) **Results, F.1.L.** Bill. 18 min 12 sec. Dave. 14 min 43 sec. Kay. 13 min 07 sec. Nev. 12 min 21 sec. **Open Tissue,** Bill. 9 min 59 sec. Kay. 8 min 57 sec. Dave. 6 min 59 sec. Nev. 1 min 13 sec. The next meeting is on the 11th December.



Indoor photos by Dave Jackson

LABOUR DAY REPORT BY NIGEL GRANT



Hi Gary

Thanks for once again preparing and sending out the clubs newsletter. Always enjoy all the material in it. It's great the diversity in the club. Between the weather and other things, I haven't been out to the club for a while but found I had the time today and the wind looked OK. I have enclosed a couple of pictures for you. Just the four of us there, even though there was hardly a breath of wind. Graham, the Palmers and myself. Flying conditions were good due to the lack of wind but the grey sky did mean you had to keep the model close. Not sure the pictures are up to standard for a Labour Day report sorry. (all pictures are up to standard!!!)



John Dew and his very small and very flyable helicopter seen on last club night . If John had it at our competition night he would have cleaned up



Joe Cool (no worries, dad will fix it if I stuff up)

SOARING PAGE

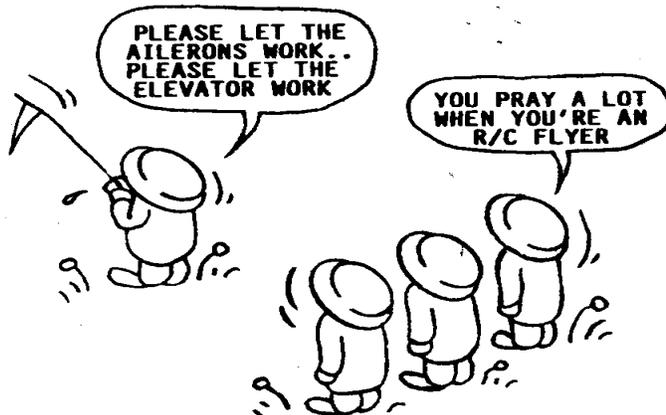
Ales 123 30/10/2016

	Time	Landing	Raw Time	Landing pts	Total score
Scott Chisholm	6:01	90	359	50	409
	5:59	95	359	50	409
	6:01	95	359	50	409

Dave Griffin	6:01	90	359	50	409
	6:02	98	358	50	408
	6:00	99	360	50	410

Paul Chisholm	6:10	40	350	25	375
	4:07	60	247	25	272
	5:55	0	355		355

ALES 200 SCORESHEET				EVENT:			CMAC 5 Nov 2016				
Duration:				10 minutes							
Name	Round ONE			Round TWO			Round THREE			TOTAL	RANK
	Time	Landing	Score	Time	Landing	Score	Time	Landing	Score		
Dave Griffin	10:00	45	645	10:00	50	650	10:01	45	644	1939	1
Les King	9:04	0	544	2:55	0	175	3:10	0	190	909	3
Ian Harvey	5:30	10	340			0			0	340	4
Peter France	5:55	10	365	4:17	45	302	10:04	35	631	1298	2



A Giggly Gaggle of Glider Guiders admiring Dave Griffins new XL Radian



Dave Griffin approaching the spot

Weather Station Phone Number
021 02943562
Operating times Monday to Friday 0700—1300hrs and 1400—1700hrs
Saturday and Sunday 0700—1600hrs

EDITORIAL MANURE. # 144, MANY MORE TO COME

- It is the festive season once again and hope springs eternal for our wants/needs to be satisfied by those who love us (you have dropped the hints haven't you!!!!) I'm just happy that the end of the landscaping is in sight after nearly 12 months of reoccupation of the new house and I'm getting a few small modeling efforts in between trying to be ready for the next season (2017) and while I will be out just to enjoy my hobby with my like minded friends/mates/competitors I hope that you are getting enthused too.
- As there appears to be a delay in producing the 2017 NDC calendar I'm using the 2016 January one as a guide line for Januarys events I will advise any changes via email

With the festive season now upon us I would like to thank you all for the forbearance you have shown me in my endeavors over the last 12 months to keep you informed, entertained and up to date (I'm still alive!!!!)

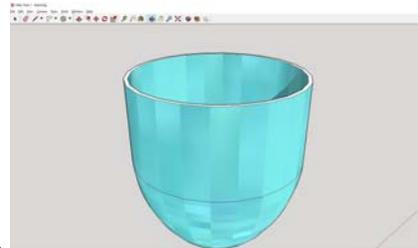
So merry Xmas one and all and may next year even be better

OBGGGGG

ANOTHER JACKSON TIT BIT

I finally found a use for the 3D printer at work. A couple of weeks ago the tank fell off the Mills during flight. I was unable to find a replacement on the net, and after a couple of unsuccessful attempts at modifying drink bottle lids I was despairing a little contemplating turning one up on a lathe.

Half an hour in Sketch-up and another 45 minutes setting up and printing I have a replacement tank that fits and holds liquid. Hopefully it is fuel proof though! Still can't justify buying a 3D printer – it would make for a very expensive fuel tank if I had to use my own machine.



Dave



They say we revert to our happy youth as we age!!!! (P30 Tomboy and Bruce W)

JANUARY NDC EVENTS 2017 (BEST GUESS)

1	FF	1/2 A Power
2	FF	Open Rubber
3	FF	Open Power
4	FF	Coupe d'Hiver
5	FF	P30
6	FF	A1 Glider
7	FF	Kiwi Power
8	FF	Open Glider
9	FF	Catapult Launched Glider
10	FF	Hand Lanced Glider
11	FF	Kennedy Precision
72	VINT	Vintage FF Precision
73	VINT	Vintage FF Rubber Duration
74	VINT	Vintage FF Glider Duration
75	VINT	Nostalgia FF Glider Duration
76	VINT	Classic FF Glider Duration
77	VINT	Classical RC 1/2E Texaco
78	VINT	Classical RC E Texaco

The young have no fear
and it fly's. (Young
George Turner and
friend)

The young men in black off to a Rumble

