

CHRISTCHURCH MODEL AERO CLUB EXECUTIVE 2016 / 17



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CHRISTCHURCH MODEL AERO CLUB (INC)

February 2017

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

It would seem Mother Nature does not like Christchurch, first it battered us with the earthquakes and then it has tried to burn us

I hope everyone is safe that may live on the hill side of town.

The Annual General Meeting of CMAC is to be held on March 7th at the Merivale Cricket club rooms in Condell Ave, this is your chance to have a say in club affairs and let us know how we are getting on so please attend, its only once a year.

There has been changes made at New Zealand Model Flying whereas all subs will need to be paid by April 1st, if the sub is not paid on that date you will not be insured and will not be able to fly at the field, previously there was a little lee way but not by the Insurance company so this has been tidied up.

That's it from me, see you at the AGM

Happy Flying

Grahame Hart.

FIRE DANGER STILL

Its that time of the year again and the signs are all there “long dry grass” “hot days” “windy”

Lets be very careful while flying and cause no problems that could cause a fire.

Also be prepared by carrying the ability to put one out if possible

NOTICES

- **CLUB AGM AND PRIZE GIVING IS 7TH MARCH 1930HRS AT CONDELL AVE CRICKET CLUB ROOMS**
- All nominations for committee and remits to the secretary
- All trophies to be engraved / polished and returned to the recording officer ASAP

Notice of Motion To increase the Club subscription by \$ 5 to cover the increased NZMAA charges.(of \$5)

Other points of note are that all club subscriptions **must be paid by 31st March** OTHERWISE you will not be covered by insurance and therefore will not be allowed to fly. (the insurance company is making sure that we know) So if your sub has lapsed and you have a accident, paying your sub after the accident will not entitle you to be covered as you are only covered from the date you paid your sub.



Bruce Weatherall preparing his “Flip Flop” with help from Roy Gunner. Below taking to the air.



Bruce Bonners’ Piccolo

Minutes of CMAC committee meeting, Thursday 16th February 2017, 6B Middlepark Road, Upper Riccarton, 7.30pm

Present: Grahame Hart, Gary Burrows, Paul Chisholm, Trevor Henderson and Ian Harvey

Apologies: Lynn Rodway (resigning) Dave Jackson (resigning), Graeme Moffatt, Mark Venter

Minutes and notes of last meeting (August): Approved; Initiation of Facebook communication page not able to be done because Dave J. has resigned from the club and moved to the North Is. To be re-thought by new committee. The 200m glider aerotow strip initiation has been postponed until the fire danger has passed in Canterbury.

Correspondence In: From NZMAA requiring re-registration of flying sites (passed onto Graham Moffatt for action). From Grahame Hart (verbal) on NZMAA (=MFNZ) committee meeting in Christchurch. The subjects covered will be publicised elsewhere. Request received from associate member to store a generator in the club container. To be denied through lack of duplicate keys for the padlock.

Correspondence out: Nil

Treasurer's report: Cheque a/c is at \$4727.13 and saving at \$3993.88. This is up nominally from last year. One outgoing cheque for photocopying of Torque. Auditing will be done next week in time for the CMAC AGM.

Section officers' reports:

Soaring: Scott Chisholm has agreed to take over soaring officer from his father! Scott is hoping to re-invigorate glider guiding in the club with well-publicised events, NDC competitions and some Saturday aerotow invitational's. Report on members participating in Marlborough aerotow event elsewhere. Initial club F5J electric event was successfully held recently and reported in last Torque.

Free Flight: Anecdotally reported to be going OK but no official report.

Tomboy: Last competition saw only 2 competitors with surprising reversal of results from the norm.

Pylon: One member (Les K.) attended the Nat's and fared well. Recent scheduled event cancelled through seasonal unavailability of competitors.

R/C Power: Nil report.

Website is OK, but more recent and up-to-date photographs required. Please assist by sending to Mark Venter.

AOB: Discussed:

- Resigning and unavailable committee members. New recruits required for free flight and vintage.
- Flying site re-registration and action
- AGM participants to pay subs ASAP so as not to miss out on insurance cover and timely postage and receipt of membership / wings- badge cards
- Wings badge numbers and members to be presented at AGM (by secretary)

Meeting closed at 8:50pm with next meeting to be AGM on 7th March (see notice in Torque)

Minutes of 2016 Annual General Meeting of Christchurch Model Aero Club, held at Papanui / Merivale Cricket Club, 205 Condell Avenue, Christchurch, 7.30pm, Tuesday 5 April 16

Present: Members present: 19

Apologies: Trevor and Lizzie Henderson, Peter Stott, Rob Sherlock, Marco Wuethrich, Grant Fry, Bruce Weatherall, James Blacklaws, Les King.

Minutes of Previous AGM: Approved (Gary Burrows; Graham Hart)

Business arising: Return to the Papanui club was discussed. It appears they cannot accommodate our monthly meetings. No plausible reason was offered. However, subject is to be followed up by Mark Venter. The secretary reported that subscriptions came in almost all on time last year which made NZMAA affiliations more straightforward than usual.

President's report: Graham presented his report (as published) which was move to be accepted by Gary Burrows and seconded by Ian Harvey.

Treasurer's report: With Trevor Henderson not able to attend, Graeme Hart presented the 28th audited treasurers report. After some discussion on some of the finer points, the robust financial situation of the club was noted with no required increase in subscriptions. Report passed when moved by Graeme Hart and seconded by Ian Harvey.

Election of Officers:

President: Grahame Hart

Secretary: Ian Harvey

Treasurer: Trevor Henderson

Recording Officer: Gary Burrows

Bulletin Editor: Gary Burrows (*ex officio*)

Webmaster: Mark Venter (*ex officio*)

Liaison officers:-

Free Flight: Dave Jackson

R/C Soaring: Paul Chisholm (with assistance from Scott Chisholm, Dave Griffin, Ian Harvey and Peter France (electric soaring))

R/C Power: Graham Moffatt

Vintage: Lynn Rodway

Indoor (*ex officio*): Bill Long (who will also attend to any control line matters as well)

Auditor – G.J Smith - B. Comm.

General Business:

Trophies: there were some trophies that have not been contested for for several years as

the classes have become defunct. The question as to what to do with these is still under discussion and consideration. Engraving was to be organised by John Beresford. As we have no club trophy cabinet, it was favoured (by John Ensoll) that winners should retain their trophies throughout the year. In the future, it will be endeavoured to get all engraving done before the AGM. For 2016, all trophies will be retained by the committee for engraving.

Monthly meeting venue: It was agreed by all that the present venue should be retained, even though it cost the club \$45.00/month. In the meantime, however, other venues will be investigated

Portaloo: This was now in place after some problems with getting a drop-hole dug and sighting back into a bank. It was anticipated that it should be operational in a few weeks.

The meeting noted the excellent condition of the flying strip but there were concerns regarding the ability of the fence to be dropped during flying at the corner warratahs and Southern standards

The meeting closed at 8:20pm, followed by Recording Officer's report (see elsewhere), prize giving and supper

Q. What's the difference between a copilot and a jet engine

A. The jet engine stops whining when the plane shut down

JANUARY TOMBOY FLOWN 5 FEBRUARY

What can I say, the weather was perfect (hot, not too windy) I and the weatherman got it right.

Pity about the lack of flyers only 2 showed up and only one actually put in all the flights so was the winner on the day.

I presume that apart from John Beresford who gave his apology early and John Ensoll who, after his house shift, found that his TX had been left on and so his TX lipos had died with no replacements available, "Consequence" Glubb found that when he weighted his model up to 12 ounces it flew "Like a Dog" so rather than come and be smiled at he is reviewing his motor with a upgrade to more power, all others must have been away!!!!

The contest was down to a 2 horse race with "Phar Lap" Dunstan looking forward to achieving his 10 minute flight after having easily nailed all the other 10 minute flights in other contests. BUT like plans best laid by mice and men, the Chinese engineering of his prop driver failed on a slightly heavy landing which caused the prop to come off, not repairable and no spare so it was off to finish his new deck with a promise to do better next time!!!!

As they say "every dog has its day" and fortunately today was the day for Stew Morse with his repaired MK 1 1.3 Mills (Bruce Bonner replaced the bad contra piston) and the motor was now reliable, so with more fine tuning, Stew will not always be last. Today is a thing of memories for Stew as he saw off the 48" pack leader!!!



Competitor	model		2 minute (120)	4 minute (240)	6 minute (360)	8 minute (480)	10 minute (600)	TOTAL
<i>Dunstan</i>	48E	Actual time	125	DNF	DNF	DNF	DNF	
		corrected Time	115					
		Landing	20					
		Score	135					135
<i>Morse</i>	48D	Actual time	111	163	310	353	368	
		corrected Time	111	163	310	353	368	
		Landing	20	0	0	20	0	
		Score	131	163	310	373	368	1345

SOARING 11 FEB 2017 BY PETER FRANCE

Last Saturday we had a visit from three keen out-of-towners, all here for a MFNZ meeting the following day. John Shaw collected Kevin Botherway ('Rowdy') and Len Drabble from the airport and drove straight to the Willows. There were plenty of fliers at the field, although we had room for some more glider pilots. The conditions were great, warm and sunny, with a slight southerly that eventually gave way to a nor-easter, with big patches of lift coming through.

We flew F5J, the electric launch duration event, which is a great test of thermalling skill. The idea is that you shut the motor off as low as you dare, in the hope of being able to thermal for the remaining 10 minutes. The altitude gadget records your launch height.

We flew altogether with no dedicated timekeepers, more as a practice session than as a proper competition. This meant that we sometimes took a few more risks than you would if more was at stake. There were a fair number of occasions where at least one glider was on the ground after only a few minutes.

There were a few gear issues such as a flat TX battery and a dodgy motor that was traced to an over-heating ESC. But nothing terminal and a great fun session.



Photo: (left to right)
Len, Kevin and John,
with multiple boxes of
toys (note the dry con-
ditions)

Bravery is being the only one who knows you are afraid

ENGINE TUNING- YES WRITTEN ABOUT IT BEFORE AND STILL GET QUESTIONS BY BIGT

With a two stroke model engine generally speaking it will either be a diesel, or glow. The first being a compression ignition based on fuel comprised of ether, kerosene and oil, and the glow engine requiring a glow plug to create ignition using a methanol, nitromethane and oil based fuel. But lets forget about the diesel engine at this point as most CMAC fliers are using the glow powered engines- granted the free flight lads are using the diesels.

The glowplug engine can give you three problems and simply put can only relate to fuel, and glowplug, and equally important is the height of the fuel tank in respect to the carburettor. These three components need to be correct to get a good engine run.....if the tank is too high the engine will run rich, and be difficult to tune, and conversely if too low then will run lean and the needle will need to be richened to get some decent engine run. Of course too rich and you won't get power. The tank height of course is set as you construct the model, but the other two items are generally very simple to get right- but with practice.

If the fuel is old or of the wrong mix then you will have problems and if you have not put in a new glowplug, and in accordance with the engine manufacturers instruction then you can expect problems. Glowplugs are very cheap compared to your model investment and should be changed after a maximum of 1-2 hours flying time- why, because the element wire has a life and if you have run your engine a bit lean then potentially the glowplug life has been shortened and bound to fail.

Yes, I sell fuel and glowplugs -I'm not making this into an advertisement for me- but there is no excuse for having bad fuel and old plugs. The fuel that I mix has no secret formula and certainly the glowplugs are nothing 'special'- but both have been proven to work in all circumstances.

Generally speaking the heat range of glowplugs is determined by the size of the element wire (0.008"), the coil diameter and the composition of the wire, but also importantly is the hole size where the element fits- a big hole indicates more than likely a cold plug, and conversely a small hole a hot plug. Very cold plugs have very thick element wire.

My previous articles have indicated that for a hot plug you would have little nitromethane in the fuel- perhaps 5-10% and a cold plug over 10%.

If you want to ignore the engine manufacturers recommendation in terms of glowplugs then use a simple approach that I use and that when you start your engine leave the glowplug leads attached to the plug, tune the engine and when running nicely remove the leads- that will tell exactly the problems. If the RPM drop off then the plug is too cold. Another sign of a plug that is too cold is excessive unburned fuel in the exhaust.

A plug which is too hot will give you a slight increase in RPM and in an extreme worst case will give you pre-ignition- too far in advance of the piston reaching top dead centre- that will also give you excessive cylinder head temperatures. This will generally cause a failure in the glowplug and sandblasting of the combustion chamber if and when you ever remove the cylinder head.

Choosing the right plug starts with some basic rules and the safest way is to follow the manufactures instructions- he knows what he is doing and it is in his best interests to advise his customers accordingly.

Yes, I play with only one fuel formula in pylon- our rules determine what we can use. We have another subject matter to consider and that is combustion chamber volume.....perhaps I should explain that at some other time as it is a very interesting subject.

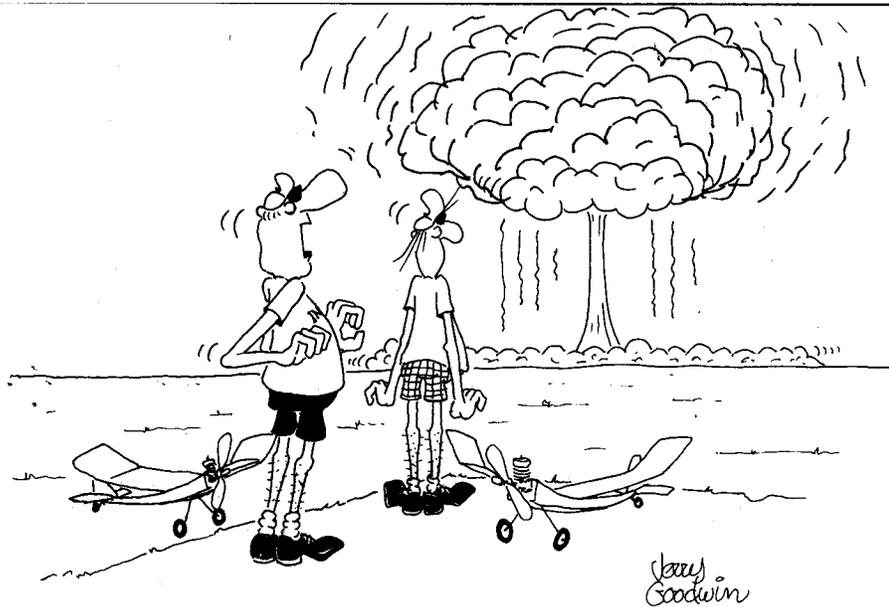
*'A good landing is when you can walk away from the plane.
A great landing is when you can reuse the plane.*

INDOOR REPORT FOR THE 12TH OF FEBRUARY. BY BILL LONG

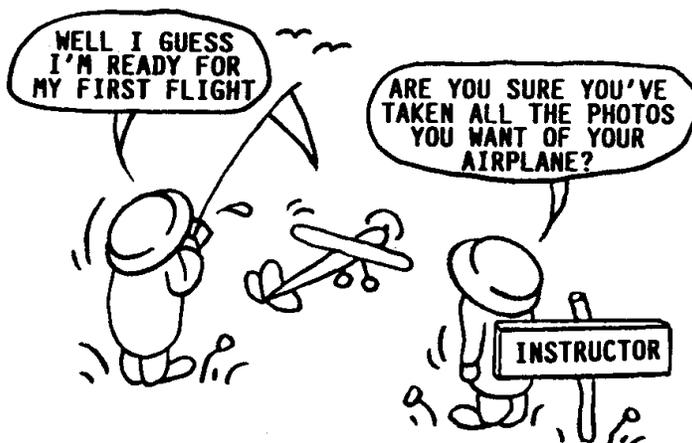
We all flew Hanger Rat this month although this was just practice as we have no N.D.C. to fly again this month to make sure we don't get too many points for the club or ourselves. (I am not sure which it is, may be both)

Both Nev and I both put our Rats' on a diet, it worked for Nev it was a big improvement in the way the model flew and potentially better times. I on the other hand had huge problems with stability and trim with the model never flying the same with each flight. Kay's' model also was suffering mostly due to the Cabane settings giving trouble with the paper tubes.

No times were set but as our best female golfer said last week that you learn more when things don't work well than as if you were having a good day. I sure the hell she is right. Next meeting will be on the 12th March (I suggest we fly Hanger Rat again.)



QUICK, ACE, WE STILL HAVE TIME TO GET IN ANOTHER FLIGHT!



BLenheim AEROTOW 2017

Once again the last weekend in January saw the running of the first South Island Aero-tow events for this year run by the Blenheim club under the steward ship of Peter Deacon, at their Waihopi valley field which is a farm airstrip right up in the head of the valley. The drive too the field is really nice driving through continuous fields of grapes down a nice sealed road that gets you into the right frame of mind for the days flying.

The big issue this year was the availability of sufficient large tugs given Peter Hewson and Andrew Palmers unavailability. I was involved in the repair of Peter Deacons 100cc DA Extra, that only test flew the week before (thankfully all OK) after he and Rex had a bad day previously. Scott had our 60 cc twin and a local new guy turned up with a very nice 3w 75 powered J3 Piper Cub having never towed gliders before.

There was a again a very good turn out of gliders and guys from the North Island, Bill Derenzy and wife from Tauranga, Rose brothers, Colin Taylor and Alan Knox.

For the Christchurch guys it was a longer than usual slog thru the Lewis Pass and down the Wairou valley with all the road repair and trucks post the closure of the coast road due the Kaikoura earth quake, one of us counted 300 trucks coming past between CHC and Blenheim.

The weather on the Friday was a blow out that saw the slope event cancelled. Saturday dawned fine mild and warm. Most guys had many great hours flying at the 2000 ft field NOTAM. The wind did move around a bit but there were some great thermals to be had. After a long day of great flying in the sun the team retired to the local German restaurant where a good time was had by all.

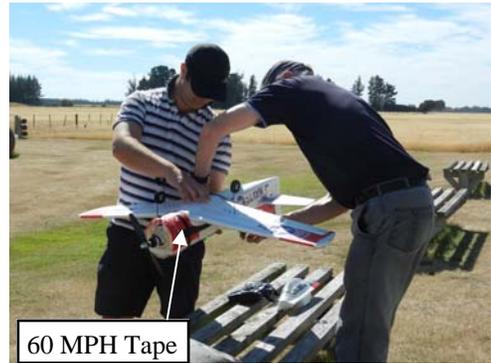
Sunday saw the guys turn up early, only for the day to be blown out before 9am in the morning by a very strong North Wester. Over all a very good event up the usual high standard of the Blenheim guys, roll on Omarama at the end of April. There will also be more Aerotowing at our local club field this year so watch Torque for the dates and come out to watch and get involved.



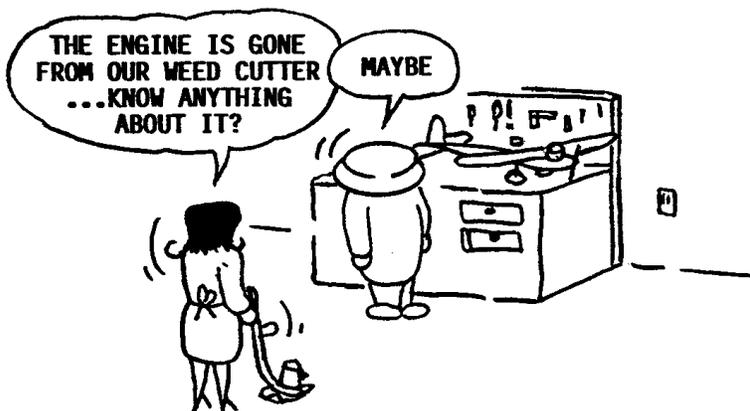
Paul Chisholm

POOPY PUPPY POOPER SCOOPER REPORTS

- OBGGGG has sent me a photo of our R/C liaison officer carrying out temporary repairs to a T28 foamy of Richard Mathewson which due to a rearward C of G had an arrival, you will note that he is using Black insulation tape to execute the temporary repair. In the aviation jet age temporary repairs of very minor nature the tape that they use is silver and is called “500 MPH” tape. One presumes that Black tape is “60 MPH” The model continued flying!!!!
- Oh we have some crafty people in our club!!!! The latest person brought to my attention has all the attributes of a Australian Con Man. What has he done may shock you, he has purchased a 1/3 scale Hanger Nine Pawnee which requires a DA120 engine (not available in NZ) so as his wedding anniversary is on the 7th March (he has tendered his apology for the AGM) and is shouting his wife a trip to Australia, I’m sure that in the excess baggage on his return to NZ will be the DA120 (The good lady, after having found out his ruse, will have added to the excess baggage)



60 MPH Tape



Weather Station Phone Number

021 02943562

Operating times Monday to Friday 0600—1300hrs and 1400—1700hrs

Saturday and Sunday 0600—1600hrs

EDITORIAL MANURE. # 146, MANY MORE TO COME

- We have had a bad run this month with the temperature, cloud, wind, fire, Dave Jackson leaving us to help out our northern brothers with their NDC performance, but mercies of mercies no earthquakes. What have we not had ?? Floods!!!! See I'm a optimist, Yeah Right.
- I was perturbed earlier in the year while looking at the national results and the points that were being added to each member to determine there final results of those categories which were cumulative of the points. It appeared that another scoring system was being used (not the one laid down in 3.5.5 of the NZMAA rules) but on subsequent reviewing of the results this error may have been fixed as no points were now showing. I hope that this is so, as those of us who monitor NDC results would be up in arms!!
- With Dave Jackson leaving us (He was our one man NDC genius at recording points for our club, allowing us to be the NDC champion club) we will need to try hard with entries from those of us who still fly to keep up the tradition of being the top competition club in NZ and 2017 is going to be tough!!!!
- Please note that the weather station now operates from 0600 hrs to allow those who have a long way to travel to get a earlier handle on the weather at the field (Free flighters please note)
- AGM is upon us again and I hope that you attend and put your names forward for the committee as some of us are nearing retirement (75+) and to keep the club going forward we need new younger people to be trained in how we keep the club where it is in the scheme of things. (Top Club)
- By the time you read this my workshop will be back in operational order HOORAY

OBGGGGG

A WINNER knows that people will be kind if you give them a chance

A LOSER feels that people will be unkind if you give them a chance

NDC EVENTS FOR MARCH

March 2017	12	FF	FAI FIB Rubber
March 2017	13	FF	Kiwi Power
March 2017	14	FF	Kennedy Precision
March 2017	15	FF	Aggregate
March 2017	16	FF	Tip Launch Glider
March 2017	63	SOAR	F3K Tasks B,D,G,H only (total raw scores)
March 2017	64	SOAR	ALES 200 Class M (Scoring per 3.13.7)
March 2017	65	SOAR	ALES Radian Class P
March 2017	104	VINT	FF Classic Glider Duration
March 2017	105	VINT	FF Vintage Rubber Duration
March 2017	106	VINT	RC Vintage IC Duration
March 2017	107	VINT	RC Vintage E Duration
March 2017	108	VINT	RC Classical E Duration

4-Mar-17	Saturday	Pylon		1300 -1600hrs	Willows
5-Mar-17	Sunday		NDC Events	0900 - 1200hrs	Willows
7-Mar-17	Tuesday		Annual General Meeting	1900hrs	Condell ave
11-Mar-17	Saturday	Soaring	NDC Events	0900 - 1200hrs	Willows
12-Mar-17	Sunday	Indoor	NDC Events	1300 -1500hrs	Templeton
18-Mar-17	Saturday	Pylon		1300 -1600hrs	Willows
19-Mar-17	Sunday		NDC Events	0900 - 1200hrs	Willows
25-Mar-17	Saturday				
26-Mar-17	Sunday		BBQ Day	1130hrs	Willows
26-Mar-17	Sunday		TOMBOY	0900 - 1200hrs	Willows
26-Mar-17	Sunday	Soaring	NDC Events	1300 - 1600hrs	Willows

**If you see a bomb technician running try and keep up with him
Infantry manual advice**

NDC EVENTS FOR APRIL

April 2017	17	FF	1/2 A Power
April 2017	18	FF	Open Rubber
April 2017	19	FF	Open Power
April 2017	20	FF	Coupe d'Hiver
April 2017	21	FF	P30
April 2017	22	FF	A1 Glider
April 2017	23	FF	Kiwi Power
April 2017	24	FF	Open Glider
April 2017	25	FF	Catapult Launched Glider
April 2017	26	FF	Hand Lunched Glider
April 2017	66	SOAR	Thermal J (2,4,6,8,10)
April 2017	67	SOAR	ALES Radian Class P
April 2017	68	SOAR	FAI F3F
April 2017	109	VINT	FF Nostalgia 1/2A/ Min Replica
April 2017	110	VINT	FF Classic Power Duration
April 2017	111	VINT	RC Vintage 1/2E Texaco
April 2017	112	VINT	RC Vintage A Texaco
April 2017	113	VINT	RC Vintage E Texaco

1-Apr-17	Saturday 1	Pylon		1300 -1600hrs	Willows
2-Apr-17	Sunday 1		NDC Events	0900 - 1200hrs	Willows
4-Apr-17	Tuesday		club night	1930—2100hrs	Condell
8-Apr-17	Saturday 2	Soaring	NDC Events	0900 - 1200hrs	Willows
9-Apr-17	Sunday 2	Indoor	NDC Events	1300 -1500hrs	Templton
15-Apr-17	Saturday 3	Pylon		1300 -1600hrs	Willows
16-Apr-17	Sunday 3		NDC Events	0900 - 1200hrs	Willows
22-Apr-17	Saturday 4				
23-Apr-17	Sunday 4	Soaring	NDC Events	1300 - 1600hrs	Willows
29-Apr-17	Saturday 5				
30-Apr-17	Sunday 5		TOMBOY	0900 - 1200hrs	Willows
30-Apr-17	Sunday 5		NDC Events	0900 - 1200hrs	Willows
30-Apr-17	Sunday 5		BBQ Day	1130 - 1200hrs	Willows