

CHRISTCHURCH MODEL AERO CLUB EXECUTIVE 2017 / 18



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CHRISTCHURCH MODEL AERO CLUB (INC)

Torque

JULY 2018



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

Good to see some nice calm sunny days of late, I hope you have all been out to the field, it is a shame the weekends have not been quite so good.

No doubt there has been some modeling going on in various garages and workshops as the winter progresses. send us a picture for the Torque of your latest creations, ARFs would also be good to see.

For my sins I have 3D printed another Dusty (version 1 came to an end as his mechanic used smaller wheels which caused a prop strike on take off - not a good look) and I have also printed a Stearman, both of these planes await their maiden flights.

It would be nice to recruit some younger members to the club, if any of you have nephews or nieces, children or any young acquaintances have a chat to them about model flying and get them out to the club, we do have a Radian for any young people keen to learn

That's it from me

Happy Flying Grahame Hart

CLUB NIGHT TUESDAY 7TH AUGUST 7:30.
CONDELL STREET CRICKET CLUB ROOMS

Guest Speaker is our Area Rep - Suetonia Palmer who will give us an update on MFNZ matters. Bring along all your questions regarding our main body and get them answered.

In addition we will have a "show & tell" so bring along your newest creations - Grahame that means YOU TOO with both Dusty and your newly printed Stearman which hopefully is complete by now.

We would love to see the completed products.

Mark

FOR SALE
5 off 400 mtr drums of 1.25 mm Speedline winch line new \$10 each.
plchisholm@snap.net.nz phone 027 5282462

TOMBOY 1ST JULY POSTPONED EVENT

Well what do you know, nothing changes, OBGGGGG decided to try and get our 24th June event flown and the preceding week made it look possible with the worry that the predicted front would not arrive as scheduled . Top Dog Dunstan said that due to his very satisfying flying fill during the week and his worry that the weather would be as predicted according to his weather sites he would be staying at home committed to the balsa bashing that he had underway,

Now OBGGGGG did as promised arrived at the field ready to run the contest only to find the toughie Tomboyians Beresford, Rodway, and Morse shivering in the 4 degree temperature with a light wind of about 4knots being brass monkeys and with no enthusiasm , Stu Grant also appeared with little enthusiasm after his excellent days flying the day before. So OBGGGGG decided to call it quits after consultation with the enthralled freezing throng. There will be another day chaps!!!!!!

A report from a frozen observer after OBGGGGG had left the building / flying field. "Cold as a frog on a frozen pool, cold as the !!!!!" you know the rest. We stood around a chewed the fat for a bit longer and the sun came out and it was relatively calm for 20 minutes and then a strong northerly hit.

Stew put his Tomboy up and managed to land right beside the cone. Sadly though the cone was in the RC paddock."

Cheers Lynn

Indoor Report for July. By "Billy the Kid" Long

The N.D.C event for the month of July was F.I.D. We were all using our F.I.Ls'. Our hall is more suited to these F.A.I provisional models which can be used for this contest as long as they weigh one point four grams.

Kay and I used this contest to evaluate the performance of our propellers. The test for us was to work out which of the two types of propeller design we use would be best.

Nev's model was climbing well but a weak tail boom seemed to be causing him trouble with the model not always turning. With these types of models the trim for the flight circle is controlled by the tail plane so if the tail boom twists then the model will go straight. That said you are dammed if you do and dammed if you don't, a heavy tail boom is no good and a light one will twist, finding that happy medium is what you are always looking for.

Results Bill. 7 min 4 sec. 6 min 58 sec. KAY. 5 min 59 sec. 5 min 45 sec. Nev. 1 min 4 sec. 4 min 45 sec.

Next month we will be flying Open tissue and so will be using the same models but this time we will be using over twice the amount of rubber.

The date of flying will be on the 12th of August.

The average iceberg weighs 20,000,000 tons
(I don't feel so bad after all OBGGGGG !!!!!)

A racing pigeon can fly at 117km (110 miles) per hour

CMAC TEXACO SCALE COMPETITION PROGRESS

Nev Robinson's 1921 Sperry Monoplane has started covering

OBGGGGG's 1923 Dewoitine D7 is ready to test fly

Lynn Rodway's 1924 Anec 11 has had a couple of flights and is looking good

Bruce Bonner's 1931 Alexander Flyabout has flown

Stew Morse's 1932 Klemm L33 is ready to fly

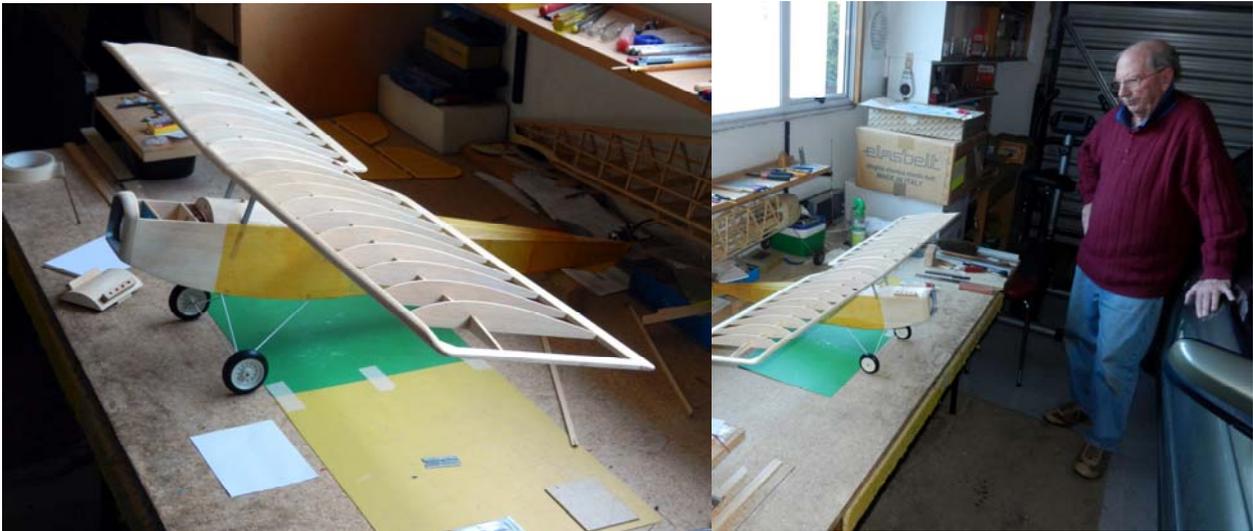
For a new type of contest it is looking good for entrants with a wide range of vintage aircraft being converted to scale models to compete.

I have had a little bit of concern from some quarters that the contest doesn't meet the requirements of the NZMAA vintage rules on which our rules are based.

The thinking behind our rules are

1. Basically it is a vintage scale type contest for models of full sized vintage aircraft built before 1975 regardless of where and when the plans came from (per the USA rules and no powered sailplanes allowed) it is not a plans date contest.
2. It has a variety of classes depending on the engine type/fuel capacity/flight times this is to allow for the modeler to use what equipment he has and not having to purchase more
3. It also allows for a more reasonable way of achieving the 8oz/sf, the current rules create bias to straight parallel wings against elliptical type wings.
4. To allow those of us who have scale desires to get on and build one with a simple contest at the end to satisfy the competitive juices
5. A large percentage of the eligible models as per the NZMAA rules are rubber models and this becomes a problem when converting to R/C with the increased wing loading the rules require, which means a substantial structural redesign of the original rubber model (which were of very light construction) after all as long as the model looks like an original full sized aircraft what does it matter where the plans come from!!!

6. Have fun



Nev Robinson's 1921 Sperry Monoplane has started covering

1978 Aquila flies again: by Ian Harvey

After prompting from Alan Knox and Wayne Cartwright to get some of the old “woody” models flying again, I pulled the old Aquila out of the rafters of the garage and saw that it was still in flyable condition.

An out-runner motor was fitted in the truncated nose of the fibreglass fuselage with a few degrees of down and right incidence. The releasable tow-hook was removed and the rudder and elevator servos re-positioned inverted behind the wing joiner. It flew recently in cool, calm conditions and after a few adjustments, I got it climbing (to around 200m in under 30 sec) and floating.

It is interesting to have this flying after all these years. Although it looks great in the sky, it is NOT an efficient machine compared the modern moulded ones like my E-Supra. It really bounces around on these old flexible wings with the extra weight on board. Still, it works and it was an interesting project. When or where I get to fly it on a regular basis I am unsure. There is nothing wrong with a bit of nostalgia, but it’s not what it used to be.

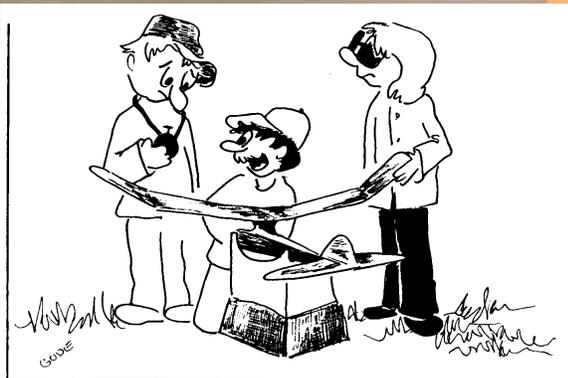
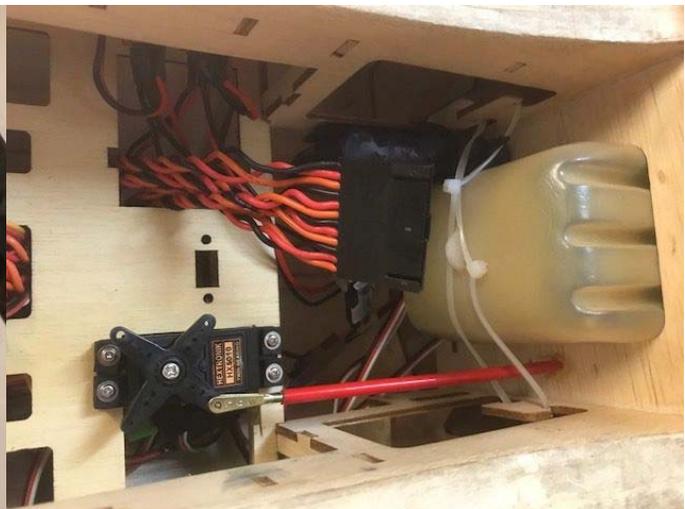


DOWN AT THE POWER PATCH

The frost have now kicked in and hopefully the grass has stopped growing. The strip is in good condition and we have had another table donated to the club by Neville. This will make it easier to set up your pride and joy, much easier when it's a good working height.

While making things easier, John Dunstan showed me a connector that can be used to connect all the servo leads between the Wing assembly and the Fuselage. He very kindly ordered one for me when he placed an order. They come in a variety of sizes and they are already set up with 150 mm wire extensions. Making the connection between the Wing and Fuselage very easy insuring the connections are correct especially on a cold frosty morning. They have a built in lock system to prevent the connection inadvertently disconnecting. I have set up the connection system on the Sea Fury so will see how it performs.

See you at the Strip Graham Moffat



WHEN IT FLIES RIGHT, I MADE IT, AND WHEN IT DON'T . . . SHE MADE IT !



"Get it back up there now . . . before you lose your nerve!"

Weather Station Phone Number
021 02943562
 Operating times Monday to Friday 0600—1300hrs and 1400—1700hrs
 Saturday and Sunday 0600—1600hrs

CLUB WEBSITE <http://cmac.net.nz> **please note change**

EDITORIAL MANURE. # 162, (38 TO GO = 200 THEN I'M FINISHED)

- **CLUB MEMBER PARTICIPATION** there has been some worries among various people about why there is a drop off participation in the various competition modeling disciplines within the club and in the South Island (compared with clubs in the North Island) now my “two bobs” worth is as follows
 1. we are all getting older!!!
 2. our interests change (come and go like the weather!!!)
 3. competition is not everyone's cup of tea
 4. the various disciplines competition events are boring due no variety in how the contest is run
 5. We are the only club in the South Island which caters for all the modeling disciplines and so we can be spread thinly depending on our interests
 6. lack of incentive for those who could compete to compete
- In saying the above there are various events which seem to be the most popular within our own club and other areas E.G. Radian, Tomboy, why is this, I believe it is because they are simple, cheap, and fun. But unfortunately they don't seem to be what some want E.G. the rise of Aero Tow which seems to be gathering support, but for how long, until another fancy takes hold (just look in your workshop to see those models which you have used, but not now!!!!)
- Like all things in life there are cycles which happen, but regardless of where you and others are at, just enjoy what you are doing after all that is what it is all about and remember that you don't always have to follow the leader to be satisfied .

OBGGGGG

THOUGHT OF THE MONTH
1-YEAR EQUALS 365 OPPORTUNITIES

TO FLY MODELS IF YOU ARE RETIRED !!!!
WEATHER PERMITTING OF COURSE !!!!
ALSO 'SHE WHO MUST BE OBEYED' PERMITTING IT OF COURSE !!!!

NDC EVENTS FOR AUGUST

August 2018	48	FF	Catapult Launched Glider
August 2018	49	FF	Hand Launched Glider
August 2018	50	FF	Open Power
August 2018	51	FF	Kennedy Precision
August 2018	52	FF	Open Tissue
August 2018	138	VINT	RC Vintage IC Duration
August 2018	139	VINT	RC Vintage E Texaco
August 2018	140	VINT	RC Classical E Duration
August 2018	141	VINT	RC Vintage Precision
August 2018	88	SOAR	Thermal B (10 min)
August 2018	89	SOAR	X5J Unlimited Class O

4-Aug-18	Saturday	Pylon	NDC Events	0900 -1600hrs	Willows
5-Aug-18	Sunday	FF / Vint	NDC Events	0900 - 1200hrs	Willows
7-Aug-18	Tuesday		CLUB NIGHT	1900—2130 hrs	Condell Ave
11-Aug-18	Saturday	Soaring	NDC Events	0900 - 1300hrs	Willows
12-Aug-18	Sunday	FF / Vint	NDC Events	0900 - 1200hrs	Willows
12-Aug-18	Sunday	Indoor	NDC Events	1300 - 1500hrs	Templeton
18-Aug-18	Saturday	Pylon	NDC Events	0900 -1600hrs	Willows
19-Aug-18	Sunday	FF / Vint	NDC Events	0900 - 1200hrs	Willows
25-Aug-18	Saturday				
26-Aug-18	Sunday	FF / Vint	NDC Events	0900 - 1200hrs	Willows
26-Aug-18	Sunday		TOMBOY	0900 - 1200hrs	Willows
26-Aug-18	Sunday		BBQ Day	1130hrs	Willows
26-Aug-18	Sunday	Soaring	NDC Events	1300 - 1600hrs	Willows

If you want to be successful, it is just this simple.
Know what you are doing.
Love what you are doing.
And believe in what you are doing.
Will Rodgers quote

NDC EVENTS FOR SEPTEMBER

September 2018	46	FF	FAI FIB Rubber
September 2018	47	FF	FAI F1A Glider
September 2018	48	FF	Indoor Fuselage
September 2018	179	FF	Indoor Hand Launch Glider
September 2018	80	SOAR	Thermal D (F500)
September 2018	81	SOAR	ALES 200 Class M (Scoring per 3.13.7)
September 2018	82	SOAR	ALES Radian Class P
September 2018	83	SOAR	Thermal J (2,4,6,8,10)
September 2018	132	VINT	FF Nostalgia 1/2A/Min Replica
September 2018	133	VINT	FF Classic Power Duration
September 2018	134	VINT	RC Vintage 1/2A Texaco
September 2018	135	VINT	RC Vintage A Texaco
September 2018		Club	Vic Smeed Precision

1-Sep-18	Saturday	Pylon	NDC Events	0900 -1600hrs	Willows
2-Sep-18	Sunday	FF / Vint	NDC Events	0900 - 1200hrs	Willows
4-Sep-18	Tuesday		NO CLUB NIGHT		
8-Sep-18	Saturday	Soaring	NDC Events	0900 - 1300hrs	Willows
9-Sep-18	Sunday	FF / Vint	NDC Events	0900 - 1200hrs	Willows
9-Sep-18	Sunday	Indoor	NDC Events	1300 - 1500hrs	Templeton
15-Sep-18	Saturday	Pylon	NDC Events	0900 -1600hrs	Willows
16-Sep-18	Sunday	FF / Vint	NDC Events	0900 - 1200hrs	Willows
22-Sep-18	Saturday				
23-Sep-18	Sunday	FF / Vint	NDC Events	0900 - 1200hrs	Willows
29-Sep-18	Saturday				
30-Sep-18	Sunday		TOMBOY	0900 - 1200hrs	Willows
30-Sep-18	Sunday	FF / Vint	NDC Events	0900 - 1200hrs	Willows
30-Sep-18	Sunday		BBQ Day	1130hrs	Willows
30-Sep-18	Sunday	Soaring	NDC Events	1300 - 1600hrs	Willows

If you flew from New York to London on Concorde you arrive 2 hours before you leave.

The humming bird is the only kind of bird that can fly backwards.