

CHRISTCHURCH MODEL AERO CLUB EXECUTIVE 2019 / 20



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CHRISTCHURCH MODEL AERO CLUB (INC)

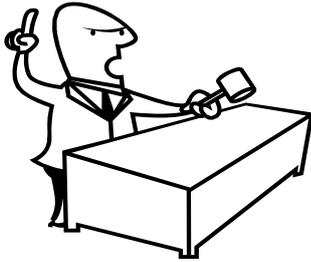
Torque

MARCH 2020



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

We are in ever changing times with the onslaught of Covid 19 on humanity. As I write this article New Zealand is now in full border lockdown.

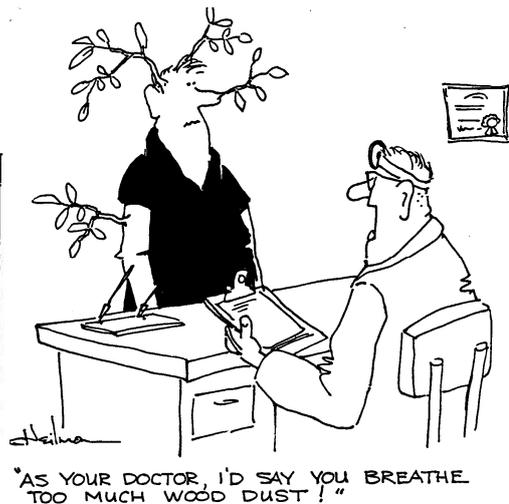
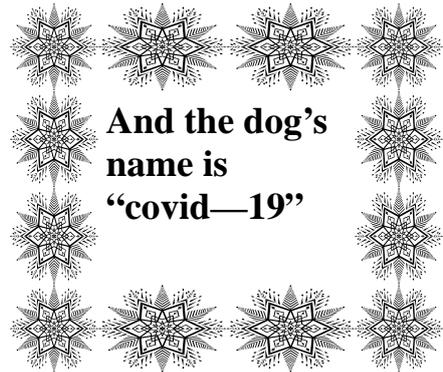
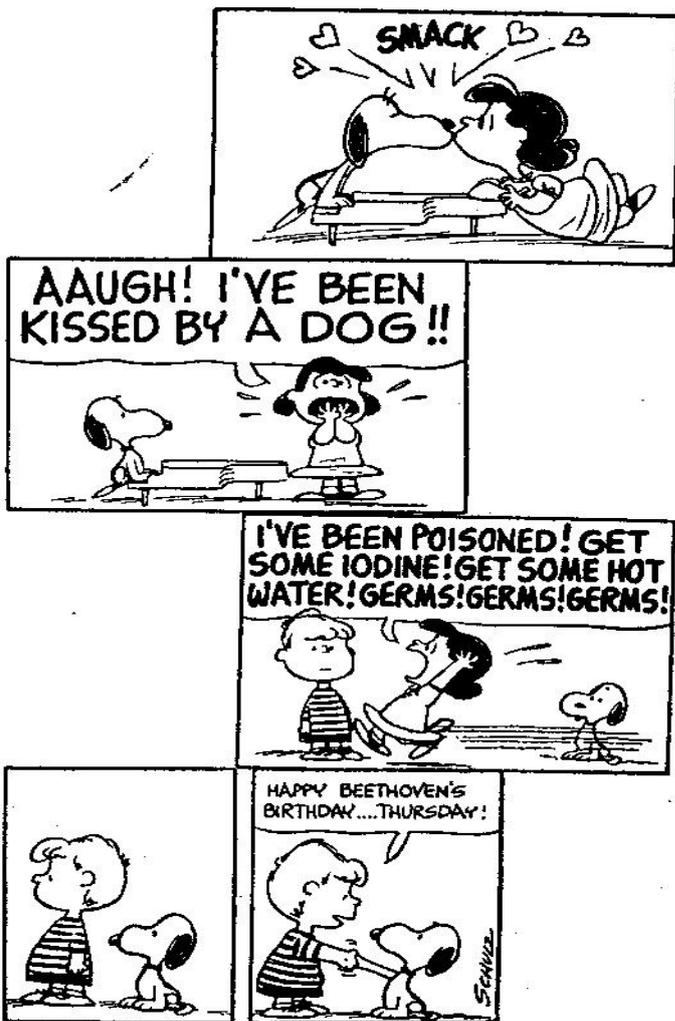
With this in mind it is with disappointment that I have cancelled in conjunction with the CMAC Committee all CMAC Committee meetings, Club meetings and Monthly BBQ's for an initial period of 3 months, this will be further discussed after this period.

This was done to help ensure the health of our club members and Committee.

Published in this issue of the Torque you will also see a Covid 19 list of recommendations and protocol, if you are feeling ill please stay away from the flying field and please practise 2 meter self distancing.

I trust that we will all get through his period, keep well, be safe.

Grahame Hart President



Coronavirus, Covid-19

Due to the recent outbreak of the Coronavirus, it is more important than ever that we follow directions and advice from health authorities and governments. This is not to say however we cannot continue to participate in our aeromodelling activities. We all, however, must consider our fellow club members and practice safe hygiene and preventative practices. The fact the average age of our members is within the vulnerable age sector, makes it more imperative we all are extra vigilant and cautious.

Hygiene

Clubs

members should bring hand cleaning material to the field

- All members should adopt good hygiene practices when associating with members.
- Members should wash hands regularly. Avoid touching face and mouth before doing so.
- Avoid personal contact with members i.e. do not shake hands.
- Do not sneeze or cough over food or other members.
- If you have any of the Coronavirus symptoms (fever, cough, sore throat, fatigue or difficulty breathing) self isolate and don't attend the flying field until you are feeling better.
- If suffering from any other illness or chronic medical condition, consider not attending the flying field.
- Maintain the recommended 2 meter separation at the field.

Club Events

- The monthly BBQ have been cancelled for the next 3 months
 - The monthly club meetings have been cancelled for the next 3 months.
 - CMAC Committee Face to Face meetings have been cancelled for the next 3 months.
- Email will be used for committee communication.

- Member with Coronavirus symptoms should not attend.

Members Returning from Overseas

- If returning from overseas self isolate and do not attend the flying field for at least 14 days. Stay home and work on your models.
- If mixing with family or friends that have returned from Overseas self isolate and do not attend the field for at least 14 days.

Minutes of 2020 Annual General Meeting of Christchurch Model Aero Club, held at 47 Studholme Street 7:30PM-8:30, Christchurch, 7.30pm, Tuesday 4

th

March 2020

Present: Members present: 18

Apologies: Grahame Hart, Stu Grant, Grant Fry, Andrew Palmer, Les King, Liz Henderson, James Blacklaws, Ashley Glubb, Bill Ferguson

Minutes of Previous AGM: Approved with small change (moved - Gary Burrows; seconded Trevor Henderson)

Business arising:

Club Logo A Electronic copy of the artwork for the official logo and the two logo's approved for unofficially use on models still to be obtained and made available to members.

Dedicated Domain name no action at this time. To be investigated by the incoming committee.

Club Open Day. This has been achieved by different flying groups when competitions have been organised and opened up to all members and anyone interested in the discipline.

President's report: Grahame's report was presented by Gary Burrows as Grahame was not able to attend the meeting (as published elsewhere) which was moved to be

accepted by Bruce Weatherall seconded by Graham Moffat.

Soaring Sig Report: Ian Harvey updated the meeting on the achievements of the F5J Spring Team

Aug 7th -18th 2019 International WC F5J, Trnava, Slovakia - TEAM GOLD.

The F5J Soaring team attending World Championship of Pilots David Griffin, Joe Wurts and Kevin Botherway with Rob Johnston as Team Manager have won GOLD as a team placing. Dave Pratley of Australia assisted the team too . Congratulations team on a fantastic result. This 2019 FAI F5J World champs was the first for this class of competition.

There were 39 countries entered. NZ beat them all.

Treasurer's report: The report was tabled by Trevor Henderson. The Audit for the 2019 year has been completed by the Auditor with no issues.

There was a profit of \$402.00 compared to \$170.00 the previous year.

With an increase in the MFNZ affiliation fees, CMAC subscriptions had to be raised to cover the cost, there has been no increase in the CMAC portion of the Subscription.

Senior - \$177; Family - \$187; Junior - \$75.00; Life Members \$157.00; Associates - \$82.00.

The meeting accepted the MFNZ increases and accepted unanimously the new subscription rates.

The Asset Register was reviewed and a number of questions answered.

The Treasures report was accepted by the meeting Moved Bill Long seconded by Graham Moffat

Election of Officers:

As required Grahame Hart tendered his resignation. Grahame had confirmed that he was prepared to stand for another term as President. There were no other nominations and Grahame was elected unopposed for another term.

As all of the club offers and Liaison offers were prepared to stand for another term and there were no other nominations the committee was confirmed without change.

President: Grahame Hart Secretary: Graham Moffat

Liaison officers:

Treasurer: Trevor Henderson Free Flight: Stewart Morse

Recording Officer: Gary Burrows R/C Soaring: Ian Harvey

Bulletin Editor: Gary Burrows (ex officio)

R/C Power: Graham Moffat Vintage: Bruce Weatherall

Webmaster: Mark Venter (ex officio)

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

Auditor – G.J Smith - B. Comm.

General Business:

BBQ Area

The Shade meeting around the BBQ area is at End of Life and needs to be replaced incoming committee to look at options.

Weed Control

The weed control carried out in the spring has only been partly successful. After receiving advice from a Green Keeper a selected area will be treated and the result monitored.

Weather Station

After a large amount of work by Gary the Weather Station has been providing a more reliable response. It is believed that the main problem causing the call going straight to Voice mail is the coverage in the area provided by Vodafone.

Gary asked that any members who have a problem when calling the weather station to provide him with Date and Time information to see if there is any pattern.

The meeting closed at 8:30 pm, followed by prize giving and supper

President's Report to the AGM 4th March 2020.

It is with pleasure that I present the Annual General Meeting President's report for 2019/2020 and it has been my pleasure to have had the opportunity to serve the club for this past year.

I would like to thank Gary Burrows for reading this report to you in my absence as I am currently in Auckland with my work.

Firstly I wish to thank the Committee of 2019 / 2020 who have all been working hard for our members and through their work, we have achieved a better club for the benefit of all our members.

To the various section officers, my thanks for the year, you have all done a very good job promoting your disciplines in competition, fun events, Torque reports and other activities.

In 2019 / 2020 year CMAC has managed to maintain its membership with new members continuing to join us, we have a membership range from young and old bringing in new blood as well as maintaining that experience and expertise which is needed in our club.

Club finances are sound and will continue to be administered in a prudent manner by the Treasurer and Committee. Once again my thanks to Trevor Henderson for his continued overview of our Club finances.

Trevor has indicated that his time as treasurer may now be limited, it is important that we give some thought to planning succession as positions are vacated on the Committee. Yes we are looking at you.

Graham Moffatt continues to mow the power patch to a very high standard and can be seen on the mower most weeks, my thanks to him for his continued contribution to the club,

The stock levels at the club fields are very low at present but we have continued to keep the electric fence up just in case, as you will have all seen the stock is low but the grass is high, please be vigilant until the rains come as the fire risk is very very high

The Container BBQ area is due for new netting on the posts and completion of the painting of the seating area, this will be achieved by a working bee in the near future, speaking of working bees my thanks to those that assisted with the painting of the tables and pit area seating, this has really smartened up the area.

BBQ,s are held regularly on the last week of the month and a good sausage has been enjoyed by all diners present on the day.

The shade sale has been erected over the seating area for a year now and offers great shelter in the Summer months After several alterations to the turn-buckles which had a tendency to loosen it appears they are now secure.

Activity has continued in the various flying disciplines, although some disciplines have been going through highs and lows in number participation

The CMAC Pylon group is currently in hiatus due to a lack of fliers

wishing to pursue this activity at present, all facilities remain in place should Pylon return to the fray with Trevor Henderson remaining the pylon contact

Free flight section continues to be supported by a small group of regulars who fly on a regular basis. Usually what type of models they fly is determined by what the NDC schedule is for the current month. Wind continues to be the main factor with this discipline

Soaring activities throughout the year have had a resurgence in popularity, this is mainly due to the work put in by Ian Harvey who has been promoting various gliding competitions throughout the year.

The Vintage group continue to hold competition in their various flight disciplines, patronage is steady and the flying and camaraderie is enjoyed by all.

Life on the Power Strip continues on Sunday Club days and also during the week with the "Fair Weather Flyers group" who at present appear to be the larger contingent of the power fliers.

It is important to recognize our World Class F3A competition pilot Andrew Palmer, Andrews success at recent World events is achieved through his dedication and hours spent practicing by himself and Team Palmer.

Gary's Tom Boy section continue to hold good numbers with regular monthly meetings which always appear to coincide with BBQ day, Tom Boy at presents a very strong discipline at CMAC and thank you to Gary for his efforts.

Hard work and excellent editorial skills go into the publication of the Torque on a monthly basis, and the magazine gets better and better every issue, we must remember that Gary can not continue in the Editors role for ever and we should be looking towards a successor as the countdown to his last issue is on. Can you fill big boots

Mark Venter continues in his current role as webmaster, although the Torque is our main voice for the club, the website is still important for people to access information on our club.

Indoor flying continues with good results from a small but very dedicated team and remains an important part of CMAC activities

Club nights continue to be popular with a new venue at the Somerfield St Hall, thank you to Mark and Gary for running these nights

In conclusion the CMAC club is running well, with good management and finances, but the committee can only do so much and it is up to you our members to assist with recruiting new members to our club, unless we do so our future in years to come may be bleak, we do not want our recreation/sport to die.

This concludes my report. I wish you all the best for the forthcoming year

Grahame Hart

President

WEATHER STATION SAGA / WOBBLERS

THANKS TO OUR RESIDENT DOCTOR ANDREW PALMER for his diagnostic skills the weather station is now functioning as it should **LONG MAY IT CONTINUE!!!!**

What was the problem? it seems that it was to do with the modem that is part of the weather station according to what Andrew found out is that it is known to not function after a period of time and required a refreshing of the power supply to reset it (which in the past was done by our time clock operating on a regular basis) this covered up the problem.

We have changed the time clock with a new one as the old one may be suspect as not operating correctly, and yes it was!!!!

SO HAPPY DAYS!!!! SWITCHES ON ABOUT 0530AM AND OFF ABOUT 6.00PM

Club nights.

Due to the current crazy situation and to keep all our members safe it has been decided to put future club meetings on hold for the next three months at which stage we will take a new look at the corona virus situation.

Stay safe out there.

Mark

WHO-recommended Handrub Formulations to make your own hand sanitiser.

Tried to buy hand sanitiser recently? you will be lucky if you can get some anywhere but it is simple enough to make up your own.

It took a few phone calls but I eventually managed to find some isopropyl alcohol at Hornby Mitre-10 but not on the shelves, it is held at the service desk and limited to one 4 litre can per person but you need to phone in before to preorder and they will contact you when they have in again. The other two items are readily available from pharmacies and supermarkets.

WHO document - https://www.who.int/gpsc/5may/Guide_to_Local_Production.pdf



CLEANING YOUR ENGINE, by big T

I had an interesting question recently and it went like this..."hey bigT how do you clean the inside of your engines?" And my response was- very easily and all it takes is a bit of time and understanding on how the engine works. I only own two strokes so this will only cover that aspect.

Firstly you need the correct tools- important because you don't want to damage the fragile heads of the bolts- some will be metric and others quite different- perhaps 4-40, The correct tools are available and I can always tell how careful the engine owner is by the state of the heads of those bolts. You will need a small battery puller.....why you might ask. These things come in handy for pulling off the prop driver- some being fitted over a tapered collet and others will fit over a machined portion on the shaft and the hole in the prop driver therefore is a D shape. OS engines generally have this configuration.

A couple of sheets of white A4 or similar sized paper.....this is your temporary workbench. A toothbrush that is well used and clean. You don't want toothpaste going through your engine- it might be good for your teeth but sure as hell will damage the internals of your engine. A plastic bag- perhaps two, and a clean margarine type container. One of the plastic bags will be suitable for storing of the engine screws, and the other for the - only if the engine has them- the storage of the gudgeon pin circlips. Just aside here if you need to remove the circlips then that is best carried out inside the plastic bag, and conversely the ideal location for putting in the circlips into the piston. These little buggers do have a habit of flying in all directions so to stop the risk of loss then the plastic bag comes in handy.....a see through bag is ideal- of say handsized.

And finally a metal marking tool.....yes, you want to record every aspect of the engine as assembled and a small jeweller type screwdriver is all you need. The aim is to mark every component on very importantly NON BEARING surfaces for future reference when doing the reassembly. Of course those with cameras in their mobile phone can also record each stage.

Pulling the back plate out is easy but for those doing this for the first time then marking the top surface with a cross or arrow will suffice, similarly scratch the cylinder head and for some a mating scratch on the crankcase will help. Once the head has been lifted then the only remaining part to remove is the piston and liner.....don't bother removing the crankshaft at this stage. Again mark the exterior of the liner and also a mating scratch on the crankcase to let you know which way round the liner will fit. Its very simple for those of us who know but the beginner needs more than ample reference points. Once you have removed the liner then it is a simple task in removing the piston/ con rod assembly....yes, all in one piece but be very careful as you don't want to force the big-end of the con rod over the crankpin. Now if you don't intend separating the con rod from the piston you should mark the inside of the piston with a cross or arrow on the gudgeon boss- generally I use it to indicate the rear of the piston, and some often use a felt tip pen to mark the con rod. I don't mark the con rod unless I'm pulling the piston/con rod assembly apart to replace the it - rods do have a life and when one breaks the engine is generally damaged beyond repair!

Recording Officers report for 2019 Year

We were second NDC Club for 2019.

13 CMAC members recorded scores in NDC (down by 4 on 2017)
we need to stop the downward spiral!!!!

Only 1 member placing in the top 10 NDC competitors, with Lynn Rodway 10th and tonight's prize giving reflects that effort and commitment

Free flight NDC championship we had Lynn Rodway in second position, (beaten out by our expat Dave Jackson for first place) Kay Long 7th Bill Long 10th.

Vintage NDC showed Lynn Rodway at 9th

Within the club we had 15 (up 2 from last year a 15% increase) members out of 69 members putting in competition scores.

And it is these NDC totals that determine who wins the PHL CHAMPION COMPEDITORS TROPHY only one point separated Lynn Rodway (59) from Dave Griffin (58)

With Allan Knox about to rejoin our ranks after giving his expertise to the North island and thereby lifting their results to the detriment of ours. One can only presume that will change this year

Tomboy is still our largest single competition class within the club with up to 10 (it is dropping off a bit lately) competing thru out the year. Must like the fact that I program it to coincide it with the barbeque!!!!

Like the old school report says "Can and must do BETTER"—and "WE WILL"

First placings

FF	Open Tissue	6131	Bill Long
FF	Open Rubber	6931	John Beresford
FF	Kiwi Power	7682	Lynn Rodway
FF	Coupe d'Hiver	7682	Lynn Rodway
FF	A1 Glider	7682	Lynn Rodway
FF	Catapult Launched Glider	7682	Lynn Rodway
FF	Kennedy Precision	7682	Lynn Rodway
FF	P30	6931	John Beresford

FF	FREE FLIGHT CHAMPION	LYNN RODWAY
FF	RUNNERUP IN FREE FLIGHT	JOHN BERESFORD

SOAR	Thermal B (10 min)	3194	Ian Harvey
SOAR	ALES 123 Class N	3537	Dave Griffin
SOAR	ALES 200 Class M (Scoring per 3.13.7)	3537	Dave Griffin
SOAR	ALES Radian Class P	3537	Dave Griffin
SOAR	FAI F5J, 4 Rounds (Total Raw Scores)	2462	Alec Taylor
SOAR	Thermal J (2,4,6,8,10)	3537	Dave Griffin

SOAR	SOARING CHAMPION	DAVE GRIFFIN
SOAR	RUNNERUP TO SOARING CHAMPION SHIP	ALEC TAYLOR

VINT	FF Vintage Rubber Duration	3301	Stewart Morse
VINT	RC Vintage E Duration	9456	John Dunstan
VINT	FF Vintage Precision	7682	Lynn Rodway
VINT	FF Nostalgia Power Duration	3301	Stewart Morse
VINT	FF Nostalgia Glider Duration	1535	Roy Gunner
VINT	RC Sport Cabin E Texaco	7682	Lynn Rodway
VINT	FF Nostalgia 1/2A Min Replica	7682	Lynn Rodway
VINT	RC Vintage 1/2A Texaco	6931	John Beresford
VINT	RC Sport Cabin IC Texaco	7682	Lynn Rodway
VINT	RC Vintage 1/2E Texaco	7682	Lynn Rodway
VINT	Vintage FF Catapult Glider	7682	Lynn Rodway

VINT	VINTAGE CHAMPION	LYNN RODWAY
VINT	RUNNERUP IN VINTAGE CHAM-	STEWART MORSE

DRONES, DRONES AND DRONGOS

UAV Unmanned Aerial Vehicles

Unmanned = no human controlling **not having or needing a crew or staff.**

Aerial = in the air. Things that are **aerial** are happening in the air: birds, planes, and missiles are all **aerial** things. ... Anything light and airy can also be called **aerial**, and an **aerial** is a device that picks up radio or TV signals: it plucks them out of the air. So when you see the word **aerial**, just think "air."

Vehicle = a thing used for transporting people or goods, especially on land, such as a car, lorry, or cart NOTE nothing to do with air!!!! But a **vehicle** can be a truck, a **plane**, a bus, a blimp or even a shopping cart, **anything that transports people or things.**

Drongo The word **drongo** is used in **Australian** English as a mild form of insult meaning "idiot" or "stupid fellow". This usage derives from an **Australian** racehorse of the same name (apparently after the spangled **drongo**, *Dicrurus bracteatus*) in the 1920s that never won despite many places. (**just like my competition results!!!**)

Drone A **drone**, in technological terms, is an unmanned aircraft. ... Essentially, a **drone** is a flying robot that can be remotely controlled or fly autonomously through software-controlled flight plans in their embedded systems, working in conjunction with onboard sensors and GPS.

A bit of info

The **first** large-scale production, purpose-built **drone** was the product of Reginald Denny. He served with the British Royal Flying Corps during World War I, and after the war, in 1919, emigrated to the United States to seek his fortunes in Hollywood as an actor. It was ten years ago this month, on February 4, 2002, that the CIA **first** used an unmanned Predator **drone** in a targeted killing. The strike was in Paktia province in Afghanistan, near the city of Khost. The intended target was Osama bin Laden, or at least someone in the CIA had thought so, **a innocent man was killed (no wonder the USA is scared of Drones being turned on themselves)**

Early **Drone** Technology History

By this definition, the earliest unmanned aerial vehicle in the history of **drones** was seen in 1839, when Austrian soldiers attacked the city of Venice with unmanned balloons filled with explosives.

Are drones the future?

An FAA 2016-2036 **drone** forecast predicted that we will have about **7 million drones** in the air by 2020. The FAA predicts that by 2020, commercial **drone** sales alone will reach 2.7 million. **To put that number into perspective, it's estimated that there are between 23,600 and 39,000 planes in the world today.**

Is flying drones over private property illegal?

The FAA claims that as long as **drones** don't endanger people, **drones** can legally hover just above **private property**. ... Currently, the FAA forbids **flying** hobby **drones** over 400 feet, and **drones** may not interfere with official or emergency response aircraft engaged in public safety operations like firefighting.

How much does a military drone cost?

The "predator" drone **costs** a whopping \$123 million apiece — about \$34 million more than Lockheed Martin's F-35A Lightning II, the Pentagon's next-generation fighter jets, according

to **Military.com**, which cited Defense Department documents.

Do all drones require a license?

If you fly your **drone** indoors, you don't **need** a remote pilot's **license** and you may not even **need** to register your **drone** with the FAA. ... According to the FAA, you **do NOT need** to obtain a remote pilot **license** under the following conditions: You are flying the **drone** purely as a hobby and for solely recreational reasons.

How many drones are in the air?

With 1.3 million **drones** now registered with the Federal Aviation Administration (FAA), up from about 470,000 in 2016 when **drone** registration was first required, anyone can see that there are more **drones** in the **air** than ever before.

Can drones be tracked?

Because there is no current method of reliably **tracking** the devices, existing regulations typically require civilian hobbyists and commercial operators to keep their **drones** within 400 feet of the ground and within sight.

2016: Already one of the best drone makers on the marketplace, [DJI's Phantom 4](#) introduced smart computer vision and machine learning technology. This allowed it to avoid obstacles and intelligently track (and photograph) people, animals, or objects — rather than being limited to following a GPS signal. The resulting UAV was a major milestone for drone photography and consumer drones in general.



Lynn Rodway is the first winner of this trophy along with the Senior club championship
Runner-up was Dave Griffin
Runner-up in Senior championship was John Beresford

To all club members this is the new proposed subscription for the 2020/21 flying season. **After the 31 March the NZMAA insurance will not cover you in case of an accident if you have not paid your subscription.**

Subscriptions for 2020/21 season now due by 31 March 2020 (note NZMAA have increased their subscription NOT the CMAC which is why there is an increase in the sub)

Senior	\$177.00	(club \$82 NZMAA \$95)
Family	\$187.00	(club \$82 NZMAA \$100)
Life	\$157.00	(club \$62 NZMAA \$95)
Junior	\$75.00	(club \$45 NZMAA \$30)

Associate membership \$82.00

The NZMAA have asked that affiliations be paid as soon as possible so with that in mind please pay your club sub *ASAP* to bank a/c *ensuring that your name is in the subject line.*

Subs may be paid to the club bank account BUT please advise the treasurer of doing so by emailing bigtrev@xtra.co.nz

The bank account details are as follows:
 Bank Account Name: Christchurch Model Aero Club
 Bank Westpac Account number **03 0854 0563982 00**

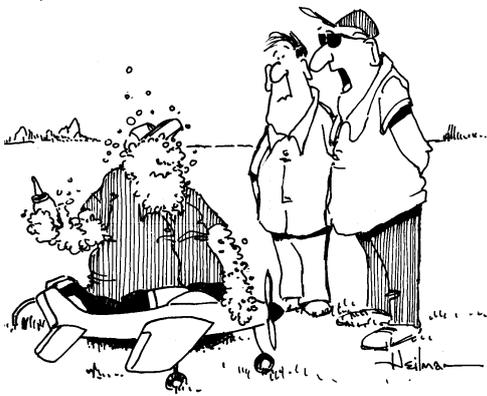
New Member: Please visit the club web site and download the CMAC and NZMAA membership application forms.

Fill in and either post to the secretary (PO Box 14115 Christchurch) or scan and email to him / her. or send a cheque for the requisite amount with the forms

OR

Make payment to the above bank a/c and email the treasurer (with a cc to the Secretary) that the requisite payment has been lodged. In the highly unlikely event that your applications are rejected, your cheque will either be returned or destroyed or your bank payment reimbursed.

NOTE: If you have no access to the CMAC website, contact the secretary and you will be sent copies of the forms in the post



NOT COVID-19

" YA KNOW RALPH ! - I'M BEGINNING TO THINK HE'S ALLERGIC TO SOMETHING ! "

PAUL LAGAN esquire



THE PHL FILES

I'm sure that Paul would be attending if he could, well done Bill Long for promoting it



SOUTH ISLAND FREE FLIGHT CHAMPS

25-26 July 2020

MFNZ members are invited to the revival of the South Island Free Flight Champs hosted by Christchurch MAC on July 25th and 26th 2020.

Flying at the Willows Saturday 0730 and Sunday 0730. Hall available for Indoor Sunday 1300.



Christchurch Model Aero Club
Thompsons Road, The Willows, Christchurch

**MINI-COMBINED
3X120**

(A1 ,1/2 A POWER, COUPE)

**KENNEDY PRECISION
3X120**

**KIWI POWER
3X120**

**P30
3X120**

**OPEN COMBINED
3X180**

**CLG / HLG / TLG
6X60**

**HANGAR RAT
& INDOOR**

To register and more info
please contact: -

Bill Long
03 322 7202
billong@xtra.co.nz

TOMBOY FOR SUNDAY 23RD FEBRUARY

I know how to pick them. The weather was perfect and the flying was up to standard except for yours truly OBGGGGG HOF BGB GOB (the last gong was added because Barry Lennox said that it was appropriate because of the errors I have been making of late!!!!) The weather was sunny and with light winds so there was no excuses. Lynn while he flew well but was knocked off his perch by the old electrifying Stu Grant who needed to pull out all the stops on his last flight to take the winners chair. It will be interesting to see what the outcome will be when JD (now repaired after a couple of hours on the operating table fixing his troublesome back) hits his straps at the next TB event.

OBGGGGG HOF BGB GOB was not with it on the day having a couple of prop cuts to his hand which just showed his state of the mind on the day — first attempt was a short hop due to not having enough revs and landed out after 20 sec (a no flight) valiantly retrieved by one of his many “fetcher mites” who saw he was struggling THANKS GUYS. His only flight didn’t make the required 300 so was a ignominious last in then 36” division John Beresford was a impressive winner of that division with his great climb and glide.

Stew Morse was at his entertaining best with a flirting with cars and fence but he was certainly better than the GOB (Grand Old Bu__er) no contest!!!!

GRANT	48E	MIN-UTES	6	360	MIN-UTES	6	360	MIN-UTES	10	600	
		SEC-ONDS	11	11	SEC-ONDS	37	37	SEC-ONDS	44	44	
		Total flight time		371	Total flight time		397	Total flight time		644	
		Target		300	Target		371	Target		397	
		Delta		71	Delta		26	Delta		247	
		2x +/-		142	2x +/-		52	2x +/-		494	
		flight score		513	flight score		449	flight score		1138	
		Landing		30	Landing	30	30	Landing		30	
		Flight 1 total		543	Flight 2 total		479	Flight 3 total		1168	2190



No he can't join the TOMBOY GROUP SO THERE (we have enough already)

RODWAY	48D	MIN-UTES	6	360	MIN-UTES	7	420	MIN-UTES	8	480	
		SEC-ONDS	9	9	SEC-ONDS	6	6	SEC-ONDS	40	40	
		Total flight time		369	Total flight time		426	Total flight time		520	
		Target		300	Target		369	Target		426	
		Delta		69	Delta		57	Delta		94	
		2x +/-		138	2x +/-		114	2x +/-		188	
		flight score		507	flight score		540	flight score		708	
		Landing		0	Landing		30	Landing		30	
		Flight 1 total		507	Flight 2 total		570	Flight 3 total		738	1815

MORSE	48D	MIN-UTES	6	360	MIN-UTES	4	240	MIN-UTES	9	540	
		SEC-ONDS	3	3	SEC-ONDS	33	33	SEC-ONDS	22	22	
		Total flight time		363	Total flight time		273	Total flight time		562	
		Target		300	Target		363	Target		273	
		Delta		63	Delta		-90	Delta		289	
		2x +/-		126	2x +/-		-180	2x +/-		578	
		flight score		489	flight score		93	flight score		1140	
		Landing		0	Landing		30	Landing		30	
		Flight 1 total		489	Flight 2 total		123	Flight 3 total		1170	1782

BERES-	36D	MIN-UTES	4	240	MIN-UTES	8	480	MIN-UTES	6	360	
		SEC-ONDS	50	50	SEC-ONDS	40	40	SEC-ONDS	40	40	
		Total flight		290	Total flight		520	Total flight		400	
		Target		300	Target		290	Target		520	
		Delta		-10	Delta		230	Delta		-120	
		2x +/-		-20	2x +/-		460	2x +/-		-240	
		flight score		270	flight score		980	flight score		160	
		Landing		30	Landing		30	Landing		30	
		Flight 1 total		300	Flight 2 total		1010	Flight 3 total		190	1500

BURROWS	36D	MIN-UTES	2	120	MIN-UTES	0	0	MIN-UTES	
		SEC-ONDS	55	55	SEC-ONDS	0	0	SEC-ONDS	
		Total flight time		175	Total flight time		0	Total flight time	
		Target		300	Target		175	Target	
		Delta		-125	Delta		-175	Delta	
		2x +/-		-250	2x +/-		-350	2x +/-	
		flight score		-75	flight score		-350	flight score	
		Landing		0	Landing	0	30	Landing	
		Flight 1 total		-75	Flight 2 total		-320	Flight 3 total	-395

Indoor Report for the 15th March.

There was just Nev and Bill (that's me) Kay was called to her mum for support so you would think that two hours would be enough time for us to get plenty of times in, well I for one ran out of time, of course being one down meant no timer other than each other.

The event we were flying was F1L this is the FAI version of Easy B. I like all the FAI indoor classes and outdoor for that matter why? To put it in a nutshell, locals, that's us, New Zealand flyers can't dick with it and that's a great thing!

Our event centre at Templeton has just been spruced up and it is light and airy and although it could be higher and have a flatter ceiling you know it is really a great place to fly in saying that it will always take one hell of a good flight to break any NZ records.

Now to the flying; Nev started off with testing a new motor stick which is probably the major component of the model as all your trim changes take place here on these models, that's down thrust side thrust and wing wash in.

All these change as the rubber motor winds down. So you can see by this that getting the right balsa for the motor stick takes a hell of a lot testing and flying to get it just right.

The problem just didn't come right so there is still more work for Nev to do. I guess it will keep him off the streets and he will be where his wife can watch him.

Now for me, well after flying last time and having a lot turns left on the motor I reduced the length of the rubber thus reducing the overall model weight. My time worked out at 7 minutes 43 seconds which needed to be better if we were going beat Dave in the N D C.

It looked like it was going to be a long day! Hang on Kay's model is in the box and it wouldn't be right to ring her as she was with the mother in law (never did work out what the law has to do with the wife's mother) so I nicked it, bingo a 10 min 20 sec time and a 8 min 48 sec. time. And time was up, so that's a wrap.

Our next meeting is on the 12 April and we are flying Hanger- rat.

SUNDAY 26TH JANUARY FREE FLIGHT

After taking time out to attend the bar-b-que to de stress from the rigors of the Tomboy competition Stew and Lynn got out their Catapult Gliders to put in times for NDC. The fickle breeze that had developed by then made for difficult flying conditions.

Lynn 13, 25, 13, 16, 25, 27 total 119

Stew 15, 14, 60, 28, 55, 21 total 193

Mention must be made of new member Herb Familton who came out to test fly his newly built P30. It flew well straight off but unfortunately for Herb was last seen above the tree line heading toward the Waimak.

The NDC calendar for February and March offers plenty of opportunity to dig out your models to take part.

Cash in the Brownie points earned by having done the garden and cleaned the car every Sunday because the windy weather has kept you from flying over the last three months and get out to take part in 2020.

See you there!!

Free Flight 9th February

Lynn and Stew Morse managed to get their P30's into the air to register times for NDC. However, the wind increased in strength and also changed direction until it was heading directly toward the trees preventing a third flight to be flown. The mediocre times showed that both need to spend time trimming on a day when the wind is calmer.

It was good to see Bruce Weatherall, Bruce Bonner and Stu Grant come out to increase the numbers in attendance also.

Times p30

Lynn 82, 92 total 174

Stew 57, 36 total 93

SUNDAY 8TH MARCH FREE FLIGHT

John B, Lynn, Bruce W and Stew M were on hand to combat the strong southerly breeze and earn some NDC points. Bruce decided to fly his Coupe while the others elected to launch their gliders for Open Glider. John was able to also fly his A1 in that class.

All managed to record their three flights except Stew who managed to record three no flights and having to withdraw with repairable damage to his glider.

Coupe Bruce W 64 48 36 total 148

Open Glider

John B 45 164 52 total 261

Lynn 51 36 70 total 157

A1 Glider

John B 45 120 92 total 217

SUNDAY 15TH MARCH FREE FLIGHT

On the best day weatherwise for many weeks there was a surprisingly low number of members

out to enjoy the still conditions.

Our esteemed editor arrived early to puzzle over the weather box which was recording an overnight low temperature of minus 41 degrees and nothing else. Gary got out of his straight jacket to fly his CLG with John B. before going home for breakfast.

Gary B.	30	26	18	27	25	26	total	152
John B.	19	22	27	23	20	17	total	128

Lynn, John and Stew M had a go with their P30's which enjoyed the still air.

John	64	84	120	268
Lynn	102	61	70	233
Stew M	53	54	72	179

Likewise the two Gollywocks flown for Vintage Rubber performed well in the calm conditions early. An easterly breeze developed late in the morning which blew Lynn's model across the water race and gave him a 3 minute max. Lynn's eagle eyes eventually located it in the middle of a large area of mature gorse bush that challenged his retrieving skills.

Lynn	63	76	180	total	319	1944 Gollywock plus bonus	$3 \times 6 = 18 = 337$
Stew	57	70	65	192	1944 Gollywock plus bonus	$3 \times 6 = 18 = 210$	

Bruce Weatherall's Open Power model was the sole engine powered model flown all morning. He got in three timed flights for Open Power.

Bruce W.	37	29	48	total	114
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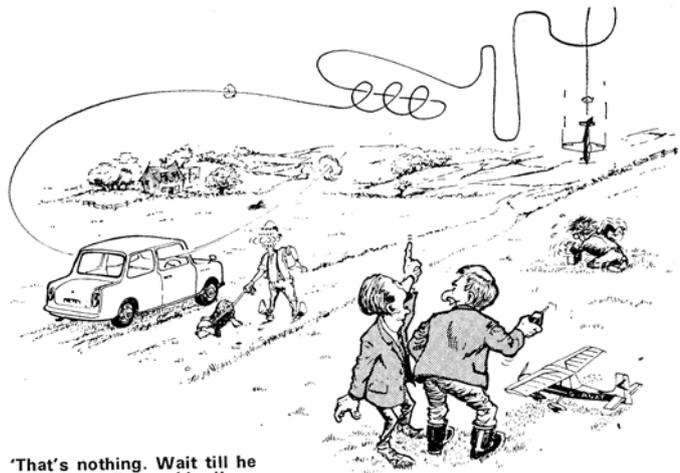
At least it has a comprehensive manual not like some Chinese manuals ! ! ! ! I have known

" HERE IN THE LITTLE BOX IS THE NEW PART YOU ORDERED,,, AND IN THE BIG BOX IS THE VERY COMPREHENSIVE OPERATORS INSTRUCTION MANUAL !"

EARLY MORNING ACTIVITY AT THE FIELD BEFORE 0700HRS



John Beresford sneakily trying out his new addition (sick of Tomboy John???) before Andrew arrives to coach him. It has all the bells and whistles and he didn't break it while he was waiting for the FF Mob to arrive. The only thing that prevented him from demonstrating to all was flat battery (any excuse!!!!)



'That's nothing. Wait till he gets his radio working!'



At least John Dew, the day before, hadn't run out of battery, it was being recharged while he had a coffee he was test flying his new model before he adorned it with the decorative bits some thing, he like to do after satisfaction with the model performance. Another of those electric whiz-bang gliders



"MAYBE THERE SHOULD BE A WEIGHT LIMIT FOR MODELERS?"

It's not the weeds in the runway causing the dents ! ! ! !

NOTICES

- **REMEMBER THAT SUMMER IS HERE WITH THE GRASS DRYING OUT SO BE CAREFULL. PLEASE DO NOT PARK IN LONG DRY GRASS**
- **DUE "COVERT 19" CLUB NIGHTS HAVE BEEN CANCELLED TILL ABOUT JUNE YOU WILL BE NOTIFIED WHEN WE RESUME**

SOME MORE CURIOUS THOUGHTS

- **COMPUTER PROGRAMMERS DON'T BYTE, THEY NIBBLE A BIT**
- **CAUTION -- YOU MAY BE PAID WHAT YOU ARE WORTH** (sign in the work place)
- **IF YOU CAN'T BE A GOOD EXAMPLE, THEN YOU'LL JUST HAVE TO BE A HORRIBLE WARNING**
- **I STARTED OUT WITH NOTHING AND I STILL HAVE MOST OF IT LEFT**
- **THERE'S ONLY ONE THING MORE EXASPERATING THAN A PERSON WHO THINKS HE KNOWS IT ALL-- AND THAT'S A PERSON WHO ACTUALLY DOES KNOW IT ALL**



An apology to Lynn for suggesting he was mixing model parts. Lynn Rodway seen attaching his "Atomiser" wings to his *Atomiser* fuselage for 1/2A texaco as he had Cox 049 on the front It went bloody well too. Photo below shows Phil Pohio, Stu Grant watching



Weather Station Phone Number

021 02943562

Operating times Monday to Friday 0500hrs to 1600hrs

Plus Weekend 0500hrs to 1600hrs

CLUB WEBSITE

<http://cmac.net.nz>

please note change

EDITORIAL MANURE. # 180, (20 TO GO = 200 THEN I'M FINISHED)

- To those who spotted the errors in the last Torque sorry, I plead old age and infirmity , Just not my time this month!!!! (see the tomboy report) the correct spelling of lazer is “Laser (Light Amplification by Stimulated Emission of Radiation)” thanks to Barry Lennox ex NZMAA president, font of all electronic technical knowledge!!!!
- **MONEY IS THE ROOT OF ALL EVIL** this seems to be the problem with the CAA according to Johnathan Shorer’s report in the latest Fliers world. The greedies are finding ways to exploit that free space that we currently use for fun, for their own profit I hope the corona virus becomes a plague on them!!!! **WATER** is the **NEXT GOLD MINE** they are trying to mine for their coffers and they are succeeding to our detriment and it is all caused by the same global warming criminals who don’t want to admit it or do anything about it until they can make a buck out of it. At least there is some light at the end of the tunnel with that pom/kiwi as seen on tv with his new technology which converts the waste emissions into ethanol so may help control global warming if it is made compulsory for all emitters to conform. All we need now is someone to look at our problems in the same light. WHAT PROBLEM YOU MAY ASK????? DRONES AND MODEL AIRCRAFT!!!! It seems that due to irresponsible people causing full size aircraft operations to halt from their operations E.G. fire fighting operations, aerodrome operation (Gatwick England drones) the various CAA (round the world) people are trying to figure out how to control things from getting out of hand by very restrictive legislation (the USA has the most restrictive proposed) they seem to be most worried about drones attacking them (*but don't care about guns!!!!*) it might get down to having to have a switched on cell phone in your model (one with all the bells and whistles) eg GPS so they can track your model. I’ll bet that there is already some one designing a system that covers all requirements **AS THERE IS MONEY TO BE MADE** !!!! Just think that there are already 1.3million drones in USA a 50% increase in just 2 years so the money making ability is there if you add in model aircraft.
- Some of the USA proposed legislation only applies to models over 250grams (8.8 ounces) so most free flight models would be OK (also makes you build them lighter which is what we all need!!!! Might have to lower the 36” Tomboy minimum weight)
- **HAVE YOU ALREADY LET OUR NZMAA KNOW HOW MANY MODELS YOU HAVE AS THEY REQUESTED TO HELP THEM TO DEAL WITH THE CAA RULE MAKERS, FACTS MATTER** !!!!!!

APRIL NDC EVENTS

April 2020	27	FF	Indoor Hand Launch Glider
April 2020	28	FF	Open Rubber
April 2020	29	FF	Kiwi Power
April 2020	30	FF	Kennedy Precision
April 2020	31	FF	Aggregate
April 2020	32	FF	Tip Launch Glider
April 2020	33	FF	Hanger Rat
April 2020	120	VINT	FF Nostalgia 1/2A/ Min Replica
April 2020	121	VINT	FF Classic Power Duration
April 2020	122	VINT	RC Vintage 1/2E Texaco
April 2020	123	VINT	RC Vintage A Texaco
April 2020	124	VINT	RC Vintage E Texaco
April 2020	76	SOAR	Thermal J (2,4,6,8,10)
April 2020	77	SOAR	ALES Radian Class P
April 2020	78	SOAR	FAI F5J, 4 Rounds (Total Raw Scores)
April 2020	170	CL	1/2A Team Race
April 2020	171	CL	FAI Team Race (F2C & F2F combined)
April 2020	172	CL	Open Goodyear Team Race
April 2020	173	CL	Slow Goodyear Team Race
April 2020	174	CL	Class B Team Race
April 2020	175	CL	F2A Speed
April 2020	176	CL	Percentage Speed
April 2020	177	CL	Classic 'A' Team Race
April 2020	178	CL	Classic 'B' Team Race

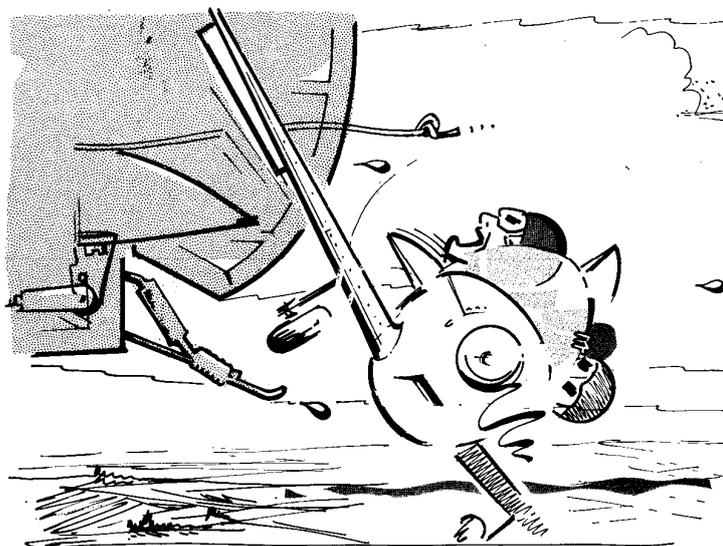
1-Apr-20	Club night	cancelled	cancelled	due	Covid-19
4-Apr-20	SATURDAY	Soaring	NDC Events	0900 - 1300hrs	Willows
5-Apr-20	SUNDAY	Indoor	NDC Events	1300 - 1500hrs	Templeton
5-Apr-20	SUNDAY	FF / Vint	NDC Events	0900 - 1130hrs	Willows
12-Apr-20	SUNDAY	FF / Vint	NDC Events	0900 - 1200hrs	Willows
19-Apr-20	SUNDAY	FF / Vint	NDC Events	0900 - 1200hrs	Willows
26-Apr-20	SUNDAY	TOMBOY	TOMBOY	0900 - 1130hrs	Willows
26-Apr-20	SUNDAY	FF / Vint	NDC Events	0900 - 1130hrs	Willows
26-Apr-20	SUNDAY		BBQ Day	1130 - 1230hrs	Willows
26-Apr-20	SUNDAY	Soaring	NDC Events	1300 - 1600hrs	Willows

MAY NDC EVENTS

May 2020	34	FF	Open Rubber
May 2020	35	FF	1/2A Power
May 2020	36	FF	Kiwi Power
May 2020	37	FF	Open Glider
May 2020	38	FF	FAI F1L Indoor Rubber
May 2020	39	FF	Coupe d'Hiver
May 2020	125	VINT	FF Vintage Precision
May 2020	126	VINT	FF Vintage Power Duration
May 2020	127	VINT	FF Nostalgia Rubber Duration
May 2020	128	VINT	RC Vintage and Classical Scale Texaco
May 2020	129	VINT	RC Vintage Open Texaco
May 2020	79	SOAR	Thermal D (F500)
May 2020	80	SOAR	Thermal B (10 min)
May 2020	81	SOAR	ALES 123 Class N

2-May-20	SATURDAY	Soaring	NDC Events	0900 - 1300hrs	Willows
3-May-20	SUNDAY	Indoor	NDC Events	1300 -1500hrs	Templeton
3-May-20	SUNDAY	FF / Vint	NDC Events	0900 - 1130hrs	Willows
6-May-20	Club night	cancelled	cancelled	due	Covid -19
9-May-20	SATURDAY				
10-May-20	SUNDAY	FF / Vint	NDC Events	0900 - 1200hrs	Willows
16-May-20	SATURDAY				
17-May-20	SUNDAY	FF / Vint	NDC Events	0900 - 1200hrs	Willows
23-May-20	SATURDAY				
24-May-20	SUNDAY	FF / Vint	NDC Events	0900 - 1200hrs	Willows
30-May-20	SATURDAY				
31-May-20	SUNDAY	TOMBOY	TOMBOY	0900 - 1130hrs	Willows
31-May-20	SUNDAY	FF / Vint	NDC Events	0900 - 1130hrs	Willows
31-May-20	SUNDAY		BBQ Day	1130 - 1230hrs	Willows
31-May-20	SUNDAY	Soaring	NDC Events	1300 - 1600hrs	Willows

“Strewth!— must be one of those Large Models...”



Could the boot be on the other foot !!!