

CHRISTCHURCH MODEL AERO CLUB EXECUTIVE 2013 / 14

President.	Grahame Hart	6B Middlepark Road. Upper Riccarton. (grahamehart1@clear.net.nz)	021 726367
Secretary.	Ian Harvey	55A Lochee Rd, Upper Riccarton. (harveyi@plantwise.co.nz)	348 8206
Treasurer.	Trevor Henderson	82 Rose St., Spreydon. (bigtrev@xtra.co.nz)	337 1091
Recording Officer	Gary Burrows	29A Sumnervale Drive, Sumner. (garyburrows@xtra.co.nz)	326 5425
R/C Power.	Graham Moffat	gmoffat@xtra.co.nz	341 5455
R/C Glider.	Ian Harvey	55A Lochee Rd, Upper Riccarton. (harveyi@plantwise.co.nz)	348 8206
Free Flight.	Dave Jackson	2 St Pauls Place, Burwood. (dave.jackson@paradise.net.nz)	960 2290
Vintage	Mark Venter	30 Manor Place, Bryndwr (mventer@xtra.co.nz)	351 6193
Indoor./ control line		Contact Bill Long for info	322 7202
Web Master	Mark Venter	30 Manor Place, Bryndwr (mventer@xtra.co.nz)	351 6193
"Torque" Editor	Gary Burrows	29A Sumnervale Drive, Sumner. (garyburrows@xtra.co.nz)	326 5425

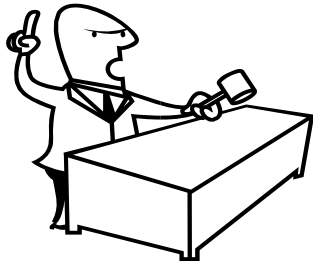
CHRISTCHURCH MODEL AERO CLUB (INC)

October 2013

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

The weather this past month has not been too bad with some good flying days mixed with the not so good between the calm and the Nor Wester's

One thing that has become apparent though is the excellent state of the RC power patch; this is due to the electric fence which is now a permanent fixture keeping the stock away, and the continuing mowing with our new mower through the efforts of Graham Moffat.

Graham is our RC Power Officer who looks after that side of the club interest but mowing etc is above and beyond the call of duty so thank you very much Graham.

What this all means is that we have had comments that we can be very proud of saying that the Christchurch Model Aero club is becoming one of the best in the country with our open site and facilities.

One of our life members Russell Philipp's has kindly filled in the pot holes at the front gate, once this has settled we may be able to add a little shingle as well to further firm up this area as it can become a quagmire in the winter. Thank you very much Russell for your efforts.

The committee is looking at a cleanup of the container so if anyone wishes to grab some magazines to take home, the deal is they don't come back. So grab a handful there is great reading in these magazines for all. *Happy Flying. Grahame Hart*



Our new addition to the power patch a trial design on a model preparation bench (still to be refined after consultation) The builder is Ivan Campbell (below) Good job Ivan. After refining the design we will make some more. Photos BGGG



Minutes of CMAC committee meeting, Thursday 10 October 2013, held at – 6B Middlepark Road, Upper Riccarton

Present: Grahame Hart, Ian Harvey, Gary Burrows, Mark Venter

Apologies: Dave Jackson, Trevor Henderson, Graham Moffatt

Minutes of last meeting: moved and carried (Grahame, Gary)

Business arising from last meeting: Ivan is making moves to get starting benches made; Russell has assured to get potholes at field entrance fixed in due course.

Correspondence in: - Resignation of Alex Hewson as soaring officer –accepted with regret but with understanding. From MFNZ – invoice for membership subs and latest CMAC membership list (to be circulated to all committee members by ICH). From Dave Griffin and Scott Chisholm to requesting to have the club field for the Southern Fling at the end of November for the Friday, Sat and the Sunday morning. All agreed to through appropriate Emails.

Correspondence out: To Alex re soaring officer post; to Andrew Palmer to post proficiency certificates and instructor / examiner ticket; to Brian Casey re MFNZ membership card.

Treasurer's report: Cheque book balance at \$3,035.56 and saving account at \$2,713.45. Recently paid: \$236.06 to State for insurance for the new mower. The cost of the new electric fence system for around the power flying area is to be paid at around \$700.00. Quite a saving made by Grahame obtaining suitable standards from Little River.

Section officers' reports:-

R/C glider: Lack of reports from recent events was mentioned. Thus, no information on state of the section, although there are some events pending.

Free Flight/Vintage: P30 flown in NW (3 competitors). Tomboy recently abandoned because of excessive wind. For all FF results see appropriate Torque section.

Pylon: Withdrawal symptoms from fliers from lack of flying. Some new models ready but weather has been against flying.

R/C Power: Normal crew out flying and some new fliers as well. The power site is in tip top condition and now just needs lots of fliers to enjoy it.

Website and Torque: Problem with lack of contributors in some area to both Torque and the web site. Web site is somewhat static with up-dated photos and reports / articles required. Mark V. feels that someone else may be able to do a better job than him. Members are to be solicited for a volunteer. There was discussion as to the purpose of the website – just a portal of information and contact OR a vibrant, up to date site reflecting the clubs recent and up-coming activities.

Other business: Ways of reducing the piles of modeller magazines in the container requires discussion and possible action.

Next rally / BBQ for 27th October. Last one was cancelled because of inclement weather but not well communicated. Grahame and Graeme will organise and free victuals for members will be reimbursed to organisers as required.

Meeting ended at 8:35pm; date of next meeting - second Thursday in November, same venue

- | | |
|--|---------------------------------|
| • Irish Medical Dictionary — “Cauterize” | == Made eye contact with her |
| • Irish Medical Dictionary — “Tumor” | == More than one |
| • Irish Medical Dictionary — “Impotent” | == Distinguished, well known |
| • Irish Medical Dictionary — “Bowel” | == A letter like A, E, I, O, U. |
| • Irish Medical Dictionary — “Coma” | == A punctuation mark |

DOWN AT THE POWER PATCH By Graham Moffat

Have not been doing much flying since the last report. We have some enhancements to the strip. We now have a club electric fence to keep the sheep out. This will make it much more pleasant in the pits and on the landing strip. If you are going to the power strip the easy way is now to go through the 2 gates as you come off the road and then go up the track on the left of the fence. The electric fence has a gate as you get close to the container. When you open the gate be careful the fence bites.

The end of the strip has been marked with High Visibility flags to help in avoiding the fence when landing.

The strip has been rolled to help flatten out the bumps and is in good condition.

Ivan has contributed his expertise to the club and we now have a Flight bench available to make it easier to assemble and prepare your plane for flight. The bench is at a good working height and reduces the strain on the back we will have more benches available shortly.

We have witnessed a number of maiden flights over the last week with very success. Grahame tested out his new ParkZone® VisionAire® with the AS3X® (Artificial Stabilization – 3-axis) System built into its AR635 receiver. The stabilizer certainly works very well and we look forward to Grahame entertaining use with some 3D demonstrations in the future.

For my own part I am still working on getting the Tucano back in the air but the work has been delayed with bathroom and laundry renovations which takes priority. Should be completed soon and I can get back to the model

See you at the Strip Graham

NOTE

Photos elsewhere in bulletin

POOPY PUPPY POOPER SCOOPER REPORTS

- Heard at the flying field, a comment by our resident Auzzie Paul Chis that he is going to have to trade in his granddad Suzuki Vitara for a people mover. My question, is that because he needs the space to transport his vast array of large models or is it there a need to transport the growing clan of siblings!!!
- I see we now have a new **“Holding Pen”** or is it the **“OK Coral”** for our stroppy R/C power people, please do not feed them from outside the electric fence as they may be contagious with that dreadful disease called “R/C power” (R/C Tomboys and Vintage R/C don’t fall into this category as they are flown by gentile ex Free Flighters of a older age vintage)
- Talking about stroppy modelers I thought that Ian Henry had a thing about certain models (Simplex) but an old Free Flighter of unknown vintage, was taking to task, two Tomboy enthusiasts on Sunday, about their antics, only to find out that he was the one out of step, as out of the 7 on the FF patch he was the only one who didn’t have a Tomboy!!!!
- Rumor has it that if you happen to be part of a group (leader Big T) training / building session at one of our esteemed members workshops (G H), there is a wind down session after, called “Slurp Slurp” I’ll bet that some of the “distressing fluids” (OR is that distilled fluids) will be consumed!!!!!! (are consumed if my informant is correct, contact Big T for info on how to attend one of these secret sessions)

OUR NEW ELECTRIC FENCE.

With the permission of our kind landlord our new fence is up and running with the fine effort of our president Grahame.

Grahame brought and installed the fence on the 5th (Saturday) October all by himself. The fence has a gate to it and using the BLUE handles it may be opened by unclipping them from the fence. Note, if you touch the wire you may get a shock!!!! So hold on to the handles. When leaving please ensure that the gate is reattached to the fence so that the farmer can access the normal gates without having to touch the electric fence. See photo



Photo BGGG



Photo Graham Moffat

A view looking down the strip towards the West

“Now all we need is landing lights and Automatic Landing System installed” and from what I have seen lately it certainly would be advantageous to a lot of us, at least we have the carrier catch nets at each end to prevent over runs!!

BGGG

Never put both feet in your mouth at the same time, because then you won't have a leg to stand on.

VENTER'S TWO BOBS WORTH

Nothing much to report on the Vintage side. My attendance out at the flying site has been rather limited this year to the odd Tomboy competitions but I did get out last weekend and managed to take a few photos.

This one of Bruce Weatherall with his Garicoupe. The wind was a bit variable but he still managed to put in three good flights.



Stew Morse doing some testing with glider with Lynn assisting to get it trimmed .



All Photos Mark Venter

Your Torque editor trying to get familiar with a over-weight Tomboy which at 16oz does not have a promising glide once out of fuel. Strange that! (Because the motor runs good and long it is high!!! BGGG) Maybe a bit of judicious lightening up is in order Gary. (Model was built by me for the late Arthur Kotoul and was built to stand Arthur's arrivals!!! BGGG)

My Tomboy in the background in between flights. I weighed it today and at 12oz it could also do with losing some weight but I don't really have much else to remove from it in the way of excess weight.



You know that when Colin Duthie turns up on the flying field there will always be entertainment and wonder on what's he going to do next!!

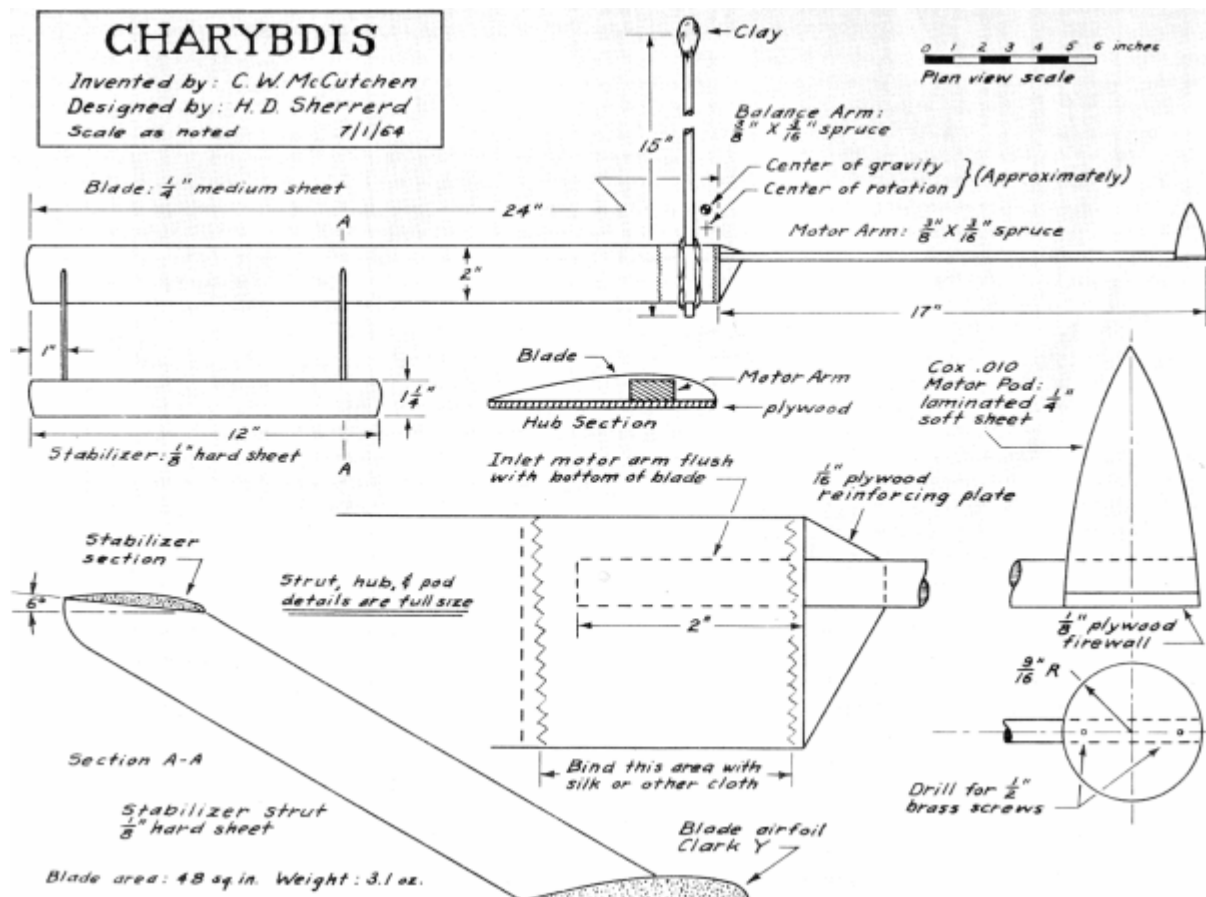
This contraption is a "Charybdis" and after lift off was seen heading down wind and high (to much fuel in the tank). Colin also is our resident autogiro expert.

You can see a video of it operating on the "Building Board" website or dial in "Charybdis model" into Goggle.

Colin has got it back !!!!



Waiting lift off



“The Statue of Liberty” watching the torch heading for the clouds, or is that Stew Morse’s P30 on its way, watched by “Dead Eye Dick” Rodway



Our president (watched by “Chopper Fry”) looking for his undercarriage — it was there when he took off !!!!

Very relaxed Ivan Campbell with “I forgot to do up my shoe laces “ Graham Moffat in the back ground.

Photos BGGG



**New member Don McGowan with his nice electric model. Would be ideal for some lazy park flying.
Photo Mark Venter**

“Clan Chisholm” seen at the flying field



“Hey granddad I have got baby Radian too, Dad’s Radian had a baby, can you please teach me about the “Birds and Bees”?? Certainly not a Virgin Australian under that cap!!!!



Photos BGGG



Baby’s bassinet below

We have competition Tomboy enthusiasts!!!!, There were 3 Radians on the field having a lot of fun with impromptu contests between Paul, Scott Chisholm and Andrew Palmer. They certainly handled the Norwest wind great and are cheap too.



F3J PHOTO PAGE

"The model's behind you Corry" FPV ?? Not F3J



Really laid back bunch at lunch — soaring is relaxing!!!!

Scott timing Alex on his way to a max.



At last, action with model in sight — Action man, Dave Griffin training for the Olympics discus



There must be something of interest up there!!!

L Dave Griffin, middle timer Andrew Palmer, R Scott, Back Alex



A Family Palmer bonding session in progress

All photos by Ian Harvey

PROPELLORS, A FOLLOW-ON from last months article....thru the eyes of Big T

How is the pitch described.....its the distance travelled per revolution of the propellor, a theoretical distance the blade would move through a non compressible fluid in one revolution- of course no propeller is 100% efficient and all propellers are being affected by outside influences, eg out of balance propellers, distorted/ chipped blades, failing engine, faulty glow plug, the list can be endless, and many other issues.

For my reckoning if you can attain 80% efficiency you are doing very well.

Lets call the distance travelled forward as 'd' and the circumference as $2\pi R$...R being the radius and π being 22/7.....the TANGENT value of the included angle is therefore described as $d/2\pi R$.

Why is basic knowledge so important?

If you are seeking high performance from your electric or your high performance model engine then knowing how a propeller works will enable you to understand your problem ahead.

Where do you measure the pitch, and what units- metric or imperial.....based on my previous control line team race experience of many years ago we always measured the pitch at 75% of the radius and that seemed to become the norm; and I still use the Imperial Units of measure. Why, because my pitch gauge is in that form of measurement- perhaps I am slow to change but my slow learning hasn't been to my detriment.....

You might ask why the 75%.....a quick calculation will indicate the air displaced by the outer 25% is similar to that of the inner 75%., the exact point should be two thirds the distance from the hub, but this does not allow for the fact that the hub has no pitch. This single measurement is more effective than might be imagined because the majority of work done by a propeller is accomplished near this point. If more detailed pitches are required (although not likely) then taking an average pitch at known 'station points' should be necessary using a simple protractor, or you could ask to borrow my pitch gauge and I'll give you a practical demonstration.

What does all this mean?

Once you have a knowledge of how to measure propellers then the next approach is to convert that into practical benefits.

If your engine is over revving then a marginal pitch increase from the 75% point outwards will load the engine, drop the revs slightly and hopefully give you more forward propulsion- commonly known as speed. And if you want your engine to last then dropping the revs for more forward speed will be advantageous.

Less revs of course means less noise although in many respects propeller noise can exceed combustion noise and that is a totally different subject.

However, the biggest gain can be got by playing with the airfoils from the 75% point back to the hub.....yes an interesting experiment that both John Turner and I played with prior to our racing in the World pylon champs Czech Republic in 2003. We changed some of my own produced carbon fibre propellers into typically a free flight cambered airfoil, yes they were under- cambered from the hub to the 75% point.....and yes it did produce the desired results.

Don't forget that a propeller is no more than a high revving/ spinning wing.



WANTED ~~DEAD OR~~ ALIVE
A REPLACEMENT FOR A NON PERFORMING CLUB
ASSET

**THE VACANCY HAS OCCURRED FOR THE POSITION
OF CLUB WEBSITE "WEB MASTER "
(THE OLD ONE HAS PASSED HIS USED BY DATE)
PLEASE CONTACT MARK VENTER FOR A SHOW AND
TELL SESSION ON HOW SIMPLE IT IS TO PERFORM
THIS TASK.
ALL OFFERS WILL BE THANKFULLY RECEIVED**

OCTOBER CLUB NIGHT was most interesting with Guest speaker Barry Lennox telling about his stunt (stint, your choice of spelling!!!! BGGG) in the US working on various electronic systems.

The clubroom is in great shape after the recent renovations so make a note in your diary of **OUR NEXT MEETING - 5TH NOVEMBER** which should be another good one.

Our guest speaker for November is Andrew Palmer who will kick off with a heli demonstration outside in the park after which he will continue inside with a brief talk on just how these models manage to stay in the air with all the maneuvers they get put through.

MARK VENTER

INDOOR MEETING FOR THE 13TH OCTOBER.

Event Hanger Rat.

Just the three of us were flying Kay being the best with a trouble free run. Nev had a new model that seemed to have very good potential, best I could see was that just one wing warp was out of place, changing to his old model consistency came to him. As I said Kay was going well in actual fact had she released the model from the right place, two three minute plus times were probable. I had one of those day's everything went wrong and after swapping parts of different models' I barely managed to get in some times. That being said these are the days that really teach you what is what and after that things just get better.

Results. KAY.- 7 MIN 35 SEC. BILL.- 4 MIN 17 SEC. NEV.- 3 MIN 47 SEC. (total of the best two times)

NEXT MEETING 10TH Nov. N.D.C. Open tissue. F.I.L.

Weather Station Phone Number

021 02943562

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

Saturday and Sunday 0700—1600hrs

CMAC WEB SITE <http://www.cmac.net.nz/>

EDITORIAL MANURE. # 110, MANY MORE TO COME

- It is with regret that I have to report that Alex Hewson has had to relinquish the post of soaring officer due to work and family commitments. Thanks for your efforts Alex, as we, who have gone thru the rigors of establishing home and family, understand the stresses that this causes. Something has to give and unfortunately it is our hobby, not to say that we do not still carry on but at a severely lowered level of activity until the day comes when we can indulge to our hearts content. Then the rigor of committee participation will return. That is normally why there are a lot of older people on the committee, they have more time.
- A plea from me to all you competitors who attend flying sessions —— if you have photos please send them to me, and if you are able to, a small report would be appreciated. This is why the bulletin has the content that it does because I write up what I see when I'm in attendance. You never know you may have a hidden writing talent!!!!
- I know that the weather has not been the best of late so it is my sincere hope that there will be more action on the flying field, both in competition, and fly for fun in all disciplines of our hobby. Come on chaps we do like to see you enjoying yourselves. (I can get more photos !!!BGGG)
- Our “Garage sale expert” AKA our president Grahame is not one to miss a bargain even when his is on official work business, our new electric fence and therefore the club finances are the beneficiaries of him doing a deal on electric fence standards with some English farmer returning back to the old country. The deal was about 70 standards worth \$490 retail for the measly out going of about \$60 and so we have a excellent fence due to our astute leader.
Well done !!!!!

• **MY CUP RUNNETH OVER, PHOTOS EVERYWHERE**
BGGG

More of the good stuff for the women who read this bulletin

- Men are all the same —— they have different faces, so you can tell them apart.
- Women don't make fools of men —— most of them are the “do it yourself” types.
- The children of Israel wandered around the desert for 40 years. Even in biblical times, men wouldn't ask directions.
- Remember a sense of humor does not mean that you tell him jokes, it means that you laugh at his.
- Sadly, all men are created equal!!! (not aero modelers though, BGGG)

2-Nov-13	Saturday AM 0900-1200hrs	SOARING	211	NDC	CLUB	FAI (F3K) Discus Launch Glider Tasks b,d,g,h.only (Total raw scores)	Willows
2-Nov-13	Saturday AM 0900-1200hrs	SOARING	212	NDC	CLUB	Altitude Limited Electric	Willows
2-Nov-13	Saturday AM 0900-1200hrs	SOARING	213	NDC	CLUB	2 Metre (class H)	Willows
2-Nov-13	Saturday PM 1300-1600hrs					SPARE	Willows
3-Nov-13	Sunday AM 0900-1200hrs	F/F	198	NDC	CLUB	A/1 Glider (FAI Class F1H)	Willows
3-Nov-13	Sunday AM 0900-1200hrs	VINTAGE	216	NDC	CLUB	Vintage RC IC Precision	Willows
3-Nov-13	Sunday AM 0900-1200hrs	VINTAGE	217	NDC	CLUB	Vintage RC 1/2 E Texaco	Willows
3-Nov-13	Sunday AM 0900-1200hrs	VINTAGE	218	NDC	CLUB	Vintage RC E Texaco	Willows
3-Nov-13	Sunday AM 0900-1200hrs	VINTAGE	219	NDC	CLUB	Vintage RC Electric Rubber	Willows
3-Nov-13	Sunday PM 1300-1600hrs					SPARE	Willows
5-Nov-13	Tuesday 1900—2100 hrs					CLUB NIGHT	Condell ave
9-Nov-13	Saturday AM 0900-1200hrs					SPARE	Willows
9-Nov-13	Saturday PM 1300-1600hrs					SPARE	Willows
10-Nov-13	Sunday AM 0900-1200hrs	F/F	199	NDC	CLUB	Cranfield Classic	Willows
10-Nov-13	Sunday AM 0900-1200hrs	F/F	201	NDC	CLUB	Kiwi Power	Willows
10-Nov-13	Sunday AM 0900-1200hrs	F/F	202	NDC	CLUB	Payload (Class C)	Willows
10-Nov-13	Sunday PM 1300-1600hrs					SPARE	Willows
10-Nov-13	Sunday PM 1300-1500hrs	INDOOR	200	NDC	CLUB	FAI Class F1L	Templeton
10-Nov-13	Sunday PM 1300-1500hrs	INDOOR	203	NDC	CLUB	Fuselage	Templeton
10-Nov-13	Sunday PM 1300-1500hrs	INDOOR	204	NDC	CLUB	Open Tissue	Templeton
16-Nov-13	Saturday AM 0900-1200hrs					SPARE	Willows
16-Nov-13	Sunday PM 1300-1600hrs					SPARE	Willows
17-Nov-13	Sunday AM 0900-1200hrs	F/F	205	NDC	CLUB	Open Glider	Willows
17-Nov-13	Sunday AM 0900-1200hrs	VINTAGE	214	NDC	CLUB	Vintage FF Glider Duration	Willows
17-Nov-13	Sunday AM 0900-1200hrs	VINTAGE	215	NDC	CLUB	Classic FF Glider Duration	Willows
17-Nov-13	Sunday PM 1300-1600hrs					SPARE	Willows
23-Nov-13	Saturday AM 0900-1200hrs					SPARE	Willows
23-Nov-13	Saturday PM 1300-1600hrs	PYLON	206	NDC	CLUB	Quickie 500 Sport Pylon	Willows
23-Nov-13	Saturday PM 1300-1600hrs	PYLON	207	NDC	CLUB	Quickie 500 Expert Pylon	Willows
23-Nov-13	Saturday PM 1300-1600hrs	PYLON	208	NDC	CLUB	FAI Pylon (F3D)	Willows
23-Nov-13	Saturday PM 1300-1600hrs	PYLON	209	NDC	CLUB	Intermediate Pylon	Willows
23-Nov-13	Saturday PM 1300-1600hrs	PYLON	210	NDC	CLUB	Sportsman Pylon	Willows
24-Nov-13	Sunday AM 0900-1200hrs	R/C POWER			CLUB	TOMBOY 36 and 48 R/C	Willows
24-Nov-13	Sunday AM 0900-1200hrs			NDC	CLUB	Club Rally day, cancelled events and NDC final day for month	Willows
24-Nov-13	Sunday AM 0900-1200hrs	ELECTRIC			CLUB	Club Electric X5J Extreme	Willows
24-Nov-13	Sunday PM 1300-1600hrs					SPARE	Willows
30-Nov-13	Saturday AM 0900-1200hrs					SPARE	Willows
30-Nov-13	Saturday PM 1300-1600hrs					SPARE	Willows

- Technology is dominated by those who manage what they do not understand.
- The attention span of a computer is only as long as its electrical cord (written before introduction of wireless)
- Irish Medical Dictionary — “Cat Scan” == Searching for Kitty