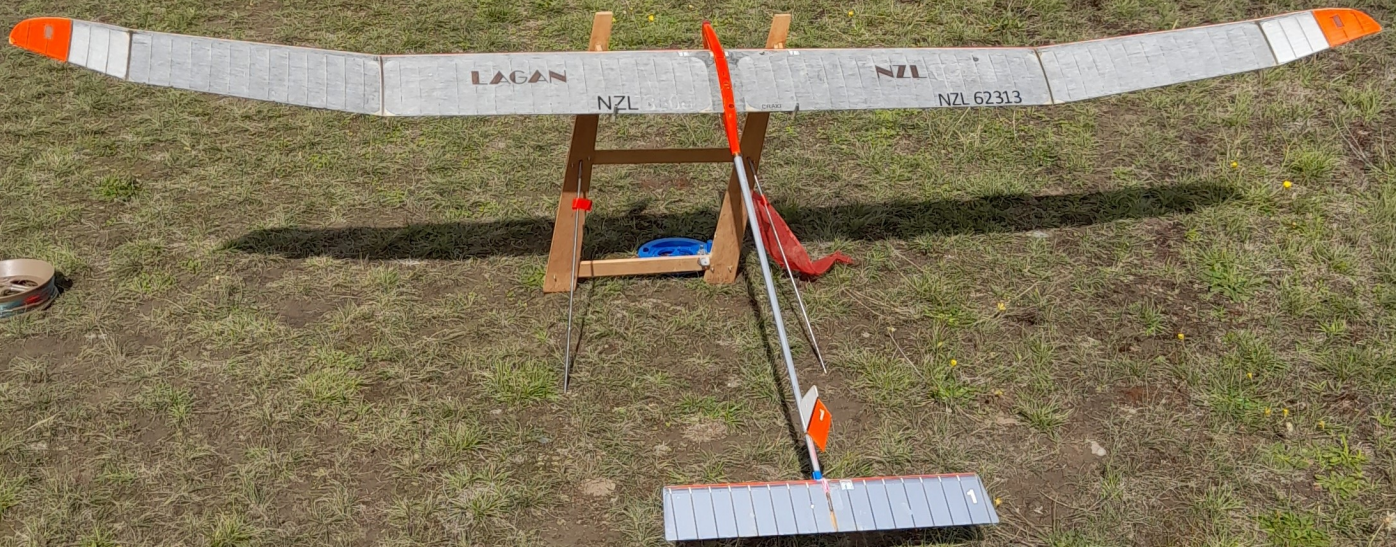


# TORQUE

Official bulletin of the  
Christchurch Model  
Aero Club Inc.



May 2025





Web site: <http://cmac.net.nz>

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**Frontispiece:** *Craig King about to launch his F1a in the open glider event. Photo by Lynn Rodway*

**NOTE:** *The opinions expressed in this bulletin are not necessarily those of the CMAC committee.*

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**Prez Sez:** We may well be in for a wet winter although we have had a few nice autumn days with light winds for flying recently but as I write this it's pouring with rain.

So what are you all building in your sheds and garages? Do you have new models you are building or repairs to existing models? Take some photos and send them to the Editor with your latest efforts. I have included a picture of my latest project. My Agwagon was flying along and just fell out of the sky! I don't know why, but a fair bit of repair work will be required.

The field is looking great and very green due to the wet weather. It is still growing and keeping Graham Moffat busy but should slow down after a few frosts. The next job will be to organise another working bee for another load of shingle on the track but will keep you posted once we have a date organised. It is hard work but it is making a big difference.

*Grahame "Haart" CMAC President*





# Soaring News

Allan Knox and Ian Harvey  
report



**Above:** Keith Elliott releases Dave Griffin's Maxa into the glaring morning sun at Tai Tapu. Peter France is ready to start the time once the model was free of the winch line.

**Left:** Dave makes an approach to the spot after his nominated target time was about to expire in this NDC 2,4,6,8,10 min. duration event. He flew the event in reverse order.

**Below:** With no motor or prop up front, these models are designed for this style of "arrival". Fortunately the soil was moist and soft!

See results table for how well he performed in the NDC event





Radian April 24			Round 1				Round 2				Round 3			
	Pilot	Total	Min	Sec	Ldg	R1	Min	Sec	Ldg	R2	Min	Sec	Ldg	R3
1	Ian Harvey	1408	7	0	50	470	7	0	50	470	6	58	50	468
2	Allan Knox	1405	7	1	50	469	7	2	50	468	7	2	50	468
3	Peter France	1374	6	48	50	458	7	1	50	471	7	0	25	445
4	Keith Elliott	1172	7	0	50	470	6	6	25	391	4	46	25	311
5	Anton Nikoloff	1139	6	51	0	411	4	34	50	324	6	19	50	404
6	Stu Grant	633	2	42	25	187	4	21	0	261	3	5	0	185



*Stu Grant's Radian has a distinctive under-wing zebra pattern*



*Dave pilots his Maxa while Peter keeps time*

April F5J			Round 1					Round 2					Round 3					Round 4				
	Pilot	Total	Min	Sec	Ht	Ldg	R1	Min	Sec	Ht	Ldg	R1	Min	Sec	Ht	Ldg	R3	Min	Sec	Ht	Ldg	R4
1	P France	<b>2315</b>	9	57	166	50	564	9	59	118	45	585	9	58	85	40	596	9	57	154	50	570
2	A Nikoloff	<b>1985</b>	9	56	202	35	525	9	55	175	45	553	9	58	206	40	520	6	57	150	45	387
3	D Griffin	<b>1728</b>	9	59	175	35	547	8	24	159	45	470	7	43	155	35	421	5	34	185	50	292
4	K Elliott	<b>1421</b>	7	30	153	25	399	6	6	144	35	329	4	51	143	40	255	8	0	193	50	434
5	A Knox	<b>1419</b>	8	48	189	50	484	3	5	143	45	159	9	57	201	50	544	4	32	169	45	233

### Thermal J

Apr-25		2 Min Flt				4 Min Flt				6 Min Flt				8 Min Flt				10 Min Flt			
Competitor	Total	min	sec	Ldg	t	min	sec	Ldg	t	min	sec	Ldg	t	min	sec	Ldg	t	min	sec	Ldg	t
Dave Griffin	<b>2269</b>	2	0	94	214	3	59	96	335	5	56	94	450	7	59	95	574	9	58	98	696
Allan Knox	<b>2209</b>	2	2	85	203	3	58	75	313	5	58	80	438	8	1	93	572	10	7	90	683
Keith Elliott	<b>2016</b>	2	0	80	200	3	53	0	233	4	18	95	353	8	7	85	558	9	57	75	672
Ian Harvey	<b>1901</b>	1	58	65	183	4	1	97	336	6	2	95	453	7	58	90	568	4	41	80	361
Stu Grant	<b>282</b>				0	3	57	45	282				0				0				0



*Keith launches is OD model into the sun at Tai Tapu. Peter, on the watch*



# Blenheim Aerotow

11-14 April 2025

Words and photos by Peter France

The Blenheim aerotow is world famous for stunning weather in a great location. This year lived up to our high expectations with fine warm days and light winds for four days straight. Over a dozen flyers enjoyed the event, from the deep south through to some overseas visitors from the North Island. Many thanks to Peter Deacon for organising a most enjoyable event. Here are some random photos and commentary for the enjoyment of those who were not able to attend.

To my knowledge there was no carnage, with all models and pilots returning in one piece, with only minor adjustments scheduled in the workshop before the next aerotow in Darfield 10-11 May.



***A pilot, who shall remain anonymous, lands at a creative angle. All passengers disembarked unharmed.***

The author did provide some entertainment towards the end of Sunday. While flying my electrified Snipe (1.5m F5K model), I lost orientation at distance, managing to land in the next paddock. I jumped the fence but then realised the cattle in that paddock were in fact not cows, and beat a hasty retreat, thinking that a vehicular retrieval would be more prudent. My car has a ground clearance manifestly unsuitable for the long grass in that paddock, so Ken McMillan kindly offered me a ride in his serious 4WD. A small catch was that he had removed his front seat and the vehicle was full of gliders. So I hitched a ride on the running boards. We located the errant glider not far from the bulls and retreated before the leader of the pack got too interested. Thankfully no photographic evidence was recorded.



***Greg Clarkson's tug is powered by 54 cells at 5Ah, the battery weighing 4kg. Plenty of pulling power!***





***Sam Laidlaw's ASW28 touches down.***



***Left: Graeme Rose flies a glider with very stubby wings and four props. Above: His other glider touches down. Below: Peter France's Fox lurks in the grass.***



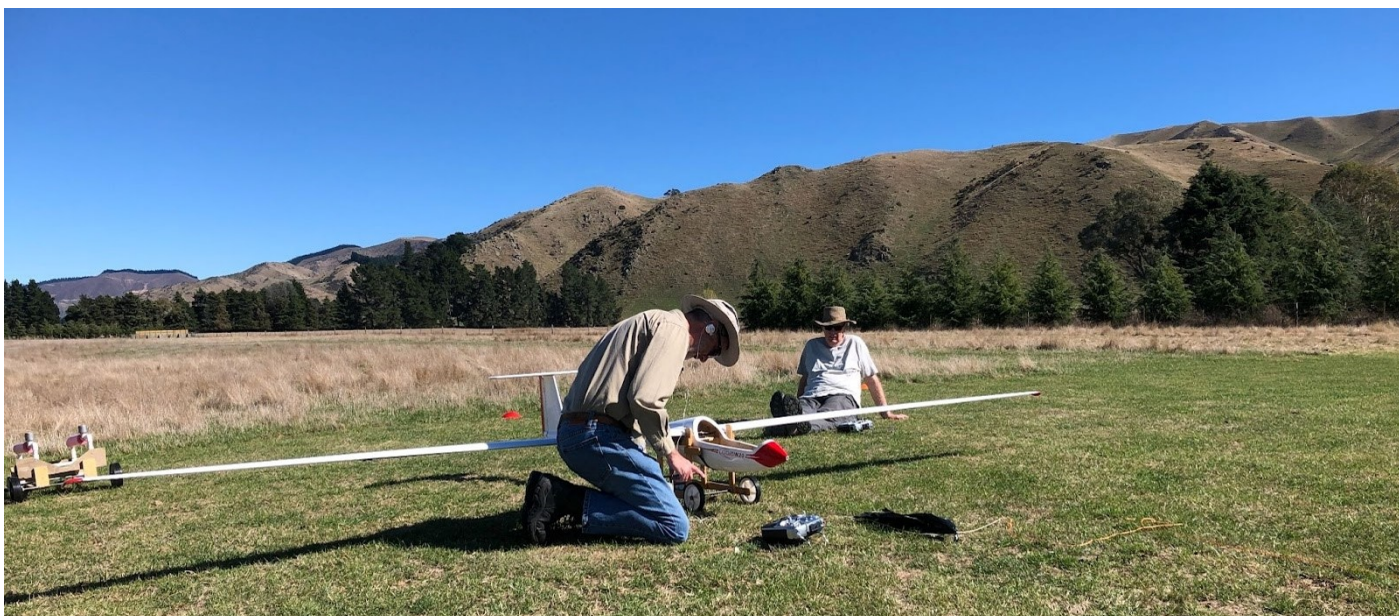




***Peter van Tuel's KA6e pilot waits patiently as he has a lunch break***



***On take-off it was important to aim for the gap in the trees.***



***Doctor Bevan Allan takes the pulse of his ASW20, while Greg waits patiently.***





***Peter Deacon, the main instigator of the weekend, likes his big models, like the giant cub, above, that has recently been certified by Allan Knox. Below is his 1/3 scale 6m AS31, that was constructed by Neil Moss.***





I've run quite a few half-marathons but never made a podium finish (well, apart from a second in my age group, but that is another story). I don't regard the events as races, and I don't enter to win. Instead, I use the necessary training as a way of maintaining my fitness, and also (and importantly) because I enjoy it. I have the same sort of attitude towards life in general. I set my own goals and work towards them. There will always be someone who can do something better, faster, higher, but I get satisfaction from achieving my own targets. I have a real admiration for those in the club who achieve so well in competitions, both national and international, but that is just not for me.

I look at the hobby this way; it needs mechanical and electrical skills, and in the case of FPV, some electronic and software ability. It requires piloting talents, and it provides a great social environment. But of course we all do it for the pleasure of flying a model aircraft. I reckon I get another level of endorphins from flying FPV, but since I seem to be the only member of CMAC to fly this mode on fixed wing, there is not much scope for competition anyway.

My first successful FPV flights were with a Bixler 3. It was such a major learning curve that I was not much bothered by the performance of the plane. The next model was a 2m Volantex Phoenix, which had only modest gliding ability, and was further compromised by a clutter of camera and antenna. But the Phoenix first showed that it might be possible to catch thermal lift. I had previously thought that you would need to see the model in order to use thermals, but I found that if I kept a close eye on the on-screen altimeter, rather than the variometer, it was possible to find and follow lift. And so the flight durations began to increase.

The Phoenix needs about 60 watts to maintain level flight in still air (a rare commodity in Canterbury). With a 25% reserve for landing go-around, the 3s 2200mAh battery would give a theoretical 30 minutes of flight time. Subtract the time on the ground before launch, the high battery drain on climb-out, and real batteries, and 20-something minutes would be realistic. With the ability to find lift I began to record longer flights, sometimes up to 30 minutes, depending on the conditions.

One morning early this April the conditions were pretty much to begin with. I have absolutely no ability to spot thermal activity from ground level, but as the morning progressed the conditions were changing, so I decided on a flight. After a climb to about 200m the air seemed rather flat, until serendipitously I ran into lift and managed to stay with it for some time. The flight time was healthy, so I deliberately tried to stay aloft until the 30 minute mark. And you know how it is – once you get to one mark, you start thinking about the next one. So it was that, with increasing amounts of thermal activity, 45 minutes came and went.

Finally I saw the magic “60:00” on the timer, and decided that it was time to land while there was still fuel in the tank. The launch to landing time of 61:25 was a personal best. It is not important to me that other people have recorded much longer flights. I enjoyed every minute of my flight, and it just happened to be a long one.

Later on, I was looking for a particular YouTube video when I came across a 10 hour flight by some dude in the US.<sup>(1)</sup> Rather than using thermals, this guy employed the brute force approach of fitting in as big a battery as possible. Remarkably, he took a 2.4m Volantex Phoenix, weighing about 1.2 kg, and managed to cram in a 4s 50,000 mAh battery that weighed 2.85 kg. It is surprising that it flew at all with such a payload. For comparison, my 2m Phoenix carries a 170 gm battery. And so, over a flat field, this fellow flew for 10 hours 45 minutes, round and round and round... 🤔

He probably set a record for flight duration, and I do admire his persistence, but was it fun? For myself, I flew a PB duration, and I enjoyed every minute of it. It was a happy hour.

(1) <https://www.youtube.com/watch?v=HGZC-cvYcb8&t=15s>

**Ed. note:** I've often thought that a great attempt at a record would be slope distance out and back along the foreshore dunes from South New Brighton to Amberley beach. It's about 40km and in a good nor-easterly there is great lift all the way along the beach. The only problem is getting the Tx controller across the Waimakariri and Ashley river mouths. Using a couple of quad bike for transport would be ideal, and a boat at each of the rivers to transport the pilot across. I guess I can dream.....





*On the hour, John Dew decided to make for home. There appeared to be still 24% of battery power remaining, but there was a real chance that he was due for his afternoon nap.*

## Free Flight Report

- from Lynn Rodway

Excellent day and a good turnout of Bods. Wind velocity was very low and the direction moved around the compass which may have indicated some thermals were about.

### Open Glider

Craig King 180, 180, 180, 260 = 800

Allan Knox 180, 180, 150. = 510

### CLG

Allan 43,43,32,42,41 37 = 238

Lynn 37,40,35,38,39,32 = 221

Craig 26,26,26,48,42,44 = 212

John 14,16,24,28,24,29 = 135

### HLG

Craig 19,24,26,24,27,24 = 144

Allan 29,17,16,16,17,20 = 115

### P30

John 102, 120, 81. = 303

Lynn 65, 70, 85. = 220

### Open Rubber

John 112, 86, 157 = 355

### Vintage/ Nostalgia small power

Lynn 52, 26, 83 + 3x9 = 188

(1941 Playboy senior replica)



# VINTAGE REPORT

From Allan Knox

We have made some more progress on the vintage model refurb program this month. Ken McMillan is the first to get his in the air and reports that the New Ruler flies beautifully. It certainly looks great and very period in its tissue finishes, much of which is original. Ken will be able to fly Precision, Duration and E Texaco with this machine. Ken poses with the model—**right**, which is a Henry Struck design from 1940.



***Above: Old plastic cowl prepared as a mould to glass over. Mounting on a stand helps a lot with handling.***

fibre glass to produce a strong light replacement. It will be flying soon as a Vintage Electric Duration model.

The Comet Clipper I'm working on is about ready to recover after wing work adding carbon tubes and joiners plus sundry repairs. The tailplane and fin now have control surfaces and servos imbedded for very direct controls. These all bolt on now too. I had to make a new engine cowl as the nice old plastic one looked good but too brittle. Old age I expect. I used the old one as a male mould with apertures taped over then waxed and paint with PVA parting agent. After that it was just 4 layers of



***Left: The Clipper ready to cover. The big 72 inch wing is a thing of beauty***

On the vintage SIG front we are working to reduce the number of RC classes as well as simplifying the rules a bit. It should mean you can cover all classes with fewer models in a rationalised fleet.



Geoff Pullen has the 3<sup>rd</sup> aircraft and tells me he has just bought a Saito 4 stroke for it. I look forward to seeing it fly Geoff.

Speaking of Geoff, he has been flying a delightful rubber biplane lately (**see below**). It's a ladybird design same as his father built 60 years ago Geoff tells me so he wanted to recreate the model. The nice thing is that it has his Dad's original hand carved prop and nose block too.



Finally, yes we did fly some NDC contests this month. I tend to fly all classes but often it's just me. This time though we had Stu and Lynn keeping me company. Stu had a very effective ex-Paul Lagan Lanzo RC1 from way back in 1934. The RC 1 was actually designed as a very, very early RC model. It is a very good choice for any vintage class (**see details over**). Lynn flew his new Playboy. Both used PAW 1.5cc BBRC motors so were super economical and long running. I can imagine both will max out the Tex A class in due course.

Vintage A Texaco	Vintage 1/2E Texaco	Vintage E Texaco
Allan Knox lancer age bonus 12	Allan Knox MG2 1936 age bonus 14	Allan Knox Five Foot Gas 1937 age bonus 13
Flt1 620 max, Flt2 620 max, Flt3 600 = 1840	Flt1 822, Flt2 996 = 1818	Flt1 773, Flt2 813 = 1586
Stu Grant RC1 age bonus 16	Lynn Rodway Miss Fortune X 1936 age bonus 14	
Flt1 567, Flt2 600, Flt3 620 max =1787	Flt1 540, Flt2 599 = 1139	
Lynn Rodway Playboy age bonus 10		
Flt1 335, Flt2 600, flt3 600 = 1535		



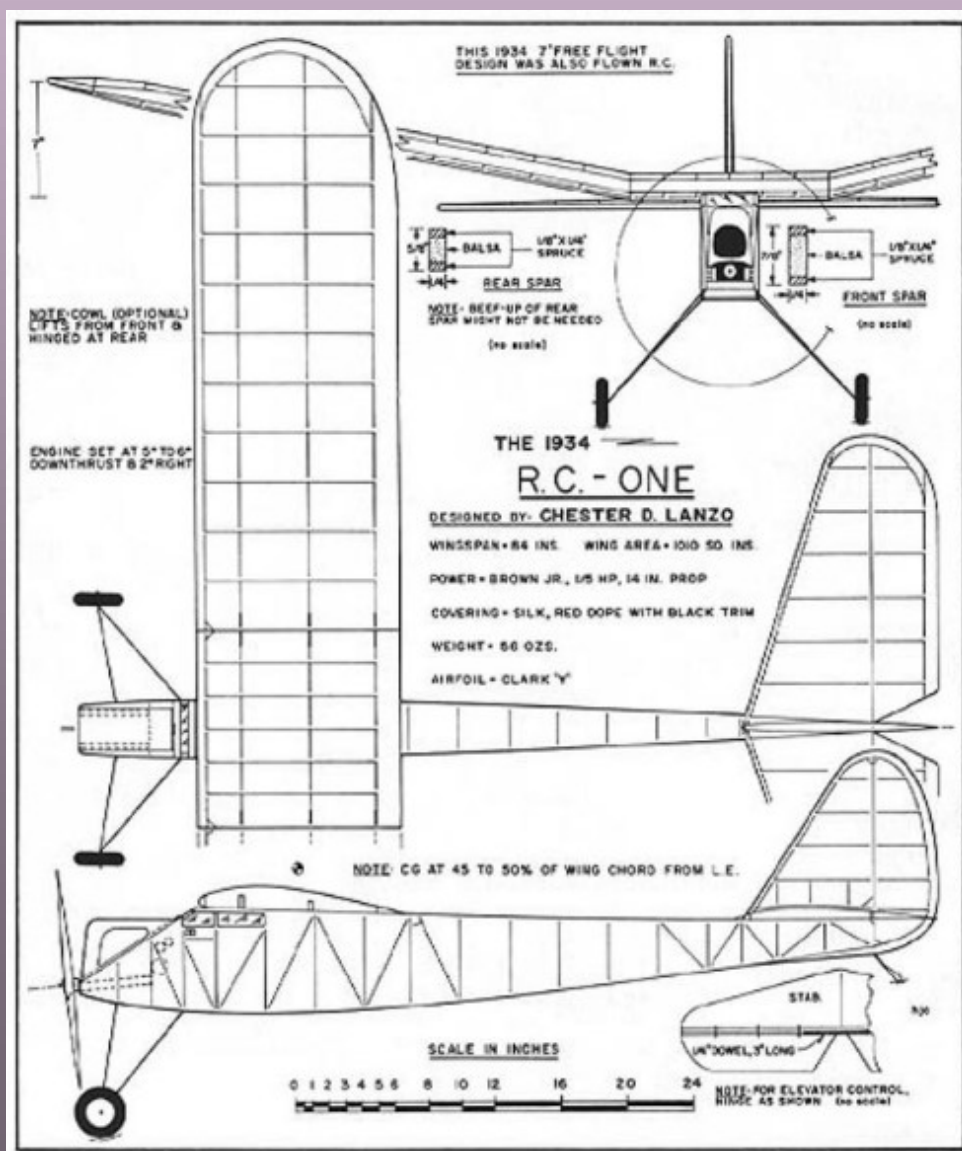
## More Vintage:

Chester D. Lanzo's R.C.-One is a fine old RC Vintage Design from way back in 1934. The original was 84 inch span but RC1s are brilliant at any scale. There are plans on Outer Zone for the model and plenty of short kits about.

Right is my friend, Terry Beaumont with his R.C.1 at this year's Nats. with Kevin ready to time. This one is full size.

Below, the plans show the R.C.-One; one of which was flown by Stu Grant in A Texaco this month.

## Allan Knox







**ANZAC day at the strip.** We had a good turn out on ANZAC day. It was a beautiful day with light winds and clear skies. It was a combination of the Fair Weather Flyers and being a public holiday that allowed more people to avail themselves of the great conditions. Photo—Graham Moffat



**30th March**



**27th April**

Good turnout for this event which is nice to see. Too bad the wind did not play ball; shifting to all points on the compass and ending up quite strong from the SW. Only one brave soul managed to get all three flights in and this was Stu Grant flying both electric and IC 48" versions.

Note that \* indicates a spot landing bonus of 20 was achieved.

Allan	469	324	=	793	( 36" IC and E )
Keith	337*	334*	=	711	( 36" E )
Lynn	382*	249	=	651	( 48" IC )
Stu	251	119	219*	=	609 ( 48" IC and E )
John	303*		=	323	( 48" IC )
Geoff	164		=	164	( 48" IC )

Initially this started off as a windy NW morning however by about 10.00 the wind was showing signs of dying off and eventually it turned out a very pleasant morning. There was another good turnout of competitors and with a bit of help from Allan with engine tuning. Geoff had his 09 PAW running on the smell of an oily rag which is witnessed by the results.

The \* indicates a landing bonus of 20 has been included in the score.

Geoff	663, 429, 764	=	1856	( IC )
Allan	540*591*550*	=	1681	( E )
Lynn	489*435*684	=	1608	( IC )
John	364, 411, 519*	=	1294	( IC )
Keith	322*383*352	=	1057	( E )
Stu. G	439, 377* -	=	816	( E )



May/25	124	VINT	FF Vintage Precision
May/25	125	VINT	FF Vintage Power Duration
May/25	126	VINT	FF Nostalgia Rubber Duration
May/25	127	VINT	RC Vintage and Classical Scale Texaco
May/25	128	VINT	RC Vintage Precision
May/25	129	VINT	RC Classical Precision
May/25	130	VINT	RC Vintage Open Texaco
May/25	233	FF	Open Rubber
May/25	234	FF	1/2A Power
May/25	235	FF	Kiwi Power
May/25	236	FF	Open Glider
May/25	237	FF	FAI F1L Indoor Rubber
May/25	238	FF	Coupe d'Hiver
May/25	415	SOAR	Thermal D (F500)
May/25	416	SOAR	Class R, eRES 2M
May/25	417	SOAR	ALES 123 Class N
May/25	418	SOAR	NZ F5K CLASS Q, 4 Rounds (Total Raw Scores )
May/25	510	PYLON	FAI F3D
May/25	511	PYLON	FAI F3T
May/25	512	PYLON	FAI F3R
May/25	513	PYLON	Q500 sport
May/25	514	PYLON	FAI F3E

## NDC contests for May 2025

Note: Ian Harvey is looking after  
soaring contests this month

# Darfield Soaring Weekend

Sat and Sun -May 10<sup>th</sup> and 11<sup>th</sup>



- All types of sailplanes welcome
- Overnight camping / caravanning/motorhoming.
- Toilets on field + showers available
- MFNZ members only to fly (spectators welcome)
- Mown runway

CONTACT for DETAILS:

David Griffin

david@griffin.org.nz

027352595

LOCATION: Turn right onto Creyke Road (north) off SH73