

TORQUE



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Official Bulletin of the Christchurch Model Aero Club Inc.



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Frontispiece: *Not a flying model, but a 1/72 scale Airfix model of the BAC TSR2. The book makes great reading, although the detail is very extensive. (Editor)*

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

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Prez Sez (from abroad!)

It has been a whirlwind few weeks. We arrived in Washington and visited all of the sights, had a cup of tea with Trumpy at the White House and visited the Air and Space museum amongst other attractions.

Then we flew to Athens via Frankfurt and had a couple of days in Athens where we saw the Acropolis etc. Then we took a ferry to the Greek Island of Paros - very relaxing. Then it was back to Athens and joined the cruise. We loved cruising with everything laid on but I became ill with acute bronchitis and had to visit the ships medic. I was put on oxygen, had blood tests and put on a drip etc. I left with very strong meds and a bill of US\$3500. Thank goodness for travel insurance.

We then did excursions in Rome, Tuscany, Monte Carlo, Marseille and Barcelona.

We spent a few days in Barcelona and then took the fast train to Paris. We spent 5 days there and as I write this Elaine and I are at Charles de Gaulle Airport waiting to fly to Inverness Scotland for the next part of the trip. We will be hiring a rental car in Inverness and driving around the Scottish Highlands for 6 days and then to London for a week and then we fly home.

Although I was in France 23 years ago, everything in Europe has changed so much and has become so busy with tourists. You need to learn to stand in line and if you don't pre book tickets to the main attractions in advance then you are out of luck.

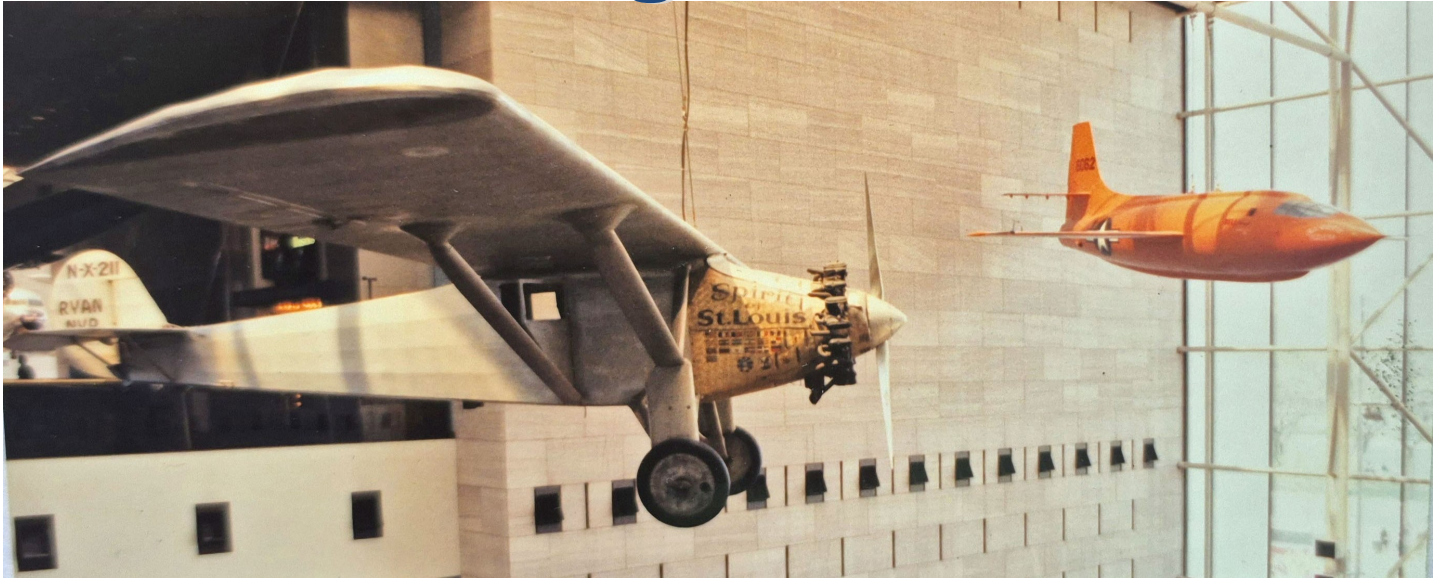
We have had fantastic weather with temperatures in the high 20s to 30 degrees but Scotland will be colder.

I hope all is going well with the club and I look forward to returning to flying again, having a coffee and telling a few lies



See you soon; happy Flying - **Grahame Hart**

Historical Page - an Editorial Effort



Grahame Hart records that he visited the Smithsonian Air and Space Museum in Washington DC in his world travels, but has not furnished any photographic evidence of such a visit. So, here is photo proving that the editor did in fact visit the site in 1992. David Griffin has a large photograph of the orange plane on the wall of his home office. Some of you will probably know why! I had the bizarre experience of meeting and talking with broadcaster Jude Dobson at the museum while viewing the Apollo Moon lander training module. Her Kiwi accent while talking to her children was a give-away.



The above photographs were found in a slide collection thought long lost. The two above are of Stu Grant and Trevor Henderson were taken in December 1995 at a Christmas BBQ out at Stott's farm in Aylesbury.

Left is copied from a slide with the label—" NZMAA Nationals, Christchurch 1996—inaugural F3J event" Left is Ray Colville with what appears to be a "Legend; Angus McDonald with his own design "Condor Vee", Ian Harvey with his Airtronics "Peregrine" and then Chris Kaiser with what appears to be a possible 2m Spirit.

The BAC TSR2 saga has fosters ongoing debate. Political and engineering intrigue abounds in regards to its demise. Some ask “What could have been?”; Others opine —“It was an expensive white elephant”, while others contend that much of the technology was valuable in the development of the Tornado II. Whatever, it was a very interesting aircraft, and it is fortunate for plane buffs that two are still extant at Cosford and Duxford.

Main photo—ex the Web; Lower photos—Ian Harvey



BAC TSR2—Left: Cosford (2012); Right: Duxford (1990) Frontispiece model—XR222.

Soaring News

Saturday, the 14th of June saw a goodly number of soaring pilots make it out to the Willows for some great mid-winter thermal flying. In Radian (Class P), Ian and Keith went flight for flight with some good scores being posted. With the wind out of the North West, launching into the sun was not an issue. Meanwhile, several others flew ALES200 (Class M) and while some were able to achieve the desired 10 minute max, others found the lift elusive and 6—7 minute flights resulted. Keith flew his Radian in this event and achieved two commendable max flights. With Ian crashing his beautiful NAN Q4 while practicing F5J flights a couple of weeks beforehand (it fell out of the sky on the down-wind landing approach) , he was forced to revert to his 25 year old Electric Supra that he hadn't put together for a year or so. But having run out of time on the Saturday, he and Geoff Lilley snuck in ALES200 and Radian flights on the last day of the month . In cool, light wind conditions, Geoff flew consistently in Radian and Ian found the old Supra still had legs and posted a couple of half decent scores. They are pictured below in the dying afternoon light at the Willows - making for great photography.



ALES 200

Jun-25		Round 1				Round 2				Round 3				Round 4			
Pilot	Total	Min	Sec	Lndg	t1	Min	Sec	Lndg	t2	Min	Sec	Lndg	t3	Min	Sec	Lndg	t4
Anton Nikoloff	2447	8	26	25	531	9	54	25	619	9	58	50	648	10	1	50	649
Ian Harvey	2215	10	2	45	643	5	44	45	389	10	0	45	645	8	58	0	538
Allan Knox	2101	5	14	40	354	7	28	50	498	10	4	40	636	10	2	15	613
Keith Elliott	2078	6	12	45	417	9	59	20	619	9	58	35	633	6	24	25	409
Geoff Lilley	1893	9	27	25	592	7	36	25	481	7	20	25	465	5	30	25	355
Ken McMillan	1851	8	54	45	579	7	19	0	439	6	24	40	424	5	59	50	409
Peter France	1804	7	24	40	484	9	59	30	629	10	0	50	650	0	21	20	41

RADIAN Class P

June - 25	Rnd 1				Rnd 2				Rnd 3				
Pilot	Min	Sec	Lndg	t1	Min	Sec	Lndg	t2	Min	Sec	Lndg	t3	TOTAL
Ian Harvey	7	3	25	442	7	6	50	464	6	17	50	427	1333
Keith Elliott	6	0	50	410	6	59	25	444	7	5	50	465	1319
Allan Knox	6	11	0	371	5	29	50	379	7	2	50	468	1218
Geoff Lilley	5	36	50	386	5	21	25	346	5	27	50	377	1109

F3K	Jun-25								
	Task	B		D		G		H	
Pilot	TOTAL	Last 2 flgts; 4 m	t	1 flgt only	t	5 x 2min flgts	t	1,2,3,4 min	t
Ken MacMillan	1157.3	1.27; 1.47	194.3	1.08	68	2.00; 1.27; 1.53; 1.31; 1.11	482.9	1.44; 2.24; 1.43; 60	412.1
Allan Knox	1093.8	1.09; 3.18	267.7	1.12	72	1.26; 2.02; 1.08; 1.03; 1.05	403	1.29; 1.44; 1.24; 1.38	351.1

Ken and Allan get their respective shoulders rotating as they launch into the F3K event.



A cool, crisp winter's morning at the Willows—Allan Knox photo

Vintage Report

June report from Allan Knox

Ken McMillan flew his first vintage contest this month with his refurbished New Ruler **(below)** converted to Electric and modern RC gear. It is a revelation as it takes advantage of the unlimited power now allowed in E Duration. This thing is an absolute rocket with a very hot vertical climb courtesy of the following set up:

Motor Dualsky XM4255EA-10 v3 (1240w @ 20 v)

ESC Dualsky XC8018 BA. 80 Amp

Tattu R-line 6S 1300 120c , purchased from Flight RC. @\$87 each locally

E Prop 13 x 6

Motor and ESC purchased off Ally Express.

This is a perfect setup for E Duration using a large model around 5 pounds weight.

We all watched it open mouthed and it was doing 7 minute flights off a 20 second climb. A real winner provided Ken can hit the spot on landing.



It's that man again, Geoff Pullen. He has scored a very pretty, silk covered, Ian Harvey built Lancer 72 **(below left)** and a nice OS 52 four stroke to power it at a very reasonable price. I'm looking forward to seeing this beauty fly as its old now but never used much. It even has one of Ian's marvellous handmade pilots **(below)**.



Tomboy flying is getting more and more support these days for the club monthly events organised these day by Lynn. We have also accumulated some good times for the Italian international Postal Contest over the last 12 months. Stu Grant showed up last Sunday with his very light Paul Lagan built Tomboy **(right)** with the big battery fitted for this event and posted a very respectable 23 mins 3 secs; scoring our top time of the year.

Stew Morse was there too with his refurbished big 48 inch TomBoy. He flew very well (see over).





More Tomboy

Left: Stew Morse also turned up with a refreshed 48 inch Mills powered Tomboy which he flew very well. Its great to have Stew out with us again.

See Lynn's report for results

Vintage Rule changes proposed

Some of you have received a rule change proposal requesting your vote. It's a complete re-jig of the rules to simplify and reduce the number of classes as requested by many. I think it makes sense as you will be able to cover all RC classes with far fewer models thus increasing opportunities to participate across all events.

I encourage all to vote if you have an interest in Vintage.

Vintage Contest Results for June.

RC Vintage Precision

Allan Knox (5 Foot Gas 1937)

3:03 Land 20 Age 13 = 200 (max), 2:53 Land 20 Age 13 = 200 (max), 2:53 Land 20 Age 13 = 200 (max)
Fly off 2:57 land 20 = 197, Total = 797 Pts

Ken McMillan (New Ruler 1940)

2:48 Land 0 = 178, 2:46 land 0 = 176, 2:51 land 20 = 200 (max). Total = 554 Pts

Geoff Pullen (Brigadier 1940)

1:31 land 20 = 121, 2:58 land 20 = 200 (max), 2:57 land 20 = 200 (max). Total = 521 Pts

Lynn Rodway (Hepcat 1946)

2:01 Land 20 Age 6 = 147, 2:57 Land 0 Age 6 = 180, 3:07 Land 0 Age 6 = 179. Total = 506 Pts

RC Vintage E Duration

Ken McMillan (New Ruler 1940)

7:19 Land 0 = 300, 6:37 Land 0 = 300, 6:01 Land 0 = 300, Total = 900 Pts

Allan Knox (Scram 1938)

5:03 Land 20 = 320 (max), 5:48 Land 0 = 300, 5:21 Land 0 = 300. Total = 920 Pts

Vintage RC Scale Texaco

Allan Knox (Fokker D8 1939)

6:45 Land 20 = 425, 3:34 Land 20 = 234, 4:19 Land 20 = 279. Total = 938 Pts

TomBoy results *From Lynn Rodway*

We got two of these events this month with good numbers turning up and fair flying conditions. The first was a carry-over from the unfavourable conditions in the previous month.

June 1

Allan 597* 823* 636* = 2056
John 360* 563* 559* = 1482
Lynn 507 536* 424 = 1467
Geoff 517 370* 496* = 1383
Stu.G 473* 525* 331 = 1329
Keith 343* 471* 394 = 1208

June 29

Allan 697* 704* 748* = 2149
Lynn 547* 521* 477* = 1545
Keith 503* 408* 435* = 1346
Geoff 520 496* 301 = 1317
John 424* 471* 380 = 1275

* indicates a spot landing bonus of 20pts is included.

Free Flight Report *Also from Lynn Rodway*

Fortunately we have had some good Sunday mornings with little wind and a good frost so a good number of bods which has enabled most of the NDC events to be attempted.

P30

John 114, 113, 109. = 336
Lynn 88, 98, 82. = 268

A1 Glider

Lynn 114, - - - = 114

Vintage Catapult Glider (Joe Hervat 1937)

Craig 41, 30, 24,35, 40, 39 + 6x13 = 287
Allan 26, 30, 47,17, 27, 27 + 6x13 = 252
John 16, 28, 16, 31,19, 29 + 6x13 = 217
Lynn 12, 15, 16,16, 15, 11 + 6x13 = 163

Nostalgia Power

Lynn 68, 84, 92. = 244

Vintage Hand Launched Glider

Allan 44, 10, 15, 17, 16, 15 + 6x9 = 171 (Vartanion 1941)

Keeping on Track

The weather has had an impact on the track from the gate to the container. To date , we have spread approximately 10 m³ of shingle on the track, and the plan is to undertake another project this winter to hopefully complete laying shingle on the worst parts of the track. The parts of the track where the shingle has been laid are in good condition.

When we can confirm when we can get more shingle we will be looking for volunteers to help with spreading the single.

Please keep the speed down and stay on the track where possible to prevent increasing the damaged area.

The weather has certainly limited the days we can fly. On the occasional good day, we have had a good turnout. The strip is in good condition, and the new tables have been put to good use.

See you at the strip. Regards; *Graham Moffat* - Secretary



Marginalia

- by John Dew

We all like a piece of kit that works well, and keeps on working. Very often we put up with something that only just does the job, but carries on doing it - like the dodgy remote or the crackly phone. Contrariwise, a gizmo can work brilliantly, but when it stops working it is an expensive doorstop. Thus it was with my favourite battery charger, which for several years had done all the things that I needed it to do. So, when it died, I didn't think twice about buying a similar model. That would have been the end of the story, except that about two weeks later the replacement also died (with enough violence to trip the mains circuit breaker). Recalling the popular definition of madness - doing the same thing again and expecting a different outcome - I looked around for an alternative. It so happened that Flight RC had a different charger and, unlike so many on-line stores, it was in stock. I duly ordered one.



Expensive iMax B6 doorstops

A couple of days later, on a cold, wet and windy evening at 7:15pm, there was a ring at the door and a lady handed me a package. The lady, called Melissa, turned out to be Mrs. Flight RC. She explained that there had been a problem with the courier pickup so she was making the run in person. Now there are good reasons to buy our model aircraft stuff from local suppliers, and this example just adds to the list. If Shane and his wife are prepared to go to those lengths to deliver one order, then I for one will patronise them. Use it or lose it.

There was a final twist to the story. Because of the two failures, I had deliberately chosen a different brand of charger, in this case a HiTec. On checking it out, I found the menu system was strangely similar to the previous brand, but with an interesting addition. The new unit had a provision for measuring the internal resistance of a battery. This is something I am very keen on, because it predicts how well the battery will supply power to a motor. Just as a tired car battery will fail to turn a starter motor, so a poor LiPo with a high internal resistance will not provide the high power needed for takeoff or steep climbs. You can't tell a battery's internal condition by measuring its voltage, so I have a setup to test all my batteries and record their internal resistance, but it is a time-consuming business and I don't do it often enough. Now however, with my new whizz-bang machine, I can keep an eye on my batteries at the same time as charging them.



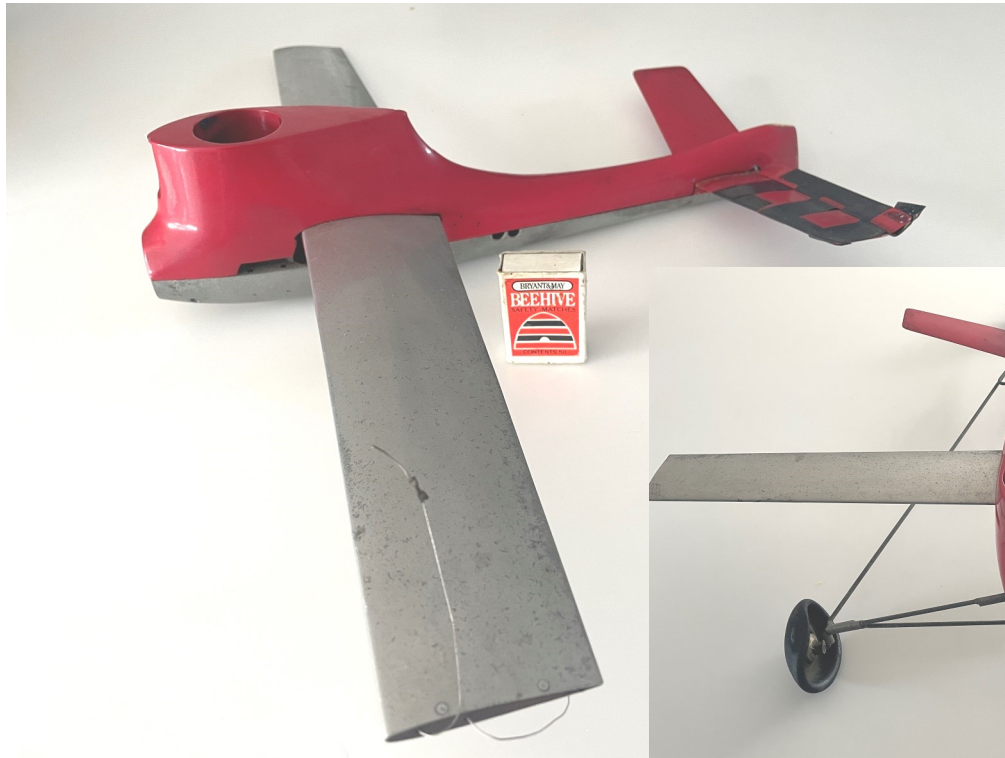
The Hitec charger can measure the resistance of the whole battery, and also of each individual cell.

And now for something completely different:

I can't think of a smooth segue into the subject of control line, so to hell with style. My introduction to model aircraft was through control line, and as a youngster I built balsa and tissue planes which flew with varying degrees of success. These were pretty amateur compared with a model that Geoff Lilley showed me a while ago. This was a control line plane flown by his father Kelvin in the early 1970s. Unlike my balsa models, it is made primarily of metal. It has an aluminium bottom pan, cast by Des MacAnnaly from Southland and finished by Kelvin, who added wings sheeted in a light gauge stainless steel (!!) for a wingspan of just 540mm. The superstructure is fibreglass finished with a two-pot epoxy paint. And the power plant? Geoff is not

certain, but it was probably a Super Tigre with a tuned pipe running at up to 30,000 rpm. The power/weight ratio would have been stratospheric, given that the airframe weighs only 375 g. The plane was built purely for speed which meant no undercarriage, and hand launching would have been out of the question, so there is a skeletal takeoff dolly.

What was the outcome of all this effort? In short, a New Zealand national speed record of 131 mph. OK then, 210kph. Assuming 50 foot lines, some arithmetic gives a lap time of 1.5 seconds and a pull of 22 G on the (presumably steel) lines. It is sobering to think that Kelvin flew something so potent in a public park in Hornby.



Left: The 1970s speedster.

Below: The mean machine on its minimalist takeoff dolly.



- here are the NDC events for July 2025

Jul/25	164	VINT	FF Vintage Rubber Duration
Jul/25	139	VINT	RC Vintage E Rubber Texaco
Jul/25	140	VINT	RC Classical Precision
Jul/25	141	VINT	RC Sport Cabin IC Texaco
Jul/25	142	VINT	RC Sport Cabin E Texaco
Jul/25	245	FF	Aggregate
Jul/25	246	FF	Open Glider
Jul/25	247	FF	FAI F1D Indoor Rubber
Jul/25	422	SOAR	Thermal H (2 Metre Glider)
Jul/25	423	SOAR	Thermal A (Open)
Jul/25	424	SOAR	FAI F5J, 4 Rounds (Total Raw Scores)
Jul/25	425	SOAR	ALES 123 Class N

South Island Free flight Championships

- * Mini Combined
- * A1, 1/2A power, Coupe
- * Kennedy Precision
- * Open Combined
- * P30
- * CL Glider, HL Glider, TL Glider

Sat. 26 - Sun 27 July 2025

MFNZ members are invited to this annual event hosted by the Christchurch Model Aero Club: from 0730 each day



**Venue: The Willow,
Thompsons Road, off Old
West Coast Road, West
Melton.**

Contact **Bill Long** for more
information and registration:

03 3227202; billlong@xtra.co.nz

