



November, 2016



New club members and father and son team, Hamish and Chris Bell, at Burnham last month. They were having fun in a club competition with their HobbyKing Bix 3 trainer. This model can take FPV. Hamish also flies quadcopters successfully with aerial cameras at Christ's College where he is in Year 9. Chris is a pilot for Air NZ and knows Craig well - that could spell trouble!



Craig Clapham demonstrating the technique used to stop our Ezy-ups blowing away at Lake Forsyth. Our intrepid President found this replacement on TradeMe for only \$135.

Christmas Barbecue

Sunday, 11 December, Burnham

- * flying
- * prizes
- * family welcome



- * free food
- * free drinks
- * fresh air

Santa will be there, but please bring a plate



Matt McKenzie and Luke Canovan taking advantage of a beautiful day, the last Sunday in October, to fly their Dago Red Mustang and the Mosquito at a newly mown and rolled Burnham strip.

Dave's Building Tips 2: - Joining sheet balsa for skinning

When scratch building your dream model, it's tempting to glue one sheet of skin on at a time and edge-join it as you go. Unfortunately, this may result in a bumpy looking finish, even if your framing is okay. If you are a perfectionist, this is how you can achieve a fair built up surface.

Let's make some wing skins for a built-up wing out of 1.5mm medium balsa using 100mm wide 36" long sheets.

First step is to decide how many sheets you need to edge-join to cover the chord of the wing at its widest point. You may need only two sheets of 100mm wide sheet or you can cut a sheet in half lengthways to create a narrow fillet in the centre of the join, or edge-join tapered sheets to make the most economical use of your balsa stock.

Choose each sheet carefully and, if possible, weigh each one so that you end up with similar density balsa on the whole wing. This has advantages both for overall weight and balance.

As you pick each sheet up, test it for evenness of density and ease of curving across the width of the sheet using your thumb and forefinger.

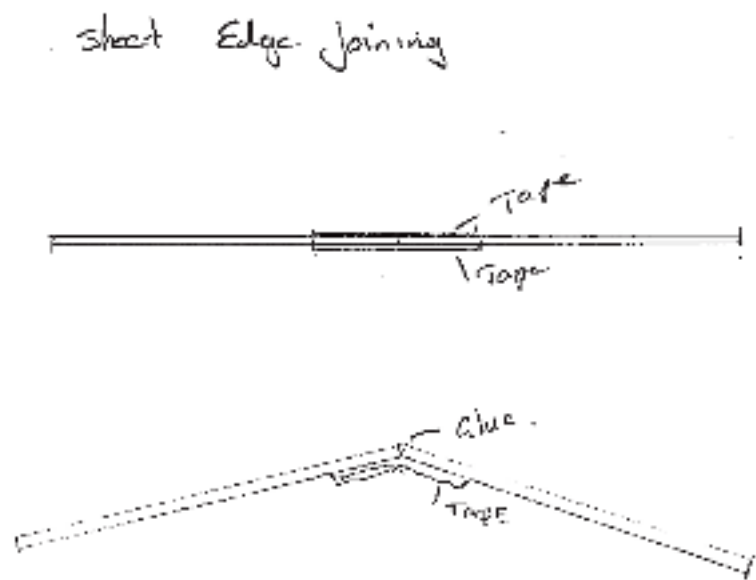
Start in the middle of each sheet and, using both hands, slightly bend the sheet to a curve while simultaneously sliding your hands from the centre to the outside edges of the sheet. If there are any hard bits that don't want to curve evenly, discard and find another sheet. This can normally be done in the shop when buying your balsa but be gentle as some of the balsa being offered to us these days is very brittle and you don't want to break all of the model shop's stock. Have clean hands too, when you do this.

Check also for sheets that have reasonably straight edges as you will be wanting to edge-

join these sheets.

Join two sheets at a time. Cut the length of the sheets to suit each wing half. There is no point in edge-joining the entire length of each sheet unless you have a wide span wing to skin.

Take your two sheets to be joined and dry-edge fit them on your building board. Bear in mind that your building board must be up to this task. I use fresh Custom Wood off-cuts, 18mm thick and 1200 x 500, for this job as it is usually dead flat and very smooth.



Your edges must touch all the way along the length of the sheet, as if you are edge-joining a plank of timber to make a table top.

If the edges have gaps, here is what you can do.

Take a pencil and make faint light marks where the gaps are, lightly edge-sand between these marks flat on the board and trial refit each time until you get a good fit right along the edge. Don't be tempted to use a Block Plane or Razor Plane, unless you are sure you can remove very thin shavings, or you may

find that your edge fit will become worse.

If you have difficulty in keeping your long sanding block square to the edge you are sanding, you can clamp a fence onto the block to ensure that it is square to the edge at all times while sanding.

When you are happy with the edge fit, mark your edges that you have just fitted so that you know which two you have done. Pin one sheet down to the board. Present the sheet to be joined up to the edge and, using paper masking tape, in short lengths tape the sheets together pushing the join up tight as you go. When you have the sheet dry-joined, run a length of masking tape full length down the join, going over the top of the shorter bits that are holding the join together.

Tape one side only at this point.

Next, it's a simple matter of pulling the pins and turning the sheet over and opening up the join and running a bead of sandable PVA glue right down the centre of the two sheets. Close the join, place on the building board, masking tape side down, and wipe off the excess glue. Now run a length of masking tape lengthways right along the join and put aside to set. I usually place a piece of Custom Wood on the top to keep it flat while the glue goes off. When glue has set, pull the tape off (amazing how it does not stick to the PVA) and sand the joints gently with a fine cabinet paper. Using a long sanding block, lightly sand the whole skin to keep uniform thickness. I use aliphatic PVA because it sands well but you can use 24-hour epoxy if you prefer or even Cyano if you are brave and have a friend at the Hospital A&E who has some acetone handy to separate your hands from the balsa.

Carry on until you have all your skins made up

and ready to glue onto the wing open structure. This is also a great way to make up skins for Foam Core wings.

I use this method wherever sheet covering of open structure is required.

You can also save money by using this simple joining method to edge-join bits of scrap sheeting to make skins for covering tail planes and fins or wing centre sheeting.

Using this method yields great lines on models with gentle even curves, without bumps and flat spots. A note about the masking tape: use ordinary car painter's masking tape 25mm wide as the low tack stuff does not stick properly to balsa.

Footnote; It has been brought to my notice that the Fullers Aliphatic PVA (sandable) glue is no longer available. You need to use a strong adhesive which can be sanded properly and by this I mean that the glue line sands well at similar rate to the material being glued. Otherwise the balsa will sand away and the glue line will become proud of the surface.

As I still have a quantity of the old Fullers glue, I have not tried any of the newer PVA glues available and therefore cannot recommend any.

- Dave Bately





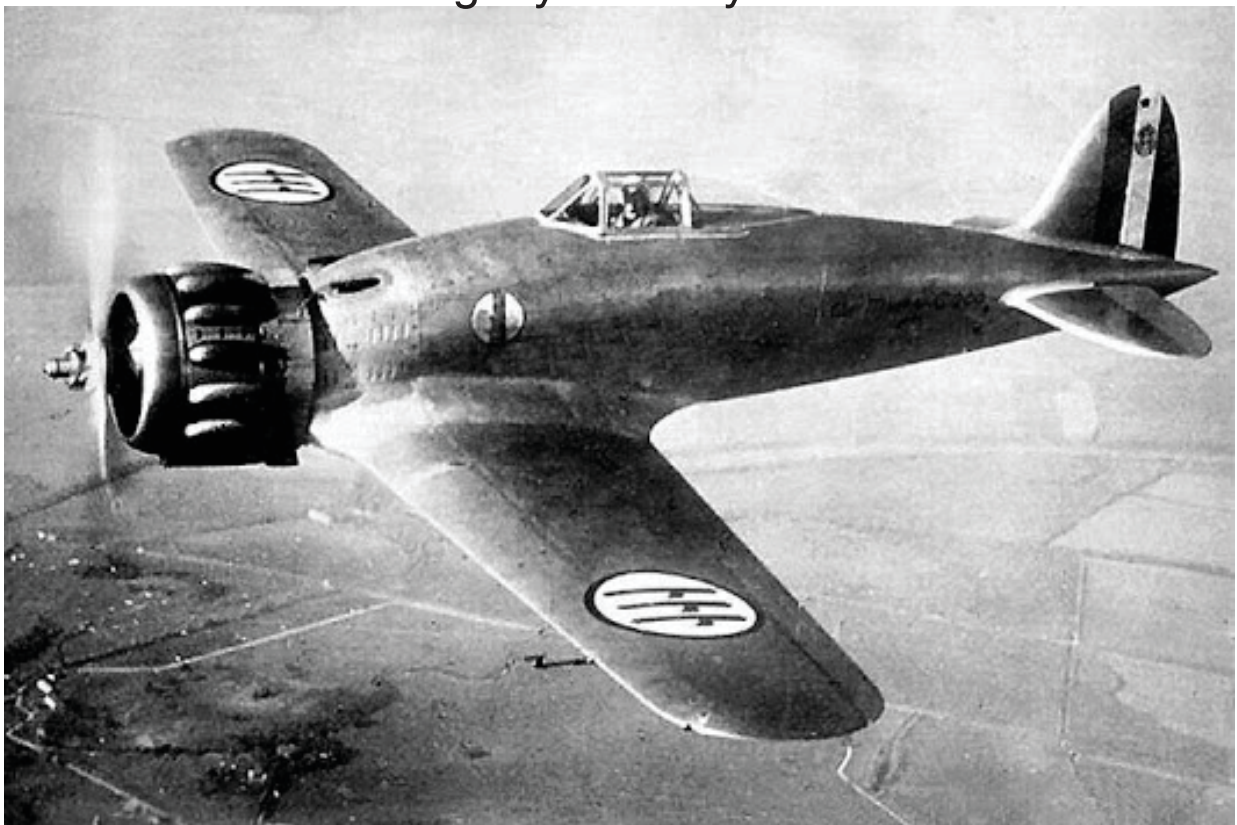
Club competition

Points are based on the following:
1st place = 10, 2nd = 8, 3rd = 6, 4th = 4, 5th = 2
All participants below 5th get 1 point for entering.

| Name: | 2/10 spot landing | Points | 30/10 flying | Points | Running Total |
|-------------|-------------------|--------|--------------|--------|---------------|
| J MacKenzie | 1 | 10 | 10= | 1 | 11 |
| H Bell | 2= | 8 | 8= | 1 | 9 |
| C Clapham | 2= | 8 | 5= | 2 | 10 |
| G Holmes | 4= | 4 | - | | 4 |
| M MacKenzie | 4= | 4 | 1 | 10 | 14 |
| K Reid | 4= | 4 | - | | 4 |
| G Tie | 7= | 1 | - | | 1 |
| P Barlow | 7= | 1 | - | | 1 |
| C Bell | - | | 3 | 6 | 6 |
| J Isitt | - | | 4 | 4 | 4 |
| W Miles | - | | 5= | 2 | 2 |
| S Dunbar | - | | 13 | 1 | 1 |
| J. McLean | - | | 2 | 8 | 8 |
| C. Hellyar | - | | 5= | 2 | 2 |
| L Canovan | - | | 8= | 1 | 1 |
| T Canovan | - | | 12 | 1 | 1 |
| J Harris | - | | 14 | 1 | 1 |

Another competition for you - What's this aircraft called?

Be the first to get your entry in to the editor ...



On site charging station

- John Isitt

Over the long weekend I went down to Timaru to their local fly in. Some of you will know that when I started flying nearly 30 years ago, the first club I joined was the Timaru club.

While there, I noticed a charging station set up in one of their shipping containers and I thought that we could have one at our own field.

I have put a proposal to the committee to have a look at the costs and the feasibility of setting up a similar system at our own field.

My thought would be that the club build a charging station in the caravan. Something about a metre deep,

across the width of the caravan at the back and waist high off the floor. An old kitchen top would be suitable to form the bench top.

The gel-cell, deep cycle storage batteries would be stored under the bench with a positive and a negative charging wire running along a headboard at

the back of the bench. In Timaru they had bolts protruding from the headboard with approximately 13 charging spaces. We could have a copper wire running behind the headboard with key hole cut holes



in the headboard allowing access to the charging wire. The user would bring along their own charger and clip the alligator clips through the key holes to the positive and negative wires, charging their own battery packs on the bench. They would need to bring their own lipo safe bags. Or, as appeared to be the case in

Timaru, the club owned several 'Hobby King' chargers for general use.

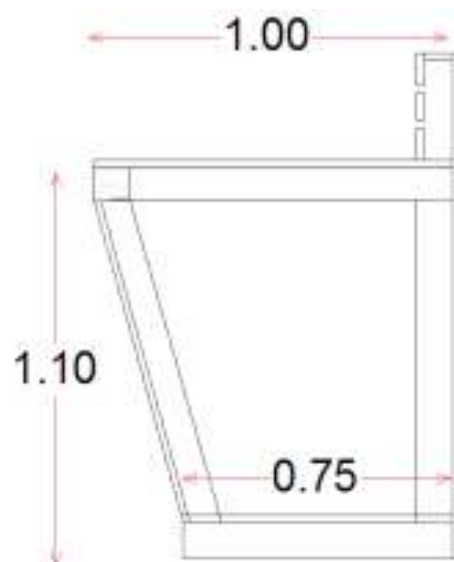
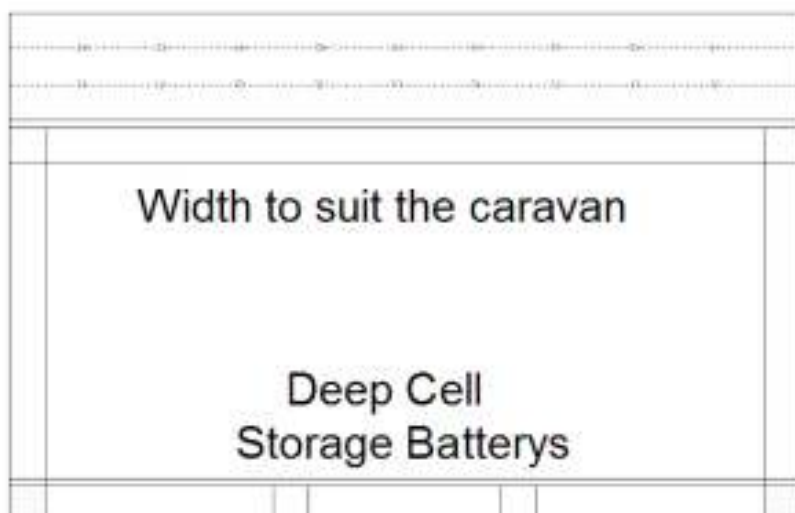
On the wall above the headboard were several fuses and a solar powered regulator. The regulator gave out a continuous reading showing the voltage (Approx. 13.4 volts) and the amount of charge available in the storage batteries. The guys in Timaru were saying that after a heavy charging session on Sunday the battery packs were fully charged by Wednesday.

Naturally there was a solar panel mounted on the roof and we would also need

something similar.

Keith Reid says that this type of thing is what he does often for the repeater stations around the county. Nigel Phillips will keep an eye out for a suitable bench top.

The question here is; would you use this charging station if it was built? Let us know.



Committee Corner

MINUTES of the Christchurch Radio Fliers Club Inc.

Committee Meeting, 25 October, 2016

7:30pm, Keith's place

Present: Craig Clapham, John Isitt, Peter Hewson, Roger Atkinson, Keith Reid, Jeremy McLean, Dave Bately, Nigel Phillips

1. Apologies: Chris Hellyar
2. Health: Nomajor problems reported
3. Minutes of the previous meeting were read and approved (CRAIG / DAVE)
4. Matters Arising
 - a. The new roller was attended to, a new hole was drilled by John Goddard and a rubber bung inserted. Roger was to buy bilge pump to allow us to fill it with water.
 - b. A replacement EZY-UP (3x3m) was purchased by Craig from TradeMe for a modest \$136
5. Correspondence:
 - a. Emails were received from MFNZ and Bill deRenzy concerning issues over the new constitution.
 - b. Email from Phil Bickerton explaining that our NOTAM registration is valid for a year.
6. The financial report was presented by John stating that this is a quiet time of year for

- financial matters. He proposed that we top our Insurance account at \$15,000 and that we continue to add to it until it reaches that amount. John suspects that our assets are close to that. He will do an asset register next time he is out at the field.
7. The Club Captain reported that he had run a successful spot landing at the field which was a lot of fun and well supported.
 8. Newsletter report. All good, but always looking for material.
 9. Webmaster's report. Chris absent.
 10. Safety and noise. No issues.
 11. New members. NIL
 13. General Business:
 - a. John and Peter will do an asset register at the field next week.
 - b. General Meetings. The next will be in Feb or March next year
 - c. The Swannanoa fly-in will be next month, arranged when Graeme returns.
 - d. John reported that he had seen a good charging station down at Timaru and thought that we could use one like it. He will put a plan in the newsletter.

FIN 8:52pm.





Sunday 16th October

A better day but not a huge gathering of fliers plenty of sheep in the paddock. Some general flying nothing to exciting. No notable incidents.

Sunday 23rd October

Weather forecast was rain and wind so stayed at home. Actually went out on Monday And got some flights in, but

managed to take the undercarriage out on the Racercat So that fixed that. Enjoyable morning with Stu. I am picking a few members went to Timaru.

Sunday 30th October

Far better weather wise and a good attendance by club members. On the cool side but the wind stayed down. Good glider weather. A club competi-

tion was held by Peter, simple but made you think. During general flying John managed a mid air with another flier resulting in his undercarriage looking severely mangled, but the other plane, a foamy came back in parts.

Sunday 6th November

Crikey November already, forecast promised high winds so stayed home to watch the All Blacks, play Ireland. Should have gone flying.

Swannanoa fly-in this Sunday, 20 November



**Come and fly at our club patron, Des Line' airfield (off
Tram Road, cnr of Number 10 Road)
Free barbecue, Gold coin for mowing**



Prez sez

Hi there CRFC,

Yes! Summer! BBQ season! Rain? Hmmm it's been a bit off and on with the weather gods lately but we have had a couple of good days of flying at Burnham, October 30 being a particularly good one, no wind, no cloud and from memory no crashes too! I was out last Sunday, November 6 which was ok but a strong easterly and a lot like flying in a tumble dryer. Personally I've always hated driers and the 6th only reinforced that.

Those of you who were out on the 30th would have seen the committees latest club purchase, that being an Ezyup gazebo tent thingy. You'll recall we lost a 3x4.5m (costing about \$1300 new) as a result of the wind at Forsyth this year. A bit of digging showed a couple of committee members had some experience with a cheaper brand of Ezyup which lists on Tardme (not a spelling mistake) for \$1 reserve and seemed ok, so we bought the above mentioned (which is 3x3m), and a second one the same. So for under \$300 we have replaced the lost one with 2 that will give us a little bit more cover at Forsyth and the Xmas BBQ. Time will tell if how they stand up to use but our feeling is if we don't abuse them (or let them blow away...) they will suit us well. It really is amazing what some shopping around can do and I expect most members would agree that any extra cover at Forsyth in particular is a good thing. Thanks to John Goddard we now have a usable bung in the water fillable roller, so with a bilge

pump coming (to allow us to pump water into it), we'll have a very serious bit of runway flattening equipment. The runway itself is looking better than it has in years, partly due to the rolling we have done, partly due to Graeme Holmes mowing 24/7 and partly the fertiliser Roger Atkinson applied a couple of months ago. Our landlord Stuart has also donated a couple of old gates that are a bit bent up to use as flightline gates. If anybody wishes to take on the project of straightening these and welding on a couple of foot plates please let anyone on the committee know. They don't have to be immaculate, just a bit of a tidy up is good, and if you can help I am happy to bring them to you and take them away afterwards. They will then allow us to use Roger's patented DPBRLS (dual pilot box runway lengthening system-copyright to Roger of course) which will make us all land near the start of the strip as if by magic! Lastly I've been searching for rubber bands recently for holding wings on models. It seems nowhere in chch now stocks the 230mm long ones I use, and OPD have to order them in. If you happen to use them for holding your models together make sure you order them in advance, unlike me.....



Committee, 2016 /17

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|-------------------|----------------------|
| President: | CRAIG CLAPHAM |
| Vice Pres. | JEREMY McLEAN |
| Secretary: | PETER HEWSON |
| Treasurer: | JOHN ISITT |

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|----------------------|---|
| Club Captain: | KEITH REID |
| Committee: | NIGEL PHILLIPS, CHRIS HELLYAR, ROGER ATKINSON, DAVE BATELY |