



October, 2016

The Quarrymen of Halswell



Graeme, Hans, Warren and Owen at the Halswell quarry where they fly each Monday.

The Quarrymen at play

For some years now about a dozen members of our club have been flying every Monday morning at the Halswell quarry. Most of these gentlemen are retired, although not all, so it is possible to enjoy some flying when others are working.

The gents have organised the site through the City Council and the ranger. The site is also registered with MFNZ, through our CRFC club, as an official flying site so insurance and other MFNZ benefits apply.



They are an enthusiastic bunch these quarrymen. Usually Paul Chenery is there on a Sunday afternoon mowing and preparing the strip in readiness for Monday's activities. A cup o' tea and a bit of a fly is the order of the morning. There are council benches and a table which is put to good use. The group have even fixed a lot of the tables themselves, which went down well with the ranger.



The models are limited to electrics, but they do not need to be too small. There is plenty of room, but pilots need to be aware of the trees and bushes - and even a small lake, which has attracted a few models over the years!

It was amazing watching Don and Owen flying their quads together - a combined age over over 160 years worth of modelling experience. Occasionally other members drop in. They are welcome as long as you stick to the rules.

The grass is quite long at present with the wet and sunny Spring weather, but the locality is well kept and the strip is very good for takeoffs and landings.

Fun flying as it was supposed to be!





Thanks to Paul Chenery for the photos. In addition to the guys on the front page, in this spread you can also see Victor, Peters B. and H. and Roger with models at the quarry.





Many of you may have become familiar with a bit of a stoush between a group of disaffected modellers and our national body, Model Flying NZ, primarily over constitutional changes since the last AGM. There have been emails and counter-emails flying about all over the place. This is a notice from the President of MFNZ to us all:

Members notice

I promised an update post our Council meeting. First a couple of points that have come out of the last few days. Of the ten Councillors, only myself and the Treasurer are not full time employed. Therefore, I have the time to look at things very carefully and compile responses from a number of sources. I then go back to the Councillors to confirm that I've got everyone's view correct and comments included. Only one set of fingers get to type the output and it comes under my name but it is with the backing of the Council. Inevitably, it is me that is called a communist, nazi, dictator, but a thick skin is a job requirement.

The Council has evaluated the draft new Constitution prepared by the Working Group (WG). After careful consideration, Council is unable to agree with the concept of removing member's rights to vote directly on motions and Council nominations, but to have their wishes channelled through club committees. The WG draft is a completely new Constitution and not the revision of the changes proposed by the Council. We cannot go forwards by going back to last century practices. We don't need AGM's that go on til 1.30am with members hurling abuse at each other. We don't want club presidents shouting down members because they have more votes.

We acknowledge the hard work that the WG has undertaken. Having been unable to agree to their concept, we accept their resignation as tendered in their email of 27 Sept. We will continue the development with their assistance, as members, if they so choose. Their draft documents are available for you to read on the MFNZ website.

We will now work further to complete the revisions to the document previously presented to members and discussed at the AGM. These consist of seven changes within the spirit of the current document. It is too late to complete this work in order to put it into the November issue of Model Flying World as was agreed at the AGM. It will be posted on the website when complete and members given a period of two months to consider before a voting process is undertaken.

All the Councillors are model aircraft enthusiasts who give up their hobby time for the benefit of others. The current Constitution has, as the first task of the Council, "The business of the Association shall be conducted by a Council on behalf of its Members". We will continue to do that work to the best of our abilities.

We will communicate again when we have a completed the draft changes to the Constitution to share with you.

Jonathan Shorer
President MFNZ
on behalf of the Council

My first crash in 15 years

It is not a good feeling when you realise that you do not have a radio link with your model. I had such a feeling on Sunday 2nd October with my favourite aeroplane, Tundra Falcon Mk 3.

It was I think the third flight of the day, everything seemed normal when suddenly as I was descending to a lower altitude, the radio went into Failsafe mode. The engine went to 20% and all controls to neutral position, I had absolutely no control over the aeroplane as I tried in vain to turn to port and accelerate out of the speed bleed off. By this time,

I was quite low and in a safe area as far as people are concerned. I tried to put the elevator down to get a bit of airspeed back and tried once more to get power from the still idling engine, but she stalled and hit hard.

Back in the pits, upon inspection of the wreckage, all was working fine except the Chinese built HX metal

geared Elevator servo. I use these for elevators because they are very powerful and reliable or at least this one has been since the plane first flew in February 2014. I went and had a chat with Geoff Tie and we hypothesised on what could have caused the radio to go into failsafe mode. I had checked the RX battery and it was at 6.3V and 99%, so we can rule that out as cause. I had checked all connections, all good. The Elevator servo was stripped, it had become unmeshed from its gears and Geoff thought if this had happened in flight it could have spiked the receiver sending it into Failsafe. We eventually reasoned that the damage to the servo was a result of the crash, as the entire aft section behind the canopy of the fuselage had broken away yanking very hard on the pushrod that controlled the elevator, enough force to wreck the gears.

The conclusion was loss of signal for a lengthy period of time, 15 seconds approx.

Stu Dunbar reminded me of a brown spot out in our paddock at about 2 o'clock from the flight box.

Yes, he was right, I had experienced this previously but I had forgotten about it, also the 2.4 gear is not good if your TX Ariel is pointed directly at your plane, since the transmitter frequency is from the sides of the TX aerial and not the tip. Mine was pointing at about 3.10 on the clock face so at no time was the tip of the Ariel pointing at the plane directly. I have tested my gear tirelessly and it is working well. So, have to say that our 'Brown' spot is alive and active in our paddock. I think the experts

call this 'Brown Out', I think it can also appear in one's trousers when you realise you just do not have control of that plane!

I have to say that in all the years I was on the 40MgHz frequency I never experienced loss of control, only once with a 4.8 V Rx battery that failed in flight at



our old Fiddlers Road field.

Just to give myself some confidence in my gear I have ditched the RX that was in that plane, just in case. The aeroplane is now buried at the Kate Valley landfill, minus the wing, which is quite repairable and the most complicated part of the build. I feel a great loss, as I designed and built that plane from scratch, but one has to realise that this is part of the hobby, every now and then we lose a plane, but I don't mind so much if it's my fault, but I feel robbed if it's due to an unseen force out of my control.

I think if I had been at 200 feet plus, I would still own an intact aeroplane I would have had enough altitude for the system to rebind or re boot or whatever it does. But 15 seconds at about 100 feet is the death zone, when things go wrong, it all happens very fast and I really hope that it does not happen to any of you any time soon.

David Bately



Club competition

Results of the Spot landing competition held at Burnham Field 02-10-16

John MacKenzie	Dago Red	10 points
Hamish Bell	Bixler	9 points
Craig Clapham	Aerobat	9 points
Graham Holmes	Wisla	2 points
Matt MacKenzie	Dago Red	2 points
Keith Reid	Piper Pawnee	2 points
Geoff Tie	Cherokee	1 point
Peter Barlow	Lady	1 point

Peter Barlow was first up and took out his undercarriage on landing hard trying to make the spot .
 Hamish and Craig hit the spot but John showed us how it's done by getting the centre of the 2.5 X 2.5 green canvas.



Reflections - Lake Forsyth

Flight box etiquette.

Please do the right thing when flying your model from the Flight Box. The club has always had a few simple rules regarding this, which are there to prevent accidents. We are not the Fun Police, but we do need to keep our activity as safe as possible.

If you are a new member, who has not flown within a Club environment before, chances are you won't know any of these requirements.

1 When approaching the flight box in the Taxi Way, stop before you enter the Runway and get clearance from the other pilots to take off. Stay in same circuit as the other traffic i.e. either left hand or right hand circuit.

2 Call all 'Dead Sticks' loudly and as soon as you realise your motor has quit; this tells the others that you need priority landing space. Same goes for low passes down the runway.

3 If you need to leave the Flight Box to retrieve a disabled model, tell the other pilots and retrieve as quickly as possible, do not loiter on the runway or its immediate crash zone.

4 Landing: call your landing loudly, make sure others have heard you always make your intentions loud and clear. If you over shoot and cannot taxi, refer to rule 3.

5 Please don't practice 3D flying or hovering in the flight lanes while others are in circuit, this is like parking a car on a motorway.

A note for FPV pilots.

(To be discussed at committee level.)

Aircraft Center of Gravity Calculator

Aerodynamic Center (AC), Mean Aerodynamic Chord (MAC), Center of Gravity (CG), Neutral Point (NP) and Wing Area

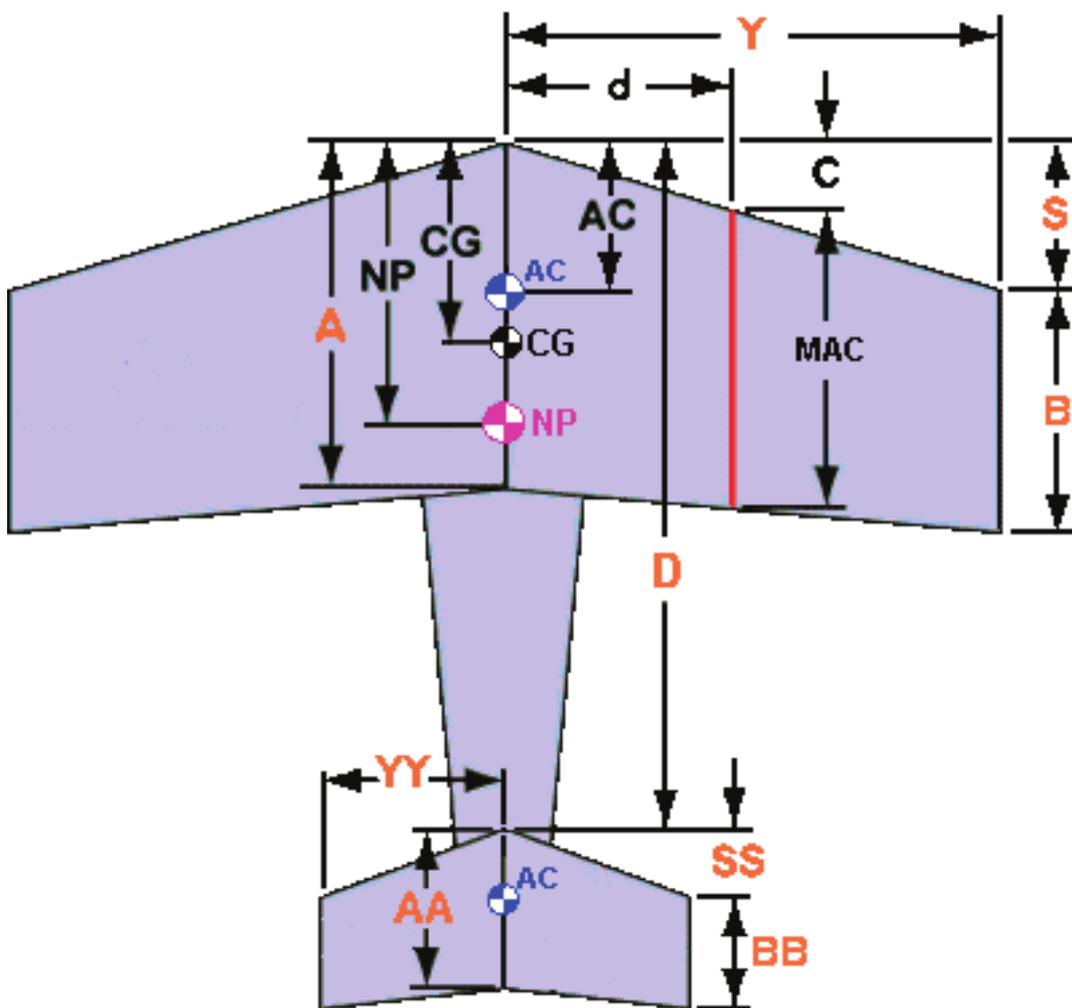
Here is a good site for those of you wanting to work out the Centre of Gravity for your model. I found it at

http://adamone.rchomepage.com/cg_calc.htm

Enter the variables at left using the same units for all entries.

For an aircraft to be stable in pitch, its CG must be forward of the Neutral Point NP by a safety factor called the Static Margin, which is a percentage of the MAC (Mean Aerodynamic Chord).

Static Margin should be between 5% and 15% for a good stability.



Low Static Margin gives less static stability but greater elevator authority, whereas a higher Static Margin results in greater static stability but reduces elevator authority.

Too much Static Margin makes the aircraft nose-heavy, which may result in elevator stall at take-off and/or landing.

Whereas a low Static Margin makes the aircraft tail-heavy and susceptible to stall at low speed, e. g. during the landing approach.

*Choose Low Stabiliser Efficiency if the tail is close to the wing's wake or behind a fat fuselage in disturbed flow.

Committee Corner

MINUTES of the Christchurch Radio Fliers Club Inc.

Committee Meeting, 19 September, 2016
7:30pm, John's place

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

1. Apologies: Jeremy McLean
2. Health: Sad to hear of Stu's wife, Dawn, passing away.
3. Minutes of the previous committee meeting were read and approved (CHRIS / KEITH)
4. Matters arising: The new club roller still requires a bung to be installed. Roger was to look into this by getting the roller to John Goddard in Rakaia who has the tools to do the job. Chris would try to do this if Roger was busy.
5. Correspondence:
 - a. Email to Des at MFNZ about new members
 - b. Email from Tom Wilda enquiring about club fuel
 - c. Emails sent to new members welcoming them to the club – Hao Li, Dan Taylor, Chris and Hamish Bell.
 - d. Complaint received from Scott Service about having come all the way from Nelson and not being able to fly because he did not have a Wings Badge. Email had been relayed through Jonathan Shorer and not made directly to us.
6. The financial report was made by John, including a number of bills to be paid, most of them to do with the fly-in. The Lake Forsyth fly-in report was tabled and included a slight profit, despite the bad weather on the Saturday and damages to assets. Report approved (CRAIG / KEITH)
7. Club Captain reported that the grass is growing quickly and strip mowing is increasing in frequency. The new members seems to be fitting in

well. There is some concern that pilots need to communicate better in the pilots box and call manoeuvres etc. Keith said he will run a competition soon.

8. Newsletter report. All good.
9. Webmaster's report. Chris said that the club website is taking about 10-15 hits per day and the Facebook page has grown to 33 members.
10. Safety and noise. There have been a few crashes lately and, among other things, it is timely to remind pilots to check their model's servos regularly.
11. New members. John said that 4 have joined and that 2 others are thinking about it.
12. Forsyth debrief. Some discussion occurred about the running of the fly-in and the need to take down the Ezyups at night to avoid wind damage. Despite the losses to the Ezyups, Roger thought the event went well and the Sunday was superb. Parking still a bit of a headache at times.
13. General Business:
 - a. Replacement of one Ezyup was discussed and it was agreed to look in to a similar replacement or to get two smaller (3 x 3m) Ezyups from the Gazebo factory or through TradeMe. The second Ezyup has enough useable parts to restruct it.
 - b. Graeme Holmes was to look in to the Swannanoa Daylight Saving flyin and to check with Des Lines about a suitable date.
 - c. It was decided to purchase three suitable gates to construct a second flight box at the other end of the strip at Burnham.

There being little general business, we adjourned at 9:12pm.



Sunday 11th September.

What an ominous date, a date that will live on infamy, to quote an American President from 1941. No I am not that old, but 9/11, actually 9/12 for us as we are so far ahead of the rest of the world, was 15 years ago. Well it was time for model flying and a great sunny day it was. Good attendance by club members with a number of prospects arriving to check us out; yes we are still fairly popular. John had about an hours mowing as the grass are growing rapidly in the spring weather. Flying was busy. The usual suspects, Matt, John, Geoff, Jeremy and Peter kept the flight line active. John test flew a nice FMS foam P47 electric, you know the type, four bladed prop, retracts and flaps.

Some minor sorting to do but was pretty happy with it. Corey paid us another visit, must be Varsity holidays and got in some flying. Chris had his long lensed camera trained on some of the aircraft. My poor HobbyKing 'Slow Stick' met its demise with a wing clap while pulling up to loop. Oh well on to the next project.

The not so good news was the death of Stu Dunbar's wife Dawn. Dawn had been ill for some time and passed away a few days before. Stu paid us a visit at the field to have a break and our heartfelt condolences go out to you and your family Stu.

Sunday 18th September

Pretty dull and overcast that probably explained why the numbers

were down. Ground was damp underfoot, but John had mowed the strip and it was a pretty smooth operation. Flying was fairly low key with a slight southerly cross wind. Flying was done by Matt, John, Chris, Peter and Paul. Paul had his large Beechcraft (I think it is) after a couple of aborted take off runs had it in the air. Peter managed to put his aircraft into the trees down the western end and had to recover it in a number of pieces. A new member apologies name I am not sure of was flying pretty well until the tail feathers parted company with the rest of the aircraft bringing that flight to a halt. Those ARFs still need plenty of glue if you are going to pull a few aerobatic manoeuvres.

Sunday 25th September

Bad weather, stayed home.

Sunday 2nd October

Family commitments stayed home.

WANTED: Old farm gates



If anyone knows of someone who is willing to let us have / purchase any old farm gates please let Craig, John or Peter know. We are keen to get three more to make up another pilots' box at Burnham. craig4aeros@hotmail.com



Prez sez

Hi CRFC,

Well winter has arrived now that it's spring, and daylight saving has given us more time to enjoy the cold/rain (and snow in the mountains), so altogether nobody seems to have any idea what part of the year we are in. Naturally the grass at Burnham is growing like a growy thing so we're having to mow the strip every 12 hours to keep it usable for the weekends. As I've said before, bring back Jim Hickey, he'd sort it out.

It's normal for this time of year to have a few things on the modelling calendar, we have been a bit slow off the mark with the daylight saving fly in at Des Lines place and ended up with a date that conflicted with the jet flyin at Darfield (weekend of 15/16 October), so we expect to come up with an alternative date shortly. Of course everybody has things to do on the weekends in spring and summer so hopefully we

can find a day that suits the majority and get some good numbers of pilots and models out there. As is usual for the visit to Des's place we may be lucky enough for him to provide some rides in his Tiger Moth, so if you are going and are keen let me know and we'll check with Des if he'll be flying on the day. Should you take the opportunity (I reckon you should!) make sure you keep your mouth shut while flying to stop the bugs getting in. Des would appreciate a donation to share in the cost of operating the aeroplane, John Isitt had a ride last year and may be able to suggest a reasonable figure.

The revolutionary runway lengthening technique suggested by Roger is working well, with the pilot/flight box being positioned downwind of the downwind taxiway (if that makes any sense!) making pilots land near the start of the runway rather than halfway down it! The actual shifting of the gates to move the flight box is a bit of a nuisance, so if anybody happens to have a couple of farm gates laying around the club would be interested in taking them off your hands so we could have 2 flight boxes, and move between them as the wind dictates. Another club facilities

thing that has come up is the loss of an easyup at Forsyth. We are looking to replace the lost one with 2 slightly smaller ones (slightly larger in combined area), which will be easier to put up and dismantle singlehandedly. The first test of the new purchases will probably be the xmas flyin which traditionally blows a gale!

Lastly, Keith is starting to run a few fun competitions every so often. Don't think that the club is going to become a "competition focussed club", it's purely for fun, and to give us some points to add up to give us a "Club Champion" trophy winner at the AGM. Have a go and see how you like it. Safe flying, Craig.



Committee, 2016 /17

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

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