



Tail feathers

Official newsletter of the Christchurch Radio Fliers Club

www.radiofliers.org.nz



Nov./Dec, 2011

Burnham field from 1200'



Club's trip to Ash-Vegas on DC3

You might just be able to make out 7 of our club members (in the photo on the right) who made a DC3 flight to Ashburton on Southern DC3, ZK-AMY, in mid-November - Dave, Ross, Peter, Paul, Geoff, David and Owen.

Members from other clubs and some work mates and friends made up a full manifest of 28 who flew down to take in the Ashburton Aviation museum, new hangar, have lunch, visit the Plains Vintage Museum in Tinwald and return by a true classic of the air to our fair city.

In fact, our "fair city" looked anything but as we made several circuits of the CBD from about 1,000 feet and saw the devastation from the earthquake damage and clearances.

The plains and rivers made for better viewing on the journey down south. We were all able to get up front and get a pilot's view from the cockpit and move around freely.

We were well looked after by the people at the Plains museum and then by the enthusiasts at the Aviation Museum. Some amazing exhibits impressed our lads as we oggled over the latest acquisition - an RNZAF Skyhawk, as well as a fully functional Harrier and other rare aircraft. A Zlin aircraft with a false leading edge had a stalling speed of less than 40kmh and was supposed to have towed 9 gliders at one time. So much more to see than we had time for!

We even managed to persuade the pilots to fly over our own patch on the way home (photo on front page).



Editor's bit & opinion page

visit our website at
www.radiofliers.org.nz

Merry Christmas to you all. I hope you can make it to the field for our Christmas barbeque next week (11th). This is a great opportunity to get all the club together and remind ourselves why we are involved in this sport - our friendships and support of each other is the glue that keeps this club ticking along.

It has been an extra-ordinary year and some of us have been through a lot. We hope you can muster the strength to get through and know that we are here if you ever need any help. What a wonderful gesture from the Kapiti Club and Alastair to raise money for us. It is through adversity that some of the best elements of human nature rise to the surface.

May the new year bring us all a little better fortune. I wish you some relaxing time with your families and, with any luck, a little surprise or two under the Christmas tree. Thanks for what you have done for me during the year.
Cheers, Peter



Peter

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Last month's teaser

Congratulations to Geoff Tie and Daren Holder for last month's correct answers to the mystery aircraft quiz. They were:

1. Gipsy Major
2. Auster J/5G
3. Fairey Gannet
4. Jindivik, Hunter, Sabre, Winjeel
5. DHA Drover - Flying Doctor Service
6. Gipsy Queen
7. Napier Gazelle

New mystery plane



The Secretary went a little loco down at Tinwald !

Christmas Barbeque

Dodge the traffic ...



enjoy a good mix

...

at the CRFC
Christmas
barbie ...



Sunday 11 December, Burnham

CRFC Club roundup

Three of our heli guys - Kevin, Peter and Robin testing one of Kevin's aerial rigs. Kevin was flying, Robin working on the camera and telemetry gear and Peter adding his tuppence worth. Godd to see a few helis making use of our field of the last few months.



Geoff and Dave Shaw waiting patiently under the DC3 wing.



Matt Mackenzie and his nice little flier, the Nemesis.



Alex has been up on the hills a lot lately, mainly on the ridges overlooking the southern bays or Wainui. These high performance dynamic soaring gliders have been over 300kph! Alex has the NZ record with a speed of 363kph. Have a look at ...

<http://www.youtube.com/watch?v=p39axKlqG48>

Burnham Observer



Sunday 18th September

Well it was indeed a glorious morning and that along with it bought a large number of fliers and prospects/visitors to the field. A blue sky and very little wind the flying was often five in the air at once.

The electric aircraft almost being the prevalent type these days kept the noise to a low level. You almost felt like you were upsetting the flight line if your ic powered craft joined in.

The re-joining group of Alex, Paul and Jeremy kept the flight line busy with their stable of electric 3D scale aircraft. Having Alex back meant his skill for testing new aircraft was put to good use. He was able to test fly a 'Flying Flea' for new prospect Tony and assist Mike with that foamy Spitfire. Later in the morning they were all out the side with the chuck glider models that are hurtled into the air like a disc and being so light the latch onto any lift going.

Alex had a Joe Wurts model that being of carbon fibre seemed so light but incredibly strong. Great models for another dimension. Have to confess Alex gave me a flight or two and just about convinced me they are worth a go. Better have a look at Canterbury Sailplanes web sight. They are not the only ones; Robin is right into it also.

A previous member from many years ago re appeared and wished to re join. Ken Gamblin who was a member in the Greenpark days, know a retired 'gentleman' is tak-

ing up the hobby once again. Not only that Ken's brother is also going to join. Ken was also a full size pilot having his PPL in those days gone by. A visit was also made by Barry Rolton a member some years back who moved out of the district. A sad note for fliers was the disastrous crash at the Reno Races of a P51 Mustang 'Gallopig Ghost' the 74 year old pilot seemed to lose control and crashed into a stand killing and injuring many spectators. Reports suggest an elevator problem.

Any way nothing that bad at our club this morning.

Sunday 25th September

Daylight saving starts for another 6 months. Having stayed up late watching world cup rugby and then the Warriors beat the Melbourne Storm to score a place in the grand final and then realising I had lost an hour I was not to unhappy to see it was raining Sunday morning. Although it was light rain the forecast was bad and it was cold so stayed at home.

Sunday 2nd October

Oops memory slip, think it was ok day and a good general Sunday flying.

Sunday 9th October

The organised fly at Swannoa the home of Des Lines. Combined with Waimak and Kaipoi clubs a nice day was provided weather wise. A pretty good turn out of about 30 fliers Cross the board resulting in some fun and interesting times. Red Bull racing attracted about 7 participants who enjoyed ideal conditions. The course was flown in reverse and as usual

Some carnage resulted. The planes being foam generally managed to remain intact. Robin the current ace was by far the most accurate and fastest.

The general flying also saw a number participant's damage their models including myself with the electric Pawnee failing on take off and denting the front. It was noted that Ron Loader put his

Electric model into a tall tree and had to be rescued. Robin then fed his petrol powered bi plane through the top of another tree resulting in several parts of it flying in different direction on the other side.

A short time later a small fast foam Bearcat flown by Alex t boned my poor old Extra right behind the engine. The Extra flew on but alas the Bearcat flew to pieces.

The DLG fraternity certainly enjoyed the conditions. Finding some lift.

The BBQ situated in the kitchen of the hanger was fired up and bangers, patties and buns were order of the day for lunch.

After lunch numbers drifted off put weather was still on our side, some more flying (if your planes lasted) and off home

Thank you Des and Graeme.

Sunday 16th October

Low cloud and threatening weather did not keep a good turn out away from the field. In fact the weather improved and it got warm. Little wind. The flight line was busy and help was provided to returning member

Ken Gamblin and his brother Bob in getting their electric models in the air. Ken needed some modifications but Bob had luck and was flying under supervision like a pro. Aah those flight simulators.

The absolute proliferation of electric models is very obvious and is becoming by far the leading form of flying at the club. Not far behind (from time to time) are those DLG s they seem to be a load of fun simple and only a hand launch required. Must give it a go myself.

Sunday 23rd October

Labour weekend means a few will be away, I was busy and did not attend, but understand it was a great day plenty of flying which included glider towing services courtesy of Peter and Alex - good one lads. I see the Ray Somerville meet in Timaru was called off, just too wet underfoot.

Sunday 30th October

Well the end of another month and the day certainly looked and felt a little more like summer. Promise of nor east winds not quite being the go at the field.

More like a sou easterly. The wind did not prevent those present from flying although comments of stronger winds came through once the flying was complete.

As the morning went on the wind did get stronger. Nigel had some issues with landing his aircraft with flaps deployed, a handy touch and go. Ross had his AT6 Texan out For a run up. Having re jiggd the throttle, muffler and prop, he seem to have that petrol motor running pretty smoothly.

Stuart very kindly arrived with a I think 4 ton roller and gave the new strip the once over. Making the strip probably one of the smoothest I have used since being in the club.

It really is picture perfect and the electric fence is keeping the sheep at bay.

The flying continues until about midday when the wind was just getting too strong.

Sunday 6th November

Made and early start and found John already there. The strip was allowed to get by without a mow as it had been cut very short scalping a couple of areas causing some upset

Amongst a few. The day was pretty kind and the flight line busy. The longer grass was harder on the smaller wheel brigade but didn't worry the bevy of hand launch electrics that

Really have taken over a fair amount of flying.

Sunday 13th November

Another lovely Sunday, wind essentially was a southerly and while not hot was a warm Sunday morning. Member turnout was in the high teens and as usual the flight line was very busy.

New prospect Bruce flying his smaller Piper lost sight of it while in mid air resulting in the plane flying on its own and out of sight. Despite a search in the vicinity it was not spotted. Hopefully someone on the neighbouring land or even Stuart will come across it. Those smaller parkfly type aircraft need to be flown in reasonably close particularly when considering the eyesight Of some of the ageing pilots. Managed to assist returning member Ken into the air on his electric Cessna and it was flying well. Ken managed both take off and landing so is indeed getting

Back into it. Robin was flying and testing an electric glider complete with transmitting video unit. Peter flew a ducted fan electric Mig that whistled threw the air and looked nice. Alan's latest creation GB seem to be performing well and looks good in the air complete with retracts



Our November Committee meeting was held at my place on 28 November.

This was our last meeting for 2011, the next one being on 30 January 2012.

We were all present except Nigel and Robin. Minutes of our previous meeting were accepted and we moved on to Matters arising from those minutes.

Matters arising;

1. Mark has updated our club membership list and will email it to David and Ray.

2. Graeme cannot make new towers for the Red Bull event in time for the Christmas BBQ.

Sorry folks.

3. Ray read his financial report and we are in good shape.

4. Graeme Holmes read his Club Captain's Report and everyone is pleased with the new strip. We are still debating as to the need to irrigate as this would be a costly exercise, so we will wait and see what happens over the summer to our drought resistant grass. We have some quotes as to the cost of lines and pump and plenty of advice. The decision to adopt a wait-and-see stance is not taken lightly. We are reliant upon information supplied by experts in grass management. I expect all of them are outstanding in their field. (Pun) The big issue is that we must not cut the strip too short, as the sun will burn it off. Some burn off over summer is expected but we are informed that this will not kill our drought resistant grass.

5. News Letter editor's report was read. Peter would like to see letters to the editor, similar to those you see in the MFNZ mag. So, all you budding writers who may wish to have your say about something please write to Peter Hewson. All contributions to our club magazine are gratefully received. Write to jillhewson@xtra.co.nz.

6. Peter reported that our DC3 excursion to Ashburton went very well, despite having to leave 3 passengers behind for the return journey as the aircraft was too heavy to take off from the short Nor'west runway. The volunteers were taken back to

Christchurch by car courtesy of Southern DC3. The pilots made this decision when that strong Nor West blew up and the air temperature rose sharply. The cross wind runway at Ashburton was too short with the weight and higher temperature. As most of you will know, there is less lift in higher temperatures. Cold air is denser so has more lift.

The volunteers were treated well by Southern DC3 and were compensated for their disappointment.

7. We have received a couple of new member applications which will take our paid members to a new record high of the mid 60's. If it becomes necessary to cap our membership, this will be discussed when the need arises. There does seem to be a natural ebb and flow of membership.

8. Spit Fliers Report read by Mark revealed pretty much the same extreme enjoyment being experienced by our retired and semi retired members who fly at The Spit on weekdays. I wish I was retired; I seem to be just tired.

9. General Business is always last on the agenda, and John Isitt presented his draft for changes to our club constitution, you will recall that we need to do this for Inland Revenue, so that we do not have to pay tax on our club accounts and earnings. We will keep you posted on this work in progress which will be presented at our AGM.

10. Peter announced that MFNZ is trying to get the Nationals for 2013 held in Christchurch. It is likely that our strip could be part of the plans.

Our meeting closed at 9.10 pm.

I would like to thank our members and the Committee for another year of great flying at our sites, and all the hard yards that has been put in to keep things up and running, despite the rude interruptions from the forces of nature.

Merry Christmas to you all.

Happy landings.



*From The Flight Deck.
El Capatan..*

from El Capitano



Fly away Peter fly away ... Magister.

While Peter Hewson and others were flying away to Ashburton in Dulcie the DC3 I was at Burnham Field flying my 5 ½ year old electric powered Multiplex Magister, my original training aircraft which has given me much pleasure and stirring service. As I was preparing her for flight Tom came over and said "I wish my Magister looked as good as yours and have you had any problems with your Spectrum radio"? "No" I said "I have had a trouble free run since I have had it".

The wind was blowing North West (as it sometimes can in Canterbury) when the Magister took to the air. I flew a number of circuits interspersed with some aerobatics, turned into the North Wester and then it happened. The Magister developed a mind of it's own doing as it pleased but still under control, but not mine. It climbed, dipped and circled slowly drifting SE I tried everything to get a response including turning off the TX but not a dicky bird. Eventually it became a a very diminishing spot in the far distance, climbing and dipping, then finally disappearing.

Where to start looking? Peter said "I'm on my way home and I have binoculars in the car, I'll keep a look out". Ever looked for the proverbial needle in a haystack, well that was the task..

I put notes with phone numbers etc in some letter boxes along a possible flight path and then finally thought I really don't know where

else to start looking so drove off home very down in the mouth at the loss of my old friend.

I'm not sure that I was a believer in miracles but I am now. As I drove up to the garage my wife came out with the phone an said "Peter Barlow wants to talk to you" Peter said "Guess what I have your plane sitting in my garage". "Your joking" I said "I suppose you have it all in a rubbish bag".

"No" said Peter "it's all just as it flew away" "Where and how did you find it" I asked. "Well" said Peter, "I missed my normal turn off and some distance along this road I spotted out of the corner of my eye a white object in the centre of a cow paddock and sure enough it was your Magister sitting happily on it's wheels just waiting for me to come along after a perfect downwind landing". A huge heartfelt thank you Peter and I can hear you asking, what went wrong? Investigation has revealed an ESC which decided it had lived long enough and the aircraft continued on it's merry way at the same throttle setting etc when the ESC went AWOL. How far did it go I hear you asking? Well my estimate is around 7 to 8 Klm. DO YOU BELIEVE IN MIRACLES NOW?

If you have a new email address, if you dont update it, you wont get the club magazine or information on club events emailed to you.

Send an email with updated email address to; dav.liz@paradise.net.nz

Thank you.



Graeme's Magister made a magical 8 km impromptu cross-country journey, breaking Owen's record.

JOHN KITLEY



Our apologies to Grant for missing this obituary to John from the last magazine

JOHN MARK KITLEY **12th December 1960 - 14th September 2011**

John Kitley was a larger than life person whose untimely death from cancer is a great loss to our Club and he will be missed by us all.

John's enthusiasm extended to all his interests be they business or hobbies.

With his business partner Richard, he ran several successful car sales yards and owned properties throughout Christchurch.

I remember about five years ago, sitting with John at Lake Forsythe after a days flying with both our models were intact for once, when John looked up and said "Mate, I could get into this!" which was the start of his flying career. John was fascinated with speed from motor cycle racing, cars, powerboats and finally model airplanes.

Almost every plane he bought was slightly above his skills level causing all present to guard their own models or shelter behind cars when John took to the runway and skies.

Each plane he bought was bigger and faster than the previous one progressing from a bumbling trainer to a monster Cub powered by a 110cc engine and a 50cc aerobatic Yak.

A few months later he announced that he was finding the Yak a bit boring and bought a Jet.

More sheltering behind cars for Club members!

He was soon an expert on Jets, each successive one bigger than the last until sadly, his final plane, a China Lake Scale Cougar which he had by now, become too ill to finish.

The Club would like to extend their sympathy to John's wife Susanne and his two young daughters.

I miss the early morning phone call, the abrupt, gruff. "Come on Mate, it's a good day out there, get your gear we're going flying."

So long John, you were a great friend, it was a privilege to know you.



Presidents Report.

For those that don't know, Christmas is rapidly approaching. Time to get out of town, soak up some sun and forget about work, house, mortgage etc.

At the next AGM we have to change the club's constitution so that we can be exempt from paying tax on our bank accounts. We have been exempt in the past, but we now have to pay tax. According to the tax department we have to change the constitution to incorporate a new paragraph that exempts us from paying tax.

At the same time we might as well separate the Treasurers and Secretaries jobs as they are stated in our present constitution.

I am also proposing a disciplinary section to deal with misconduct. The areas I am concerned is with things like wilful damage and drunk or drugged members flying at the field (not that we have had any of these that I know about.)

The committee is working

through this process and the changes will be published before the AGM.

See you at the BBQ on the 11th.

Remember that anything printed in the magazine is the view of the author and not necessarily that of the editor or the club.



Our landlord, Stuart, on his familiar quad bike.

Keep up the good work of shutting the gates, texting or calling him if you wish to fly midweek, driving around the outside of our paddock to access the flying site, and generally looking after our flying field. We are lucky to have such a great site and an understanding landlord. Thank him if you see him

Your Committee:

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Secretary:	DAVID BATELY	981 2431
Treasurer:	RAY HOMAN	359 6475
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