

Tail feathers

Official newsletter of the Christchurch Radio Fliers Club

www.radiofliers.org.nz



October, 2011

Special Holiday edition



All right for some !!! The Editor spares a brief thought for Matt and John as he takes a dip in the pristine waters of Lake MacKenzie on Fraser Island on the Sunshine Coast. Not a model aircraft to be seen, but there were a few loud birds overhead, as you tend to get in parts of Australia. We were on holiday in this part of the world for the first time, which explains the special holiday edition. Also feeling a little lazy!

We did run in to Geoff and EricaTie at Brisbane airport on the way home though. Back in time to share in this country's defeat of Australia at Eden Park. Oh, by the way; Alan is back from holiday too!

BUMPER mystery aircraft QUIZ

Geoff Tie tells me that my Mystery Aircraft Quiz's are too easy. So here goes. You have to get all the following right to win the mystery prize!

(HINT: I have been on holiday on the Sunshine Coast, not too far from Caloundra)



1. Name the engine type



2. The cockpit from which aircraft ?
(Roger, this one is for you.)



3. Name the aircraft



4. Name the four aircraft in shot

5. The main use for this aircraft



Editor's bit & opinion page

visit our website at
www.radiofliers.org.nz

On holiday!



6. Name the engine type



7. The engine type for this
helicopter

Peter

Please contact me at

jillhewson@xtra.co.nz
3584 022
022 0884766

Last month's teaser

Well done Geoff (again) !

*Peter,
This month's plane is an
Antonov AN-14A.*



General Meeting at Downing Street

Thanks to Robin, Kevin and Alan for their talks on aspects of helicopter flying and operation and building light models. Thanks also to Dave for organising the night and to Geoff for the pics. A good night, even if a little low in turnout.



Robin and Kevin and heli -pics

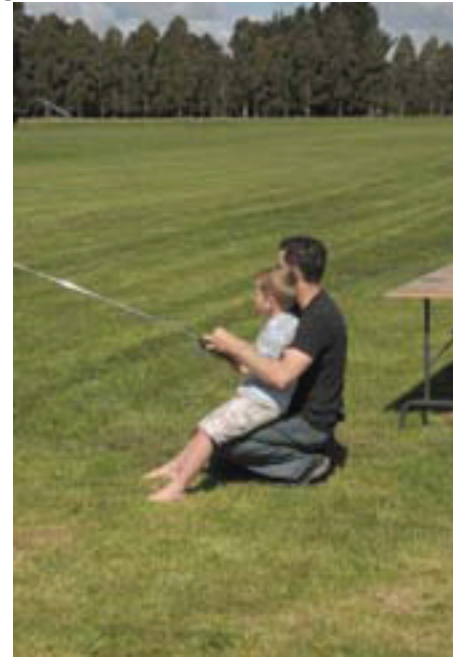
Kevin demonstrates a table hover.



Alan makes light of another point.

Daylight Saving kicks in at Swannanoa

thanks to Jeremy McLean for the pics



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 taking 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 'Galloping 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 Kaiapoi 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 par-

ticipants 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 in 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.

JOHN + KITLEY



*Farewell John.
It was great to know you.*



c o m m i t t e e

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Our September meeting was held at Nigel and Michelle Phillips home in Parklands, it was a long meeting and we had quite a bit to get through.

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First up was Health Report; We all reflected on the sadness we felt, on the passing of member John Kitley. John was a very active member of our club whose enthusiasm for our hobby was infectious.

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Johns popularity as a member was reflected by the large number of CRFC members who attended his funeral.

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Ray presented his financial report, all looking very good after the Forsythe fly-in. Our tax position with Inland Revenue is still an ongoing issue and Ray Homan, our club treasurer will keep us up to date with this but basically, we have to change the club constitution to avoid paying tax on our bank accounts. This was brought up at our general meeting held on the 17 October, which was poorly represented by our club membership.

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The change of constitution will be presented in depth at our next AGM. Meantime, the money that the bank is collecting from our accounts on behalf of IRD is a small figure, which we should be able to re coup, once we have complied with the IRD instructions and then submitted a tax return form.

Mark presented his Spit Fliers report and webmasters report, the Spit Fliers report is something new that will be added to our committee meeting agendas, this is so that we do not forget about our members who fly on weekdays at The Spit.

Mark ensures our club website is up to date and has fresh photos from time to time.

We have had a written complaint from a prospective member regarding our 'Secret Society of Aeromodelers' who are impossible to find on the internet. Mark has looked into this and found that we are

not hard to find on the net., even after using obscure search techniques to find our site.

John Isitt presented his Fly-In subcommittee report and following this, discussion centred on the possibility that we could make this event much bigger and generate more income for the club. This was a short lived discussion, as we realised we simply cannot cater for huge numbers of people due to the high expense of security and better ablution facilities.

Imagine trying to keep say, 2500 or more members of the public entertained and fed ..etc over the two day event with our limited resources. The event may grow, gradually on its own; in the meantime, the committee is really pleased with the revenue for our club that was generated mainly due to the good weather for the two days, which meant that we could sell most of our foodstuffs.

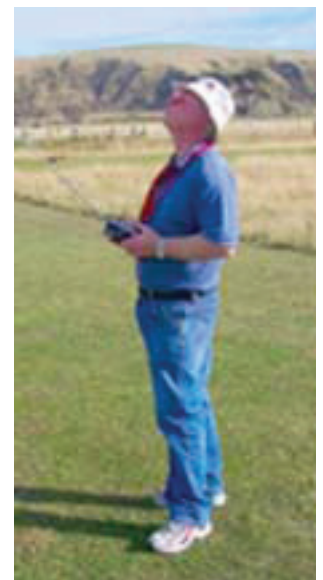
A big thank you to our sponsors and all those who turned up to help out, and make the event such a success.

Mark read the noise report; everyone is currently on target with our noise control, well done to all.

Robin was happy with current safety at our flying sites.

Peter Hewson will no doubt be updating us all on the status of our proposed DC3 excursion.

Congratulations to Jean De Rybel on attaining his wings badge for large models, sport and helicopter.



Our meeting closed at 8.54pm

From The Flight Deck
El Capatan.

There are times when one gets a pleasant surprise in life and the last couple of days has been one of those times. No I didn't win Lotto and I didn't discover oil in the back yard while gardening but I discovered something mysterious.

A week or so ago I was checking some flying gear and thought where is one of my large Lipo batteries, and then the dreaded thought struck me that it was still in the plane plugged in from my last flight on Sunday. Uncle Alz making a visit. You guessed it, it was very flat for a Lipo like 5V and as we all have been told over and over that if a 3s Lipo goes below its nominal voltage of 9.6V it is bin material. I had to contemplate a new battery at around \$100.00 plus which was going to dent the Visa card.

I asked a few people if there is anything one can do to bring such a battery back to life and generally the answer was Yea right!!!! But there was one suggestion of something to try WITH CAUTION. I thought can,t do any more

from El Capitano



harm other than have it self destruct so here goes.

I placed the battery in my fire proof container, plugged it in to my electronic charger and set it to NiCad 0.1 amps charge. Nothing much happened for a minute or two and then there was a stirring on the dial which indicated there was some life. No heat, no explosion just steady increase in voltage. It took some time like 3 hours with periods of rest but it eventually reached it's nominal voltage of 9.6V and I then reverted to Lipo charge as normal and it went on to cut off at 12.6V.

I have not had a chance yet to use it and see if the performance has been effected but so far so good and it seems to fly in the face of all that we have learned. If you ever try this at home don't quote me as I'm no Scientist but it sure seems worth a shot.

DC3 Flight

Hi guys. Sorry about all the delays with this. The aircraft has taken longer to have its radio refit than expected. Some of you may have seen it parked up beside the airport buildings at Harewood.

How about going on Sun. **20th November**, 10 am???

Let me know

jillhewson@ xtra.co.nz

We currently have the following signed up to go:

Grant Robertson (x5)

Paul Chenery

Ken Lack (x5)

Richard Tier (x2)

Dave Bately

Don Brown

Ken Taylor

Derek Wratten

Peter Hewson

**WE
NEED 10
MORE!**

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.

Glider - towing fun

with Peter's Piltus Porter tug and Alex's DG300 glider



South Island MANZ Rally

***Calling large models!
Come and be part of the only MANZ weekend in the South Island.***



Monoplanes:
2 m wingspan
minimum

Biplanes:
1.5 m.

November 26-27

McLeans Island Scale Flyers Club field, Ch-Ch

***contact Richard Tier tierrich@slingshot.co.nz
03 352 0317***



Presidents Report.

Well we are now into spring, the season of wind. It's good to see so many people turning up each Sunday for a fly and more importantly a chat.

Several weeks ago I had a Wednesday off work and headed out to the spit to have a look at the new strip there. I was impressed, but found that I had problems flying too far downwind when turning on to the base leg for a landing approach. There is just so much space to fly in. Good numbers there as well.

It is with sadness that I have to report the passing of John Kitley. Those that knew John would all agree that he was larger than life and took on any project with great gusto. It was hoped that he would see his latest jet fly at the Lake Forsyth fly-in, but not to be, he was just too unwell. The finished one fifth scale Cougar was on display at the funeral.

I helped train John to fly, but it wasn't long before his flying abilities far exceeded my own. His planes were bigger, faster and more expensive than most. But the best was that they were flown lower, faster and with more aggression than the rest. He had big gonads.

I will miss John, I considered him a friend.

At the last general meeting Robin Sallabanks gave a very good talk on the flying set ups on helicopters. A very good and worthwhile presentation. Alan Stevenson also showed off his latest flyweight. But I was disappointed with the low turn out. Everyone needs to make the effort to turn up to these as I am getting to a stage where I wonder if we need to organise them at all.

If you are getting this news letter then you will also be getting the notifications. Do we need to phone you to remind

you of these meetings, or what about texting? Are your contact details up to date? I had a look at the contact list and saw that there are several people that are still using a 025 number on their cell phone. If you think that your details are incorrect please contact Ray Homan and check.

Well that's about it from me. C U @ the field.

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

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