

Model Flying Hawkes Bay



PROPWASH

Club Newsletter # 139 July 2022

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Thur 11	Vintage Awatoto	
Sat 13		NDC
Sun 14	CLUB SUNDAY **BARBECUE DAY**	NDC
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Fri 26	Soaring Fun/Pracyise day Black Bridge	
Sat 27& Sun 28	NI Electric FAI / F5J - Black Bridge, Haumoana Hawkes Bay.	
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Contributors to this issue; Brett Robinson /Clive Baker / Barrie Russell / Derek Whelan / Marty Hughes / Lance Hickey / Russ Nimmo / John Sutherland / Phil Sharp / Robert Lockyer / Hamish Galloway / John Williams / Mike A / Ash F / Andrew Stiver / Brian Hitchcock / E & OE.

NDC VINTAGE & SOARING August 2022

Aug/22	139	VINT	RC Vintage IC Dura
Aug/22	140	VINT	RC Vintage E Texac
Aug/22	141	VINT	RC Classical E Dura
Aug/22	142	VINT	RC Vintage Precisio
Aug/22	425	SOAR	Thermal B (10 min)
Aug/22	426	SOAR	X5J Unlimited Cl/O
Aug/22	427	SOAR	NZ F5K CL/Q, 4 Rs



Winter sunset in the Bay.

From the Editor's Desk May 2021



A little more content for you this month even though activity has been curbed by the weather and the field surface. Never fear, spring is on the way with warmer climes promised.

A sad reminder that we are an aging society with the recent loss of two stalwarts of the aeromodelling fraternity. **Graeme Madder** who had a long history with Model Flying Hawke Bay and a builder superb, and **Lew Woods** "Woodsey" from the Manawatu, aviator and model builder and pilot, well known and liked. Both great contributors to our hobby. RIP Gentlemen, you will be missed.

Phil Sharp continues to weave his magic with more work on his Rotary and now we're in for the treat of following his Camel build. The lidl Conversions are growing with more members converting and now Hamilton MAC has caught the bug through **Alan Rowson's** infectious enthusiasm. Just a Little fun !

There is a busy Vintage and Soaring **NDC** calendar of competition classes for August so get those models out and get practising and we'll make a call with a good forecast. Happy reading, we'll see you at the field. **Ed.**

Prez Sez. May 2021



Well here we are into August already. The last month of Winter then into a spring full of warm weather , clear sky's and good times.

July bought a bit of a mixed bag . Not many flyable Sundays but that's just the joys of Winter I guess. One of the nice days I missed as I caught that silly little virus that seems to have sent the world into a frenzy. I laid low for the isolation period and felt lousy for a few days but it gave me a chance to catch up on some home jobs I had been putting off for a while. Sadly it's just something that I think we will all have to live with for the foreseeable future. To any of you currently in isolation with Covid, I wish you a speedy recovery and just rest and let it pass.

You will notice a bit of work that has been going on down at the field. Lace and Russ are continuing to Mow and Harrow the field back into shape and if you stand on one foot, tilt your head and slightly squint one eye, you can see a hint of green starting to show its face in the taxi and park flyer areas. The main flight line strip is nothing short of a silky smooth green bowling green and offers flying conditions. As soon as the sun warms up we are going to have so much grass growth we won't know what to do with it all. Other work that has been going on is we have spread base coarse metal in the gap between the Deans Shelter and the bench seats as this was getting a little muddy in wet conditions. The toilet block/Storage shed has had an early spring clean. This was well over due as hasn't had a blast out since the floods. While the water blaster was there, the Deans shelter rafters , Floor and bench seats also had a going over.

And on a completely different subject, Its with great sadness that we say farewell the Joe Wurts and Barry Kerr from the committee. Both Joe and Barry have decided to resign for personal reasons but will remain as great club members . I would like to thank both men for their service to our club on the committee and especially Barry for all his great work as our Club Secretary . I will miss these two at the committee meetings . Barry will continue to be our resident Chef and host the monthly BBQ along with his trusty supervisor Dave. Looking forward we have some great occasions to look forward to and will soon be locking in the dates for the 75th Jubilee celebrations and also Warbirds.

That's about it from me. Look forward to seeing you all at the field.

Happy Flying.

Marty

Club Captain reports. May 2021



Hello Members,

Another month has pasted by and only one flying weekend in the mix. As luck would have it worked called that weekend and I never made it to the field until late Sunday afternoon. Had a few nice flights until the sun went down on me and the cold moved in. I have been trying to get some repairs and improvements done to my aircraft when I can get motivated to visit the shed. On my list of things to do is get my Smiths Miniplane ready for the up coming 75th. A date has not been set yet that I know of but it will be as soon as the weather starts to improve I would think.

With the 75th weekend in mind I encourage members to maybe dig out an old model of yester year. Get it ready and bring it along for a nostalgic flight. If you don't have something old maybe bring out that special model that you don't fly that often. Let's make the day a bit special so make a plan now. Get that model ready as the day will approach quickly once its announced.

I want to thank the Marty and Rod for the work the did at the field last week. Cleaning out the field shed / toilet. Water blasting the seats and Deans shelter. Then spreading shingle in the muddy areas around the Deans shelter. That will make days out there a bit more pleasant.

The evenings are getting longer already, and I have seen the first few trees of blossom around so spring is getting closer. The lawn around home is starting to get this fresh look about it indicating that fresh growth is starting to happen all be it slowly. We can only hope this helps at the field and the grass starts making its way to the surface.

So till I see you at the field keep motivated and thumbs nimble.

Derek Whelan. Club Captain.

Mr Treasurer reports. July 2022



Monster AGM Auction update

Our club is very fortunate to have recently had a large amount of gear and models donated from estates and modellers leaving the hobby. I would like to acknowledge these donations and the club members involved that repaired, refurbished, catalogued and ran the "Monster AGM Auction". And on it goes, since auction sales have continued.

None of this would have been possible without one man who was the driving force behind it all. This is of course our very own Barrie Russell. Without Barrie's drive and enthusiasm it would not have been the success it was. I am delighted to report that the club funds have benefitted by just over \$3,000. This is a significant income for the club and follows on from the "Trash to Treasure day" in March 2021 organised by guess who (Barrie)?

A big thank you to all who donated and bequest items and the MFHB team who turned it into club funds.

Robert Lockyer, Treasurer. Model Flying Hawke's Bay.

CLUB ACTIVITY July 2022



Sunday 3rd July. At last ... Club Activity and what a start to the mid-winter month, a glorious day in the Bay, light to nil wind and a balmy 15/17 degrees and a goodly turnout into the bargain.. Our newest Associate member, **Stephen Wilson** from Taupo came down for the day and maiden his Turbine powered turbine powered turbo prop modified Piper Pawnee. I too managed a test flight or three with my re=furbished and re-powered Extra 300. The flight line had a busy and varied day. Let the pictures tell the story...

Maurice Kenwright with his own designs, electric and foam board flying wing-things. (Saturday 2nd actually !)



Top Left Clockwise; Graeme Rose's Glider Towplane with a D/Who 111 twin up front.

Marty's p-47. **My** Refurbished Extra DLE 35RA on Bolly Pipe out for it's test flight, Pits view with the "Hughes" fleet, Turbo crop duster / Smiths Mini plane / Radian (Russell edition).



Stephen Wilson came down from Taupo to maiden his Turbo Prop turbine powered modified Piper Pawnee. Built from a hangar 9 ARF with a modified front cowling and an enlarged squared off rudder and tailplane. Powered by a King Tech turbine. Flew well with great presence and a different sound. Unfortunately on it's third flight suffered a flameout at low height over the strip and flew into the boundary fence. It suffered some significant wing damage and a broken prop, but all is repairable given the time and energy. Nice model **Stephen**, thanks for sharing.



Rob Lockyer had his rebuild OS petrol power fun Stik machine out for some good air time.





Extra 300 time in the desert, and the heli boys were busy at the north-western end of the field.



Sunday 17th. Barbecue day and a goodly turnout with **Barry K and Dave C** on duty in the shelter providing hot cuppa and sustenance to the members. **Thanks Guys**, as usual you do a great job setting up, providing and cleaning up afterwards.

A good showing of Lidl converted gliders filled the air as some members came to terms with set-up and trimming etc, all successful in the end.



Guess the cooler star kept a few away, but the warm barbecue food and hot drinks sure mad the day worthwhile, and a good amount of flying in exceptional conditions into the bargain.



Good to see **Mark Larsen** back on the flightline taking a break from building his new home in the wilds of Tikokino. No that's not his landing, just waiting for a battery transplant.

Pitting is mainly taking place out at the pilot station with the silted field being a bit muddy after the recent rain. One day we'll be back to our normal green again.





Above a great collection of the day's flying shots from **Clive's** camera lens.

Shed Morning Tuesday 19th July. When all the great minds come together to sort out the nation's problems and put the world and the club to right.



Peter H, Archie C, and Mark L were all getting clued up on the Lidl builds and sorting through some of the club gear, carbon tube etc. A dozen members during the morning enjoying a cuppa and a chat and exchange of ideas.

Rain, Rain, go away. Monday 25th July. **Marty** writes; *Not a great day for flying but never mind says Marty , have*

I got a neat little job for us to do . With all the rain we have been having , the gap between the deans shelter and the field has become a little muddy under foot . Not any more , it's as good as new . Just need some sunshine now

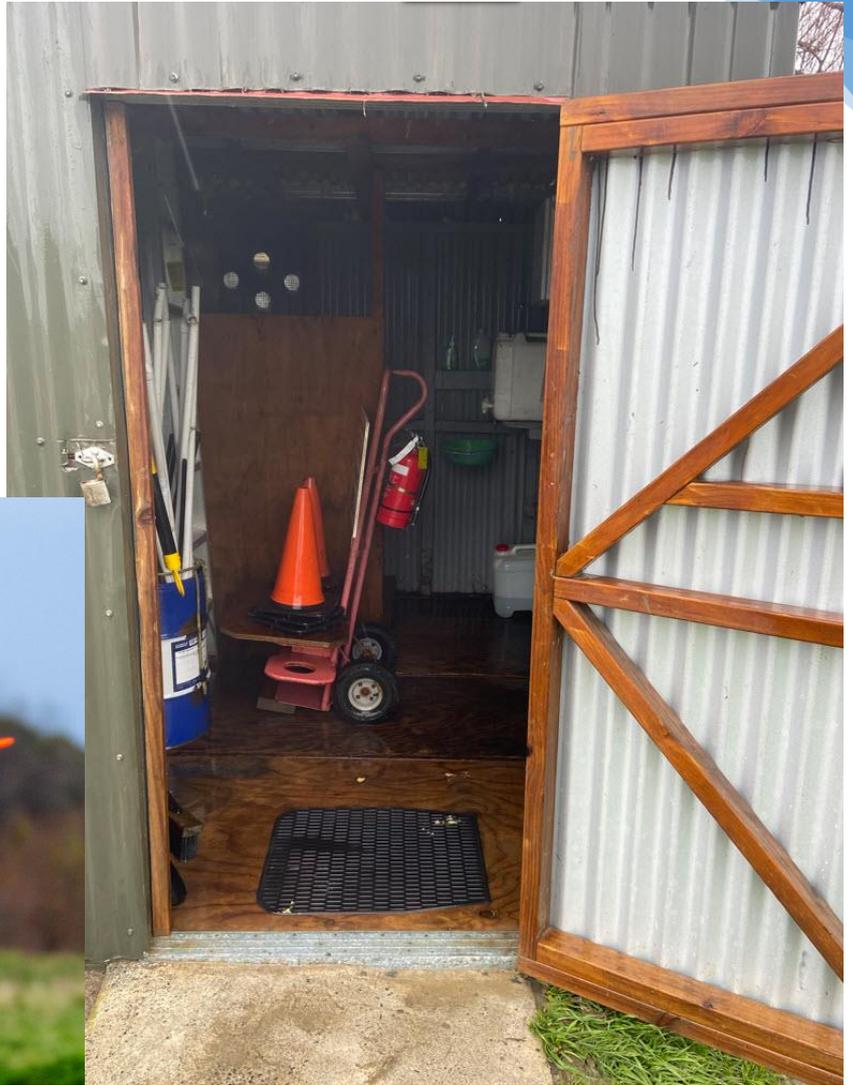
Thanks **Marty & Rod** muchly from the clean shoes brigade.

And our president didn't stop there.



He hired a portable water blaster and gave our toilet shed which hadn't recovered from the flood a thorough shampoo and set and now we have the cleanest and most sanitised toilet/field storage shed in town. Thanks Marty, a tremendous effort, it'll be a pleasure and a relief to pay it a visit.

Sunday 31st, again the weather gods are playing hard ball and though a little activity early on, the wind came up and put a stop to things. **Myles** was out for some DLG practise captured by our resident photographer **Clive**.



And young James black bested the elements with his Sukhoi. Lets hope for some calmer August weather coming up.. Ed.

AROUND the BUILDING BOARDS July 22



Brett Robinson has been busy rebuilding his ancient Radian's fuselage using a "Russell" foam blank and about to give the wings and tailplane and gear a new lease of life.



From Top Left Clockwise; Partly sheeted fuz foam core. / Fully sheeted Fuz / Fuz with tail and motor-prop fitted. / ply wing joiner cum locator / All the bits mated up and now fuselage ready for covering.

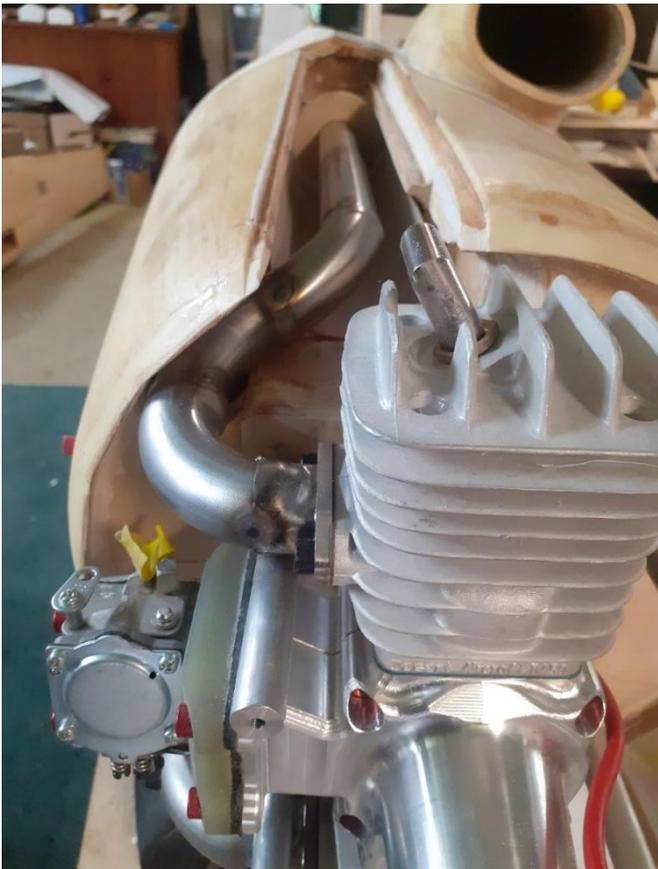
Now I have two Radians, a much better result than using the trash can !!

Brett. July 2022.

John Sutherland continues to make progress with his mission on the scale FW D13 Dora build with huge attention to detail. **John writes;**



Hi Barrie, here are some photos of the D13 and its current progress. As you can see I have been busy working on the wing bringing that to a position for paint. I have now completed the 12 exhausts which posed a small challenge, mostly the welding as you can see the material is only 09 mm thick stainless steel normally 1.5mm would be fine but this melts quickly creating holes in the wrong place, not good. If you study the pics of the pipes as they have been tacked up you see that the other issue is correct alignment this is important for the final setup when it all comes together. I am pleased to say that the final result looks great and will add the extra detail that this subject demands to look the part.







The parts I used are the bends and tubing used for exhausts when custom building any petrol aircraft and I made a hand held mandrel to shape, this had to be done while red hot so the s/s bends would reshape as they are tempered and will spring back if not done this way. Once the hot work is done then the bend has to be fitted to the pipe and then holes made in the main tube to allow gas to pass out through the bends that are about to be welded on to the main tube as you can see in the photos showing two bends and two holes. Next are some little details and then painting can start.

Regards John.

Hamish Galloway has spent the last few months putting together his latest F3A Patternship, this time a bi-plane.

Hamish hasn't got round to sending me the specs, so if you want to know about it, give him a call. He's a busy man at present and hoping to get to the Australian Masters F3A World Cup in Casino, NSW in September.



Phil's Rotary Magic. Pt 12 July'22

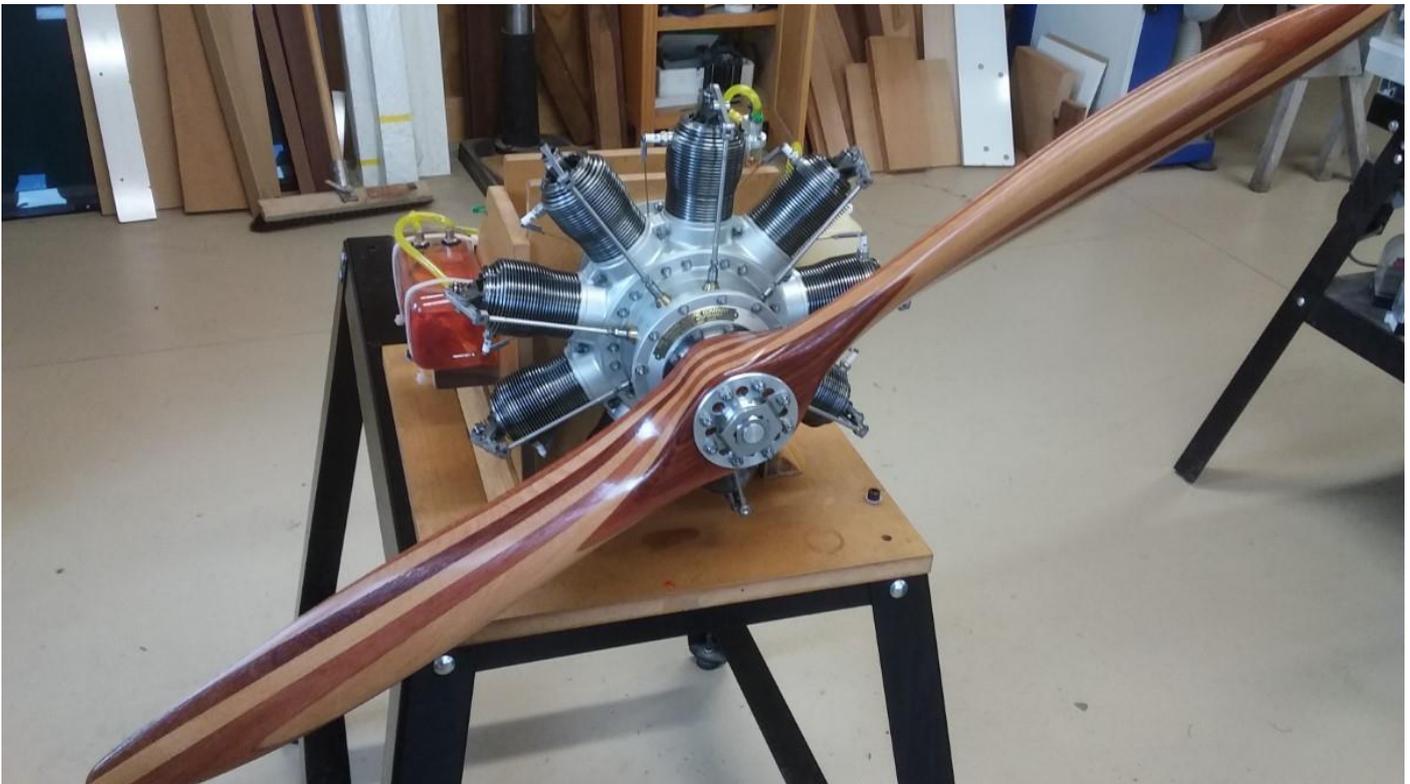


More news from **Phil** as we now move into the next exciting chapter from this master craftsman. The build of his Camel from a Mick Reeves kitset. Again he's promised to keep his camera handy so we can follow the build and motor installation first hand. **Phil writes;**

Hi Barrie, Just a little update, as you know I had a small mishap with the engine when it was running really well. I was doing a full throttle (max fuel) run and just recorded 3000rpm, which was a bit too much, when it started to seize! I stopped it very quickly but it did a bit of damage to one cylinder and piston. I sent all the cylinders back to Quality Auto's and Ron has done another excellent job honing out about a thou and a half. He has also given me some tips about machining the pistons for a little more clearance.

Obviously I didn't have enough. Stephen's design had cast iron pistons which have less clearance. Always a learning curve, and fortunately not too much harm. I will re-machine the pistons next week and hopefully be running again soon.

(Phil explained to me that with cast iron pistons and cylinders, the expansion under heat is the same hence the clearances remain fairly constant, whereas with aluminium pistons in cast iron cylinders, the pistons being aluminium have a greater coefficient of expansion and he needs to allow more clearance in his case both for the pistons and also the ring slots. Ed)



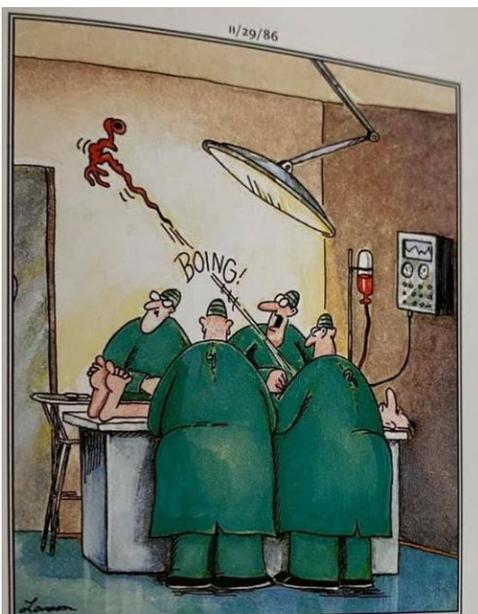
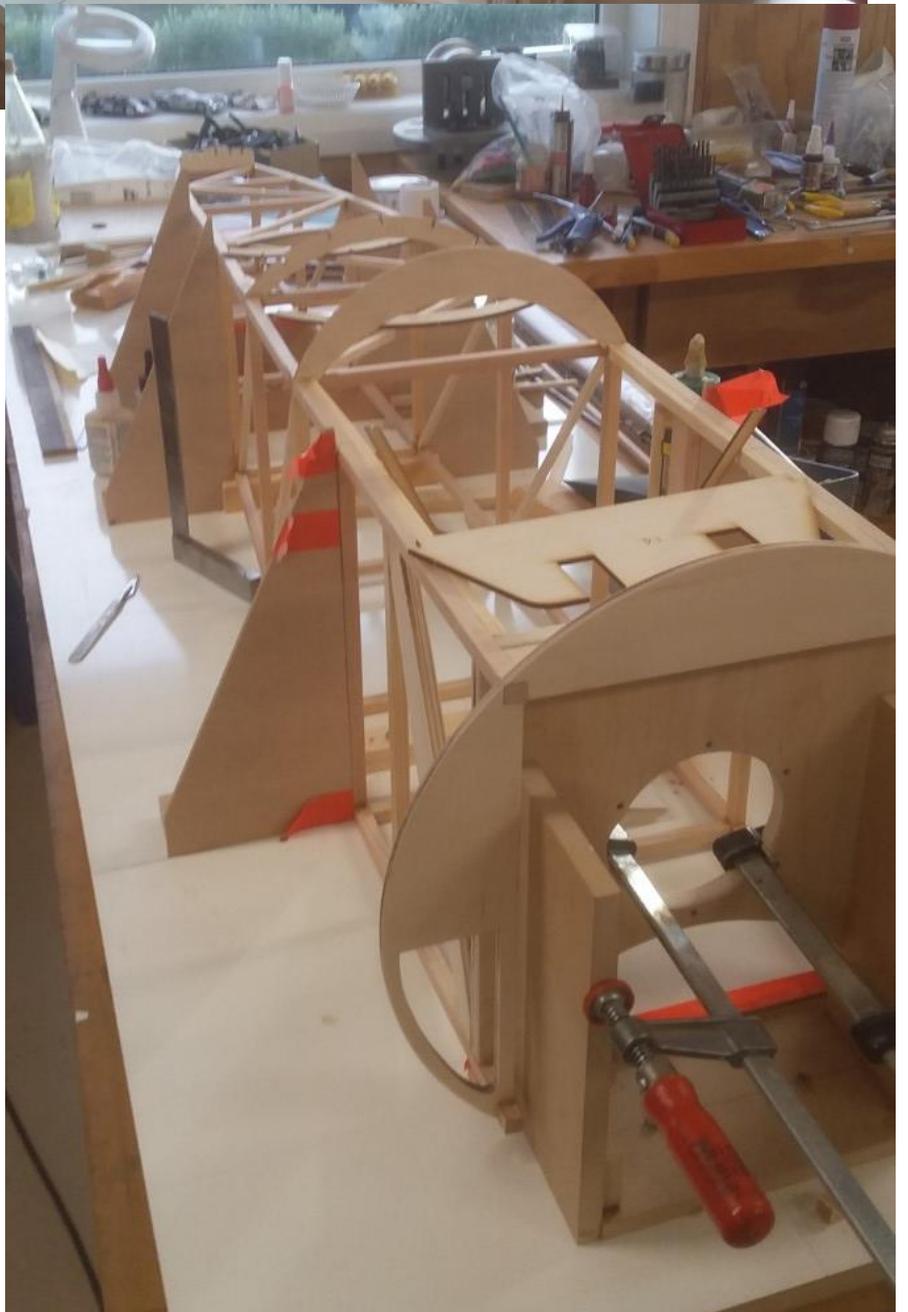
While I was waiting for the cylinders to be done I made a start on the Camel fuse and have attached a couple of pic's, all fairly conventional and going together nicely. I will be beefing up the bulkhead area a little, but it looks like a pretty solid structure anyway.

Regards
Phil



I asked **Phil** about his gluing regime, He uses mainly Titebond pva for the wood frame joints and will be adding a fair amount of gusset for strengthening. Around bulkheads and the firewall etc he uses an epoxy adhesive for extra strength.

As usual the speed of his construction is remarkable, helped of course by the use of laser cut parts. We will follow with interest, thanks Phil. **Ed.**



"Whoa! Watch where that thing lands—we'll probably need it."

CLIVE'S CORNER. Pt.1 JULY '22.



Clive Baker, our camera toting and well know photographer is an editor's dream, forever helpful with photos from the field and membership and a knowledge of aircraft and useful comments which he unselfishly shares. Clive has built a collection of articles of members' warbird aircraft designed as posters able to be displayed with their aircraft at Warbirds and like rallies. This is the first one featuring **Ray McPeake's** fabulous Rumpler Taube.

THE RUMPLER TAUBE. ~pre-World War one

The Taube, which translates as Pigeon, was designed by Igo Etrich an Austrian, and built in Germany. It was license built by a number of manufacturers of whom Rumpler was the most significant. As a result it is the generally known as the Rumpler Taube. As licensing arrangements were in their infancy each manufacturer made changes to the design as they saw fit. This included minor changes like construction details but others made more radical changes like converting it to a biplane. The general shape of the Taube is bird like but it is said that the design was not based on a Pigeon as the name would suggest. Rather it is based on one of those airborne seeds that glide considerable distance from their host trees.

Significantly the Taube first flew in 1910 only

6 years after the Wright Brothers made their first flight. The Taube was one of the first planes to be manufactured for sale. As a result, the Taube was sold throughout Europe and as far afield as China and Japan. The Royal Naval Air Service in England operated a Taube. The Italian Air Force operated a squadron of Taube in Libya. One, piloted by Guilio Gavotte, carried a load of 6 purpose-built bombs each weighing 1.5kg, 4 of which were dropped on a Libyan encampment. There was no such thing as a bomb aimer and Guillo threw the bombs over board when he thought they were on target making sure to miss the wings of his aircraft. This established the plane as a weapon of war

By the time WW1 started Taubes were identified as bombers, as fighters and for observation duties. The only arms they carried were the personal weapons like rifles and hand guns owned by the crew. They excelled as army observation aircraft as their translucent covering meant that against a background of clouds they were scarcely visible. However, their slow speed and poor manoeuvrability meant that they were quickly obsolescent and for most of the war they were used for training purposes. After the war a passenger carrying version was developed.

Dimensions and Power Plant.

Crew	Pilot and observer
Length	9.9m (32 ft 6in)
Wingspan	14.3m (46 ft 11in)
Gross weight	850Kg (1,874lb)
Power plant	Mercedes 4 cyl engine 64
kW (86 hp)	
First Flown	1910
<u>Performance</u>	
Maximum speed	100 km/h (62mph)
Range	140km (87miles)
Service ceiling	2,000m (6.600 ft)
Armament	No fixed armament.





Model Flying Hawkes Bay and the Rumpler Taube

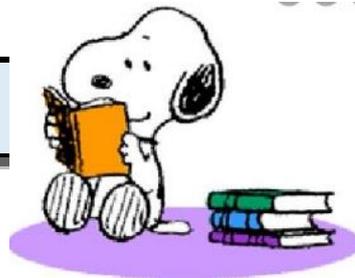
One of categories of models that members can choose to build is scale. A scale model is a miniature version of a full size aeroplane and the builder can decide to build from "scratch." Building from scratch means that they will start from a plan and create all the parts from standard stock balsa and plywood. They can choose as the build as too how much detail to add. It is an axiom that the older the aircraft being modelled, the more complex the final result.

This is demonstrated in this model of a Rumpler Taube built by Ray McPeake some ten years ago. The original Taube first flew in 1910 only 6 years after the Wright Brothers made the first successful flight. Consequently the wings required wire bracing and other support to carry the loads induced while flying. Ray has carefully duplicated these wires and struts.

It also shows another truth about building models and that is that less than half the work goes into building the model itself. The rest goes into mounting the engine and its associated equipment, the radio equipment, and the external bracing of the model. Ray says his life went through a series of phases while building this model which took six months of concentrated effort. Parts for model planes were not as readily available 10 years ago as they are today. So Ray spent several months searching the model shops for suitable stock balsa and ply wood, but then he entered a phase where he was spending time in the angling shops buying wire, swivels and cord that was required for the rigging. He next needed small pulleys to carry the control wires from the servos to the rudder and wings. Ray made an exact copy of the undercarriage and wheels where he had to find rubber tubing for tyres.

The Ray McPeake Taube Data

Wing span	2.80m
Length	1.79m
Power Plant	Xenoah 38



I subscribe to the Historical Aviation Film Unit, and get these almost daily video clips emailed to my inbox. There is some wonderful aviation history here. I've also joined up to their annual subscription, very worth while if you're interested. https://www.youtube.com/watch?v=8Mhp7_LLME

Here is today's daily video for your interest....

Daily Video: Spitfire & Hurricane (Remastered)



Click the thumbnail image above

to view the video

The Spitfire and Hurricane -- what's not to like about these awesome WW2 warbird aircraft? Here's a short clip from one of our significantly remastered Classic Fighters movies, available for streaming at Historical Machines TV (www.historicalmachines.tv). Check out this clip then sign up for a 7-day trial and enjoy lots more awesome footage and documentaries just like this.



In a recent email from **Model Airplane News** there was this neat video of a mass parachute jump with RC controlled parachutists jumping from large RC models.

Click here to watch [RC Parachute Jumpers! - Model Airplane News](#) Could be worth exploring at Awatoto field, what a buzz, crowd pleaser and fun for pilots that would be for Warbirds and Rallies.



To follow up on the article about Temple Martin in the last Newsletter, **John Williams** has sent in the following;

Just to add onto the Temple Martin story I knew Gary Martin quite well and used to have a drink with him on Friday nights at the Bridge Pa aerodrome bar in the 1980s and 1990s.



*He used to do a lot of work on the Tiger Moths and on one occasion a few of us gave him a hand to put the wings back on one that he had repaired. Gary passed away a couple of years ago. **John W.***

I sent this picture from my weather forecast program to my friendly retired Pain Doctor asking if he was still advertising on the web.....

His years of experience and wisdom showed in his reply....

An apple a day keeps the doctor away.....

☹️ An onion a day keeps everyone away..... (old proverb) M.



From Rowdy, A Soaring event notification.....

Event Timing: **August 27th & 28th NI Electric FAI F5J** - Black Bridge, Hawkes Bay
 Event Address: Black Bridge, Hawkes Bay
 Contact - rowdy01@xtra.co.nz or ph 0275 570470

NOTE: there will be a fun competition Friday afternoon.....

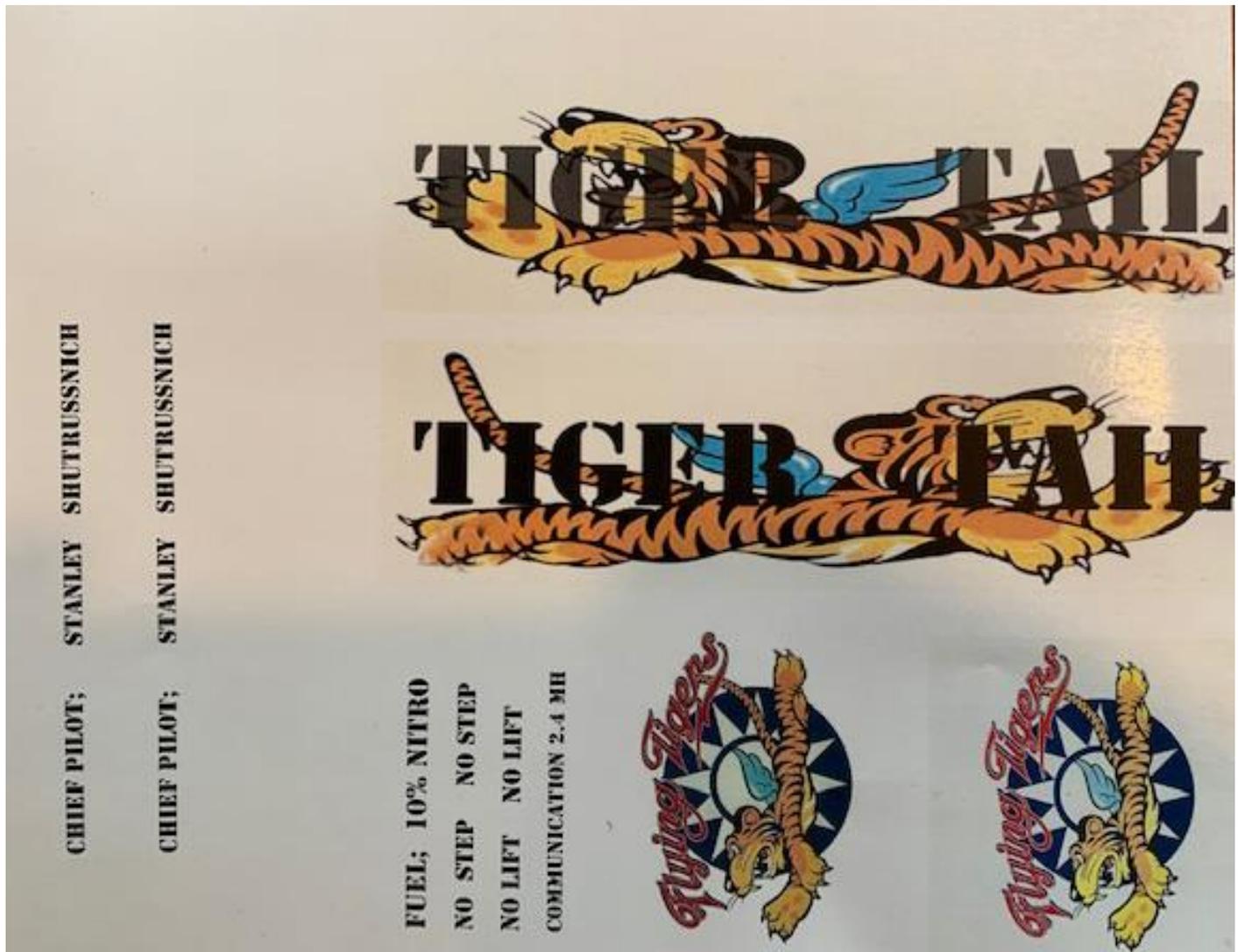
Ps. Even Radians can be flown in this event, come and have a go.

Home computer generated graphics.....

For those of you either with or access to a Laser colour printer, graphics can now be made easy using Water slide laser Transfer paper. My introduction to creating transfers was with an ink jet printer which is a pain because you have to coat and seal the transfers with a suitable spray an even then the water could get in and affect the print.

The laser printing on the laser water slide transfer paper is waterproof so with the correct paper and a graphics program, the world is your oyster. Bought locally or via Amazon say the paper is quite expensive around \$5 to \$6 a sheet, however doing a search on Ali Express, I've just ordered 20 A4 sheets for \$32.50

https://www.aliexpress.com/item/32854993048.html?spm=a2g0o.order_list.0.0.21ef1802DYcpYY



I've been finishing off Stan's Tiger tail and this is the graphics sheet I've come up with using a Photoshop program. Very easy to apply, water slide transfers. You can just download any images off the web, or for fun create your own



LIDL GLIDER conversion Pt 3. May'22



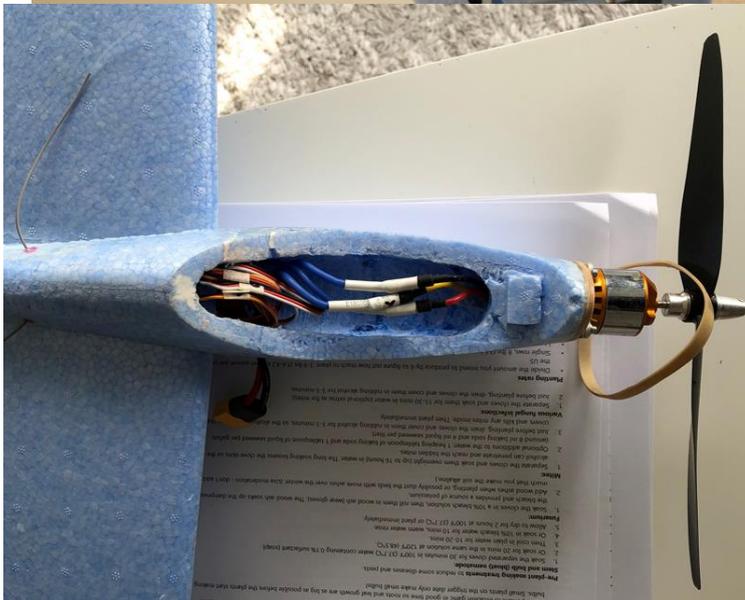
Shed Morning 5th July. Clockwise from the top left corner; The Russell red Lidl / **Anthony's** red Mk 1 / **Mike's** blue Lidl / **Danny's** red Lidl / **Anthony's** Mk2 blue Lidl.

A coming together of the Big Foam Lidl Glider family at the shed this morning for a critique and comparison before heading to the field for a flying session. After a few trimming changes and some test glides, **Anthony and Danny** had some successful flying. A couple of workshop adjustments to be made and they'll be flying them at home on the back lawn, no trouble. **Mike** is already talking about his next conversion, either a twin or a biplane, Mmmm watch this space !!

It was interesting that **Anthony** had pre-empted my comments about keeping the curvature in the bottom of the fuselage to retain the original 1 to 2 degrees of wing incidence and both his models flew with almost no re-trimming. However they still climbed under power and will benefit from some throttle to elevator mixing. Remember that C of G needs to be 50 to 55 mms back from the leading edge.

Our latest convert, **Dr Brian** writes; *Hello Barrie, Yep. It was a really fun Lidl plane to fly.*

Weight is 350gm ready to fly. Motor: Turnigy Aerodrive D2830/11 1000kv — so can handle 4s bats easily. I am using a 3s 850mah and this gives a very pleasing speed. Prop 9x5. ESC for now is a 30amp generic while I wait for Aliexpress to send a 20amp which will be about 15gm lighter.



The photos show linkages etc. I put carbon rod through the stabs and used the tried and tested U shaped wire for linking the elevators. The link is very



solid and light. I hollowed out the fuse from the nose to the wing saddle allowing the receiver and esc to sit in the front wing saddle — to get CG. CG is set at 55mm but I think that 60mm would be even better. I have not moved the wing and in this scenario 60mm would set better I think. Easy to experiment.

*My feeling is that those wings lift strongly. As such another 40gm or so of weight would make it even more stable. Landings were nice and slow at the current weight. **Mike** trialled an airbrake function*

lowering both ailerons for landings and as such I trialled this very successfully (about 10 degrees on my plane) making landings even slower.

Possible changes? I think I may extend the ailerons outboard about 5cm and maybe get rid of the dihedral in the wings but a bit more flying first would be wise as it flies really nicely already.

Cheers for now. **Brian Hitchcock.** **Thanks for the info and sharing Brian, that's a great result. Ed.**

Just had these reports in from the Hamilton MAC, the first from our old mate Alan Rowson, who writes;

Hi Barrie, Just to let you know that the first K Mart glider has been successfully flown this morning. Gordon Meads has got his all finished this week. The test flight went great and the glider flew as on rails did all aerobatic manOeuvers. Was flown with a bit of wind and handled great.

Grant Finlay had are turn at flying and is now going to get one to make up. I will now be getting mine done this week. So far 9 have been purchased by club members and after today's test flight there will be another four making a purchase.

I took the two I had purchased to our club night two weeks ago and they were all impressed with them. Sending a photo of Gordon with his finished model. Just starting on mine, once we get them all finished we are going to have some sort of competition with then maybe a pylon race etc.

Cheers Alan

This was closely followed by Gordon's report;

Hi Barrie, Must have caught the bug from you and your cronies regarding the lidl gliders! AArgh! You got me hooked!

Test flew mine today at HMAc, Bloody awesome!! Went really well after a bit of fiddling, I "built" it after your very good guidelines in the HBMF magazine. Pleased to say it was pretty good from the start.

I used an Axi 2208/34 salvaged out of an old foamy 10+ years old. Battery is an 450mah 3 cell which I unfortunately had to purchase ... oh the pain!! Rest was built from w/s scraps. 9 x 6 prop . Was a hoot to fly in the wind. Plenty more of them in the works for us here in Hamilton. (hooked a few people!)

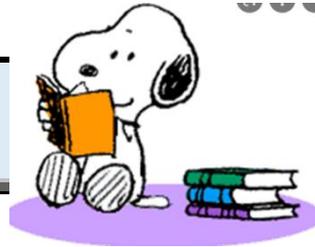
Good fun, Cheers, Gordon Meads. HMAc.



Very pleasing to know we're successfully spreading the lidl virus, and the only known antidote is to take a leaf out of President Marty's book and "Buy More" ! the sky's the limit. Rumour has it that Mike A is now contemplating an EDF seaplane version that he can take on his morning walks along the shore at Lake Hawea. I hope he has an inflatable handy ? Ha Ha !

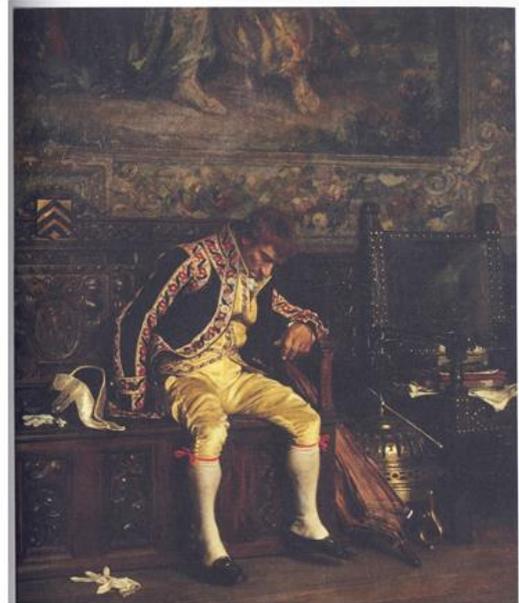
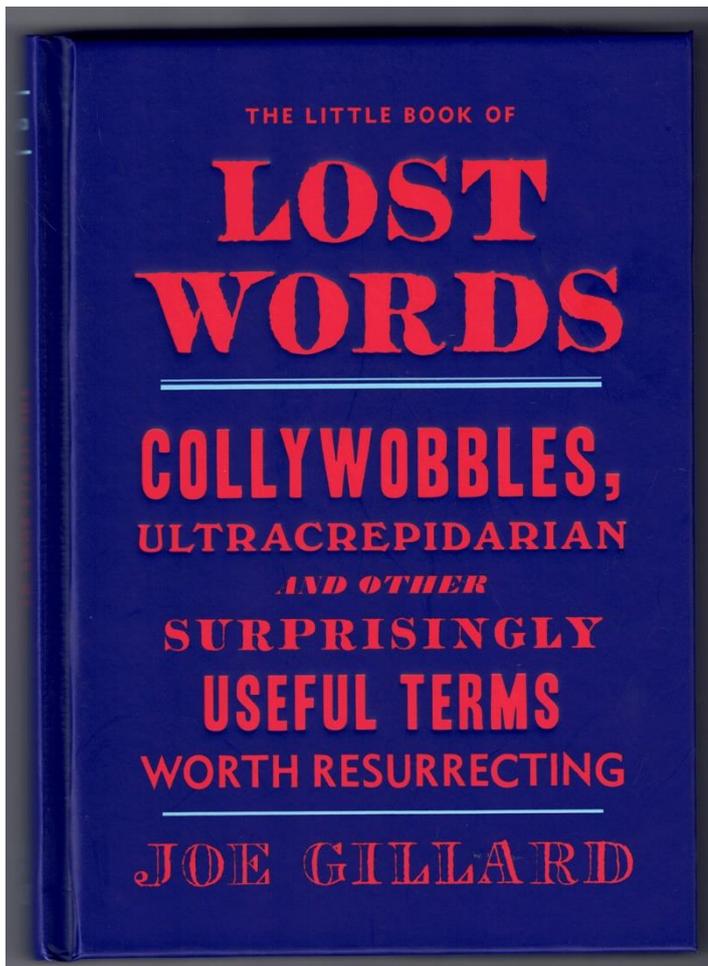
Keep up the good work, I feel some streamer cutting coming on and possibly some pylon racing, so keep those batteries charged and bring them out to the field. What next, maybe a couple twins, a P-38 Lightning followed by an EDF powered Me 262 ? **Dream on, Ed.**

LOST WORDS July 2022



I know I'm not often lost for words, but thought I'd share this piece of history with you. On a recent trip to Wellington, Alli and I spent a night in Greytown and then called into Martinborough on the way south. Whilst paying the obligatory visit to a local bookshop Allison espied this book and couldn't resist the purchase.....

"QUANKED" don't you just know how he feels ?



QUANKED

Adjective | kwank'd | Nineteenth century. English.
Regional dialect.

EXHAUSTED OR FATIGUED FROM HARD WORK.

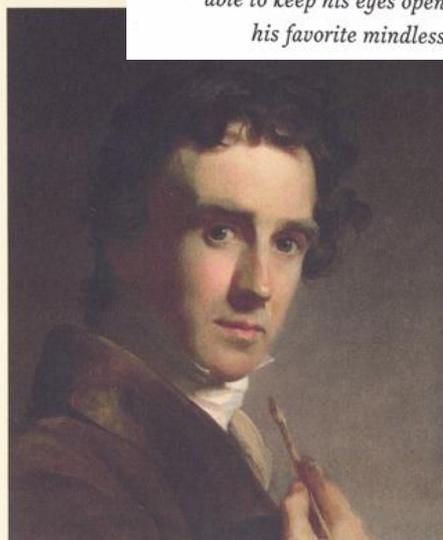
Dave would get home from work quanked, barely able to keep his eyes open for binge-watching his favorite mindless reality shows.

PRICKMEDAINTY

Noun | prik-meh-dayn-tee
Sixteenth century. English. Dialect.

AN OVERLY NICE PERSON.

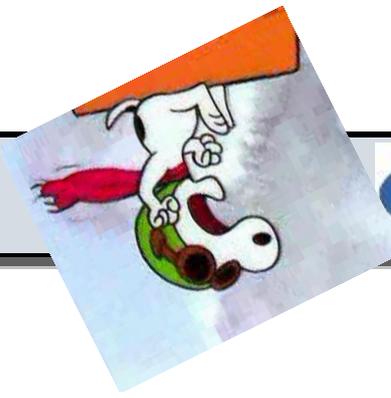
It was after midnight and she need a lift, but there was no way Fatima was going with Taylor—the guy was such a prickmedainty it made her skin crawl.



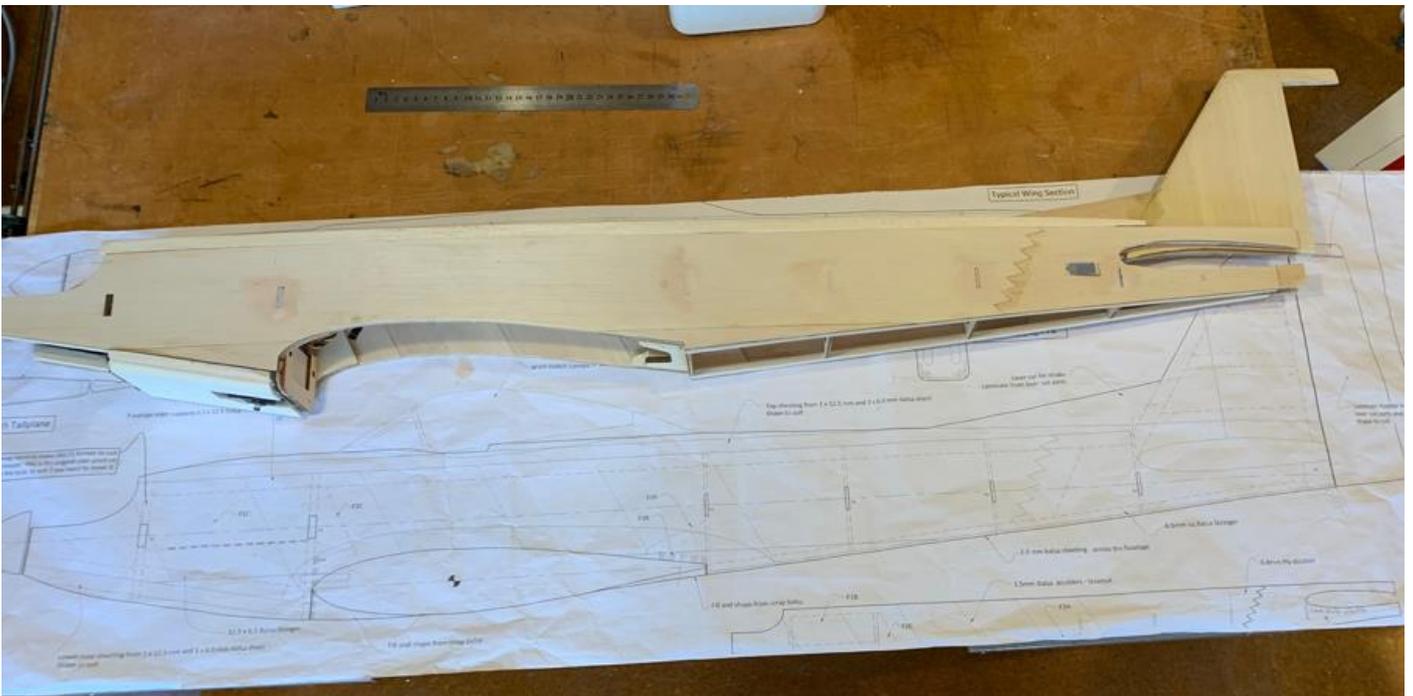
I guess this one is not so lost, and members could be more familiar with

"PRICKMEDAINTY"

Classic Pattern July '22



Winter is showing it's cold face, so good building time ahead. Stan has been making quiet progress with his Hangar One laser cut kit of the Tiger Tail. **Gavin Shute** has already done a great job building the rudder and tailplane and working on the wing with **Stan** who has been concentrating more on fuselage. I offered to help and now find I have a Tiger Tail semi-fuz in my workshop ! it's a pleasure as I needed another project ? and it will be great to see a team of Classic Pattern aircraft gracing Awatoto Skies.



The build is mainly complete, it's all about shaping and finishing now and fitting gear etc. The Fuz is built square so there is now a lot of planing and sanding to establish the rounded shape. There is no enclosing motor cowl, with the motor sitting upright it can be fitted and serviced easily in the front of the open fuselage.

The ailerons are cut from solid balsa triangular stock and pin hinged. The wing is mounted with front dowels and two ¼ inch plastic bolts.. The wing fillets are carved from laser cut balsa layers and all shaped and sanded.



The last job is glassing the fuselage for a more durable paint finish and the tail and flying surfaces are covered in shrink film. On the fuz I've epoxied on a fine 1.4 ounce glass cloth and when finished will be sprayed with a one step filler primer and well w/d sanded to a fine finish. The finishing paint will be base coat white and a two pot clear glossy top coat.



The new Classic Pattern Schedule and rules proposed for 2022 can be down loaded from here....

[Classic-Pattern-Rules-2022-Proposed-V2.0.docx \(live.com\)](#)

A summary of the manoeuvres is printed below, for a more in depth description you need to visit the above link.

5.1.13. Schedule of Manoeuvres

	Manoeuvre (C2022)		K-factor
1	Triangular Loop with roll	Into wind	4
2	Cuban Eight with half rolls	Down wind	3
3	Top Hat, point rolls up and down	Into wind	4
4	Slow Roll	Down wind	3
5	Two Reverse Outside Loops, half roll entry and exit	Into wind	3
6	Cobra Roll	Down wind	3
7	Double Immelmann, point rolls	Into wind	3
8	Four Point roll	Down wind	4
9	Square Horizontal Eight	Into wind	4
10	Three Horizontal Rolls	Down wind	3
11	Three Turn Spin	Into wind	2
		Total K-factor:	36

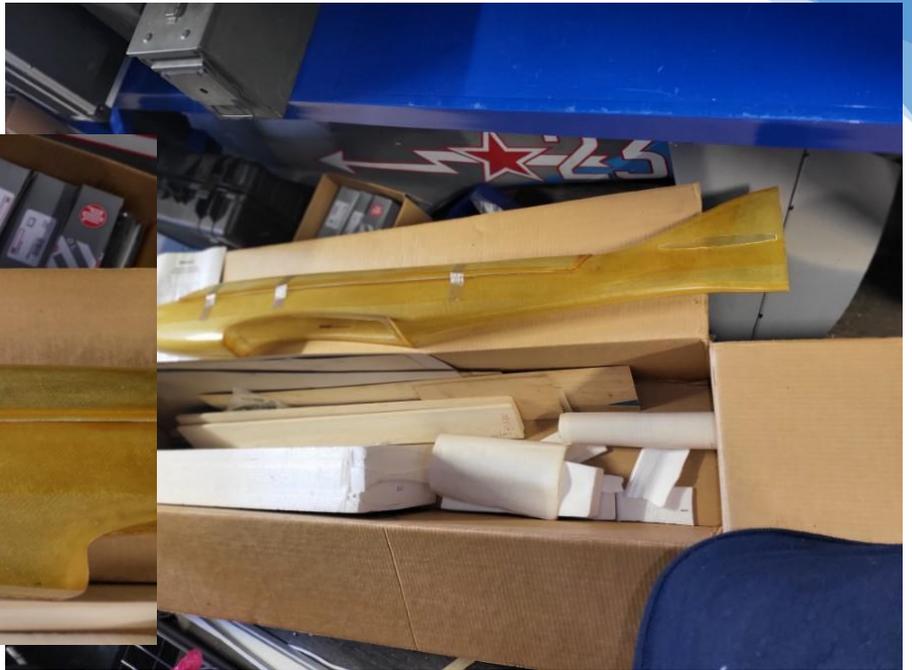
This report in from Andrew Stiver; Hi Barrie ,

I have just managed to do a deal with Myle's to take back ownership of my Sig King Kobra which I owned 30 years ago. Test flight of this was done on Sunday and it flies way better than I remembered.



Also in my "Container of shame" are a couple or Classic kits that need to see a building board at some stage this year,

First one is a Hanno Prettner Magic it has a Fiberglass Fuse foam wing and tail to be covered with thin ply.



Second one is a Deception Kit from Paul Stairmand (one of his Covid projects). So I will find some retracts and order the balsa to sheet the wings and tails.



For the above have a NIB Supertiger 60 and Pipe ex Mike and a couple of K&B 61's ex Aaron he believes one to be a worked ex-factory motor.

Cheers Stinky.

*Thanks **Andrew**, exciting stuff, we're building a great team. Ed.*

VINTAGE REPORT July 2022



Saturday 2nd saw **Brett, Stan and myself** flying NDC Classical Precision and Sport Cabin E Texaco at Awatoto. Great conditions, little wind and the morning warmed up to when we got our Tomboys out. The Classical Precision is all about those landing points and I missed mine on the first flight managing to land my Night train on top of Brett's parked model after a slight miscalculation of distance on my part... Ugh ! **Stan** prevailed..

CLASSICAL PRECISION

NAME	MODEL	ROUND									GRAND TOTAL
		1			2			3			
		FLIGHT	LAND	TOTAL	FLIGHT	LAND	TOTAL	FLIGHT	LAND	TOTAL	
STAN NICHOLAS	NIGHT TRAIN	178	20	198	178	20	198	179	20	199	595
BRETT ROBINSON	NIGHT TRAIN	177	20	197	174	20	194	178	20	198	589
BARRIE RUSSELL	NIGHT TRAIN	177	0	177	179	20	199	178	20	198	574

SPORTS CABIN E-TEXACO

No	NAME	MODEL	1 FLIGHT	2 FLIGHT	GRAND TOTAL
1	BARRIE RUSSELL	TOMBOY	527	587	1114
2	BRETT ROBINSON	TOMBOY	393	501	894



Brett and I then flew our aging Tomboys in the Texaco event, both suffering from the aged battery syndrome so flights weren't overly long and there was little thermal activity around. This competition calls for using a 180mAh 2 cell Lipo and good replacement batteries are almost impossible to find. Mine I've made up a pack from single cell 180 lipos, but they are not great quality, not as good as Nano-Tech batteries we could buy previously.

NDC. At the moment, MFNZ is considering opening up the NDC competition to flying any day of the week. The Vintage SIG is in favour of such a move and it is now in the hands of the MFNZ Council to consider. Although weekend flying was used to level the playing field between working and retired modellers that balance is changing with weekends being worked by many and also some club fields becoming unavailable at times over the weekend. And of course there is always a question of suitable weather over the weekend. It is envisaged that opening up to any day competition will restore the balance and help to encourage increased participation in the NDC scene.

STOP PRESS

This just in from MFNZ .If you haven't already, click on the Fill out Form link below and express your opinion in favour of any day NDC competition.

Google Forms

I've invited you to fill out a form:

[NDC - proposed rule change](#)

MFNZ is debating a proposal to change NDC flying to any day of the scheduled month. This includes weekdays and weekends and allows clubs to decide when they wish to fly.

Under the proposal, Clubs are encouraged to organise NDC events to best suit members but it would allow members to fly events on other days.

There have been many cases where clubs have conflicts between users on their sites at weekend with Sport fliers also needing the site which may not mix well with NDC events. Weather can wipe out a number of weekend flying days but mid week may be more suitable.

One result could be that some only NDC when the weather is perfect. This may fragment groups, as people will fly when it best suits them rather than when other members are also present. Traditionally NDC has been flown in groups, which lets us help one another and share the experience of competing. Individuals flying would still need an independent timekeeper.

This is non binding survey to assess opinions amongst the fliers, MFNZ will take this on board when deciding on proposed rule change. Please respond ASAP. Questionnaire will close 31st August 2022

[FILL OUT FORM](#)

Thursday 14th July. A moderately warm winter's day and the old boys came out to play, almost no wind and surprisingly buoyant air. **Russ Nimmo** brought along his Playboy set up for Vintage E Texaco with a 3 cell 600 Mah battery and had some good duration flights, his first attempt at this Vintage Class. He also had his



recently purchased (Ex-**Harvey Stiver**) Miss America which has a startling climb under the OS 55 four stroke motor. How great to see it in the air again at Awatoto field.

“Crash ‘n Splash” Sorry, **Anthony and Danny** arrived with their collection of Lidl glider conversions and had some successful flights, however **Danny** had a wayward elevator servo that came and went and gave test pilot **Stanley** a few anxious moments, however he prevailed and **Danny** lives to fit another servo and fly another day !! *Talking of these two, another “Moment in time !!” last week, **Danny** said goodbye to his small aerobatic model that disappeared over the river never to be found. Well it appears that the river gods were smiling, and the “Return to home” GPS facility really does work. When **Danny** visited the toilet shed for a bit of light relief, there lo and behold was this slightly bedraggled model leaning up against the shed door. Wonders never cease, we live again !!*

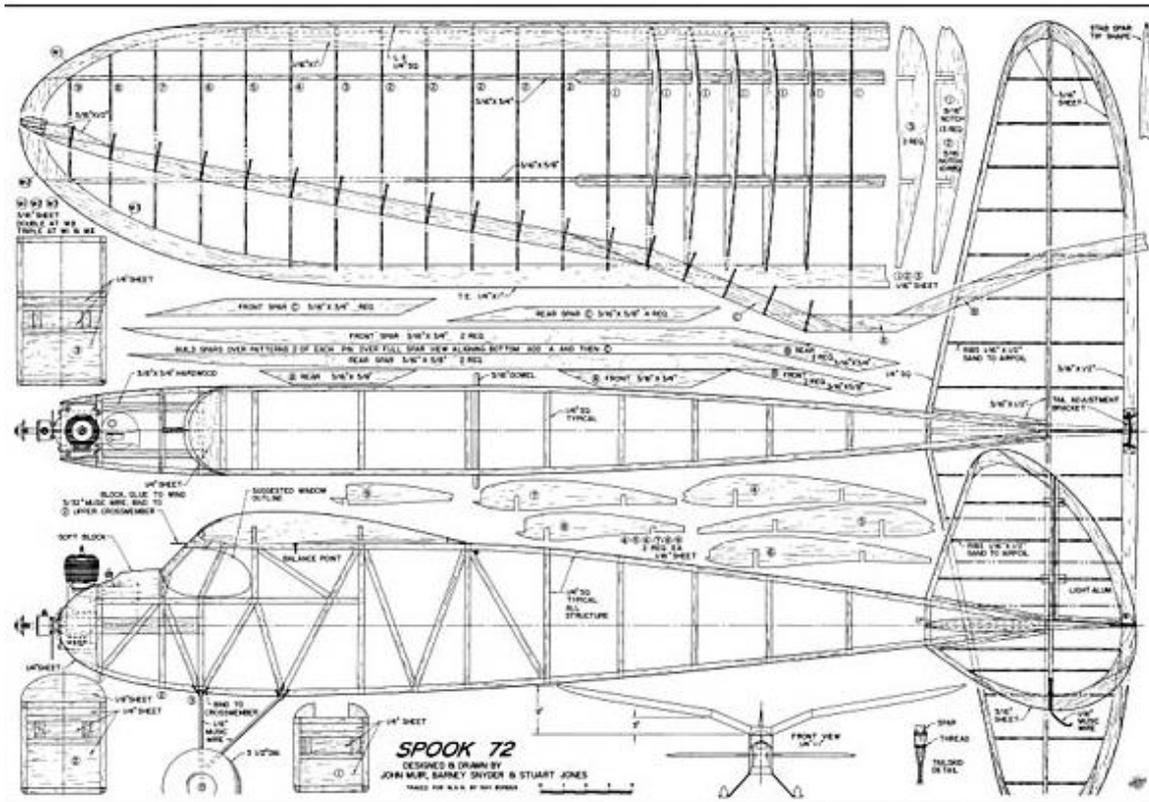


I took out my Vintage E Rubber Texaco model “Flying Minutes”. This flies on a 2S 460 mAh Lipo so not a lot of power to spare, but I managed a very creditable 28

minute flight in some nice buoyant air in the light Northerly drift over the compost farm. No noticeable thermals but it maintained height well on minimal power settings. **Tony and Stan’s** Gollywoks would have performed well in these conditions with their minimal wing loadings at under 4 oz sq ft, whereas Flying minutes is a shade over the 5oz mark, but still a pleasing result.



Unlike the Pilots, not all the planes qualified as Vintage, but a thoroughly pleasant morning was enjoyed by all.



Russ Nimmo is clearly captivated by the Vintage bug and has placed an order for a Hangar One laser cut kit of "SPOOK". A 72 inch span model from a 1940 plan which has an interesting "Gull" wing. He is enjoying the building side and now developing some competitive spirit in the flying side. Good one **Russ. ED.**

Was talking to **Don Mossop** our Vintage SIG chairman, he mentioned been having "Vintage Fun" building and flying a couple of his own design semi-vintage models. I asked him to share and what a delight it is to see this enthusiasm and originality still active.

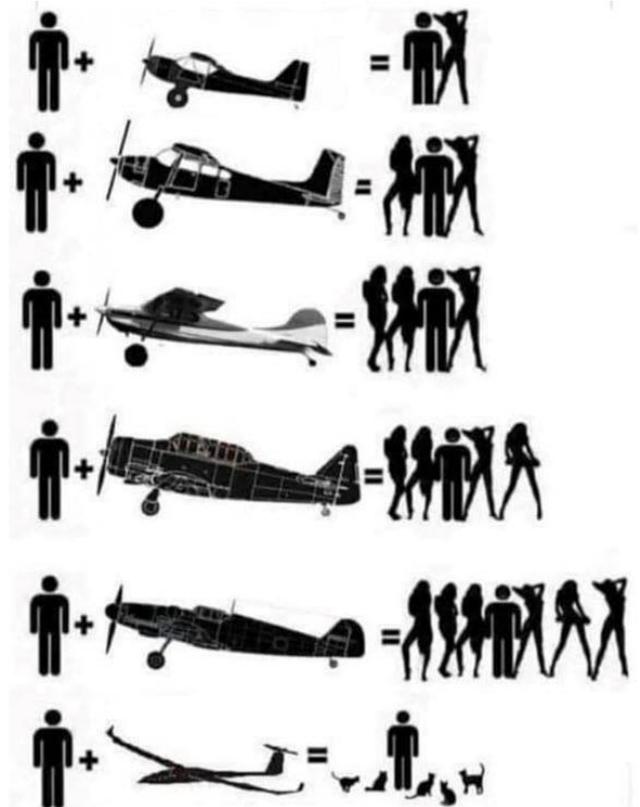
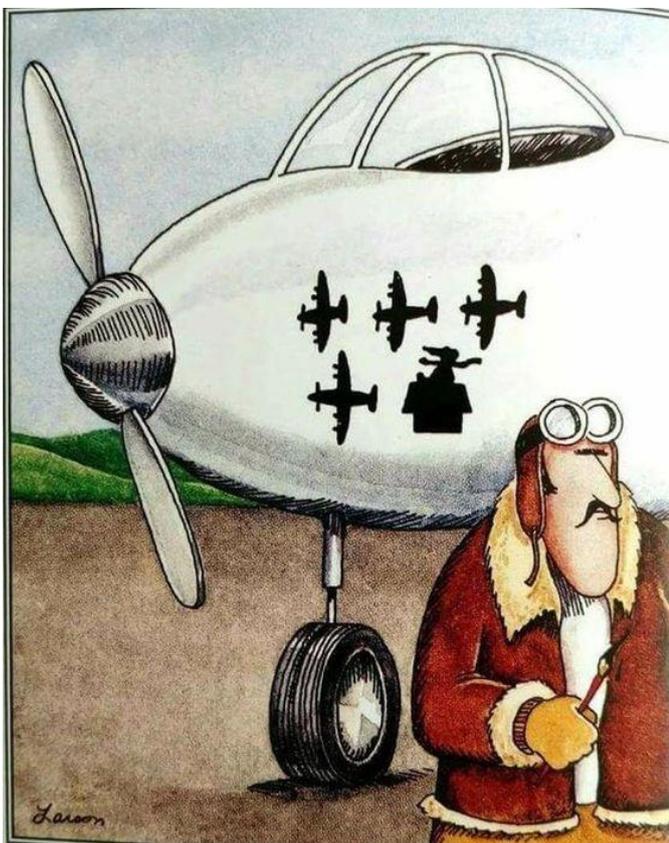
Don writes; *Hi Barrie, snaps of some recent projects near to my heart. I have always thought the Hawker Fury one of the more elegant aircraft built. I took the fuselage profiles and stretched them a little to end up with something which flies well. The wing shape, fin and stab. are fairly representative of the original (except that it is no longer a biplane!). I've used an RG15 airfoil section and on a large 3S battery it goes fast and glides very well.*





The other is my take on the Fokker D8, much slower and very stable. Would make a great trainer. This is not my build - I gave mine away to a young chap a few years ago - this one I inherited from a colleague who died recently. Cheers, Don.

Nice one Don, thanks for sharing. I think you need to fill the car up and come down here for a few days flying in the Bay. **Ed. mfhb.**



FOR SALE & WANTED July 2022



FOR SALE; The famous club build aerobatic trainer designed by Barrie R. “Clubba”. This is the original designed version and not the cheap economical foam board one. This is complete and setup ready to fly with Spektrum AR7000 receiver with 1 remote receiver, Hyperion 50A ESC. Just add 3S 2200 battery and go fly. Has had 100’s of flights and only 1 rebuild. Now in near new condition.

\$125.00 ono. Ph. **Rob** 0274483559.



WANTED ??? STOP PRESS Mike Shears has lost his memory, if anyone has found it, could they please return it to him ASAP.

On a more serious note. Mike loaned his OS 48 Surpass Four stroke motor to a club member and can't remember who. Where have I heard that before ? If you are the lucky borrower, could you please phone Mike on 027 420 5480

A CLOSING SMILE. July'22



When a group of tourists visited a crocodile farm, the owner of the place launched a bold proposal, "Whoever dares to jump, swim to the shore, and survive, I'll give you \$1,000,000.

No one dared to move. Suddenly, a man jumped into the water, and desperately swam, and made it to the shore, while being chased by all the crocodiles.

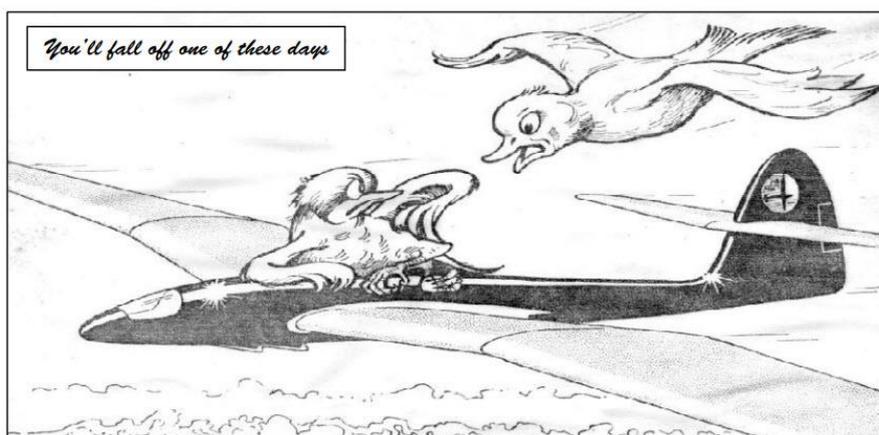


The owner announced, "We have a brave winner."

After the man collected his reward, he and his wife returned to the hotel. Upon arrival, the manager told him that he had been very brave to jump. To which the man replied, "I didn't jump, someone pushed me!"

His wife smiled...

Moral - Behind every successful man, there's a woman who pushes him!



A hearty push from me and a very big thank you to all our contributors. Only 147 days and five more issues to go till Christmas so don't rest on your laurels guys, keep those reports and builds and articles coming.

Safe and happy flying, and we'll see you at the field.

Barrie the editor mfhb July 2022.