

# Model Flying Hawkes Bay



## Club Newsletter #155 Jan 2024

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Sun 18	Club Sunday Awatoto Field
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## \*\*2024 NDC RC Vintage & Soaring\*\*

Feb/24	110	VINT	RC Vintage 1/2A Tex
Feb/24	111	VINT	RC Vintage E Rub/Tex
Feb/24	112	VINT	RC Classical E Duration

*Contributors to this issue; Brett Robinson / Barrie Russell / Marty Hughes / Ash / Phil Sharp / Joe Connolly / Peter Scott / Clive Baker / Rob Lockyer / Kevin Botherway / Barry Kerr / Anthony Hales / Chris Tutton / Barry Lennox / Dave Cantell / Alex Wardley /*

Feb/24	404	SOAR	Class R, eRES 2M
Feb/24	405	SOAR	ALES 123 Class N
Feb/24	406	SOAR	X5J Unlimited Class O
Feb/24	407	SOAR	NZ F5K CLASS Q, 4 R

Model Flying Hawkes Bay Presents

**10th & 11th February 2024 - 10am to 4pm**

**WARBIRDS OVER AWATOTO 2024**

Registrations from 8:30am Sat 10th Feb at the Rally.  
\$20 landing fee for the weekend.  
Food, Ice cream & Coffee cart on site.



## From the Editor's Desk;

Greetings All,

Another year and we're back again with a busy month ahead. Let's hope the weather gods play ball this time and we can have a record breaking Warbirds over Awatoto. This month's newsletter is a bit of a hotchpotch, I hope you enjoy the read and as usual look forward to your contributions of comment, copy and reports during the year ahead.

Barrie the editor.

## Prez Sez;

Wow, can you believe it's nearly a year since the cyclone?? So much has happened since. New Tractor, New Mower, Rebuilt clubhouse, Field re-instated, new fencing, new seating... It's been a busy time.

War birds is just around the corners and it seems that we have it under control and weather permitting it will be a great one. One last plea for help.... We need help on the Gate. Barry K has a roster and if you can help for just one hour on one of the days or even both days that would be amazing.

Thanks to all who have mucked in on our many working bees to get the field to where it is. The new mower is now in operation and seems to be doing a great job. All the weed eating and spraying is now taking effect and we are ready for some action.

Some great turn outs at the field on Club Sundays during the month. Great to see Phil's Camel airborne at the controls of John S. John Clarkes DC3 also had an outing in prep for warbirds.

As you can appreciate I have got a little bit on my plate at the moment so sadly I haven't had a chance to do the Marty's Members workshops this month but will be back with it in the next issue.

**Marty.** President MFHB





# CLUB ACTIVITY Dec/Jan '24



**Sunday 10<sup>th</sup> December 2023 ; President Marty reports on the day's Working Bee activity;**

Sunday the 10<sup>th</sup> was a great day for MFHB. We started with the working bee and about 20 of Hawkes Bays finest turned up armed with hammers, chain saws, spades, post hole packers and a whole lot of enthusiasm. The holes for the seat posts were dug using the Dingo that was heavily price reduced for us by our friends at Napier Hire. The old seating was removed by Big Red and then the long job of setting and packing the posts in the new holes was completed around 2pm. Special not to one of our most senior members John Clarke who is seen in the photos with a spade. This man didn't stop .... Amazing.

Everyone who turned seemed to have a great time and got stuck in. Lunch time bought the Prez Shout of BBQ sausages and **Mc Marty Burgers** . They seemed to be enjoyed by all as I didn't get any complaints.





Once the job was done it was time to get home , have a shower then off to the Filter Room for the MFHB Xmas party. Thanks **Mike Sheers** for organising that. We had 26 people in attendance and the food was fantastic , as was the company. I do struggle with the fact we has 109 members and yet including partners we can only get 26 people to a Christmas celebration . That was about 15 members out of 109?? Maybe we need to look at earlier dates next year as December is a very busy time for most.



**Sunday 17** Seat building time, my Son-in-law and past member **Mike Niederer** obtained the timber from Tumu where he is the IT Manager at an excellent price and helped cut it into lengths. He also came up with an electric nail gun which made life so







much easier. Once all the experts got to a unanimous decision on how the installation should proceed we got into it and by late morning the first twelve seats were all installed, locked and loaded !



We looked at re-using some of the old seat tops but it became obvious they were past their used by date and new timber is to be ordered.



Whilst all the construction was taking place, **Phil** has brought his finished Camel out for some engine running and taxi tests and maybe a flight if all looked good. The model is a work of art with almost unbelievable attention to detail, but you just need to see it for yourself, it is mind blowing. The setting up and engine run all went well so they went to the flight line for some taxi testing. With the throttle opened a little the taxi lasted all of five meters and she was flying ! (With **John Sutherland** in the pilot seat). What an experience, the sound of the 9 cylinder rotary and sight of the Camel flying was something to behold, it was meant to happen ! They were in the air for about five minutes doing a bit of trimming and getting a feel for the aircraft. **John** aborted the first landing as the wind had swung around about 40 degrees cross (Nor-east) and the motor picked up and responded perfectly, and the second attempt to come home was successfully executed and with a whoop of joy, all the hearts settled down again ! What an experience, you can read **Phil's** reaction and thoughts in this month's edition of "Phil's Rotary Magic"





Well, I thought some of my brain waves were pretty ugly, but this “**Lazy Bee**” that **Mr Shears** found hibernating up in his attic must take the cake.

A 1.5cc OS two stroke and rudder and elevator control only and it flew remarkably well. Built by his Dad, the late **Barry Shears** its been gathering dust for the past thirty plus years, quite amazing ! What else have you got up there **Mike** ( I note none of us have ever been invited to come and have a look !!)



Second prize in the ugly stakes must go to **Mark L** for his flying **Stick Insect** or whatever. Actually flies quite well according to pilot **Stanley** who commented that the now non-flapping V-tail is a big improvement !

**Sunday 24<sup>th</sup>** Christmas Eve, saw some good activity early on before the wind arrived. **Clive** was busy with his telephoto lens capturing a few aerial shots **President Marty** had a blast with his Ryan, and **Rob L** got in some aerobatic practice with his Extra.







Both **David K** and **Phil S** flew their aerobatic machines, and **Ryan Cadwallader** paid us a visit with his Pilatus Porter P-6 realistically finished in its workhorse livery.



**Wednesday 27<sup>th</sup> December.** Last working bee for 2023 ! Marty rallied the troops and we had an excellent turnout to get the last twelve seats made and installed. Got the timber cut up last weekend using Mike's drop saw again, so this time we built the seats on site and had the team there to install them. By 10.00am we had them all in and wired down. Then it was decided to put four more seats built from the old discarded ones at the end of the carpark. Job done !







Got the mother in law one of those robot vacuum cleaners for Xmas..





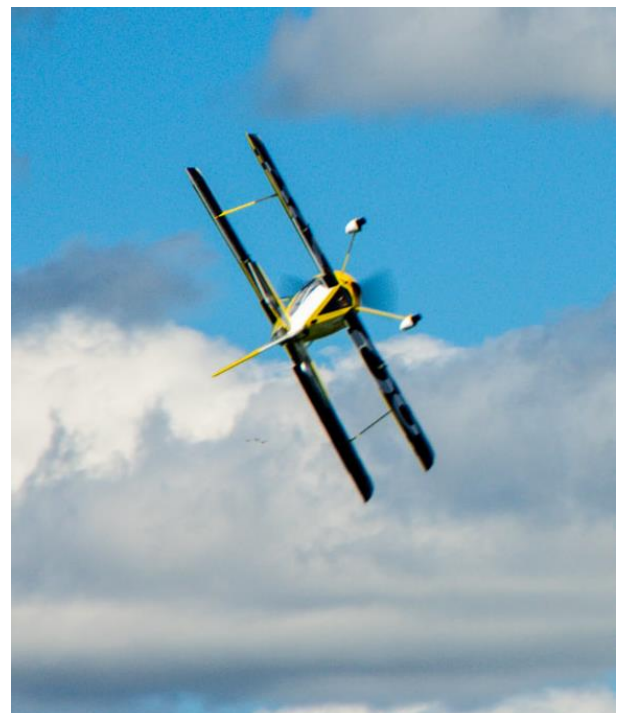
**Sunday 7<sup>th</sup> Jan.** We're back !! What an occasion, just like the old days, all the car park and seating filled and busy flight line activity with four pilots flying together much of the time. We were treated to McMarty's Burgers at lunch time with a burger and a drink for \$5, what a treat !



Conditions were near perfect, light wind sea breeze and warm and massive thermal activity for the gliders.



JC with his trusty Chippy assisted by John Aitken, nice to see him paying a visit. And David K knife-edging off into the cloudy distance !







***Clockwise from top left;***

Rob L's Cub still looking pristine after some years of service.

\* A new Clubba from my workshop on it's debut flight, flies great as usual and is destined to have the ACE single stick Tx controlling it some time in the future.

\* Marks Stick Insect back in the air, now a puller rather than a pusher, he's re-located the motor to the front of the fuz !?

\* Phil's Storch continues to grace our skies with it's realistic flight envelope.

\* And lastly, James and Gus Black were out with James test flying this very nice Spitfire he purchased at the last club auction. Electric powered and a very nice flyer, well done Blacks





# Shed News

**This coming Tuesday 30<sup>th</sup> January**, we're back in residence just eleven months after cyclone Gabrielle wrenched devastation on our area. As we're well down in the pecking order restoration has taken a while but all good things come to those who wait as they say! Thanks to the good works of the Hawkes Bay Regional Council, Ravensdown, the insurance companies, a building team and a lot of hard work from the membership we now have our tractor shed cum workshop cum club room back in operation. Next Tuesday will see the first of our "Club Tuesday's" back in "the shed". Please come and join in for a cuppa and a scone and a chat if you're free.

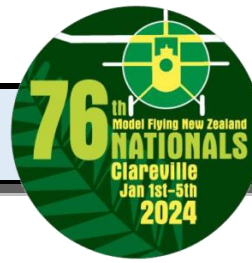


We've had great support from the membership with assistance and the supply of "Goods" and tools etc.

A big Thank You especially to Kevin Botherway, Myles Moloney, Graeme Rose and others for their generous support.



# 76<sup>th</sup> Nationals MFNZ Jan 2024



That time of the year again when modellers from around the country get together to compare their skills and enjoy the camaraderie at Carterton in the Wairarapa. As usual, the weather is a lottery in that part of the world. This time the conditions were favourable, though the wind was a factor on occasions and some rain curtailed the final day. Most disciplines were completed which is all one can ask for.

A "76<sup>th</sup> Nationals" page was set up on Facebook and gave fair regular coverage of many of the events with plenty of pictures. It can be viewed here; [\(20+\) Facebook](#)

All competition results can be viewed here;

Results; [https://www.modelflyingnz.org/.../Event\\_Results\\_Detail...](https://www.modelflyingnz.org/.../Event_Results_Detail...)

Well done to all those MFHB members who competed, just being there is a big plus, and as a bonus to those who came away with trophies, our heartiest congratulations.

**Sean Galloway**, who won the Junior Championship. His efforts were well summed up with this Facebook post by **Steve Johnson**.....

*Big congrats to Sean Galloway for winning the Mike Johnson Memorial Trophy as the junior champion in New Zealand flying F3A! Sean's awesome skills not only impress but also reflect what my dad, Mike, believed in – supporting young talents in pattern growth. Even though Sean competes with the seniors effortlessly, he's a perfect embodiment of the values Mike cherished. Cheers to Sean for being a shining example of what the trophy stands for!*



**Joe Wurts**. Soaring Champion seen here receiving the Soaring Champion trophy from President **Chris Jackson**.

Another remarkable effort by **Joe**, winning six of the seven soaring disciplines at the Nats.





**Rob Lockyer**  
coming first in  
Clubman Pattern,  
receiving his  
certificate from  
**Frazer B.**



And again seen  
below receiving the  
Champion Club Cup  
Trophy on behalf of  
the Model Flying  
Hawkes Bay  
contestants from  
**Kev Botherway.**

**Champion Club. 361.5 points . Model Flying Hawkes Bay INC**





Here are the club points for the top sixteen clubs with members competing at the Nationals

ClubNum	ClubName	SumOfClubPoin
18	Model Flying Hawkes Bay Inc	393.5
56	Wellington M A C (INC)	250.5
29	NOCLASS M A C	241.5
15	Hamilton Model Aero Club (INC)	204
38	Feilding Model Flying Circle	177
9	Christchurch M A C (INC)	159
64	Airsail Model Aviation Club	135
25	New Plymouth M A C (INC)	133
44	Tauranga M A C (INC)	113
4	Auckland Model Aero Club (INC)	109
26	North Shore M A C	104
60	Whangarei Model Aircraft Club (INC)	93
48	Auckland Free Flight Club	87
84	SAM 1928	82.5
79	Ashhurst Model Fliers	81
78	Kapiti Aeromodellers Club (INC)	61

I asked **Barry Kerry** to pen a few words on his impressions and journey through the Nationals, and he wrote; .....

*I travelled to Clareville on New Year's Eve and parked up at the showgrounds. Was neat to meet up with people we had camped with a couple of years previously. A bit of partying for New Year and we were ready for lift off.*

*I was there as a spectator, administrative support and extra help for the soaring team. The weather on Monday and Tuesday, while fine, was quite windy with thermals, strong in-fill and wind covering the entire compass. I got my exercise retrieving parachutes and helping with distance and speed.*

*Wednesday was a day off with lunch at the Gladstone Inn with **Patricia, Rob Lockyer and his wife, Lee**. We called in at the soaring field and the IMAC field on the way. Patricia and Lee were playing golf on the other days, so they were fully occupied.*

*Thursday was back at the field, and Friday, there being no golfing planned, we took the motorhome up to the soaring field. Rain stopped the play around lunchtime so we headed back, missing the incident where Peter Williams badly twisted his ankle.*

*Friday saw the motions put to the Special General Meeting pass without discussion. Soaring SIG had their prize giving with **Joe Wurts and Kevin Botherway** placing at the top of the order. Dinner, and MFNZ prize giving: MFHB won the highest point's trophy again, with **Rob Wallace** receiving the McDonald Trophy.*

*All in all, a pleasant way to spend a week.*

**Barry Kerr, (Spectator.)**

Congratulations must also go to club member **Robert Wallace** who was awarded the **McDonald Trophy**

*The Macdonald Memorial Award was established in June 1954 in memory of the founder of the NZMAA Mr Fred Macdonald, The design of the trophy was to be worthy of the founder of the NZMAA and the criteria for selection of recipients was to reflect the outstanding contribution that Fred Macdonald gave to New Zealand Model Aeronautics.*

*This award is considered to be the most prestigious award that can be bestowed on a person for the most outstanding contribution in any sphere to New Zealand Model Aeronautics.*





# Letters to the Editor.



In our club there three **OB** members vying the distinction of being the most ancient. **JC** beats me be about a year and I think **Joe Connolly** might be somewhere in between. Have to say I was quite chuffed, that's a good word chuffed, when on Christmas eve **Joe** who came out to the field with **Ross**, stopped me and passed a hand written note with the words, " Don't know if you can use this.". Well I sure can, and here is what **Joe** wrote, long hand capitals printing on some lined letter paper. How many people take the time to do that these days when you can bang off something electronically ? Thank you Joe, much appreciated.....

## *" A Self Portrait and Odd Remarks"*

*I am an old fart with all the hair on the bottom of my face and very little on top. Actually just a big kid who never grew up, didn't want to and still don't!*

*Some eighty-plus years ago I saw my first model plane. It was huge, probably bigger than me. Mark you I was only four years old at the time. It was a Wakefield, don't know for sure but having seen a lot of models since I think it might have been CAHILLS CLODHOPPER 1936 Winner of the Wakefield Trophy. Built by Seymore Hunt who lived in Main Street, Number 35, we lived at Number 33. I was speechless when he launched it from that part of the hill that led to Pandora Pond! No idea of it's duration but it seemed to circle around for ages. He, Seymore was probably about 17 and just over a year later he left for England to join the RAF. While he was travelling war broke out and he was posted to India and then Burma where fate caught up with him and posted as " Missing in Action". There was no record of what happened so when the Napier City Council get finished restoring the War Memorial he will once again emerge from that obscurity wished upon him and others by a greater authority !!?*

*Three of my four brothers were serving Oversea, the fourth was a merchant seaman*

*Apologies for the sarcasm and bitterness !*

*Well to make a short story even longer, I executed my first model about three or four years later in 1942. To execute meaning to KILL ! It was a hand launched glider of about ten inches span and of course a 7 year-old lout soon reduced it to splinters smaller than matchwood ! However these efforts were noticed by my neighbour, Seymore's Dad, who having seen his son become a quite accomplished modeller, was willing and able the guide my efforts. So for*



a while I had two Dads and was given a fair amount of his late son's gear and magazines. "Flying Aces, Model Airplane News, and Air Trails" and also some balsa and covering materials which enabled me to build the odd model that actually managed to fly !

SO SEE WHAT A CHANCE ENCOUNTER CAN ACTUALLY LEAD TO. !!

A Merry Christmas to All,

Joe Connolly. MFHB dec 2023.

It was nice to hear from **Peter Scott**, our model engine collector friend from the UK who sent his Greetings wishing us a Happy Christmas and Thermals in 2024.

He mentioned that he too has been assisting disposing of a friend's modelling estate and sent a picture of this amazing transmitter collection....

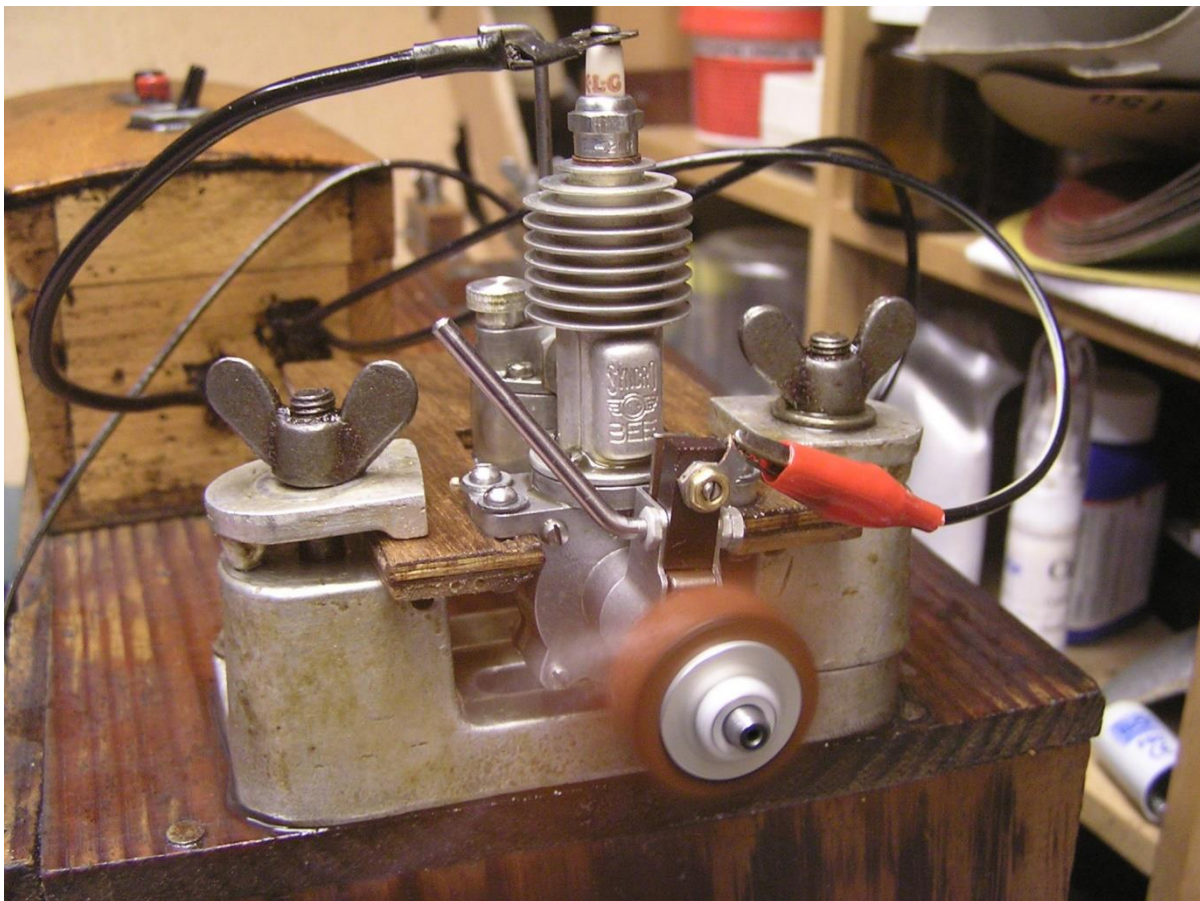


Peter continues to build his model engine collection with some interesting additions and writes;

*I have continued to add a few (actually rather too many !) engines to my collection. At the Gildings auction this spring I bought some rare Eastern European items, and I recently acquired a Woody Bartelt repro 1938 Syncro Bee, which is a delightful little engine and runs well. Will it ever be flown I hear you say..... I do seem*



to have quite a lot of "Projects" still on the go, but no real time to build nowadays. And I haven't flown any models for a good few years.



Kind regards, and all the best for the coming year, **Peter.**

Good to hear from **Dave Richardson**, an elder, retired, ex-member of "Hawkes Bay Radio Flyers" who writes; ....

**A happy new year Barrie to you, your family and all at the club.**

It seems as though my son **Michael** has well and truly been bitten by the bug and is starting to take a keen interest in rubber scale, ideal for flying in an open paddock next door, and a good entry into aeromodelling



He has just completed a 23" 1913 Eastbourne monoplane. Being his dad I suppose I am hopelessly biased when I say that he is very artistic. But having been in the scale game for many years I am comfortable in saying that for static points he would be at the top end.

His prop is home made with adjustable thrust line. The pilot is truly a work of art; simple yet it conveys the Edwardian period to a T. He found some lightweight moulding material from a two dollar shop and with simple extras brought the figure into the spotlight.



His homemade wheels are very authentic. Next job is to get it flying.



Best wishes

Dave R.



# AROUND the BUILDING BOARDS Dec/Jan



Graeme Rose has had this Seagull kit sitting around since the shop days, a 2.5 meter Ercoupe. A large and impressive



model. Originally powered with a 35cc Zenoah which didn't have enough grunt to get it airborne, so now it has a DLE55 up front. Still to be test flown at this stage.



Update.... Test flight successful but needs some modification to the wheel spats as the U/C torque rods allow the wheels to move back and jam against the rear of the spat acting like a brake ! Also needs the nose wheel lengthening to give a more positive attitude on the ground for take off. An impressive large model.





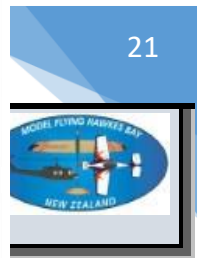
Above is **Rob Lockyer's** (an) other retirement project (#15 !) A Fantasia by BJ Craft models, a 60 inch pattern model, all composite and very light weight. To be electric powered on eight cells lipo. Having won the Clubman Pattern, Rob now has to step up to the next level of competition and this model will be the perfect steed.

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**Dave Cantell** is nearing the completion of his Cessna 150, pictured here just been "put together" for the family viewing at Christmas !





## Phil's Rotary Magic. Pt 25 Dec/Jan'24



*This amazing man continues to astound us with his range of skills and attention to detail. Further his unselfish contributions to the club newsletter are second to none . Ed.*



Hi Barrie, I hope this reflects Sundays flight correctly, feel free to make changes. It's too hot outside, so some thoughts on Sundays flight. It was quite a push to get the Camel finished, well flyable anyway, (they are never finished!) and fitted in the trailer, but we made it. John came up the previous Monday and Thursday evening to get the paperwork completed and to setup his transmitter to my plane. Fortunately we use the same JR transmitters, so we just copied the settings across, although we didn't quite get the throttle curve quite right, but fixed that, sort of, on Sunday.

Sunday dawned a fine Hawkes Bay day, something that's been a bit rare lately, so I arrived earlyish to get set up. It doesn't take too long to rig and was soon ready to range check and run the engine. The engine had not been run in the plane before so we made sure it was well tied down, and Russell bravely held onto the tail. The engine needs priming with fuel and then it generally starts very easily. Once we got a bit of fuel in it away it went. It takes a little bit of running to clear all the oil, but will then idle at about 900 RPM. Max speed is 2500 RPM which produces 60lbs thrust, more than enough. I have fitted an optical RPM sensor, but they don't work that well in bright sunlight. We ran the engine for a while and it seemed OK so John said let's try a taxi run, and maybe take off. So out on the strip we fired it up, poor Russell hanging on again, and then let it settle back to idle, fortunately at idle it doesn't pull too much.

John advanced the throttle and it started rolling, then the engine kicked in, and in 15m or so it was in the air, with a little bit of left roll. I must admit my memory is a little vague, but it climbed well. The real problem is getting the engine to a smooth running RPM. John turned right and the gyroscopic effect meant the nose dropped which took a while to recover from, but with more throttle John gained some good height to get a bit of a feel for it. Ailerion control was good, and pitch OK, although he switched to high rates. After a couple of circuits a landing approach was made, but by this time the wind was starting to blow across the strip, which meant a go around. With a reasonable amount of throttle it shot away, certainly no lack of power. Another approach, the wind still pushing it towards the fence, but this time a successful landing. I was very happy and relieved! John did a fantastic job, I can't thank him enough. His words were "it's a beast". Hopefully we can tame it a bit in the next few flights.

The landing was a little firmer than John would have liked, due to the cross wind, but the only damage was to the cabane cross wires, and the U/C wires. These were very small M2 clevis/threaded shaft, which came with the kit, too weak in my view, for my model with the extra weight. I will now make M3 fittings, as I had already done for the main flying wires. Teething troubles, but generally a very successful flight, and probably a first in the Southern Hemisphere. Stephen Wessel, the engine designer, thinks that apart from his own, this is the only other one to have flown. Four more test flights in January once the repairs are done.

On a personal note I would like to thank everyone for their help and encouragement during the whole journey, and I look forward to more flights in the new year.

Regards, Phil.



### More from Phil,

Well the weather is a bit rubbish for flying, hopefully we will get it all out of the way before Warbirds.



The second flight of the Camel was much better, apart from the slightly heavy landing. After the first flight I remade the cabane rigging by machining new clevis joints with M3 threads. I machined a 25thou slot in the threaded part, which gave a much better silver soldered joint. Same for the undercarriage, but using cable, rather than the flat steel wire.



We made some improvements to the throttle response, but it is still one of the main problems. I have some things to try before the next flights. Otherwise it flew pretty well all things considered. On landing this time one of the axles was bent, and both sets of wheel cover were damaged. I have machined new axles, and then made some tools to vacuum form new covers. These were done by Classique Plastics in Napier. It's all back together now, just waiting for a calm weekend.





*Pics Clockwise from top Left;*

1. Bent Axle
2. Cover Tools
3. New Clevis
4. New Cover

I meant to add to this report , could you put a request out for anyone with a good video camera, with a muffled microphone, to take a video the next time we fly. Any wind noise tends to drown out the sound of the motor.

Regards, Phil. Jan 2024.







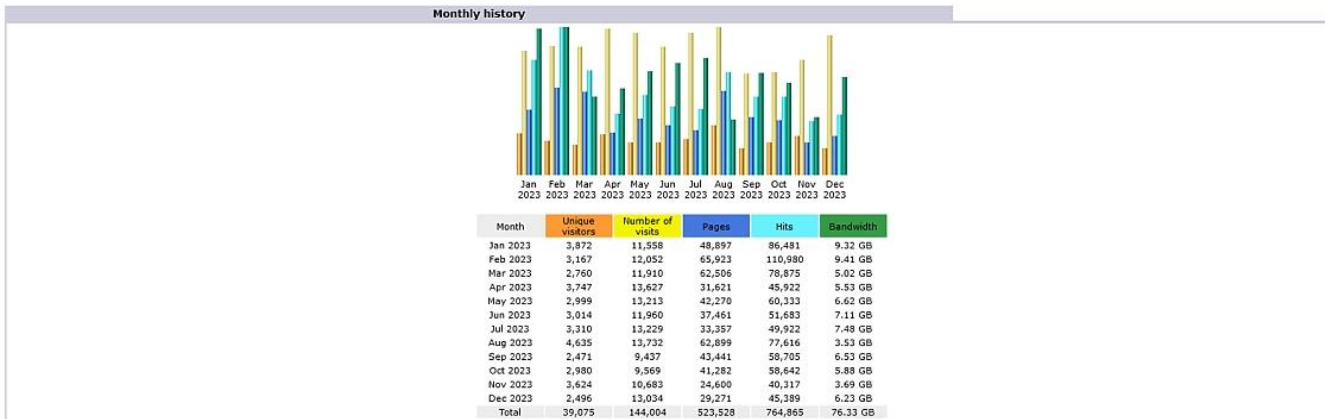
# From the Webmaster MFHB

Our Webmaster Brett reports on the year's web statistic;

Three stats images attached from the website 'back end' that, again, may be of interest; .....  
**Year hits Summary** – per Month hits for all of 2023;

Summary					
Reported period	Year 2023				
First visit	01 Jan 2023 - 00:04				
Last visit	31 Dec 2023 - 23:58				
	Unique visitors	Number of visits	Pages	Hits	Bandwidth
Viewed traffic *	≤= 39,075	144,004 (3.68 visits/visitor)	523,528 (3.63 Pages/visit)	764,865 (5.31 Hits/visit)	76.33 GB (555.82 KB/visit)
Not viewed traffic *			189,232	319,854	24.56 GB

\* Not viewed traffic includes traffic generated by robots, worms, or replies with special HTTP status codes.



**Top 10 Downloads** – relates to mainly Newsletter PDF's – Top 10 for the whole of 2023; .....

Downloads (Top 10)				
	Hits	206 Hits	Bandwidth	Average size
/wp-content/uploads/2023/02/Issue_145.pdf	512	693	5.34 GB	4.54 MB
/wp-content/uploads/2023/04/Issue_147.pdf	503	937	5.55 GB	3.95 MB
/wp-content/uploads/2023/01/Issue_144.pdf	444	1,073	7.47 GB	5.04 MB
/wp-content/uploads/2023/03/Issue_146.pdf	404	440	3.36 GB	4.08 MB
/wp-content/uploads/2023/05/Issue_148.pdf	379	534	4.56 GB	5.12 MB
/wp-content/uploads/2023/10/Issue_153.pdf	370	381	2.56 GB	3.49 MB
/wp-content/uploads/2023/06/Issue_149.pdf	368	854	5.57 GB	4.67 MB
/wp-content/uploads/2023/07/Issue_150.pdf	343	547	3.34 GB	3.85 MB
/wp-content/uploads/2023/09/Issue_151.pdf	315	598	3.42 GB	3.83 MB
/wp-content/uploads/2023/09/Issue_152.pdf	309	617	3.72 GB	4.11 MB

**Monthly Locales** – who around the world is looking at our website – again for all of 2023; .....

Locales					
Locales		Pages	Hits	Bandwidth	
United States	us	241,371	265,390	11.69 GB	
New Zealand	nz	47,370	236,487	47.51 GB	
Japan	jp	28,789	29,066	64.23 MB	
Russian Federation	ru	28,145	29,114	351.17 MB	
Czech Republic	cz	20,407	20,500	45.44 MB	
Lebanon	lb	17,994	17,995	6.92 MB	
China	cn	17,911	20,656	264.38 MB	
France	fr	15,126	15,773	316.83 MB	
Canada	ca	15,052	15,728	407.99 MB	
Great Britain	gb	12,814	17,152	1.61 GB	
India	in	12,364	15,709	1.30 GB	
Bulgaria	bg	6,959	7,450	76.49 MB	
Netherlands	nl	3,885	3,957	35.34 MB	
Iran	ir	3,844	3,887	85.69 MB	
Vietnam	vn	3,540	3,593	31.26 MB	
Italy	it	2,988	3,338	109.76 MB	
Greece	gr	2,826	2,900	12.64 MB	
Australia	au	2,438	9,540	2.69 GB	
Indonesia	id	2,214	2,874	247.10 MB	



Brazil	br	2,094	2,195	22.08 MB
Sweden	se	2,027	2,191	42.70 MB
Spain	es	1,806	2,224	86.97 MB
Ukraine	ua	1,598	1,753	22.15 MB
Turkey	tr	1,448	1,562	96.13 MB
Romania	ro	1,333	1,428	116.50 MB
Malaysia	my	1,175	1,252	23.43 MB
Chile	cl	1,173	1,242	45.60 MB
South Korea	kr	1,150	1,189	14.94 MB
Unknown	zz	1,001	2,304	871.35 MB
Poland	pl	877	929	18.91 MB
Switzerland	ch	727	783	7.36 MB
Hong Kong	hk	658	1,107	128.75 MB
Ireland	ie	637	850	43.29 MB
Argentina	ar	571	626	6.30 MB
Singapore	sg	551	551	2.18 MB
Pakistan	pk	518	1,271	395.00 MB
South Africa	za	425	672	22.49 MB
Denmark	dk	415	553	13.11 MB
Thailand	th	404	457	5.08 MB
Portugal	pt	381	510	75.44 MB
Lithuania	lt	363	363	1.73 MB
Saudi Arabia	sa	345	345	2.49 MB
Belgium	be	326	475	55.48 MB
European country	eu	298	300	5.29 MB
Bangladesh	bd	296	339	4.62 MB

### **Hi everyone,**

The website is, at present, basically in update mode with nothing really new added in quite some time. The homepage slideshow images do get changed every now and again. If you have any images you consider can be added, just send them to me. (Ideally the images should be around 800x600 pixels or just a bit more and the file size around 200kb per image.)

Some stats from the website are included in this report and they do make interesting reading and the following observations:

- Looking at the current 2023 stats against those in the 2022 year, we had a Decrease in Total Hits on the website from 804,248 in 2022 to 764,865 in 2023!
- Stats as to what locales (which countries) look at the website, we see NZ, not surprisingly, close to the top – the new front runner being the USA!
- The Newsletter is still the most downloaded item, with Issue 145 (March 2023) being the most downloaded!

Hope these stats are of interest and they do show the website is being used, although the downward trend in year hits is concerning!

Still making the odd monthly updates to the Members and their Model Website Page going on. (After the latest Newsletter comes out.) Bit hard at times as sometimes the particular person featured, has very little in the way of photo's available. Now have a total of Seven members and their workshop/models on the page thus far.

Thanks again to Clive Baker and others for their assistance with photos and/or info for this web page. Anyway, to have a look at the page.... go the MFHB home page – either hover over the About link in the top Menu and right at the bottom of the drop-down list is a new page:

### Members and their Models.

Or go straight to it using this link: <https://mfhb.org.nz/members-and-their-models/>

Finally, I say yet again, if you have any thoughts or suggestions on any additions, events, updates, changes you feel need to be made or added to the website, then just let a member of the committee know.

It is after all **Your** Club's Website!

**Webmaster Brett.**



# GPS Triangle – Soaring Pylon Racing



Kevin “Rowdy” Botherway writes about this exciting new addition to the soaring scene;

GPS Triangle competitions build the bridge between model soaring and full-size soaring sport. It contains all exciting facets of Cross country soaring while standing on an airfield. The task is to fly around a virtual triangle as many times as possible while within a given time only using the power of thermal activity to maximize the covered distance.

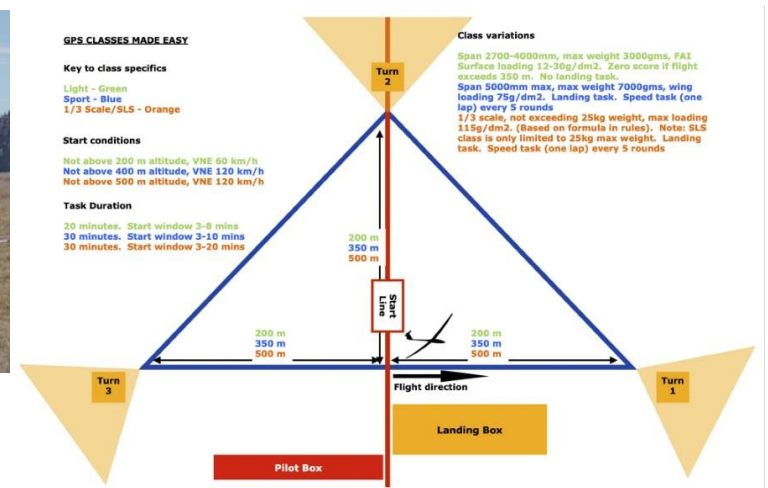
This is all possible by using a small, but high-performance GPS-navigation system, which projects the flightpath of the models onto a ground-based screen

More information can be gleaned here..... <https://www.contest-eurotour.com/category-gps/>

The tasks for each class differ as to adopt the tasks to the performance envelope of the aircraft. Therefore the triangle-sizes as well as the maximum entry altitude and -speed is depending on the competition class.

You can find detailed information about specific rules and all necessary gadgets under following link:

<https://gps-triangle.net/>



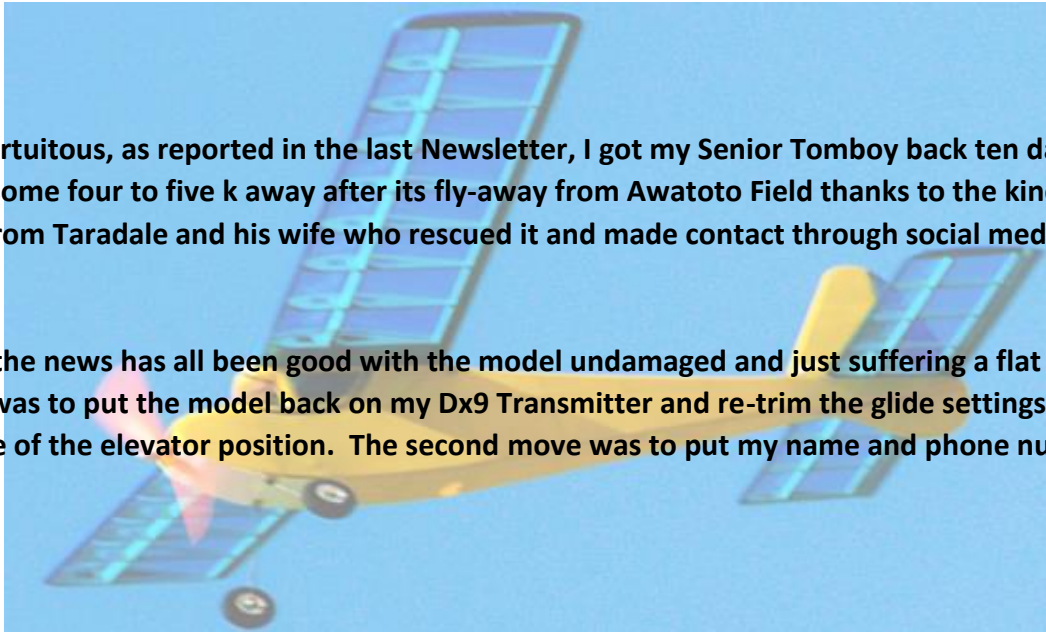


# Back to the Future or “A Blast from the past”



That was fortuitous, as reported in the last Newsletter, I got my Senior Tomboy back ten days later after it escaped some four to five k away after its fly-away from Awatoto Field thanks to the kind work of a bike rider from Taradale and his wife who rescued it and made contact through social media.

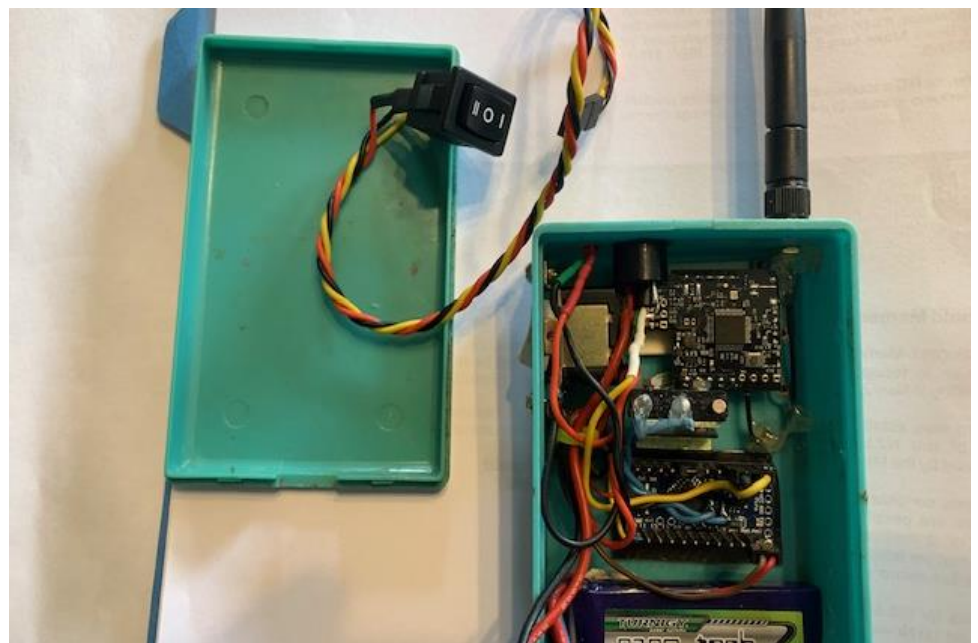
Since then the news has all been good with the model undamaged and just suffering a flat battery ! The first move was to put the model back on my Dx9 Transmitter and re-trim the glide settings and make a careful note of the elevator position. The second move was to put my name and phone numbers on the model !



I'm singularly fortunate in having two mentors, **Barry Lennox** and **Rob Lockyer** who speak the same gobble-de gook electronic language, and Rob has now refined the Futaba FT-3A S/C transmitter with a power light and a beeper and built a three position programming switch and provided lessons so that now even a lowly ignoramus like myself can program the various settings needed to refine our operation !

I found one push and hold for right and two pushes and hold for left on the control button easy enough, but the motor control is just a very short “Blip” and the sequence of one blip for mid-power, blip for full, blip for mid and blip for off and so on, I found a bit daunting. Especially so if the blips got a bit strong and became pushes, resulting in “Where the hell am I at ?” Further, at a distance at times it became a bit difficult to decide whether I had half or full power and what stage of the throttle sequence I was in. So the decision was made to program the mid-throttle out and just fly with off and full. Further, we put the elevator back into channel 2 where it's supposed to be and zeroed the throw and then used the programmable trim function to set the elevator position.

The programming three position toggle switch plugs into the lower board, and the beeper and power light that Rob fitted can be seen on the top left. The Lemon transmitter module is the board top right, and the Arduino



encoder board which is the brains of the outfit ( a whole couple of dollars worth ! ) bottom right. The really clever person is Mike Kitchen from the UK who wrote the program, and also very clever are Barry and Rob who understand all the electronic/computer speak and could put it together and make it work ! Me, I'm just a button pusher, but I



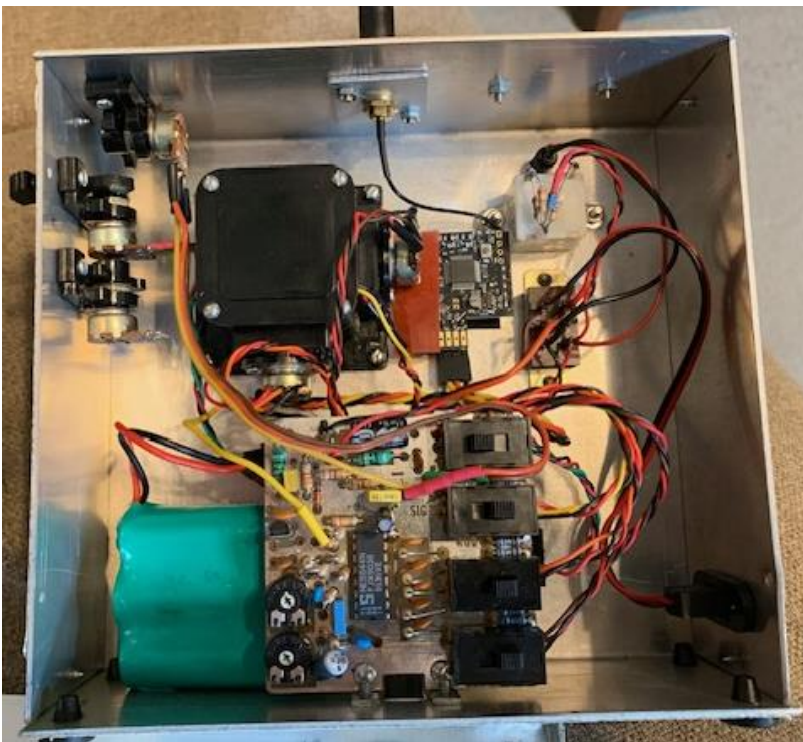
have the right friends ! Programming the various functions, is a matter of reading the manual and then fitting small jumper plugs on the designated pins on the encoder board and using the toggle switch to alter the settings. Sounds simple and it is after some instruction and reading the manual several times !

If you're interested how the S/C encoder set up and programming works, this manual makes interesting reading.....

[https://mfhb.org.nz/wp-content/uploads/2023/12/Single\\_Channel\\_Encoder\\_03j\\_01.pdf](https://mfhb.org.nz/wp-content/uploads/2023/12/Single_Channel_Encoder_03j_01.pdf)

The proof of the pudding is in the eating of course and I have to say that subsequent flights with the Tomboy have been a delight. I reduced the throws mechanically on the rudder and elevator and the model is now trimmed with a slight left bias under power and the glide is nice and gradual and as the speed picks up it pulls out and climbs as expected. Hand launching at full power and just occasional input of right rudder as needed and she climbs away nicely. Holding in full rudder in the glide induces a spiral dive from which it recovers quickly once the rudder is released. So far we're in the windy season so have only flown it in a moderate breeze and needless to say I kept it up wind. The challenge is to land it at ones feet and we're getting better ! I'm awaiting a calm day when I can induce the spiral dive from height and then release the rudder and apply full power with the hope of doing a loop ! And the maybe some sort of barrel roll, wish me luck ! I might add a couple more rubber bands first. The change to an on/off motor setting has worked well, less confusing and it's easy to see from the plane's response and attitude what's happening.

Next on the Agenda, a Single stick, five channel an ACE Olympic V Transmitter, from the early 1970's which we have on loan thanks to the generosity of Graeme Rose. Rob has converted the transmission side to 2.4 using a Lemon module and made the necessary programming changes. Once he'd cleaned and tested the



transmitter which was on "long wire" 72 mg he found it was working perfectly. Then it was a matter of taking out the old transmission module and replacing it with the lemon 2.4 Mgh Tx board. He ran into a problem initially as the encoder gave a servo range of plus and minus 85% travel. No problem for the control surfaces but as we were going electric, the throttle needed -

100% travel to be able to arm the ESC. After a lot of research and on-line reading and some discussion with Barry Lennox, Rob managed to change some of the component values and modify the throttle settings to achieve this. It is now fitted with a 6 cell 7.2 volt NiMH battery pack and charger plug, a power light and the battery meter has been re-calibrated for that battery pack.





I have built a new Clubba for the ACE radio, needing an aircraft which is a stable flyer, aerobatic, repairable and "Disposable" ! It has been test flown satisfactorily so now its just a matter of transferring those settings to the ACE set up and go fly. But Hold Everything, this Tx is essentially a MODE 2 unit, with elevator and aileron on the stick which also revolves for the rudder input.

The Throttle is on a slider on the right hand side of the box ! But WAIT, I fly MODE 1 with my thumbs, m'thinks this might not be my best way forward.

However, Rob flies Mode 2, so who better person to make the test flight and then he can hand me the controls one day when at least three crashes high !



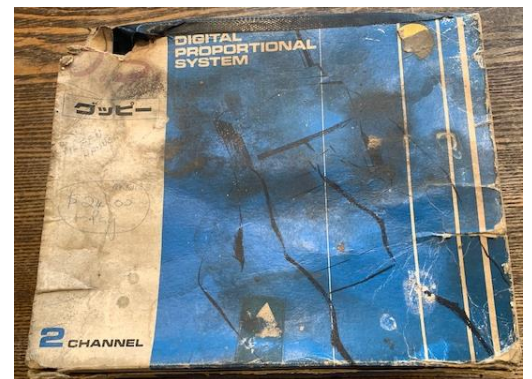
## What next ?

One may well ask on this trip back to the Past ? Well I just happen to have got my hands on an OS GUPPY 2 channel proportional radio from the late 1960/early 1970's. A little work worn but still in its original box with Tx and servos with square splines.

Now this would be a real step up from the OS S/C set. Two channel proportional on 2.4 mgh, That would really be flying par excellence. I can feel an up-grade for the Tomboy coming on !!

Now what was **Rob's** phone number again, Ah yes ! Watch this space .

**Ed.**





# CLIVE'S CORNER #14 Dec/Jan '24



***Another month goes by and Clive continues his interesting series of aircraft, both full sized and some modelled by club members.***

## **The Fokker Scourge**

World War One started for a number of complicated reasons, involving old and tottering political empires and inter-royal family jealousies. The formal reason is often said to be the assassination of the Emperor Franz Ferdinand of Hungary on a state visit to Serbia, on 28 June 1914, but this was just one event that set off a war between the three so called kingdoms of Britain, France, and Russia and the three alliances of Germany, Austria, and Italy. This war did not really end until 1945.

Significantly it started a few years after the first successful flights of heavier than air planes but little thought had been given to how they would be used. The first event in the war in the air took place at the end of August 1914 when three German planes attacked Paris in a bombing raid accompanied by hand written misinformation on the progress of the land war.

In Britain had given the responsibility building their air force to a government agency, The Royal Aircraft Factory. Their concern was that planes should be easy to fly as they would be used principally for observation. No thought was given to arming these aircraft and their first product was the BE 2C which was inherently stable. It was expected that the pilots and observers would arm themselves with pistols and rifles. Bombs could be carried but would be small enough to be dropped by hand.

The British War Office also saw the aeroplane as a secondary force not of the same importance as the Army or the Navy. Through most of the war the aircraft were merely a Corps in the Army and the Navy maintained a Royal Naval Service.

From the beginning tactics in the land war had been dictated by the use of the machine gun. The machine gun was not aimed at a specific target but was started offset to one side . It was designed to kill a mass of soldiers. It was arranged to take a sidestep as it fired. It would sweep across a large body of soldiers. It was seen as an ideal way to arm a plane but it had its problems. Ideally the pilot would sit behind the MG and aim the entire aircraft. But this would damage the propeller also on the same line as the gun

The British response was the DH2. The gunner became a specialist in the air war and was stationed with his machine gun in the front of the plane with the pilot and engine behind. Technically it got round the problem of destroying you own plane but it required co-ordination of the pilot and the gunner to ensure the attack on an enemy plane was successful. The weight of the second crew member was a serious handicap

However it was so successful that it was normal for the Germans to recover captured DH2s for use against the British suitably remarked with German markings.

The Germans were working on a new aircraft known as the Fokker Eindecker or monoplane. Anthony Fokker has developed an interrupter gear for the machine gun. This could detect when the machine gun was in line with the propeller and interrupt the firing. This meant that the pilot could aim the plane and the gun together and did not require a separate gunner. But it was a basic aeroplane which used wing warping for lateral stability. It also required the pilot to hand pump fuel to the engine every 8 minutes.

Reporting of wars had only started in Crimea late in the 19<sup>th</sup> century. There is an excellent history of reporting of wars called the First Casualty of War Is Truth. In France the Army commanders tried as much as possible to allow any information to get Britain regarding the war on the ground. Consequently the war in the air was more widely reported and often romanticised. The battle in the air was described as between Knights of the Air and when the Luftwaffe pilots had a successful run against the RFC it was written up as The Fokker Scourge.



## Craig Abbott's Fokker Eindecker at Warbirds 2023.



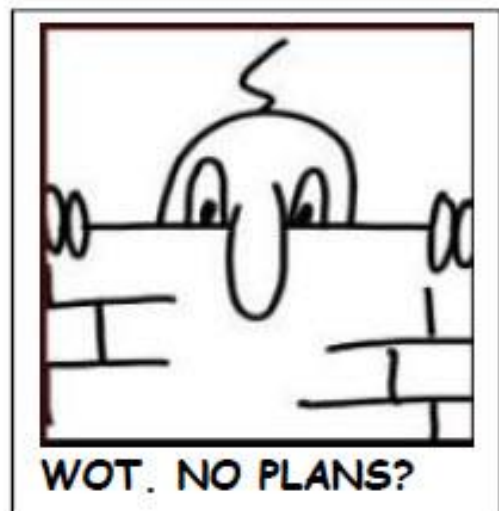
### Fokker E3 Eindecker

Length	7.2m
Wingspan	9.52m
Gross Weight	610Kg
Max Speed	140 kmph
Endurance	1.5 Hrs
Max Altitude	3,600m
Power Plant	Oberursel 9 cylinder rotary engine 100hp (license built)

The Fokker E3 was the third version of the Eindecker to go into service. It differed from earlier versions in having an interrupter gear on the machine gun. It first flew in August 1915



The Year Santa Hired a Consultant







# Dannevirke RC Model Show

Anthony Hales reports on his visit to the Dannevirke RC Model show;

*Hello Barrie.*

*Saturday 20th January, four of us set off to visit the Dannevirke RC show with an RC lawn mower in the trailer. The weather was good, a bit cloudy and a warm breeze picked up a little with just a few spots of rain, but it held off and the temperature was comfortable. There appeared to be a very good attendance with lots to see to keep up everybody's interest, Planes, helicopters, boats, cars of all sizes using both electric and IC motors, trucks even a real RC lawn mower that got a lot of interest. Face painting a bouncy castle and a train ride for the children.*

*Activity included helicopter demonstrations, cars racing around the field and doing flips over a jump with a drone shadowing and filming. In the hall were lots of trucks some with trailers carrying all manner of goods and equipment, some were driving on a road layout and also on the gravel path outside. At another covered stand a track had been set up for car drifting, that had a lot of interest. The four food and coffee stalls seemed to be kept busy. There were other members of MFHB there, a couple were exhibiting their planes and helicopters.*

*We all agreed for us it was a successful*



*outing. Pictures attached of some of the activity,*

*Regards, Anthony.*





*Seems Like a great PR success. Maybe our committee could look at doing a similar day combined with other modelling clubs at Awatoto field, or even joining in the Napier Boys High School modelling weekend. Either could be an excellent PR exercise and particularly aimed at the younger age groups.*

**Thanks for the reports and pics Anthony, Ed.**



# Vintage Report January 2024



**NDC** started again this month, kicking off with Classical Precision and Classical E Texaco.

**Friday 5<sup>th</sup>** saw Brett , Stan and myself having the field to ourselves apart from Lance in his office “Big Red” tailoring Awatoto Field to perfection. Time for some practice, so three unofficial impromptu rounds of Classical Precision with our Night trains saw some spirited competition which always brings out the best in us when commenting about the “Timer Person”. You got the slow watch ? You got the Fast Watch ? Is your finger paralysed ? you pushed the button too early, Speak up and more clearly. Boy it’s hard to get good help these days !

Then of course there are the raft of excuses from the pilot box; Bloody sink ! These batteries aren’t performing,, I don’t know why it goes out of trim !, Oh look, the motor’s fallen loose ! And today, Stan had a new one, My wings gone crooked !!

Whatever, we had fun, the conditions were very pleasant and we all went home happy. (We actually all had shorts on, but same place, same crew and same aircraft.)



NAME	MODEL	ROUND									GRAND TOTAL
		1			2			3			
		FLIGHT	LAND	TOTAL	FLIGHT	LAND	TOTAL	FLIGHT	LAND	TOTAL	
BARRIE RUSSELL	NIGHT TRAIN	180	20	200	179	20	199	179	20	199	598
BRETT ROBINSON	NIGHT TRAIN	174	20	194	175	20	195	176	20	196	585
STAN NICHOLAS	NIGHT TRAIN	179	20	199	177	20	197	135	20	155	551

For your information, The NDC Calendar for Vintage is available on the MFNZ Website [\\*\\*\\*HERE\\*\\*\\*](#)

The Next three Months are;

Feb/24	110	VINT	RC Vintage 1/2A Texaco
Feb/24	111	VINT	RC Vintage E Rubber Texaco
Feb/24	112	VINT	RC Classical E Duration
Mar/24	116	VINT	RC Vintage E Duration
Mar/24	117	VINT	RC Classical E Duration
Mar/24	118	VINT	RC Classical E Texaco
Apr/24	121	VINT	RC Vintage 1/2E Texaco
Apr/24	122	VINT	RC Vintage A Texaco
Apr/24	123	VINT	RC Vintage E Texaco



**RC Vintage Nationals.** This year the vintage competitions were flown "Rally Style" as opposed to a fixed daily schedule as in other disciplines and previous years. From comments received this seems to have met with general approval from the vintage community. **Allan Knox** reports that 14 people flew putting up 47 event total from about 160 flights. 13 out of the available 16 events were flown although 3 of these had only 2 fliers. This is a much better showing than last year. Well done everyone.

Overall Results; [https://www.modelflyingnz.org/.../Event\\_Results\\_Detail..](https://www.modelflyingnz.org/.../Event_Results_Detail..)

Finally got my Flying Pencil finished and test flown. Must have got something right as it flew with no trim input and on the second flight managed a respectable 16 minutes in very flat air ( Vintage E Texaco ). The model dry weight came out at just under 35 ounces but needed some weight up front for the CG placement. Finished up at 38.5 ounces which allows me to use a 2S 650 mah Lipo battery. With the disappearance of the Nano Tech range some of these batteries are getting hard to find, and I resorted to buying a 6S 650 mah Lipo and Rob L used his expertise to break it up into three 2S 650 batteries for me, Whew ! Now looking forward to getting some suitable days for some extended practice and testing of flying style and props etc.



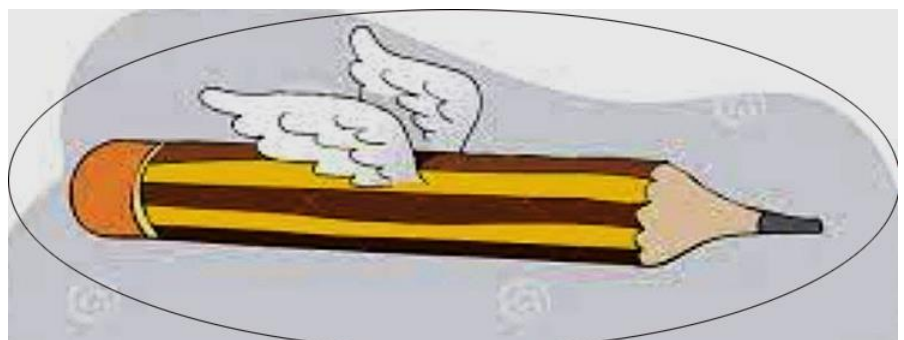
Wing loading is a bit over 6.5 oz sq ft. I was hoping to be around the 5.5 oz W/L. Like many models, you need to build at least two and learn from your first experience. The long fuselage and large tailplane make for tricky CG placement. I thought I was keeping the rear end light, but experience tells me I need to build a lot lighter !



One problem with the E Texaco class, is that the battery size is linked to the dry weight of the model. So the lighter, the smaller power supply and vice versa. I guess somewhere in between there is a sweet spot and this varies for the different flying conditions.

Mmmmm just maybe, one needs two or three models for this class !!

Below is one of my logos printed off on Laser waterslide paper.





**Friday 26<sup>th</sup> Jan.** Brett Stan and I flew the month's NDC comps with our Night Trains, Classical Precision and I had a go at Classical E Texaco, results below. Conditions were good, little wind and warming as the morning progressed.

### CLASSIC E TEXACO

NAME	MODEL	ROUND		TOTAL
		1	2	
		FLIGHT	FLIGHT	
BARRIE RUSSELL	NIGHT TRAIN	840	738	1578

### VINTAGE CLASSIC PRECISION

NAME	MODEL	ROUND									GRAND TOTAL
		1			2			3			
		FLIGHT	LAND	TOTAL	FLIGHT	LAND	TOTAL	FLIGHT	LAND	TOTAL	
BARRIE RUSSELL	NIGHT TRAIN	177	20	197	179	20	199	180	20	200	596
BRETT ROBINSON	NIGHT TRAIN	180	20	200	176	20	196	179	20	199	595
STAN NICHOLAS	NIGHT TRAIN	178	20	198	176	20	196	176	20	196	590

At the end of the comp flying, **Stan** decided to get some more practice, but ran into a bit of a problem, all the smoke came out of his battery with a rather disastrous and smelly result. At least it happened before take off and not in the air !!

The jury is still out as to what happened, but we suspect there must have been a short in the wiring harness somewhere ??



**Graeme Rose** joined us and was to test fly his Simplex, but a motor mount issue delayed the flight on this occasion..





**\*\* FOR SALE \*\***

January 2024



## For sale; **Top Flite Giant P47 60cc Thunderbolt.**

The motor is a DLE 55RA with 40 flights on it so it's run in.



The retracts are specifically designed for this plane which are Robart air and struts, retractable tail wheel and the main wheels are Robart 10 spoke P47 wheels. The pilot is a 12" full height American Pilot. The prop is a CF Xoar, all flight control servos are Hyperion DS20umd, the electric choke, throttle and retract air valve servos are Hitech 645mg. Batteries are not included and the Rx is Futaba.

The elevators have separate servos and the plane has been wired up to run two separate rx batteries and a separate cdi battery.

This plane is in excellent condition and has only been flown twice and is magic in the air. The plane has great presence and flies on rails. This was purchased as an Arf kit in 2019 and is worth over \$5000.00.

I am only selling this plane as I don't have time to fly it and sitting in the hangar is not doing it any justice.

**\$3000.00 ono. Phone Chris Tutton 027 5234252.**



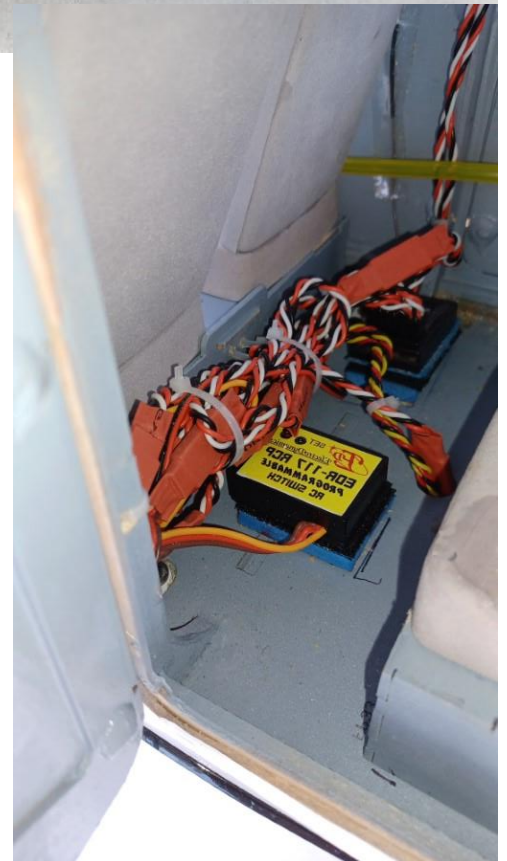
## For sale: Hangar 9- 30cc Beaver 110 inch wing span.



Engine is a DLE 30 ( with only 15 flights ) fitted with a Jtec wrap around Pitts muffler and an APC sports prop, servos are Hitec 645 mg.

The plane has been wired for two separate rx batteries and separate cdi battery. There are two servos for the elevators and a manual choke lever in the cabin.

This plane has landing lights on the LEs wired to a ElectroDynamics light programmer on a separate battery. This programmer can take other lights if required.



This plane has only been flown 15 times and flies great.

**\$1,600 ono.** Phone Chris Tutton 027 5234252

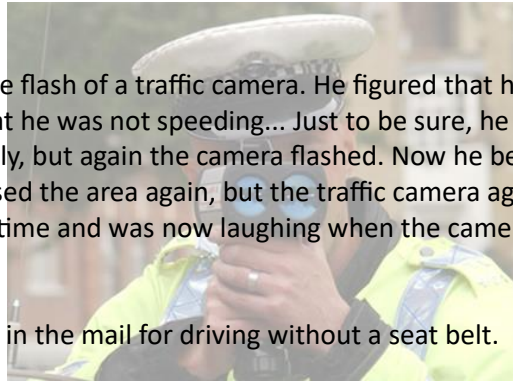


# A CLOSING SMILE. Jan 2024



## Traffic Camera

A man was driving when he saw the flash of a traffic camera. He figured that his picture had been taken for exceeding the limit, even though he knew that he was not speeding... Just to be sure, he went around the block and passed the same spot, driving even more slowly, but again the camera flashed. Now he began to think that this was quite funny, so he drove even slower as he passed the area again, but the traffic camera again flashed. He tried a fourth time with the same result. He did this a fifth time and was now laughing when the camera flashed as he rolled past, this time at a snail's pace...



Two weeks later, he got five tickets in the mail for driving without a seat belt.

♥ When Forest Gump died, he stood in front of St. Peter at the Pearly Gates. St. Peter said, "Welcome, Forest. We've heard a lot about you." He continued, "Unfortunately, it's getting pretty crowded up here and we find that we now have to give people an entrance examination before we let them in."

"Okay," said Forest. "I hope it's not too hard. I've already been through a test. My momma used to say, 'Life is like a final exam. It's hard.' "

"Yes, Forest, I know. But this test is only three questions. Here they are."

- 1) Which two days of the week begin with the letter 'T'?"
- 2) How many seconds are in a year?
- 3) What is God's first name?

"Well, sir," said Forest, "The first one is easy. Which two days of the week begin with the letter 'T'? Today and Tomorrow. "St. Peter looked surprised and said, "Well, that wasn't the answer I was looking for, but you have a point. I give you credit for that answer."

"The next question," said Forest, "How many seconds are in a year? Twelve."

"Twelve?" said St. Peter, surprised and confused.

"Yes, sir. January 2nd, February 2nd, March 2nd ..."

St. Peter interrupted him. "I see what you mean. I'll have to give you credit for that one, too."

"And the last question," said Forest, "What is God's first name? It's Andy."

"Andy?" said St. Peter, in shock. "How did you come up with 'Andy'?"

"I learned it in church. We used to sing about it." Forest broke into song, "Andy walks with me, Andy talks with me, Andy tells me I am His own."

St. Peter opened the gate to heaven and said, "Run, Forest, Run!"

*And on that note it's Goodnight from Him and its Goodnight from Me, See you at Warbirds over Awatoto. Ed.*