

Model Flying Hawkes Bay



PROPWASH

Club Newsletter #156 Feb 2024

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Tues 5	Shed Morning
Sun 10	Club Sunday
Tues 12	Shed Morning
Tues 12	Committee Meeting ??Club Shed??
Sat 16	& Sun17 th Kapiti Airshow Rally
Sun 17	Club Sunday ** Marty's Barbecue**
Tues 19	Shed Morning
Sat 23	& Sun24th Aerobatics Norsewood
Sun24	Club Sunday *Barbecue rain date.*
Tues 26	Shed Morning
Sat 30	& Sun31 Pylon Galloway's Norsewood
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***2024 NDC - RC Vintage March ***

Mar/24	116	VINT	RC Vintage E Duration
Mar/24	117	VINT	RC Classical E Duration
Mar/24	118	VINT	RC Classical E Texaco

Contributors to this issue; Brett Robinson / Barrie Russell / Marty Hughes / Ash / Clive Baker / Ryan Groves / Heather Mardon / Maurice Job / Myles Moloney / Barry Kerr / Mike Harris /

Kapiti Aeromodellers' Rally

Sat 16th and Sun 17th March 2024

Queen Elizabeth Park
Mackay's Crossing
Paekakariki

No landing fees
MFNZ wings badge required

Come fly with us

www.Kapitiaeromodellersclub.org.nz



From the Editor's Desk;

Greetings All,

Another month and 2024 is well under way. Warbirds and the Rumble have been and gone with good participation from the club and pretty successful over all. The great news is that once again we have a facility at Awatoto Field second to none to hold these events, the field really is a picture. With the imminent replacement of the Toilet shed facility and then hopefully a rebuild of the shelter we will be better than ever.

Printed in the following pages is a copy of our Club and Flying Rules. Maybe a good time for all members to have a read through and re-acquaint our memory cells about what you should and shouldn't do. No one likes being spoken to about their misdemeanours at the field or growled at, but the ball is in the membership's court. There is no point in having rules, which are largely there for the member's safety, if they are not followed or don't get enforced. So don't get upset if the heavy hand of one of the club officers lands on your shoulder. Just take it on board and vow to do better next time.

A bit quiet this month with not a lot in from the club, I hope you enjoy the read.

Barrie the editor mfhb. February 2024

Prez Sez;

Time to take a breath and reflect on what we as a club have achieved over the last year. A lot of work.

Refurbished club shed, new tractor, new mower, new fences, new seating and now the highlight.... If you know where to look, we have a 3-meter-deep hole in the ground that has been drilled out with a massive auger. Why you may ask? Well, when you gotta go... you gotta go and right now there is nowhere to go so the next club project is to build a new club toilet. As everyone knows, a good country toilet starts with a good deep hole. Will have to do a few working bees to get this one done.

Warbirds.... Barrie will talk more on this later in the issue but wow, what a great success. It's always a lot of fun but it's a lot of work by the few to put this on. We do it as a fund raiser to try and keep the subs from increasing. So I'm getting in early for next year.... I NEED MORE HELP!!!!. The gate roster is always a hard one to fill. Thanks to those that put their hand up under the organisation of Tony Ives and Barry Kerr.

Mr Grumpy doesn't like the spotlight but as always, he did a fantastic job getting the field to a world class standard.... Thankyou **Papa Smurf**. All the behind the scene stuff that the committee did, Thanks, awesome job.

Frazer's Rumbles has also been and gone and was well attended and the weather played ball..... just!!

I'm off to New Plymouth on Sunday the 3rd of March to attend their Float Flying day so I will be sure to take a lot of photos for Barrie's next issue. **Please** support your editor's call for copy and pictures.

I love being a part of the best model flying club in the country.... You guys rock!!!

Marty out.

Model Flying Hawkes Bay Field Regulations and Guidelines

Purpose

The primary purpose of these **Regulations and Guidelines**, along with links to Civil Aviation Authority (CAA) and Model Flying New Zealand (MFNZ), is to signal the priority Model Flying Hawkes Bay (MFHB) places on safety and the importance for Members to have read and follow any such rules and documentation. Accordingly, MFHB promotes the MFNZ Wings Badge scheme and encourages all members to actively participate in the policing of all such regulations and guidelines.

Introduction

MFHB is fortunate to have two flying fields. The Awatoto field is primarily utilized by powered aircraft, and the Black Bridge Field is restricted to either electric or unpowered flying. A strong benefit of having two fields is to separate

circuit style flying or aerobatic flying that uses a runway, and the soaring style flying to minimize airspace conflicts. Due to field closures from scheduled activities or unforeseen events, the rules do provide for soaring activities to occur at Awatoto, as well as for circuit flying at Black Bridge if the most appropriate field for these activities has been closed.

General

- It is the flier's responsibility to ensure appropriate aircraft and transmitter functionality prior to flying. Some rules necessarily apply to all members, as they fall under current CAA regulations (Refer Addendum).
- No aircraft shall be flown higher than the CAA approved 120 metres (400 feet) unless approval has been given to the Club on application, and the requirement to land or avoid full size aircraft in close proximity to the field shall be followed.
- ANY ACTION or ACTIVITY that compromises another person's safety is strictly prohibited.
- The main gates shall always be left locked after entry and exit.
- Unaided line of sight shall be maintained, with an observer for FPV flights. Flying shall only occur during daylight hours.
- Aircraft shall never be launched towards other people.
- Situational awareness needs to be maintained and assisted by observers where required.
- Any pilot who does not hold a wings badge must have a current wings badge holder as an observer while flying and that person must be able to fly that particular aircraft.
- If flying a certified aircraft, that certificate must be current and should be on hand to present if requested. (Keep a copy in your transmitter case)
- Pilots flying in the Western and Eastern flight areas should not cross the main flight line when the flight line is in use.
- Any dogs at the field must be tethered and under control at all times.
- MFNZ Wings proficiency no longer covers any commercial use activity with any type of model.

General – Awatoto Field

- The last person to leave the field needs to ensure the shed, car park and field gate are padlocked.
- Aircraft shall be started in the starting gates and never in the Deans Shelter.
- Do not arm your electric plane until you are at the flight line in your appropriate flying zone.
- Electric motors shall only be run in the Deans Shelter with the propeller removed.
- It is recommended that all electric planes have a on board power cut switch.
- Generally, no aircraft should not be flown over the centre field / taxi way, as appropriate for safety considerations.

Main Flight Line

- Circuit flying on the main strip is required when there is more than one model in the air at one time. Circuit direction is determined by take-off direction creating either a clockwise or anti clockwise circuit. Circuits shall be flown with aircraft making the upwind pass over the runway turning out and making the downwind leg pass out over the river.
- Aircraft using the main flight line should never venture behind the pilot box.
 - When 2 or more aircraft are intending to use or are using the main flight line, the taxi strip shall be setup by a circuit flier to facilitate entry to and from the flight line (Cones, fire extinguisher, etc.)
- Fliers using the field for circuit flying shall indicate their presence on the flight line and announce their intention to land and take off.
- All pilots using the main flight line must fly from the provided pilot box.

Park Flying Area, (Eastern and Western)

- On the rare occasion that non powered gliders are flown from the Awatoto site on a club day, winches and bungees shall be anchored towards the upwind end fence line, so the aircraft is released from centre field. Consideration should be given to the launch position so as not to cause concern to any other active pilots who are flying from the pilot box. Landing approaches shall be conducted upwind with consideration for maximum safety. Take offs and landings, including low level flights, shall be a safe distance from the Deans Shelter and car parking areas.
- If flying from the Western or Eastern areas, Pilots should congregate together so communication between said pilots is possible.

- With the stop bank being a public access way, pilots must keep their aircraft at a safe distance at all times. Overflight of the public at low levels is prohibited.
- Only suitable aircraft should be flown in these areas. EG Slow, light, fixed wing powered aircraft, Gliders, Vintage and Helicopters.
- Quad racing is to be set up near the fence line in the Eastern area.

Quad Copter and FPV Area

- Racing Quads and all FPV aircraft shall only be flown within the immediate environs of the flagged area if there are any other flying groups on the field
 - No person shall enter the FPV flight area while any FPV flight is occurring
- Pilots shall announce their intention to commence flight.. An observer for each flier shall be maintained
- Spectators shall not enter the flying area at any time.

General – Black Bridge Field

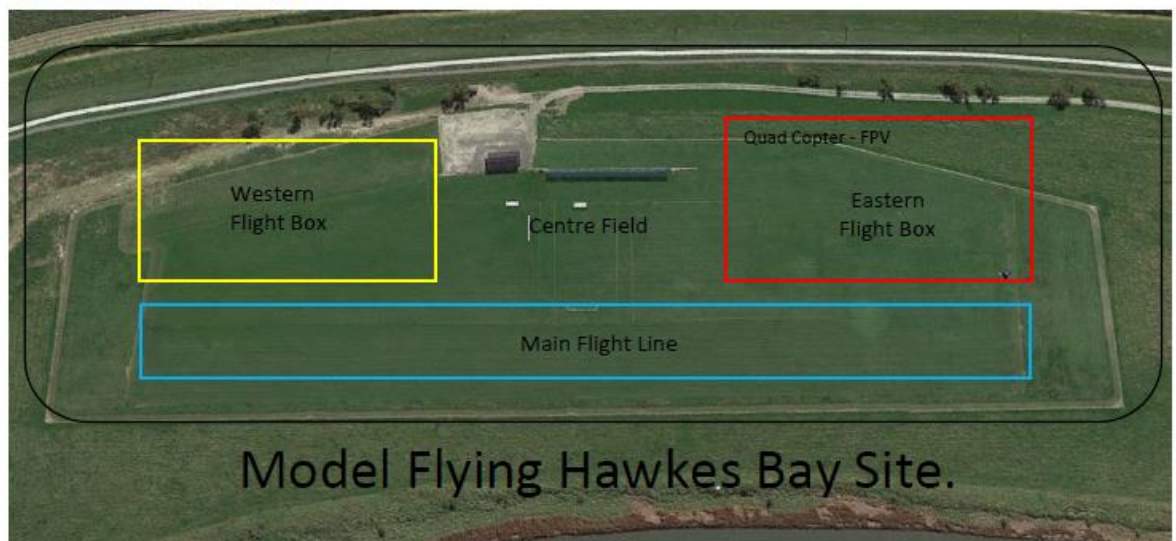
- The Black Bridge field is restricted to soaring and electric powered aircraft only for noise abatement reasons.
- All gates are required to be left in the same condition as found on entry.
- Soaring flying is normally conducted from the location shown on the map below. When soaring flying is occurring, the circuit flying shall avoid flight towards the soaring area. If there are circuit flyers operating at the Black Bridge circuit flying location, the soaring flying shall consider that location a no-fly zone.
- Awareness of whether there are people on the stop bank is necessary at all time. Overflight of the public at low levels is prohibited.

Conclusion

The adoption of these **Rules and Recommendations**, along with high operational situational awareness, will ensure safety is a

priority for both members and others in the environs, and follow CAA and air traffic obligations. Education and co-operation is paramount.

Awatoto Field Layout



Addendum

The following are links to CAA and MFNZ, much of which applies to MFHB

Members: <https://www.aviation.govt.nz/drones/rules-and-regulations-for-drones-in-new-zealand/part-101-rules-for-drones/> provides a good general introduction.

https://www.aviation.govt.nz/assets/rules/consolidations/Part_101_Consolidation.pdf - Sub-part E is applicable to MFHB Members, particularly pages 21 through 26.

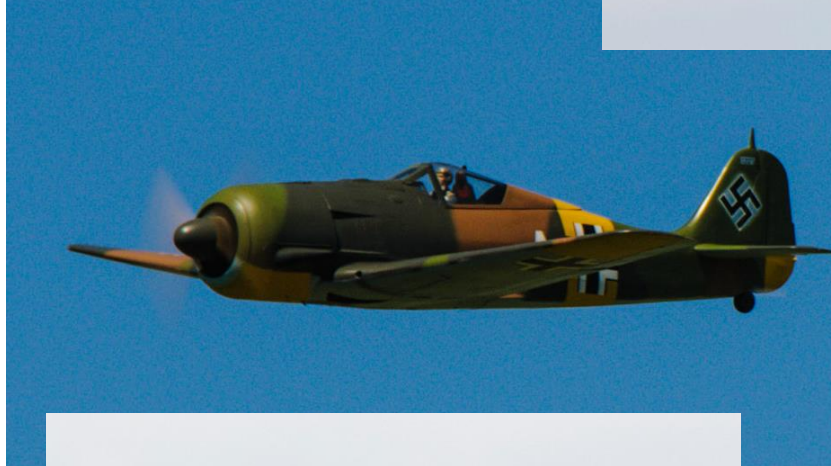
https://www.modelflyingnz.org/docs/general/MFNZ_Members_Manual_2018_Rev_0.pdf - pages 7 and 11 through 19 are important.

<https://www.modelflyingnz.org/largemodel/LMCodeofPractice.pdf>

CLUB ACTIVITY Feb 2024



The year is well under way, and with Warbirds looming a number of members were out on **Sunday 28th Jan** testing their wares. **Clive** took some great aerial pictures of the activity for your enjoyment;



Clockwise from top Left; Rod/Marty's Tiger coming home / Phil's Tempest on finals with it all hanging out / Phil's Storch on slow flypast / My vintage Flying Pencil adding another dimension to the day's play / David's Mamba strutting it's stuff. I guess when he learns to fly straight and level he might earn his WB ? / Dr Brian with his twin ZDZ powered IMAC Extra. / John's FW 190 on fly past for it's first flight since last Warbirds ! Great conditions enjoyed by all.

Tuesday 30th Jan, The shed is back in action. A dozen or more turned up this morning for a scone and a cuppa and a chat and a looksee. Great to be back in action and once the power and water is reconnected life will return to normal.



We now have a full range of power tools again and once the power is back on we can get back onto our refurbishment and building projects. Graeme Rose has kindly donated a bench sized bandsaw and insurance has covered the replacement of a drill press, battery drill, bench sander and a scroll saw. Ray McPeake also brought out an excellent Tellus vacuum cleaner. I have sourced a suitable donor computer for the Flight Simulator, and once that arrives Brett will set up the Sim and get it running. We have a suitable mode 1 Spektrum set but need a mode 2 Spektrum set if someone has an old one suitable for the simulator.

Sunday 4th; Another fabulous HB day, sunny and light winds. Moderate turnout with some warbirds having the dust blown off them. Most notable being the massive Sea Fury recently purchased and re-furbished by David Kenwright being out through it's paces for a renewal of its large model certification. This ex-John Dougherty model is powered by a 5 cylinder radial it has a magnificent sound and presence and will hopefully grace the sky at Warbirds. More stats at a later date.





Our Club's talent doesn't just run to building and flying RC aircraft. This just in from Past President Kevin "Rowdy" Botherway; 9th February 2024;

Hi, A marlin boated yesterday on our boat Vaka Levu. Angler - Andrew Hiscock, crew Joe Wurts, Kevin Campbell, Kevin Botherway. Hooked 20 miles out about 10 miles past Cape kidnappers 103 KG All MFHB members and the HB soaring team! Cheers, Rowdy.



I remarked to Rowdy how much I liked Smoked Marlin, guess what Alli and I are having for dinner.YUM! Ed.

Prez Marty reports;
Sunday the 18th, The week after warbirds. The field was spectacular and the weather was even better.



Left; **Rob Lockyer** getting ready to Rumble

Below; **Phill Sharp's** Storch with pit crew **Stuart Sturge**.



Left; **David's** Mamba rolling out to the field.



Above; The Three wise men looking on over my Ryan.

John Sutherland preparing for his morning's flight.

Shed Morning Tuesday 20th. A good attendance, great to be back in "Shed Mode" again. We're now operational and fully powered up, Ravensdown have done us proud and installed a new power supply cable to the shed. We also have a new water pipe outside, just waiting for it to be connected to the well. Managed to source a replacement computer from Mike, my son-in-law and **Brett** has been busy loading the old phoenix flight sim. We now have two controllers, mode 1 and mode 2, so with a bit more cabling and the TV screen mounted up on the wall that department should be up and running for members to practise and test their flight skills on in the near future.

Clive arrived with a bag of goodies, tools and gear surplus to his requirements, we're becoming very well set up and stocked up again. Thanks **Clive**. **Ed**.

MFHB SHED NEWS



Our Shed cum Workshop cum Clubroom is now powered up and fully operational. Tuesday “Shed Mornings” are back as a regular weekly feature. Thanks to the good offices of **Ravensdown**, they have run a new mains power cable to the shed, and **Rob** our resident sparky has rewired the building. With a replacement range of power tools and a good selection of hand tools, the “Workshop” is now fully operational and members are welcome to make use of the facility. For those of you with minimal or restricted building space, the workshop is there for your convenience.

We are extremely grateful to those members who have donated gear and equipment ;

Kevin Botherway;	Fridge Freezer and Generator.
Graeme Rose;	Bandsaw and hand tools and gear.
Clive Baker;	Hand tools
Ray McPeake;	Vacuum Cleaner and Radio.
Andrew Stiver;	Workbench.
Miles Moloney ;	Engineering MDF
Lance Hickey;	Metal table and workbench frames and builder negotiation.
Rob Lockyer;	Re-wiring.
Mike Niederer;	Computer for the flight Sim.
Members;	Assistance, Gear, E&OE;



It's been a long journey, but well worth the wait as we now have a facility of great value to the Club where members can meet for a Chat, a Cuppa, a Building Experience and to share their knowledge and ask for assistance. Our first two Tuesdays have seen more than a dozen members turning up each time for just that.

Over the past year or two we have accumulated a significant amount of modelling gear. Servos, ESC's, electric motors, propellers, wheels and ancillary equipment. This is there for members' use and you're welcome to come and have a look and make use of it. All we ask is that you might like to make

a donation to the “Shed Fund” as a consideration for what you take. The tools and building facilities are there for all club members to come and make use of.



Brett is currently working on installing the flight simulator which should be up and running again in the near future.

Above is a snap shot of just some of the gear available for members use. Come and join us on a Tuesday morning and enjoy our re-furbished Clubroom/Workshop. If that doesn't suit, then make contact with one of us “Shedders” or a key holder and arrange to meet at a suitable time. If you want a workshop key (different from the gate key), please contact Rob Lockyer and he will also give you a personal alarm code. **Ed.**

Warbirds over Awatoto 2024



Saturday 10th Sunday 11th February.

Warbirds is done and dusted for another year. After a damp and indifferent Friday morning start when setting up the field, Saturday dawned sunny and warm with a mild sea breeze. During the day the Nor'Nor'Easter kicked in adding a moderate cross wind component, but all seemed to cope and the flying was continuous throughout the day.



Some 30+ pilots registered for the rally and the line up of models was quite spectacular. Down a bit on numbers as the date clashed with some other events and our South Island visitors didn't make it this time round. It's interesting how the standard and size of models has increased over the years. We held the first Warbirds back around 1997 (?) at the request of **Maurice Job** from the Palmerston Nth MAC. They had been washed out twice whilst trying to hold it I think at Ohakea and it's been here ever since. **This is our 26th Warbirds over Awatoto.** The pits in those days often held a lot more models, but they were mostly smaller and mainly home built. What a difference today, overall the models are larger and more powerful with the majority from an ARF stable, and the few scratch built one being something to behold making up an impressive array of military aviation modelling history.

Members and the public were well catered for with the three food trucks on site, a step up from the sausage sizzle and hamburgers previously produced by members. **Convenor and Club President Marty Hughes** did a sterling job of motivating the troops and the field presentation was picture perfect. Once again **Tony Ives** undertook the onerous task of the entry and traffic control and with his band of helpers did a magnificent job which frankly no-one else wants to do but is such an important part of proceedings. The public attendance was down this year, in some part due to the weather conditions on Sunday, and maybe a lesser effort in the PR and advertising department. A little unfortunate, as this is a once in a year opportunity to not only add to the club's coffers, but possibly the biggest PR event for aeromodelling in the country. Having said that, all those who did attend, pilots and public alike were well entertained and from comments received, thoroughly enjoyed the event which was formally opened by **President Marty** with the pilot's briefing Saturday am pictured below.



Following is a pictorial study of the Rally, largely through the lenses of **Brett's, Clive's, Heather's, Facebook's** and my cameras, E&OE.



Clockwise from Top Left: Ryan Groves (Ex Tony Withey) Aermacchi Jet flew some great display flights / **Pete Brown's** long standing Vampire / **Lance Hickey's** Mustang / **Phil Sharp's** Tempest / **Scott Purdy's** ultra fast turbine / **James Farrow's** (ex Mike Harris) Bearcat DA 100 twin powered, flew and presented well in all conditions / **Stan Nicholas's** P-51 Mustang / **John Clarke's** DC3 flown by John Sutherland.

Some interesting drone shots of Awatoto Field and set up taken early on Saturday morning;



The 50ccers about to take to the air for a multi-warbird beat up display much to the delight of the public.

As was the Lancaster seen coming home below. Built originally by **Alan Rowson** from a Tony Nieuhuis part kit started in 2007. Finished but not flown and sold to **Steve Blackman** in New Plymouth in 2021 who re-powered it with four OS 46 two strokes. It has a wingspan of 134 inches and **Steve** flies and presents it very well.





Ryan Grove's Aermacchi was impressive in the air, this being the ex-**Tony Withey** aircraft that suffered a flame out and a dip in the river at Warbirds a few years back.



This one third scale Yak 11 from a German Airworld ARF kit, with exceptional detail finish is co-owned and campaigned by **Grant Plaisted and Carl Hansen**. Powered by a 5 cylinder Moki 300 engine it looks and sounds magnificent in the air.



*Pit Views, and above **Pete Brown** with his electrified ex-**John Clarke** P-38 Lightning. / A P-51 Mustang carrying out a landing strip inspection !*



Heather captured this stunning shot of **James Farrow's** radial powered Corsair in flight. "**Slim Jim**" put in numerous flights over the weekend with some very impressive displays. He also campaigned his Bearcat with some great flying, sometimes in trying cross wind conditions.



Alan Rowson's hardy annual Fokker D11 flown in the windy conditions by **Grant Findlay** as always look great in the air. $\frac{1}{4}$ scale and built from a Balsa USA kit in 2008 and powered by a 38cc Zenoah G38. Flying for 15 years, the motor has recently been replaced with a new G38!



Phil Sharp's Rotary powered Camel was on static display as was **Gwyn Avenall's** magnificent Fokker D

The official proceedings were wrapped up early Sunday afternoon with the usual prize giving ceremony. The recipients were;

WW1; Alan Rowson with his Fokker D11.

WW2; Grant Plaisted from Wangarei with the Yak12.

Modern Military; Ryan Groves from Wellington with the Aermacchi.

Pilots Choice; Phil Sharp from MFHB with the Rotary powered Sopwith Camel.



Another enjoyable Warbirds over Awatoto, great conditions, though this time the weather was a bit trying at times with a number departing early on Sunday. **Marty** promises perfect Hawkes Bay weather next year.

W o A will be bigger, brighter and better.

The weekend's activity was nicely summed up in this Facebook post by **Ryan Groves** who wrote;

"I'd just like to post a massive thanks to the Hawkes Bay club members for a great couple of days. An epic Saturdays flying and comradery. It was great to be recognised for the distances and effort made by a lot of people who travelled to attend the weekend but the hard work the members have put in to make the weekend possible didn't go unnoticed. It was simply awesome.

On a personal note, it was really nice to have the Aermacchi 339 recognised and a lovely trophy to put on my shelf. Oh and also the lucky moment prize.

*The team from **Hanger One** providing some awesome prize bags, thanks **Grant and Co**. Some key pilots missing from around NZ this year but I look forward to seeing them at Warbirds 2025. For those of you model fliers that haven't made the trip yet it's worth it in every way. Great group of like minded individuals flying the planes we love. Don't miss 2025!!!! "*

Ryan Groves. Wellington.

At the end of the day, we had one very happy though a little weary President, cum Convenor;



Marty Hughes

RUMBLE Time at Awatoto.



This years NZ Aerobatic "Rumble" was again held here in Hawkes Bay. Conditions were excellent for Friday 23rd and Saturday 24th. Although Sunday 25th forecast was rain and wind, the rain abated and the wind didn't stop flying and the weekend was wrapped up with prize giving mid afternoon. From all reports another excellent event enjoyed by more that 20 competing pilots. I was unable to attend, but have cobbled the following pictorial revue that I've stolen of the NZ Aerobatic Facebook pages. [\(20+\) RC Aerobatics NZ | Facebook](#)



Group photo with as many planes and pilots as we could find. It was pattern and classic flying today. All the IMAC planes in trailers.



The new RCANZ Marquee set up at Awatoto above.

Hamish Galloway calling for son Cormack flying the family Matrix.





Saturday night evening meal for pilots and partners served up a treat by head chef Andrew “Stinky” Stiver.

Ladies first gentlemen.

Ruben Woods awarded the Mike Johnson Memorial trophy. Lots of flying lately and a massive improvement in his flying too, he is doing really well. This weekend he won Intermediate IMAC and was second in F3A P.





RC Aerobatics NZ

Home from the Rumble. Photos from prize giving. Last night it was windy and looking bad. Woke up to dark skies and rain. But no wind. By 9:30 we were flying classic. By 10:30 signs of sun. And then in came the wind. Was all wrapped up by 3pm. Tons of flying.



Marty's "Members' Workshops" #15 Feb



What has Marty got for you this month ? Marty writes;

Well this month we take you beyond the Bombay Hills , way up north to Whangarei to catch up with our most distant club members , the Father and Son members Steve and Cael Sharpe. For our more senior members you will remember our late Club President Peter Sharpe..... Well Peter must have instilled something into the blood line as his son Steve and grandson son Cael are still keen modelers and flyers. Steve and Cael are active club members in a very small window over the Christmas break while they are Holidaying in with family. So let's go and see what these lads have been up to.

Marty: Good morning boys , great to see you lads out in the model room , I recognise that yellow Cub on the shelf behind you, is that who's I think it is?

Steve: Yes it is, It's one of my Fathers that I got when he passed.

Marty : Wow, does it still fly?

Steve : Well yes, but's it's had a bit of an upgrade but still flies very well.

Marty : So Cael, I guess this is one that you fly? Your Dad says you're getting pretty good on the sticks. Are you enjoying the hobby that your grandfather started all those years ago?

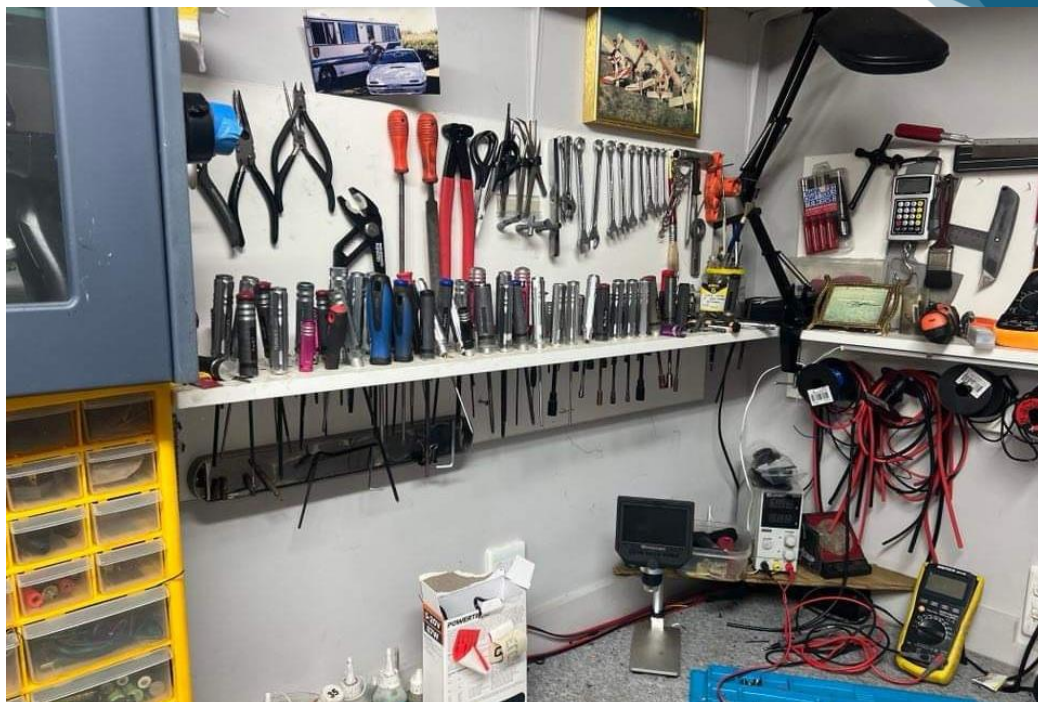


Cael : Yes I do when we get a chance to go fly, problem is I race Karts so that takes up a lot of my time. Oh yeah and that other thing.... School. We fly here in Wangarei when we can but I'm really looking forward to coming down to Hawkes Bay over the Christmas and doing lots of flying with you and Dad.

Marty: Me too mate, will be fun.

Marty : So Steve , with not a lot of spare time to commit to the hobby, I guess the question is.... Why so many models??

Steve: Well one day I'm going to retire, move back to Hawkes Bay and fly planes with my Brudda Marty. And then I can come on the committee of MFHB and then become president and carry on the great work my father did all those years ago.



Disclaimer..... That last bit my have not been **Steve's** actual words but who knows what the future holds.

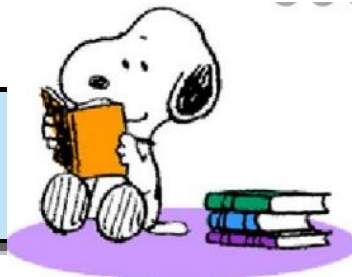


Check out the old photo he has on the wall. Our senior members will recognise a few familiar faces in that lot.

Marty.

"Co-incidence has it that the same photo is in this months Nostalgia collection, check it out. Amazing how life like time goes round in a circle. The late Peter Sharpe was president of Hawkes Bay Radio Flyers when I first joined the club in the early 1980's and was always most helpful and encouraging. **Ed.**"

Info and Things February 2024



Two incidents I would like to share with you, the first demonstrating an oversight on my part and the consequences. I had built a Clubba trainer for a new member and before handing it over I needed to test fly the model. It took off, got about fifty feet down the runway and suddenly nobody home and the uncontrolled arrival did some moderate damage. Never happened to me before so was quite a shock, **BUT in retrospect, totally my fault. In my hurry and maybe over confidence I hadn't done a range check !**

Had I done so the accident would have been avoided as subsequent testing showed almost no radio range. It turned out that the second hand Spektrum DX6 that I'd purchased in new condition on line had the aerial wire inside disconnected from it's socket on the Tx board. At some stage the transmitter had been opened up, may be to change or reset the mode and it had become unplugged. The outcome now is okay, the plane has been repaired and the radio is working fine, but had I obeyed the guideline rules of doing a Range Check, then this episode could have been avoided. Fortunately the motor was set to failsafe to off (at least I got the bit right !) so it wasn't a danger to other uses, but in other circumstances the consequences of a lapse like mine could have disastrous result.

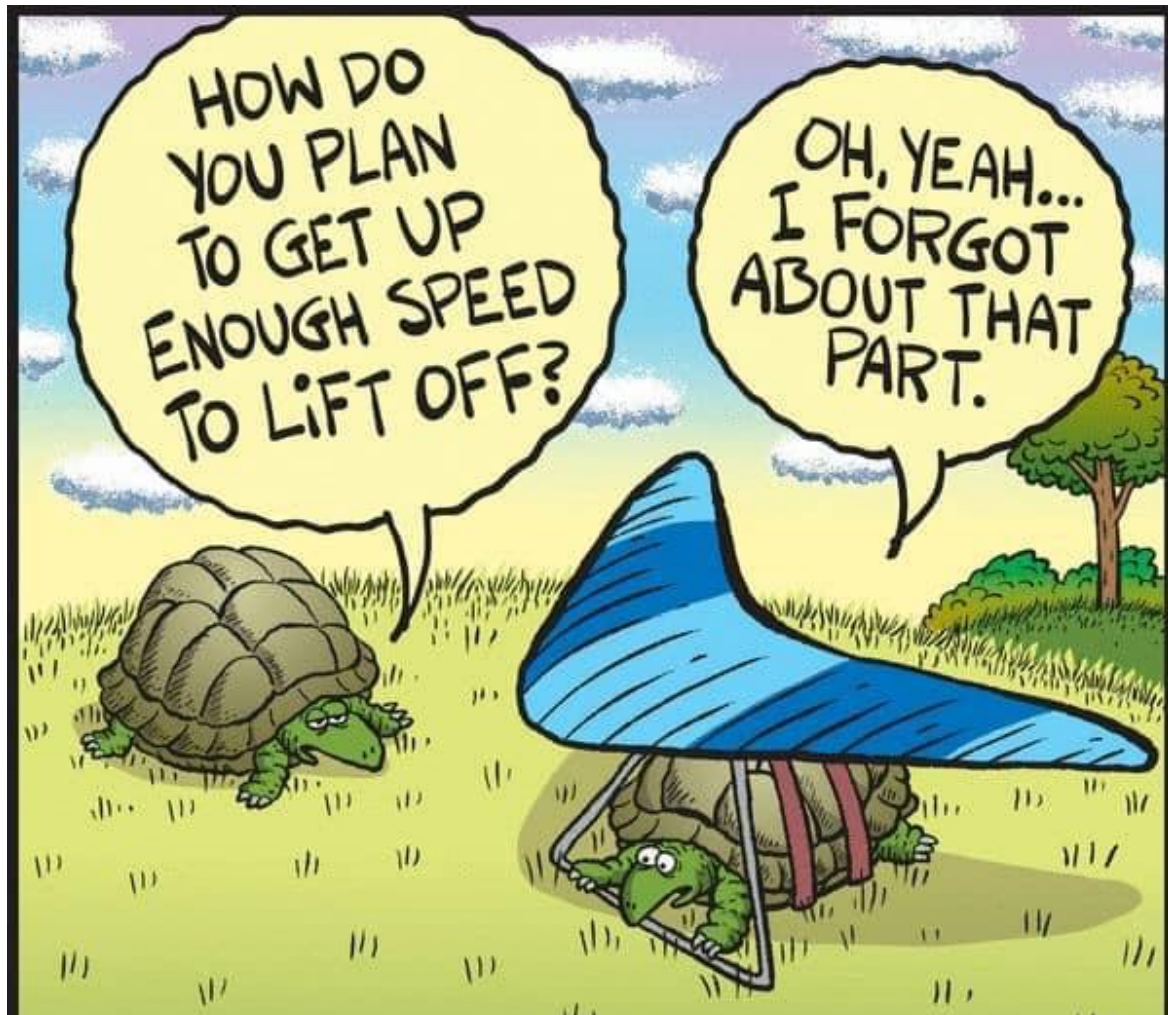
DON'T FORGET, ESPECIALLY WITH A NEW MODEL, BEFORE FLYING, DO A RANGE CHECK. This entails going into the menu and selecting range check, holding down the bind button which then puts the radio into Low Power mode, and checking your range of control as per the manual's instructions.

Incident number two concern's **Myles Moloney's** loss of his Harvard whilst doing a check flight just prior to Warbirds. **Myles** sent me this information and pictures, asking me to publish as a warning to other members in the hope that the information may save another's aircraft.



Myles was running a single battery for the receiver circuit which included the electric retracts. During the flight there was a hook up or some malfunction in the retract mechanism which resulted in a drained battery and hence a total loss of control. **Myles** wishes to stress the advisability of have a separate battery to power the retract circuit and eliminate the risk of a receiver battery drain. The good news is that model is all back together and will fly again soon.

Tyler Perry, (Film Star & RC modeller) test flies this massive electric Globemaster from his private RC airstrip, worth a watch ; [Worlds biggest RC C-17 Globemaster Maiden flight \(youtube.com\)](https://www.youtube.com/watch?v=...)



Some Hawkes Bay Radio Flyers Nostalgia



A Blast from the past back in Highway 50 Days;



Club photo taken on the occasion of the opening of the new clubhouse shed at Highway 50 in the early 1980's

A Prize giving line up in the early eighties, from left to right;

Norm Murton, John Sutherland, Bob Whitburn and Bernard Scott.

Once upon a time, Forty odd years ago we were all young (er) !





A Hawkes Bay group at an early Nationals , Fielding 1960's ? From the left, Barrie Roberts, Jack Godfrey, Leicester Harris and Bob Milne. Sadly all now departed.

And a young courting couple in training mode, early last century !

Ewan and Rose Galloway (to be)



Art Deco Napier Aeroclub Feb'24



Napier Art Deco weekend 17th & 18th February was blessed with some great weather. The skies were busy with the Harvard aerobatic team, the P-51 Mustang, Vampire jet, Chipmunk, Gypsy Moth and some Tigers. Also performing were the NZRAF Turbine Mustangs putting on some great displays over the city foreshore. All this activity before a visit to the HB Airport and the Napier Aeroclub on Sunday morning as they were hosting the Art Deco air display. The following photos provide a pictorial record of the event as I spent a very happy hour oohing and aahing over the aircraft and their comings and goings. Some of us never grow up or can help ourselves from rushing outside just to look up at a plane passing overhead! I hope you enjoy the photos.



First up I feasted my eyes and **Gerry and Jan Chisum's** beautifully restored Gypsy Moth, more on that later.

Then who can resist taking a picture of a P-51 Mustang taxiing past. The sound of that 12 cylinder engine never ceases to enthrall.



Just had to take this pic of a DeHavilland Chipmunk for **John Clarke** who has had an enduring love affair with Chippies as long as he's been scratch building model aircraft!



This pair of Tiger Moths dropped in during the morning, the green and white one we've seen many times before.

The Napier Aeroclub's turbo-prop Cessna Caravan was parked nearby, quite a large aircraft with seating for eight plus the pilots.



The helicopter business was busy with this Bell B47 taking off with two passengers for a scenic flight over the city. Looks like a scene from a *MASH* movie.

Below, four of the Harvard aerobatic team awaiting flight.







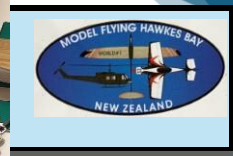
Lastly, I paid a visit to the Napier Aero Club's premises to have a look at these models hanging in all their glory from the clubroom ceiling, also part of the **Hawkes Bay Radio Flyers (MFHB)** heritage.

The Tiger Moth was built and flown by retired MFHB member **Norm Murton** who incidently was at Warbirds over Awatoto last weekend catching up with old friends. He tells me that he has restored his twin Monospar to static condition and that will soon be joining his Tiger hanging up in the clubrooms.

The Camel was the late **Doug Dougan's** scratch built model flown at Highway 50 and Awatoto for many years. It was one of the first successful two stroke petrol engined (ex-chainsaw !) models in the club. Great to see it still in pristine condition and saved for posterity.

A fitting end to a thoroughly enjoyable visit to the Art Deco Air Display. **Barrie the editor mfhb.**

Vintage Report February 2024



A bit quiet on the club Vintage front, Stan has been busy trying to put all the smoke back into his Night Train so hopefully it will be airworthy for the upcoming Classical competitions. I flew my Flying Minutes in this months Vintage E Rubber NDC comp and struggled in flat air to post pretty average times. Next month March we have;

MARCH NDC			
Mar/24	116	VINT	RC Vintage E Duration
Mar/24	117	VINT	RC Classical E Duration
Mar/24	118	VINT	RC Classical E Texaco

Anything goes for **Vintage E Duration**; Stardusts, Lanzo Bombers, Buzzard Bombshells, Simplex, etc. **Classical E Duration and E Texaco**, Night Trains to the fore.

I had some interesting correspondence with **Maurice Job** from Palmerston North, he has built a COBRA and in reply to my request for specs and building info, he wrote;

I saw this design on a FB page that I follow and decided that it deserved an attempt because of the challenge and because it is so 'different.' The plan is a free download from Outerzone and arrived as a file that I had printed locally. My initial review of it showed some anomalies between the different views as drawn, eg the ribs did not match the plan view. Suffice to say the build while unique, is not especially difficult. The plan is free-flight, but comes with a second sheet showing conversion of the stab to radio.

Specifications:

Wingspan	81inch (it's an American plan)
Wing chord	13 inch
Wing area	1200 sq inch
Stab span	34 inch
Stab chord	11inch
Length	56inch
Weight	2Kg (4.4lb)
Power	1500KV motor, 3 cells
RC functions	V-Tail rudder/elevator mix
Throttle with isolator	

A note on the plan.

First, and to prove the point as to whether I could achieve it, I did the fuselage. There are no structural drawings on the plan other than for the u/c leg, just shapes. The first picture shows the first side on the table before planking with 1/8 square. That planking took hours, one or two at a time.

Plan download from Outerzone;

https://outerzone.co.uk/plan_details.asp?ID=363



Swaybacked, but still a good performer is this 1,200 square inch Hornet-powered original by Ted Petrolia, Cohasset, Mass. Polyhedral stabilizer of generous size gives excellent glide.

Ted Petrolia is a real old timer in the free flight field. The above photo shows him at a meet in 1950 with the Cobra and he again flew a Cobra in a 2008 SAM championship meet. Ted lives in Cohasset, Massachusetts and is now 82 years old as this is written in 2010. He is a member of SAM and The National Free Flight Society. The Cobra was published, as Ted recalls, in Air Trails magazine in 1950. He designed the model in 1948. Ted has built the Cobra in a couple of different sizes. Ted has kindly furnished pencil sketch plans from which these drawings were produced and has given permission for reproduction. We owe Ted a big "Thank You!" for allow us to do this.

The second side was done mirror image and the two glued together. It came out straight (big challenge) and remarkably strong. The undercarriage is a single wheel and the fairing is blocks.



The wing is heavily under cambered so it was built on jigs. The plan had a central main spar which means threading all the ribs on to the spar, placing it on the jigs and then spacing them out. Yeah Nah! I redesigned things with all lower surface spars to not alter the upper shape. It was sheeted as shown for rigidity, and my other pet job, fully cap stripped, top and bottom.



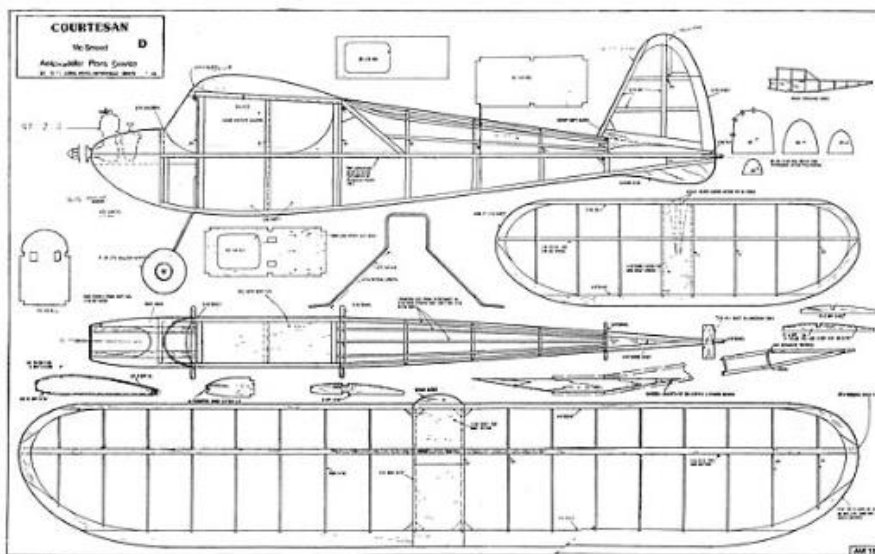
The stab is a lifting section with flat bottom but essentially the plane is a tandem wing so trimming is unusual (to me) with the CoG at 55% of the wing



Recently, I took it to the field for its first test, the results were much as expected and there will be a process of me learning while I find out its parameters. Initial glide was ok but ended in a stall causing only minor damage, I have had much help from Barrie Russell and others overseas with information and hints so I understand the flight better, so it has promise. **Maurice Job.**

Thanks for sharing **Maurice**, an interesting if "different" subject that grows on one, maybe could be likened to an ugly duckling the grows into a beautiful swan. Look forward to hearing more on it's flight success. **Ed.**

My efforts lately have been on building the **Courtesan** for the Sport Cabin E Texaco competition, which now allows a 2S 200mah Lipo flight battery. It has been an interesting build from the weight saving perspective. I've weighed everything, saved a gram here and a gram or two there. As the man said "Its easier to save one gram a hundred times than it is to save a hundred grams once". (Confucius I think). I've used light laminated balsa for longerons and tips, minimal adhesives and lots of lightening holes etc. Covering is Sola Solite which I'm lucky enough to have a few sheets of. For servos I've used 2x High Voltage JX Servo DHV56MG 5.6g so don't need a regulator for the Rx battery and pull/pull cottons for control.



Above Left; Two for the price of one !! Wing, rudder and elevator tips and fuselage longerons all laminated from 3x layers of light 5mmx1.5mm balsa pva'd together. **Above Right;** My helper, Rosie doing an underside inspection for me at the first trial assembly



Construction finished, all covered in Solite film and just done a final weigh, as is there with two servos fitted = 5.8 Oz. The balance of the gear, Cobra motor, ESC, propeller, Receiver, windscreens, two 2S 200mah lipos, under cowl cover and pull/pull cottons = 2.3 oz, giving an all up flying weight of 8.1 ounces and a wing loading of **4.71 oz sq ft.** Pretty pleased with that as my ten plus year old 36 inch Tomboy with batteries is 8.5 ounces and has a wing loading of **5.66 oz sq ft.**

Now just need to put it all together and see where the batteries need to go to get the CG in the right spot and go flight testing. (Doing a range test first !!) **Ed.**

AROUND the BUILDING BOARDS. Feb'



Mike Harris reports on the assembly of his Sky Raider;

Hi Barrie, a few pics of how I'm going on my Skyraider. Retracts fitted all flying surfaces hinged and servos plus pushrods connected. This morning fitted the motor an EME60. Pic of the nicely machined tail wheel, though it didn't have centring springs so I had to make a couple up. Now the motor fitted I'll take it back off and fibreglass all around the inside of the firewall and sides to add a bit more strength. I can't say enough good things for this kit everything lined up and fitted perfectly. It has a lot of blind nuts all well fitted and glued. The kit also comes with a generous amount of ordinance some of which can be seen on wing centre section



I asked Mike for a bit more information on the kit and model. He replied;

Hi Barrie, The model is an 86" Seagull kit which comes complete with electric retracts. This model's designation is **AD-5/A-IE** meaning this aircraft is the 2 pilot version with a radar operator behind the cockpit in the blue room, called that because the canopy behind the pilots is blue on all these aircraft. Also the twin pilot aircraft was longer and wider and the vertical fin was nearly twice as high as the single seat aircraft. These aircraft just missed WW11 but

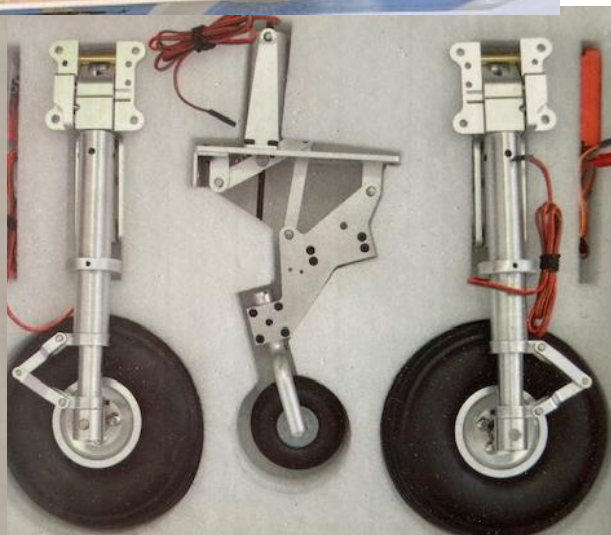
were used extensively in the Korean War. They had the same engine as used in the B29 bombers and were claimed the largest single engined piston driven aircraft, and could carry a larger payload than a B17 Flying Fortress. So from yesterday I finished cutting out the cowl for the motor and muffler and got that fitted it is a large cutout but acceptable luckily blends a bit with the aircraft's colour. Today just fitting the throttle pushrod which is tricky getting angles right. In one photo is the large hatch with a full cockpit supplied with the kit which is nice feature. The retracts are very nicely machined as can be seen in one photo. So as mentioned earlier I'm fibre glassing behind the firewall just to give the model little more durability. But I do like the fact that it is certainly a different looking Warbird than the norm for sure.... Well the next lot I should have most of the electrics and wiring well on the way.

Cheers, Mike.



KEY FEATURES

- All wood construction utilized throughout airframe including the fuselage, wings, tail and control surfaces.
- Fully Sheeted Airframe including Wing and Tail.
- Factory applied iron on film allows easy maintenance and repairs.
- Full rocket ordnance with pylons and (12) rockets (Included With Deluxe Model).
- Full set of (3) large releasable drop tanks on pylons (Included With Deluxe Model).
- (Release Mechanisms for 3 drop tanks are Available/Optional).
- Scale Cockpit Kit included.
- Gear Doors Included.
- Radial Engine Cover included.
- Dorsal Antenna included.
- Large Fuselage Access Hatch for easy fueling, battery changes and/or hidden switch mounting out of sight.
- 3 Piece Wing For Easy Transport on Main Gear and Storage.
- Functional Flaps.
- Decal sheet included But Not Applied Allowing Buyer to Apply Favorite Skyraider Markings.
- Illustrated instruction manual.
- All hardware included (screws, rods, fuel tanks etc...).
- Scale Dual Seat AD-5/A-1E Skyraider Aluminum Wheels Are Available/Optional
- Scale Landing Gear with Dual Seat AD-5/A-1E Skyraider Tail Retract in Both Electric & Pneumatic Are Available/Optional.
- Scale Pilot figure with servo operated head and without servo operated head is Available/Optional.





Macdonald MEMORIAL AWARD

The Macdonald Memorial Award was established in 1954 in memory of the founder of the NZMAA, Fred Macdonald. It is awarded annually to someone who is considered to have made an outstanding contribution to aeromodelling in New Zealand.

This year, the Macdonald Memorial Trustees are very pleased to present the award to Rob Wallace. The citation below briefly summarises Robs contributions and achievements over many years.

Rob has been a member of the Free Flight SIG for many years and currently holds the position of Chairman. His achievements in his chosen sports of Control Line and F1A and F1H glider in World Championships has been outstanding. Manager, competitor, Team Manager, and helper in FAI F1A and F1H World Cup events both in New Zealand and overseas at Lost Hills California. Rob has served as Team Manager and Assistant Judge in Control Line World Champs. When the flying field for the Glider World Championship became unavailable here in New Zealand, he was part of the team who arranged the event to take place in Lost Hills America thus keeping these events in New Zealand's control. As a competitor in his chosen sport, Rob has achieved many successes both in World and New Zealand championships. He has been a willing



Rob Wallace

administrator and helper for Free Flight and Control Line events for the past 40 years. Rob Has written several articles that have been published in Model Flying World and continues as scribe for the Free Flight SIG page.

The Macdonald Memorial Trustees would like to congratulate Rob and thank him for his outstanding contributions to the aeromodelling community.

Rob Macdonald
Chairman Macdonald Memorial Trust

A CLOSING SMILE. Feb' 2024



A shark and his son were swimming off shore when they came across this diver.

The Daddy shark said “ Now just watch this son” and swam round and round the diver just circling and watching., circling and watching.

The Son said” why are yer doin that Daddy, why not just go in for the kill and we can eat him now ?

Daddy replied “ Patience Son, on’t ya know, they taste so much better if you scare the SH*T outta them first “

See ya next month. I look forward to your contributions. Barrie the editor mfhb.