



# Model Flying Hawkes Bay



**Club Newsletter - Issue No 100**

**May - June 2018**

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At the IMAC Event at Galatea in May ([See Page 20](#))  
 Top: Jayden Molloy and Grandad Mike Shears with the Winners Spoils.  
 Bottom: The winning models.

### Upcoming Events



**\*\* AWATOTO FIELD CLOSED \*\*** ([See Pages 7 & 8](#))



## From the Editor



Hi everyone,

Not a huge offering this time round due to being off the field for Duck Hunting, then on them field again for a very short spell, and then just plain being off the field as it is currently under a heap of silt and/or water!

\*\*President Stuart Sturge goes into more detail about the field recovery below.

Some flying is now being done at Roy's Hill and also, with thanks to the Galloways, for the power fliers in the club to have the use of their strip as well.

The Tuesday shed sessions continue to attract a good crowd, except when it gets just too wet or cold, which seems has been the norm over the last few weeks. Roll on spring is all I can say!

Thanks, yet again, to those that helped out with content: Barrie Russell, Brian Hitchcock, Mike Harris, Blair Jones, Mike Shears, Jayden Molloy, Kevin Botherway, Ken LeProu. If I missed anyone, my apologies.

Hopefully, the next issue (July/August) will have the same amount of content, but that is up to you the membership and, of course, the weather gods!

Fly safe,

Brett

## And the Prez Sez.....



Well it has happened. We have been saying that one day we may have a significant flooding event that may cost us some of our reserves. This may well be that event. (see Pages [7 & 8](#))

At this stage we have not been able to fully assess the damage, or prepare a plan to get us back on the field. I hope to be able to meet with HB Regional Council staff next week to seek some advice as to the what may be the best way forward.

The road is the first problem. It is covered with 15-20cm of silt in places. If we scrape the silt off we are left with a trench. If we put gravel over the silt it may just sink into the silt and we have lost it. The solution may be that we have to clear the silt, and then fill the trench with large baserock, before completing the process with roading gravel. Yes, it sounds as if it may be expensive. Hence the reason I want some advice, and possibly help, from HB Regional Council.

The carpark will need to be cleared of silt, back to the gravel layer, with a further layer of gravel on top. Once we know the depth of silt, it may be that we can achieve silt clearance by hand. Otherwise it will need a bucket machine to do it for us. The Dean's shelter has about 2cm silt over it. That we will be able to clean up ourselves, once it is dry.

The field is 90% covered in silt varying in depth. We appear to have lost the bottom wire of our fence at the northern end of the field, which would suggest that the depth of silt could be 30cm+. It is probable that we will need to till the silt, once it is dry, and re sow the grass. We have been offered the loan of some equipment that will help us in this process. However, it is likely that it will take several weeks, maybe months, before it is dry enough for us to put machinery on the field without the fear of creating a bigger mess than we have now.

The fence line needs clearing. This can be done as soon as the surrounding ground has dried out enough. We will be calling a working be in the next week or two to undertake this work. Some of the fencing may need to be extended in height where the silt has buried the bottom wire. Again, this should be able to be done within the next few weeks. It is important that we repair the fencing ASAP, and get the electric fence back in action, to prevent the cattle from trying to break it down.

All in all, a bit of a disaster.

The good news is, we are not without the ability to fly. The Roy's Hill site, and the Hasting Sports Park, are able to be used for electric flight and gliders, while Hamish and Ewan Galloway have very generously offered members the use of their farm strip, for those wishing to fly larger IC models. Those taking advantage of this offer, please respect and accept the precautions requested by Hamish.

That's all for now, until we have had some advice and developed a plan.

Stuart Sturge - President



## Committee Notes

At the last committee meeting it was agreed by all present that the Editor now just précis bullet points of only main meeting items only.

Summary of Minutes of the Committee Meeting of "Model Flying Hawkes Bay Inc."  
Held at the club shed, Waitangi Rd Awatoto on Tuesday 12th June 2018.

The meeting started at 7.00 pm.

Members present: Stuart Sturge, Stan Nicholas, Mike Shears, Rob Lockyer, Brett Robinson, Phil Sharp, John Sutherland

### New Members

Welcome to the following New Members approved at the this meeting:

Marie Patton (Associate Membership) Patrick O'Sullivan and Alex Taylor. We hope you enjoy your time with us.

### Main Points:

- Some discussion over Club Rules and the use of various types of models on the field and their safe interactions. It was decided that a draft set of Amended rules be drawn up for consultation and discussion at a future Rules Meeting.
- It was also pointed out the need to both adhere and to also Enforce the current Field Rules.
- Also discussed was the need to look at Wings Badge qualifications and the need for club training mentors to be set up.
- Summerset in the Orchard Hastings Model Display  
This Retirement Village are wishing to have a mid winter themed dinner on 4th July and have chosen the theme of an WWII RAF Mess. The Manager has contacted Brett to ask if the club could possibly assist in supplying some static Warbirds models for the evening Brett had attached a report on his meeting with them prior to the meeting. The amount of room they have available is fine and it was agreed that we go ahead with assisting them with their event. Brett to liaise with them, with Mike to assist with the procuring of models for display.

**\*\*\*If you can help us with this, please contact either:**

**Brett Robinson ([brettrob@orcon.net.nz](mailto:brettrob@orcon.net.nz)) or Milke Shears ([mikeandjoshears@gmail.com](mailto:mikeandjoshears@gmail.com))**

- Backup drive.– it was suggested that perhaps the club invest in a Backup drive to secure files in a place Other than the current Secretaries PC. To be looked into, although it was noted that many of the club's files are already located in the 'cloud' on Google Drive.
- The club has been advised by our Insurance Broker that we do Not now need to have Club Official Indemnity (Liability Package) Insurance anymore. Also there is a need to separate the Tractor Insurance from the Mower Insurance. The Treasurer has asked our Broker to look into this and update, as applicable, our current Insurance Policies and Coverage.
- Meetings with CAA - Stuart and Robert, together with Alex Wardley attended a meeting with Dave Jordan of Napier Tower in which they put our case for a height Increase for our Awatoto site. They received a favourable response. They also attended an Airways meeting the following week.. This was a local users 'area' meeting and they added, our Club Details/Use/Height details to the list of attendees at the meeting.. There some further discussion on this – left as ongoing.
- It was advised that there were some ongoing issues with the Weather Station. This would be done when they can.

The meeting closed at 9:30pm, thanks to all for their attendance.

Next meeting to be held on Tuesday 3<sup>rd</sup> July at the club shed.



## Field Diary



### Sunday 27th May

First Sunday back on the field and... despite the weather, a few turned up to have a fly. Editor was out of town on the day but the 'spies' tell me a bit of action was had by those that ventured out. Stan Nicholas put another few more trimming flights in with his newly finished Stardust Special. A bit of power flying was had until the wind picked up and the rain came in late in the morning. Joe and Rowdy were also there into the afternoon flying some gliders and were, in fact, the last to leave the field from all accounts. Everyone else stayed warm and dry at home!

### Sunday 3rd June

Cold and blowing a bit. Looking at the club webcam a few ventured out, but it was pretty cold.

### Sunday 10th June

Very cool start to the day (4 degrees in Hastings) but at least it was sunny and it Did get warmer as the day went on. Not too many on the field until after 10am, but then they started rolling in. Quite a bit going on with lots of power flying, glider flying and vintage flying being indulged in. Grant Fulton had his new vintage Playboy model test flown (by Brett) and all went off very well, no trim changes, no dives after the power came off... all good!. So he spent the rest of the morning flying the model. Looks good in the air. Barrie Russell flew his new Rebel I.C. vintage V-tail model a few times. Still running the engine in, but other than that it flies well!! Stan Nicholas had a few flights with his new Stardust and a couple with his Yak. Bit of aerobatic practice and tuning going on as well. Prospective new member Alex Taylor had a vintage model on hand and gave it a few flights. Jeff Clarkson got Stan Nicholas to give his revamped Pushy another flight. Looked a lot better in the air, but still seemed to want to Dutch roll quite a bit. More trimming required? Good BBQ lunch laid on by chef Dave Cantell, assisted by Barry Kerr and Mike Shears. The fact it was still on the cool side and there were hot sausages plus tea/coffee on hand had the BBQ guys doing a roaring trade! Overall a good day to be back on the field and everyone had a fly and a bit of nosh!



Barrie Russell and his I.C. Powered Vintage model - 'Rebel'



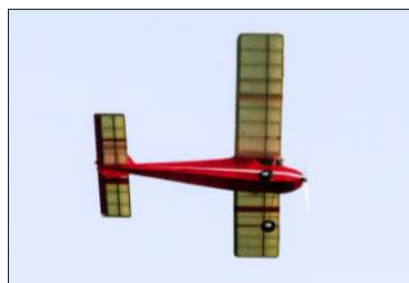
Good climb out!



And in the air.



The Vic Shaw Pawnee climbing away



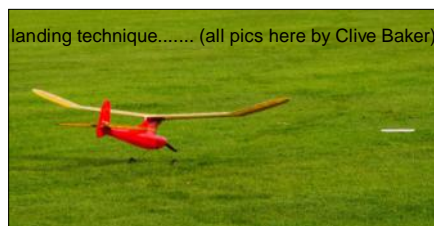
Brett Robinson's Tomboy overhead



Des Dew's model on approach. (all pics here by Clive Baker)



The Barrie Russell vintage Stardust



landing technique..... (all pics here by Clive Baker)



## Field Diary



### Sunday 10th June continued



Jayden bring back Robert Lockyer's electric Extra Mx



Robert and his Extra Mx - flew well (both of them)



A few models in the pits.



Phil Sharp's aerobatic model in action.



The Jeff Clarkson Pushy in flight.  
(all pics here by Clive Baker)



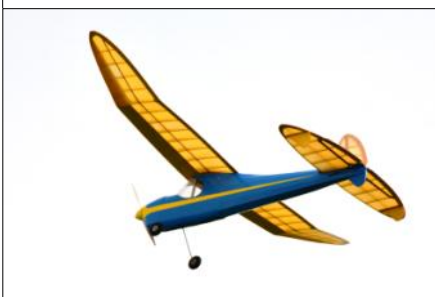
The Grant Fulton Playboy overhead.



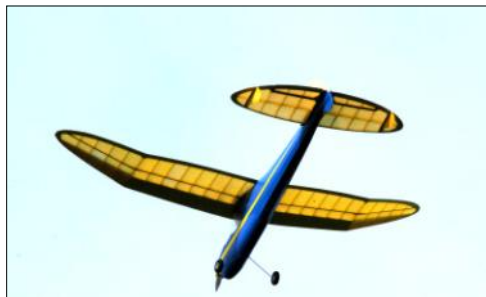
The Marty Hughes P-47 - First flight yesterday with Jayden Malloy at the sticks.. (P-47 pics here by Clive Baker)



Good number of cars in.



Alex Taylor's very nice vintage model overhead (P-47 pics here by Clive Baker)



Another successful Rebel flight!

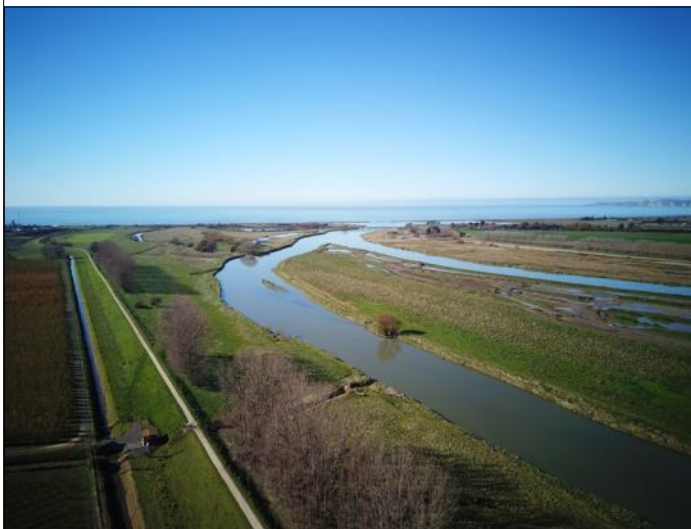




## Field Diary



Three images taken from a drone on 9th June of the club field by member Blair Jones.



## Field Diary



So..... On 12th/13th June we then had a bit of water flood the field.....



The rains came.... And came....and came

And the lake level dropped (Nice pic by Mike Harris)



And Lake Awatoto was born  
(pics above & right by Brian Hitchcock\_





## Field Diary



From this - at Warbirds 2018



To this... in mid June 2018 - after about 80mm odd of rain came down - the sun came out to reveal this.....



And this.....



Two panorama shots above by Barrie Russell.

Some drone Video footage of the aftermath has also been done by club member Grant Fulton.

You can view the video - [HERE](#) (WMV Format)



## Field Diary



### Sunday 17th June

A headed off to Roy's hill for a fly. Barrie Russell and Stan Nicholas had impromptu Vintage Duration and Precision comps with their Stardusts. Brett Robinson flew his Radian a couple of times and joined the Vintage Precision comp with his small Stardust. Barry Kerr joined us, just for a look. Barry Price had his Lanzo Bomber there and had some issues with the rudder movements, which, with help from everyone, were soon put right. Flight thereafter found the elevator movements to be Very sensitive, but the model got back onto terra firma okay in the end. The elevator movements were reduced and another takeoff was attempted, but the model slewed to the right and then the engine cut with the model coming down hard and cracking the rear fuselage! Looks like the model may well revert to becoming a 'hanger queen' now! During the first round of Precision the wind strengthened and a halt was called at that time and everyone then drifted off home.



For information on the Roy's Hill Reserve site - Click [HERE](#)



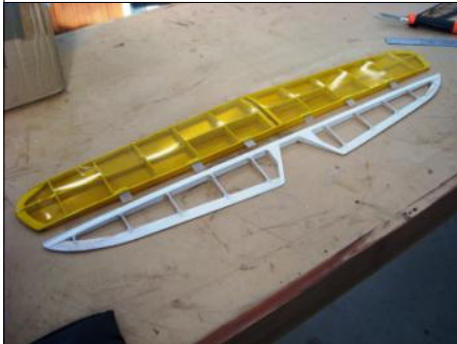


## Club Shed Diary



### Tuesday 8th May

Another good crowd in and quite busy too! Almost got to standing room only mid-morning before most drifted away around 11:30am. The Stan Nicholas Stardust is almost there now....new elevator built by Brett and the fuselage now covered in red and the front part of the elevator now epoxied to the rear fuselage. Lots of nattering and watching progress on the Stardust build together with the usual cups of coffee/tea or drinking chocolate... with marshmallows too! Harvey Stiver came in with the refurbished Little Stik donated to the club by Andrew Hiscock to be disposed of to help club funds - looks good!. Yet another good morning in the shed!



New rear elevator structure ready to cover. (now covered - Ed)

Barrie and Stan covering the fuselage

Empty shed! After everyone has left!

### Friday 11th May

A few of us met at the shed for a bit of building. Mike Shears was working on the repair of his Tomboy wing. The Stan Nicholas Stardust was also making great strides toward completion and being worked on by Stan, Brett and Barrie. The wing was covered today as was the rear of the fuselage. The now covered tail already epoxied to the fuselage had all the control runs located by Barrie. Overall, a good morning's work!



Mike Shears hard at work on his Tomboy wing repair .

Stan and Mike look on as Barrie puts the control runs in.

Tail complete, controls attached and checked.



Stan covering the wing

Wing Complete!

Phil Sharp was to do the mowing - seen using his new fuel pump!





## Club Shed Diary



### Tuesday 15th May

Again, about mid-morning it was almost standing room only again. One member was even heard to comment..... "maybe we need a bigger shed!" The Stanley Nicholas Stardust continues to edge ever nearer to completion, with the undercarriage attached and clamped in, wing saddle reinforced with a bit of plywood and the wing hold-down dowels epoxied in. Jeff Clarkson came in with his revamped Pushy Kat... now sporting a very much strengthened wind with more dihedral and the fuselage looked at as well.



Sorting the Stardust's 'front end.' Barry Price looks on.



A bit of instant glue required.



Brian Hitchcock's Mustang being worked on (at left)

### Friday 18th May

Barrie and Stan headed out to the shed to complete the Stardust, which they did on the day. Well done Stanley!! Another shed build bites the dust! All it has to do now is..... fly!!



Stanley's STARDUST 79" (1940)

Wingspan 79 inches, wing area  $79 \times 8.75 = 691$  sq in = 4.8 sq ft.

AUW 40.4 ounces / Wing loading = 8.42 Oz sq ft



## Club Shed Diary



### Tuesday 22nd May

Editor not present, but according to Mike Shears and Barrie Russell there was a good turnout (again). However, the early birds arrived to find a large pile of garden waste in the shed carpark! Seems like some pillar of society was either too late or too early to get into the waste dump itself - so he/she dumped their trailer load beside our Shed! After offers to go and get their trailer, Stan Nicholas went and had a chat with the Ravensdown guys next door. Next thing not one but two front-end loaders turned up and between them, not only did they get the garden waste away, they also spread some of the existing soil pile over the carpark for us! Sounds like a good morning was had by all! Thanks to Mike Shears and Barrie Russell for the pics below...



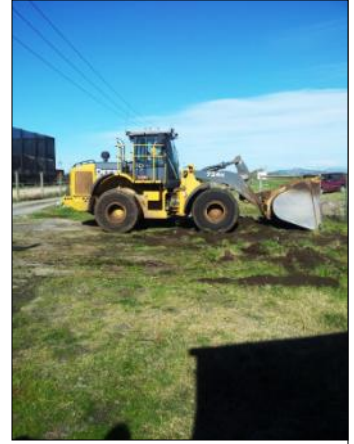
What are they looking at???



.....the two loader's in action!



Spreading the soil on the carpark.



### Tuesday 29th May

Must have been the weather - cold was what it was, so the turnout on the morning was not that great. Only about seven braved the elements and came to the shed today. The heater in the shed was fired up, which helped a bit. Not a great deal happening either. The Stan Nicholas Stardust has now gone and had flown already now. Barrie Russell came in with his almost complete fuselage for his Night Train Vintage model. Will be electric powered and suitable for Classic Vintage comps. Mike Shears brought in an Orion - classic aerobatic wing that had been built for some time and required a final sand and covering. He then proceeded to sand and then cover the underside with black and white checkered Hobby King film. Was looking good and almost done when most of us drifted away around 11:30am. Hopefully, it will be warmer next week?



Mike sanding his Orion wing



Covering the underside



Barrie's Night train fuselage





## Club Shed Diary



### Tuesday 5th June

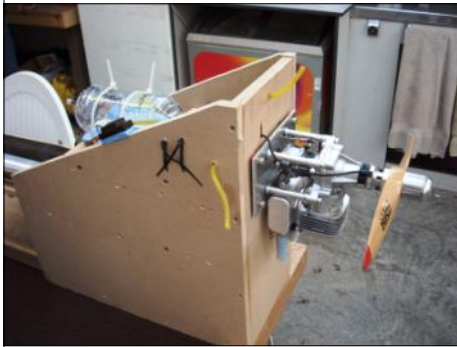
Editor not present - although I understand it was not a great turnout, probably due to the weather! A few of the 'regulars' were missing in action as well.

### Tuesday 12th June

Raining heavily, windy and cold too! Not many (only a couple - I hear) ventured out to the shed. Everyone else stayed home and kept warm and dry!

### Tuesday 19th June

Better day today weather wise, but still a bit cool. The usual suspects turned up, not that much was going on. Barrie had his new DLE engine on a very nice test stand to give it a run or two. Bound for an upcoming vintage model. Was taken outside later on and a tank full of fuel run through it. Des Dew and Tony Ives set about taking the covering off the elevator on the vintage model that had been working on. Seems the original covering used did Not tighten up that well.



Barrie's new DLE and stand all setup.



Running the motor



Everyone having a natter.

Stuart, Brett, Stan, Gavin and Tony slipped away from the shed and took a walk along the stop bank to see just what condition the field was in currently. Suffice to say, it was Not pretty! They returned to the shed for a nice hot 'cuppa'!



The club field as seen on the morning of 19th June.



Close-up panorama of the main part of the field, shelter and carpark. Good coating of silt on everything!



## Club Shed Diary



### Tuesday 26h June

Reasonable start to the day, but it was cold in the shed. The 'usual' gang turned up and while most were having a natter, Barrie Russell, Mike Shears, Des Dew and Neville Fargher worked on replacing some turnbuckles on Neville's Tiger Moth. One has broken off the last time the model flew and it was decided a complete refit was in order. This was started but it was found later that more hardware was required before going any further. Mike Shears also assisted Dave Cantell with some 'tweaks' in the setup of his Spectrum radio for his Cub model. All the others just watched and had a good natter. By 11am the rain had come in and most wandered off before it got really hard and too cold.



Des and Mike help Barrie with the Tiger Moth



Tiger Moth owner Neville on the job.



Everyone having a natter.

Brett also took a few pics of Stan Nicholas with his (now well flown) Stardust.





## Vintage Newz



### Thursday 10th May

Vintage day at a different venue. Went to the Sports Park in Hastings (adjacent to the S.H. 50A expressway). Five us fronted: Barrie Russell, Mike Shears, Stan Nicholas, Brett Robinson and Neville Fargher. Tomboys first up, although Barrie had lent his to Stan to fly (on Stan's new DX9) Brett flew his as did Mike with his larger one. Had a few flights and then Brett and Barrie switched to their Stardust's and we had an impromptu all up last down, which Stan took out! A bit more general flying was had resulting in one particular larger Tomboy having an argument with one of the goalposts - the goalpost won!. Model will now need 'shed' time for the repair. Overall a good morning of vintage flying at a different venue..



Oops.... the goalpost strikes back!



Mike doesn't want to look at the result and Neville collects the 'bits'



Carpark and models.

### Thursday 10th May

Fine day, but strong winds were forecast and blow it did! Most of the late morning and afternoon were around the 25 to 35 kph mark and it even touched over 40 kph a few times as well! As they say.... even the birds were walking! Another day in the workshop.....

## Vintage Newz



### Thursday 31st May

Not a great vintage day it has to be said. A few of us arrived at the field around 10am to find Stan doing the mowing and a wind blowing. Barrie Russell tested the air with his big Stardust and noted the wind appeared to be blowing far harder the higher you got. Had a few climbs and glides for around a 10 minute flight. Brett Robinson and Gavin Shute both had vintage models in their cars, but decided not to fly! Barrie then flew a little electric pattern model that he had built sometime ago and not flown for a while. It went well in the conditions. Robert Lockyer also turned up and also flew a small electric model. Grant Fulton had his now finished Playboy in the car and it was taken out for some photos. Nice job and looks like it will do what all Playboy Vintage models do.... fly well. Look forward to its maiden flight! Everyone that was left then departed around 11:30am or so back to somewhere w-a-r-m!



The Grant Fulton Playboy all finished - nice job! If it goes as well in the air as it looks on the ground he will be more than happy!

### Thursday 7th June

A clear and sunny day....but both windy, and c-o-l-d. A good building day!

### Thursday 14th June

Not a bad morning at all,. Sunny and calm. A few of us descended on a our 'alternative' venue... the Sports Park in Hastings (adjacent to the S.H. 50A expressway). Five us fronted: Barrie Russell, Mike Shears, Stan Nicholas, Brett Robinson and Barry Price. Barry had the misfortune to damage the prop shaft on his small Tomboy on launch, so that was it for him on the day. Mike had not completed repairs on his larger Tomboy, so didn't fly. Barrie and Stan had a few flights with their Stardust's and an impromptu Vintage Duration comp. The results are on the chart below. Brett had a couple of flights with a lightweight electric Cub before we packed it in and went home late in the morning.

NAME	MODEL	1			2			3			GRAND TOTAL
		FLIGHT	LAND	TOTAL	FLIGHT	LAND	TOTAL	FLIGHT	LAND	TOTAL	
STAN NICHOLAS	STARDUST SPECIAL 79"	276	20	296	300	20	320	300	0	300	916
BARRIE RUSSELL	STARDUST SPECIAL 72"	264	0	264	214	0	214	274	0	274	752

### Thursday 21st June ( Mid winter solstice)

A bit sunny now and a again but C O L D and with a keen wind blowing. Yet another good building day!





## Vintage Newz



### Thursday 28th June

Cloudy and very cool morning, but No wind. So a few of us headed out to Roy's Hill for a bit of Vintage flying. Quite nice out there, calm but cold and we all had jackets on and it was still cold! But we had a fly nonetheless! Grant Fulton came in for a look and flew his little drone a couple of times before leaving to go do a job. Barry Price also came along later and Barrie did a test fly on his repaired Stardust, which seemed to go very well. Four of us then had an E-Duration comp (20 second motor run and a 5 minute flight) in very flat air with no thermal activity at all. The Stardust models coped well with the almost dead air better than others, it has to be said.

### RESULTS

NAME	MODEL	1			2			3			TOTAL
		FLIGHT	LAND	TTL	FLIGHT	LAND	TTL	FLIGHT	LAND	TTL	
STAN NICHOLAS	STARDUST SPECIAL 79"	300	20	320	300	20	320	300	20	320	960
BARRIE RUSSELL	STARDUST SPECIAL 72"	293	20	313	300	20	320	300	0	300	933
ALEX TAYLOR	SOUTHERNER	173	20	193	253	20	273	140	20	160	626
BRETT ROBINSON	LANZO BOMBER	145	20	165	158	20	178	195	20	215	558

This was then followed by Brett and Barrie having a two flight E-TEXACO fly (unlimited engine runs - 12 minute flight time with landing bonus) with Barrie taking that out. Overall a good morning's flying was had by all!



A gaggle of vintage models



Barrie checking out Alex Taylor's big Southerner.



And also his little Southerner



The Barrie Russell Stardust gets away.



Stan Nicholas in action.



A gaggle of Roy's Hill vintage fliers!

## The Vintage Scene

Barrie Russell



This past year has seen a significant increase of interest in Vintage building and flying at the club. There is a strong Vintage movement Nationally with associated competitions for like minded modelers who wish to revisit their youthful skills of “stick & tissue “ building and competitive flying. The scene has benefited greatly from the advent of brushless motors and LiPo batteries giving it an added dimension to the IC diesel and glow plug motors.

The Vintage scene covers two eras of modelling, The Vintage which is building models that were designed before 31<sup>st</sup> December 1950, and the “Classic” era from January 1951 to 31<sup>st</sup> December 1975. There are a myriad of competition classes covering both IC and Electric power in both eras and the Rules for which in New Zealand can be accessed on the Model Flying New Zealand / Vintage SIG website at:

<http://www.modelflyingnz.org/docs/comprules/S04-Vintage.pdf> making for interesting reading. Most classes are controlled by wing area and power source, the formulae for each being quite easy to follow.

The initial pleasure is achieving the build and the flying side can be a very relaxing time just puttering around the sky on a nice day. For those who still have the competitive streak there is a lot of fun to be had matching your skills against those of like minded members flying similar classed vintage or classic models. Monthly NDC competitions are held on a National basis and there are regular Vintage tournaments and rallies around the North Island. Both Brett and I have competed at Levin and Tuakau with some success and had a thoroughly enjoyable time. Similarly we are endeavouring to fly the monthly NDC competitions as and when classes for our aircraft come available.



There have long been members within the club who have built and flown Vintage models so this is nothing new but more a revival of those past skills and interest. Our club interest group meets regularly at Awatoto Field on a Thursday morning, weather and conditions being suitable when we just fly for fun and/or run mini competitions and talk a lot. We do have a MFHB Vintage email list and if you wish to be added to that list to join in the fun or keep up with our activities, please contact secretary Brett to be added to that contact list. Tuesday mornings at the club “Shed” give another opportunity for members to swap ideas, compare projects and assist with each other’s builds.

Continued on next page .....



## The Vintage Scene

Barrie Russell



From previous page....



There are a number of very good vintage designs available as Laser cut kits from Hangar One:  
<http://www.hangarone.co.nz/laser-cut-aircraft-kits-c-360.html> .

And a very good source of free plan downloads from the web based Outerzone:

<https://outerzone.co.uk/search/index.asp>

Needless to say there is an abundance of advice and assistance available from MFHB Club members who are already practicing converts, so don't hesitate to ask. This is a growing side of our hobby which many of us are reaping the benefit of re-visiting.



Lanzo Bomber



Super Slicker



Rebel



Lomboys

Barrie

## IMAC/Aerobatics at Galatea on 04/06 May

Club members Jayden Molloy and grandad Mike Shears headed up to Galatea for the IMAC Event held there in early May. After two days of flying in good conditions, Jayden finished up coming way with a 1st Place in the Sportsman category. Well done Jayden!



Ewan Galloway's Slick.



The flightline.



John and Shelly Knox with the Winners trophy



An inside dinner.



The field BBQ inaction



All pics via Mike Shears



The undercover Ultimate Bipe....



## N.I. F3B Round 1 - Hawkes Bay - 19th/20th May

Kevin Botherway



This event was planned for the Matamata location, unfortunately there was no field available. A big thank you to Aneil Patel and Bill Derenzy for really spending some time searching for a suitable F3B field. With the field location unavailable and looking at the forecast for the weekend, we decided on relocating to Hawkes Bay on the Tuesday before the event. This unfortunately had repercussions of four pilots dropping out Dave Larsen, Chris Kaiser, Ted Bealing and Ernest Klein. By the Friday night we had a total of nine keen "B" pilots which was enough to run the course and have a great competition. Joe, Kev and Len snuck out for a quick secret practice on the Friday just to remember what it was about to fly a B glider as we hadn't had the dust off them since last year! WOW... strange conditions... turbulent and lots of great thermals, but far apart and with some massive sink. With things planned for the course layout we left the field and few gathered for a night out at the Bare Knuckle BBQ spot.

The Saturday morning was a great day with the course laid out for the forecast, we then spent till about eleven launching with a slight downwind breeze but it was bearable for all for both duration and distance. The wind then changed we popped lots of ballast in for some go fast stuff! - Speed-task C. We did back to back speeds and Joe managed to clock a new NZ record 14.55 seconds! Then we achieved two back to back duration rounds to finish the day the last round being in brutal air and no one achieved a full ten minute flight most were an average of around four minutes! We all entered in the loop roll and win and managed the manoeuvre sometime during the day. We then all meet up at the Westshore, a craft beer restaurant for great night then all raced home to watch the royal wedding.

Sunday morning was very windy in Napier it looked unlikely we would play today, but on arrival at the field it was worth setting up as it looked real promising. We did round three distance with Len managing a 1000point round but his model was low and downwind with no energy and a cartwheel landing finished him for the day. David James was on launch went into the zoom only to rip his V tail off from an old repair but managed to save the model and land with very little damage. Neal Moss had trouble with his number one model so changed to an old Caracho on launch the wings folded from an old repair but still looks as it will fly again as well. The wind built up and down to some great gusts and into some spectacular Lenticular cloud formations. We had an early lunch while the wind settled and managed the final round of speed before calling the competition complete. We then had (pretty well all of us) an impromptu round of speed just for bragging rights great fun and thanks to all for effort put in we all enjoyed it – great to see Andrew Stiver back in the game too!

### RESULTS

1	WURTS, Joe	9794.7
2	BOTHERWAY, Kevin	9110.7
3	THOMPSON, Richard	8987.7
4	WILLIAMS, Peter	8816.4
5	MOSS, Neal	8508.0
6	GLASSEY, Peter	7820.0
7	STIVER, Andrew	7167.1
8	JAMES, David	6752.4
9	DRABBLE, Len	6605.0

Next F3B 7<sup>th</sup> and 8th July Hastings Aorangi road



Two Lenticular clouds in the distance - All pics from Kevin





## N.I. F3B Round 1 - Hawkes Bay - 19th/20th May

Kevin Botherway



### Photo Gallery



Fazers

Base B calling...



Joe Wurts



Andrew Stiver



Dave James



(Left, above & right) The pits and flightline  
(Below right) Low flying!





## F3K - Round 2 NI Series - 23/24 June

Kevin Botherway



The plan on the calendar had to change a little from a Bay of Plenty location to Hawkes Bay due to the Wellington guys being committed but unable to travel way up North and with four of them entered it was decided to relocate. We had our usual winter turnout with low numbers for this one even though the forecast for Hawkes Bay was great compared to rest of the country. We had nine very keen pilots and when I was driving to the field it felt like I was in the South Island with cold minus 2 degrees at dawn. Things got setup and we were under way around nine o'clock the air was great very soft and some really light lift around. It was time to ensure no heavy inputs to the model. We flew 2 heats per round with four pilots each heat for Saturday as one pilot was still in transit home from a work trip in Asia. The two heat per round was a quick pace and a bit busy as you were either timing or flying, although the new timing system made it much easier to insert a breaks as needed to allow pilots to ensure that they were ready to fly. We had a couple of breaks and stopped for some lunch. Most of the day no one required ballast in their models and it was a single manufacturer showing with only the new Snipe 2 and the old Snipe 1 being flown.

During the afternoon we proceeded into the task called "poker", one that you have to nominate your target time before you launched your plane, and if you didn't get that time you have to relaunch and try again until you achieve your nomination. One keen idiot (Rowdy) called the lot approx. 9:59 and only managed just under 5 minutes before the ground got in the way-then it was just a walk of shame and a big fat zero! Joe also called the same in the next group but had better air available and got it with great success. Some called three minutes and really struggled to achieve this having about three goes. Most of the day there was some good air or lift somewhere you just had to find it and then stick with it. It was heaps of fun and quite a few 1000 we recorded during the day. Due to the cool weather (from the south) we called it quits around 3.30pm with nine rounds under our belt for a great day! Just had to clean all the cow@#\$\$% of our stuff!

The new sound and timing system has been upgraded with a remote. The system ran very well and certainly is a big improvement, many thanks to Mickey Nowell in the US for designing and building the electronics. We run the scoring and F3K program from Glider Score and many thanks to Gerry Carter in Australia who now has it integrated very well with our display unit.

The Sunday morning was much warmer when getting to the field and unpacking and setting up. Unfortunately, there were some strong winds forecast. We kicked off into round 10 with three groups as the ninth pilot had made it home. The wind started to come on with gusty and chopped up air. By the third group it was getting a little hard for the less experienced pilots to continue so we decided to try a more sheltered field with a quick relocation to the Hastings Sports Park. As time was pressing it was decided to just do some all up last down tasks. We did another four complete rounds in great air with the Bay Weather like usual playing along nicely. We had the windy wellington guys wanting to head home so it was all finished at 1PM. It was a great weekend flying and completing a total of 14 rounds. Thanks to everyone for helping us keep this going it was a blast and it's great to see the new guys keep turning up! Clifton King, Kevin Campbell, Andrew Hiscock. Thanks to Joe doing the draw and completing the tireless task of punching in scores.

### RESULTS

1 WURTS, Joe	13000.0
2 WILLIAMS, Peter	12426.3
3 BOTHERWAY, Kevin	12109.2
4 GLASSEY, Peter	10881.4
5 CAMPBELL, Kevin	10205.8
6 KING, Clifton	9913.1
7 DRABBLE, Len	9738.8
8 HALE, Rod	9562.8
9 HISCOCK, Andrew	4515.8

Next one is the Asia Pacific Open Singapore 24<sup>th</sup> August

Rowdy



Both photos by Clifton King

MFHB Members in action....

Left: Rowdy gets his model away with Joe flying behind him.

Below: Rod Hale launching with Andrew Hiscock flying behind him.

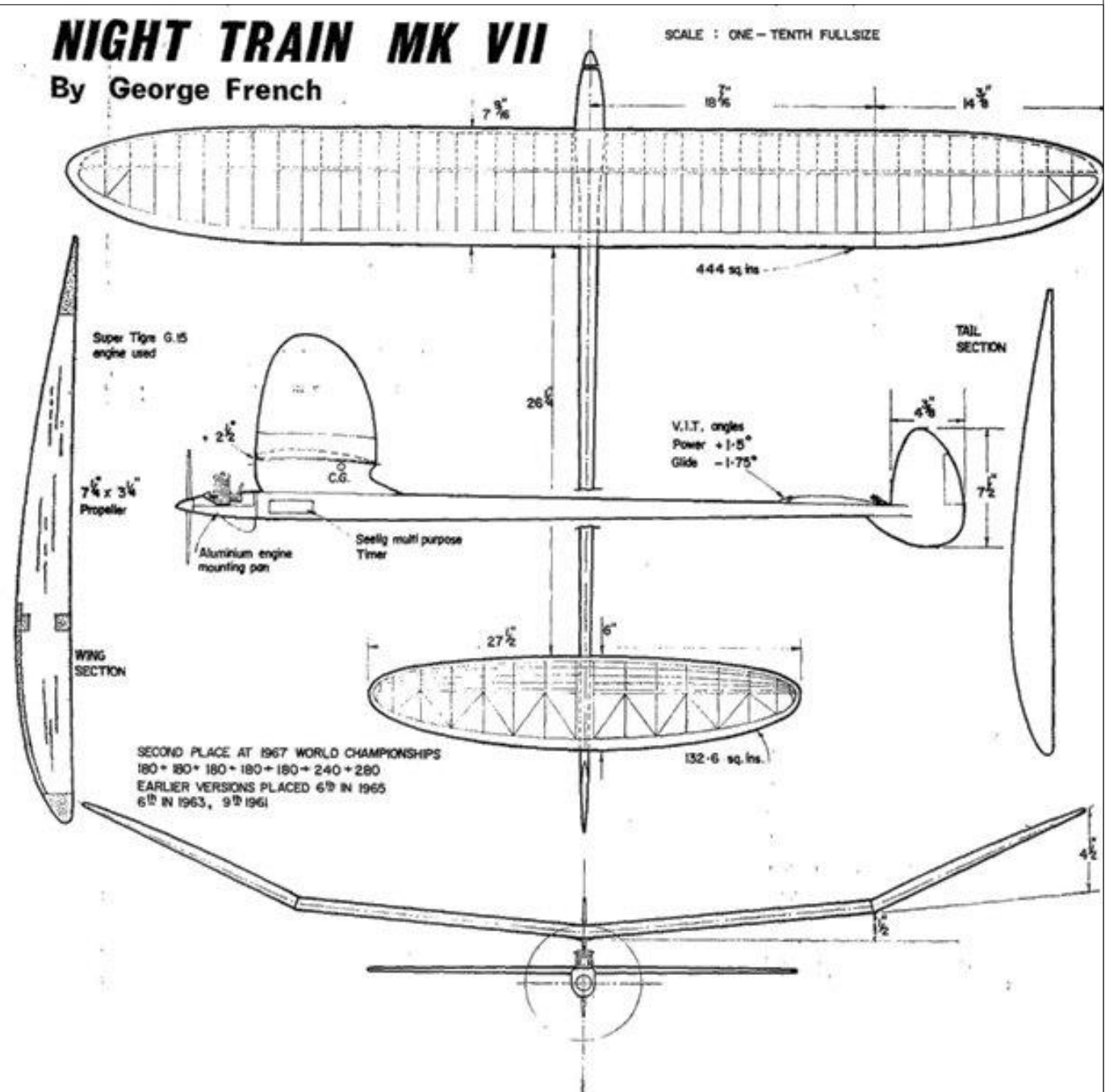




## Other Club Builds

### Barrie Russell - Night Train Vintage Model for Classic duration

I was looking for a model to build for the RC CLASSIC ELECTRIC DURATION competition under the NZ Vintage Rules, which must be from a plan designed between January 1951 and December 1975. (Vintage classes and rules) .... <http://www.modelflyingnz.org/docs/comprules/S04-Vintage.pdf> . Bernard Scott suggested I have a look at the "Night Train MkVII" an English 1967 free flight champion power model.



Continued next page....



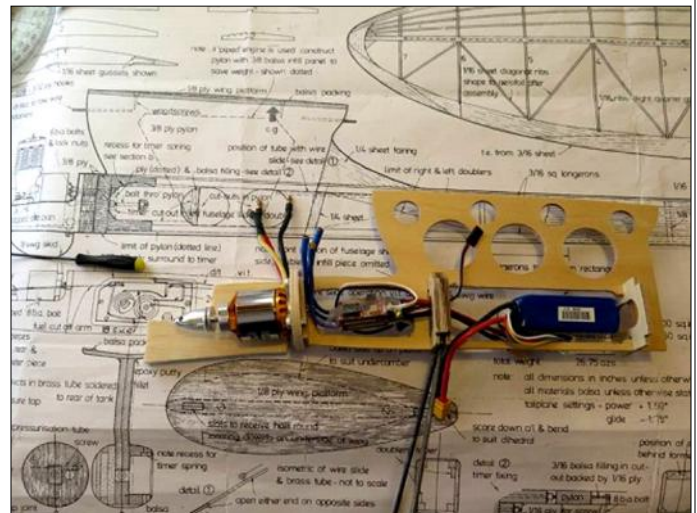
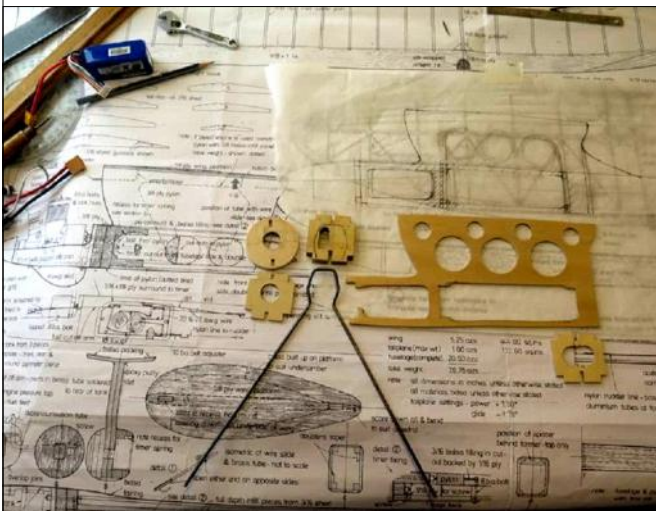


## Other Club Builds

Night Train build,,,from previous page....

A web search revealed the plan was available from the AMA Plans service, duly ordered and received for the 66 inch model. Most of the RC electric classes are based around wing area with a formula applied to limit the battery size (number of cells, C rating and capacity). This competition has a 20 second motor run and 5 minute flight with bonus landing points. I wanted to use a 4 cell 25C 1300 Lipo and thus this model needed a 74 inch wing to allow the use of such a battery, so off to the copy shop to enlarge the plan.

Construction is pretty straight forward having got back into the swing of "stick and tissue " building, but converting the model to electric required a bit of internal modification. I learned a neat trick off Keith Trillo a very experienced Auckland vintage modeler, ( or should that be a Vintage Auckland modeler ?) making a clip in socket box to retain the undercarriage and this has worked treat. In fact I will use it on all future models where possible. It makes stacking models in the car easier. I cut out the front fuselage and pylon formers and did a mockup fit.



Construction has gone well, the plan C of G is quite rearward so I'm hoping not to have to load the nose with lead though it does have a long tail moment. Currently just fitting the dihedral braces and then will be into covering with HK film. My weight guesstimate is for a wing loading around 9.5 ou/sq/in. Would like to have been nearer the 8oz minimum however I think it will be in the ball park, what builder wouldn't like it to be lighter ?







## Other Club Builds

Night Train build,,,from previous page....



Power will be from a TurnigyD3542/6 1000kv brushless motor, using a 45 amp ESC and a 1300 4S 25C Lipo battery and I think a 9x6 propeller. According to the tests on a similar rig we put into Stan's Stardust, this produced 1530 grams of thrust and 450 Watts at 32 Amps and that model climbs vertical like a rat up a drainpipe !



Once we get Awatoto Field back, test flying should be fun, watch this space.  
Now what am I going to build for the RC VINTAGE AND CLASSICAL TEXACO SCALE class competition ?

Barrie Russell.



George with Night Train Mk II in 2005



Brian Yearley's Night Train Mk II from MSP Plan in 2013



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Price \$250.00.

I also have a pair of Radian wings (Slightly damaged) and wing tube  
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Contact Robert Lockyer, 0274483559.



## From the Web



The Hastings Model Railway Club held a two-day Model Train Show in Hastings earlier in June. One of their members (also a member of the editor's Plastic Model Club) took videos of All the layouts on display. **Note:** This video is almost an hour long.

[https://www.youtube.com/watch?v=A0j0\\_P940Qs](https://www.youtube.com/watch?v=A0j0_P940Qs)

Largest R/C Eurofighter Typhoon: <https://www.youtube.com/watch?v=grpvlzltBw>

Big R/C Lockheed Super Constellation: <https://www.youtube.com/watch?v=z5T-ba3MIBo>

Onboard video from a scale R/C Vickers VC-10:

[https://www.youtube.com/watch?v=f\\_oAGPb2zwU](https://www.youtube.com/watch?v=f_oAGPb2zwU)

Midair Collision: Piper Cherokee vs. Robinson R22 Helicopter (Florida, 2017):

<https://youtu.be/Fr7hAJmq5Pq>

### Spar Stock Available.

Member Phil Sharp advises that he has a large stock of Alaskan Yellow Cedar and is happy to cut it to your requirements.

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Club Cartoon Corner

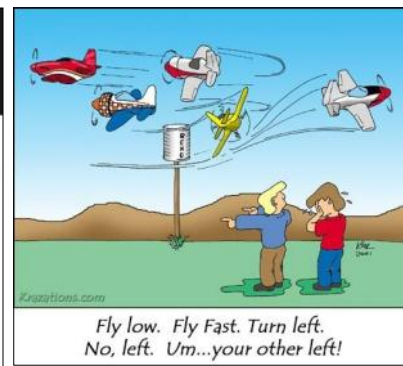
Cartoon



"Grandpa is showing us how they sent a text when he was a kid."



"Some of those former control line fans are real die-hards!"







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