



Model Flying Hawkes Bay



Club Newsletter - Issue No 101

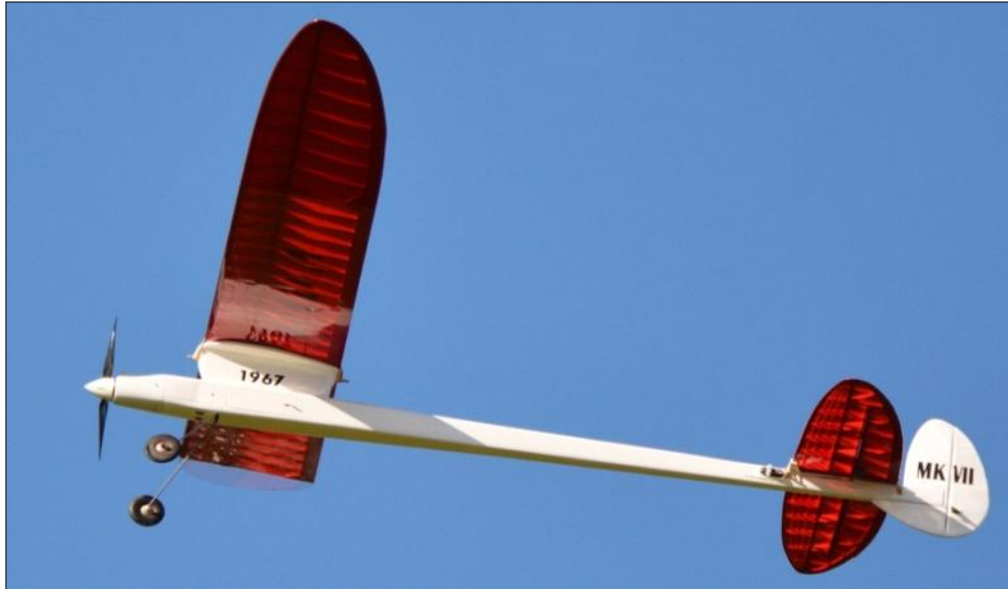
July - August 2018

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At Roy's Hill Reserve recently:
 Top: Barrie Russell's new Vintage Model - Night Train Mk VII.
 Bottom: The Stan Nicholas Vintage Stardust.

Upcoming Events



**** AWATOTO Field Now OPEN **** ([See Pages 7 & 8](#))



From the Editor



Hi everyone,

Somewhat surprising to actually get a whole 35 pages out this time around, what with the lack of action on the field, and the poor weather of late.

A big thank you to those that did supply copy for this issue.... Barrie Russell, Kevin Botherway, Robert Lockyer, Chris Wong, Mike Shears, Grant Fulton and Chris Tutton. I say again, it is Your newsletter, so what appears in it is entirely up to the membership.

The good news is the Awatoto field is open again (partly) and, given a spell of fine weather, could well be back to full use in the not too distant future. There are a few new models lurking in workshops that will now see the light of day on the field sometime soon as well.

A very good turnout to the field working bee recently, which shows just how keen everyone is to get the field back to the state it was Before all that water and silt came through!

That's about it from me for another two months.

Fly safe...

Brett

And the Prez Sez.....



At last, 3 months on, our field is showing signs of coming back to normal.

Last week, we got some gravel on our road and that has made access possible for all types of vehicles. We will shortly be getting another layer of gravel on the car park

The working bee held last Sunday was extremely well attended, and I thank all of you that were there. Collectively we achieved a lot. The Deans shelter was cleared of silt, the starting pads were revealed (we have yet to pour another layer of concrete onto them to make them useful) and the fence from the carpark to the south western corner has been upgraded by replacing the wooden battens with waratahs. The most significant achievement was Stan being able to mow the strip. Yes, the silt has hardened enough for us to be able to mow/roll the strip and causeway.

For this reason, we are happy that the field, albeit only the strip and causeway, can now be used for flying. Whoopee!

In the short term, the northern end of the field, other than strip, is still not suitable for any use as the silt is still quite soft. As that hardens we will be able to harrow it and then resow some grass seed. The southern end however seems to be dry enough to walk on, and the grass is showing promising signs of coming through the silt as hoped. For this reason, we believe it will be okay to use this end of the field for park flyer/vintage flyers, provided care and common sense are employed.

As I write this, Joe, Rowdy and Kevin are on their way home from the **Asian Pacific F3k Open (APO)** competition in Singapore. Congratulations once again to Joe for winning another international event, with Rowdy coming 7th. This is an event that our club should aspire to hold in the future. Kevin and Joe put a bid in for this year, and fortunately Singapore was the winner, after what has happened to our field. However, I would like the club to support Kevin and Joe to make another bid to hold this event here at some time in the future.

Spring is just around the corner, so I hope the weather will continue to improve, along with the condition of our field, and we can all enjoy our flying once again.

Happy flying and safe landings

Stuart Sturge

President



Committee Notes



Summary of Minutes of the Committee Meeting of "Model Flying Hawkes Bay Inc."

Held at the club shed, Waitangi Rd Awatoto on Tuesday 3rd July 2018.

The meeting started at 7.05 pm.

Members present: Stuart Sturge, Stan Nicholas, Mike Shears, Rob Lockyer, Brett Robinson

Apologies: Phil Sharp, John Sutherland

Main Points

- There was considerable discussion regarding club rules and field rules led by Stuart.
- It was also advised that there had been contact with the Hastings District Council to let them know we were flying at Roy's Hill and were seeking a gate key to facilitate our entrance by car to the field itself.
- It was also noted that flying at Roy's Hill has to be as per the location on the map of the field on the club website. No flying over the road or over the go-kart track map. It also was suggested that the secretary circulate an e-mail to all members reminding them to check field maps of Roy's Hill before flying there.
- The Treasurer advised that there had not been much movement in the accounts over the last month apart from a few subscriptions coming in.
- It was advised that the Field needs to really dry out before we could proceed further. It was noted that the HBRC has advised us that they were unable to clear the creek as the silt was still liquid and will need to come back again once the field is in a dryer state.
After some discussion it was felt we now need to concentrate on the following:
 - May need new battens for the fence?
 - Need to get the electric fence operating ASAP as it was noted that cattle are now back in the area.
 - Getting the all fences, especially the Southern end, cleared.
 - Disconnect wires connecting top and middle fence wires and move accordingly.
 - Clear silt from the shelter.
 - Re-gravel the road and carpark.
- Kevin Botherway had advised Stuart that the Taupo MAC have kindly offered club members the use of their club field while Awatoto is out of action.
- Brett gave an update on how the Summerset display was going and advised details of the arranged pickup and drop-off times for the models. Everything else is all okay.

The meeting closed at 8:30pm, thanks to all for their attendance.

Next meeting to be held on Tuesday 7th August at the club shed.





Committee Notes

Minutes of the Committee Meeting of "Model Flying Hawkes Bay Inc."

Held at the club shed, Waitangi Rd Awatoto on Tuesday 7th August 2018.

The meeting started at 7.05 pm.

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

Main Points

- Noted that there had been nothing from the Hastings District Council. It was then assumed they are not averse to our flying at Roy's Hill Reserve and suggested we just leave the situation 'as is' for now.
- Reported that the Summerset Rest Home display went very well and Village Manager Allan den Boer had thanked the club for their efforts and had arranged for a donation to the club of \$250.00 for our services.
- It was advised that the Field is now secure with the electric fence unit now installed. It was also mentioned that the batteries for the fence unit should last 10 to 14 days per battery.
- Suggested that the rain/silt drop may well have now filled some of the hollow areas of the field. It was the opinion of most that once the weather had changed, the field could well be okay for use in a reasonable time frame.
- There was some discussion regarding the field state and the following action has already been undertaken or needs to be done to move the recovery process forward:
 - Main corner fence posts have been lengthened.
 - Runaway/causeway area was drying well. (At that point in time.)
 - No way can we put machinery on the field at the present time.
 - Southern end posts straightened and waratahs added.
 - Noted that the existing wooded battens are Not in good condition.
 - It was suggested that replacement of these wooden battens be done with insulated waratahs in the future.
 - A Working Bee be set once the ground had firmed up a bit to allow the extra waratahs to be installed, a clean-up of the shelter area and fence line cleanup.
- **Working Bee date set for Sunday 26th August.**
- It was noted that grass was already coming through the cracks in the silt on the runaway side of the field at present and it was suggested that at the end of the process, only about one third of the field may then require the need to have grass re-sown. There was some discussion on this and how it would be done. There is the need to harrow the ground first.
- The Revised Awatoto Field Rules we put on the table for, ratification and that we can use the area as a multi-use facility. Once in place, that a letter be sent to all members outlining the changes made and then to allow a testing period to see how the new changes actually work in practice.
A vote was taken on this matter with: 5 in favour / 2 abstentions Carried.
- Suggested we put some notices on the stop bank to make the public walking/riding by aware that model aircraft are operating in the area and flying may be in progress. This to be arranged.
- It was also advised that we are talking with the HBRC to ask if there are any other areas they have that maybe suitable for model flying. They had some ideas on this to which details were advised to those present. It was the opinion that we really need an area Outside controlled airspace..

The meeting closed at 8:05pm, thanks to all for their attendance.

Next meeting to be held on Tuesday 4th September at the club shed.



Roy's Hill Reserve Rules

The Site:

The Roys hill Reserve comes under the jurisdiction of the Hastings District Council. MFHB have permission to fly there but we do not hold a lease so we must share the site with any other users and have no greater rights than any other member of the public. If requested by a council officer to stop flying you must comply as per the bylaws.

Flying Proficiency Certification:

All Pilots must have a Wings Badge and certification for the type of model they are flying. If you do not have this yet, you must be assisted by a member who does have the needed certification.

Field Rules and Flying Procedures

1. Only Electric powered and unpowered models may be flown at Roys Hill Reserve.
2. The flight line must operate at least one observer at all times. This is to ensure the strip is clear and safe to takeoff & land.
3. Flying is only permitted from the designated area on the site diagram. (on Next page)
4. Height – no model is to exceed a height of 400 feet. In the event of any "Full Size" aircraft over flying the area ALL MODELS must descend to a low level and / or land and wait until the area is clear.
5. Models should only have their flight battery connected when you are ready to fly. Disconnect it as soon as practicable after landing.
6. As there is no frequency control board at this field only 2.4Ghz radio systems are approved for use.
7. Carry out a range check over a distance of at least 50 metres from your model power level reduced for 2.4 to ensure your transmitter and receiver are functioning correctly. If your radio equipment has a failsafe function ensure it is setup to cut the throttle on loss of signal.
8. All new or rebuilt aircraft should be checked by the club caption or designated safety officer before being flown.
9. Do not take off from the pits area or close to others where they can not see you clearly. Check that nobody is about to land before announcing your intention to take off and seek approval from pilots already in the air.
10. No flying of models behind the flightline.
11. Announce your intention to land loudly so other pilots flying can hear.
12. All wreckage and rubbish must be removed from the site.

Model Flying NZ insurance cover only applies to registered flying sites.

Members are strongly advised **not** to fly at unregistered sites and to encourage anyone they find doing this to join the club.

Breaches of flying field rules or etiquette will be dealt with in the following manor:

1st Breach:

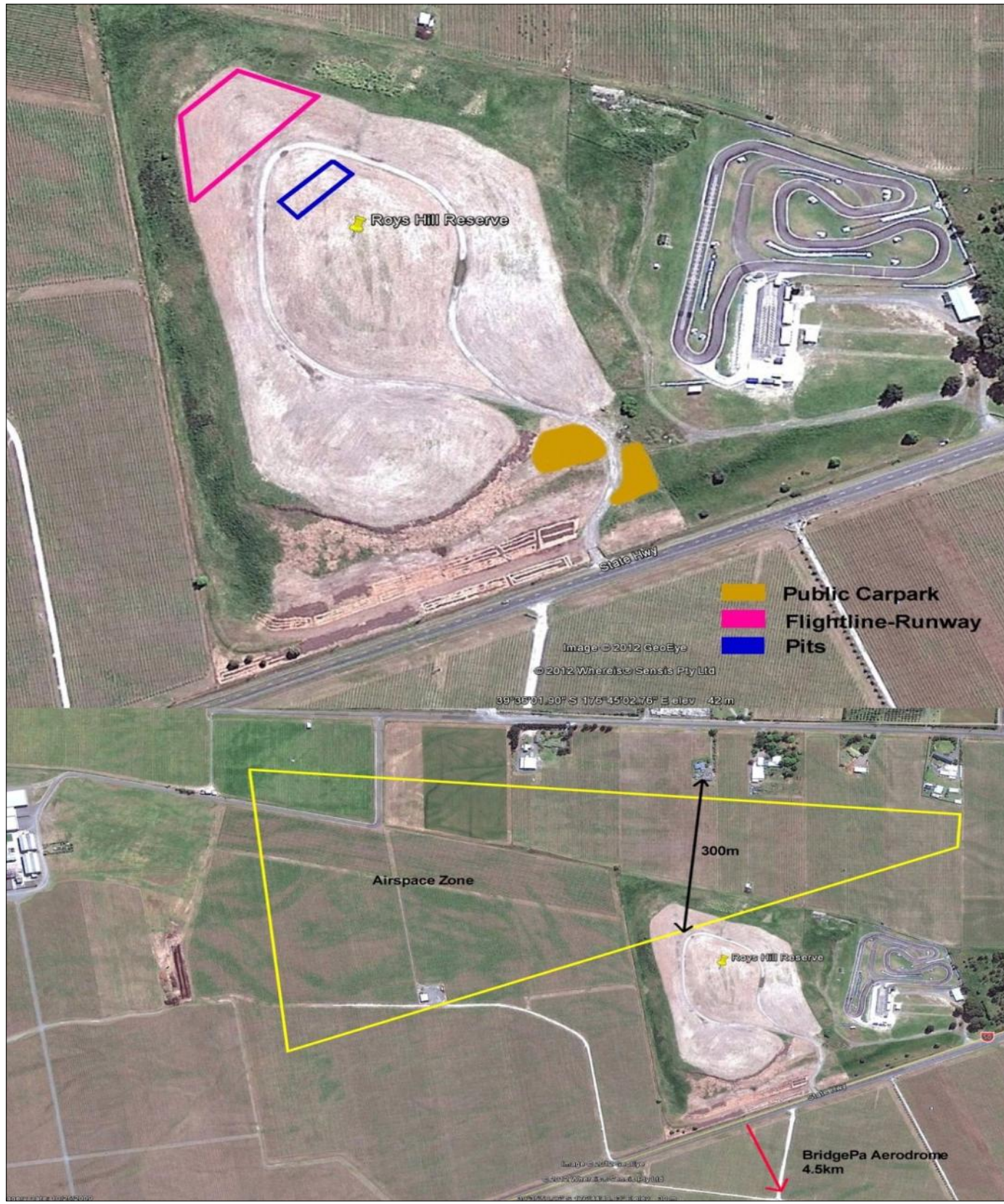
The duty officer, when informed of the incident, will give a verbal warning to the offender. Also, a formal written warning will be issued by the committee.

2nd (or subsequent) Breach:

The offending member will be banned from using the club field for the number of club days specified by the committee, this will be published in the club bulletin

Field Maps on next page....

Roy's Hill Reserve Rules - Field Maps



Awatoto Field Update



Sunday 26th August

A working bee had been called for, e-mails sent out, great weather booked and help requested to get our Awatoto flying field back in operation again. And the membership answered the call! Had over twenty people turn up on the field to lend a hand doing a do a variety of tasks. Below is what went on.....



Great turnout!!! Cars parked everywhere and lots going on.....



The shelter pad got a cleanup



The starting pads were dug up - there was a bit of silt over them!



The shelter surrounds got cleared



The toilet shed got a water blast (inside and out)



And some fencing got done too!



Still a bit of silt on the creek side of the field - the creek still has to be dug out



Packing up - the Wardley quad bike is ready to go.

Awatoto Field Update



From previous page...

Sunday 26th August

Many thanks to all those that came out and gave a bit of their Sunday for the club. Thanks also to Alex and Jacob Wardley who came out with their quad bike that then did a lot of the heavy moving for us.

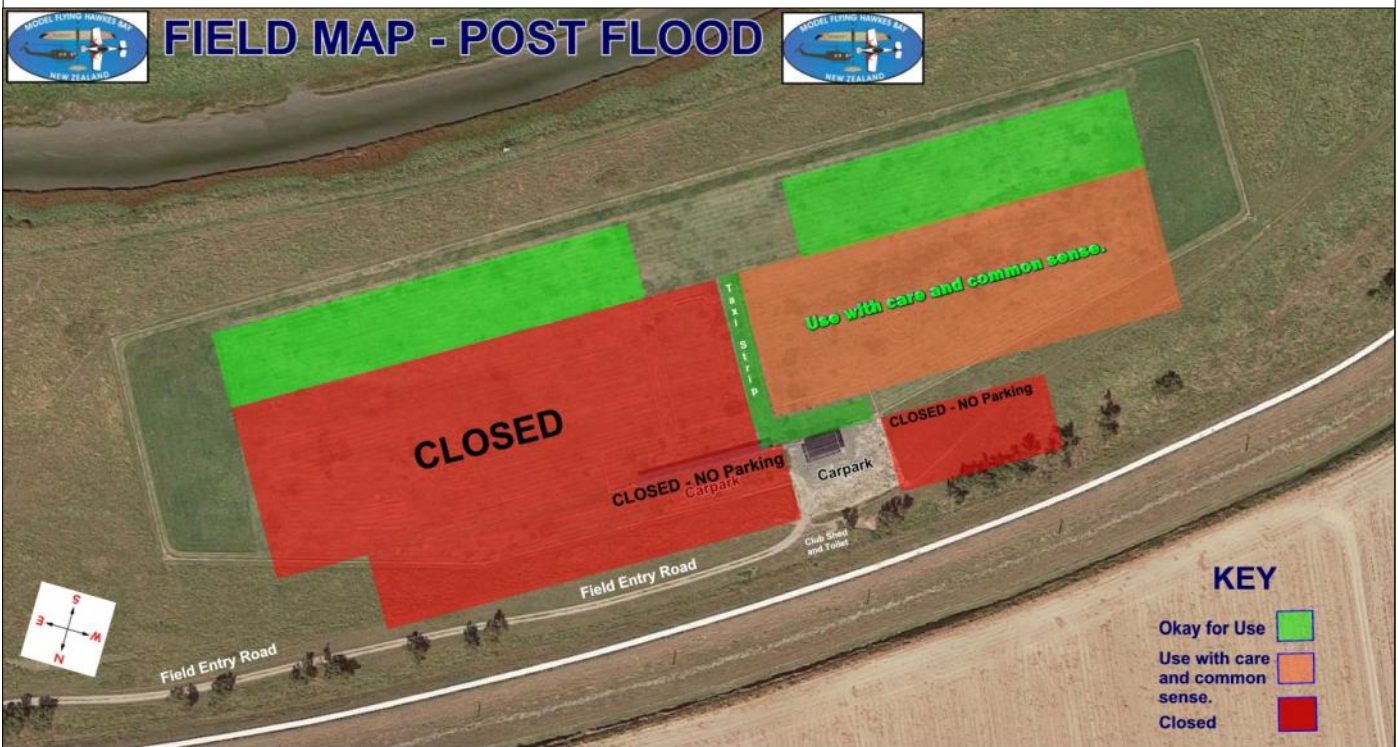
As Prez Stuart says in his Prez Sez..... [\(See Page 2\)](#)

We are happy that the field, albeit only the strip and causeway, can now be used for flying. Whoopee!

In the short term, the northern end of the field, other than strip, is still not suitable for any use as the silt is still quite soft. As that hardens we will be able to harrow it and then resow some grass seed. The southern end however seems to be dry enough to walk on, and the grass is showing promising signs of coming through the silt as hoped. For this reason, we believe it will be okay to use this end of the field for park flyer/vintage flyers, provided care and common sense are employed.

A rope line has also been placed along the North-Eastern side of the causeway to close off that area from use. Also, parking will be restricted (again, for now) to just the shelter car parking area only.

Below is an updated field map showing the areas that we can/cannot use (for now).



Field Diary



Sunday 1st July

Mike Shears and Jayden Molloy travelled down to the Galloway's strip and as I understand from Mike.... excellent flying conditions all day but cold. Topped out at a balmy 8 degrees!! No wind made it bearable



Pics from the phone of Mike Shears

Field Diary



The Awatoto field as it was Before the flood! Image via Barrie Russell and Google Earth.



Sunday 8th July

Overcast and windy.

Sunday 8th July

Heavy rain overnight with heavy showers during the day. A good inside day for sure!

Sunday 15th July

Overcast day with an increasing wind.

Sunday 22nd July

Another overcast day, wind increased about mid morning.

Sunday 22nd July

Yet another overcast day, wind increased about mid morning. But at least it wasn't cold! Not sure if anyone went to Roy's Hill, but Prez Stuart Sturge and Robert Lockyer went over to Awatoto to change the battery on our temporary electric fence unit. The temporary electric fence unit is required because the regional council have theirs off currently. They have a lot of fence damage and with the cattle getting close we needed to do something. We were able to drive into the carpark gate and I understand that the regional council are going to do some more work (on the roadway in), then it will be ready for shingle along with the carpark that has dried out very well. The field is still very, very wet. We can walk across the raised bit to the strip but sink in about 80mm or so. The bottom corner (closest to the pump shed/gate) is the worst, we cannot get to at all. Stuart tried today and I nearly lost him. He sunk in to about the top of his gumboots. We just need to wait for it to dry out a lot more before we can do much more.

Continued on next page (photos)

Field Diary



From previous page.... The Awatoto field as it was on 22nd July. (Photos via Robert Lockyer)



Sunday 29th July

Not a bad day weather-wise....Editor elsewhere so not sure if anyone ventured out to Roy's Hill or not!

Sunday 5th August

Rain, rain and more rain!! And a good blow as well!! Good inside day!

Friday 10th August

A few of us went out to the field for a walk and look - this is what we found....



Panorama of several shots taken from the River side of the field looking back towards the stopbank.



Panorama of several shots taken from the walkway on the Stopbank looking over the field.

Continued next page....

Field Diary



From previous page....

Friday 10th August

The editor took several photos of the field and has now created a PDF Document of them all.

This can be viewed or downloaded [HERE](#)

Also, Club member Grant Fulton also did a fly-over of the field with his drone. The Movie can be viewed [HERE](#)



Sunday 12th August

Mike Shears, Jayden Molloy and Robert Lockyer went down to the Galloway's site and had a good days flying down there. Russtrix now goes very well with the new tune pipe fitted, although I hear there were some issues with the wing Not being screwed down tight?? Robert flew his Piper Cub. Report on the day was that it was fine but windy, with some turbulence over the field at times.



Russtrix between flights



Some flying going on.....



(pics via Jayden Molloy/Mike Shears)

Field Diary



Sunday 26th August

Once the working bee was over.... Jacob Wardley and Chris Wong took to the skies for a long overdue flight or two. Robert Lockyer also had some flights with his foam glider too. And.... following a stint on a spade and rake around the shelter area, Barrie Russell had his new Vintage model - The Rebel in his car and proceeded to give it a test flight or three. I.C powered and went well, but needs a bit of work yet to get it flying to Barrie's satisfaction.



Tuesday 28th August

Nice fine sunny and windless morning, so a few of us headed to the field for a fly. The vintage mob were busy, Brett Robinson flying his now repowered Lanzo Bomber, Barrie Russell his Rebel, Gavin Shute his Buzzard Bombshell and Alex Taylor his Southerner.

Prez Stuart Sturge flew his Radian and Calmato, Mike Shears gave the club Mentor a thrashing and Robert Lockyer flew his Clubba a few times.



Gavin's Buzzard trundles overhead



Mike and Robert having a few flights.....



Stan Nicholas had his new I.C. (4 stroke) powered Buzzard Bombshell ready for its maiden flight. Had engine issues, but got two flights away before he had what appears to have been a receiver lockout during his third flight! The model meeting terra firma in a less than optimal attitude. Will be repaired and a larger power plant installed.



Stan's very nice Buzzard Bombshell Before it met its untimely demise later in the morning (Not that much damage done fortunately!)

Brett also took a Video of the field from the top of the stop bank - it can viewed: [HERE](#) (Apologies for all the spots on my camera lens!)

Anyway, a good morning was had by (almost) all and it Was good to be back on the field again!



Club Shed Diary



Tuesday 3rd July

Another cold day, which resulted in a few of the 'regulars' not fronting. Those that did had a good natter together with a coffee/tea/hot chocolate. Barrie Russell was attaching new flying wire hardware to Neville Fargher's Tiger Moth. Mike Shears and Brett Robinson were tidying up the Bill Roydhouse Hurricane and the Mike Shears P-47 ready for the display at Summerset. Other than that not a lot else happening.



Barrie attaching the hardware to the Tiger wing



Barrie getting help from Stan and Tony



Hurricane and P-47 getting a tidy up.

Stan and Brett went for a walk to take a look at the field. This is what they found.....



Tuesday 10th July

Not a great turnout this morning, must have been the weather. A few of the 'regulars' were MIA but about eight of us were there in the end. Not much happening in the building department either! Barry Price ventured down to the stop bank to have a look at the field, but returned fairly quickly, saying how cold it was on the top of said stop bank! He also commented that the field still looked like a sea of mud!

Only 'project' on the go is the re-rigging of the Neville Fargher Tiger Moth being done by Mike Shears and Barrie Russell. Looks to be almost complete. Now all we need is a field to fly it on!!



Everyone having a 'natter'.



The Tiger Moth rigging being worked on.



A T-Bolt and Hurricane in close formation.



Club Shed Diary



Tuesday 17th July

Nice clear blue sky, lots of sunshine and almost no wind. On the way to the shed I noticed that both rivers were very high. Seems the 30mm odd we got in Hastings and the 300mm odd Bill Roydhouse said he got in the hills over the weekend has now hit the rivers hard (again.) That and with the moon due to eclipse shortly and the king tides that brings, the water has to go somewhere! Stuart/Stan/Mike went down to the field to take a look and hook up a temporary portable battery unit for the electric fence to stop the cattle 'having a go' at said fences.

The field now looks like this.....



Tuesday 24th July

Nice chilly morning to start. But most of the 'regulars' turned up although not much happening in the shed, but a bit Outside it! Mike Shears had obtained some harrows recently and these had been put in the field behind the shed. The tractor was driven over and after a fair bit of manual labour by a team of five, said harrows were all straightened out and hitched up to the tractor. Driver Stan then drove then down to the field carpark where they will stay until needed for use on the field itself. The field being seen as Still too wet to do much on currently!



Sorting out the birds nest!



A final 'adjustment' to the harrow linkages



Tractor and harrows then headed for the field....

Continued on next page....



Club Shed Diary



From previous page ...

Tuesday 24th July

While the 'harrow-gate' was going on Mike Shears and Robert Lockyer had a fly of some foam models. Robert with a small electric model and Mike with the club Mentor. Got a bit breezy, but was flyable none-the-less. Meanwhile, back at the shed a few cups of coffee/tea/hot chocolate/ were going down well by the few left in there.



Robert having a fly - club Mentor by the car.



Robert bringing his model down.



The huge crowd left in the shed...

Tuesday 31st July

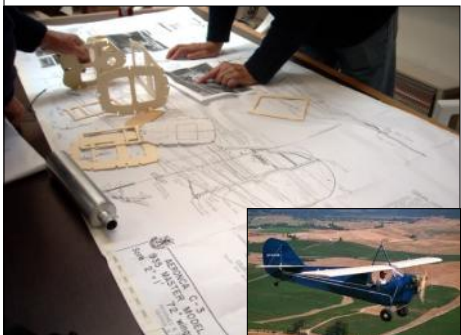
Not a lot happening in the shed today. Prez Stuart Sturge and Stan Nicholas departed early on for the field to install some more waratahs and another line of fencing around some parts of the field. Most of the 'regulars' turned up and had a good natter over a cup of tea/coffee before most drifted away around 11am.

Tuesday 7th August

Wet morning, cold and dark and it started off like nobody was going to turn up. But a few of the 'regulars' started coming in around 10am. Bit of natter session going on about this and that plus the odd tea/coffee as normal!



Barrie Russell - now back again from darkest Darwin - had his current project progress for all to see. An Aeronca C3. Has constructed most of the fuselage formers. Will run on a tiny motor so will have to be built light!



Barrie's Aeronca fuselage plan and formers



And the wing plan



Rainbow seen over the flying field as we were leaving.

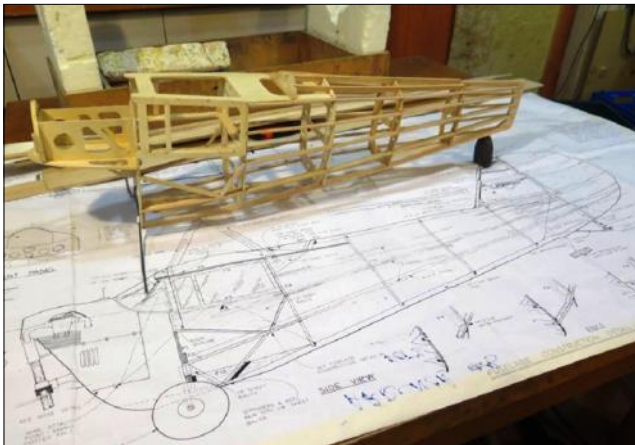


Club Shed Diary

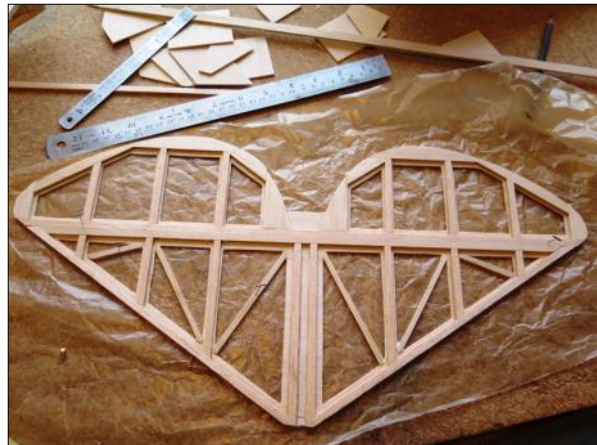


Tuesday 14th August

Wet start to the day, which usually means a reduced number at the shed session. However, the weather started to clear and a good number of the 'regulars' did turn up. Barrie Russell has the fuselage frame for his Aeronca C3 on the table. Mike Shears and other were working at replacing the current rear mounted engine muffler on Russtrix and replacing it with a tune pipe. David Meakin came in with a small power model and the rest just had a natter and also enjoyed sampling the nice date muffins supplied by cook Barrie Russell. Another good morning in the shed!



Barrie's Aeronca fuselage all framed up



Likewise.... we have the elevator frame.

Tuesday 21st August

Bit warmer this morning and that got a few more out than has been the case on the other colder days. Stuart, Stan, Gavin and Brett went down to the field for a look and to change the electric fence unit battery. Field is Still wet, but is slowly drying out. Mike Shears was doing engine test runs to get the very best out of the prop/engine/tune pipe combination. The rest just had a natter over tea/coffee. Not a bad morning at all.



Having a natter



Mike and Barrie sorting a Tx & servos for Neville



Neville's Agwagon wing build progress.

Tuesday 28th August

Lovely morning, fine, sunny and no wind. A few turned up to the shed, although most headed then off down to the field for a fly. Afterwards, a few then drifted back to the shed for a coffee/tea before heading off home. See [Page 13](#) for the action on the field



Vintage Newz



Thursday 5th July

Reasonable crowd turned up at Roy's Hill for a fly on a sunny but cool day with a bit of wind from the West. Barrie Russell, Stan Nicholas and Alex Taylor indulged in an ad-hoc Vintage Duration comp over three rounds. A bit of slope lift was had if you ventured a bit upwind over the edge of the field and some good times were posted. Brett Robinson flew his small Stardust for a flight or two while Barry Price flew his Tomboy. Barry had the misfortune to break the prop on landing. Garry Palmer turned up later on and flew both his electric Waco and Spitfire. A good mornings Vintage flying was had and 'normal service' was resumed in the comps department!

E-DURATION RESULTS

5/07/2018			ROUND									
No	NAME	MODEL	1			2			3			FNL
			FLT	LD	TTL	FLT	LD	TTL	FLT	LD	TTL	TTL
1	BARRIE RUSSELL	STARDUST SPECIAL	300	20	320	197	20	217	300	20	320	857
2	STAN NICHOLAS	STARDUST SPECIAL	225	0	225	300	0	300	300	20	320	845
3	ALEX TAYLOR	SOUTHERNER	204	20	224	208	0	208	229	20	249	681



The pits with Barrie flying, Alex timing



Barrie preparing for flight with his Stardust



Barrie gets into the air....

Thursday 12th July

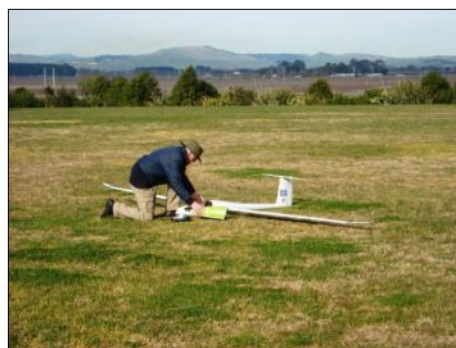
Too windy to venture to Roy's Hill, although I hear a couple of guys turned up.

Thursday 19th July

Cool morning, but at least it was sunny and with no wind. Only Stan Nicholas and Gavin Shute were there when Brett arrived, then Derek and Drew Barber turned up followed by Alex Taylor and Garry Palmer. Stan was giving his Stardust a workout and even Gavin was flying it at times.... another possible convert to Stardust flying perhaps?? Gavin flew (mostly) his electric sailplane, Derek and Brett flew Radians, Drew a Bearcat foamie and Alex his big electric glider and his Southerner. No one seemed to want to fly any comps, so we all just had a general fun fly. Stan also put in a bit of concentrated landing practice! All of us, bar Alex and Garry, headed off home around 11:30am.



Derek Barber gets his Radian away



Alex Taylor and his big electric soarer



The Roy's Hill mob!

Vintage Newz



Thursday 26th July

Overcast, with the odd light shower coming through and the wind increasing from mid morning. A good day to stay indoors!

Thursday 2nd August

Cloudy, but flyable, although the wind got up late morning. Not sure if anyone went out to Roy's Hill

Thursday 9th August

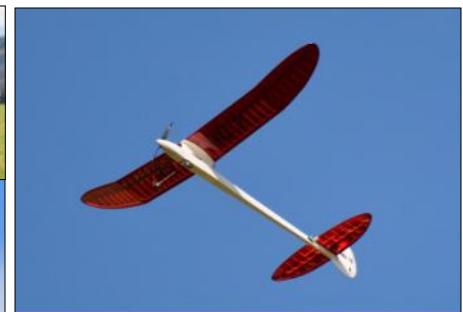
Lovely morning weather-wise so a few of us headed over to Roy's Hill for a fly. Brett Robinson had his now re-engined Lanzo bomber to test and while it climbed a bit better than before, yet more 'urge' looked to be required. A bigger motor is now being sourced. Stan Nicholas flew his now well flown Stardust and put in some more serious practice in the landing department - he is getting better! Barrie Russell had his brand new Night Train to test fly. And fly it did! It, great fast climb and a very nice glide after a fair bit of down trim was required. Owner now very pleased with the result. We just carried on having a fly in the lovely calm conditions before heading off home around 11am.



Brett's Lanzo Bomber in action (Pics taken by Stan using Brett's camera.)



Stan's Stardust also doing its thing in the nice air.



And.... The test flight of the Barrie Russell Night Train. Went very well and the owner is more than happy with the result.

NIGHT TRAIN MK VII
By George French

Vintage Newz



Saturday 11th August

A few of us sneaked out top Roy's Hill do to some Vintage flying. It was a bit coolish and with a bit of a breeze blowing too! But four of us flew the comp with the results as below. And a very closely fought comp the Vintage Precision one was too. Grant Fulton also joined us with his new Playboy model and had a flight or two as well. He also flew his little drone and got some photos of the group for us. An enjoyable morning's flying.

NAME	MODEL	1			2			3			GRAND
		FLT	LD	TTL	FLT	LD	TTL	FLT	LD	TTL	TOTAL
BARRIE RUSSELL	STARDUST SPECIAL 72"	179	20	199	178	20	198	178	20	198	595
ALEX TAYLOR	SOUTHERNER	178	20	198	176	20	196	180	20	200	594
STAN NICHOLAS	STARDUST SPECIAL 79"	173	20	193	180	20	200	178	20	198	591
BRETT ROBINSON	STARDUST 51"	140	20	160	158	20	178	180	20	200	538



The vintage 'mob' between flights....



Andchecking over models



Grant Fulton checking his drone images on his phone.



A group overhead shot from Grant's drone...

Vintage Newz



Thursday 16th August

Four of us arrived at Roy's Hill do to some Vintage flying on a very nice morning. The sun was shining, not too much cloud about and it was calm! Barrie Russell, Stan Nicholas (both flying Stardust's) and Alex Taylor (Southerner) spent the time practicing Vintage duration flying and later ob did some landing practice. The landing practice was, at times, quite amusing with the various 'arrivals' on, over, above and wayyyy beyond the spot tape that had been laid out! Brett Robinson had two flights with his little Tomboy just checking trim and control movements. The gang all packed up and headed for the carpark around 11am, just in time as the wind started to come in at around that point! Overall, another enjoyable morning's flying.



Two Southerner's and a Tomboy.



Barrie checks his Stardust over between flights.



The three flying amigos???? Alex, Barrie and Stan.



Barrie getting his Stardust into the air.



And the Barrie Russell approach to the spot



Stan gets his Stardust into the air.

Thursday 23rd August

Heavy rain in the morning (according to the editors weather station we had 5mm overnight) and it was blowing a bit too! Bit on the cool side as well. No one ventured out.



Vintage Newz - Extra Levin Vintage Comp on 19th August



Three of us (Stan Nicholas, Barrie Russell and Brett Robinson made the trek down to Levin on Sunday 19th August. Alex Taylor met us at the Levin field later. We left Brett's place around 7am (it was Zero degrees at that stage!) and took the 2.5hr drive down there. Actually got it all into Barrie's Falcon – two big Stardust's, 2 Tomboys and 1 Night Train... plus gear and three fliers!! Got down there just after 9:30am and it was COLD and I mean Really COLD! Forecast was for max of 13 degrees for Levin, but it seemed way lower than that when we arrived. Interesting site as they were using their main strip with landing tapes at each end for the event, rather than in a separate field as was the case the last time we were there. So, if you landed across the strip rather than Down it and went into the un-mowed bit, you then came to a stop very quickly and still got landing points!! Although, quite a few landings I saw didn't though!!

All three of us flew Vintage Precision first up, Barrie and Stan maxed out on all three flights, Brett dropped one – but then he was using a 51" Stardust with a 350mAh battery! Barrie won the fly-off against Stan. They then flew Vintage Duration – again a Barrie v Stan deal. Yet again, Barrie won the fly-off against Stan as far as the scores went. Barrie went on to fly Classic Vintage Duration with his Night Train and did the times with ease. Appears he was the only one in Classic looking at the score sheet.

Weather.... was cold all day, the odd patch of sunshine came in at times and we got two or three showers during the day. They were only light and didn't last all that long fortunately! Little or No wind all day and only one or two thermals seen in the time we were there. (Although, some of our club power fliers - Mike Shears, Jayden Molloy and Robert Lockyer were IMAC/Power flying at the Galloways field and they said it was blowing hard there all day!???) Interesting conditions to say the least.!

The Levin club had a BBQ at lunchtime with burgers and snarlers in their clubhouse – Jonathan Shorer was the cook. Together with several hot teas/coffee we felt *almost* warm after that!

We left the field a bit after 3pm and got home around 5:45pm.

Loooong day to say the least – but good to get away and fly on another 'patch' for a change.

For Images from the day, I have uploaded them to a DropBox account.

They can be accessed using this link: [HERE](#)

For the Event Results - Click [HERE](#) (PDF Spreadsheet Document)



The MFHB mob....



A very nice Power House model



Stew Cox hits the spot.



Precision Winner Bryan Treloar

MFHB Model display at Summerset in the Orchard Hastings on 4th July 2018

The original approach and contact was with club member Gavin Shute, who then contacted me (Brett) to follow-up on that original contact. Several e-mails were exchanged between the Manager of the village – Allan den Boer as to their requirements. What they wanted was... Some small (plastic) for the forecourt/reception area a few models for a display, they are looking at four or more models that will be placed in a side room, off the main dining hall, and will be secured by a barrier at the entrance to said room.



Main entrance area / forecourt /reception



Side room panorama

Arranged with Allan den Boer at the Village for the models to be delivered there around 2pm on the day.

Models we had were:

Bill Roydhouse – Big Hurricane

Stuart Sturge – Auster

Mike Shears – P-47

Stan Nicholas – P-51

Brian Hitchcock – P-40 & Hayate

The event went off very well and we received the following response from the manager Allan den Boer :

“Please pass on my thanks to everyone involved in being part of our function. Everyone really was both amazed and thrilled to your aircraft on display. They certainly added a lot to our great evening!” (Photos are below)



The village have now offered the club a suitable donation for our model display, which has been gratefully accepted and will certainly help with the costs associated with the field restoration.

Thanks to all those that helped by supplying models and also their time.

A trip to Darwin - July 2018

Barrie Russell

Just spent three weeks enjoying the 30 degree days in Darwin NT with family. Our son Rob who is in the Oil & Gas industry is currently there on contract till the end of the year. My first port of call outside family matters was to visit the local model flying club, The East Point Aero Modelers Club which I last at in May 2011 Article [HERE](#) and again in August 2012 Article [HERE](#) I rolled up on the first Sunday morning to find only two members present, both flying electric foamies, a sad downturn in the modeling community. Six years ago they had a membership in excess of 80 and that is now down to about 24 today and with no active President. Further more, the two large model shops in the city are no more. All very surprising considering a population approaching 140,000. I paid a couple more visits and was warmly welcomed by the one member present. I'd bought a small Hobby King motor glider for my grandson which proved to be too hot, too fast and too much and only just survived my efforts of test flying! A sad commentary on the state of modelling in the capital of the Northern Territory which just reinforces the fact of how fortunate we are here in Hawkes Bay despite our current set back and just how important the retention of membership should be. See: <http://eastpointaeromodellers.com/>



A panorama of the Eastpoint facilities, paved taxiways and runways



Continued next page...

A trip to Darwin - July 2018

Barrie Russell

From previous page....



The Darwin heat and monsoon rains give need for good shelter!



Field aerial view.

Exercise Pitch Black



This commenced whilst we were there, it is a biennial three week multi-national large force deployment exercise conducted from RAAF Base Darwin. Needless to say, I grabbed my camera and found a spot as near as possible to the aerodrome boundary and enjoyed the sight and sound of these incredible war machines manoeuvring for landing. Just imagine being given toys like those to play with in your formative years. The nearest I ever came was with a swept wing, sub-sonic DH 82 Tiger Moth. See: <https://www.airforce.gov.au/news-and-events/events/exercises/pitch-black>



Some F-16's in action overhead....



A couple of Mirage fighters overhead.



An RAAF F-18 Hornet overhead....

Continued next page...

A trip to Darwin - July 2018

Barrie Russell

From previous page....



RAAF Alenia C-27J Spartan on approach



Singapore Air Force C-130 Hercules overhead



Airbus A400M Atlas



Fly-past - two F-18's and two Mirages.



N.I. F3B Round 2 - Taupo - 7th/8th July

Kevin Botherway



The Need For Speed

What a great way to spend a weekend! We were down on numbers with quite a few unavailable for the weekend, the guys all still carried on heading for our flying location Taupo Model flying field with even a poor weather forecast the real keen ones laid it on the line. We have talked about it many times during soaring meetings (beer) how a few years ago (2004) we ran a speed cup event and everyone always said they were real keen to repeat it so since we didn't really have enough to man a full F3b distance course so we agreed now was the time for another speed cup. The Taupo Model fliers had approved the use of their field after Hawkes Bay wasn't available due to lambing etc so it was a nice central location for a change. Most of us meet on the Friday night knowing we were most likely in for a weekend of waiting for some clear weather. The Saturday morning arrived but was very much lacking in a clear ceiling for us to launch into so we decided it would clear later and the course was set up hoping for the correct wind direction and we all prepped ready to fly. With an early lunch we were finally into it. It was a great team coordination you were either launching running the bases getting winch chutes or Flying fast! Dave James rebuilt his big sting v tail from the last F3b and got to trim it out again. Len Drabble Borrowed Joes Maxa storm and knocked some great times out. Andrew Stiver arrived with another vintage (Fazer) and managed to improve all weekend with some great PB's. Richard Thomson found a fence post and unfortunately has a little shark bite in his Fosa's leading edge. Joe flew his Shinto and got some great times close to the NZ record if only for a few long turns and Kevin also tried to get his Shinto close to his PB but not to be. We had 5 rounds of 2 speed runs for the day heaps of flying. We packed up everything Saturday night as the forecast was still not great and back to the accommodation for a nice warm shower and a night of entertainment-rugby, racing and beer.

The next morning was again down on temperature but flyable so we set the course up as we set up the local club members arrived and flew for while off their airstrip as soon as we started launching our rockets and doing some speed runs they stopped and just sat and watched with interest. We managed three rounds (of 2 runs) and then the drizzle started to set in for the day so it was time to pack up and depart. All up 16 official speed runs each for the weekend it was great practice for all of us and Joe offered suggestions of improvement to all of us which was greatly appreciated I know it all helps.

We input the speed times for Saturday and Sunday, and sorted out an overall weekend score. For the daily and weekend scoring, a discard of the worst flight time, then averaged all remaining speed times. Also evaluated the fastest time for each pilot for bragging rights!

We had a discussion about organizing a seminar about some key soaring skills – I have finally got an offer from Joe to do this I am sure many will be keen to attend this event. At present, we are looking to have an evening seminar at the upcoming SoarChamps, as well as at the Nats.

Thanks to everyone that put effort into making the weekend a real success and to the Taupo Model Fliers for their hospitality.

	Joe	Andrew	Kevin	Dave	Len	Richard
Average	16.74	20.87	18.58	22.48	24.57	20.06
Best	14.77	1! 7.9	16.35	18.99	21.94	18.01
Points	1000	802	901	744	681	835
Rank	1	4	2	5	6	3

In 2004 the fastest time was Dave Larsen 16.49 we had 12 entries and achieved 10 rounds.

Great to do some F3B flying again!!!

Soaring Rocks!



H.B. Youth Aircraft Build.



Members might be interested to know what one of our keen younger members is doing in his spare time. Jacob Wardley is helping to build an RV12 microlight aircraft at Bridge Pa Aerodrome. Most Saturday mornings Jacob joins some 10 boys and two girls aged between 12 and 16 years old, under the guidance of Peter Steers, a retired Rolls Royce engineer and secretary of the HB & East Coast Aero Club. Peter's mission was to get some of his "Young Eagles" and ATC Cadets cadets to join in and build an aeroplane. This would be purely so that at the end of it, they can learn to fly it and then it could be sold and with that money, we can start again with some new students."

Eastern & Central Community Trust.....

To this end, a trust has been formed and the initial stage has been funded by a \$33,000 grant from Eastern and Central Community Trust. The total cost will be about \$100,000 to construct the full Vans RV12 light aircraft.

Rans RV-12.....

Last Saturday at Alex's invitation I called into Peter Steer's Hangar to view the build, and here are some pictures of what I saw happening;

- JW1 Peter Steer supervising a student building.
- JW2 Team effort on the fuselage cabin.
- JW3 Jacob at work riveting fuselage panels.
- JW4 Father Alex assisting.
- JW5 Completed fuselage rear section.
- JW6 Fuel tank all constructed here in the workshop.
- JW7 Wing spars which overlap and join across the rear of the cabin.
- JW8 Finished wings and fiberglass nose cone section.
- JW9 The office partly fitted out.

An exciting community based project made possible by a few dedicated aviation enthusiasts who share their enthusiasm, time and expertise to promote the aviation experience with some of Hawkes Bay's youth. Congratulations Jacob for getting involved and hats off to you Peter and your team of experts and financiers for your generosity.

Barrie Russell. Model Flying Hawkes Bay. August 2018.



Details: The RV-12 is an American two-seat, single-engine, low-wing homebuilt airplane eligible for the U.S. E-LSA category, sold in kit form and as a complete ready-to-fly aircraft by Van's Aircraft of Aurora, Oregon.

Cruise speed: 211 km/h

Top speed: 223 km/h

Range: 842 km

Number built: 587 (March 2018)

Engine type: Rotax 912

Continued next page....

H.B. Youth Aircraft Build.



From previous page....



Jacob at work



And with Dad looking on



Team Effort



Peter Steers



Wings



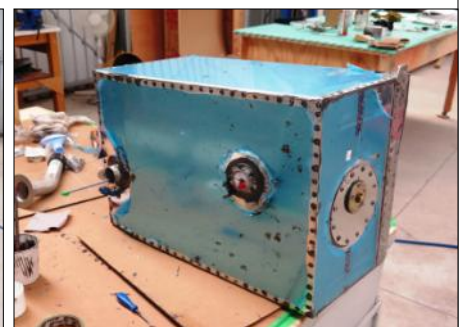
The Office



Wing Spars



Rear Fuselage



Fuel tank



(Right) What the final result will look like...



Other Club Builds

And from the All dressed up and nowhere to go file..... **Chris Wong writes....**

Ready to maiden, my new 91 inch Extreme Flight Laser with the DA70 and Spektrum receiver and other running gear from my crashed MXS. New MKS high voltage servos though. Hopefully, Jacob will have my MXS resurrected as well. My poor Precision Aerobatics Katana had the motor rip out while in an upline. Weakness in design as read happened to others on forums. Landed without motor but broke the undercarriage a bit as had to land on a slope I couldn't see at Roys Hill. More repairs....sigh. New DX20 transmitter also unable to be used.



And from Chris Tutton....

A new plane out of the hangar, a Hangar 9 Beaver 110" with a DLE-30 swinging an APC 18x8 prop. She is ready for the maiden flight...but that might have to wait.



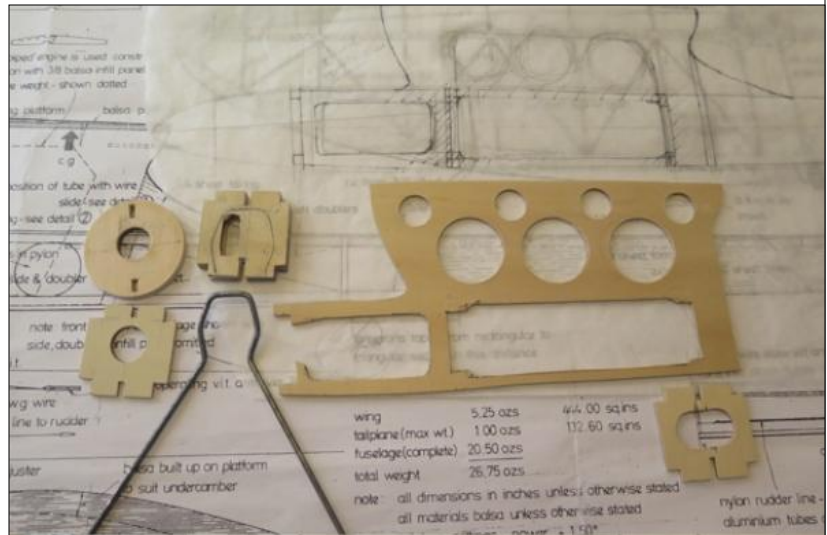
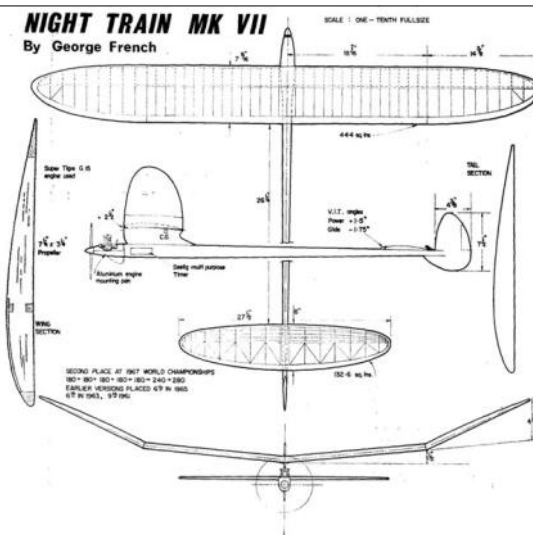


Other Club Builds

Barrie Russell - Night Train

Early in the year I was looking for a suitable model to build for the Classic E Duration competition. Bernard Scott suggested looking at the Night Train MkVII, a free flight champion model from 1967 designed by George French. I located a plan on the AMA site, duly purchased and then had it enlarged from the original 66 inch span to 74 inches which allowed the use of a 1300 Mah 4S 25C battery.

Construction was quite straight forward with built up wings and tail plane and a sheeted fuselage. I had to modify the internal construction of the nose and pylon to accommodate the brushless motor, ESC and battery, adding hatches for battery and gear access and a fiberglass cowling and an undercarriage complete with wheels which would you believe were saved from my first free flight model built some 66 years ago! All is covered with my favourite HK shrink film.



With the long tail to nose moment (4:1) weight in the rear was always going to be a problem, initial balance tests needed 3.5 ounces of lead in the nose (shudder). As the rudder and fin were sheeted as per plan, I decided to cut them off and rebuild using a lighter construction and film covering. I managed to shed 7.5 grams which allowed me to reduce the nose weight by an ounce and a half and get the CofG to balance as per the plan at 60mms forward of the trailing edge. (I still have great difficulty getting my head around these rearward CofG's !)

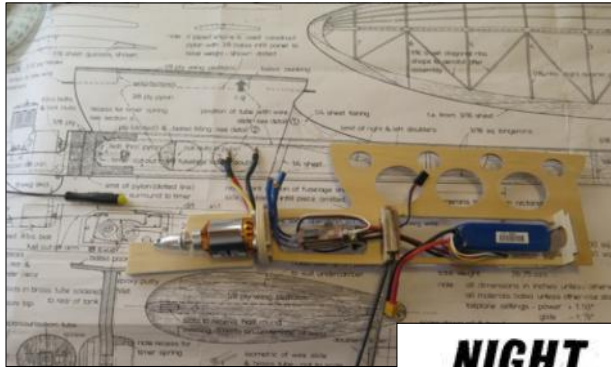


Continued next page....



Other Club Builds

From previous page.....Barrie Russell - Night Train



NIGHT TRAIN MK VII

By George French



Finished covering and cut out and applied the graphics. Now just have to put it all together. Quite pleased with the result, once I get it all together and set up tomorrow it will be interesting to see how the CG has panned out.

I test flew the model on Thursday 9th August... and was thrilled with the result. It needed quite a lot of down trim, but other than that flew hands off. It has a powerful vertical climb and nice glide angle and in pretty flat conditions had no trouble getting a five minute duration off the 20 second motor run. I'm looking forward to getting to know it better. I'll need to lift the L/E of the elevator a little and maybe can take another ½ ounce of lead out and go fly lots more.

The model specs are; NIGHT TRAIN MkVII. W/Span 74 inches, length 54.5 in. Flying weight with battery 40 ounces giving a wing loading of 9.15 oz/ sq ft. Motor; Turnigy D3542/6 1000kv, Battery; 1300 4S 25C Lipo, ESC; 45 Amp Turnigy AE and Propeller; 10x6 Aerostar Carbon. On test, the motor is producing 1400 grams of thrust at 460 Watts and drawing 34 amps on a fully charged battery. No wonder it goes vertical and quickly !



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Contact : Gavin Shute : 021 656 999 or gavinshute@gmail.com

From the Web



Model jets video.

Some interesting launching techniques! <https://www.youtube.com/watch?v=DPGDAZyQ44k>

Huge 50% Scale Radio Controlled BRISTOL BULLDOG Biplane

An amazing replica of the Bristol Bulldog. The aircraft in which the famous British pilot Douglas Bader lost his legs after crashing while performing aerobatics. This replica has a wingspan of 13 feet and weighs 177 pounds. Power is provided by a flat twin 425cc JPX microflight engine.

<https://www.youtube.com/watch?v=7o-njM-QBk8>



Space Station Tour

This is a 25 minute video with a tour of the space station, totally cool...

<http://www.youtube.com/embed/doN4t5NKW-k>

Some aviation movies on YouTube that maybe of interest:

- **The Challenger Disaster** - Excellent BBC docu/drama of the enquiry (90 minutes)
<https://www.youtube.com/watch?v=DT7Yx5kxYco>
- **The Saturn V Story** - documentary on the rocket that got man to the moon. (52 minutes)
<https://www.youtube.com/watch?v=HI2BwFyZpt8>
- **The Wing Will Fly** - Documentary on Jack Northrop and his Flying Wings (98 minutes)
<https://www.youtube.com/watch?v=MkhziQF0Ail&t=999s>



Aviation Themed Coffee Mugs anyone??

One of our members has come across this website - this site has some great aircraft memorabilia and the prices are not bad if you'd like a coffee mug etc with your favourite aeroplane on it, <http://www.delphic.com/>





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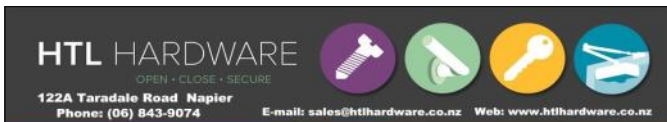
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