



# Model Flying Hawkes Bay



**Club Newsletter - Issue No 102**

**September - October 2018**



Top: Robert Lockyer and his Seagull Models Extra.  
Bottom: Barrie Russell's new Aeronca electric model.

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photos from our friend in  
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### Upcoming Events

**IMAC (aerobatics)  
event  
23/24/25 November  
2018**



**\*\* AWATOTO Field Now OPEN \*\***

**But keep off the cultivated areas as they have just been sown with grass.**



## From the Editor



Hi everyone,

Been an interesting couple of months for the club.

The field reconstruction is still underway and as I write this the new grass seed has been sown earlier in the week, so we are very nearly there now. It was just a matter of getting the field back to the original (pre-flood) state ASAP. It is important for the club to hold the annual Warbirds event, as that is one of our main income streams and as we had already committed ourselves to staging it again in 2019, so to not have the field ready for it would have been unacceptable in my view.

We had an excellent turn out to the first field working bee in August, when over twenty people came out to lend a hand. However, at the last working bee in October, we got only thirteen! At the end of the day it is Your field, not the committee's and while we can organise the reconstruction, there are times when we Will need extra help. In a club of about 95 members, having only 13 making the effort to help is, again, in my view, quite disappointing. But thank you again to those that did make the effort.

Also, at No notice to us whatsoever, we have had our webhosting switched off. We have since contacted AoNet who have set up a hosting solution and have moved the domain names to their server for us. We have had to create a New website from scratch, that will have (hopefully) most, but not all, of the functionality of the old one. There is still work being done on getting both the Webcam and Weatherstation back to full functionality, but this will take time as there are some significant issues to be addressed in doing so. However, the new site is far easier to update, add, remove and administer than the old one... So we Are moving forward.

Welcome to two new members: Donald Hill (Senior) and his Grandson Samuel Ennor (Junior)

And to a returning Junior Member: Cameron Steed

May your time with us be enjoyable!

The club has also been contacted recently by the Te Mata Park Trust Board to advise us that they have now put in place a new usage policy - seems you now need a consent to use the place for slope soaring.

Link to the usage document: [HERE](#)

Finally, yet another thank you to those that supplied photos, copy, articles for this issue. Just makes my job easier and gives you, the members, more reading on just what is going on in Your club.

Fly safe,

Brett

## And the Prez Sez.....



Well, actually he doesn't this time around

Prez has been away up North and is on his way back from the winterless North as this issue goes out.





## 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 4th September 2018.

The meeting started at 7.00 pm.

Members present: Stuart Sturge, Mike Shears, Rob Lockyer, Brett Robinson, Phil Sharp.

Apologies: Stan Nicholas (Overseas)

### Main points:

- A letter from Barrie Russell regarding a roadway on the non-river side of the stop bank was discussed at length and there was some talk on the manner in which ramp/s could be located from the proposed roadway over the stop bank to access the field.  
It was Stuart's opinion that an approach to the HBRC was worth making to get their feelings on the matter.
- There was then some discussion the matter of alternative field/s. Brett tabled some maps and photos of the field the HBRC have asked us to look at. Stuart advised that his contact at the HBRC is still ongoing and he gave a short summary of progress to date. He talked about the possible use of a HBRC field near Black Bridge that could maybe be used on a permanent basis.
- The Treasurer tabled and presented the financial statements for the end of August 2018 accounts. He also advised, in more detail, a breakdown of accounts and balances for those present. Robert also noted that there had been No fuel or mowing expenditure incurred over the last few months.
- Stuart advised that he had been contacted by incoming MFNZ President Len Drabble. Len enquired if the club required any financial assistance with the field recovery?
- Phil Sharp queried what material the starting poles were originally covered with and where could he obtain some? Was advised that they are foam 'noodles' and that Mike said he has seen them at a special 'sale' price at Kmart recently. It was suggest that Phil obtain some more and there was also some discussion on how many, sizes and how they would be put together as well.
- Warbirds 2019 - Brett tabled four flyer mock-ups for those present to decide which to use for the event. After some discussion it was decided to use No.2 with the Mustang replaced by the Hurricane. Brett to alter this and then send to the MFNZ magazine editor Murray Race for inclusion in the next Model Flying World. There was some discussion on parking arrangements for the event with the suggestion that due to the flood, there will not now be the amount of parking available on or near the field that there has been on past years.
- Club Nights - This was mentioned again and opinions from those present sought. There was some discussion on the matter and it was the feeling of the meeting that even having a speaker at such an event would not get the membership to attend. However and informal get-together for a talk would perhaps work? It was also mentioned that it was felt currently that the membership appeared to be more interested in a non-social type of club. This was seen as Not unusual bearing in mind the aging club membership and that also the club dynamic had changed from that in past years as well.

The meeting closed at 8:20pm, thanks to all for their attendance.

Next meeting to be held on Tuesday 2<sup>nd</sup> October 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 2<sup>nd</sup> October 2018.

The meeting started at 7.00 pm. In the absence of Stuart Sturge – Robert Lockyer chaired the meeting.

Members present:, Mike Shears, Robert Lockyer, Stan Nicholas, John Sutherland, Brett Robinson, Phil Sharp.

Apologies: Stuart Sturge

### Main points:

- Stuart had given Robert and update on the state of the field/s as follows: That Stuart had taken Joe Wurts out to the new Haumoana field and got a very positive response. Phil Sharp advised that he had been out to this new field for a look and was impressed and thought it was certainly big enough! Stuart to continue to liaise with the HBRC, upon his return from Northland.
- Robert tabled and presented the financial statements for the end of September 2018 accounts. He further advised that all accounts from last month has been approved and paid.
- Stan advised that the field was coming back slowly. Some shingle has been ordered for the carpark for delivery on the coming Wednesday (3<sup>rd</sup> October) It was his opinion that when the silt top crumbles a bit more, we can then get onto it and harrow it. He suggested that the landing strip looks to be okay at this point in time and just the left side of the field by the covered seating was causing concern. Possibly a need to re-sow it perhaps? He did note that grass was filling the cracks and that the silt depth was decreasing. It was Stan's overall opinion that we still cannot do much for now and will have to wait for the silt to crumble. But he stressed that the field, given time, will come good again.
- An update was given on the letter from Barrie Russell (of 24<sup>th</sup> August) regarding the proposed new roadway access to the Awatoto field that outlined what the situation was so far and also what Stuart had advised him regarding progress on this matter. There was some discussion on this by all present.
- Matter of the new (Haumoana) field was mentioned. Mike thought that the taking over of this field required some thought by the committee. If we move to the new field, then perhaps the (same) farmer that leases grazing on Both fields may decide to take Awatoto back again. He was also unsure if the HBRC would also agree to let us have tenure on both fields. Decided to continue the liaison and discussion that Stuart is currently involved in.
- Warbirds 2019 - John Sutherland agreed to be convenor. Car parking – on the field (as in the past) or to use the field by the club shed for over spill. Mike to talk to Ravensdown regarding use of the field by the club shed. Poster/Flyer to go on the MFNZ Events Calendar and on the club Facebook page. Marty Hughes to be approached to do the commentary. Approaches to be made regarding the carrying out of the catering duties. Invitation Letters to local Dignitaries – Brett to do this. Pilot Registrations - Robert
- John raised the matter of Club Nights to which Robert responded that we ensure that we don't organise/promote club nights just for the sake of having them. After some further discussion it was suggested that we really need to get a good and interesting speaker that will be a 'hit' with the membership that attend and also get them coming along to subsequent meetings. Some names were mentioned a being possible good speaking candidates.

The meeting closed at 8:15pm, thanks to all for their attendance.

Next meeting to be held on Tuesday 6<sup>th</sup> November at the club shed.





PRESENTS

OUR ANNUAL AIRSHOW

WARBIRDS



AWA TOTO

2019

2 & 3 FEBRUARY 2019

10AM TO 4PM

WEB REGISTRATION FROM NOV 2018

[WWW.MFH.B.ORG.NZ](http://WWW.MFH.B.ORG.NZ)



## Field Diary



### Sunday 2nd September

Overcast start to the day, but by around 10am the sun had popped through and it was sunny and warm. However, there was a brisk breeze blowing at the field. Not a great number out., Barry Kerr was having a look as was Barry Price. Stan Nicholas was there but felt, like Brett did, that it was just a bit too windy for vintage flying. Chris Wong was also present and flew a little foam models at some speed. Said he had done his IMAC practice at the field the day before...! John Clarke was also there with sons Kim and Bruce, and grandson Dominic. Bruce gave his electric Supra a flight or two before suggesting there was No lift to be had; while Kim flew his electric helicopter a couple of times. Good display with Kim flying some manoeuvres that I never seen a model helicopter do before. Everybody was packing up and heading for home around 11:30am.



Bruce and John at the launch area



Kim helping get the Supra away



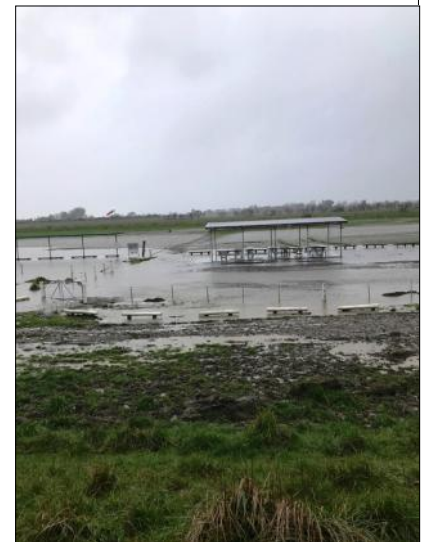
Supra climbing away.



Kim's very manoeuvrable electric helicopter doing its thing in the air.

### Wednesday 5th September.

Same old story - rain, rain and yet more rain and Lake Awatoto is back. Stuart, Mike and Robert went out to the field about 1pm today to get the electric fence unit before it got washed away. Robert sent in these field/lake photos....



## Field Diary



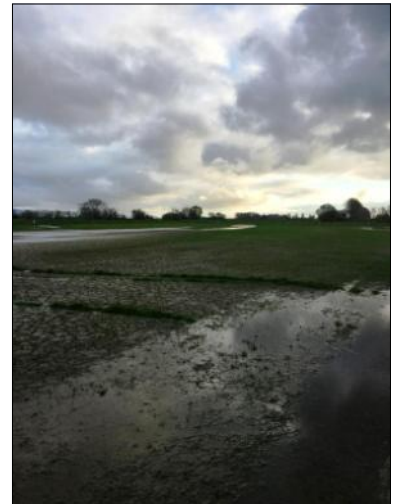
### Wednesday 5th September (late afternoon)

We had a tad more rain.... which made the field look like this.... (Pic from Brian Hitchcock)



### Saturday 8th September

Club member Marty Hughes went down to the field for a look. His comments about the drive in were ...“ A little bit of surface water half way up but the metal that was spread last month is still there and no silt cover . I used a 4x4 however didn't need it. A couple of days and it will be fine.” Pics he took are as below:





## Field Diary



### Tuesday 11th September

A few of us wandered down to the field for a look at how things stood after the 'big rain' event of the previous week! The grass is looking good, the silt top is Very wet again and most of the shingle on the roadway in and car park is still there. Bit of surface water still though.



### Sunday 16th September

Nice day, sunny and clear with a breeze that did increase as the morning went on. The field was available for limited use and is still quite damp and spongy underfoot. Reasonable turnout with a few just coming down for a look. Chris Wong flew some aerobatics assisted by caller Leonard Poon, Derek Barber and Brett Robinson flew Radians, Barrie Russell flew his vintage Night Train a few times and Mike Shears and grandson Jayden Molloy did some more testing with Russtrix, mainly with props. The wind increased both in speed and in direction throughout the morning which turned some off from flying, but most were just happy to have a natter on the field again, Been a while....

Continued next page....



## Field Diary



From previous page ....

### Sunday 16th September



The Mike Shears/Jayden Molloy Russtrix doing its thing in the air....



Russtrix gets a prop change.....

The carpark on the day.

### Sunday 23rd September

Nice day! A few clouds around, a bit warm and flat calm. What more could you ask for. But actually not that many turned up.! Barrie Russell and Stan Nicholas engaged in a "last man down" contest with their vintage Stardust's. After about 25 minutes of flying they both agreed enough was a enough (Stan's neck was hurting) and they called it a draw. Although Stan won the landing contest! A few power models on the field... the Yak of Stan Nicholas, Russtrix was given another few flights in the hands of Jayden Molloy, Barrie Russell flew his Carbon Cub (and Yes he did remember how to fly it!) Phil Sharp had an electric biplane which he tore around the sky with and John Clarke had his Chipmunk, although the motor did misbehave in the air. Robert Lockyer arrived with his big Cub after noon, but had some engine issues I understand. So...apart from a couple of other visitors that was pretty well it - so where was everyone else?



Phil Sharp's electric biplane doing its thing. (pics left and centre by Clive Baker)

## Field Diary



From previous page ....

### Sunday 23rd September



The intrepid vintage Stardust fliers.... Stan Nicholas and Barrie Russell in action



The Russell Carbon Cub turns final (Clive Baker pic)

And on approach....

A brace/clutch/gaggle?? of Stardust's

### Sunday 30 September

First day of daylight saving.... so where was everyone? Again, a Very small number turned up on what was a very nice day. Although a few were down at the Galloway field doing some pattern practice. But it was calm in the morning and nice and warm too. Of those that turned up...Stan Nicholas came armed with both his Yak and his Stardust, but flew only the Yak. Robert Lockyer put in a few flights with his big Cub, Vic Shaw did the same with a smaller Cub. Brett Robinson flew his Radian as did Bill Roydhouse (later on) and John Aitken had a few flights with his vintage model. Derek Barber flew his Tomboy and has some good flights as did Barry Price with his Tomboy until a structural failure ended his days flying. Barrie Russell had his pattern model all set to go, but had 'issues' with not only a fuel line plug, but also a leaking seal on the front of his fuel tank; suffice to say the model did Not fly on the day! For those that were there, good flying was had by all.



Vic Shaw heads out to the strip with his Cub.



John Aitken and his vintage model - post flights



Stan Nicholas and Yak - interesting carrying technique



## Field Diary



### Sunday 30 September

A few club members headed off to the Galloway's strip at Norsewood for a bit of aerobatic/IMAC flying. Some pics below of the 'action' on the day. (Via Mike Shears.)



The pits



The Chris Wong airforce.



More pits action



Alex Wardley giving the pilot's briefing.



The Ewan Galloway 'Slick 360' IMAC model.



Hamish Galloway buddying Sean Galloway



The Norsewood Flightline.



The Norsewood pits in the sun!



## Field Diary



### Wednesday 3rd October

A few truckloads of shingle got delivered to the carpark and a bit of work was done on spreading a bit of it around. Once that was done, a few then took advantage of the nice weather to have a fly. Barrie Russell flew his now fixed pattern model and Robert Lockyer had his brand new Seagull Models Extra 00LX all ready for its maiden flight. This was done in the hands of Jayden Molloy and the model flew well. A few little things to sort out, but nothing major. Looked good in the air too as the photos below show....



### Sunday 7th October

Overcast day and a bit cool... but it was (despite the forecast) calm almost all morning. Reasonable turnout too with about 15 being counted by late morning. Lots happening, a really good range of models being flown and a fair bit of flying was had as the following photos show...



Chris Wing talking to Stan Nicholas about aerobatics.

Powerplant of the Chris Wong Extreme Laser.

Laser doing its thing in the air - flies well.



Laser in action again.

The Lockyer Extra 00LX got a few more flights.

A few Radians were flown.

Phil Sharp and electric Heli.



## Field Diary



From previous page....

### Sunday 7th October

As for the rest.....Radians of Stan Nicholas, Brett Robinson Derek & Drew Barber and Bill Roydhouse all got flown, but there was not a great deal of the upward moving stuff around. Stan Nicholas also flew his Yak, Jayden Molloy the Ultimate Biplane, Robert Lockyer has several flights with his Extra 00LX, Vic Shaw had a flight or two with his Cub, John Sutherland flew his Sebart aerobatic model, Phil Sharp his Heli and aerobatic model and Mike Shears flew the refurbished Clubba a few times too.

Certainly a busier Sunday on the field than has been the case recently! May it continue!!



## Field Diary



### Sunday 14th October

Morning looked okay, bit of cloud, but no wind, so headed out to the field. In the 15 minutes it took to get there it had clouded over a bit and the wind had come in. Not many there, although Barry Price had got out early and had a fly with his Playboy. The model unfortunately got blown off the table in the shelter as he was about to pack it up, so a repair job will now be required. Everyone else had a general natter before heading off home around late morning.

### Sunday 21st October

Lovely day, clear blue sky and no wind early. Arrived at the field just after 9:30am and only two there! They did drift in as the morning progressed though. Good bit of flying done on the day it has to be said - more than has been the case recently.

We had a visitor on the field from Wellington - Ryan Groves. He had a jet with him and had three flights that I saw [Ed.] The first involved a flame-out and resulted in some nose wheel damage upon landing. The second had an undercarriage 'issue' on powering up and the takeoff was aborted and repairs made. The third went well. Model looks good in the air and flies well. Quite quiet for a jet too!

John Aitken gave his Falcon vintage model a flight or two and had Mike Shears test fly his new Agwagon; unfortunately this was not successful and some repairs will be required! Robert Lockyer flew his Extra 00LX, the Club Cub got a few flights both as one pilot or two (buddy box), Stan Nicholas also flew his Yak, Jayden Molloy the Ultimate Bipe, John Clarke had his Chipmunk in the air too. Barrie Russell flew his Night Train and also his Carbon Cub. Danny Young got some buddy box training from Stan Nicholas flying Danny's Calmato, while Chris Wong had a few more practice flights with his Laser EXP IMAC model. John Sutherland gave his new pylon racer a quick fly around just to check was all in order before an upcoming pylon event up North. As for the rest.....Vic Shaw flew his larger electric glider, the Radians of Stan Nicholas, Brett Robinson Derek Barber Danny Young and Bill Roydhouse were also in action with some reasonable flight times posted earlier in the morning. Around midday, the sea breeze came in and it did get a bit cooler. Exit all thermals - stage right! Most then had a natter and a drink before heading of home later in the afternoon.



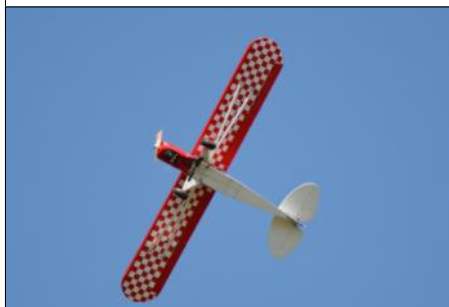
The Ryan Groves jet - in the pits



Final prep for flight (Robert is changing the electric fence battery behind.)



On landing approach.



The Club Cub is back.... in the air.



The Danny Young Calmato in flight



Chris Wong's laser EXP also doing its thing.

More pics on the next page.....



## Field Diary



From previous page...

Sunday 21st October



The flightline. (pics at left and centre from the camera of Barrie Russell.)



The John Aitken Agwagon prior to its maiden flight



Good crowd by the shelter enjoying the sun and the flying. (Both pics by Barrie Russell)



Field view from behind the shelter.



Parts of the field still have cracked silt - but this is being dealt to shortly (Barrie Russell pic)



## Field Diary



### Tuesday 23rd October

A contractor has been engaged by the committee to cultivate the worst parts of the field for us. He has inspected the field three times to have a closer look and take silt depth and moisture readings prior to starting the job. His plan of attack is to hoe the ground, leave it for a few days, then hoe again, leave it for yet another few days and then finally to roll the ground. He started work on the field early on Tuesday afternoon. Pics below from the (phone) camera of Mike Shears showing the work in progress.



### Wednesday 24th October

Field rolled and finished this afternoon. The contractor has also done some work next to the roadway and it looks much better now too. Pics below again from the (phone) camera of Mike Shears.)



### Sunday 28th October

Working Bee morning. A few turned up to help and they were just enough to do the jobs required.

**Thanks to: John Clarke, Russell Nimmo, Phil Sharp, Clive Baker, Mike Shears, Mike Harris, Jayden Molloy, Brett Robinson, Bill Roydhouse, Grant Fulton, Derek Barber, Barry Kerr and Ian Grant.** A few of the usual suspects were missing due to being out of town and other issues. But 13 out of a total membership of over 90???



Pickup the larger stones in the car park.



The carpark is looking better now.



Part of the field after the contract hoe and harrow.



## Field Diary



From previous page...

### Sunday 28th October

The soil dropped by truck on Thursday was taken to with rakes and shovels to smooth out the 'lumps' and also get rid of any large rocks (and there were a few!) within the soil was done and a cleanup around the concrete starting pads were also completed. The carpark got the spreading of the two mounds of shingle still left and also the big rock removal treatment as well to end the morning's work. Phil Sharp went and got the tractor and gave it a whirl around the field more to roll than to cut and that was it.

A Free BBQ with tea/coffee was laid on at lunchtime by Chef Mike Shears which was taken up and enjoyed by all present. Following lunch, both Phil Sharp and Mike Shears/Jayden Molloy had a fly before most drifted away around 1pm.



Shelter area after the contract work and a roll by the club tractor.

Phil Sharp at work with the tractor and roller.



Main strip area after the topsoil 'drop' has been smoothed out

That tractor/roller combination hard at work again....



The after BBQ  
natter session.





## Club Shed Diary



### Tuesday 4th September

Editor not present, but I understand a few turned up.

### Tuesday 11th September

Dull overcast morning, but we got a good turnout to the usual shed session. A few of the regulars were AWOL (Stan - overseas, Barrie - on the sick list and Mike - busy) but there was a bit going on, models to be looked at etc. Peter Hammond has a couple of small foam electric gliders, Robert Lockyer a scale model under construction and the rest just had a coffee/tea and a natter. About five of us took a walk down to the field to have a look. Most then drifted away around 11:30am.



Standing room only - almost!



Peter Hammond's two foam electric gliders, Robert Lockyer taping his model up.

### Tuesday 18th September

Overcast day, but not cold. Most of the 'regulars' turned up for a natter and a tea/coffee. A few walked or drove down to the field for a look. Just back from warmer climes was Field Officer Stan Nicholas, already hard at work on the tractor mowing the grass down. Field is drying out and grass is growing up through the cracks in the silt. But will be a while yet before the whole field is back to the state it was before the two floods!

### Tuesday 25th September

Not a bad day.... just blowing hard outside! Regular crowd came in for the usual natter and tea/coffee. Barrie Russell had a scale model of a portable model starting/assembly cart that he is intending to build for use on the field. Will have a welded metal frame he says - so it won't float away! Most that turned up had a sort through the two boxes of model magazines that were free to good home, before most started drifting away around 11am.



Lots of talking going on.....



Barrie demonstrating his portable cart scale model.



A close up of the cart model - inset: the inspiration from the one Barrie used at the Levin field.





## Club Shed Diary



### Tuesday 2nd October

Nice day and a few turned up for a natter and a 'cuppa'. Bit of discussion by some over chargers and charging and on aerobatic schedules/programs and models. Most of us took a drive down to the field to have a closer look at how it was looking. A panorama of how it looks is below:



There was even some flying going on... Derek and Drew Barber were flying a small pattern model and also indulging in some control-line flying as well, Alex and Jacob Wardley were flying a big IMAC model (ex Chris Wong) and Harvey Stiver just arrived as we were leaving around lunchtime.

### Tuesday 9th October

Nice day and a reasonable turnout as well. John Aitken brought in his now finished Ag-Wagon . Looks good but had a few issues with prop/spinner vibration that was finally traced back to the engine firewall. A stronger one will need to be installed.



The John Aitken Ag-Wagon being looked at by Barrie Russell. .

And without the cowl.....

Then there was a move to head down to the field by most there. Already there were Derek and Drew Barber, Alex and Jacob Wardley and Harvey and Andrew Stiver. Stan Nicholas flew his now repaired and re-engined (bigger four stroke) Buzzard Bombshell, which needed some trim and incidence adjustments. Andrew Stiver flew his jets, Alex and Jacob their big IMAC model and Derek and Jacob a couple of glow engine models. A good day!



The Stan Nicholas Buzzard motors overhead....



The pits with a jet model at the rear



Derek and Drew Barber in action.





## Club Shed Diary



### Tuesday 16th October

A very nice day - too nice to be stuck in the shed, so most that turned up went down to the field go a fly. I hear Tony Ives and David Meakin spent some time on a covering job in the shed though. Stan Nicholas, Barrie Russell, and Brett Robinson flew their vintage models, Derek Barber his Radian. Good air around and some longish flights were had by all. Chris Tutton has his new un-flown Beaver at the field too and proceeded to get it ready for flight. But out on the strip, while doing a range test, the motor burst into life and on stopping, did a very tight ground loop, taking off one of the wheels in the process. We were unable to find the lost nut, so a short time back in the workshop will be required. Overall, a good mornings flying!



Three happy Vintage fliers after a good mornings flying - Stan, Barrie and Brett with the models. Pic taken by Prof Mike Shears.



The result of the Beaver ground loop - only one wheel left on



Chris taking the model apart for transport - now with No wheels!







## Club Shed Diary



### Tuesday 23rd October

Tony Ives and David Meakin continued work in the shed on David's wing construction. As for the others that turned up... a nice day, no wind and a clear blue sky, so we headed off down to the field for a fly. Gavin had the resurrected Cub left at the shed all ready for flight and this was duly done in the hands of Stan Nicholas. Model seemed to fly well until the fan stopped and it appeared to stall and spun in from a low height. Bit of damage to the model.



The Gavin Shute Cub on takeoff



And in the air shortly before its demise.



Barrie Russell had the newest addition to his fleet ready for its maiden flight - the Aeronca. Looked good on the ground. Although Barrie did say it was a bit over the goal weight he was aiming for. Flew with a larger LiPo battery onboard as well for both flights, just to make sure it had enough 'urge' to get it into the air. Its two flights were completed without mishap, although some settings and changes need to be made before it does fly again.



The man and his Aeronca - both on the ground and in the air.



Meanwhile Stan Nicholas was taking to the air with his now repaired Buzzard Bombshell. Appeared to be going very well and certainly goes much better with the bigger four stroke power plant on the front. Glides well too, but does seem to fly a bit faster than Gavin Shute's Buzzard!



Of the rest that were there, Brett Robinson flew his Radian a couple of times, but the air was not great it has to be said, Mike Shears gave Barrie a help with the Aeronca and Derek Barber turned up later on and decided Not to fly as the Easterly sea breeze had come in by them and the air was quite turbulent! A good morning's flying!



## Club Shed Diary



From previous page...

Tuesday 23rd October



Barrie's "Mr Fugly" Aeronca does some fly-bys....







## Club Shed Diary



### Tuesday 30th October

Bit cool and a bit overcast. That alone may have kept them away as we only had about eight of us show up! On the table the Club Cub was getting a refurbishment... new hinges for the elevator, new fillers to the tank, new and more secure muffler system for the engine (courtesy of Phil Sharp) and just a bit of cleaning and a tidy up. Brett and Stan went and had a look at the now sown (grass seed) field and then Mike and Stan drove down to the field to change the electric fence battery. Bill Roydhouse turned up and got his weed-eater onto the grass outside the shed and it is now looking very tidy. Most drifted away around 11am with everyone gone by 1pm!



Mike Shears making some elevator hinge slots



Barrie giving the Club Cub a good clean



Not exactly standing room only today at the shed!



Weed-eater operator Bill Roydhouse on the job,...



And the result of his good work outside the club shed.



Bill Roydhouse also had his Corsair cockpit with him, complete with a very life-like U.S. Navy pilot. He was going to cut out another clear canopy for said cockpit as the original one he had was too thin. He had obtained a much thicker moulded canopy from Mike Harris. Nice level of cockpit detail!

## Vintage News



### Thursday 30th August

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

### Thursday 6th September

Heavy rain and strong winds.... and besides the field was a lake.... again. Rain radar map below tells the story!



### Thursday 13th September

Nice day, sunny, warm and calm. The Awatoto field was still closed so two of us; Brett Robinson and Gavin Shute headed out to Roy's hill for a fly there. Brett flew his Lanzo, with some trim adjustments and some throttle/elevator mixing added, while Gavin flew his electric Spectra. A good mornings flying was had by all.

### Friday 21st September

Seemed a nice day so a few of us went to for a spot of Vintage flying. Nice conditions with a bit of that upward moving stuff around too, which made for some very pleasant flying. Three of us indulged in a Vintage Duration contest, with Barrie obtaining a 'max' in his three flights and deciding to do a fly-off flight. The results were as follows:

NAME	MODEL	ROUND												GRAND TOTAL
		1			2			3			4			
		FLT	LD	TTL	FLT	LD	TTL	FLT	LD	TTL	FLT	LD	TTL	
BARRIE RUSSELL	STARDUST SPECIAL 72"	300	20	320	300	20	320	300	20	320	420	20	440	1400
BRETT ROBINSON	LANZO BOMBER	254	20	274	300	20	320	287	20	307			0	901
STAN NICHOLAS	STARDUST SPECIAL 79"	300	20	320	238	20	258	300	20	320			0	898



## Vintage News



### Thursday 27th September

Gloomy start to the day, but a few of us decided to go out for a fly anyway. The forecast wind was not happening either, so it was worth the trip. The field seemed also to be drying out well and there was no need for gumboots either! The air was pretty 'dead' at times and that made getting contest times a bit of a struggle for everyone. Those present decided to have Both a Vintage Duration (5 minute flight / 20second motor run / plus landing task) and also to have a Precision (3 minute flight / up to 1 minute motor run / plus landing task.) All survived the six flights Except for one Stardust 72".... that approached the spot on one flight at a great rate of knots, the earth leapt up and hit it ... hard which left the model with more parts that it started with. A major nose/fuselage repair required for someone who remain anonymous but has the initials BJR!!! Sorry, no pics from the day - editor too busy timing or flying! Results of the two comps were:

#### DURATION

STAN NICHOLAS	949
BARRIE RUSSELL	934
BRETT ROBINSON	828

#### PRECISION

STAN NICHOLAS	594
BRETT ROBINSON	584
BARRIE RUSSELL	580

### Thursday 4th October

Editor not present (hayfever), but I hear four hardy souls turned up and had a Precision comp. Welcome to Vintage competition flying - Gavin Shute. Did well with his I.C Powered Buzzard Bombshell.

Results were:

ALEX TAYLOR	596
BARRIE RUSSELL	583
STAN NICHOLAS	558
GAVIN SHUTE	553



### Thursday 11th October

Nice day, despite the forecast and No wind either. The usual suspects turned up for a fly and it was decided to have both a Precision and Duration comp, so away we went. Barry Price joined in flying his Playboy and the rest with Stardust's, a Buzzard Bombshell and a Lanzo Bomber. Fairly 'flat' conditions, but for the 3 minute Precision plus landing task, that was Not a problem (for most.) Landings, however, .... were another matter! Then onto the Duration comp and only three opted to fly this in reasonable air, if you went upwind, and everyone got the 5 minute task time. The landings were improving for two of us, but for one other (who shall remain nameless) two of his landings were not in the points. A good morning was had by all!

Results of the two comps flown were:

#### PRECISION

STAN NICHOLAS	591
BRETT ROBINSON	579
BARRIE RUSSELL	567
GAVIN SHUTE	558
BARRY PRICE	505

#### DURATION

STAN NICHOLAS	960
BRETT ROBINSON	960
BARRIE RUSSELL	920





## Vintage News



### Thursday 18th October

Reasonable day, but was blowing a bit early and only increased as the day went on. A couple of the 'regulars' were MIA doing other things, so nothing really happened.

### Thursday 25th October

Bit of wind happening at the field upon arrival (even though it was Not blowing at home in Hastings!) Chris Wong came down for a fly with his IMAC ship, but test flew a drone he had recently purchased that seemed to do all the right things. The usual Vintage stalwarts were present and engaged in just a bit of fun vintage flying to start off. With the wind being from the North West this presented some issues on landing due to turbulence off the trees/stop bank. Decided later in the morning to have a casual Vintage Precision comp with a 2 minute flight plus landing. Some interesting landings were made and some looong walks also required by some to retrieve models. No scores were kept and all the models survived! Some soil was dumped for us on the centre of the bare and cracked area of the landing strip which was then harrowed by Field Manager Stan Nicholas, who then gave Mike Shears some instruction on tractor operations. Mike was then like a kid in a candy store and anything and everything then got the 'tractor treatment'. We were finally done around 2pm!



The Chris Wong drone at rest on the concrete starting pad



Sorting out the iPhone software



And in the air.



The Stan Nicholas landing style....



And the Result !!



Stan and Barrie having a fly - Derek and Barry look on.



The landing strip soil drop and director Mike Shears.



Stan harrows the soil drop



Mike gets to grips with the club tractor.



## 2018 Southern Fling Results

Joe Wurts



It was a wonderful weekend for flying in Levin! The F3K Southern Fling was shifted to Levin at relatively short notice due to the challenge of getting a field around Matamata due to soggy fields and lambing. The forecast for much of the country wasn't looking good, but Levin ended up delivering conditions much like Hawkes Bay for the weekend, with lots of sun and mild winds! Saturday morning dawned, and we had 15 keen competitors ready to do battle, with 8 in expert class, and 7 in sportsman class. Amazing to see the numbers in the sportsman class! Saturday had us get through 8 rounds, with some really challenging conditions despite the sun and light winds. It seems that sometimes there was just sink... and then, more sink! This resulted in a real pilots event, with some seemingly minor mistakes resulting in large penalties on the scoresheet. A crowd favourite was the all-up last down task, as the timers were required to stay on the sidelines, with the pilot having to sort out things without a caller.

Sunday started a bit cooler, and with almost full overcast conditions. For those of us from "The Bay" it was a bit chilly, although the south islanders seemed to really be in their element with the cool and cloudy conditions. We ended up making our way through another 6 rounds, finishing with a total of 15 rounds overall, finishing at 3 PM to let the long distance travellers get on their way while there was still a lot of daylight left for the trip home.

A really nice thing was that Jonathan Shorer (and his wonderful wife Gill) organized lunch on both Saturday and Sunday on the field. We took a break from the flying each day to get a nice hot meal in the clubhouse before returning to battle the fickle thermals.

This event was the team selection to define the team for the F3K world championship competition next year. New Zealand has had a very strong result in prior years in F3K.. Out of four world championships, the NZ team has finished in 1st place twice, with an additional 2nd place for 3 team medals out of four world championships!

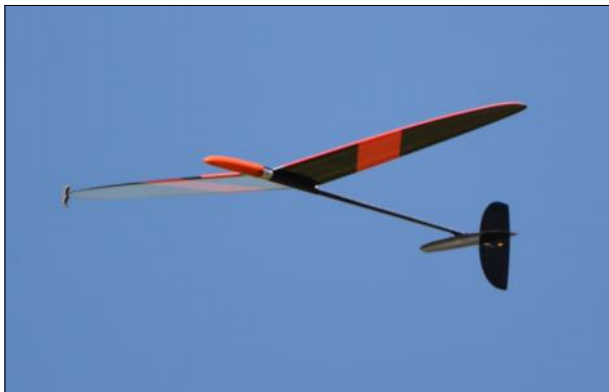
The results...

Sportsman class was dominated by Wellingtonians, with Stewart Cox winning the sportsman class. The only non-Wellingtonian Sportsman, Kevin Campbell, finished with a strong 2nd place, with Jono Ashton in 3rd place Sportsman.

Another "kinda" Wellingtonian won the expert class, Peter Williams garnered 1st place! He also inherited a few other bits, such as engraving the trophy and the write-up... :) very much team manager material! In second place was yours truly (Joe Wurts), with Kevin Botherway following closely in third place.. Rod Hale had a strong showing for the event, finishing in fourth place and first alternate for the team. John Shaw did well as usual, finishing in fifth place.

The scores are at right.

Place 8 and 10-15 were sportsman entries.



Rank	Name	Score	Pcnt
1	WILLIAMS, Peter	13973.8	100.00
2	WURTS, Joe	13943.3	99.78
3	BOTHERWAY, Kevin	13876.7	99.31
4	HALE, Rod	13783.4	98.64
5	SHAW, John	13197.3	94.44
6	GLASSEY, Peter	12957.4	92.73
7	DRABBLE, Len	12612.3	90.26
8	COX, Stewart	12441.8	89.04
9	JAMES, David	12349.6	88.38
10	CAMPBELL, Kevin	12014.3	85.98
11	ASHTON, Jono	11009.3	78.79
12	KING, Clifton	10727.3	76.77
13	SHORER, Jonothan	9366.9	67.03
14	WITCHER, Warren	7774.6	55.64
15	RHODES, Gavin	4199.6	30.05

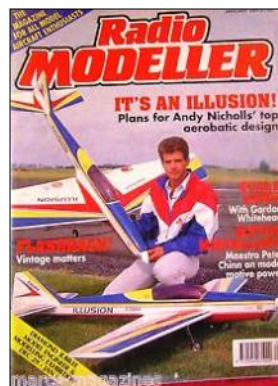


## Other Club Builds

From Chris Wong.... Great maiden on newly opened field. Extreme Flight Laser. Flies beautifully. Picture was taken AFTER flying! Practiced the IMAC Advanced 2018 pattern a few times after trimming. Needs a little more mixing that's all. Cooling baffle came loose so packed up just as rain set in! Runaway was fine. Just used half and had to be a bit more precise with my landings.



And from Gavin Shute..... A couple of pics of his now finished Illusion pattern model - OS61 powered

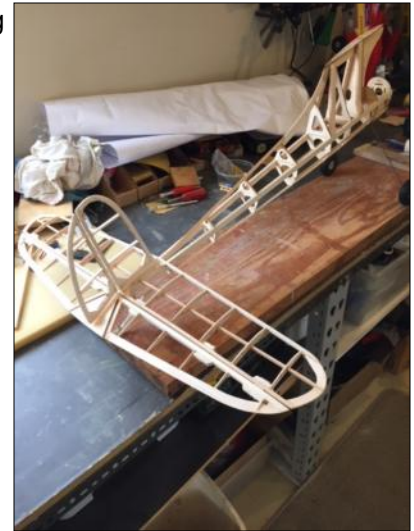
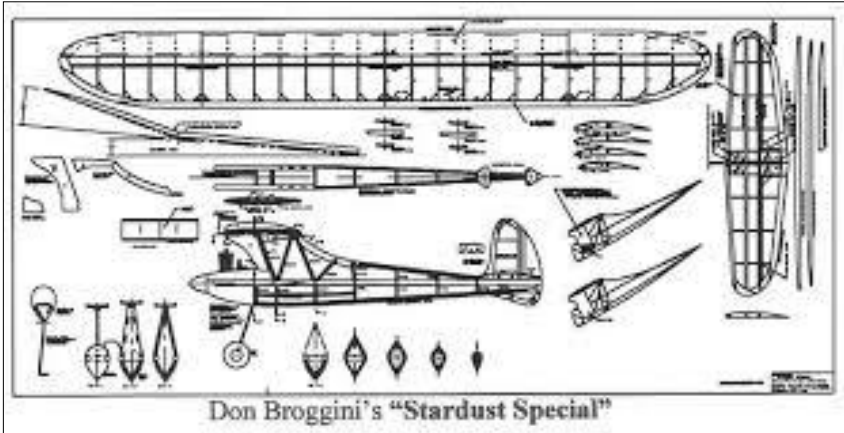




## Other Club Builds



More from Gavin Shute - now building Vintage Stardust! Looks like its is coming along well.



From Robert Lockyer (via Barrie Russell) Robert, Mike and Barrie spent some time at the shed on Friday 28th September. They were fine tuning Robs new Extra and running the motor. Getting close to test flying. Some pictures below and the model Specs are...

### Seagull Models Extra 00LX RTF

82 inch wingspan and 78 inch length. All up weight 16 / 18 pounds.

Motor a DLE RA 55cc petrol with a quiet canister muffler.

Receiver a Spektrum Power safe AR9140T, 2x A123 1700 flat pack batteries. Ign battery isolator regulator switch.

Servos: Rudder 1x AR HV 7434 30kg , Elevator / Ailerons 4x HK TGY 4409MD Digital servos.

Rob has paid a lot of attention to the setting up detail, made a very nice job of it all.







## Post bag

And from our Portuguese friend.... José Leocádio.... His latest model - a Dornier Do-27





## For Sale

**FOR SALE**



### Micro Servos

Tower Pro SG90 9g micro servos. 22mm long x 25mm high x 11mm wide.

Price is **\$15.00** and they come with a 12 month replacement warranty

Contact : Gavin Shute : 021 656 999 or [gavinshute@gmail.com](mailto:gavinshute@gmail.com)



## WANTED

### 40 size four stroke engines

Contact : Gavin Shute : 021 656 999 or [gavinshute@gmail.com](mailto:gavinshute@gmail.com)

## From the Web



Westland 'LIZZIE' LYSANDER (Giant scale RC)

<https://www.youtube.com/watch?v=SeVBnr5Mo7I>

Biggest RC Planes & vehicles

<https://www.youtube.com/watch?v=TmCfxNAsWho>

2018 AMA Expo West Compilation

<https://www.youtube.com/watch?v=KSWRvNSXT0w>

Bad runway to takeoffs | Mud runways | Airplanes stuck in mud

<https://youtu.be/n4hYU79-3Sg>

Documentary in Breaking the Sound barrier: (Approx 48 minutes)

<https://www.youtube.com/watch?v=d8oN-p7CGsM&t=2007s>

The History of Flight: (Approx 115 minutes)

<https://www.youtube.com/watch?v=ty1jxXPJWQQ&t=3111s>

The History of Jet Engines documentary: (Approx 44 minutes)

<https://www.youtube.com/watch?v=Nz0h4oQtZNE>

Enjoy....



## ENGINES NEW ZEALAND



 <b>10cc Price - \$369.00</b> <b>10cc</b>	 <b>15cc Price - \$399.00</b> <b>15cc</b>	 <b>21cc Twin Price - \$570.00</b> <b>21cc Twin</b>
 <b>30cc Twin Price - \$670.00</b> <b>30cc Twin</b>		
<p>RCGF have a range of 15 engines available from 10cc to 120cc. Mufflers &amp; Ignition Systems Included</p>		
		 <b>35cc Price - \$430.00</b> <b>35cc R.E.</b>

For further details go to: <http://www.rcgfservice.com/>

Or contact Gavin Shute: 021 656 999 or [gavinshute@gmail.com](mailto:gavinshute@gmail.com)



## LiPo BATTERIES FOR SALE



**2S 7.4v 180 mAh (for small Vintage)**

**SPECIAL CLUB MEMBERS PRICE - \$10.00**



**3S 11.1v 1500mAh (for Radians)**

**SPECIAL CLUB MEMBERS PRICE - \$24.00**



**3S 11.1v 2200mAh (for small foamies)**

**SPECIAL CLUB MEMBERS PRICE - \$35.00**



**4S 14.8v 3000mAh (for general flying)**

**SPECIAL CLUB MEMBERS PRICE - \$65.00**

**OUT OF STOCK**

**ALL Batteries have been independently tested.**

For details contact: Gavin Shute: 021 656 999 or [gavinshute@gmail.com](mailto:gavinshute@gmail.com)

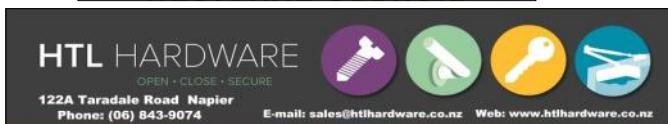




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