

# Model Flying Hawkes Bay



## Club Newsletter - issue #118 Sept 2020

### MFHB Calendar September 2020

	MFHB Calendar September 2020
Tues 1	"Shed morning"
Wed 2	
Thur 3	Vintage Awatoto
Fri 4	
Sat 5	NDC
Sun 6	Club Day NDC
Mon 7	
Tues 8	Shed Morning / Committee meeting 7.00 Shed
Wed 9	
Thur 10	Vintage Awatoto
Fri 11	
Sat 12	Jet Meeting Tokoroa NDC
Sun 13	Club Day Barbecue / Jet Meeting Tokoroa NDC
Mon 14	
Tues 15	Shed Morning
Wed 16	Club Nite Pakowhai Hall 7.00pm No Reserve Auction SALE Supreme 'n paper plane contest.
Thur 17	Vintage Awatoto / Soarchamps BB
Fri 18	Soarchamps BB.
Sat 19	Soarchamps BB. NDC
Sun 20	Club Rain Date Barbie / Soarchamps BB NDC
Mon 21	
Tue 22	Shed Morning
Wed 23	
Thur 24	Vintage Awatoto
Fri 25	
Sat 26	NDC
Sun 27	Club Theme Day WW2 Aircraft . Other models still welcome, but preference given to WW2 Barbecue and hot drinks NDC
Mon 28	
Tues 29	Shed Morning
Wed 30	

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*Contributors to this issue #118;*  
 Alex Wardley / Kevin Botherway / Brett Robinson / Brent Stiver / Mark Larsen / Colin Stevens / Peter Duncan / Mike Shears / Lance Hickey / Barry Kerr / John Aitken / Phil Sharp / Stan Nicholas / Allan Knox / Clive Baker / Joe Connolly / Barrie Russell / Anthony Hales / & Others.



General Aircraft Monospar ST-25

## From the Editor's Desk;

Greetings All, Welcome back to yet another bumper issue of our monthly PROPWASH. The activity I have found and the support being given is great thank you, long may it continue.

I'm still learning about the abilities and vagaries of MS Word, please bear with me for a while longer as I play with the presentation. The opening page now supports the club's monthly activity calendar. An important adjunct, so here's hoping you as members refer to it regularly to keep abreast of what's going on, what's coming up and in what can you get involved !

We are a "getting older" society, and many of us are finding it necessary to rationalise our gear and model holdings. One such has been our long time member and ex-President Bob Whitburn, and how wonderful it is to see his magnificent Avro Anson pictured above, finally finished and flying in the hands of a very competent pilot Richard Race in Christchurch. Maybe we need to mount a campaign to get him to bring it up to the next Warbirds over Awatoto in February 2021.

Considering the aging theme and the rationalisation some of us need, I'm also hoping to run a "FOR SALE & Wanted" column here in the Newsletter in conjunction with our web page. If you have any "goodies" you wish to advertise for sale please let me have the details with pictures. My aim is to publish around the 1<sup>st</sup> of each new month, so I need copy at the latest 4 to 5 days prior to the end of the month.

Activity at Awatoto Field has been a treat these last few weeks since we've been let out of Jail, and most pleasing is the increase in our Junior membership which is being well supported by Mentors, Parents and the Club. At last count, 10 juniors and rising, how good is that assuring the future of Aeromodelling.

Lastly, please make an effort to attend our next Club Night, Wednesday 16<sup>th</sup> Sept in the Pakowhai Hall, our old stamping ground, where the club is holding a super "No Reserve Auction". Followed by a paper plane building and flying contest. Details further in this newsletter and we will keep you updated as we near the time. Please mark a big reminder on your calendar **NOW ! You asked for Club Nights and here they are !**



## CLUB Nite & Auction & Paper Plane Contest at the Pakowhai Hall

Wednesday 16<sup>th</sup> September 7.00 pm



# PREZ SEZ

September 2020



**Prez Sez “140 days in lockdown,  
I’m fine, Thanks for asking”**

**Hey Ed,**

*My computer has crashed so I haven't got to a report for you. Sorry about that, so the Prez will have nothing to say this month. That will make some happy. **Regards, Lance.***

That's unfortunate Chief, isn't it amazing what Shakespeare accomplished with a packet of quills from the local warehouse stationary. Cheers, **Barrie** the Editor.



# Secretary Says

Sept 2020



## MFHB Meeting Notes 11 August 2020

An almost complete complement of Committee members attended the recent meeting where lively discussion ensued on a number of topics, particularly the feelings expressed that the club is in good heart with a diversity in the types of aircraft being flown, the number of new members and the attraction to model flying of young members. It was noted that for users of the Black Bridge site, things are working well and padlock issues are being sorted.

Mention was made of the need for all members to ensure club rules were understood, particularly the use of observers and adherence to flying zones when the field is busy.

The Committee has approved maintenance of the perimeter fence with the addition of new waratahs and the inclusion of two spring gates in the electric fence to facilitate the retrieval of "lost aircraft".

The Warbirds Over Awatoto Organising Committee will consider which trophies might be appropriate to award in February. In the meantime, approval has been given for a Club Night and Auction of donated, complete aircraft on 16 September at Pakowhai and an Awatoto leg of the NZ RC Vintage SIG Competition in April 2021.

In addition, a suggestion from the AGM to hold "Theme Days" has been adopted by the Committee, with the first to be held on Sunday 27 September for World War II aircraft. Flying on these days will not be exclusively for themed aircraft – other fliers can take to the air!

Two new members, Ashton Clark (Junior) and Ted Martin (Senior) were approved by the Committee.

**Barry Kerr**  
MFHB Secretary

# Club Captain's Call

Sept 2020



Well I can't believe what's happened since the lockdown!

Numbers at the field on Sundays have been well up on pre lock down.

There is also a vibrancy I have not seen for a long, long time. WHY? I think it's a combination of new members and our juniors bringing a new dimension to the club. We have 11 juniors and they are all improving at an exponential rate! Very soon the trainees will be the trainers.

Power and helicopters are operating well from the main flightline with quads and slow fly (gliders and vintage ) flying behind the flight line beyond the pits areas with great success.

As we move into summer our numbers on a Saturday and Sunday will increase so please be mindful you are flying from the correct place and as safely as you can.

In the last Hamilton MAC newsletter Grant Findlay was emphasizing safety and their requirements under MFNZ Wings Badge scheme. Your committee fully agrees with his comments and I have taken the liberty of reprinting below. Please read and observe.

- 1 You MUST have a basic (Heli, glider, aircraft) wings badge to fly alone and unsupervised.
- 2 You MUST hold a wings badge rating appropriate for the model you are flying.
- 3 If you are learning to fly (ie under instruction) you MUST be accompanied by a wings badge holder who must be able to take control of the aircraft via Transmitter hand over or Buddy Box.

See you at the field. **Mike** Club Captain. mfhb.

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## VALE Lois Aitken



*It is with sadness that we acknowledge Lois's passing, a much loved wife and companion of John and their three daughters. A teacher by trade, musician and artist and very much an out door spirit, Lois emigrated here from Lancashire in 1961 under the government teacher recruitment plan. John headed this way from Newcastle soon after to take up a position with Boots Pharmacies. Unknown to each other, they both had a passion for skiing and they ran into each other, literally, on Mt Ruapehu. After Lois had pulled John up out of the snow and dusted him off, he introduced himself and fate decided their future, and three months later, they were destined to be 59 years happily married.*

*Our sincere condolences to you John and Family.*

**Vale Lois.**

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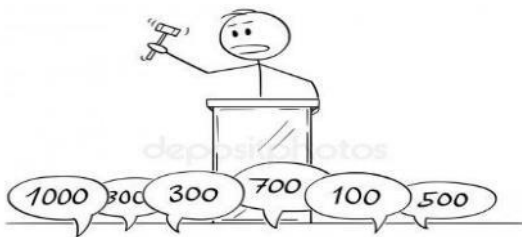
# CLUB NIGHT



Your committee announces the next bi-monthly Club Night (with a difference) is being held at the Pakowhai Hall, Pakowhai Road on;

**Wednesday 16<sup>th</sup> September 2020, from 7.00pm.**

**\*\* Auction night \*\***



**This will be a night to remember** with the doors opening at **6.45pm**, a brief club meeting to be held at 7.00pm followed by a **“Minimal or No Reserve” Auction of donated aircraft** ( for a club funded project). This will be followed by a light supper and a Paper Plane Building and Flying competition.

The auction goods have been made available through the generosity of Ian Lewis and Heather Mardon and Lance Hickey and others with all in new or near new condition. There will be great value and some incredible bargains available.

## **.. Paper Plane Distance & Duration Contest ..**

Following the Auction we will hold a Paper plane Building/Folding and flying competition testing both duration and distance skills. This hopefully will be conducted under the watchful eye of **CD Kevin “Rowdy” Botherway** whose opinions and judgement will be final and no discussion will be entered into. **Chocolate fish to the winners.**

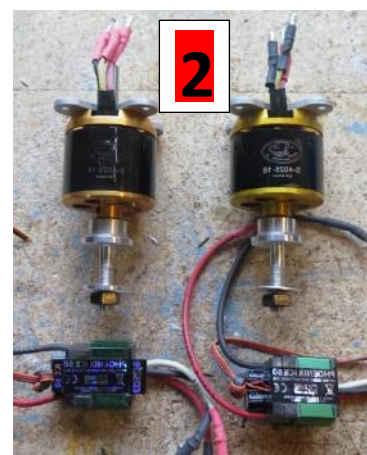
**The following is a summary of the goods on offer at the Auction;**



**Lot # 1. Senior Falcon** Carl Goldberg 69 inch span full house Trainer. A well built model in excellent condition and had little use. Complete with all servos and an excellent OS 46Ax motor.



**Lot # 2. 2x Scorpion Brushless motors S 4025 -16 / 332Kv 4 to 8 Cell Lipo, Max 75 Amps. With 2x 50Amp Castle Creation Ice Brushless ESCs. Motor replacement cost over \$300 each ! Can separate, or sell as a single Lot.**



### Lot # 3.

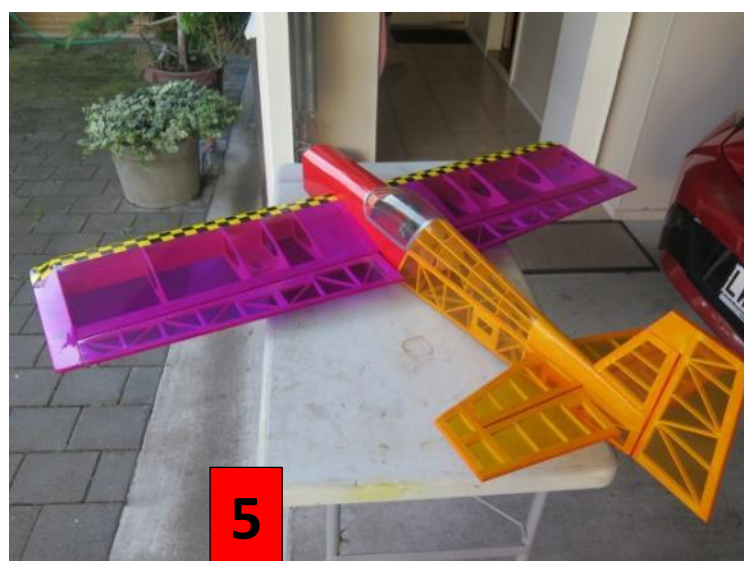
#### 6x Futaba servos

(4x 3001 & 2x 3003)



### Lot # 4. Quasar Indoor Depron

model (New). Complete with all gear. Fit Receiver, / battery / Prop and go fly



### Lot # 5. RAZZLE ARF Fun Fly

model. Brand new, just missing cowl and U/C. .60 size IC or electric equivalent.

**Lot # 6.****Canterbury Sailplanes "DODGER"**

**Slope Soarer.** Had some use, fit a battery / Rx / and go fly and have some fun

**Lot # 7 FMS Alpha Jet**, complete with Fan and all gear, add batteries and Rx and go fly. Uses 4S 2600

Lipo battery. In new condition, **replacement cost well over \$350.**

<https://www.hobbygulf.com/fms-70mm-edf-alpha-jet-pnp.html>

[edf-alpha-jet-pnp.html](https://www.hobbygulf.com/fms-70mm-edf-alpha-jet-pnp.html)

**Lot # 8. GWS E-Starter.** With plug in floats or wheels just needs Rx and 2S 1200 battery. Great

model for beginner. Ian said Watts Up Hobbies sold buckets of them.

**Lot # 9****Kyosho  
ME 109.**

Has retracts and a retract servo. Model is brand new, just fit gear. Brilliant ARF





## **Lot # 10** Sunbird Laser cut electric



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**sailplane.** Club member Peter Hammond is currently building one of these and is very happy with it. **There are two (2x) kits** available for the auction, to be sold separately. A real neat kit for the keen builder. These kit are currently selling for \$159 !!

## **Lot # 11** Radian Pro Electric

**sailplane. 78.5 in. (2022mm)**

Electric power 480 Outrunner brushless motor 960kv  
(Installed)

ESC 30 amp pr0 switch-mode Brushless (installed) .

All in brand new condition.

Replacement cost, \$300 plus



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## **Lot # 12.** FMS Mustang

- Made of Durable EPO Foam
- Massive 1700mm wingspan for true scale appearance and performance
- 25g digital metal gear servos for elevator, rudder, ailerons, and flaps
- FMS designed retracts with metal trunnions for better durability and scale open/close speed (6 seconds)
- Huge 85A ESC and 5060-300KV motor
- 17" super scale 4 blade propeller
- Flaps
- Retractable main and tail gear

Replacement cost \$800 plus



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## Lot # 13 Two Helicopters.

The larger one, Blade 120SR is working ( well I got it to hover !!) bound to my Spectrum DX9, and comes with three flight batteries and charger. The smaller, lower one I understand doesn't go but ???? has spare blades etc and could be useful for parts.

Offered for sale as a job lot, as is where is.



## Lot # 14 Spektrum Transmitter DX 7.

Has metal carrying case, wall charger and instruction manual. Charged and in good working order.



**Mark your calendar NOW, this is going to be a night to remember.**

**Incredible bargains and buckets of fun and camaraderie.**

**Pakowhai hall, Wednesday evening 16 September 7.00pm**





# CLUB ACTIVITY

Aug 2020



**Sunday 1st August** and the last month of winter, forecast not great, but no wind and moderate overcast and the members came out to play. Counted twenty plus cars and continuous flying throughout the morning. Most notable event was the maiden flight of **John Aitken's** Twin Otter under **Mike Shears'** control, and with a little trimming it was almost a hands off affair. The contra rotating props made a difference, tracking very straight on take off and it had remarkable performance on a 4 cell battery. Interesting that at cruise throttle it's pulling about 28 Amps, but at full throttle 100Amps. ( 50 amps each motor on a single battery. Some rationalisation of the battery (one or two) and props may occur, however it's looking a very successful project. Now we're just awaiting **John Clarke's** Twin Otter to appear and then we'll have double that lovely harmonic sound of twin motors.



The flightline was busy up till about 1.00pm with general flying. **Andre Wuepping** was busy with his drones, looking in the boot of his car, I have my suspicions there might have been some procreation going on after dark, I'm sure there are more than last time I looked. There was also a fishing drone there he was testing for a friend, we might have some snapper on the menu next barbecue ?



Radians featured strongly down the western end and the morning passed reasonably uneventfully with **Marty** and **Stan and Myles and Stu** boring holes in the sky. The **Central Hawkes Bay Boys** had a slightly more eventful morning which promises some workshop time this week to be ready for Thursday morning and next weekend. Oh well, that's how many of us learnt to fly, build 'em during the week, crash 'em on Sunday, and re-build 'em again next week and so on and so on !

*Happy flying and re-building all ! Ed.*





**Sunday 9<sup>th</sup> August.** 2<sup>nd</sup> Sunday in the month Barbecue time and what a day it turned out. Blew its Ts O yesterday and today calm and sunny all day with a great turnout. So good to see all the disciplines cooperating, Power / Radians / Foamies / Helicopters and Drones all getting their share of flight time.



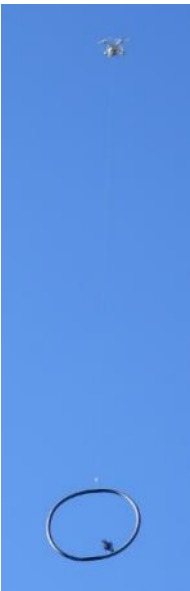
The barbecue boys Barry K and Dave C did us proud again and three dozen snarlers (Big ones!) got exchanged for some Jingle Jangle ( that's school teacher reading specialist speak for gold!). Great effort guys and for the hot drinks all day, Thank You ! Not too many incidents, although Bill decided to re-rig his Foam Board Clubba on it's test flight. *That's the car park behind the shelter Billy-boy , the landing strip is out towards the river !*

Below, Stu's Razzle fun plane, and he had fun too.



One of the highlights of the morning was this flypast arranged by **Captain Loomey** who's moonlighting on Napier's newly acquired DC3. More on that when you read **Alex's Blog**. What a lovely sight and sound, thanks for the great view. I can feel a club flight coming on, do you reckon we could operate her out of Awatoto Field? **Yes, It is a REAL one ! And what's more, Mrs Loomey (aka Jane ..... you know "Tarzan's missus")** was the hostess on that flight !





The strange sight of a halo hovering over the eastern end of the field wasn't an epiphany but a hoop that **Andre** had parked up there below a stationary drone, so he could fly another drone through it which is just visible at the bottom of the hoop. Funny how some people get their pleasures aye? But, very clever.

The pits were full of all shapes and sizes, electric on the smaller models and Gas on the big ones with a few IC Glow in between.

**Mr Treasurer** was still sore at missing out on his Sausage at last month's barbecue and after registering his complaint, the chef made sure his sauttie was screwed down and reserved. Looked more like it had been crucified to me.....





**Anthony's** Foam Clubba received a makeover since last here as he has now fathomed how to curve foam board to get away from the square look. Take the paper off one side, curve and fix it in place and then remove the paper on the other side and you can even do compound curves. *Neat Tony, thanks. Ed.*



**Phil** brought the skeleton of his Storch out to do some range testing, not overly concerned about all the carbon framework but wanting to assure himself of the radio integrity. All was well. What a magnificent piece of workmanship, and very light considering the size.

And last but not least, **Ross** flew his ex-**Barry Price** Flying Quaker, a nice electrified large vintage and spent some pleasurable time in the air.

All in all another very enjoyable and successful Club Sunday at Awatoto Field.



**Sunday 16<sup>th</sup> August**, moderate turnout, considering the gloomy cold day, though flying conditions were fair.

Good crop of youngsters strutting their stuff, going to be some mean pilots out of that lot. A korero taking place here with **Jacob and Cameron** getting attention from JB and a prospective new **Junior**. Below; **Blair Jepson** and his latest Trademe purchase, a small full house trainer.





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**Above**, Jacob putting the family aircraft through it's hovering paces. **Above right**. Rob Lockyer's Ugly Stick coming home. **Right**, Russ Nimmo with his Playboy and Self with my Stardust getting some Vintage practise at the western end of the field. **Pictures taken by Clive Baker.**

I test flew **Blair's** new \$50 purchase above, we're getting there, needed a bucket of down thrust. Mike gave him a couple of buddy sessions on his Sig senior and he's progressing well. **Ross and Jo** were busy with **Ross** flying the Twin Lizzy a couple times, looks



thought the propeller was on the wrong side of **Rob Mitchell's** helicopter ! Sadly he proved me right today while "Mowing the grass" and down was up, or was it the other way around ? Nothing that a few new parts and a new set of blades won't fix and be flying again next weekend !

**Graeme Rose** had his late brother **Ken's** 1/4 scale SIG Cub in the pits, a lovely model powered by a 160 twin OS Four stroke. Didn't fly today as had an aileron binding.

After dead Sticking his Extra into a tree by the river last weekend, **Brent** dived into his daddy's shed and came up with this rather hot looking

delightful in the air flying so sedately. I said last month I







Laser 200 which **Harvey** built about 100 years ago. Mmmm impressive.... Daddy I mean, I wonder what else he has in his Pandora box.



### Sunday 23<sup>rd</sup>

**August.** Another beautiful weathered club day, almost feels as though Spring is upon us and another great diversity of activities. Welcome to **Peter Brown** and his wife from Wellington with their magnificent Vampire, both attendees at many of our Warbird rallies. And also to **Ryan Groves and his partner Cath** from the Kapiti club with his impressive BAE Hawk. Both couples here to enjoy the perfect flying and field conditions with their magnificent Turbine powered jet aircraft.

Furthermore, They have both joined the club as associate members. **Welcome aboard Ryan and Cat, and Peter and Mrs Peter**

The conditions remained good during the day and the flightline busy with most disciplines on show, a few pictures to follow;







**Andrew / Harvey Stivers'** Turbine Eland on the left and visiting **Ryan Groves'** on the right, great performers.



**John Clarke's** DHC-6 Twin Otter looking the part. And there is that smile again, young **James** with his newest acquisition, a full house Bixler ? with U/C very kindly donated by **President Lance**, which he is already flying well under **Mike's** watchful eye. I think we're up to eleven Juniors now and how good it is to see the encouragement and assistance they're getting from members.

**Peter Brown's** Vampire always looks a great sight in the Awatoto airspace. Even though he had some U/C problems over the weekend, he persevered and with **Harvey's** great stock of spare parts, he got good air time making the trip up from Wellington worth while.



**Marty** on the other hand has been feeling a bit fragile with all the Covid thing and lockups and the slump in car sales, so he decided he needed some cuddles, and poor old Max just happened to be walking by !



Phil Sharp's Extreme flight Extra on fly by, and the new Turbine Alley at the western end of the pits



## MEMBER PROFILE SEPT 2020



### Brent Andrew Stiver



Brent had a head start on most aeromodellers, being born into the Pat and Harvey Stiver family in Lower Hutt on the 15<sup>th</sup> November 1967. After an introductory period in control-line and RTP it was inevitable that Radio Control would beckon, though he has retained an interest in Control Line aerobatics and contest and is hoping to spur a revival here at Awatoto field.

His secondary schooling was at Havelock High followed by an electrical Apprenticeship qualifying in 1986. Later he moved into electrical wholesaling in Auckland and Hamilton. In 1997 he married Debbie and they have two children, Kaine and Hannah. In 2009 the family left for the UK for an extended OE, and now they are well settled back in the Bay and Brent has been working with Unison for the past 5 years in Hastings as Designer on the contracting side of the business, working out the requirements for projects (subdivisions / developments etc) providing the necessary plans and scope of work to complete them.

Now back in the fold, he is getting involved in club affairs again and has been elected to the committee at this last AGM, having previous experience on the committee in the 1990's under Harvey's presidency.





His other passion is arboreal where he is interested in afforestation, or was that deforestation?

Welcome back Brent, it's great to see that Stiver tradition of serving the aeromodelling community carrying on so successfully.





# AROUND the BUILDING BOARDS Sept 20



Which one is Bill's or should I say, which one did "Bob the Builder" Whitburn build ?

Was leafing through old photos and found the top one taken at Oshkosh in 1990 at the Air Venture airshow. What an excellent reproduction **Bob and Bill** have achieved, below. Interesting to see the comparison with the actual aircraft.





And speaking of **Bob Whitburn**, recently **Bob** sold his 95% complete Avro Anson to **Richard Race** in the South Island.



Just received from **Harvey**, confirmation that the plane flew successfully this weekend, **Richard** who wrote.....

**Hey Harvey**, Just a quick note to say the Anson was test flown over the weekend with great success. (after waiting a good month for some flyable weather!!) Just one 5 minute flight to date as a couple of nuts and bolts need to be sorted that hold the landing gear on. Other than a lot of up trim, it flew like a pussycat. Very very forgiving. Flaps are very effective. Ill make sure I get some in flight photos at some stage. Now to get the retracts working and turret built. If you could pass this onto **Bob**, that would be great. **Cheers, Richard.**





Followed up tonight with.....

*Hi Harvey, Couple more flights today. Took 1/2kg of lead out of the nose, bang on the money now. Couple of flying photos attached from a member at the club today, not bad for an old camera. Enjoy. Cheers, Richard.*



*A great result, congratulations to all involved, **Richard and Bob**. Great to see all of **Bob's** research and building skills rewarded. Wouldn't it be great to see her flying back here at Warbirds over Awatoto. **Ed**.*

# ALEX's Blog

Sept 2020



*Our intrepid aviator continues with his interesting "Blurb" as he calls it, about life in the aviation industry here and abroad and his own and family activities in the professional and model aviation circles.... Read on, Ed.*

Well I thought I would write a little from the other side of the world as I sit cooped up in my San Francisco hotel room for a couple of days. I would love nothing more than to venture out only we are tightly restricted as to what we can and can't do. So rather than totally waste this time I will put fingers to keyboard.

You may have seen flying overhead the beautiful sight not to mention the sound of a DC3. If you did, how magnificent was that? The unmistakable shape of the DC3 and sound of two 1350 HP Pratt's purring through the skies. Very early days yet, but an ambitious project is underway to see it remain in the Bay in an airworthy state. A magnificent piece to complement the Art Deco picture here in the Hawkes Bay. **Terina and I** spent a day clambering over her the day before it was due to take the mayors and other VIPS for flights which was a treat in itself. The old girl will need many hours of love and attention by volunteers if it is to succeed, however I am sure it will be worth it. I gained a huge amount of satisfaction being involved over the weekend, assisting with ground co-ordination and starting and looking forward to more involvement in the future. I'll keep you posted on future developments as they come to hand.



**Crew inspection and "This is your captain speaking"**





After my helping with the DC3 I came home to find Jacob lending a hand to our new junior member **James Black (JB)** with his father **Gus** patiently observing. They were busy in the school room putting the final touches to one of the models he acquired at the recent AGM. A huge thank you for the models, I assure you **JB** was very appreciative as the following pictures will show. **James** had built a foam board model over the previous weeks, however this met its demise earlier in the day and lay fairly mangled on the floor. As they say 'You should never love your first model'.

**James** had been practising on a very basic flight simulator mode 2, which is a bit of a bugger as **Jacob** is mode 1 and we don't have a buddy box. I'm not sure if this was the reason the model met its demise or there was a technical issue. All fun and games all the same.



As **Gus & I** were having a coffee we caught out the corner of the eye **Jacob and JB** shoot off in the van obviously after getting another model ready. Got to see this I thought so we ventured after them to the onion paddock at the back of our property. By the time we arrived **James** was already flying doing a beautiful pass at about 8 feet. Short lived as he collected the top of an old shed just off to his right. Very little damage sustained and within 15 minutes they were back for another go. After telling the boys to go into the middle of the paddock which is about 27 acres, I had a bet with **Gus** that this would last 45 seconds. I think this is the average time a VFR pilot will remain in control of an aircraft if he flies inadvertently into IMC (Cloud). **Gus** was a little more optimistic and said 51 seconds. Well low and behold after 2 minutes and 20ish seconds, **James** lands, yes lands!! the plane very nicely about 50 meters from himself. The following flights of which there were 4, he proceeded to land closer and closer to himself with nothing more than some verbal guidance from Jacob. Absolutely incredible really and what really impressed me was **JBs** ability to correct so quickly if he pushed the sticks the wrong way.

Rest assured **Gus** will get this young fulla out to the field on club days so we can all enjoy watching the progress he makes. Well done **JB and Gus**. Look forward to seeing you out at the field more often.



**Ps.** Before they left Jacob and I loaded them up with assortments of goodies. Models that were kindly donated to **Jacob** were passed with pleasure to **JB**. **Jacobs** 'Clubber' will be put to good use again which is a great testament to the "Youth Project" lead by **Barrie R** all those years ago.

**HAPPY DAYS , Alex.**



***Ed** here, Thanks **Alex**, you've come up trumps again. Great news about the DC3, we surely look forward to news about **your and Terina's** involvement. Heart warming about young **James "JB"** and **Jacob's** mentoring. Oh dear, that cheeky grin bothers me !! **Well done Guys and Gals, BJ.***



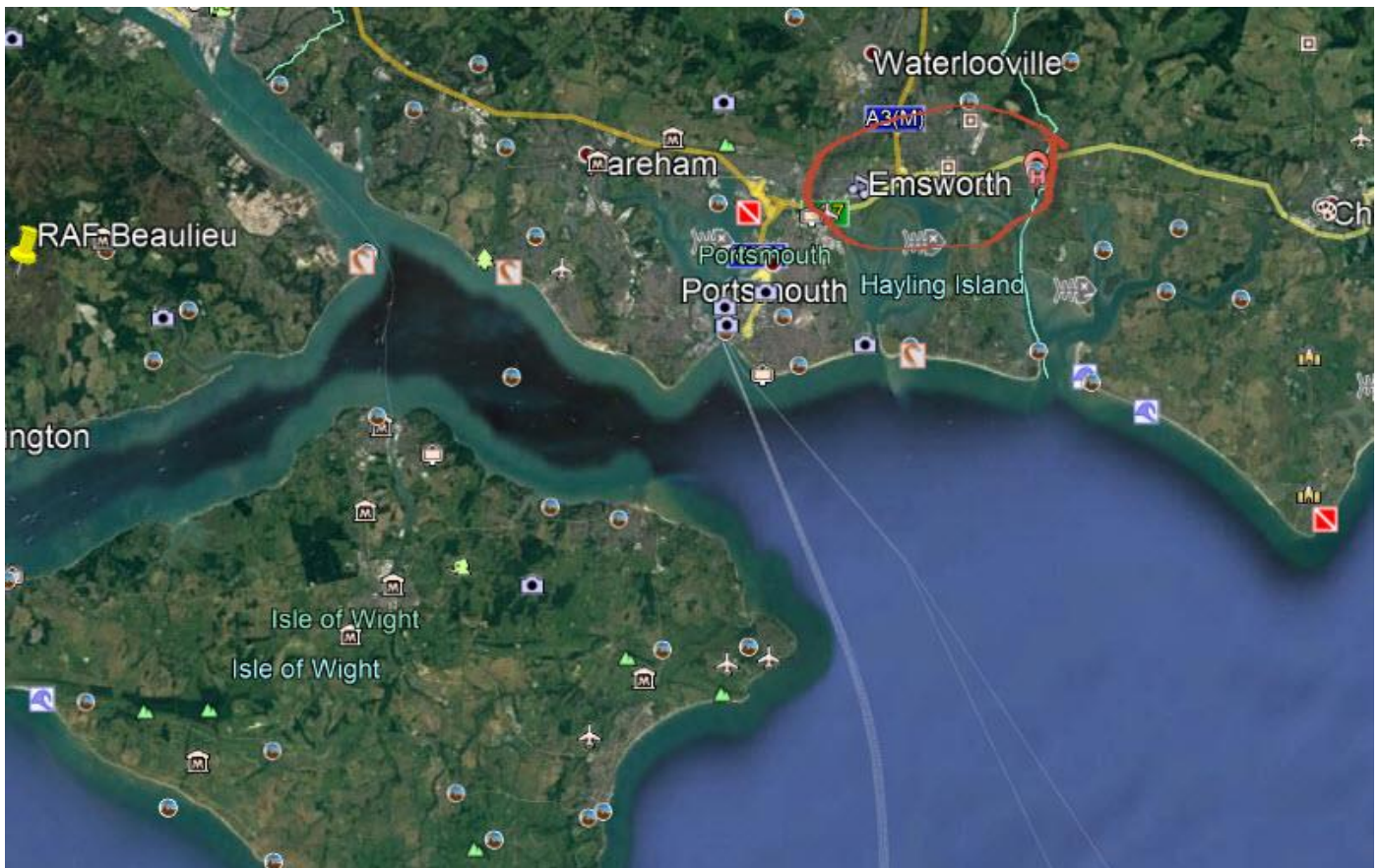


# Feature Article

August 2020  
Colin Stevens' Letter from Britain



*An editor's life can be a happy one even though we constantly complain about lack of copy etc. and one of the motivating factors for me is the pleasure I get from meeting "old" friends on line. The "aviation club" is vast and during the previous eight years in this editors chair I made a lot of friends both here and abroad and a special pleasure this time around has been renewing some of those friendships. One such renewal was with Colin Stevens who is still very active and is even older than me ! How could that happen? After a four year absence, much to my pleasure we just took up again and Colin writes....*



We are still living in Emsworth, between Portsmouth and Chichester on the South Coast. Been at this address for 51 years, never intended to, but got comfortable and it's a nice place to be. Member of Chichester & District Model Aero Club. Flying Venues - Thorney Island airfield (Army), Porthole Farm, and the Trundle, Goodwood for slope flying. Other local slopes available - Butser Hill, Wether Down (ex-HMS Mercury) and Harting Down. (**Where do they get all those great names ? ... History I guess Ed**)

Career: Designer, Systems Engineer and Team Leader in civil and military aircraft radio, Army military radio, UK and US Marines, and design of radio systems for scientific and communications satellites. I am SO lucky to have fallen on my feet and enjoyed a wide span of experience. It's likely that I owe it to aeromodelling, since I sat an apprenticeship selection board at the Plessey Co., Ilford, and they were most interested in my short-wave radio hobby, but also in my first RC model that I scratch-built with ED Comp. Special for power and home-made valve radio. Extra Curricular, over the years - dance skating, motor cycle touring (incl. Europe), Hi-Fi, DIY if I really had-to, and later, inroads into organ playing.





A few years ago I assembled a Flying Styros "Chubby Lady" park flyer. I'm now 2 months away from 86. I don't where the time went, it just crept up on me when I wasn't paying attention. I think I'm now the oldest in the club flying IC, and I'd be very glad to get back on the airfield before being confined to barracks ages me even more.

You ask how is the Tomtit ? Yes, I do like that model. I've attached some pictures for you to sort from. I now paint the wing bands in matching silver, and many members don't realise the wings are banded-on. They have to be painted in-place, so masking is needed. It's good news for the bands, because they are protected from UV and last most of the season.



Also, at long last, I've solved the problem of keeping the paint on the port wheel, bathed in hot exhaust. Just one top coat of BSI 30min. epoxy, no thinning, brushed-on, spun on a spindle. A little warmth from a hot air gun helps the spread, and gives a perfect finish. Some Tomtit flying on an ever-breezy day, it seems, from "David's Model Flying" site on YouTube -

<https://www.youtube.com/watch?v=d3Yu05wAkqs&list=PLaGIpNUnjiJq3w9sTxgdQ21H8eu3eTv-I&index=19>



Now for the Partenavia: I've done some updating of the original screed, providing more detail, so I offer it with the changes made to overcome the difficulties of making low voltage DC motors live with the elevated voltages of Lipo batteries, in the hope that someone will find it of practical use!! Our airfield is open for limited flying as from next weekend !! Many of us will sit it out for a while, not being content that this is yet a safe time.

## KAVAN PARTENAVIA - A METAMORPHOSIS

It seemed such a good idea back in 2004, a change from trudging up the slope on old legs, an attractive model that I could fly in all wind directions, and close to scale, to boot. This was what it was intended to look like, before events took a different direction ----



I was impressed by that picture, and by the performance of our son's version, so I was keen to get down to pre-planning the build whilst awaiting the arrival of the kit. Straight-away I focussed on -

- 1/ The need to reinforce all foam surfaces subject to wear and tear, because this model is moulded in cheap polystyrene packing-foam (EPS), and without extra work it would soon deteriorate.
- 2/ The advisability of a back-up battery for the Rx, since a failure of the flight battery or ESC would lose the radio and wipe-out all of my efforts put into the model, even if it didn't result in an on-board fire.
- 3/ The reinforcement of points in the fuselage moulding I'd seen over-stressed in bad landings.

When the kit arrived I was dismayed to find that it was a "Friday" model. The top contour of one wing had somehow collapsed a little (removed too quickly from the mould?), and the top and bottom fus. halves were misaligned, so much filling and resurfacing had to be done. I also had to correct angular mismatch between the two fus wing-seatings, but this gave me the opportunity to reinforce them with thin ply, doing the same to the wing mating face.

The original concept of this model was that it would be covered all over its top, fus sides and fin/rudder surfaces with pre-printed self-adhesive film, which supported the moulded-in flexible control surface hinges. It's effective, but the picture above flatters the finish to a degree. This operation was to be done before any other assembly, but following advice on a forum, I deferred this until much later in the build. This was a Bad Move, since owing to the amount of work already done, I was discouraged from binning the model when I ran into significant difficulties. But why bin it? It's like this: The covering film had a very strong grab, and one touch in the wrong place would ruin the foam surface and write-off the film. Attempting to work on my own, I had TWO touches. So, late in the game I was forced to reconsider the whole covering and finishing operation, the penalty for not using a wet method. I therefore chose to glass it in 22gsm material, attached with Ronseal Excel polycrylic floor-sealer, and Poly-C when I ran out of

Excel. First though, I'd now lost the flexible support for the control surfaces hinges, so I had to graft-in balsa and construct conventional hinges in Mylar. The bare foam structure first needed priming in Excel, and then filling of the surface defects with lightweight spackle. This was followed by another priming in Excel, plus a careful sanding, and then the glass was attached with three brushed-on coats of Excel, a quick-drying and easy process with no bad odours. I found a very soft flat camel-haired brush to be the best for minimising the pulling-apart of the glass weave. Talc was then added to the Excel in the ratio 1/1 by volume, in extra coats to complete the filling of the weave while providing easier sanding (less talc makes it harder to sand, and light sanding pressure is vital for this type of foam). I used 220- and mainly 440-grade aluminium oxide paper for this, as it has a sharp cut and long life.

Now we were looking good, and a final coat of Poly-C was applied to seal the surface against any pin-holing, since I was concerned about the propellant and solvent used in the Halford's automotive spray-can primer I'd chosen (Plastic). A first sealing mist coat of primer was applied, then a couple of building coats. Once sanded, the result was equal to a car body finish. I was well-pleased, because the flexible foam was also now as rigid as a board, with very little weight-gain.

Annoyingly, this was the point where things started to go downhill. I used the matching Halford's acrylic colours, only to find that it has a slow-drying and deeply penetrating solvent that doesn't make itself evident until a day later. So now I was seeing surface defects again that had once been perfect. Not only that, but any contact in clean-up with white spirit, IPA, or worst of all, petrol (car spray, remember!), immediately ruined the surface. I would also note at this point that in this process, you cannot achieve as ding-proof a finish as with epoxy/glass, but epoxy would be heavier and demand sanding pressures that would most likely compress the foam.



Finishing: I'm tired of the usual red/white/blue schemes, so since it's an Italian aeroplane, I gave it Italian colours and registration. I masked the paint with KleenEdge low-tack tape but cut the lettering and side windows from black Solartrim. The



leading-edge anti-icing strips are in semi-matt self-adhesive film. More trim is needed for the aircraft name, and maybe a typical Italian company logo - pasta, ice-cream, Chianti or something representative.

A note about the cabin windows and door: These are aggravatingly wrong in the Kavan version, so I did my best to correct them, with particular attention to the door. The front screen was a problem, as I could not get the Solartrim to follow the double curvature, so it was sprayed on in black gloss.

Here's how it all finished-up, and yellow props apart, much better than I expected at one point. Great to be in touch again,

Kindest Regards, Colin.



# SKY DIVING MADNESS Sept 2020



As the pilot said, “ **why would anyone contemplate jumping out of a perfectly functioning and safe aeroplane.**” Well our mild mannered , softly spoken, much beloved Englishman, Stanley ( who grabs electric fences to see if they’re working ) has done just that. An 18<sup>th</sup> Birthday present for his granddaughter Safiya and Stan’s son, they leapt out of a plane over Lake Taupo for a one and a half minute free fall before parachuting down to the aerodrome. Stan was so enamoured with the experience, he is suggesting that it should be a compulsory membership requirement at MFHB and he can’t wait to do it all over again. What’s that song about Mad dogs and Englishmen ?

Visit SKY DIVE TAUPO <https://www.skydivetaupo.co.nz/> FOR THE EXPERIENCE.







*Well done Stanley, you're a braver man than I Gunga Din !! Ed.*



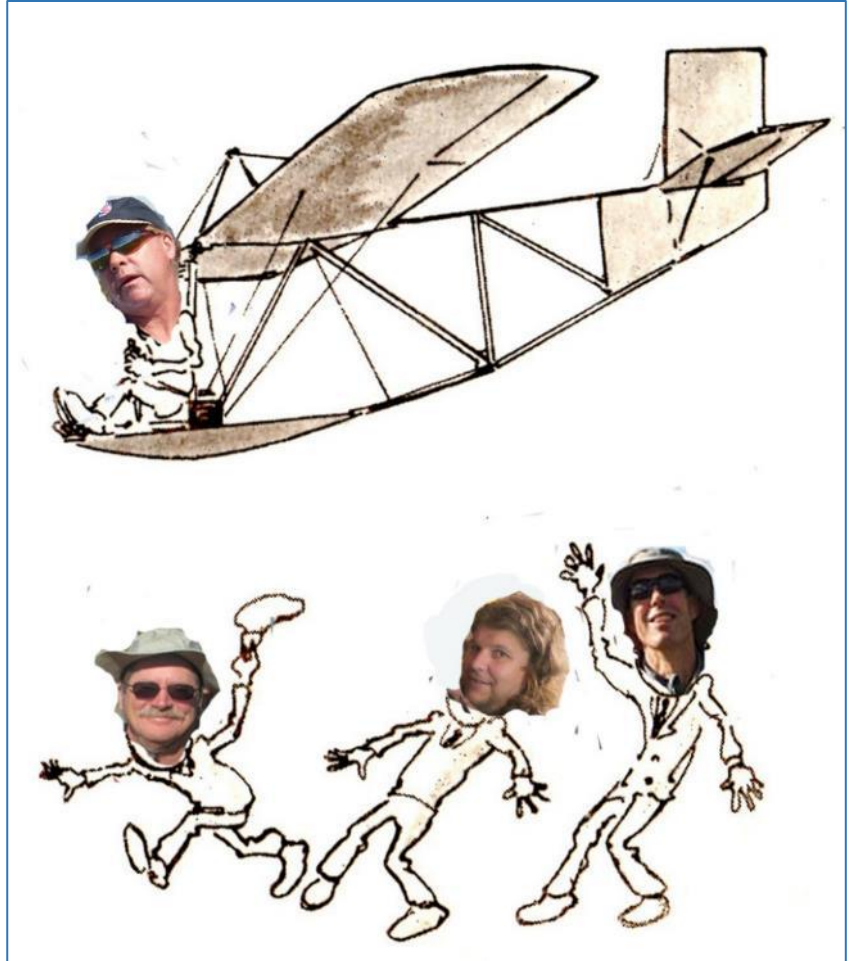
# SOARING REPORT

Sept 2020



## *Our Soaring Scribe "Rowdy" Kevin Botherway writes..*

We have had a great month for soaring in Hawkes Bay! With a regular turnout of guys we have managed to log quite a few of the NDC competitions on behalf of MFHB along with 2 NZ records for Joe. A new one taken off the south Island for class O X5J unlimited and one for Class N Thermal ALES 123 and have completed the F3X vault online competition for F5J we have been running. Lots of full weekends flying and practicing unfortunately cancelling our NZ trials due to Covid and the Auckland guys not being able to attend, but we still plan to run a comp on the 29 and 30<sup>th</sup> August with approximately 11 pilots from around the north island. We are slowly building on new soaring guys coming along with the regulars flying most weekend days and some on Fridays. The field is a fantastic additive to MFHB and a special thanks goes to **Stuart Sturge** for managing to find our club such an asset! It really has allowed the soaring fraternity to be able to practice and compete in Hawkes Bay without placing pressure on the Awatoto site.



Regulars; **Joe Wurts** , **Andrew Hiscock**, **Kevin Campbell**, **Barry Kerr**, **Miles Moloney**, **Kevin Botherway**.

We do have many that turn up occasionally and anyone is welcome to come along and have some fun with us all. We have a watsapp group set up so we can message each of us and many others so we all know when someone is heading to the field to practice.

**Once again you are welcome to become part of the fun we have.**

Note: it is a locked field and you do require a key for access and it is imperative that we keep this locked or we may lose it contact either the club or **Kevin Botherway 0275 570470** [rowdy01@xtra.co.nz](mailto:rowdy01@xtra.co.nz)

A couple of video links on Facebook of **Joe** flying recently:

<https://www.facebook.com/kevin.botherway/videos/pcb.10157647037663108/10157647036443108/?type=3&theater>

<https://www.facebook.com/kevin.botherway/videos/pcb.10157647037663108/10157647037093108/?type=3&theater>

We do have our **Soarchamps** coming up at the field in Hawkes Bay on the **17th thru to the 20th September**. Events will be September **17th** F3B (also Round 2 NI Series), **18th** Premier Duration, **19th** F5J & ALES Radian and **20th** F3K. As always it should be four days of great soaring and camaraderie. [Entry form here](#).

Link to the online competition: [https://www.f3xvault.com/?action=event&function=event\\_view&event\\_id=1904](https://www.f3xvault.com/?action=event&function=event_view&event_id=1904)

link to the MFNZ soaring webpage: <http://modelflyingnz.org/sigs/soaring.html>

**Soaring Rocks! "Rowdy" Kevin Botherway.** Napier, New Zealand.

Vladimir's  
Model



***Pilots in Motion..... well the models were.. Andrew, Jo and Barry and Jo executing a spot on landing. And below, a view of the "Pits" at Black Bridge, Haumoana, the MFHB's soaring site***



And now this little truism from **Kevin**, written a few years back and as applicable now as was then & worth repeating. Expressing his sentiments, with which this **'umble editor** is in full agreement.

**Competitions are fun.** I have now been a member of Hawkes Bay Radio Fliers since I got back into playing with toy aeroplanes about six years ago, and yes I was a member when I was around 10 to 16 doing control line and early RC and yep going to ATC as well! I wish to write some details of my huge gains and pleasures in aeromodelling, mostly all driven from COMPETITIONS.....

I started competing the first year I got back into the club in all of them, pylon, aerobatics glider and slope no



matter what was happening I bought or built something to learn, to fly and compete with. I am sure if it wasn't for the competitions I would be still what is called a "Sunday Flyer" going around in circles and drilling holes in the sky. "I have heard that fellows from other clubs only know how to turn their plane one way and land one way - well that's called pushing the limit ?

When Gary McArdle and I went to the NZ Nationals for the first time I had two gliders (not plastic ones) an own built "spirit" which I still have and fly and a "Hornet" glider, and I had only flown for about four months when we entered everything we could and turned up in Masterton ready to go. Well did we learn or what, we didn't even know how to launch them properly. The guys there were so helpful once of course we met them all and yep they were all keen to have two new guys join in on the action regardless of our competence ---- just think, its two guys more they could beat BUT not in my eyes they were all stepping stones and I only had one way to go – Yippee !

It started blowing quite hard from the first moment we began our first competition so both Gary and I just put our gliders and winches together and launched our planes not taking much notice of things around us .....next we know the official came up to us and asked if we wished to continue with the competition. Well we were curious about this, and it turned out no other competitor had launched as it was almost too windy for them and they wanted to know since we had flown if we wished to cancel it? Hey, we had no experience, never having flown in strong wind before but we were pushed to do this for the competition and **SUCCEEDED**. Why cancel, this was cool and we had absolutely no idea --- The others with many years' experience and top of the line models sitting on the ground wanted to go home!! Well, next thing they all launched into the air as they realized we were not interested in withdrawing from the competition.

Great fun all round, met heaps of new people and many who from that Nationals I suggest are very strong friends of mine today from all around the country and all are interested in the same discipline. Yes, there are many throughout my time I have passed on the results list, and I am sure there will be a day when others will pass me, but I will definitely still TRY to beat them.

I have taken the same attitude in overseas competitions now, and usually follow people on the results lists and set my targets on who I should be able to beat and work from there. Every person on the list is a gain and this always means a gain in my flying, and skill ability is improving. **IT'S NOT LUCK it's hard work and practice**. Before I went to the Poway 2008(in the USA) hand launch last year where I placed 6th overall (out of 100 odd pilots) I was practicing every night for 2 hours and almost as much of the weekend as mum would allow plus of course building models while it was dark!

This particular part of my hobby (sport I now call it) is not one of the competitions that base themselves around who has the most money, it is a huge skill level required and it comes from practice and competing. I have even started running a NZ North Island competition four times a year and it couldn't be better to now have our own serious competition in NZ and for practice for myself - I will only improve my skill level more.

While I was at the F3B worlds in Switzerland they had a manager's meeting and told us that it was forecast for heavy rain all week and in the rules there was nothing about rain, only wind - so we would be flying and we did! I tell you, I have never flown in torrential rain before but I can do it,(it wasn't fun) but I can now do it and if I get caught during a flight and its starts pouring with rain I will not be put off what so-ever!

I have heard quite a few members say to me "oh I haven't been flying long enough yet" or "oh I am too old now for that stuff". Jeez you're not in a box yet!! Get out and do it. Put your name down on whatever is happening and you can only improve and at the most even learn!

**My personal belief will always be that Aeromodelling will only be as strong as it's members, and to have members we need regular competitions at our fields.....ITS FOR SELF IMPROVEMENT and SATISFACTION !!!  
Bring on the COMPETITIONS!**

**"Rowdy"** Botherway. mfhb.



# VINTAGE REPORT Sept 2020



Thursday 13<sup>th</sup> saw a good turnout so we flew an impromptu Vintage E Precision comp, **Stan, Gavin and self** with Stardusts and Mark with his mid sized Lanzo Bomber. Congratulations to **Mark**, who with some oral guidance from Stanley took out his first serious comp. Great to see another seriously keen competitor in our midst, how good is that.

**Mark** 200 / 200 / 185 = 585 1<sup>st</sup>

**Stan** 200 / 174 / 200 = 574 2<sup>nd</sup>

**Barrie** 200 / 200 / 171 = 571 3<sup>rd</sup>

**Gavin** 184 / 178 / 200 = 562 4<sup>th</sup> The **Total Points** is our unofficial Club vintage

leaderboard competition which is on-going on an annual basis covering all

impromptu /NDC and any other comps flown during the year, a spreadsheet record being kept by Brett.

TOTAL POINTS	
BARRIE RUSSELL	14
STAN NICHOLAS	13
BRETT ROBINSON	5
MARK LARSEN	5
RUSSELL NIMMO	4
GAVIN SHUTE	1

The club **4x Gollywock build** proceeds apace, seen here our recently retired and newly installed **Secretary-bird** hard at work in his mini office which he is converting into a mini workshop. **Barry** is seen here enjoying his new found skills and a fuselage taking shape nicely.

**Mark Larsen** has finished his GW at a very creditable **AUW of 14 ounces**, how about that for a first time stick and tissue build for many years. The Cobra motors have just arrived from the States, so he is about to take to the air.





August 2020	141	VINT	RC Vintage IC Duration
August 2020	142	VINT	RC Vintage E Texaco
August 2020	143	VINT	RC Classical E Duration
August 2020	144	VINT	RC Vintage Precision

# NDC

NDC this month is busy with four events to fly.....depends on the weather and who is available. **Saturday 22** came right about midday so Brett and I decided to head out to Awatoto Field. We flew Vintage Precision with his Bomber and my Stardust in some good air for max scores. Then moved to Classic Duration with our Stardusts. The wind had gone around to the Northeast and there was some excellent air for a while until things cooled a bit. I think we're all finding the 4S 1300 mah lipo batteries we've been using are getting past their best and we need to replace them. Several batteries are showing 100% charge, but under load when climbing out they are falling off. However we had a pleasant afternoon and got some scores on the board for MFHB. That has to be good.

### VINTAGE PRECISION

22/08/2020				ROUND																	
				1				2				3				FLYOFF 1			FLYOFF 2		
NAME	MODEL	YEAR	BONUS	FLIGHT	LAND	BONUS	TOTAL	FLIGHT	LAND	BONUS	TOTAL	FLIGHT	LAND	BONUS	TOTAL	FLIGHT	LAND	TOTAL	FLIGHT	LAND	TOTAL
BARRIE RUSSELL	STARDUST	1940	10	176	20	10	200	176	20	10	200	179	20	10	200	180	20	200	180	20	200
BRETT ROBINSON	LANZO	1938	12	176	20	12	200	176	20	12	200	177	20	12	200	180	20	200	179	20	199

### CLASSIC DURATION

22/08/2020				ROUND								GRAND
				1		2		3		FLYOFF	TOTAL	
NAME	MODEL	FLIGHT	TOTAL	FLIGHT	TOTAL	FLIGHT	TOTAL	FLYOFF	TOTAL			
BARRIE RUSSELL	NIGHT TRAIN	348	300	367	300	363	300	335	1235			
BRETT ROBINSON	NIGHT TRAIN	314	300	335	300	249	249	0	849			

**Sunday 23**, morning forecast was fair so Brett and I braved again and flew the NDC E Texaco event with the Bomber and Stardust again but with the smaller batteries. Fair condition with some lift around, but our batteries are letting us down, time for some replacement ones. In this comp, you run your batteries almost flat being able to use power all the time, not the best scenario for battery long levity.

Scores from today's effort as below:

### VINTAGE E-TEXACO

23/08/2020			ROUND										GRAND
			1				2				AGE		TOTAL
NAME	MODEL		FLIGHT	LAND	BONUS	TOTAL	FLIGHT	LAND	BONUS	TOTAL		TOTAL	
BARRIE RUSSELL	STARDUST		591	20	10	621	813	20	10	843		1464	
BRETT ROBINSON	LANZO		698	20	12	730	574	20	12	606		1336	

Thursday 28 was write off, but **Friday 29<sup>th</sup>** forecast was good so an email went out and **eight turned out for** some sport vintage, some practice in perfect conditions. Mark brought his newly completed Gollywock out for Stan to test fly and it looks to be a good performer with a few minor trimming changes. Mind you, reversed rudder on the first throw did test Stan's piloting skills !! All up weight with a larger battery than for competition was a very creditable 15.8 Ounces, Nice one **Mark. Russ Nimmo** got in some good Precision practise and is going to be a force with that Playboy cabin he has built. A very nice performer.



Anthony is making progress on his Playboy Cabin, he has had other commitments, but hopes now to spend more time on it. He writes...

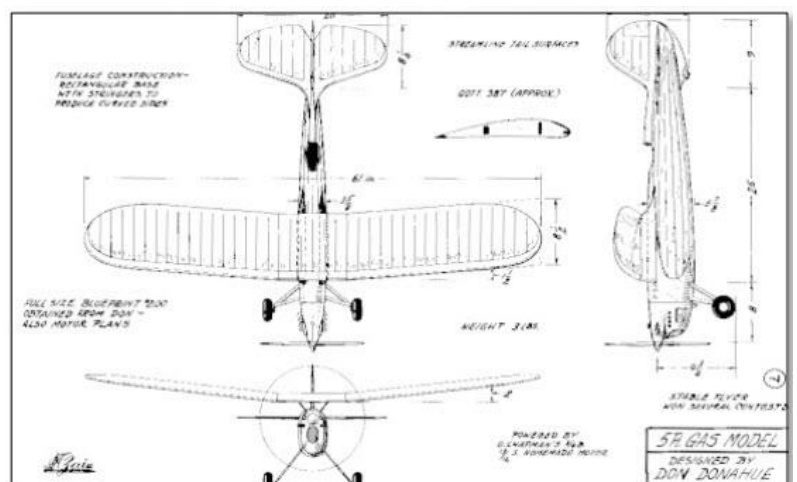
*"I received a lovely copy of the original plan from **Russ Nimmo** a couple of weeks back, thank you Russ, which had led me to rethink, I'm going to make a small alteration to (for want of a better word) the windscreen area by inserting a block of Balsa to carve a bit of shape to that area. I have yet to make a start on the wing."*



**This interesting snippet from Allan Knox**, an avid vintage supporter who has recently retired to Christchurch from Wellington. This demonstrates the fun of flying the weekend NDC competitions in the right conditions. **Alan** emails....

*I was flying RC sailplane this morning with the rest of the Soaring guys but took the opportunity to fly my last vintage event for the month. Sean and I had done Precision and IC Duration but I still had RC Vintage E Texaco to do using my 60 inch "Five Foot Gas" from 1937. It is a fine little model that qualifies for 600 MAH batteries under the new weight rule. I use a pair of 300s in parallel.*

*It was a cold 3 degree frosty morning when I arrived but the early fog had cleared. Not much lift early on and what there was capping off by an inversion that we could see from the smoke strata. By midday though a gentle southerly had set in and the gliders were starting to hook up well. I pulled out the 5 Foot Gas and tossed it into what looked like promising air. It was and I landed 18.02 minutes after some thermal help. I was well pleased with this given the winter conditions. After a recharge it was time for the second unlimited flight. I tracked over to where John Shaw was doing very well and was rewarded with good lift. With just a wiff of power the vintage model was climbing just as well as the high performance glider and travelling at a similar speed. Soon it was a spec down wind so it was time to come home and try again. This time the adjacent tree line was tripping lift that rolled up to it across the paddock. After dodging the resident Magpie we were off up again. Time was really getting on and the*





target of 20 minutes I had in mind was passed and yet another lift patch came through. I finally landed at a very rewarding 31.12 minutes. By the time the age Bonuses were added and a landing I had a total of 3000 points.

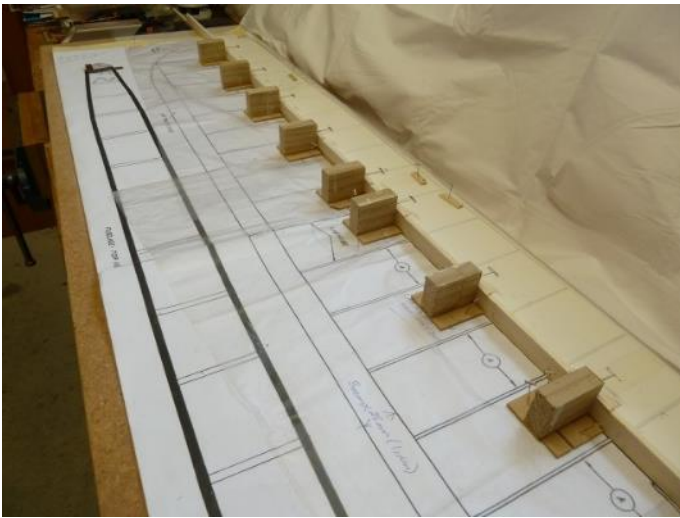
I really hope I can inspire a few more of you to give the vintage and classical electric classes a go. They really are challenging and fun. Allan K.

Results; **NDC Event 142 RC Vintage E Texaco.** Model 5 Foot Gas. Year 1937 Age bonus 13. Weight 38 OZs . Power allowance 2S 646 MAH (used 2S 600 MAH).

Flight 1 18 mins 2 secs Age 13 Landing 20 = 1115

Flight2 31 mins 12 secs Age 13 Landing 0 = 1885 = TOTAL 3000 points.

Just received an update on **Tony** (and **Stanley's** lucky fellow) **Gollywocks**. I think these are going to be the neatest and straightest GWs that have ever come off the production line.



**Tony** is a retired finishing builder and joiner and I think the pictures speak for themselves. His attention to detail and jiggging etc is superb. *Nice one **Tony**, please just make sure **Stanley** gets the heavier one !! Cheers, **Ed**.*

**Sunday 30<sup>th</sup> Aug**, last chance for NDC this month, I timed **Stan** for Vintage precision with his Stardust and Classic Duration with Night Train. Conditions were marginal with some lift up high and sink holes down low. **Stan** posted the following;

**Vintage Precision.** 179/10/0 = 189. 159/10/0 = 169. 178/10/20=200 **Total 558.**

**Classic Duration.** 145 / 300 / 357 = **Total 682**

**Harvey** arrived with his newest creation a 222% Mamselle to do some motor testing, not flown yet.



# Feature Article

Sept 2020

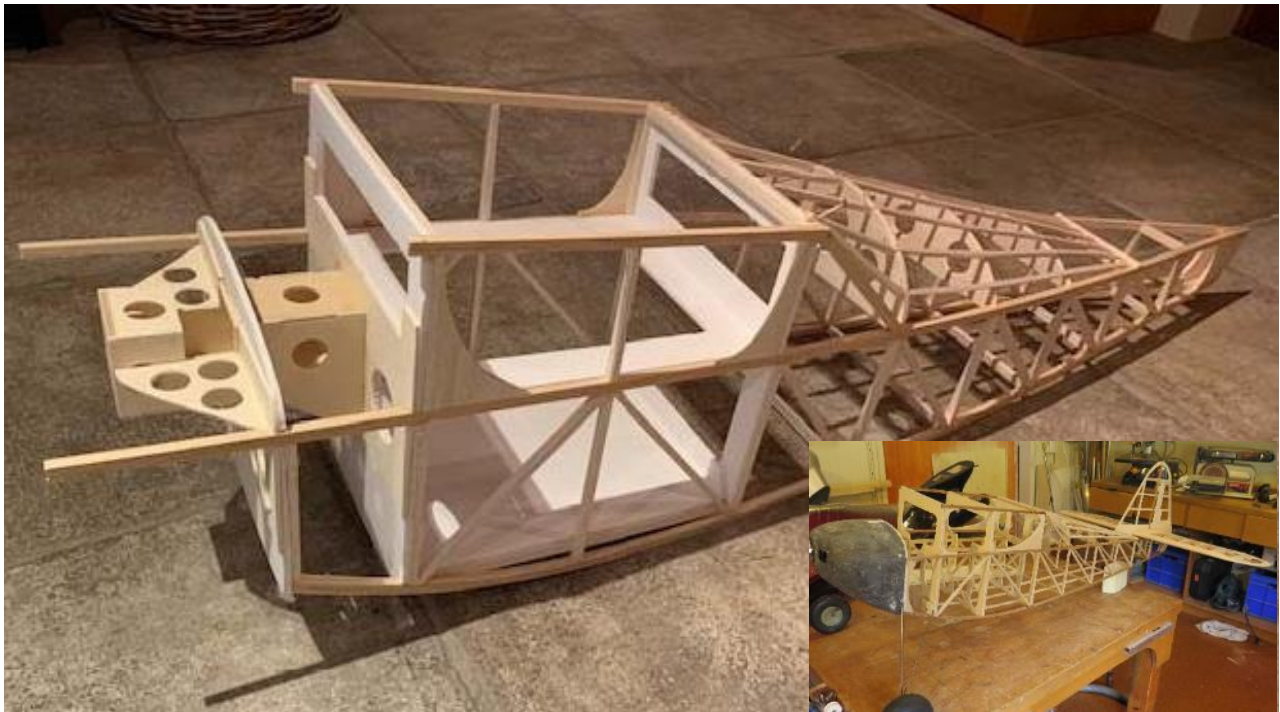
## Peter Duncan's Large Vintage Popsie.



Some months ago I received an out of the blue email from **Peter Duncan**, a vintage modeler from Wanaka who had found my enlarged Vic Smeed Popsie in the AVANZ magazine after a web search and was keen to build a similar sized (280%) one. After numerous emails and questions and answers and pictures, here is the first build log as promised by **Peter**. It will be obvious from what follows that he has put a lot of thought into his planning and is a very capable builder, **Peter** writes....

## VS-POPC (Vic Smeed POPsie)

Pt



**One. Beginnings.** The heading picture is big Popsie after being bought down from the model workspace to be weighed. At that stage it was well under a kilo. So far so good. The sheer magic of flying a Tomboy over sixty years ago has never faded despite my years of busy-work and international callings. All of Vic Smeed's sweet little cabin planes have an enduring appeal. Toward the end of my working life I was living half my time in Denver. The club I joined to revive my model interest had nearly 400 members, two separate—one sealed—runways and an extraordinary range of interests and talent. There was this Brit who was a Smeed nut. I doubt there was a Smeed design he had not built. I learned a lot about the legendary Vic Smeed from this guy. When I recently saw a picture of Barrie Russell's big Popsie I was smitten all over again. I emailed Barrie and that began the new beginning. My intention was to stick to the Master's assumptions. Barrie had aimed for an all up weight of around 3.2 Kilograms. Next to weight the other requirement was accessibility. Sick of requiring a mining licence to get at the bits of a completed model that inevitably go wrong, I'm finding Popsie so big inside there is almost room to climb aboard to work in it. ( Barrie's model at a similar stage is inset.) The battery—a hefty 4C, 4200 ma to power a Turnigy .46 equivalent—despite the assumption that one might get a number of flights per charge—had to be easy to get at and without removing the wing. I decided that it could fit athwart behind the motor under a lift-up cowl top. This led to the next decision. The cowling would be fabricated as part of the



fuselage (as opposed to Barrie's very elegant demountable fibreglass cowling), the bottom section strip sheeted with 1.5 mm sheet around the compound curvature, the top with 3 mm sanded back to approximately the same thickness to effect the profile. It would then be glassed over using light weight fabric. I also had in mind a spring loaded undercarriage to cope with our rough flying field. The added weight of this non-Smeed addition hopefully compensated for by other weight savings. With a stubby front end (like many scale aircraft) getting the weight forward is a good early strategy. If my initial battery placement proves to be a weight overkill it could easily be shifted.

As part of my weight watchers strategy I decided to use foam board rather than ply for the key formers though lite-ply, suitably drilled with lightening holes, would be glued to the board where strength was required for the motor mount box, the wing platform and the transfer of stress around the undercarriage anchoring. I decided that the tail wheel would also be spring loaded with a push-pull system (as per Barrie's advice) for ground control on the rudder stick while the actual rudder control would be separate via the aileron stick. As per the BR prototype, rudder and elevator controls would be via mini servos built into the rear fuselage and removable tailplane, the units serving the latter requiring only connecting from the Y harness to the forward mounted receiver at the field.

Once I had a 227% plan, had given it due diligence and developed a building strategy, on July 11 work began with the fuselage. A keen wooden boat guy I have over the years done a share of restoration and learned a few tricks on the way. Using Douglas Fir for the fuselage longerons I decided that the steep curve on the lower component toward the nose was best achieved by laminating the entire longeron from roughly 2 mm strips glued to the curve profile delineated by brads set in a board. I am using good quality PVA glue on this project, CA only where necessary to achieve a fast set.

**The Fuselage.** **Fig 1.** The plan is cut into various components. The fuselage is tackled first after mounts



Fig 1.



Fig 2.



Fig 3.

for the motor are positioned. **Fig 2.** 2 mm strips of Douglas Fir laminated and glued to form the 5 x 6.5 mm curved lower longhorn toward the nose. Note the brads following the line of the curve. **Fig 3.** Side 2 is laid over plastic film atop side 1. Stripped 6.5 x 5 mm spacers and diagonals are glued to the longerons.

**Fig 4.** Setting up the motor mount. Note the lite-ply sheet glued to the foam board to provide lateral strength.

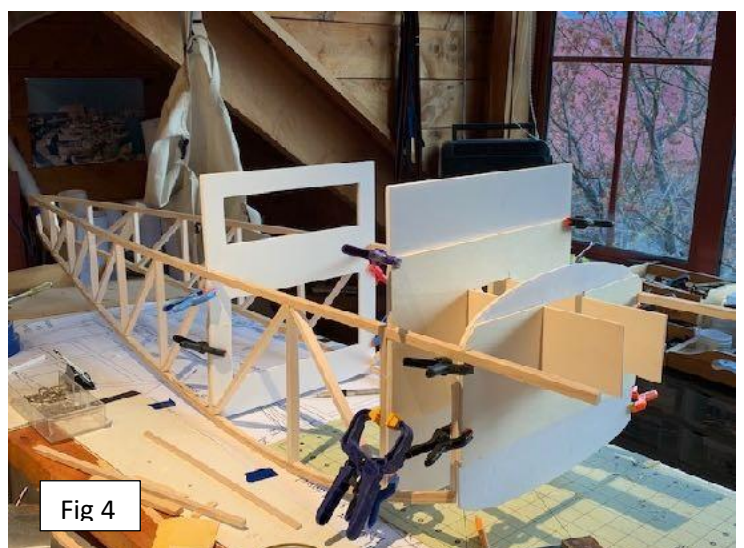


Fig 4



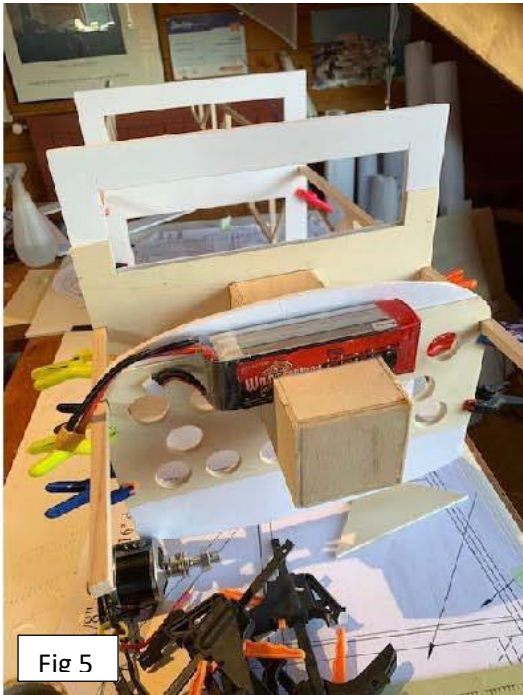


Fig 5. Motor box temporarily mounted into F3 and F4 reinforced with lite-ply and with lightening holes being drilled. And proposed battery placement. Fig 6. Setting-up and aligning before gluing.

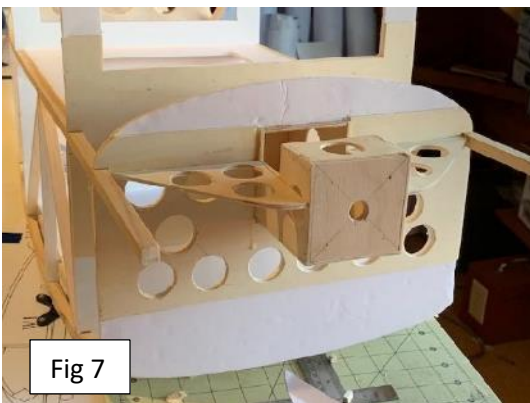


Fig 7. Fuselage motor mount is 6.5mm ply with large gussets glued to the box. Fig 8 Tailwheel is next. After experiments with a number of designs this one works. The cross-piece at the top will be connected by push-pull wires to a standard servo up front. It can move up and down with the compression spring while still maintaining wire tension from the servo.

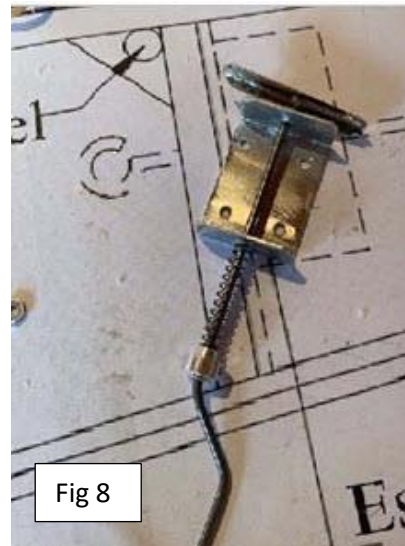


Fig 9 Tailwheel mounted on lite-ply and temporarily clamped in position. Fig 10 Tailwheel assembly set aside for now and it's back to the wing mounting above the cabin. Using hardwood the wing mount above the cabin top is mortised and glued with a diagonal support to the top longeron. The dark spot at the joint is a treenail, or tree-nail (as used in boat building) where a hole is drilled and a glued wooden nail—in this case a length of bamboo skewer—makes a tight fit to secure the joint. The diagonal is also fixed to the top longeron with a treenail. Fig 11. Stringers fixed to the underside, with motor in place F1 is positioned and glued



Fig 10 Tailwheel assembly set aside for now and it's back to the wing mounting above the cabin. Using hardwood the wing mount above the cabin top is mortised and glued with a diagonal support to the top longeron. The dark spot at the joint is a treenail, or tree-nail (as used in boat building) where a hole is drilled and a glued wooden nail—in this case a length of bamboo skewer—makes a tight fit to secure the joint. The diagonal is also fixed to the top longeron with a treenail. Fig 11. Stringers fixed to the underside, with motor in place F1 is positioned and glued

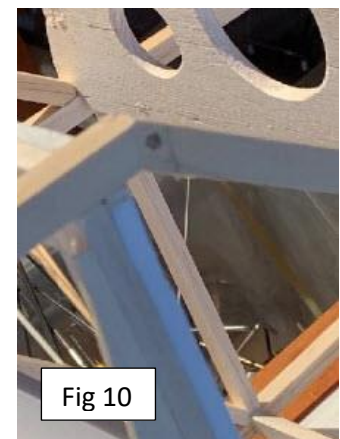






Fig 12

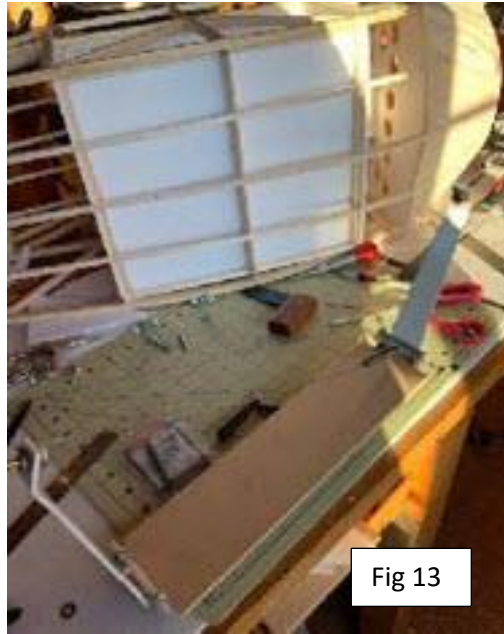


Fig 13

Fig 12. Hatch cover before sanding (I have decided it is too big and will reduce its size later).

Fig 13. . . . Next the main landing gear. This 6.5 mm ply will be epoxied in place to be the load bearer for a spring loaded Cub-like suspension. The landing load is thus transferred through both longerons and the plywood reinforcing— that's the theory anyway! Mock-up of spring tensioned gear legs to test both spring tension and theory!



Fig 14

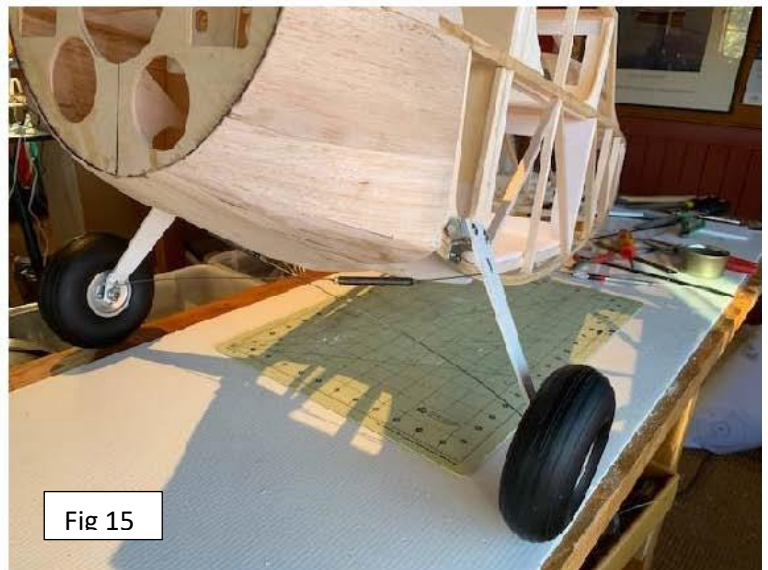


Fig 15

Fig 14 & 15 Gear temporarily in place.

Time for reflection. It's been a month since I started. As a trustee of an extensive local community organisation my time has to be balanced but the time spent on this model has been worth every minute. It's great to work on something that is big, challenging in detail yet relatively straight forward. Great to know, too, that help is no more than an email away. In a number of respects I have taken a different approach to Barrie, not because I think I know better, more my possibly different approach to building and the new challenges this model provides. I am not sure I am seeking a competitive vintage aircraft, rather one that at my age and stage in life will provide a lot of flying fun at the field. At least it may be noticed!

**More to come. Peter.**

# INFO & HELPFUL HINTS

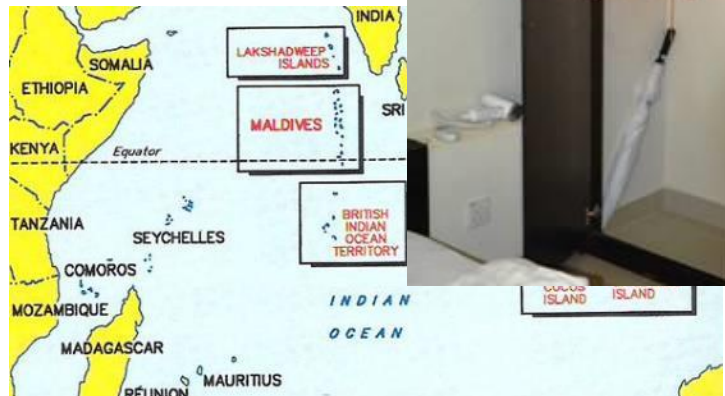
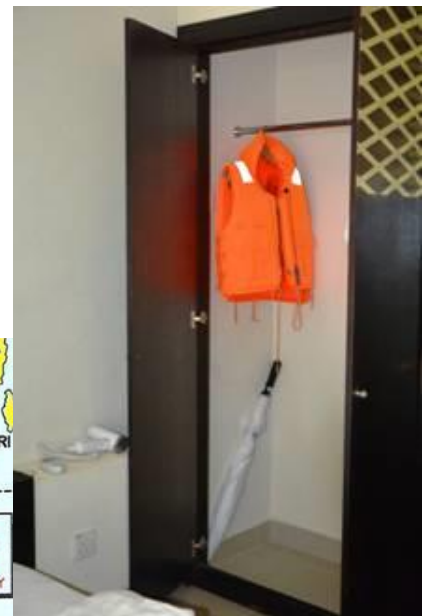
Sept 2020



Now here's a bit of Useless information, unless you're off to the Maldives ! All this talk of Twin Otters at the field these last few weeks has stirred our ex-Secretary's / Newsletter Editor / Web Master's ( you know, the bloke who did all the work) memory..

**Brett writes...** *Image below of the lifejacket in the wardrobe of the bungalow I stayed in when I was on Kani (Kanifinolhu) in 2015. Same for all rooms/villas/overwater bungalows. (As I said, I Had to take photos as nobody would believe me back here.) They are there, of course, in case of a tsunami or a big swell/sea surge as none of the islands in the chain is more that 2 meters above sea level. i.e. for emergencies – a fact lost on most of the Chinese tourists on the island, who wore them around the island and to meals in the restaurant! Nice place for sure, I normally Never go back to a place twice, but have now been back four times.*

**With views like those below.... why wouldn't you!. Cheers, Brett.**





From **Phil Sharp**, the link to that **Toni Clark** site where he got the plans for his Storch, and more recently the ProfiCover Covering film [http://www.toni-clark.com/index\\_en.htm](http://www.toni-clark.com/index_en.htm) Phil is most impressed with the product, as he says it is not cheap but incredibly strong and has amazing adhesion and forms and shrinks well. Talk to him if you are interested. Here is the rudder after his first attempt at using the material.....



## **PROFI COVER** Iron on Covering

PROFICOVER is very easy to use, it is a woven Polyester fabric that is extremely tear resistant and temperature stable. Due to the very effective adhesive coating the airframe does not need any form of coating as is the case with other covering materials.



PROFICOVER shrinks rather more along the length of the roll than across it. The shrinkage can be controlled precisely by varying the irons temperature. The most difficult of areas can be easily covered without a single crease or fold.

PROFICOVER is very easy to iron on, as trapped air bubbles can dissipate through the untreated wood. Rounded wing tips are a cinch. Heat the PROFICOVER with the iron, almost like rubber cloth then it is possible to pull it into any shape. A heat gun is not necessary as the iron will not scratch the material.

A PROFICOVER covered model will not suffer warps or air bubbles when you take care with ironing the material.

PROFICOVER imparts enough stiffness without shrinking too much. This considerably reduces the drum effect in the interest of noise reduction.

PROFICOVER can be coated practically with every type of paint, providing the paint has a certain amount of flexibility. Two-component Polyurethane paint is absolutely ideal for the purpose. For vintage models CLOU dope is ideal. Do not use any form of filler coat or similar as these materials become very hard and develop cracks and particles break off. To achieve the Vintage look of clear doped linen, the PROFICOVER can be painted with CLOU L4 Light Oak furniture glaze.

PROFICOVER is white transparent.  
Weight: 110 g/m<sup>2</sup> (0.36 oz/sq ft)  
Width of roll: 1.20 m (47.2 in)

**1 m ..... #0500**  
**2 m Roll #0502**  
**3 m Roll #0503**  
**5 m Roll #0509**  
**10 m Roll #0501**  
**15 m Roll #0507**

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# Nostalgia Files

September 20

Barrie the Editor



Back in 1990 with the family flown the nest, Ali and I had our big OE and first stop was Oshkosh, Wisconsin USA for the EAA Air Venture Annual Airshow. What an experience, billeted in the University hostel with wall to wall cafeterias, and a continuous bus service to Whitman airport, it was five glorious days of total immersion,.. well for me anyway! After the first day, I think Allison spent most of her days on the flight line lying on the grass in the shade of an accommodating wing with a good book! Apart from all the usual wonderful sights and sounds, would you believe thirty something P-51 Mustangs lined up along the runway facing the crowd running their motors up, a sound never to be forgotten. However I digress, what I wanted to comment on was the first exhibit we saw on passing through the field entrance arch, the Facetmobile. At first glance I thought it was a spoof looking like an overgrown white paper dart with a prop on the front, but listening to the couple who owned it Barnaby Wainfan and his wife it became evident that they had designed and built the lifting body aircraft and he had flown it across the States from California to the Oshkosh Airshow. It was a one off proof of concept aircraft. It created so much interest over the duration of the airshow that it was awarded the "Dead Grass Award" for the most walked around exhibit.

Plagiarising the web, the Facetmobile is as Barnaby Wainfan describes and writes.....

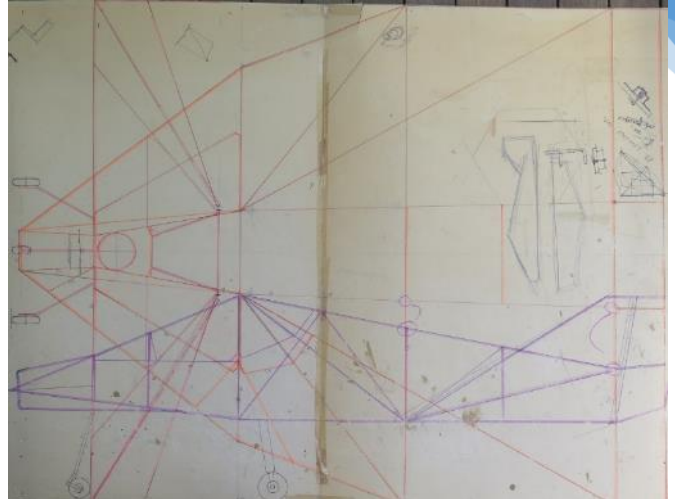
"The FMX-4 Facetmobile is an experimental lifting-body airplane I built to explore what I think a sport airplane should be. I wanted an airplane that was simple and inexpensive to build, safe and fun to fly, and had performance as good or better than a conventional airplane. The FMX-4 flight test program demonstrated that the faceted lifting-body configuration of Facetmobile provides all of this.

The airplane has benign flying qualities and is easy and fun to fly. Its most remarkable characteristic is that it is highly stall resistant.

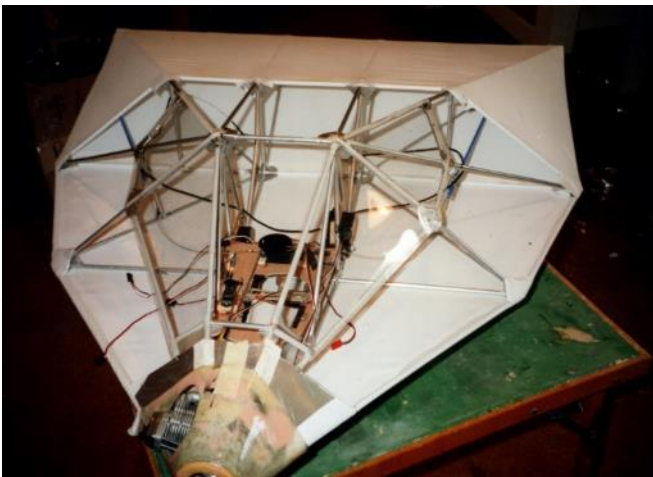
Even with the stick held fully back, the airplane remains fully controllable and has no tendency to roll-off or spin. This is a major advance in safety since it virtually eliminates the possibility of a stall/spin accident. The primary structure is composed entirely of straight tubes. Building the airplane required no special tooling, and the parts count for the airframe is less than half of that of a conventional airplane. The Facetmobile exceeded 100 mph in level flight on only 46 horsepower and could carry its own empty weight in useful load." <https://wainfan.co/>







The challenge was too much, I just had to come home and build one, downloaded the 3-view from <http://www.wainfan.com/facet.htm> bought a few lengths of ¼ aluminium tube, a box of 3/32 pop rivets, and some scraps of ali sheet. Drew up the plan 900mm Span as that was the size sheet of cardboard I had ! Powered it with an OS 48 fourstroke. I had no Idea of the settings, so emailed Barnaby, and he came back almost immediately with, 4.5 degrees downthrust, Elevator set parallel to the bottom back facet and the CG at the first plan break. The first flight was a revelation, being minimally powered it wandered down the runway not getting faster, so towards the end I just pulled full up and it trundled into the air and flew (ever so slowly )around the circuit. Flight characteristic were as per the full size, pull the power off and it came down flat like a parachute. Eventually I re-powered it with a 46 two stroke and it certainly responded better, but one day, after re-programming it, I forgot to alter the elevator rate switch and when descending, was unable to get the nose above the horizon ! Oh well, it was a lot of fun and seeing what Phil is





doing building the Storch with carbon rod I might just be tempted when all the one hundred and one other jobs are done ?

Here is the original Facetmobile V4 undergoing taxiing trials in the late 1980's



Bear with me !! From Oshkosh went up to Ida Grove in Iowa for the Byron Originals "Striking Back" airshow, and what an experience that was. Top pilots, top aircraft and the actual Striking Back show was something to behold. [https://www.youtube.com/watch?v=XdFXHj\\_jjhY&feature=youtu.be](https://www.youtube.com/watch?v=XdFXHj_jjhY&feature=youtu.be) A fully



orchestrated war zone with both Japanese and American aircraft carriers, and what then were Large 50cc warbirds even destroying some in the air. Another two days of total immersion, I was replete and Ali had had enough. From then on the trip was mainly AB cathedral and AB castle and food, food, food !

**Above, The famous B17 taking off in front of the battle set and a "Bombing run on the Japanese carrier.**

[https://www.youtube.com/watch?v=XdFXHj\\_jjhY&feature=youtu.be](https://www.youtube.com/watch?v=XdFXHj_jjhY&feature=youtu.be) 21ft wingspan and 4x 100cc Quadra motors. In 1991 they lost three motors and finished up in a tree. It was repaired and flown for some years and now resides in a museum. The crash video follows the flying one above.



**Two famous Byron models, the Corsair with the Purr**



Power muffler/motor mount, and The Pipe Dream, which inspired me to my first OD RC model. It was quite the aviation trip of a life time. Now, very nostalgic memories for which I'm grateful to have a photo collection to keep me warm and fuzzy. **Ed.**

Found this on the "Old Napier" Facebook page. Can anyone identify an ancient modeller? Now there's a challenge, could somebody answer ??????????



*Photograph of the Napier Model Aircraft Club at Hawke's Bay & East Coast Aerodrome clubhouse, taken some time between 1932 and 1939. This building apparently still stands, but now replaced by a newer club rooms.*

**Excerpts from Propwash September 1987. Bernard Scott, Editor.**

10

For a full description of the Vintage classes, see the NZMAA rulesbook (pp 29-34) or the F/F rulesbook (section 9).

The Association of Vintage Aeromodellers of NZ (AVANZ) is an informal group of enthusiasts under the auspices of Ivan Treen. Ivan runs a plans library with a wide selection available for loan. The contact address is: 20 Konini Street, Levin.

Within the HBRF, members who come to mind as being involved in one or more of the vintage disciplines include G.Main, M.Small, H.Stiver, G.Madder, and B.Scott.

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Mike Harris. ph 68697 Waipawa.



# A Closing Smile. Sept 2020



*Airman Jones was assigned to the induction center, where he advised new recruits about their government benefits, especially their GI insurance. It wasn't long before Captain Smith noticed that Airman Jones was having a staggeringly high success-rate, selling insurance to nearly 100% of the recruits he advised. Rather than ask about this, the Captain stood in the back of the room and listened to Jones' sales pitch. Jones explained the basics of the GI Insurance to*

*the new recruits, and then said: "If you have GI Insurance and go into battle and are killed, the government has to pay \$200,000 to your beneficiaries. If you don't have GI insurance, and you go into battle and get killed, the government only has to pay a maximum of \$6000." "Now," he concluded, "which group do you think they are going to send into battle first?"*



**The End !! Wow**, how did we get there, did go on a bit, but there's so much happening so it can't be all that bad for the club. Don't forget the **Auction/Club Night on Wednesday 16<sup>th</sup> Sept**, and the **WW2 Scale Theme day/barbecue on Sunday 26<sup>th</sup>**. Also the **2<sup>nd</sup> Sunday barbecue on 13<sup>th</sup> Sept**. This coming month is all go.

In the meantime, remember I'm happy to receive your comments, copy and pictures and for you to have a say on club affairs. I'm only too happy to hand over the editorial pen for comment any time. This is your club and your newsletter, I'm only an instrument.

Don't forget to be "Kind" and please make yourself known to new members and offer advice and assistance to those in need. Remember when we needed help, now is the time to return the compliment.

Catch you on line or at the Field.

**"Barrie the editor."** September 2020.

