Model Flying Hawkes Bay

PROPWASH

Club Newsletter – issue #119 Oct 2020

OCT	MFHB Monthly Calendar October	
Thurs 1	Vintage Awatoto	
Sat 3		NDC
Sun 4	Club Day	NDC
Tues 6	"Shed Morning"	
Thurs 8	Vintage Awatoto	
Sat 10		NDC
Sun 11	*"WW2 Theme Day" Barbecue Midday*	NDC
Tues 13	"Shed Morning" / Committee Meeting 7.00pm	
Thur 15	Vintage Awatoto	
Sat 17	Tokoroa Jet Meeting	
Sat 17	WAHAROA WARBIRDS Jaggers Rd	NDC
Sun 18	Club Day (Rain Date Barbecue)	NDC
Sun 18	Tokoroa Jet Meeting	
Tues 20	"Shed Morning"	
Thur 22	Vintage Awatoto	
Sat 24		NDC
Sun 25	Club Day	NDC
Tues 27	"Shed Morning"	
Thur 29	Vintage Awatoto	
Sat 31		NDC
Sun 1st	Club Day	NDC

In this Issue .....

Contributors to this issue; *Barry Kerr / John Clarke / Clive Baker / Phil Sharp / Barrie Russell / Barry Price / Des Dew / Colin Stevens / Peter Duncan / Russ Nimmo Hayden Purdy / Joe Connolly / Kevin Botherway / Brett Robinson / Marty Hughes / & Others.*

NDC classes for Vintage & Soaring for October 2020 NDC

Oct	153	VINT	RC Vintage Open Texaco
Oct	154	VINT	RC Classical 1/2E Texaco
Oct	155	VINT	RC Classical E Texaco
Oct	95	SOAR	ALES 123 Class N
Oct	96	SOAR	ALES Radian Class P
Oct	97	SOAR	F3K Tasks B,D,G,H (total raw
Oct	98	SOAR	FAI F5J, 4 Rounds (total raw

Stan Nicholas's Piper Pawnee at Awatoto Field.

From the Editor's Desk;

Greetings All,

Another busy month at MFHB with reports on the various activities included. On the club scene, the Club Night at our old haunt the Pakowhai hall was an outstanding success both member participation-wise and financially.
Sunday club days are being very well attended with numbers and aircraft growing back to "Old time" levels and particularly pleasing to see the "Junior" membership growing in both numbers, participation and support.

The soaring fraternity have had a great month with two very well supported events held at Black Bridge, all covered in Kevin's as usual excellent report.

Vintage has had a slightly quieter month with windier conditions playing a part on our nominated days. However, most of us can fly on any day so that's no excuse, and a couple of visits to Black Bridge have been enjoyable and rewarding… as reported.

Once again, I've been well supported by the reading membership with copy and pictures. Thank you all for that, long may it continue, as I know from past experience how quickly the well can dry up. Be aware, your copy, comments and criticism are this editor's life line. Send me your articles, hints and experiences, we have a growing membership base of less experienced modellers who are thirsting to learn and what might be mundane to us now, can be a life-line to them. Please share, I'm happy to help passing that experience on.

Please refer to the Monthly events calendar on the opening page (It took me hours to construct it !!) and advise me each month if you want something added. Keep an eye on the NDC Radian events in particular we can have some fun there. I hope you enjoy the read on these pages and look forward to catching up either here or there.

***Barrie** the editor.*

Secretary Says

October 2020

MFHB Meeting Notes 8th September 2020

A full complement of Committee Members attended, with apologies received from Club Patron, Harvey Stiver. The Club is in a "good space" both enjoyment wise and financially speaking and a new member, Rod Hughes has had his application approved. Some good natured discussion took place with regard to flying spaces, given the pressure on air space on the western side of the field and its use by Vintage, gliders, Quads and soon to be returning, the control line fliers. Given wind direction changes, common sense shall need to prevail!
The Theme Day is coming up on 27 September and organisation for a Youth Day involving all younger Club members and their family is under way. To further the landing experience, the Field Officer has continued to make progress in sorting out the electric fence system.

Our new **"Wings Over Awatoto**" Convenor, **Marty Hughes**, has donned flying helmet and goggles, and has presented the Committee with his organisation to date. With confirmed dates of 6 & 7th February 2021 (mark it in your calendar) Marty hesitated in holding the Rain Days a week after, and has opted for 6 & 7 March, 2021. A typical Pilot, he has delegated most duties to Second Officers who have jumped at the opportunity to fly alongside him and do all the necessary background work: posters, signage, CAA approval, Loo hire, trophy organisation and pretty well everything else! Obviously all members will be called upon to participate as Air Traffic Controllers and Flight Stewards to ensure the gates are peopled (used to be manned) and the ham is burgered! (That's not what I said!)

With such efficient leadership by your President we accomplished all that in an hour!

Barry Kerr, MFHB Secretary.

……

ED here, Our ubiquitous secretary is a man of many talents. Whilst having a sort through the family treasures, he came upon these "Gem Irons" (weighing in at 2.5 Kilos) Needless to say we feasted at the next shed morning last month from the result of his culinary expertise. Here is his Gem recipe, handed down through generations of Kerr master/mistress (person) bakers.

And I can vouch for how good they were, even got to take some home, full marks Mister Secretary, Ed.

Ginger Gems

50 gm butter
¼ cup sugar
1 ½ tsp ground ginger
1 egg
2 tbsp. golden syrup
1 cup plain flour
1 tsp baking soda
½ cup milk
butter

Preheat gem irons in oven at 200 degrees. Cream butter, sugar and ginger in a bowl until light and fluffy. Add egg, beating well. Beat in syrup. Sift flour into creamed mixture. Stir to combine. Dissolve soda in milk. Quickly stir into creamed mixture. Place small pieces of butter into hot gem irons. Spoon in mixture. Bake at 200 degrees for 10 minutes or until well risen and golden brown. Makes 12, and recipe can be doubled.

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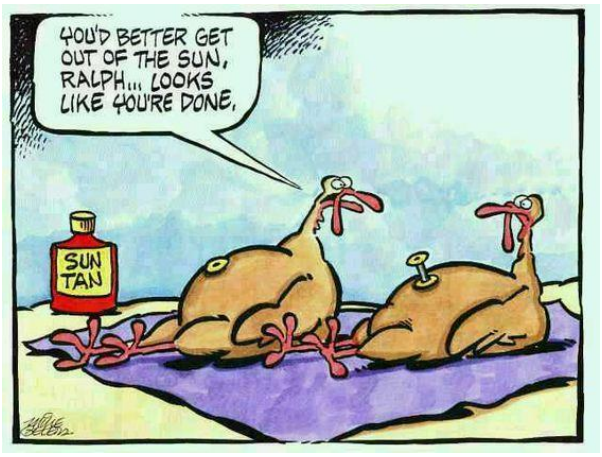


Club Night Wed 16th Sept

Following the call for a return to club nights after a very successful AGM Meeting in July, we had the ideal prompt with the very generous donation of a bunch of surplus models and gear by Ian Lewis and Heather Mardon. This formed the basis of a "No Reserve Auction" with extra lots being donated by Lance H, Mike S, Barrie R, Rob L & Harvey S. for which the club is very grateful, thank you all. A good turnout, 35 members & visitors attended.

The evening took the form of a Club meeting to open proceedings with members' comments and questions being fielded by President Lance. Discussion covered the club's need for 90 days notice to secure a height extension. A request to hold a Turbine jet meeting next year which was favourably received and the need for a regularly updated events calendar on the website, which Webmaster Hayden has in his sights. Apropos to that, Rowdy hoped the club would actively encourage NDC participation in Soaring, Radian and Vintage . It was great to be back in the Pakowhai hall, the scene of many regular club nights in the 80's and 90's and a few occasions since.

We then moved to the Auction, and this proved to be a lively event under the hammer of our resident auctioneer Marty Hughes who did a sterling job of shaking every last dollar from the enthusiastic bidders. Seen above with his assistants, Mike S and Barrie R closing the bidding on the electric Mustang, the final offering and star of the show.

After allowing for expenses, the Auction raised in excess of $2100, a great result for the club. One thought was that this money could be put aside in a Mower fund, and go towards the purchase of a replacement mower which may need to happen in the next couple of years, I'm sure the committee will deliberate.

"Rowdy" then took over and ran the Paper Plane Duration and Landing competition with the majority of members having a go. A lot of hilarity, a lot of crashes and few winners, and thoroughly enjoyed by all. I can't remember who the winners were, but I did see Rowdy handing out the chocolate fish, so someone must have impressed him !

The tea and coffee urn was bubbling away all night, the choc biscuits went down well, and it was good to see some of the Soar Champs visitors joining in. A quick tidy up and put back as we found it, and the hall was locked up and we were all on our way soon after 9.30 following a very successful and enjoyable evening.

Watch this space for news on the next CLUB NIGHT !!! Ed.

WANTED TO BUY

Oct 2020

OS 60 or 61 Four Stroke motor.

I'm looking to Buy, beg, borrow or steal a 60 or 61 four stroke (must be OS) motor in good running condition for a new Vintage class aircraft. If you have one available please phone me "Barrie the Editor" on 06 8353896 / 0274 542 523. **Thank You.**

ALSO Are there any more **Radian parts** out there left over from those myriad hard arrivals or just plain crashes !! I'm still wanting to do rebuilds and looking for wings and tail feathers and gear. Just give me a call. **Barrie the editor.**

If you have items for Sale or wish to Purchase, this page is available in each Newsletter for you to make use of. Just send me copy and pictures by the 25th of each month for inclusion in the next issue. Ed.

Club Activity Oct 2020

Sunday 30th August A bit breezy at Awatoto field, but flyable and moderate activity pictured below.

Rob Lockyer's ex-Shears, ex-Harris Hellcat, having been restored by Rob, Just the cowling to be fitted.

Mike S and **Rob** did some test flying today, performing well at about $10 a tankful of glow fuel !

David Kenwright's Hangar Nine Inverter aerobatic model performs well in David's hand, an accomplished pilot, and welcome re-addition to our club membership . David was a member as a younger version back in the Highway 50 days of HBRF !

Rob Mitchell's heli back from the dead after it's mowing the grass incident a couple of weeks back !

Harvey arrived out late to do some motor testing on his latest Vintage creation, a 220% Vic Smeed Mamselle. What a beautiful model and at 7.8 pounds it should be a great flyer with the latest OS.56 four stroke for power.

Sunday 6th September 20. Another good club morning, reasonable turnout of stalwarts and most notable was the arrival of **Hayden Purdy's** brother **Scott**, down from Auckland with his very sleek turbine

powered jet aircraft. The model is a Comp ARF Ultra Flash sport jet, powered by a King Tech K160 Auto re-start turbine capable of propelling it at over 500 kph ! Wing span is 1700 and length 2200.

Scott is an accomplished pilot and put on some dazzling displays much to the enjoyment of the watching members. The rest of the morning was what we're all good at, just general sport flying , buddy training and chin wagging.

Russ Nimmo *sent this picture of his newest flying aid creation, his* ***Zimmer Transmitter Tray****, which he has adapted to use on the farm when he's practising for Vintage E Duration with his Playboy. I've suggested the addition of a seat and GPS could be worthwhile ?* ***Ed.***

Sunday 13th, Barbecue day, and another glorious day in the Bay, sunny and light winds all

day. The thought of Barry's sausages and onions brought members out in droves and forty plus sausages disappeared in quick time with teas and coffee. Nice one Mr Secretary. A good day's attendance and flying, with no serious incidents, let the pictures tell the story… Mr President had his latest acquisition out for a test

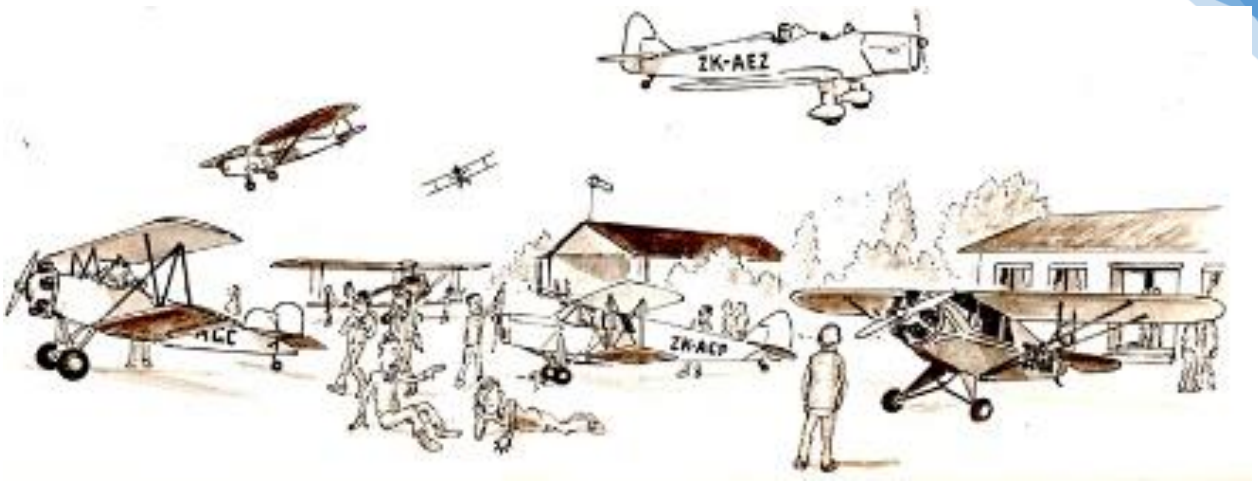
flight, a large Timber, propelled by a DLE 55.RA

and Mike S did the honours. Performed flawlessly, as did the pilot Mike, no trim changes and hovers like a pro ! With full flap short landings are a given.

Rob L had his Swiss Mustang back on the flightline after repairs and conversions etc. very neat electrical set up as one would expect from an electronic expert. However continuing motor problems saw another dead stick landing which helped remove the U/C yet again.

Left, Brian H with #10 continued to bore irregular and noisy holes in the sky, an impressive rebuild livery Brian considering the 20 odd year history of that aircraft.

(R.)Derek Whelan starting his DLE powered “Stick”
(Left) Barry Price flew his new Falcon vintage model, looking like a very good performer for some Vintage E Duration competition.



I brought out my latest rebuild Radian for a test flight, it performed well as a Radian should. This one for the up- coming club auction so needed to see that all worked satisfactorily.

A few clicks of up trim and all flew well. This is the third model rebuilt from member's "Broken" Radians. This one uses all the Radian gear, wings and tail feathers and just sports a new foam / balsa / lite-ply fuselage.

Shed Activity, Tuesday 15th Sept. Things have been a bit quieter in the shed of recent months, seems like we need a new group project as well as the coffee club and the simulator ? Anyone have some ideas

The club simulator gets a good workout in both modes 1 & 2, a challenge for trying the "other" mode !

Nev F brought along his Tiger's wing which seems to have developed a dose of washout ! The model is still undergoing restoration after Nev had a stumble whilst carrying the model to his truck …ooops .. ugh !!

Sunday 20th Sept. another glorious day in the Bay and good turn out with most disciplines represented. The soaring boys are all down at Black Bridge at the Soarfest where thermals will be abounding on a day like this. General club flying all morning, scale, foamies, trainers and close to my heart, three piper Cubs, everyone should have one. **Rod Hughes** has brought his SIG ¼ scale 20cc petrol powered model to add to the club fleet, and flew it well when he could get the transmitter off his son ! Let the pictures tell the morning story….

Pits views to the west and east, perfect conditions.

Phil Sharp's immaculate Tempest, flown together with John S.

Rob Mitchell flew his incredible heli routines, frankly, I think it is so out of trim that it's impossible to fly it in a straight line !!! ……. just yoking, an amazing pilot.

Ross B was having a few issues with his recently purchased Cub, nice looking model. Laser 4-stroke powered.

Rob L was test running a 180 ASP four stroke he purchased off the late Jeff Clarkson Estate. He is considering putting it in the Swiss Mustang which has been suffering motor cuts reported earlier.

Double trouble with the two Johns' twin Otters, both flying well for happy owners.

Tuesday 22nd. Shed morning was well attended by the coffee mob. Phil Sharp, Stu Sturge and Russ Nimmo plus their mate Manuel Labour disappeared out to the field to install an access gate in the Southern boundary fence opposite the pilot station. Over the years¸ the styles for crossing the fence have suffered numerous attacks from the tractor and mower, and lack of maintenance has seen them become non-operational leaving the elderly, the halt and the lame members unable to climb across to the other side to retrieve their wayward models. To assist in this regard, a gate has been installed (club padlock and key) in the centre of the long southern boundary and depending on your optimism or pessimism you can take or not take a key with you when flying from the pilot station to access the gate if necessary !

The electric fence switchbox should you wish to turn it off (Club policy is to leave it on at all times) is to be mounted on the white strainer post as the feed is now coming from the Regional Council electric fence in the background on the edge of the river.

In closing how nice it is to get some positive feedback about our club and members. Brett Robinson hosted his friend Dave Crook from the Hamilton MAC for the weekend of the Soarchamps at Black Bridge. Dave is a keen Soaring and Vintage modeller and also editor of the Hamilton MAC Flight Lines. On his return he wrote me…

"On the weekend of September 19 and 20 I had the pleasure of visiting the lovely Hawkes Bay region to attend and watch both the F5J and F3K events at the Soaring Championships held at the Blackbridge field.

I'd like to thank MFHB club member Brett Robinson who made me welcome at his home and assured me it was no problem driving me to and from the field both days to enjoy the events.

On the Sunday afternoon we left Blackbridge and headed to the club's main Awatoto field to watch the power flyers at play. A number of faces I recognised from previous visits I had made for the Warbirds event but on this occasion as there was "no pressure" shall we say, it was nice to have a good chat with a few of your club members.

I'd like to single out John Sutherland in particular. John went out of his way to introduce himself to me, we wandered over to his plane, a beautiful 2.6 m Sebart Sukhoi whereby he went over all the workings of it in great detail. I now have a good number of photos to appreciate.

It is rare these days for people to do what John did and I think it is important to let people know what a credit he is to your club. I certainly appreciated it.

Thankyou both Brett and John for making my weekend a most pleasurable one." Cheers, Dave.

Photographing Aircraft

Clive Baker MFHB October 2020

*Our resident photographer **Clive Baker** can be seen most Sundays snapping pictures with his impressively large lensed camera and subsequently supplying members and this newsletter with some excellent photographs of their models. **Clive** offered to write this piece on his photographic methods which allow him to produce such excellent results, **Clive writes….***

Taking photos on the ground.

I have been taking photos of planes all my life. I grew up around aeroplanes and flew radio controlled models in the days when my radio was green and every crash was caused by "somebody turned their transmitter on." (less politely of course)

One thing I am sure about now is that the current HBRF have a number of gifted builders of model aircraft, and I enjoy taking photos of them, (the planes that is) ! It can be difficult to take a photo of a plane while it is flying but quite a lot of builders like to have a record of the plane on the ground.

I have been asked "how do you go about taking good photos" and given it quite a bit of thought over the years. The basis of a good photograph is to think about the result. If I had built one of today's planes, I would want a good photograph of it. To get a record of the plane that you have spent so much valuable time building here are some of the things I would think about. Most compact cameras and cameras associated with phones will take a good photo.

What is important is what you leave out, and that is everything but the plane. It might be a nice dog or lawn mower in the background, but you are photographing your plane, so fill the full size of the photo with the plane, and avoid distractions.

I took this photo just after the Nieuport had landed after its first flight this year. Nice shadows and the background is not distracting. In fact the airport fence is correct for the times.

Next lighting. I get yelled at the flying field, "you always take a photo with the sun behind you." To which I would say that it was true around the beginning of the twentieth century but not now. If I can I always take a photo into the

sun. Otherwise with the sun coming from one side or the other. And for taking a photo of a plane I would wait for the sun to come out. Why? Because in the sun there are lots of shadows that give drama and accentuate the shape of the plane. Without shadows the plane will appear in the photo as flat and 2-dimensional. Further, I always, always get the camera down really low. It means lying down on the ground but that is a small sacrifice to get a good photo. If the camera is at grass level that is where the eye of a human will be looking at a full-size plane. It makes the plane seem much more real, and adds to the drama again.

This photo was taken at Warbirds 2019 but it could have been in WWII.

This photo is not perfect and lacks verisimilitude (?) because of the long grass. What I want to do is to get two of them lined up on the tarmac

I would just let my argument rest on these included photos. Please come and talk to me at the field and discuss the various merits of Aviation Photography. **Clive Baker.** MFHB.

Ed here, Clive was busy with his long lens this Sunday 20th Sept with some stunning results as follows …….

Lance's 55 cc Timber on flyby under Mike's control.

John Sutherland on aerobatic routine with the threatening cloud backdrop.

Rod Hughes approaching the strip in his ¼ scale J3 Cub 20 cc powered.

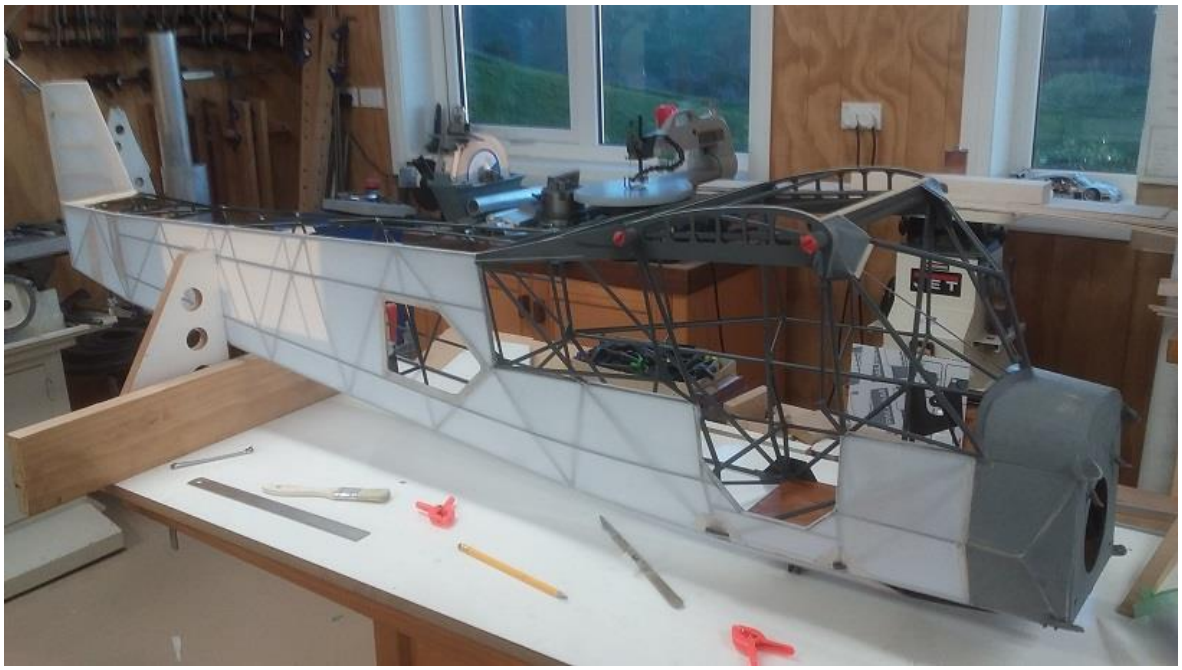
Phil Sharp on attack in his Pup.

John Clarke on finals in his electric powered Twin Otter.

Phil Sharp's Tempest on buddy with John S preparing to take off on another sortie.

AROUND the BUILDING BOARDS Oct 20

Phil Sharp continues to make progress on the Storch, having been waiting for the new covering material to arrive from Germany. Covering progress to date … he is most impressed with the quality, strength and adhesion of the



Iron on Profi covering film (noted in Newsletter #118 Info). It absorbs a lot of heat, very strong being almost un-tearable and shapes and shrinks well and as he say sticks like, well you know !

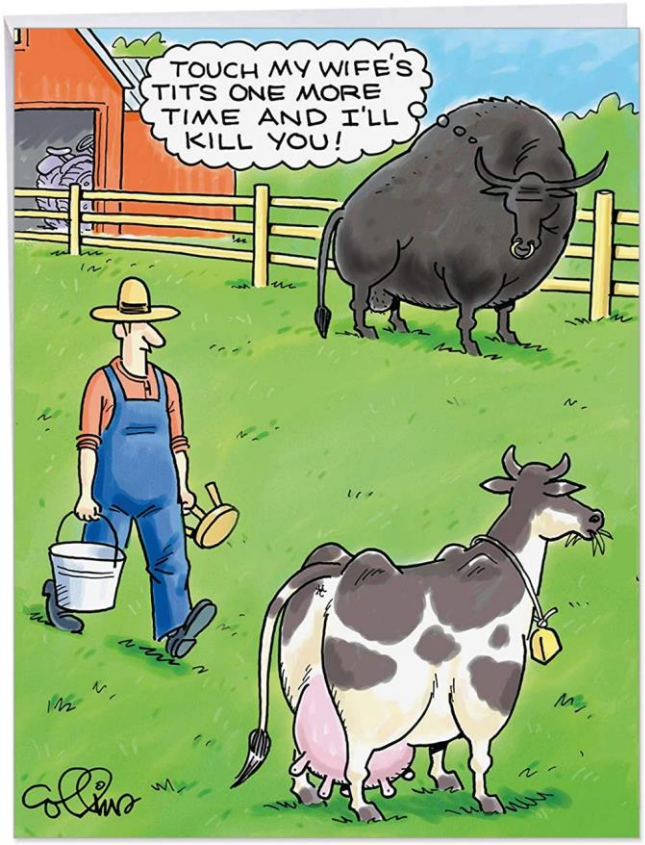
He decided to purchase the scale instrument panel, saving many hours of work !

*Had a chat with **Des Dew recently**, our popular ex-member who now resides in Wanganui and flies with the local MAC there. He writes about his latest project - -*

Hi Barrie, **Cessna 336 Skymaster** 62" wingspan two 35-30 1400kv motor's 10x6 props will run front motor on 4s battery, rear on 3s. Both batteries in the nose laying under windscreen area. Two separate rudder serves one elevator servo mounted in H stab no flaps. Some sanding and covering to do. Our club in Wanganui has about 19-20 members, a lovely mowed short grass suitable for foam jets etc no cows in sight as it is part of airport but our field is fenced off so is well away from the bigger planes but helicopter landing pad is close so have to keep eye out for them. The club bought a new (ride on) last year so our mower man does the best cut in town. We fly through the week when suitable in afternoons and a Sunday morning will bring out 12- 14 members.

Cheers to all of you. **Des Dew.**

"I know I'm not supposed to interfere, but how's the dog going to climb through that?"



Three Bladed Propellers Oct 2020

With the increased use of petrol engines, more models could benefit from the use of a three bladed propeller for either scale appearance, performance or quietness. Unfortunately the range of sizes can be limited and costs high, particularly in the carbon range. Furthermore, experimenting in different sizes becomes an expensive exercise.

One way round this is to use some of the two bladed wooden props available from China such as the **Flight Y-A range**. (My preference for price and availability.) or the **AeroStar Y-A range**, or again the **STAR F-A range**

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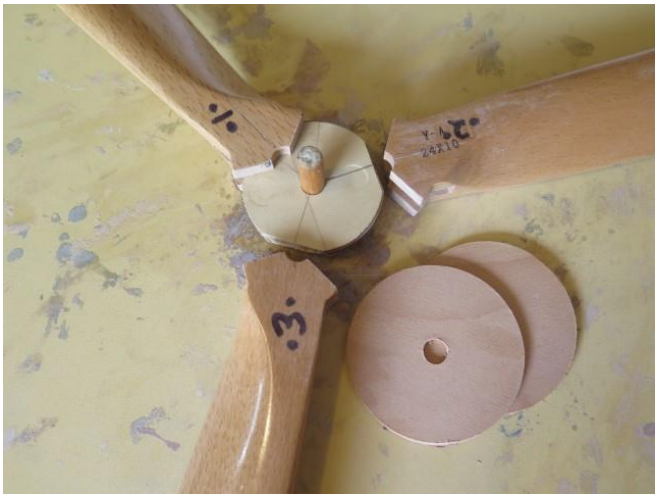
Frankly, I think they are all made from the same computer program, I've checked the pitch of each and found them all very accurate, whereas some other makes have variable pitches along the length of the blade making them noisier and less efficient and not true to label. Having made many wooden props using a copy router and now considering the cost and the effort involved, I find it far easier, quicker and not much more expensive buying three two-bladed, cutting them in half and joining them to make two three-bladed propellers.



I use a metal template to mark out the 120 degree mitre at the centre, cut them about 1 mm oversize and then use the vertical sanding disc to accurately fit the blades together around a 10mm dowel set in the centre of a large building board. The three 120 blade angles are drawn and three blocks are screwed to the board to act as

positioners at the tips and at the same height to keep the hub flat and blades even. Needless to say, different sized blades need different sized blocks. (height and position.)

The hub end of each blade is then slotted to receive a 60mm round 5-ply biscuit and two 70 mm 1.5mm ply discs are cut for the front and back outsides. A thick epoxy glue/bog is mixed up (normal slow epoxy with glue powder and some light brown pigment) and the three blades are brought together with a liberal amount of glue/filler and pinned through with 18mm brads from both sides. The front and back 1.5 mm discs are similarly epoxied and pinned and the propeller left on the table/blocks jig to set.

Then it is just a matter of sanding away the excess ply and epoxy to reshape the hub and then the important part becomes the balancing. For the major sanding, I use the round end of my bench/belt sander, and then finish by hand. It is a good idea to weigh all the blades at the start before joining and use the heavier ones for one and the lighter for the second propeller. It is a real pain to find you have one light blade and have to do buckets of sanding of the other two heavier blades to achieve that very important balance. That happened to me making this first 24x10 for Bill's Corsair as I was in a hurry to assemble it, hadn't made one for a while, and the memory bank let me down … again ! I spent over an hour and a half sanding and balancing, sanding and balancing, you guessed, sanding and balancing ! Cost …worked out about $62 each for a three bladed 24x10 propeller plus around two to three hours work, but Hill-Billy's worth it, even if only Mike gets to fly the plane at this stage ! But watch out, Bill's coming by hook or by crook !

Barrie the editor !

Following on from Colin's last letter about his activities in Britain, this is the sequel covering his motor battery conversion and updates. Makes for interesting reading. Ed. Colin writes;

Brushed Motor Battery Conversion

Colin Stevens' *Letter from Britain* Oct 20

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!!
Its first flight required no trim changes, and the model was stable and easy to fly, looking very realistic. An indifferent landing too far upwind dislodged the ply tail bump-stop I'd fitted, so I removed it and reinforced the foam in that area with a small strip of vinyl flooring. Smooth landings and good ground-handling made possible by the trike undercarriage made for a pleasant change.

So, a very long and problematic love/hate build, when it has spent most of its time hiding under a spare bed, just out of boot range. For the future, all being well, I intend to change to Lipo flight batteries, with a Lipo brushed ESC, and specially re-worked props (black, hopefully) to limit the prop load at higher revs. Brushless outrunner motors would have been a good option, but they can't be mounted to the moulded foam cowlings. Inrunners would fit, but their kV ratings are too high in this case size, and they export their heat mainly from their outer casings, far from ideal when mounting directly into foam. That said, I have taken the opportunity to bury a third motor wire alongside the pair used to cater for any future eventuality of this kind.

Some Details:
Motors - 480PRO, brushed.
ESC - Jeti 35 Amp
Flight Battery - Vapex Red Racing 9.6V 2200 mAh NiMH
Props - 6" x 4" Kavan Yellow-Bendy
Rx Battery - Made-up from 4 x Vapex 400 mAh NiMH cells
Rx - Futaba FP-R149DP PCM 35MHz
Servos - 4 x Ripmax SD200
Wingspan - 60"
Flying weight - 64.5oz
Wing Loading - 19.35oz/sq. ft

Postscript: - 2 Years On – and Still No Decals. I did indeed make the change to Lipo power - Turnigy 3S 2200mAh - and what follows may be of interest to those contemplating a Lipo installation with brushed motors.

The change presented some interesting challenges in installation and in dealing with the higher motor voltage. I was forced to a 3S Lipo, when I'd hoped of getting by with 2S for weight-saving, but I found that I'd need to increase prop-load into excessive motor current to achieve the power I needed, but with 3S I was now faced with excessive voltage and the need to reduce the prop load. At this point, for those who have not had the opportunity to get into the workings of electric motors, and at risk of "teaching grandmothers to suck eggs", I'd like to enlarge on this a little.

My motors could also function as dynamos if driven mechanically, since if the armature windings are rotated inside a magnetic field, voltage will be induced across the windings, and current could be supplied if the "motor" is provided with an electrical load. This voltage is therefore present when voltage is applied to power the motor, but it is

reversed in polarity and opposes the voltage applied to the motor, and is why we label it - “Back-EMF” (Electro-Motive Force). This is a very important property to grasp in motor physics, since it reduces the effective voltage applied to the windings of the motor, proportionate with rotational speed. Thus with a perfect motor having no frictional or air drag or other loads or losses, the RPM would rise until the back-EMF matches the applied voltage, and the consumed current would be zero. Conversely, if the motor were held stalled, with no back-EMF, then the current would be the full applied voltage divided by the sum of winding and brush/commutator resistances, and because of the very low winding resistance, that current would be damagingly high.

With a Lipo replacing the earlier NiMH battery, we have substantially more voltage applied to the motor, not only through the nominal battery voltage, but also because the Lipo has a much lower internal resistance and thus lower on-load volts-drop. This can be as much as about 2.5V higher than that delivered by my previous NiMH batteries. So we need the RPM to rise to increase the back-EMF by 2.5V in order to reduce the current to that drawn with the NiMH batteries. Keeping the Yellow-Bendy prop would increase the power demand on the motor and thus increase the current very substantially, so we are forced to reduce the load presented by the prop.

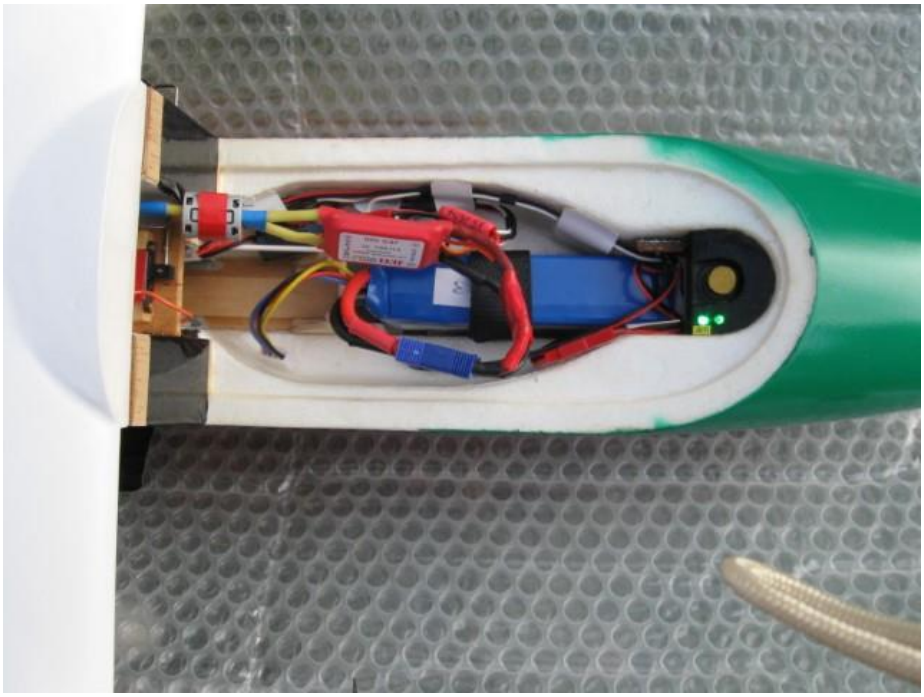
I did some sums on the RPM needed to restore the voltage differential (motor volts - back-EMF) and came-up with some concerning numbers, but trusting that the plain bearings, brushes and commutator would be good-natured and that the armature windings wouldn't fly, I moved-on to run into the next problem. - at extreme RPM the high rate at which the commutator switches motor current increases electrical losses in the motor, whilst air drag and frictional losses are also mounting, so current now increases due to those causes, reducing the gains made in current saving by reduced prop load. Thus it's a case of diminishing returns, and I had to settle for a loading that draws about 37A static at full throttle on two motors with a fresh battery. It's therefore desirable to bring the motors up to speed slowly to bleed-off some of the fresh charge, and to be sympathetic with the throttle at take-off. It would have been useful if I'd been able to use throttle-trim as a safeguard against over-stressing the motors, but it only works at low-throttle on my Field Force 6 Tx. However, I would expect the current to reduce in flight when the props tend to unload.

To achieve that optimum loading, the generously-bladed Kavan Yellow-Bendy props were replaced initially by Master Airscrew 6” x 4” props of the original pre-GF-3 design. Loaded current was still far too high and so I finished-up with 6” x 3”, with narrowed blades and their aerofoil sections restored. Getting four blades absolutely matching and balanced takes several hours of meticulous work, but it's worth taking the trouble, because the motors can be running at over 16,000RPM.

Here's how I tested the reworking of the props, digital scales just peeping out, ESC operated by a 35MHz Rx and Tx, rev counter and DVM not shown, monitoring thrust, applied volts, motor current and RPM. As you can see, I had to extend the motor supports high above the equipment because I found that airflow reacting with the obstacles underneath was generating a force opposing the true thrust force.

I couldn't find a Lipo-powered brushed speed controller of adequate current rating, so I was forced to retain the existing Jeti NiMH brushed controller, and to correct the low-voltage safety cut-off needed for Lipos, I had to add a Dimension Engineering "Smart BEC" to control the Jeti.

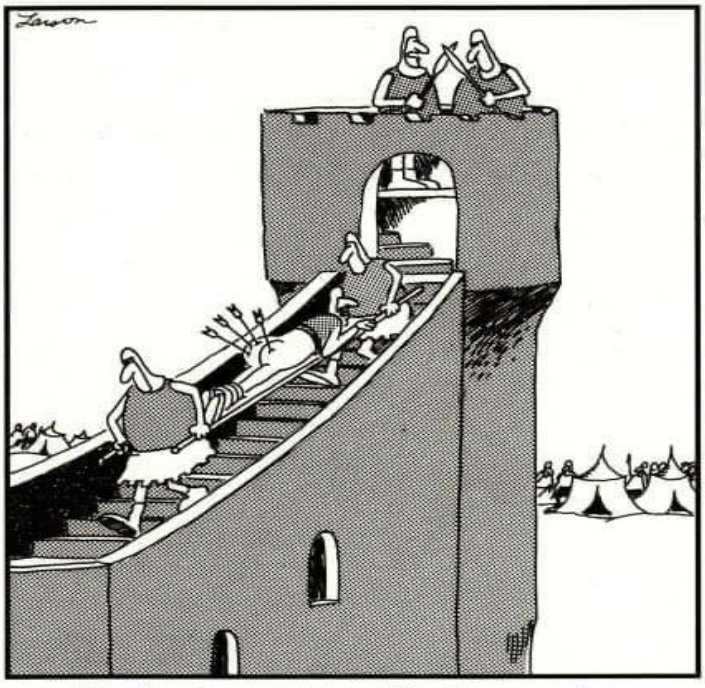
I finished-up with triple redundancy of the Rx supply via Shottky diode combining - Rx battery, Jeti BEC and Smart-BEC. Here is the somewhat scruffy installation, a lot to get in/out, but it works well on the field - Note the snap-on interference suppressor needed at 35MHz. The Smart BEC is buried in there behind the Jeti ESC, and the two tiny green LEDs indicate the BEC outputs being available, proving redundancy pre-flight. Being fearful of a fire inside a foam cocoon, I included an automotive 30A blade fuse in the Lipo supply, and a tiny wire-ended fuse for the Smart-BEC. To my surprise, in spite of being surrounded by foam with no venting, temperatures rise only to warm rather than hot, with no smells, thanks maybe to having air volume right up to the tail.



I couldn't gain the full 6 oz. benefit of the lighter battery because of CG issues, even with the LIpo in its furthest forward position and the need for extra hardware. Additional nose-weight was required for final balance, so the overall saving was 4.5oz., usefully reducing the wing loading to 18oz.sq.ft. This has been a very worthwhile upgrade, but it has to be admitted that a 7.2V 480PRO motor and 3S Lipo make for a difficult marriage, requiring very careful set-up. However, with more thrust and reduced battery weight I get a more sprightly performance and a very positive take-off and climb-out. The airframe, being very efficient, allows flight-times of around 25 minutes when making use of any lift around. It's quite aerobatic with Lipo power, but it's not usually flown that way, being a scale subject. All in all, now ideally balanced in power and flight characteristics, and so nice to fly.

Colin Stevens. UK 2020.

*Interesting work **Colin** and quite an achievement in today's brushless motor and 2.4 Mhz environment. Most of us here would throw up our hands in horror at being asked to achieve what you have done. And now you reap the rewards of longer flight times, better performance and not a high conversion cost. We can learn something every day, thanks for sharing. **Ed.***



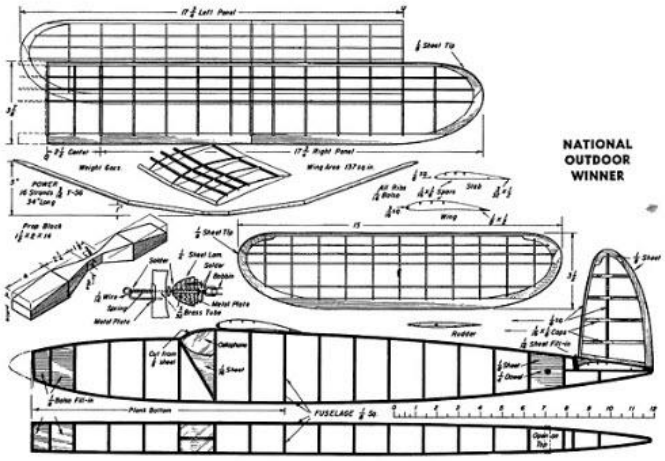
"So then I says to Borg, 'You know, as long as we're under seige, one of us oughta moon these Saxon dogs.'"

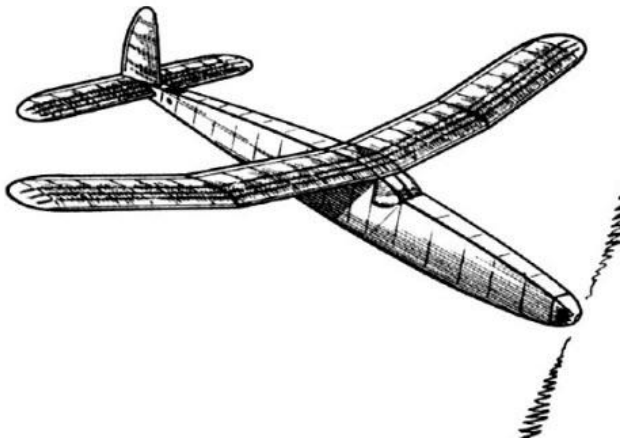
VINTAGE REPORT Oct 2020

A bit quieter this month, the Equinoxial winds are starting to blow and the NDC this month has little for us apart from RC Sport Cabin E Texaco which our Playboys will qualify for, ho hum, we'll see. There is a problem looming with these smaller classes which require a 2S 180 Mah Lipo battery which seem to be becoming a discontinued size and not able to be imported from most countries overseas. There is discussion arising about flying with height limiting switches and or current limiting /measuring devices. The issue affects mainly the ½ E Texaco and Tomboy classes but as most of our members here prefer the bigger vintage models , it may not be an issue at MFHB ? We'll keep an eye on the discussion which has been aired at committee level and keep you informed.

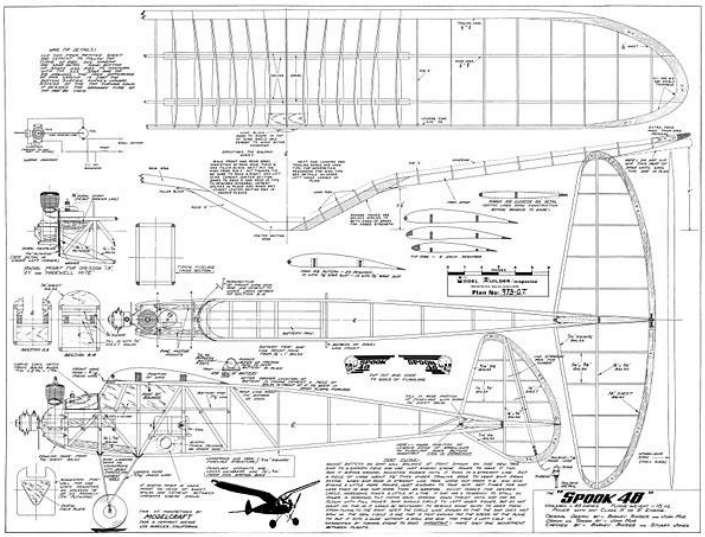
Barry Price, having finished and successfully flown his Falcon, seen here cuddling up to Joe Connolly's Twin Lizzie, is hoping to dodge another set of withdrawal symptoms and is frantically searching for another build. What do you think of this… he asks last Sunday ???

A nice looking vintage rubber model which he is keen to apply his new found light building skills to. It looks like a nice challenge .

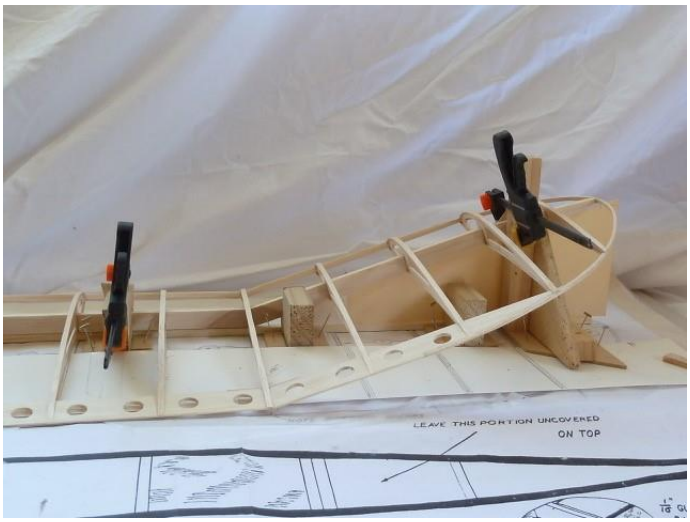




The other model that took my eye is the **"Spook"** which I see has just been released as a Laser cut kit by Hangar one. A gull wing for a model with a difference Outerzone has the plan down loadable in either the 48" or 72" versions, now that looks a likely and interesting build. https://outerzone.co.uk/search/results.asp?keyword=spook



Tony Ives continues to make good progress on his double Gollywock build, as usual everything is jigged and built to



perfection. Workmanship supreme, I know why my efforts never look like that ? just maybe too many projects and too much of a hurry ! Thanks for sharing **Tony,** nice work and I'll wager they fly as good as they look. Ed.

Saturday 26th Sept. Four of us, Stan, Brett, Russ and I were planning a trip to the John Selby Vintage rally in Levin, , but there was too much uncertainty over the weather to make a three hour trip each way justifiable. Watching their weather/Cam¸ pictured here on the right, they appeared to have about ten there, quite bit more wind than us, and some rain early afternoon. Have a look at the size of their mown runway and compare it to our three football fields of landing strip ! Stew Cox reported at the end of the day….

"As advised to those who flew today, Bryan and I have decided that the weather forecast for Sunday is such that **we have cancelled Sunday's Vintage flying for the John Selby Memorial event at Levin.** We had a reasonably good turnout today with 11 recording scores in Vintage RC Precision and two in A Texaco. There were also two others that sport flew Vintage models and a couple of others who came along to watch and help with the flying. So overall a good turnout under the circumstances. We also enjoyed a tasty BBQ – thanks to Ivan and Linda!

Mean wind speed got up a bit higher and gustier than forecast in the morning peaking for about half an hour at 19 km/hr around midday and then dropped as forecast after lunch to be very pleasant flying from about 1.00pm on and positively balmy by the time we finished – the calm before the storm…… Levin's microclimate delivered again for an enjoyable day's flying in the middle of a very patchy spell of weather on a day that was probably unflyable at most other flying fields elsewhere in the lower NI." **Stewart C.**

Yes, well everywhere except for Hawkes Bay ! We had a brilliant day, fabulous conditions, warm and light variable winds at our Black Bridge (Haumoana) Field, with eight vintagers turning out for a fun filled day and the four of us putting in some serious competition flying Vintage E Precision and E Duration, with the rest sport flying and Radians.

Stan, with advice from all, got Danny's Stardust sorted and we look forward to seeing Tony's Playboy in the circuit. Special congratulations to Russ Nimmo, flying in his first serious/fun competition with his cabin Playboy, surviving all six flights and putting in some excellent scores.

R/C VINTAGE E-PRECISION

26/09/2020

					ROUND 1				ROUND 2				ROUND 3				GRAND
No	NAME	MODEL	YEAR	BONUS	FLIGHT	LAND	BONUS	TOTAL	FLIGHT	LAND	BONUS	TOTAL	FLIGHT	LAND	BONUS	TOTAL	TOTAL
1	BARRIE RUSSELL	STARDUST	1940	10	180	20	10	200	164	20	10	194	178	20	10	200	594
2	STAN NICHOLAS	STARDUST	1940	10	180	20	10	200	179	20	10	200	177	0	10	187	587
3	BRETT ROBINSON	NIGHT TRAIN	1967	10	166	0	10	176	169	20	10	199	177	20	10	200	575
4	RUSSELL NIMMO	PLAYBOY	1941	9	179	0	10	189	176	0	10	186	176	20	10	200	575

R/C VINTAGE E-DURATION

26/092020

			ROUND 1				ROUND 2				ROUND 3				GRAND
No	NAME	MODEL	FLIGHT	LAND	AGE	TOTAL	FLIGHT	LAND	AGE	TOTAL	FLIGHT	LAND	AGE	TOTAL	TOTAL
1	BARRIE RUSSELL	STARDUST	300	20	10	320	300	0	10	310	300	0	10	310	940
2	STAN NICHOLAS	STARDUST	300	0	10	310	298	0	10	308	292	20	10	320	938
3	RUSSELL NIMMO	PLAYBOY	300	20	10	320	245	0	10	255	225	0	10	235	810

The above result is for the club record only, the important thing is being there and having a go. Unfortunate that we didn't get down to Levin for the John Selby Rally, but there was too much uncertainty over the weather to justify making the three hour trip each way. As it turned out "Vintage" was the winner and we were successful on both sides of the Island.

Feature Article Oct 2020

Peter Duncan's Vintage *Popsie.* Pt. 2.

VS-POPC Continuing PART 2

The Wanaka weather is warming toward spring—i.e. it's more than 3 degrees by 11 in the morning—at our 45th parallel flying field—so there has been some activity in the air and less at the building table. But, progress there nonetheless.

TAIL PIECES.

The fuselage has been set aside for now and work on the flying surfaces begun. Fig 1 shows the rudder under construction. I decided to increase the rudder area and anchor the fin through the fuselage. The reason for the shape of the lower reaches will be clearer when we come to the way the removable tailplane and elevator mechanism is fixed for flight.

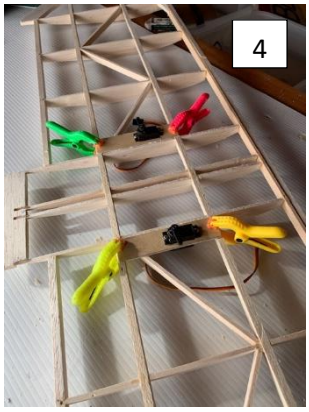
1

I use a scroll saw to cut ribs. Fig 2 shows four tailplane T2s that have been stuck together with fore and aft dabs of glue stick with the rib shape cut from the plan and further dabs to seat it down. Once cut, separate the ribs to

2

avoid the glue drying. Not impossible to release but not as easy as if you do it before your cup of tea, not after.


3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In Fig 3 note the slot between the middle ribs. The LE to the first spar will be cut away. The slot is designed to slide around the rudder post and 5 mm sheet at the bottom of the fin. Again, more will be revealed… The curved sections of the ends of the tailplane are cut two at a time and the tailplane pinned flat and glued with the plywood seating for the twin elevator servos as shown in Fig 4. This means, with thanks to Barrie, that the removable tailplane only requires connection/disconnection of the servo leads. Those tail pieces set aside, we turn to…

WINGS.


5

Some early decisions here. I can't fit the wing in one piece on my worktable. I decide to make it in three pieces—the two outer panels and the centre piece. Fig 5 shows the large wingtip. Tracing this out I fortunately have a couple of sheets of wide 6.5 mm balsa. Having decided where to make joins I cut all pieces for both tips two at a time using the glue stick trick. Those wingtips eat a lot of balsa! The spruce spars in place and the square LE (two strips of 6.5 mm balsa glued) about to be mounted into the jaws of the ribs. The TE has ribs slotted with room for rib caps to be flush with the top of the TE. The box webbing is required to stiffen the wings. The resultant stiffness compensates in part for my decision not to add ribs from the scale-up. Both outer panels complete, the centre section is straightforward as illustrated in Fig 6

6


7

I only have 100 mm lengths of 4 mm ply for the dihedral brace. I have already reached another decision. I will extend the bracing by adding another 100 mm to each side. The front part of the centre section is cut away against the spars and the brace is to be glued in. The effect of the dihedral (8 inches at each wingtip) is shown in Fig 9 where the marriage prospects are starting to get serious.

It's well into evening on wing day when it all comes tentatively together in Fig 9.


8

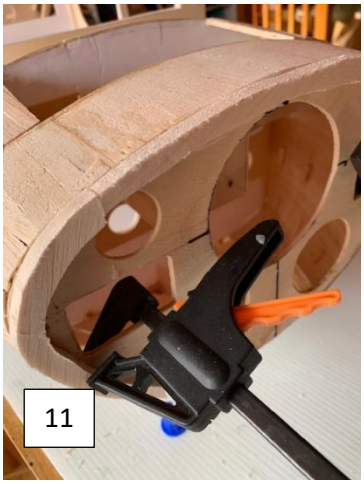

9

Time for a weigh-in complete with battery, motor and hardware in the only part of the house with enough room! Comes out at 6.4 lb or 2.9 kilo. My target is 3.2 kilo all-up and finished. It will be touch and go. Back to the…

FUSELAGE .

In Part One I mentioned that the battery hatch cover was too big. Fig 10 shows its slimmer proportions.


10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12

Shaping the cowl begins with scrap 6.5 mm balsa being glued to the perimeter of the nose. After three layers are applied the softer curves of the front are sanded into place. A sheet of 2 mm balsa covers the nose. Figs 11 & 12.

In Part One I had covered the compound curves of the cowl with 1.5 mm balsa. Already it was showing signs of "building rash." Time to deal with it. I said I was going to fibre glass over the wood. I had another idea I have used before on a much smaller scale. My wife uses a very light, porous, synthetic fabric for tracing patterns in her dress-making. I would apply PVA glue to patches of this fabric laid across the wood. In most places one layer of fabric was applied. Up to three layers where the wood was its weakest. The fabric was spread only over the 1.5 mm balsa only on the lower side of the cowl. One disadvantage of this material is that it does not have the flexibility for compound curves. A nip or two with the scissors allows it to overlap at the curves. Figs 13 illustrates applying the fabric.


13

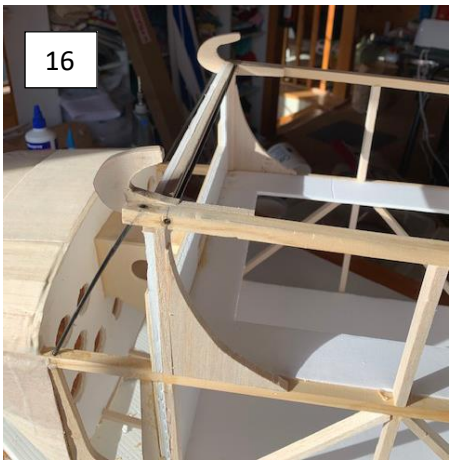

14


15

Fig 14 shows a mix of talcum powder and PVA with a little water added to constitute a thick but smooth paste. This was brushed on thinly by layers, top and bottom over the entire cowl once the glue/fabric layer was set. It looks messy and runny. It is, but if you persevere with the brush smoothing back the runs, filling depressions and continually turning over the fuselage it soon begins to gel (I use the quicker setting Aquahere PVA). When it looks like beginning to set after half an hour or so you can have that other cup of tea.

The next morning, Fig 15, you not only have a gorgeously scented airplane but, with the water in the glue gone and the glue dried and shrunk onto the surface, you have an incredibly light, strong shell with the tensile strength, I'll wager, of fibreglass—and almost as smooth as the proverbial baby's bottom the talc was designed to placate! The 1.5 mm cover plate at the front both with its fabric and layer of PVA talc mix is as strong as a piece of equivalent thickness plastic.

There is more surface prep to do before we have a paintable cowling surface but with the brush so easily washed out in water, that's it for now. There are still lots of bits and pieces to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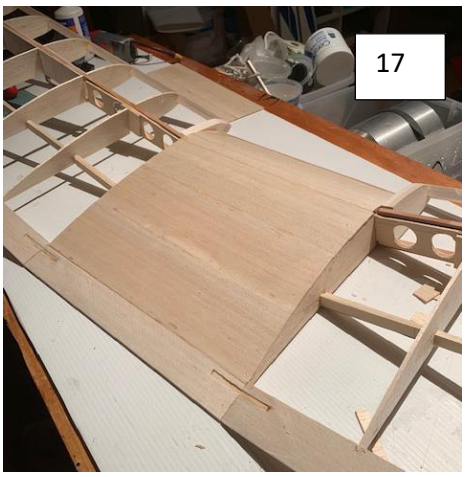
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18

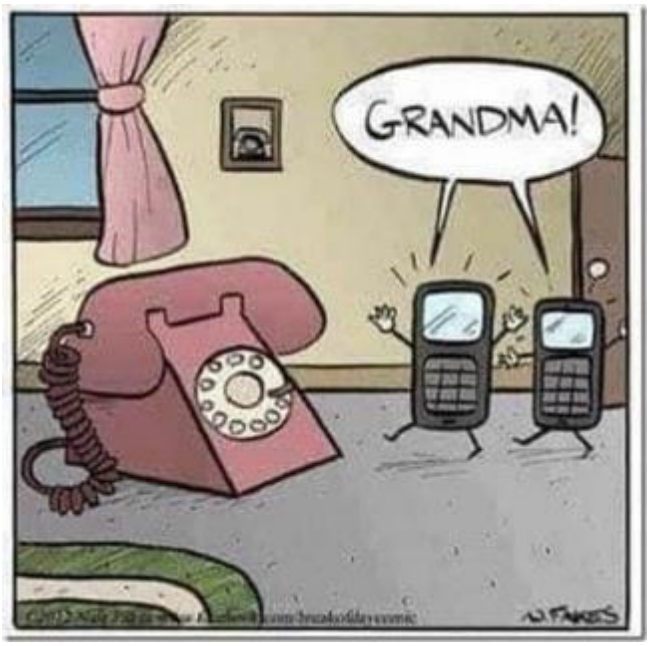
do. It's a useful time to step back, grab the notebook and jot down the list under each of the major components.
The first of the fuselage tasks is to mount the wing hold-down "hooks" cut from 5 mm ply and glued to the inner side of cabin hardwood rails (wing bolts at the TE will fix the wings in place). A carbon fibre rod is mounted through the rails athwart to strengthen the cabin top and two further rods angled from the same rails to the lower longeron. They are epoxied in place after lightly hammering the ends on the rod on the metal vice top to spread the fibers and allow the resin to soak into the end of the rods rather than just hold the surface. Fig 16 illustrates the hooks with the rods in place.

A fresh double-honed #11 blade in my knife I am about to embark on some sheeting work. First the centre wing section, Fig 17, then the tail plane, Fig 18. I am anticipating that Part Three will detail final the assembly, fitting hardware, covering, finishing and painting. I have given myself a tentative deadline of Labour Day. We'll be working to that.

Care with those sharp blades and safe flying.

Peter Duncan.
Wanaka.

Early plumbers



SOARING REPORT Oct 2020

F5J Hawkes Bay 29th and 30th August

We Started off on the Friday with practice although scheduled as a New Zealand trials for the next F5J WC we decided to cancel that part and maybe reschedule next year. The NZ Covid situation also made things a little complex and we lost a few pilots intending to enter for the weekend. With a couple from the South Island and three from around the Auckland area. A couple of guys came and did some practice on the Friday with the Hawkes Bay guys. The forecast for the Saturday was to be quite strong but most arrived at the field around 8.00am for a early kick-off. We got into round one it was apparent that height was quite important to get your full time. We were mindful of the wind as it was already building unfortunately our fantastic Hawkes Bay field doesn't like a westerly as it causes quite a lot of wind chop for landing. Many flights were made with some over achievers (over 200M) in slots and it was mostly wave conditions for lift. Any thermal circling wasn't seeing any great gains certainly unusual conditions for HB. There weren't really any intentional launches under 100m and many rounds no one completed a full 9.59 flight! We did have a small hold for half an hour as it was a little gusty for some on landing. We manged 7 full rounds for the Saturday with lots of fun and a few also landing out or missing there landing points due to harsh conditions and trying to make more time. A night out and a great catch up with soaring guys on the Saturday night with most visitors attending.

Pilot's briefing @ Black Bridge, Haumoana.

F5J Group launch

Sunday's conditions were better but still launch height was required to get your flight. We had planned to do flyoffs but unfortunately time caught up to us, so we decided to just carry on completing 12 full rounds as many had to travel home.

Kev & Joe discussing tactics for next flight

Although the conditions were better names on the scoreboard went up and down from the results of some short flights. This was a lovely HB warm day and the thermal action came on after about 11.00am with some guys finally getting high! We all learnt something to improve on from the weekend and ways to hopefully improve. Yep summers here suntan lotion, Shorts and tee shirts. The results we finalized thanks to Joe Wurts and so many thanks to all that made it a fun weekend special thanks to Barry Kerr our professional photographer. Let Barry's pic tell the story……

Kev Botherway pilot & Andrew Hiscock calling/timing.

Andrew Stiver pilot & Andrew H checking on the Tx actual f/time

. Peter Glassey checking his last flight data

Len Drabble for a bit of afternoon R & R !

Final results after 12 rounds…….

	Name	Score	Pcnt	RawScore	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8	Rnd9	Rnd10	Rnd11	Rnd12
1	Wurts, Joe	10694.4	100	11330.2	1000	1000	1000	1000	*635.8	1000	987.5	1000	706.9	1000	1000	1000
2	Botherway, Kevin	10496.2	98.15	11188.9	1000	1000	882.4	773.4	1000	1000	890.1	*692.7	1000	975.3	1000	975
3	Glassey, Peter	9908.2	92.65	10247.2	1000	817.4	668.5	601.7	*339.0	989.2	964.2	977.8	952.8	994.8	966.4	975.4
4	Clarke, Bruce	9566.9	89.46	10035	919.3	685.3	1000	600	1000	997.4	1000	878.3	*468.1	968.6	928.9	589.1
5	Drabble, Len	9451.4	88.38	9861.9	729.1	1000	451.3	872.5	670.9	823.7	1000	1000	*410.5	920.9	1000	983
6	Hiscock, Andrew	9445.4	88.32	9800.9	855.6	820.7	1000	749.5	874	1000	996.5	*355.5	1000	564.2	957.4	627.5
7	Campbell, Kevin	9158.6	85.64	9525.4	593.4	734.8	*366.8	1000	781.9	1000	992	1000	533.4	959	976.9	587.2
8	Williams, Peter	8250.3	77.15	8250.3	0	*0.0	850.4	429.6	1000	850.4	1000	730.3	1000	1000	389.6	1000
9	Morgan, Rob	7866.9	73.56	8219.2	994	806.2	556.8	500	485.8	697.8	698.3	848	911.9	1000	*352.3	368.1
10	Christiansen, Tony	6537.6	61.13	6537.6	775.6	797.5	0	1000	658.2	749.1	885.6	403.7	0	*0.0	376.7	891.2
11	Whitcher, Warren	4058	37.95	4058	77.6	0	0	581.2	510.8	552	869.6	184.7	*0.0	814	209.7	258.4
12	Stiver, Andrew	4002.5	37.43	4002.5	0	0	0	0	0	0	*0.0	685.9	494.4	831.4	990.8	1000

Soarchamps 2020 - Hawkes Bay

All planning was in place early in the year but the dates were pushed on a little due to Covid. Entries for this event just kept climbing, a real great outcome for NZ soaring.

The field was open as usual the day before. The wind was forecast to build so we were all full on getting some practice and setup checks. A great afternoon with two of the South Island boys arriving and some already arriving from Welly. The wind eventually got up and became quite blustery so we all packed up and went home for preparations for the next morning's F3B!

Everyone arrived at the field early and we set the course up so we could get into it. We had 20 fliers and planned to have 3 up in the distance slots. The first rounds (duration) went really well, although there we quite a few that didn't manage full times. After this we were into distance - great fun and made for busy times running three up. Then unfortunately, as predicted the strong winds arrived so we opted for an early lunch break. We all agreed we should sit it out, but unfortunately the wind didn't drop so we decided to abort the competition. Murphy's law!! The wind eased a little so speed runs were in order, great fun and Joe showed us how to do it, very smooth flying for a new NZ F3B Speed record of 14.32 seconds! Well done Joe, it may stick for a while. It would have been good for the weather to play nice but everyone had some great speed practice which was awesome.

The next morning it was Premier Duration, so the set up was easy with 150m lines. Sadly a wind change and rain were in the days forecast for about 10-11am. We had to set the winch direction allowing for a complete wind reversal. We got almost two rounds in with some interesting groups. The 22 pilots made it a large competition for NZ. Some groups got the times with ease then the next didn't. Conditions were variable from light and fluffy to just straight sink. Unfortunately as predicted the southerly hit accompanied with light rain for a start. This allowed us to pull our winches and timing gear down. We again all hid in our cars catching up with each other. We sat for a long time until the call was made to once again abort the day at about 3.00pm as this would allow us heaps of time to get home and dry out and then head out for the night at the "Duke of Gloucester" A great night with a past birthday celebration for John Shaw and then a quick soaring update followed by a presentation from Andrew Hiscock and Peter Glassey on F5J battery back-up systems. Everyone headed home to gear up for F5J the following day.

The Hawkes Bay weather was finally back to more normal conditions on Saturday although still with a little hangover from the southerly the previous day. 24 pilots entered this one with fantastic variable conditions. It wasn't a day for low launches - most didn't risk a low launch height yet many still managed to land early. There were quite a few during the day in the over 200+m launch club. Conditions were very tricky and it was a hard to judge as to flying technique and whether it was corridor lift or thermals and circling was the answer. Again some large patches of lift and also big sink areas. We are lucky in Hawkes Bay with lots of local bird life and that really helps seeing what's going on with the air. We managed 5 complete rounds for the day and finished the event at 3.30.

1st Joe Wurts 2nd Peter Williams 3rd Chris Kaiser.

Radian was next on the list finally the weather was ideal for these light models and some got really high. Also some very interesting arrivals (landings) the results at the top end were very close. We had entries of 16 chilli bin entries and flew ½ hour rounds. A ball of fun as usual.

1st David James 2nd John Shaw 3rd Kevin Botherway.

That night we had a barbecue at Andrew and Jane Hiscock's with great hospitality.

The final day was F3k with 19 pilots - it was awesome to have such a strong turnout. We flew 6 complete rounds with three groups which gave a little break time for most and plenty of spare people as callers and helpers. Joe was on his game as usual and really nailed most of his flights. It is fantastic to see Andrew Hiscock and Peter Glassey up in the top three - well deserved after lots of hard practise in the very near past. We also included David Griffin with an F5K (electric launched glider very similar to the F3K

models) in the rounds. Dave set his ALTIS to cut the motor after 7 seconds which produced about 60m launch height, similar to the discuss launched models. It was great to see this as a first and we need to consider this discipline moving forward. The air was quite good during this event and had the usual patches of lift and sink moving through with light winds for the day.

1st Joe Wurts 2nd Andrew Hiscock 3rd Peter Glassey.

Many thanks to everyone for making the effort to come to Soarchamps and special thanks to Joe Wurts for doing all the scoring during the weekend. We can say although we lost two events there wasn't any one of the days we didn't fly!

NZ SoarChamps F3K 2020 - Overall Results

[Haumoana New Zealand 20/09/2020]

www.GliderScore.com

Rank	Name	Ctry	RegnNo	Club	Score	Pcnt	Raw Score	Rnd1 Big Ladder	Rnd2 L1 5max in 7m	Rnd3 Best3 3:20max	Rnd4 2 flights 5max	Rnd5 L2 4max in 10m	Rnd6 1, 2, 3, 4
1	WURTS, Joe				6000.0	100.00	6000.0	1000.0	1000.0	1000.0	1000.0	1000.0	1000.0
2	HISCOCK, Andrew				5869.7	97.83	5869.7	957.9	1000.0	928.4	1000.0	1000.0	983.4
3	GLASSEY, Peter				5375.4	89.59	5375.4	1000.0	1000.0	854.9	684.1	1000.0	836.4
4	BOTHERWAY, Kevin				5102.7	85.05	5102.7	102.7	1000.0	1000.0	1000.0	1000.0	1000.0
5	THOMPSON, Richard				5063.2	84.39	5063.2	950.3	1000.0	896.4	243.6	1000.0	972.9
6	WILLIAMS, Peter				5040.2	84.00	5040.2	1000.0	740.0	797.7	687.2	1000.0	815.3
7	COX, Stewart				5036.4	83.94	5036.4	939.9	990.0	744.0	922.8	869.7	570.0
8	RHODES, Gavin				4977.2	82.95	4977.2	867.1	1000.0	690.8	857.2	749.2	812.9
9	MOLONEY, Myles				4910.9	81.85	4910.9	995.6	782.3	1000.0	145.9	987.1	1000.0
10	JAMES, David				4863.3	81.06	4863.3	941.8	675.3	650.9	967.1	804.0	824.2
11	ROBINS, Wynn				4736.8	78.95	4736.8	557.2	1000.0	886.9	303.6	991.5	997.6
12	WARNER, Steve				4680.7	77.68	4680.7	950.3	943.0	812.1	395.6	727.7	832.0
13	SHAW, John				4349.2	72.49	4349.2	845.7	468.7	676.0	926.7	706.9	725.2
14	KLEYNHANS, Lee				4229.4	70.49	4229.4	978.6	1000.0	790.1	188.2	764.5	508.0
15	DRABBLE, Len				4019.1	66.99	4019.1	901.8	1000.0	982.3	993.0	142.0	0.0
16	FRANCE, Peter				3608.1	60.14	3608.1	777.8	639.3	776.1	418.9	412.5	583.5
17	KING, Clifton				3503.7	58.40	3503.7	825.9	639.7	783.3	390.2	265.0	599.6
18	CAMPBELL, Kevin				3423.1	57.05	3423.1	413.4	1000.0	437.0	217.8	505.0	849.9
19	WHITCHER, Warren				2873.5	47.89	2873.5	637.5	443.7	311.7	159.8	532.1	788.7
20	CLARKE, Bruce				0.0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0

NZ SoarChamps F5J - Overall Results

[Haumona New Zealand 19/09/2020]

www.GliderScore.com

Rank	Name	Ctry	RegnNo	Club	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6
1	WURTS, Joe				5000.0	100.00	5969.2	*969.2	1000.0	1000.0	1000.0	1000.0	1000.0
2	WILLIAMS, Peter				4865.7	97.31	5781.2	961.9	972.0	967.8	1000.0	964.0	*915.5
3	KAISER, Chris				4655.4	93.11	4927.5	991.7	*272.1	1000.0	771.6	892.1	1000.0
4	BOTHERWAY, Kevin				4646.5	92.93	4646.5	1000.0	1000.0	1000.0	1000.0	646.5	*0.0
5	GLASSEY, Peter				4526.9	90.54	5081.1	930.0	946.5	999.1	913.3	*554.2	738.0
6	DRABBLE, Len				4435.6	88.71	4972.8	990.3	905.8	916.4	921.1	702.0	*537.2
7	GRIFFIN, David				4287.2	85.74	4287.2	993.0	*0.0	994.1	733.4	566.7	1000.0
8	THOMPSON, Richard				4259.0	85.18	4883.4	743.0	909.8	872.1	979.6	754.5	*624.4
9	CAMPBELL, Kevin				4196.1	83.92	4706.1	794.1	916.7	964.8	965.5	555.0	*510.0
10	HISCOCK, Andrew				4150.3	83.01	4516.7	1000.0	977.1	976.2	*366.4	568.6	628.4
11	KING, Clifton				4126.9	82.54	4515.9	840.7	797.6	683.6	*389.0	1000.0	805.0
12	KLEYNHANS, Lee				4116.0	82.32	4461.3	843.3	982.1	*345.3	950.0	446.9	893.7
13	SHAW, John				4069.8	81.40	4698.8	969.7	721.1	945.0	785.8	*629.0	648.2
14	COX, Stewart				4027.5	80.55	4364.3	848.3	820.5	929.7	517.4	911.6	*336.8
15	CLARKE, Bruce				3980.9	79.62	4384.7	769.4	960.1	946.7	516.8	*403.8	787.9
16	RHODES, Gavin				3908.3	78.17	4284.4	586.3	949.8	600.4	*376.1	883.1	888.7
17	STIVER, Andrew				3906.9	78.14	4396.3	1000.0	950.9	658.9	*489.4	490.4	806.7
18	CHRISTIANSEN, Tony				3818.9	76.38	4265.6	887.3	812.9	624.5	916.3	*446.7	577.9
19	MORGAN, Rob				3656.0	73.12	3889.0	794.1	*233.0	974.5	420.4	582.5	884.5
20	FRANCE, Peter				3646.4	72.93	3990.6	919.2	1000.0	454.7	*344.2	381.3	891.2
21	WHITCHER, Warren				3343.1	66.86	3343.1	942.0	939.7	*0.0	707.3	433.0	321.1
22	LARSEN, Dave				3227.6	64.55	3227.6	269.0	973.4	560.7	424.5	1000.0	*0.0
23	WARNER, Steve				2988.3	59.77	3282.7	841.7	502.4	694.6	456.9	492.7	*294.4
24	JAMES, David				2602.5	52.05	2870.5	695.0	447.3	294.4	811.0	*268.0	354.8

NZ SoarChamps Radian 2020 - Overall Results

[Haumoana New Zealand 19/09/2020]

www.GliderScore.com

Rank	Name	Ctry	RegnNo	Club	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3
1	JAMES, David				1399	100.00	1399	465	469	465
2	SHAW, John				1384	98.93	1384	470	469	445
3	BOTHERWAY, Kevin				1383	98.86	1383	468	470	445
4	GRIFFIN, David				1374	98.21	1374	470	465	439
5	WURTS, Joe				1353	96.71	1353	413	470	470
6	FRANCE, Peter				1349	96.43	1349	462	464	423
7	HISCOCK, Andrew				1344	96.07	1344	437	444	463
8	THOMPSON, Richard				1339	95.71	1339	404	467	468
9	WHITCHER, Warren				1276	91.21	1276	460	465	351
10	KING, Clifton				1261	90.14	1261	467	380	414
11	GLASSEY, Peter				1255	89.71	1255	423	363	469
12	CLARKE, Bruce				1231	87.99	1231	313	450	468
13	COX, Stewart				1219	87.13	1219	440	326	453
14	CHRISTIANSEN, Tony				1214	86.78	1214	456	396	362
15	MORGAN, Rob				1202	85.92	1202	304	454	444
16	WARNER, Steve				922	65.90	922	226	263	433
=17	WILLIAMS, Peter				0	0.00	0	0	0	0
=17	DUMMY, D				0	0.00	0	0	0	0
=17	STIVER, Andrew				0	0.00	0	0	0	0
=17	PATEL, Aneil				0	0.00	0	0	0	0
=17	DUMMY, The				0	0.00	0	0	0	0
=17	CAMPBELL, Kevin				0	0.00	0	0	0	0

Complete results online: http://www.gliderscore.com/(S(xvdkkv1x4houhuajk2feyfzx))/OnLineScores.aspx

Congratulations Joe on the NZ record in speed. See ya at the next competition!

Regards Rowdy. Kevin Botherway,

Napier. New Zealand.

Alias **"Kevi the Mullet"**

Nostalgia Files

October 2020

Barrie the Editor


REFLECTIONS

COURIER TUESDAY MAY 14 1991

Junior 'flyers'

This photograph shows members of the junior section of the Napier Aero Club at the old Napier aerodrome.

It is not known who is featured here but the photograph, supplied by a Courier reader, was believed to have been taken in the late-1930s by former Napier man Arnold Wright who died last year.

Napier Aero Club was formed in 1927 and used a Riverbend Road site as its field until 1952 when it obtained a Napier Harbour Board lease of 156 acres along the Napier-Westshore embankment.

Recently returned "Old Member" **Joe Connolly** has been clearing out his stack of magazines and memorabilia. His contribution of aviation books and aeromodelling magazines are in the "Shed" for members to take and enjoy. Above is a picture of the Junior section of the Napier Aeroclub in the late 1930's. I remember flying free flight at Napier Aerodrome around 1950 and wondering why the pilot of a club plane taking off shook his fist at me while I was cycling past to retrieve my model from the other side of the 'drome !

Joe was president of the Napier Model Aero Club from 1967 to 1973 and the above pictures are of an exhibition the club held in the old Regent Theatre (Hastings Street, Napier) around 1967/8. Some of our old juniors might recognise their handiwork ? His "Flying Aces Stick" a 1936 model **Joe** built in the late 70's pictured here on the left.

WOT'S ON THE WEB. Oct 2020

From **Mr Treasurer**, Qantas's last 747 flight https://www.facebook.com/9News/videos/315089872981984

And here are some awesome flybys from Mosquito KA114 at Ardmore Aerodrome in Auckland, New Zealand, shortly after the aircraft was restored.
https://www.youtube.com/watch?v=Y7V9_VlNNHM

This is an interesting concept for harnessing energy from the wind…….. Energy Kites…….

https://www.youtube.com/watch?v=F6NW0QeKLZA

The aircraft (now resident in Australia) was one of the original World War One aircraft that helped start the resurgence of interest in Great War aviation in New Zealand i the first part of the 21st Century. The aircraft is seen here flying in New Zealand prior to the second Classic Fighters airshow in 2003.

https://www.youtube.com/watch?v=UYEOgDbYGpo

This replica de Havilland DH-4 is owned and operated by The Vintage Aviator Collection in New Zealand. The aircraft began life in the USA, making it an appropriately genuine American-built replica, and it was completed to airworthy status by T.V.A.L., upon it's arrival in New Zealand.
https://www.youtube.com/watch?v=S6fgluN5CFc

A CLOSING SMILE. October 2020

During the Covid-19 lockdown, I saw or heard of many club members out exercising. However, there is a school of thought that these well-being endeavours are not necessarily an advantage to model aviators.

"**The Bran Muffin.**" The couple were 85 years old and had been married for sixty years. Though they were far from rich they managed to get by because they watched their pennies. Though not young they were both in very good health largely due to the wife's insistence on healthy foods and exercise for the last decade.

One day, their good health didn't help when they went on a rare vacation and their plane crashed, sending them off to Heaven. They reached the pearly gates and St. Peter escorted them inside. He took them to a beautiful mansion furnished in gold and fine silks, with a fully stocked kitchen and waterfall in the master bath. A maid could be seen hanging their favourite clothes in the closet. They gasped in astonishment when he said "Welcome to Heaven. This will be your home now." The old man asked Peter how much all this was going to cost. "Why, nothing, remember, this is your reward in Heaven". The old man looked out the window and right there he saw a championship golf course, finer and more beautiful than any ever built on Earth. "What are the green fees?" grumbled the old man. "This is heaven, St. Peter replied. You can play for free every day." Next they went to the Club House and saw the lavish buffet lunch laid out before them, from seafood to steak to exotic deserts, and free flowing beverages. "Don't even ask," said St.Peter to the man. This all free for you to enjoy. "The old man looked around and glanced nervously at his wife. "Well, where are the low fat, low cholesterol foods and decaffeinated tea?" he asked. "That's the best part" St. Peter replied. "You can eat as much as you like of whatever you like and you will never get fat or sick. This is Heaven!" The old man pushed "No gym to work out at?" *"Not unless you want to,"* was the answer. "No testing my sugar or blood pressure or…" *"Never again. All you do here is enjoy yourself".*

The old man glared at his wife and said, **"You and your Bran Muffins. We could have been here ten years ago."**

And on that note, I'll leave you to your exercise regimes and diets and head back to the workshop, remember, "This is Heaven "

My grateful thanks to all of you who have contributed and made this editor's task easier and more enjoyable and as usual I look forward to hearing from you and receiving your contributions. Your comments on how we can do better are always welcome. I'm only a phone call or an email away.

Regards, "Barrie the Editor"