

# Model Flying Hawkes Bay



## Club Newsletter #121 December 2020

In this issue .....

pages

DEC	MFHB November Activity Calendar
Tues 1	"Shed morning"
Thurs 3	Vintage Awatoto
Sat 5	<b>Working Bee</b> Awatoto Field. "Aerobatics Day" At Galloway Farm, Norsewood.
Sun 6	<b>Club Day</b>
Tues 8	"Shed morning" <b>Committee Meeting 7.00pm</b>
Thur 10	Vintage Awatoto
<b>Fri 11</b>	<b>CLUB CHRISTMAS PARTY</b> Napier Sailing Club
Sat 12	* <b>Jet Meeting - Tokoroa</b> *
<b>Sun 13</b>	<b>Club Barbecue Sunday</b> * <b>Jet Meeting - Tokoroa.</b> *
Tues 15	"Shed morning"
Thur 17	Vintage Awatoto
Sat 19	
<b>Sun 20</b>	<b>Club Day</b> (Barbecue rain date)
Tues 22	"Shed morning"
Thus 24	Vintage Awatoto Ha Ha !
<b>Fri 25</b>	<b>Christmas day Food &amp; Santa and Prezies</b>
<b>Sat 26</b>	<b>Boxing Day &amp; Play with Prezies</b>
<b>Sun 27</b>	<b>Club Day &amp; Show off Prezies</b>
Tues 29	"Shed morning"
Thur 31	Vintage Awatoto

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**Contributors to this issue;** John Clarke / Barry Kerr /  
Barrie Russell / Clive Baker / Brett Robinson / Blair  
Jepson / Steve Wilson / Chris Wong / Kevin Rowdy  
Botherway / Jacob Wardley / Phil Sharp / Mike  
Anderson / Mike Shears / Lance Hickey / Vic Shaw /  
Rob Lockyer / Barry Price / Leonard Poon / Jose  
Leocadio / Mark Larsen / Danny Boy / Harvey Stiver  
/ and others ?

**NDC** Vintage & Soaring comps are all over for

the year. **See you at the MFNZ Nationals in Carterton, Sun 3<sup>rd</sup> to Fri 8th January 2021**





**MFHB END OF YEAR**

**CHRISTMAS PARTY**

FRIDAY, 11 DECEMBER 2020  
 NAPIER SAILING CLUB, 63 West Quay, Ahuriri  
 (Behind Bluewater – See Map)

"drinks from 5.00, order at 6.00"

RSVP TO: Barry Kerr 027 843 1490 or kerrbp@extra.co.nz  
 (Number attending must be received by Thursday 3 December)



**You and Your Partner are Invited to Celebrate with Us!**

**MFHB Club Christmas Party**

Come and enjoy the camaraderie and good food this year at the Napier Sailing Club rooms in Ahuriri. The more the merrier, we look forward to seeing you all there.

**From the Editor's Desk**

*Greetings All,*

*Another month gone and just a couple of handfuls of days to Christmas, oh boy. Once again a very big Thank You to all those who have contributed to this issue, again my cup runneth over. We'll have a rest over the Festive Season and publish again around 1<sup>st</sup> February, so please keep your cameras handy and those pics, reports and articles rolling in. **Please refer to the Calendar above for this month's activities.***

*From the Editorial Staff, we wish you and your families all the very best for Christmas, and a Safe, Healthy and Happy New Year.*

**Barrie the editor. mfhb.**



# Secretary Says Dec 2020



## Meeting Notes 10 November 2020

The meeting opened, shy of a couple of members, due to the effects of flooding the day before. We trust all members survived the deluge unscathed, or relatively so!

The Danger Zone application for Warbirds 2021 has been accepted and is being processed. While discussing Danger Zones, the Club Captain made mention of the need for all pilots flying behind the flight line to ensure aircraft don't transgress over the flight line. This seems to be as perennial as high and low tides!

Wednesday evening has been trialled (on a Saturday no less!) and Advanced Wings Badge assessing will occur for those more advanced than me! A "Working Bee" has been requested for **Saturday 5 December** to rehang and spring-load the gate beyond the flight line and to do a general tidy up prior to Warbirds. Please contact Phil Sharp ([philsharp@xtra.co.nz](mailto:philsharp@xtra.co.nz)) if you can assist in a contributory or supervisory position. Open to all-comers!

Warbirds organisation is ongoing, under control, looking like a dog's breakfast, brilliant, half-hearted or bl\*\*\*y amazing, depending on who you ask! (Just kidding!) Remember all members benefit from these two days, so when a call goes out for gate keepers and hamburger constructors, please answer the call.

**The End of Year Function will be at the Napier Sailing Club on Friday 11 December** with a RSVP date on **Thursday 3 December**. Because NSC is open to NSC members, they need to know numbers in advance so we keep NSC people on side. If you pre-order your Main dish, that will also speed things up.

That's about it. Keep yourselves dry and store your aircraft high!

**Barry Kerr, Secretary MFHB**



# PREZ SEZ Dec 20



## Greetings

*Doesn't time fly time for another Newsletter already.*

*I was pleased to see Peter Frazer putting pen to paper with some history of where we came from, I have known Peter for several years in a previous life karting.*

*Peter is a regular attending Warbirds most years, if you see him at Warbirds take the time to talk to him, he has some real interesting stories about the Club's history.*

*It is good to see all the support given to our Editor with content, keep it up, it's one of, if not the BEST in the country.*

We had our second theme day for "Piper Cub" or similar aircraft, this was very well supported with Cubs coming out of the woodwork. I think a good day was had by all, add to this the barbeque and everybody went home happy.

If you have theme that will work let us know.

Christmas is on its way, as is our Christmas function. Barry K has organized the Napier Sailing Club as a venue with what looks like good food at good prices. This will be on the 11<sup>th</sup> December 2020, please confirm with Barry K the numbers attending. The more that attend the better the event look forward to seeing you all there.

Warbirds is on the way please don't hesitate in volunteering, WE NEED YOUR HELP.

Best wishes for the festive season.

Keep flying, safe landings and above all enjoy yourself.

**Lance Hickey** – President MFHB.



MODEL FLYING HAWKES BAY PRESENTS

**WARBIRDS  
OVER**

MODEL FLYING HAWKES BAY  
NEW ZEALAND

MODEL FLYING HAWKES BAY  
NEW ZEALAND

**AWATOTO**

**6th & 7th February 2021      10am to 4pm**  
**Waitangi Road Awatoto.**  
**Food , Ice cream truck and coffee cart on site.**  
**Great family day out.      Only \$5 per car load**

# Club Captain's Call

Dec' 2020



Before I start a little nostalgia. On page 2 of last month's edition (editors column) there was a magnificent club logo featuring an RC transmitter and a Magpie. This design was a collaboration between your CC and sandal wearing, graphic designers from Corban Wines and Rothmans New Zealand. Best model logo ever! The transmitter was a New Zealand built Teletrol and the bird was a New Zealand bred Magpie. Teletrol was widely used in 70's. The manufacturer of Teletrol was the first Importer/agent for JR Remote in the late 70's.

Now what's happening out there:

CHRISTMAS is fast approaching so I hope you all get what you deserve and have a very happy and festive break.

Those that are attending the Nationals there's the added responsibly to retain the Champion of Champions Trophy.....kick butt team!

Don't forget the Christmas function and get your rsvp before the cut off date (2nd December)

What's happening at Awatoto and Black Bridge.

During the week both sites function without problem. However times are a changing in the weekends.

The club is getting a steady stream of new members who are flying electric or IC powered aircraft and require training to a suitable standard. This is causing some stress particularly on Sundays with flying behind the flight line at Awatoto adding to the risk factors. We now have 129 members and some Sundays the Awatoto site is under considerable pressure. Thus common sense, understanding and a strict adherence to Field rules is imperative.

Safe Flying is no accident, please give way to all reindeer flying below 400 feet. You never know, they might be visiting your place.

Cheers. Mike Shears. CC MFHB,



# CLUB ACTIVITY

Dec 2020



**Sunday 1<sup>st</sup> November.** Windy, low turnout. **Clive** sent in this picture he captured of **Rob Mitchell** having no trouble with the wind.



**Barry K** took this snap of **Phil's** fourstroke in-line twin getting some running time as the Storch is nearing completion. As the wind drops late in the day, another late jaunt to Awatoto Field took place, but no food

delivery (Ed wasn't invited!) **Harvey, Brent and Andrew** were giving the Mustang from the club auction some successful testing flight time. **Harvey** wrote..... *Hi went flying Sunday night, have flown Mustang prior but this is the first time with camera to record. Flew well only trouble are the main wheel doors do not close or open properly, so have now removed to stop undercarriage faults. Regards Harvey.*



**Wednesday 4<sup>th</sup> Nov.** You've all heard the old joke about how many Irish Persons does it takes to change a **light bulb**? Well this is the local version. How many members does it take to clean a Webcam camera lens? The weather station web cam image has been getting very indistinct of late and our **electronic treasure Rob L.** decided to take matters into his own hands and called for help.

### Answer ....

**THREE** ... One to clean the lens, one to hold the ladder and one to record the event in case there are any OSH repercussions.

Job well done, and what a difference, **Thanks Guys.**



Model Flying Hawkes Bay - Napier, Hawke's Bay, NZL

**22°C**

HIGH: 22°C at 08:37 AM  
LOW: 17°C at 04:29 AM

Wind: 23 km/h N High gust 40 km/h at 01:27 AM

**Sunday 8<sup>th</sup> November.** Not a good forecast, but the keen are out there, not for long I imagine !! The wind is blowing across the stopbank and forecast to increase and rain for the next three days, good luck **Marty and Rod**, have **Faith**.



**Frank Jaerschky** an ex HBRF member back in the 90's and the then Chief Air Controller at Napier Airport, now living in Canada, recently posted this on his Facebook page. I thought it interesting now that we have two Twin Otters flying in the club.

**Frank** posted....

De Havilland Canada Twin Otter, they belong to 440 Sqn in Yellowknife. This photo was taken during the 2010 Vancouver Olympics. They were based here for a while, shuttling people around and doing general duties. I went flying with them in the mountains, which was pretty cool. We played "Target" and got intercepted by F-18's.

*Some People get great toys to play with! Thanks Frank, Ed.*



## Sunday 15<sup>th</sup> Nov Theme day "Piper Cubs".

And what a day, great weather and great support, here a **cub**, there a **cub**, everywhere a bloody **Cub**, and **Barry K and Dave C** did us proud again with delicious sausages, onions and sauces off the Barbie and hot cuppas. Just amazing how many Cubs found their way out of the woodwork, and look alikes and general aircraft as well. The car parks were as full as I can remember and the flightline busy, busy. I didn't see any misdemeanours though I understand a couple of Cubs earlier had woopsies on takeoff. I know they can have minds of their own at times and get a bit out of shape, but generally everyone handled the skies and the strip well. And even better, I saw **Joao Dib** gain his basic wings badge, well done **Jo**, and considering all



the work you've put in, well deserved.



**Above Left.** The Club Cub gave some members the experience of flying a large aircraft.

**Right.** A busy Deans Shelter



*Pits view to the west mid morning.*

*Mid Pits looking East*



Turns out it was a marble in the ashtray 🤔🤔



All the various configurations of Piper Cubs, J3 / Super / Carbon and their Pilot owners. From Left, Nev F / Marty H / Graeme R / Rod H / Ross B / John A / Mike S / Rob L / and Dave C. / Self on camera.

What a fine bunch of humanity



Quite an impressive array of Cubs in all their various forms.



Pits view to the east under the shade shelter



**David Kenwright's** Bleriot "Squadrida" he built as a 17 year-old in his final year school project with help from father **Maurice**. Not flying today as a result of some rigging problems.

What a great day for the club and members, enjoyed by all. Let's do it again soon. Now for some aerial shots from **Clive Baker's** camera lens.....





**Top Row. Left** Graeme Rose's Cub, **Middle** Joao Dib's Carbon Cub, **Right** Stan Nicholas's Pawnee (Cub!)

**Middle Left**, John Sutherland's FW 190, Cub. **Below**, Rob Lockyer's J3 Cub. , **Right**, Lance Hickey's Timber Cub !

**Bottom** Barrie Russell's Carbon Cub.



I was fortunate with my Carbon Cub, (Bottom Pic) on the last flight the trims seem to have changed and towards the end my elevator control became sluggish so thought it judicious to land only to find one elevator half slightly down and not working.



Thank goodness for two servos on the elevator, saved my bacon ! And so ended a really good club Sunday for all.

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**STOP PRESS.** Just received this note from Joao Dib following the achievement of his Wings Badge on Sunday. **Ed.**

" I have finally managed my Wings Badge and I am really very pleased. It would not have been possible without all the early support from Mode Two Expert **STAN**... He has provided invaluable lessons that helped with my confidence, and he does it for quite a few other members also. My thanks also to **Robert** for his great advice and for taking me through my wings test. Finally thank-you all and I will strive to behave well and cause no trouble whatsoever!! **Thank-you , Joao "**

*Here's a bit of sad and useless aviation related information for you. This shining cuckoo met his/her demise last evening flying into our lounge window. A beautiful bird, evidently they are prone to such accidents. This is the second one, the first a couple of years ago Allison managed to revive with a dose of rescue remedy. He flew off without even saying Thankyou ! This one we found too late. **Ed.***



**Shed morning Tuesday 17 Nov.** Usual coffee club turned out to chat and brag and pick brains.

Danny brought along his latest purchase off the Web, a foamy aerobatic trainer type model called a Skylark. Another nice looking foam electric model at a cost of around \$90 at



IMG\_1548

the door. No gear so you have to supply motor and radio gear. We all had some advice to offer and then Mike arrived and took over and then Danny received all the proper advice!

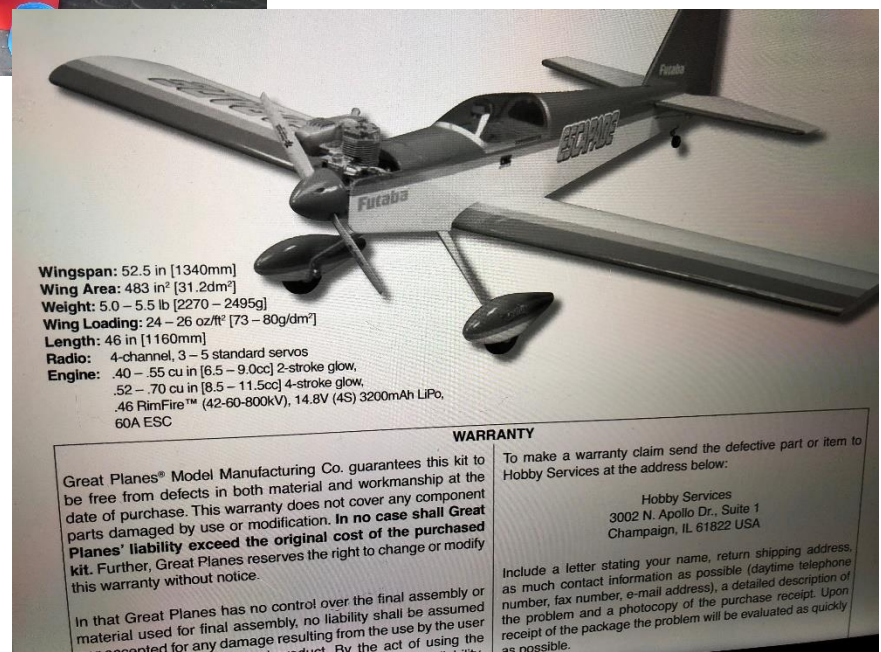
A few then retired to the Field and enjoyed the perfect day with our Radians. I was setting up and testing my first re-build which Ray McPeake is taking, all went well, just like a Radian !

Mark brought out the Majestic Major which sadly suffered a wing fold soon after takeoff. A typical dutch role which a lot tend to do, and maybe a bit too much over correction and the port wing departed. It may have suffered damage in a previous life ?



It is re-buildable, well sort of, Watch this space, I'm sure Mark won't be able to resist ! Half a new Fuselage and you'd never know and it'll be better than my old axe ! Might even fly better ?

Blair J is at it again, he seems to have a nose for sniffing out these trainer bargains, this time a Great Planes Escapade trainer with an OS 46AX motor, all at the outstanding price of Forty Bucks !! Evidently a good flier and has had many flights. I'm looking forward to test flying it if someone else doesn't get their hands on it first !



**A couple of weeks** back whilst the Cat was away, the Mice came out to play ( With no disrespect to those concerned of course !) Danny (the advanced student) decided to fly whilst Mike (the boss trainer) was away at Waharoa. Well things didn't go quite to plan and that well known blue Kyosho trainer disappeared into the tangled undergrowth across the river. Several hours of searching yielded nothing and Rod even had his quad cam over the area. Then lo and behold, Farmer Brown turned up with the wreckage which he found a few days ago. I thought this heart rendering reunion needed to be immortalised in song, hence the following.... This news should be recited singingly to the tune of that well known Irish folksong .....

## Oh Danny Boy

Irish traditional



Oh Danny Boy, the fields and sky are calling  
From Strip to Island and across the river see  
The winters gone and the sunbeams are a falling  
And a care free soul you once again will be.

Oh Danny Boy, the river flows so cool and slowly  
And pipes still call and echo 'cross the fields  
your plane is getting lower and more lowly  
Oh Bugger it just went down o'er there m'feels

Oh Danny Boy you and Tony looked so lonely  
Searching o'er the island and finding ne'er a trace  
Then returning home and wishing that you had only  
Charged your battery before flying to that distant place.

Oh Danny Boy, forsooth you've been well rewarded  
by farmer Brown tending cattle on the Island  
With all these bits a "Newby" might be well  
afforded

Oh, with lessons learned, ain't flying RC Grand.

*(with apologies to Anon. circa 2020) Ed.*



**Sunday 29<sup>th</sup>**, last one for the month. Average sort of forecast and a few sitting round when I arrived, wind over the stopbank. I wanted to try my electric Raven which has been parked in the ceiling for the past few years. Stan and I went out and had a blast, the air was surprisingly smooth and then some rain came and we called it a day. Plane flew well but pilot still pretty average .

**Seeya in a month or two ..... Ed.**



AN ode to a “Stik”

or

Vale to the “Ugly”

*There once was a man from Trevalyan’s  
Who decided to stop tending his scallions  
He said what the hell  
On my garden I won’t dwell  
I’d be better to practice my Chandellions.*

*So he loaded the van with his OS powered Stik  
And headed to Awatoto lickerty splick  
Thought I’ll loop and I’ll roll  
And yes a split ess  
I’ll get these manoeuvres to fly just perfect.*

*Now when flying aerobatics here is the deal  
It’s not what you do but more how you feel  
if the brain stays in gear  
and the eyes they should clear  
And to all the judges you hopefully appeal.*

*Now Robert our Treasure did practice inverted  
by now his senses were sharp and alerted  
His brain t’was in gear  
and he flew without fear  
but bother, up was down and the “Stik” got inserted.*

*He gathered the carnage and placed in his van  
and headed off home a sad , wiser old man.  
Darling he said as he entered the door  
for the next few weeks you’re going to be poor  
But please do not worry ‘cos I have a plan.....?????*

*To be continued, With more apologies to Anon (circa 2020)*



# MEMBER PROFILE

Dec 2020



## Blair Matthew Jepson



Blair was born in Dunedin on the 25<sup>th</sup> March 1980, his dad had a painting and paperhanging business there. He completed his schooling at Logan Park High and his working life began in the electrical trade and security business.

As a teenager his modelling interests lay in nitro powered RC model boats, and though he developed a later interest in Model Aircraft, the usual interference from girls and cars precluded any development in those earlier years.

Along the way, Blair did his electrical apprenticeship and moved to Hawkes Bay in 2008. In 2011 he worked with Wormwalds doing electrical and alarm work and in 2015 he joined NZI Insurance as a risk consultant.

Blair is married to Emma who in a previous life was a Hawkes Bay primary school teacher, and they have three children, Ella, Sam and Josh.

He joined the club at the beginning of the year, and as time has permitted I (Ed) have been training him on a large SIG Senior that he purchased from Bob Whitburn. A big slow high wing trainer, an ideal model to learn on. As time allows Blair is proving an apt learner and now happily doing his circuits, landings and take offs and figure eights.

We look forward to your long and continued membership and involvement with the club Blair, welcome aboard.



# AROUND the BUILDING BOARDS Dec 20



**Saturday 14<sup>th</sup> Nov**, I took a visiting modelling friend, Dr Mike Anderson from Hawea (Lake that is ) who flies with the Wanaka MAC to meet Phil Sharp and visit his workshop. I think every modeller at least once in his life time should view the Sharp workshop emporium and inspect his current building project, as well as enjoying Phil and Marie's company and a morning coffee at their lovely home in the hills at the back of Havelock North.

The Storch is nearing completion, almost ready for painting and assembly, what a magnificent flying machine it's going to be....





Phil is hopeful of it being ready for Warbirds 2021, fingers crossed, certainly it will be on static display.

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Last month we featured an article on one of our Junior pilot's other skills, metal welded **garden art**. **Jacob Wardley** has now surpassed himself with these latest creations of his **Christmas art**. I stole this picture off his Facebook page, what a creative young genius.

**Well done Jacob. Members, If you want some, give him a call. Whoever would have thought you could do that with a bunch of old horseshoes and metal offcuts, just brilliant Jakey-boy, Ed.**

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This in from **Chris Wong** on the rebuild of his Grumman Bearcat which he lost back in July/August this year. Chris writes.....

*Hi Barrie, I have not been flying at all as you probably noticed, and will not be doing the Nationals this year. Law school was intense this year, and never even got to visit my shed. Now I have finished school for the*



*year, I have made massive progress, quickly, on the Bearcat. The biggest issue has been sorting the motor, and the problem with cylinders dropping out I am pleased to say is now solved. It was not what I thought, oil pooling in my lower cylinder exhaust pipes, but something embarrassingly simple, and a lesson to carefully read the instructions! Little thought exercise here. The instructions say to adjust the idle mixture clockwise to lean it, and anticlockwise to richen. Pretty standard eh? What if you can adjust the screw from the other end? Is it still the same? No it is opposite!!! So when I thought I was leaning it, I was actually making it richer. I never noticed it because of my exhaust system. Just thought it was supposed to spew oil out. Started it with just the stub stacks and noticed two things. First one of the upper cylinders was stone cold after prolonged full throttle runs and as soon as I set back to idle, even more cylinders would drop out, and raw fuel was pouring out the exhausts.*

*As soon as I tried to throttle up it would run on three, then 2, then quite often stop altogether. I "leaned" it further till I ran out of adjustment, and of course it got worse. Now let's have a close look at those instructions! The penny dropped. I put it back to the factory setting, and leaned it considerably from that even. Ticks over all day now, even with my exhaust on, picks up beautifully and have gained 1000rpm! So that's why the plane was so slow! It was only running on 4 cylinders!! It sounds completely different too. Much louder and crisper, and uses way less fuel. It has really spurred me on to get it going again!*

*The right side retract was not working, as had pulled the endbell off the little electric motor inside. Fixed that too. Assembly is 1000x easier and faster than the first time, so should be up and flying in time for warbirds. All these years and never been able to participate. Sorry Dave might not be able to help with the BBQ next year.*

Cheers, **Chris.**

There are some interesting projects in the early planning stages around the club. Leonard Poon, better known to members as **Chris Wong's** Chief Aerobatic caller and associate, has made a start on a 39 inch **STRUTZ AIRCRATE**. Interesting model from 1961, to be powered by a Sharma 3.2 cc Diesel motor. A video review of the motor by the late Brian Winch <https://www.youtube.com/watch?v=Y9E76-osaYw> Also on engines, have a look at this interesting site <https://www.adriansmodelaeroengines.com/catalog/>

Exact scale replica of nothing!  
For the discriminating builder who wishes to cushion the impact with the lower wing . . . .

Full Size "Special Edition" Plan Available

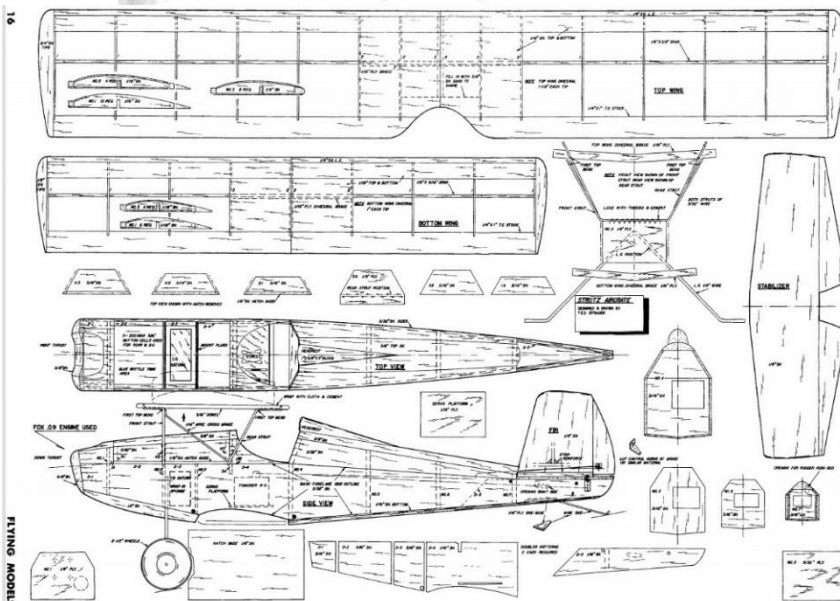
For hot .09's, and tired .15's, 30 oz. all set-12.5 oz. loading F&M Electronics Saturn Receiver, and 5C Servo-3 ABC Nickel Cads power all.

Above: Wide stance gear; well placed for R. O. G. Wire wing mount cradle.

Ted Strader's racy R/C biplane . . .

► In the biplane department we tend to favor the "Duet" type, with its small bottom wing and full turtle-deck back. A couple years ago, however, during a frequent sketching session, a simple design evolved, which was quite an abrupt departure from the bipes we sketched before and since.

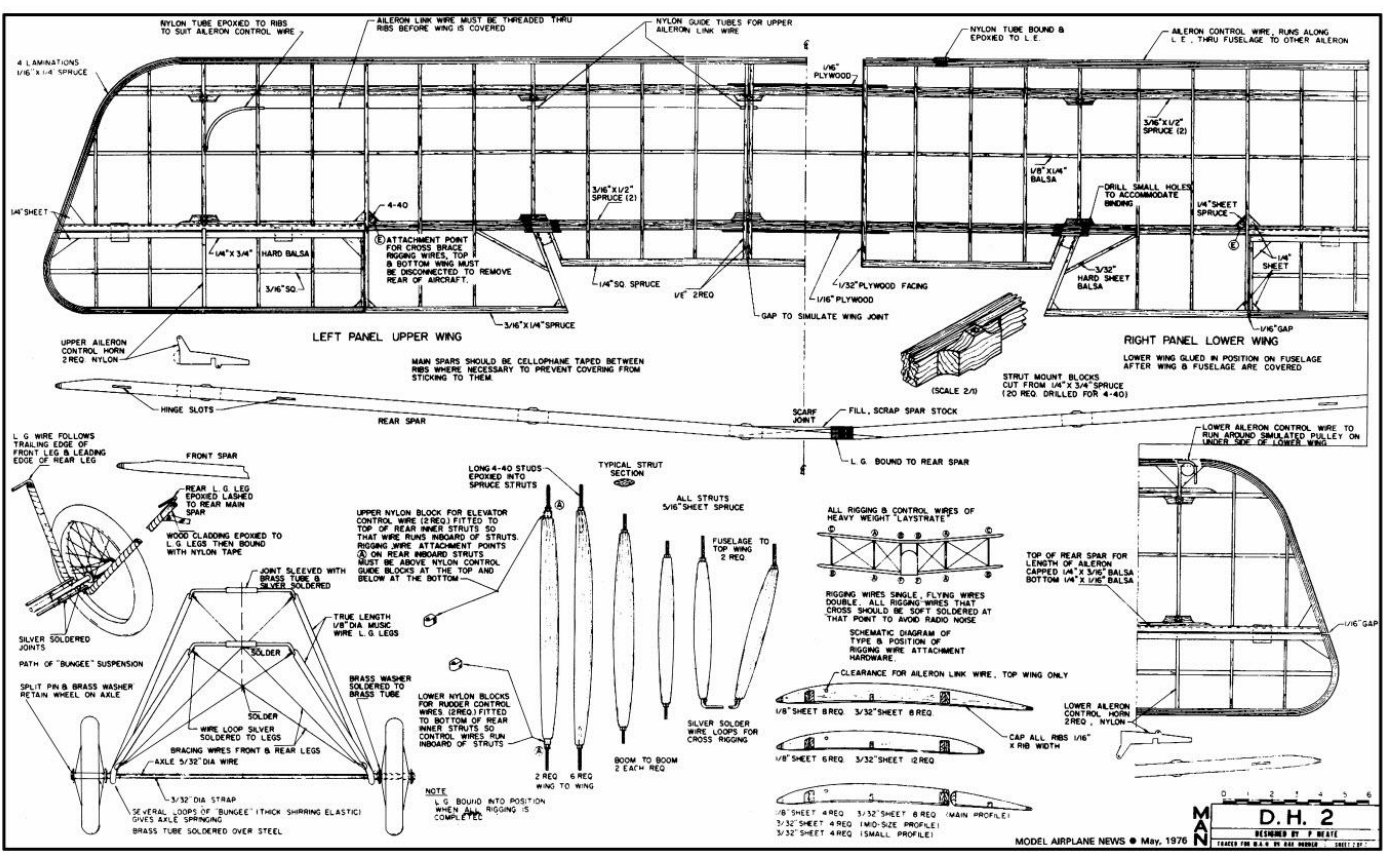
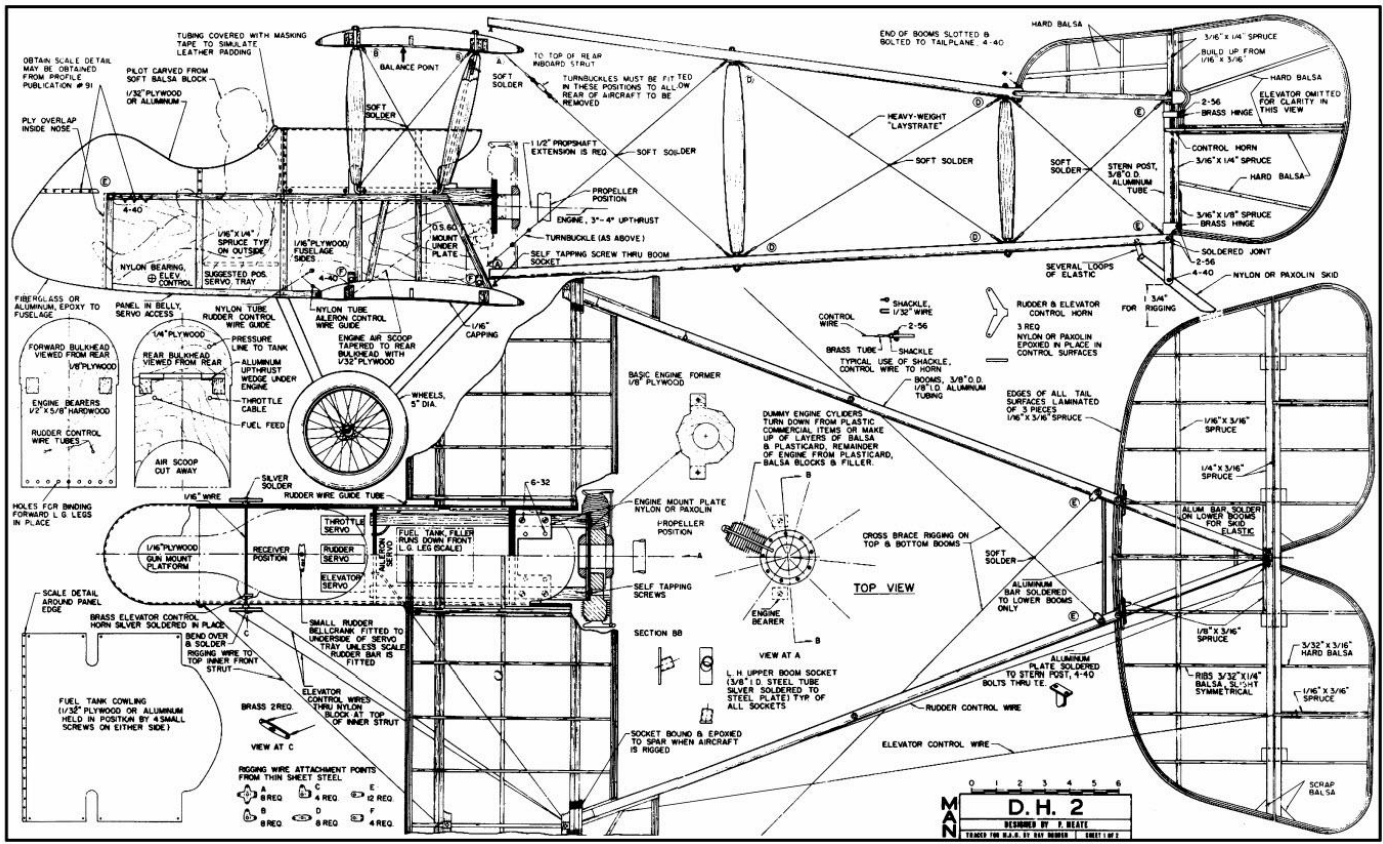
It appealed to us though the lines were very straight and, in places, severe! A few exploratory sketches of this boxy type were made to note the effect of different element outlines on the overall appearance. When the composite design was finished, it had changed little from the original sketch and all we could muster as far as a reaction, was that this looked like a crate with struts! The final sketch was tagged Strutz "Aircrate" and returned to one of the many books of similar "future" projects we keep on a high shelf.



More information can be found on Outerzone at [https://outerzone.co.uk/plan\\_details.asp?ID=2415](https://outerzone.co.uk/plan_details.asp?ID=2415)

# De Havilland DH 2.

Word has it that **Barry Price's** building bug has escaped again, any excuse to get out to the garage/workshop ! This is real vintage even though the plan may not be, but who cares, it's not being built for competition. A bit more complicated than a simple E Rubber model though and to be electric powered, What is it ? **A DH 82.**



Plan information downloadable from Outerzone [https://outerzone.co.uk/plan\\_details.asp?ID=3305](https://outerzone.co.uk/plan_details.asp?ID=3305)  
Should keep him out of Liz's hair for a couple of months (she hopes ?) . Barry is building it at 60 inch span so it will fit in his car and is considering making the four fuselage longerons "plug in" to the back of the wing thus leaving the plane fully rigged, interesting project, to be electric powered. Watch this space.

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Word has it that our Treasure Rob is gathering all sorts of gear to assemble a Seagull 71" Grumman Bearcat similar to Chris's but in military colours. <https://www.rchobbies.co.nz/seagull-grumman-f8f-2-bearcat-71in-navy-blue-arf-kit/> This will be powered by a Desert Engines DA35 already supplied by Frazer and control will be through an AR Powerbox system <http://boomarc.com/en/extreme-rrs>

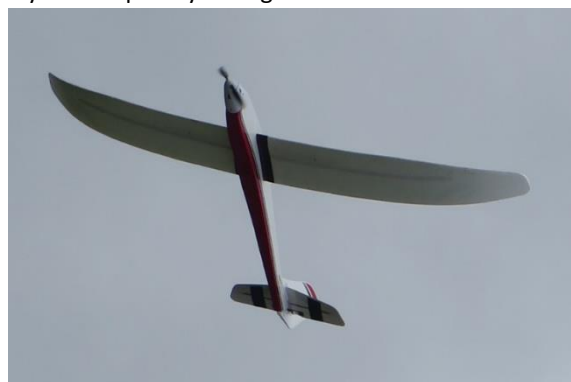


"Keep 'Em Flying"  
WWW.LEGENDHOBBY.COM

Exciting times ahead, Rob has indicated he will supply us with a complete assembly package of copy and pictures as the build progresses in the New Year. Thanks Rob, and again, watch this space.

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Just finished the fifth Radian Rebuild, this one for Rod and Marty Hughes, after it suffered a coming together with mother earth. As usual, the wings and tail feathers and gear survived. Test flew it today, "shed" morning and it flew just like a Radian. ( Whew !!) and handed the keys to Rod. I'm always on the outlook for any Radian parts you might have left over from "crashes" Give



me a call if you have no use for them, I still have two sets of wings here and some gear which I'll rebuild sometime, anyone interested, call me on 06 8353896 We have a growing Radian following in the club which needs nurturing and some competition fun. Saturday mornings may be a good time when the flightline is not under pressure. There are also monthly competitions for Radians and the like, 2 meter gliders. If you're interested in a bit of fun competition and some learning experience, I know **Rowdy** would be only too happy to help, **NDC**

**Give me a call and maybe we could set up a "Radian" email and phone list. Ed.**

# Letter From Portugal

## Jose Leocadio

Dec 2020



Just received a letter from our friend **Jose Leocadio**, a brilliant scratch building modeller from Portugal. **Jose** is a CAD Draughtsman and Engineer by profession who takes up contracts around the world. We have corresponded for some years and occasionally featured his models in our Newsletters. In his down time he designs and builds these magnificent flying machines. A couple of years back he requested the plans and information on **Ray McPeake's Taube**. **Ray** sent him all the info he had and it sounds like it is coming to the front of his queue, next in fact. The picture of **Ray's** model is here below, taken by **Clive** at the **2018 Warbirds over Awatoto Rally**, I know because I was lucky enough to be on the sticks !



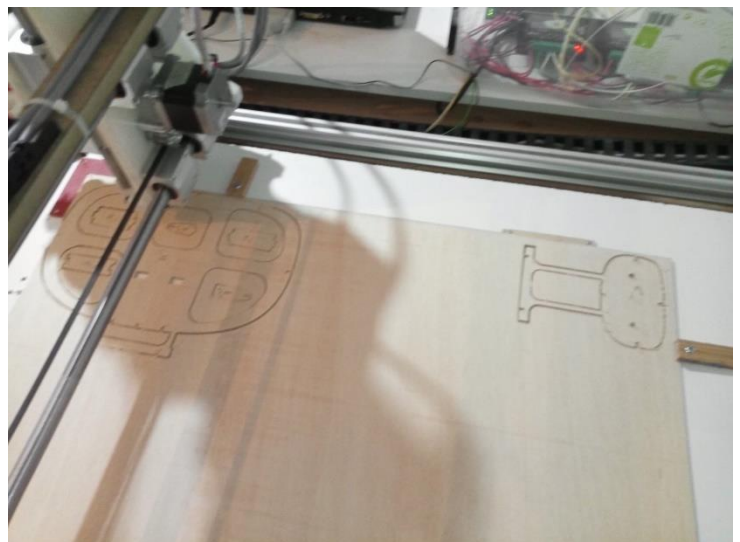
### Jose Writes ....

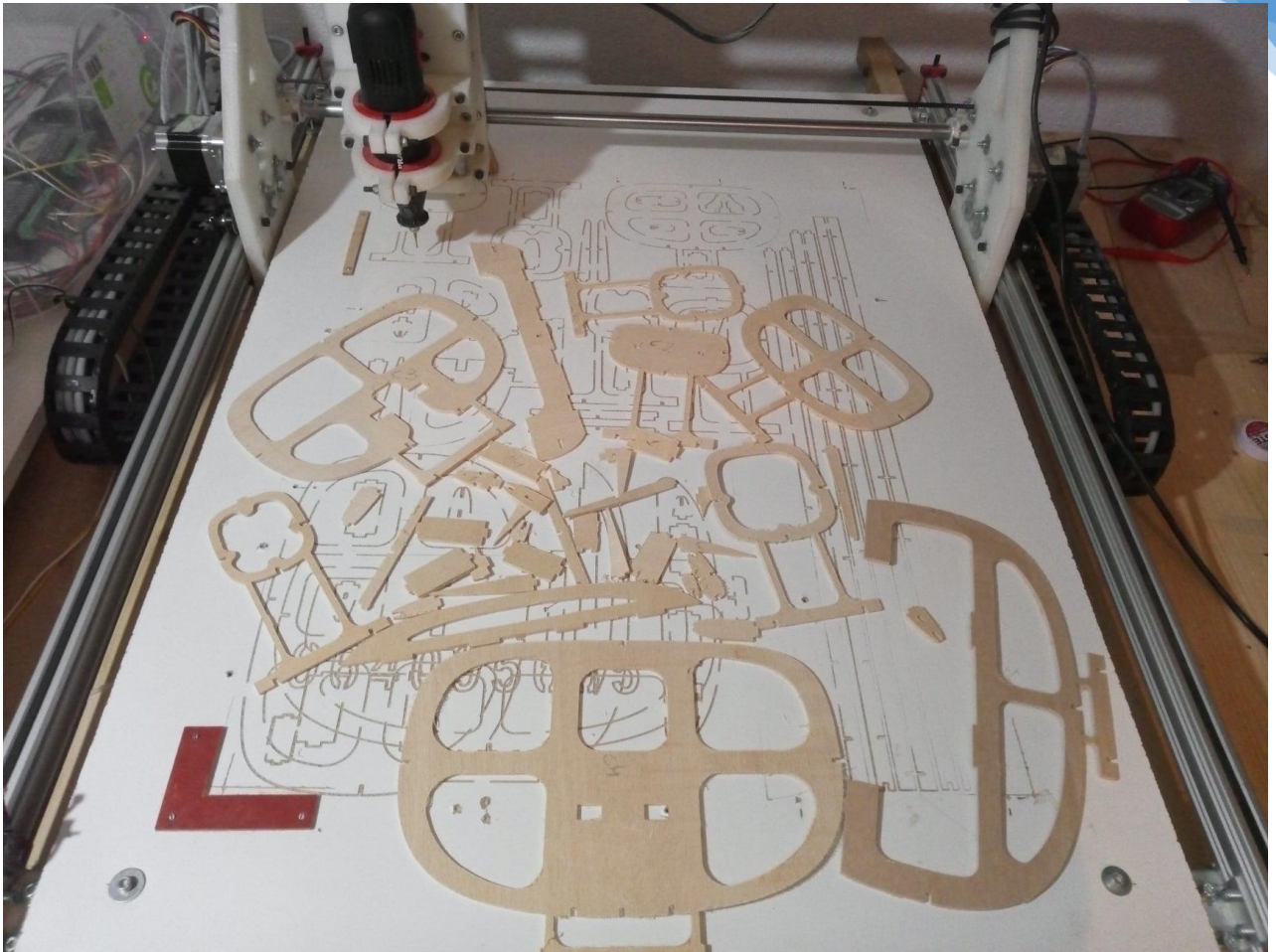
*Hello, dear friends from the other side of the world. I apologize for not saying anything but as I have been doing some projects in Europe and now because of the virus I am in my home with the family. I have been designing a 1/5 scale T-37 and manufacturing my CNC for cutting parts and assembling.*

*Sent some photos of the T-37  
I wish you all well and a big hug.*

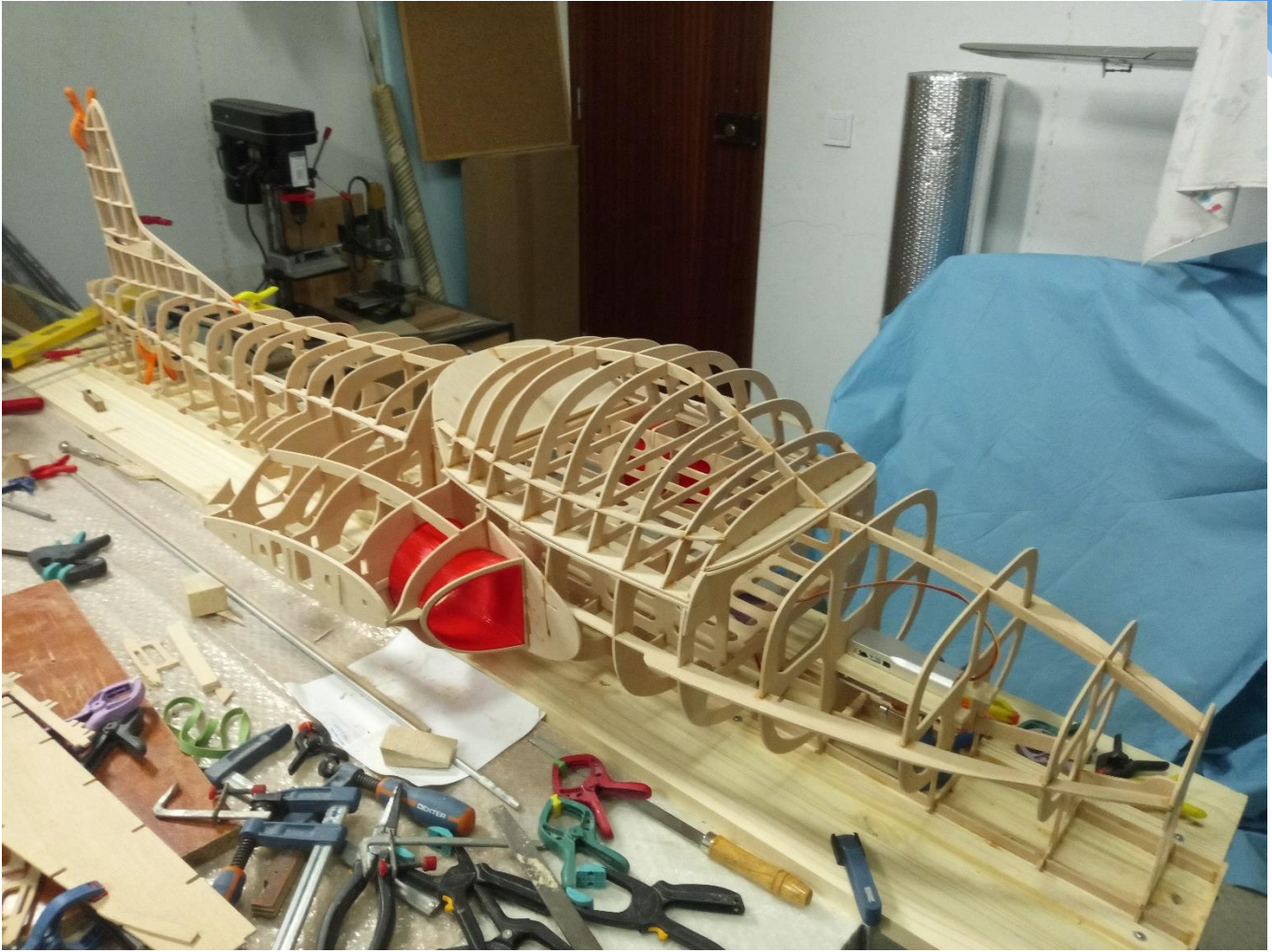
**José Leocádio**

*PS: Taube is in the next furnace*





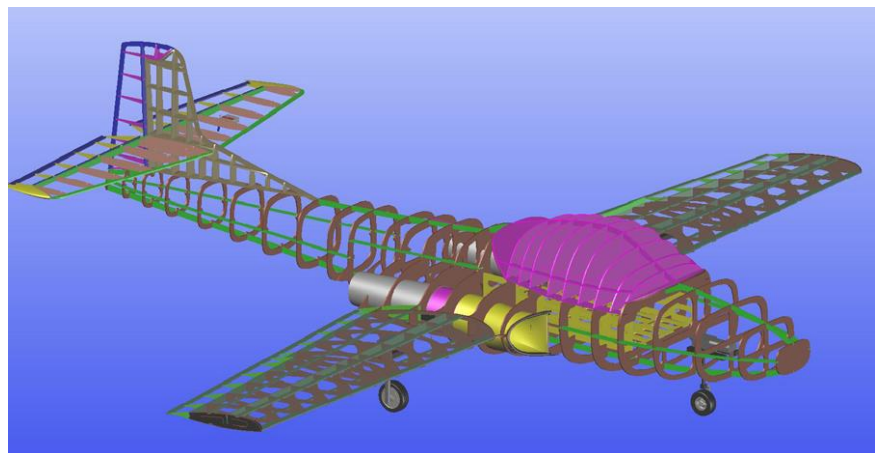
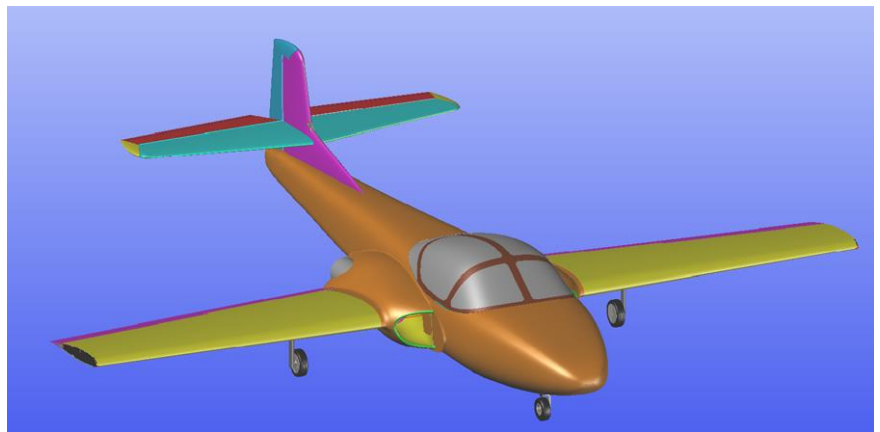




The pictures speak for themselves, hopefully we will be able to follow the build right through to the test flying stage. I'll be writing to **Jose** with that request, guess it all depends on the work situation, and like many he will be filling in his time whilst waiting. I have an Engineer son **Rob**, who has been locked up in Perth since May awaiting the next contract, the world is an unsure place in these uncertain Covid times.

***Thank You Jose, what great workmanship, we look forward to reading the next instalment. We wish you and yours all the very Best for the Festive Season.***

***Ed. mfhb.***



## Some thoughts on Training Set-up & Trimming. Ed. Dec 20



The advent of ARF model aircraft and the evolution of self righting and GPS control (Auto Pilot) has changed the face of “learning to Fly” for many newcomers to our hobby. For those who just want to enjoy the experience of flight without putting their investment at risk the new auto systems are amazing once you’ve navigated the book of instructions. However, apart from teaching you how to steer the model, the system doesn’t teach you much about aerodynamics or the theory of flight and aircraft control.

Some of us were fortunate enough to come back into the hobby in the early days of buddy trainer cables and today that has been upgraded to Wireless trainer, either system being a boon to pilot training. The student learns the principals of flight first hand, sees the effect of his control input and has a trainer on hand to save the model from his transgressions. Like many, I soon graduated to the build during the week and crash on Sunday, rebuild during the next week and fly and crash again on Sunday principal, some would say it still applies !

One of the problems we run into at MFHB is the selection of flying mode, as the majority of our members available to train are mode 1 and the majority of the radios imported come in standard mode 2 and need to be reset or converted. Often by the time we come to help, the newcomer has experienced some mode 2 and is reluctant to make the change to Mode 1. On the other hand, we are finding more new members are seeking advice now before plunging in and purchasing gear and models, thank goodness, saves a lot of heartache and unnecessary expense. How many of us wanted our first model to be a Spitfire or a Tiger Moth when all we really needed was a low powered high wing trainer.... On Mode 1 !

What becomes apparent with many newcomers to the hobby is a lack of understanding of the aerodynamic principals of flight and control input. For example, why does a plane stall, why do we use rudder to steer on takeoff but turn the aircraft in flight with aileron and elevator. How do we use the throttle other than full or idle? What is yaw and what are the effects of differential and exponential control input. How does the placing of the Centre of Gravity position affect the plane’s flight characteristics. There is a myriad of information on the web for those interested and it doesn’t do any of us any harm to “refresh” once in a while

The difference in flying a well set up model to a poorly set up one are enormous. We have enough on our plate just telling the model what to do, but factor in the corrections you have to apply as well for poor setup and the results can make flying over difficult to disastrous ! For example if the C of G is too far back, the model becomes over sensitive and in extreme cases unstable. If the engine thrust line is incorrect, then every time you make a throttle change, the elevator trim will alter. To combat these and other considerations, there are certain trimming procedures that should be carried out in sequence which will help you set up a model correctly and allow you to get the best and the most pleasure out of it.

I would like to visit “Trimming” first, that may seem to be putting the cart before the horse, but these days we see many starting out with reasonably well set up “ready to fly” models or well proven good second hand models. We’ll save “set up” for another issue. So, accepting that the model is reasonably well set up and the control surface throws and CofG are as per instructions, let’s go flying. Pick a calm day or just a light wind down the strip for starters

**Step 1.** Fly the model into the wind straight and level and trim it for hands off flight at medium power, using elevator trim to correct for level flight, rudder trim to correct any yawing effect and aileron trim to correct any rolling motion.. If any of these trim changes are excessive (say close to running out of trim) then land and re-centre your trims and adjust the control surfaces to the required newly established neutral positions mechanically.

**Step 2. Centre of Gravity.** To establish the suitability of the current CofG position, fly a 45 degree up-line and roll inverted. If the model pitches up add nose weight, if the nose falls gently you're in the zone. If the nose falls quickly, add tail weight.

**Step 3. Engine thrust line.** Fly the model at say 2/3 power straight and level (hands off) and trim for level flight. Close the throttle and the model pitches up then reduce downthrust (increase upthrust). Model continues straight and drops slowly, no adjustment. Model pitches down, increase downthrust.

The above is simple and many may consider it simplistic, but believe me it works for new pilots. Get these few steps right and then it is much easier to understand and instigate all the more advanced trimming manoeuvres for aerobatics etc. **The next golden rule..** if you make any changes to your model at the next step, then you must go back to step one and start all over again, everything is inter-related. Hey, no one said it was going to be that easy, just follow the rules, it's all good fun and good practise.

**Step 4. Rudder Coupling.** A last step in this initial series, checking for unwanted pitching and rolling effect with rudder only input. Fly the model trimmed hands off for level flight. Put in full right rudder and observe the effect, the model will yaw and if it pitches up or down and/or rolls right or left, you need to mix in the required amount of opposite elevator and/or aileron using the P.Mix function in you Tx. This can take a while, start with small increments until the model will complete a flat turning circle. Now do the same for full left rudder. You also need to check that it works well through the full throttle range. Sounds complicated? okay takes some advice from an experienced flier how to manage the transmitter programming inputs and learn to do it yourself.

Again the critics will tell you that one size doesn't fit all, and they are correct, different airfoils (flat bottom Clark-Y to Nasa Symetrical to vintage undercambered, different incidence setups, different wing loading, speed all have differing effects. The type of model and the type of flying you wish to accomplish have further different requirements, but first things first. Learn how to do the above and get the 5 steps right on your models if you haven't already done so and you'll notice a huge difference and your flying will improve multi-fold !



There are a myriad of Trimming charts and instructions written on line, some good and some better. As you wade through them you will find alternative ways of testing and trimming. Perhaps one of the more recognised is that by from Peter Goldsmith reproduced below.

You can download a copy here .... [file:///C:/Users/Barrie/Downloads/Trim%20Chart%20\(2\).pdf](file:///C:/Users/Barrie/Downloads/Trim%20Chart%20(2).pdf)

And some good instruction here .. [http://geodza.com/PMAC\\_Web\\_2012\\_live/Info\\_files/PeterGoldsmithTrim.pdf](http://geodza.com/PMAC_Web_2012_live/Info_files/PeterGoldsmithTrim.pdf)

Trimming Step	Maneuver to Perform	What to Look For	How to Fix It
1 Center of Gravity	Crosswind, 45° up-line, roll inverted	<input type="checkbox"/> Nose rises towards the sky	Add nose weight, C.G. is aft
		<input type="checkbox"/> Nose gently falls	You're in the zone
		<input type="checkbox"/> Nose falls too quickly	Add tail weight, C.G. is forward
Notes:			
2 Lateral Balance	Vertical down-line and pull to level flight	<input type="checkbox"/> Wings are not level	Add weight to the high wing tip
3 Right Thrust Angle	Upwind, vertical up-line	<input type="checkbox"/> Model drifting to the left	Add right thrust
4 Up Thrust Angle	Crosswind, horizontal line, slow from a high speed	<input type="checkbox"/> Model pitches upward	Add upthrust, remove up elevator trim
		<input type="checkbox"/> Model remains level and descends	You're in the zone
		<input type="checkbox"/> Model pitches downward	Add downthrust, remove down elevator trim
5 Aileron Differential	Upwind, 45° up-line , apply full Right aileron	<input type="checkbox"/> "Walking" to the Right	Decrease downward travel on left aileron
		<input type="checkbox"/> "Walking" to the Left	Decrease upward travel on right aileron
	Upwind, 45° up-line, apply full Left aileron	<input type="checkbox"/> "Walking" to the Left	Decrease downward travel on right aileron
		<input type="checkbox"/> "Walking" to the Right	Decrease upward travel on left aileron
6 Throttle → Aileron	Upwind, vertical down-line	<input type="checkbox"/> Rolls to the Right	Use left aileron at low throttle (2% to 5%)
	Horizontal line, slow from a high speed		
7 Throttle → Rudder	Upwind, vertical down-line	<input type="checkbox"/> Yaws to the right	Correct with mix at 1/2 throttle or less
8 Rudder → Aileron	Flat Rudder Turn to the Left	<input type="checkbox"/> Rolls Left (proverse roll)	Correct with a linear mix (2% to 5%)
		<input type="checkbox"/> Rolls Right (adverse roll)	
	Flat Rudder Turn to the Right	<input type="checkbox"/> Rolls Right (proverse roll)	
		<input type="checkbox"/> Rolls Left (adverse roll)	
9 Rudder → Elevator	Flat Rudder Turn	<input type="checkbox"/> Pitches Up	Correct with a curve mix (2% to 10%)
		<input type="checkbox"/> Pitches Down	
10 Downline Mix	Crosswind, vertical down-line	<input type="checkbox"/> Model pitches up	Add 2% down elevator at 0 throttle

Chart by Gareth Farrington , based on the "Trimming " by Peter Goldsmith

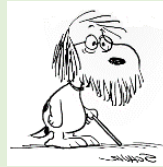
All the above is just for starters in the hope that it will help a few modellers down the road to flying a better set up model and improve their flying skills and enjoyment. The subject of set up and trimming and test flying is vast and to be honest we don't see a lot of it being put into practise. If any of the above serves to whet your appetite and you want some help, then go looking for an experienced member for help or give Mike S or myself a call. If there is sufficient interest or feedback (**I live in hope !!**) maybe we could run a workshop either in the club shed or actually on the flightline to demonstrate these principals and help with the programming.

Now, to get the horse and cart around the right way (horse first ?), if there is any interest (**feedback please**) maybe next issue we could visit the subject of model setup and programming where it all starts from. **I hope this is of some help and seriously, we do need and crave your feedback, PLEASE !**

**Barrie the editor** in conjunction with **Mike the Club Captain.** mfhb. Dec 2020.

# VINTAGE REPORT

Dec 2020



**Thursday morning 5<sup>th</sup> Nov**, some forecast wind kept most of the vintagers in bed m'thinks. **Stan, Barry K, Barry P and I** turned out. Was going to get some E Rubber practise but the northerly was a bit strong for that. **Stan and I** flew our Stardusts in a fun unlimited duration comp and then three rounds of Precision which we maxed so had a fly off with **Barry K** doing the all the timing. He's very versatile with a timer in each hand. It's all a matter of luck whether you get the slow timer or the fast timer !

**Vintage duration** ( 3x Unlimited flights and landing points.)

**Stan.**  $295 + 20 = 315$  /  $322 + 20 = 342$  /  $468 + 20 = 488$ .

Total **1145**

**Barrie**  $340 + 20 = 360$  /  $346 + 20 = 366$  /  $498 + 0 = 498$ .

Total **1224**

**Vintage Precision.**

**Stan.**  $2.58 / 20 = 200$ .  $2.59 / 20 = 200$ .  $2.58 / 20 = 200$ . F/off  $2.56 / 20 = 196$       **Total 796**

**Barrie**  $3.00 / 20 = 200$ .  $2.56 / 20 = 200$ .  $3.01 / 20 = 200$

F/off  $3.00 / 20 = 200$

**Total 800**



**Thursday 12<sup>th</sup>**. Glorious morning after all the flooding rain, the field is a picture with no sign of excess water. A relaxed morning of sport flying, **Gavin** test flew his latest creation, wing from a many years past FAI model, Fuz part of an old Fibreglass fishing rod ( it never caught any fish ! ) and a cobbled tailplane, 2 S Lipo and folding prop and he has a very nice flyer. I managed a 26 minute flight with my Voodoo. The lift was building over the compost field and Fert works, Should have brought some more batteries out as an hour later flying Radians, they didn't want to come down.

**Stan and I** (Stardusts) and **Russ Nimmo** (Playboy) flew a couple of fun duration contests, there was some very interesting lift up high. Then we were joined by **Mike S** and **Derek B** and had some spirited Radian flying. Left at Midday after a very enjoyable morning in great conditions.

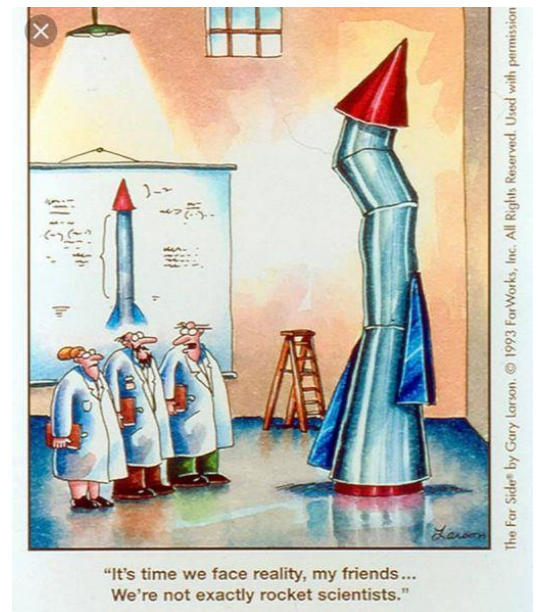
**Mark Larsen** was wondering what the name of the large model he'd recently restored from the club loft. He did a google search and came up with a Ben Buckle Majestic Major would you believe..... ??? Web pic Right **Mark's** model below.



Had a visit from **Mike Anderson** a fellow modeller from the deep south, Hawea to be exact. He is an enthusiastic electric flier and builder with foam in all its various forms. After visiting Phil Sharp's workshop and then sampling some of Hawkes Bay's food delights at Clifton, we spent some time at the field Saturday afternoon 14<sup>th</sup> Nov. I'm endeavouring to steer him the vintage way though to date he resisteth, but, I think he is weakening! **Mike** flies with **Peter Duncan** at the Wanaka MAC, **Peter** being the author of the current articles on the large Popsie he is building.



This picture was taken just before I braved a demo flight in a 20 to 25 K sou-westerly that was gusting at Awatoto. Popsie handled it surprisingly well, though the landing was interesting and a challenge.



**Saturday 21<sup>st</sup> Nov.** Great forecast and with two NDC Vintage competition outstanding, the last for the year. Brett and I decided to make the most of the conditions. We flew this contest with our small Stardusts on a 2S 350mah

Lipo, not a lot of lift around so we were working quite hard for the score.

## 1/2 E TEXACO

21/11/2020

		ROUND									
		1 AGE				2 AGE				GRAND	
NAME	MODEL	FLIGHT	LAND	BONUS	TOTAL	FLIGHT	LAND	BONUS	TOTAL	TOTAL	
BARRIE RUSSELL	STARDUST 51"	903	20	10	933	782	20	10	812	1745	
BRETT ROBINSON	STARDUST 51"	814	20	10	844	640	20	10	670	1514	

We then headed out to Black Bridge to meet up with the Soaring boys to fly our Radians in the **NDC** ALES Class M comp. great conditions and some good lift around if you were able to find it. **Mike S, Jayden, Brett and I, joined Rowdy, Joe, Kevin C and Andrew** for a most enjoyable couple of hours competition. The soaring boys were able to fly with their hi tech F5J machines whilst we made up the numbers with our flying chilly bins, and some of the numbers were not too dusty, close to a few maxes would you believe. The competition (NDC) calls for four ten minute flights and landing points, so it's all on, and great fun was had by all over a total of thirty-two flights.



**Above, competitors at work, from left, Joe W, Barrie R timing Mike S who is flying, Brett R and Andrew H.**

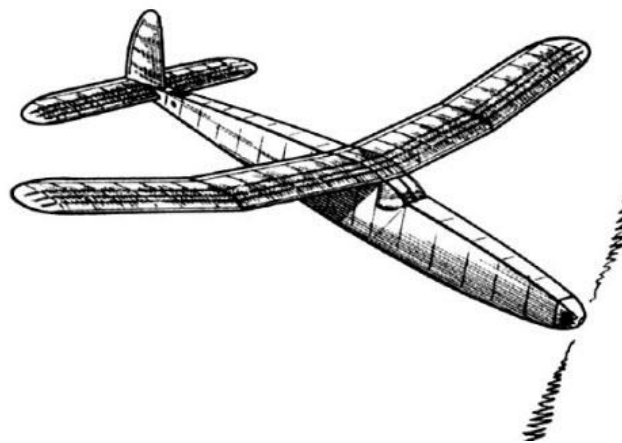
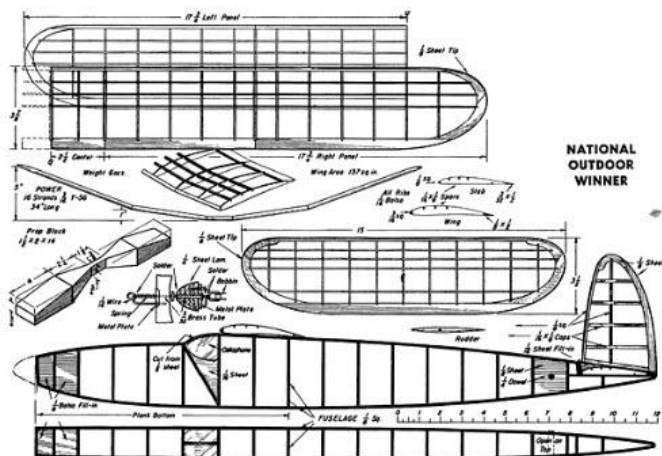
**Right, Unusual cloud formation build up.**



To wrap up the Vintage NDC season, I flew the NDC Vintage E Rubber Texaco with **Brett** timing for me, the aggregate of two flights and managed a 2879 seconds total with my **Voo Doo**. That's with a 2S 460mah Lipo. **Ed.**

Barry Price, would you believe has finished another model that took his fancy when he went trolling through some plan lists on Outerzone, looking for another E rubber creation to test his new found light building skills !

**Outdoor Winner** by [Bob Brawner](#) from [Air Trails](#) June 1952 39in span  
Outerzone [https://outerzone.co.uk/plan\\_details.asp?ID=12263](https://outerzone.co.uk/plan_details.asp?ID=12263)



Test flown last week by **Brett** who said it flew well. The model has held several National records. It won first place at the 1949 all Western open and set an American record. At the 1951 Nationals it won first place and previous to that it set a new record at the Arizona Plymouth E limitations. I increased the plan to 54" but the operator at a copy house did not know what they were doing and after four attempts over two days I gave up with a 52" wing span. I have test flown the model and it flies well. Unfortunately at the smaller wing span it only supports a 260mah battery so I doubt that it would be competitive in E Rubber Texaco. **BP**.



# GLIDER TOW Report

Dec 20



## This report just in from Vic Shaw.....

The Christchurch model flying clubs hosted an aero-tow event on November 20-21 at Darfield on the Canterbury plains. Glider and tow plane pilots from Nelson, Gore and Hawke's Bay and the local clubs (of which there are six) attended.

A main strip is of some 500 meters and a cross wind strip of about 400 meters both about 80 meters wide, all mown so plenty of space for towing gliders.

Alex Taylor from Gore doing most of the towing with his almost half scale Wilga tow plane. The majority of gliders being of the 4 to 6 meter wing span with two self-launching gliders flown by Dave Griffin and Paul Chisholm.



A lineup of tow planes, gliders and pilots

Weather for the first day was excellent, a light westerly and good thermal activity. The second day started well with the light westerly dying away to a calm then there was lift everywhere. A fresh southerly soon followed, the locals said this was a weak southerly front and the lift was caused by the front.

A Big Thank You goes to Dave Griffin for organizing the event and to Richard Tier for the mowing.



My "Sagitta" 4.7 meter glider.



Ken McMillan rides the wave lift

Standing at the intersection of the main and cross wind strips Ken McMillan controls his glider while the north westerlies flow over the Canterbury plains.



**A gaggle of gliders waiting in line.**



**Awaiting a Tug from the Wilga tow plane.**

**Regards, Vic Shaw.**

# SOARING REPORT. Dec 2020

“Rowdy” Kevin Botherway.....



## Soaring report Mid November

We held the Southern Fling 2020 a couple of weekends ago, a great success although numbers were down slightly.

What a fun day with some great "gear shifting" conditions, quite windy all day but all the pilots stuck with the conditions and we managed 9 rounds. We also had a team trial for next year's World Championships to be held in Romania and a great result with three MFHB members to be in the team! Congratulations to **Miles Moloney, Joe Wurts and Kevin Botherway** – with - **Jonathan Shorer** to be Team Manager.

This has inspired Joe off on another leading design theory for a new model and the secret testing of a prototype is being tested here in Hawkes Bay before production by Vladimir Models in Ukraine! No don't ask, it is top secret and we won't tell you anything on it !!

We managed to mow a little patch of grass on our Black Bridge field for DLG launching but it's grown back really quick. Please make sure you lock this gate if attending the field and no power models or continual circuits as we don't want to upset the neighbours.

We have recorded a few NDC results over the past few months and had a great time doing it. So along with Barrie's vintage followers MFHB should be logging some good scores. Most Saturdays and Sundays we have had good numbers of pure soaring guys and we are certainly putting some time in on the practice board which shows for our club in results at each competition. Joe and Kev pushing each other to the stupid extremes, with the Andrew Hiscock, Kevin Campbell and Miles Moloney some flights taking us all out! The field is a fantastic asset to the club and so many visitors to comps enjoy the field and conditions.

Southern Fling RESULTS.... Venue: Haumoana. New Zealand.

1	Wurts, Joe	-	8925.3
2	Botherway, Kevin		8763.5
3	Williams, Peter	-	8383.2
4	Hiscock, Andrew		7453.8
5	Glasse, Peter	-	6896.8
6	Moloney, Myles	-	6419.2
7	Robins, Wynn	-	6290.4
8	Cox, Stewart	-	5290.1
9	Kleynhans, Lee	-	5136.8
10	Clarke, Bruce	-	5128.9
11	Rhodes, Gavin	-	4480.8
12	Drabble, Len	-	3815.7
13	Campbell, Kevin	-	3394.6



Nats is up soon with a weekend competition in Christchurch before in early December for F5J (approx. 20 competitors). Let's make sure HB retains the trophy again we want a big turnout from our club at Nats!!!!!! See ya there. **Rowdy.**



## Saturday 21<sup>st</sup> November.

A couple of **NDC** events, last for the 2020 year needed to be flown at BB and the conditions were idyllic. Joe, Rowdy, Kevin and Andrew fronted up for F3K.

### Results; #99 F3K

1 <sup>st</sup>	Joe Wurts	2185.5
2 <sup>nd</sup>	Kevin Botherway	2088.9
3 <sup>rd</sup>	Andrew Hiscock	1700.1
4 <sup>th</sup>	Kevin Campbell	1506.4

We were then joined by **Brett, Barrie, Mike and Jayden** for the **ALES 2000 Class M**, flying their “Chilly Bins” (Radians) against our Maxa’s and Plus X and putting in some good flight scores. This ALES class M calls for the aggregate of 4x 10 minute flights plus landing points from an electric powered glider off a 200 meter launch height.

### Results; #100 ALES 200 Class M

1 <sup>st</sup>	Joe Wurts	2599
2 <sup>nd</sup>	Kevin Botherway	2597
3 <sup>rd</sup>	Andrew Hiscock	2351
4 <sup>th</sup>	Brett Robinson	2232
5 <sup>th</sup>	Barrie Russell	1994
6 <sup>th</sup>	Jayden Molloy	1513
7 <sup>th</sup>	Mike Shears	1240

Great to see the extended club competition in a soaring event. Let’s hope we can see more members bringing their Radians and like out to Black Bridge for more competitions.



*Kindest regards and have a great Christmas holidays*

The Soaring Team. MFHB.

### So, What is F3K ....

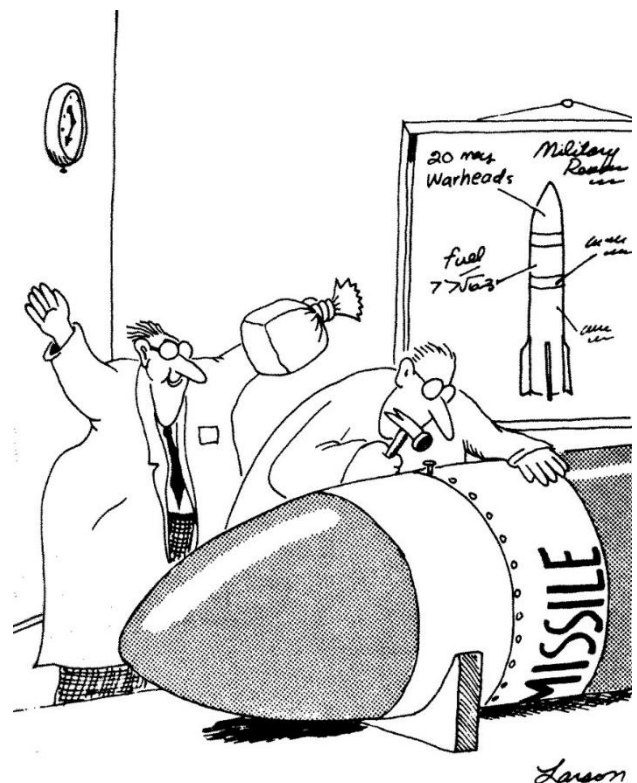
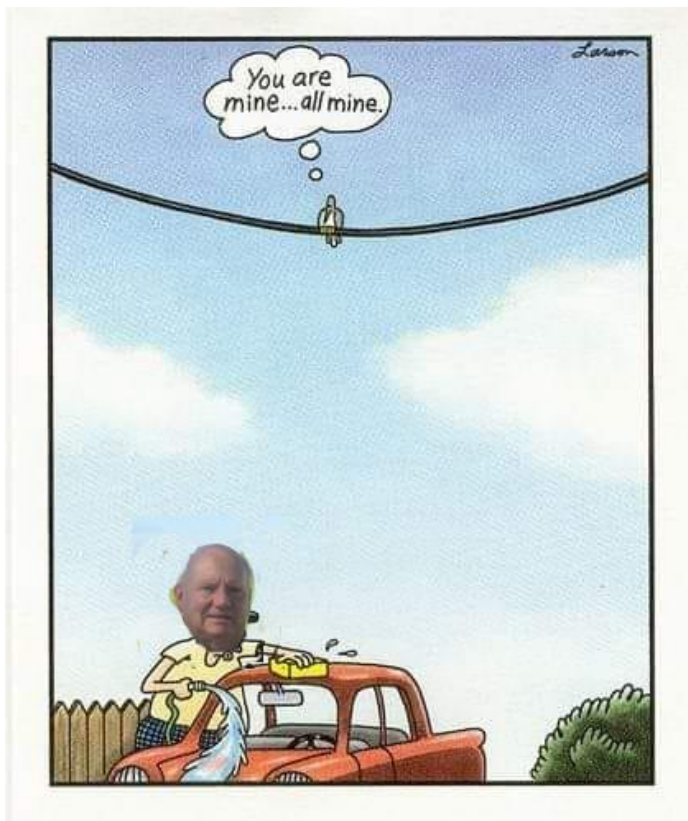
F3K is the international contest class for radio controlled, hand-launched model gliders.





Although the roots of RC hand-launched gliders can be traced back to the late 1970s, F3K is a relatively new aeromodelling discipline, becoming officially recognized by the FAI (international body responsible for aeromodelling competition disciplines) in 2007.

F3K gliders are limited to a 1.5 meter wingspan. F3K competitions consist of a group of fliers completing a number of predefined flight tasks involving launching, flying and landing the model in a number of timed durations. Just the hand launch and thermal currents of rising air (thermals) are used to sustain the flight. Since thermals cannot be seen, F3K pilots rely on ground signs such as surface wind velocity, temperature and direction; signs such as circling birds, bugs, or rising particulates; and changes of direction or attitude of the glider due to the thermal itself. The pilot uses these signs to resolve the approximate location of the thermal. For F3K tasks where longer durations are needed, positioning and maintaining the model glider in thermal rising air is paramount. Contest strategy includes determining the location of thermals before the pilot launches. Discus launched gliders can be made from a combination of foam, balsa, carbon fibre, Kevlar, and other materials. Prices of these models range from \$100 to \$900 plus."



# Nostalgia Files

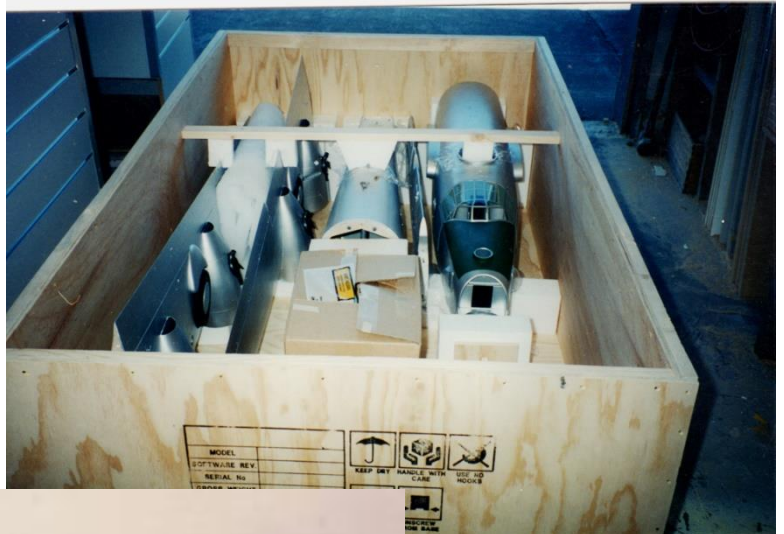
December 2020

**John Clarke** life member mfhb



*This month we're having a look back into some nostalgic history of John Clarke, whose involvement with Model Flying Hawkes Bay has its genesis back in the sands of time. John at my request has delved into his photo collection and selected the following and writes....*

Some years ago, I was approached by an engineer and asked if I would make a packing crate to transport a model over to Holland. The main requirement was it had to get there without a scratch on it. I had to see what the model entailed and the photos I took surprised me. The model Lancaster was outstanding. I took the job on and designed how I would go about it. The model was very heavy but well finished and made out of customwood. I got his approval and it was sent off to the Dutch Museum. He donated the model to commemorate the Lancaster that was shot down in his home town during WW2. A couple of months later he contacted me to say the model arrived there without a scratch or mark and is still on display in the museum.



This photo was taken about 1964/65. My first attempt at building a sport biplane. A Nieuport 17, being posed here with my sister-in-law, Lorraine Fenwick.





Believe it or not, the above photo is my original No 10 Mk-1. Nearly thirty years on and four updates and two rebuilds later on the right it is still alive and now in the doctor's hands.



One of my favourites down at Highway 50. A Cessna 152 with a moulded fuselage and a 60 sized IC motor.

An excellent flyer and sadly missed. (??)



A Gee Bee from the 1989 era at Highway 50. Good model which flew well. The last I knew of it was in Peter Brown's home hangar. ( Is it still there Peter ?)



**Above**, my Cosmic Wind, a super fast plane and went very well before the crash ! On a high speed run, the front wing pins failed and the forces ripped the wings off. It then flew like an arrow, what a mess. I was the only one at the funeral, what an expensive lesson that was !



**Left**, my first electric model, a Great Planes Strato Streak. Good model but sad performance due to the poor batteries we had available at the time.



**Right**. PT-14, brings back lots of memories from the Highway 50 field days. **Mike Shears and I** flew in unison for a lot of memorable flights. I think both models the same are now in model Heaven.



**Youngest son Kim** at Highway 50, We still have this trainer model in the rafters !



Big Day for Big Beautiful Doll getting ready for its maiden flight at a sunburnt Highway 50 in the late eighties. This model was refurbished for the late **Max Motly** and is now in a museum at Puketapu.



***Thank You John for sharing all the above nostalgia from your collection. What a rich history, we'll look forward to the next edition.***

*There is a **Post Script** to the above picture showing myself and young son **Rob** watching on. **JC** was having some motor tuning issues and though he was reluctant, we prevailed on him to fly. Short story, motor cut and the model sustained some damage on arrival and spent the next "some" years sitting on the wall of his workshop. I'm still not 100% sure that he has fully forgiven me ! **Ed**.*

# Quality Large Scale RC Aircraft & Accessories



Thank you to all Hawkes Bay Modellers who have supported us!

**FirebrandAeroRC** is NZ's only business focused solely on bring quality fixed wing aircraft, engines and accessories to decerning local aeromodellers and is NZ's largest seller of aircraft & motors by Hangar 9, Topflite, Great Planes, Sebart, Blackhorse Models, Saito, DLE and several other premium brands. Plus, we carry an extensive range of supporting electronics, props, retracts & accessories including Powerbox, Savox, Spektrum & Futaba, Master Airscrew, Robbe, EFlite & Robart.

We have over 70 different aircraft to choose from either In Stock or In Transit and arriving soon!

We would love to be able to help you with your next project!

**Recently arrived** - Topflite Giant P51 50cc ARF, Great Planes Revolver 61 ARF, Hangar 9 50-60cc Pitts S2-B ARF, Hangar 9 P51 20cc ARF and Great Planes PT-19 40 size ARF.

**Expected December 2020** - Blackhorse Models 50cc P47 ARF, Blackhorse Models 35cc Chipmunk ARF, Blackhorse Models 30cc Ryan STA ARF, AJ Aircraft 35cc Raven ARF, Extreme Flight 35cc Laser ARF, 3D Hobby Shop 60cc Edge 540 ARF, SIG T-Clips (Taylorcraft) 60 Size ARF, SIG Kobra & Decathlon 60 Size Kits, Aces High/Extreme Flight P47 60e ARF and Sebart Mythos 50e ARF.

**Expected early 2021** - Premier Aircraft Mamba 70 ARF, Premier Aircraft Mamba 120 ARF, Hangar 9 100-200cc Carbon Cub FX3 ARF and Blackhorse Models 35cc Spitfire ARF and AJ Aircraft Slick 540 120cc

Limited stock so secure now to avoid disappointment!



Phone Steve 021 2754098 Email [sales@firebrandaerorc.co.nz](mailto:sales@firebrandaerorc.co.nz)

[www.firebrandaerorc.co.nz](http://www.firebrandaerorc.co.nz)



# New Aircraft Highlights & Observations

Steve Wilson, FirebrandAeroRC

## Blackhorse 60cc P47

Arrived into stock 25 November and here are my initial impressions:

- It's a big, really nicely built model. Designed to be light but strong
- Loved the weathered finish
- The retracts look solid and up to the job. Wheels look pretty good for an ARF
- Fibreglass parts (e.g. cowl) looks good
- Comes with lots of nice add-ons such as bombs
- 2-piece wing and large top hatch is a real plus
- For Saito enthusiasts the FG-60 radial will fit with ease, but the FG-90 is just a touch to big and rocker covers will need. The DLE65 with a pitts muffler would be my pick for a 2 stroke, but a 55RA will have heaps of power also
- It's a huge amount of model, retracts etc for under \$3000 including GST
- I would love to have the Blackhorse P47 as a personal model!



## AJ Aircraft Raven 73 (30-40cc)

Arrived into stock 25 November and here are my initial impressions:

- Exceptional build quality and finish. Green in stock, red arriving mid Dec
- Clearly both light and very strong. Extensive use of quality carbon
- Composite parts like cowl as good as I have seen. It is very easy to see why AJ Aircraft have develop such a reputation for highest quality
- Wing bags included
- Without a any doubt I was impressed. One of the best ARF's I have seen in 5 years running Firebrand
- Top of the 30-40cc price range at about \$1450 but those with the budget will not be disappointed
  - Sitter for a DLE35RA and Canister



# WOT'S ON THE WEB. Dec 2020



Brett sent in this link to a video on a guy that has produced a fully 3D Printed Albatross biplane. Mostly flying, but



the assembly part at the start is amazing. Worth a look on how it was done and how it flies also.

<https://youtu.be/ftDTtZu8HU8>



More De Havilland history the DH2 and the DH5 Aircraft. <https://www.youtube.com/watch?v=pHHICN7GY9E>

<https://www.youtube.com/watch?v=9SoUmWYRLhE>

Myles sent this, a horrifying live video of a sailplane riding the wave in Manawatu and then turning into the cloud on the back side of the ranges with inevitable consequences. It was pulling 8G in the pull out dive. Not even RC pilots do silly things !



An interesting view from cockpit of a Fokker DV11. Hit the arrows in the top left of the video and control the camera view through 360 degrees. <https://www.youtube.com/watch?v=YPsvhf5EpuU>

Here's a look at The Vintage Aviator Collections Fokker D.VII, a WW1-era German fighter aircraft, as seen from an onboard 360° camera. This is probably a view that you've never experienced before.



**Another interesting picture has surfaced....** Passed in by Ross B.

Taken by Graeme Paradine back around 1995/6 during an Art Deco weekend when the visiting warbirds were in town. This "Full scale" Harvard paid Awatoto strip a visit and just managed to put his wheels on the deck doing a fly past ! We wonder who is waving from the back seat ? or was he just holding on ?



# The 73rd National Aeromodelling Championships

## Carterton 3rd Jan - 8th Jan 2021



Accommodation through Air B&B and Book A Bach throughout the Wairarapa available for those not wanting to camp. Powered and unpowered campsites are at the Show Grounds.

- Control line
- Vintage
- Free Flight Scale
- Free Flight Control Line
- Free Flight
- Soaring
- Aerobatics Pylon
- Scale
- Large Model Rally and Fun Fly
- Jet Rally and Fun Fly
- Helicopter Pod & Boom plus Scale Fun Fly
- Rotocross
- FPV Flying Wing



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# A CLOSING SMILE. Nov 20



## The Admiral with only one ear..

Years ago, a young Navy Pilot was injured while ejecting from his A-4 Skyhawk due to engine failure during a cat shot from the carrier, but due to the heroics of rescue helicopter crew and the ship's hospital staff, the only permanent injury was the loss of one ear.

Since he wasn't physically impaired, he remained on flight status and eventually became an Admiral. However, during his career he was always sensitive about his appearance.

One day the Admiral was interviewing two Navy Master Chiefs and a Marine Sergeant Major for his personal staff.

The first Master Chief was a surface Navy type and it was a great interview. At the end of the interview the Admiral asked him, "Do you notice anything different about me?"

The Master Chief answered, "Why, yes, Admiral. I couldn't help but notice that you are missing your starboard ear, so I don't know whether this impacts your hearing on that side."

The Admiral got very angry at this lack of tact and threw him out of his office.

The next candidate, an Aviation Master Chief, when asked this same question, answered, "Well yes, Sir, you seem to be short one ear." The Admiral threw him out as well.

The third interview was with the Marine Sergeant Major. He was articulate, extremely sharp, and seemed to know more than the two Navy Master Chiefs put together. The Admiral wanted this guy, but went ahead with the same question. "Do you notice anything different about me?"

To his surprise, the Sergeant Major said, "Yes Sir You wear contact lenses."

The Admiral was impressed and thought to himself, what an incredibly tactful Marine. "And how would you know that?" the Admiral asked.

The Sergeant Major replied: "Well, sir, it's pretty hard to wear glasses with only one ear."

## Worst air disaster in Irish aviation history has been reported.

Single seater airplane crashed, so far 985 bodies recovered, emergency services continue to dig to find casualties.

Spokesman was unsure why pilot crash landed in a cemetery.



MODEL FLYING HAWKES BAY PRESENTS

**WARBIRDS  
OVER**

**AWATOTO**

**6th & 7th February 2021      10am to 4pm**  
**Waitangi Road Awatoto.**  
**Food , Ice cream truck and coffee cart on site.**  
**Great family day out.      Only \$5 per car load**

Well that was a bit of a marathon, amazing just how much is going on and Thank You all for the support of my endeavours in this great PROPWASH tradition. We'll give it a rest next month, but that doesn't mean I'll stop hassling you for more copy and pictures, keep up the good work, we'll be whittling way.

Just a few reminders on behalf of the club.....

**CHRISTMAS PARTY.** Don't forget to register, the more the merrier at the Napier Sailing Club on Friday 11<sup>th</sup> December.

**The NZMAA NATIONAL CHAMPS** at Clareville, Carterton. Sunday 3<sup>rd</sup> – Fri 8<sup>th</sup> January. If you're not competing, come down for the day and have a look and give some support to our team who will be flying in Aerobatics & Scale, Soaring, Free flight, Pylon and Vintage. Last year we won the Champion Club cup for the first time in the history of the event, so we have a job on our hands to bring it home again.

**WARBIRDS OVER AWATOTO.** 6<sup>TH</sup> & 7<sup>TH</sup> February. Get your warbirds dusted off and in training and your volunteer caps on and let's make this annual show bigger and better than ever. It's of great benefit to the club, financially and PR-wise so let's make it a goer !

And on that note I'll take my leave. Here's wishing you all a wonderful and rewarding Christmas and our Very Best Wishes for the coming year.

**Barrie the editor,** mfhb Dec 2020