

Model Flying Hawkes Bay



Club Newsletter # 123 Feb 2021

In this issue

pages

March	MFHB Activity Calendar March 2021	
Tues 2	"Shed Morning."	
Thurs 4	Vintage Awatoto	
Sat 6 **	NI VINTAGE RALLY LEVIN	NDC
Sun 7	Club Day Awatoto (VINTAGE LEVIN)	NDC
Tues 9	"Shed Morning"	
Thur 11	Vintage Awatoto	
Sat 13		NDC
Sun 14	Club Sunday 2nd Sunday Club Barbeque	NDC
***	"PUBLIC YOUTH DAY"	NDC
Tues 16	"Shed morning"	
Thur 18	Vintage Awatoto	
Sat 20		NDC
Sun 21	Club Sunday (rain date Barbecue)	NDC
Tues 23	"SHED MORNING"	
Thur 25	Vintage Awatoto	
Sat 27		NDC
Sun 28	Club day Sunday	NDC
Tues 30	"SHED MORNING"	
April		
Thur 1	Vintage Awatoto.	

Opening / Calendar / Contents etc.	1
Editorials	2 - 5
Club Activity	5 - 13
Airspace Article from Russ Nimmo	14 - 15
Warbirds over Awatoto	16 - 21
A nice Gesture	22 - 23
Seagulls Matter	24 - 25
Vintage Report	26 - 30
Lake Station Aerotow	31
PopC Build Pt 4. Peter Duncan	32 - 35
Nostalgia Files	36 - 40
FOR SALE & Help wanted	41 - 42
Let's RUMBLE	43 - 49
Wots on the WEB ?	50
A Closing Smile	51

Contributors to this issue; Clive Baker / Barrie Russell / Barry Kerr / Marty Hughes / Lance Hickey / John Campbell / Brett Robinson / Rob Lockyer / Dave Richardson / Nev Fargher / Peter Duncan / Ash Fitchet / Anthony Hales / Mark Larsen / Jim Bourke / Vic Shaw / Barry Lennox / Russ Nimmo / Mike Shears Fraser Briggs & others.

NDC events Vintage & Soaring for March 2021.

Mar/21	216	VINT	RC Vintage IC Duration
Mar/21	217	VINT	RC Vintage E Duration
Mar/21	218	VINT	RC Classic E Duration
Mar/21	407	SOAR	F3K tasks B<D<G<H
Mar/21	408	SOAR	ALES 200 Class M
Mar/21	409	SOAR	ALES Radian Class P

Phil Sharp's Magnificent flying machine.....
The Fieseler Fi 156 Storch



From the Editor's Desk Feb 2021



Greetings Members and Visitors. This was supposed to be a smaller catch up issue, but somehow it's got away on me again. Not all the editor's fault though, we're a busy club with an enthusiastic and growing membership so there's lots going on and things to report. I know I do bag on about Vintage and Radians and NDC, but when I see the enthusiasm and success from members it just makes it all worthwhile and we're all winners. The Soaring boys have a great interest group, a little quieter recently with Rowdy chasing those fishy things. Training carries on as needs dictate and some of our newer youngsters are showing great promise. Oldsters too, though they need a bit more time invested as the synapses between brain and digits get a bit more clogged with the passage of time.

That brings me to those other two great areas of interest, SIGs if you like, Aerobatics and Scale. We have some huge talent within our membership but it really does operate on an individual basis. Wouldn't it be great if a couple of interested members stood up and encouraged the formation of Scale and Aerobatic interest groups with regular meetings, shared information and help. Take the lead from Soaring and Vintage guys, the rewards for members are immense.

Again I'm grateful to all the contributors who make this editor's efforts easier and worthwhile. As I've said before, whilst I'm enjoying the role, if wanted I'm happy to continue. Just keep on keeping me happy !

Barrie the editor. mfhb . Feb 2021.

Mr Secretary Says;



210209 MFHB Meeting Notes

Surprisingly, not a lot to report! The meeting took place two days after the completion of Warbirds Over Awatoto, and all were exhausted!

The meeting noted the up-coming Drone Assessment for Regional Council, and the need for committee-wide consultation with regard to field closures. Obviously, WOA discussions took centre stage, with a general agreement the days had been successful. Planning was put in place to request feedback from fliers, local members and anyone who had been involved.

The willing support of members to contribute to Gate Duty and be on the Food Tent Roster was noted, along with comments along the lines of "It's always the same few!" Perhaps we can have greater member support for future events!

We welcomed six new members to the Club, with the Clark Family introducing quad racing to the Eastern end of the field. Welcome to the Clarks along with Hernān and Hugh.

Don't forget the upcoming "Aerobatics Rumble" at the end of the month with field closures from Friday 26 Feb to Sunday 28 February. The BBQ will be operating on Sat/Sun so head down to the field, watch some expert flying and grab something to eat.

A day to look forward to is our Youth Theme Day on 14 March. The field will be open for flying and we are organizing displays to give young members and visitors a taste of the range of flying options open to them. So, advertise the day to any youngsters you know!

Barry Kerr. Secretary MFHB Feb 2021.

Club Warbirds Thankyou letter



28 February 2021

WARBIRDS FOOD ROSTER PARTICIPANTS

Warbirds Over Awatoto is over for another year and the Club is in the process of receiving feedback from fliers and members of MFHB who attended the event.

One thing that stands out in the comments is the quality of the food service provided over the two days, and those of you who put their hand up to help in the food tent played an outstanding part.

This letter is to thank you, on behalf of the Club, for being one of the Club members, or partner of a Club member who did the hard yards in the food tent. Dave and I could not have done it alone! Volunteers put in at least 25 hours of time to ensure the food tent ran efficiently.

One of the things we need to ensure in the future, is that with a Club membership of more than 100, participation on a voluntary basis does not fall on the shoulders of only a few members!

Once again, many thanks. **Barry Kerr, Secretary MFHB. & On behalf of Dave Cantell.**

Club Captain reports. Feb 2021



Well almost 2 months of 2021 gone!

It is that time again and Robert is sending out membership renewals which have to be paid by the end of March for continued insurance from MFNZ.

We are getting a steady stream of new members, some new to our sport and some experienced. This really adds a positive vibe to our Sunday club days.

War birds was once again very successful. This event is our only fund raiser and is why we can hold our fee increases to a minimum. Every member benefits to the tune of around \$25.

It's sad that every member benefits for the very hard work of a few. The same people front up every year along with new members to make War Birds happen. Sometimes it's hard to believe we have well over 100 members!

I would like to thank Dave, Barry and the team in the food tent that did a first class job over the weekend. Also great work and long hours were put in by Tony Ives and his team taking the money at the gate and on stop/go duty. Without those two teams, Warbirds as we have come to know it would not be possible. Another very big thankyou Guys and Gals !!

Thank you to Marty, Ryan and Robert for their running of the event.

Finally remember we have rules we must abide by at our fields. If you're unsure of them then refresh your memories by visiting <https://www.mfhb.org.nz/club-rules> . It is your responsibility to know and abide by them.

These are for your safety and the requirement of MFNZ and CAA. Please read them and operate safely at all times.

Mike Shears, Club Captain, mfhb.

Prez Sez. Feb 2021



Greetings, Warbirds 2021 has come and gone.

What a fantastic weekend, there were some fantastic scale model Warbirds on display along with some excellent flying displays, presenting the models in a scale manner. THANKS to all the modellers who took the time to come to this iconic event, without your time and Models we would not have an event.

Thanks to our members that put their hand up to help with the running of this event, without this help there would also be no event, to Marty our Convener for the weekend well done, also the committee for all the work that goes on in the background, thanks.

The Club asked all participants for written feedback, a subcommittee met and reviewed all the responses good and bad making recommendations for the future from the feedback. Look forward to an even better event next time.

This weekend or last weekend, depending on when this is published, (*Just "Last" Ed.*) **"The Rumble"** will be held at our field, it should be the biggest aerobatic competition held in NZ. If you get the opportunity, wander out and see some precision aerobatic flying with pilots from all over the country.

We now have some Drone racers in the Club, they set up their course at the eastern end and had a ball with a 9-year-old young lady showing the way to do it. Please make them welcome. New members are continuing to roll in, with some experienced pilots of recent, once again please make them feel welcome and part of the Club.

There has been some good activity on Club days both at Awatoto and the Gliding field. Barrie R has been busy rounding up participants for both Vintage and Radian NDC competitions. These are good for the Club environment, well done all those that entered. We came second this year both in NDC and the NATs, maybe the Club will be first next year.

You all should have received your membership renewal, to vote at the AGM you must have paid your membership. With the AGM coming up, think about whether you might have something to offer the Club and put your hand up, there is nothing wrong with an election. This allows the membership to decide who is best to manage our Club.

Safe flying happy landings.

Lance Hickey – President mfhb. Feb 2021.

Marty Hughes Warbirds Convenor reports;



Well this this year we waited with baited breath to see what the weather gods had in store for us. We waited until the Wednesday before Warbirds to make a decision and with all the different reports averaging out to a flyable day on Saturday, we decided to hit the go button.

Friday set up was a bit windy but nothing we couldn't handle . Prez Lance under the guidance of Field officer Phil had the field looking amazing.

Saturday morning at 8am saw all the pilots coming in to set up for the weekend. The coffee cart was up and running. At 9.45am during the pilots' briefing we had a light shower of rain but hoped it would pass and we were unable to start at the 10am time slot. Jayden wasn't afraid of a little moisture so following his lead and the shower all but passing, we took to the sky at 10.30am with the magnificent men and their flying machines from World War one.

From there the day got better and better. The stream of cars coming in with the public spectators was very steady indeed.

Saturday saw a few sad moments with 3 pilots suffering total loss due to some bad crashes. A sad part of the hobby but as Frazer says 'Never fall in love with a model'.

Sunday morning we woke to a beautiful Hawkes Bay day and this bought a full day of action.

With WW1, WW2, Modern Military, War Jets, Fun Jets, Warbird Helis, 3D Heli display, Frazer's 3D display and even a couple of rocket launches..... We had it covered with action for everyone.

A huge thankyou to our out of town pilots who come to warbirds year after year to support our event. Also to the first timers who I trust enjoyed it so much that you will be back next year. And also to our very own MFHB pilots who were happy to slot in where required to keep the sky full .

Thanks to all our members who helped on the gate and in Dave's Burger Kitchen.

Bring on WB 2022.

Marty.

Letter to the Editor



Hello Mr Editor,

This morning I received a letter of thanks from the club with regard to the success of the food tent at War Birds.

Whilst it is nice to be thanked. I as a member of the club consider it my duty to help a bit where I can, however I feel the real accolades for the success of the food tent belong to Barry Kerr, Dave Cantell and their families, I was only in the tent a couple of hours over the two days where as far as I know they were there the whole time, plus the time in ordering, collecting and storing the food, drink, gas and other items, serviettes sauces, oil etc. also the setup and tear down, cleaning, disposing of rubbish.

Another person who in my opinion is worthy of thanks for his efforts is Tony Ives. I noticed he spent a great deal of time in traffic control at the gate, mainly due In my opinion to the lack of volunteers to help out.

This was my first time helping out, as I was unable to last year. I felt a bit uneasy but it's not hard work and I found I really enjoyed it and look forward to doing it again next year.

I was not involved with any other part of the weekends running so can't name individuals for their wonderful efforts but would like to thank all the committee for all the hard work put in to make this such an enjoyable event.

Come on guys support your club.

Anthony Hales. MFHB. 18th Feb 2021



CLUB ACTIVITY

Feb 2021



This first week's been busy with members preparing their warbirds for the up coming Airshow. Pride of place must be the test flying on Wednesday afternoon of Phil Sharp's magnificent Fieseler Storch. John Sutherland who has been acting as his Large Model inspector did the honours and the model lived up to all expectations. Took off with no trim changes and flew around the sky as though it owned it and in such a scale speed and manner it may as well have been a full sized one. Congratulations Phil on another outstanding build. We'll look forward to a full dissertation on the model from Phil in the future.



Let the pictures from Clive's and my cameras tell the story



Mike has fitted a DLE55 on loan from **Bill R.** into the Club P-47, so after its "arrival" three warbirds ago it is back hurtling around the sky with **Jayden** on the sticks. The "Shed" rebuild we did on it all that time ago has finally proven very successful.

Bill's Hurricane is all up to speed with some maintenance from **Mike** and will be flying over the weekend.



Rob's Swiss Mustang and loaned Hellcat-ex-Shears-ex-Harris is all primed up ready. Had a look in the back of the **President's** Yellow Peril and spied his Mustang. He evidently went home grumpy because one of the legs wouldn't lock down. I can empathise with that, 'cos on occasions my legs don't do that too! Roll on Saturday, forecast is good.

We have a new member joined from Waipukurau, **Nick Twinn**, he's quite modest about his flying ability, but from what I've seen at the flightline shows him to be a competent pilot. He has interests in foam building and also FPV flying and aerial camera work. He did spend some time doing an aerial search for **Stan's** wayward body (Radian ie!)



This is a scratch built foam board pusher creation,(BD5 look alike) which flies well. It is covered in white packaging tape which **Nick** has carefully applied, gives it a very smart and strong finish. Make yourselves known to him, I'm sure he has some more treasures to share . **Welcome Nick. Ed.**

Having been a keen tennis player, after **Mike H's** foray with his foamy and the safety fence brings to mind one of my favourite cartoons. Must be a message there somewhere , maybe a game of tennis across the pilot safety fence on non-flyable days ? **Ed.** (*wearing cricket boxes advised in line with safety rules ?*)



Have Radian, will travel, here comes **Stanley** with his new bird ! **How many members can boast to losing their body and being able to buy a new one ? I WISH !**

RADIAN ALES 123 CLASS N

13 & 14 / 02 / 2021										
NAME	ROUND									GRAND TOTAL
	1			2			3			
FLT	LAND	TOTAL	FLT	LAND	TOTAL	FLT	LAND	TOTAL	TOTAL	
Stan Nicholas	359	50	409	208	50	258	297	25	322	989
Mike Shears	408	0	408	336	0	336	198	0	198	942
Barrie Russell	159	50	209	356	0	356	238	50	288	853
Stuart Sturge	162	0	162	308	0	308	356	25	381	851
Barry Kerr	171	0	171	230	0	230	196	0	196	597

NDC this month included ALES 123 Class N. we managed to get five entries over the weekend and submitted the above results, at this stage **Stanley** is leaving us all in his wake. Good to see the competition growing interest. Next month March NDC has two soaring comps for us ALES 200 Class M and ALES Radian Class P. We'll need to look at Black Bridge for these, 200 meter launch heights, more on that by email to our Radian group later. -----



Now Seriously, would you let this little squirt fly your aeroplane ??

Aaw,

C'mon

Pop !

?-----?





Rob Lockyer writes about his Swiss P-51.....

Hopefully got it sorted now. Unsure if it was in fact overheating causing the motor to stop un-expertly. It always flew without stopping with the cowling off.

Added some ducting inside cowling and some careful tuning with the cowl fitted. Surprised how much the tuning changed between the cowling off and when fitted.

Jayden and I had a couple of good flights in the week before, then I did some final tweaking before **Andrew Stiver** flew it very nicely at warbirds this year.

Cheers, **Rob.**

AND !!! Look what else young **Robert** has come up with, an E-Flite T-28 Trojan. He says "It's not Christmas, it's not Birthday It's just MINE ! Wow ! And he's in love with it already, flies beaut.

Nice one **Rob**, thanks for sharing.



Saturday 20th Feb. Sent out a group email to our **Radian** interested members. Well the seed has fallen on fertile ground, in response to my earlier email, we had eight members turn out for a very pleasant and entertaining Radian ALES 123 Club FUN Competition, plus another three who didn't compete but came to watch and learn and will be back. We flew three rounds, no casualties and all completed. Result as follows....

RADIAN COMP

NAME	ROUND									GRAND TOTAL
	1			2			3			
	FLT	LAND	TOTAL	FLT	LAND	TOTAL	FLT	LAND	TOTAL	
Robert Lockyer	200	25	225	346	50	396	350	0	350	971
Stan Nicholas	266	50	316	286	0	286	275	50	325	927
Brett Robinson	176	50	226	320	50	370	230	25	255	851
Derek Whelan	308	25	333	294	50	344	136	0	136	813
Rod Hughes	146	0	146	216	50	266	350	50	400	812
Barrie Russell	128	50	178	225	50	275	348	0	348	801
Mark Larsen	284	0	284	122	0	122	289	50	339	745
Barry Kerr	98	25	123	169	50	219	218	25	243	585

RADIAN CLUB LEADERBOARD	
STAN NICHOLAS	24
BARRIE RUSSELL	13
MIKE SHEARS	13
DEREK WHELAN	12
ROBERT LOCKYER	11
BRETT ROBINSON	9
STUART STURGE	6
ROD HUGHES	4
BARRY KERR	2
MARK LARSEN	2
JOHN AITKEN	1

We're keeping a running Leaderboard score for the Club Radian Cup, and result to date including NDC and club fun comps. Watch this space ! Look below, what a fine bunch of humanity **MFHB Radianators** !



From the left gentlemen..... Rod, Derek, Barry, Barrie, Mark, Brett, Robert, & Stanley.

If any members would like to join our party and have their names added to the contact list, please give this editor a call. The more the merrier, come on in, the water's fine !

Called out briefly on **Sunday 21st**. Glorious day, Art Deco being reconstituted in the city, roads and M.Parade very busy. Moderate activity at the field.



I had the pleasure of meeting a new member, **Hernan Lopez** from Argentina and his girlfriend **Emma** who hails from Mexico City. They have been in NZ for a year on Work Visa's and hoping to gain sponsorship to remain here permanently.



Hernan had this very light foam aerobatic model flying on a 4S 2600 lipo, and put on the most amazing flying display I've seen other than those by **Fraser Briggs**. He flies mode 2 and has exceptional skills. His father is also an RC pilot and has a large collection of large aircraft back home. Hopefully more will be revealed, watch this space.
Welcome Hernan and Emma.



Tuesday 23rd Shed Morning. Busy as usual, not quite sure why but lots going on. Coffee, chatter, setting up a model, a bit of a clean/tidy up, and then a bunch disappeared off to the field to fly Radians.

Then a sad / happy occasion !! **Jim Bourke**, long time member, ex-tractor man and generally good club fellow has sold up locally and is taking off in his Caravan to set up roots in Nelson. **Jim** has been a regular feature of our shed, having set up his workshop in the corner and working on his Cessna 140 build. He admits to losing motivation since May passed away and has decided to donate the partially built kit, and his modelling gear and tools to the "Shed" and the Club's benefit.



Jim was happy that **Dave Cantell**, our resident chef and another regular good fellow and club worker was the recipient of the Cessna 140 kit and gear who is eager to finish the build at home in his own workshop/shed. Much of the tools and gear will be used to compliment the shed's inventory, and a few E/motors and some gear offered for sale for club funds. **See this month's FOR SALE column.**

Thank you for your generosity and thoughtfulness Jim. I'm sure all at our Club join me in wishing you a safe and happy journey and future in Nelson. Ed.



Maybe a few more of members who are so frequently absent from the family nest should take a bit more notice of what's happening around them ??



Should have gone to Spec-savers ?



Yeah, Yeah, We got lots who Think they could help ... Ha Ha ha !!

Russ Nimmo's "AIRSPACE REPORT"



AIRSPACE

At the risk of stating the bleeding obvious, there have been huge advances made in model aviation in the last 15-20 years, especially in the electronics department. The advent of the multi rotor copter type vehicle which could be flown almost anywhere rather turned the spotlight on small aerial vehicles, which has brought about changes in the legislation and rules under which we are ALL obliged to operate. Model aircraft are now lumped in with multicopters and all other unmanned aerial vehicles (UAVs) whether we like it or not. It is therefore in all our interests to understand and do our best to comply with the rules and requirements that now govern our aviation hobby.

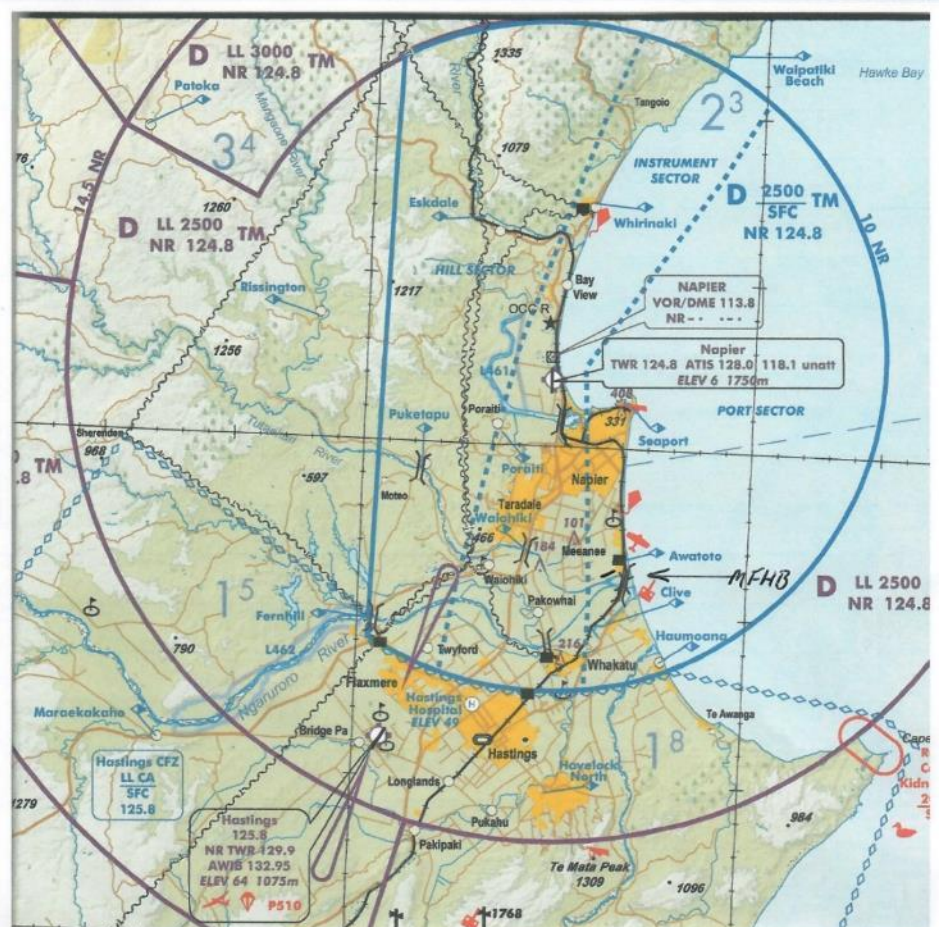
Our governing body Model Flying NZ has placed more emphasis on understanding our responsibilities by including Airspace knowledge in the Wings badge tests. Yes, I know you've been flying your models for 40 years without having to know all this bs, but times change and matters evolve and we need to go with the flow or our hobby could become even more restricted. At the moment we are one of the least restrictive countries to fly models in, anywhere in the world.

Your Executive Committee does a lot of work and negotiating in the background to enable us to enjoy our flying at Awatoto and your understanding of the rules will make that effort more worthwhile for all of us.

To try and make the rules a little more understandable I will try to outline the aspects of the regulations that govern us, the best I can. (that's if Ed doesn't bin it before he publishes!)

Our airfield at Awatoto is in a unique location on a flood plain with no near neighbours and reasonably clear approaches. Unfortunately, it is also within Class D Controlled Airspace surrounding Hawkes Bay International Airport which extends from Ground Level to 2500 feet and is contained within the blue line on the chart. It is a complete coincidence that it is a D - shape but might help you to remember when you do your Wings badge renewal.....what?

To orientate yourselves, I have marked MFHB on the chart and marked the runway running from 8 to 2 o'clock just in from the [Awatoto](#) reporting point.



Now CAA Part 101.11 (one of many rules we are required to comply with) states that“ a person must not operate an unmanned aircraft in controlled airspace without prior authorisation from the ATC unit responsible for that airspace”. Well, you’ll be thinking, how do we comply with that? It happens that our Executive Committee has negotiated a Memo of Understanding with Airways (Napier ATC) which expressly allows us to fly“up to and including 400 feet above ground level” and within a 1000m radius of a point as shown in the next picture....

Interestingly the circle of operation is around a point on the island between the rivers where Stan parked his Radian... but I digress.

The above are concessions made by the local Airways management and we should remember that they can terminate the agreement at a moments notice on safety grounds and the agreement is reviewable every two years.

In the next enthralling episode I will try to outline the differences when we have an event on and why it is very difficult to get clearance for us to fly above 400 feet.

Meanwhile, enjoy flying at or below 400 feet, within one kilometre of the field and during hours of daylight only. But don’t forget, if a full size aeroplane or even a para glider comes by, they have absolute right of way and we need to descend, land or get the heck out of the way. Basically an unmanned aircraft MUST NOT endanger a manned aircraft.

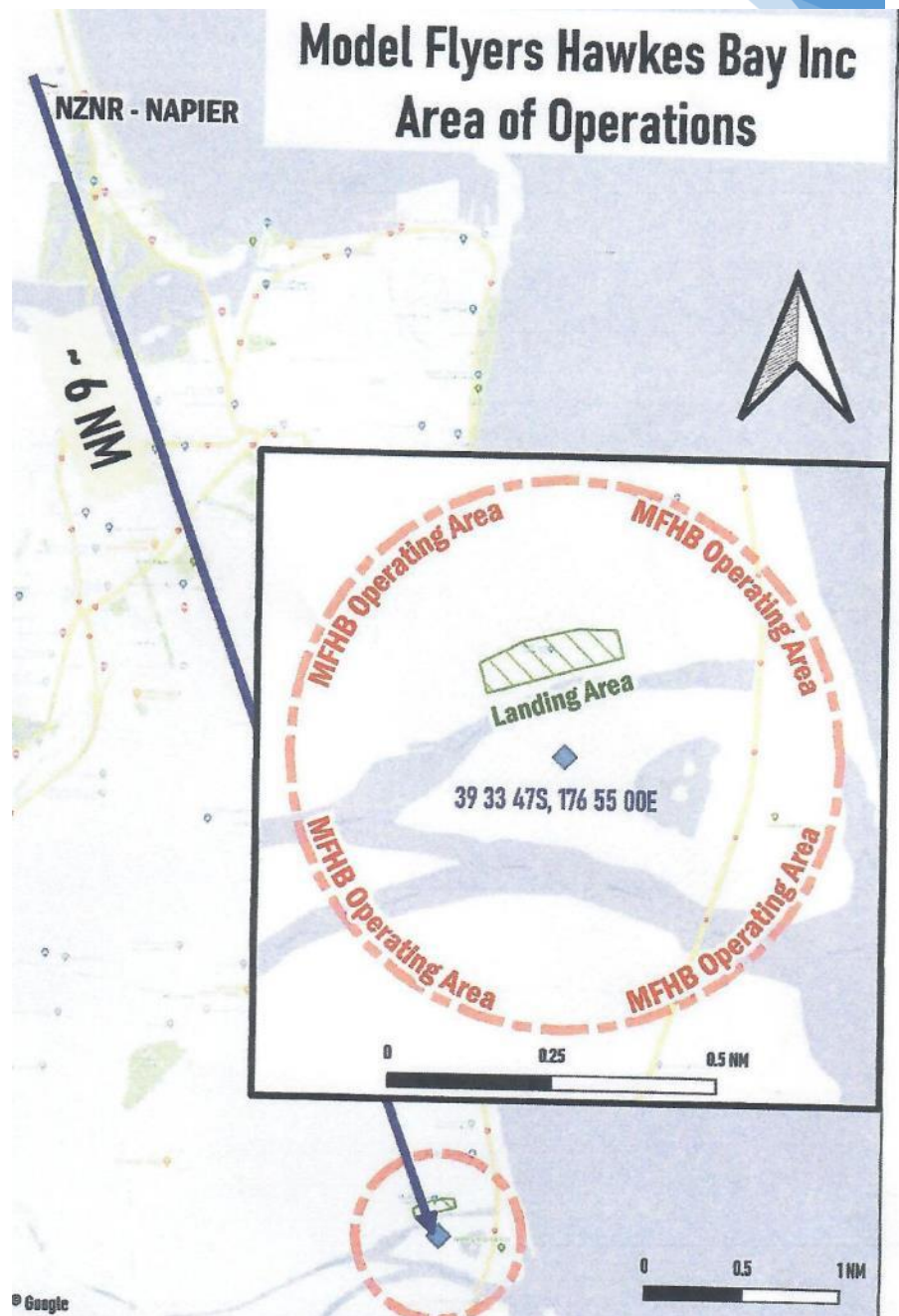
Remember the FAA’s motto “Safe Flying is NO Accident”

Further reading at,

<https://www.aviation.govt.nz/assets/airspace-and-aerodromes/gap-new-zealand-airspace-web.pdf>

Cheers,

Russ Nimmo. Committee Member MFNZ.



WARBIRDS over AWATOTO Feb 21



The twenty-second Warbirds over Awatoto Rally was held 6th & 7th February and again the weather gods were on our side. Light winds, mainly up and down the strip, with only a sprinkle of morning rain shortly on Saturday making for a very flyable weekend. We were well supported by some forty-five pilots from around the North Island with in excess of 100 aircraft. From briefing on Saturday morning to prize giving on Sunday afternoon there was continuous flying under the watchful eye of this year's convenor and microphone-man **Marty Hughes** and flightline boss **Ryan Cadwallader**. The public who attended in droves were well entertained, and we were all well fed from the Barbecue tent with **Barry, Dave and the team** dispensing delicious hamburgers, sausages and drinks over the weekend.

As with a public rally of this magnitude, it's not only those club members who fly that are due the accolades, but those behind the scene that give their time and make it all happen. Our biggest chore is the manning of the gate, traffic control and collection of entrance fees. This year **Tony Ives** put his hand up and struggled to find volunteers to man the post and did a lot of the work himself along with a few others. **He deserves the "Man of the weekend" Award.** Great work **Tony**, all members benefit financially from your efforts at the gate. The food tent team did a magnificent job keeping members and visitors well nourished, and the put up and clean up team as usual turned out and assisted **CD Marty** and the club, our thanks to all involved.



Saturday morning, with a brief rain shower, the above panoramas showing things just getting settled before the flightline becoming really busy for the rest of the day. Every year the aircraft seem to get bigger and better and this year was no exception with some really remarkable models and flying displays. If I had any criticism it would only be the large number of single aircraft flying displays which can get a bit routine for the visiting public who like to see action. Sadly, there was some carnage with **Ryan Groves** losing his big beautiful BEA Hawk on final for landing. He initially though he got it too slow on the down wind turn and maybe stalled, however there is also some thought that he may have lost some elevator control. Our **President Lance** lost his P-51 Mustang giving pilot **Jayden** the thrill of a lifetime as it danced it's way around one circuit disobeying every control input and totalled itself on the runway whilst coming back to earth. Turns out during a refit the night before, Prez somehow got the gyro installed upside

down and the Rx / Tx was not advised so it spent the circuit trying to disobey the pilot and roll inverted, tut tut and Ugh ! **Dave Nielson** lost his Lysander when a wing folded, not uncommon on that model I understand as the wing struts are very functional and any loss of attachment has a disastrous result. **Gordon Meads** lost his Finnish Airforce Hurricane into the lake beyond the river when the elevator stopped responding, with the remains being salvaged by our swimming crew, **Jayden and Gus** ! Interesting model with Swastika markings from the Finnish allied air force.

I was a bit out of action over the weekend, but very ably supported by club members **Brett Robinson and Clive Baker, Rob Lockyer** and visitor **John Campbell** who with their cameras at the ready made this following photo presentation possible, my grateful thanks. **Ed.**

Prize-giving held at the conclusion of proceedings Sunday afternoon revealed the following.....

WW1. Craig Abbott from Auckland with his 1915 Fokker Eindecker. A magnificent 3+ meter Model built from a Paolo



Severin plan



WW2. James Farrow from the Kapiti Coast with his Chance-Vought F4U Corsair. A large model powered by a Valach radial motor which sounds great in the air.

Modern Military . Craig Abbott from Auckland with his huge Lockheed F-104 Starfighter. What a sight to behold and listen to. It was it's first flight off a grass strip which caused it no bother at all.



Military Helicopter

Pilots' choice. Phil Sharp from MFHB with his Fieseler Fi 156 Storch, another incredible scratch build also from a set of Paolo Severin plans. Total scale construction but instead of a welded steel fuselage frame, Phil has used carbon fibre tubing for strength and lightness. It has an ultra real presence in the air.



Warbird's dinner at the RSA Saturday evening



Above. The WW1 models wowed the spectators



Left. Spitfire



Taarquin Brooks flying the "family" Pup



and Another pup in hot pursuit.



Panorama of proceedings taken from back on the Stopbank.



Ryan Groves' BEA Hawk on a pass not long before it was lost at the above crash site. **RIP Hawk.**



Gordon Mead's ill fated Finnish Airforce Hurricane.



Stanley pulled off a magnificent one wheeled landing



Another view of the day taken from the stopband on the busy Sunday, public car parking to the left.



The Nippon, air force was in attendance, as was the Briggs wooden wonder, the magnificent Mosquito



Pits view looking West with the food and headquarters well accommodated in the club "Deans" shelter. What a great asset it is, also the long shade shelter and seating. The field was a picture thanks to the administrations of the Field Staff under Phil's guidance.



The Jet turbine boys were well represented, Pete Brown's well known Vampire and Craig Abbot's huge Starfighter



Scott Purdy showing his high speed flying skills, and his father's building skill with this magnificent airliner.



The Briggs Lavochnik sounding great with the big radial motor. And Chris Wong's Bearcat sporting a 5 cyl OS Radial

Another very successful Warbirds Rally, and a hearty vote of thanks to all those visiting pilots and their magnificent flying machines for their continued support. Plans are already afoot for next year's event with a questionnaire going out to all participating modellers for their comments and criticism. We look forward to hearing from you and seeing you all again in February 2022.

Model Flying Hawkes Bay. Feb 2021.

A Nice Gesture

Feb 2021



Nev Fargher for many years has had an interest in aerial top dressing, and as a result made a lot of friends and has a deep knowledge of the industry. He has a close friend who is similarly interested though didn't fly, but collects associated paraphernalia. Nev acquired this Fletcher model which incidentally was built by a past member, "Boxy" from Central HB, and has restored it for static display to be added to his mate Brian Oakley's collection. It is modelled after another associates plane that crashed in Dannevirke in 1989. A clipping from the local paper is reproduced below.



Plane written off but pilot wants to fly again

Top-dressing pilot Bob Fleming is looking forward to getting back to work after writing off his plane in what he describes as a fairy tale crash last Saturday.

The accident happened just before 4pm as Mr Fleming was landing his plane on a farm airstrip at Motea, east of Dannevirke, in preparation for a day's top-dressing.

"The wind increased during the afternoon and on approach I got a strong gust of wind up the tail which forced me to hit the macrocarpa trees above the super bin," Mr Fleming said.

"I went on through the tops of the trees in the plantation, and just

By **DIANA MARRIOTT**

managed to control it and keep it flying for a mile as I descended into the valley and on to the only flat paddock around.

"It almost sounds like a fairy tale, and it was."

The plane hit a bank and skipped along a gorge before coming to rest with the fuselage in the gorge and the wings on either bank.

"It feels as though it took five years, but it all happened in a minute," he said.

"Once I hit the trees I man-

aged to make very rapid right decisions."

Mr Fleming has been flying for 33 years and has flown the plane he crashed for 10 years.

"I knew the old thing very well," he said.

This was his first accident.

"I have no hang-ups about flying again.

"I have always had a fear of fire and getting my legs jammed, but luckily neither happened. As soon as the plane stopped I jumped out and rushed to a safe distance before I looked back.

"Luckily, when I hit a tree the fuel tank was ripped open and the

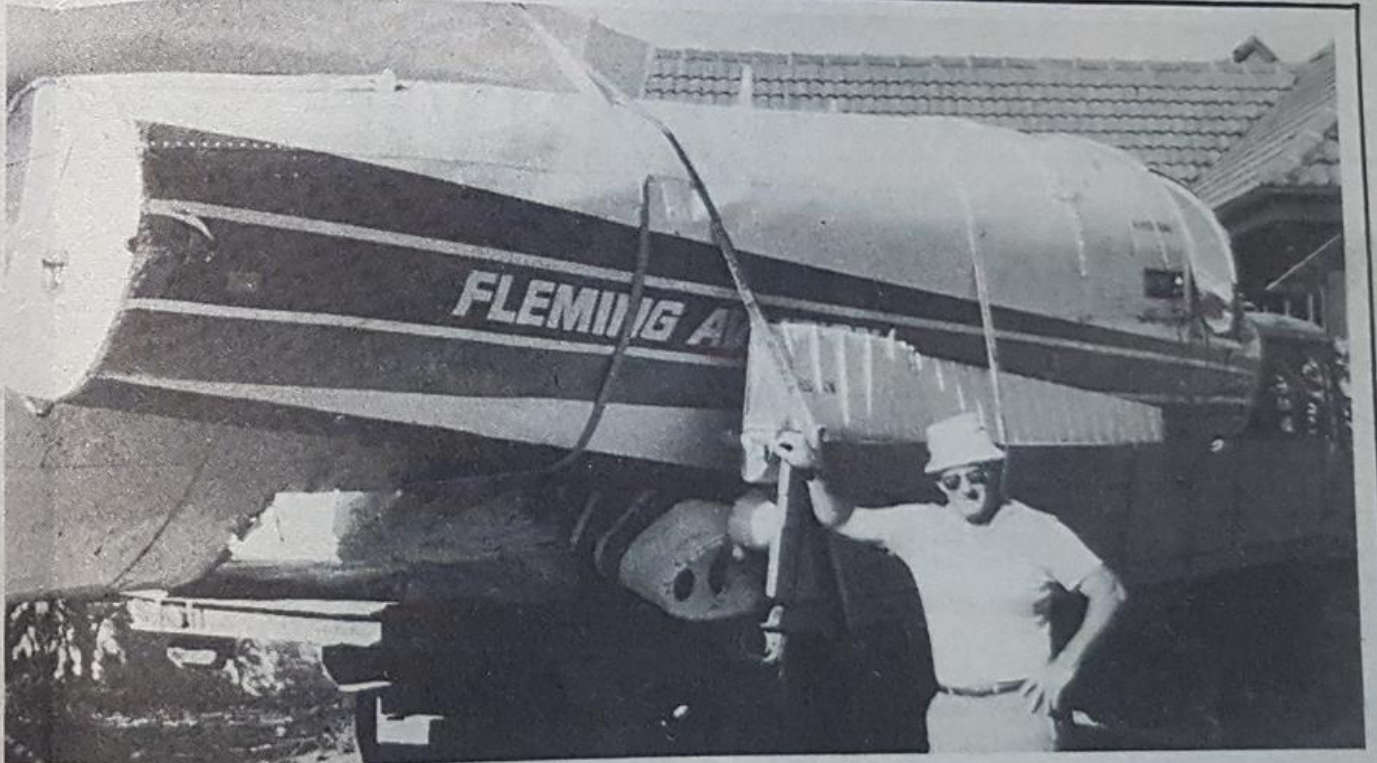
fuel spilled out. I must have only had a minute's flying fuel I really am very lucky."

Throughout the minute the crash took Mr Fleming said he looked straight ahead concentrating on flying his plane, rather than concerning himself with the damage.

"I heard things flapping but thought it was the trees as I went through. It wasn't until I looked back that I realised the flapping, banging noises were the broken wings."

Mr Fleming will lease another top-dressing plane until he finds one to buy.

The Hawke's Bay Herald-Tribune, Saturday, April 22, 1989 3

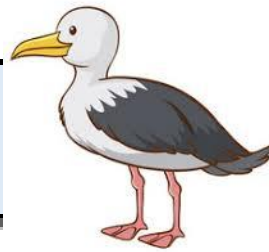


Mr Fleming with the wreckage of the crashed Fletcher.

Brian purchased the late **Jeff Clarkson's** Beaver, well known to many, and that is currently being re-painted in Barr Aviation industry colours which we will report on when it comes to hand. Again it is to be preserved in his static collection, it's flying days are over ! It's nice to know some of our "Old Birds" are being preserved !! **Ed.**



There is something the matter with Seagulls. according to Richard Bach



Over the past couple of years, the "Shed" has become the repository for members' old aviation books and magazines. They get pored and picked over and sometime a little gem appears. I found this yellowed edition published in 1975 called "A Gift of Wings" by Richard Bach. The name rang a bell as he was the author of that classic "Jonathon, Livingston Seagull." A celebrated pilot, to Richard Bach flying was a religion, and this little paperback contained reminiscences of people and planes, of flying and freedom of the sky. One particular short story caught my eye during my first foray into the pages. I've scanned and copied it here for your interest and pleasure. Take a few minutes to enjoy. I think there's a message there somewhere. Ed.

There's something the matter with seagulls

I've always envied the seagull. He seems so free and uninhibited in his flying. In contrast with him I fuss and figure and clutter up the sky with noise just to stay in the air. He's the artist. I'm the tyro.

Lately, though, I've begun to wonder about the gull. Although he zooms and dives and turns with a grace that leaves me green-eyed, that's all he does—zoom and dive and turn. No aerobatics! Either he lacks initiative or he's faint-hearted. Neither of these conditions is becoming to a top hand in the air. I don't want to be hard on him—don't expect eight-point rolls and clover-leaves initially but it doesn't seem too much to ask for a simple loop or an easy slow roll.

Many times as a confirmed gull watcher, I've been sure some young ace was going to show me something. He'd come screaming down toward the water, building up speed enough to satisfy any pilot and pull up . . . up . . . up . . . till I would be sure he was going over the top. I'd stand there muttering "Pull it in!" but something always seemed to happen. You could see him slackening off the G's and the pullup arc would widen. He would roll out and lose himself in the crowd of his fellows as if thoroughly ashamed that he had dogged it.

"You look so lordly," I'd think, "but put a sparrow on your tail and I'll bet you couldn't shake him."

Other birds have developed some precision flying and a few aerobatics. Geese sometimes fly a passable formation, and that's worth mention. Some geese, though, evidently



fear the mid-air collision. Many a formation has been spoiled by number four or five taking too much spacing and straggling all over the sky. Add to this the quacking of the others telling him to close it up, and it's just plain sloppy flying. No wonder hunters shoot them down.

The unlikely pelican is almost a candidate in the aerobatic field. He can execute a neat split-S, but he doesn't meet a prime requirement of the maneuver: pulling out. He doesn't even seem to try to pull out, and ends in a geyser of white spray in the water. This isn't even playing the game.

So we come back to the seagull. We can excuse pelicans and geese, robins and wrens, but a seagull was plainly designed for aerobatics. Consider these qualifications:

1. Strong wings and spars properly proportioned.
2. Slightly unstable design.
3. High limiting Mach.
4. Low stall speed.
5. Rugged construction.
6. Extreme maneuverability.

But all these factors are useless because he isn't aggressive in his flying. He's content to fly his life away practicing fundamentals that he learned during his first five hours in the air. So, although I do admire the seagull and the free way he flies, if I had to forego an aggressive spirit to trade places with him, I'd choose my noisy cockpit any day.

Funny thing, I've been heard to say that if I had a chance to come back in this life, I'd choose to return as a Seagull ! I wonder why ? there are a few people I feel I owe something to ! Let me know if you enjoyed that little essay, (it's called "Feed back" ha ha) and I'll feed you back another one. **Ed**

VINTAGE REPORT

Feb 2021



A little quieter this month following a busy holiday period. NDC this February was for **RC Vintage E Rubber**. **Stanley and I** flew our two aggregate flights each on Saturday and **Barry K** came out and timed for us. Warm but fairly flat conditions before the sea breeze came in and we fielded a couple of reasonable results to at least get a score on the board for ourselves and the club.

13/02/2021		ROUND								
NAME	MODEL	FLIGHT	1			2			GRAND TOTAL	
			LAND	BONUS	TOTAL	LAND	BONUS	TOTAL		
BARRIE RUSSELL	VOODOO	1362	0	0	1362	1325	0	0	1325	2687
STAN NICHOLAS	LANZO CABIN	996	0	0	996	861	0	0	861	1857

Barry K has stalled a bit on his Gollywok build, he's busy organising his future, electric bikes and a motor home. At least they are going to be great assets when we all go off to Vintage rallies !? **Tony Ives** is up to covering stage on his and **Stan's** Gollywoks so we should have some stiff competition next time around. Other than that, building news is a bit quiet this time around. Good to have a visit from **Grant Fulton** who is now well settled in Tauranga (poor fella !). He has finished his Lanzo Cabin for RC E Rubber Tex and looking forward to some competition up there with **Don Mossop**.

BREAKING NEWS, or maybe that should read FIXING NEWS....

Ben Buckle -Majestic Major on the road again after a classic wing clap. Flying any day soon.

Mark sent me these pictures of his refurbishment job on the old vintage model from he rescued from the shed loft.

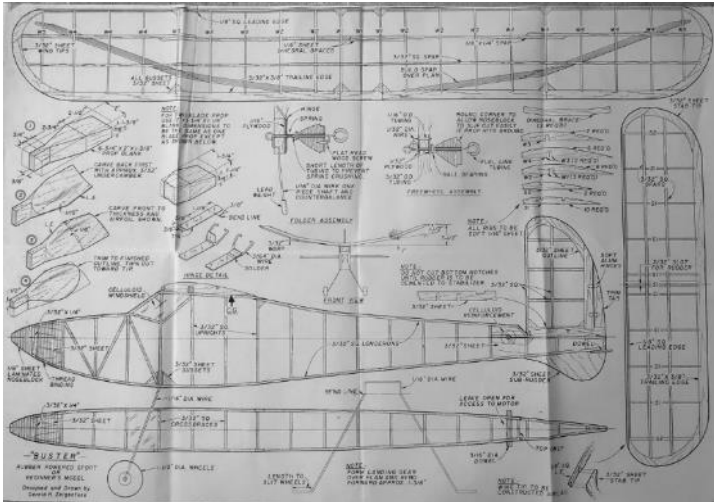


It suffered a mysterious Wing fold/clap and as a result needed an extensive front Fuz reconstruction and wing repair

Another nice rebuild **Mark**, you're becoming an expert in this department, looking forward to seeing it fly. **Ed**.

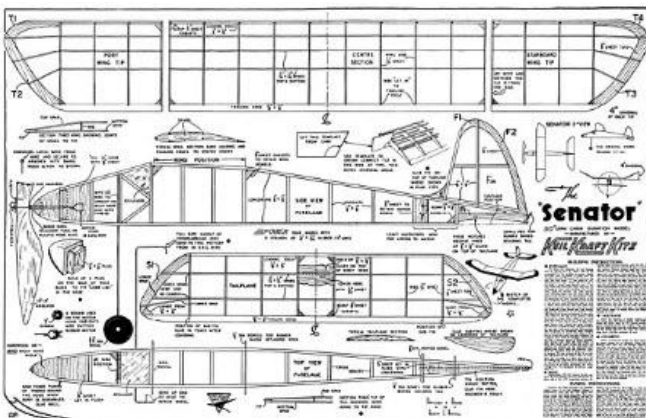
Stu Sturge was sorting through his memoirs and came up with a couple of interesting Free Flight / Rubber models the plans of which I'm holding if anyone is interested. Photographed below.... In both cases, the full sized download plans are available on Outerzone. Suitable for enlarging !

BUSTER, An attractive 30 inch span cabin model which would enlarge well for E Rubber or Classic 1/2E Texaco.



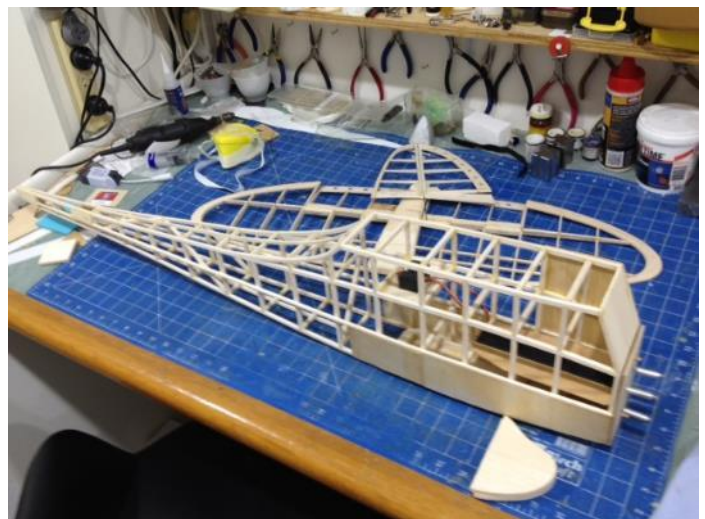
Plan available from Outerzone. MAN Dec 1957 https://outerzone.co.uk/plan_details.asp?ID=5343

SENATOR from Keil Kraft, a 32 inch span from 1950, would suit Vintage E Rubber and Vintage 1/2 E Texaco



Again available from Outerzone https://outerzone.co.uk/plan_details.asp?ID=472

Anthony Hales is about to re-engage with his Playboy Cabin model build. Progress to date...



He promises more progress sooner ?!

Saturday 20th. Brett and I flew our last NDC for the month, **RC Vintage ½ E TEXACO**, pretty flat conditions early on, maybe we should have waited for things to warm up a bit, however we got a couple of scores on the board for the club.

VINTAGE ½ E TEXACO

20/02/2021

NAME	MODEL	ROUND									
		1				2				GRAND	
		FLIGHT	LAND	BONUS	TOTAL	FLIGHT	LAND	BONUS	TOTAL	TOTAL	
BARRIE RUSSELL	STARDUST 51"	677	20	10	707	825	20	10	855	1562	
BRETT ROBINSON	STARDUST 51"	518	20	10	548	602	20	10	632	1180	

Stanley and Mark brought their Vintage E Rubber models out for

some air time, both flying nicely. **Stan** has that worried look, but his Lanzo Cabin flies very well.



Mark's Gollywok, very light (when he uses the proper 460 2S battery) should be a good performer.

Looking ahead, next month (**March**) we have the following **NDC** competitions available. *****

Mar/21	216	VINT	RC Vintage IC Duration
Mar/21	217	VINT	RC Vintage E Duration
Mar/21	218	VINT	RC Classical E Duration

IC Duration, my Slicker & Gavin's Buzzard. **Vintage E Duration**, Stardusts, Playboys, Bombers and Buzzards, etc **Classical E Duration**, Night Trains and other post 1951 E models? Get 'em dusted off and practising Vintagers.

***** **March 06-07 RC Levin - concurrent with Gareth Newton** *****

Upcoming Levin Vintage Events

The first of three Vintage weekends for 2021 at the Levin flying site is the Gareth Newton Memorial on 6 and 7 March. Fly either or both days. Along with the Bob Burling event on 8 and 9 May, your best scores from these first two events at Levin will also count towards the NZ Vintage Championships, a new decentralised initiative by the Vintage SIG.

Having said that, the Levin events will be the same low key fun events that have become increasingly popular in recent years and both vintage competition flights and vintage sport flying is what the event is all about. Low key fun and enjoying flying vintage models together are the objectives.

We are so lucky to be able to fly events like this in these COVID times. There are very few places in the world where such events can be held so let's make the most of the opportunity we have and have some fun in the process! If you have a Vintage or Classical model, bring it along.

Come along either or both days and meet modelers with a similar interest to you and view a wide range of vintage models from other clubs in the lower North Island. We normally have attendees from other clubs such as Wellington, Kapiti, Levin, Palmerston North, Ashurst and occasionally from further afield.

The format is that you can fly any Vintage (or Classical) class that you wish. There are no entry fees and the flying is very much relaxed fun. We stop for lunch with the Levin Club putting on a BBQ with burgers and sausages at purely nominal cost. Normally most fly Vintage Precision which any Vintage IC or electric model can be flown in. This is a very straightforward class with three flights, each with up to a 60 second motor run and ideally a spot landing at 3 minutes give or take the age bonus of your model (a bonus point for each year the design was published before the 1950 Vintage cut off date). Many of us will also fly other Vintage or Classical classes such as Duration and Texaco. If you aren't familiar with the classes, they are listed in the Vintage SIG section of the MFNZ website at [S04-Vintage.pdf \(modelflyingnz.org\)](https://www.modelflyingnz.org/S04-Vintage.pdf) The classes are all very straightforward and we are very happy to help you on the day "have a go" at a new class to you. Each class has its own challenges and appeal – all good fun!

To those that haven't attended before, come along and have a fun day of Vintage flying in a relaxed rally type atmosphere. To regular attendees, how about expanding your horizons to fly an additional class or two at the events this year! Details: Gareth Newton Memorial Vintage Event. Saturday and Sunday 6 & 7 March (fly either or both days) Start time 9.30am both days. Levin MAC site, Tararua Road (between SH1 & SH57 on southern side of Tararua Road). No entry fees. **Stewart Cox.**

The Spirit of Vintage at Levin.



***** To Date, *****

Brett, Stanley and I are planning to attend on one of the days. Once we get a look at the weather forecast nearer the time we'll make a decision which day suits best. If any other members would like to join us to car pool for the day, give me a call so we can make arrangements. It's a great day out whether you fly or not.

*** Saturday & Sunday 10th & 11th APRIL 2021 ***

Nth Island Regional 2021 RC VINTAGE CHAMPIONSHIPS at Awatoto. HB.

MFHB is hosting the APRIL round of the regional RC Vintage Championships as outlined above. Awatoto Field will be closed to Club Flying for that weekend. A 1000ft height Danger Area has been applied for and all arrangements are in place. Barry Kerr has offered to run the barbecue and daily tea/coffee urn and also man the necessary cell phone / Napier Tower contact. There has been considerable interest from modellers around the North island and to assist with accommodation we hope to offer some home billeting. I have three beds available and Brett another two. If you are able to assist in this regard I would appreciate a phone call **06 8353896** rather than having to ring around all members.

Operation of the 2021 VINTAGE CHAMPIONSHIPS TIMING 10th January to 30th June. The 10th January start keeps National scores separate. ENTRY Open to members of MFNZ. RC CONTENT Entrants may fly in any of the 16 RC classes at as many of the RC contests as they choose to attend. Each entrant's best score in each class is recorded in the final results. CHAMPIONSHIP / NDC VRC Championship classes may sometimes coincide with the MFNZ's programme for NDC. If this is so, you may choose to forward your Championship scores to the NDC Recording Officer. VFF Championship classes all coincide with the MFNZ programme for NDC, so scores may be entered in both the Championship and NDC. Each flier forwards his own scores to the NDC Recording Officer. SCORING Each entrant's first score in each class is recorded and is then updated if a higher score is attained at a subsequent meeting. CHAMPIONS First, a Champion is declared in each class. Then, using the Nationals points system, the flier with the highest RC points total is named VRC Champion. the flier with the highest FF points total is named VFF Champion; and the flier with the highest aggregate of RC and FF points is named Overall Vintage Champion.

****We will keep you posted.****

Thursday 25th Feb. What a beautiful morning, conditions were idyllic at Awatoto Field. A dozen turned up, well actually a baker's dozen if you take into account the orange streak that went past on a bicycle headed for morning tea at Clive. I'm afraid to say that **Stu Sturge** has presently gone across to the dark side on two wheels. Let's hope it is just a passing indiscretion and normality resumes soon! Six of us flew a fun duration comp consisting of a 20 second motor run and a 5 minute flight (5 mins or over) and 20 landing points inside a 15 meter radius circle and any aircraft/glider was suitable.



Peter Hamlin, Tony Ives and Derek Baker flew for fun and we all had a great time.

Results,... not important but for your interest here they are, and **everyone was a winner.**

Stanley N. / Stardust.	4.47/20 = 307.	4.45/20 = 305.	5.0+/20 = 320.	Total 932.
Mark L. / Bomber.	2.3/-0 = 150.	3.59/20 = 259	3.29/-0 = 209	618.
Barrie R. / Stardust.	5.0+ / 20 = 320	5.0+ / 20 = 320	5.0+ / 20 = 320	960.
Russell N. / Playboy.	2.53/20 = 193	3.01/20 = 201	5.0+ / 0 = 300	694
Anthony H. / Radian.	4.10 / -0 = 250	4.41 / -0 = 281	3.39 / -0 = 219	790
Barry K. / Radian.	5.0+ / 20 = 320	%0+ / 20 = 320	3.20 / 20 = 238	878.

Vic's GLIDER TOW Report Feb 2021



Vic Shaw recently attended a National Glider Tow meeting at Lake Station, Nelson Lakes National Park, on Feb 12, 13th. A full report covering the event will be published in the next edition of MFW. However a sneak preview is available here.....

<https://www.youtube.com/watch?v=-FNE6Son2NQ>

This is a video presentation created by **Alex Hewson** flying a 7" quadcopter with a GoPro hero 7 camera. The flying and camera work is just amazing. Most aerial videos I've seen seem to spend most of their time looking for the other party! Where is Lake Station aerodrome? Have a look on google maps.....in the Nelson Lakes district.



Vic says he enjoyed the meet immensely and his Sagitta features tow about ¼ way into the video. **Ed.**



Feature Article

Feb 2021

Peter Duncan's Vintage *Popsie*. Pt. 4.



VS-POPC

ON FINALS

We left the South Island version of the 227% Popsie at a weigh-in October last prior the covering of the fuselage (Fig. 1). At close to 4 kg it was heavier than my target weight but with the CG still well forward I was happy. A forlorn looking pilot figure had looked down from a shelf on the latter phases of construction. Could I detect a plastic smile when I installed him in the left hand seat? Though not quite to scale he looked particularly pleased.



Now what sort of colour trim? It seemed that for this example of a mid-century modern design, red would be an appropriate trim colour for Popsie. I would spray the trim from a rattle-can attempting to find a brand that had good adhesion qualities over the glossy shrink film. I set out to mask up the fuselage and other surfaces using good quality masking tape and making sure the paint edges were well stuck down to avoid leakage



My wife kindly agreed to run stick-on vinyl with the fake registration through her computer cutter and the letters were applied to the upper wing and fuselage (we ran out of vinyl and the lower right hand wing still awaits its graffiti). Even with the masking tape there was a slight unevenness to the red edges. I found a roll of black 3 mm whiteboard grid tape at a stationery store that smartened up the boundary though I had to use glue in some places to ensure its adhesion (Fig 4 and 5). Note also the windscreen and cabin side windows. This is fairly heavy grade and warmed to effect the windscreen curvature before being fixed to the cabin surrounds with small screws.

Fig. 6 illustrates the access hatch to the rudder servo and connections and Fig. 7 the torsion set-up for the undercarriage. Figs. 8 and 9 illustrate the completed aircraft ready for the ultimate test of a flying machine.



Does it really fly?

Well, let's see. Fig. 10 shows Popsie stowed in the back—there was no guessing whether it would fit as its proportions were trialed for fit every step of the way, even to the extent as to whether the tail surface would be fixed or removable. I chose to fix them. In the vehicle with Popsie is two other models!



The first trial was the ground test. Popsie failed miserably. The tension and moment of the torsion springs on the undercarriage were inadequate as she trundled awkwardly up the paddock. But, she had potential. It felt like she was clawing for release. She was going to fly. Meantime, its back to the workshop.

I decided to rebuild the entire undercarriage with a different hinging arrangement and tensioning system. That fixed it.

I enjoy flying but in my eighty-fourth year I also recognise my limitations. The club member whom I asked to take Popsie for its first flight was not only a former Professor of Engineering but also a one-time air-force test engineer. He has that methodical approach to setting-up, systems testing and second



sensing problems we have all learned from. He and I spent the best part of a late afternoon going over the model, setting up the transmitter and generally approaching this first flight with the seriousness he noted, "...six months of work deserves." If there is one truism in model flying I guess it's this: **"if it looks like it's going to fly, it probably will"**.



Sitting at the end of the runway in a slight northerly breeze (Fig. 11) Popsie looked like she was going to fly. She moved down the runway. A slight wiggle as the tailwheel straitened a move to the left. The tail lifted and the plane slewed left this time almost at ninety degrees. The breeze caught the dihedral of the right hand wing and she dipped further left, straightened with hard right rudder as she climbed and began to fly like she oughta. At around half throttle left turns were easy and gentle. Right turns a little more laboured. Glides were straight and without a tendency to nose down. The balance with

the big battery in the front was spot on the marked C of G and proven in flight. A few tweaks of trim but not much.

Time for landing. With the motor idling then switched off she glided round the southern boundary toward a final approach against the sky and above the line of distant pine trees (Fig. 12). It is going to be a long landing. She glides past the gallery and gently touches down and runs on to stop just off the right hand runway boundary.



Popsie looked like she would fly and she did! But, that slew to the left happened again in the second takeoff. Certainly not as pronounced as it was anticipated, but undesirable. Undoubtedly the torque from the powerful G46 with a 15x8 propeller on full throttle was the cause. The ample dihedral gave the breeze a chance to rotate the wing and this did not help.

The motor already has a degree or two of right thrust. Another washer perhaps?

Test pilots and their engineers think deep. Lives depend upon it. The issue my friend contemplated is really only an issue as the motor spools up on takeoff to full throttle. Neutralising that rotational tendency is going to solve the problem. Permanently offsetting the motor further might have unintended consequences in the air as the throttle was increased. Let's leave the motor offset as it is. Let's tackle the spooling-up problem directly. We settled for a mix of proportional right rudder offset with throttle coupled with a mode selection switch to turn this effect on or off as desired. The net effect being that the more throttle applied the more right rudder. Since rudder and aileron are the same control on Popsie the proportional control is assigned a switch to turn the mix off when needed. After takeoff the proportional throttle/rudder-aileron feature is switched off, and rudder as intended becomes aileron. With the mix switch active, the aileron control overrides the proportional control for safety.

Okay, let's see if that works. Perfectly, with a tendency to pull a bit too much to the right. We will soften the rudder a bit. We noted also the landing flare is a bit slow given low elevator authority, so landing approaches

need to be shallow to avoid bumping hard on touchdown. Three-pointers will come with practice! We decide that the next take-off with the mix, the pilot will counter the right rudder manually with the rudder until the tailwheel lifts and the torque wants to swing the tail to the left.

It's getting late. We will leave that until next time. Let's be prudent, pleased with our success and come back next time refreshed. We have a number of mixes and switches to practice with.

CREDITS

Popsie has been one of the most enjoyable models of all those I have had the pleasure to build. It not only took me back to the fifties when building was the only way to go model flying but it engaged all of the knowledge and skills I have accumulated in the years since. I have belonged to model clubs in Dunedin, Paraparaumu, Denver, Colorado and here in Wanaka. I have met great people, made many friends, and continue to learn lots about model building, model flying and life in general. It was a privilege to be at Cosford's large model show in Britain, 2019 (Fig. 13)



That really got me cracking on a big model and the lovely lines of Popsie were irresistible. I had stumbled across pictures of Barrie's big Popsie in a vintage newsletter.

Thanks Barrie, your openness, ability to answer questions and your comments have been welcome, encouraging and appreciated. Might never have got started without your enthusiasm.

To members of my own small club here in Wanaka I also add thanks. Mike whose engineering skills gained in his university holidays refitted the spinner to a new shaft assembly, and everyone one else who has given support from the other Mike who took the flying photos to Gaz who especially mowed the runway for the ground test. Then there is engineer Piet who did the test flying, even admitting he enjoyed it.

He's now walking away.

"Your aircraft," he says, looking at the young pilot as he hands me the transmitter.

**Peter Duncan.
Wanaka**

Nostalgia Files

Feb 2021



Had this email in from Dave Richardson, long time member of "The Hawkes Bay Radio Flyers" with some more history, Dave wrote.....

*"Hi Barrie, many thanks for sending me a copy of your club newsletter, it is always full of interest and gives me a good picture of how far the hobby has come since I began around 1958. I know how much time has to be put into the newsletter. I was HBRF newsletter editor for thirteen years; all on a typewriter and a photo copier. That was when we had our monthly club meeting in Pakowhai hall. The club then was not very competitively minded so running the 1980/81 Nats was a big ask. I don't know how I managed to do any flying but I must have done because that was the year I was NZ national Champ of Champs third year in a row lol.
Best wishes Dave"*

Here is a sometime pictorial history of those days and Dave's involvement in the hobby which should stir a few surviving memories from an earlier time.



Above R, 1962
Dave R with his
Vulcan - Voltar

Above L 1963
Graeme Madder
& Ross Glenny -
Pasadena A2's

Right. NZ
Nationals 1968-
69. Group photo,
How much more
family affairs
they were in
those far off
days.





Above, 1964, Hasting's Flying field, Irongate road.

Right. 1966 Graeme Madder's Super Sixty.

Below. 1964 Hastings MAC Air Show display in Napier



Above. 1971 Nats. F/F Scale. Don Hague Sopwith Snipe.

Below. Nats 77-78 RC Scale Bert Street & Wayne Cartwright



Left. 1974 Hasting, Graeme Main ASK.



Bruce Keegan's Great Lakes Special.



Dornier DO-217



Douglas A-26 Invader



Dawson's Fokker Friendship



P 51D



Phil Staples Fokker E 111



Fokker Triplane



ME 109

The above models all featured in the control line Scale competition at the 1966/67 nationals. Now days the scale emphasis has moved to RC.



Dave's Nieuport 27 from 1972. And a more recent picture of him with a scratch built Turbulent.

Another piece of associated MFHB (HBRF) history is in this report from Anton Nikoloff's Article on the Gore MAC Fly-in and the Avro Anson. Barry Lennox is Secretary of the Waimak Radio Flyers and Nick Ward is the Bulletin Editor. Barry sent me a copy of their excellent club newsletter and I have stolen the following report on Bob Whitburn's Avro Anson which he sold last year.



WAIMAK RADIO FLYERS FEBRUARY 2021 BULLETIN

The highlight of the models was an Avro Anson flown by Richard Race (son, of the Editor of Fliers World). I'm not sure of the scale but the wingspan is about 3.5- 4 meters. There is an interesting story behind the model. The person who built it, started it as a static model. He built the cockpit first, then decided to keep building additional sections. He took 18 years to build the completed model, scaling it up from 3 view's; there is no overall large plan for the model, it's a series of A4 size, scale-ups of each section of the model. By the time he finished the model, the builder realised that he wouldn't be able to fly it, so listed it on Trademe under toys (not models). Richard was the only bidder, so got it for a good price. He's re-engined it (from two large glow motors) with a couple of DLE 35 petrol motors. The DLE's give a spritely performance. It has some homemade retracts engineered by the builders' son. Richard had to put 6 Kgs of lead in the nose to get it to balance. Its a very interesting, well made scale model, very scale like in appearance and performance. Hopefully Richard will bring it up to one of the local fly-ins this year.





Well done Bob and Richard. It's great to see such a rewarding fruition to Bob's building skills and Richards finishing and piloting ability. Thanks for the news Barry and Anton and Nick. *Ed.*

FOR SALE & HELP WANTED



FOR SALE; Zeta Phantom FX61 flying wing.



35/36 Turnigy Aerodrive
1400kv
CNC alloy motor mount
FY41 flight controller with
airspeed sensor (return to
home system)
Sky Walker 50a ESC
Strobe lights and afterburner
lighting kit

Requires your own TX and RX
and 3or 4 cell batteries.

Has been laminated but could do with a re-cover.

\$190 or swap maybe?? Call Nick on 022 425 9120

FOR SALE..... The club has been gifted some valuable items for sale by departing member **Jim Bourke**. These items listed below are offered for sale on a "make an offer basis" . **I, Barrie the Editor** am conducting the sale for the club, so please express your interest and offers to me ... **06 8353896**.

1. **Scorpion Brushless motor** (used but in good nick) **S 4025 – 12 .** **Make an Offer**
(New Replacement cost over \$250.00)

Motor Specifications

Io = 1.80A at 21V
 Kv = 440 rpm/volt
 R = 0.022 Ohms
 Length = 46.2mm
 Diameter = 48.7mm
 Weight = 347g
 Continuous current accepted = 85A
 Maximum continuous power = 2000W
 Shaft = 6mm carbonised steel (protrudes both ends)
 Collet-type prop adaptor and back-mount supplied
 Motor fixing = four 4mm bolts supplied.



The S40 series of motors from Scorpion all have 40mm diameter stators - there are 12 stator arms and 14 magnets in the rotor housing. The stator is 25mm long in this 4025 version. The motor wind is a 12 turn delta wind with 22 strand 0.25mm wire. Prop for 4S - 20x13" Prop for 5S - 18x12" Prop for 6S - 17x10"

2. **Scorpion Brushless motor** (used again in good nick)
(New replacement cost over \$150.00)

S 3020 – 780 Kv **MAKE AN OFFER.**

Specifications

Stator Diameter: **30.0 mm (1.18 in)**
 Stator Thickness: **20 mm (0.79 in)**
 No. of Stator Arms: **12**
 Magnet Poles: **14**
 Motor Wind: **12 Turn Delta**
 Motor Wire: **17-Strand 0.25mm**
 Motor Kv: **780 RPM / Volt**
 No-Load Current (IO/10V): **1.21 Amps**
 Motor Resistance (Rm): **0.030 Ohms**
 Max Continuous Current: **40 Amps**
 Max Continuous Power: **800 Watts**
 Weight: **166 Grams (5.86 oz)**
 Outside Diameter: **37.50 mm (1.47 in)**
 Shaft Diameter: **4.98 mm (0.196 in)**
 Body Length: **45.75 mm (1.80 in)**
 Overall Shaft Length: **75.4 mm (2.93 in)**
 Max Lipo Cell: **6s**



3. **Horizon Hobbies / E-Flite.**

Brushless Motor, 30 Amp speed controller / prop adapter and propeller.

A good unit, obviously out of a Trojan T-28 or similar model.
Make an offer.....;

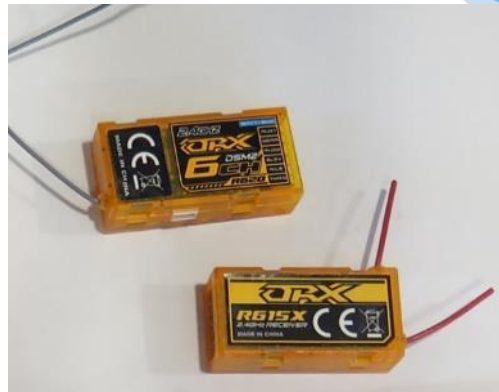


4. **4x HK 933 MG Digital servos (as used in Clubbas) .& 1x GWS naro**
.\$20.00 the lot.



5. 2x Orange DSM2 full range / 6 Channel receivers .

Make an offer.



6. Brushed motor / gearbox / ESC set

Make an Offer...



Phone the Editor

06 8353896.

Help Help Help Help.

Please can I ask in the next newsletter, whether anyone can alter the settings on a GPS module for me?

I have two planes which use the F2s flight controllers and both had crashes in which the GPS modules(pucks) got lost.

I have alternative replacements (since the originals cannot be purchased separately) but they need resetting which is beyond my computing skills!

This is the information I've been given from an rcgroups.com member but it goes right over my head I'm afraid to say.

Thanks very much , Regards Nick Twinn Ph 022 425 9120

LET'S RUMBLE

Awatoto Feb 2021



Friday 26th February thru Sunday 28th & it's all on for the NZ Aerobatics "RUMBLE" at Awatoto Field here in the lovely Hawkes Bay. The sun is shining and the weekend forecast pristine. This event would go nowhere without the indefatigable enthusiasm of Mr Aerobatics NZ

Fraser "Bo'Jandals" Briggs and his band of **Merry Men.**

Where could you find a finer bunch of aviators with names like **Bogan, Baldrick, Worms, Stinky, Grommet, Lomey,** and that's just the printable ones, just Joking !?

20 pilots from around the Nth Island flew over the weekend in four Pattern, four IMAC and a Classic Pattern event in perfect conditions, calm mornings and a mild sea breeze down the strip later in the day. Camping at the field was the order of the weekend with a kitchen set up in the shelter for bacon butty breakfasts from chef Andrew and barbecue lunches from club members Barry Kerr and Dave Cantell and helpers. Those hamburgers were just the best ever thanks guys.



Above. Pits/Shelter Panorama above



Left. Dave plying his hamburger trade in the Kitchen.



Right, The judges shelter set up behind the pilot station.

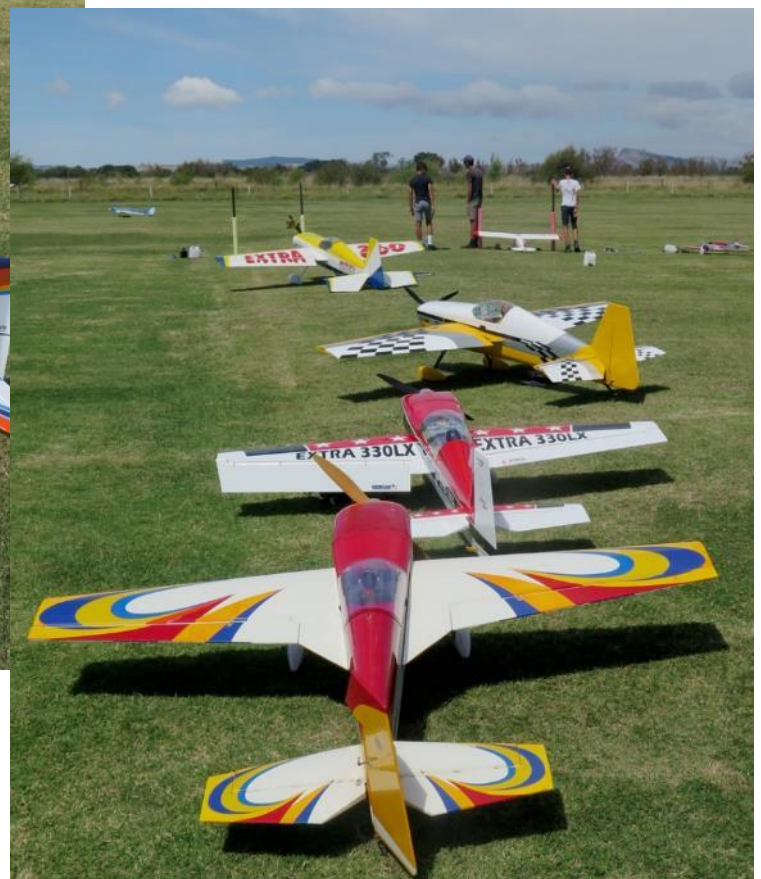


Above, Pits view looking East with a magnificent array of Flying Machines



Above, electric powered Pattern aircraft, amazing 2 metre models weighing under 5 kg fully loaded with 10S 5000+ battery packs ! I'll accept the fact they look like flying fish, but it's a pity they don't sound like "real" aeroplanes !! (sob, tears....just jealous !)

Below, a line-up of IMAC models ready to fly the Sportsman schedule.



This time, Fraser was trying out a new system of electronic judging, don't ask me how, but he had an Eskimo pie, no I think it was a Raspberry pie (or was that strawberry ?) connected up to batteries out at the judges' tent. The judges (Games consoles ?) hand held devices then spoke to it and the information was fed back to the computer set up in the shelter. The two units and programme have been supplied by some aerobatic benefactors ? and the system, (Australian purpose built) is being trialled with apparent great success.

All the information regarding Pilots, and the schedules they're flying is relayed both visually and by earphone to the judges who are now able to concentrate on the flying manoeuvres and allot points accordingly with the scoring being done in real time back at the base computer, and the hand unit supplying a printout of the flight judging. What could be simpler ... ask Fraser, I think he was pretty pleased.



Here below was what he posted on the first morning.....



Frazer Briggs

Admin · 21h · 🌐



Day one of the Rumble. Everyone is in learning mode. Notaumatics working with no major hassles !!! 2 rounds and live scoring.



Ewan and Aaron about to start a judging sequence, or playing space Invaders.

During the day I was fortunate to meet Aaron Maitland's wife Hitomi who was photographing all the pilots in their various classes, what a gold mine. Hitomi very kindly emailed me these pictures, this editor's cup runneth over.

IMAC Basic. L to R.

James & Andrew Farrow.
Mike Shears & Rob
Lockyer. Ricky Maitland.

IMAC Sportsman.

Below L to R.

Derek Whelan, Paul
Tomlinson, Aaron
Maitland, Ian Hill, Mike
Granddad (Baldrick)
Briggs.



IMAC Intermediate. Andrew (Stinky) Stiver, Ewan Galloway, Mike Shears & Jayden Molloy, James Farrow.

Pattern Clubman. L to R.

James & Aaron Farrow / Ricky Maitland, Josh Oushana & Family.

Expert Pattern Below L to R.

James Farrow, Ian Hill, Mike Briggs, Aaron Maitland



Pattern Masters L to R. Sean Galloway / Daddy Galloway / Granddaddy Galloway, Jayden (Squirt) Molloy.



Back to the future, **Classic Pattern**, all the “OLD” guys reliving their youth ? From the Left .. Aaron Maitland, Andrew Stiver, Towser Stiver , Jarrod (Grommet) Briggs, Daddy Briggs, John Knox, Hamish Galloway, Ewan Galloway.



Pattern F3A. L to R. John Knox, Hamish Galloway, Fraser “Bogan” Briggs, Jarrod Briggs, Paul Tomlinson.

One of the lasting memories I’ll take from the weekend is the number of Granddad/ grandson scenarios together with family, father and sons. That surely bodes well for the future of the aerobatic movement. Three generations of Galloways and Briggs, “Pop” and Jayden, the Maitlands and the Farrowes and the Oushama family. How good is that, well done all of you, plus all the other competitors. Just being part of it and competing is the important bit, winning, well that’s just a bonus..

I understand a very pleasant Saturday evening was held at the “Filter Room”, and as usual thanks must go to Fraser



and to all those who as usual pitched in and made this such an enjoyable and well run event. Thanks must also go to the weekend chefs and to MFHB and all their members for allowing the Aerobatic SIG to hold this event at such a wonderful venue. Hopefully we can repeat the event next year with even more locals and visitors competing.

Following is a list of results as supplied by the wondrous new scoring system. I’m not completely sure that all results are finals, but if that is the case, I’m sure Fraser will be publishing and advising all with a full report in the days to come. Congratulations all of you.

Maitland Ricky (924)	Junior		3996.07	1
Farrow Andrew (927)	Senior		3931.69	2
Lockyer Rob (921)	Senior		3920.47	3

Basic IMAC

Competitors	Cat	Country	Total	Position
Briggs Frazer (Bogan) (911)	Senior		3750.00	1
Briggs Jarrod (931)	Senior		3415.35	2
Galloway Hamish (Worms) (907)	Senior		3402.21	3
Knox John (917)	Senior		3082.29	4

Unlimited IMAC

Position	Competitors	Total
1	James Farrow (926) Snr	2000.00
2	Aaron Maitland (923) Snr	1980.00
3	Ian Hill (929) Snr	1741.76
4	Mike (Baldrick) Briggs (930) Snr	1645.06

EXPERT Pattern

Maitland Aaron (923)	Senior		3750.00	1
Tomlinson Paul (918)	Senior		3482.20	2
Briggs Mike (Baldrick) (930)	Senior		3435.38	3
Hill Ian (929)	Senior		3064.28	4
Whelan Derek (925)	Senior		2574.13	5

Sportsman IMAC

Position	Competitors	Total	Net
1	Hamish (Worms) Galloway (907) Snr	1994.37	261.
2	Frazer (Bogan) Briggs (911) Snr	1988.57	259.
3	Jarrod (Grommet) Briggs (931) Snr	1915.51	262.
4	Ewan Galloway (906) Snr	1591.30	232.
5	Andrew (Stinky) Stiver (912) Snr	1430.91	225.
6	Aaron Maitland (923) Snr	1290.39	194.
7	John Knox (917) Snr	995.24	261.

CLASSIC Pattern

Position	Competitors	Total
1	Frazer (Bogan) Briggs (911) Snr	2000.00
2	Hamish (Worms) Galloway (907) Snr	1972.65
3	Jarrod (Grommet) Briggs (931) Snr	1800.46
4	John Knox (917) Snr	1758.39
5	Paul Tomlinson (918) Snr	1673.60

F3A Pattern

Galloway Ewan (906)	Senior		4750.43	1
Farrow James (926)	Senior		4729.21	2
Molloy Jayden (932)	Senior		4697.09	3
Stiver Andrew (Stinky) (912)	Senior		3990.80	4

Intermediate IMAC

Position	Competitors	Total
1	Ricky Maitland (924) Jnr	3000.00
2	Andrew Farrow (927) Snr	2618.89
3	Josh Oushana (933) Jnr	1683.25

CLUBMAN Pattern

Position	Competitors	Total
1	Ewan Galloway (906) Snr	2000.00
2	Sean Galloway (908) Jnr	1986.15
3	Jayden Molloy (932) Snr	35.40

MASTERS Pattern

WOT'S ON THE WEB. Feb 2021



An interesting look back at the 2019 Warbird over Awatoto, an excellent video presentation of the Rally made by a vising cameraman, Just click on below to watch.

<https://www.youtube.com/watch?v=xvKQhW6oSCU>



For warbird fans, Nev Fargher sent this link to the John Smith collection. Well worth a sit down and watch, amazing what one man's obsession created.

https://youtu.be/Uhr_ZBYuT4



From Brett R.

Vortex Cooled Ceramic Rocket Engine (3D Printed)

<https://youtu.be/Qu79vUbcXCU>



Cockpit View Take-off at Saba (Really short runway with cliffs/sea at Both ends!)

<https://www.youtube.com/watch?v=rI0qZXHkug>

Cockpit view Landing at St. Barths AirPort (Another very short runway with No overshoot!)

Amazing approach too – pilots Have to be specially licensed to land there it's so difficult,

<https://www.youtube.com/watch?v=V-qDEAfRig>



A CLOSING SMILE. Feb 21



Sharing and Marriage. An old man and his wife went to the local fast-food restaurant. The man placed an order for one hamburger, French fries, and a drink. He unwrapped the plain hamburger and carefully cut it in half, placing one half in front of his wife. He then carefully counted out the French fries divided them into two piles and neatly placed one pile in front of his wife. He took a sip of the drink, his wife took a sip and then set the cup down between them. As he began to eat his few bites of hamburger, the people around them were looking over and whispering. Obviously they were thinking, “that poor old couple who they can afford is one meal for the two of them.”

As the man began to eat his fries a young man came to the table and politely offered to buy another meal for the old couple. The old man said, they were just fine they were used to sharing everything. People closer to the table noticed little old lady hasn't eaten a bite. She sat there watching her husband eat and occasionally taking turns sipping the drink.

Again, the young man came over and begged them to let him buy another meal for them. This time the old woman said no, “thank you, we are used to sharing everything.” Finally, as the old man finished and was wiping his face neatly with the napkin, the young man again came over to the little old lady who is yet to eat a single bit of food and asked what is it you are waiting for?

She answered, “the teeth”.



On that note I might share some time here, away from the computer !

Thank you to all who have contributed and made my job easier and enjoyable.

I look forward to receiving your comments, criticisms and copy for the next issue. In the meantime,

Happy Building and Safe Flying.

Barrie the editor. mfhb feb 28. 2021.