

Model Flying Hawkes Bay



Club Newsletter # 126 MAY 2021

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Thurs 3	Vintage Awatoto Field
Sat 5	Queen's Birthday NDC
Sun 6	CLUB SUNDAY NDC
Mon 7	Queen's Birthday NDC
Tues 8	Shed Morning
Tues 7	COMMITTEE MEETING 7.00 pm "Shed"
Thur 10	Vintage Awatoto Field
Sat 12	NZ Classic Pattern Meeting Waharoa NDC
Sun 13	CLUB SUNDAY *** 2 nd Sun BARBECUE*** NDC
Tues 15	Shed Morning
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19&20 June	June 19 & 20th NI F3K F3K Round 2 NI Series Black Bridge Haumoana
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Contributors to this issue; Barry Kerr /Barrie Russell / Derek Whelan / Lance Hickey / Barry Price / Harvey Stiver / Brett Robinson / Ross Gray / Stew Cox / Mike Shears / Kevin Botherway / John Clarke / Clive Baker / Jayden Molloy / Dave Richardson / & "others"

June NDC Events Soaring & Vintage.

Jun/21	134	VINT	RC Vintage Precision
Jun/21	135	VINT	RC Vintage E Duration
Jun/21	416	SOAR	ALES 200 Class M
Jun/21	417	SOAR	F3K Tasks B,D,G,H
Jun/21	418	SOAR	ALES Radian Class P

Meet our new Club Captain, Derek Whelan.



From the Editor's Desk May 2021



Hi Members,

Contrary to what I said last month, the Propwash Copy file grew more than expected so rather than hold it over for another month we'll let it all hang out for your info and enjoyment. Activity at the field today was pretty sparse (Sunday 30th) maybe a hangover from the DS Closure and onset of winter. A beautiful Bay day however so hopefully member participation will improve. Don't forget the second Sunday barbecues at Awatoto Field.

The AGM is reported separately, a fair attendance with around 30% of the membership. Let's hope our committee will take on board the previous calls for club nights, theme days and youth encouragement. All of which foster a better club atmosphere, pooling of information and improvement of our skills. Sure the membership has to take some responsibility, but guidance must come from the top. We want that club atmosphere, not just a facility.

Facility wise, we are the best, let's make the best use of it. Please make sure you read the Activity Calendar on the opening page to keep up with what's on. Club events, outside competition and meetings and the month's **NDC**. Once our new website is functional there will be a regularly updated Events Calendar to keep members abreast of what's on and up-coming.

There are some exciting builds in the pipeline, things are happening out there behind workshop doors to be reported on in the future. In the meantime, I hope you enjoy the read and as usual look forward to your copy and pictures, comments and criticism. Don't hold back, tell me what you want or don't like. Lastly, if you have event dates you want listed in the next month's Activity Calendar, please advise, I'm not always 100% successful at mind reading. See you at the Field.

Barrie the editor. mfhb June 2021.

Prez Sez. May 2021



Greetings All

I must be getting old and forgetful; these bimonthly Newsletters seem to come around very quick. I guess the older you get the faster the time goes due to being busy.

Our AGM took place a short time ago, we had an outstanding turn out. Thanks to all those that turned out and took an interest in our Club and the running of it.

At the AGM Mike Shears was awarded Life Membership, this is given for outstanding contribution to the Club, I believe this award was well deserved. Congratulations Mike.

Due to Mike Shears standing down from committee and the position of Club Captain we now have a new Club Captain. This position has been filled by Derek Whelan, given Derek's knowledge and enthusiasm he is more than suited to the role. Please make him feel welcome in the role.

We are now back on the field with restricted hours after being closed for Duck shooting. Having said this the weather is not being kind. Good building weather for those that have projects.

Look forward to a year with good weather, lots of flying uninterrupted by outside influences. Let's have a happy environment with lots of members participating in our friendly atmosphere.

Safe flying, safer landings.

Lance Hickey. President MFHB.

Mr Secretary Says;



210511 Meeting Notes

This was to be the last Committee Meeting prior to the AGM, and much of the business was around the AGM and its smooth conduct. At this meeting Mike Shears indicated he was standing down and Derek Whelan was in attendance, having indicated he would stand as Field Officer. As well as nomination forms from Committee Members, discussion as to subs for the following year and amounts to be recommended to Members at the AGM took place. In addition the preparatory work around the decision to purchase a new mower would be put the AGM.

The seemingly perennial discussion of the applicability of rules took place. It is clear that with the multi-use aspect of Awatoto, with park fliers, vintage, helicopters and drones, alongside powered craft on the flight line, these need to be revisited. Use of bungee launching at Awatoto is a problem and unsafe as the rules exist currently. A discussion will be the first order of business of the incoming Committee.

The incoming Committee will also need to look at past Minutes and action matters that have not been addressed to date. Part of this will be to address the Website and perhaps, through discussion with Hayden, have a local administrator. A discussion of MFNZ's letter pertaining to drones took place and determined it was not ready for full membership discussion at this time.

Barry Kerr, Secretary MFHB

Club Captain reports. May 2021



Well as I sit down to write this there is a bit of a weather bomb hitting the South Island just to remind us that winter has arrived. AGM out of the way and I now find myself voted into a position of club captain. Not this was a total surprise as Mike has been planting seeds since the last AGM. I would just like to thank Mike for the great job he has done for the club over his term as Captain.

Keep in mind this support did not start with his appointment and I know will not stop with his resignation. We all need to keep in mind that we are just a group of like-minded people who enjoy building repairing, purchasing and most importantly flying model aircraft of some shape or form. To make this happen we do need a small structure of leaders but as we all benefit, we should all try to contribute in some way shape and form, depends on our strength and skill sets. We can all do something. Keep this in mind if you see something that needs doing or someone that need help. Remember ultimately, we are all there just to enjoy ourselves.

With winter setting in don't put all the air craft away. Keep something handy and charged. Those fine still frosty mornings make for some great flying. Get some fingerless gloves and a beany if you have bad circulation. Other wise turn the heater on in the shed / Model room and get building or more importantly repairing and refurbishing. All those models flown over the summer now need some TLC. Iron down the lose film, tighten some bolts and screws. Take the cowls off and check motor mounts, fuel tube and tanks. Push rod connectors hinges, all these things suffer a world of vibration and we tend to trust that as it flew and landed last time all is good. Its not always the case. It happens to the best of us.

That's about if for now but I look forward to serving you and the club over the coming year and look forward to seeing you at the field over the winter. If it really gets cold you will now. I will be in longs and the jandals will have been left at home.

Derek Whelan. Club Captain. MFHB.

MFHB AGM May 2021



The **Annual General Meeting** of Model Flying Hawkes Bay took place at the National Services Club in Hastings on Wednesday 19th May 2021. There was a good attendance of thirty-two members and the usual procedure of the AGM took place. With reports from President Lance Hickey, Treasurer Robert Lockyer, Club Captain Mike Shears and Field Officer Phil Sharpe all reporting the club to be in good shape both member-wise and financially. Fees for the following year 22/23 were set to be the same as this current year 2021/22.

Election of Officers for this coming year are;

President: Lance Hickey.
Secretary: Barry Kerr.
Treasurer; Robert Lockyer.
Club Captain; Derek Whelan.
Field Officer: Phil Sharp.
Committee: Marty Hughes, Brent Stiver, Joe Wurts, Russ Nimmo.
Bulletin Editor; Barrie Russell
Web Master; Hayden Purdy
PATRON ; Harvey Stiver.



The highlight of the evening was the bestowing of LIFE Membership upon our retiring Club Captain Mike Shears. Your editor had the honour of moving the motion as follows;

Members, within our organization, we have the facility to recognize outstanding service to the club by bestowing Life Membership. Recipients to date have been the late Barrie Roberts who for many years was a stalwart of the Hawkes Bay Radio Flyers and taught many members their piloting and building skills. Harvey Stiver has given outstanding service to our club, being President on at least three separate occasions and served many terms in office and on committee and is still keeping a watchful eye as Patron. John Clarke who needs no introduction using his considerable building and flying skills to assist members over the years. All notable for their service and efforts, also that Russell fellow who they thought giving him Life Membership just might keep him quiet, that didn't work!

Tonight it is my privilege to recognize the outstanding efforts and contributions to this club and aeromodelling in general of another of our members who under the guidance of his father Barry, another avid model builder, began his pilot training whilst still in kindergarten with a single channel bang/bang radio. In the sixty plus years that have followed he has accumulated a vast store of knowledge and piloting skills the envy of many. Of course, I speak of Michael Shears our current Club Captain. Mike has used that knowledge and those skills over the past twenty to thirty years unselfishly within our club, advising and helping fellow modelers, well known on club days spending more time helping and teaching others than with his own modelling and flying efforts.

His membership covers a life time of modelling from Chatham road, the Rockery, Highway 50 and then here to Awatoto following a period of working in Samoa running the Rothmans operation there.

I think the relationship between Mike and his grandson Jayden who first came out with Pop as a five year-old squirt, whose piloting skills were nurtured and his future in aviation assured gives testimony to Mike's kindness, thoughtfulness and generosity.

Mike has served the club in most committee positions over the years of his membership, from being President, holding committee positions and more recently as Club Captain where he has done an outstanding job.

Members, It is my privilege, on behalf of your committee, to formally nominate, Michael Shears as a Life member of Model Flying Hawkes Bay.

The nomination was carried with acclamation.



A motion was put by the out-going committee to purchase a new and slightly larger mower. Our present mower has corrosion and has a limited life. After some discussion the club agreed to the purchase.

The meeting concluded after general discussion and a light supper was enjoyed by all.

Wednesday 19th May 2021.

CLUB ACTIVITY

May 2021



Not a lot of activity whilst the duck shooters have been blasting the skies ! At least the shed has been active with Tuesday morning's providing some entertainment and respite for frustrated modellers.

Pictured in sartorial splendour, **Rod H.** has purchased **John Aitken's** Jungmeister and after some ministrations by his tame resident aeronautical engineer, **John C.** brought it along for Mike C's help with radio set up. Busy lot !!

Being looked over by HRH Barry K is a Harvard built some twenty+ years ago by the late **Keith Ansell**. Been in storage since and brought back to the club for help in restoring it to a good Static condition. It was a heavy model and a bit of a "Dog" so non-flying display will be a good solution. **Mike S** is overseeing the tidy up.



Is this what they call a “**Been Bag**” ? **Been** there, done that ! **Been** a nice model.... once !

Maybe it’s a “**Wing Bag**” the wing’s gotta be in there somehow. Or maybe it’s a “**Magic bag**” and when you pull the tail out, the whole plane appears, Dream on Ed !!

Sunday 30th.

Maybe we should call this Club inactivity, lots of parking spaces available.

Been a bit of carnage before I got there (late start !) **Rob** had even surprised himself as to how many pieces went to make up his helicopter, and **Clive** had a meeting with **Mr Secretary’s** front wheel and redesigned his radian fuselage. Other than that a few regulars enjoying the near perfect conditions.

Secretary Barry and myself

retired to the western end of the field and flew our **NDC Ales 123 class N** competition. Not a lot of lift for us amateurs but at least we got some scores on the board for the club. Pity no one else seems to show much interest in the Radian NDC competition, we can only try and at least enjoy experience.



NDC Event Number	415 May/21 SOAR ALES 123 Class N
Members MFNZ Number	2287
Members Name	Barrie Russell
Club	018 Model Flying Hawkes Bay Inc
Total Score	255=50=305 / 250=25=275 / 317=50=367 Total =947
NDC Event Number	415 May/21 SOAR ALES 123 Class N
Members MFNZ Number	11756
Members Name	Barry Kerr
Club	018 Model Flying Hawkes Bay Inc
Total Score	220=50=270 / 325=25=350 / 264=50=314 Total = 934



I took out my “Flying Bathtub” for a try at the **NDC RC Vintage Texaco Scale**, but could only get it airborne once on the 2 cell battery. Miles M was flying his King Cobra classic pattern model, a hot performer on OS61+pipe.

Tuesday Morning 1st June A very convivial bunch for Shed morning, all swapping notes, yarns and information over a hot cuppa.



“Hey, boss! This cute little fella wants to know why we’re three years behind with the car payment.”

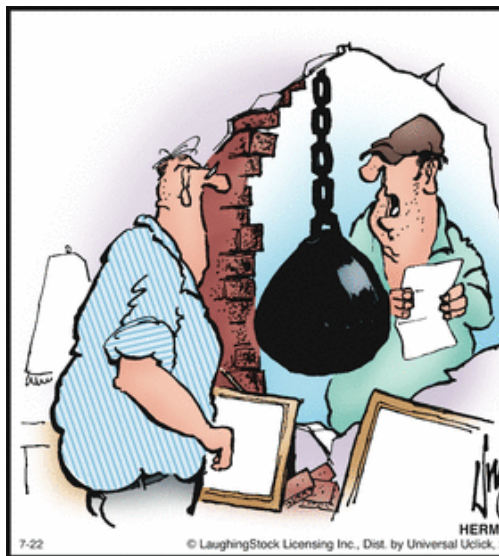


“If it doesn’t itch, don’t worry about it.”

AROUND the BUILDING BOARDS May 2021



Barry Price is making progress with his DH 2. He says it's bigger than he meant 'cos the lady in the print shop got the size wrong .. Yeah Right !!



"You're absolutely right, I'm at the wrong house."



In the process of making the front in fibreglass, Barry has made a model in white foam, and to date I've covered it with two layers and a few extra pieces of 6 ounce cloth epoxied on. Once trimmed it can be sanded and bogged and then a finishing layer of light fine weave 2oz overall.

My Classic Pattern Tiporare is making progress, I'll do a full build article on it once finished and flown (I hope!). Just fuselage top and bottom and shaping to go, a front cowl to make and it's ready for covering, I'm aiming for the six and a half pound mark, wish me luck.

Roderick Hughes recent purchase of **John Aitken's** Zenoah powered Bucker Jungmeister almost ready to take to the air, some programming at the shed.



"It's hard to believe you've never put up wallpaper before."

CAA PROPOSAL ; AIRCRAFT & DRONE REGISTRATION



This important piece of information is received from MFNZ Council and re-printed here for your edification. If you haven't already sighted and read it, I would urge all members to study the document and make themselves aware of the possible future regulatory changes affecting our hobby. If you feel strongly enough, forward your written submissions to our Club committee, who will then make them available to our national body, Model Flying New Zealand. Ed.

“Enabling Drone Integration” MFNZ Council Opinion piece

10 May 2021

Author Paul Clegg

Ministry of Transport and CAA sees a need to change the regulatory environment that enables us to fly model aircraft. Hopefully you're now aware that they have released a Discussion Document titled "Enabling Drone Integration"

[Full document -Discussion Document Enabling Drone Integration](#)

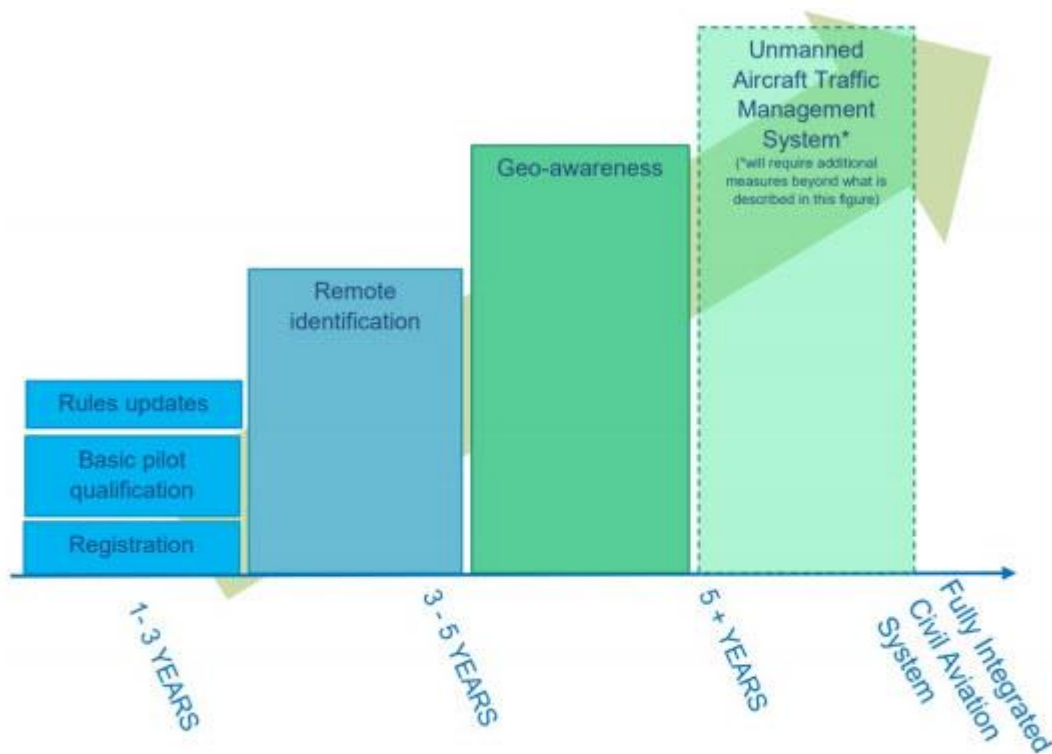
MFNZ representatives have met with a combination of Ministry of Transport and Civil Aviation Authority personnel over the last few weeks and had considerable discussions covering the impact of this proposed regulation on MFNZ operations.

First, some history about the current regulatory environment, which may help explain why it's being changed. The largest recent change in the regulatory environment was with the introduction of Part 102 and a considerable update to Part 101 in 2015. The focus on this regulation was to provide some rules specifically for model aircraft flying, mostly by MFNZ members, in New Zealand skies. Since then, there has been a boom in availability and purchase of remotely piloted aircraft in the country. The government considers that the current regulation is will not cope with the huge increase in casual recreational flyers. They see these flyers as very different group to MFNZ members, whom fly quite different aircraft and do so in a disciplined and safe manner. The common phrase used in meetings is "MFNZ members are not seen as a safety issue in New Zealand".

MFNZ has a lengthy and strong relationship with both CAA and MOT thanks to the considerable efforts of people such as Jonathan Shorer and others before him, who have represented MFNZ interests to these organisations over the years, which has left us in a globally unique position.

One of the stated aims by both MOT and CAA is to try and keep MFNZ running within the new regulations with as little interference as possible. While the intentions are noble, this doesn't appear to be practical within the confines of the proposals.

The proposed regulation updates are in four stages.



Details on each stage becomes progressively more obscure as the number of variables and unknowns (including the technologies that will be available) about each stage increase. So saying, there are considerable impacts of the proposed regulation on MFNZ members.

Stage I Pilot qualification and Drone registration

In a nut shell this covers

- Mandatory online theory testing for Part 101 pilots
- Mandatory notification of all drones weighing more than 250 grams by their owners

The proposed regulation “ring fences” MFNZ outside of these requirements, although it does so with rather a large caveat.

180 We propose that if a model aircraft is solely being flown within a designated area and under supervision of MFNZ, then registration of the drone would not be required. However, if a model aircraft is flown outside of a designated area, then it would have to be registered.

MFNZ members would be ruled outside of the requirements of additional qualifications and aircraft registration but would need to fly in “designated areas”. The majority of discussions have been around the description, maintenance and flexibility of designated areas. Many examples have been provided of MFNZ operational activities with a view to how we would be able to define the spaces as designated areas. A few examples would include:

- model aircraft displays at public events
- clubs that operate out of members lifestyle blocks
- temporarily flying sites that are only used at specific times of the year and day
- flight demonstrations especially focused around schools and the STEMs program

- testing of aircraft on MFNZ members property

As this is only proposed regulation, a lot of the operational procedures have not been defined, leaving little in the way of concrete answers to these questions.

Stage II Remote ID

Remote ID is the mandatory use of remote identification capability on certain drones during flight to enable the transmission of a range of data (e.g. drone unique registration number, real time geolocation) to third parties.

No provision has been given to MFNZ members to exempt them from the future Remote ID project.

215 For operators of drones without such capability, there would be the cost to equip with Remote ID and meet the standard. However, we anticipate it to be minimal as the majority of drones operating in New Zealand should already be equipped with some forms of Remote ID capability. Moreover, most drones currently operating either for commercial or recreational purposes have a life span averaging one to two years. By the time a Remote ID technical standard is adopted and new rules are enacted, most drones would have had to be replaced, and so the costs of retrofitting a drone might not arise.

The assumption of aircraft only lasting 2 to 3 years and then requiring replacement does not fit with the operation and experiences of the majority of MFNZ members. The additional assumption that current model aircraft are fitted with Remote ID is incorrect, considering that a large number of the model aircraft currently flying are scratch built by MFNZ members. Considerable costs could be incurred in fitting our current stock of model aircraft with Remote ID capability.

Stage III Geo-awareness

This is described as

- Creation of a single standardised map available in different formats that provides all necessary aeronautical information.
- Mandatory use of geo-awareness technology on certain drones or for certain operations, e.g. drones used for specific or advanced operations.

No provision has been given to MFNZ members to exempt them from the future Geo-awareness project.

231 Some costs may fall on drone owners and operators where their drones are not equipped with such capability and need to be upgraded. Given the current lifespan of drones, we anticipate that the majority of new drones will have this capability by the time new rules come into effect.

This project has been presented with a similar assumption of the lifetime of a model aircraft. Considerable costs could be incurred in fitting our current stock of model aircraft with Geo-awareness capability.

Part 149 Aviation Recreation Organisations Certification

Currently MFNZ operates within the CAA regulatory environment as “a person or organisation that has been approved by the Director” (101.202). CAA wishes to move away from this regulation and move MFNZ from a 101 organisation to a Part 149 organisation.

CAA Aviation rule Part 149

Entry into this regulation environment would provide MFNZ with the ability to legally issue certificates of competence and airworthiness. The cost to the organisation would be considerable. The requirements behind becoming a Part 149 organisation are quite onerous and would put a large impact on the organisation in terms of documentation and record keeping. It is hoped that discussions can continue with a view to allowing MFNZ into a “light” version of the Part 149 regulations that would be more in fitting with a recreational organisation. One potential outcome is the organisation may be able to record and publish the list of Designated Flying areas allowing a greater control of our flying operations.

Conclusions

MFNZ is focused on the initial stage of change. So little is defined or known of further stages, including both process and technologies to be employed, that it’s difficult to assess the impacts.

Both MOT and CAA have stated they are amenable to change and wish to work with us to provide the optimal solution for the new regulations. A considerable amount of process and procedure has yet to be defined and given this, it is difficult to assess whether we have a positive result at the moment. It is expected there will be considerable ongoing negotiations between the parties.

Please remember there is a deadline, 21 May, for submissions for this regulation. MFNZ intends to make a comprehensive submission covering all of these points but we encourage individuals and clubs to provide their own input to the process.

But Wait, there’s more. This just received from the NZMAA

MFNZ Submission – Enabling Drone Integration **Overview**

Model Flying New Zealand welcomes the Ministry of Transport and Civil Aviation Authority’s project on clarification and updating Civil Aviation Rule 101. Model Flying New Zealand has numerous rule change dockets raised with CAA, over the previous 6 years, for rule change proposals.

MFNZ appreciates the document’s apparent intention to separate model aircraft, including control line and free flight, from COTS drones. However, the proposed regulation does not provide a definition for either. MFNZ also appreciates Ministry of Transport’s understanding of the long history of safe operation of model aircraft within New Zealand.

Whilst the document provides some high-level discussion points on the envisioned future legislation, without proper nuancing of the points, it is exceedingly difficult to assess accurately their practicability or impact on Model Flying New Zealand’s 2200 members and some 40,000+ model aircraft.

Model aircraft as a sport and a hobby are proven to be the grass level entry point for the majority of today’s manned aviation professionals, inspiring huge numbers of young people into the sector. The paper appears to inadvertently restrict this, without having considered the long-term effects of such a change.

The following is in response to Ministry of Transport’s Discussion Document – Enabling Drone Integration (6 April 2021). Paragraphs are addressed numerically and in *italics*.

Open

Very Important click here

I would urge you all to make time to read this document. Ed

Too Many Dumb Pilots

May 21



Another chapter from Richard Back's "*A Gift of Wings*" for your interest
 Maybe this episode has some relevance to our activities at Awatoto Field ?

and enjoyment.

Too many dumb pilots

"It's not that there's too many pilots flying," somebody wise once said, "it's that there's too many dumb pilots flying!"

Lives an aviator who does not agree? Many as the leaves of the forest are the times I've flown into a traffic pattern exactly on altitude, just the perfect distance from the runway on downwind leg—just precise gliding distance to the field if the engine should fail, all nicely set up to turn to base leg. And I've looked out and seen, by Ned, some clod droning along a monster two-mile final approach, dragging his airplane to the threshold on sheer power, never considering remotely possible the chance that his fan might cease turning.

And there had gone my lovely pattern, as I gronked the throttle back, nosed up into slow-flight to save what I could of it. I have expressed more than once to my instrument panel that I behold a man with head of solid pine, down there, one not caring that when he flies a thoughtless pattern, he destroys everyone else's pattern, too, as each struggles to take spacing on him. I, gentle I, who never whisper at demonic stupidity about me on highways have spoken ill in the air of a fellow pilot. Why should that be?

I speak ill, perhaps, because I can expect occasional ignorance of anyone who crawls along the surface of the earth, but only perfection of anyone who chooses to lift into the sky, and it is a crushing disappointment to find otherwise.

Too many dumb pilots? Yes, indeed. Why, if everyone could be as good an aviator as I am, and as you, there

would be no conflict, today, in general aviation, or questions about its future.

The answer is education. Educate that clod to fly a proper pattern through the simple instructional technique of chopping his power on that wallowing final approach—that'll teach him! Build new engines factory-guaranteed to fail at least once every five hundred hours, and we'd have good pilots everywhere in the sky.

So I mutter and fulminate and lecture my instrument panel, noticing where the offenders land (bouncing their touchdowns, of course), watching them in quiet wrath on the ground. Yet they are healed as soon as they are out of their aircraft, they become normal human beings, affable, kind, smiling, not the least aware of the havoc they have wrought upon my magnificent landing patterns. I watch, and finally shake my head, keep my silence, and walk away.

Then came one time, however, once when I bounced a landing. Me . . . Bounced.

Although no one was watching, although I would of course never repeat the offense, it was disquieting.

Disquiet magnified in the little town of Mount Ayr, Iowa, just at sunset over a narrow grass strip, attended only by sparrows and a meadowlark.

Three other airplanes flew with me, airplanes piloted by 1) a commercial charter pilot, 2) an airline captain on holiday, and 3) a third-year college student at the wheel of the first airplane he had ever owned.

It was getting dusky on the ground, and I worried about the kid. I turned down to land, and for some reason I had the devil's own time controlling the roll-out—I was all over the cockpit holding the biplane straight, and at that she used every foot of the strip. The airline captain came in next, and he landed hot and long, too. Then the charter pilot touched, and as conditions would have it, his landing was as bad as ours had been. By now I was quite concerned for the youngster . . . this was no easy challenge, coming down here, but the poor kid had to do it or be caught up in the night. We three on the ground got out of our machines and met in a little knot of worry.

"Spence, that's a tough one," I said toward the airline captain. "Think young Stu can pull it off?"

"Dunno. There's a wicked downdraft there at the end of

the strip . . .” We all wrinkled our foreheads and watched.

Stu didn't come in at once. He made one low pass over the grass, and then he did an odd thing: he turned around and landed in the opposite direction. Pretty as an Amendo-la painting . . . his airplane touched down three-point, rolled a few hundred feet, and stopped. We fell silent, the three of us.

In that silence, the youth shut down his engine and climbed down from his aircraft.

“What's the matter with you guys?” He said it in the respectless tone of the young and inexperienced. “How come you landed downwind? Is it me? A guy is supposed to land into the wind, isn't he?”

It was silent still, and he spoke again. “Dick? Spence? John? Why did you land downwind?”

It fell to me to be spokesman for the experienced pilots, for we three who had together logged something over fifteen thousand hours.

“well stu it's like this we landed downwind . . . ah . . . we landed downwind because we didn't want the sun to get in our eyes. flicker vertigo you know when that sun gets in your eyes through the prop . . .” I said this low and quick, hoping one of the others would jump in fast and change the subject.

“What do you mean?” Stu said, perplexed. “The sun's just set: the sun's been behind the hill for ten minutes! Say, you guys . . . you didn't . . . you didn't land downwind by mistake, did you . . . not by mistake?”

“ok well yes stu i was leading and i landed downwind if you must know by mistake and spence and john followed and did what i did. that's what happened. i'm hungry boy it's been a long day hasn't it spence. sure could use a bite to eat, don't you think there stu sure let's walk down the road and find us a supper . . .”

“**BY MISTAKE!** There's the windsock! All three of you, all these fantastic pilots . . . **LANDED DOWNWIND BY MISTAKE!**” The kids today I think are taught to rub things like that in.

He started laughing, then, and strangled it off only when our sullen glare made it clear that we did not find the matter funny, and that he would be thrown inverted into the river if there was not respect for elders forthcoming pronto.

And that is about the end of the story. Every once in a

Too many dumb pilots

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while, like the graybeards of forty years flying who land occasionally at the wrong airport, it is our own head that is carved from knotty pine . . . that dumb clod in the sky is us!

What's to be done when a pilot as good as you and I has an occasional moment of lapse?

The answer's unchanged. Education. But the special education this time is that no matter how many times we have landed or taken a machine up into the air, we can never afford to do it half awake, or by habit. That with familiarity must come the knowing that the better we get, the more piercing crushing intolerable becomes stupidity when it is found in us.

This is called learning. Not one of the three of us old-timers has landed downwind in the two years since, and there is some chance that we never will again. And we solemnly guarantee, as our promise and service to aviation, that the first time that kid Stu lands downwind, he will never once in all the rest of his life be allowed to forget it.

Classic Pattern

April 21



Thursday 20th May.

Mike and Derek spent a morning setting up and test flying the Calypso that Derek has recently purchased. Managed one flight, trimmed out okay with some aileron trim. Like all these models, at speed they're very sensitive



and need very little control surface deflection. Motor problems emerged after the flight and it turned out all the head and crankcase bolts were all over half a turn loose, strange on a new motor. The model was a little heavier than I first reported, weighed in at 8.5 lbs, hence took a bit of stopping on the landing run out.

Once the motor is sorted and final trimming done and the retracts sorted (Locked down, the retract servo was too weak for the task) it should be a good performer.



And what have we here ? A **Taurus** would you believe, just amazing what you can find whilst clambering around in "Old Modeller's" roof spaces. I think this was a joint effort between **John Clarke** and the late **Barry Shears, Mike's Dad**, very many years ago !! **John** is tackling the rebuild, another Classic coming off the production line. Keep a watch on it **Dominic**, it could just finish up flying your way. Oh what it is to have grandkids to build aeroplanes for !! Keeps the old fella's fingers nimble and brain turning over !

Right, Mike has been getting real nostalgic, running up an old Super Tigre 45, for another classic model ?? Watch this space. This model has the exhaust baffle for low speed and no muffler.

Derek W has started preparation for his Arrow build, read the separate article following. With all the stages 3D CAD drawing, fuselage printing of plug, mould making, composite fuselage making, the balance of build, set up and flying to be followed and documented in detail, watch this space for a great read over the next few issues.



STOP PRESS.. **Mike** is going to run an introductory flying, coaching, talking **Classic Pattern** workshop at Awatoto Field on Saturday 19th June from 12.30pm. Those interested, there will be planes available to fly or buddy on or bring a suitable glow powered model. **If the weather is C R A P we'll be in the SHED.**

Derek's building an ARROW !



*No this is not about archery and feathers and fitches, this is about **Derek Whelan** showing us how he can use some of his exceptional CAD skills to build a 1980's Classic Pattern model called the **Arrow**. It's a small world, some 40 years ago, I was at a local Optometrical Assn meeting in Hastings at Brian Whelan's home and got talking to his teenage son **Derek** and his mate **David Kenwright** about RC. I'm sure they wouldn't remember, but it made a lasting impression on me. At the time they were programming a computer which I think they'd assembled and speaking a language totally foreign to me ! Those learned skills of Computers and RC had a huge influence on their futures. In the following and hopefully continuing article, **Derek** has shared his expertise in CAD drawing and 3D printing for our interest and takes us through the process in a very logical and understandable way. **Derek writes***

I have always had a problem with shiny quality bits and bobs and when **Mike** pulled me aside at the field and showed me a few 61 motors and pipes he had sitting around I could not resist the urge to take one off his hands. The OS 61RF ABC with matching pipe and header to be precise. I had been looking for another event to compete in on those aerobatic weekends I attend, to get more flying in. This started me on a search for a model to mount them in, but soon discovered these are few and far between and even rarer to suit rear exhaust engines.

I started to look for kits of which I found a great supplier in Florida but wanted two arms and a leg to ship. My next option is scratch build but what? I could get short cut kits here from NZ but still nothing designed with rear exhaust as its primary option. A quick flick through the World Wide Web bought me around to an aircraft called the Arrow.



Construction Wolfgang and Gunther Matt

Type F3A

Wing Span 160cm

Weight 4.3kg
 Engine Webra 61 Speed Fitted originally.

I soon found the plans, two in fact. One built up wings and one foam cores. The built up wing plan was the original version so that was my first bit of luck. Here is a tip; https://outerzone.co.uk/plan_details.asp?ID=5507 if you want plans. Now I just have to build it, but I never do things the easy way for some reason. No... I had been looking for an excuse to purchase a 3D printer for a while and the mind was now working overtime.

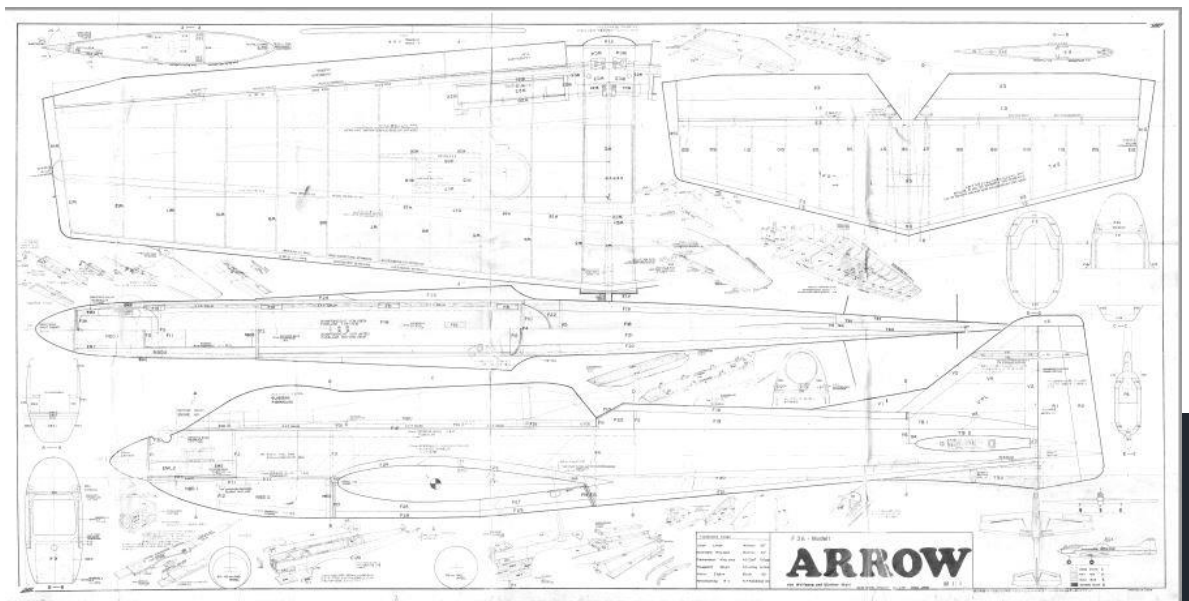
Being a designer and sitting behind computer screens and design software means I was thinking about the end result as much as the process getting there. I like the idea of a glass fuse and two part wings, removable stabs, modern construction. Easy to store and transport. Must be light, accurately built and most of all look the part. So plan in place I just had to get started.

I searched YouTube for 3D printed Plugs/Moulds and found a few people doing it so a bit of quick research into 3D printers was needed. <https://youtu.be/Ztygn--BsjI> and two weeks later I had my printer and have been trying a few prints to get accustomed to it. Some print the mould and others the plug. I have opted for the plug option. I think it will be easier to smooth and dress the plug ready to take a mould off. I will print the fuse in 4 or 5 sections and glue them together to build up the full length. All the printer needs are 3d STEP files so this is where the work starts for me.

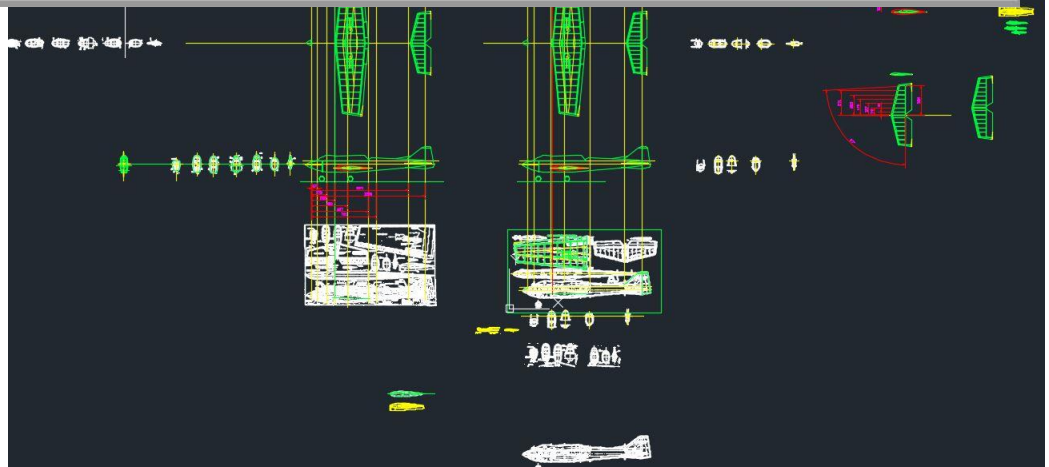


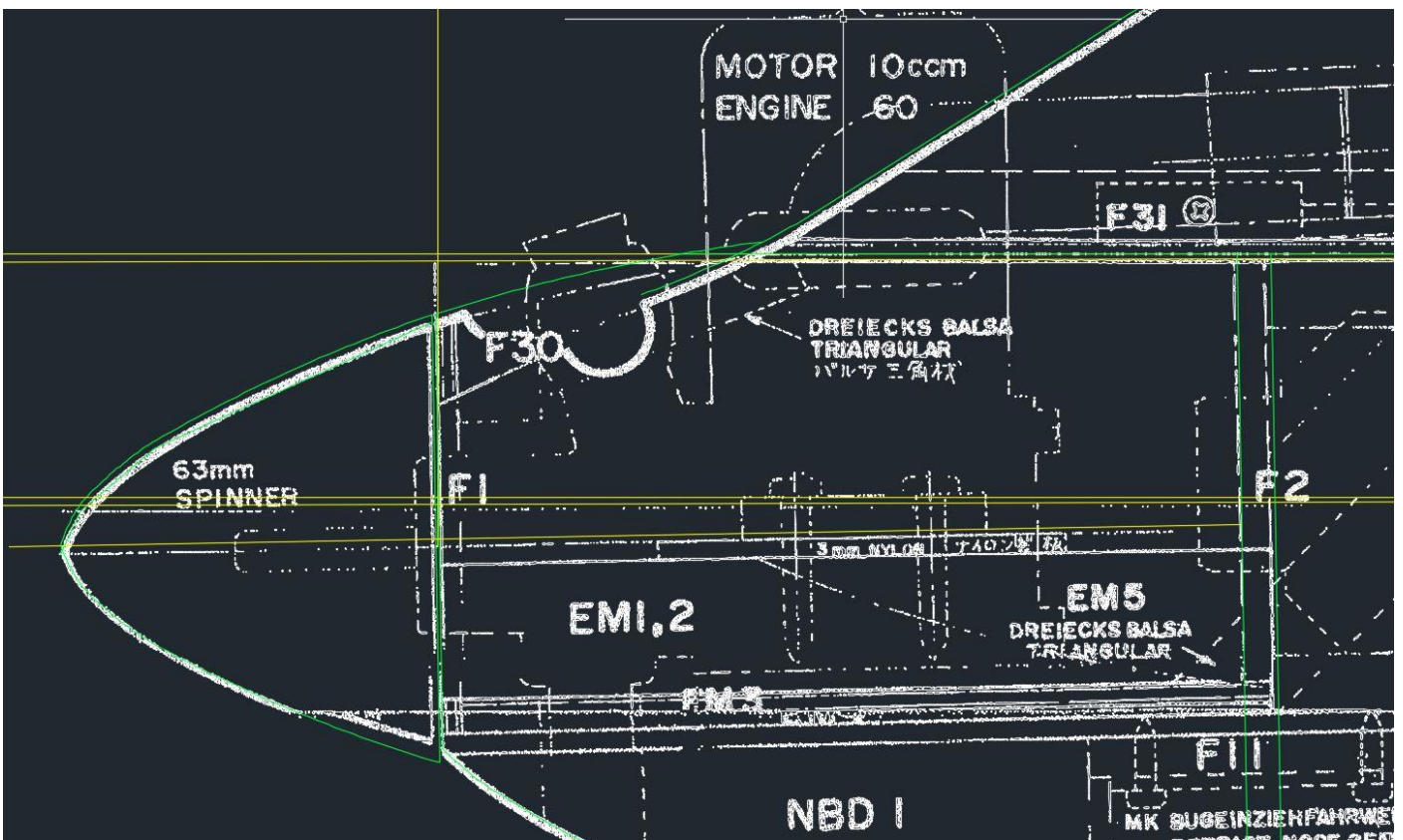
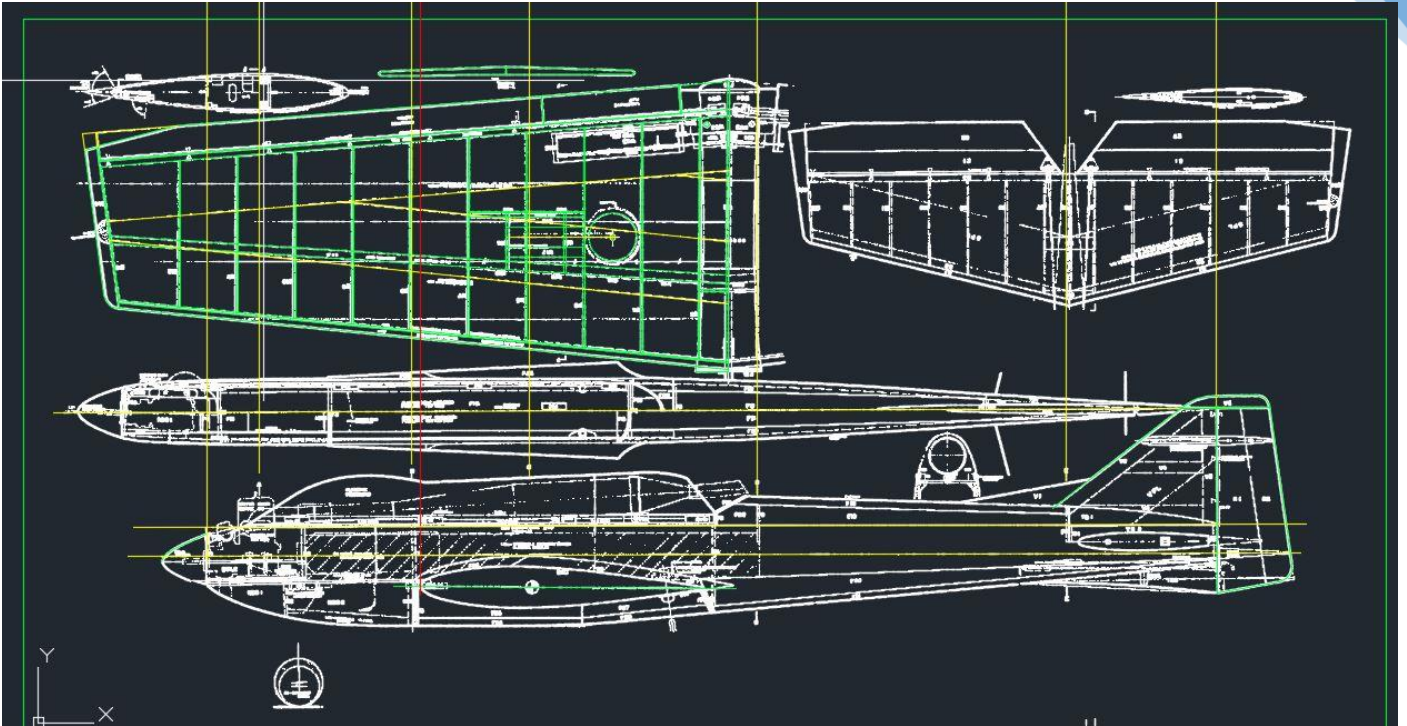
Step 1. Find the plan as a PDF or scan a paper plan to produce the PDF.

Step 2. Take PDF plan and import it into a 2D cad software. AutoCad in my case. The plans when scanned to PDF have a lot of clutter on them and the thick ink lines come in as squiggly lines.

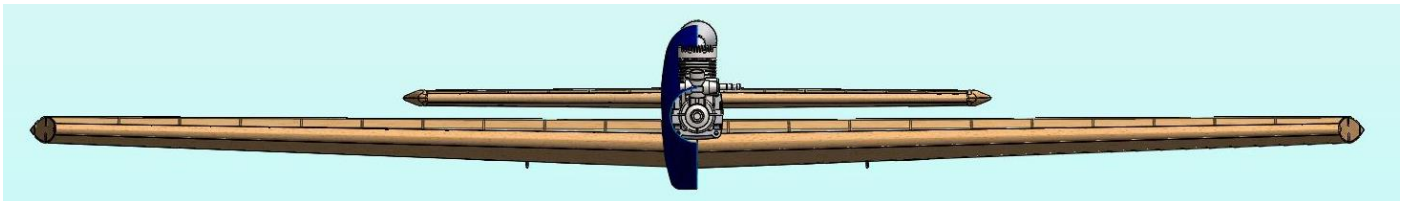
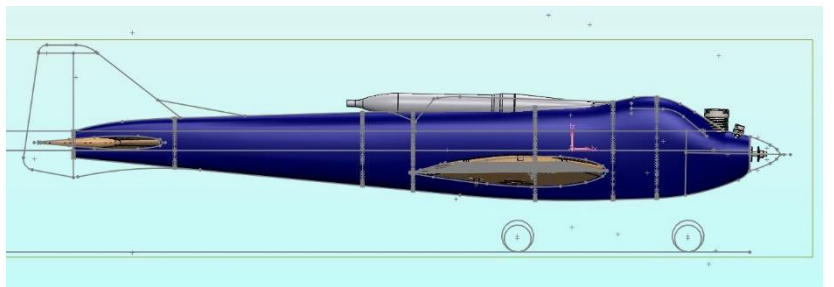
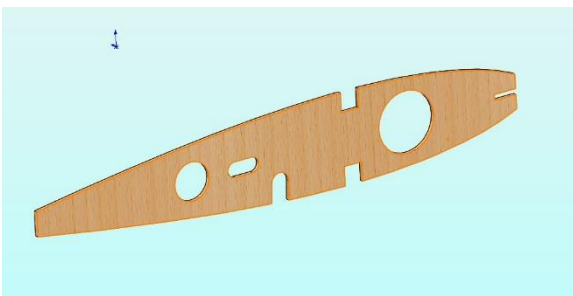
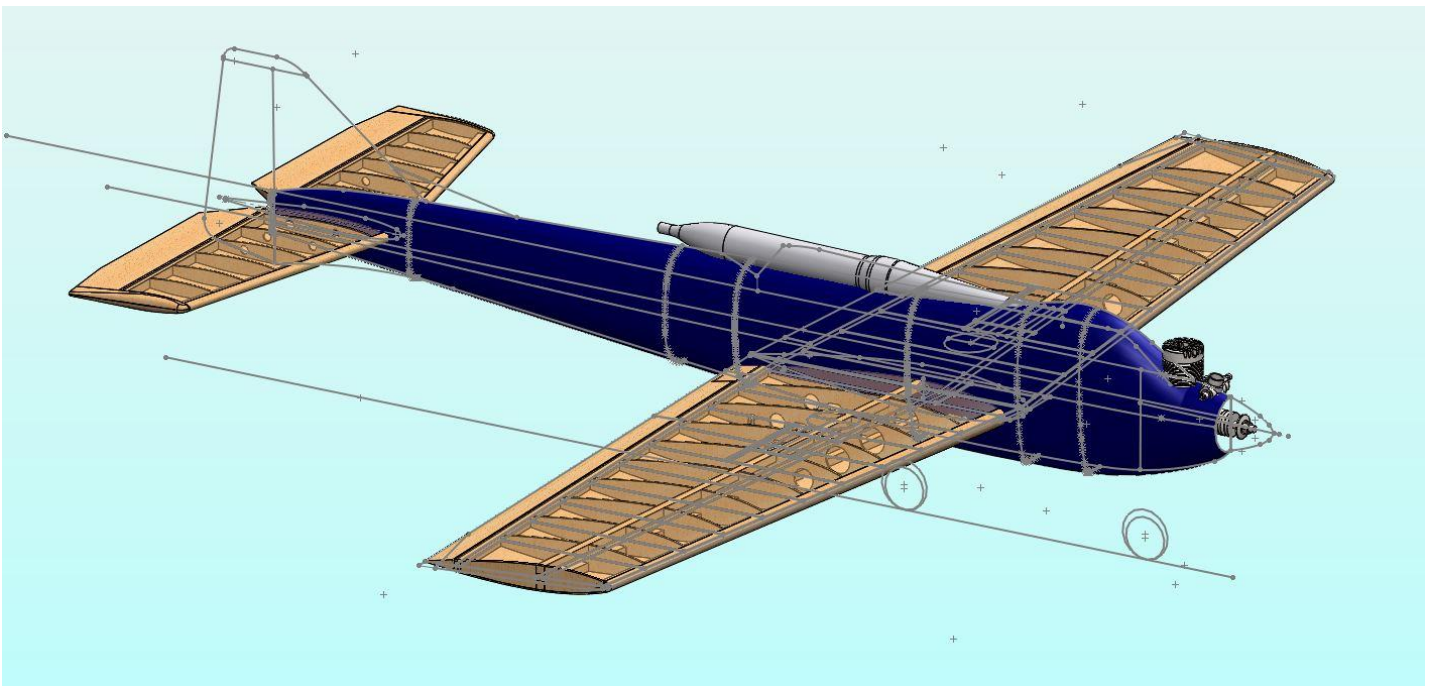
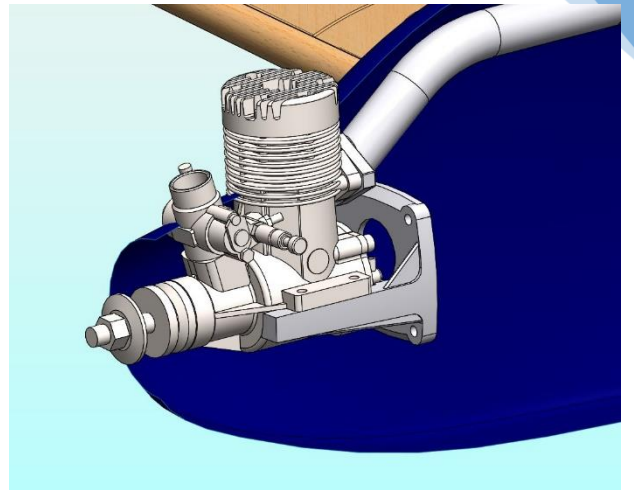
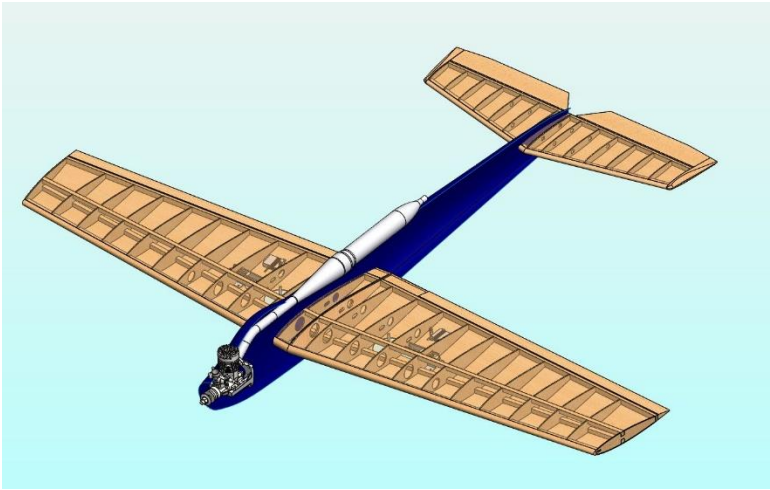


These are too big to import into the 3D software so a clean up is needed and I drew new straight lines over the plane to achieve that. Tracing digitally.





Step 3. Now I had a traced version of the plan which had 90% less file size if could be imported into the 3D software. SolidWorks. Using the sketches as outlines I can now build up everything down to the greatest details. I have to stop myself from going to far as it's easy to waist time on unimportant parts like hinges, horns etc. Each part is a new file so I can get DXF files off them if I need to Laser cut ribs etc. As each part is it's own file I can assigned a material, weight etc and this gives me the ability to see the current CoG in the final assembly as I build it up. I just build things over the imported drawing lines as I go. These are the grey lines seen in some of the pics. BIG DISCLAIMER. SolidWorks shows a grain in the wood but it's never in the direction you want. I can spend a lot of time changing it but for what I am doing I just accept that look on the computer screen.



There will be a bit of fine tuning of the design before I start printing the fuse. Construction and design wise but it's easy to do now on a digital screen so when the actual build process starts things should go smoothly. EG Run up motor and get the final length off the header pipe so I can make the tune pipe tunnels to suit the OS set up. Work out undercarriage options. Etc. To be continued...

Derek Whelan. May 2021

VINTAGE REPORT May 2021



Saturday 8th May.

The Bob Burling Vintage rally was held at the Levin MAC and reduced to a one day event because of an inclement Sunday forecast. Turned out to be the right decision and Saturday was a pristine day with light winds, warm and some good lift if you could find it. There were 18 registered vintage fliers, including five pilots and two helpers from MFHB. Stan, Brett and self travelled together, Danny and Anthony, and Ross B and Graeme R to make a good representation from the Bay.



Great to see such a large and enthusiastic turnout. The competition was open so you could fly what you when you wanted to. With three models each capable of flying 18 competitive flights over 7 classes, Brett, Stan and I were busy and grateful to have the timing/observer help from Anthony and Danny. Ross flew his large Quaker Flash with Graeme's help.

Bob Burling Memorial Vintage Event Results

Levin - 8 May 2021

Vintage Precision

1. Barrie Russell	Hawkes Bay	Stardust Special	1940	600 + 195
2. Bryan Treloar	Ashhurst	Red Zephyr	1936	600 + 191
3. Wayne Elley	Kapiti	Miss America	1936	591
4. Flemming Raven	PN Aeroners	Kloud King	1938	589
5. Bruce McKay	PN Aeroners	Red Zephyr	1936	588
6. Stan Nicholas	Hawkes Bay	Stardust Special	1940	585
7. Barry Hall	Wellington	Buzzard Bombshell	1940	579
8. Stew Cox	Levin	Brooklyn Dodger	1941	574
9. Ross Brinsley	Hawkes Bay	Flying Quaker	1936	571
10. Terry Beaumont	Kapiti	Mercury	1938	541
11. Trevor Glogau	Wellington	Corsair	1945	505

12. Stuart Hubbard	Ashhurst	Quaker Flash	1937	439
13. John Miller	Kapiti	Buzzard Bombshell	1940	373
14. John Ellison	Kapiti	Mercury	1938	338

Classical Precision

1. Stan Nicholas	Hawkes Bay	Night Train	1968	599
2. Barrie Russell	Hawkes Bay	Night Train	1968	572
3. Brett Robinson	Hawkes Bay	Night Train	1968	542

Vintage IC Duration

1. Wayne Elley	Kapiti	Miss America	1936	596
2. Terry Beaumont	Kapiti	Playboy Senior	1940	260

Vintage E Duration

1. Barrie Russell	Hawkes Bay	Stardust Special	1940	960 + 461
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Classical E Duration

1. Brett Robinson	Hawkes Bay	Night Train	1968	817
2. Stan Nicholas	Hawkes Bay	Night Train	1968	755

Vintage 1/2A Texaco

1. Stew Cox	Levin	Playboy Senior	1940	1490
2. Bryan Treloar	Ashhurst	Rambler	1939	1466

Vintage ½E Texaco

1. Brett Robinson	Hawkes Bay	Stardust Special	1940	1576
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Vintage Open Texaco

1. Bryan Treloar	Ashhurst	Lanzo Airborne	1938	1586
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Vintage E Rubber

1. Barrie Russell	Hawkes Bay	Voodoo	1949	2588
2. Stan Nicholas	Hawkes Bay	Gollywock	1939	2468

Nine classes were flown during the day with Vintage Precision being by far the most popular and capable with most designs of models. A three minute flight including an engine run of up to a minute, landing points within a 30 meter diameter circle and points deducted per second over of under the three minutes. Age bonus points also apply to the three contest flights but not in the fly-off. *Pits scenes below. Photos per favour of Ross Gray, Brett R and self.*





From top left clockwise; Ross Brinsley MFHB with Flying Quaker. / Miss America / Brett Robinson with Night train, Anthony Hales MFHB timing / Stan Nicholas MFHB with Night Train spot landing with Danny Young timing. / Stew

Cox our CD for the weekend from Waikanie with his Brooklyn Dodger / Stan with his ultra light Gollywock .

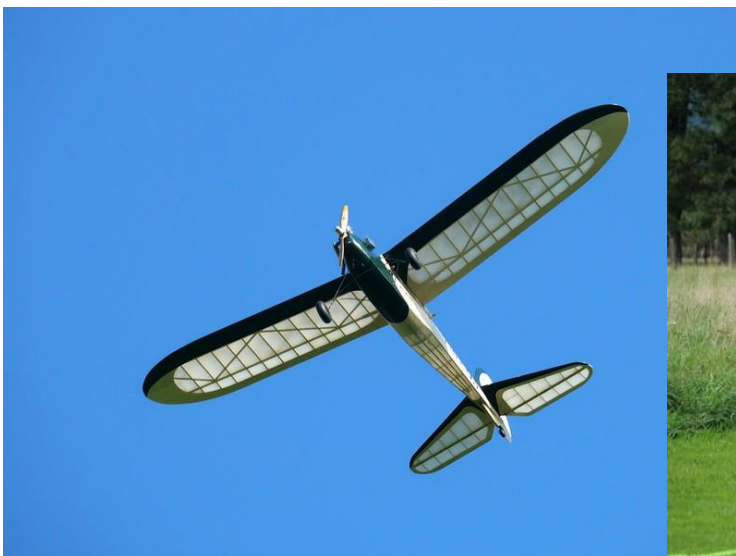
Another precision landing from Stanley with his Gollywock in the Vintage RC E Rubber class.

Have a look at the size of the Levin runway, all of about 70 meters long by 16 meters wide. What better way to teach you to land accurately rather than the four football fields we offer at Awatoto !!

Grass is fuel down there in the Manawatu so that's about the size of it !



Another pits scene above with Ross Gray our resident photographer far left, and Bryan Treloar above launching his IC powered Red Zephyr. Below Trevor Glogau's beautiful Falcon, pure Vintage overhead.



Right . Flemming Ravn launching his immaculate Kloud King (P/Nth Aeroners)





My Stardust & Brett's Night Train climbing out for Precision flights.



Stu Hubbard's (Ashurst) Quaker Flash and Bruce McKay P/Nth with his Red Zephyr in Vintage precision.

NDC Results. These are always available on the MFNZ website under the NDC Menu.

<https://www.modelflyingnz.org/NDC.html>

Allan Knox does an excellent keeping this up to date for us all, it reads in an excel file. Makes for interesting reading, have a look.

Right. Anthony H is back making progress on his Playboy Leisure. It's a very tidy build, just the wings to go and we'll be flying. This is a very good straight forward building model and an excellent flyer. Can be flown in three classes, Vintage Duration, Vintage Precision and Vintage E Texaco, so a very versatile and worthwhile model to get started on.



SOARING REPORT

May 2021



Great day of F3B in Hawkes Bay! Everyone flew well with heaps of flying and very soft thermal action. A light to moderate wind later on in the day and slightly cool. Some stunning speed runs with 5 sub 20's in round one, 4 in round two and 6 in round three!

The fastest was Joe 14.60 in the final round with Richard setting a personal best 14.60 not far behind Joe at all! In distance most laps was Joe in one slot whom managed 23 laps.

Saturday was a full day of flying unfortunately on Sunday the wind was coming from our worst direction for our Hawkes Bay field which made flying very uncomfortable. With most landings very hard to control with the amount of wind chop. Well done to Joe Wurts for 1st place overall. Many kind thanks to Barry Kerr and Ken Duffell who helped run the course over the weekend. It was a good turnout for F3B and all the guys are very keen with this discipline. It was awesome to have everyone help setup and keep things moving along.



Name: F3B NI Series. Venue: Hawkes Bay New Zealand

Date: May 08, 2021

1	Wurts, Joe -	8000.00
2	Botherway, Kevin	7689.39
3	Thompson, Richard	7396.91
4	Williams, Peter	7343.48
5	Glasse, Peter -	6852.06
6	Stiver, Andrew -	6710.69
7	James, David -	6321.23
8	Christiansen, Tony	5736.35
9	Clarke, Bruce -	5698.17
10	Rhodes, Gavin -	5411.55
11	Drabble, Len -	3958.58



Up-comingJune 19 & 20th NI F3K F3K Round 2 NI Series - Black Bridge, Hawkes Bay

Kevin Botherway; posts on Facebook...

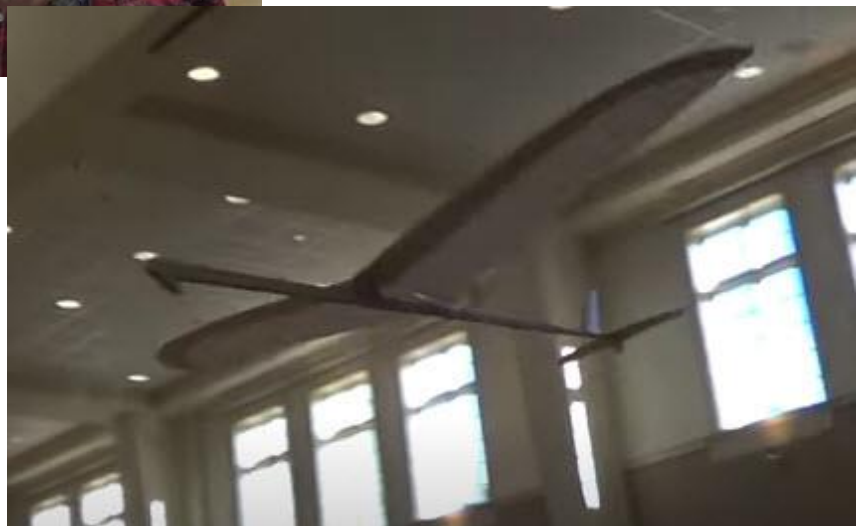


Getting indoor hand launch planes ready for Nats be neat for Hawkes Bay to have an indoor night through winter..... I mostly mean for a few nights in a stadium for practice flying and trimmingthe easy way for building is u tube! Here ya go....

<https://www.youtube.com/watch?v=gx0zdr1Olag>

Cat's Meow - a kit for F1N indoor hand launched glider competition and catapult launch click below.....

<https://www.youtube.com/watch?v=gx0zdr1Olag>

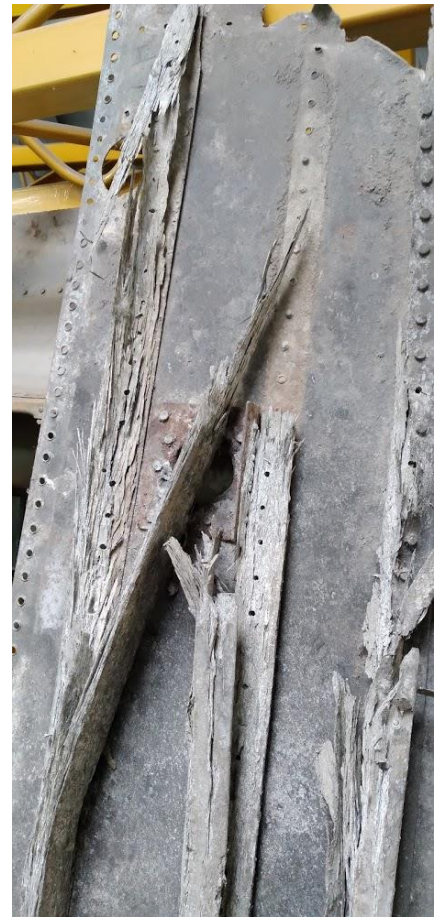
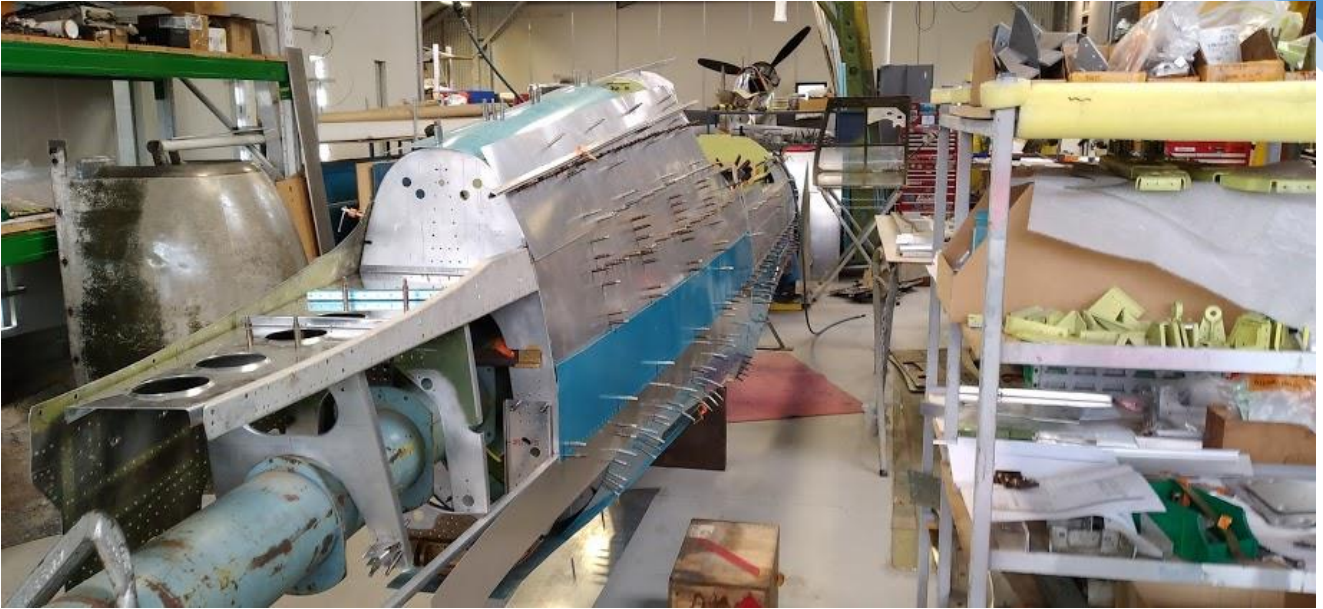


Mike's Visit to PIONEER AERO



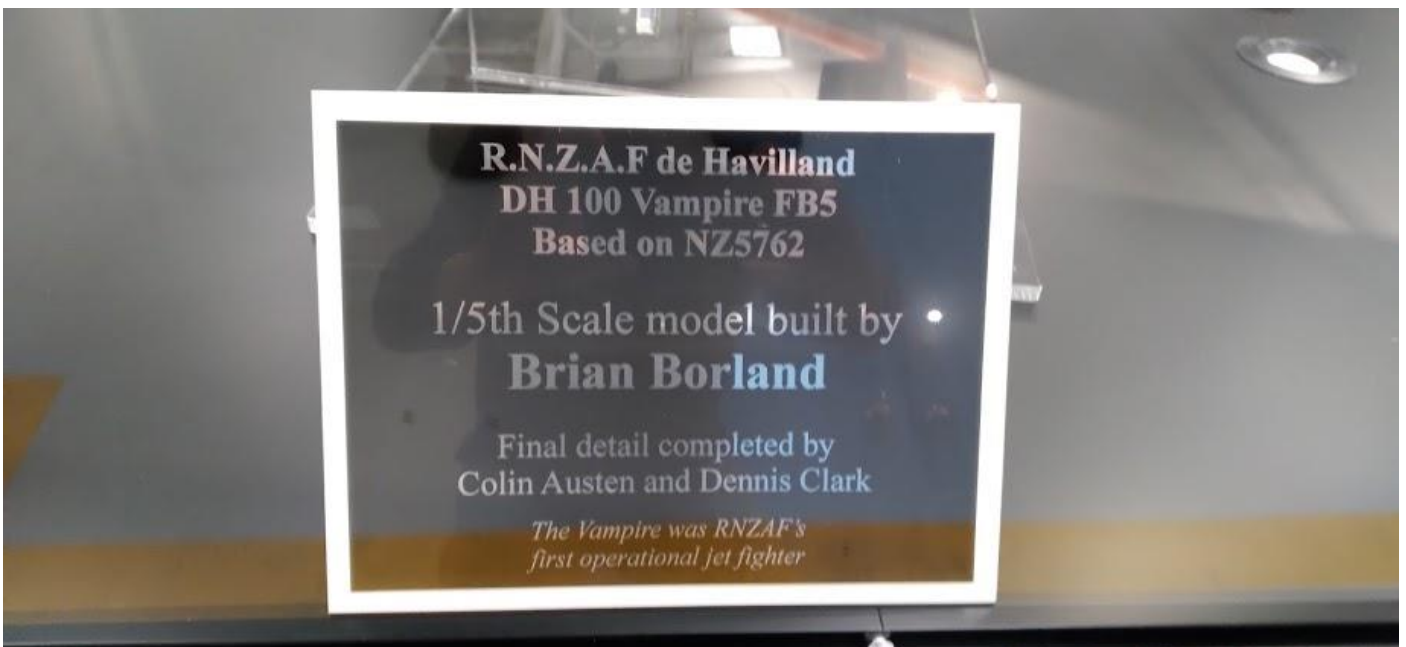
Mike Shears spent a long weekend in Auckland hoping to fly Classic Pattern at Waharoa with Jayden. The meeting was cancelled due to weather woes, so Mike had a trip to Pioneer Aero where Jay is working on restoring Warbirds, currently a P-40. Jayden finished his initial training in Blenheim and is working full time at Pioneer Aero at Ardmore aerodrome in Auckland getting his hours up and experience towards his aircraft engineering qualification. What an experience, Mike took his camera along so we can all enjoy the visit... enjoy !





All the above are P-40 restoration images. Mike then paid a visit to the NZ Warbirds base at Ardmore where Jay's firm do a lot of servicing. He snapped these pics for our enjoyment...





A fitting resting place for the late **Brian Borland's** beautiful scale de Havilland Vampire. Undoubtedly there will be more visits and more interesting pictures and information, **Thanks Mike and Jay. Ed.**

Nostalgia Files April 2021



This photo is from Dave Richardson's collection, showing the Stiver family attending a rally at the Palmerston North Aeroners MAC in **1981**.



The above gem shows a youthful 40 year-old Harvey with Pat and Andrew (before he became "Stinky") close by. In the foreground with his back to camera is son Brent, and an even more youthful Robert Wallace standing to the picture's right. Harvey has his Fokker E 111 in the pits. So many Stiver models, so many memories.



Hawkes Bay Radio Flyers at Highway 50 back around 1981/2. Notice the profusion of high wing trainers.



And of course how could you miss that youthful smile. Our Life member **John C. Clarke** would you believe was actually that young once !! Maybe back in the 1960's in the early days of radio control. Seen here posing for the Hawkes Bay Photo News with his "Gigantic" Nieuport biplane.

SUNDAY 26th August 2007. **Team Stiver/Roberts** test flew the **Brabazon Airliner** with great success, at least two flights under **Andrew's** piloting skills.



Team Stiver / Roberts. Evidently whilst carrying out taxiing trials, hit a bump and was airborne...wowie! He reports sufficient power from the four brushed can motors and handles well.

Remember those days when we used to have CLUB Competitions at Awatoto Field ? 2007.Labour weekend. IMAC & PYLON Sat 20th Sun 21st Oct. 2007 Saturday was a great day with 26 entries across four classes, with a lot of very smart Aircraft. The Large ARF IMAC aircraft have really made an impression on this section of our sport. Results and activity are covered in the previous posting. Sunday was a blowout for IMAC but the pylon boys had great fun boring holes in the sky and the ground, and coped with the gale winds amazingly.

Pilots briefing & Line-up. Club Aerobatics Awatoto



A CLOSING SMILE. May 2021



Blue water Navy truism; There are more planes in the ocean than there are submarines in the sky. If the wings are traveling faster than the fuselage, it's probably a helicopter — and therefore, unsafe..

When one engine fails on a twin-engine airplane you always have enough power left to get you to the scene of the crash.

What is the similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies; If ATC screws up, the pilot dies.

Never trade luck for skill.

The three most common expressions (or famous last words) in aviation are: "Why is it doing that?", "Where are we?" and " Oh Shit!"

Airspeed, altitude or brains. Two are always needed to successfully complete the flight.

A smooth landing is mostly luck; two in a row is all luck; three in a row is prevarication.

I remember when sex was safe and flying was dangerous.

Mankind has a perfect record in aviation; we never left one up there!

Flashlights are tubular metal containers kept in a flight bag for the purpose of storing dead batteries.

The Piper Cub is the safest airplane in the world; it can just barely kill you. (Attributed to Max Stanley, Northrop test pilot)

A pilot who doesn't have any fear probably isn't flying his plane to its maximum. (Jon McBride, astronaut)

If you're faced with a forced landing, fly the thing as far into the crash as possible. (Bob Hoover – renowned aerobatic and test pilot)

Though I Fly Through the Valley of Death I Shall Fear No Evil For I am at 80,000 Feet and Climbing. (sign over the entrance to the SR-71 operating location Kadena, Japan).

You've never been lost until you've been lost at Mach 3. (Paul F. Crickmore – test pilot)

The three best things in life are a good landing, a good orgasm, and a good bowel movement. The night carrier landing is one of the few opportunities in life where you get to experience all three at the same time. (Author unknown, but someone who's been there)

With a little bit of luck you might not have heard them all before ? And on that note it's Goodnight from me and all my staff (ho ho).

I hope you enjoyed the read and as usual look forward to your copy for the next month's issue.

Barrie the editor mfhb June 2021.