

Model Flying Hawkes Bay



Club Newsletter # 128 July 2021

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Sun 1	CLUB SUNDAY	NDC
Tues 3	"Shed morning"	
Thur 5	Vintage Awatoto	
Sat 7		NDC
Sun 8	CLUB SUNDAY * 2 ND SUNDAY BARBECUE*	NDC
Tues 10	Shed morning / "COMMITTEE MEETING 7.00pm"	
Thur 12	Vintage Awatoto	
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Sun 15	CLUB SUNDAY (Barbecue Rain Date)	NDC
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Sat 28	SOARING Black Bridge F5J.	NDC
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Contributors to this issue; Barry Kerr /Barrie Russell / Marty & Rod Hughes / Joe Connolly / Rob Lockyer / Kevin Botherway / Peter Williams / Lance Hickey / Harvey Stiver / Clarkson Family / Colin Stevens / Derek Whelan / Russ Nimmo / Clive Baker / Brett Robinson / Anthony Hales / Phil Sharp / & others.. E&OE !

NDC CALENDAR AUGUST 2021

Aug/21	140	VINT	RC Vintage IC Duration
Aug/21	141	VINT	RC Vintage E Texaco
Aug/21	142	VINT	RC Classical E Duration
Aug/21	143	VINT	RC Vintage Precision
Aug/21	423	SOAR	Thermal B (10 min)
Aug/21	424	SOAR	X5J Unlimited Class O

A shot of Awatoto Field taken from Rod Hughes on-board go Pro Camera mounted inside his J3 Cub. →

Flying West down the strip, Pilot station below right.



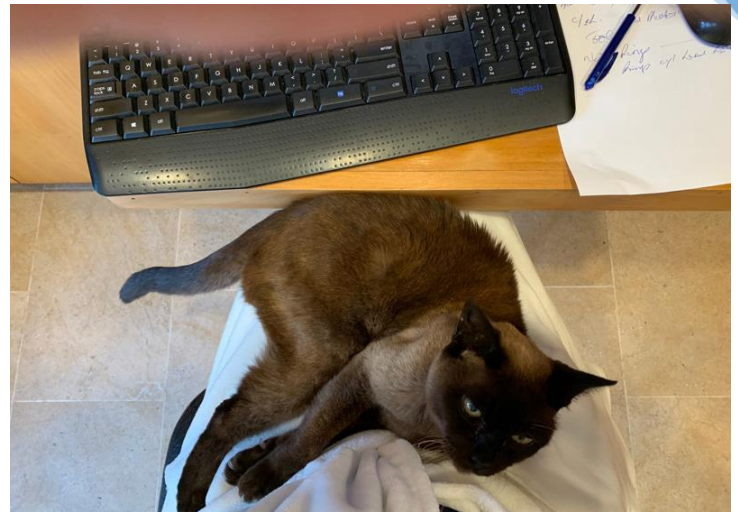
From the Editor's Desk July 21



Thought you might like to share the morning routine at the Cobden Crescent editorial desk workstation.

Most mornings after an early cuppa, **Sam**(antha) our 22 year-old Burmese daughter settles in on my lap for a session whilst we work on the Club Newsletter together. As most know, Burmese are a very intelligent breed, and she is very useful to bounce my ideas and comments off having had years of experience as "Test Cat" in my workshop.

Seen below in her various testing poses over the past twenty-two years having accumulated a wealth of experience. In fact I'm considering applying for her Large model Inspector's wings badge.



Again we have a varied content, never quite sure how it all accumulates, but there we are thanks to those who make the effort each month. Club wise not much going on apart from the efforts of the Soaring, Vintage and Drone enthusiasts. The general membership continues to operate much on an individual basis as suits their interest and needs. I still live in hope of seeing some organized club behavior in the form of comps, club nights and social activity, but the year rolls on.

As always I look forward to your feedback, contributions and reports. We'll see you on line or at Awatoto field,

Barrie the editor MFHB July 2021.

Mr Secretary Says; July 21



210713 MFHB Meeting Notes

Members will be pleased to know that the meeting opened and was eventually closed! But that's not the end of these notes! We had lots of correspondence to deal with in the interim. Clive had written making suggestions about Warbirds with regard to fliers presenting information about their aircraft for the edification of the paying public, and suggesting that aircraft should be presented in a manner that befits a suit seller on Napier's main street: facing the public.

Correspondence from Vintager Barrie Russell, consummate flier of any model, builder of many models, publisher of brilliant newsletters, and composer of most letters was also discussed and dealt to (or should that be dealt with?) The pot holes in the drive way which Barrie last filled with a tablespoon and a pestle will be dealt to by NCC. The painting of the posts around the field is apparently on hold: we are waiting for the white ones to rot as the others have and then we'll replace them with steel standards. Just kidding, save up your white paint!

Barrie's serious suggestion of installing starting poles out at the flight line was well discussed. And declined. Not sure why. Maybe I didn't take notes because I still don't know what the flight line is. Is it the place of islands and water (No, not Fiji) over beyond which Crash and Burn know intimately? Is it close to the alternate runway that (Anonymous) knows? Is it the area which has been crop dusted on a regular basis with blind attention to need? Or, is it the area, beside which "pilots" need to restart their recalcitrant noise makers after taxiing (?) it to one of the above only to find it face plants or runs out of electricity? One of our members, with sailing in his blood, and a mind to prevent such "engine down" moments through his testing regime, could be of assistance.

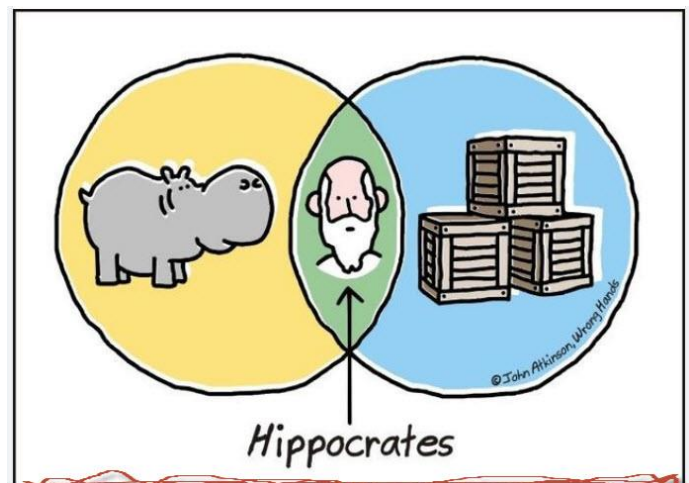
This suggestion was ultimately agreed to by the Committee, in the absence of the Treasurer who would have voted against such expenditure, in an almost unanimous vote, apart from he, who has never seconded anything, seldom votes for (or against anything) and who was asleep at the time. Contrary to past practice of not disclosing the inner workings of the Committee, I can report the motion passed as above: "That starting sticks no greater than 1metre in height and with a circumference no greater than 25mm shall be placed such that no part protrudes more than 1mm above the ground, notwithstanding any 100 year flood which may impact on the above agreed measurements". Carried by acclimatisation.

Really nothing else to report. But, I'll pour another drink and see what my notes do or don't say. Just a mo.... Sorry about the delay, had to watch the sevens match.

Okay. New mower arriving next week. Just keep repeating "Next week". Apparently, because it is 25% wider and will use 25% less fuel, and will take 25% less time, MFHB has gone to the Labour Department to negotiate a lower payment for those who mow. Watch this space! If you fly a Radian or a plane with a massive wing like Brett, or one with a new battery that takes you to 122.5136m like Stanley, that won't concern you. But be prepared for a working bee with hand mowers if it doesn't arrive before spring.

The drone guys (Jack, Jess and Co) have brought in a number of new members and a new sense of membership. Their recent application for funding to MFNZ for timing equipment has been approved and supplemented by MFHB. This means they will be able to have a "meet" (where Jess provides cake) and the gear will be available for the Nationals. Yay!

Radianators have been invited to BB end of August. Need to finish here, or I'll have to pour another drink! No room. Barry Kerr Past Secretary. Cheers.



Club Captain reports August 21



Hello fellow club members.

Another month has past and what a month that has been. The weather Gods have been kind to us, we have seen some great flying weather. I have been getting some air time in most weekends and envy those that can get out mid weeks as there has been some real stunners. Attendance at the field has been positive and I for one are looking forward to the new mower's arrival. I need shorter grass to get my classic pattern off and onto the strip without ripping out the retracts.

Flying is always great fun, and we always fly better with practice and what we all know is stick time. I believe we also improve when faced with challenge. I know my flying improved greatly when I started to enter low level completions. Even my Radian skills have soared 😊.

Another challenge I have been thinking about recently is the simple old wings badge. Yes, I have mine but there is a whole raft of classifications out there that I could achieve and add to my membership card. A bit like the achievement badges one use to collect way back in those old day when we all wore shorts and went to Scouts. I have looked up the list and now think I will go for my AP and BG as a start. These are simple to do but all just need a bit of discipline and focus to achieve. And yes, during the process of practicing these easy routines it takes to gain these ratings my flying will improve yet again.

So now go to the club web site and find the downloads tab on the left. Inside there you will find all you need to know about the wings badge. Then speak to one of our many Examiners at the field about getting the test done.

If you are a novice and you are yet to get your BP (Basic Plane) wings badge, then that is your first goal. Remembering that this then allows you to fly without a wings badge holder observer. Very convenient.

For the actual test if you are wondering, we have many approachable examiners and there is nearly always someone available to do a test when required. Thing is we need to bring a tiny bit of paperwork with us on the day. (There's always paperwork). A heads up a few days before would be all we need. Following is a list of our examiners so give it some thought Challenge yourself and enjoy the feeling of accomplishment.

Robert Lockyer, Barrie Russell, Mike Shears, John Sutherland, Derek Whelan, Kevin Botherway, Joe Wurts.

See you at the field and Happy landings.

Club Captain.

Derek Whelan.



CLUB ACTIVITY

July 2021



Sunday 4th July, what a beautiful day in the Bay. Good diverse turnout with the pilot station busy. Rob L was busy too with two of his protégés passing their wings Badges. Congratulations to both James Black and Luke James, each coming through with flying colours.



Above Left. James Black with a couple of old wrinklies, my old Foamboard Clubba and examiner Rob.

Right. Luke James, been putting in lots of practice for a well deserved Wings Badge. **Congrats Guys.**



Above, the Droners setting up for another fun filled family day. Each time they lay out the course it appears to get more complicated **Above Right, Mike**

and Joao spent a frustrating hour trying to get Jungmeister buddied between **Jo** on Mode 2 and **Mike** on Mode 1. Frustratingly it wouldn't work so the test flight postponed for another day. Model looks great.

Stu Sturge's Grasshopper leaving and returning on it's maiden flight under **Mike's** control. Apart from dead sticking it flew like a dream.



Chris W's Bearcat sounds great with that five cylinder radial four stroke. Still having some difficulty with it's nose over tendency on landing. **My electric Turbo Raven** continues to perform well. Runs on 3S lipo and have now coupled two 2200 cells in parallel giving it 8* minutes of sparkling performance.



Phil's Storch had some good air time, and **Marty and Rod Hughes** did their usual father and son thing, with **Rod** struggling to be allowed to hold the transmitter. However he did get loose later flying it with the Go Pro Hero 8 Black with super stabilization camera on board and captured these great shots of Awatoto from the air. Thank Hugheses. This is NOT FVP but flown manually and recorded to a video card.

Click here to watch the flight..... <https://youtu.be/jWBIMXweozg>



Rod and Marty flew their Cub around Awatoto with an on board camera to record the flight.

Nice flying **Rod**, it's amazing how steady your instruments are, not a flicker !?



Sunday 11th July. Barbecue day at Awatoto, cool sou'wester down the strip, winter's day but good flying conditions and a good attendance.

The Barbecue boys "Dad 'n Dave" did a roaring trade dispensing 40+ snarlrs and accoutrements to the hungry mob together with multiple hot drinks. *Thanks Guys, well done and appreciated as usual.*





Above. Ross B tuning his Cub motor under Joe C's watchful eye. **Right.** Joao D. finally got his Jungmeister airborne under Mike's pilotage, flying well and sorted out a couple of trimming issues. Has plenty of power with the DLE 20.

El Presidente Lance test flew his replacement Calmato (Now has two batteries and a redundant switch this time).



Performed great with a nice new OS 15 petrol motor (with ign) up front.



Club Captain Derek had his Super Stick out for some fun, powered by a DLE35 on a Tuned Pipe, great performer, everyone should have one !



And the “Drone Boys and Gals Family” were enjoying another session on an even more complicated course.



In from Jack Clark...

Jessie O'Connor has put together a short video showing us at the field.

<https://www.youtube.com/watch?v=nBWB2fFtZGI> Thanks Jess, very interesting **Ed.**

Saturday 24th,

Found this very nice Hughes 500E hovering at Awatoto Field. Being flown by **Shaun**, a visitor from Waipukurau.



Sunday 25th, Moderate turnout, cool easterly swinging to the north and building during the morning. Four of us brought out radians, so gathered at the western end and flew a three round NDC for ALES 123. Conditions were pretty SINK, but we had fun and got some scores on the board for the club.

RADIAN ALES CLASS N

25/07/2021

NAME	ROUND									GRAND TOTAL
	1			2			3			
	FLT	LAND	TOTAL	FLT	LAND	TOTAL	FLT	LAND	TOTAL	
DEREK WHELAN	336	50	386	283	0	283	235	50	285	954
STAN NICHOLAS	264	50	314	325	0	325	208	50	258	897
BARRIE RUSSELL	261	0	261	234	50	284	303	0	303	848
BRETT ROBINSON	195	0	195	160	50	210	145	25	170	575

Barrie R, Barry K (Official timer) Brett R, Stan N & Derek W, all with Radians Mk1's, Mk2's and Mk Modified.

Other activity included some good flights by **Stuart** with his new Grasshopper getting good airtime, seen here on fly by, captured on camera by **Clive Baker**.



My new Classic Patternship "Tiporare" is performing well, still in the trimming and set up stage. Pilot needs lots of practise to keep the fingers to the brain pathways open and working !! (Brett's Pics)



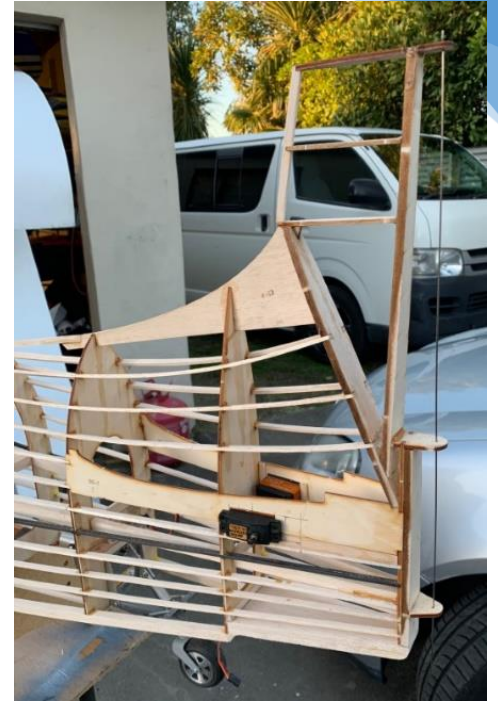
AROUND the BUILDING BOARDS July 2021



The "Boss" is making steady progress on his Skyraider. The wing panels are under way, temporary assembly shown here. There is an interesting 3/8th "wooden shim" place at an angle under the trailing edge to induce a small amount of washout. Lance is fitting electric Robart retracts, mains and tail wheel.



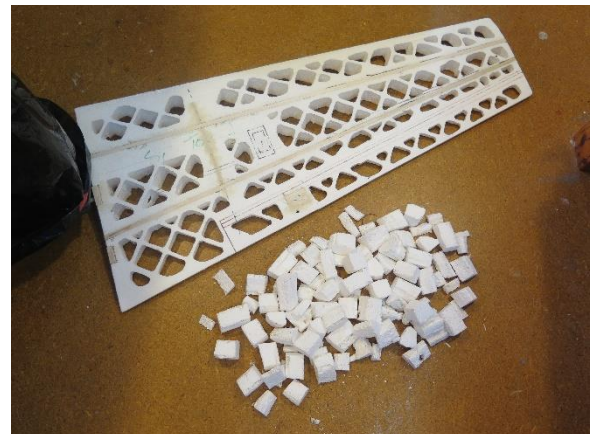
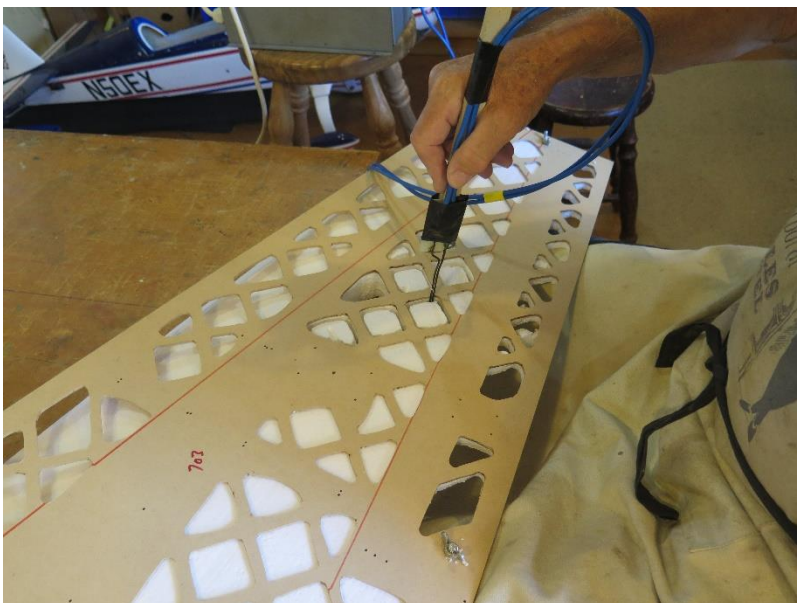
Fuselage is just about ready for sheeting and will then be covered with light fibreglass cloth. It's a big Momma !



The business end, 3 cyl four stroke 90, and the tail end with retract and elevator servos fitted. Work in progress.

And then there is my **Extra 300** refurbishment. I built this model back in 2002, being the second Extra I took out of the original molds I'd made. The first died an unnatural death when the connection between my brain and fingers suffered a malfunction. Those molds are still in my loft should anyone want to take a model out of them. This model was originally powered by a Super Tigre 3250 on Pipe, had molded wing skins and weighed in at 16.5 pounds. It performed well but engine problems, I think a broken ring and the gobbling of expensive methanol fuel saw it shelved for a few years. Following our experience with Jayden's Rustrix and my Extra Pattern model, fitting a DLE RA35 on pipe and making lighter wings seemed the way to go.

Decided to do the wings with foam cores, honeycombed for lightness and skinned with 1.5mm balsa and shrink film finished.



The DLE is lighter motor than the ST3250 and with the wings being considerably lighter I've been forced to add 400 grams of lead to the engine mount to get the CG correct.. Bugger !!

The final “dry” weight, including two 2100 LiFe receiver/ignition batteries is a tad over 15lbs, so I’m well satisfied considering the penalty of the added nose weight.

The DLE 35RA installation with the weight added to the standoffs to get it as far forward as possible. The motor is connected to a Bolly carbon fibre quiet pipe through the fuselage pipe tunnel.

The carb needle guides are attached to the firewall so tuning can be done with the cowl in place.



MG 1753



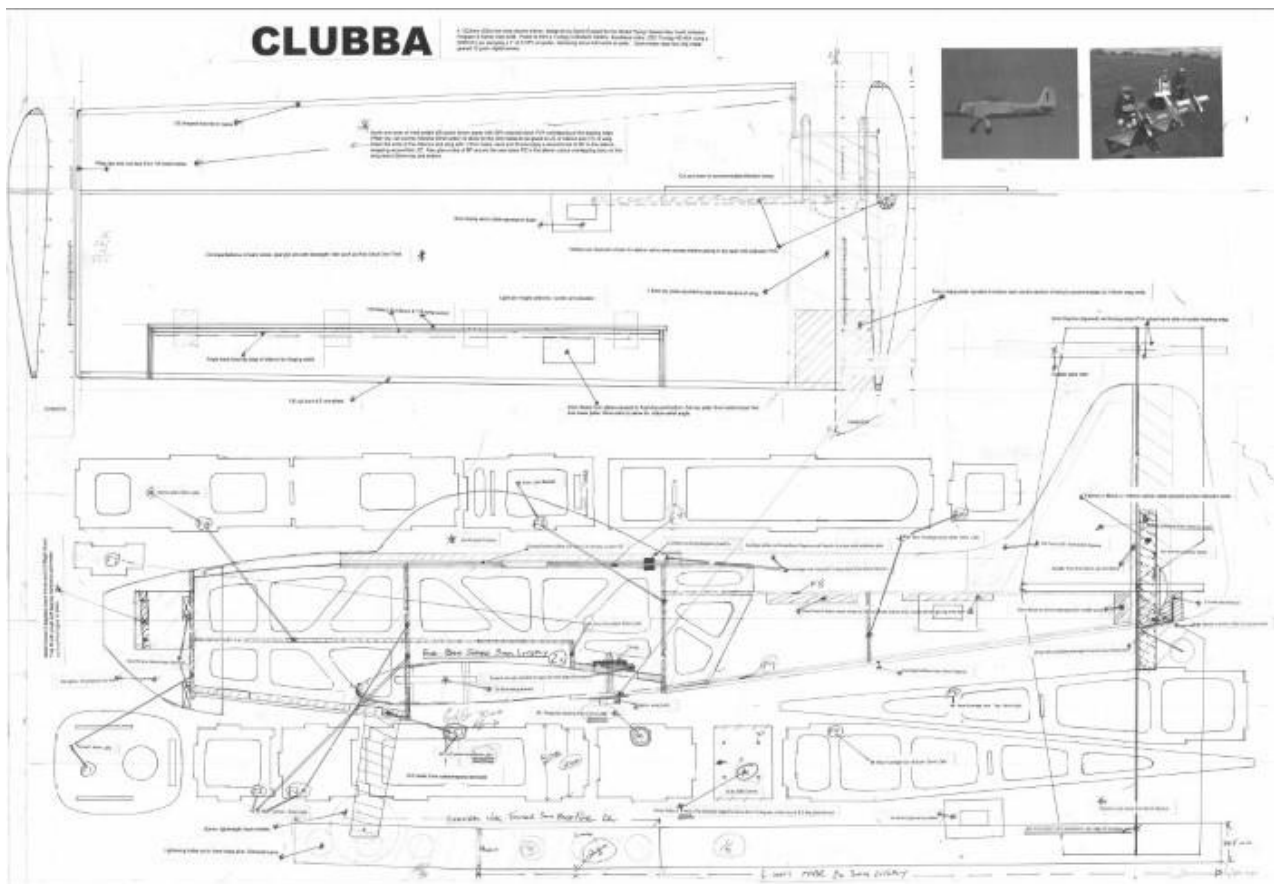
Finished model ready to test fly once we’ve had a couple of tanks through the new engine. **Ed.**



And just in hot off the press, **Rob Lockyer** sent in these pictures of his below'd **Clubba** rebuild.



Rob joined the Club Clubber build which we started in the tractor shed/clubhouse following the Youth project back in 2014, which predated the later “Foam Clubber” build. **Rob**, like others has had hours of flying with his Clubba over the past 6/7 years until a moment of indecision whilst flying inverted over the strip led to its partial demise. Never daunted, the model is now restored to its former glory and will join its mates in the air at Awatoto. There were three flying at the field last weekend. **Nice one Rob.**



As a simple low cost electric trainer, this was by far my most successful design and club build across both the Youth Project in 2014 and the following Senior Build in 2015. Some 23 aircraft were built. Should anyone wish to revive the build, I still have plans available. **Ed.**

Phil's Rotary Magic Pt 2. July 21



An update on Phil Sharp's progress on the 1/3 scale Gnome Monosoupape B2 Type Rotary engine. Not only is Ann-Marie bringing his meals into the workshop, rumour has it his bed is being moved in their too ! Such dedication.

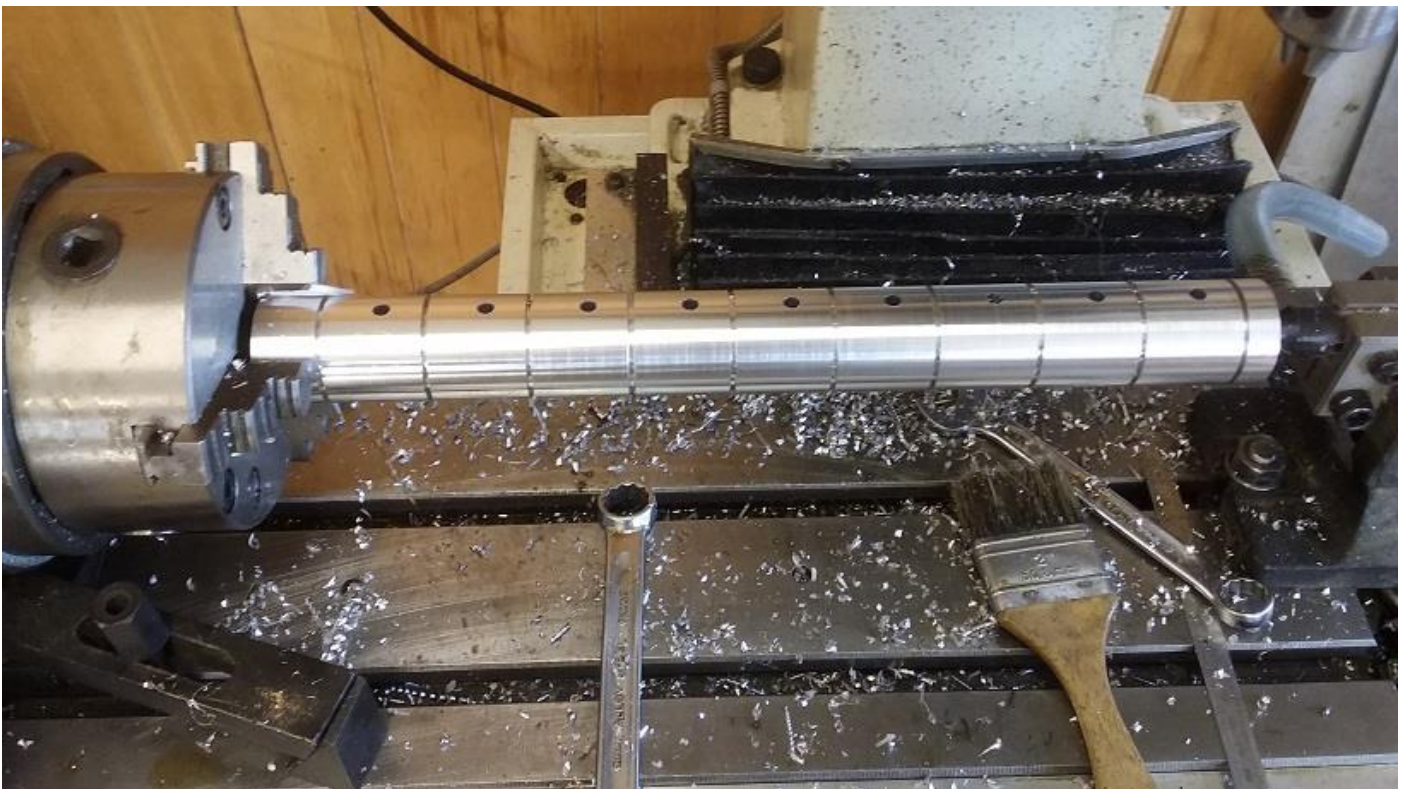
Phil writes.... A few more pictures of the 350 or so components in total, I have made about 70, so a long way to go!

One picture is of most of the bits, but the cylinders are away being honed.

The fins still have to be machined on them, all 243 of them!

After that the next item will be the connecting rods. Quite a lot of work in those as they are high tensile steel.

The round bits with the two handles are the tools for doing up the various nut rings.



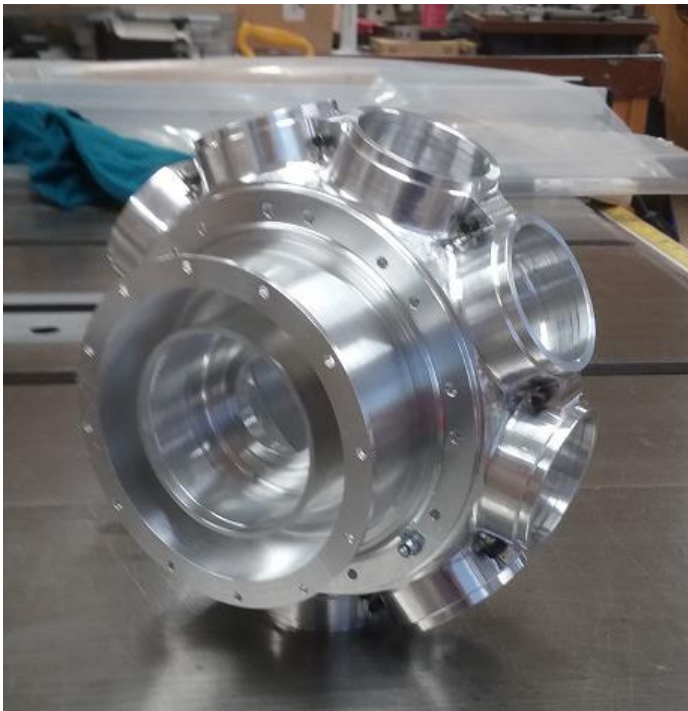
Above; Nine pistons in a row, gudgeon pin holes drilled and ready to be parted off.

Right; Piston milled out and ready to be finished outside and have the ring groove cut.





Crankcase with crankshaft in situ with rear mounting plates in place. Nine cylinders shaped and bored ready to go to be honed to the correct size. The thinner bottom end locates in the crankshaft and the tapered thicker top end has the cooling fins cut into.



Crankcase with front cover, the Cam Box fitted.



The array of parts to date, add in nine cylinders away being honed in Hastings.

Top Row. Crankcase, Front cover (Cam box), Rear cover (thrust box), rear mounting plate.

Second row; Front cover, Main mounting plate, crankshaft, master Conrod, Nine pistons.

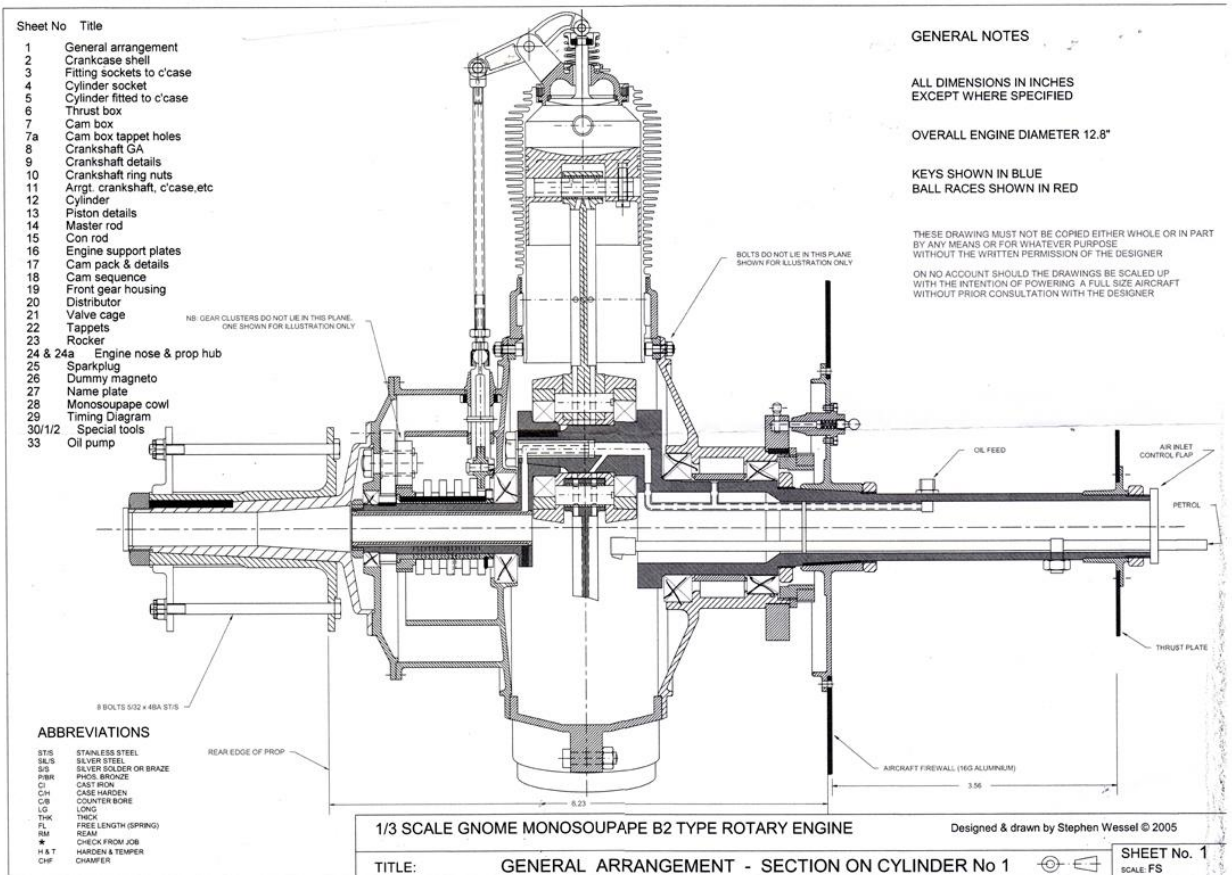
Third row; Tools for tightening nut rings (he had to make those too !!)

Fourth row; Various nut rings.

Bottom row; Cylinder head holding nut rings.

Now, just to refresh your memory of where it all goes, here again is the schematic of the motor.

Watch this space folks, exciting things are happening when the genius is at work. Ed.



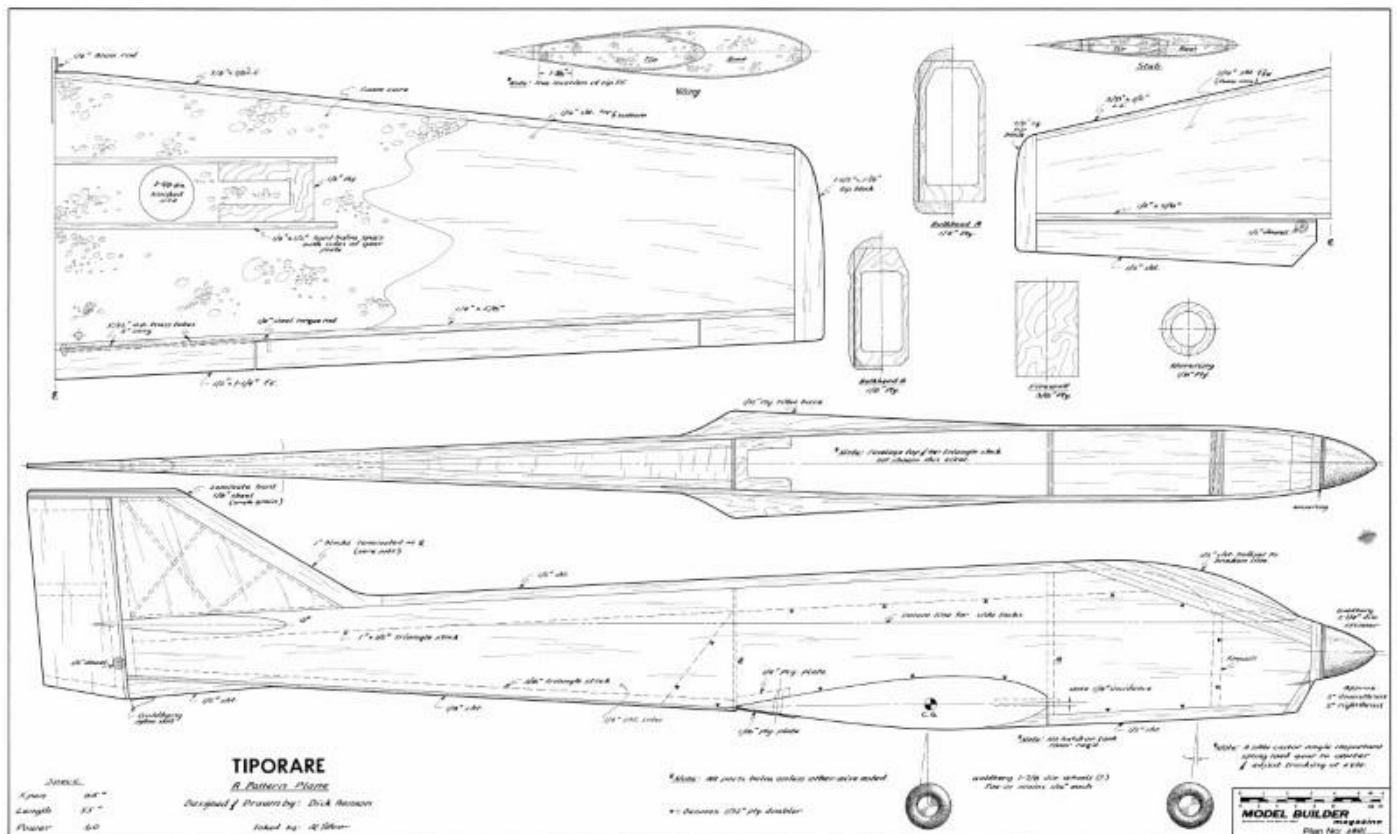
Classic Pattern July 21



The Tiporare.

As reported earlier I embarked on a Tiporare build a couple of months back following **Mike's** infectious enthusiasm. Why, well I like the clean lines, the simple foam wing/stab construction, the side mounted motor and its successful pedigree. I downloaded the plan from **Outerzone**, https://outerzone.co.uk/plan_details.asp?ID=12175 and here is what they had to say.

"Tiporare. Radio control pattern plane, for .60 power. Note this here is the Tiporare design at it appeared in MB, Feb 1980. The Tiporare was also later kitted by Dick Hanson and by Great Planes. Quote: "Tiporare, by Dick Hanson. Currently the hottest pattern ship, the 'Tippo' is being flown by many of the top competition fliers, including National champ and FAI Team member, Dave Brown. Build one - it's the best. Just exactly what is a Tiporare? If you are an active pattern flier you probably already know the answer: it's a Curare with a nose job, silicone shots and a fanny tuck."



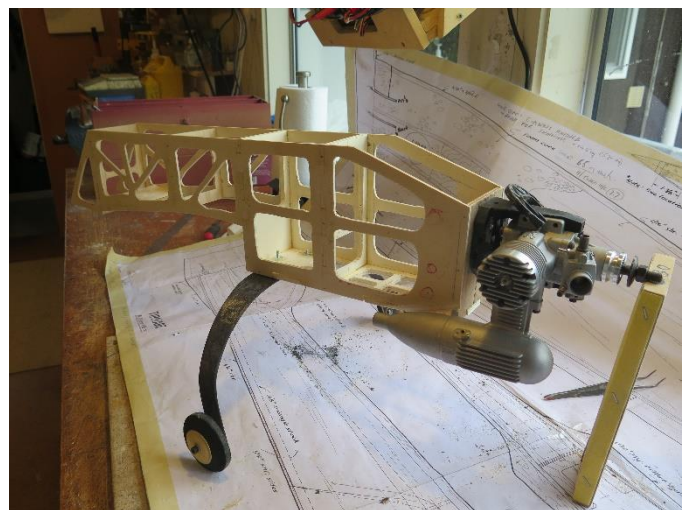
I'd recently acquired a NIB OS61 FSR ringed motor and the aim was to build as light as possible so not to need the extra power of a tuned pipe and make it a tail dragger without the complication of retracts and extra weight. The build was as per plan outlines and the weight saving I tried to (KISS principal) achieve as follows.

1. Careful material selection and using thinner sections, eg. 1/8 sheet sides rather than 1/4 as per plan etc.
2. Instead of 1/16 ply fuz side doublers, built a 3mm lite/ply box to mount motor, wing & U/C.
3. Moulded a light undercarriage from uni-carbon/epoxy.
4. Honeycombed the wing and stab cores and skinned with 1.5mm balsa (1.5 x 100 x 900=15/16 grams) PVA'd on.
5. Used 4x light weight servos for elevators and ailerons NXT70-HV 5.8 kg / 11.3 grams each !
6. Made light fibreglass canopy and cowl and film covered the whole model.

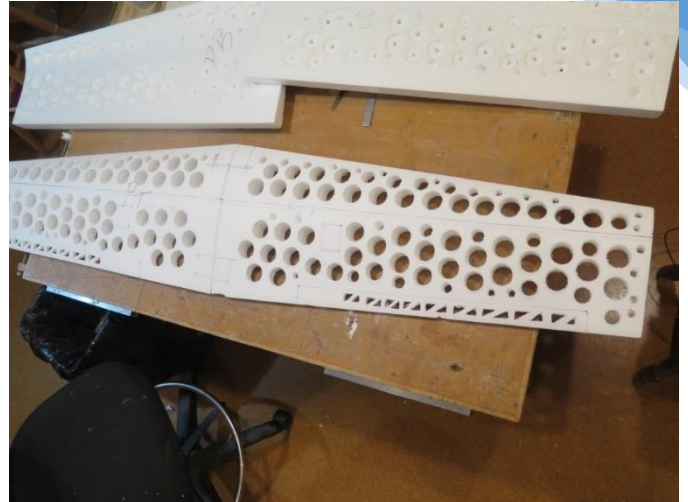
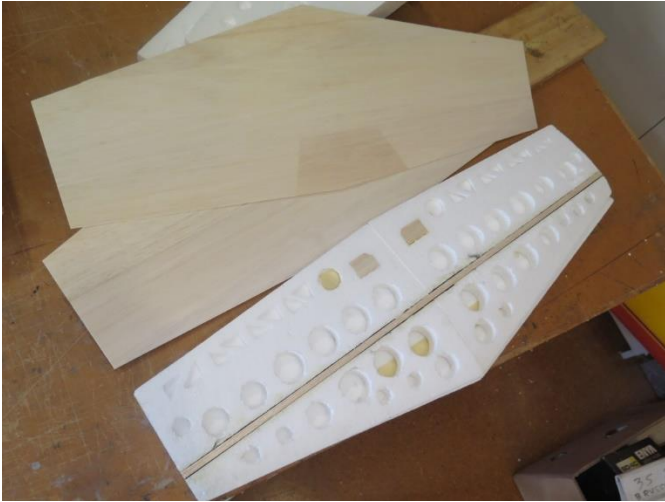
The result is a light 6lb 3oz aircraft. I think it is the first plane I've ever built where the CG was too far forward, so had to relocate the rudder servo from above the wing to the tail and use a larger throttle servo moved to the back of the cabin and put the battery (2100 LIFE 2s) at the rear of the wing. Test flew it yesterday with Mike's help, we put a tank though on the ground and then had two full tank flights and it was a dream come true. Plenty of performance power even though running it rich at this early stage with an 11x7 APC and tracked true with little trim input. Okay, lots of testing and trimming / setup flights to be done but thrilled with the result so far.



Some of the construction photos are as follows....



The lightened liteply fuselage box and epoxy/carbon U/C. Cut holes everywhere and reduced weight wherever possible. As the man (**Mr Clarke**) said, it's easier to save 1 gram a hundred times than save 100 grams once !



Wing and tailplane cores, rather than make two templates for a complicated honeycombing, I took a short cut and used a combination of hole saws which worked a treat !



I split the cores down the spar line and glued in a 1/8 balsa hard sheet spar which was capped with carbon tow uni-fibre with an outer balsa capping sanded to the surface. I made a small root chamber to capture a hard ply dihedral brace which was epoxy/bogged in when the wing halves were joined. Hard points and access holes needless to say were all added before skinning.

Skinning as can be seen here is a very high tech process involved with finding all the weight available in and around the workshop.



I prefer to use aliphatic PVA (Gorilla) as much of the content weight is water which evaporates during drying. It's interesting to weigh the sheeted wing panels when they come out of the press and record how the weight diminishes over the period of a few hours as the wings fully dry



Above; Underside is all carbon film black for visibility.

Right; the proof of the weight with Rx battery on board !

ALERT **** BE AWARE **** ALERT

If you are thinking about ordering any **SLIMLINE** products from the States, **DON'T !!!!**

Both **Robert L and I** have been burnt ordering and paying for fuel system products. Their website is still active and receiving orders and money but they don't operate and will not reply to subsequent emails and a phone call. I understand they have sold their manufacturing rights to DA ENGINES America. In desperation, I made inquiry to DA Engines and received the following very prompt reply...

Barrie sorry about the trouble. We have been hearing this a lot and have been trying to get Slimline to take their website down. We are purchasing his design rights and methods but we do not have access to his website and orders. The best thing I can do is suggest that you file a claim with your credit card company.

Vernie Aikins



Slimline, in the past, made this excellent fuel bottle / cap / filler system, Mike has one and I "lost" one. With Slimline defaulting on their orders, in desperation, I decided to make my own. Some 5mm aluminium plate with a 30mm hole, a scrap of U/section, some made up brass through cap fittings, fuel tubing and a hand crank pump and we're re-fuelling.





Works a treat on standard 3.8 litre fuel bottle. I thought I'd given up on noisy, oily, smelly glow engines and now this all because of Mike's Classic Pattern Gig !! Come and join in the fun !

So then we got Club Captain Derek in on the job, and he said "I can print that" And true to his word has come up with this custom designed fuel bottle cap.



Derek says this top was proof of concept, getting the internal thread and sizing correct, he already has modifications in mind so watch this space and we can all enjoy some very useful fuel bottle filling stations.



* Hints, Info, Bits & Bobs *



An interesting Spanish site **El Presidente Lance**, found during a fit of insomnia.

from **XICOY** https://www.xicoy.com/catalog/product_info.php?cPath=57&products_id=473

Digital weight and balance meter Bluetooth

Same features and operation than the Professional model, but replacing the color computer to a wireless Bluetooth module, to use an Android/Apple phone as a computer.

This product comprises:

- 3 pc of a high precision, digital output, weight sensor, featuring a resolution of 1 gram.
- 1 pc Bluetooth adapter (Compatible with Iphone from version 4S and Android from version 4.3.)

Capable for planes up to 40Kg (90lb), tricycle or bicycle (warbirds). includes the Android or Apple App.

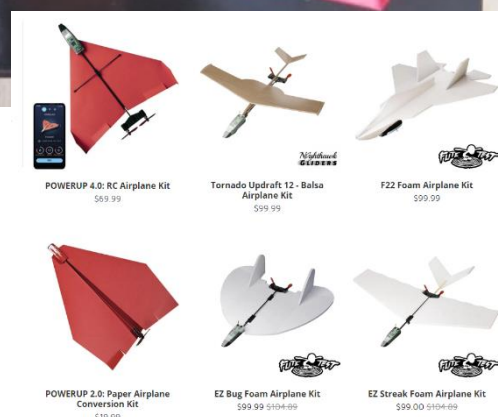


On the other hand, **Secretary Barry** in between his bouts of insomnia, dreamt of how his schoolboy efforts with paper darts might have been enhanced with a bit of modern technology. Look what he has come up with



<https://www.poweruptoys.com/> RC paper planes etc

controlled from your Smart phone ! Now how much fun would that be. Barry has imported a couple and has all the info. Talk to him, he's keen to learn and share. From teaching kids to just being a big old one !! **Watch this space.** He's going to do us an article.



President Lance received this letter from NIMIT Aviation, it is published here for your interest.....

NMIT School of Aviation



I would like to introduce you to NMIT Aviation, a specialist campus located on RNZAF Base Woodbourne in Marlborough. We train aeronautical engineers for both the Royal New Zealand Air Force and for the general aviation industry in New Zealand and internationally.

Although the Covid-19 situation has impacted the tourism aviation sector, our industry contacts advise us that New Zealand's general aviation sector is experiencing considerable growth and there is a real concern that a significant shortage of aeronautical engineers will develop over the next two to three years.

To help meet this shortfall, NMIT is very keen to increase our aviation student intakes, and we thought the Model Flying Hawkes Bay (INC) may be a potential source of the sort of students that excel at our school, those with a 'hands-on' attitude to general engineering and mechanics, an interest in aviation and a positive 'can-do' attitude. Our main 'Into-Employment' aeronautical engineering programme is the [New Zealand Certificate In Aeronautical Engineering \(Level 4\)](#) - designed to provide students with all the skills and knowledge needed to kick start a successful career in the commercial Aeronautical Engineering world.

We would appreciate your passing this email or contents to anyone in your group that may be interested in pursuing a career in aeronautical engineering. Please let them know to contact us directly if they have any queries or want to know more.

Kind regards,

Wayne Cooper. (Dip PE (JS), BBS, PG Dip Tch & Ln, M Ed Ldership, Adv Dip H & S Mgt)

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wayne.cooper@nmit.ac.nz

Take a tour of the School - <https://vimeo.com/385891004>

This of course is close to the heart of Model Flying Hawkes Bay, as our own “Duty Pilot” Jayden finished his initial training there last year, and is now very successfully employed at Pioneer Aero in Auckland, where they have just finished the restoration of this P-40 Kittyhawk.....



Stolen from a facebook page..... Another photo from today at Ardmore was this Pioneer Aero team shot with their latest

restoration, a stunning Curtiss P-40E Kittyhawk. This was restored from a wreck hauled out off Russia and once test flying is completed in New Zealand it will head home to its new owner based in Italy and will be the only P-40 flying there at this time.

Apart from a mountain of paperwork to deal with and a few small jobs to complete this aircraft is ready to fly! Will post another image or two of the aircraft once the owner has seen them.

Great work everyone, it is a beautiful machine and hats off to you all.

Now having taxiing trials.....**No that's not Jayden in the driving seat . I HOPE ?? (Jay says I WISH!)**





Microlight Pilots

During WW2, the Germans built a fake wooden airfield with wooden aircraft, vehicles, and hangars in order to trick the Allies. The RAF, having known of the secret project for months, patiently waited for them to finish and then dropped a single fake wooden bomb on it



One of our old newsletter friends, **Colin Stevens** from the UK sent in this interesting snippet of WW2 history..

The Vintage Aviator's collection of World War One aircraft continues to grow, and periodically these amazing aircraft are put on display for the public to see, hear and smell. See the full length doco movie on our streaming service at <http://www.historicalmachines.tv>

<https://www.youtube.com/watch?v=1SYAHO-tp4>

Magnificent for the string and wood fraternity from WW1

This is a delightful clip worth watching. The full length film above would be even better.



#aviationfilm #ww2warbirds #historicalmachines tv

See & Hear 17 Wood 'n' Wire Aircraft From World War One

VINTAGE REPORT

July 2021



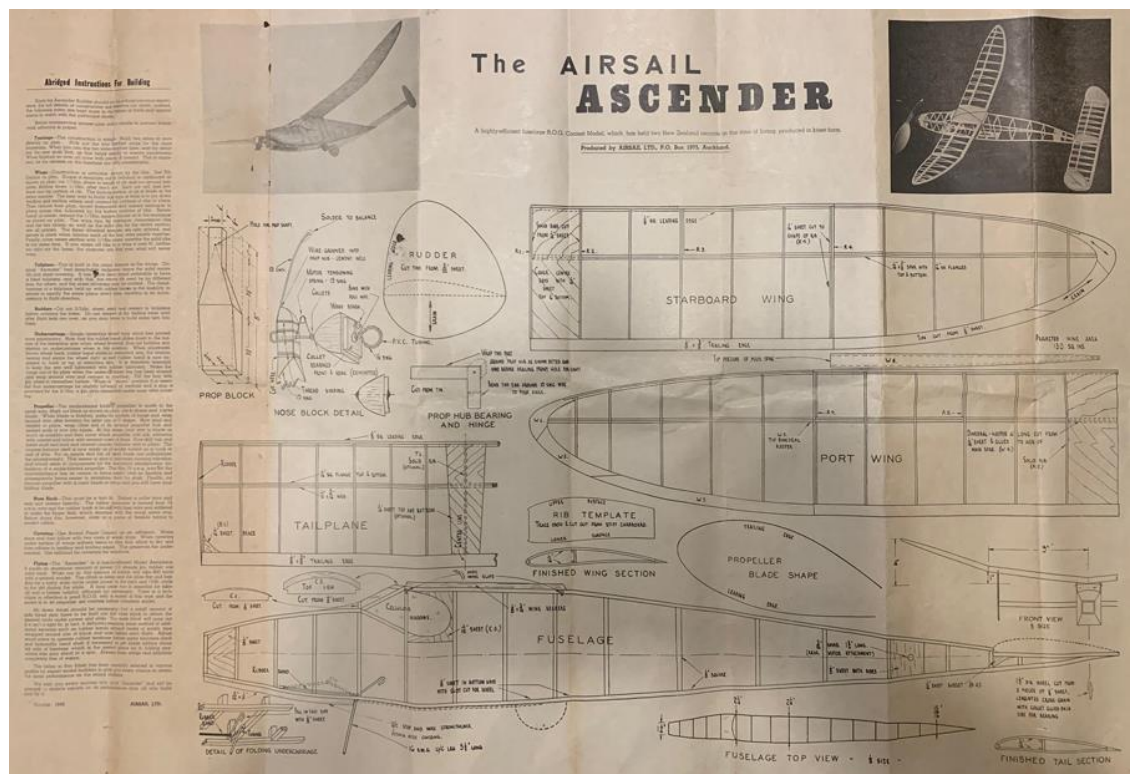
NDC this month is for Classical Precision and Sport Cabin E Texaco. Brett and Stan made a start on the Precision event with their Night trains on Saturday 3rd with good results.....

Brett and Stan made a start

NDC Event Number	138 Jul/21 VINT RC Classical Precision
Members MFNZ Number	2980
Members Name	Brett Robinson
Club	018 Model Flying Hawkes Bay Inc
Total Score	179/20. 179/20. 178/20 = Total 596
NDC Event Number	138 Jul/21 VINT RC Classical Precision
Members MFNZ Number	10922
Members Name	Stan Nicholas
Club	018 Model Flying Hawkes Bay Inc
Total Score	175/20. 178/20. 179/20 = Total 592

Joe Connolly sent in this original plan of an **Airsail ASCENDER**. A 34 inch span record setting ROG RUBBER MODEL which was kitsetted back in 1949.

Guess it would make a nice E/Rubber model. I have the plan available should anyone be interested. Ed.



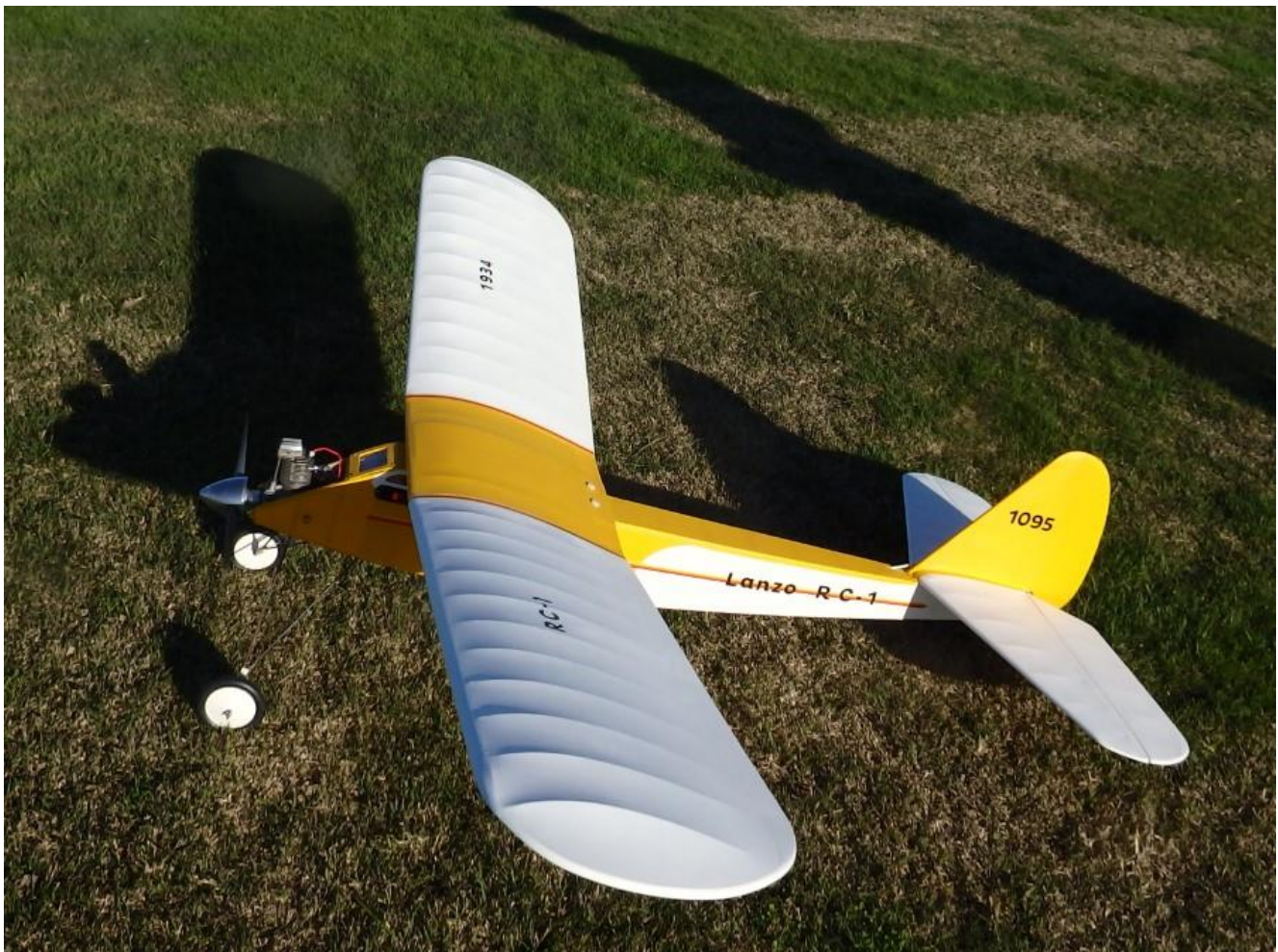
Last week Harvey had a visit from Terry Beaumont of the Kapiti MAC. They decided the icebergs on lake Taupo made their proposed fishing trip a bit too hazardous, so they settled for three days of vintage flying at Awatoto Field instead, and Harvey writes....

Terry wished to fly his newly finished "RC 1" a model by Chester D Lanzo. As "RC 1" describes, this was one of the first models to be flown by "radio control". The "RC 1" is an 84" high wing model designed by Chester in 1934, when first flown it was a free flight model with spark ignition engine. Chester describes flight as below 100 feet, in steady circuits with a gentle glide home after motor cuts. Chester's real desire was to have the model controlled by linking signals, so for a time Chester designed early systems of "radio control". The transmitter, as Chester says' was simplicity itself.

Finally settling on a model T spark coil (1923 vintage), a key to pulse the signal, and a 6 volt auto storage battery making up the bulk of the transmitter, along with an aerial and tuned coil system. Because of the added weight to the "RC 1" by the receiver package, design and weight reduction took some time to accomplish. The coherer type receiver and its associated spark gap transmitter seemed to fit his requirements very satisfactorily. It was a simple detector and a relay actuator combined, with engine ignition batteries to power the unit for the airborne equipment.

The complete receiver turned out to weigh less than 8 oz. Early radio tests. The "RC 1" was very stable in both powered flight and glide. So Chester's early attempts to radio control were well received with many other developers of radio control systems looking at Chester's systems and aircraft designs. Outer zone has many of Chester's designs available, a real tribute to a talented designer and innovator.

Terry has installed a four stroke engine on board with standard, modern radio control. This model flew well over the week and gave many enjoyable flights.





Above. Terry's Mercury.



I also had my recently completed "Miss America" to test fly. The model weighs 6lbs 7ozs is powered with an OS four stroke, flew off the runway with little trim changes, a real delight to fly. I am now looking at enlarging my 60" Southerner to 78", This should make a great model and if as good as the 60" version, should be a delight to fly.

*Regards, **Harvey Stiver***

***Patron.** Model Flying Hawkes Bay.*

Saturday 24th saw a weather window for **Brett and myself** to fly an **NDC** Sports Cabin E Texaco event with our tomboys. The comp is limited to using a 180mah 2 Cell lipo and recording the best two flights. Given the cool conditions and our aging batteries we struggled a bit, but did manage to get a couple of reasonable flights each.



SPORTS CABIN E-TEXACO (TOMBOY) 24/07/2021

NAME	MODEL	1 FLIGHT	2 FLIGHT	GRAND TOTAL
BARRIE RUSSELL	TOMBOY	536	668	1204
BRETT ROBINSON	TOMBOY	484	472	956

Upcoming NDC for AUGUST 2021.

Aug/21	140	VINT	RC Vintage IC Duration
Aug/21	141	VINT	RC Vintage E Texaco
Aug/21	142	VINT	RC Classical E Duration
Aug/21	143	VINT	RC Vintage Precision

We have models that will fit all these classes. **Charge your batteries Gentlemen.**

RC Vintage IC Duration. Super Slicker / Miss America / Buzzard Bombshells etc. all IC powered.

RC Vintage E Texaco. Stardusts / Lanzo Bombers / Southerner etc on smaller lipo batteries.

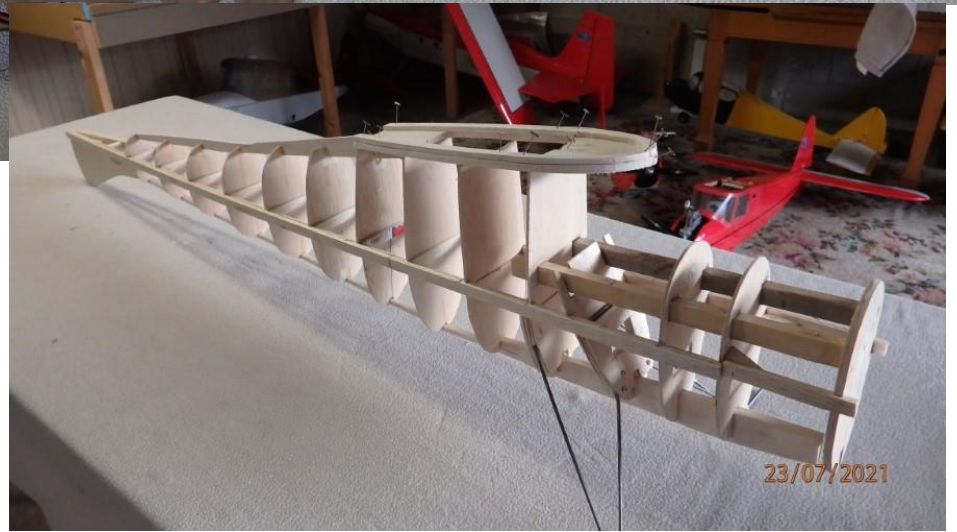
RC Classical E Duration. Night Trains and ??

RC Vintage Precision. Stardusts, / Bombers / Southerner / Anything 1950 & earlier.

Harvey is at it again, his building board was bare after finishing Miss America. Can't have that you know, so it's all filled up with balsa and bits again. He is so in love with his 60 inch Hangar One Southerner pictured here and says "It flies so well I decided to enlarge to 79", this should make a great floater for the summer. It will be electric powering just like the small one. With having to scale up formers etc the build will take a bit



longer. Have attached photos to date after one weeks build time. The plan was enlarged by Brent on work's new plan printing machine, great fine line drawings. Regards **Harvey**.



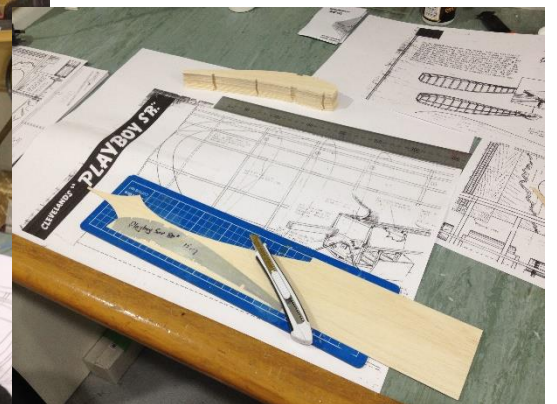
“
Thanks Harvey, that model is a great performer. Alec Taylor had an 80 inch one when he was here a couple of years back and it was a superb flier.

Ed. _____

Anthony Hales continues to make steady progress with his Playboy, he writes....

Hello Barrie. Slow progress I know but I am still moving (just), the fuselage is complete with just a wing to build, I've been cutting out the ribs which I find very tedious, I haven't broken any yet though. I've also stripped a number of sheets of Balsa into spars, just the ribs for the tapering section and the wing tip to cut out and I can start assembling.

Anthony.

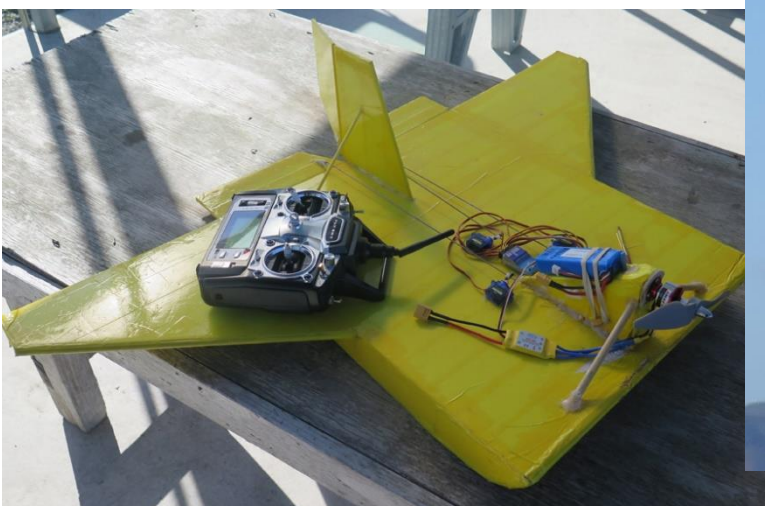


Thursday 29th proved a busy Vintage morning, started with the cold southerly drift and warmed up and the wind dropped. A good start with Vintage fun and followed by general flying. **Derek** had his Keil Kraft Halo, nice model, but the tail mount got dislodged so flying was off for the day. It needs some serious trimming to get it flying reliably.

Stan and my Stardusts and **Mark** and **Brett's** Bombers had some good flying as things warmed up and the air was quite buoyant.



Then **Anthony** came out to play and got **Stan** to fly his "Wedge" It's supposed to be a ground effect vehicle, but Stanley almost had it flying pattern over the strip at about a hundred feet. Quite an interesting vehicle...



A fun morning was had by all.

We frequently need the services of time keepers during our competitive jaunts within the Vintage scene, and thus the various time keeping abilities become a hot topic of conversation. I thought it interesting that the perceived difficulties with such efforts have been around for a long time. The below is an extract from a Pylonius column published in Model Aircraft in 1952. There's nothing new under the sun !

“Timekeepers lament” or “Ode to a Secretary Bird”

Invisible Assets In describing a new system of timekeeping a writer to this journal states that "every person is credited with the average eyesight and the average visibility." Well, I can't say that I too much object to being credited with the average eyesight. We, in our timekeeping capacities, never do quite come up to that eagle-eyed standard which the competitor invariably expects. And, be we longsighted or nearsighted, we must all at times suffer his sarcastic comments on our feeble visions. This we accept, although they do come it a bit much now and again, especially when, upon meeting you in the street a few days after the contest, they solicitously offer to escort you across the road, But as far as the average visibility is concerned, that's quite another matter. In all conscience I cannot feel that I am entitled to anything less than full visual solidity. There are certain gifts and secrets which are too rare and precious to share, and one of these is the ability of rendering oneself completely invisible when there's a job of timing to be done. By what strange alchemy certain types are able to effect a sudden and complete disembodiment at such critical times I am at a loss to know, but I think it would be grossly unfair not to allow them the full value of their magical powers.



SOARING REPORT July 21



F3B Below is an idea of what F3B is about and why soaring rocks!!!!

F3B is the original sailplane competition category defined by the Fédération Aéronautique Internationale (FAI). Originally called "Thermal Soaring" it is now called "Multitask Soaring." F3B is a flat field, thermal soaring category where the glider is launched with the help of an electric winch. There are three tasks to perform. Thermal duration, where the goal is to keep flying for 10 minutes and land on the spot; distance, flying the maximum number of laps in four minutes; and speed, flying the minimum time to cover four laps of 150 metres (490 ft) each. The three tasks have to be flown with the same plane, changing only weight between tasks. Duration is flown at the minimum weight, typically around 2 kg. Speed is flown up to the maximum of 5 kg but typically around 3–4 kg depending on the wind and lift. Distance can be flown at a wide variety of weights, depending on the thermal conditions available, with heavier weights to fly faster and lighter ones to fly slower.

F3B Gliding Contest Hawkes Bay 10 11 July 2021

“Report by Peter Williams.”

F3B Multitask Soaring is one of the longest running soaring events in NZ and has always had a dedicated following in NZ.

The weather was looking Ok in the week leading up to the contest and we had good entries so it was off to the Hawkes Bay for F3B on the 9th of July. With the contest being the Sat 10th and Sun 11th of July.

Some of us took a cheeky day off work and travelled to the bay on Friday for a bit of pre comp practice at the flying field at Haumoana, and several fliers were there for some last minute setup and practice.

It was the middle of winter so it was a touch chilly and we finished up practice at about 4pm, had a few beers and went to our accommodation.

Saturday morning, the weather was fine and cold and so we got the course setup and jumped straight into a couple of duration slots.

Even though it was the middle of winter there was plenty of lift about and most finished the 10 min duration slot with relative ease. A couple of pilots missed the boat and dropped points, showing that you have to stay on your toes, and the lift although soft was still there, you just had to go and find it.

Next we ran some distance tasks, and with the help of some guys that came to watch we had enough callers and timers to run 3 up distance slots. We ended up moving the winches after a lunch break as the sea breeze arrived, looking at the distance scores, the results were pretty evenly matched, showing there was not much in the way of thermal activity (ie middle of winter).

We packed up and headed off field and had a get together at Shani's Eatery and Bar in Taradale.

We started the Sunday morning on a frosty and wet field, set up the course and ran some duration slots. The day was colder and everyone struggled to find lift and complete the ten minute task.

Only Richard Thompson managed to get the full ten minutes, and has his new Pike Precision 2 launching well.

We managed to lose Rob Morgans model crashing in the field next door with radio problems and Andrew Stiver had a battery regulator fail and he had to move to a reserve model, a Shinto from Vladimirs Models. We then flew some distance slots, with not much coming through in the way of lift, it was a matter of launching well and flying cleanly to try and not drop any points. Some fared better than others with

Williams (18 laps) getting a 4 lap hiding from Joe Wurts (22 Laps), and Thompson having a bit of a meltdown and losing points as well.

This put Joe in a good position at the front of the field however there were plenty of people right on his tail with Stiver, Botherway and Thompson all looking to improve.

We then moved onto speed and shoved approximately 1.5 Kg of ballast into the gliders and with most of the top guns putting in 17-18 second times for the four lap F3B course, the contest was fairly tight, any mistakes would push you down several places.

By the last round of speed the headwind had dropped a little and the speeds had slowed to the 18 to 19 second bracket but for the last run of the day Joe flew textbook launch and speed run with zero margin on the turns and smacked 15.38 sec run on the scoresheet and firmly cemented himself at the top of the contest. It's not an accident that he has a box full of World Champs medals and seems to perform better under pressure.

Botherway managed to make a bit of a mess of his last run and this let Williams slip into second place. Thompson struggled to put together a set of really good flights but was hot on Botherways tail with Glassy 5th.

We packed up and headed home, having had a great weekend flying with good weather and a hard fought contest.

Miles Maloney only flew the Saturday so this hurt his scores, but was launching well, rumour has it that David James has a Shinto almost ready for flight and so will make his Big Sting to a backup model (it's only about 15 years old Dave!) and Bruce Clarke has a new model coming as well.

Roll on the next F3B comp on the 11 and 12 September.

Big thanks to Joe Wurts and Kevin Botherway for the course setup and scoring and to the helpers Ken Duffell and Barry Kerr for pushing the buttons on the bases.

Scores are available on Gliderscore. [Http://www.gliderscore.com](http://www.gliderscore.com)

- | | |
|---------------------|-------------------|
| 1. Joe Wurts. | 7. Andrew Stiver |
| 2. Peter Williams | 8. Bruce Clarke |
| 3. Kevin Botherway | 9. Len Drabble |
| 4. Richard Thompson | 10. Miles Maloney |
| 5. Peter Glassey | 11. Rob Morgan |
| 6. David James | |



The next comp is set to be at the same site but is **F5J Electric gliders** and looks set to be a big one with I predict over 25 entries. It's on the **29th and 30th of August**. You can even fly a Radian in this event!



The Pits, Chatting spot.



Flightline activity.



The winch Line all ready to launch.



Morning model preparation.



Joe Wurts and the Shinto.



Andrew Stiver and his new Shinto.



A very broken "Cyril" F3B glider



David James and the big Sting



Joe and his Shinto



Andrew Stiver and the "New Look"



Group Dinner at Sharnis Eatery & Bar in Taradale.

Don't forget; Electric gliders F5J 29th & 30th August at BB. Mark your calendars NOW !!

Thanks for the report Kevin and Peter. You Soaring Guys really do rock. Ed.

More soaring news from Black Bridge, Haumoana for the weekend of 24/25 July.



Joe during NDC on 24/07/2022 for club points. Assembly at Black bridge and Andrew Hiscock fixing his Plus wing.



Kevin Campbell checking conditions before F5J launch. Another great day in the Bay, almost shorts time !

We have done lots of NDC recently at the soaring field on the 24th July we flew F5J and ALES123 NDC and managed to put in some quality results with the intent to fly two more events on Sunday 25th July..

Nationals update:

Planning is underway for Nats 2022

New logo is done

Polo shirts are done and can be ordered now

Venues and toilets etc all booked

Mowing details are all planned

Nats schedule in planning now.

Luv ya'll,

Kev.



Taupo Hobby Expo July 2021



Brett Robinson spent a day visiting the Taupo Hobby Expo and and pictorial coverage for our interest and enjoyment.

sent in this reports

This event is run by the Taupo Model Railway Club and has been held annually (apart from 2020, due to Covid) for the past 26 years. It is well known for its range and diversity of hobbies on display. The display was held in the impressive Taupo Events Centre, off Spa Road at the North end of Taupo.



I drove over to Taupo on the Saturday for a look, as several members of my plastic model group were displaying models. Due to constant rain and severe winds both the drive over to Taupo and return were not all that comfortable. But we got there and back okay, if not a little damp! But, having said that, it was nice and warm in the car! The event too suffered a little bit I feel, as it rained constantly on both days, which made the setting up, parking and getting into and out of the venue a real trial, even with an umbrella! It didn't help that there was also a swimming event on as well on the Saturday morning, making finding a park close to the entrance almost impossible task at times. In fact, on the Saturday, even the drop-off access drive-way become flooded in parts.



On entering the vast exhibition space, there appeared to be a good number of participants, (mainly model railway layouts), displaying anything from R/C trucks and boats to vintage cars and war gaming just to mention a few.

Most of the model railway layouts displayed came in all sizes from the very miniature to the very large and were of a very high standard and incredibly detailed. There was even a rock climbing wall setup on the far wall of the centre on offer to the young and not so young members of the public a chance to have 'go' on. Also down the far end of the hall there was a full-size glider on display in addition to a good display of vintage cars too.





Overall, a well run, well supported event, which, despite the bad weather, seemed to be well attended on both days.

*Worth another look next year I think. **Brett.***

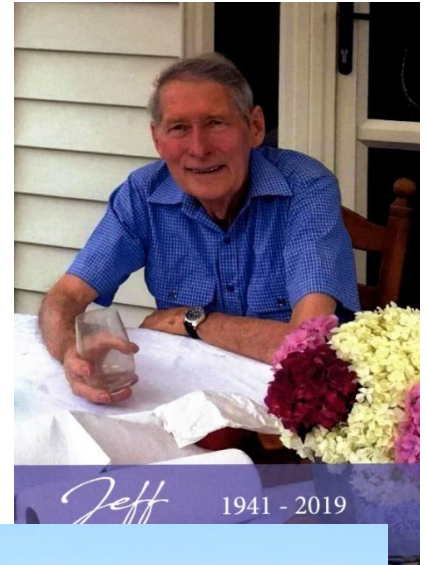
Nostalgia Files July 2021



Saturday 10th July 2021. Something of a more recent nostalgic nature and very special happened at Awatoto Field this afternoon.

Two years ago, **Jeff Clarkson**, a revered member of our club passed away. It was his wish that some of his ashes be spread at Awatoto field. This weekend was the first time all his family were able to be together so Judy together with her daughter Susan and sons Simon and Grant and their families came together to lay Jeff ashes to rest.

Mike brought out the Fokker Triplane, Jeff's favourite model and it was a poignant moment when the family arrived to see the model sitting in all its glory in the middle of Awatoto field. A place where Jeff put in so many hours astride the club tractor and many more hours in the air flying his beautiful models above.



Form Left; Simon (son), Martin (cousin) , Hazel (G.daugh), Tunis (d in L) , Emma (G.Daugh), Grant (son), **Judy Clarkson**, Darryl and Susan Judd (daughter) & Andrew & Devon Judd (Grandsons) Fokker D1 & Jeff.

The family were also thrilled to know that most of Jeff's wonderful creations live on in the hands of pilots who care for them and have the ability to fly them safely. The Tiger Moth is in the safe hands of Grant Finlay and who also now owns Jeff's Avro 504 and maintains and displays both models to perfection.

His Beaver which has now been restored and is on show in a static collection.



The Fokker D1 as seen at the field above now flying in Mike Shears' squadron with he and Jayden in control. And the twin engine Catalina now owned and flown by Andrew Stiver.

Below is the magnificent Avro 504, being flown last month by Grant, this picture stolen from the Hamilton MAC Newsletter. (Thanks Dave.). It is so good to see these beautiful scratch built creations from Jeff's hands surviving so well and still giving pleasure to their pilots and onlookers.



Vale Jeff.

More Nostalgia.....

And have a look at this, shown to me by Joe Connolly who by the way is even older than me !! Can you imagine that ? A fabric club emblem from the NAPIER MAC, late 1950/early 1960, to sew on your shirt or jacket.



From my archive, January 2006 at Awatoto Field, pre shelter and carpark days. John Sutherland about to make a test flight with another of Alan Rowson's "new" models, the GB 1. A Christmas pressie from Alan to Alan ? John Clarke's beloved Chipmunk in the background.

An interesting comment from **Dave Richardson** who writes..... Did you ever see the TV1 doco on the **Wanganui Aeromodellers?**

<https://youtu.be/uipGKeuRVTA>

They've had the use of the "gully" since the 1930s, but are now on the verge of being thrown out because of helicopter training at the south east end and the setting up of a permanent racing track by model car club. John Singleton & Dave Richardson pictured.



FOR SALE

July 2021



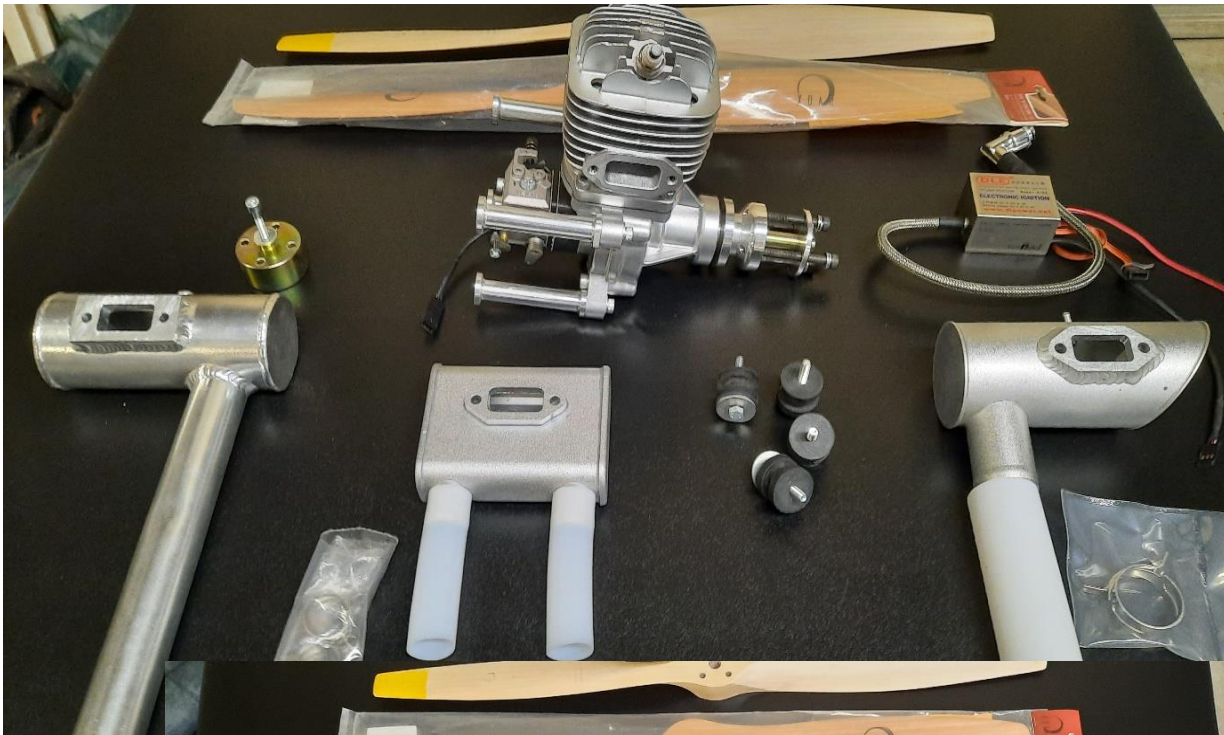
FOR SALE DLE 61 (NIB)

60cc single 2 stroke, rear intake, side exhaust. 6HP at 7500rpm.

New, never been run and comes with standoff mounts and rubber bushes, ignition unit, selection of muffler/exhaust combinations for upright or inverted installation, prop drilling jig and two 22x10 props. Replacement cost of this gear today, The props and drill guide would probably be about \$125 to replace. The small twin pipe muffler is about \$55. The custom JTec can and pipe I had made for the slightly inclined and upright fit in the DH4 but could be useful in other installations especially inverted. Cost a mint but would still be a \$100 value, so all up another \$280 worth, Engine around \$800, so all up value in excess of \$1080. !!

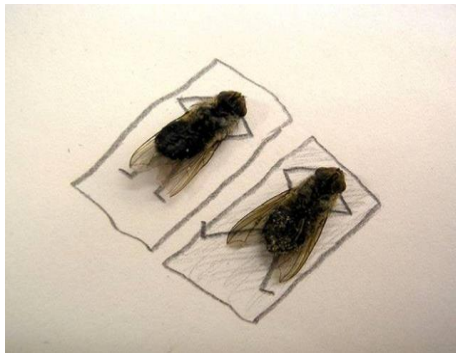
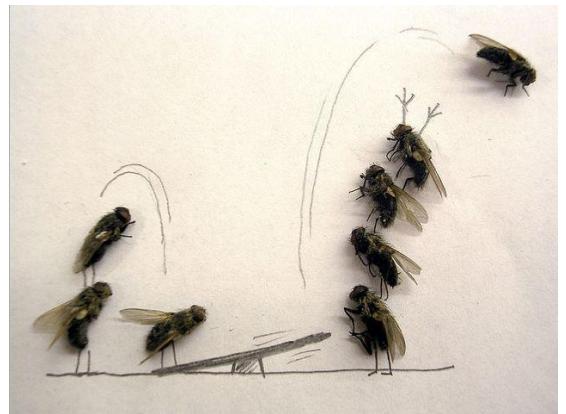
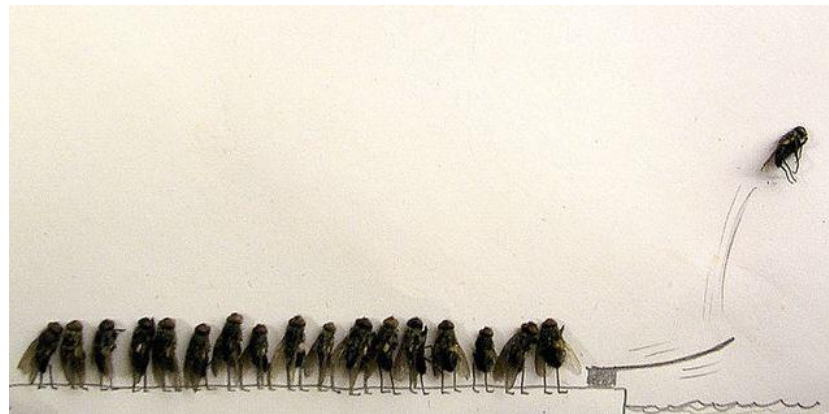
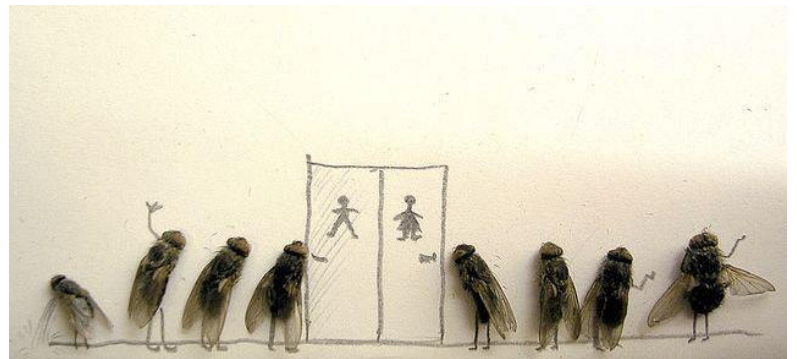
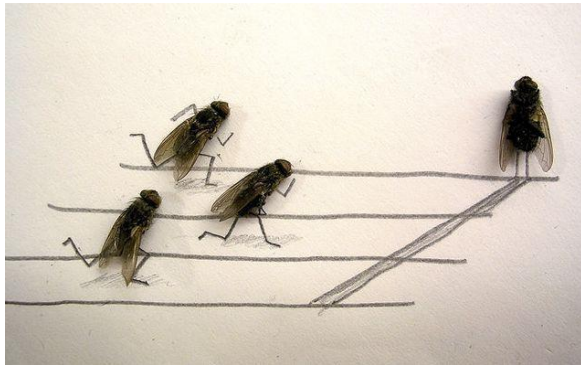
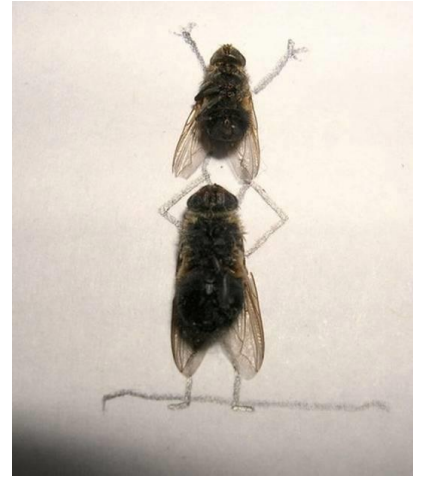
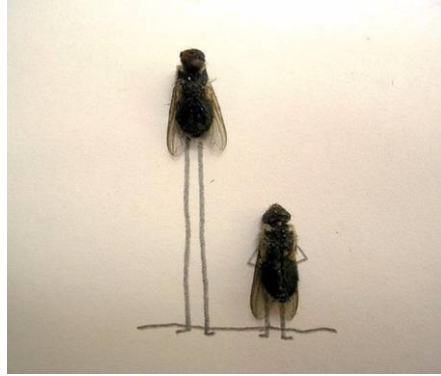
Total package \$660

Contact Russ Nimmo, Mobile 022 3155 905 or russnimmo@gmail.com





In closing, as they say... **Time Flies**



Must Fly, See you next month, Ed.