



Model Flying Hawkes Bay



Club Newsletter - Issue No 93

April - May 2017

The fliers in the recent F3A Trans Tasman Event held at the MFHB field on 7,8,9 April (see Pages 16 & 17)



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Featured Articles:

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- [Trans-Tasman Aerobatics at Awatoto \(Pages 16/17\)](#)
- [FW-190 Scratch Build \(Part 4\) \(Pages 21/22\)](#)
- [Other Club Builds \(Page 23\)](#)
- [Model Engines and Building Stands For Sale \(Pages 27/28\)](#)

Upcoming Events



- Club **Special General Meeting at around 12 noon on 11th June** at the field. (See Prez Sez on page 2 for more details.)
- March 2018 - New Zealand has placed a bid to host the 2018 Asia-Pacific F3K Open Event at Awatoto. Confirmation to be advised - watch this space!



From the Editor



Hi Everyone,

Another issue and even though part of it was during a 'quiet' period at the field, we got enough content to make it about the same size (page-wise) as the previous newsletter.

Welcome to new members: Danny Young from Waipukerau and to Russell Nimmo. Both have been seen on the field or at the shed already!

Talking of the field, as President Stuart mentions below, during the duck shooting 'break' we had two very well attended working bees and the field, road, and surrounds are now looking very much better.

Thanks again to contributors to this issue, Barrie Russell, Dave Crook, John Sutherland, Barry Price and any others I've missed. Your help with content or images is always appreciated!

Hopefully, despite the onset of winter, there will be more 'action' at both the field and at the shed to report on in the next issue.

Until then—happy landings...

Brett

And the Prez Sez.....



Our duck shooting recess is over. Two beautifully fine Sunday mornings that frustrated the duck shooters as well as us flyers, and a fine but windy one that might have kept all but the hearty grounded. Never the less, we did have two great working bee days, where we achieved a great clean up of the field with some weed eating and weed spraying around the perimeter fence and carpark, some fence posts painted, the driveway re gravelled, and some fallen trees made safe.

Many thanks to all those that assisted.

The regional council even came to the party and put a grader and some gravel on the road from the Fertiliser works to the pump station

There is still some work required to tidy up the tree debris, but we will leave that until it dries out a little and we can burn it.

Your committee has given considerable thought into the proposal to replace the tractor and mower. It is our belief that the tractor should be replaced as soon as practicable. The potential for expensive repair bills to our existing increase as the tractor gets older. Those potential repair costs will be far greater than the interest earned on the monies that we have invested.

The existing mower is probably at half life, and is capable of serving the club for some years yet. However it is acknowledged that a wider mower would significantly reduce the time required to successfully mow our field. This consideration may be an appropriate justification for replacing the mower at the same time as we replace the tractor, especially if we could get a good deal.

The upcoming SGM is required so that the club membership can give the committee the authority to purchase a suitable tractor replacement when an appropriate deal becomes available. With opportunities of a deal, we need to have the ability to make an immediate commitment to secure the deal. So I implore all members to come along on the **11th June**, hopefully for some great flying action, but also to have your input at the SGM.

It will also be my great privilege to formally present John Clarke with Life Membership certificate and badge.

A free BBQ luncheon will be available that day, with the SGM to follow.

See you then.

Safe flying and happy landings.

Stuart Sturge - President



Committee Notes



Minutes of the Committee Meeting of "Model Flying Hawkes Bay Inc."

Held at the club shed, Waitangi Rd Awatoto on Tuesday 4th April 2017

The meeting started at 7.30pm.

Members present : Stuart Sturge, Stan Nicholas, Brian Voyce, Mike Shears, Brett Robinson

Apologies: Rob Lockyer

Minutes of the previous meeting held on Tuesday 7th March 2017 were taken as read. Following, the minutes were accepted as a true and correct record, moved by Mike and seconded by Brett, all agreed.

Matters arising from previous minutes - Nil

Correspondence Outwards - Nil Inwards: CAA danger area for trans-Tasman 7/8/9/April.

Resignation from Fred Goeddert, who has returned his key to HTL hardware.

Correspondence accepted by Stan, and seconded by Stuart, all agreed.

Treasurers Report

In the treasurer's absence Stuart reported that the club funds were looking healthy, and that seventy one members had now paid their subs. Most of the outgoing costs this month will be affiliation subs payable to model flying New Zealand. Stuart had composed a letter which will be sent out to members with overdue subs.

Club Captains Report

No club captains report this month due to the absence of the club captain.

Field Officers Report

Stan reported that the grass has been growing quickly, and that the weather has been too wet to allow weed spraying at this point.

Unfinancial members

Stuart is to send out a letter to unfinancial members, reminding them that their subs are overdue.

Hamish MgLagen multicopter proposal

Stuart is to reply to Hamish's proposal, asking Hamish to investigate the cost of parts required to build the multicopters for his clubba style proposal.

General Business

Tractor replacement.

It is now generally accepted that the old tractor mower, while still reliable, with plenty of life left in it, is a dog to drive, and the cab offers little protection from the elements, and the mower with the present width makes hard work of the job required. Mike had already investigated the cost of replacing the old Tractor with a new Korean built option.

It was thought the club would need to hold back some money for a contingency, should one be required, for say flood damage, or similar. This would leave a good amount still available for the tractor fund.

A discussion on this matter, revealed a couple of options.

Spend all the money on the new tractor, and retain the old mower.

Spend less on a used tractor, and purchase a larger mower as well, which would reduce the mowing time considerably.

It was decided the second option was probably the better one, and Stan was tasked with finding a suitable second hand Tractor, with the help of Jeff Clarkson.

Continued on next page.....



Committee Notes



General Business - continued from previous page.....

BBQ

Mike reported that the BBQ sessions had proved worthwhile.

Duck shooting season. 6th May to 18th June.

As usual the field will be closed for the first three weeks of duck shooting.

That being the 1st May through 22nd May. With the last weekend of flying being the 29th and 30th of April.

After the 22nd May until the end of the season, restricted hours of flying will apply, which will be 9am to 4pm.

An email to this effect will go out to all members, at the end of the month.

Working bees.

Working bees will be arranged for the weekends during the closure, weather permitting.

Shingle will be deposited in the car park ready for spreading.

Club rules.

Mike suggested that part of the club rules be re-written to put the onus on members to have their new models checked before flying.

The meeting closed at 8:55 pm, thanks to all for their attendance.

Next meeting to be held on Tuesday May 2nd at the club shed.

Minutes of the Committee Meeting of "Model Flying Hawkes Bay Inc."
Held at the club shed, Waitangi Rd Awatoto on Tuesday 2nd May 2017

The meeting started at 7.30pm.

Members present: Stuart Sturge, John Sutherland, Stan Nicholas, Brian Voyce, Mike Shears, Rob Lockyer,
Brett Robinson

Apologies - Nil

Minutes of the previous meeting held on Tuesday 4th April 2017 were taken as read. Following, the minutes were accepted as a true and correct record. Moved by Rob and seconded by Brett, all agreed.

Matters arising from the previous minutes: Hamish McLagen multi rotor, a meeting with Hamish has been arranged for Tuesday 9th May at 7pm at the club shed.

Correspondence

Outwards.- Nil

Inwards - Membership application from Danny Young. Account reminder from NZ post. (Since paid)

Correspondence accepted by Stan, and seconded by Stuart, all agreed.

Treasurers Report

Rob presented a financial report as of Sunday 30th April 2017,

Accounts for payment of MFNZ affiliation fees, service centre AGM, badges, mowing, PO Box rent, tractor fuel, ATC Warbirds and BBQ wheels were presented for approval.

Rob moved that his report and accounts for payment be approved, seconded by Mike, all agreed.

To next page....



Committee Notes



From previous page.....

Club Captains Report

John reported that there had been some good flying weather over the last month. The John Clarke DC-3 had been flown successfully. (Full DC-3 build history and progress images feature in an upcoming issue [Ed] The Galloways have offered the use of their field for flying, while the club field is closed for Duck shooting.

Field Officers Report

Stan reports that while the grass is OK, it is very wet and with this in mind there will be no mowing this week.

Club tractor replacement.

There was a discussion about the tractor for sale that had been viewed by Stan and Jeff, the feeling is that the asking price is a little too expensive, and the trade in deal offered was not generous enough. Stan expressed some doubts whether it was the right tractor for the club anyway. With this in mind it was decided to keep looking for another tractor with a view to perhaps replacing the tractor only at this stage, and replacing the mower at a later stage.

Stuart suggested calling a special general meeting to seek approval from the membership to spend around \$30,000 on a tractor replacement as and when one became available, thus giving the committee the power to make a quick purchase without the risk of losing it to another party.

A notice is to go out of a SGM to be held on Sunday 11th June at the club field, or club shed if the weather is unsuitable. There will also be a presentation of lifetime membership to John Clarke, with a BBQ to follow.

Meeanee swap meet and car festival.

The Marineland Hot Rod Club have invited us to attend their swapmeet again this year, but due to other commitments already made for this weekend it was decided to give it a miss this year, with a view to arranging something earlier for next year's event.

General Business

It was reported that the webcam needs attention since the recent storm.

Stuart discussed an email received from Jonathan Shorer, advising of new documents that have been published and made available on MFNZ website, one of them being the new wings badge scheme.

There was a discussion about Barrie Russell's enquiry about the possibility of organised club competitions.

The feeling of the committee is that there is simply not enough interest in the general membership at this time in order to do so.

A working bee has been arranged for the coming Sunday with tasks displayed on the club whiteboard.

It was decided to hold the next committee meeting at the slightly earlier time of 7 pm.

The meeting closed at 9:15 pm, thanks to all for their attendance.

Next meeting to be held on Wednesday 7th June at the club shed.



At the field

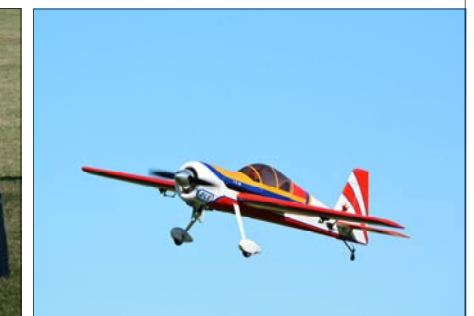


Sunday 2nd April

Great day! Weather was perfect, fine, sunny and No wind. Good turnout and lots of flying done on the day by almost everyone. The 'gourmet' BBQ also went off very well and everyone enjoyed the burgers cooked and assembled by chef Dave Cantell. The Club Cub also got another few flights under its belt - flown by Mike Shears, Jayden Molloy, Stuart Sturge, Jacob Wardley and John Clarke.



Only a couple of 'incidents' on the day... Des Dew had a bolt come adrift on his large Cub, leading the one side of the undercarriage sagging upon landing. But it did Stop quickly! The other was Barry Price who was flying a new Vintage model and took off for a second (to last) flight, to find no battery was left, just after takeoff. Broke the nose off the model, but is a fairly easy repair according to Barry. John Aitken flew his Vintage model, Prez Stuart Sturge his Pike electric glider, Calmato and his Radian, while John Clarke and Jayden Molloy put John's Mustang through its paces a few times. Stan Nicholas flew his aerobatic model as did Barrie Russell and Secretary Brian Voyce.



At the field



Sunday 2nd April continued

New member June flew her electric Cessna, with buddy assistance from Stan Nicholas. On the first flight the landing was a bit wayward and Stan and Gavin Shute had to hop over the fence to make a retrieval - but no damage. Her next flight was much better, but then it all comes with practice. Another new member Nigel Boys had a couple of planes with him, one of which was a nice Astro-Hog Bipe. Looked and flew well. (lower right)



Gavin Shute and Stan Nicholas gave the pusher I.C. model another couple of flights, one with a nose gear collapse and the other with an engine flameout. Stan got the model back on the ground with only minor damage both times!



Ray McPeake flew his new Radian XL, which went very well. It even has Spoilers! And at right is the brisk business being done by Chef Dave Cantell and Mike Shears. Everyone enjoyed the burgers on offer. Great day overall!



At the field



Sunday 16th April

Almost nobody at the field around 9:30am, but a crowd still did start rolling around 10:00am. Despite the forecast being for No wind, there was a reasonable Northerly wind on the field. It did, however, decrease a little in the late morning, but it was still there. Made flying lightweight models (Clubba's and Radians) a bit of a handful. The cross wind over the strip kept everyone on their toes at take off and landing time however! The Club Cub had another nine flights on the day, a few Radians were flown, as were the odd Clubba or two. Quite a good day as it turned out. Below: Robert Lockyer's electric tilt-rotor model in action. Struggled a bit in the breezy weather, but otherwise flew well.



Below: A few stills of the Club Cub on approach and landing.



Monday 17th April (Easter Monday)

Seen doing some practice for an upcoming overseas event were glider fliers Joe Wurts, Kevin Botherway and Rod Hale.

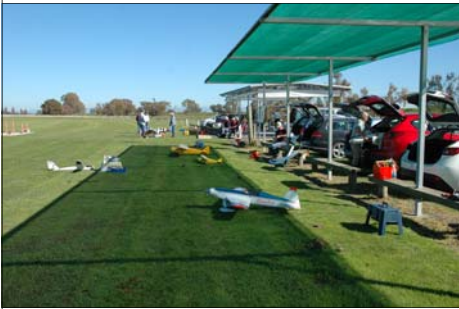


At the field



Sunday 23rd April

Great day and a great turnout. The previous three days had been really nice with lots of sun and.... Little or No Wind! Sunday was no different, which got many out to the field for a fly



The Pits, showing the a broad selection of models being flown on the day.



A pair of Piper Cubs - Brett Robinson's electric Cub (foreground) and Stan Nicholas' I.C Powered one in the background. No less than four were on the field in the hands of Robert Lockyer and Des Dew.

The Mike Shear's aerobatic Biplane also got its first outing and maiden flight. Needed a good bit of nose weight after the maiden flight to get it into trim, but otherwise test pilot Jayden Molloy and Mike Shears seemed well pleased with the model after several flights on the day.



Barry Price flew his very nice Vintage 1938 Lanzo Bomber for several flights. Just seems to float around and Barry admits that he sometimes has problems getting it back on the ground at times!



Rare visitor Marty Hughes turned up with his aerobatic Yak 54 and then proceeded to fly the covering off it.... literally! After one flight it was noticed that there was a big hole in the underside of one wing... so tape and a pair of scissors were called for and a 'temporary repair' was effected. Marty claims the reason for the missing covering was the model breaking the 'sound barrier' in flight!!!

At the field



Thursday 27th April

Such a nice day and because Duck Hunting season is almost upon us... a few ventured out to the field for a fly! Barrie Russell did a few flights with his (now well trimmed) aerobatic model. Derek and Drew Barber flew a control-line model using Kevlar control lines no less. Went well until a few engine 'gremlins' came to light! Duane Barber flew his P-47 and Brett Robinson and Barrie Russell had some fun in the very good air with their Radians.



Friday 28th April

Again, another superb day, with quite a few taking advantage of the nice weather. Des Dew flew his Cub (with a modified undercarriage, with no issues. Stan Nicholas was having all sorts of 'issues' with his Cub with controls doing un-commanded things under power that it shouldn't. After a few flights and no reason found for the unexplained changes in flying trim, it was back to the workshop for the model. Maybe the fact that pilot Paddington Bear was no longer in the cockpit may not have helped?? Brett Robinson and Derek Barber flew their Radians. Chris Tuttle gave his Spitfire another whirl and again the engine cut-out mid-flight requiring yet another dead stick landing. Model landed downwind and collected a bit of driftwood off the end of the strip with some leading edge repairs being required. Talk of putting the Ignition module in another model to check if that is the issue rather than the engine!



The Des Dew Cub in flight - looks real doesn't it!



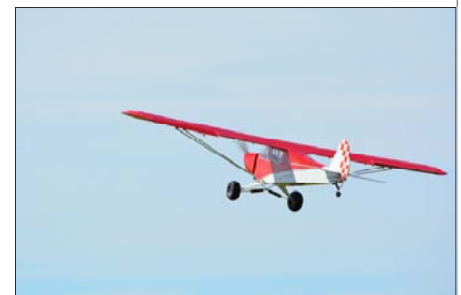
Another Chris Tuttle Spitfire dead stick.



And the result.....

Sunday 30th April

Weather was a bit showery to start and although a few went out to the field, on what would be the last flying day before the Duck Hunting Season break, the morning showers chased most of them home. However the weather changed for the better in the afternoon and from what I hear [Ed] the Club Cub got several more flights under its belt as did the aerobatic model of Mike Shears.



At the field



Sunday 7th May and Wednesday 10th May

Now that Duck Hunting Season is upon us... a working bee was called for to give the flying field a bit of a spruce up. A few members answered the call and turned up armed with spraying equipment, paint brushes, weed eaters and chainsaws. The field edges were sprayed, more waratah's added to the fences, electric fence wire isolators were replaced as required. One tree was cut down and others were trimmed and most posts and parking stops were painted.

On the following Tuesday and Wednesday... four loads of road gravel were delivered and spread on the road from the bottom of the stop bank as you enter the field, right down to almost as far as the club shed.

Images below is the result of all this work over the past few days.

Thanks to all those that turned up to help!



Sunday 14th May

A working bee was set for the morning and upon arrival it was discovered that the Council had put a grader through the lane running past the clubhouse! The five or so that had turned up at that stage then proceeded to work down the lane filling holes with gravel and tamping it down. By the time we had got to the field proper, about fifteen volunteers had arrived and that made short work of filling the holes in the road beside the field and spreading the gravel as well. After doing this, it was back to the club shed for a 'cuppa' and a good morning's work wrapped up around 11:30am. Thanks again to all those that came out to help!





Club Shed Diary



Tuesday 4th April

Not a huge turnout, guess it was the heavy rain that did it. But a few came along to carry on with their 'shed projects'. Prez Stuart Sturge has now started to cover his Jungmeister tail and had the fuselage and wings almost to that stage too. Mike Shears is getting there with his aerobatic model and was doing some work on the cowling this time.



Barrie Russell and Brett Robinson worked on the Mike Shears P-47, now with wing fillets on and Barrie was fitting the top hatch. Brett concentrated on fitting balsa plugs to the holes in the wing and then sanding and filling them all down. So the wings are ready for covering next time. Phil Sharpe stopped by to get some instruction on the tractor operation from Field Manager - Stan Nicholas. Nice and warm in the shed too, despite the rain outside!



Tuesday 10th April

Reasonable crowd in, although a few drifted off to do the mowing/spraying and some flying. The P-47 continues to take shape, almost at the covering stage now! Both Barrie Russell and Des Dew worked on the top hatch/canopy fit and added a blind nut and bolt to secure the hatch. With the addition of two (elevator) servos in the tail, a bit more filler and then a final sand and it will be covering time!

Mike Shears is almost there with his new aerobatic model, he and Pres Stuart Sturge worked on installing the two receiver switches into the fuselage sides and then checking the operation of both. Required a bit of 'fiddling' to get them both right, but all is now done.





Club Shed Diary



Tuesday 18th April

Reasonable turnout with quite a lot going on. The Mike Shears P-47 has now had its wings tidied up and covered in silver with D-Day invasion stripes. The fuselage canopy/access hatch has been fitted and a bolt located at the rear to tie it down. The whole fuselage had been filled and sanded and Des Dew and Barrie Russell were hard at work making servo trays for the two elevator servos that are being moved to the tail. Almost ready for covering now.



Tony Ives (the builder) was given the job of altering the model racks already nailed to the main wall together with adding the missing dowels and add the foam 'noodles' over the top. This was all done and everyone was very pleased with the result.



The aerobatic biplane of Mike Shears continues to make progress toward a first flight. Today, everything was sorted in the engine department and the engine given its maiden start and run outside. The model was then weighed and balanced with only the top wing servo wires into the fuselage to be wired up, the cowl added and a final full check before it can then commit aviation.....





Club Shed Diary



Tuesday 25th April (ANZAC DAY)

Not a very big crowd in at all today - must be on account of it being ANZAC Day? Only five of us in the finish. Mike Shears was working on the changes required to his aerobatic biplane from Sunday. Nothing too major, but moving battery pack locations, changing some fuel piping, refitting the cowl hold-down blocks etc.

Tony Ives continued his sterling work on the racking and replaced some of the slightly shorter fixing screws he had to use last week, with some new and longer ones. He also added two new foam blocks to the ceiling to cover the clear roofing over the racking, preventing the sun from shining on the models/wings etc. on those racks.

Brett and Barrie meantime continued work on the P-47 fuselage. After a final fill and sand it was time to start the covering process. Model will be silver overall and some silver covering was being used. The underside was done first and was also done in panels to give a more scale appearance. Once this was complete the rest of the fuselage was sprayed with Hair Spray??...and then left until later for the balance of the covering to be done. Des Dew assisted and also fixed one of the retract legs into its respective wing. The other being damaged and Mike is to obtain a replacement.



Tuesday 2nd May

A few came in ... Des Dew and Tony Ives placed the straightened and refurbished undercarriage leg into the wing of the Shears P-47. Stan, Brett and Barrie continued the covering of the fuselage. Mike was making some further modifications to his aerobatic biplane, as a result of flying it on the previous Sunday. New member Danny Young came in with his new Radian and was given some assistance, by nearly everyone, on getting the controls and motor running correctly.





Club Shed Projects



Tuesday 9th May

Not a great crowd in - most of the 'regulars' seem to be away overseas. Barrie Russell and Brett Robinson got on with the covering job on the P-47. Assisted, at times, by Stan Nicholas. Prez Stuart Sturge carried on with his covering job on his Jungmeister. He did, however, have a bit of trouble with the iron he was using, in that the handle shaft broke.... alas R.I.P. iron! Phil Sharpe looked in for a while as did new member Russell Nimmo. Overall, quite a slow day in the 'shed'!



Tuesday 16th May

Again, not a great turnout. Only about six coming along. The now recovered P-47 had its elevator and rudder servos, linkages and pull/pull control runs (rudder only) installed and checked. Stuart Sturge did some test fitting of the engine he intends to use in his Jungmeister. Barrie Russell showed his newly built Tomboy to those present and a plan of his next Vintage Build - a Stardust Special... which interested Barry Price. (See Page 19 for the plan.) Everyone sort of drifted off around 11:30am.



So.... we have - from this (below Left) to this! (below centre and right)



IMAC Aerobatics Competition at Galatea - 20/21 May



Just in

Junior club member Jayden Molloy went to Galatea with the Galloways for his first IMAC competition and flew well with Barrie Russell's (Expat) which he loaned him for the weekend. He came second in Sportsman IMAC! Well done Jayden!



More Info on the RC Aerobatics Facebook Page (photos)..... Click [HERE](#)



Trans - Tasman Aerobatics at Awatoto



This event was scheduled for 7,8,9 April at the Awatoto field. However, on the 4th and 5th we received a huge deluge of rain that just didn't stop. So.... On the Wednesday the field looked like this:



Photos by Pres Stuart Sturge.



But.... by Thursday morning the rain has had stopped and the field was free of water!!! An inspection was made by Pres Stuart Sturge, Field manager Stan Nicholas and Committeeman Mike Shears and a decision was made that the Trans Tasman event could go ahead as scheduled.....

The Teams.....



The Aussie Team



The New Zealand Team



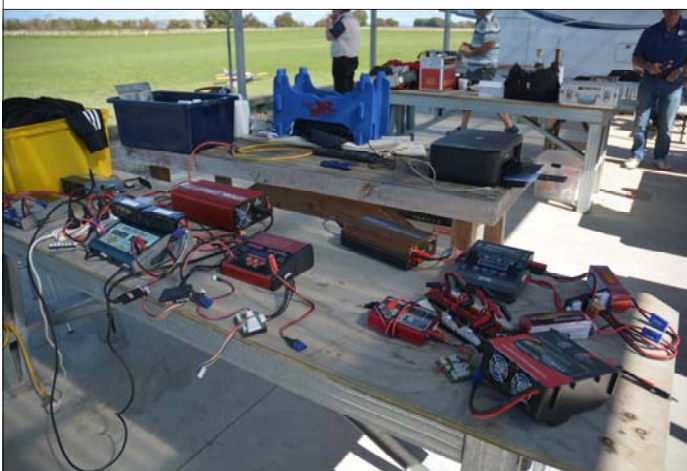
Trans - Tasman Aerobatics at Awatoto



The Pits - lots of \$\$\$ here!



More models and \$\$\$!



Charging gear for the electric powered models.

Trophies and event plaques.



Sorry, No report or results to date!! [Ed] For the NZRCAA website... Click

[HERE](#)

More Info on the RC Aerobatics Facebook Page (photos)..... Click

[HERE](#)



Vintage Newz



Last Vintage Meeting - Reports and Results

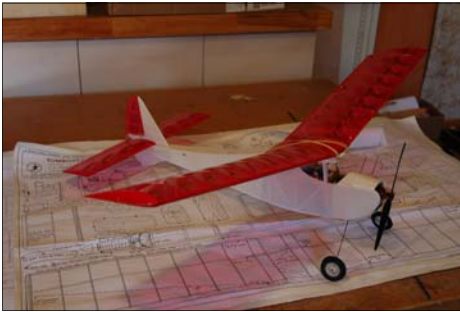
From the last Vintage meeting held at Tuakau on 22-23 April, which was well attended from all accounts, a report and the results can be read [HERE](#) (PDF Format)

Around the (Vintage) building boards.....

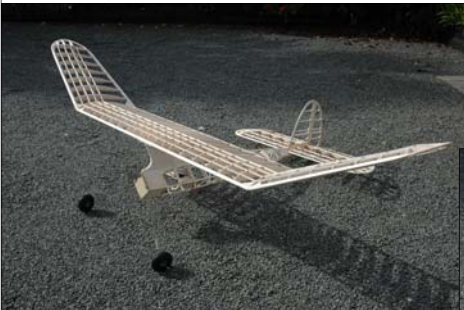
Barry Price has put together a very nice Playboy. Has come out well according to Barry and as you can see from the pics below, it certainly looks really good.



And from the model building 'factory' of Barrie Russell... we have a 36" Tomboy. Nice build and if you zoom In to the picture on the right, you can see the weight on the scales is 7.9 ounces! Great little flier too. Well done Barrie!



And from Brett Robinson a Lanzo Bomber. Span- 96 inches Wing area-1260 square inches. Weight-70 ounces. About eighty percent complete and with (electric) motor, ESC, battery and servos the current uncovered weight is.... 62 ounces! Covering and control rods to be added. Still very much a work in progress. Will do a full review of both the Hanger One/Avetek part kit and the build in a future issue.



Vintage Newz



Some talk of holding a Vintage flying meeting at the club field on a Thursday morning. Just for either just a fly or maybe even, initially, some casual competitions maybe.

Later on, some NDC Comps could be flown and some scores sent in.

If you are interested, why not join us?

Contact **Barrie - barrierussell@xtra.co.nz
or **Brett** - brettrob@orcon.net.nz**

Some talk around the traps and out on the field about flying some N.D.C events. A few of the newer, and older members may not know what this is, so below are the rules for N.D.C. competitions.

NATIONAL DECENTRALISED COMPETITION (NDC)

5.1. Introduction 5.1.1. The National Decentralised Competition (NDC) is intended to foster competition during the year and may be used as a basis for Club competition calendars. Club members results are forwarded by club recording officers to the NZMAA recording officer who collates all results. Trophies for individual winner, top junior and winning club are presented at the National Championships prize giving at the end of the year. The scores obtained by juniors are used to decide best junior.

5.1.2. The last competition is usually at the end of November each year to allow for collation of the last results and calculation of all scores before the Nationals.

5.1.3. The competition includes classes that obtain a result by the timing of flights. Classes that involve the judging of flights or models cannot be competed for on a decentralised basis.

5.2. NDC Rules 5.2.1. All competitions will be flown to the current NZMAA rules.

5.2.2. The NZMAA Recording Officer will publish the Programme of events for the year with the last "NZ Model Flying World" of the preceding year.

5.2.3 Eligible Flying Days. The NDC programme will advertise events to be flown in each calendar month January through to November. Flights may be made on any Saturday or Sunday for the advertised events for that month. The contestant must advise the timer before starting the event that these are official NDC flights. The contestant must then complete the event that day and may not restart or complete it on another day. Where the event is a club or SIG event the contest director may declare the event an official NDC event."

5.3. NDC Results

5.3.1. Scoring. Each individual event will be scored as per scoring at the Nationals (See para 3.5.5. in these rules). Totals for individuals and clubs will be used to decide placing for the year.

5.3.2. Forwarding Results. Clubs must forward results to the NZMAA Recording Officer. To be included, the NZMAA recording officer must have received results within 14 days of the authorised date of the competition.

5.3.3. Publication of Results. Progress results will be published in "NZ Model Flying World" magazine during the year. The first 10 placings overall will be posted at the Nationals and in the first magazine of the year. A full list of the overall results for individual competitors may be obtained by sending a self addressed, stamped envelope to the NZMAA Recording Officer after the Nationals.

You can download the N.D.C. 2017 Calendar from [HERE](#)

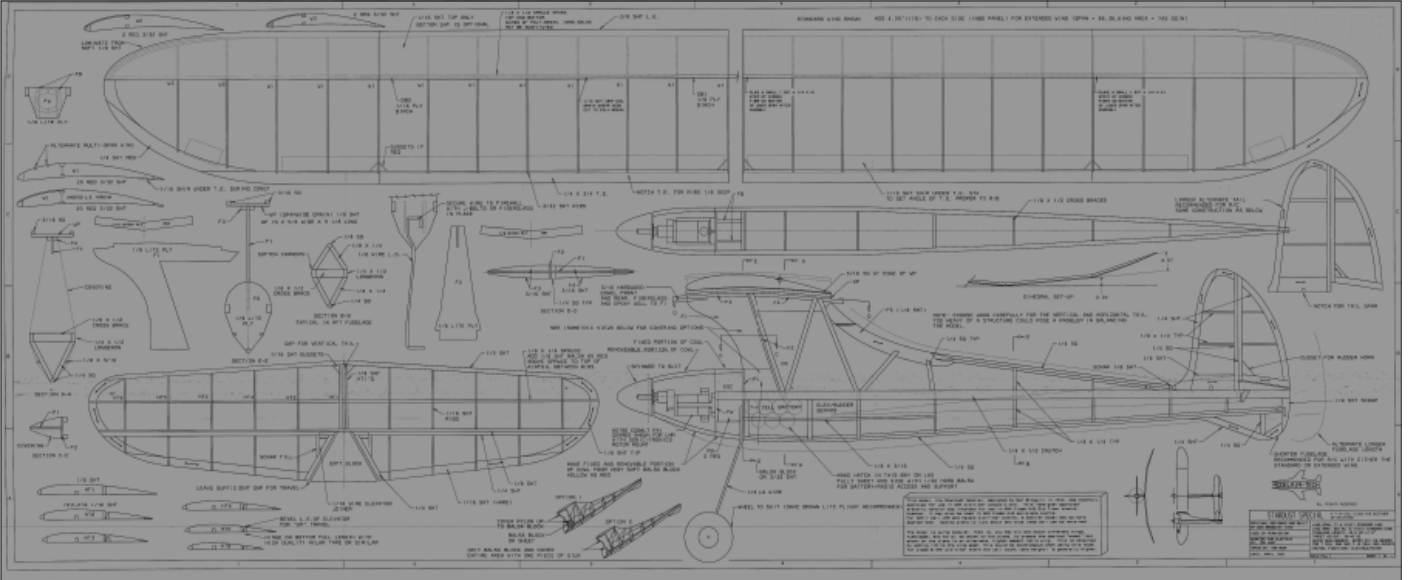
Vintage Rules can also be accessed by clicking [HERE](#) (PDF Format)



Vintage Newz



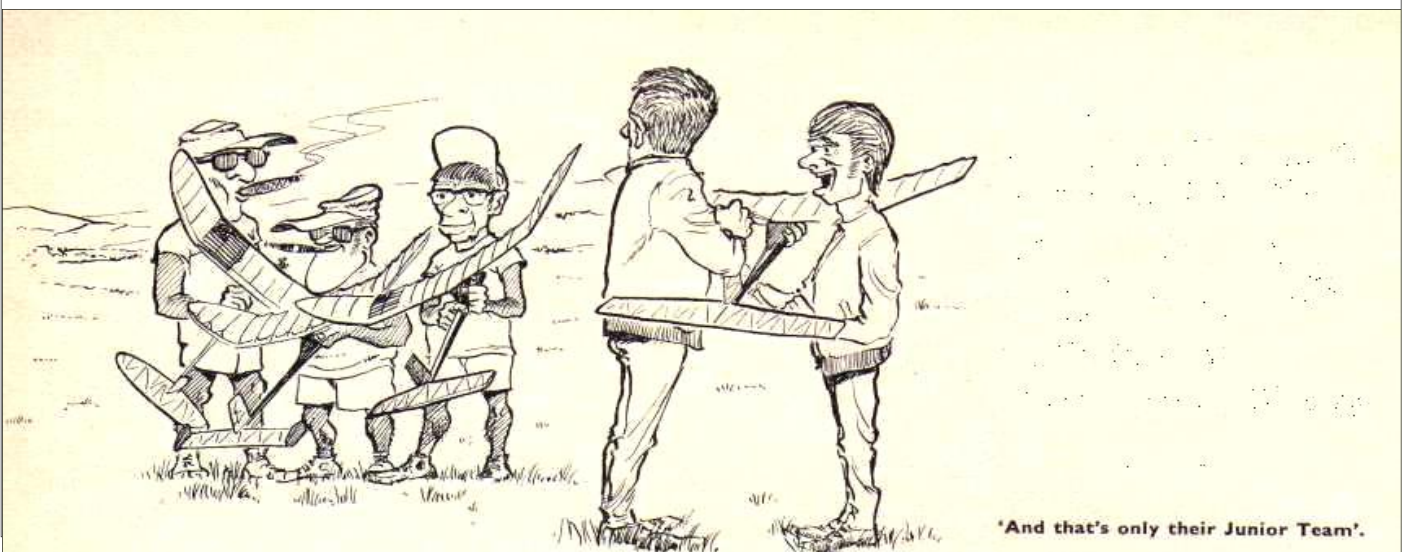
The Stardust Special Plan. (78" span)



Barrie Russell is thinking of making this model a club Vintage build and certainly building one himself!



And the model in action! (Model built by Tony Gribble from Auckland)



FW190 Dora 13 Scratch Build - Part 4



Progress on the model at the last report (2015) was this.....



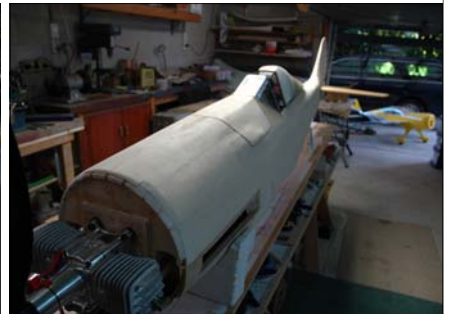
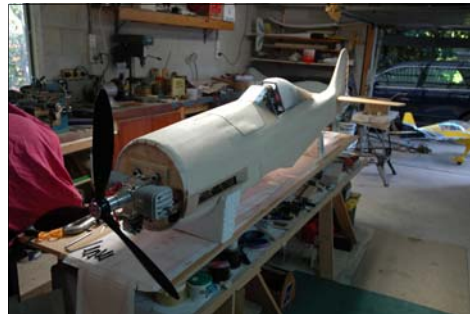
Now the fuselage looks like this....



Canopy is now on and the cockpit is almost completed.....



Likewise, the engine (a DA100 twin) is now installed, the three bladed prop shown will be the one used for flight.



John has already purchased the main (air) retractable gear and the (also retractable) tail wheel is now installed.



FW190 Dora 13 Scratch Build - Part 4



The tail section is almost complete.....



John has now got the cowling to fabricate (from fibreglass) and the engine to plumb (it *Will* have scale exhaust stacks - which he has already made!) He has already plotted the wing ribs and will start on that once the fuselage is completed to his exacting standards. The wingspan will be over the 2 metre mark and he is happy with the weight thus far. (Note the editor's 1/48 scale Fw-190 plastic model below and in the bottom right - dwarfed by the big model!)

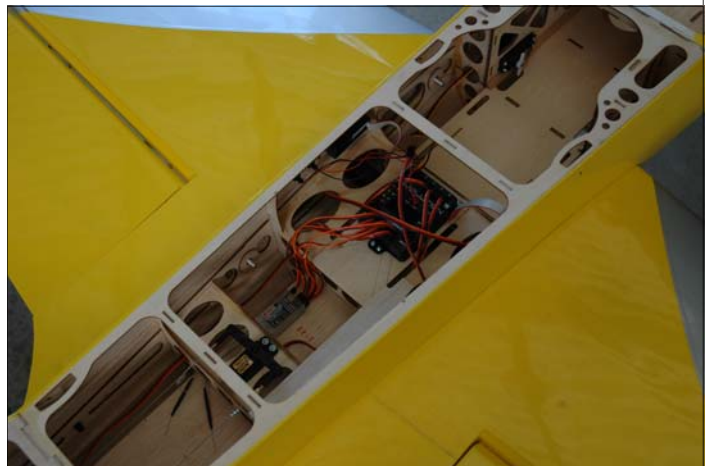
For more images of the model, look at : [HERE](#)



Other Club Builds



Sebart SU29S 2.2m 3D /IMAC Model



Currently being put together by Club Captain John Sutherland.

Wing Span: 87 in

Length (w/spinner): 85 in Wing Area: 1675 sq in

Weight (dry): 15,4-16,5 lb

For more information: <http://www.sebart.it/giants.html>

For Sale

FOR SALE

For Sale on Behalf - Two Estes (flying) Rocket kits



\$200. o.n.o for Both
Contact: Stuart Sturge
0275428385

FREE - to a good home

Vintage Privateer model (2.2 metre) no radio gear, no engine, airframe covered as shown. Currently stored in the club shed. Contact anyone on the Committee to view or take it away!





From the Web



A interesting clip on YouTube of the U.S. Navy putting the F-35 through aircraft carrier landing and takeoff trials. **Click here: [F-35 B](#)**



A 1/20th scale Spruce Goose electric powered flying off what looks like a quarry lake.

Click to view [HERE](#)

Interesting article on flying a C-124 Globemaster cargo plane into Europe in zero-zero visibility. It happened sometime in 1965, in Germany. The writer was a co-pilot, so he thought he knew everything there was to know about flying.....



Click to view the article [HERE](#)

For Users of Spektrum Models DX9, DX7S, DX8, DX6G2-3, DX7G2, DX8G2, DXe

SPMB2000LITX & SPMA9602, 2000mAh TX Battery. **Transmitter battery monitoring.** H.O.T. Ltd. strongly recommends to periodically check the peak voltage reached after a charge cycle completes (blue light off) using the charger supplied with above radios.

The on screen peak voltage displayed should be between 8.2-8.4V. Should the voltage displayed be below 8.2V you are advised to return the battery to your dealer if under warranty or replace the battery immediately.

Continuing to use your Transmitter without rectification could result in the battery PCM board shutting down before the Transmitter low voltage alarm sounds.

How do you get a 'Cessna 185 Float Plane' to takeoff from an airfield's concrete runway? Well, where there is will, there is a way! This aircraft was extensively overhauled in a dry land facility and was then launched back into the air from the Mitchinson's Flight Centre in Saskatoon, Canada, where there was no water upon which they could float the plane for take off. This is fascinating and so brings back the era of the dare devil air show feats of the nineteen thirties.



Watch this and see how! **[HERE](#)**

Great Weather Station.

It used by farming community and those needing a long range forecast. Any place in the country and in great detail. It also shows the wind direction and speed

[https://www.yr.no/place/New Zealand/Hawke%20%80%99s Bay/Napier/](https://www.yr.no/place/New_Zealand/Hawke%20%80%99s_Bay/Napier/)



R/C Models Trans Atlantic flight

Excellent story about Maynard Hill's transatlantic R/C flight

Click **[HERE](#)** to read the PDF Document all about it! Amazing!



And finally... A helicopter pilot was flying to Seattle and hits a real pea-soup thick fogbank. He's completely disorientated and flies around until he spots the top few floors of a large building below. He pulls up really close to one of the windows and gets the attention of the woman sitting at her desk. "Excuse me" he yells, "Where am I?" "You're in a helicopter she replies!" The pilot then pulls away sharply left, does two crisp turns through the dense fog and does a perfect blind landing at the Seattle-Tacoma Airport. "That was amazing" says one of the passengers. "How did you know from her answer exactly where you were?" "Easy", said the pilot "Her answer, while correct, was absolutely useless. So I immediately knew I was at Microsoft Tech Support!"

Post bag



My spies tell me a good Sunday was had on 9th April at the Cambridge MAC field where a Glider rally was held. There was a very good turnout (28 cars I hear) and a varied range of gliders flown! Looked like a good day was had by all.....



Photos courtesy of Dave Crook.



Barrie Russell writes about all the setting up and then flight testing he and Mike Shears have been doing on his old/new pattern ship.

The theory used in the process is called "Triangulation Trimming."

(Byline on the web page is: "The bottom line is there really is no poor design out there in the 'main stream' of pattern.")

A link to the information Barrie has been using is: <http://www.ckaero.net/blog/triangulation-trimming-2/>

To quote Barrie... "The amazing thing is, it works!!"



I also hear from the club "spies".....that a few of the old timers in the club are starting to worry some of us.....



- First off, one of our more notable members tries to connect up steel wire and not nichrome wire to his power supply to cut some foam and it stopped working!
- Then another "luminary" drops his hand remote for his modified garage door opener, into the loo. It also stopped working. Fortunately, in both cases our club electrical "guru" was on hand to both advise and restore the operation of said items... not to mention their/his sanity as well!!
- Then there is the club member (who, again, will remain nameless), who goes out and flies his little vintage model and scores terrific times for all three flights. After the final flight he is sitting down expounding the virtues of the new class he is flying and reads the rules to another club luminary, coming to one line that states.... "once the motor has stopped, it cannot be restarted!" All three of his flights were done by switching the (electric) motor on and off during flight. Result Three ZERO flight scores - pays to read the Rules Before you fly the task perhaps??
- Finally, the ultimate excuse for Not going flying has to be..... "my dog is getting a haircut!"

MODEL ENGINES FOR SALE

One of our members has secured the Agency for the range of RCGF model Petrol (Gasoline) Engines.



10CC Beam mount and rear exhaust models

Parameter:

Type : 2 cycle piston valve type gasoline engine for airplane

Displacement (cc) : 10cc (0.61 cu in)

Bore x Stroke (mm): 1.08 in (27.6mm)*0.67 in (17mm)

Ignition : DC-CDI (Computer Controlled auto advance, electronic ignition)

Maximum Output : 1.9 hp/1.4KW

Requires: Gasoline, 2-cycle oil, ignition battery & propeller

Speed range : 1800-12000rpm

Gasoline-Version : Pre-mixed Fuel, 25-40 (Gasoline):1 (recommended : 30:1)

(90% high octane unleaded gasoline, Import gas into carbon fiber installations valves)

Lubrication Oil : 2 cycle engine oil

Recommended Propellers:13 x 6, 14 x6,13X8,13X7.

Cooling System : Air Cooled

RCGF engine package Includes: electronic CDI ignition, muffler, spark plug, gaskets, bolts, throttle arm extension & manual.

Weight :

Special Introductory Price:

\$369.00



15CC Beam mount only

Parameter:

Type : 2 cycle piston valve type gasoline engine for airplane

Displacement (cc) : 15cc (.91 cu in)

Bore x Stroke (mm): 1.3 in (32mm)*0.8 in (19.6mm)

Carburettor : RCGF

Ignition : DC-CDI (Computer Controlled auto advance, electronic ignition system)

Power supply: 4.8-8.4V

Maximum Output : 2.4 hp/1.76KW

Requires: Gasoline, 2-cycle oil, ignition battery & propeller

Speed range : 1500-15000rpm

Gasoline-Version : Pre-mixed Fuel, 25-40 (Gasoline):1 (recommended : 30:1)

(90% high octane unleaded gasoline, Import gas into carbon fibre installations valves)

Lubrication Oil : 2 cycle engine oil

Propeller : 15*6 9000 rpm; 13*6 11000rpm (Standard Two leaves prop)

Recommended props :13 x 6, 14 x6,13X8,15X8,15X6

Recommended Airplane: 60 size plane,50 size plane,40 size plane

Cooling System : Air Cooled

Weight :

Special Introductory Price:

\$399.00



For further details contact: Gavin Shute: 021 656 999

MODEL ENGINES FOR SALE

One of our members has secured the Agency for the range of RCGF model Petrol (Gasoline) Engines.



20CC Beam mount and rear exhaust models

Parameter:

Type : 2 cycle piston valve type gasoline engine for airplane

Piston displacement Cylinder (cc) : 20cc (1.22 cu in)

Bore x Stroke (mm): 1.3 in(32mm) x 9.5 in (24mm)

Carburetor : RCGF

Ignition : DC-CDI (Computer Controlled auto advance, electronic ignition system)

Power supply: 4.8-8.4V

Maximum Output :2.8HP /2.1KW

Requires: Gasoline, 2-cycle oil, ignition battery & propeller

Speed Range: 1500-10500rpm

Gasoline-Version : Pre-mixed Fuel, 25-40 (Gasoline):1 , Recommend:30:1

(90% high octane unleaded gasoline, Import gas into carbon fiber installations valves)

Lubrication Oil : 2 cycle engine oil

Propeller : 16X6 8900;16X8 7900rpm (Standard Two leafs prop)

Suggested Propellers: 14x10, 15x8, 16x6, 16x8, 17x6

Sparking plug: NGK CM6 Type

Cooling System : Air Cooled

RCGF engine package Includes: electronic CDI ignition, muffler, spark plug, gaskets, bolts, throttle arm extension & manual.



Weight :

Engine: 1.37 lb (620 g)

1XMuffler: 2.08 oz (59 g)

Ignition Module: 4.4 oz (125 g)

Total: Weight: 1.75 lb (795 g)

Special Introductory Price:

\$429.00

For further details contact: Gavin Shute: 021 656 999

BUILDING STANDS FOR SALE



They are 600mm long x 200m high.

They come as pictured

(I have finished a run of 6 of these currently - but have enough material to assemble another 3.)

\$25.00 each.

For further details contact: Gavin Shute: 021 656 999



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This page is an acknowledgement of their generosity and on going support. It is our opportunity to say "Thank You." to the following.....



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