



Model Flying Hawkes Bay



Club Newsletter - Issue No 95

August - September 2017

F3B in the Hawkes Bay

(Full report on Pages 19~21)



F3K in the Hawkes Bay

(Full report on Pages 22~24)



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From the Editor



Well, another two months roll by and despite the weather, there has been a fair bit of activity both on the field and in the club shed. I have some aeromodelling 'buddies' in Auckland and near Hamilton and they have both been telling how bad the weather is up there and how it has been so long since they got out for a fly!. So, I guess we haven't done too badly down here in the "Bay"!

Basically the weather in the Waikato/Matamata region has been so wet that two major soaring events were transferred to the Hawkes Bay due to no dry fields being available! Even one of the entrants in the recent F3K event at Awatoto was saying that his club field in Whakatane is Still under water!

Both major soaring events went off well with twelve entrants in each F3B and F3K. Both events were blessed with good weather, although the wind intervened on the Sunday at the F3B event.

The club is also now in possession of a club trailer , with thanks to Neville Fargher for his help and assistance on obtaining and modifying said trailer. This will be stored in the tractor shed and can be loaded with any items for the field and then towed to/from the field as required.

Welcome to new members: Peter Hammond and Marius van Neikerk. May you enjoy your time with MFHB.

Notice of Reconvened MFNZ 2017 AGM

Date: October 14, 2017 at 1 pm. (Notice of the meeting can be found [HERE](#) (MS Word Format)

Venue: The Netball Centre, Hawke's Bay Regional Sports Park, 42 Percival Road, Tomoana.

That's about all from me for another couple of months. See you on the field or in the club shed!

Enjoy the read.....

Brett

And the Prez Sez.....

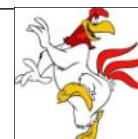


Well, actually he hasn't this time around.....



Butch the Rooster

(Seemed topical given the recent general election result! - Ed)



Sarah was in the fertilized egg business. She had several hundred young pullets and ten roosters to fertilize the eggs. She kept records and any rooster not performing went into the soup pot and was replaced.

This took a lot of time, so she bought some tiny bells and attached them to her roosters. Each bell had a different tone, so she could tell from a distance which rooster was performing. Now, she could sit on the porch and fill out an efficiency report by just listening to the bells.

Sarah's favourite rooster, old Butch, was a very fine specimen but, this morning she noticed old Butch's bell hadn't rung at all! When she went to investigate, she saw the other roosters were busy chasing pullets, bells-a-ringing, but the pullets hearing the roosters coming, would run for cover.

To Sarah's amazement, old Butch had his bell in his beak, so it couldn't ring. He'd sneak up on a pullet, do his job, and walk on to the next one.

Sarah was so proud of old Butch, she entered him in a Show and he became an overnight sensation among the judges.

The result was the judges not only awarded old Butch the "No Bell Peace Prize" they also awarded him the "Pulletsurprise" as well.

Clearly old Butch was a politician in the making. Who else but a politician could figure out how to win two of the most coveted awards on our planet by being the best at sneaking up on the unsuspecting populace and screwing them when they weren't paying attention? So.....Vote carefully in the next election. You can't always hear the bells.



Committee Notes

Minutes of the Committee Meeting of "Model Flying Hawkes Bay Inc." Held at the club shed, Waitangi Rd Awatoto on Monday July 31st, 2017.

The meeting started at 7.00 pm.

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 July 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 the previous minutes.

Website issues are to be included in all forthcoming meeting agendas.

Correspondence

Outwards. Nil.

Inwards - One new membership application - Peter Hammond. Application accepted.

Correspondence accepted by Mike, and seconded by John, all agreed.

Treasurers Report

Rob presented a financial report as of 30th July 2017

Accounts for payment of a hand winch, replacement tractor, tractor tyres, name badge, insurance, MFNZ affiliation fees, weed spray, and mowing fees were presented for approval.

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

Club Captains Report

John asked if anybody knew the whereabouts of an incidents board which used to be kept in the toilet shed on the field, and reminded that there was a need to have a clear outline of what procedure should be taken in the event of an incident.

There was a discussion over model testing, what the tests should entail, and how they would be carried out. A model testing plan is needed before the next Warbirds rally.

Field Officers Report

Stan reported that the new tractor was a big improvement over the old one.

Website/Newsletter.

It was noted that Brett had done an excellent job with the latest production of the club magazine.

Warbirds 2018.

Scrutineering was mentioned again, as previously discussed in the field officer's report.

Co-ordination of the various tasks was discussed, i.e. gate and kitchen duties.

Continued on next page.....



Committee Notes



From previous page.....

General Business

Stan mentioned he would not be able to attend the next committee meeting, and asked for his apologies to be recorded.

Mike reported that a new blind winder had been fitted to the club shelter, and that it had made a significant improvement, and suggested that another one should be purchased and fitted, allowing the remaining winders to be removed and serviced. Mike moved the purchase of a second new winder, seconded by Rob. All agreed.

Mike also suggested that a club trailer be acquired/ built to accommodate items to be transported from the shed to the field from time to time. These items could include the likes of the club BBQ and other kitchen equipment, and charging equipment for electric events. The trailer could be custom built or modified to perform this function, and the equipment could live on the trailer. It was stated that there would be no need to register this trailer, as it would not be required to go on the road. Thus, not incurring ongoing costs for the club. Mike is to investigate the above.

There was a discussion over the abandoned MFNZ AGM which was called off due to the validity of the proxy forms being challenged by a group of members.

The question was asked, what are MFNZ's intentions to resolve this issue?

Brian is to ask this question in an email to the MFNZ secretary.

The meeting closed at 8:25 pm, thanks to all for their attendance.

Next meeting to be held on Tuesday September 12th 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 12th September 2017.

The meeting started at 7.05 pm.

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 Monday 31st July 2017 were taken as read. Following, the minutes were accepted as a true and correct record, moved by Mike and seconded by John, all agreed.

Matters arising from the previous minutes.

Incident procedure. There was a discussion over the club safety plan.

Blind winder done.

Club trailer obtained and undergoing refurbishment.

Correspondence

Outwards - Nil.

Inwards,

One new membership application. Marius van Neikerk. Application approved.

Correspondence accepted by Mike, and seconded by John, all agreed.

Continued on next page.....



Committee Notes

From previous page.....

Treasurers Report

Rob presented a financial report as of 31st August 2017

Accounts for payment of BP Clive account, Auditor fees, trailer costs, MFNZ affiliation fees, and mowing fees were presented for approval.

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

Club Captains Report - John stated there was nothing of any concern to report this month.

Field Officers Report - Stan reported that the field had been mowed as usual.

Website - There was a brief discussion about the website.

Warbirds 2018. - Arrangements for the various tasks seem to be all in hand, with Ray McPeake able to organise the gate roster, and Dave Cantell is happy to do the food stall again. Gen set is sorted, and registration on line form ready to go. It was agreed that invitations to attend would go out to the mayors of Hastings and Napier councils, the manager of Ravensdown, and the HBRC. Frazer Briggs and family will be attending.

General Business

There was a discussion over the use of the small field offered for use by Ravensdown. It was stated that the club now has a lock on the gate to this field.

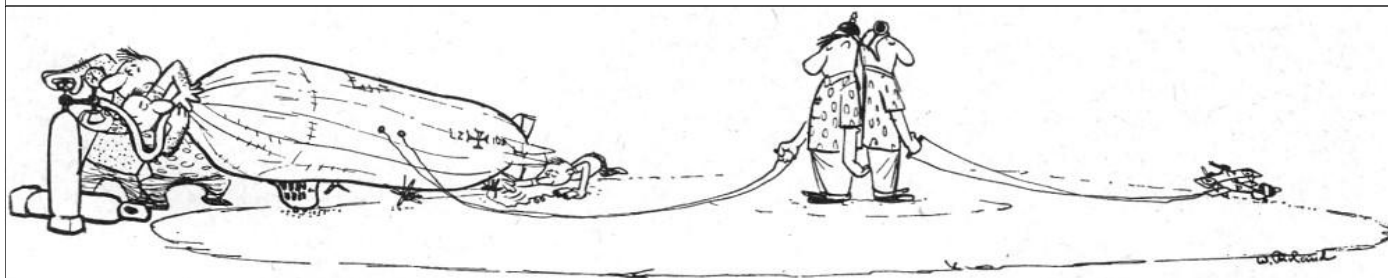
It was agreed that this field was only intended for use by small models, due to the power lines running close by, and that members should be made aware that there was no insurance cover while flying at this location.

Brett made a comment on Barrie's email, reminding the committee of the limited space available on the website bulletin board.

Members are to be notified about the upcoming Soar Champs to be held at Aorangi Road.

The meeting closed at 8:50 pm, thanks to all for their attendance.

Next meeting to be held on Tuesday October 3rd at the club shed.





On behalf of the Soaring SIG of Model Flying NZ, you are invited to compete in the Soarchamps 2017. The event will be held at the Aorangi Rd flying site in the Hawkes Bay, October 25-29, over 4 days.

*Note this is the weekend after NZ Labour Weekend.

Programme:

Thursday: F3B

Friday: F3J & F5J

Saturday: PD 9-3pm, ALES Radian 3-5pm, and at 5pm Radian Champagne fly off, all up last down .

Sunday: F3K 9-2:30pm

Cost \$10 per day, or Radian only \$5

The entry form for the Soarchamps is now available at: <https://goo.gl/forms/FmG1jnSZ09Vn7Zye2>



The poster features a collage of various model warplanes against a blue sky background. At the top left, a large P-51 Mustang is shown in profile, with 'U.S. AIR FORCE' and 'Skyhoppers' written on its side. To its right, a biplane is visible. In the center, a circular logo for 'MODEL FLYING HAWKES BAY' contains the text 'WORLD #1' and 'NEW ZEALAND'. Below this, a yellow and black camouflaged aircraft is shown. At the bottom, two more warplanes are depicted flying over a green field. The text 'PRESENTS' is written in a bold, serif font above the main title.

WARBIRDS

OVER

AWATOTO

2018

ANNUAL AIRSHOW

3 & 4 FEBRUARY 2018 10AM - 4PM

Web registration from Nov 2017

www.mfhb.org.nz

At the field



Sunday 30th July

Coolish day, however the field had dried out considerably with the fine weather we had recently. Good turnout all the same. Stan Nicholas flew his Pawnee (after some engine adjustments) several times, Garry Palmer flew his very nice biplane that looked very good in the air. John Sutherland gave his new Su29s another flight or three, well pleased with it so far. Brian Hitchcock put in a flight or two with his Super Cub. Brett Robinson gave his Supra glider a few hand launches with no issues at all. Lots of others around and a lot of activity going on too. Although a few of the 'regulars' were missing on the day.

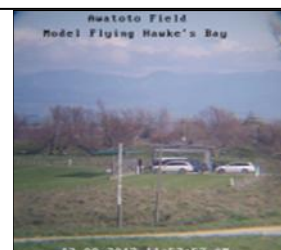


Sunday 6th August.

Editor not present at the field.... But I did hear that Des Dew's D.H.C. Beaver has flown with Mike Shears on the sticks. Little if any trim changes, so Des is well pleased! The wind got up a bit mid-morning, but was never enough to make flying difficult. Other than that just the usual general flying going on.

Sunday 13th August.

Editor not present at the field.... A few turned up, but the day steadily got more and more windy.



At the field



Sunday 20th August

Bit of an overcast day with rain to come according to the forecast. But a few of the regulars turned up. Barry Price flew a vintage model a couple of times and his Brett Robinson had a few flights with his Radian. Robert Lockyer beat the air to death with his Piper cub as did Chris Wong with his smaller electric model. Mike Shears and Jayden Molloy re-flew the biplane - now with a bigger motor in it and were happy with the boost in performance. A few other wandered in, but by around 11:30am the wind had come up and the sky looked quite threatening. So most started to drift away at around that time. But at least most got a fly!



Bit of a crowd turned up!



Jayden Molloy (Bipe) and Robert Lockyer (Cub) in the air.



Mike putting the cowling on the biplane after running up the new motor.



The re-engined Bipe back in action on its maiden flight with the new engine.



Sunday 27th August.

Editor not at the field - away at the F3B Soaring event at Aorangi Road. My spies tell me the weather was a bit windy and only about three cars were seen at the field until just after noon.

Sunday 3rd September.

Wet and windy was the deal for today. Looked like a good day to stay inside in the warm.

Sunday 10th September

Quite windy and cool in the morning and the webcam showed nobody at the field. However in the afternoon the wind did drop quite a bit. Both John Sutherland and several of the DHLG brigade ventured out to the field for a fly. John flew his new aerobatic Su-29s model a couple of times and seems well pleased with its progress. It was sunny, the wind was still there but only gusting at times and there were thermals around too. Brett flew his Radian a couple of times as well, managing to snag a thermal or two. So at least a few of us got a fly!



At the field



Sunday 17th September

Light winds in the morning but when the wind did start to blow it turned out to be cross-wind to the runway, which put a few off flying. Vic Shaw was seen running a motor in his Pawnee with assistance from John Clarke. Good turnout considering the weather with lots being flown and even more being talked about!



Photos above of the Mike Shears biplane in action (now with a 3 bladed prop) from the camera of Barrie Russell.

Sunday 24th September

Field closed for the F3K event. (For the event report - see [Page 22](#))

Sunday 1st October

Bumper day at the field! Not the greatest day weather-wise, being overcast and with the wind veering and fluctuating, but it was flyable! Good crowd in; Stan Nicholas gave his Pawnee a few airings, Gavin Shute likewise with his Astro-Hog. Barrie Russell had his Carbon Cub, Des Dew had engine issues and withdrew to his workshop, Mike Shears and Jayden Molloy put their biplane through its paces with a new three blade prop, and Robert Lockyer flew his trusty Chipmunk,. A few Radian flights were made, Joe Wurts flew his Plus Electric and then some DHLG with Andrew Hiscock. Lots of other 'action' going on as well with John Clarke having his (now painted) DC-3 test flown by John Sutherland for the three flights required for a large model certification. He got two in on the day before a tail wheel issue stopped play! Drew and Derek Barber were also seen flying some Control-Line!!



Star of the day was Garry Palmer, who had a veritable Airforce with him: two large electric gliders and a ducted fan Venom, all of which flew. The wind came in after lunch and the rain a shortly after, but a good day was had by all!



Club Shed Diary



Tuesday 1st August

A reasonable crowd in, mainly the 'regulars' and a couple of other popped in to see what was going on. Mike Shears continued work on the almost done Hurricane (Bill Roydhouse was away sick) Neville Fargher was also away, attending to farm duties, so nothing was done on his Tiger Moth. Des Dew completed the fitting of the cowling on the Mike Shears P-47 and Prez Stuart Sturge glued the tail assembly on to the fuselage of his Jungmeister. Brian Hitchcock brought in an aerobatic model with a new Turnigy I.C. engine in it and that was test run outside.



Tuesday 8th August

About the same turnout as last week and the same three 'major' projects on the go and being pushed further on; namely the Hurricane, Tiger moth and P47! But this week somebody brought Cake!





Club Shed Diary



Friday 11th August

A gang of four (Barrie Russell, Mike Shears, Des Dew and Brett Robinson) turned up at the shed with the job of placing more foam panels in the roof that would also clear the floor in the tractor shed of the stack of foam panels. About two hours later this was almost done, although we had run out of foam. But we only need four more foam panels, which Barrie said he has at home and we are done! So..the shed is looking less cluttered and bit tidier now!



Mike, Barrie and Brett then had a fly of Mike's Radian in the field beside the clubhouse - access to which has been given to us by the good folk at Ravensdown. **Can be used for small electrics, foamies and for parking.**



Tuesday 15th August

A good turnout again with all the regulars being there plus a few others coming in for a look. The Bill Roydhouse Hurricane is now almost ready to commit aviation very soon. Mike Shears was seen changing the engine in his biplane for a larger unit as he says it needs the extra 'urge' when doing the more complicated portions of the pattern test. New member David Meakin came in with some models he had been given during his travels. Unfortunately, the Futaba transmitter he had with him was on 35 MHz, but the crystal in the receiver of both planes was Not on the same frequency! Stan Nicholas, Des Dew and Brett Robinson gave him some advice on how to sort this. The Neville Fargher Tiger Moth is progressing well now too. Visitors on the day included Phil Sharpe, Barry Price and Jeff Clarkson.



Club Shed Diary



Tuesday 22nd August

Not a very big crowd in at all, but then it was a bit of a coolish day it has to be said. Several of the 'regulars' were AWOL. It was left to Tony Ives, Stan Nicholas, Mike Shears, Brett Robinson and latterly Bill Roydhouse and Phil Sharpe to both continue with a project or two or just have a natter. Mike and Bill did a test on the air retracts on Bill's Hurricane. They got five cycles out of the gear before the air ran out, which, I hear is very good! Tony Ives and Brett Robinson took the front screen of the Club Cub and Tony then cut out a new one while Brett gave the fuselage a clean. Canopy glue will now be required to put the new front screen in place.... but that is next week's project. We were all done around 11:30am and drifted off then. No parking issues today though!



Tuesday 29th August

Not a great crowd in to start as a few of the 'regulars' were away (overseas) but the current projects continue to be worked on... like Neville Fargher's Tiger Moth which is really coming along now. Bill Roydhouse was not there, so his Hurricane stayed as is. Tony Ives and Brett Robinson, helped out by Barry Kerr fitted and screwed the front screen onto the Club Cub and then put a bead of glue around the edge to help hold it on. Mike Shears added some wire bracing to the rear of his aerobatic biplane. Phil Sharp and Ray McPeake popped in for a look.... Barrie Russell and Brett then headed to the field to join Ray McPeake and fly a bit of Vintage..



Club Shed Diary



Tuesday 5th September

Again, not a big crowd in it has to be said. Again many of the 'regulars' were either missing or didn't show! Barrie Russell and Neville Fargher continued work on Neville's Tiger Moth, which is now making big strides toward flying again. Tony Ives and Brett Robinson finished off the front screen on the Club Cub which is all done and ready for action again too. Pres Stuart Sturge came in looking and feeling much better after his hip 'op'! Barry Price, Barry Kerr and Gavin Shute looked in for a while. After the obligatory coffee/tea session we were all pretty well done in the shed and Barrie Russell then had a fly of his vintage Stardust Special in the paddock at the side of the shed before packing up and going home around 11:30am



Tuesday 12th September

Reasonable crowd in today, the usual projects are continuing... notably the Bill Roydhouse Hurricane and Neville Fargher's Tiger Moth. Tony Ives and Brett Robinson spent an hour or three outside putting the toilet on a somewhat better footing (as they say!) Barrie Russell gave the new club Trailer (kindly furnished by Neville Fargher) a coat of rust-kill and Pres Stuart Sturge and Stan Nicholas went out and purchased two axle stands to make the job of getting under the mower to do maintenance tasks that much easier.



Men at work - Barrie & Neville work on the Tiger Moth.



Looking at props



The new convenience. (Liquid only use please!)



New Club trailer



Checking the mower size with the new axle stands at left.

Club Shed Diary



Tuesday 19th September

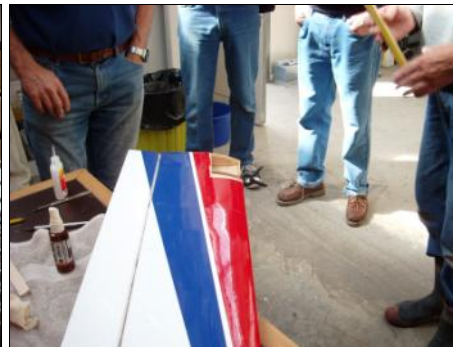
Again, a good turnout with lots of 'bods' popping in for a look-see. The Neville Fargher Tiger Moth is making great strides with the engine 'plumbing' now being well in hand. Brett Robinson sprayed a bit of the brown and green on the Bill Roydhouse Hurricane to tidy it up a bit and it now looks only too ready for that maiden flight - as does the owner! Mike Shears had a naval engagement with a gate when returning his biplane to the shed the previous Sunday and was involved for most of the morning in making the tip repairs required. Only needs covering again now. A few visitors came in leading to many a 'natter' session going on in the shed. Good to see Des Dew back again after sunning it on the Gold coast in Oz for a few weeks!



The re-sprayed Hurricane tip.



Barry Price has a chat with Neville Fargher.



The Tip repair.



Trailer restoration.....

Started life like this, Neville found it in a mate's paddock !



Nev cut 200mm's out of the centre to narrow it and shortened the tow bar so it would fit easily into the tractor shed. We then dealt with the rust and painted it. The front and back end gates are away being re-sheathed in galv/iron and a wood ply floor is about to be fitted.



The trailer will then be loaded with field gear such as the generator, leads, charging station, water boiler, and water and gas bottles and the barbecue gear and will be available for members to tow out to field each weekend as required.

Tuesday 26th September

Reasonable crowd in. Mike Shears was working on the new wing and tail that Barrie Russell has made for him out of foam. Interesting construction - the wing cores being a lattice work of foam (almost geodetic) and makes for a very strong/light wing. Neville Fargher and Barrie Russell continue work on the Tiger - putting servo cables in the wing.



Club Shed Diary



Tuesday 26th September (continued)

Garry Palmer came in after having been on the sick list for while and had a new Slope model with him. An RCM (China) Tomcat. All moulded and very nice. Should look very good in the air.



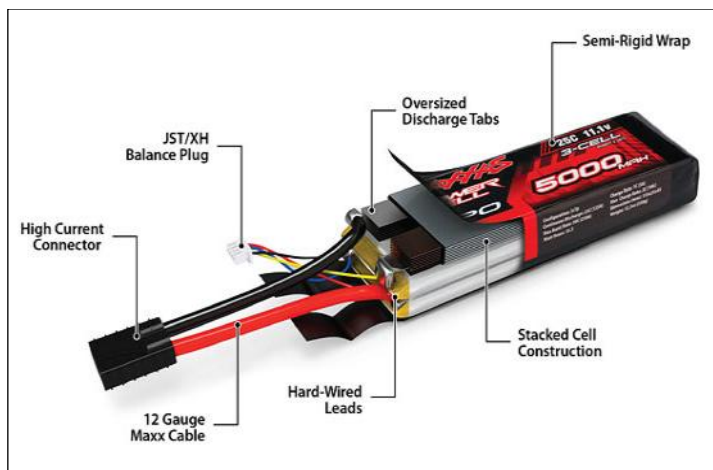
Others that came in were, Stuart Sturge, Stan Nicholas, Barry Price, Des Dew, Gavin Shute, John Aitken, Mike Harris and Brian Hitchcock. A good day in the shed for both building and nattering.

LiPo Batteries: Ratings, Usage & Safety

Several people have been asking about how to charge, store, dispose of LiPo's...

So here is an article done in October 2014 by club member Bruce Abbott in the then on-line Newsletter.

I have converted the article in to a PDF document and that can be viewed: [HERE](#)



Vintage Newz



Thursday 3rd August

Blown out and too cold to go to the field!

Thursday 10th August

Overcast with rain the previous day and overnight made the field too wet to fly on.

Thursday 17th August

Brisk wind blowing from early morning and overcast as well, so no vintage flying this week either!

Thursday 24th August

Finally, a day with no wind! Fine, but cook day dawned and by 10am four vintage fliers were at the field. Namely.. Barrie Russell, Barry Price, John Aitken and Brett Robinson. Kevin Campbell also turned up and flew his DHLG as well. Barrie had his new Stardust Special all ready for a test flight, which he proceeded to give it. No great problems encountered, just a bit of packing under the T.E. of the wing to take all the down trim Barrie had to put in to get it fly level. Certainly looks great in the air. John Aitken flew his Falcon several times and that also looks very nice in the air and very stable as well. Barry Price had his Lanzo on hand, but a warp in one half of the elevator made it very touchy to fly. Barrie Russell gave it a whirl himself and suggested how to get the warp out and a few other minor adjustments. But Barry Did get a few flights with the model on the day, so it wasn't a wasted morning at all. Brett Robinson flew his Lanzo and managed to get a couple of five minutes and more flights in the buoyant air. He also flew his Tomboy in some good air for some thirteen minutes as well. Mike Shears turned up and with the wind coming in from the coast late in the morning, he and Barrie turned their hands to some pattern flying. The rest of us went home. Good to be out and to get a fly in such lovely weather. Next Thursday morning we plan to have a small Vintage Precision competition... so if you have a Vintage model... why not join us!



The first flight of the Barrie Russell Stardust Special.



Barry Price brings his Lanzo Bomber in while John Aitken flies his Falcon

John Aitken getting his Falcon on the ground!

Barrie Russell working on adjustments to his Tx.

Vintage Newz



Thursday 31st August

Overcast, drizzling and a very low cloud base at the field!

Thursday 7th September

Blowing hard and overcast.... So nobody ventured out to the field.

Thursday 14th September

Actually looked like being a nice day! Gavin Shute and Brett Robinson had already had a bit of a vintage fly the previous day, which, until the wind came in about 11am was excellent at the field. Today, however, was another story! Was certainly fine and calm in Hastings and Havelock North, but upon arrival at the field around 9:15am, there was a reasonable wind blowing from the West. Brett Robinson was first on the scene, followed by Barry Price. Brett had one fly of his Radian but decided the air was a bit too 'bumpy' for anything else and left it at that. Barrie Russell arrived as Brett was packing up and *try* to fly his Stardust Special. But it never even got to the takeoff stage, the wind got it on the ground and turned it over a few times before it was brought under control and swiftly returned to the car, fortunately with No damage! Barrie then got the Tomboy out and did, in fact, get it into the air! But with Full Down Elevator in most of the flight, like the Stardust, the flight was ended ASAP and it also got put smartly back in the car! Barry Price (wisely) decided Not to fly anything and all three vacated the field around 10:15am.

Thursday 21st September

Coolish morning and look like rain, but Brett Robinson and Barrie Russell braved the elements to have an vintage fly. They flew three rounds of Vintage precision against each other with the Brett's Lanzo Bomber versus Barrie's Stardust Special. Having done that they then flew two flights against each other with their Tomboys. Certainly trying conditions for both types of models - both large and small and the wind picking up later in the morning certainly did Not help proceedings. But, they had a fly!



Thursday 28th September

Overcast day, the odd light shower coming through and the wind, according to the field weather station was gusting over 15 knots. A good day to stay in and do some building!



At left: Gavin Shute's I.C. powered Buzzard bombshell doing it's thing.



Reminder - subject to weather - a Vintage Morning will be held at the field each Thursday Morning.

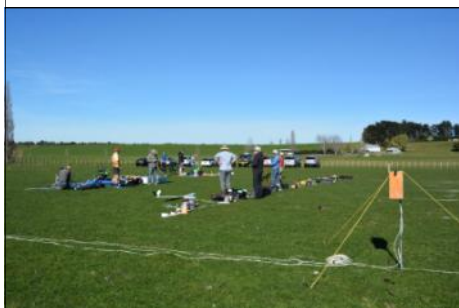


Event Report - F3B Soaring in the Hawkes Bay 26/27 August



Due to the unseasonable wet winter we have had throughout the country and as a result of the fields around Matamata being too wet for use, the Waikato F3B event was moved, at the last minute, to the Aorangi Road field in the Hawkes Bay.

Twelve contestants (Aneil Patel and Ted Bealing arrived after 1pm due to a mechanical issue) turned up on the Saturday morning to a very cool, but sunny morning, with little or no wind. After all the usual setting up, preparing models etc. a start was made just after 9am



The first flightline setup!



The course

About halfway through the first round, the inevitable F3B thing happened.... the wind came up a bit and it swung around almost ninety degrees! So....while the course remained set as it was.... all the winches had to be moved!



After changing the winches around (late Saturday morning...) Dave Larsen gets Chris Kaiser's model away.



Ken Duffell gets into the air.

Continued next page.....

Event Report - F3B Soaring in the Hawkes Bay 26/27 August

From previous page...

The rest of the day went well, having a few free 'bods' also enabled the Duration tasks to be flown in Two groups; the Distance task to be run with three up per slot, unlike the two per slot that is usual. This made getting through all three tasks that much faster. After a short break for lunch, it was back into it and some very good scores were posted. The weather on Saturday, apart from the direction change, behaved itself and a good days flying (almost until dusk) was had by all.



The 'Rowdy' approach



Lunchtime in the sun....



Saturday almost over....

Sunday again dawned fine and clear and because it took less time to get up and running as the course did not have to be laid out. Plenty of great flying again on the day again... the highlight being a NZ F3B Speed record posted by Joe Wurts of 14.23 seconds in Round Three. No carnage or mishaps during the weekend at all either, apart from Ken Duffell having his model end up in the gully by the road. Model arrived back at the field with only a little damage!



Kern Duffell's model assembled



Ken's model after his gully 'arrival'

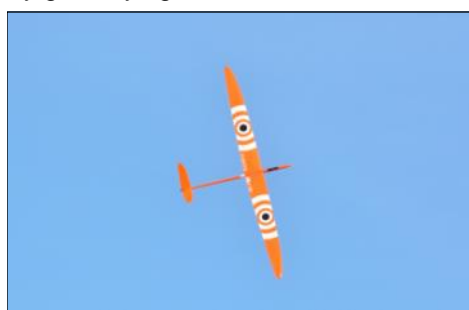


The end of the Dave James speed run.

As the morning progressed, so the wind increased and by lunchtime it was quite strong not to mention being crosswind to the course as well!! The crosswind deal alone made for some very 'interesting' launches! A vote was taken after lunch and a decision was made to wrap up the comp, rather than shift winches (again) and to allow the out of town crowd to head off home. As we all did around 1:30pm. Overall, a great weekend with some very good flying.



Glider overhead.



Kevin's Shinto in a tight turn



Another glider overhead.

Continued next page.....

Event Report - F3B Soaring in the Hawkes Bay 26/27 August

And some comments from Joe Wurts.....

Despite some annoying wind changes that resulted in a winch change on Saturday as well as an early finish on Sunday due to strong winds that were directly cross-wind, we completed 3 & 1/3 rounds (three full rounds plus round 4 speed). Anil Patel came down from Auckland to help out as well as to hear war stories from the K and B WC. His presence was also a large benefit for the running of the comp. With the extra assistance we were able to fly duration in two groups as well as to fly distance with 3 pilots up at a time. The additional pilots in a task helps to speed up the contest, and also changes the character of the competition which makes for a more fair event overall IMO.

I am amused at the results... I think for the first time ever, I gave up valuable points in every duration task. Fortunately I finally found my inner speed pilot, and flew some rather high quality runs for the four rounds of speed, with my worst time being 16.00. Distance and speed reminded me of this years WC in Czech Republic, with the majority of the runs having significant cross-wind.

Thanks to everyone (including Kev!) that made this event go so smoothly. It was nice to see everyone helping out for setting up and tearing down the equipment each day.

Brett has also taken some rather good photos, which may be found on Dropbox : [HERE](#)

Anil Patel also has taken a bunch of photos and they can be viewed [HERE](#)

Brett also took several photos of Kevin's new PLUS F5J model and they can be viewed [HERE](#)



Joe launching



Peter Williams doing what he does best!



Rowdy gets into the air.

2017 8 F3B Series - Overall Results

[Aorangi 26/08/2017]

www.GliderScore.com

Rank	Name	Score	Pcnt	Raw Score	Rnd1			Rnd2			Rnd3			Rnd4		
					Dur	Dis	Spd	Dur	Dis	Spd	Dur	Dis	Spd	Dur	Dis	Spd
1	WURTS, Joe	9977.0	100.00	9977.0	992.8	1000.0	1000.0	985.6	1000.0	1000.0	998.6	1000.0	1000.0			1000.0
2	THOMPSON, Richard	9455.7	94.77	9455.7	975.7	1000.0	903.4	968.3	880.0	988.5	1000.0	1000.0	816.9			922.9
3	WILLIAMS, Peter	9298.1	93.20	9298.1	990.0	920.0	926.5	1000.0	1000.0	895.8	958.5	1000.0	756.9			850.4
4	BOTHERWAY, Kevin	9174.4	91.96	9174.4	984.3	1000.0	823.9	998.6	1000.0	750.6	1000.0	947.4	792.8			876.8
5	KAISER, Chris	8812.5	88.33	8812.5	1000.0	1000.0	795.6	998.6	840.0	767.7	1000.0	1000.0	697.9			712.7
6	LARSEN, Dave	8326.1	83.45	8326.1	992.8	1000.0	731.6	1000.0	695.7	859.0	971.3	850.0	505.9			719.8
7	GLASSEY, Peter	8241.0	82.60	8241.0	1000.0	909.1	733.6	866.2	1000.0	709.6	984.3	875.0	539.4			623.8
8	HALE, Rod	7955.1	79.73	7955.1	998.6	909.1	770.7	989.9	1000.0	0.0	975.6	1000.0	591.7			719.5
9	JAMES, David	7835.3	78.53	7835.3	984.3	640.0	747.7	715.1	952.4	650.0	991.4	842.1	650.4			661.9
10	DUFFELL, Ken	5408.4	54.21	5408.4	972.9	636.4	659.3	850.1	866.7	633.5	0.0	789.5	0.0			0.0
11	DRABBLE, Len	5149.9	51.62	5149.9	929.4	869.6	660.6	936.7	521.7	631.9	0.0	600.0	0.0			0.0
12	BEALING, Ted	1500.2	15.04	1500.2	0.0	0.0	0.0	0.0	0.0	0.0	657.6	0.0	540.4			302.2

Event Report - F3K Soaring in the Hawkes Bay 23/24 September

This event was also transferred (like the F3B) from the original Matamata location due to wet fields. On the Friday prior to the event, there was a bit of early practice going on at the field by both locals and some out of towners.

Saturday morning, while fine was cloudy but the winds were light. Twelve entrants was the final number and a start to the event was made around 9:00am. Good air to be had a times, if you knew where to look for it! Around 11:15am it clouded over and about three-quarters into one slot, the rain came in. The slot got finished and break was called for lunch. (Done on the club BBQ.) After a suitable break and all fed and watered, the contest continued on in improving weather. [Editor left at this point and I understand they flew most of the afternoon in good conditions.]



Spare gliders and charging stations.



Some of the machinery being used.



Southern Fling 2017 Contestants

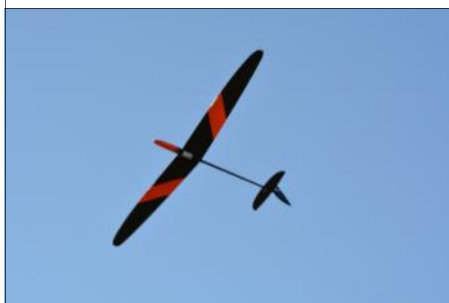


Sunday was a great day weather-wise, little or no wind early on and clear blue skies. Warmed up reasonable quickly too making finding those ever elusive thermals somewhat easier. Most of the tasks in the various slots were completed relatively easily. One thing that was apparent was the difference in launch heights between the contestants. Although, some who did not get huge launch height, seemed to find the good air fairly easily. Around mid-morning the breeze came in and most ballasted up for the wind, which made for some landings outside of the 'box' at times and for some really long downwind thermal chasing. But it kept everyone on their toes, I guess.

To next page.....

Event Report - F3K Soaring in the Hawkes Bay 23/24 September

From previous page.....



Some of the gliders in action on the Sunday.

Also got a good few rounds in on the Sunday before the early finish (around 1:30pm) to allow the guys from Whakatane and Levin/Wellington time to get on the road home. Overall, a great event and one everyone enjoyed flying in. No damage to speak of, only one midair low down that resulted in the locked together models gently landing on the top of the shade cloth at the far end of the seating. A novel method of extraction from the landing site was performed. (see pic below left)



The human ladder!



Andrew Stiver & timer Peter Williams



Kevin Botherway & timer John Shaw



Andrew Hiscock & timer Rod Hale



Rod Hale and spotter Joe Wurts



Steve Warner timing Pete Glassey flying



Another slot in progress...



Joe getting into the air.



Kevin brings his model home.

To next page.....

Event Report - F3K Soaring in the Hawkes Bay 23/24 September

From previous page.....

Thanks need to go to Kevin Botherway for organizing and C.D.ing the event and also to Joe Wurts for doing the scoring.



A Snipe passes overhead.!



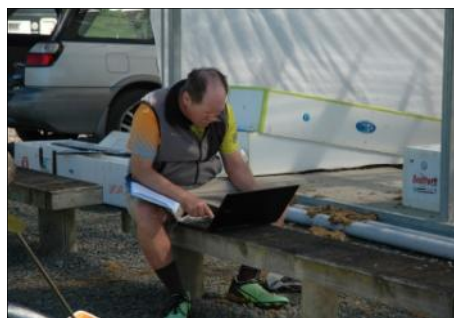
And another one.....



A slot ends.



Another slot starts....



Joe busy doing the scores.



And the finals results are.....

2017 F3K Southern Fling - Overall Results

www.GliderScore.com

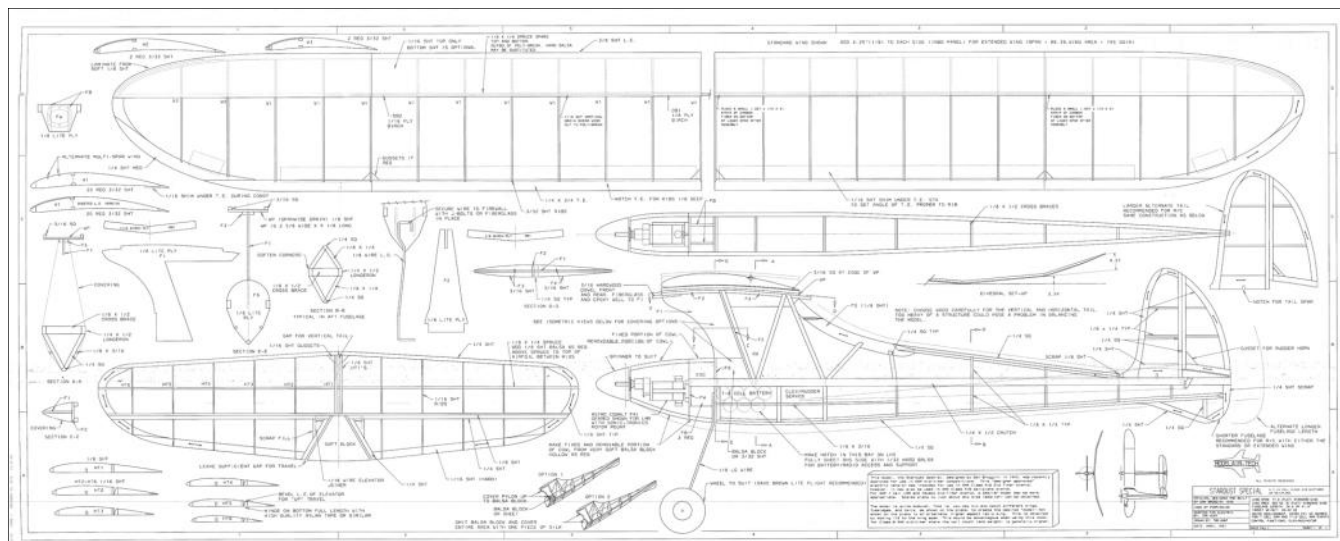
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Vintage Newz - Building a Stardust Special

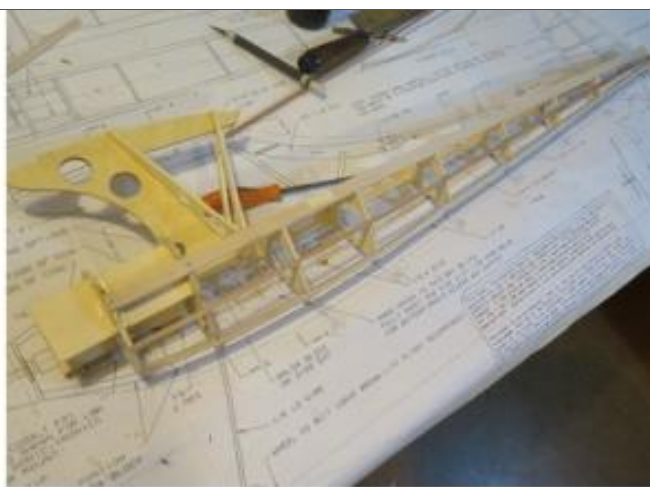
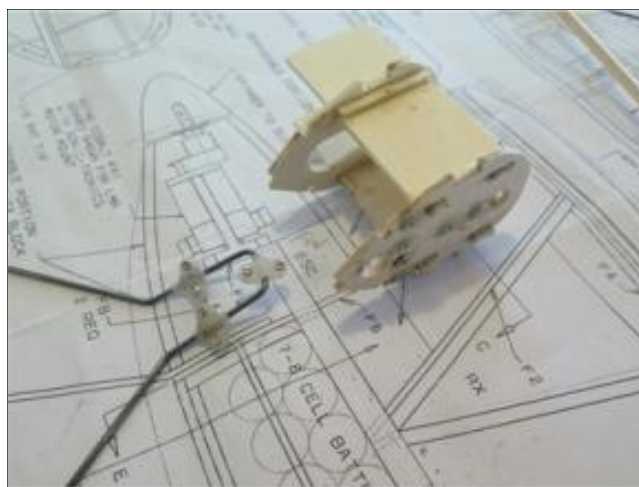
Barrie Russell



Having got the "Vintage Bug" and looking for a competitive Electric duration model, I settled for a "Stardust Special" which comes with a glowing recommendation from the vintage fraternity. The model is a 77.8 inch wing-span pylon free flight designed in 1940 by Don Briggini and more recently re-born into the vintage RC Electric fraternity and proving very competitive. I decided to build the model at 70 inch span for both Vintage Duration and Precision competitions. The file for the plan was kindly supplied by a vintage modeler and I had this printed at the local copy shop to the 70 inch size, all so easy in this digital age.



The build is quite straight forward, the only change I made was to make top and bottom formers to sit on the central flat crutch for the fuselage. This made the set up easier and more accurate rather than using 1/4 in sq sticks as per the plan to achieve the shape.



Continued on next page....



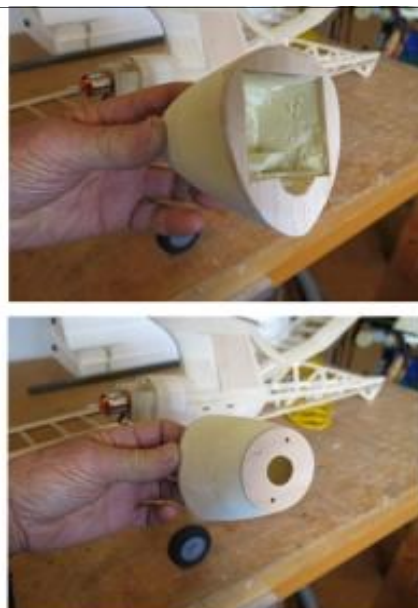
Vintage Newz - Building a Stardust Special

Barrie Russell



From previous page...

I also used Cedar hardwood for the two outside and bottom stringers of the fuselage. For the wing, I hot wired a foam building bed to set the under cambered wing formers on (on the advice of a colleague) and this made building and accuracy a breeze.



Continued on next page....

Vintage Newz - Building a Stardust Special

Barrie Russell



From previous page...

From a background of RC and heavier building, I began by being vigilant about weight, but as the build progressed and it was possible to guesstimate the weight, it became obvious that I was going to be well under the 32 ounces AUW for the minimum 8 ounce/sq/ft wing loading. As a result, I sheeted the pylon and front of the fuselage and replaced the undercarriage with a heavier wire (3mm) and heavier wheels. Finished AU weight was 30.3 ounces so have had to add 1.70 ounces of lead at the firewall and the CofG came out just in front of that recommended. I still have great difficulty getting my head around the rearward CofG position of these vintage models, but again they have been proved right and it is a happy chappy at that !



Power is from a Turnigy D28/30 1100Kv brushless motor, a 1000Mah 4S 30C LiPo and an AE-45A Turnigy ESC with BEC. Servos are 2x HS-55 Feather Hitec, the elevator using a carbon rod and the rudder pull/pull. The model is covered with Hobby King film which I find easy to apply and strong and durable. I made a fiberglass cowl using the lost foam method and have hatches for Africa. The cowl to access the motor with a top hatch for the ESC and to get at the U/C mounting bolts, a side hatch in the pylon to access the servos and Receiver (Orange DSMX) and a hinged hatch below for the battery.



Continued on next page....

Vintage Newz - Building a Stardust Special

Barrie Russell



From previous page...

Testing showed a 9x5 GWS electric propeller most suitable, giving a maximum thrust of 1380 grams / 350 Watts at 22 Amps with the 4S.30C 1000Mah battery and needless to say this gives the model a sparkling climb. The first flight was interesting as I had to fly it with almost full down elevator and have since lifted the wing trailing edge by 4.5 mm. It now has a fast vertical climb out, a very flat glide with good rudder response and nice flat turns. Even in pretty flat air, I've been able to achieve good 5 minute flights off the 20 second motor run and easily controlled landing points. But as they say in competition, the BS stops when the flag drops, so we'll see !! To date, I have to say I'm thrilled with the results and keen to face up to a bit of competition. I can heartily recommend the build.

Barrie Russell. MFHB August 2017.



Ps, Today (29/8/2017), the evidence thanks to Brett's photography !

Field Spy



Seems a certain well-known member was flying his aerobatic model at the field recently and noted that it required a lot of rudder and aileron trim one way. Thought that he had got it all sorted and flying well on the previous Sunday so... what the @#?!#@! was going on! He did a precautionary landing to check it out... to find only Three of the Four aileron servos were actually plugged in!



And a couple of aeromodelling "funnies"



"It's a new idea - you build it yourself."



"He's worried about his C.G."

Other Club Builds



Harvey Stiver inspecting Chris Wong's new Extreme Flight Slick 580 EX-P for it's Large Model certification. Boxes were not opened until it was at his place. Now there's will power! Currently awaiting and new Receiver and some other bits before it can be completed.



John Aitken came into the shed recently with a Great Planes Piper Cub (Yes folks...Another cub in the club!)



Apparently, it is the same plan that Pres Stuart Sturge used to build his Cub. Very nice kit, complete with all those 'goodies' like laser cut parts, excellent wood throughout, big bag of hardware, vacuum formed cowling and dummy engines and a detailed assembly guide. Look forward to seeing it on the field in due course!

And Electric Motor Test Rig

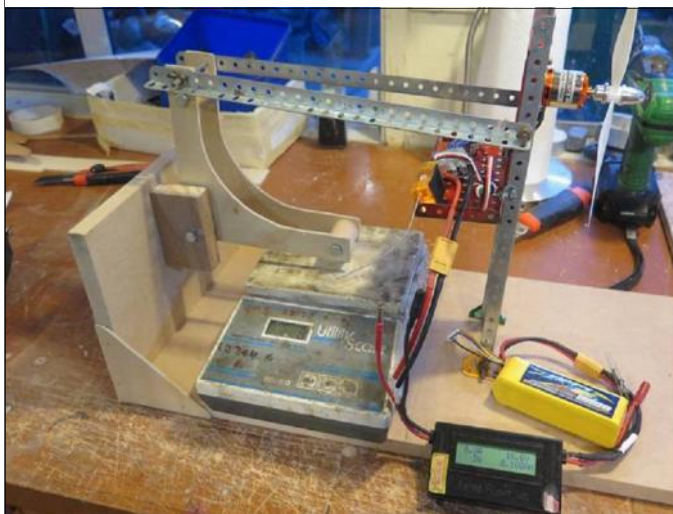
Barrie Russell



Mission accomplished , and soldered up the last few sets of connectors and booted up the infernal motor test machine !! Result, works a treat !! I knew my boy's meccano set would become useful for something as well as entertaining grandkids and visitors !

I've just set it up with the new Turnigy 2836/8 1100kv motor and a 4 cell LiPo. This will be the preferred setup for the Stardust in the 20 sec motor run duration competitions.

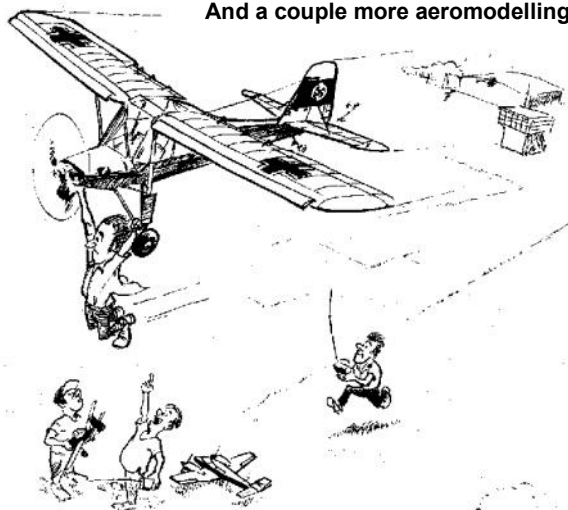
And there is the result, 834 grams of thrust (which will be about one to one, it'll hover Mike), should give a vertical climb out to an under 900 gram model ? 13.5 amps and 208 watts on an 8x4 propeller. Didn't worry about the rpm, but we can add that into the test routine if necessary.



Needless to say we had a bit of work to do, as Barrie had six motors to test at this stage, each with a couple of prop options and 2 / 3 / & 4 cell batteries. I guess the thrust and the current draw at various wattages are what we need to know first. It was very interesting to run the tests and see the results. The results (below) are now available to members to test their own set ups. The only limiting factor is my electronic fish scales which have a 2 kg limit. Though if it all holds together, I could hook up my electronic fish scales I guess !!

Barrie and Brett did indeed do some testing on a range of motor/battery combinations a few weeks back.... The results can be viewed [HERE](#) (Excel spreadsheet format)

And a couple more aeromodelling "funnies"



"No, its not the latest in hang-gliding. He forgot to let go."



For Sale

**FOR
SALE**

I have for sale my **1.75 Tomboy**. It is as new, only being test flown by Mike S about twelve months ago, See newsletter #87. 1000kv motor, 2200 3cell LiPo. 6ch orange rx HK servos. Just bind to your Tx and you're in the air. Model covered in acrylic fabric with doped finish.

\$220.00 o.n.o.



PA18 Super Cub It is 1/5 scale, 1920mm span and is based on a modified Topflight J2 plan. Motor, brand new ASP46. 5 HK servos, switch harness, tank etc. Fibreglass cowl. Mould and plan included. Model is covered in Acrylic fabric, doped and acrylic lacquer paint. Wing is primed ready for painting.

Offers?



For both models - Contact: Graeme Madder. 06/8789269. email. gjmadder@yahoo.com

For Sale

**FOR
SALE**

Catalina

108" wingspan

Has flown many times.

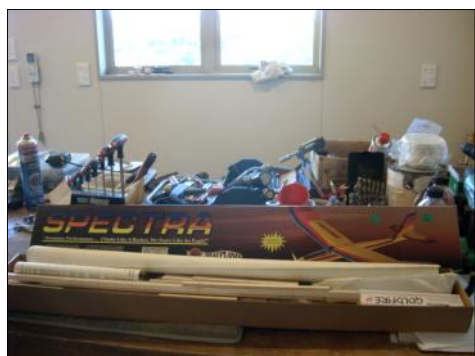
Complete with servos, receiver, 2 x 80 4 stroke engines



\$900.00

Contact: Jeff Clarkson. 06/8774964. email. j.j.clarkson@xtra.co.nz

Great Planes Electric Spectra kit.



Unbuilt - but complete
including motor.



For further details contact: Gavin Shute: 021 656 999

For Sale

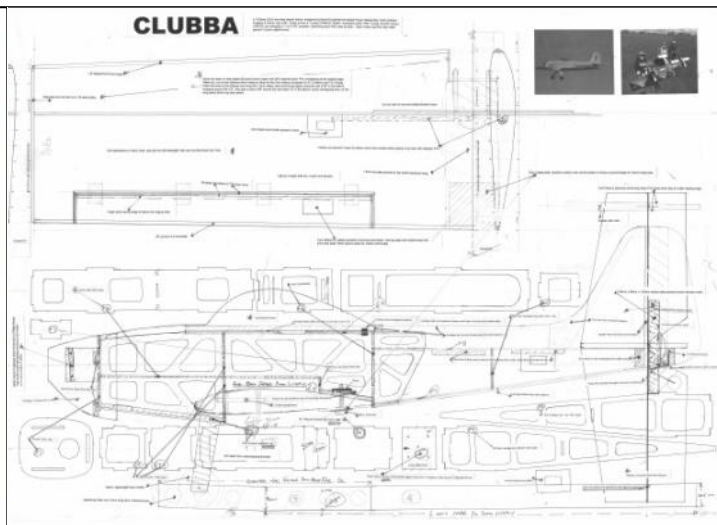
**FOR
SALE**

On behalf of Model Flying Hawkes Bay, a youth build Clubba.

The Clubba program was a club initiative to encourage some of our younger members to build and fly their own aircraft. This took place in the old Tractor shed, and was the forerunner of our present Club facility. Following the very successful youth build some 13 senior members joined the program and we held regular club building sessions and most completed their models, many of which are still flying today. Twenty-two models in total were built. The model offered for sale is one of the youth builds that though finished, was not carried on with and hence has come back to the club. It is in perfect, new condition ready to fly with the addition of a battery and a receiver. The cost of materials for those joining the build was \$240, and the model is offered for sale at this price.

The "Clubba" is a 52 inch electric powered low wing advanced trainer with sedate flying characteristics and good aerobatic capability. All that is required is a six channel receiver and a three cell 2200 mAh LiPo battery. Club members would be happy to help with the receiver/flying set up.

For further information or to purchase, phone Barrie Russell ... 06 8353896.



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!

FREE to a good home!

0.00



From the Web



Amazing WW-2 Aircraft Facts - some really interesting facts on the types of aircraft built by All combatants, the costs... and the losses!

Click [HERE](#) to view the document (PDF Format)



And for a really Big model plane, like a B-36 Peacemaker that is really huge and flies as good as it looks too!

This model is a B 36 b early model and did not have jets was made by Carl Bachhuber . It has a 19 foot wing span and is powered by 6 G-26' s... great airplane and flight !

View the YouTube movie - [HERE](#)



An interesting article about the testing of the Westland Wyvern by the famed Captain Eric Brown was read recently and his final comments are quite humorous:

"If there was an engine failure, the aircraft assumed the gliding angle of a streamlined brick, with the large contra prop giving the drag-effect of a perforated disc! If however, the engine had seized and the massive props had stopped dead, then the flat plate drag effect took the streamlining out of that brick!"



There is an amazing BBC YouTube video on Capt Brown that is certainly worth a look!

View the YouTube movie - [HERE](#)

Impressive DC-4

Huge four engine model with superb sounds of the four engines 1:8 Skymaster Douglas DC-4,. Model builder Birgir Sigurðsson and Pilot Steav Holland.

View the YouTube movie - [HERE](#)



Post bag



Our friend in Portugal is back and is working on a very interesting project....

(From Barrie....)

Greetings Jose,

Ray forwarded your letter and pictures, how great to hear from you. What a clever fellow you are, that F-16 is a work of art and most interesting. What material have you made the fuselage frames from, are they printed in your 3-D printer ? I would be most interested to see the pictures as the construction proceeds. I'm also looking forward to seeing how you build the Taube with all your digital work. It's certainly a new approach. I look forward to hearing of your progress.

(Reply from Jose....)

I am currently working in Belgium because there is no work in Portugal. I have not done much on the airplanes I'm making a 3 month contract as a pipe supervisor.

The pieces were drawn in 3D and then cut into a CNC we made. They are of 3mm plywood

José Leocádio



MODEL ENGINES FOR SALE

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



ENGINES NEW ZEALAND

**10cc Special Price -
\$369.00**



10cc



120cc Twin



60cc



30cc Twin

**RCGF have a range of 15 engines
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