



Model Flying Hawkes Bay



Club Newsletter - Issue No 96

October - November 2017

Two Club models get some air time - John Clarke's DC-3 and the Bill Roydhouse Hurricane. Both are impressive in the air!

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From the Editor



Hi folks,

This issue IS a big bigger than my previous ones, due mainly to the amount of content I've received from various sources over the last two months. I do try to put in everything anyone sends me....so we finish up with 48 pages this time around. The other point is, that when I speak with mates in Hamilton and Auckland, it seems, that although we moan and groan down here about the weather, the actual number of flying days we get in the 'Bay' has certainly been very much more than others around the country are getting of late it appears!

Thanks to those who helped with content for this issue.... namely Barrie Russell, Chris Wong, Vic Shaw, Kevin Botherway, John Aitken, Dave Cantell and José Leocádio. Anyone I've missed, my apologies!

The new area of the field is looking good, having now been cleared and bulldozed. ([See page 21](#)) Fencing will be erected soon and it can then be looked after until it eventually matches the standard of the rest of the field. This will Not be a quick process however.

Welcome to new members Marius van Neikerk and Byron Rogers. Hope you enjoy your time with us!

Two significant models flew this month, John Clarke's DC-3 that has now completed all the paperwork and flights for large model certification. The other is the Bill Roydhouse Hurricane, some issues with it on the flight it has had, but it looks like everything is now sorted and it will commit aviation again shortly. Both are impressive models, for sure! (You can view photos of both models in the air on [Page 22](#))

Finally, as the next issue will not be out until towards the end of January 2018, I would like to, on behalf of your committee, wish all MFHB members, their families and readers a very Merry Christmas and a Happy and Prosperous New Year / 2018!

Until the next issue....

Brett



And the Prez Sez.....



Another year has passed, and the festive season will soon be upon us. This year your committee has chosen a different format for our Xmas get together. It is pleasing to note that this is being well supported by the membership, with a significant number already indicated their intention to attend.

Camaraderie is the most important part of our modelling participation. While the flying is great fun, the fellowship and natter on the field of a Sunday, and in the shed on Tuesday mornings is especially gratifying. At national level, this year has seen some unnecessary bickering, which forced Model Flying New Zealand to adjourn and reschedule the AGM. There has also been some scathing comments bandied about in Model Flying World.

Accordingly, I wish to remind all members that it is important that we all respect the interests of each other at our club level, to prevent some of the acrimony that has occurred at National level, which could easily diminish that camaraderie that we all enjoy. To this end it is important that we remember to extend common courtesies to all. While many may quibble with the rules of the club, many of those rules relate to common courtesy. Especially the one relating to prolonged running of motors, in or near the pit area. The noise level of a constantly running motor can be a source of great annoyance to many people. So, if you have a need for prolonged running of your motor, please take it to the North or South boundary fence, where the noise will not be able to offend anybody.

On a more positive note, you will observe that the work required to extend our field to the south west has commenced. A little more grading is required, and then we can think about the new fencing, and sewing of grass seed. We are hopeful that we can achieve 2 out of 3 before Xmas.

And that's it from me for this year. Enjoy the festive season, and we all look forward to seeing the new Xmas toys at the field in the ensuing weeks. Here's hoping that the weather gods play ball for a splendid summer.

Stuart Sturge



Committee Notes

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.

Treasurers Report

Rob presented a financial report as of 31st August 2017

Accounts totalling \$487.70 for payments 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 able to organise the gate roster, and Dave is happy to do the food stall again.

Gen set is sorted, and registration on line form ready to go. It was agreed that invites 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.

Continued on next page.....



Committee Notes

From previous page.....

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 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 Soaring champs.

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.

Minutes of the Committee Meeting of "Model Flying Hawkes Bay Inc." Held at the club shed, Waitangi Rd Awatoto on Tuesday 3rd October 2017.

The meeting started at 7.05 pm.

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

Apologies: John Sutherland

Minutes of the previous meeting held on Tuesday 12th September 2017 were taken as read. Following, the minutes were accepted as a true and correct record, moved by Stuart and seconded by Mike, all agreed.

Matters arising from the previous minutes.

Stuart is to talk to MFNZ at the AGM, about their understanding of a public safety plan covering events like Warbirds.

A test letter is to be sent to the club's PO box to make sure mail is being received.

Correspondence

Outwards.

Email to members regarding proxy votes for MFNZ AGM.

Emails to Jim Walker, Cameron Steed, Oliver Krohn, and Nick Dawson asking for their gate keys to be returned.

Inwards.

Email from Barry Kerr. Won't be at MFNZ AGM, asked for apologies to be given.

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

Treasurers Report

Rob presented a financial report as of 17th September 2017.

Accounts totalling \$497.02 for payments of trailer costs, mower maintenance, name badges, BBQ gas, and mowing fees, were presented for approval.

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

Continued on next page.....



Committee Notes

From previous page.....

Club Captains Report

John was absent, so no report this month.

Field Officers Report

Stan reported that the field had been mowed as usual, and weed spraying had also been done.

Stuart remarked that the field extension work was scheduled to start on 18th November, at a cost of \$500.

The engineers club will create a swail on the field, the fence will have to come down to accommodate this work, and a temporary electric fence will be installed while the work is being done.

Stuart moved that the club budget \$500 for the earthworks, seconded by Stan.

Website.

There was a brief discussion about the website.

Warbirds 2018.

Nothing urgent to discuss this month.

General Business

It was decided to promote Wednesday evening flying now that daylight savings is here, starting from Wednesday 11th September. A notice is to go on the bulletin board.

Mike suggested that the driveway would benefit from some more shingle in places, but this would be better done after the field works had finished. Mike also stated that the shed toilet could do with a tidy up, and possibly a screen to hide it from the road.

There was a discussion over the use of the club trainer for training of new members, the Mentor could be made available for training purposes Wednesday evenings and Sunday mornings.

There was discussion over the field manual. A new board is to be made up displaying the field manual and club rules. Rob and Brett to investigate.

Mike moved that a donation be offered to Neville Fargher regarding the trailer, seconded by Rob.

Stuart brought up the subject of instructors and examiners for the wings badge program. A list was drawn up and Brian is to email this list to Des Richards at MFNZ.

The meeting closed at 8:30 pm, thanks to all for their attendance.

Next meeting to be held on Tuesday November 7th 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 14th November 2017.

The meeting started at 7.10 pm.

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

Apologies : John Sutherland

Minutes of the previous meeting held on Tuesday 3rd October 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.

Continued next page.....



Committee Notes

From previous page.....

Matters arising from the previous minutes.

Stuart has spoken to Des Richards about pilot's declaration for Warbirds.

Vintage machinery club is expected on Sat 18th November to begin the field extension work.

The club trainer has been used.

Wednesday night flying looking good for this coming week.

Work is in progress regarding the board displaying the field manual and club rules.

Stuart reported that Harvey Stiver wishes to be removed from the list of trainers, but remain as a large model inspector, Des Richards to be notified.

Correspondence

Outwards: Email to Heather Mardon.

Inwards: Reply from Heather Mardon.

Email from Paula Moore confirming our application for designated airspace or reporting point had been received.

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

Treasurers Report

Rob presented an amendment to last month's report, and moved it be accepted. Seconded by Brian.

Rob presented a financial report as of 30th October 2017

Accounts totalling \$370.96 for payments of tractor fuel, and mowing costs were presented for approval.

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

Club Captains Report: John was absent, so no report this month.

Field Officers Report

Stan reported that the field was looking good and spraying had been done.

Stan also reported that the mower blades had become blunt. And moved that a new set be purchased and fitted, allowing the old ones to be sharpened and kept for further use. Seconded by Rob.

Website. Brett is continuing with the development of the newsletter format, and mobile device display.

Warbirds 2018.

Registration on line form is coming along.

Pilots declaration was discussed

Brett presented a draft field plan.

It is expected that Tony Ives will take over from Ray for this year's gate roster program.

Brian is to email the ATC regarding traffic duties and the setting up of a promotional tent.

Stuart reported that he had approached the 13th squadron twice about participation in warbirds, but had little or no response, so it was decided to stick with the 11th squadron as usual.

Invitations will be sent out to MFNZ president Jonathon Shorer, The Ravensdown Manager Kerrin Murray, AONET, and the Regional council Vince Byrne and Craig Godier.

Continued next page.....

Committee Notes



From previous page.....

Warbirds 2018. continued

A new flight line controller is required.

Mike suggested a pre-warbirds rally be held 20th and 21st January, so that pilots can test their models etc prior to the main event.

Brian is to approach CAA to confirm permission of danger area closer to the time.

General Business

It was noted that the soaring members were out practicing mid week without official notice, causing confusion and a conflict with the mowing date.

Mike requested that at the next month's meeting a list of calendar events be drawn up for the following year.

There was a discussion over a memo to members about the advanced wings badge program.

Proposed Xmas event to be held at the new Filter Room Sun Dec 10th at a charge of \$10 a head for food, members to buy their own drinks the club will pick up the rest. Email to go out to members, reply to club email address MFHBNZ@gmail.com, or Mike Shears.

Stuart reported that he had been approached by the Rotarians about the possibility of a club member giving a talk on aeromodelling. There are a number of Rotarians approaching retirement age who could be interested in taking up the hobby.

The meeting closed at 8:30 pm, thanks to all for their attendance.

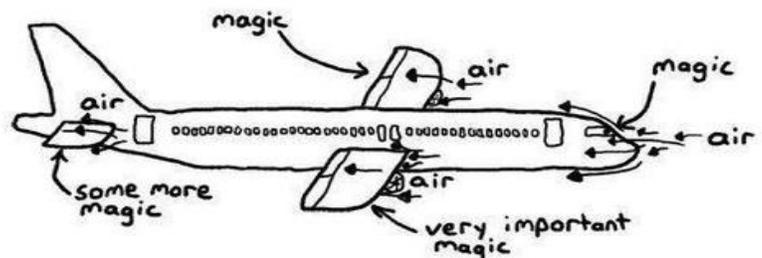
Next meeting to be held on Tuesday December 5th at the club shed.



"IT'S OUR NEW STEALTH MODEL DRONE, SIR."



how planes fly





70th National Championship Programme

REGISTRATION, SENIORS \$25, JUNIORS FREE



Carterton 3rd Jan to 7th Jan 2018

Registration: at Clareville Showgrounds from 12 noon 2nd Jan. Flying fields available for practice. Vintage FF begins

Contestant's Meeting: 2nd Jan at 6pm, followed by barbeque

Trophies: If you hold a trophy, please have it engraved and cleaned and bring it with you. Prizegiving and buffet, 7.30 pm 7th in the Vintage Car Club

Entries: On line entry is now open on the MFNZ website. Members without access to the internet can phone their entry to the Nats Manager.

Frequency Control for non 2.4Ghz users for all Radio sites will be at event Headquarters, collect your peg on the day

Event	Site	Date	Start	Finish
Free Flight All events entry fee \$5				
1 FAI Combined	FF	3	7.00am	Noon
2 P.30	FF	3	7.00am	Noon
3 Indoor HLG	Hall	3	6.00pm	7.00pm
4 Hangar Rat	Hall	3	7.00pm	11.00pm
5 Open Rubber	FF	4	7.00am	Noon
6 Catapult launch Glider	FF	4	5.00pm	8.00pm
7 Hand Launch Glider	FF	4	5.00pm	8.00pm
8 Tip Launch Glider	FF	4	5.00pm	8.00pm
9 Open Glider	FF	5	7.00am	Noon
10 E 36	FF	5	7.00am	Noon
11 Open Power	FF	6	7.00am	Noon
12 Mini Combined	FF	6	7.00am	Noon
13 Aggregate	FF	6	8.00pm	8.30pm
14 Kennedy Precision	FF	7	7.00am	Noon
15 Kiwi Power	FF	7	7.00am	Noon
Vintage All events entry fee \$5				
16 FF Vintage Power Duration	FF	2	7.00am	1.00pm
17 FF Vintage Rubber Duration	FF	2	7.00am	1.00pm
18 FF Vintage Precision	FF	2	7.00am	1.00pm
19 FF Nos/Vint Small Pwr Dur	FF	3	7.00am	1.00pm
20 FF Classic Glider/A2 Comb	FF	3	7.00am	1.00pm
21 FF Vintage Glider Duration	FF	3	7.00am	1.00pm
22 FF Nos/Class Pwr Dur Comb	FF	4	7.00am	1.00pm
23 FF Nostalgia Rubber	FF	4	7.00am	1.00pm
24 FF Vintage Catapult Glider	FF	4	7.00am	1.00pm
25 RC Vintage Precision	RC 3	5	9.00am	4.00pm
26 RC Classical Precision	RC 3	5	9.00am	4.00pm
27 RC Vintage IC Duration	RC 3	5	9.00am	4.00pm
28 RC Classical IC Duration	RC 3	5	9.00am	4.00pm
29 RC Classical 1/2 E Tex	RC 3	5	9.00am	4.00pm
30 RC Vintage E Duration	RC 3	6	9.00am	4.00pm
31 RC Vintage 1/2 A Texaco	RC 3	6	9.00am	4.00pm
32 RC Vintage 1/2 E Texaco	RC 3	6	9.00am	4.00pm
33 RC Vintage E Rubber Tex	RC 3	6	9.00am	4.00pm
34 RC Vint/Class Scale Tex	RC 3	6	9.00am	4.00pm
35 RC Classical E Texaco	RC 3	6	9.00am	4.00pm
36 RC Vintage Open Texaco	RC 3	7	8.00am	2.00pm
37 RC Vintage E Texaco	RC 3	7	8.00am	2.00pm
38 RC Vintage A Texaco	RC 3	7	8.00am	2.00pm
39 RC Classical E Duration	RC 3	7	8.00am	2.00pm
Control Line All events entry fee \$20				
40 FAI F2B Aerobatics	CL, G	3	9.00am	4.00pm
41 Sportsman Aerobatics	CL, G	3	9.00am	4.00pm
42 Classic Aerobatics	CL, G	3	2.00pm	5.30pm
43 Slow Combat	CL, G	4	9.30am	1.30pm
44 FAI F2D Combat	CL, G	4	2.00pm	5.00pm
45 1/2 A Teamrace	CL, C	5	9.00am	12.30pm
46 FAI F2C Team Race	CL, C	5	9.00am	12.30pm
47 Slow Goodyear	CL, C	5	1.00pm	3.30pm
48 Fast Goodyear	CL, C	5	4.00pm	6.00pm
49 Percentage Speed	CL, C	6	9.00am	1.30pm
50 Class B Team race	CL, C	6	2.00pm	3.30pm
51 F2F Classic FAI	CL, C	6	4.00pm	6.30pm
52 Classic A Team race	CL, G	7	8.00am	Noon
53 Classic B Team race	CL, G	7	8.00am	Noon

Event	Site	Date	Start	Finish
Soaring Entry fee \$15 except 6th @\$10				
54 Premier Duration (Class C)	RC2	3	8.30 a.m.	5.00 p.m.
55 F3J	RC2	4	8.30 a.m.	5.00 p.m.
56 FAI F3B	RC2	5	8.00 a.m.	6.00 p.m.
57 ALES 200 (Class N)	RC2	6	8.30 a.m.	12.00 p.m.
58 ALES RADIANT (Class P)	RC2	6	12.30 p.m.	3.00 p.m.
59 FAI F5J	RC2	6	3.00 p.m.	6.00 p.m.
60 FAI F3K	Oval	7	8.30am	2.00pm
FF/CL Scale All events entry fee \$10				
61 FAI F4A Power Scale	RC1	3	6.30am	9.00am
62 Outdoor Rubber Scale	RC1	4	6.30am	9.00am
63 Kit Scale	RC1	4	6.30am	9.00am
64 CO2 & Electric Scale	RC1	4	6.30am	9.00am
65 Peanut Scale	Hall	5	6.30pm	10.00pm
66 Indoor kit scale	Hall	5	6.30pm	10.00pm
67 Indoor Open Rubber Scale	Hall	5	6.30pm	10.00pm
68 F4D Scale	Hall	5	6.30pm	10.00pm
69 F4B CL + Profile Scale	CL,C	6	8.00am	Noon
RC Pylon All events entry fee \$20				
70 Quicke 500 Sport	RC1	5	8.00am	6.00pm
71 F3R	RC1	5	8.00am	6.00pm
72 F5D	RC1	5	8.00am	6.00pm
73 F3D	RC1	5	8.00am	6.00pm
74 F3T	RC1	5	8.00am	6.00pm
75 E Sport	RC1	5	8.00am	6.00pm
RC Scale Aerobatics - IMAC All events entry fee \$20				
76 Basic IMAC	RC1	6	8.00am	6.00pm
77 Sportsman IMAC	RC1	6	8.00am	6.00pm
78 Intermediate IMAC	RC1	6	8.00am	6.00pm
79 Advanced IMAC	RC1	6	8.00am	6.00pm
80 Unlimited IMAC	RC1	6	8.00am	6.00pm
RC Aerobatics - Pattern All events entry fee \$20				
81 Sportsman Aerobatics	RC1	3,4	1.00pm	6.00pm
82 Advanced Aerobatics	RC1	3,4	1.00pm	6.00pm
83 F3A	RC1	3,4	1.00pm	6.00pm
RC Scale All events entry fee \$20				
84 Novice Scale	RC1	3,4	9.00am	1.00pm
85 Intermediate Scale	RC1	3,4	9.00am	1.00pm
86 Classic Scale	RC1	3,4	9.00am	1.00pm
FPV All events entry fee \$10				
87 Rotorcross Qualifier	Oval	5	9.00am	4.00pm
88 MFNZ Open Championships	Oval	5	9.00am	4.00pm
89 MFNZ Wings Championships	Oval	6	9.00am	4.00pm

Locations	
FF	Gladstone Road 1.2km
RC 1	Francis Line
RC 2	Soaring field across the tracks
RC 3	
CL	Clareville Grass/Concrete

Enquires to:
Nationals Manager.
 Jonathan Shorer
President@modelflyingnz.org
 Phone 063626313
 Mobile 0272251952

CL Hard circle events are still being finalised with regard to condition of circle

**Online Registration opens
 1st November 2017**



MODEL FLYING HAWKES BAY
WORLD #1
NEW ZEALAND

PRESENTS

WARBIRDS

OVER

AWATOTO

2018

ANNUAL AIRSHOW

3 & 4 FEBRUARY 2018 10AM - 4PM

Web registration from Nov 2017

www.mfhb.org.nz

Field Diary - Extra Awatoto Then and Now Barrie Russell



Awatoto Field, some historical facts.

New Year 1993 saw a group of members make the first move to establish a flying site at Awatoto within the stopbanks of the regional flood control scheme. Having lost our long established trust site at Roys Hill on Highway 50, we were desperately in need of a new home. After negotiations with the Hawkes Bay Regional Council and the local farmer who leased the land, we were granted permission to develop and operate from the Awatoto site.

This entailed creating a proper access road from the stopbank crossing at the end of Waitangi Road, about 400 meters down to the field. A borrowed grader achieved this and the surface was metalled. Storage for our original (red) tractor was arranged at the Fertilizer works, and this with it's flail mower was brought out to cut down the meter high grass and create Awatoto Field almost as we know it today. The site has proven ideal for our purpose with a generous runway strip running approximately East and West and pilots facing south with no trees or building to contend with.

As in effect we live in a "drain" we have to contend with some flooding, mostly minor incursions of water, but occasionally more severe with the resultant silt drop and damage necessitating remedial work on the field and access road. Although we pay only a peppercorn lease to the HBRC, our rental can be considered as the cost of re-metalling the access road and repairs to the field which may have worked out at a guess, around \$1000 per year.

During our 24 years at the site we have made many improvements to the field and infrastructure and for the record, these are listed chronologically and where possible, pictured to the best of my memory and the archives !

January 1993.

Access road established and first cutting of the site with numerous working bees, using a borrowed grader, the club tractor and flail mower and members trailers, rakes and shovels. Long drop toilet and gear shed built and moved to site.



New Year 1994, forming the access road.



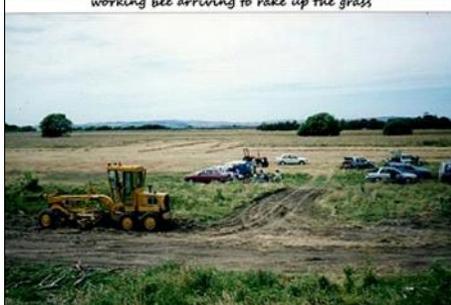
working bee arriving to rake up the grass



MOW Grader !! under control of Grant Gordon.



Making hay, first cut establishing Awatoto Field.



Access road forming



Brent Ferris in control of our original tractor and flail mower which carved out the feel



the "Rakers" making steady progress under the HB sun!



the "Rakers" making steady progress under the HB sun!



Time for a break

Continued next page.....

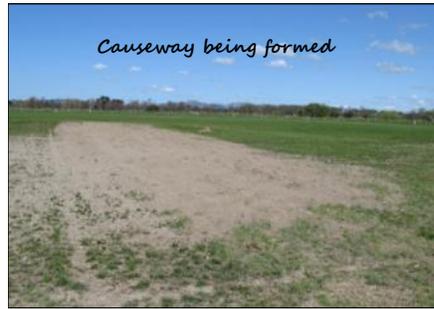
Field Diary - Extra Awatoto Then and Now Barrie Russell



From previous page.....



*The reward
Awatoto Field in operation early 1994.*



Causeway being formed



Dean's Shelter being constructed

1993/94. Original half round post seating added along the pits.
 1994/95. The perimeter electric fence built to keep livestock outside.
 1995 onwards, remedial flood work and upgrading of the surface, drainage and access.
 2006. Shingle car park constructed and fenced with new gate and drainage.
 2008. Web Field Cam and weather station established at the pump station.
 2009. The Shade shelter was erected and seating below upgraded. The causeway out to the strip formed to allow better access after the inevitable flooding.
 2012. The Dean's shelter built. Seating in front upgraded with shingle and tile drainage below.
 During this time, the tractor shed has been re-located on the Ravensdown site and more recently extended to include a club room, cum workshop.



Dean's Shelter almost complete



*Webcam &
Weather Station*



Adding new shade cloth to the shelter

2017 The club tractor up graded.
 Current enlargement of south-western boundary and ongoing upgrade. (below)



Field Diary



Sunday 8th October

Rained and blown out!

Friday 13th October

Seemed like a nice day for a fly, so a few wandered out to the field. Stan Nicholas flew his Sukoi and assisted both Des Dew and model owner Brian Hitchcock with a spot of test flying with his Number 10 model. Model flew well, but required a huge amount of right trim after takeoff. Once it was landed it was found that the incidence on the left wing panel was a bit Less than on the right panel!!! Brian took the model home for some adjustments. Past President of the NZMAA, Barry Lennox was in the area for the MFNZ AGM the next day and was staying with Barrie Russell who brought him down with him for a look and to see what was going on. Barrie flew his Stardust Special and Brett Robinson flew his Radian in the good conditions. Even the Club Cub got an airing flown well by Jayden Molloy.



Mike Shears has a chat with Barry Lennox



Models being prepared for flight...



Brian Hitchcock's No10 and support crew.

Sunday 15th October

Sunny day, but the wind got up early. All the usual suspects were in attendance and yes, despite the gusty winds, some flying was undertaken. No damage apart from Barrie Russell's Carbon Cub having a port-side landing gear failure due to a heavy landing. Most flying (such that it was) wrapped up around 1pm and a few then repaired to the club shed for a hot drink. After such magnificent weather the previous day, Sunday was a bit of a let-down to tell the truth! At least a few got a fly though!



Reasonable turnout given the weather/wind.



John Clarke had his DC-3 out for the flight three of his large model certification - but elected Not to fly.



The Mike Shears Ultimate Bipe had a couple of flights in the capable hands of Jason Molloy!



Duane & Drew Barber also flew a smaller bipe.

Field Diary



Tuesday 17th October

Bit overcast to start with, but No wind. Most gave the normal 'shed session' as miss and headed straight for the field. Gavin Shute was (trying) to fly his Cougar 2000 power model and Radian but was having Tx issues! Stan Nicholas also flew his Weston Cougar 2000 but was having engine issues. Chris Tutton flew his Sukoi but had a 'mishap upon landing that will require some repairs. Des Dew flew his small electric Cub and assisted (as did Stan) with some adjustments to engine and trim of Brian Hitchcock's Number 10 model. Model did get flown (finally) and flew well, the owner even effecting a very nice landing. A further flight was made and the owner seemed well pleased!



The Brian Hitchcock Number 10 model being checked



In flight



Happy owner after it's second flight.

Bill Roydhouse finally got to see his Hurricane in the air and it looked great! Very little trim changes were required according to test pilot Mike Shears.



Bill and Mike pump up the air retracts before flight.



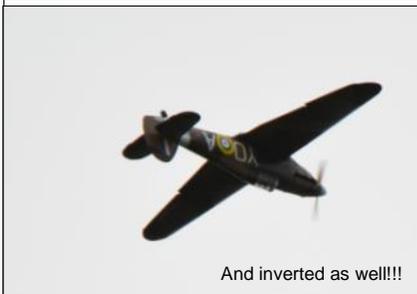
The model in all its glory prior to the test flight



Takeoff! The model gets into the air.



The 'deadstick' first landing, well executed by test pilot Mike Shears.



And inverted as well!!!



Field Diary

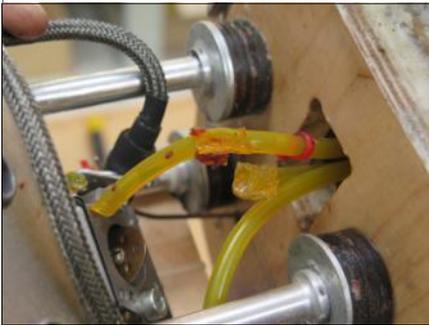


Tuesday 17th October... continued

The Bill Roydhouse Hurricane only had the one flight and while it flew magnificently with little or no trim changes, the engine did appear to be struggling late in the flight and Mike elected to bring it in with the motor stopping on finals. Reason,,,,, the fuel tube was touching the muffler and said tube had then eventually melted, leaving the engine with no fuel! But a very successful first flight none the less and Bill is Very happy!

HAWKER

HAWKER



Some melted fuel tube post-flight.



Maybe the pilot was stoned????



Max has a new friend?

Field Diary



Tuesday 17th October

And from Chris Wong.....

Was practicing Tuesday night and had to do a dead stick landing from low altitude across the field. Once on the ground it was heading straight for the fence at high speed, swung it round hard fully expecting to "roll it" and this is exactly as it stopped! No damage whatsoever. Cause? Solder joint had broken from ignition IBEC.



Thursday 19th October

A few of us went to the field for some glider testing and practice before the upcoming Soarchamps. Nice day with a light wind and some good thermal activity about! Kevin Botherway test flew Brett Robinson's Supra off the winch and then Brett had several flights himself with the model. Kevin, Joe Wurts and Rod Hale spent the rest of their time at the field doing some launching, thermal and landing practice. Odd spot of rain later in the morning, but that soon passed.



Field Diary



Sunday 22nd October

Bit of an overcast day with not much sun around. A bit cool but No wind at all. People started rolling in around 9:45am and by 10:30am or so there was a good crowd in. John Clarke has his DC-3 ready to have its final certifying flight, which, after a few hiccups, was duly performed by test pilot John Sutherland. Mike Shears and Jayden Molloy had Both the Club Cub and the Ultimate Biplane to fly, which certainly got some flights in on the day. Des Dew flew his Taylorcraft which looks very good in the air. It now sports an enlarged rudder and now flies much better as a result says Des. Stan Nicholas flew his Tucano for the first time since Warbirds! John Sutherland had his Sebart aerobatic model together with a few pylon racing IC powered models, one of which he test flew. Barrie Russell flew his repaired Carbon Cub, but had the misfortune to have an aileron servo go out in the air. Just managed to save it, but the undercarriage broke again (the other side) after the hard arrival. Brian Voyce flew his aerobatic model and spent a flight or two tweaking the Tx settings. Robert Lockyer flew his Chipmunk but after a flight or three noticed the Rx battery had gone flat! Something about the smoke getting out of the wires I believe! Also flew his foam electric tilt rotor until a gust caught it and flipped it over and it met terra firma somewhat heavily. But easily repaired says Robert! Kate Ladson got some more flying in with her electric Cessna assisted by Stan Nicholas. Garry Palmer had his Sebart Katana electric and Waco in the air. Brett Robinson, Ray McPeake, Bill Roydhouse and Derek Barber all flew Radians at various times during the day, not that there was that much lift about, but at least you did not have a climb into the sun to contend with though! Prospective new member Byron Rogers came to have a look and have his nice looking foam electric Fw-190 test flown, which Stan Nicholas (busy boy that!) duly completed for him.



Good number of cars in!



John Sutherland walking out to get his pylon racer into the air.



Range of models in the pits.



The John Clarke DC-3 having its final large model certification tests, flown by John Sutherland. Impressive in the air and with a great sound too!



The Stan Nicholas Tucano on approach



Garry Palmers Waco (left) and SebArt Katana (right) electric models doing their thing in the air.



Continued next page.....

Field Diary



Sunday 22nd October... continued



The Byron Rogers Fw-190 - flew well.



The fw-190 n the air



Fw-190 landing.



Robert Lockyer concentrating hard on flying his tilt-rotor



Shortly before it met its demise



The Barrie Russell Carbon Cub flies again!



Busy in the pits!



The Club Cub completes another sortie



The Des Dew Taylorcraft doing what it does best...



John Clarke talking with Kate Ladson



Derek Barber and his new Tomboy electric.



Lots happening and a good day was had by all!

Field Diary



Sunday 29th October

Fine day with a moderate wind blowing down the strip from the North east upon arrival. Lots of flying going in too. John Sutherland gave his big Sebart aerobatic model a flight or two. Robert Lockyer flew his large Cub several times. Both he and Stan Nicholas even resorted to doing some formation flying later in the morning. Bit of a non-event though, with a Cub versus a aerobatic Yak! Barrie Russell flew his aerobatic model and later on his vintage Stardust Special. Des Dew had his Beaver but had some clevis issues and it didn't fly. The Byron Rogers Fw-190 had some dual rates loaded into his Tx and Stan Nicholas gave it another flight. Byron did fly the model for a short time, but admitted that it is Not really a trainer model! A few Radians being flown, mainly by Bill Roydhouse. Jayden Molloy and Mike Shears 'buddied' the club electric Mentor as a test and partway through the flight, the model appeared to lose elevator control and went down near the river. A search was made and the almost undamaged model was returned to the field. The cause appeared to be the elevator horn partially parting company with the elevator. But it will live to fly again. John Clarke turned up early in the afternoon and had Jayden fly his P-51B Mustang, which has not been seen on the field for a while. Another busy day at the field!



The pits area



Range of models being flown



Checking over John Sutherland's aerobatic model.



The Byron Rogers Fw-190 on approach.



Barrie Russell gets his Stardust into the air



The Nicholas/Lockyer Yak & Cub flying circus team

At the field Continued next page.....



Field Diary



Sunday 5th November

Editor away in Otane at a plastic model building day - report and pics by Barrie Russell. Smallish turnout of the usuals. Wind was variable, started off Northerly but then dropped a bit, later went round to the sou'west and finished up east and then round to the north again later. John Sutherland and Jayden flew their aerobatic ships and I had a number of Cub flights. Mike flew Des's Beaver and we suspecting it will fly better without the wing tip additions which Des is now going to remove, interesting. Needed a lot of up elevator and the wing additions appear to add a lot of washout. Watch this space. Barry Price brought out his Stardust which I had pleasure of test flying. Plenty of power and flew well but it did suffer a bit from the twisting effect as I get with the Slicker! Quite different to my Stardust which is very rigid and also has a significantly higher wing loading. It was blowing a bit by the time we launched, so need a bit more testing on a calm day. Mike and Bill brought out the Hurricane, but a plumbing blockage somewhere prevented them from filling tank, so no flight today.



Above left & middle - Barry Price's new Vintage Stardust Special.

Power models on the field.



The Des Dew model Beaver



Mike Shears Ultimate Bipe doing its thing



Robert Lockyer's electric Chipmunk ends another sortie

Sunday 12th November

Overcast and very windy - no flying done at all and the scheduled BBQ at the field was also postponed until the following Sunday...

Tuesday 14th November

While some stayed in the shed the weather looked good enough for a fly, so a few headed down to the field.... The Bill Roydhouse Hurricane was run up and had an issue with the throttle, so didn't fly, Garry Palmer flew his nice Waco and Barrie Russell gave his Purple People Eater (a.k.a Super Popsie) a flight or two as well.



Field Diary



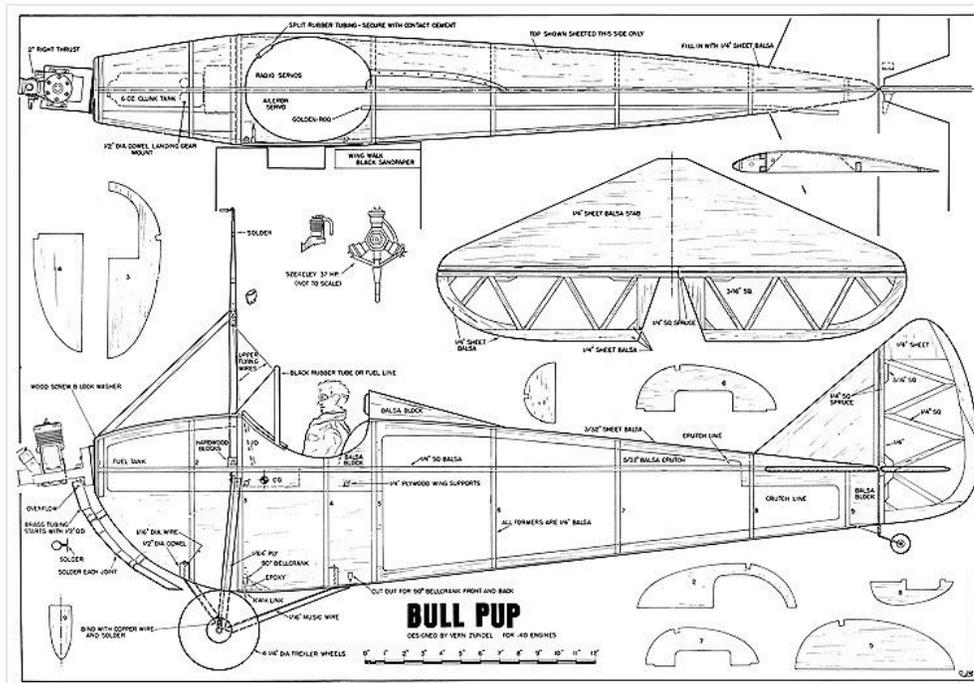
Wednesday 15th November

Seemed a reasonable day, so a few of us went down to the field for a fly. Barrie Russell had several flights (and a few missed landings) with his Slicker before he and Brett Robinson then had a couple of flights with their Tomboys. Not much lift to be had it has to be said. Harvey Stiver was there flying his Playboy also with him was Terry Beaumont from the Kapiti Club, visiting Harvey. Terry flew his Bull Pup vintage model, 104 inch span and powered by a 90 four stroke. Bruce Abbott was also there giving some buddy training on a foam Cessna. Barrie finished of the morning by flying his rediscovered (during spring cleaning) profile electric Cub (yes another Cub in the Club!)



Plan listing thumbnail

This is the Buhl Bull Pup 76in listing page, here you can download the plan, article and see the main thumbnail and extra images.



Buhl Bull Pup 76in

Buhl Bull Pup 76in

This is a radio control semi-scale civil airplane designed to be flown outdoor's

Details:

ID: 97786

File Size: 952.0 KB

Type: Airplane

Class: Radio-Control

Auto description

Field Diary



Friday 17th November

Barrie Russell spent the morning at Awatoto Field with his nephew, John Russell who is a kite enthusiast. Here is a montage of the kites he had flying.



An octopus kite, a modified sled type kite and his seagull kite all made from ripstop. And his bouncing kite, made from an old umbrella !



Field Diary



Saturday 18th November

Early start as the bulldozers were arriving at the field to level/fill the area adjacent to the carpark. A big Kenworth and trailer brought the first machine around 9am and a Leyland truck arrived not long after with a second machine. The Kenworth then went back to base to collect a third machine. All up and running buy around 10am-ish and they were into it and got a fair bit done on the day.



Sunday 19th November

Very windy again and with the odd light shower coming through as well. The earthmovers worked until midday and then we had the scheduled BBQ in the clubrooms. Not a great turnout to the BBQ it has to be said, but given the weather, quite understandable. The earth moving crew then departed having completed their part of our field upgrade and a very good job they did too!



Sunday 26th November

Bit of an overcast day, but it was calm-ish. Not a lot happening at the field until about 9:30am when they started rolling in. Prez Stuart Sturge was into the air (several times) with his Cub and Calmato. Des Dew got his Beaver into the air in the hands of John Sutherland, who seemed really busy as he tested the new tail wheel on John Clarke's DC-3 and gave it a flight or two as well.



Good range of models in the pits.



The John Clarke DC-3 on approach (looks real don't it!)

Continued on page 23.....



(Above) the Bill Roydhouse Hurricane doing a low pass

(Below) The John Clarke DC-3 on finals.



Field Diary



Sunday 26th November continued... From Page 21

Barry Price had a flight or three with his Playboy vintage model from his usual chair beside the runaway. Chris Wong and Barrie Russell did a few flights with their pattern ships and the club Mentor got a workout under the watchful eyes of instructor Robert Lockyer. A few Radians being flown and there were a few thermals on offer too! Vic Shaw did some run-ups with the engine in his very nice Pawnee, but it didn't fly while Brett Robinson and Barrie Russell indulged in a bit of Vintage NDC flying with their (ballasted) Tomboys. Only two 12 minute flights required with a small (360mAh LiPo) battery and unlimited engine running. Not as easy as it sounds as they both found out! Quite a few of the 'regulars' turned up for a look and a chat and most started drifting away around 1:30pm.



The John Clarke DC-3 in action



All packed up ready for home



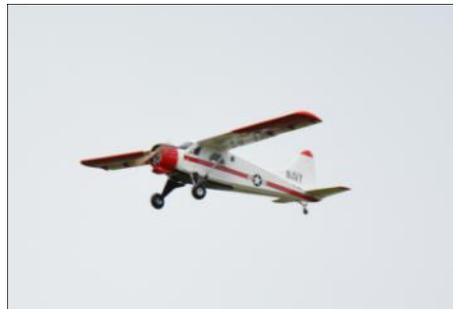
Chris Wong's MXS in flight



Vic Shaw working on the engine of his Pawnee



The Des Dew model Beaver in action



The two Tomboys of Brett and Barrie.



Radian fliers



DC-3 follows bird



Club Shed Diary



Tuesday 3rd October

Reasonable crowd in today again! All the 'usual' suspects with the Neville Fargher Tiger Moth making yet more progress, Brett Robinson giving the Bill Roydhouse Hurricane a spray touch-up. Test pilot Mike Shears is intending to fly it later on in the week. Garry Palmer brought in a balsa electric glider that he was working on and other than that, there was just a whole lot of 'nattering' going on. Everything wrapped up around 11:30am



Barrie Russell & Des Dew work on the Tiger Moth



Several good natter sessions going on



Brett Robinson spraying the Roydhouse Hurricane



The now finished Club Trailer - all ready to deliver items to the field, when required!



Tuesday 10th October

Another 'busy' day in the shed with all the usual projects making forward progress. Mike Shears added a large switch to his aerobatic biplane. (below left)



Brett Robinson gave the Bill Roydhouse Hurricane a final touch-up spray of both matt dark green and matt dark earth and it now looks very authentic. Just waiting for some decent weather for this model to be able to commit aviation! (above middle and right)

Continued on next page....



Club Shed Diary



Tuesday 10th October (continued)

Neville Farqher and Barrie Russell made great strides with the Tiger Moth today... the wings are now on it! Looking good guys! The usual 'crew' also in attendance, with a few other bods popping in for a look, drink and a natter!



Tuesday 17th October

A bit happening in the shed... but most of the action was at the field ([see page 13](#))

Tuesday 24th October

Bumper day at the shed with quite a few coming to help or just for a chat! Des Dew and Tony Ives installed a throttle servo in the Mike Shears P-47. John Clarke came in with machined metal front and back plates for the Mike Shears Ultimate Biplane prop assembly, which were duly added and the motor run and tested. All good is the word. Brett Robinson and Stan Nicholas added a replacement fin to one of the drop-tanks on Stan's Tucano, which he flew on Sunday and noticed after landing that it had fallen off in flight . Continued next page.....





Club Shed Diary



Tuesday 24th October (continued)

John Aitken had is partly built Great Planes Cub in to ask a few things about the build (see [Page 40](#) for pics) Barrie Russell and Neville Fargher did a bit more on the Tiger Moth. Mike and Barrie tested the buddy system on the Club Cub that had been giving some 'issues' in the past in that one Tx had different movements than the other one. After emptying and recreating Cub model memories and then doing a number of checks, it appears the issue is now sorted. Brian Hitchcock brought in a very nice RTF Japanese fighter, now re-engined with an IC motor. Bill Roydhouse began work on the re-plumbing of the fuel tubes / system on his Hurricane . Quite a few other people popped in for a look as well like Mike Harris, Dave Cantell and Kevin Campbell. Another successful morning!



Tuesday 31st October

Again a good crown in with all the usual suspect turning up. Two main projects on the 'go' - Bill Roydhouse has now got his Hurricane all replumbed and the exhausts and cowling better secured. So, it is all ready for flight again! Neville Fargher and Barrie Russell continue with work on the Tiger Moth and, according to Barrie, it is almost there! Lots of others in adding up to a lot of 'shop' talk and the odd cuppa and bikkie being had by all as well.



The Mike Shears Ultimate Bipe sporting a Chinese flag?? Has he gone all communist on us??? Or is it that the Model come from China??



Club Shed Diary



Tuesday 7th November

Editor away in Auckland - pics by Barrie Russell.

A few less turned up at the shed I understand, but most of the 'regulars' were there. Des Dew and Tony Ives worked on the front end of the vintage Lancer model. Bill Roydhouse and Mike Shears sorted the fuel filling issue they had with the Hurricane on the previous Sunday... seems the tank had been pushed too far forward and was pinching the filling filler tube. Neville Fargher's Tiger Moth is now almost ready for flight, another stint in the shed next Tuesday should be all it needs before the first flight.



Recently we have been given some plans and gear from the collection of Graeme Paradine and the late Brent Ferris. These are all scale, large and in excellent condition, and are available free to any member who may be contemplating a build. They are

64in Super Chipmunk including fiberglass body and cowl. 72" Wirraway (Australian Harvard), three large plan sheets for built up aircraft and including a fiberglass body and Cowl.
- Now TAKEN



Miles Hawk Major 65" RCM&E plan.

DH82 Tiger Moth 1/4 scale 88" wingspan.

A world models plan with 4 very detailed sheets and full set of building instructions.

1/4 scale Chipmunk (Jim Pepino plan) - Now TAKEN

1/4 scale Tiger Moth DH82 Elite plan, two complete sets.

80 inch Aviation Modeller DH82 Tiger Moth plan.

DH 94 Moth Minor 110" 1/4 scale full set of plans and details. - Now TAKEN

DH1 Chipmunk 1/6 scale at 68 inch wingspan.

DH94 Moth Minor 68inch span.

Plus, numerous spare servos, fuel tanks, spinner, pilots and modelling gear together with modelling and aircraft books and magazines.

Come and have a look, or contact one of the "Shedders". They are all available free to good home workshops, or come and start your own project in the "Shed" where good company, advice and help abounds.



Club Shed Diary



Tuesday 14th November

Bumper turnout on the day.... almost got to standing room only later in the morning! Reasonable amount of 'work' going on too such as: Neville Fargher's s Tiger Moth is almost there with Barrie Russell and Neville adding some bulkheads and switches, while Brett Robinson gave the lettering and roundels a touchup. A few books, plans and items on the table as a result of Barrie Russell having tidied up his workshop!!! Provided a lot of interest! Mike Shears worked on his Ultimate Bipe canopy (a new one is almost ready to replace the old one.) Lots of 'nattering' together with the usual teas and coffee was also had by all.



(Above and middle) - Tiger Moth before and after some paint touchups



(Right) Neville Fargher holding a ply shelf in place while the (5 min) epoxy set!



The crowded shed.... Keen interest in the plans, books and other items on the table.

Tuesday 21st November

Good turnout yet again and lots happening in the shed. The Tiger Moth is nearly there, the Hurricane had its spinner sprayed, the Thunderbolt got the heat treatment with a covering iron and the tractor shed got a cleanout!



Neville's Tiger looking almost ready



The Mike Shears P-47 after the covering iron treatment



The Roydhouse Hurricane spinner re-sprayed.

Continued next page.....



Club Shed Diary



From previous page....

Tuesday 21st November



A good crowd in and lots of talking going on!



The tractor shed tidying crew in action



The Hurricane with its re-sprayed spinner installed.

Tuesday 27th November

Reasonable crowd in and a few things going on. Neville Fargher's Tiger Moth is almost at the post now, just needs the engine mounted onto the engine bearers, but needs some bolts to do this that seemed to have got left at home or gone AWOL! The Bill Roydhouse Hurricane now sports a White Spinner ! Otherwise, it is ready to commit aviation again. Bill also came in with his almost completed Corsair and there was some work done on getting the retracts to work, unsuccessfully as it turned out! Mike Harris had the centre section, complete with retracts, of his progressing Hellcat which created some interest. A good morning had by all!



Neville's Tiger & Brian Hitchcock's No.10 get some TLC



Neville's Tiger gets some underside work.



Neville's tiger and Bill's Corsair on the table



The Mike Harris Hellcat centre section gets inspected by Brian Hitchcock and Dave Cantell.



Fitting the wing of Bill's Corsair.



Corsair complete, except for wingtips - big plane!

Vintage Newz



Thursday 5th October.

Blown out and too cold to go to the field!

Thursday 12th October.

Reasonable day, but due to other circumstances nobody came out to fly vintage.

Thursday 20th October.

A very overcast grey day with a bit of a breeze blowing early in the morning. A quick phone conversation between Barrie and Brett resulted in the decision to head to the field. Upon arrival, it was blowing and more than a little! But we both decided to fly an impromptu Vintage Duration comp at least. The first three rounds we both flew were a bit windy (models trying to blow over if left on the ground) and in the air it was no better as the air was cold as well. However, as the morning went on the conditions got better and better with the final two rounds (four and five) being flown in quite nice, warm conditions... and with thermals about too! Was quite pleasant flying and also good to fly competitively too, rather than just boring holes in the sky. Neville Fargher came down for a look and some help with setting up a new foam model he had onto his Spektrum DX9, which Barrie assisted with. Packed it in after the fifth round around 11:45 am, as both of us had other things to do in the afternoon. Must try this again next week!

For the days Results sheet click.... [HERE](#)



Barrie and Neville sorting out Neville's radio. (Out of the wind!)

Thursday 26th October.

Reasonable day, but nobody ventured out to the field for one reason or another.

Thursday 1st November.

Brett Robinson got down to the field around 9:15am to find a reasonable wind blowing from a North-East direction. He had One flight of his Lanzo, but the air was not good and very turbulent near the stop bank. It was returned to the car not too much later. Barry Price arrived at the field after Brett had completed his very short flight. Had his new Stardust Special ready to go and took it out for a photo shoot, but decided against giving it a maiden flight! Both had a chat for a while before Stan Nicholas and Gavin Shute turned up to do some spraying. Barry headed off home not too much later and the rest also left after giving the landing strip a spray,





Vintage Newz

Thursday 9th November.

Nice looking day greeted those that turned up at the field. Little or no wind and a clear blue sky. Barry Price was giving his Lanzo a few flights, Gavin Shute got his Buzzard Bombshell into the air and then proceeded to give it to Stan Nicholas to fly. Mutterings from the Nicholas camp on how do you get it down and something about watching paint dry!?! Barrie Russell and Brett Robinson had another three rounds of Vintage Precision with their Stardust and Lanzo Bomber models before the wind came up around 10:30am or so. They both flew their Tomboys later, but both having to have almost full down elevator to move forward in the wind, only one flight was had by both of them. Some very interesting landings made too!! Des Dew turned up and flew his OD cabin model, as did Brian Hitchcock with his Jap fighter. Bruce Abbott was also there testing and FPV, but they seemed to be having 'issues' with the software on the laptop, although the model itself flew well. Once the wind came in, most drifted off home. But at least we got a fly!



The 'happy couple' of Nicholas/Shute having a fly



The Barry Price method of relaxing flying...



Little and large - Lanzo Bombers.



Bruce Abbott checking out the FPV



More of the little and large - Lanzo Bombers.



Thursday 16th November.

A really good morning at the field.... Sunny day, but as is the case these days the wind came up around 9am and increased in strength all morning. Models flown were the vintage models of Barrie Russell (Stardust), Barrie Price (Stardust and Quaker Flash), Brett Robinson (Lanzo Bomber) and Derek Barber (Tomboy). Derek's new Tomboy went really well on it's maiden flight, very light and required some noseweight, but flew well in the increasing wind.



A bit of action on the field.



Vintage models awaiting flight, while Stan Nicholas taxis out



Derek Barber's Tomboy comes into land

Vintage Newz



Thursday 16th November continued....

We even finished up with a clutch? of Tomboys too, although only Barrie's and Derek's flew on the day. Gavin Shute and (most of the time) Stan Nicholas flew Gavin's Buzzard Bombshell. Stan later flew his Yak. Des Dew turned up to take advantage of the nice weather and flew his large Cub. Brian Hitchcock flew his electric Jap fighter a couple of times too. Radians flown by Stan Nicholas, Gavin Shute and Brett Robinson later in the morning. Some good lift about at times, but the increasing wind made it difficult to follow it downwind for any distance. Overall a good morning on the field.



Clutch of Tomboys - Brett's, Derek's and Barrie's



Beginning the pack up



When he is not flying Vintage or his Radian Gavin Shute is (with assistance from Stan Nicholas) putting in sterling work keeping the weeds in check!

Thursday 23rd November

Finally, a calm morning!! And a good turnout as well. Gavin Shute flew his Buzzard Bombshell, Barry Price his Playboy and with the help of Barrie Russell, his Stardust Special. Brett Robinson flew his Lanzo, John Aitken flew his Falcon too. Derek Barber gave his Tomboy its official maiden flight... and had the prop come off not long after launch. Repairs were done and then it got into the air for the second official maiden flight. All went well. Barrie Russell flew his Stardust and Tomboy had had some very good flights... pity about some of the landings though! By the latter part of the morning the sea breeze had come in and the power brigade took over, Stan Nicholas giving Kate Ladson instruction on her foam Cessna and also flying his own Pawnee. A few Radians being flown too. Des Dew had an old Martin Mo-1 to fly, but had power plant issues, caused, he said, by the fact that the model had not flown for sometime. Everyone drifted away around 11:45am which ended a very nice morning!



The assembled models.



Derek barber get his Tomboy into the air.



Barrie Russell gets Barry Price's Stardust away



Some relaxing vintage and Radian flying going on!



Des Dew's Martin Mo-1 - full size original first flew in 1924 first aluminium fuse in the U.S.





Vintage Newz

Thursday 30th November

Reasonable turnout on what was initially an overcast, but calm morning. Barrie Price was there early giving his new Stardust Special a fly or three as was Kevin Campbell on the field doing his DHLG thing. Field Manager Stan Nicholas was doing his thing with the tractor/mower. Derek Barber had his new Tomboy out and proceeded to give it a few flights and seemed well pleased with the results. Des Dew also came out and gave his Mo-1 a few more run-ups, but didn't fly the model. Barrie Russell (Stardust Special) and Brett Robinson (Lanzo Bomber) indulged in their Vintage ritual competition and their first flights in the calm air were a bit of a struggle for both...to get down! About this time the one black cloud around moved over the field and we were treated to a short, but sharp shower. After the rain, it was back to the comp, now flown in very different conditions... the wind having gone from West to East and the sea breeze had started to come in. This made for some interesting flights! In the end Barrie prevailed with three perfect flights! Certainly a good morning's flying was had by all.



Des Dew's Mo-1... an impressive model.



Barrie Russell gives his foam Cub a flight after the rain.



It's raining - but not for long!



The Russell vintage flying technique.....takeoff.....and on approach.



Vintage fliers Brett and Barrie with models.

**Remember - Vintage flying Every Thursday morning at the field.
Why not join us!**

At a Texas model flying field

Chris Wong



And from Chris Wong..... I took a few photos while visiting Texas recently.

The club is Austin Radio Control Association. Seemed like a club similar to us in many ways. Howard the guy who runs aerobatics there pictured with his pattern plane said there is very little interest in it. To those who know, Brian Hibberd is a regular competitor there and Howard has the first ever production Allure that Brian would desperately like to buy back! The disc plane is their version of our "Clubba" and they all seem to have one. They flew amazingly well in what is a pretty windy flying site. They also combat them with ribbon trailers they try to cut off with their props. A tarmac runway they are fund raising to reseal. Oh the money in the USA! One serious charger which you can have made by some firm over there. He only has electric planes. Not half obvious!



Daylight Saving flying at the field



Wednesday 11th October

Not a great start - blown and rained out!

Wednesday 18th October

Again....blown out!

Wednesday 26th October

Again....blown out!

Wednesday 1st November

Bit windy, (yet again) but I understand Mike Shears ventured down to the field for a fly.

Wednesday 8th November

Again....blown out!

Wednesday 15th November

Yet again....blown out!

Wednesday 22nd November

A few turned up late in the afternoon, but the wind had got up by early evening.... again!



**Daylight Saving Flying
at the
Club Field
Beginning on:
11th October
From around 5pm....
until sunset.
If there is enough interest in
future we may look at having
a BBQ as well.
Why not join us?**

Wednesday 29th November

We had an electrical storm with thunder and it also rained heavily in the afternoon!! Although I hear Barrie Russell, Mike Shears, Jayden Molloy and Chris Wong turned up and had a fly from about 4pm until around 7pm.

Hopefully, the weather will get better so we can then enjoy some relaxing flying on those calm, sunny and warm Wednesday evenings soon!

Field Spy



Recent happenings in the tractor shed.....

Well known member of the club comes down to do his stint on the field mowing roster!

Hops into the tractor, gets the keys, turns the key and.... Nothing. Tractor will Not start! Or even turnover!

Much cursing and a bit of profuse language as it appears that the tractor battery is flat (again!)

Field Manager happens to be on hand and the rest of the conversation goes something like this....

Member: The tractor won't start!

Field manager: Is everything turned off?

Member: Checks the air-con, lights etc. Yes!

Field manager: Try again?

Member: Still no luck - nothing is happening at all!

Field manager: Let me try (gets into the cab himself) turns key and also....nothing.

He then takes the keyring out and examines it.

Then realises said member has been using the 'other' tractor key on the keyring.

He Inserts correct key and tractor bursts into life.

Morale of this story, if there are Two keys on a keyring, try *Both* of them maybe!!!



SOARCHAMPS 2017 - Aorangi Road

Kevin Botherway

The 2017 Soarchamps were flown recently at Aorangi Road soaring field in Hawkes bay with a four day schedule of various events – F3B, F3j,PD,ALES radian and F3k. Entries were started a couple of months out and the numbers grew pretty quickly for attendance with talk of both South Islanders and Australians coming. All we needed was the weather to play ball.

We decided to have a practice day at the local club field (Awatoto) on the Wednesday and many started arriving for a warm up. The South Islanders arrived at around midday and we had a great day getting ready.

The first contest event F3b was planned for the next morning and we managed 2 full rounds even with a setup and winch change to suit the wind. Many entered with their thermal ships and quite few flew thier first F3b including Andrew Meyer from Australia. The wind build during the day but was not a problem for this event and there were some great times posted with Joe achieving huge amount of laps in his last distance with great air. 15 entries and some spare people allowed us to run 3 up in distance with ease and it was change to have so many on the course. We all meet up for an evening at a great location by the sea for a few beers and meals.

1st Joe Wurts

2nd Chris Kaiser

3rd Richard Thompson

Friday morning same time same place, the field was laid out for F3J and F5J which we alternated with two rounds of each and achieved four complete rounds pushing our finishing time very late. 17 entries in F3J and 16 in F5J. It was a debut competition for the Vladimir Models Plus in NZ with Joe Wurts, Kevin Botherway and Ken Fox flying them. Many had Maxa's all set up for with heaps of power. No doubt that F5J is going to be a popular competition for the future and works well to alternate with F3J. For F3j everyone in NZ is starting to shoot some very good landing and this event is helping everyone improve. An evening was held in a function room at a local restaurant exclusively for the group a great night to catch up

F3J

1st Joe Wurts

2nd Kevin Botherway

3rd Andrew Meyer

F5J

1st Joe Wurts

2nd John Shaw

3rd Rod Hale

On Saturday Premier duration was flown until a two o'clock cut off. It was great to see everyone working with each other and the timing system kept it all rolling nicely. The day was started with some very hard rounds and limited lift conditions which did improve during the day we managed five rounds and had 18 competitors in this event.

1st Joe Wurts

2nd Andrew Meyer

3rd Peter Williams

Mark Stone & Andrew Meyer from Oz



Kevin Botherway landing his Plus - John Shaw timing

SOARCHAMPS 2017 - Aorangi Road

Kevin Botherway

Close to this event finishing many extra local competitors turned up for the Radian competition – probably the largest soaring entry for some time! We ran three rounds at 30 minutes each and all had lots of laughs with some great air but also lots of early arrivals. We had an Australian (Mark Stone) clean us all up there is no doubt he does lots of practice with this event and can fly his esky well.... It was really good to see so many locals and Paul Lagan, a veteran competitor travel all the way from the South Island. Paul proved he still has a great eye for flying placing 2nd.

- 1st Mark Stone
- 2nd Paul Lagan
- 3rd Dave Griffin



Radian fliers



Paul Lagan (pilot) Ian Harvey calling

The Radian champagne fly off was the best mass launch ever seen! Rules were a 15 minute flight was required, by the end of the 15 minutes, we got down to about six competitors left in the air so to decide the winner a 2 minute time until the end of the flight and then a precision landing was declared. Once again Mark Stone achieved the best time and landing to clinch the bottle of champagne. Off to another restaurant in Hawkes bay for a meal and wrap up of the day's events.



Radian arrival landing spots



Radian prize giving

The final day was F3k again with the weather holding out nicely for us we planned to fly until everyone had to depart around two. Again a great turnout with explanations of the tasks before each round. We got to round five and finally the Hawkes bay weather closed in on us and rain started to ensure it was all over, just 20minutes from the end.



F3K briefing



Base a F3B callers and pilots

SOARCHAMPS 2017 - Aorangi Road

Kevin Botherway

Time for a quick prize giving and some goodbyes and Soarchamps 2017 was done.

1st Joe Wurts

2nd Kevin Botherway

3rd Rod Hale

Many thanks to all the competitors for one of the best soaring events in a long time making the effort to enter and all for helping setting up. Special thanks to the guys on the soaring SIG David Griffin- entries, Len Drabble-loo etc, Joe Wurts-draws and scoring and Kevin Botherway CD ing.

Soarchamps champion

1st Joe Wurts

2nd Andrew Meyer

3rd Kevin Botherway

Joe Wurts and Kevin Botherway were successful aspirants to represent NZ in Romania F3J world championships 2018

Overall full results on the web:

<http://www.modelflyingnz.org/sigs/soaringevents.html>

Soaring rocks!
Rowdy

AERO-TOW - Galatea 11/12 November

Vic Shaw

An e-mail from club member Vic Shaw who attended the event:

We had one good day of flying over the weekend.

With a heat low over the area during the day and drizzle from the descending cool air in the evening.
Excellent thermal flying by aero-tow and self launch gliders.

Open heart surgery being performed on a 1/3 scale Pawnee tow plane. (below)



Other Club Builds



John Aitken - Cub

Image below of John with his Great Planes 90 inch Cub under construction. He plans to power it with an OS 91 four stroke.



And further progress seen at the club shed on 24th October....



After due consideration, spending half the afternoon figuring out, then 'chickening out', I am now going to mount the motor upside down.

There would have been a pretty difficult thing to cut a big hole in the side of the cowl, with a big chance of getting it wrong. Then, staring at me, was a big space underneath just waiting to be filled with a cylinder head. Exhaust easily vented out the lower side. The only cutting of the cowl is to allow space for the rocker cover.

Well, here she is, already, apart from those horn anchor bolts. The weight came out at just over 7.5 lbs, and the CG was spot on. The prop is a 13x6 APC, pretty well in the range mentioned on the 91 FS 4 stroke leaflet.

There was a bit of a problem with mounting the wheels. The holes driven through the aluminium legs was quite inappropriate, and I had to improvise some smaller diameter washers to take up the space for the axle bolts. I would have thought that the manufacturers would have drilled smaller holes which could easily be enlarged if required. (Its far more difficult to reduce the size of a hole.) But other than that, it all came together quite well.



Other Club Builds



Dave Cantell - Cub

Photos below of where he is at. This is where he is up to now and seems he made the mistake of leaving his masking on overnight which has left some of the edges not as sharp as he wanted. However, he is now applying a final clear coat and hoping to have all finished shortly - if the temperature warms up. With luck should have all completed with gear installed in about two weeks. Then I will be able to bring it out for Mike to check before we have the first test flight



Bill Roydhouse - Corsair

When he not fixing/repairing his Hurricane (at the shed) Bill is putting together an ARTF Corsair. Has been modified and re-engineered in some areas he says, but is almost there. Has a scale main retracts system together with a retractable tail wheel, full cockpit detail and all the electronics associated with a big model. Look forward to seeing this one on the field soon!



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.

\$150.00 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



Tiger Moth

DH.83a 30% scale 2.68m wingspan, 2.17 m long, 13kg. DLE 55 powered. Futaba 2.4 Rx and heavy duty Futaba and Hitec servos Three 2000 mAh batteries. Featured in the Feb 2013 Model Flying World magazine - has had 25 flights.

\$1200.00



Both the above models for sale due to health issues which dictate that the owner should move onto smaller and lighter models!

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

WANTED

Looking for Four Stroke Motors

Club member Gavin Shute is looking for Four Stroke Glow engines, new or used. If you can help - contact him as below:

Gavin Shute:

021 656 999 or shutee@clear.net.nz



For Sale

FOR SALE

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

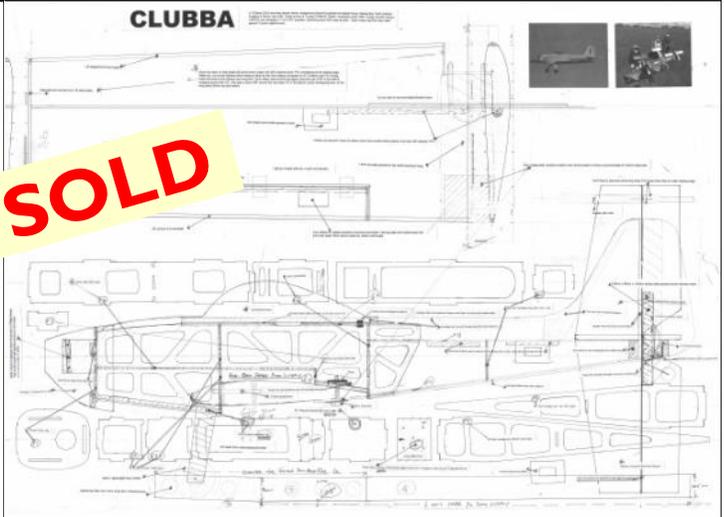
The Clubba program was a club initiative to encourage some of our younger members to build and fly their own aircraft. This took place in the old Tractor shed, and was the forerunner of our present Club facility. Following the very successful youth build some 13 senior members joined the program and 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.



NOW SOLD



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



FOR SALE

For Sale - Extra

Mills 1.3 MkII Diesel S/N 27316

Purchased around 1947/48 from Collinson's Palmerston North.
Has had little or no running.
In original box with original instructions.

\$120.00



Frog 500 Glow Motor S/N 16432

Purchased around 1949/50 !!
As new.
Also in original box with original instructions.

\$70.00



Two Jetex Units (Prefer to sell the Jetex kits & units as one lot)

Reasonable Offers??

Selection of Jetex kitsets

Offers??



Selection of wooden props from 7x7 up to 17x5 **Offers??**



Selection of wheels/hubs **Offers??**



Selection of metal spinners, 2 pilots & E.D Clockwork timer **Offers??**

Contact: Peter Fraser

Phone: (06) 877-1013

E-mail: mandpfraser@xtra.co.nz

From the Web



An old friend of mine from Auckland Soar (now sadly no longer with us) had a very long flying career in the F.A.A. (Fleet Air Arm) both in W.W.II and later into the 1950's flying mainly on Fireflies, Corsairs and Furies. I remember him telling me once that back in 1953 he was embarked on HMS Ocean as a Lieutenant flying Fireflies. In those days the angled flight deck had not yet been devised and he related a story to me about how, due to an aircraft going through the crash barrier, All of 810 Squadrons Fireflies were it subsequently written off!

To read the article (in PDF format) - click [HERE](#)

Spitfire Sisters

Fact Not Fiction Film: A UK documentary that tells the story of the remarkable ladies who flew for the Air Transport Auxiliary (ATA) in World War Two.

The YouTube video can be viewed [HERE](#)



Mayday Mayday

An air traffic control tower suddenly lost communication with a small twin engine aircraft! A moment later the tower land line rang and was answered by one of the employees! The passenger riding with the pilot who lost communications was on a cellular phone! He yelled, "Mayday, mayday! The pilot had an instant and fatal heart attack! I grabbed his cell phone out of his pocket and he had told me before we took off he had the tower on his speed dial memory! I am flying upside down at 18,000 feet and travelling at 180 mph! Mayday, mayday!" The employee in the tower immediately put him on speaker phone! "Calm down, we acknowledge you and we'll guide you down after a few questions! The first thing is not to panic! Remain calm!" He began his series of questions:
Tower: "How do you know you are traveling at 18,000 feet?"
Aircraft: "I can see that it reads 18,000 feet on the altimeter dial in front of me!"
Tower: "Okay, that's good, remain calm! How do you know you're travelling at 180 mph?"
Aircraft: "I can see that it reads 180 mph on the airspeed dial in front of me!"
Tower: "Okay, this is great so far, but it's heavily overcast! So how do you know you're flying upside down?"
Aircraft: "The shit in my pants is running out of my shirt collar!!"



At left a newspaper article (from Oz) on a 1/13th scale Boeing 747. impressive!



At right an old WD-40 advert. Never get away with this sort of thing nowadays!



Post bag



Our Portuguese friend is back again....

Dear friends,
I've been working in Belgium for a few months now and I've been away from my planes
I send some photos to show you how things are going. I wish everything is going to work for the best with you
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
available from 10cc to 120cc**



70cc Twin

For further details go to: <http://www.rcgfservice.com/>

Or contact Gavin Shute:

021 656 999 or shutee@clear.net.nz



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