



# Model Flying Hawkes Bay



**Club Newsletter - Issue No 99**

**March - April 2018**

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### Recently flown models:

Above: Neville Fargher's Tiger Moth in the air. Below: John Clarke's P-51B Mustang.



### Featured Articles:

- [Vintage Newz - Extra N.I. Champs Tuakau \(Page 34\)](#)
- [Milang F3J/F5J \(Pages 35 & 36\)](#)
- [IMAC at Awatoto on 21/22 April - \(Page 37\)](#)
- [Club Cartoon Corner \(Pages 38 & 39\)](#)
- [Model Engines For Sale \(Page 44\)](#)
- [LiPo Batteries For Sale \(Page 45\)](#)

### Upcoming Events



**Duck Shooting Awatoto Field Closure.** (See Page 2 for more details)  
Awatoto Field closed Sunday 29<sup>th</sup> April 2018 through until Sunday 20<sup>th</sup> May 2018.

## From the Editor



Lots happening over the last couple of months. Lots of good weather and good flying with the odd major contest thrown in as well. Lots happening on the field (Sunday's, in the Club shed (Tuesdays) and on Vintage day (Thursdays), with, on some days the numbers turning up just getting bigger and bigger - has to be good!

The 2018 Club A.G.M., was, to be honest was Not that well attended as last year we got over fifty percent of the membership turning up. This time around it was closer to Twenty-five percent!

Only two changes to your club management committee for the coming flying year: Brian Voyce has stood down as Secretary and Brett Robinson has replaced him (for a one year term only) and Phil Sharp has joined us in the role of committeeman. (See Pages [6](#) to [8](#) for the minutes and reports from the 2018 A.G.M.)

Good turnout at the recent IMAC event held at the club field, especially by our own club member's! Good to see.

Welcome to new member Jerry Chisum, we hope your time with us will be enjoyable.

Congratulations to Sean Galloway who passed his wings recently.

Photo (at right) is of Sean and Dad Hamish (Wormz) flying at our field in the NZRCAA Aerobatics comp in April.

Thanks again to all those that supplied photos or copy for this issue.

I will always try to publish Anything I get sent in the upcoming issue or the one after.

My aim is always to try and produce a newsletter on at least a two month cycle.

That's it for me the time around.

Fly safe.

Brett



## And the Prez Sez.....



Your President has been away up North for a while, with family and grandchildren, please view his President's Report as given at the 2018 Club A.G.M on [Page 7](#).

**Just a reminder:**

### **Duck Shooting Awatoto Field Closure.\*\***

**Awatoto Field closes after club day Sunday 29th April 2018 through until Sunday 20th May 2018.**

**Awatoto Field reopens on Monday 21st May 2018.**

**Field open hours until end of June 2018 for remainder of the duck shooting session are:  
Weekends (Saturday and Sunday), 9.30am to 4.00pm. Week days no restrictions.**





## Committee Notes

Minutes of the Committee Meeting of "Model Flying Hawkes Bay Inc." Held at the club shed, Waitangi Rd Awatoto on Tuesday 13th February 2018. The meeting started at 7.10 pm.

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

Apologies: Nil

Minutes of the previous meeting held on Tuesday 16th January 2018 were taken as read. Following, the minutes were accepted as a true and correct record, moved by Rob and seconded by Mike, all agreed.

Matters arising from the previous minutes - Nil

### Correspondence

Outwards:

New member information sent out by email to Aiden Tavendale.

Inwards

Nil

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

### Treasurers Report

Rob presented an account of the warbirds financials.

Rob proposed closing the tractor and John Deans accounts and transferring the money into an equity account in order to simplify the accounting process.

Mike commented that it would be a shame to lose the John Deans title from the account name, as it gave recognition of the donation he left to the club. It was considered in the end that the money he left had been spent by now, and there followed a discussion over other ways a club member could be given recognition for donations made.

Accounts totalling \$1,653.46 for payments of Warbirds costs, hand winch, chairs and stepladder, 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 reported that Warbirds had been a great success, and that the field had been prepared to an immaculate standard throughout.

### Field Officers Report.

Stan reported no problems with the field which was looking better than ever.

### Warbirds 2018.

There was a comment that the evening meal menu was a bit limited, and perhaps a different venue should be considered for next year. Other comments were that the beer was good, and the meal represented good value for money.

Continued on next page.....



## Committee Notes

From previous page.....

Toilet shed.

Barrie Russell had sent an email about the state of the toilet shed, and recommended that a new shed be built and situated over a new long drop hole.

Stuart suggested a concrete pad be poured for the new shed.

Rob reported that he had done some research prior to the meeting, and contacted someone who deals with long drop toilets who's opinion was that the hole was probably full of water, and could be sucked out, giving it a new lease of life. It was decided to pursue that idea which would address the problem quickly, and buy time to assess the need for a new toilet or until one could be arranged.

### General Business

Ray Mc Peake has written a letter regarding the offer of a damaged A/C unit which could be used in the club shed.

There was a discussion on this subject, and whether it was worth repairing, and also whether the club even needed one, when perhaps a decent fan would suffice for current requirements.

It was mentioned that Phil Sharp may be agreeable to taking up the role of committeeman.

Stuart asked that Phil be sent a nomination form in time for the AGM.

The meeting closed at 9:00 pm, thanks to all for their attendance.

Next meeting to be held on Tuesday March 6th 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 6th March 2018. The meeting started at 7.10 pm.

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

Apologies: John Sutherland.

Minutes of the previous meeting held on Tuesday 13th February 2018 were taken as read. Following, the minutes were accepted as a true and correct record, moved by Mike and seconded by Stuart, all agreed.

### Matters arising from the previous minutes

The John Deans account was retained on the auditor's advice.

### Correspondence

Outwards: Email to CAA notification that Warbirds rain date not required.

Inwards: Letter from CAA confirming temporary danger area for warbirds 2018.

Email from CAA confirming the cancellation of the warbirds rain date.

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

### Treasurers Report

Rob presented the financial statements for the year ended 28<sup>th</sup> February 2018.

It was explained that the John Deans account will remain in place.

There was a discussion over what the original donation was intended for.

Stuart asked for acknowledgement that this account be used as a special projects account. This was agreed to.

Continued on next page....

## Committee Notes



From previous page.....

### Treasurers Report (continued)

Stuart then moved that the John Deans Account be used for special projects, seconded by Brett.

Stuart then moved that the original shed, and shelter costs be attributed to this account, and that the sum attributed would be \$10,000 from each, with the funds being transferred into the general account.

Rob presented a financial report as of 28th February 2018. Accounts totalling \$1,985.59 for payments of Warbirds costs, stationery, ATC, fuel, mower maintenance, 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

No report this month due to the fact that John was unable to attend the meeting.

### Field Officers Report.

Stan reported that more grease cartridges were required for the tractor.

### Website.

Brett reported ongoing work for the website.

### General Business

Rob reported that the subs had gone out with a good response so far.

Mike proposed a motion from the committee for the AGM that the country membership fee go up to \$75 next year. This was to make it fairer to senior members who pay a lot more for the same privileges.

A BBQ was proposed for next Sunday weather permitting.

It was suggested that the club have the fire extinguisher serviced.

Brett had circulated the Warbirds de-brief minutes.

There is to be no committee meeting this April. Stuart gave his apologies for the next meeting, as he will be away all month.

The meeting closed at 8:15 pm, thanks to all for their attendance.

Next meeting to be held on Tuesday May 8th at the club shed





## ANNUAL GENERAL MEETING 2018

### **Minutes of the Annual General Meeting of Model Flying Hawkes Bay Inc. held on the 21st March 2018 at 7:35pm at the National Services Club, Market Street, Hastings.**

Present: A total of eighteen members.

Apologies: John Clarke, Barry Kerr, John Aitken, Ken Duffell, Andrew Stiver, Bob Whitburn, Alex & Jacob Wardley. That these be accepted was moved Rob Lockyer and seconded by Lance Hickey.

President Stuart Sturge welcomed everyone to the meeting .

Previous AGM Minutes (2017/2018 - by Brett Robinson.)

Stuart Sturge asked those present that seeing a copy of the previous AGM minutes had been circulated, that these be taken as read.

Barrie Russell asked that the salient points be read out. The salient points were then read out by Stuart. That these be accepted was moved by Lance Hickey and seconded by Mike Shears.

#### **Presidents Report**

Stuart then read out his report. Stuart moved his report be accepted, this was seconded by John Sutherland.

#### **Treasurers Report**

Rob Lockyer presented his treasurers report, after which he commented that he had enjoyed his first year in the role. Rob then moved his report be accepted, and this was seconded by Barrie Russell.

Stuart commended Rob for getting the auditing done for the past two years, and a report into the companies office in time with no penalty.

Barrie Russell asked if the committee envisaged any increase in insurance costs going forward.

Rob responded that he felt this unlikely.

Vic Shaw asked about membership numbers. Rob replied there were ninety six members, with some resignations, and some new memberships.

#### **Subscriptions.**

Stuart commented that there was no need to increase subs this year with no indication of an increase from MFNZ either.

There followed a discussion over whether the club should consider an increase for later in the future.

It was decided that as the club funds were in good shape, partly due to the Warbirds annual success, and the John Deans donation, that there would be no subs increase planned until it became necessary.

The question was asked by the committee that if and when MFNZ increase their subs, could MFHB pass this on to members without further consultation. The feeling from the meeting was that this was acceptable.

#### **Club Captains Report.**

John Sutherland read out his report, and then moved it be accepted, this was seconded by Derek Barber.

#### **Election of Officers**

President Stuart Sturge advised the meeting that the following Nominations had been received (in writing) as follows:

**President - Stuart Sturge**

**Secretary - Brett Robinson**

**Treasurer - Robert Lockyer**

**Club Captain - John Sutherland**

**Committee Members - Mike Shears, Stan Nicholas, Phil Sharpe**

It was moved by Stuart Sturge, and seconded by Graeme Rose that all the above be elected

All agreed.

Continued next page.....



## ANNUAL GENERAL MEETING 2018

From previous page....

### General Business

Rob Lockyer stated that it was a requirement to move that an auditor be appointed.

Stuart moved that Maurine Hall be retained as auditor. This was seconded by Lance Hickey.

Rob also asked the members if they were happy with the last Xmas function venue. The consensus of opinion was that the venue was good, considering that some of the ladies preferred it to the field venue, and that most people were happy with the format. There was a discussion over the level of subsidy provided by the club and the cost to the club by members who book and then fail to turn up to the event. Barrie Russell was of the opinion that those not turning up should be charged anyway because of the cost to the club.

Ross Brinsley asked the committee what the club's attitude would be to drones flying at the field. Stuart replied by saying that the club was open to drones and FPV's as long as they abide by the rules, and while the club hadn't seen many attending as yet, the clubs reaction would be a positive one, and that the committee will encourage all aspects of the hobby.

Barrie Russell enquired what the committees feeling was about club nights. Stuart replied, positive, but lacking at the moment. Barrie commented that future club nights would require better notification, and good content.

There was a discussion over flying in parks, with special regard to Napier which hadn't given permission to date.

It was mentioned that as yet Napier city council hadn't made a decision on the subject, and as such was still sitting on the fence.

There being no further business, the meeting closed at 8:35pm.

### Presidents Report (as read at the A.G.M)

At each AGM, we take the opportunity elect the offices of the club and install a new committee to conduct the business of managing the club's affairs. It is an honour and a privilege to serve your club in this manner. This year completes my third year as your president, and in the absence of any offers to take over, I am happy to serve for a further year. However, I believe it is important for the continued prosperity of the club, that club officers change from time to time. According I advise that I shall be seeking a replacement next year.

It has been a real privilege to have been your president during a period where the club has successfully undertaken three major projects that will be of great value to the club going forward. Firstly, there was the tractor shed extension. This has proved to a great asset to our club, and has become a focal point for all club members. All our committee meetings are now held in our "club rooms", and the weekly building get together is well attended.

The second project was the acquisition of a new tractor. And what a beauty it is. You will recall that there had been concern expressed that the old tractor was deterring members from offering to assist with the field mowing. At the last AGM I asked for volunteers to form a mowing roster. I asked for four and got five members for the roster. Those five members are still on the roster and happy to continue. The airconditioned cab, and true steering, has definitely eliminated the deterrent to the mowing of the field.

And thirdly we got permission from the Hawkes Bay Regional Council to extend our field to the SW. Thanks to some tremendous help from the Hawkes Bay Vintage Machinery Club, with their trusty bulldozers we have now gained some very useful addition area to our field. The Warbird campers certainly appreciated not having to walk through cowshit to get back to their digs. We also have a larger area to fly gliders and park flyers without interfering with the main flight line, thereby enhancing our ability to maintain safety while we enjoy multi discipline flying.

In addition to the above projects, your committee has successfully managed your club's affairs, and we remain financially sound, even after some of the extra expenditure that has occurred during the year. We have also had some generous support from club members that has enabled us to provide extra for the members, with little or no cost. These includes the donation of a new BBQ by Bill Roydhouse, and a trailer by Nev Fargher. The new BBQ will live in the tractor shed, and the trailer will be used to transport it, and the other associated gear like the generator and urn, to and from the field. The old BBQ has, on the advice of our resident Chef, Dave Cantwell, been retired as being no longer hygienic enough to prepare food for the paying public (Warbirds). Future projects that are on the horizon include replacing the field toilet shed, and concreting a standing pad on the flight line.

Safe flying, and successful landings

Stuart Sturge - President

## ANNUAL GENERAL MEETING 2018



From previous page....

### **Treasurers Report for the year ended 28 February 2018 (as read at the A.G.M)**

#### **Summary of Financial Performance - Income and Expenses**

##### **Income**

An increase in membership is reflected with an increase in subscription income.

A successful Warbirds gave us a net income of \$2,112.90, which was up 10% on last year. \$1,216.94 of that was from food and drink, which was also up on last year. We saw over about 150 vehicles come through on Saturday and about 330 on the Sunday.

##### **Expenses**

Field Extension – this is for the new area. Vintage Machinery Club, fence, gate, etc

Field Maintenance – this is up on last year – our two biggest expenses were a new concrete pad and applied a new lot of shingle to the road, which wasn't required last year.

##### **Net Income**

So we made a small cash surplus of \$578.82 this year. Remember that last year we had two Warbirds within that year. I believe our subs are about right. With our current spending we rely on Warbirds to make a profit.

#### **Statement of Financial Position - Assets**

We purchased the new tractor, a Holland TN75, using the funds set aside for this purpose and were able to sell the old one. The Tractor Replacement Account - has now been closed with the surplus funds transferred to the Equity

##### **Account.**

We have Term Deposits funds, which included the John Deans Memorial account, for future capital expenditure.

An emailed copy of our Audited Financial Statements, as presented at the AGM, is available from the treasurer on request.

Robert Lockyer - Treasurer

### **Club Captains Report**

Report given at the meeting - no electronic copy received.





## Field Diary



### Sunday 25th February

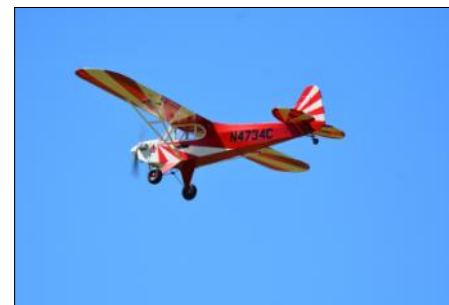
Great day, plenty of sun, plenty of thermals, plenty of planes and... plenty of flying. Pretty good turnout with lots being flown. Unfortunately, a few mishaps with a couple of power models sustaining damage and poor Derek Barber had his Radian fly off into the maize crop on the other side of the stopbank. Unable to find it, but watch this space...! The new Cub of Dave Cantell had it's maiden flight in the hands of Stan Nicholas:



Dave has the model checked out by test pilot Stan.



In the air - flew very well and looked good in the air. Great colour scheme too!



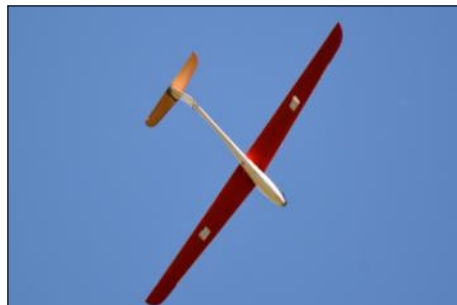
The 'pits' - good range of models flown on the day



The Three John's - Aitken, Clarke & Sutherland.



Barrie Russell got his electric 'Hot Niner' out of storage and had a couple of flights with it - went well.



## Field Diary



### Sunday 4th March

[Editor elsewhere - report and pics from Barrie Russell.]

Great day at Awatoto Field, sunny and flyable all day with a light sea breeze. Fairly average turnout... so lots of flying for some.



John Aitken, got the moths out of his 4 stroke powered Cessna and had a couple of excellent flights.



Barry Kerr sitting pondering his next Radian flight.



Chris Wong drilled lots of holes in the sky with his Precision Aerobatics 3-D ship.



John Clarke's Stuka coming home guided by Jayden.



Danny Young's Calmato was successfully test flown by Stan with Stu's help, all went well and a very happy new member.



Gary Palmer's EDF Vampire, sounds great in the air.



Rob Lockyer continued to terrify the wildlife with his hot HK foamy.



Rob Little dropped in for a while with his Pawnee.



The glider fraternity set up camp at the eastern end of the field.

And Derek Barber Did find his Radian... after more than view visits to the maize crop and the odd drenching by the automatic irrigators too!

Continued on next page.....

## Field Diary



### Sunday 4th March..... continued

[Editor elsewhere - pics from Barrie Russell.]



Barrie Russell managed two maximum flights (1/2A E Texaco rules) with his new Stardust 51.



Stan the man Nicholas had a number of successful flights with his Pawnee



President Stu successfully flew his re-elevated fun ship and everything held together!

### Sunday 11th March

Earlier in the week... the field was underwater, the forecast for the weekend was not that great and the BBQ was in doubt. However, by Friday the water was all gone and the weather was improving. So... we did get a nice day on Sunday and had a good crowd in as well! The forecast was for wind in the afternoon, but the morning, while a bit cool to start, was fine and calm. A few were up and flying by 10am and more came in later for the BBQ and to have a fly. Good range of models on the field too. No real incidents, the only one was the demise of the Gavin Shute's (ex Stan Nicholas) Keecat. Model had been re-engined and a 2.4 GHz system installed and was flying well until Stan found there was 'nothing' there from the radio, he was even unable to close the throttle before the model disappeared over the river bank. A search was undertaken as the model was found buried in the shallows of the river. Most parts were salvaged, but the model itself was not that pretty anymore. The BBQ went off very well with Chef Dave Cantell producing about 20 odd of his gourmet burgers, which went down well by all that had one.. or more! A good day with lots going on.



Various pics of the pits and the wide range of models being flown on the day.



Gavin Shute's pusher I.C. Keecat in happier times.



Digging for parts??



The Keecat recovery crew with what's left!

Continued on next page....

## Field Diary



### Sunday 11th March..... continued



Barrie Russell gets Stardust Special into the air (new wing.)



Prez Stuart Sturge flying his Radian



Cubs by two by Garry Palmer



Chef Dave Cantell at work on burger making

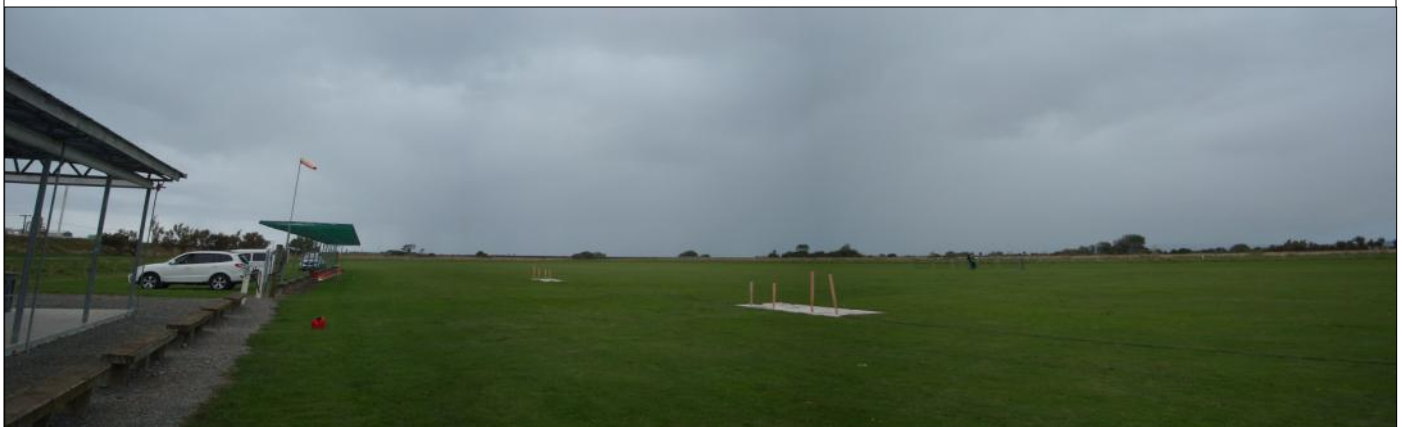


Everyone having a natter or a burger.



### Sunday 18th March

Overcast day with the odd bit of rain about that maybe put off a few from coming out. On the field there were some threatening clouds about and, indeed, a couple of showers; although the forecast 15-20 knot winds did not eventuate until well after noon. Bit of flying going on, Danny Young was trying to get his Radian into the air, only to find later that his radio was still assigned to Slave (when he buddies with Jayden) got that sorted and a couple of adjustment to the prop assembly, it did get into the air...but not for very long. A repair will now be required! Barrie Russell did some NDC Vintage flying and on his second flight the model was behaving very erratically... reason...the pylon wing platform/saddle had begin to part company with the pylon itself in the front. End of flying for the day?? Not likely, as Barrie resorted to rubber bands to hold the platform on and completed the final flight! Bit of aerobatics going on with Chris Wong, Stan Nicholas and Robert Lockyer all having a run or three through the pattern tasks. Kevin Botherway and Joe Wurts where doing NDC DHLG and almost everyone else was just having a natter.



Field view late morning with some very black clouds in the distance.....

## Field Diary



### Sunday 18th March..... continued



Working to get Danny Young's Radian back in the air. Barrie's creative solution to holding the wing platform on! Barrie coming in for a landing with his Stardust.

### Sunday 25th March

[Editor away at Vintage comp] I understand a good crowd turned up with one dead stick oops... The Radian NDC comp didn't go ahead! (Lack of numbers perhaps?) Otherwise a standard sort of Sunday at the field, from all accounts.

### Sunday 1st April

First day of no daylight saving... and a lovely day as well! Clear blue sky and a light wind got more than a few out to the field. All the usual 'suspects' were there and a few others as well. Lots of flying going on, aerobatic, training, Cub-ing, scale and even some control-line flying. Drew Barber was flying a newly built (by Granddad Derek) C/L Peacemaker with an OS.20 up front. Went well until the muffler almost flew off and on the second flight the motor mount was trying to do the same. A few Radians in the air as well as the electric 'hotliner' glider of Barrie Russell. Mike Shears flew the Dave Cantell Cub and Jayden Molloy also had a flight or two with Vic Shaw's Pawnee. A good day at the field, good flying and no damage - has to be good!



Pits area and some of the models flown on the day....



Drew Barber's C/L Peacemaker in action - flew well.

Continued on next page.....

## Field Diary



### Sunday 1st April continued...



Dave Cantell's Cub getting run-up.



In the air.



A happy Cub owner and model.



The Vic Shaw Pawnee doing its thing....



The very photogenic Jayden Molloy in the pit area.

### Friday 6th April

A few at the field to test fly and witness the maiden flight of the Neville Fargher Tiger Moth. After a few run-ups, it was pronounced good to fly by Barrie Russell and Mike Shears. Model then proceeded to get into their on what was supposed to be just a fast taxi, which surprised test pilot Barrie Russell. However after that, the model flew magnificently and really looked great in the air. Has not flown since 2001 I hear from Neville! A job well done by all involved.



(From left to right) The Tiger Moth test Crew: Barrie Russell (Test pilot), Mike Shears (Co-Pilot and engineer) and Owner Neville Fargher.

## Field Diary



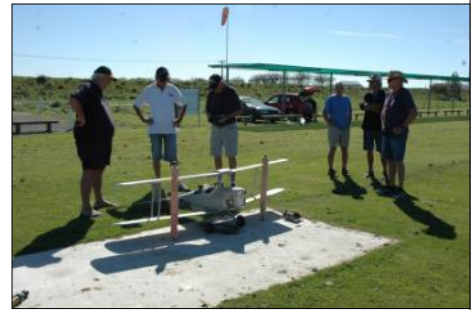
### Friday 6th April continued...



Starting the engine.... Des Dew on the starter.



Engine running - all good!



Another run-up to do the final preflight/range checks.



Not sure what check this is - answers on a postcard!



We have liftoff.... The model gets into the air.



And overhead.... looks so real!



A slow fly-past.



Almost down!



Ready for another flight!

While the Tiger Moth was being sorted John Williams had been doing some aerobatic flying, Des Dew flew his Cub and Harvey Stiver had a vintage model to do some run-ups on and also flew his large Tomboy. Stan Nicholas also flew his Yak and Gavin Shute his electric glider. Brett Robinson put in a Radian flight or six as well. Perfect day, little or no wind and sunny!



The Fargher Tiger being assembled.



Vintage corner.... Harvey Stiver's two models.



Continued on next page....

## Field Diary



### Friday 6th April continued...



The Harvey Stiver Tomboy lifts off



In the air



Owner with model walking back after a good flight!

### Sunday 8th April

Really great day at the field. Sunny, but a bit cool with a light wind blowing and a BBQ laid on seemed to get a few more than usual out top the field. Lots going on with the glider guys, Joe, Rowdy and Kevin doing their thing at the Eastern end of the field, lots of aerobatics going on, bit of scale flying too with not one but two P-51B's of John Clarke and Robert Lockyer in action. Marty Hughes had a nice Fw-190 with him, but had issues with the motor and then with the tail wheel and it didn't get into the air! Barry Price and Derek Barber flew some vintage. (Barry had the bad luck to have his Tomboy blown off the assembly table and breaking the rudder/tail - another repair!) Bit of sport flying as well with the Stan Nicolas and Gavin Shute team flying an Astro-hog, Ultra Sport 70 and an Cougar aerobatic model on the day. BBQ (sausages) went off well and all the food seemed to disappear quite fast! Thanks to Chef Dave Cantell for another great job in the cooking department. Overall, a good day, lots of 'bods' turned up and no accidents or damage either - and that has to be good!



Good range of models seen in the 'pits' on the day!



Kevin Botherway gets his Maxa away (bunge launch.)



As does Joe Wurts.



A Maxa in the air.

Continued on next page.....





## Field Diary



### Sunday 8th April continued...



Gavin Shute and his Astro-Hog



Team Shute/Nicholas with Gavin's Ultra Sport 70



And the ultra sport in the air.



Gavin Shute's aerobatic model overhead.



John Sutherlands aerobatic model doing a knife-edge.



Barrie Russell's aerobatic model on approach.



Robert Lockyer with his Chipmunk



and with his P-51B



The John Clarke P-51B in the air.



Chef Dave Cantell doing the cooking thing...



BBQ time - everyone having a sausage (or two) a tea/coffee/drink and a natter as well.



**Sunday 15th April** - Low cloud and light drizzle made this a stay inside day!

**Sunday 22nd April** - IMAC event at the field (see page 37)

**Sunday 29th April** - Rain, rain and more rain. A good building day indoors!



## Club Shed Diary



### Tuesday 27th February

Not a huge amount of model type building going on at the shed today. Reasonable turnout though. Tony Ives, David Meakin and Dave Cantell put together a frame to hold the club BBQ to enable it to sit on the back of the club trailer. Brett had his almost complete 51" Stardust Special on the table. Will commit aviation very soon. Mike Shears was managing the BBQ/Trailer operation and also doing some maintenance on the aerobatic biplane as well. Derek Barber and Gavin Shute took a trip down the road and into the maize crop to try and find Derek's Radian that went in there on Sunday. Seems once they got well into the crop... the irrigation system started up and to quote Gavin: "it was like being in a rain forest!" Sadly the model was not found. A few teas/coffees were had as well as some muffins brought in by Gavin, courtesy of his wife, Joan.



Frame for the BBQ under assembly and both frame and BBQ now mounted on the trailer. Only needs some brackets to hold the BBQ to the frame now.



Brett's Robinson's 51" electric Stardust Special almost complete.

Mike Shears relocating Rx batteries on the Bipe.

### Tuesday 6th March

Not a bad crowd in... Editor went to the field for a fly or two before heading back to the shed. On the field Gavin Shute had got his Tomboy in the air, but seemed a tad underpowered. Brett had a couple of flights with his Stardust before heading back to the shed to sort a problem with the ESC brake on the model.

Meanwhile back at the shed Stan Nicholas had his new laser cut Stardust Special kitset from Hanger One on hand and he and Barrie Russell had made a start on it. First up was the wings. Stan had also purchased the wood pack for the kit and it was noticed that the spars were short of the full half wing. Also the trailing edge stock supplied was way too thick for the ribs. Barrie will sort this and cap the ribs to cure the issue. At the end of the session, most of one wing had been done and future sessions by Stan, Barrie and Brett were arranged. Lots of 'nattering' going on together with the usual teas/coffees as well. Good news from Derek Barber that he, his wife Brenda and Gavin Shute went out into the maize crop the previous Thursday and Found His Radian! Model was a bit muddy and one wing tip was a little bit damaged, but the model was found to be pretty well okay! Bit warm in the shed too today it has to be said. Mike Shears did a bit more maintenance on the aerobatic biplane and also took his freezer away at the end of play as well. A good time was had by all. Brett, Barrie and Stan then headed for the field to give their small Stardust's another flight or two to check trim and CG position in the calm conditions.

Continued on next page.....



## Club Shed Diary



From previous page.....

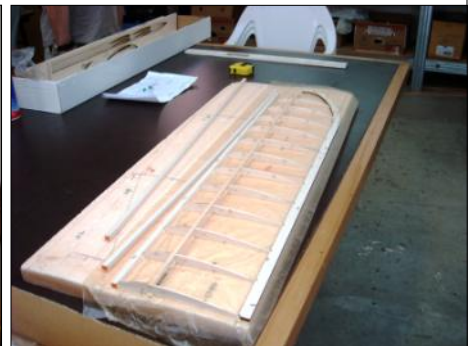
### Tuesday 6th March



Stan and Barrie work on the stardust wing.



Stan laying out parts.



The almost completed wing half.



Barrie Russell's large electric Stardust Special and new wing for it



Almost time to go... Mike Shears readying his freezer for removal.

### Tuesday 13th March

Not a huge crowd in today, but lots going on. The Stan Nicholas vintage Stardust Special build continues apace with Stan, Barrie Russell and Brett Robinson all working on various parts. Now have both wing halves almost complete and the fuselage spine laid down. Only the hinging to do on the elevator and that too is almost complete. John Aitken came in with his new Jungmeister, which is progressing well.



Stan and Barrie putting wing cap strips on



And sheeting the front of the wing



The fuselage spine frame set out and glued.

Continued on next page.....



## Club Shed Diary



From previous page.....

### Tuesday 13th March



John Aitken's Jungmeister being looked at by Mike Sheers, Des Dew, Dave Cantell and Tony Ives.



Barrie Russell's big Stardust getting CG check.

### Tuesday 20th March

Not a huge turnout in this week either, but plenty happening. Mike Sheers was doing some more maintenance on the Aerobatic Bipe and the Stardust of Stan Nicholas is coming along well. Wings are done, only needing the polyhedral to be put in, the elevator is now complete and hinged and the fuselage is about fifty percent complete. Stan built the rudder this morning and that has now been set aside to dry, as has the fuselage pylon (epoxy) as well. John Aitken came in for a short while to have some issues sorted with his impressive Jungmeister. The model was also CG checked and weighed. Around 11:30am a few drifted off to the field to do some flying and the rest went home.



John Aitken's Jungmeister getting a check over.



The Stan Nicholas Stardust wings and elevator.



The tail surfaces all done and the rudder all glued up



The fuselage bottom and motor mount



Chief builder Barrie Russell working on the pylon parts.



## Club Shed Diary



### Wednesday 21st March

After having a fly at the field, Barrie Russell, Stan Nicholas and Brett Robinson finished up in the club shed for a 'cuppa' and to do a bit more work on Stan's Stardust. There was an 'issue' as Barrie explains below....  
A vintage modeller building a vintage model Stardust.. Stan really does get **stuck** into his work, seen here after calling for help in the club workshop this morning. Everywhere Stan goes, the plane goes with him. You could say he is very **attached** to this model. This super glue sure sets quick and strong. A small operation with a sharp modelling knife solved the problem, Stan was very brave but he may need to convert to **Mode 1** from now on,.... every cloud has a silver lining !



### Thursday 22nd March

After a good morning of mainly Vintage flying, Barrie Russell and Brett Robinson retired to the club shed to do a couple more things to the Stan Nicholas Stardust build. Result was: the fuselage is getting there, the wings need sanding on both leading and trailing edges and the elevator needs some carbon fibre tissue reinforcement. Other than that it is going together well.



Progress to date.....the pylon parts.



## Club Shed Diary



### Tuesday 27th March

Reasonable turnout on the day, with new member Jerry Chisum coming in to see what our 'shed sessions' are all about. He had a very nice Flightline ARF foam Spitfire with him, which Mike Shears helped setup the radio and control surfaces for him. The Stan Nicholas Stardust build continues.... with Stan, Barrie Russell and Brett Robinson doing a bit more to the model. Fuselage is almost done, now has the motor (old Clubba motor used as a template) trial fitted and a bit of pylon sheeting done. Other than that there was the usual tea and cake to be had and of course the obligatory 'natter' on all things aeromodelling to be engaged in as well! Morning tea fare was supplied by Gavin Shute (banana bread) and by Barrie Russell (cake.) Another good morning in the shed....!



The Stan Nicholas Stardust progress continues



Action in the shed....



A very nice 1/7th Scale Spitfire brought in by my new member Jerry Chisum



Mike Shears gives a hand to setting it up.

### Thursday 29th March

After a vintage/aerobatics fly at the field, Barrie Russell, Stan Nicholas and Brett Robinson stopped off at the shed to do a bit more work in Stan's Stardust. Stan helped Barrie with the fuselage before using a razor plane to reduce down the trailing edges on each wing. Then he gave them a quick sand and they are now ready for the dihedral to be added. Yet more progress has been made on the build!



Stan and Barrie working on the fuselage.



The almost complete wings all ready for dihedral.



Men at work!!!



## Club Shed Diary



### Tuesday 3rd April

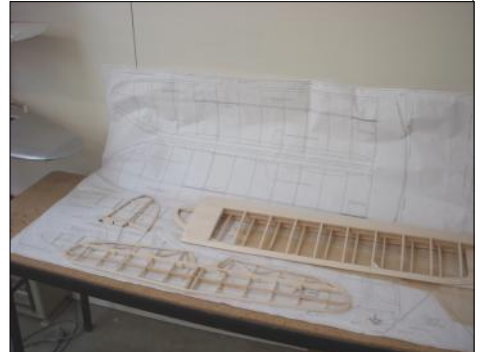
Editor away as feeling unwell. But I hear all the regular crowd turned up and a bit of work got done on the Stan Nicholas Stardust and on the vintage Lancer model.



The Vintage Lancer model gets a rear canopy.



Sheeting now added to the Nicholas Stardust.



Stardust wings and tail.

### Thursday 5th April

After the vintage session, Stan Nicholas, Barrie Russell and Brett Robinson went back to the club shed and did another hour or three on the Nicholas Stardust build.... Progress is being made!



Sheeting the nose.



Checking the motor mount



Front sheeting almost done.



Barrie fibreglassing the foam nosecone mould.



Some carbon fibre tissue epoxied to the underside of the elevator - cut out the open parts to give strength.

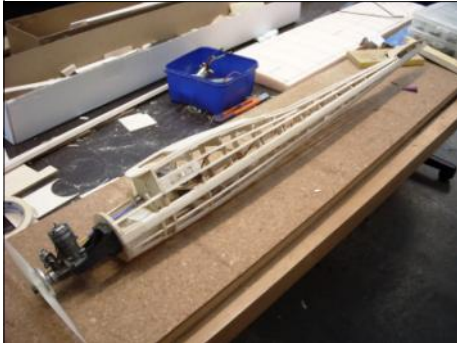




## Club Shed Diary

### Tuesday 10th April

Quite a wet, windy and cool morning, so not many turned up to the shed. Those that did were had the place to themselves. The Stan Nicholas Stardust build continues with the almost complete cowling being offered up to the fuselage and fitted. A temporary electric motor was also added to check the cowl position, a hatch was cut in the port fuselage side and the tailskid added. A few other things were done, but it is making huge progress! Des Dew and Tony Ives added the front canopy to the Vintage Lancer. Mike Shears tested an old glow motor and Barrie Russell brought in the fuselage progress of his I.C. Powered Rebel Vintage model - looking good. After a natter and a coffee/tea etc, most wandered off around 11:30am.



Barrie Russell's Rebel fuselage.



Des and Tony add a front canopy to the Vintage Lancer.



Lancer and Stardust drying together!



Stan working on the Stardust rear fuselage...



Mike giving his I.C. Glow engine a few runs in the tractor shed.

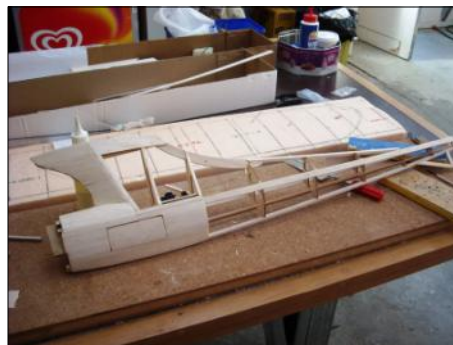


### Thursday 12th April

As the weather was not so good for vintage flying; Barrie Russell, Stan Nicholas and Brett Robinson went to the shed and continued work on Stan's vintage Stardust model. Good progress made on the day with the fuselage almost ready to sand/cover, servos put in, hatch made and fitted, motor test mounted, as was the now finished cowl. (Barrie gave the cowl a spray of undercoat.) The wings were all joined up with epoxy and the dihedral braces added. A good day at the shed, with some cake, bikkies and some hot chocolate as well!



Two wing halves all glued and taped.



Fuselage almost done.



Wing, and all the polyhedral epoxied up drying.





## Club Shed Diary



### Tuesday 17th April

Bumper crowd on, maybe the fine day perhaps? Almost standing room only in the shed! Lots going on.... the Nicholas Stardust build continues, almost at covering stage now! John Aitken and Mike Shears sorted out some electronic issues with his new Jungmeister. Jeff Clarkson came in with his completed Pushy Cat vintage model that certainly looks the part.. Talking of Vintage Grant Fulton also came in the fuselage of his new Playboy (Hanger One full kit.) Brian Hitchcock had No.10 with him and needed help with tweaking the engine and some other 'mods' he is planning. Also had a small Spitfire kit with him that looked very nice. An electric and I.C. motor or two being tested or run up during the morning as well before most drifted away around noon (most to the field for a fly!)



A good time being had by all.....



John Aitken & Mike Shears at work on John's Jungmeister



Grant Fulton and his Playboy



The Stan Nicholas Stardust progress... for this week.



The Jeff Clarkson Vintage Pushy Cat.



At the field... the ex Graeme Madder Tomboy flew - went well too!





## Club Shed Diary



### Tuesday 24th April

Not a huge turnout this week. The Stan Nicholas Stardust continues to make progress. Now almost ready to cover! Jeff Clarkson came in with the wing on his Pushy Cat and the general view was it need to be made a bit stiffer, so off came the covering and a start was made to fix this. Des Dew, Mike Shears and John Aitken did some work on the 'carbie' in John's Jungmeister engine and, hopefully, the engine will be a reliable runner again soon. Most drifted away around 11am or so.



Barrie Russell looking at Jeff's Pushy cat Wing.



Having a ripping time.. Jeff Clarkson removing the covering.



Men at work!

### Tuesday 1st May

Good turnout again, despite the weather. As is usual, there was lots going on. Mike Shears was trying to get an old glow engine running but has an issue with the wiring of the glow driver. He also assisted John Aitken and Des Dew on some more engine work on John's Jungmeister. As the Yanks say, the Stan Nicholas Stardust build seems to be almost in the home stretch now. The tailplane, rudder and hatches were covered (mainly by Stan) and the wing platform was added to the fuselage pylon. Barrie Russell setup the control linkages and exits on the fuselage together with some of the covering as well. Most of the 'regulars' were there and there were several groups having a natter on all things modelling, political and other subjects as well. Lots of tea/coffee/hot chocolate drunks and Barrie brought in some biscuits called 'hedgehogs'!! Those that had them said they tasted great! Yet another good morning at the shed.



Mike Shears showing some details of his glow engine



Des Dew making adjustments to John's Jungmeister



Barrie Russell at work on Stan's Stardust. Barry Price and Neville Fargher look on.



## Vintage Newz



### Thursday 22nd February

Not a great day weather-wise as it was quite overcast and with a reasonable crosswind breeze too at the field. Only two vintage fliers on the day; one of which had left his Tx at home... so he didn't fly! (Wonder who??) Brett Robinson had three flights with his Lanzo in the coolish air for 11 minutes odd and two three minute flights. Peter Hammond arrived later in the morning and proceeded to catapult or hand launch two balsa free-flight gliders with varying results! It actually looked like rain toward the end of the morning. Stan Nicholas and Des Dew took advantage of the conditions and flew their power models. More a case today of more power models flying than vintage ones!



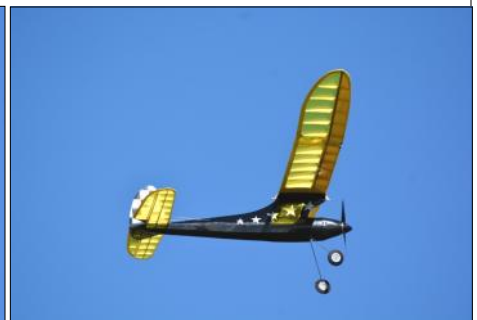
Des and Stan having a fly.



Peter Hammond flying his Hand Launched Gliders.

### Friday 23rd February

Barrie Russell had now finished building his new 51" Stardust Special. As Friday morning was glorious with little or no wind and sunny too, he decided to go to the field and get it into the air. Flew right 'off the board' with very few trim changes. Just a matter now of getting motor rpm's, battery and prop combinations that work for the intended contest/s he wants to fly the model in. But he was well pleased with the initial result. He and Brett Robinson then flew their Radians and both had one good long flight each.



#### DESCRIPTION OF THE STARDUST SPECIAL:

This plane has several features that contribute to its outstanding performance:

- a) The excellent NACA 6409 airfoil, thin, low drag, high lift.
- b) A high aspect ratio wing that gives higher lift and lower drag.
- c) A blended fuselage/pylon for low drag, light weight and strength.
- d) Low drag; cowl, spinner, and one wheel landing gear.

## Vintage Newz



### Thursday 1st March

Bit of a breeze blowing upon arrival at the field and it increased as the morning went on. Barrie Price had a fly of two of his models and both flew well with no further repairs required! Brett Robinson test flew his 51" Stardust Special and the model flew right off the board. Required no trim changes, and after a dive test, the CG seemed to be about right. Brett is well pleased. Des Dew came out to run up a motor (which he did so down the other end of the covered area) and also flew his electric Taylorcraft a couple of times. Bruce Abbott was there with a large drone, which appeared to be just being checked out. It had a short flight and seems some adjustments need to be made. Visitor on the day (cycling past) was Vintage guru Bernard Scott. Down here for a break and some business and he spent an hour or two looking at what was happening. Barrie Russell turned up later and flew Both his small Stardust (with the CG moved further back) and also his large one. The wind had got up at that stage, so a halt was called and everyone headed off home. At least we all got a fly!



Stardust Specials by two - Brett's and Barrie's together (Thanks to Bernard Scott for taking the photos on Brett's camera.)



Barrie and Bernard looking skyward as Barrie flies his (small) 51" Stardust in the windy air.



## Vintage Newz

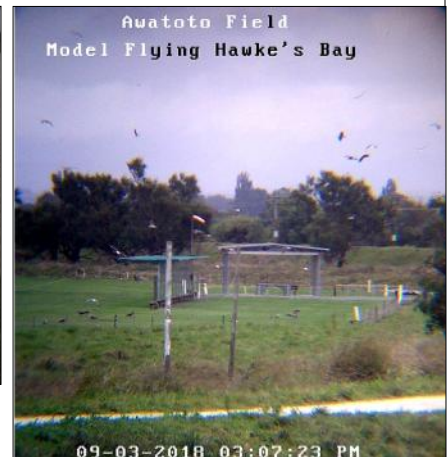


### Thursday 8th March

Bit of rain hereabouts so no flying!



Image above via Marty Hughes.  
The other two via the club webcam.



Huge amount of rain Wednesday...(72mm on Editor's home weatherstation!) but by Friday (above right) the field was clear again and we flew the following Sunday!

### Thursday 15th March

Stunning morning at the field! A bit cool to start off, but no wind at all. Smallish turnout given the weather with Brett Robinson and Barrie Russell flying vintage, Des Dew had an engine issue requiring some more time in the workshop, Stan Nicholas has a loose muffler on his Yak, that was repaired on the field. Bruce Abbott was there testing a large quadcopter/drone and Kevin Campbell was doing some DHLG flying.

Barrie and Brett had a busy morning flying three flights each in Vintage Duration (Lanzo/Stardust), two flights in E-Texaco (both Stardust's) and one flight each in Vintage Precision (again, both with Stardust's) for a total of twelve flights in total! Stan, Brett and Barrie then transferred to the club shed for a 'cuppa' and to do a bit more work on Stan's Stardust kitset. A good morning of vintage flying!



Vintage models flown on the day: Barrie's big & small Stardust's, Brett's big Lanzo Bomber and his small Stardust.

### Thursday 22nd March

A great morning at the field,! Upon arrival at the field... it was full of birds! But they seemed to move off down to the Eastern end by the time we were ready to fly! Was a bit cloudy, but very calm all morning which gave Barrie Russell and Brett Robinson time to test all their vintage models before the drive North on Friday to the N.I. Vintage champs at Tuakau. (South of Pukekohe.) Some interesting landing techniques by Barrie, but he did get the landing points... Just no points for style! Reasonable air, but no real thermals to speak of with the air just being fairly buoyant and smooth. Others flying vintage were Barrie Price (Tomboy and Stardust) and Gavin Shute (Buzzard Bombshell.) Stan Nicholas turned up and flew his Yak - doing some aerobatics practice and Mike Shears was also out to give Dave Cantell some dual on the club electric Mentor, but Dave didn't show. Overall a very pleasant morning for all on the field... Why not join us?

Continued on next page.....

## Vintage Newz



From previous page.....

### Thursday 22nd March



The Barrie Russell landing technique.....



With his large Stardust



And with his small Stardust - different model...same result!



The Barry Price flying technique - sitting down!



Barry's rebuilt Stardust on takeoff.



Pilot's flying their Vintage/ Electric models



Not a vintage model here - so what's going on?? ..... Captions on a postcard please!

### Thursday 29th March

Lovely day, sunny, warm(ish) and No wind - all morning! Has to be good and quite a few came out to take advantage of the conditions. Harvey Stiver was there with his 72" Mercury and his Playboy too. Also had a friend staying with him who came out as well - Terry Beaumont (from Kapiti), who flew a couple of electric gliders. Barry Price flew his Tomboy. Barrie Russell flew his Slicker and his smaller Stardust, both of which went well in the still air. Giving Shute pattered around the sky with his Buzzard Bombshell and Brett Robinson flew his big Lanzo, his small Stardust and his Tomboy. Only other flying was Stan Nicholas who was Not playing the Vintage game at all by flying his aerobatic Yak - the sooner his Stardust is finished, the better! Overall a good mornings flying at the field was had by all.

Continued next page.....

## Vintage Newz



From previous page.....

### Thursday 29th March



Lots of activity on the field today!



One of the electric gliders of visitor Jerry Beaumont.



Gavin Shute's Buzzard bombshell cruises overhead.



Lots happening in the shelter today - as you can see...lots of people and planes!

### Thursday 5th April

Only four turned up to fly on what was a very sunny and calm morning at the field. Not much of the hot air stuff rising, but the air was good for floating around. Barry Price flew his refurbished Playboy, which went well and also his Tomboy too. Barrie Russell flew both his large and small Stardust's, Brett Robinson his small Stardust and almost vintage flier Stan Nicholas flew a Cougar 2000 aerobatic model... as you do on Vintage morning! A good morning!



The Barry Price Playboy—flew well!



Packing up time...



The Stan Nicholas aerobatic model.

### Thursday 12th April

Nice morning, bit cool and sunny, but a bit windy, so nobody ventured out to the field. A few headed to the shed instead to continue a certain vintage Stardust build.

## Vintage Newz



### Thursday 19th April

Nice calm and sunny morning, but a bit cool. Lots of flying going on at the field, but almost no Vintage! Only three vintage models flew.... Mike Shears (Tomboy), Brett Robinson (Lanzo) and the maiden flight of Jeff Clarkson's Pushy Cat. The Pushy Cat was a bit of a handful for test pilot Stan Nicholas, the verdict being the CG was too far back. Nose weight was added and it went a bit better. Mostly pattern practice being done on the day by Barrie Russell, Stan Nicholas, Alex and Jacob Wardley and Chris Wong. Three DLHLG guys were there practicing, namely Joe Wurts, Kevin Campbell and Andrew Hiscock. One of them (I wonder who??), put his model into the power wires and found carbon fibre and electricity *Don't* mix! Impressive lot of smoke involved too! Chris Wong had the bad luck to have his electric pattern model go AWOL in the air. It was found on the railway line in a lot of bits sadly!



Again, lots happening on the field today - pattern models, DLHLG models and vintage models!



Joe gets his DHLG into the air.



One of the DHLG's overhead



Jacob Wardley and his Radian.



DHLG in the power wires - most of the smoke had gone by then, but you can still see the carbon on the wires.



The result - nice looking fluffy duster!



Before and after of the Chris Wong electric Pegasus II.



That fluffy duster again - now No resemblance to a DLHLG!!



## Vintage Newz



### Thursday 26th April

Stunning morning at the field...sunny, calm and got warmer as the morning progressed. Bumper turnout too with no less than Ten models being flown on the day!! Ray McPeake had a Buzzard Bombshell test flown by Barrie Russell and it went well. Harvey Stiver also flew his Buzzard as well. Mike Shears beat the air to death with his newly acquired Tomboy, while Barrie Price flew his little Tomboy and large Lanzo. Barrie Russell gave both his large and small Stardust's a flight or three and Brett Robinson flew his large Lanzo plus his Small Stardust and his Tomboy. Nice 'floatie' air once things warmed up with the odd thermal coming through later in the morning. Overall, a very pleasant morning of vintage flying at the field and everyone went home happy!



The Vintage mob and their models (L to R) Mike Shears, Barrie Price, Harvey Stiver, Barrie Russell, Brett Robinson, Ray McPeake



A 'pack'?? of vintage models



Back to the action after a photo shoot!



That pack of Vintage models again!

## Vintage Newz - Extra



### The North Island Vintage Championship - Tuakau 24/26 March 2018

On the Friday afternoon, Barrie Russell and Brett Robinson filled up Barrie's trusty Falcon station wagon and also managed to get Alison Russell in as well, with Brett squeezed into the back seat. Drove via Taupo to Hamilton to stay with Alan and Linda Rowson. Alan's model collection has to be seen to be believed. Barrie counted some 76 model in his three garages! Saturday's weather was for thunderstorms and upon arriving at the Tuakau field (about an hour from Hamilton) there was certainly some dark clouds about and a bit of wind as well. Both flew Vintage Precision and Duration for some good flights but never quite all three with full scores. After the lunch break the weather closed in and the thunderstorms eventuated and flying stopped for the day around 2pm.

Sunday was a far better day, fine, sunny and warm, just Not that many thermals! We stopped off at the Airsail field and took in some of the Pylon flying at the Trans-Tasman event before going onto the field. Main event was E-TEXACO, but although the weather was good, as it was so calm we got invaded by midges. Almost in swarm numbers and attached themselves to everyone and everything.... as if the flying was not hard enough, but we both got through the day.

Monday the weather was the same as Sunday. We both only flew one event in the morning and decided to call it a day and go back to Hamilton around 2pm, get Alison and head home, which we did, getting back to Barrie's place around 7pm..

Overall.... a great weekend although the numbers attending the event were most disappointing to say the least! But lessons were learnt and it was a good chance to look at other models and flying styles. We were Both glad we went!



Tuakau MAC filed panorama - taken on Sunday morning.



The N.I. Vintage champs entrants



A bunch?? Of Stardust's!

Report and scores can be viewed [HERE](#)

I [Ed] took some more pics and uploaded them to Dropbox

Link is: [https://www.dropbox.com/sh/iqa940v3oo6wjn8/AAB57kWm\\_JseFMZv5D7WGj7La?dl=0](https://www.dropbox.com/sh/iqa940v3oo6wjn8/AAB57kWm_JseFMZv5D7WGj7La?dl=0)

## The Milang F5J / F3J competition 2018

Kevin Botherway

What an awesome trip for the Kiwis. We had six of us booked to go Len and Leslie Drabble, Peter and Helen Williams, Joe Wurts and Kevin Botherway. After a few plane delays and heavy hailstorm for Joe and Kev we all got to Adelaide and greeted by a couple of real nice Aussies – Andrew Myer and Mark Stone who dropped us at the rental car terminal then it was off for a small sightseeing trip of some of the many blue gum trees in Aussie and arrived at the Milang field about 11/2 hours out of Adelaide. We assembled most of our planes and had a few small flights including a small handlaunch competition with Maxa's between Kev and Joe - of course Joe being the winner and getting away a few more times the air was awesome.

We had accommodation at an Air BnB in Goolwa very close to the sea so it made it nice cool nights especially the next two days being around 38 degrees and a lot more than that on the field. We were at the field the next day for a full day of flying, practicing and setting up ready for the F5J competition starting the next morning. The two ladies with us organised a meal out at a local restaurant "the Whistle-stop" we meet with a few Aussie Pilots and their better halves for the evening.



The Air BnB in Goolwa



Unpacking at the Milang field



Officials getting things ready

The next day F5J started after a pilot briefing and it was a usual great setup by the Aussies with the rounds moving along at a good pace and all pilots had a draw style for a caller at a different lane every round which was awesome you got to meet most people on the airfield and work with them either timing or flying. We managed quite a few rounds (8) Joe achieving a good dropper in round two when he inadvertently turned off his motor after launching (too much handlaunch ! on the same switch) Then Len and Pete got their droppers in round 2 and 4 Pete had a servo fail on his flaps and Len landed too far away That night we went with all the contestants and partners to a local pub for a meal and beers. NZ team were looking in good shape with interim results all near the top. The next morning was light air conditions so Joe and Kev opted to fly their new models the Plus. Kevin got his dropper first thing as his model appeared to have a complete power failure after 20 secs on climb out and went straight in. We continued on with great rounds had by all coming out with Joe 1<sup>st</sup>, Kev 2<sup>nd</sup> Len 12<sup>th</sup> and Pete 15<sup>th</sup>. Great result for a total of 32 competitors we finished at around lunchtime with the a setup for F3J straight after and almost ready to go when the good old wind started to blow to hard the wrong way! It was unfortunate as we only got two rounds away before a great Barbecue and prize giving for F5J at the field after a day of over 38degrees we were all ready for shade and finally bed (ohh... after I beat Joe at pool - we had a sort of pool table at the shack)

The next day was full on with F3J rounds all day we had Pete teamed up with 3 Aussies and Dave Pratley, Len, Joe and Kev in another team in the lane beside Pete. It went well all day with everyone having some pleasing flights and the wind kept building the light models were put away and ballast was installed to suit the conditions. Joe was right on top of the leader board all day but did manage a dropper with a huge land out over 2 kms away! Kev then followed in the last round for the day with a land out and just managed to scrape onto the bloody large field but found a tree. Peter was in the best shape that night for the Kiwis with a very high throughout in the bank. A night at the old whistle stop again with a few friends and some fine wine.

The last day for competition was 2 rounds then into the fly-offs there was some great flights in the last rounds with some real blood shed by the Aussies on the score board Kev managed a full 10min flight the next closest competitor managed 6 1/2 mins. We came out with Len Drabble in 11<sup>th</sup> (his target was 10<sup>th</sup> and just missed on that by 3 points!) Kev just scraped into the fly-offs at 8<sup>th</sup> and Pete 5<sup>th</sup> with Joe 1<sup>st</sup>.

Continued next page.....

## The Milang F5J / F3J competition 2018

Kevin Botherway

From previous page....

We then went into the fly-offs a 15-minute flight with a landing and had to do three of these back to back. In round one two pilots failed to really get away so they recorded two short flights, the three kiwis had solid times and landings. The air was great if you caught the thermals and then it was a 13-minute eyesight test with planes disappearing in the blue. It was awesome to be part of this as we had to move to new winch lanes and new callers. Again, a fantastic result with Peter in 5<sup>th</sup> Kevin in 2<sup>nd</sup> and Joe 1<sup>st</sup> overall. We finally managed to pack our planes up and say our goodbyes to all then head back! to our Shack. It was a night to relax with takeaways and visit to a small local we were done.



F5J 1st 2nd 3rd



F3J 1st 2nd 3rd

A day spent the next day travelling to Adelaide with some shopping for the ladies and buy Kev some new Jandals that open beer bottles. We were invited for a Barbecue at Andrew and Elsie Myers place although Len had the wrong address and we tried to visit their Neighbours first it was great enjoyable night - many thanks.

Like usual a great Aussie competition and well run – to the organisers and all that worked so hard Thank You and also for the great hospitality! See you at Jereldere

P. S I have some slightly used wing bags for a Plus for sale (the only things in one piece!)

Soaring Rocks

Rowdy



## IMAC Aerobatics event at Awatoto 20/22 April 2018

We've just had a fantastic weekend in the Hawkes Bay at the Awatoto field, flying combined Pattern and IMAC over two flightlines, all weekend. Lots of newbies which was great to see. I think in total we had about 19 guys flying, it was busy !! I was so run off my feet running the show, that I didn't get a chance to snap many pics of guys with their models. We will do another combined meeting in the Bay, but perhaps next year try and pull it back a week or two, to get the benefit of day light savings.

Huge thanks to MFHB who let us use their club venue, it's a great site. They only have one more weekend before they are closed down for duck shooting, so to get on there at this time of year, we were lucky indeed. The bonus was we had a number of local club guys who took part in the event.

Cheers,

Frazer

NZRCAA

They got through several more rounds and CD Frazer Briggs was very happy with the weekend.

A few 'incidents' over the course of the weekend though:

Chris Wong had his electric Pegasus go AWOL on the Friday before the event with not much left intact.

(See page 32 for pics.)

Robert Lockyer had a mid air flying his Chipmunk which, sadly, came out very much second best. The other model only suffering the removal of most of it's bubble canopy!

Jacob Wardley also had the misfortune to lose his Sukoi. Report on the sad event by Dad Alex can be viewed

[HERE](#)

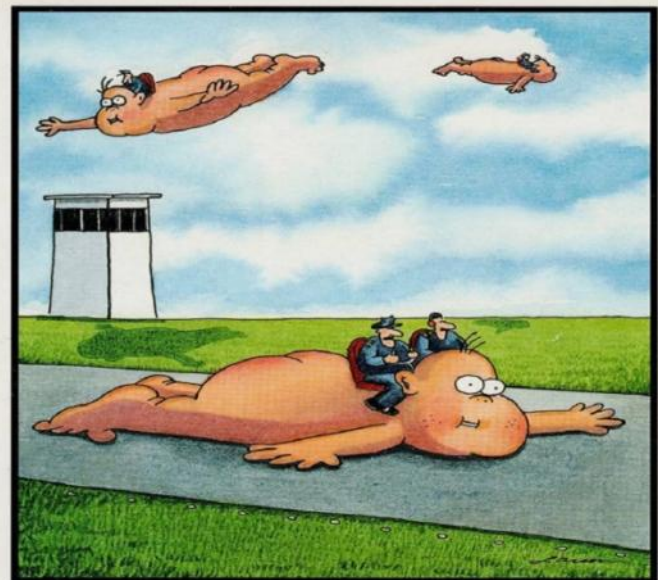


MFHB members attending the IMAC & Pattern Aerobatics meeting at Awatoto Field. 21 / 22 April 2018.

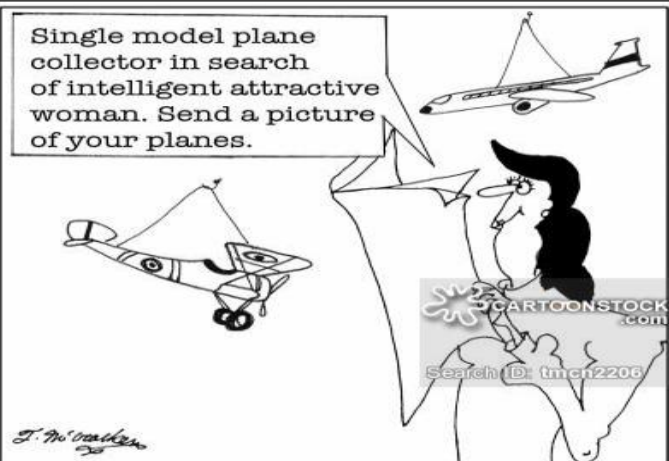
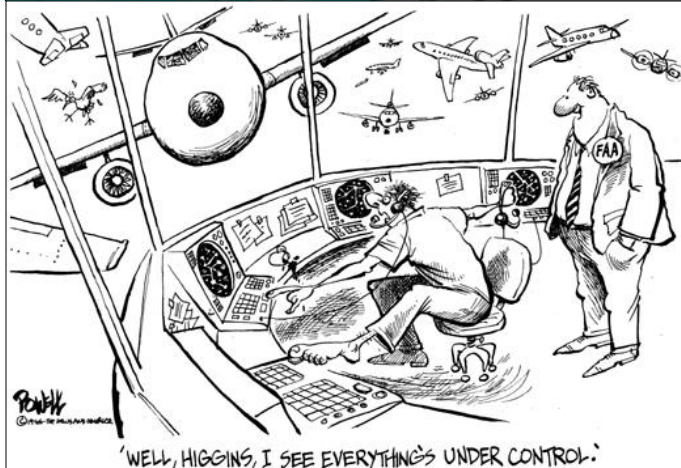
The MFHB contingent (Photo from Barrie Russell)

## Club Cartoon Corner

## Cartoon



"Fuel ... check. Lights ... check. Oil pressure ... check. We've got clearance. OK, Jack — let's get this baby off the ground."



**Captain:** "I have a very simplified landing system - I watch my co-pilot and when I see him stiffen in his seat, I pull the stick back - works like a charm!"

**"What type of pilot is he??"**

**"Well put it this way - he can put the fear of god into more people in five minutes than Billy Graham has done in twenty years!"**

**On a flying club notice board....**

**"Absolutely No flying over the nudist camp 14.7 statute miles SSW on a true course of 187.5 degrees."**

**When an engine fails on a twin-engined aircraft, you always have enough power to get you to the scene of the crash!**

Club Cartoon Corner

Cartoon

DANCE OF THE THERMALS

Phil Bunch





## Other Club Builds

### John Aitken - Jungmeister - report from Barrie Russell.

Today I answered a call from that incorrigible model builder, Squadron Leader John Aitken. Whereas most modellers suffer from bouts of elation, depression and euphoria, John being an ex-health professional suffers from itchy hands, for which the only known cure is to purchase another model aircraft kit. In fact, this last bout of "itchiness" was so severe that he needed a fast acting cure and the remedy arrived in the form of a news flash from Hangar One advising of their latest ARF kit. A Bucker Jungmeister 65 inch biplane from Seagull Models. In a bout of extreme thoroughness lasting all of 20 seconds, John considered all the pros and cons of such a purchase, it's suitability for building and flying etc etc, picked up the phone and placed the order. We are pleased to report that after stressful wait of two days with John's itchiness becoming almost unbearable, the postman staggered up his drive bearing two huge boxes. We can now advise that all John's symptoms have miraculously vanished and he has entered an advanced state of euphoria, surrounded by lots of beautiful ARF model parts.

See Club Shed Pages [20](#) & [25](#) for the progress of the build.



### Russell Model Aircraft Factory - Rebel I.C. Vintage model.

Rebel nearly ready to fly, C of G Test shows it at about 50% where it's supposed to be hopefully. Just about to plumb the tank and tidy up the font and fit a windscreen and we're all ready to take to the air. 40 ounces all up, that's about 9.5 oz/sq/ft so should have a reasonable performance if we can get that motor running.



Continued next page....





## Other Club Builds

### Harvey Stiver - Mercury

Just finished a Hangar One 72" Mercury from their laser cut kitset. Designed by Ben Shereshaw in the 1930's. Powered by a OS 40 four stroke came out at 4 3/4 pounds. Balanced 1/3 of wing chord with no additional weight added. Great laser cutting, highly recommend the additional strip wood as sizes and length are well thought out. Harvey Stiver.



### Gavin Shute - Illusion

Building a Dave Brown Illusion that may be of interest to members. The model is 65 inch span and will be powered by a OS Max 61 SF using an OS tuned pipe.





## Field Spy

- Them's were the days..... photos below are of Allan Rowson's P51 Mustang after a crash. This is apparently how the club dealt with crashed planes in the old days, they just took the gear out of them, had a Service then we had the.....Cremation Ceremony. AMEN!



- Who was the guy that arrived at a recent event to find he had left his TX at home?? Somewhat difficult to fly a model with No TX I'd have thought. Fortunately, another member used a free memory on his TX to enable the TX-less one to get a model or two flying on the day!
- A certain new Cub owner was seen to have his model flown (by someone else - who will also remain nameless) and after a flight or two. Some adjustments needed to be made. Upon getting said model onto a table in the shelter.... it was discovered that *Neither* of the two wing struts had been secured to the fuselage!!!



## For Sale



**Partly built Harvard.**  
Has some servos, fuel tank and just needs finishing.

**FREE Yes FREE** (to a good home)

For details - Contact: Marty Hughes [marty@stephenhill.co.nz](mailto:marty@stephenhill.co.nz)



## From the Web



Seems China now has a Stealth Fighter! Well sort of.....  
Interesting read in a recent NZ Herald online.

<http://nzh.tw/11995408>



Some local (Hastings) full size flying - short landing comp at Hastings.  
Done some time ago. How Not to do it!

[https://www.liveleak.com/view?t=80e\\_1338761915](https://www.liveleak.com/view?t=80e_1338761915)

A group of college aerospace engineering students in the 2012-2013 Aeronautics Academy at NASA's Dryden Flight Research Center have proven German aerodynamicist Ludwig Prandtl's theory on how to overcome one of the thorny problems of flight -- adverse yaw due to induced drag -- without relying on rudders or complicated computerized flight controls to accomplish it.  
This student-produced video details the students' research, using a student-built subscale flying-wing sailplane that proved that proverse yaw can be achieved just as birds achieve it -- through wingtip aerodynamics alone.

The message is keep an open mind and don't be afraid to make mistakes. Fly safe!

<https://www.youtube.com/watch?v=Hr0l6wBFGpY>





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