Model Flying Hawkes Bay

PROPWASH

Club Newsletter #130 September '21

Oct	MFHB ACTIVITY CALENDAR October 2021	
Sat 2		NDC
Sun 3	**CLUB SUNDAY**	NDC
Tues 5	Shed Morning	
Thurs 7	"Vintage" Awatoto	
Sat 9	WORKING BEE AWATOTO SATURDAY	NDC
Sat 9	**Sun 10 IMAC Aerobatics GALATEA.**	
SUN 10	**CLUB SUNDAY**	NDC
Tues 12	Shed Morning	
Thur 14	"Vintage" Awatoto	
Sat 16	1.00 pm Classic Pattern AWATOTO	NDC.
Sun 17	**CLUB SUNDAY**	NDC
Tue 19	Shed Morning	
Thur 21	"Vintage " Awatoto	
Sat 23		NDC
Sun 24	**CLUB SUNDAY**	NDC
Tues 26	Shed Morning	
Thur 28	"Vintage " Awatoto	
Sat 30	**(HAMILTON MAC** Aerobatics day **)**	NDC
Sun 31	**CLUB SUNDAY**	NDC
******	PALMERSTON Nth Aeroneers 75th Aniv Rally	

In this Issue.....

Contributors to this Issue; Barry Kerr / Barrie Russell / Clive Baker / Stephen Wessel / Phil Sharp / Harvey Stiver / Brett Robinson / Gavin Shute / Barry Lennox / Derek Whelan / Marty Hughes / Paul Buckrell / Gus & James Black / Dave Cantell / Vic Shaw / Rob Lockyer / Snoopy & others E&OE..

NDC Vintage & Soaring event for OCTOBER 2021.

Oct/21	153	VINT	RC Vintage Open Texaco
Oct/21	154	VINT	RC Classical 1/2E Texaco
Oct/21	155	VINT	RC Classical E Texaco
Oct/21	429	SOAR	ALES 123 Class N
Oct/21	430	SOAR	ALES Radian Class P
Oct/21	431	SOAR	F3K Tasks B,D,G,H
Oct/21	432	SOAR	FAI F5J, 4 Rounds

HAWKES BAY RADIO FLYERS INC. The Original © PROPWASH

WORKING BEE, AWATOTO

Saturday 9 October, 2021

9.00am

- Weed eat / weed spray around shed
- Box and pour concrete for door step
- General weed spray: car park, fence line, driveway
- Fix wall for toilet shed
- Paint fence posts
- Fill rabbit holes on strip/field
- Move fence (if permission granted)

We will need people with weed eaters & tools, paint brushes and containers!

We also need white paint and karaka green!

Phil Sharp, Field Officer

From the Editor's Desk September 21

Greetings all, What started out as an empty canvass has finished up as a full picture thanks to the contributions of a number of members. Phil rolls on with his exciting rotary engine build. Added to that we are blessed with engine build articles from the master himself, Stephen Wessel over the next few months. I'm both humbled and very grateful that Stephen would take the time to contribute to our publication. It's pleasing to see our new Website under the care of Brett Robinson, Hayden has done an excellent job of building the new site, and now Brett will be on hand to make any changes as they are deemed necessary and keep the club information and calendar up to date and current. Make sure you visit it regularly to keep abreast of what's happening in the club

Your committee have decreed that Club nights won't occur until we move to Level one, so save your dollars, I feel an exciting program and club auction coming on when we hit that milestone ! Watch the space.

My grateful thanks to all those who have contributed and as usual I look forward to you copy, comments, and contributions.

Barrie the editor. Mfhb. September 2021.

Mr Secretary Says September 21

210914 Meeting Notes

All were present at what was to be both the first and last meeting of the duly elected officials during the month of September. It was noted that the Hawke's Bay and East Coast "Young Eagles" will join us in early October and I know you will welcome them warmly (though having said that, no BBQs in Level 2).

A Vintage Rally is being organised for March next year. ~~These cars are gorgeous to look at~~! These gorgeous aircraft will attempt to fly to 1000 feet! It is good to know Clive is on the ball and writing presentations on various Warbird planes.

A Working Bee has been organised for October. The Committee is looking at straightening the fence along the drive fence-line. This will benefit the racing drone people (RDPs) and enable bungee launch gliders to have more room. The Rules Review Rascals (RRRs) will probably present a near to final draft to the next meeting. The Rules Review is

an attempt to align our field operations with CAA and MFNZ, with rules pertaining to all Members and some specific to flight line, park fliers, drones and helicopters, etc, with recommendations for each. Hopefully, the end result will be easily understood and will simplify the current rules.

Warbirds are go!!! Marty needs helpers! This year, we are trialling not having a kitchen, but having vendors offer their products. Generally speaking, the Club has been quiet. But…..he RDPs have their new race timing gear thanks to MFNZ and MFHB contributions. Happy days! Check out the website. Hayden Purdy has done some fine work at no cost to MFHB. Thank you Hayden.

Barry Kerr, Secretary MFHB.

Club Captain's report September 21

It's been a quiet month with lock down keeping us from the field for the first two weeks. The last two weeks when we have been able to fly the numbers at the field have been down. Not sure why that is because the flying conditions have been great. The plus side of the low numbers is that those of us that did get our aircraft out have had plenty of flying.

I see there is a working bee scheduled for next month and it would be great to see plenty of faces out to help. Unfortunately, the aerobatics competition dates have been moved so you may have to manage without me. Watch out for further information. I did get out the shovel a few times this month to fill in the worst of the rabbit holes after I observed two models stop dead with its wheels beneath ground level. Ooopps!

Lastly I hear **Mike and Barrie** are keen to make a date for a Saturday Club Aerobatic Day. Anyone that can do a loop and a roll should think about giving a fun event like this a go. No special plane needed. Anything will be able to fly these manoeuvers. Would be great to see a good turnout for such a fun event and to support Mike and Barrie's willingness to share their experience.

See you at the field.

Derek Whelan Club Captain.

From the WEB MASTER September 21.

Hi everyone, As you will have (hopefully) by now noticed, the MFHB Website has been now been updated and is in a very different format to the previous site. Our thanks to Hayden Purdy for rolling up his sleeves and getting this done for the membership.

There are a few differences with the new site, the major one being that the webcam/weather station buttons are Not on the Home Page anymore. You can find the link to them from the top of the Home Page Menu under Resources – Field camera.

On the homepage there will be, in future, events listed and updated on a regular basis. A full Events list can also be found by, again, going to the top of the Home Page Menu and clicking on the Events link.

The new website format is still evolving and we ask that the membership give us feedback on any changes, improvements, additions that they feel could be made to the website.

Remember, like the Newsletter, the website is for Your information and ultimately needs to be a resource, where the membership can go to see what is happening in the Your club. It also very much needs to be what YOU, the membership want it to be. Any thoughts, comments etc, please let me know.

Brett Robinson, Website Administrator. brettrob@orcon.net.nz

CLUB ACTIVITY Sept. 2021

A very rich young potato came and said to her mother,
"oh mumsy, I am going to get married".

They were a very, very rich family of potatoes.
And her mother said, 'Oh Darling I am so happy for you!

Who are you going to marry?"
And the young potato said, "I am going to marry, Marty'

And the mother said, "ooooh no, you can"t marry him,

He's only a common tator."

Rod said, "That's my boy, he's a Chip off the old block" ! ***Oh, that's a bit crisp. Ed.***

Weather woes, Aaaaargh, two + weeks of lockdown and some of the best calm flying weather we've seen. Now we're out of jail and the equinoctial winds do blow ! **Weather watch today (Friday 10th Sept) says;**

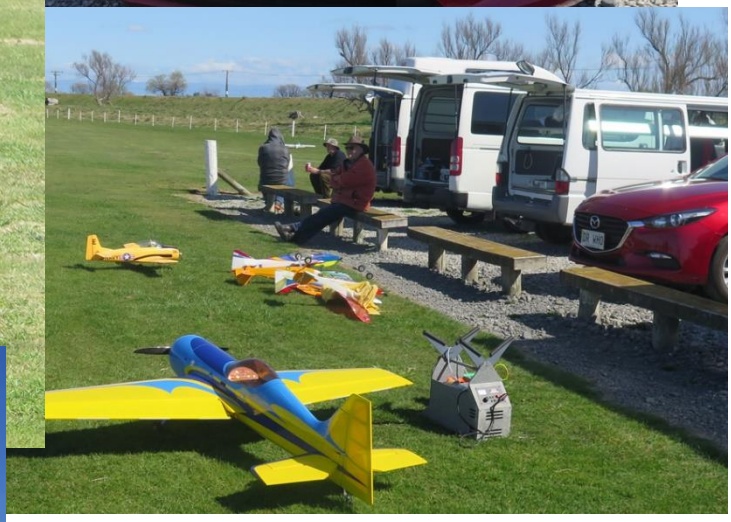
Spring Equinox arrives!

From today onwards the sun will be spending more time shining over the Southern Hemisphere than the Northern.

This extra sunlight clashing with the leftover winter cold usually creates our stormiest and windiest weather – which is why it isn't too surprising that today will be windy almost everywhere across New Zealand.

Windier weather is likely for the next 4 to 6 weeks says WeatherWatch.co.nz. October is quite often a stormy and windy month with conditions usually calming back down again in November as we head into the summer months.

Roll on Summer in the Bay !! **Sunday 12th September 2021**. Woohoo, allowed out at last. Field looking a picture, a little breezy for a start but settled down to a mild sou'wester. A light turnout with more watchers than fliers. A few boring the usual holes in the sky, **Stan and David , Danny and Brian** plus helis 'n drones.



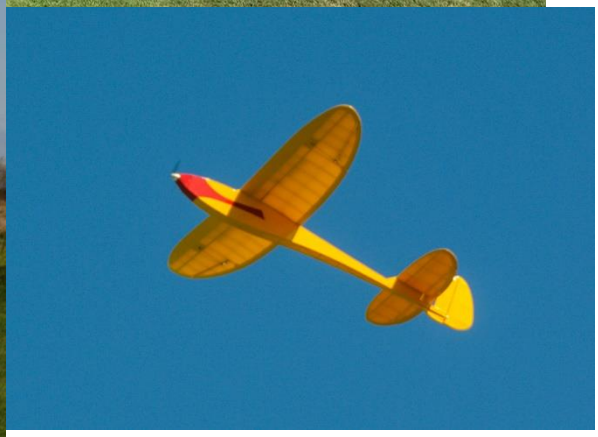
JC and Myles brought out the Typhoon for a test flight. After a few teething problems solved, sadly they suffered a motor cut during the initial climb out so a stalled arrival put paid to that. Nothing that a new wing won't fix asserts Myles. ***Top Left Cl/wise;*** **Danny** with his rebuilt foam Clubber, bit like my old axe, Three new fuselages and two new wings, flies better that ever ! **Dr Who**, in the guise of **Norris W** paid a visit. The **Gold Card** corner of the pits. **Rob Wallace**

brought out his electric control line Stunter. An American ARF model an ESV 11 made by BRODAK. It is powered by a 5S 2700 Lipo making it equivalent of a .46/50 sized IC motor. & **Myles**' Typhoon taxiing out for a test run.

A conversation overheard in the club Field Shed recently ….

Sunday 19th.

At last a cracker day and quite a few came out of hibernation. I counted about 25 cars in the park. Vic Shaw had an interesting new creation out for a test flight, and electrified "Leprechaun" which he scratch built (modified) from the famous Dick Twomey plan featured in the Aeromodeller all those years ago.



The hand launching technique is something to behold ! (visits to the gym needed) Powered by a 380kv motor running on a 6S lipo and swinging a 16 inch folding propeller. Nice one Vic.

Joao had his Jungmeister out for some testing with Mike (and Robert) on the sticks, adjusting CofG and control throws. Mike's happy, says it's getting better all the time, not over

powered with the 20cc motor but still performs. Shown off well here in these couple of great shots from Clive's camera.

CC Derek starting his Calypso classic pattern model. Flew well until it decided to do a series of full up elevator bunts at speed which gave Derek a bit of a thrill ! Managed to get it home in one piece, what caused the elevator to suddenly flick to full up remains a mystery. How we hate it when there's no obvious cause for a radio misdemeanour !

I had my Tiporare out for it's first flight with the new Dub Jett Muffler. Wow, what a blast, with the 11x7 APC prop, the revs increased from 11,500 with the standard OS muffler to 13,000+ with the Dub Jett. Vertical performance is now ballistic, just have to work on the pilot. Whilst running up the motor in the starting poles, I thought my handler was holding the tail which he wasn't ! The tail came up and I did a nice re-balance job on the prop.

If anyone would like an adjusted and rebalanced 9x7 APC prop, give me a call. Ed.

Tues 21st, too good a conditions to stay in the shed so we all had a cuppa and a coffee and headed out to the field. Mike and I flew some classic pattern practise with my Tipo and his Strikemaster. Brett and Stan some vintage, Tony Ward and Bill some electric foamy and a few support crew. Ray McPeake brought out his updated Nicholas Beazley model that he got off our dear friend Barry Price. The design had poor turning, so Ray increased the dihedral and added some polyhedral. Brett test flew the model and it performed much better with improved rudder control.

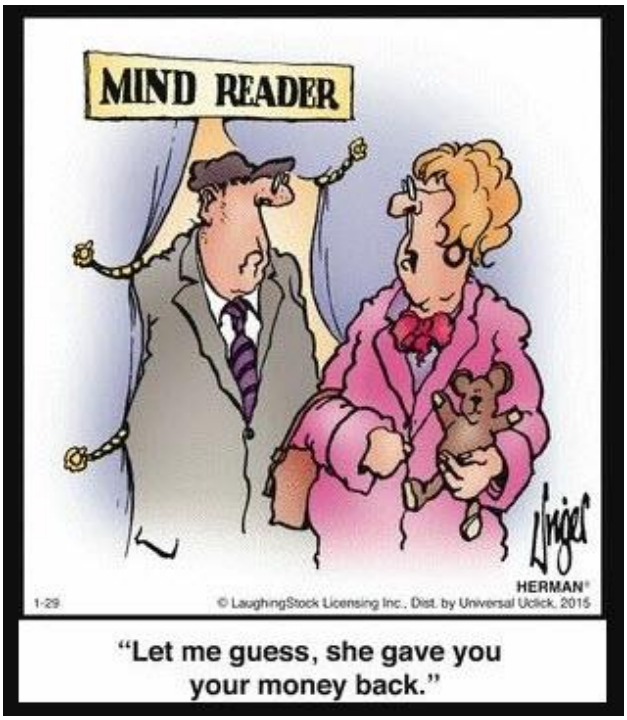
We arrived to find some Regional Council engineers flying their new Survey six-copter drone. What an amazing machine of German/Chinese manufacture, fully GPS automated and capable of many surveying tasks saving significant expense in machinery and man hours. I wondered where all my HBRC rate bill money was going, mmmm now I wonder if ??? Must talk to them again !

Sunday 26th, **Rob L** reports nice conditions but fairly quiet activity until the rain arrived at Midday. Both he and **Mike** made several flights with Mike's classic Strikemaster, **Mike** here in the photo seen telling **Roberto** to take two pictures, but only one came out ! **Rob** made some good buddy flights with **Tony Reid** on his Carbon Cub.

At the Shed on Tuesday 28th the usual turnout of retired, chatty, coffee drinking inmates !

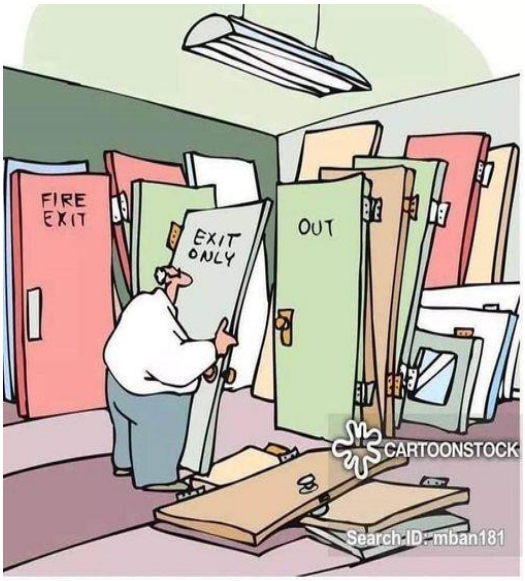
Nev Fargher brought out his Gypsy Moth for some advice and help in setting up the electrics and programming into the Tx. Mike and I and Nev spent most of the morning working on it, all is no0w looking good. Just the Muffler modifications needing to be done to fit inside the cowl and she' be ready for test flying.

"You're a little underweight. Put this in your pocket."



"Let me guess, she gave you your money back."

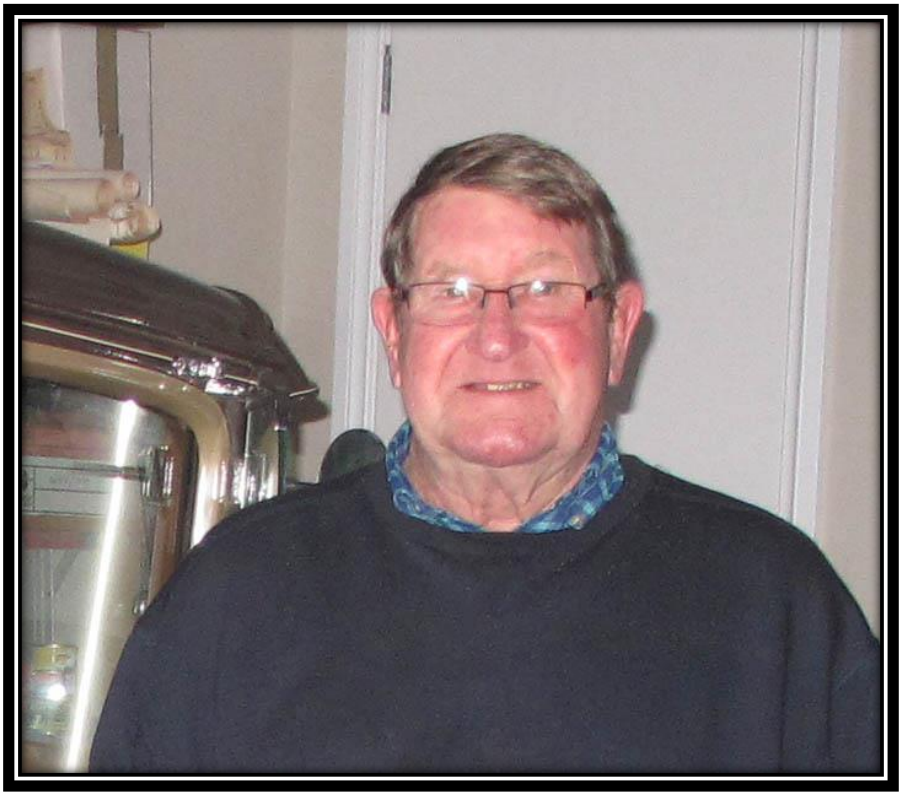
"Don't ask questions. Just see if n umbrella's under the sink."



Bob loved the outdoors. Wound up with quite a collection.

In Memorial

Vale; Barry Price.



In memory of Barry Price 27.7.37 – 3.9.21

It is with sadness that we acknowledge the passing of our good mate Barry Price.

Barry has been a member of The Hawkes Bay Radio Flyers then Model Flying Hawkes Bay since coming to the Bay in 1992. When living in the Manawatu he was a stalwart of The Palmerston North Aeroneers based at Taonui Airfield near Fielding. We first meet Barry in those days when we attended the PN Aeroneers rally, a yearly event, at their home field at Taonui. A great administrator and helper with registration and the organizing of daily events. Barry in those days worked as Hawkes Bay Agricultural Manager of the Wattie Frozen Food Division providing crops for processing. On coming to the Hawkes Bay in 1992 he was part of a team producing carrot juice for the Japanese market.

Barry was very well known and respected on the Scale and Aerobatic circuits and was a prolific and able builder. In latter years he has turned his attention to the Vintage scene and enjoyed the camaraderie of the Club's vintage group's building and flying sessions.

On his retirement Barrie continued with his numerous hobbies, model aircraft, wooden kitchen stand items, Quaker boxes and a love of vintage cars. Barrie and Liz were a striking pair, dressed in cloths of the art deco era, as they drove in rallies and took cruise ship

customers around the Bay in one of their vintage cars. Another of Barry's hobbies was rifle shooting. At the Trentham shooting range, in 1973 while competing in The Ballinger Belt series Barry scored an amazing 495 points out of a possible 500. He was the eventual winner on this day, his score has never been surpassed in the following years.

To Liz and family we offer our condolences, we are saddened by the loss of our friend, he will be in our thoughts.

Harvey Stiver and Barrie Russell. Life Members. MFHB.

AROUND the BUILDING BOARDS Sept 2021

Gavin Shute sends in some shots of a project he has had on the building board during the winter months. He says… "It is a look-a -like of a Vans RV4. I have built it from an enlarged free plan from RCM&E. It has a 1330mm wingspan and I intend to power it with an OS40 four stroke.

I used the lost foam method to form the cowling and have used foam covered in fibreglass cloth for the wing tips. Regards,

Gavin.

VANS RV-4

Andy Blackburn offers up a neat sub 350W version of the Vans Aircraft homebuilt

"The prototype uses a little less than 350 watts"

RV-4 is very slippery and full power produces a decent turn of speed.

UNDERCARRIAGE AND SPATS

Called in to see **Robert** our electronic wiz on a related matter and managed to spy in his modelling workshop,(Lee's garage !) A new body for his aerobatic 55cc Extra per favour of the suppliers as the original had some strength defects. His Classic Pattern Intruder is languishing awaiting it's restoration turn. Below, well what have we here.. m'thinks a floaty for the next Hamilton regatta. A .60 powered monster, looks real interesting, he wasn't giving too much away about this recent purchase ?? He is going to be a busy boy in his planned retirement.

And then I spied this huge box in his back bedroom, and look what was in it. My word he is going to be busy in his retirement. Mike said he's going to need a bigger motor, Mmmmm not sure about that.

Good luck Roberto.

Ps. Lee knows about the box, but don't whether she knows what's in it ?

Earlier in the year during one of our cleanouts, **Mike** donated a partly built Extra 300 from the late Dennis Ansell's collection. This was snapped up by the father and son team of **Gus and James Black.** **JB** has been beavering away during non-school hours ?? and **Gus** writes;

Hi Ed, Attached pics of **JB's** progress on the scale Extra300 we are working on.

We decided to have a go at vacuum forming the canopy so made a buck (Plug ?) from plaster of paris, built a rig and sourced some plastic. We have used the BBQ and a heat gun, two old vacuums and some MDF. After some failures (learnings!) we finally got a useable canopy. Small parts are a piece of cake but the larger canopy was challenging - we will try some wheel pants next.

(Now that you've nailed it, you might find a market for replacement canopies, Ed)

JB has built a servo tray so we have almost finished rigging the control runs, and we decided to add a wing spar tube because the original design looked a bit weak. It will add a bit of weight but a lot more piece-of-mind. Next on the shopping list is a DLE35RA which JB is saving hard for.

Still lots to do! **JB and Gus.**

Well done Guys, it's great to see a Dad and Son duo working so successfully. Ed.

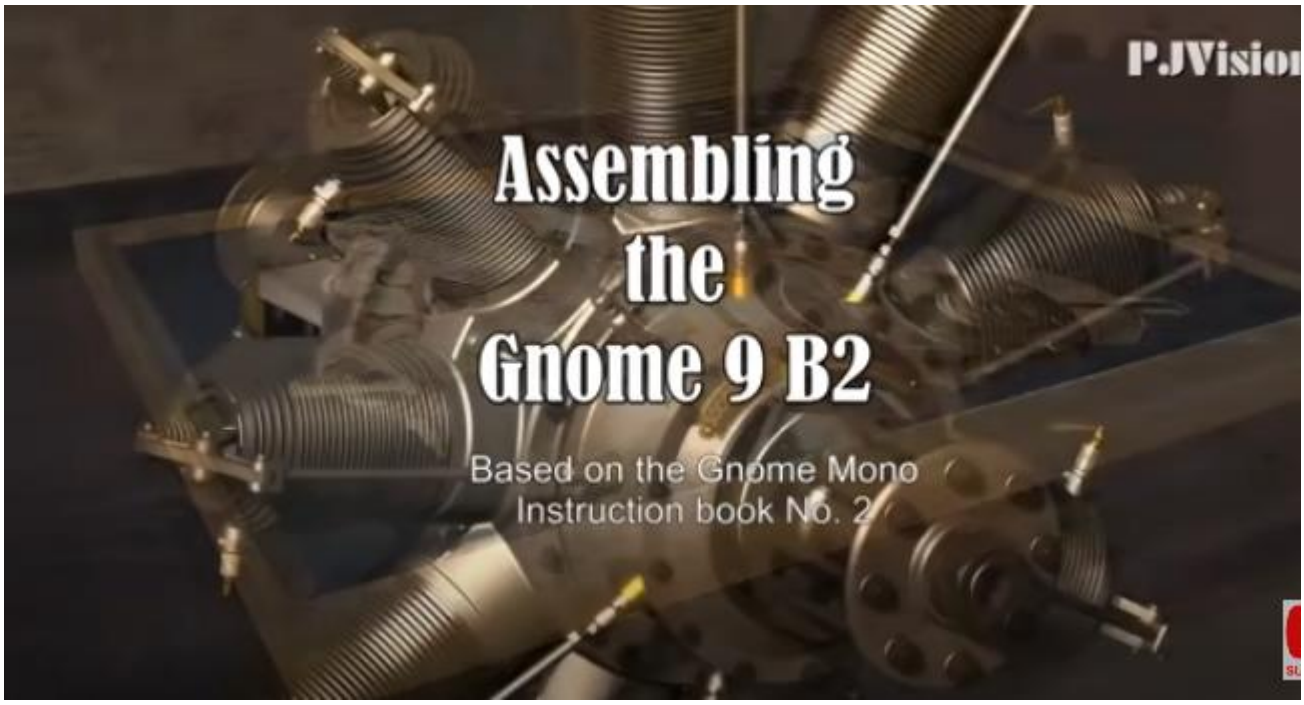
Dave Cantell continues to make good progress with his Cessna build, he writes…. Hi Barrie, just to keep you updated I am just finishing setting up the dihedral and fitting the carbon tubing having set the incident as well. I am really enjoying building this plane and I hope **Jim** is following progress down in Nelson. **Cheers D**ave.

Phil's Rotary Magic. Pt 4. Sept 21

The magic emanating from Phil's workshop continues, like many I'm blown away by his knowledge and efforts. What is wonderful is the way Stephen Wessel has come on board in support of Phil's work and is prepared to share his experience and wisdom. We have some exciting reading ahead now and in future issues following these two remarkable men's efforts. As an opening to this month's Magic, I recommend you take a little while to view the animated assembly movie that I stole from Stephen's information stream. It gives a great insight into the workings of Phil's soon to be Gnome (not the garden variety !). Just click **HERE** or on the link below and enjoy.

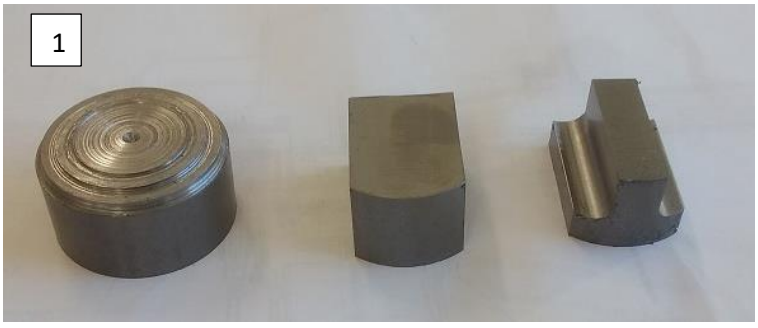
Gnome 9-B2 (Monosoupape) Assembly movie (HD)

https://www.youtube.com/watch?v=Gh3W-9gZXFw



In his latest report (Sunday 26th Sept) , Phil writes…….

My little efforts are progressing slowly, although lockdown helped. As I was waiting for some material and tooling to arrive (still waiting!) I decided to have a crack at the valve cages and valves etc. Stephen suggested making these from 32 by 25 steel bar, but I could only buy this in 6m length!! Anyway I had some free machining 2 inch steel bar, and as you will see from the pictures I ended up with some suitable blanks. About a day's worth of band sawing, (and a couple of blades) About four weeks of pretty solid work has produced the valve cage and bronze guides, stainless steel valves, and valve seat. The valve seat is silver soldered onto the cage. I also wound some valve springs, but need to get some more wire to finish them off.



Seen here in pics #1 through to #4 is the progression of Phil's work in constructing the Valve Cage / Cylinder heads. (9x !!) Fig 1 starting with a round billet of steel, all he had available, band sawing it a rectangular block. Milling the side flutes and then using his 4 jaw chuck (He tells me !) turning up the head and valve seat. Figs 2 & 3..

Figs 4 & 5 show the valve cage, and bronze guide and the SS Valve seat silver soldered in place and the SS Valve.

Fig 6 shows the slotting tool in the Mill, for cutting the slot in the valve cage to hold the rocker arm.

Below is the fruits of all that work, repeated 9 time over ! The cylinder head valve cages, valves and valve springs.

Tuesday 28th, Phil writes …. The latest little bits, the half circle pieces are the collets to retain the valve cap.

The next job will be the spring caps and retainers. I still have to cut the 45deg seat on the valve. I am pretty pleased with the result as there are about 40 operations on each cage as well as some machining fixtures. This was definitely one of the most complicated jobs so far.

The cylinder blanks are due back from honing this week so then I can attack the fins, and the final machining. Then it's finish the pistons and rings etc. The list is getting shorter! I guess I am about halfway thru.

Another day, another nine parts! Only small and easy turning. They are the valve spring caps.

I had this e-mail from Stephen this morning, great guy!

Regards, Phil

Hello Phil,

Thank you so much for all the photos of what will be a magnificent engine. Your spring making method is exactly the same as mine! As valve springs go, these are very weak compared to the valve dia. I had quite a job getting my valves air tight and some of them have needed subsequent grinding too although most, once full of black gunk, are now 100%. It was tempting to use thicker wire but then the loading on those thin push rods could have lead to buckling.

Is your crankcase made of stainless or is it plated? Hard to see. And did you braze it up as I did or CNC it from solid? There is a guy in OZ who made one entirely out of stainless as he had a mountain of it under the bench waiting for a use!

I am not surprised at the cost of gears. Your home made ones will be just as good, probably better. Be careful with that keyway in the fixed pinion. My original gear snapped at that point during an over-enthusiastic bit of blipping by the pilot. He was very pleased with his new blip switch arrangement on the transmitter and using it much too often! Blipping on and off at high engine speed puts huge cyclic load on the gears. Luckily he managed to glide in, narrowly avoiding a deep ditch.

Your Qs about the Pup need answers from my flying friend Charles Morgan who is very happy for you to make contact. I am sure that he could give you all sorts of useful practical info about flying with the Mono. We were very much in the dark, especially in regard to radio interference, but I believe equipment is much better these days. We even had to make a brushless motor to drive the home made fuel pump!

Good idea to use Aluminium for a flying engine and you have done a very neat job too. Gnome themselves finally went to an alloy casting for that part anyway. Will you shot blast it to make it look more like a casting? I did this on my ENV parts which were fabrications just to make them fit in with the cast c/case.

Nitriding the gears is an excellent idea. I used it for the cam plates in my radial engine and even though it wasn't the proper steel the process resulted in a super hard finish with no change of shape or size.

I must persuade you to build the second ENV once you have finished the Mono!

All the best, Stephen.

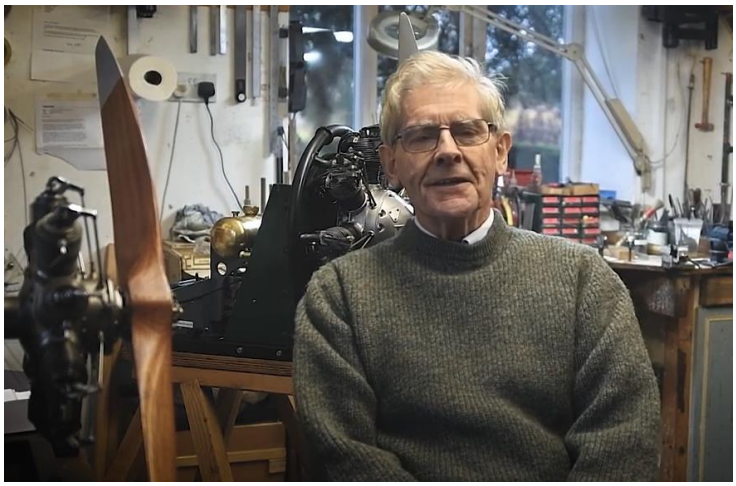
Stephen Wessel. Engine Builder. Pt 1.Sept 21

Introduction. *After publishing Part1 of Phil's Rotary Gnome engine build , somewhat tongue in cheek, I took it upon myself to write to Stephen Wessel in the UK who designed and built the original 1/3 scale model and who's plans Phil is using. Much to my delight, Stephen replied to my email the following day and correspondence has ensued. Here is the first of a three part series on his incredible engine builds. The links to the videos and interviews are really worth taking the time to watch.* ***Ed.***

A tale of three historic engine models.

Part 1 - the Gnome Monosoupape.

Stephen Wessel.



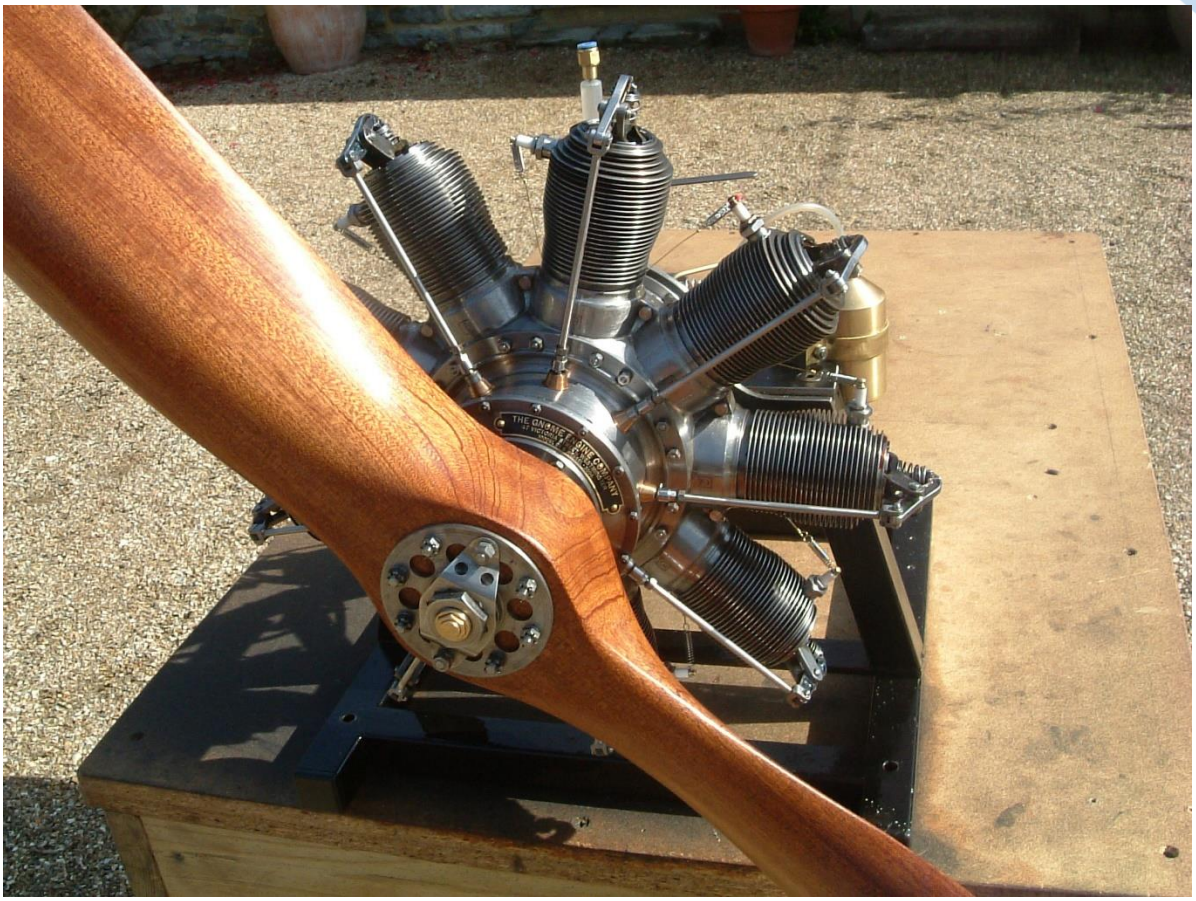
When I was about 7 or 8 years old l received my first painful lesson in structural engineering. Like most boys during the 1950s my chum in the village and I both made model aeroplanes as fast as we could. You know the sort: a Keil Kraft kit bought from the local model shop, balsa, tissue paper, dope, rubber motor, free flight. Charles's always flew beautifully, mine ended up in trees mostly. He went on to radio control, became an excellent pilot and is still flying now while I turned to other things.

One day I was happily constructing an 'Ajax' (amazingly still available) and had got as far as completing the fuselage but not yet covering it. A voice in my head, possibly that of a cautious, embryonic engineer, suggested it might be a good idea to put what I had made so far to the test before going any further - as you do, just to see if everything was all right…….

So I fitted the propeller and elastic and carefully began to wind it up. I don't need to tell you what happened next but the result was floods of tears and complete mystification. Dad said we should go and consult Charles. Now Charles's dad had been a pilot in the first war and knew everything there was to know about aeroplanes. The two of them fell about laughing of course but did help a bit with the reconstruction.

This lesson in torsional rigidity stood me in good stead and may have been partly responsible for my eventually becoming a qualified mechanical engineer. Our lives drifted apart somewhat but one day in the new century, Charles and I got together again and decided on a double act. He would build a third scale Pup following his father's old photos of the one he had flown during that terrible war while I rashly offered to have a go at making a proper rotary engine for it. This would be the famous Monosoupape, simply because this had been Archie's favourite engine for his Pup. Indeed he had become known as 'Mono Morgan' because there were few who could control it.

Well there was a lot of laughter at this point because neither of us had a clue about rotaries and although I had a built a couple of miniature steam locos, a 9 cylinder i/c machine seemed way beyond both my mental and technical resources. No drawings to be found anywhere of course but somewhere we found a dusty copy of the Gnome Handbook relating to this design, surreptitiously "borrowed" it and copied it page by page. This (together with museum visits) enabled me to draw the whole thing up in detail while at the same time trying hard to understand how the blessed thing worked! Two years later the machine was ready for its first bench test. Meanwhile the Pup was already flying with a simple modern engine while Charles learned its habits.



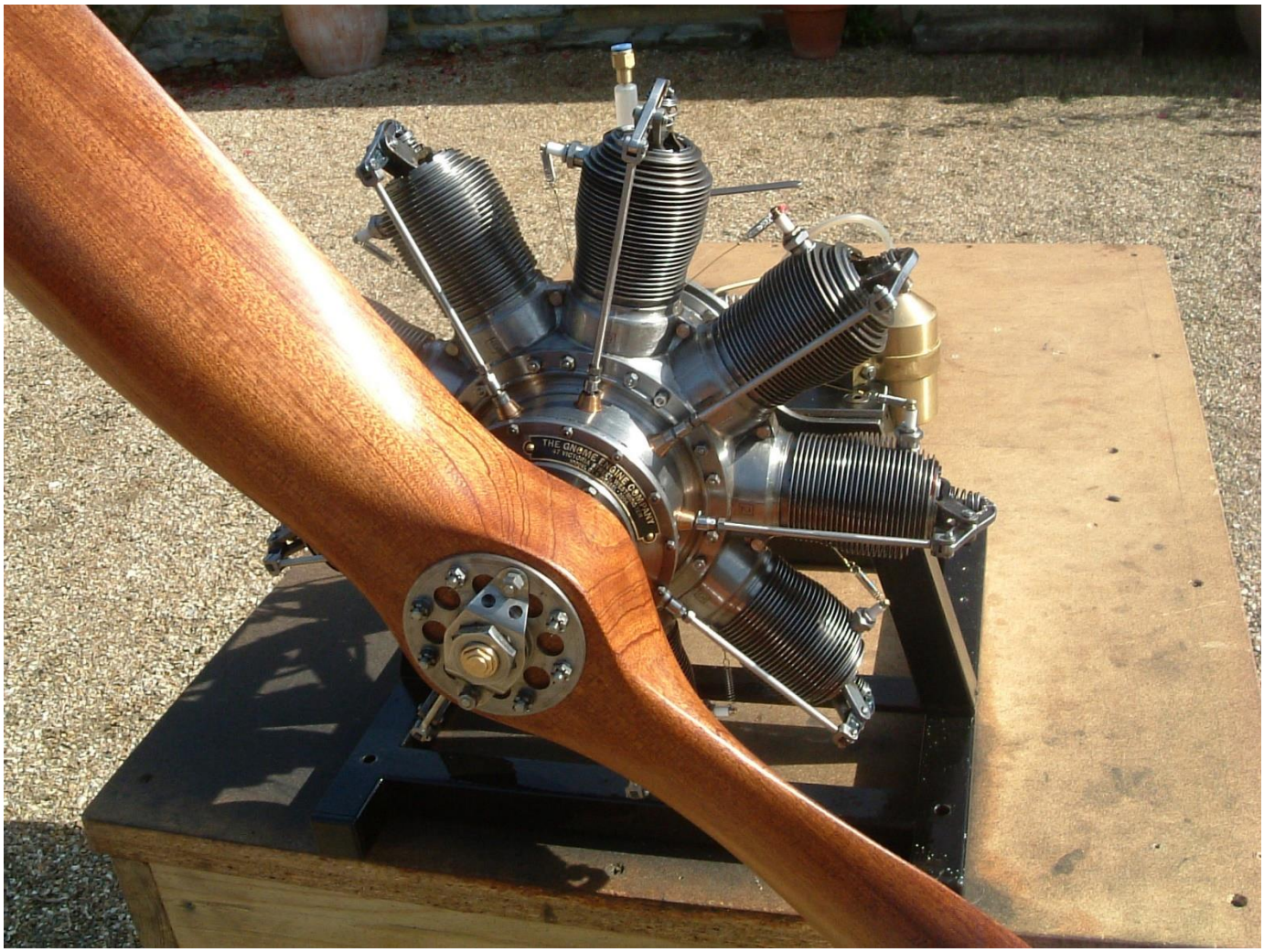
Running the engine for the first time instantly reminded both of us of the way Archie used to drive his little car – full revs from the moment of first ignition, slipping clutch, smoke, then belting along at top speed in full defiance of all limits and the comfort of his terrified passengers. You see the Mono has no carburettor, just a petrol valve and ignition or blip switch. It only gets the correct mixture at one specific speed; the rest of the time running either rich or weak. Worrying about that while taking shots at the Boche defies the imagination.

Part of my job as builder of this model, like all aero engineers, was to keep the weight down. As it began to go together we worried about how the fragile little Pup was going to take it, what would happen to the C of G and how much lead would need to go in the tail. Never mind the huge uncertainty about RFI. All the while we were acutely conscious of the need to keep the AUW below 20Kg in order to avoid compulsory inspection by the CAA. We just made it. We managed to hang the whole aircraft from a large apple tree via a spring balance and recorded 19.5Kg. In the tail was just one small battery! So in fact engine and airframe all fitted perfectly and with a huge 36” x 24” prop this aeroplane suddenly looked like the proper fighter it was.

The maiden flight took place in June 2006 and was a great success despite being hair-raising for all of us. The only “advice” we had received from several quarters beforehand was “don’t do it – too dangerous – been tried before,

etc etc.” All wrong. We think we may have been the first in the UK to fly a real rotary but were definitely beaten by someone in the US who got there first.

After quite a few flights from various airfields we decided to pack it in before disaster struck but it was then that I realised others might be interested in building the engine so I spent a lot of time smartening up the drawings and getting them on to CAD. Many others have been built since then, some with the intention of being flown although I know of none that actually made it into the sky.



Here is the link to our Pup's maiden flight. It's a bit slow to get going , Interesting how digital photography has come on since those days, 15 years ago. My pal who did the filming was quite proud of his new camcorder but look how fuzzy it is!

https://drive.google.com/file/d/1a8fcSjtagPVRm-AwbI00gIEiV2ZsRQsl/view?usp=sharing

In the film you will notice how Charles the pilot underestimated the amount of rudder he would need for take-off. Unseen by us onlookers was an electric fence which he must have cleared by inches! It was an unusually hot day so we were worried about wing warping and called it a day after that one flight. Went home and opened the bubbly!

On this note I send my very best wishes to Phil Sharp who judging from his splendid workmanship has a better chance than most of getting his Mono up there. Next time I will relate the story of my next engine, an Armstrong Siddeley Lynx.

Stephen Wessel.

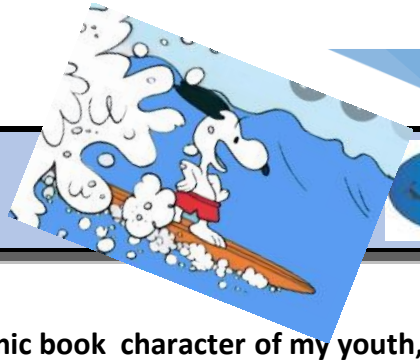
For more insight into this remarkable man, engineer, flute maker, model maker and engine builder, here are some links pertaining to his work well worth watching. We look forward to Part 2 of his tale of scale engine building. ***Ed.***

https://www.youtube.com/watch?v=sJLhpvOY3v0

Just Flutes https://www.youtube.com/watch?v=pcD_W4R1Oag

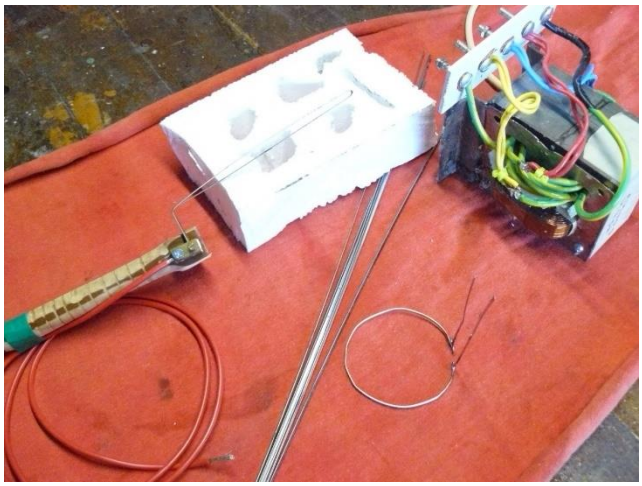
RCNZ interview https://www.rnz.co.nz/audio/player?audio_id=2018709391

Some thoughts on Foam Cutting



The Inventor has been at it again, (he reminds me of that comic book character of my youth, Hiram Q Someone?? who was always inventing clever contraptions !!). Aka PP Barry Lennox who in an email to me included the following interesting info ……. He says;

How is the foam cutting going? I recently was given a large number of stainless steel strips, these are the tension springs in windscreen wipers. It just dawned on me the other day, that as SS has a fairly high resistivity, they might be useful for foam cutting.

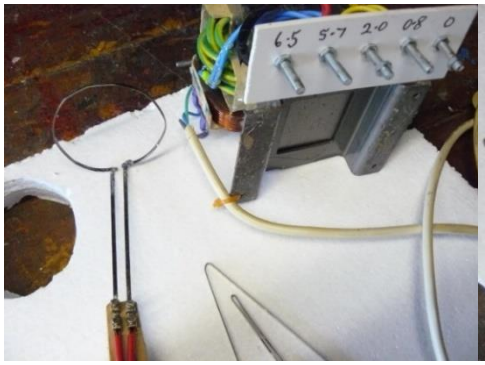


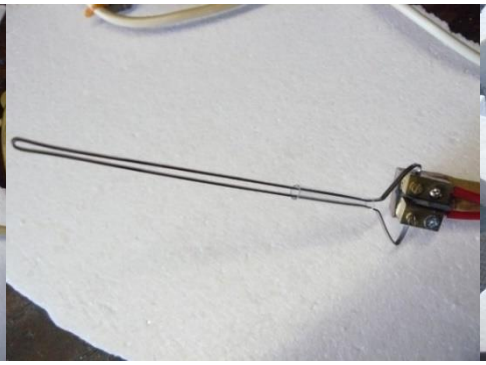
The attached pic shows how. The strip is bent into a tight U shape and run off a rewound microwave oven transformer. The supply is about 4 volts and it consumes 19 Amps, and cuts thru 75mm foam like a hot knife thru margarine. You can also see some random cuts I did. they took about 1 sec each. I'll need to cut the voltage a bit to reduce the speed to a sane level! Also, I'm not too happy with the mechanical connection just yet and it needs a minor rework. You can also see a circle of the strip (not easy to do) and some brazed-on stubs. This is not tried yet, but I'm hopeful it will make nice consistent circles in foam with just one plunge.

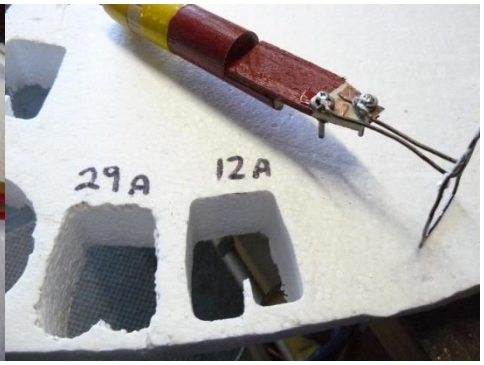
Work in progress, Thanks Barry, will look forward to an update. I like that circle cutter idea, I've been using a hole saw which gets painfully slow and make a heck of a mess in the workshop (and the house !)

Ed. **Well that was last week and today I got the follow up …… Barry writes again ……..**

Did some fiddling yesterday on foam cutters, the attached pics show the results. The advantage of these SS strips is their strength, Nichrome wire gets a bit flexible when hot. Firstly I improved the attachment of the probe version. And installed a much more "knife-like" strip. In one of pics you can see a strip bent at a relatively shallow angle, that's about as far as you can go, without it snapping in two. The trick is to use your propane torch and heat it to red-heat, then bend it as soon as possible, while still red. You can see a much tighter bend there as well.

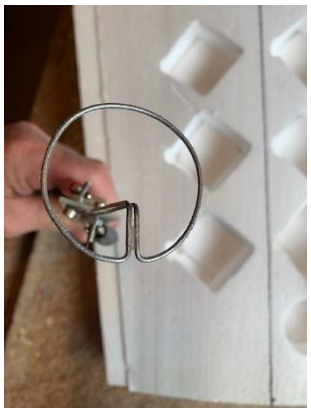


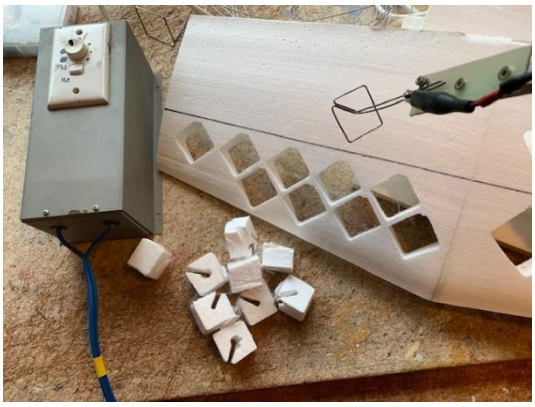


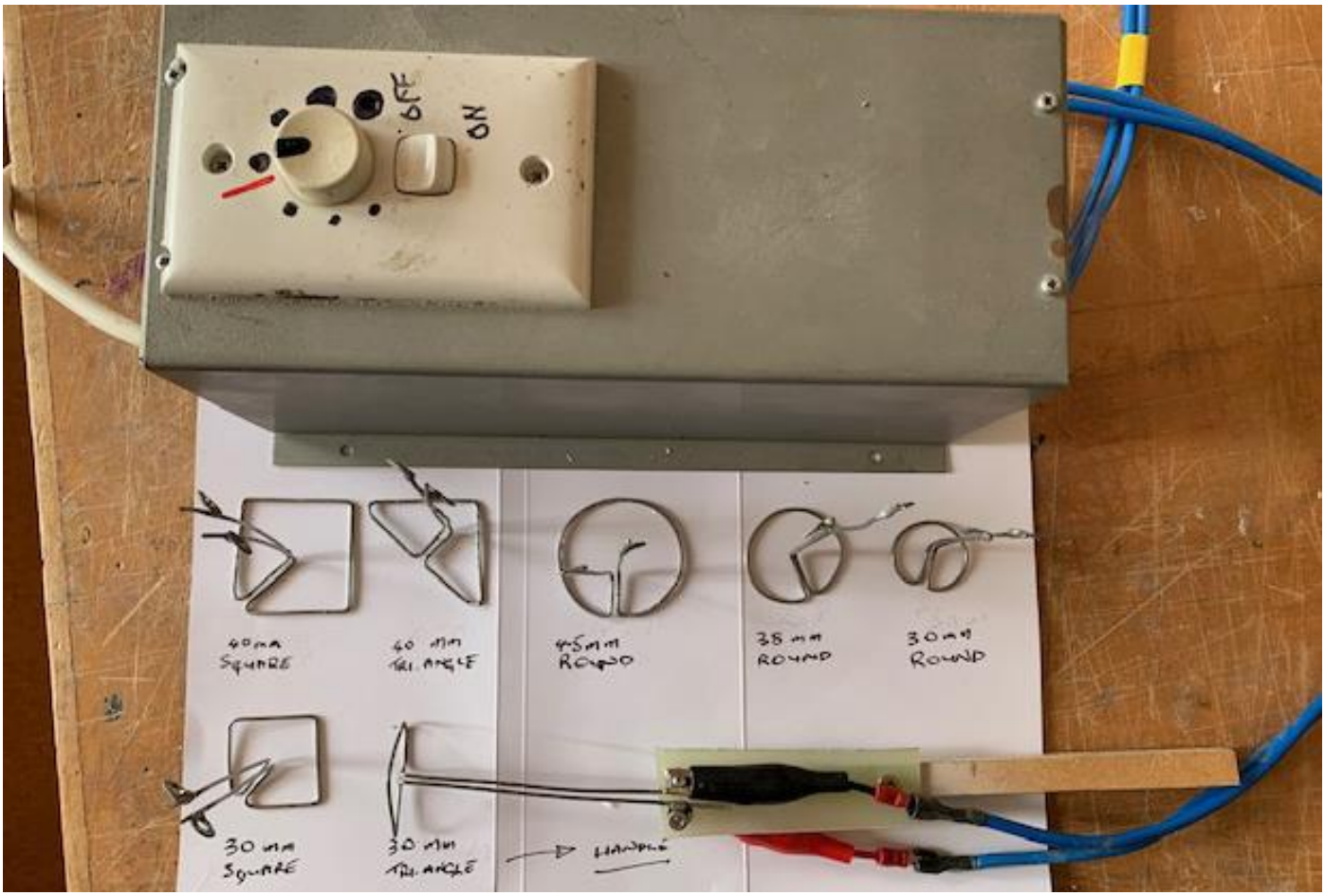


You can also see a bit of glass tubing near the handle end, it helps to keep the probe as narrow as possible. Anyway it all works well now. I also connected up the hole cutter you can see and it works OK, but might need a bit more fiddling to get it right. I used a hole saw once but it made such an unholy (har har) mess I never used it again. . Your Power supply has about the same capacity as mine, so it should be fine. ***Barry.***

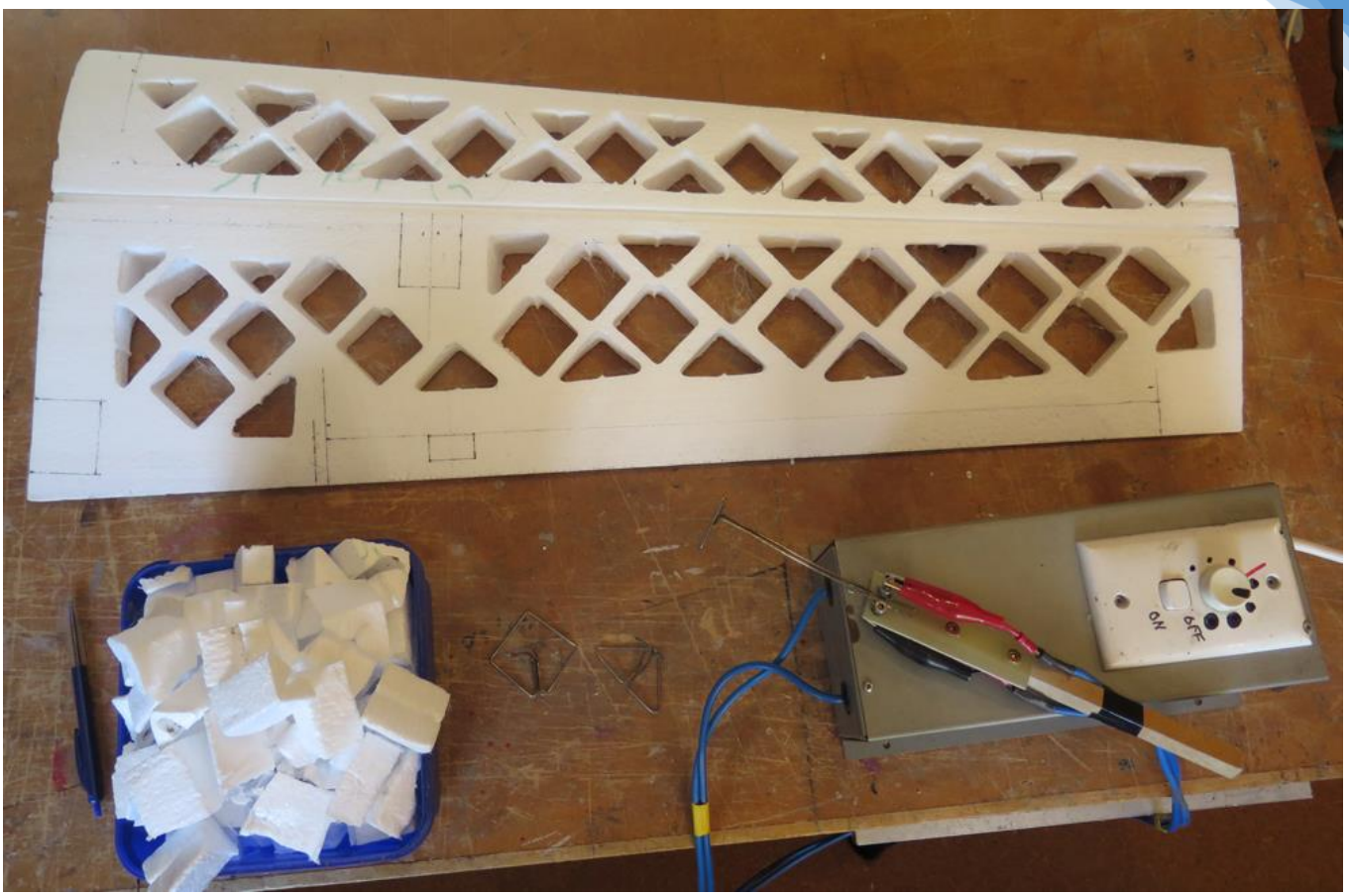
Well, all that got me thinking, the stainless strips did need a lot of heat, and on the one I made the melt tended to be excessive. A large distorted melt also occurred where the vertical arms joined the cutting shape. Uncle Roberto had given me a coil of 15 gauge nichrome wire he had left over and I wondered if it was rigid enough to make a free standing cutting tool. After a bit of experimentation with various wire configurations, length and heat (Volts x Amps =Watts), the results looked promising. I bent the vertical arms so they joined the circle/square from the centre so that any extra melt was in the discarded piece of foam. A trip then to Rob's workshop to determine just how much heat I was using. The power unit I'm using has an AC transformer with a light dimmer switch all supplied by Barry L and wired and cased by Robert L. Being AC it needed some proper meterage and we determined the best cutting temperature for the 200mm overall length of 15 gauge nichrome wire tool was around 2.2 Volts at 8.3 amps. More volts increased the heat resulting in a faster cut and a lot more melt which defeats the purpose of a lightening hole as the melted foam stays in the core around the edge of the hole.



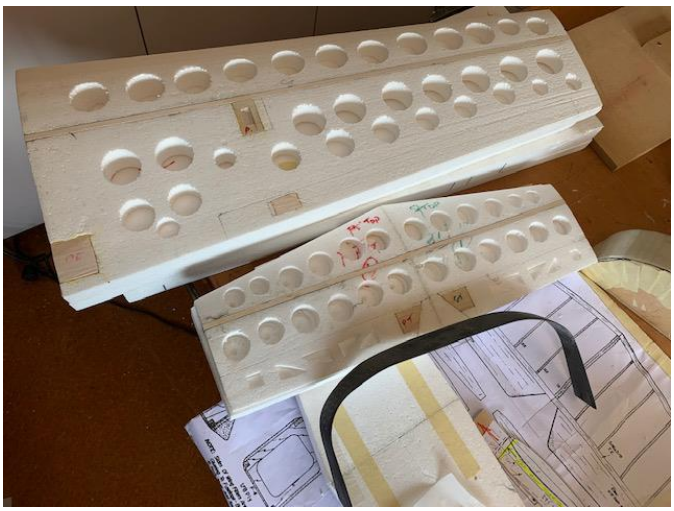


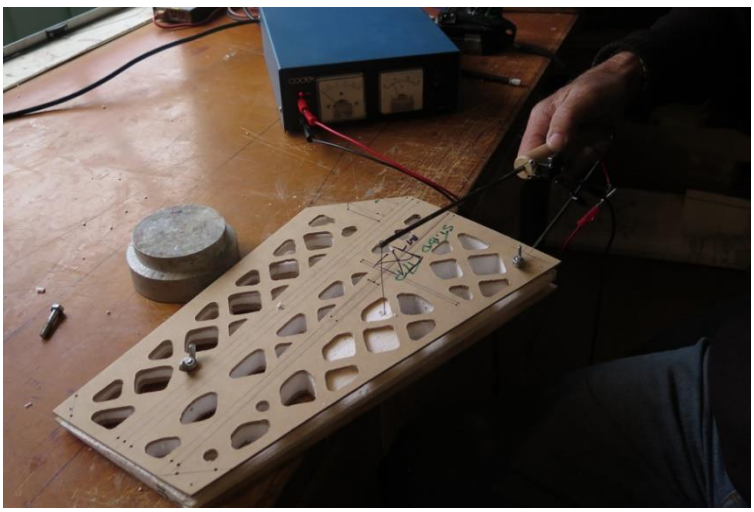


The above pictures show my early experimenting and the various sized and shaped cutting tools I finished up with. Now it is time to test my wares. I have a spare set of wing cores for the Tiger Tail classic Pattern model I'm currently building, the original I honey-combed with my hole saw, so a good chance for comparison.



I used the 40mm square and triangle probes, it was a very quick and clean operation, a little random at this stage, but practice and planning will improve that. The weight saving is quite significant. The full core weighed 134 grams, the plugs totalled 44 grams and as you would expect the honeycombed core finished at 90 grams. That becomes a significant weight saving over a whole wing when you consider the saving in glue weight as well, around 100 plus grams overall, around a quarter of a pound, very worthwhile in a 65 inch wing !





That is just one method of honeycombing a wing or tailplane. Above left is the holesaw method I used when building the Tiporare and my current Tiger tail build. A reasonably quick method, but very messy and slower. The original system above right (My and Jayden's Pattern-ship tailplane) was to make a pair of templates out of ply or mdf in my case. This is very time consuming and of course only suits one model. It is a little more accurate but also slow, as the bow has to be un-coupled and threaded through each hole before cutting. Each system has its advantages and disadvantages, it's really a matter of what suits you and the model. All in the name of saving weight. ***Ed.***

Hints, Info, News, Bits & Bobs

FYI …. A recent notification regarding DLE engines

Dear Customer, **DLE PRODUCT SAFETY ALERT**

PRODUCT: DLE Model Aircraft Engine and Gasket Set Spare Parts

Recently it came to our attention that some of the gaskets used in radio control engines had the potential to contain asbestos. These were discovered in some RC Cars in Australia.

WHAT ARE THE DEFECTS: We organised samples of each gasket type used in the DLE branded engines to be tested by an Australian NATA accredited laboratory. Chrysotile (white) asbestos was detected *within the bonded material* in some of the gaskets used in the engines. The affected gaskets are grey or black in colour. You should not disassemble or perform any maintenance or modifications that may damage the gaskets without the appropriate personal protective equipment (PPE) and removal methods as exposure to asbestos fibres is a health risk. The internal carburettor gaskets have been tested and are not affected by this recall. Some of the newer delivered engines (ie DLE-65,120, 130) have a blue coloured gasket used in some parts instead. These blue coloured gaskets have been tested and are also not affected.

WHAT ARE THE HAZARDS: If asbestos fibres are released into the air and breathed in, they can cause serious medical conditions, including asbestosis, lung cancer and mesothelioma.

WHAT YOU SHOULD DO: International consumers should email recall@dlenginesaustralia.com to register your interest if you believe you have an engine supplied by DL Engines and Hobby Australia that is affected. Once verified we will ship replacement gaskets directly to you when they are available.
Replacement gaskets are currently being manufactured.
Engines ***must not be shipped*** via international carriers to DL Engines and Hobby Australia.

DL Engines and Hobby Australia is not the manufacturer of DLE Products. These products are imported and sold by numerous businesses. As such DLE products that have been personally imported, or purchased from other agents, resellers or suppliers must contact the business that supplied them. They are NOT eligible for the supply of replacement gaskets by DL Engines and Hobby Australia.

To process the volume of affected engines is going to take time. For efficiency we will be completing these in batches, and we ask for your patience while we work through this with you.
If you have an engine that is no longer serviceable or damaged beyond economical repair, you should contact your local waste authority for appropriate disposal options.
Any questions regarding this should be directed to the dedicated email for this purpose
recall@dlenginesaustralia.com
Thank you
DL Engines and Hobby Australia.

Club Captain Derek is showing there is no end to his printing skills, As well as fuel bottle pump stations, he is now creating pilots, any size, and his latest venture is three extra cylinder heads for Bill's Corsair to make it into SIX CYLINDER powered Radial motor.

You draw it and he'll print it ! or as the young monkey said to his father when they were shifting furniture, **"**

"Dad, do you know the piano's on my foot ? "

"You hum it son and I'll play it"

SCALE PILOTS.

Paul Buckrell writes;

I've contacted Lyle Vasser at Best Pilots and he is still in business AND busier than ever. So if anyone wants a Sailor Malan 1/5 scale pilot for the Hurricane I'm selling they can source from : https://bestpilots.typepad.com/ . Neil Schrader has one in his museum scale spitfire.

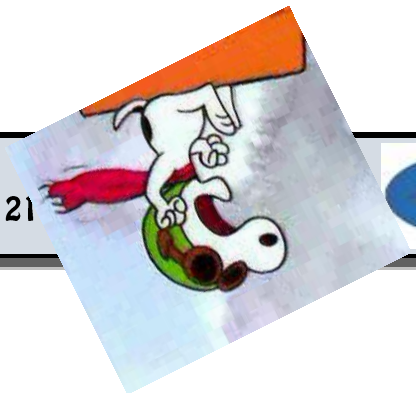
Sailor Malan 1/5 scale Pilot Figure

View Cart

Add to Cart • **PAINTED Sailor Malan Fighter Pilot** figures are **$240** each plus shipping ($10 US, $27 International, allow 3 weeks for painted pilots to ship out)

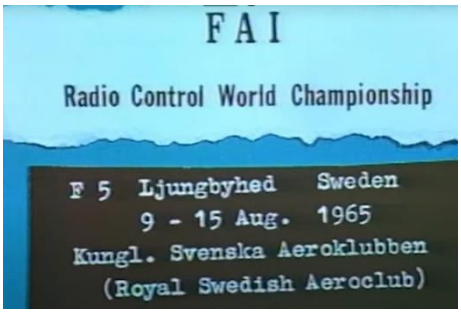
Add to Cart • **UNPAINTED Sailor Malan Fighter Pilot** figures are **$67** each plus shipping ($10 US, $27 International)

Classic Pattern

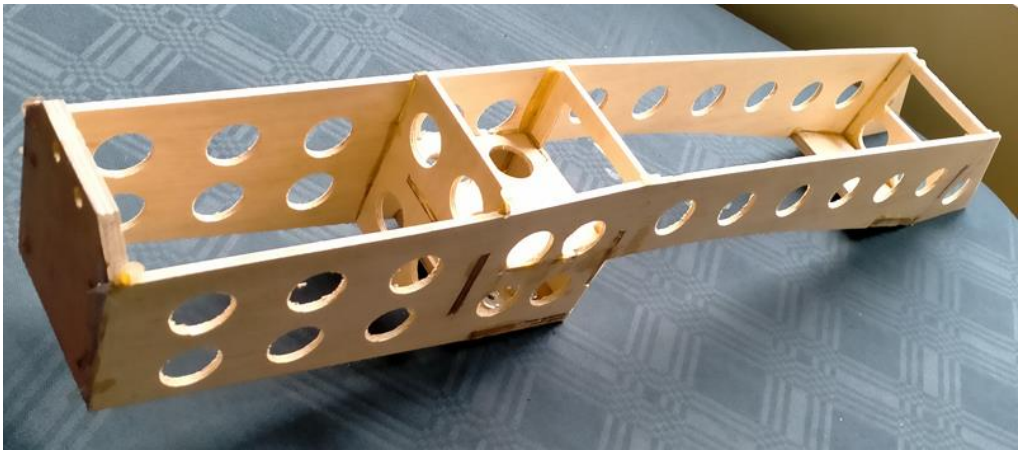


An interesting interlude is this video of the **1965 FAI WORLD AEROBATIC CHAMPIONSHIPS** held in Sweden, found by none other than our aerobatic encyclopaedia, **Mike Shears.** Thanks **Mike**, well worth watching all those fellows pulsing their transmitters and mostly wearing suits and ties. Where have we all gone wrong and how far have we come ?

https://www.youtube.com/watch?v=1Cy24lZCLyE



Stu Surge is making progress on his ***Dirti Birdi,*** building the fuselage box along the lines of my Tiporare construction ……



Nice one Stu, should be flying next month ?

CLUB AEROBATIC PATTERN AFTERNOON SATURDAY 16TH OCTOBER

(Rain date the following Saturday 23rd)

Mike and I have been looking at a simplified aerobatic pattern for club members to use as an introduction to flying the Classic Pattern schedule. It is in keeping with the Official routine but less demanding for newcomers and less experienced pilots. The good news is now that we are out of LOCKDOWN, **Mike** is going to run an introductory Pattern Aerobatic session at Awatoto Field on Saturday afternoon 16th October from midday on. Any aerobatic model is good for starters and we will have classic aircraft there you can buddy on. Come and get some experience and advice and have some fun.

The club schedule we will be using is as follows, all manoeuvres are flown on centre, one per pass and you can do any turn around manoeuvre at each end. The second to last one is an Immelmann Turn which can be done past centre to allow you gain height for the final two turn spin on or just past centre.

MFHB Club Pattern Schedule 2021. **IT** (Into wind) **DW** (Down Wind)

1. IW Single Loop.
2. DW Slow Roll (3 seconds) (Should be inverted through centre.
3. IW Outside loop (from top …. PUSH or bottom half roll and PUSH and i/2 roll out as preferred)
4. DW Two (2x) Axial Rolls (evenly spaced across the centre.)
5. IW Cuban Eight
6. DW 2 Point Roll (the half roll on centre.)
7. IW Double Stall Turn
8. DW Immelmann Turn (start past centre and exit high for the two turn spin next)
9. IW Two (2x) turn Spin. FINISH

Any members interested in Pattern or Classic Aerobatics are welcome to join in and have a go. See you there at Awatoto Field. Afternoon Sat 16th October. If it is not flyable, then bring your model and come and meet in the Club Shed where we can discuss the schedules, the models and have some general discussion and seek guidance from Mike.

My **Tiger Tail** is taking shape, most of the construction is done, just wing tips and control surfaces and general finishing to do now. Once I cut out the wing to fit and set the tailplane I can have a look at the CofG which will then give me a handle on the gear placement and weight. Exciting times ahead, be interesting to see how this Fox .60 Eagle III performs, and we can also now try it with a Dub Jett muffler !!

VINTAGE REPORT September 2021

Harvey has put the lockdown time to good use and is finishing off his 80in Southerner. He writes; "At last have finished construction of the Southerner. Have obtained a larger sheet of Sig Koverall and will start covering soon. Plan to paint all sheeted areas with water based paints as per **Barrie Price's** system, using a small foam roller. Open areas to be doped and see through."

Been corresponding with Past President **Barry Lennox** whilst he's been locked away in his Kaiapoi ranchero. He's sent me these pictures of three of his latest creations, no idle hands down there in between outdoor duties. Most of us have a shed, but this man has three and they're big. He refers to one as his warehouse, boy would I like to have a look and free rummage in there !! **Hey Barry**, have you got a ……. Yeah hang on I'll have a look in the warehouse !

"Pronto" by Dave Robelen, flies nicely with an OS20
https://outerzone.co.uk/search/results.asp?keyword=pron+to

"Electra" Vic Smeed sorta look-alike Tomboy, 55"span with an OS25. Not yet flown, but on the next decent day.
https://outerzone.co.uk/plan_details.asp?ID=4539

"Puddle Jumper" designed by Rhoe Apt. 55" with an OS15. unusual looking with a "Detroit Stunter" I-beam wing. Its very light and ultra-maneuverable, I saw the original flying in the USA just before we left in 2002. The wing is large, has 2 full depth spars and the ribs are just the top and bottom cap strips, there's no normal ribs. It's quite difficult to

build without a custom built jig, but then you can easily make several, or more! once the jig is made. Again, not yet flown. Cheers, **Barry L.**

Saturday 25th and our last chance for an NDC , **Brett and I** flew and **Barryyy and Stan** timed for us.

SPORTS CABIN E-TEXACO (TOMBOY) 25/09/2021

				1		2		GRAND
No	NAME	MODEL		FLIGHT		FLIGHT		TOTAL
1	BARRIE RUSSELL	TOMBOY		524		575		1099
2	BRETT ROBINSON	TOMBOY		535		556		1091

Nothing in the result, it was all in the luck of the draw as to whose battery ran out of electricity first. Seems to me that this E class will die out due to the unavailability of suitable batteries. I certainly wouldn't be bothered building another model for it. However, a pleasant morning was had by all in light flat conditions.

Must say I'm surprised at the drop in numbers using the field when we get good flying conditions like today in amongst some of the recent C.R.A.P. weather. The membership is high but the usage lags behind sadly, I guess there are so many other demands on members time these day, enjoy whilst you can.

There has been some interesting discussion lately amongst Vintage SIG committee members. I floated the idea of opening up NDC competition to 7 days a week and although it met with a majority approval from the Vintage RC members, it fell short of gaining traction with the other NDC participants. Now again, the Sig is looking at reducing the number of vintage classes by say combining Classic and Vintage. We looked at this last year but didn't get a majority approval so the status quo prevailed. Now there seems some general agreement with this latest proposal being a summary from Wayne cartwright….

Simplify the competition rules by combining Vintage and Classical,
A bit more detail: the proposal would reduce classes by four, and would simplify the rules a lot. We would have the following – all with design age to end 1975, all with spot landing, and current age bonus scheme for Duration and Texaco:

- Precision A (as for current Vintage Precision except open to all design ages)
- Precision B (as for current Classical Precision except open to all design ages)

- IC Duration
- E Duration
- Open Texaco (IC)
- A Texaco
- 1/2A Texaco
- E Texaco
- 1/2E Texaco
- E Rubber Texaco
- SCT IC
- SCT E
- Scale Texaco

It has also been suggested that at Vintage Rallies/Competitions that we run a “Pilot’s Choice Concours” which would allow non-competitors/sport fliers to have their Vintage models assessed, discussion is on-going.

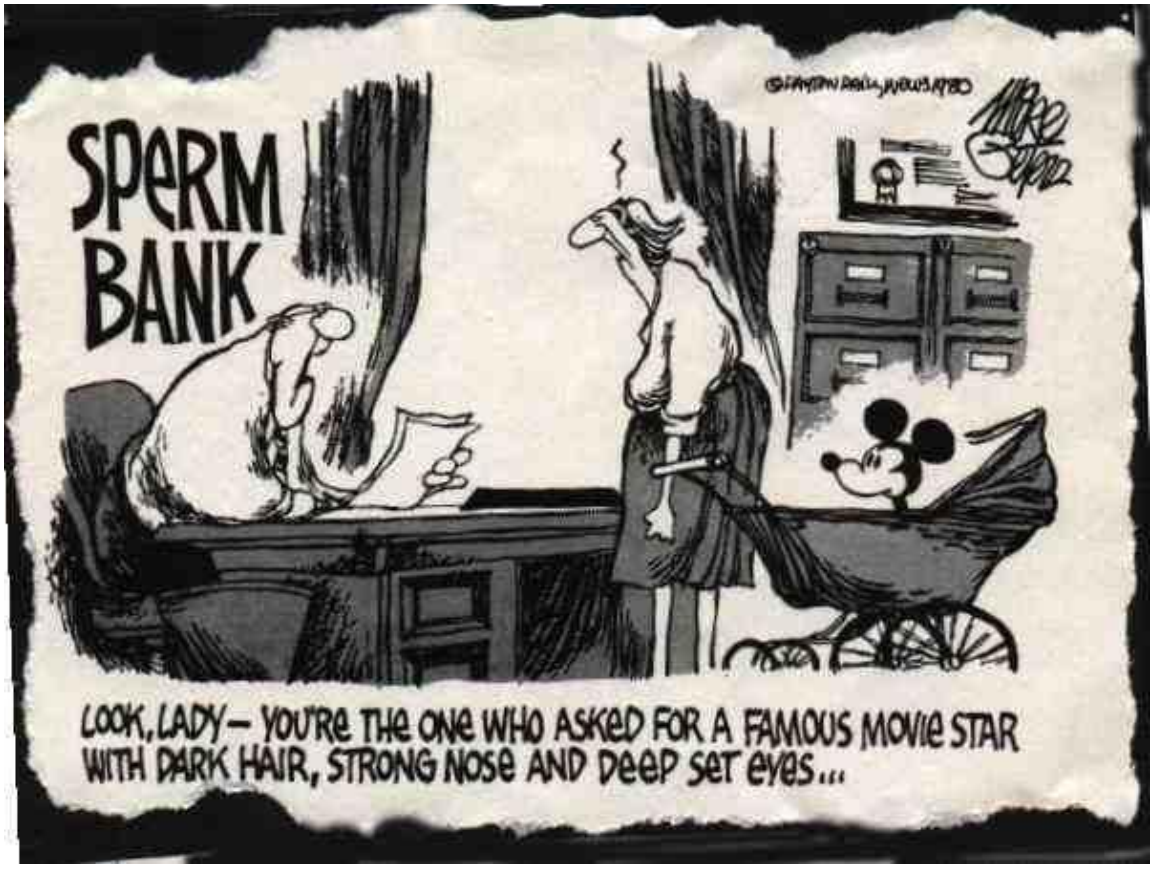
NDC. For October.

This month we can fly **RC Vintage Open Texaco**, the IC event where the fuel supply is limited to 0.1cc per 5 sq in wing area. My Slicker for instance is allowed 21.6 ccs of fuel. Age and Landing bonuses apply., aggregate of two flights.

RC Classic ½ E Texaco. I don’t think we have any qualifying aircraft, and no interest was shown in my suggestion of a build last issue.

RC Classic E Texaco. Night Trains on the 2S 550mah batteries.

Get practising vintagers and ring around when we get a suitable weekend forecast. **ED.**



FOR SALE September '21

Glasflügel HpH 304 CZ Scale 1:4.8

This all-composite 3.1/3.6m wingspan glider was manufactured by Karol Vagenknecht, Czech Republic. Parts are still available and I will give the buyer the contact details for Aleš Komárek in Prague.

The wing joiner system is made the same way as the full size, an interlocking floating spar system that crosses the fuselage and locks into each opposite wing root. Cockpit comes completely outfitted (except pilot) and canopy opens like the full size. The whole glider is fully composite with hollow molded wings of the highest quality. Tow release fitted in nose. Airbrakes, flaps and ailerons outfit the wings. Retract is installed and working. Even the fine flying characteristics have been reproduced and the model behaves nicely in thermals with the long wingtips. Fitted with the short winglets it becomes very maneuverable.

For transportation and handling it has a molded transportation case. Experience has proven that most damage to models is due to hangar rash during transportation. This case gives the required protection to this valuable model. It comes with a handy shoulder carry strap. Stock photo at right.

The model is in great condition, the only blemish being a crack on the underside of the stab that does not seem to have any structural effect when loaded. Retractable main undercarriage wheel with doors, rear wheel fixed. Installed servos for ailerons, flaps and airbrakes are Hitec HS125MG. Elevator, rudder and retract servos Hitec HS225BB. Tow release Hyperion DS20UMG that has torque > 3 x model weight. Model can be powered from 4 or 5 cell NiMh or 2S LiFe battery. The carry case that has inserts to hold the fuselage and wings in place. Wingtips, winglets and stab are wrapped in bubble wrap and popped in the case alongside the fuselage. Handbook with all control throws expressed in degrees included. AUW 3.214 kg with short winglets, 3.274kg with wingtips. Freight in NZ will usually be by Pack and Send. Ask for a quote including your postcode. Can deliver anywhere on SH1 between Wellington and Tokoroa or possibly Wellington and Hastings for reasonable petrol contribution. Model has been set up using a Futaba R6014 FAAST receiver using 10 channels to allow individual setup of each control surface/function. If the receiver is required by the buyer add $250. Programming will be provided in an Excel spreadsheet. If buyer uses Futaba 14MZ or 18MZ I can provide the model file.

Photos of the offered model can be seen herehttps://www.dropbox.com/sh/xcktdh6fgzlbss9/AABrw4hMW1AJIjE2F_3tle0Pa?dl=0 .

Price $3,000 + freight. Contact Paul Buckrell 021 422 633

**** FOR SALE ****

Vailly Aviation Hurricane 1:5.2 scale project for sale

The owner started building a 92" Roy Vaillencourt designed Hurricane back in 2012 but has lost the passion for the project and needs the space so is offering the project **for sale at $2,750.** It is doubtful that it could all be sourced for **$5k** new now. The powerplant is a Turnigy CA80-80 Brushless outrunnner that equates to a 50-80cc petrol engine. The battery box will hold 4 x 6S 5000mAh packs that could be overkill as that is what Mick Reeves uses in his 1/4.5 scale Hurricane with a CA80-80 motor. Alex Hewson has a Vaillencourt Hurricane and reports that he gets 10 minute flights from a pair of 6S 5800mAh batteries in series. ESC is a Turnigy 200A Monster that has a big heat sink with programming card with instructions for both items. Retracts, struts and wheels are Sierra Giant Scale made specifically for this model. Those alone cost $1,164 in 2012. The retracts are the only ones I found that rotate the strut 15 degrees between up and down so the wheels are at the correct angle down and in the wing when retracted. Air kit included, tanks in the wing, Intairco fill valve, pressure gauge and Robart variable rate valve controlled by Futaba S135 1.89kg.cm @4.8V servo . Dynamic Balsa cockpit kit installed. I've pulled out the Sailor Malan pilot figure for another project but have emailed Lyle Vasser 23 Sep asking if he is still making them. Mejlik 24x10 3-blade prop undrilled. Uncut aluminium spinner. Wing sheeting and wingtip balsa blocks. Enough SIG Koverall, nitrate dope and thinner to more than finish this project. Three Hurricane reference books. Vaillencourt plans AND a set of Brian Taylor plans. JR 8411/8425 installed on elevator. 4 x 10.6 kg.cm Turnigy servos included along with Robart hinge-points. The photo of a chap with a completed model shown above is one of a pack of 40 construction photos sourced from Vailly Aviation.

After 30 years in business, on 1 January 2017 Vailly Aviation (www.vaillyaviation.com) forwarded its plans and tooling to Nick Ziroli Plans (https://ziroligiantscaleplans.com/) .

Have a look at the photos of the owner's build and notes pulled from build threads here: There are some documents in Dropbox that people may find interesting. One thing Kevin Uncles mentioned about this model is to only use the outer flaps so that the elevator doesn't get blanked. Differing opinions on flap use with this model though.

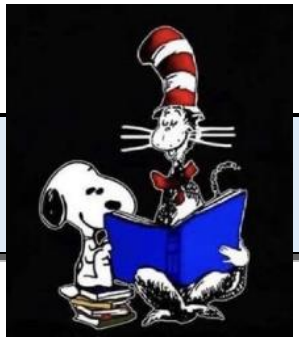
https://www.dropbox.com/sh/x2uk956agthzuzx/AABQJkATmF4nnF5mjyCkkigNa?dl=0 Then if you have questions he'll be happy to try and answer them.

Will not split the package.

Pickup from Wellington or will meet up anywhere between Wellington and Tokoroa. Delivery run to the Hawkes Bay possible for $100 contribution to petrol cost.

Contact: Paul Buckrell Mobile 021 422 633

Nostalgia Files September 2021



A Bit Of Nostalgia.

My first flight in a powered aircraft. **Harvey Stiver. MFHB**

I was recently reminded by an old school friend of my first flight in a powered aircraft, The DH Tiger Moth. The story goes: as school boys Jimmy Evans and I went to Rongotai Boys College, this was adjacent to the old Rongotai Airport on the Miramar Peninsula at Wellington. At the time the airport was surrounded by small hills giving only a short runway to work from. Also being only a grass surface, no modern tarmac runways, only short landing aircraft used this site.

On the eastern boundary was SAFE, the safe air freight depot. SAFE used the Bristol freighter as its main aircraft transporting goods to all over New Zealand. They also used the Argosy, twin boomed rear cargo entry aircraft which was spectacular to see landing. Other aircraft using Rongotai were the DH variants of the Rapide and Dominie, twin wing passenger aircraft, regular users of the field. The rear entry to Rongotai College shared a driveway to a service entry to the many hangars inside a tall fence around the western boundary. Jimmy and I would sit on a small hillock over looking the airfield watching aircraft movements, after school each day. We wanting to know more about the many movements of large trucks loaded with crates which used the entry daily, Jimmy and I were keen to find a solution. It came one afternoon when an Austin 7 motor car travelled up the entry/ exit gate, the driver got out and opened the large gate. Jimmy and I asked the driver, later called Simon, questions about truck movements, what were they carrying and what were the little yellow biplanes outside the sheds. This gentleman turned out to be in charge of a project, as he explained, to assemble the De Havilland Tiger Moth aircraft for the NZ Airforce's pilot training program. Our enthusiasm for questions and answers led him to invite us to look over the project on Friday afternoon, after school.

Once welcomed into the project hangar we witnessed many technicians assembling the DH Tiger Moths in the first of three large hangars. The second hangar answered our question about the crates bought in by trucks. These contained stripped down fuselages, wings, undercarriage sets and all the parts to compete and aircraft. Being Friday we were informed that The NZ Airforce pilots would soon be arriving to take the Tiger Moths to Ohakea base as part of their flight training program.

While we waited a Humber Super Snipe drove across the field and three NZ Airforce pilots got out. Simon welcomed these men and all went inside Simon's office to complete the hand over paper work. Once completed the three returned to inspect their aircraft. Simon introduced Jimmy and I to the officers who took interest in our being at the project. One officer called Peter took me in hand and said "that before take off he needs to look over the aircraft and see all was ok". He suggested that I help and we started at the nose and did a full walk around recording all controls, wing connections, struts, wheels and engine cowling etc. were secure. I tried to remember the sequence of inspection with Peter impressed with my knowledge on later questioning. He then dropped a bombshell, " how would you like to go for a ride next Friday when we come down to collect the next Tiger Moths" , I was speechless but agreed to be here next week, but only if my parents agreed.

The next Friday came after a very nervous wait, parents ok, just waiting for the pilots to arrive. They arrived once again this time by an NZ Airforce DH Rapide which left once the pilots embarked. Peter said "did you get permission to fly", I replied with a very nervous "yes'. Once paperwork was signed Peter took me around the Tiger moth and we both inspected all as before. A flying suit, helmet, goggles and gloves were produced. After dressing I was seated in the front seat of the Tiger Moth.

Peter stood on the wing beside me and explained the controls and instruments. He also connected a cord from my helmet to a radio to enable contact between pilot and student to occur. He explained that the radios all needed to be upgraded because the reception was very poor, but they would be done by the NZ Airforce. Taxing out to take off was fun, Peter called “all ok to go”, I replied “yes “ and the Gipsy Major burst into life as we gained speed down the grass runway finally climbing at a steady rate over Evans Bay. “Look below” I heard over the radio to observe a real treat, a Short Solent flying boat skipping over a light sea on a take off run towards Petone. Evans Bay was the terminal of Teal, Tasman Empire Airways Limited. The Short Solent was a large four engine flying boat which serviced the Australian main land, based at Evans Bay for many years.

As we climbed to 1500 feet we saw the Flying boat leave the water and fly towards the west after a port turn. We also turned to port to travel west over the Karori Hills, our plan was to travel finally south and return via Lyall Bay to Rongotai Airport. That’s enough for now next episode next bulletin.

Regards **Harvey Stiver** MFHB Patron.

Maurice Job writes;

Greetings,

This is to invite your Members to the PN Aeroneers 75th Anniversary Celebrations.

We propose a Flying day as attached. If people wish to come on Saturday, please let me know and we will organize something for Saturday, plus an evening meal.

I think it is important that proposed visitors let me know they will be coming so I can keep them informed. My phone number is 021670689 for TXT messages, or 'president@aeroneers.com' for emails.

Please contact me if you have any questions. We look forward to meeting you.

Regards, Maurice Job.

President PN Aeroneers MAC

The 74th National Aeromodelling Championships

Carterton 2nd Jan - 7th Jan 2022

The Nationals are on in Clareville again. This venue provides all the facilities we need to run the Nationals, and its as central NZ as it gets. Get in your car, and drive. See the sights on the way !! Is it really that far ?

Accommodation through Air B&B and Book A Bach throughout the Wairarapa available for those not wanting to camp. Or rough it in a fancy Motel complete with Aircon. For the seasoned nats goers that want to stay close to the action, powered and unpowered campsites are at the Show Grounds as usual. Dust of the Nats tent, hitch the caravan, fuel up the RV, and get on the road. Make sure you get your accommodation sorted early, it was at a premium last year due to the current climate.

- Free Flight
- Control line
- Vintage
- Soaring
- Scale
- Aerobatics
- Pylon
- Heli Fun Fly
- FPV Wings & Multi rotor
- Indoor Flying
- Special days away from all this exciting flying for the Ladies
- SIG run Barbeques
- Final Prize Giving and Banquet Dinner !!
- Plus other social events arranged by this years Nats Guys, Bogan and Rowdy ...

NATIONALS MANAGERS
Kevin Botherway "Rowdy" 027 557 0470
rowdy01@xtra.co.nz
Frazer Briggs "Bogan" 021 288 9455
frazer@pbgrc.co.nz

ALL ENQUIRIES WELCOME

model FLYING NEW ZEALAND 74th NATIONALS Carterton 2nd - 7th Jan 2022

model FLYING NEW ZEALAND

www.modelflyingnz.org

Rc1 PROGRAM — PYLON/SCALE/AEROBATICS

	2nd January	3rd January	4th January	5th January	6th January	7th January
	Day 0	Day 1	Day 2	Day 3	Day 4	Day 5
8:00 am to 9:00 am		RC Pylon	RC Aerobatics IMAC	RC Scale Novice Intermediate F4H	RC Scale Overflow	RC Aerobatics Pattern Classic
9:00 am to 10:00 am						
10:00 am to 11:00 am						
11:00 am to 12:00 pm					RC Aerobatics Pattern Classic	
12:00 pm to 1:00 pm						
1:00 pm to 2:00 pm	RC Pylon	RC Pylon	RC Scale Novice Intermediate F4H	RC Aerobatics IMAC RC Scale AGM		Aerobatics Prize Giving
2:00 pm to 3:00 pm						
3:00 pm to 4:00 pm						
4:00 pm to 5:00 pm						
5:00 pm to 6:00 pm						Main Prize Giving Banquet
6:00 pm to 7:00 pm						
7:00 pm to 8:00 pm			Pylon AGM			
8:30 pm				Aero SIG AGM		

Note: Midday cut over times are not exact. This is a shared transition time. Be prepared for the previous event finishing early if its their last slot Eg Scale day 3

MFNZ Nationals 2022 needs YOU!!!

Len has stepped out the driver's seat for the 2022 Nationals and the team of Kevin Botherway and Frazer Briggs will co-CD the event to be held in Carterton.

But they need help to do this.

They're looking for volunteers to assist them in both administration and servicing of the flying fields. If you can help, even if it's for only a few hours, drop an line to the MFNZ Secretary (secretary@modelflyingnz.org)

A CLOSING SMILE. Sept 21

The Copilot

I am the copilot. I sit on the right.
It's up to me to be quick and bright;
I never talk back for I have regrets,
But I have to remember what the Captain forgets.

I make out the Flight Plan and study the weather,
Pull up the gear, stand by to feather;
Make out the mail forms and do the reporting,
And fly the old crate while the Captain is courting.

I take the readings, adjust the power,
Put on the heaters when we're in a shower;
Tell him where we are on the darkest night,
And do all the bookwork without any light.

I call for my Captain and buy him cokes;
I always laugh at his corny jokes,
And once in awhile when his landings are rusty
I always come through with, "By gosh it's gusty!"

All in all I'm a general stooge,
As I sit on the right of the man I call "Scrooge";
I guess you think that is past understanding,
But maybe some day he will give me a landing.

Security Mathers

At Heathrow Airport today, an individual, later discovered to be a public school teacher, was arrested trying to board a flight while in possession of a compass, a protractor, and a graphical calculator.

Authorities believe he is a member of the notorious Al-Gebra movement.

He is being charged with carrying weapons of math instruction.

I hope you enjoyed the read, copy for the October newsletter needs to be in my hands by Thursday 28th Oct. My thanks to all who have contributed and I look forward to your copy for the next issue.

Barrie the editor *mfhb* *September 2021.*