

# Model Flying Hawkes Bay



**PROPWASH**



## Club Newsletter #131 November

NOV	NOVEMBER EVENTS CALENDAR
Tues 2	Shed Morning
Thurs 4	"Vintage" Awatoto
<b>Sat 6</b>	<b>AEROBATICS TRAINING Awatoto 11.00am</b> <b>NDC</b>
<b>Sun 7</b>	<b>Club Sunday</b> <b>NDC</b>
Tues 9	Shed Morning
Thur 11	"Vintage" Awatoto
<b>Sat 13</b>	<b>/ SUN 14 AEROBATICS NORSEWOOD</b> <b>NDC</b>
<b>SUN 14</b>	<b>CLUB 2<sup>nd</sup> SUNDAY *BARBECUE*</b> <b>NDC</b>
Tues 16	Shed Morning
Thur 18	"Vintage" Awatoto
<b>Sat 20</b>	<b>CLASSIC AEROBATICS AWATOTO ALL DAY</b>
<b>Sun 21</b>	<b>CLUB SUNDAY</b> <b>NDC</b>
Tues 23	Shed Morning
Thur 25	"Vintage" Awatoto
Sat 27	<b>NDC</b>
<b>Sun 28</b>	<b>Club Sunday Awatoto</b> <b>NDC</b> <b>***Palmerston North Aeroneers***</b> <b>75<sup>th</sup> Anniversary Event. Rally</b>
Tues 30	Shed Morning

### Vintage & Soaring NDC calendar for November 2021

Nov/21	158	VINT	RC Vint E Rubber Tex
Nov/21	159	VINT	RC Vintage 1/2E Texaco
Nov/21	160	VINT	RC Classic IC Duration
Nov/21	433	SOAR	F3K Tasks B,D,G,H
Nov/21	434	SOAR	ALES 200 Class M
Nov/21	435	SOAR	Thermal H (2 M. Glider)

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Let's hope the 74 the Nationals go ahead.

Think positive and get your entries in NOW !

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**Contributors to this Issue #131;** Stephen Wessel / Phil Sharp / Barrie Russell / Barry Kerr / Derek Whelan / Brett Robinson / Clive Baker / Harvey Stiver / Anthony Hales / John Sutherland / Colin Stevens / Stuart Sturge / Mike Shears / Vintage SIG / Glider Tow Group / and others E&OE!



## From the Editor's Desk;

**Greetings All,** Once again it's got away on me a bit, not a lot of "Club" activity, but things seem to be happening around the club if that makes sense. Coverage continues of Phil's remarkable engine build and John Sutherland gives us an update on his FW190 Dora build which is looking very handsome and world class. Again I'm indebted to Stephen Wessel who so unselfishly shares the story of another of his engine builds.

Clive Baker is preparing some information sheets about some of our more notable scale models the first of which is included this month. . The full info will be displayed in a series here in Propwash, and he will make abbreviated A4 sheets available to members for display at rallies etc. He has asked a number of you for the info on your models with little success. He has prepared the full size information and will have the photos. **but,** needs your model specs and info so please help by contacting him. He is doing this to help you and the club.

I spent a very pleasant afternoon at the Glider Tow meeting in Aorangi Road. This is a very active group of dedicated modellers with Graeme Rose being our local CD. I hope you enjoy the report and if you want more information on their activities, contact Graeme.

There has been some interest shown in our aerobatic encouragement group. I think we're all aware that aerobatics is about the precise control of our models flight pattern and can only help to improve our general flying. There is no pressure on members to compete, but if you'd like to join in or come and observe, we'll be there again on Saturday 6<sup>th</sup> from 11.00am on weather and conditions permitting.

I'm disappointed to read of the decision to out source the food tent at next Warbirds rally. Having been the initiator of the "Hamburger" meals there and seeing the valuable profit and camaraderie from the food tent over the years, it seems tragic that a few keen members can't be found to run this valuable facility. Oh well, I guess another ten bucks on your sub won't bother anyone ?

My thanks to all those who have contributed, and to those of you who promised but didn't make it, maybe next month please.

**Barrie** the editor mfhb. Oct 21.

## Mr Secretary Says. October 21



### 211012 Meeting Notes

The October meeting was generally a quiet affair. Of interest to members, given the Shed key has been changed to one that is unable to be copied, is that the Shed was unarmed from 17 August to 27 August. This serves as a reminder to those who use the Shed, that if you open it, you need to arm and lock it up, or organise for someone else to do so.

There were no new Member nominations, and the membership remains stable. Derek and Phil wish to thank those Members who participated in the Working Bee recently. Much was achieved, and at this time of the year on-going spraying is necessary. A further Working Bee in early December will also give our budding artists an opportunity to paint some battens and waratahs!

Air Commodore Marty Hughes, Warbirds Convenor, reports all is on track for the event, notwithstanding Covid could still play its part. Food catering is organised and will be provided by outside caterers at the event. This minimises risk to the Club and will free up those who usually help in the food tent to venture out and help Tony Ives and his team on gate duty.

MFHB's response to Covid will continue to follow Government guidelines. These suggest MFHB, as a hobby group, can hold gatherings of up to 100 people, indoors and out, and there is no requirement to socially distance. However, please stay home if you are unwell or have been asked to isolate. You are encouraged to wear a face covering when, say, heading into the Shed, but you don't have to.

Additionally, there was much discussion about the **Rules and Recommendations** which can be found in this Newsletter. The document will be sent to each Member and will also be posted on the website in possibly a different format. As you will see in reading the Rules and Recommendations, the Committee has taken an educative and common sense approach to how MFHB prioritises safety. Situational awareness is paramount. The Committee adopted the Rules and Recommendations unanimously and the President thanked the sub-committee of Derek Whelan, Joe Wurts, Russell Nimmo and Barry Kerr for their work over the last couple of months. **Members are welcome to address any responses to the Committee.**

**Barry Kerr, Secretary MFHB**

## Club Captain's report October 21



### Club Captains Rumbblings.

**Hello fellow club members.**

Its been an interesting month for me, what with the cancelation of a planed IMAC weekend in Galatea due to lock downs. An aerobatics day run by Barry and Mike that those that attended enjoyed. Then to round the month off, a trip to Christchurch to pick up some models, motors, bike and attending the Darfield scale and jet fly in.

I have heard two tales this month and although I was not there to witness them thought they deserve a mention. These stories involved two very experienced pilots. Both took off and soon after experienced engine failure. One aircraft a jet that ended up in the rough on the wrong side of the fence at the end of the strip and the other, coming in contact with a tree, followed by a vertical plunge to the ground over by the river while trying to get back to the strip. Both survived with next to no damage thanks to the luck of the gods. Goes to show though that the fall from grace can happen to all of us and how spending a little more time on the ground checking things may just save you a heap of heart ache.

It is interesting times that we live in with Covid. The position of the club was posted earlier in the month but in sort, states that we are following government and council guidelines. This is what the experts recommend as best practice to protect us all. You will be notified of any changes needed as the government or council release details. (Council as we occupy their land). Off cause the clubs position is that of encouraging all club members to get their vaccination.

With the official guide lines in place to follow there still remains a large area of personal responsibility and common sense. If you have been away or out in a large gathering of people you are not that sure about, consider taking a weekend off from attending the flying field or club shed. If you or other direct family member are feeling under the weather, again stay at home, get a test and join us again once you are sure you are not putting others at risk. This stands true for all. Covid dose not discriminate between the vaccinated or unvaccinated and all parties can catch, carry, and spread this virus. Keep in mind the aging population of our general membership puts us at the high end of the risk scale for adverse side effects to this virus.

This all said and done, I will not be at the field this weekend having only just got back from my road trip to Christchurch. If I'm still standing next weekend fit and well, I will see you then. Till then happy flying.

Club Captain.

**Derek Whelan**



**YOU DON'T STOP FLYING  
WHEN YOU GET OLD**



**YOU GET OLD  
WHEN YOU STOP FLYING**





# .MFHB Club Field and Flying Rules 2021.



## Model Flying Hawke's Bay Awatoto Field Rules and Recommendations

### Purpose

The primary purpose of these **Rules and Recommendations**, along with links to Civil Aviation Authority (CAA) and Model Flying New Zealand (MFNZ), is to signal the priority Model Flying Hawke's Bay (MFHB) places on safety, and the importance for Members to have read and to follow any such rules and documentation. Accordingly, MFHB promotes the MFNZ Wings Badge scheme.

### Introduction

MFHB Field Rules apply differentially depending on location on the field, its use by other Members, and the type of aircraft being operated: main flight line, park flying, centre field and racing quad copters. It is the flier's responsibility to ensure appropriate aircraft and transmitter functionality prior to flying. Some rules necessarily apply to all members, as they fall under current CAA regulations (Refer Addendum).

### General

- **No aircraft shall be flown higher than the CAA approved 120 metres (400 feet) unless approval has been given to the Club on application, and the requirement to land or avoid full size aircraft in close proximity to the field shall be followed.**
- **The main gate shall always be left locked after entry and exit. The last person to leave needs to ensure the shed, car park and field gate are padlocked.**
- **Unaided line of sight shall be maintained, with an observer for FPV flights. Flying shall only occur during daylight hours.**
- **Aircraft shall be started on the starting poles and never in the Deans Shelter. Electric motors shall only be run in the Deans Shelter with the propeller removed.**
- **Aircraft shall not be launched towards other people.**
- **Situational awareness needs to be maintained and assisted by observers where required.**

### Main Flight Line

- Observers are required for fliers who do not hold a current Wings Badge
- Circuits shall be away from the flight line

### Recommended Actions

- When 2 or more aircraft are intending to use or are using the flight line, the taxi strip should be set up by a circuit flier to facilitate entry to and from the flight line (Cones, fire extinguisher, etc.)
- Fliers using the field for circuit flying shall indicate their presence on the flight line and announce their intention to land and take off

## Park Flying Area/Centre Field

- Winch, bungee launch, and large electric powered sailplanes shall be launched away from the centre field and landed toward the centre field
- Take offs and landings, including low level flights, shall be a safe distance from the Deans Shelter and car parking areas

### Recommended Actions

- Awareness of people on the stop bank is necessary at all times
- Aircraft using the centre field area should only transit between the starting area and the flight line at a high enough altitude (recommended >50m) so as not to interfere with any operations between the flight line and the starting area

## Quad Copter and FPV Area

- Racing Quads and all FPV aircraft shall only be flown within the immediate environs of the flagged area if there are any other flying groups on the field
- No person shall enter the FPV flight area while any FPV flight is occurring
- Pilots shall announce their intention to commence flight
- An observer for each flier shall be maintained

### Recommended Actions

- Spectators shall not enter the flying area at any time

## Conclusion

The adoption of these **Rules and Recommendations**, along with high operational situational awareness, will ensure safety is a priority for both members and others in the environs, and follow CAA and air traffic obligations. Education and co-operation is paramount.

## Addendum

The following are links to CAA and MFNZ, much of which applies to MFHB Members: <https://www.aviation.govt.nz/drones/rules-and-regulations-for-drones-in-new-zealand/part-101-rules-for-drones/> provides a good general introduction.

[https://www.aviation.govt.nz/assets/rules/consolidations/Part\\_101\\_Consolidation.pdf](https://www.aviation.govt.nz/assets/rules/consolidations/Part_101_Consolidation.pdf) - Sub-part E is applicable to MFHB Members, particularly pages 21 through 26.

[https://www.modelflyingnz.org/docs/general/MFNB\\_Members\\_Manual\\_2018\\_Rev\\_0.pdf](https://www.modelflyingnz.org/docs/general/MFNB_Members_Manual_2018_Rev_0.pdf) - pages 7 and 11 through 19 are important.

# CLUB ACTIVITY October 2021



**October** has started in fine style with a delightful spell of weather. Saturday saw a couple of nice scale models getting air time. **Russ Nimmo** had his 1.4 scale "Great Planes" Cub powered by a Saito 25 four stroke, looks and sounds great in the air. (and on the ground !)



Our **Common Tator** and his **Chippy old Dad** were having a ball with their Fokker Tripe. It evidently started life with a Four stroke motor, then got converted to electric, and then back to it's now petrol 23cc two stroke.

It presents so well, even though **Marty** has fitted a non-scale steerable tail wheel which improves the ground handling heaps.



**Sunday 3<sup>rd</sup> October.** saw a good attendance from most disciplines, a busy flight line, and elsewhere, drone racing, helicopters, Radians and some vintage NDC.



**Joao's** Jungmeister looking great with both **Robert** and **Joao** on the sticks putting it through it's paces.



**Mike** helping **Shaun Andrews** with set-up on his new Extra. **Shaun** is an experienced heli-pilot and coming back into Aircraft and hopefully aerobatics. The smiling trio, **John A**, **Dave C**, and **John C** enjoying a chat around **John's** Falcon.



Anthony H brought out his beautifully finished Playboy, his first serious Vintage model, Needs a little more setting up before flying, should be a great performer. Stu Sturge is now a regular with his Grasshopper.



**Saturday 9<sup>th</sup>, Club Working Bee.** A smallish number turned out but not a lot organised. A new concrete step got made for the Club Shed. Weed eaters were to the fore here and there. A number chipping weeds in the shingle car park but then found not really needed as spraying was to take place. So some went flying. The



proposed fence painting didn't happen, previously we used to hold the working bees early on a Sunday morning before flying and finish off with say a morning tea, turnout numbers were always good and tasks allotted, organised and finished early.

**Sunday 10<sup>th</sup> October.** Saturday was beaut for those that did have a fly, Sunday the wind came back with enough cross to make it uncomfortable. **Mike and Rob** got off the ground with their Skymaster, but the rest opted to stay in the shelter. **Prez Lance** had his Pilot ARF Extra 300 on



the flightline but opted to stay on the ground rather wisely as the wind was gusting 30 to 40 K and going cross ! This

is a very nice model powered with a DA 70 twin. There are a couple more in the wings almost ready to debut, **Mike Harris** is fitting an EME twin 70 to his and **Rob Lockyer** is playing with his in the back bedroom and contemplating a bigger motor than the DLE61 he currently has for it. **Mike** says "Go Bigger young (OLD) man". **John A** had his new Cessna Caravan ready for test which **John C** has helped him set up, so **Mike** took the opportunity to run some taxi trials, all went well. Just wait for a nice calm day.





**Saturday 16<sup>th</sup>** saw the aerobatic training session.... See the **Classic Pattern** report. **Sunday 17<sup>th</sup>**, the wind came back across the stopbank and only the Drone families ventured out from what I could see on the field cam.

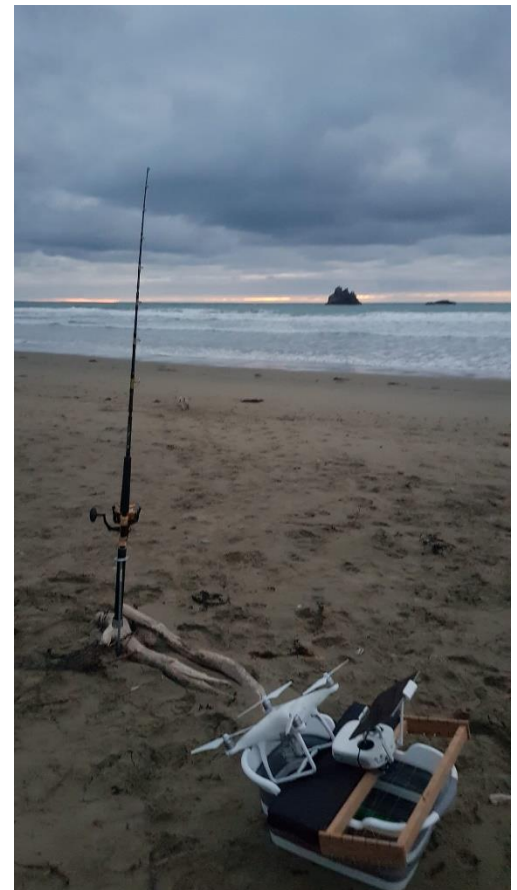
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**Busy Shed morning Tuesday 19<sup>th</sup> Oct.** about a dozen turned up over the morning. **Mike and Rod** were



busy setting up **Marty's** Aerobatic Yak. And replacing a faulty rudder servo. **Marty** hadn't been happy with the way it handled so Mike was giving it a programming make over. Watch this space !!

**Josh Harris** paid us a visit with **Dad Mike**, nice to catch up with him again. **Josh** has just completed his PhD in cancer research and is off to Melbourne in the new year. He was checking out his flying skills on the club SIM ! Congratulations on your academic achievements **Doctor Josh**, we wish you every success across the Ditch and hope to see you back here from time to time.

And what does a re-(tired) Airline pilot do when he gets a few days off, well he takes his drone and goes fishing of course.... And it's real hard work no doubt, providing food for the family, here is the view from the "Lounge" !! Mind you he's well qualified for this, years of practise sitting with his feet up in the cockpit. Nice one **Alex**, I'm looking forward to a fresh fish meal mate after my helpful hints !





**Labour weekend, Saturday 23<sup>rd</sup> am.** Quite a group enjoying the air, moderate easterly down the strip. **Paul Buckrell** was up for the weekend staying with **Harvey** and getting some good air time with his Pitts Special. A beautiful model from a Hangar 9 ARF Kit, powered by a Saito 70 four stroke twin. Looks and sounds so realistic in the air.



The drone families were set up at the eastern end and busy fine tuning their new computerised racing/monitoring system which seemed to be working well with a computerised lady calling their lap numbers and times. Below is lift-off from the starting/finishing zone.







A lot of concentration going on here with three FPV racing drones screaming around the course and these pilots looking anywhere but at their charges ! Weird !!( Unless you're a drone person !!)

Form the left. **Mike** onlooker with a remote screen receiving Jack's signal, **Jess Hoare's** legs waiting to fly her Racer Floss in the next race. **Brian McPhail** flying a freestyle racer Hawk. **Jack Clarke** Flying a racing quad Floss-frame. **Isaac Robin** flying a freestyle drone Wizard frame. AND THEY WERE RACING, MOST IMPRESSIVE !

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**Sunday 24<sup>th</sup>**, A little breezy and a light turnout. **David Kenwright** has re-powered his Hangar 9 Inverza with the later model NGH 35cc Rear exhaust petrol motor. Looks a nice unit and just running it in on Castrol mineral oil. He flew the first flight well with the cowl off, and on the second with the cowl on, the motor cut and he made it back as far as the willow tree which caught it and then dumped into the long grass on the riverbank with no damage ! Turns out with the cowl in place the motor needed to be re-tuned richer. Lesson learnt ?!





**Kim and Dominic Clarke** were down with John for the weekend. **Dom's** flying is now becoming quite impressive, even **Grandad JC** stops biting his nails when **Dom** does a low level knife-edge pass with his Pilot ARF Slick powered by a DLE 35RA ( Dom is kneeling down there by the way !!)



**President Lance** continues to improve his flying skills under **Mike's** watchful eye, and once again we enjoyed **Paul B's** company and lovely sight and sound of that Saito 4S powered Pitts special. Paul mentioned that there are still two of these Pitts still available at Firebrand RC in Taupo. Wouldn't that make a nice Christmas present for your partner ?







**Shed Morning Tuesday 26<sup>th</sup> Oct**, a dozen or more happy souls came and refreshed and chatted and talked aeroplanes and politics and lockdowns and rubbish. Looks more like a scene from the **Awatoto branch of the HB Old Folks Association**. Mmmmm , anyone for a game of Snap or maybe Karaoke ?



**“Keep your eyes open.  
Two prisoners are missing!”**



**“You here again, Carole?!”**



## AROUND the BUILDING BOARDS Oct 2021



As usual, **Harvey** is not letting the grass grow under his feet, and another masterpiece emerges from his workshop.

**Harvey** writes..

The Southener.

I recently told of my plans to enlarge my Hangar One 60" Southener to 80 inches as a summer floater.

I was told by other modelers that the enlarged model flew well in all winds and should not be difficult to build.

Son **Brent** was able to enlarge the 60" plan to 80 inches.



He also was able to enlarge the Hangar One kitset items to 80 inches that gave me all ribs, fuselage formers and ancillary parts. This enlargement was accurate and saved a lot of time as Hangar One plans only contain outlines etc. Progress was very steady over the building time with no problems. The model is now finished in a yellow and blue film scheme. I powered the enlarged Southener with an electric motor and speed controller from a ESM foam Mustang which met its demise some time ago. Well, what a delight on test fly day, assisted by our editor Barrie, the test flight was great, little trims required, the model was steady into a sea breeze and soared with motor cut as a large glider would.

Just one point of concern, wanting to be the same as the 60" version, I rubber banded on the wing. Meaning battery was installed power turned on and then wing banded on. It was mentioned that if I touched the throttle during assembly, or taking model out to take off area, the powerful motor could be turned on with no good results.

**Brett Robinson** suggested an isolating plug on the fuselage side to allow assembly without the electrics alive until on the field. He produced a wiring diagram and plug suggestions to complete the isolator. J Car was visited, a Dean plug was purchased along with copper wire, this has been installed in model with great success. Many thanks for all the suggestions guys, we can always learn from others.



**Harvey Stiver.** Life Member MFHB.



# FW190 DORA 13 Scratch Build Pt 5



**John Sutherland's** scratch build of his Focke-Wulf FW190 Dora 13 continues apace. The major construction is almost done and **John** is now concentrating on the finishing detail, and there is plenty of it. Back in 1914 I recorded the early stages of the fuselage build shown below. That was at least a couple of years into his planning and research, which now gives some idea of the time and work effort that goes into a scale build of this international standard class.



The following is a pictorial summary of the model to date. John writes; Hi Barrie, these pictures are a mixture from last year to a few months back. As you can see there are pictures of the wing construction along with the aileron structure and fitment into position in the wing along with push rod connection. Also skinning and then fitment to fuse. Some show wing fillet work and undercarriage with doors fitted and installation into the wing. Also a recent picture of fuse with detail showing various panels and doors along fuse.

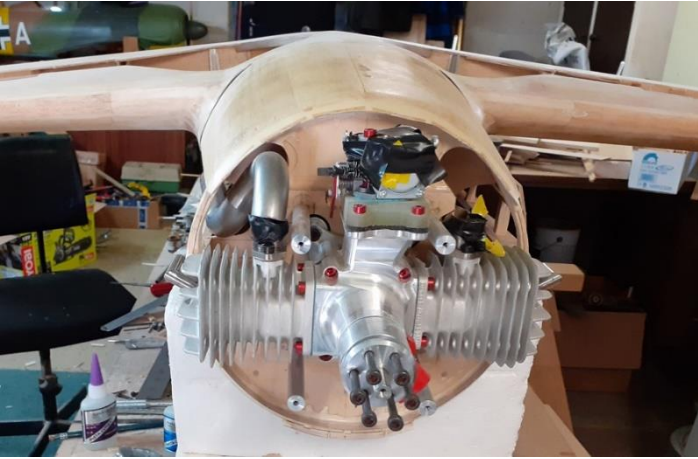
The most recent show the panel detail and screws nearly complete on the fuselage. At present I am setting out the radio bay and the air and fuel systems along with battery position, all to bring the CG into the correct position. The major work left is the exhaust and the internal work in the cowling and also a spinner back plate. After this the wing needs some detail and servo covers then the painting can start. So still quite some work to do but the end is in sight.















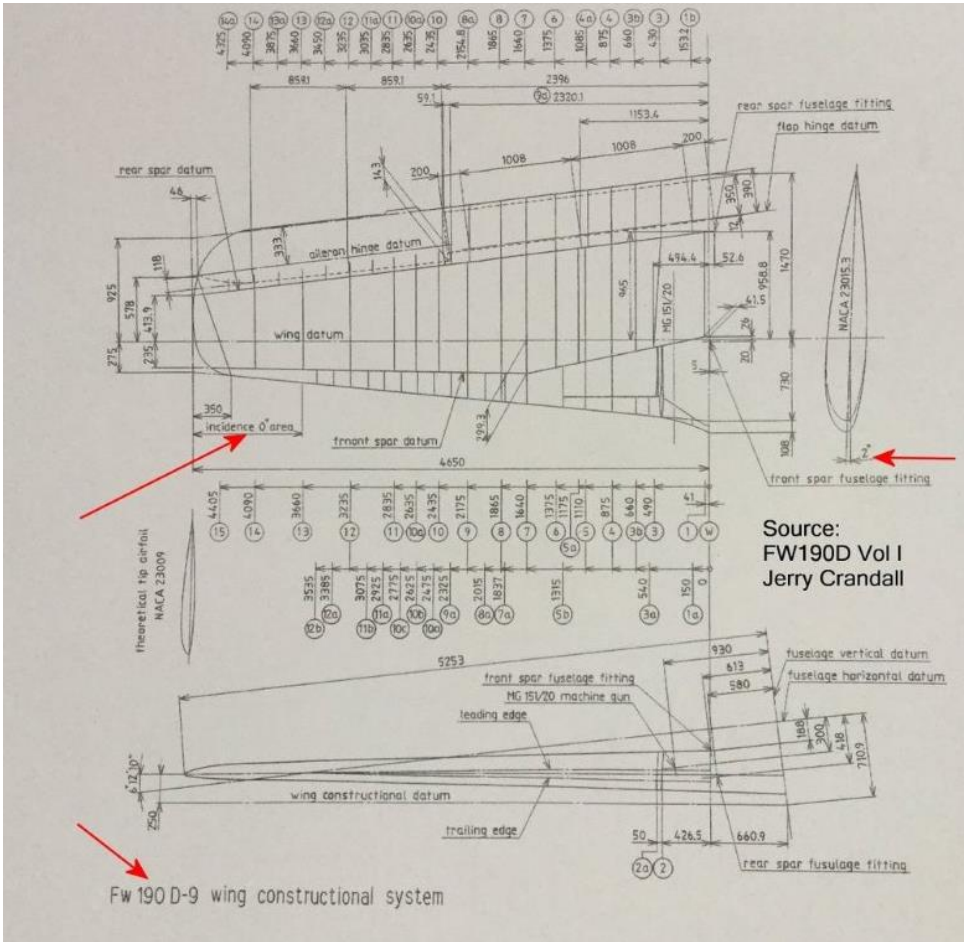
I asked **John** for information about the plan and specs of the model, his reply;

**Hi Barrie**, the model is a  $\frac{1}{4}$  scale model of the only FW190 D13R11 that exists today. This aircraft was built in March 1945 right near the end of WW2. The full size had a Jumo 213E engine fitted this was the late engine fitted to the last of the D series of Focke Wulf fighter aircraft giving with GM1 AND Water methanol combined 2070 hp at altitude. This variant was an all weather version wing span of 10.500m and weight of 9700lb. The model is 2660 mm wing span and fuse is 2600mm long. Engine is a DA100 twin petrol, so it should get along well.

As for a plan this is interesting I managed to get a copy of the original factory drawings on disk and so I used the GA drawing to do the layout for the fuse. The wing drawing I got from the net by Eagle Editions, this is a drawing of the full size aircraft done during its restoration.

Hope this is what you are looking for, Cheers, **John**.









# Phil's Rotary Magic. Pt 5 October 21

Early October..... Progress on the Gnome Rotary, Phil reports .....

A good week in the shop. Nine cams and the carrier, just need heat treating, but they will be done with the gears.

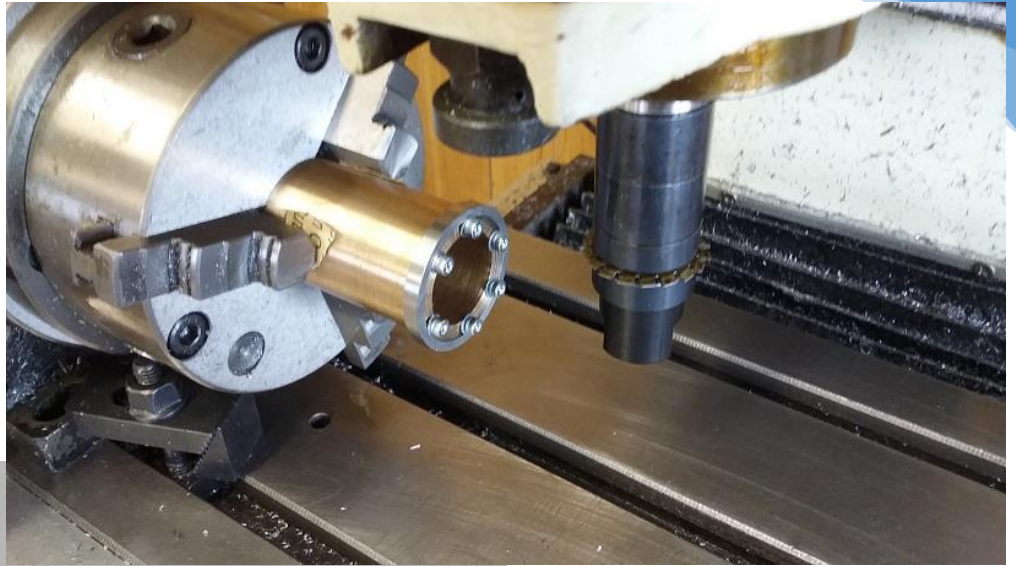
All the tooling for the gears has arrived now so I will make a start next week. The below pic is broaching the keyway in the cam. Each one is rotated 40 deg.





**Sunday 10<sup>th</sup> Oct.....**

Spent the day cutting the first gear, Very happy!! This one drives the oil pump and ignition sensor.



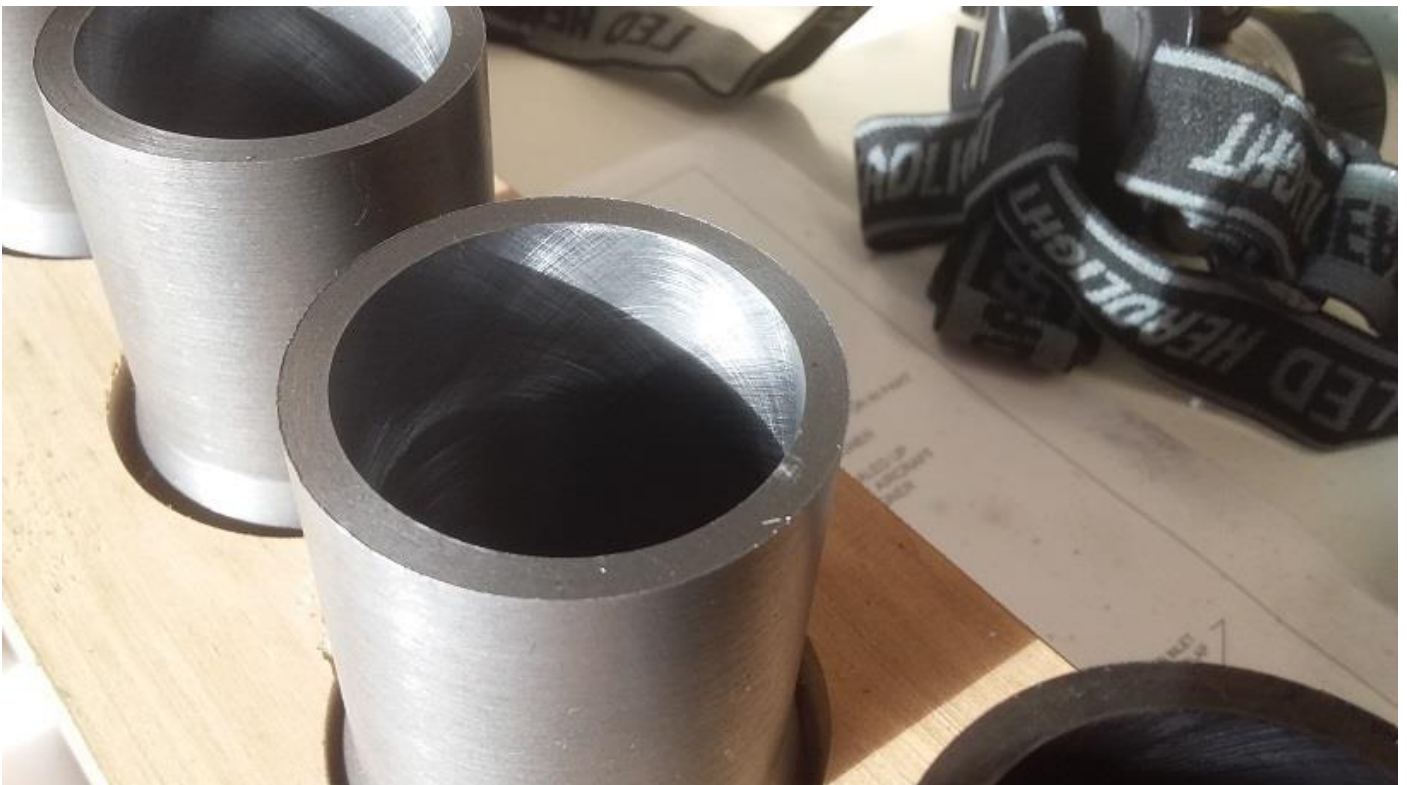






These were the simple ones! The rest are the timing gears, all made from high tensile steel, and have to mesh together very accurately. Needless to say it took several attempts to get a set that I was happy with. The block of steel in the picture is a jig for checking backlash, (the pins are 8mm in dia to give an idea of size, but also for lapping the teeth in using a very fine grinding paste. I haven't finished that process yet.

Once that is done I will send them to Auckland to be nitrided to harden the surface. Nitriding is a lower temp process than case hardening and there should be less risk of distortion. Fingers crossed.



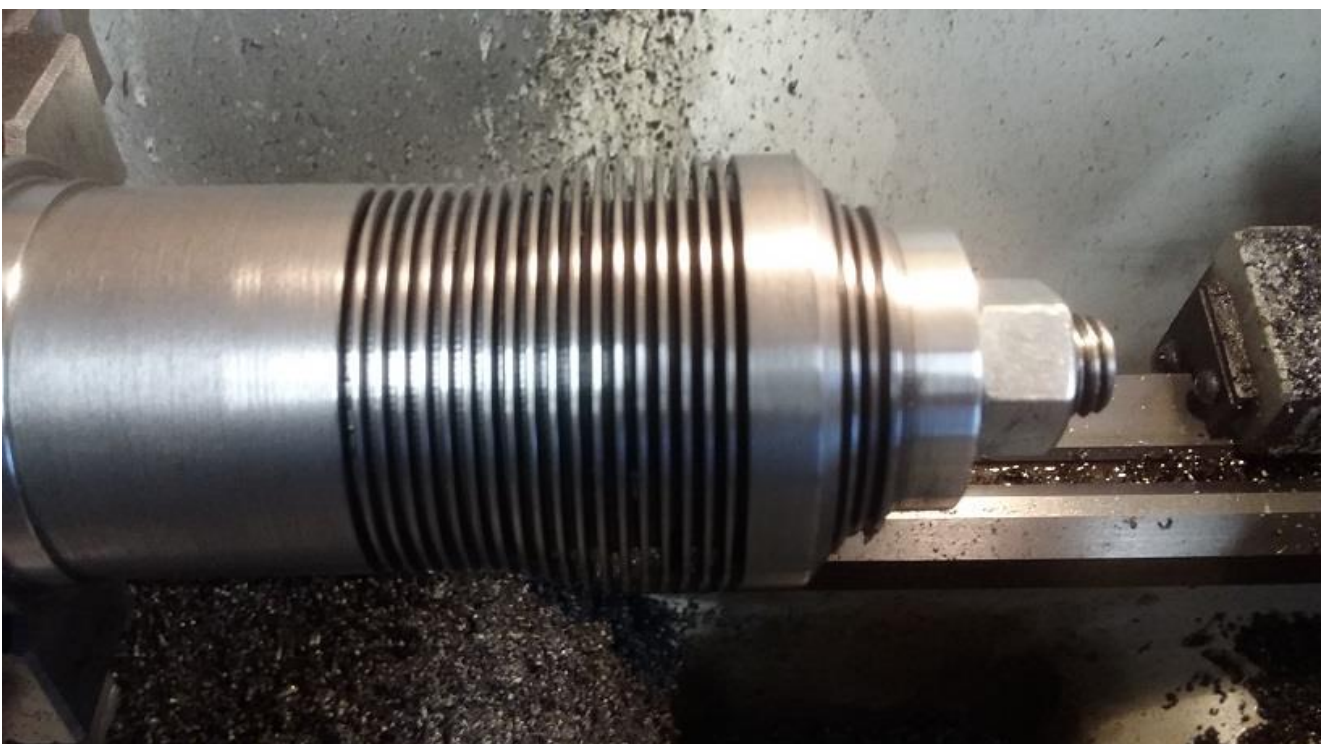


I am now making a start on finishing the cylinders. Quality Autos in Hastings did a great job honing the bores, thanks Ron and Jasper! I have made a mandrel to mount the cylinders in the lathe, and now there is only 243 fins to machine. Quite a long job!

#### 29<sup>th</sup> October update.

As you will see from the pic's I have had a very productive week, helped by the weather on Friday! The cylinders are all turned, and fitted to the crankcase, with only the sparkplug hole, top four fins, and the transfer ports to do. Still quite a bit, but really good to get all those fins done without drama! Fortunately the SG iron machines very nicely.

The fins are slightly tapered and just under 1mm thick. I was very happy with the way they fit the crankcase and should be very secure with a drop of Loctite. **Below** a partially machined cylinder on the lathe .







**Above.** A cylinder fitted in the crankcase half. **Right** a finished cyl.



**Above,** a three cylinder version of the Gnome rotary !

Doesn't **Phil** make it all look so simple ha ha. I think I'll go and build me an engine ha ha !!

That's it for this month, see you in another four weeks, it should be running by then !! **Ed.**



## A tale of three historic engine models

### Part 2 - the Armstrong Siddeley Lynx IV

By Stephen Wessel.

One day after flying the Pup at Old Warden, home of the famous Shuttleworth Collection, I had time to wander around the museum, a place I have known since childhood. I don't think I was actively seeking out a new project but the spirit moves in mysterious ways; for here in effect is an art gallery that speaks directly to the soul!



The lightly shrouded Lynx is attached to an Avro Tutor and is occasionally flown. I was smitten at once – 7 cylinders and an open valve train with some very unusual secondary leaf springs. Nice proportions too. Can an aero engine really satisfy the aesthetic sense? I believe so but that old-fashioned element of design was rapidly being lost during the mid 20<sup>th</sup> century in the frantic search for more and more power. I tried to drag myself away from the Lynx but failed. Then another thought appeared: if these old engines are now



so thin on the ground aren't they in danger of being forgotten? As a model engineer I began to glimpse an obligation.

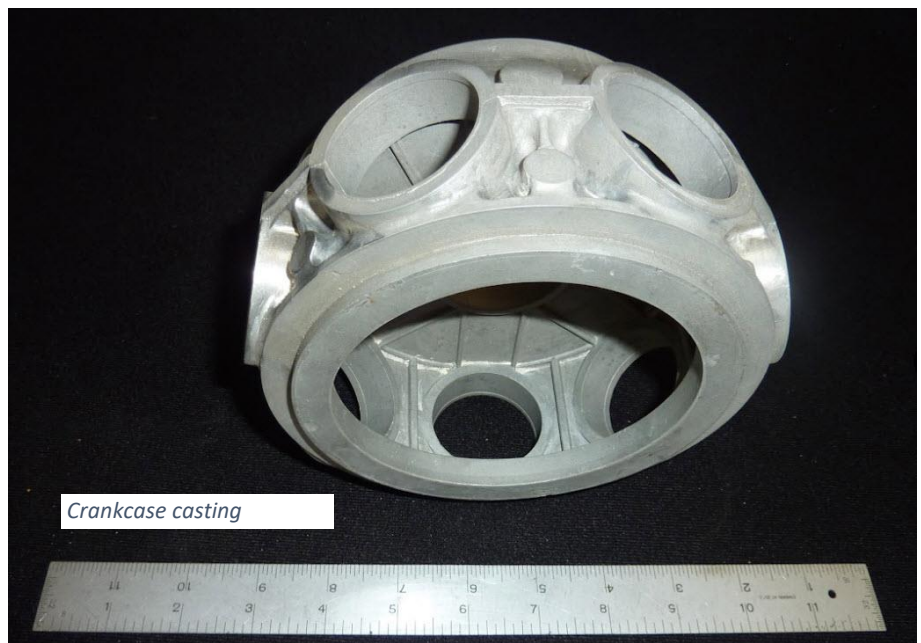
I took the idea home and at once got to work finding out all there was about it. Not much. Rolls-Royce have another one on static display in their own museum at Derby and were also able to sell me a copy of the relevant Handbook published in 1929. They allowed me a day to examine it as best I could. Even though about 6000 were built during the 1920s there are very few survivors and only one in flightworthy condition. This seemed enough justification for building a model if only a way could be found.

The Lynx had its origins in the Siddeley Jaguar, a double row radial developed during the first war in 1917, to which it is more or less identical but with just one row. It was chosen by the newly formed RAF as a suitable engine for their trainer, the now famous Avro 504N. And one of those trainees around about 1925 was a gifted young pilot called Frank Whittle. While the little Lynx got him aloft as best it could he found himself dreaming of faster flight at far greater altitudes. Only a turbine of some sort would do that he thought. Few listened to him of course.

In the Handbook there is a good sectional arrangement drawing in two views but as I scratched my head looking at it I became quite dismayed by the complexity of all the castings. The Mono hadn't needed any at all, so at once I was thrust into a whole new field of difficulty, ignorance and expense. I had gained a bit of experience in iron casting, even doing a stint in a pattern shop as part of my very distant apprenticeship, but these alloy castings seemed in a different league. Some of them would have to be done by lost wax of which I knew almost nothing.

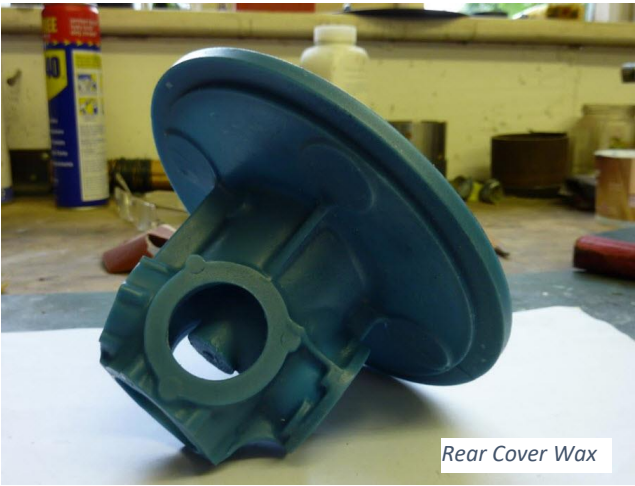
There followed a lot of telephoning: foundries, wax suppliers, mould makers, silicone rubber specialists, the lot. There was a great deal of clucking in response, offers to CNC some of the parts out of solid (£3000 per cylinder head + scanning costs was one quote) and the general advice "if you want to go there I wouldn't start from here" sort of thing.

It took over 2 years to work it all out, make my own waxes and silicone rubber patterns for three separate foundries which I had persuaded to help. The one which did the stainless steel rocker castings gave me a firm "NO" on the phone but I went down there anyway, taking what I had built of the engine so far. I dumped it on the visitors table and within seconds had the boss plus several directors clustering round. They did a good job using my waxes and an extremely tough steel which I haven't been able to snap.



I would say that having done all the casting, the actual machining ops weren't too difficult. But there was still a lot of design work to do as of course I had no detail drawings to follow except my own. The originals all went up in smoke during the raid on Coventry in 1940. Things like the oil pumps, the balance weights, the cam drive, all had to be worked out. There is a partly sectioned Jaguar in the London Science Museum which is behind a little barrier next to the later Cheetah. I popped over that with my measuring tape, camera and torch when no one was looking.

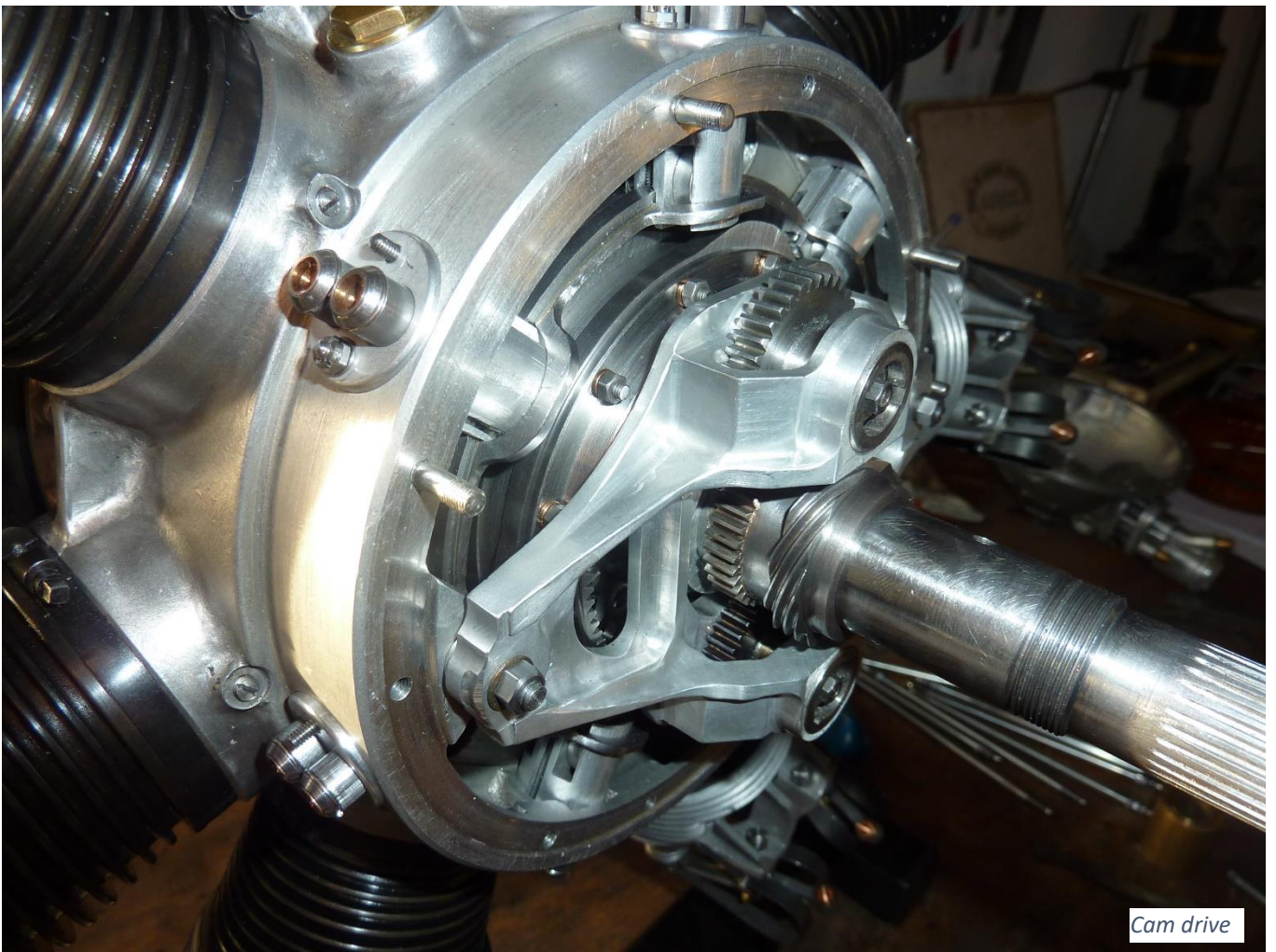




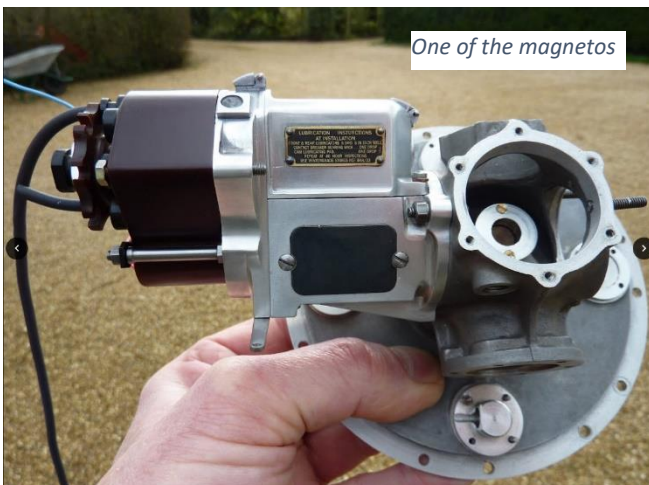
Rear Cover Wax



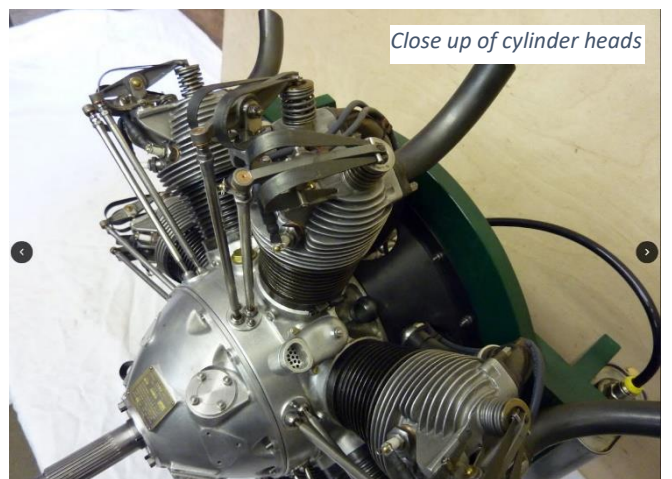
Some alloy castings



Cam drive



One of the magnetos

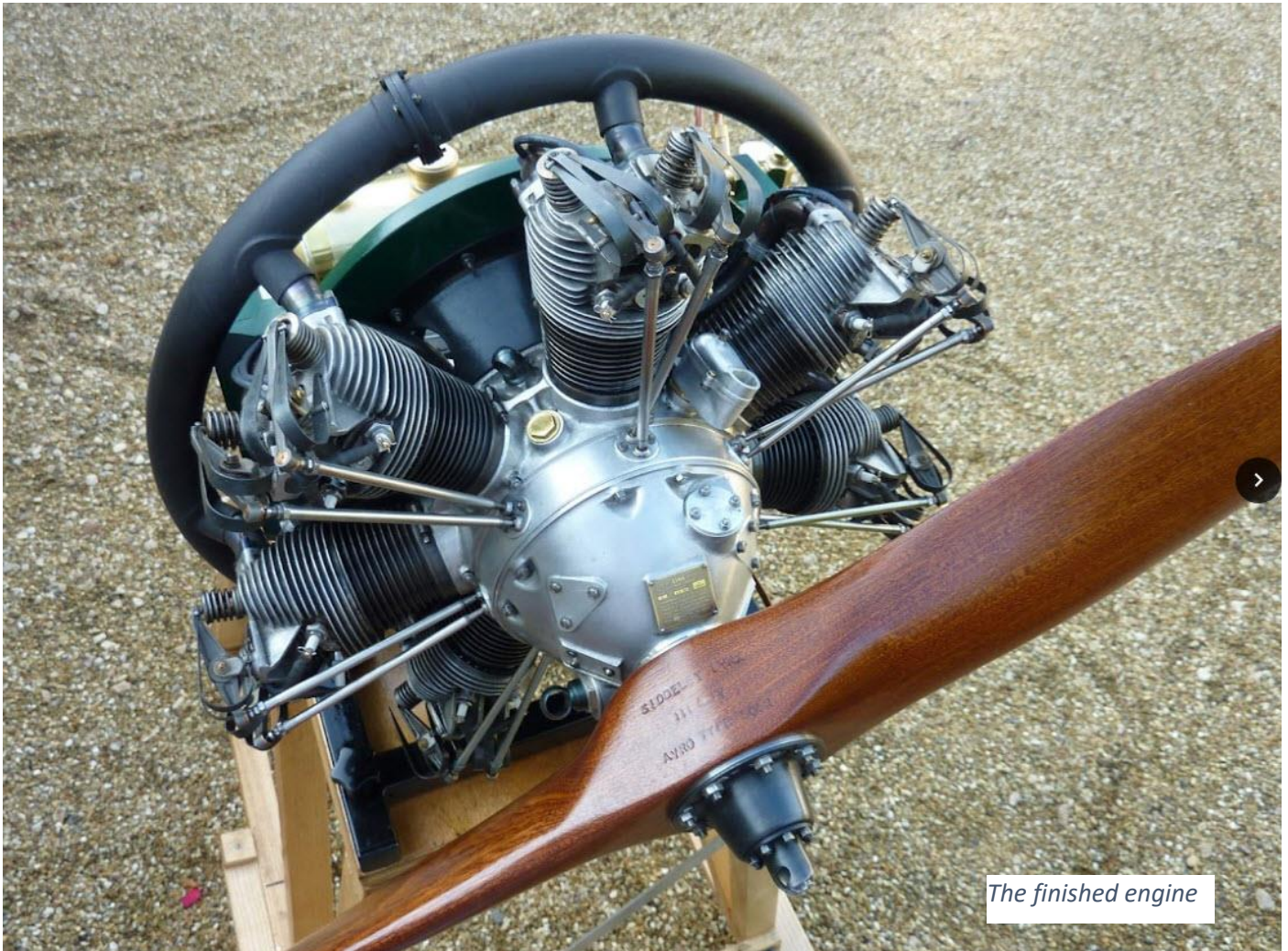


Close up of cylinder heads



The Cheetah by the way was a greatly enlarged Lynx. There are lots of those around which is why, in my offbeat way, I didn't want to make one: it didn't need rescuing.

Started in 2009, finished in 2014. Sweat all the way and a terrible moment when all the waxes and patterns were hurled in the bin with disgust. I couldn't see a way forward for this impossible project. They stayed there about a week while I felt dreadful!



*The finished engine*

The first start-up I managed with a friend just outside the workshop. I used a mains drill with dog in the end to engage with the claw. To my amazement it coughed into life and actually responded to the throttle. Oil everywhere of course (once I had remembered to open the main supply valve) just like the originals. Later on I made an exhaust collector ring which did wonders for the sound, bringing it down an octave to a deep roar and keeping the worst of the muck away from the 'pilot'.

The Lynx has actually been a great success but I had wondered throughout the build, what if the originals weren't actually much good? What if they kept breaking crankshafts for example? Had I been wasting my time with a dud? So I plucked up courage eventually and asked a pilot at Old Warden who flew the Tutor what she thought: "Oh it's a lovely little engine! We love it but dare not fly it too often in case we break it – no spares you see". What relief!

The model in 1/3 scale is not so little. It has a typical Avro 504 prop which it turns at 2500rpm, starts easily and is highly responsive. I have no doubt it would fly but I am no aeromodeller and don't feel like burdening anyone else with the responsibility. I lost my pilot pal Charles to jets a long time ago!

# STEPHEN WESSEL'S LYNX IVC AERO ENGINE

ME EXHIBITION GOLD MEDAL & BRADLEY

WINTER CUP

0:04 / 2:14

YouTube

Lynx Model Engine demonstration



[HERE](#) is the link to a video of the Lynx running at a model exhibition.

<https://www.essmee.org.uk/galleries/videos/82-lynx>

*In the third and final part I will discuss the most interesting of my models, the completely forgotten ENV, which was a 60Hp water cooled V8 dating back to 1910. In the meantime readers might want to look up the Manurewa aeroplane which used it. [www.papakuramuseum.org.nz](http://www.papakuramuseum.org.nz) has old photos.*

**Stephen Wessel.** UK 2012.





# THE RUMPLER TAUBE.

## Dimensions and Power Plant.

<b>Crew</b>	Pilot and observer
<b>Length</b>	9.9m (32 ft 6in)
<b>Wingspan</b>	14.3m (46 ft 11in)
<b>Gross weight</b>	850Kg (1,874lb)
<b>Power plant</b>	Mercedes 4 cyl engine 64 kW (86 hp)
<b>First Flown</b>	1910

## Performance

<b>Maximum speed</b>	100 km/h (62mph)
<b>Range</b>	140km (87miles)
<b>Service ceiling</b>	2,000m (6.600 ft)

<b><u>Armament</u></b>	No fixed armament.
------------------------	--------------------

The Taube, which translates as Pigeon, was designed by Igo Etrich an Austrian, and built in Germany. It was license built by a number of manufacturers of whom Rumpler was the most significant. As a result it is the generally known as the Rumpler Taube. As licensing arrangements were in their infancy each manufacturer made changes to the design as they saw fit. This included minor changes like construction details but others made more radical changes like converting it to a biplane.

The general shape of the Taube is bird like but it is said that the design was not based on a Pigeon as the name would suggest. Rather it is based on one of those airborne seeds that glide considerable distance from their host trees.

Significantly the Taube first flew in 1910 only 6 years after the Wright Brothers made their first flight. The Taube was one of the first planes to be manufactured for sale. As a result, the Taube was sold throughout Europe and as far afield as China and Japan. The Royal Naval Air Service in England operated a Taube.

The Italian Air Force operated a squadron of Taube in Libya. One, piloted by Guilio Gavotte, carried a load of 6 purpose-built bombs each weighing 1.5kg, 4 of which were dropped on a Libyan encampment. There was no such thing as a bomb aimer and Guillo threw the bombs

over board when he thought they were on target making sure to miss the wings of his aircraft. This established the plane as a weapon of war

By the time WW1 started Taubes were identified as bombers, as fighters and for observation duties. The only arms they carried were the personal weapons like rifles and hand guns owned by the crew. They excelled as army observation aircraft as their translucent covering meant that against a background of clouds they were scarcely visible. However, their slow speed and poor manoeuvrability meant that they were quickly obsolescent and for most of the war they were used for training purposes. After the war a passenger carrying version was developed.

### **Model Flying Hawkes Bay and the Rumpler Taube**

One of categories of models that members can choose to build is scale. A scale model is a miniature version of a full size aeroplane and the builder can decide to build from “scratch.” Building from scratch means that they will start from a plan and create all the parts from standard stock balsa and plywood. They can choose as the build as too how much detail to add. It is an axiom that the older the aircraft being modelled, the more complex the final result.

This is demonstrated in this model of a Rumpler Taube built by Ray McPeake some ten years ago. The original Taube first flew in 1910 only 6 years after the Wright Brothers made the first successful flight. Consequently the wings required wire bracing and other support to carry the loads induced while flying. Ray has carefully duplicated these wires and struts.

It also shows another truth about building models and that is that less than half the work goes into building the model itself. The rest goes into mounting the engine and its associated equipment, the radio equipment, and the external bracing of the model. Ray says his life went through a series of phases while building this model which took six months of concentrated effort. Parts for model planes were not as readily available 10 years ago as they are today. So Ray spent several months searching the model shops for suitable stock balsa and ply wood, but then he entered a phase where he was spending time in the angling shops buying wire, swivels and cord that was required for the rigging. He next needed small pulleys to carry the control wires from the servos to the rudder and wings. Ray made an exact copy of the undercarriage and wheels where he had to find rubber tubing for tyres.

This is all clearly visible in the following photos.

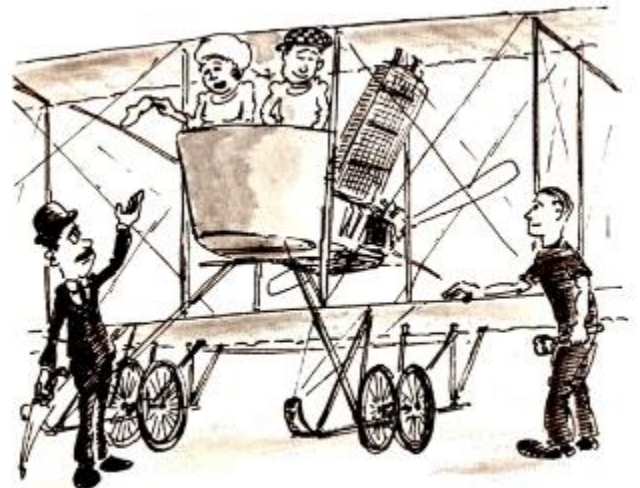
#### **The Ray McPeake Taube Data.**

Wing span	2.80m
Length	1.79m
Power Plant	Xenoah 38





The bracing above and below the wings is clearly shown in this photo taken as the Taube takes off and coming towards the camera



# Hints, Info, News, Bits & Bobs



October 2021.

We have a supply of white polystyrene foam out the club shed, outside round

the field end.



Wing builders and foam carvers, come and help yourselves. Both my Tiporare wings and those for the Tiger Tail were cut from some of the narrower sheeting up against the back fence. All good stuff and standard weight. **Ed.**

Looking for strong light weight Hv digital servos ? **Stu Sturge** put me on to these from Banggood.Com

Click [HERE](#)

## Specification:

Gears : Metal  
 Ball bearings : 2pcs  
 Motor : Coreless  
 Weight : 19,2g / 0,68oz  
 Dimensions : 22.9 x 26 x 11.9 mm  
 Speed/Torque@ 4,8V : 5,4kg/cm - 0,11s/60°  
 Speed/Torque@ 6,0V : 6,8kg/cm - 0,09s/60°  
 Speed/Torque@ 7.4V : 8,6kg/cm - 0,08s/60°  
 Input Voltage : 4.8V - 8.4V  
 Harness length : 225mm  
 Compatibility : Univers'al connector. Dead band : 1µs.



Metal cased.

*They came Shipping free, I bought a set of four and they worked out at \$30 each. Ed.*

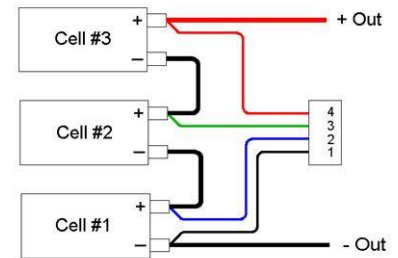


## HOW TO FIX A BROKEN LIPO BALANCE LEAD

(STOLEN FROM THE HOBBY KING WEBSITE)

**Repairing a battery could be dangerous so from the outset you must assume this procedure has inherent risks that you must mitigate.**

LIPO batteries are volatile and if damaged or punctured could catch fire. For that reason, you should not perform this task indoors. You should do this outdoors, away from all flammable and inflammable materials or liquids. You should have a bucket of water or sand at the ready to place your LIPO should something go wrong. You must have a way to fight a fire should it arise. A hose or extinguisher or both would be desirable. Your lipo battery voltage should be around 3.6v per cell and this is because a fully charged LIPO is extremely volatile, whilst a near flat LIPO is considered less volatile.



Whilst these warnings sound extreme we always plan for the worst and hope for the best so that you're not surprised should something go wrong. If the battery is damaged from a crash you should consider discarding the battery. If the pack shows signs of damage, don't risk it. It may even charge and cycle fine but without any warning, the battery could catch fire. It would be fair to say the folks at Ezdrone knew what they were doing yet a LIPO battery managed to ignite with a warning. This is why we take adequate precautions and we make sure that LIPO batteries are stored properly and worked on in a suitable location.

### Damaged Discharge Plugs

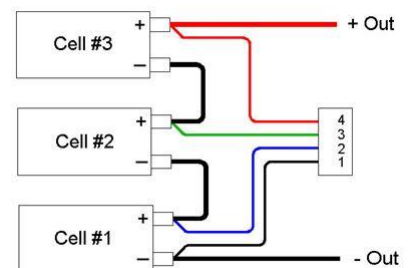
If you have a damaged balance plug, first check the voltage of all cells and make sure they are all at a similar voltage. If you notice one cell is significantly lower than the others then it may indicate a puncture or damage to a cell. The exception here is if your crash was the result of a low voltage cut off it would be normal to see one or more cells significantly lower than the others. Carefully check the battery and if you notice damage discard the battery. Don't risk it. It's common to see a balance lead that has been chopped by a prop strike. There are two ways to fix it. Ideally, we would remove the balance lead connector and replace it but if you are in a bind you can fix it up with a little two-part epoxy.'



Start by prepping the area. You need to make some formers that will stop the epoxy dripping off the sides. Sticky tap is fine, so start by winding that a few times around the connector. Before applying the glue, I plug a jumper pin in where the glue is going to go. This stops the glue from going into the pinhole and affects conductivity later. Be aware to make sure there is no way the metal part of your jumper pins can touch each other, which could cause a short circuit and even fire! Apply a little vegetable oil to the pins to stop the epoxy from adhering to the pins. Mix the epoxy and pour it into the connector. Once it is almost cured you can cut away the excess.

### LIPO Balance Wire Repair

This repair is generally easy provided you only need to repair one wire. Solder and shrink wrap is all that is required for this task. If you damage more than one wire and they are not color-coded you will need to double-check it with a multimeter. You need to be sure you are re-joining the correct wires.



### Replace Balance Plug

This is, of course, the easiest option as no soldering or gluing is required. You simply open the connector by pulling back the plastic tabs and gently pulling on the lead. You should only remove one lead at a time so that you know where it goes and they don't touch each other and cause further damage.

### LIPO Cell Wire Broken

I have saved the worst until last. The most unpleasant task is pulling down the lipo as the utmost care must be exercised. If you are using a knife be careful not to slip as it may damage the LIPO cells and may cause a fire at worse and a useless pack at best. Once you have exposed the terminals you can solder the wire back to the tab. Be sure that the tip of the soldering iron does not cross or touch other cells at the same time. **Best of luck.**

# Classic Pattern

October 21



Classic Pattern Day, Awatoto Field, Saturday 16<sup>th</sup> October.



Our inaugural Club Pattern Day was an outstanding success, not necessarily numbers wise, but those that wanted to be there turned up and we all got something positive out of the session. The nine members who participated were, **Mike S. / Barrie R. / Derek W. / Stan N. / Marty H. / Ian G. / Joao D. / Stuart S. / Brian H.** The weather played ball, warm with a light easterly down the strip all day.

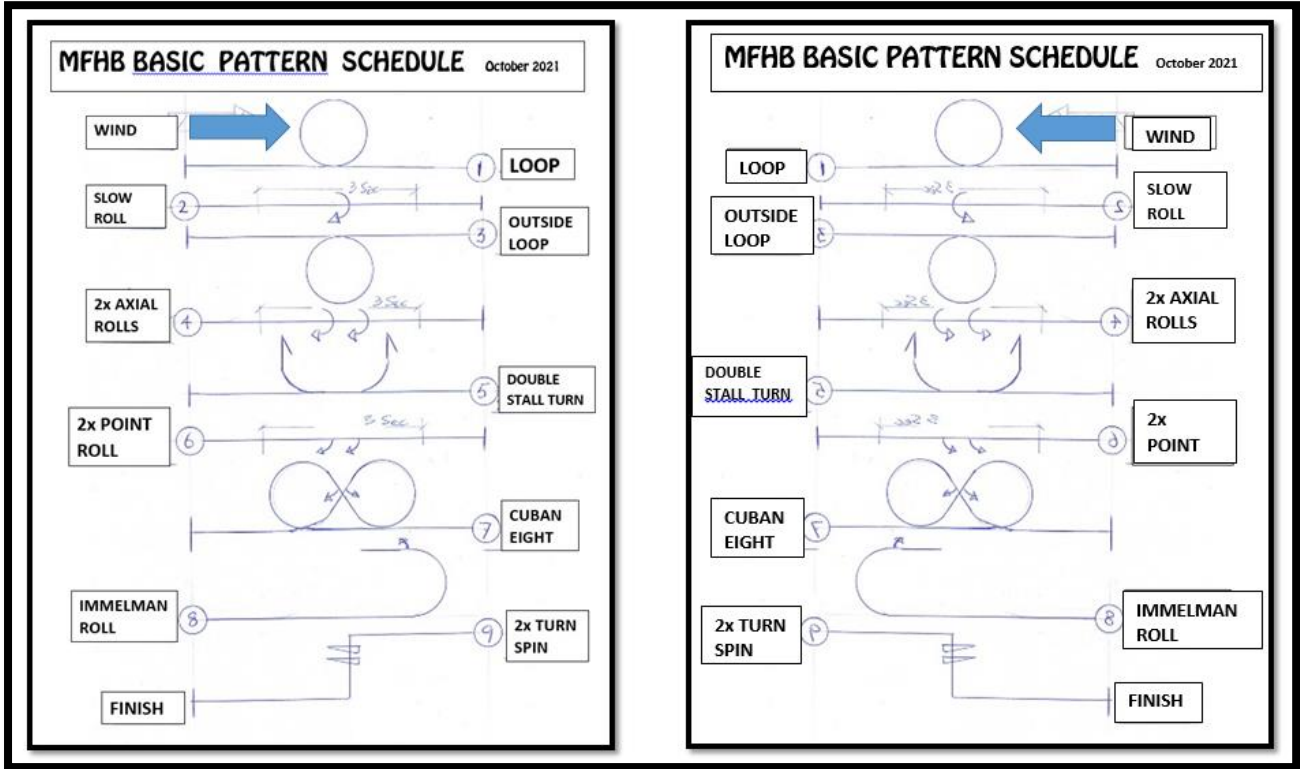
The session commenced with a talk from **Mike** about our ideas for the group and the schedule we were proposing to fly. The schedule is a simplified form of the national Classic Pattern and members are encouraged to give it a go without any competition pressure and then practise the manoeuvres they need help with. We all then went out to the flightline and called all nine pilots through the schedule and offered help, advice and encouragement. The result was a great, **Joao** performed his first ever rolls with remarkable success using his electric Cub, with a bit of coaching from **Mike**. It filled him with confidence and a determination to practice and do more. How good is that.

By the time we'd had a chat, a bit of practice, and all had flown a second round of the schedule, the improvement in the overall flying was noticeable. Our aim is not to make members into champion pilots, (I wish) but rather encourage an interest in the discipline of aerobatic flying which will hopefully stimulate an interest in the Classic Pattern movement for some and generally improve the flying ability of all. We plan to have a ring around to gauge enthusiasm and find out what suits who, how, what and when.

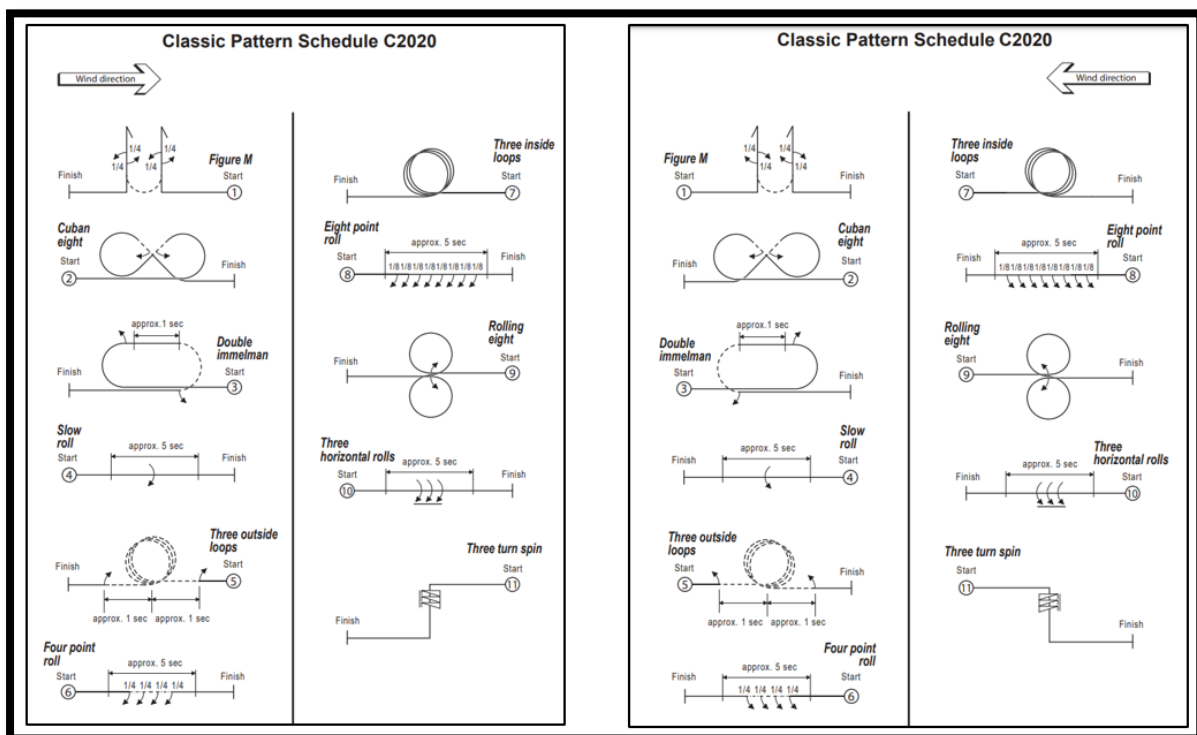


For those who didn't make it this time, give me a call (06 8353896) or an email [barrierussell@xtra.co.nz](mailto:barrierussell@xtra.co.nz) if you want to be included in the next session when there will be more of the same and maybe some talk and a practical on setting up the aerobatic model. Ed.

Here is the Club Basic Pattern flying schedule calling card. You can download the file from the Club Website [HERE](#) Print yourself off a copy, have it laminated and go flying !



For those who want to step up (or fly up) here below is the **National Classic Pattern** schedule which can be downloaded from the club website [HERE](#).



Interesting this Aerobatic scene presently, we have **IMAC and Pattern Aerobatics**. Between the 1960's and 1983 we had the **Classic Pattern** era which is what this column is all about. BUT, in the early 60's and earlier we had the **Dinosaur** era where **Mike S** had his initiation into aerobatics being lucky enough to have a Daddy who was into model aircraft and bought him all the latest electronic toys ! In a bout of reminiscence Michael found some copies of his earliest conquests and shares them here ....

**THE ROYAL "CLASSIC" DIGITAL KIT SYSTEM**  
STATE OF THE ART DESIGN for the Discriminating Modeler and Technician

*Check these features:*  
**Versatility:** Available as 2, 3, 4, 5 or 6 channel. Custom Design your set with choice of Orbit PS-2, Orbit PS-3 or Bonner 4RS Servo Mechanics.  
**Quality:** Professional Appearance; Premium grade Components throughout; Vinyl finished case (Royal Purple).  
**Service:** Complete factory repair and tune-up service.  
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**Performance:** System Features Better than out of site range; Total flying weight is 15.2 oz. with PS-3 or 4RS Servo Mechanics and Classic Amplifier.  
**Transmitter:** High power output .8 watt—available with Bonner, Kraft or Micro Sticks / Linear Control response / Quality center loaded antenna/Easy "Add a Channel" conversion—Excellent Efficiency.  
**Receiver:** Doubled tuned front end/3 stage AGC / Sensitivity  $2\mu\text{v}$  / Fully temperature compensated / Weight 2.4 oz. — Size  $1\frac{3}{8}"$  W x  $1\frac{3}{8}"$  L x  $1\frac{3}{8}"$  D.  
**Decoder:** Uses reliability proven SCS in fully temperature compensated circuit.  
**Servo:** Choice of Orbit PS-2, PS-3 or Bonner 4RS R/MK available later. / All versions feature Classic Hi-Resolution / Hi-Power Circuit.

Kit System Price		Factory Built	
Bonner	Kraft	Bonner	Kraft
2CH	\$189.95	\$199.95	\$279.95
3CH	224.95	234.95	319.95
4CH	259.95	274.95	379.95
5CH	289.95	294.95	384.95
6CH	279.95	294.95	409.95

*\*Add \$1.50 for Kraft Stick. \*\*Add \$1.00 for Kraft Stick. Kraft Stick available only assembled. Address will be dropped when Stick Kit is available.*

PRICES INCLUDE BATTERY CHARGER IN EITHER KIT OR FACTORY SYSTEMS.

*Dealer inquiries invited—Modelers write direct if not available locally—Write for prices of complete systems and components.*

**ROYAL ELECTRONICS CORP.**  
2101 South Leyden Box 22204 - Denver, Colorado 80222

1968  
Yes !!  
Good as you Dad



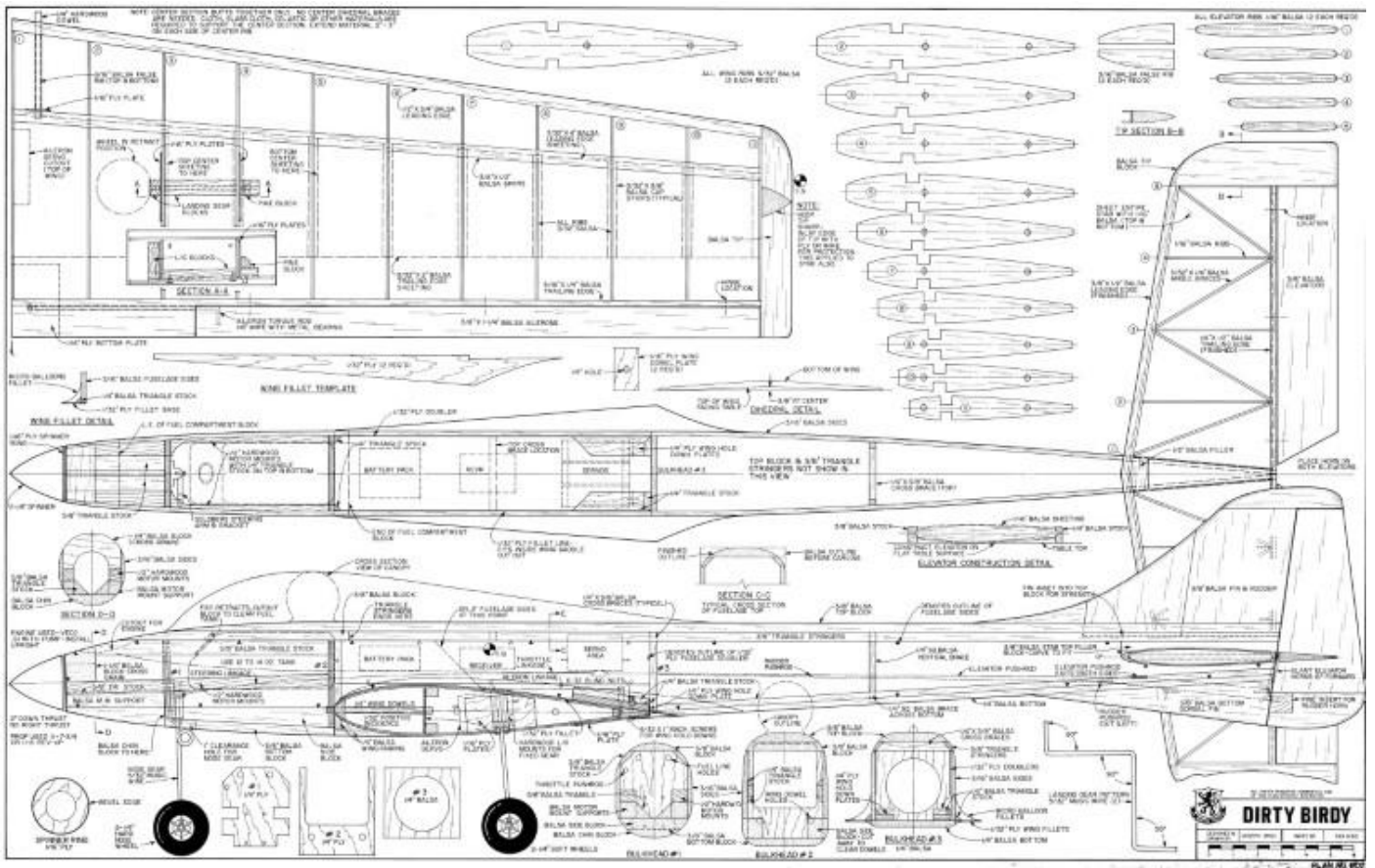
Above left is his last Reed set and above right his first digital transmitter, ask him about them and then sit back and listen while he waxes lyrical !! Dream are free, I would love to see Mike do a demo flight for us on that OS Minitron. Methinks I'll stick with my DX9 !!

**Stu Sturge** is making great progress with his Dirty Birdy classic pattern ship from the 1970's.





Stu has a carbon U/C which I laid up for him off my Tipo mold, and Mike has found an original Dirty Birdy clear canopy in his warehouse up in the attic, how good is that ! **Below** is a copy **Stu's** plan so you can follow his build. Needless to say he is building it as a fixed U/C tail dragger. Designed by Joe Bridi in 1975.



**Dirty Birdy** Classic precision – modern ARF ease.

*Almost Ready-to-Fly .60 Sport/Pattern Plane*

**GREAT PLANES**  
MODEL MANUFACTURING COMPANY

greatplanes.com

Proof of Purchase  
SPMA1975 - Dirty Birdy ARF

Great Planes®  
California C.A.R.B. 93120  
Phase 2  
2012/03

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**STOP PRESS !!** The next aerobatic session at Awatoto Field is scheduled for **Saturday 6<sup>th</sup> November** at say a starting time of **11.00am**, look forward to seeing you there from 11.00 am on. Bring yer lunch !!

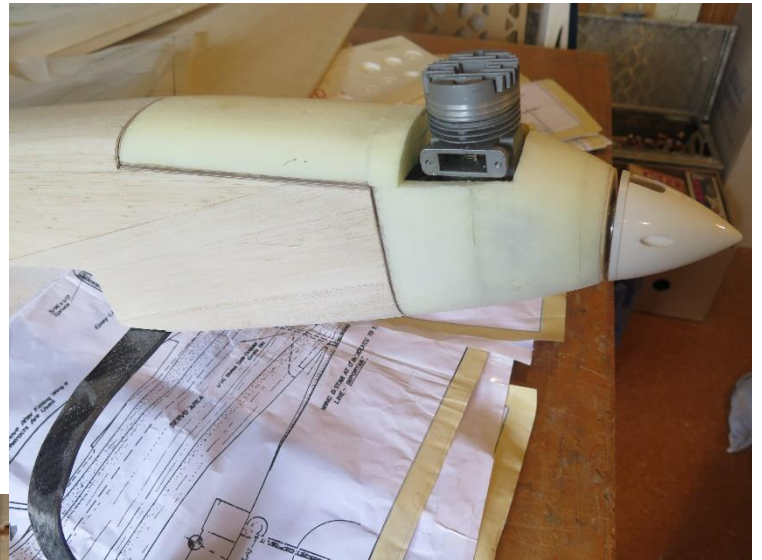
**November 13 - November 14**

**Aerobatics @ Norsewood** A Two Day Pattern/IMAC Events will be held at Norsewood

**NOV 20<sup>th</sup> Saturday All day**

**Classic @ Awatoto** To be held at the Awatoto Field CD Hamish Galloway ...

My **Tiger Tail** is nearing construction completion and now at the finishing stage. I've decided to paint the fuselage over a light coat of 0.75 oz glass cloth and then film the wings and tailplane. **Mike** is breaking his neck to get his hands on the Fox Eagle III and see how it runs, so we'll bench mount that and give it a spin ! I've fielded a number of rude comments about the undercarriage design, even suggesting it looks as though it's been riding a wide bellied horse. Might I remind those that "beauty is in the eye of the beholder", Humph just you wait and see !! **Ed.**





# VINTAGE REPORT

October 2021



First NDC for the month of October, **Brett, Stan and I** flew the Classic E Texaco event with our Night Trains, the small 2S 550 batteries duration event. Very flat conditions so scores were nothing to write home about and **Stan's** batteries decided not to play ball ! None the less, at least we got some scores on the board.

## R/C Vintage Classical E-Texaco

NAME	MODEL	ROUND		TOTAL
		1	2	
BARRIE RUSSELL 09/10/21	NIGHT TRAIN	470	680	1150
BRETT ROBINSON 03/10/21	NIGHT TRAIN	447	467	914

Harvey brought his new Southerner out for a test flight and it flew beautifully with very little trim input. Has good climbing power and as expected a nice flat glide. This model has the same wing and tailplane plan as my KK Super Slicker.



Here on the right is his 60inch Mother and her 80 inch Son. What a delightful family !

**Thursday 21<sup>st</sup> Oct**, Vintage numbers are bit thin latterly. **Stan, Brett and I** had an impromptu Classic Duration Comp with **Barry K** doing a magnificent three handed timing effort. **Stanley** showed us the way with a perfect score !!

**R/C Vintage Classic Duration 21/10/2021**

NAME	MODEL	ROUND									GRAND TOTAL
		1			2			3			
		FLIGHT	LAND	TOTAL	FLIGHT	LAND	TOTAL	FLIGHT	LAND	TOTAL	
STAN NICHOLAS	NIGHT TRAIN	300	20	320	300	20	320	300	20	320	960
BARRIE RUSSELL	NIGHT TRAIN	262	0	262	300	20	320	300	0	300	882
BRETT ROBINSON	NIGHT TRAIN	272	20	292	276	0	276	253	20	273	841



As reported last month, there has been a lot of Vintage SIG committee discussion about the simplification of the various class rules. There has been a general consensus and now the proposal is being sent out to the general vintage flyers and interested parties to vote on the changes which mainly revolve around combining some of the vintage (pre-1951) and classical (1951 – 1975 ) era classes.

**MFNZ Vintage SIG Combining RC Vintage and Classical Classes: Proposal and Voting Form**

**Rationale.** The Vintage SIG Committee recommends major rules changes that will strengthen competition flying by addressing the following two issues:

1. The current number of classes is too large relative to the number of competition fliers. This results in some classes having insufficient interest and support to provide worthwhile competitions.
2. Variations of rules across the classes, together with the large number of classes, makes the whole set of rules appear to be quite complicated and daunting. This situation can make it difficult for fliers to commit to any particular classes. Other fliers deal with the matter by simply ignoring most of the classes. Neither of these outcomes is healthy.

The Committee believes that our rules need to become simpler and have fewer classes. Over time, it has considered several alternative ways of achieving this. For instance, the less popular classes could be deleted, but this has the disadvantage of not addressing complexity and it would also strand models already built for these classes. Another suggestion has been deletion of all Classical classes but this was rejected because many fliers enjoy flying models built from designs in that period. The Committee has chosen to recommend an approach that will both reduce the number of classes and deliver simpler rules. The recommendations:

1. Reduce the number of classes by four by combining the Vintage and Classical classes in each of: IC Duration, E Duration, E Texaco, and 1/2E Texaco.
2. Make the rules much simpler by standardising the following across classes except Precision:
  - Choice of designs to the end of 1975.
  - Landing bonus.
  - Current age bonus scheme, with designs after 1951 receiving no age bonus.

It is anticipated that the combined effects of simpler rules and fewer classes will result in more entries in each class and improved quality of competition. (The Committee notes that SCT IC, SCT E, and Scale Texaco are not included in this proposal



because these classes already combine Vintage and Classical. However, minor rule changes in them will be proposed at a later date to align them with the standardisations proposed here for all other classes.)

**Approval process.** SIG members are requested to approve the following **specifications for rules changes as a whole** by using the Voting Form below. If these specifications are approved, writing the actual changes will be a straightforward but lengthy editing task involving many pages and renumbering of classes.

**Timing.** If they are approved, the changes will come into effect immediately after the 2022 Nationals.

### Specification of rules changes

#### IC Duration

- Combine all rules that Vintage IC Duration and Classical IC Duration have in common and name the combined class IC Duration.
- Specify for IC Duration
  - design age range to end of 1975
  - age bonus and landing bonus both apply
  - maximum flight time 300 seconds.

#### E Duration

- Combine all rules that Vintage E Duration and Classical E Duration have in common and name the combined class E Duration.
- Specify for E Duration
  - design age range to end of 1975
  - age bonus and landing bonus both apply.

#### E Texaco

- Combine all rules that Vintage E Texaco and Classical E Texaco have in common and name the combined class E Texaco.
- Specify for E Texaco
  - design age range to end of 1975
  - age bonus and landing bonus both apply.

#### 1/2E Texaco

- Combine all rules that Vintage 1/2E Texaco and Classical 1/2E Texaco have in common and name the combined class 1/2E Texaco.
- Specify for 1/2E Texaco
  - design age range to end of 1975
  - age bonus and landing bonus both apply.

#### E Rubber Texaco

- Change name of Vintage E Rubber Texaco to E Rubber Texaco.
- Specify design age range for E Rubber Texaco to end of 1975.
- Retain all other rules.

#### Open Texaco

- Change name of Vintage Open Texaco to Open Texaco.
- Specify design age range for Open Texaco to end of 1975.
- Retain all other rules.

#### A Texaco

- Change name of Vintage A Texaco to A Texaco.
- Specify design age range for A Texaco to end of 1975.
- Retain all other rules.

#### 1/2A Texaco

- Change name of Vintage 1/2A Texaco to 1/2A Texaco.
- Specify design age range for 1/2A Texaco to end of 1975.
- Retain all other rules.

#### Precision

- Change name of Vintage Precision to Precision.
- Confirm design age range to end of 1951.
- Retain all other rules, confirming that age bonus applies.

#### Open Precision

- Change name of Classical Precision to Open Precision.
- Specify design age range for Open Precision to end of 1975.
- Retain all other rules, confirming that age bonus does not apply to Open Precision.

# . Glider Tow HB. Meeting Report.

30<sup>th</sup> October



The North Island Glider Tow group held a three day meeting at the Aorangi Road site this weekend. Alli and I drove out on Saturday for a picnic lunch and a looksee. After Friday afternoon's storm, Saturday day was picture perfect with some fifteen plus pilots and their magnificent machines enjoying the excellent conditions. The following is a pictorial coverage of the event through my camera lens.



The assembly Pits area at the end of their mown strip. Wayne Bilham's 120 twin powered piper Pawnee and Tarquin's Wilga tow plane did sterling service hauling the big sailplanes into the air, half a circuit and they were releasing at around 800+ feet !



The barbecue/sausage sizzle lunch was a community affair and the HB visitors enjoyed the hospitality.





**Ross Brinsley** had his magnificent new five meter sailplane out for it's debut. A BERGFALKE <https://oldgliders.com/oferta/mu-13e-bergfalke-arf/> which he imported from "Old Gliders" in Poland <https://oldgliders.com/> . I didn't like to ask how much it cost, but he did mumble something about an arm and a leg and he fell over when he tried to walk away. I think he's pretty 'armless.





You can't keep a good man down and even our **Marty** has kitted himself with a nice entry model. Don't think he flew today but he's strutting his stuff and soaking up the info.

**David James**, a regular performer here with his beautiful and big KA Sailplane, a real floater and looked great in the air and on landing approach.



Vic Shaw campaigned his Hall Cherokee, a scale 1/3 scale model at 4.5 meter wingspan. Didn't see it in the air, but he spent some good air time flying his electric powered Leprechaun Glider of the late Dick Twoomy's design stable.

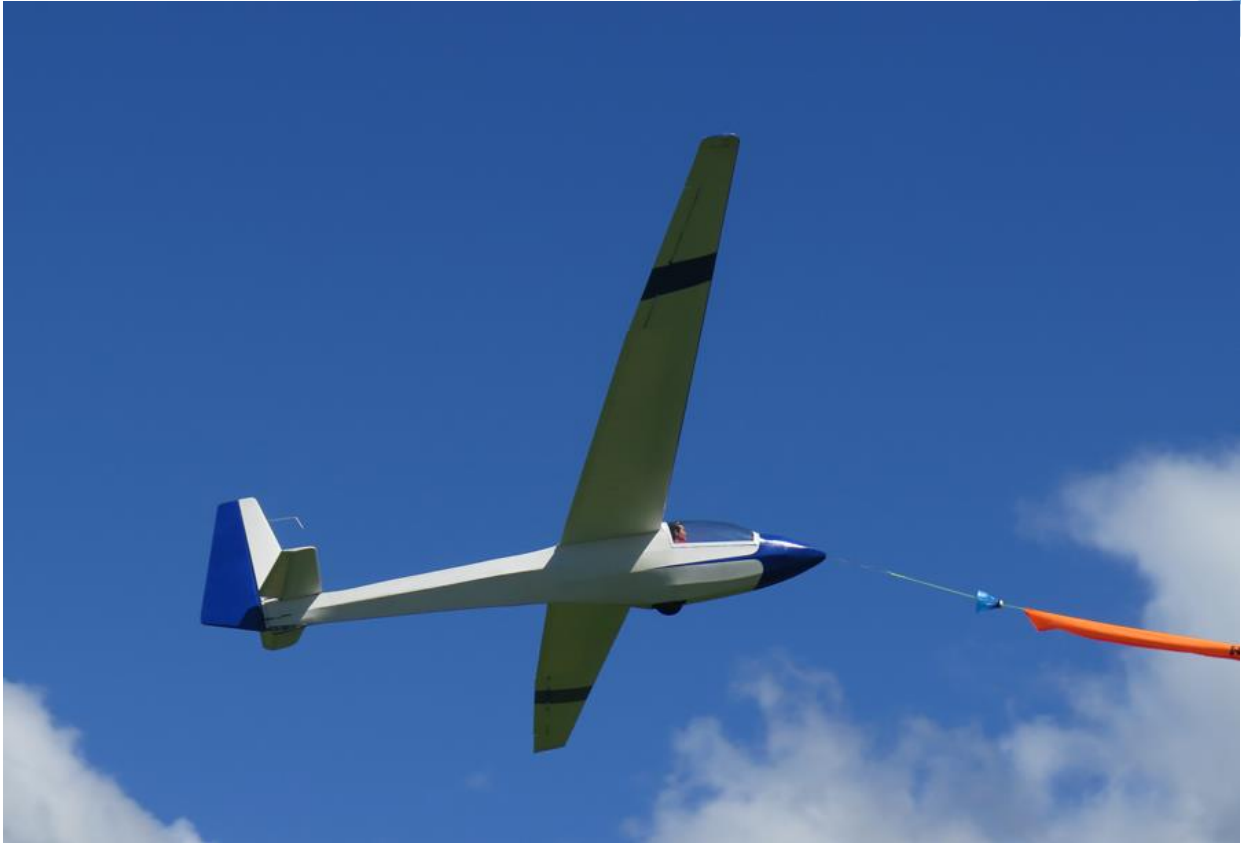




Above, **Wayne Bilham** did great service towing the large gliders aloft with his Pawnee tow plane. A very powerful model that hauled the gliders up at a surprisingly steep angle and as then seen above, flaps down, he is back on the strip ready for the next tow. Below is **Tarquin's** Wilga resting between tows, both models had electric starters on board which made their operation even more efficient.







**Graeme Rose** (CD for the HB meeting) on tow with his 4 meter ASK 18 Sailplane.



**Bill Jackson**, another regular visitor from New Plymouth with his 3.9 meter Discus A glider and in the background his larger Ventus. The Discus is interesting, **Bill** used a composite fuselage and built the flying surfaces himself with foam core wings covered in 1mm hoop pine ply, vacuum bagged on with epoxy glue and then just finished and painted, a very nice and well performing model.



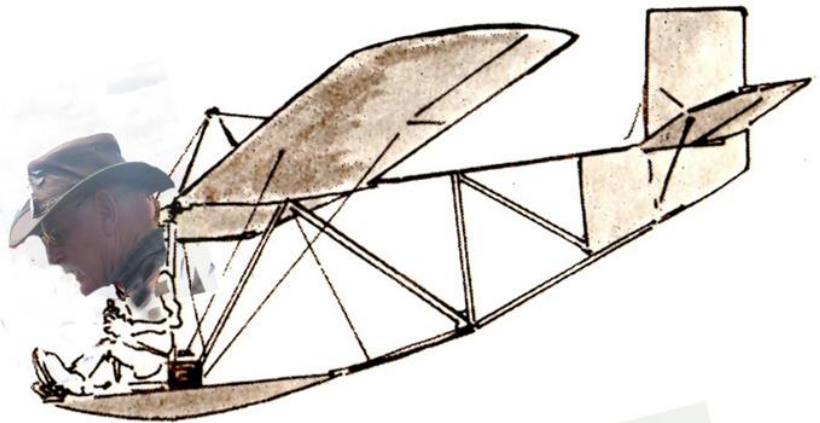


Up and away into the wide blue yonder. **David James** being hauled aloft for another flight.

It was a most interesting afternoon watching this experienced group of enthusiasts enjoying their particular discipline in this great hobby of ours.

Thank you guys.

**Barrie Russell.** editor mfhb.



# SOARING REPORT. Oct 2021



Fantastic days flying again today with a Total of 18 rounds flown all weekend and then some all up last down! with few plane problems all weekend we really pushed through some tasks. The air was by no means easy and especially Sunday with lots of gear shifting. some groups were won with with a 1.30 odd flight!



**Congratulations;** to Joe Wurts 1st Advanced pilot and special

**Congratulations;** to Myles Moloney 1st Sportsman pilot. results now posted online - Glider score

- 1 Wurts, Joe - 17000.0
- 2 Botherway, Kevin - 16408.5
- 3 Glassey, Peter - 13768.2
- 4 Hiscock, Andrew - 13643.1
- 5 Moloney, Myles - 13187.3
- 6 Ashton, Jono - 11015.1

**L to R.** Peter Glassey, Myles Moloney, Andrew Hiscock, Kevin Botherway, Joe Wurts, Jono Ashton.







Sad we were missing a few entries from up north due to Covid

Next comp Timaru .....South Island Open FAI F5J for Electric Gliders

F5J Sat the 4th Dec start time 9am-4.30pm Sunday the 5th Dec start time 9.am -3.30 pm

<https://docs.google.com/.../1FAIpQLSfpaP.../viewform...>

We already have 20 entries should be a great comp see ya there!

Get your entries in online for Nats NOW! Soaring has 77 individual event entries now well into the lead!

[https://modelflyingnz.org/Admin/Nats\\_entry.php](https://modelflyingnz.org/Admin/Nats_entry.php)



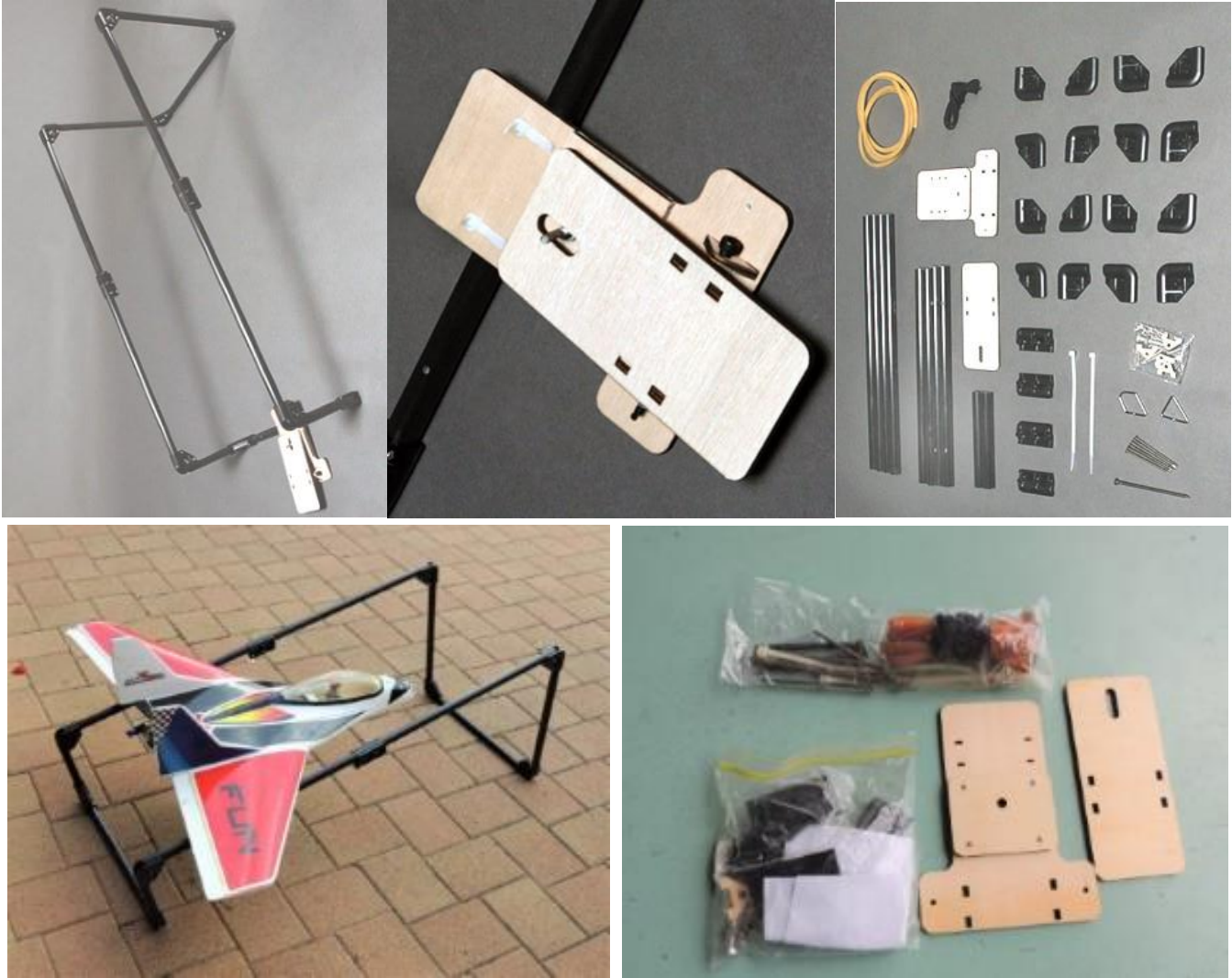
Local paragliders also use the field occasionally and drop in for a visit.



# FOR SALE / Give away. 'october21



## **GIVE AWAY ITEM.** Hobby King Bungee launcher.



**Norris Kenwright writes,** Hi Mr Editor,

A couple of years ago I got a Hobby King Bungee launcher. I put the frame together but didn't do anything else for I designed and made my own. You had a picture of mine in a recent newsletter (as below). I made mine so that I could adjust the width. I suppose if you cut and put a sleeve in the Hobby King one you could do that.

However if anyone wants my Hobby King one they can have it for free. It may need better elastic cord if it has deteriorated. I can bring it to the field or phone me on

**021 1519247**

**Cheers, Norris.**





# 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
- Hell 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

[www.modelflyingnz.org](http://www.modelflyingnz.org)




**RC1 PROGRAM**
**PYLON/SCALE/AEROBATICS**

	2nd January Day 0	3rd January Day 1	4th January Day 2	5th January Day 3	6th January Day 4	7th January Day 5
8:00 am to 9:00 am						
9:00 am to 10:00 am						
10:00 am to 11:00 am		RC Pylon	RC Aerobatics IMAC	RC Scale Novice Intermediate F4H	RC Scale Overflow	RC Aerobatics Pattern Classic
11:00 am to 12:00 pm						
12:00 pm to 1:00 pm						
1:00 pm to 2:00 pm						
2:00 pm to 3:00 pm	RC Pylon	RC Pylon	RC Scale Novice Intermediate F4H	RC Aerobatics IMAC RC Scale AGM	RC Aerobatics Pattern Classic	Aerobatics Prize Giving
3:00 pm to 4:00 pm						
4:00 pm to 5:00 pm						
5:00 pm to 6:00 pm						
6:00 pm to 7:00 pm						Main Prize Giving Banquet
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](mailto:secretary@modelflyingnz.org))



# MODEL FLYING HAWKES BAY PRESENTS

# WARBIRDS

# OVER AWATOTO

## 2022

**5th & 6th February 2022 10am to 4pm**  
**Registrations from 8.30am Sat 5th Feb at the event.**  
[www.mfhb.org.nz](http://www.mfhb.org.nz)



# A CLOSING SMILE. Oct 21



If something hasn't broken on your helicopter, it's about to.

Basic Flying Rules:

1. Try to stay in the middle of the air.
2. Do not go near the edges of it.
3. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.

You know that your landing gear is up and locked when it takes full power to taxi to the terminal.

Hi Barrie,

If you ever have a "Worst Joke of the Season" spot in the Newsletter, here's a couple of tooth-grindingly awful ones I posted in our mag recently. Perhaps the geography will need changing -

1/- I have witnessed two major paint factory fires, both in Essex. In the second event at Barking, rumour had it that when the red paint and the blue paint departments went up together, several firemen found themselves marooned.

2/- If you are going to Thorney this weekend, be ready for delays at the end of the Chichester bypass while they clear-up. It seems that three lorries, carrying eggs, milk and cornflour, were racing and all met at the narrow exit onto the old A27, shedding their loads. The drivers are now held in custody.

Apologies in advance, Best Regards, Colin Stevens.

*Thanks Colin, and apologies from me too, perhaps some of you readers might have some better stories you might like to share ? I wish !*

*And that's it from me for another month, my grateful thanks to those who have contributed, and those who haven't please think about it. Any time soon I might run out. Whew he says !*

*Build well, fly safe and send me your copy please.*

***barrie the editor mfhb october 2012.***