

# Model Flying Hawkes Bay



## Club Newsletter # 133 Jan 2022

Feb'22	Monthly Activity Calendar.
Friday	4 <sup>th</sup> February WARBIRDS Field Set-up
Sat 5	WARBIRDS OVER AWATOTO 2022
Sun 6	WARBIRDS OVER AWATOTO 2022
Tues 8	"Shed Morning"
Thur 10	Vintage Awatoto
Sat 12	NDC
Sun 13	CLUB DAY NDC
Tues 15	"Shed Morning"
Thur 17	Vintage Awatoto
Sat 19	CLUB AEROBATICS PRACTICE Day NDC
Sun 20	CLUB DAY NDC
Tues 22	"Shed Morning"
Thur 24	Vintage Awatoto
Fri 25	IMAC RUMBLE AWATOTO
Sat 26	IMAC RUMBLE AWATOTO NDC
Sun 27	IMAC RUMBLE AWATOTO NDC
MARCH	
Tues 1	"Shed Morning"
Thur 3	Vintage Awatoto

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**Contributors to this Issue #133.** Brett Robinson/ Barrie Russell / Derek Whelan / Barry Kerr / Lance Hickey / Phil Sharp / Clive Baker / Bernard Scott / Marty Hughes / Stuart Sturge / John Clarke / Dave Cantell/ E & OE !

**NDC Vintage & Soaring Calendar** [Here](#)

## STOP PRESS – WARBIRDS 2022

**Due to the recent Redlight Restrictions, the Public Display at Warbirds 2022 is now Cancelled. The event will now revert to being a Pilot's Only Warbird Rally. This will be open to MFHB Members, visiting Pilot's and Support Crews only. Vax pass necessary.**

## From the Editor's Desk;



January 2022.

*One month down and only eleven to go, roll on Christmas. Well time is passing so quickly, it almost seems like that.*

*We're a little quieter this issue, covering two months and not a lot of membership input. February is looking busier so let's hope the impact of a Red Alert is not too severe on activities.*

**The National Decentralised Competition (NDC) for 2022 is up and running again.** *The Vintage and Soaring calendar is now available from the club website [Download Here](#). MFHB made second place in the Clubs NDC results last year, let's see if we can better that !*

*Aerobatics is under way again with the Rumble later in the month and take note of Derek's Aerobic training day the weekend prior. An excellent opportunity to hone your skills and learn some new ones.*

*As usual I look forward to your input of comment, articles and pictures. Your help is very necessary if this newsletter continues to be of interest and help to members, An editor can only do so much on his own, please give it your consideration to make an effort, don't just leave it to the "other bloke".*

*Happy reading, Ed.*

# PREZ SEZ

January 2022



### Greetings Members,

Welcome to 2022.

One can only hope we are in for a brilliant year, so far we have had our fair share of good weather.

MFNZ Nationals have come and gone, well done to all those from the Club that were in attendance.

Model Flying Hawke's Bay came away with some brilliant individual results across most disciplines. As a result of all competitors results the Club won the Best Club Cup for the second time in the history of the Club. Well done to the competitors responsible, big achievement. The Club was also placed Second in the NDC competitions, this is the result of Kevin (Rowdy) and Barrie Russell hounding people to participate. Thanks for your efforts.

Warbirds 2022 preparation is in the final stages and it's going to be a ripper of an event. This year we are having to deal with Covid, this means that to have more than 100 people, we are required by the Government to have double vax passes. If you are asked to help, please consider offering your services and above all enjoy yourselves.

**This year will be a big year with the Club needing a President, Treasurer, and a couple of committee positions filling, without these being filled we don't have a Club, think about what YOU could do to help.**

**Lance Hickey – President.**

## Mr Secretary Says. November 21



## 220111 Meeting Notes

This was the first meeting of 2022 and naturally emphasis was placed on the organisation for Warbirds Over Awatoto in early February. But more of that shortly ...

The meeting sadly accepted Phil Sharp's resignation due to his health though he informs us he will be around to contribute to discussions at the field and the shed. While on the subject of health we wish Stanley a speedy recovery from surgery and best wishes to all our members who have ongoing health issues.

Phil's resignation is but the first of a number. MFHB will be looking for a new President, Treasurer and a number of Committee Members when nominations come up prior to the AGM. Start shoulder tapping now!

We do have some good news! At the MFHB Nationals held in Clareville earlier in January, we not only won the HMV trophy for Champion Club for a second year, but were placed second in the NDC. Well done to all who contributed points to these awards, and congratulations to Kevin (Rowdy) Botherway and Fraser Briggs who were key to the organisation of a successful National event.

Warbirds organisation is well in hand. As you're aware, there will be on-site caterers and a Gold Coin Donation rather than \$5 per car as in the past. Pilots will pay a landing fee, and all people who enter the field will need to show a vaccine pass. There are still gaps in the traffic and entry roster so those who contributed to the food tent in the past might like to put up their hand for other duties!

The 75<sup>th</sup> Anniversary will go ahead on Sunday 13 March 2022, so keep the date free.

On the question of the Flying Field Operational Rules, the sub-committee will consider submissions made to it immediately following the Warbirds event. It is interesting to note only four written submissions were made, 3 against the changes and 1 emphatically for.

Enjoy Warbirds.

Barry Kerr  
**MFHB Secretary**

## Club Captain's report January '22



**Happy New Year fellow members,**

I hope you all enjoyed your holidays and as this is being released the kids will be heading back off to school and we should all be starting to get back to some state of normal. That was until the red light drama begun. As we have all heard "Life goes on" so press on we will.

With the start of the new year we have found ourselves without a dedicated field officer to keep our team of green keepers in check. Phil has some other things he needs to focus on right now but I am sure we would all like to thank him for his contribution and dedication to keeping the field looking great and equipment well maintained. We will still be seeing him at the field I'm sure and the committee will muddle through with his jobs until a new field officer can be appointed.

As usual we have a busy start to the year with our War Birds weekend and then later in the month the Aerobatics Rumble. You all know the format of the war birds but not so familiar with an aerobatics weekend so here is a small blurb on that.

This Rumble is a 2 or 3 day aerobatic event 25<sup>th</sup> to 27<sup>th</sup> with some choosing to fly Friday. It is ok if you can only fly on one or two of the days though if you have other commitments. Here is a great chance for the HB members to give aerobatics a go. There is never any pressure to do anything you are not capable of with the preferred goal of making it enjoyable for every-one. Spectators are also welcomed and encouraged though we will all have to present our vax pass etc.

I will be at the field Saturday 19<sup>th</sup> the weekend before to take anyone interested through some practise runs. Be it Clubman, Basic or other sequence you are competing in. You can download the patterns here. Any plane you have that can fly the manoeuvres is acceptable. Any sports model, electric or IC would be capable of these manoeuvres. Tip here, the Basic sequence is probably the easiest out of the two.

Clubman                    [ClubmanCallCard2020.pdf \(nzcraa.co.nz\)](#)

Basic Known 2022        [Downloads \(mini-iac.org\)](#)

The month after (March) the club will be turning 75 so watch the mag and E mails for further information on the planned event. There is also in the mix a "Heli Fly In", this is not firmed up yet, but it sounds positive and will be talked through at the next committee meeting.

With all this happening around the club we need to remember that as members we all hold some responsibility to make these events happen. It's the old story that 10% of the members do 90% of the work. It would be great to see those percentages shift a bit. You do not need to be on the committee to be able to help out. Put your hand up and let it be known that you are available, or have a skill to offer or maybe work somewhere that has a service we could tap into. You can all judge how best you can contribute to the club and its smooth running.

With all that said we are going to have lots of spots on the executive and committee coming vacant this year. These places will need to be filled or the club cannot operate. Time for new blood to consider stepping up. If you want somewhere to fly on Sundays those positions need to be filled and we would prefer note to be canvassing and putting pressure on people the night of the AGM. If you are unsure of what we do just have a chat with us. Really the roles are not that challenging or time consuming. The AGM is April May so please give this some serious consideration.

Lastly I need to cover off an unfortunate issue that occurred at the field a few weeks back. This involved a members run away aircraft and another club member. Fortunately, the innocent member of the club that was hit in the legs by the runaway plane was not hurt but he did lose his aircraft as he naturally had to take his eyes off his model. There is no rule or procedure that the club can put into place to stop a freak event like this happening again but it does remind us that as pilots we are in control of a dangerous weapon and we must all ways run through our safety checks before arming or starting an engine. Never turn your back or leave unattended a powered up aircraft. Always have your transmitter at hand.

Well with all that said we can continue to enjoy our hobby of building and flying model aircraft under red light conditions. As a reminder, we are allowed 25 vaxed members at the field at any time and after that we should be asking to see vax passes for numbers up to 100. Please members just act responsibly at the field and stay home if you or any other close contact are at all unwell. If visiting the shed all those present should be wearing a mask.

Take it easy, Don't panic and Enjoy life.

**Derek Whelan.** Club Captain.

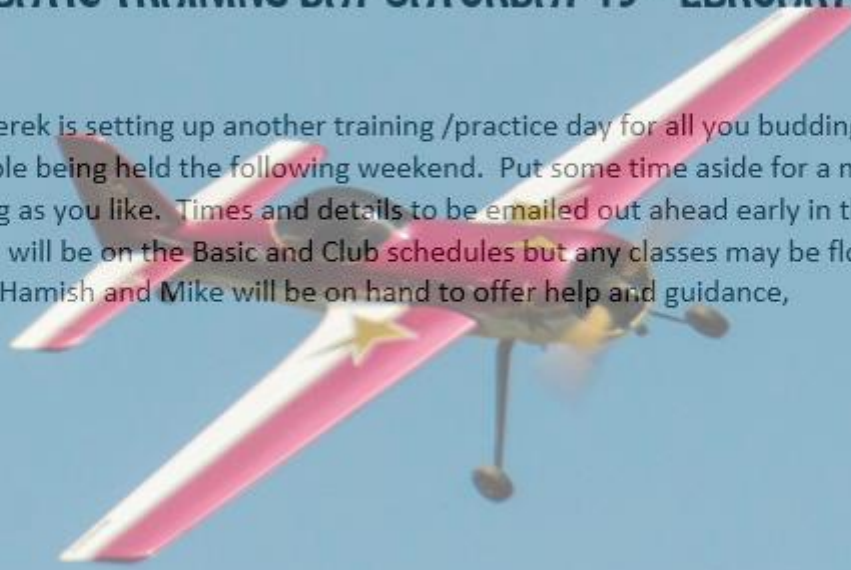


## AEROBATIC TRAINING DAY SATURDAY 19<sup>TH</sup> FEBRUARY.

Club Captain Derek is setting up another training /practice day for all you budding aerobats prior to the Rumble being held the following weekend. Put some time aside for a morning start and stay as long as you like. Times and details to be emailed out ahead early in the month.

Emphasis will be on the Basic and Club schedules but any classes may be flown.

Hamish and Mike will be on hand to offer help and guidance,



## Marty speaks; MFHB 75<sup>th</sup> Anniversary



Back in 1947 a keen group of Aero modellers got together at the Hastings Windsor park and formed a club called Hastings Model Aero Club . These men were John Deans, Jack Godfrey, Brian Amner, Dale Therkrlsen and Peter Frazer. As time went on and more members joined , the club moved out to Highway 50 and the Club was renamed The Hawkes Bay Radio flyers. The Hobby was thriving with some good keen young men like John Clarke, Harvey Stiver, Gordon Vogtherr, Mike Shears , Barrie Russell, Peter Sharpe , John Aitken, The Galloway Family, Heather Mardon , Graham Madder and Graham Paradine to name just a few.

The time came to move site again to the present field at Awatoto, where the club continued to grow and with another name change, we are now **Model Flying Hawkes Bay** and 75 years on we have a membership of more than 100 modellers.

**We will celebrate our 75 years on Sunday 13<sup>th</sup> March** with an all in Rally/Fun fly with some very special guests. **Peter Frazer** our only surviving founding member will be the guest speaker.

Dust off your planes and join us for a fun celebration.

**MODEL FLYING HAWKES BAY WOULD LIKE TO INVITE ALL PILOTS TO ATTEND  
A CELEBRATION OF THE**

**75TH ANNIVERSARY  
OF THE HASTINGS MAC / HBRF / MFHB**



**JUST A GENERAL GET TOGETHER AND FUN FLY TO CELEBRATE THE MILESTONE  
TO BE HELD AT OUR AWATOTO FIELD. BBQ LUNCH PROVIDED.  
ALL CURRENT, PAST AND AFFILIATED MEMBERS WELCOME**



# CLUB ACTIVITY

Dec/Jan 2022



**Boxing Day** brought a few out from under the Christmas Tree, **Brett Robinson** was on duty with his camera, and reported.....

*“Went out to the field today, a few there and a bit happening. Marty was beating the air to death with his Triplane, Rod was doing his FPV thing and flew his “Russell” Radian a few times. Splash and Crash were living up their nicknames; Danny took off with what looked like a Clubba type model and it staggered away from the ground. Next time I looked it was well over the river and doing erratic turns, until it disappeared in the direction of Clive. Rod put his FPV model up and they thought it was found, but alas, it was a bit of metal sheeting!?! Danny & Anthony then packed up and went for a look, but had not returned by the time I left the field around 12:30pm. ( Instead of going to church, Danny came back on Monday morning for another search and rescue mission but to no avail .. RIP Clubba-look-a-like ! Ed.)*



**John Clarke's trusty Chipmunk.**

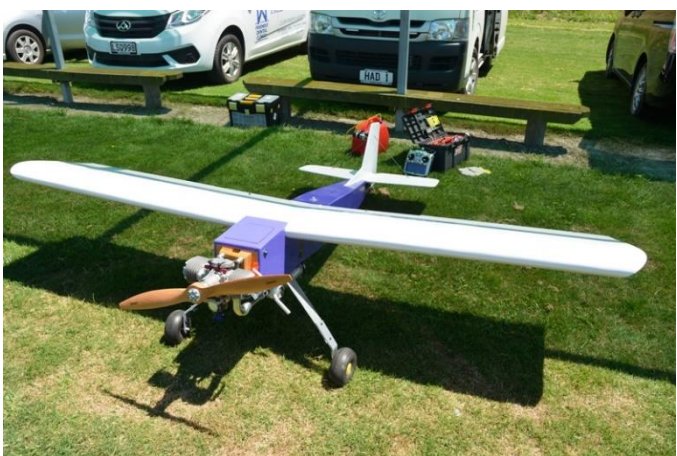


**Pits scene west.**

*John C had his Chipmunk there and he and Marty flew it a few times. Rob L was doing pattern practice with Chris Wong later in the morning. Prez Lance was there but didn't fly. Barry K flew his Radian and Dave C came for a look and a chat. Harvey S also turned up and had his Southerner, but didn't fly!*



**Norris Kenwright's Stable of flying machines.**



**Graeme Rose's Twin powered STIK Towplane.**

*Team Kenwright were there, Senior had quite a fleet of models (Kenwright stable photo) and flew a few of them (on a crystal radio – no less.!!) Kenwright Junior flew his pattern model. Graeme Rose had his Stik Towplane out for some more testing, flew well with the 110 twin pulling it along.*





111cc Twin power plant fronting the the Stik.



Pits scene looking East Night train and Lanzo in foreground

I flew the Lanzo and Night Train. There was a bit of lift about and did eleven minutes with the N.T. and a couple of fives with the Lanzo. Flew my Radian a couple of time before I did a "Stanley" and had the wings came off not long after launch! But unlike our other wingless Radian wonder, mine finished up on terra firma. Wings are mostly okay, but the front fuse is in a more than few bits. Maybe feel another "Russell Radian Fuz" coming on ? Having said that I'm going to look at a replacement I think (new one) as the old one is well past its use by date having been purchased in January 2013! **Cheers, Brett R.**"

**Sunday 9<sup>th</sup> January 2022.** Great weather and a good turnout. **Clive** had his camera active with his new telephoto lens and captured some great shots, contributing most of the following. I was particularly pleased to see young **James Black** out with dad **Gus** flying his new acquisition, my old DLE 55 powered Sukhoi. Almost a year since I last flew it and they've set it up well and James is flying it nicely, ... hooray, another young



aspirant for the aerobatic scene.

The model was built back around 2010, I built a plug and mold and **Alex Wardley** and I took two models out, composite fuselages and foam and brown paper covered flying surfaces and DLE 55 powered. Both successfully campaigned on the IMAC circuit.







The **Kenwright** father and son duo enjoyed the air with aerobatics and an electric fun fly wing thingummy.



**Stu Sturge** enjoyed his Yakity Yak, and **Joao Dib** is coming to aerobatic terms with his STOL foamy.



**Anthony** has made the necessary dihedral changes to his beautiful vintage Playboy Leisure and we test flew it again and what a delight it is to fly. The rudder is now very responsive with the corrected dihedral angle, the model penetrates and glides well. Just needs another couple of degrees of downthrust and we're into some serious competition. Nice one **Ant**.





**Graeme Rose** flew his electric sailplane, nice performer, he did say what it was ... mmmm ?

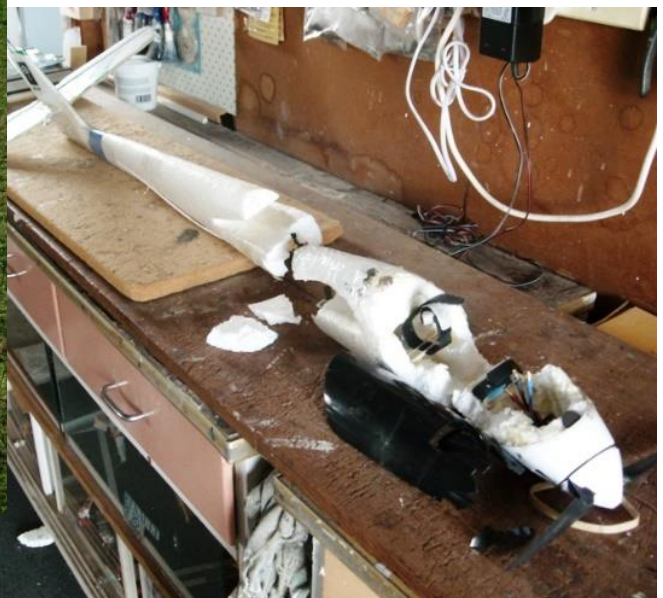
Below, nice to see **Chris Wong** back on the sticks. His attendance at law school these past few years has curtailed his flying a bit, but hopefully we will see some more of him and his aerobatic skills again as life settles



down to a more normal. Now one can take their dental requirements to him and whilst sitting in the chair of horreux you can discuss your legal needs albeit with a mouthful of swabs and equipment !!

**Welcome back Chris.**

**Brett now has a nice new Radian to finally replace the old workhorse (wingless wonder !)**



I can feel a new Russell Radian fuselage coming on,

Why waste a perfectly good set of wings and tail feathers and running gear ? **Ed, (Brett agrees !!)**





Thrilled to see young James Black flying my Sukhoi so well, there with his proud dad Gus.



Clive snapped this picture entitled

**“ Three wise men times two “**



Sunday 23, another great day in the Bay.



**Top Left clockwise; Rod's** ZOHD flying wing which he was using to try and prove he could recover from a flat spin ??? / **John A** with his vintage Falcon. / The **President's** new-old patternship, I'm confused, last time I saw it the rear end was a matching red ? / **Crash**, sorry, **Danny's** new foam electric pattern model which **Mike** has been helping set up an FMS Model Olympus. Most impressive, yet to fly. / **Mike** assembled the late **Jeff**

**Clarkson's** Tripe for a check flight before Warbirds, flew great as usual with the DLE30 up front.





A nice pits view to the West with **Stu's** Grasshopper and IMAC model and **Joao's** STOL Carbon Cub.

### **Sunday 30<sup>th</sup> January.**

Another fabulous day in the Bay, and what a site, the field newly mown, light sea breeze and clear skies.

Good to see young **James Black (Right)** flying well and getting some encouragement from Derek Whelan for IMAC Basic Aerobatics.

**John Sutherland** dusted off his





Lavochkin in preparation for Warbirds, as did **Phil Sharp** getting some good stick/air time on the Storch on Buddy with **John**.







Great to see the late **Jeff Clarkson's** Fokker in the air, with **Mike** faithfully on the sticks flying it like a mad first world war pilot in a dogfight ! It's safe in good hands there, watch out you Eeeenglishmen !



Derek took the more relaxed approach, preferring to get down and dirty with his WW2 P 47





I drew the short straw, and had the pleasure of taking **John A's** Cessna caravan up for yet another test flight. I must say with only a few trim inputs, on four cells it flew on rails, I was most impressed with its steady flight and handling, and four cells give it plenty of up and go. Nice one **John**.



And lastly, a view of the western end of the pits, a great day was had by all those who turned out to fly.



# AROUND the BUILDING BOARDS Jan' 22

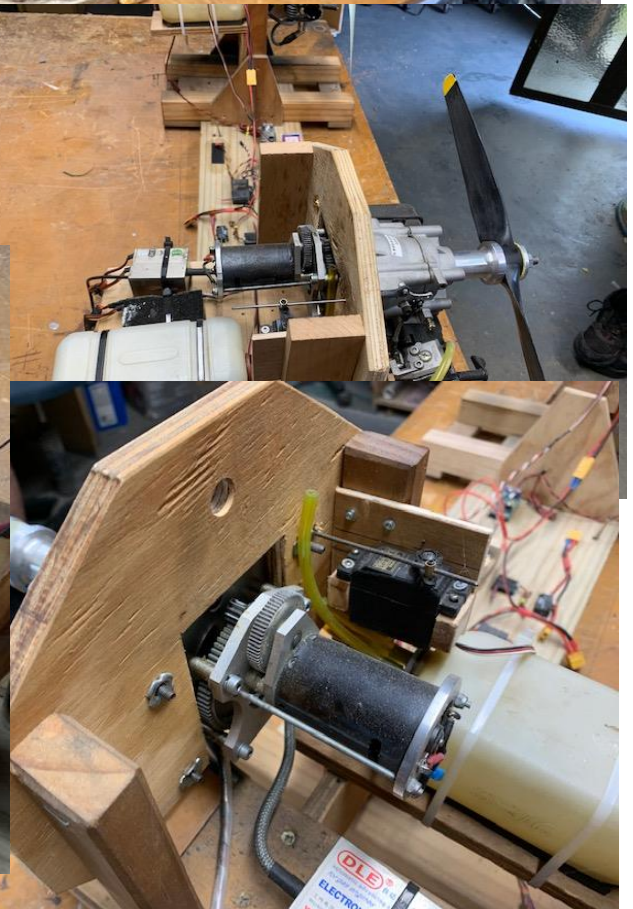
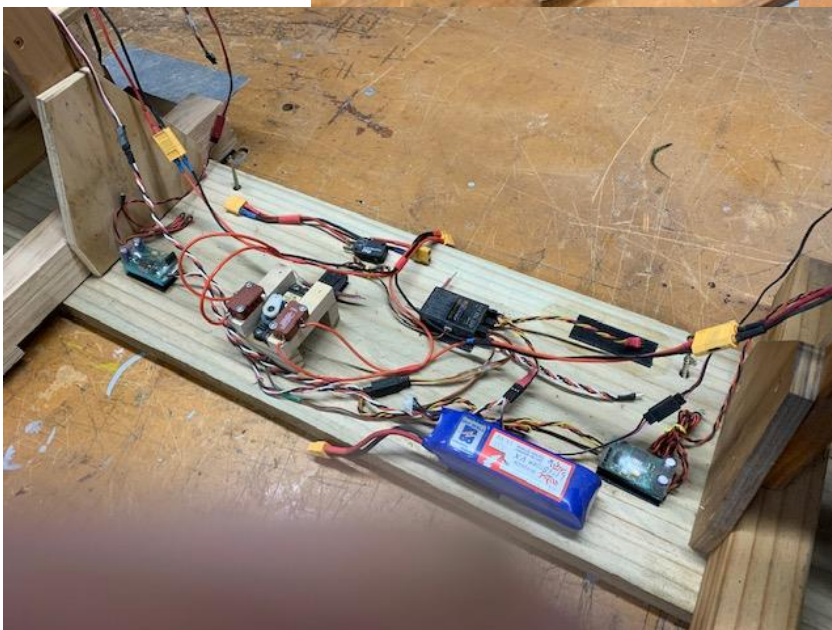


Now here is an interesting puzzle, I was visiting a certain **John C Clarke's** workshop this week and what did I find ? .....

A twin engine "Plank" work bench complete with two Zenoah 26cc petrol engines, both fitted with electric self starters and fully radio controlled.. Have a gander at this....

Was I having double vision or a nightmare?

No, just an old Fella having fun, I'm told even **Marty** was over the moon playing with it, and of course dreaming of the next model his **Chief Fixit Engineer** is going to build for him. Mmmmm a Twin ????



Mosquito or an F83 Twin Mustang or maybe a Twin Cessna, or a P38 Lightning... dream on boys, they're free.. at the moment !

**Marty and John** would like your input, ideas please, all suggestions send care of the Editor. (keep it clean) B.



Following the demise of **Brett's** nine year-old Radian (fuselage), an afternoon in the workshop together saw the emergence of yet another Russell Radian.



**Barry K** has a spare set of wings and gear too, ( funny that ?) and wants a new body ( don't we all !!) so just as easy to make two whilst we're about it. Now waiting for some 3mm balsa sheets to arrive for the fuselage sides.

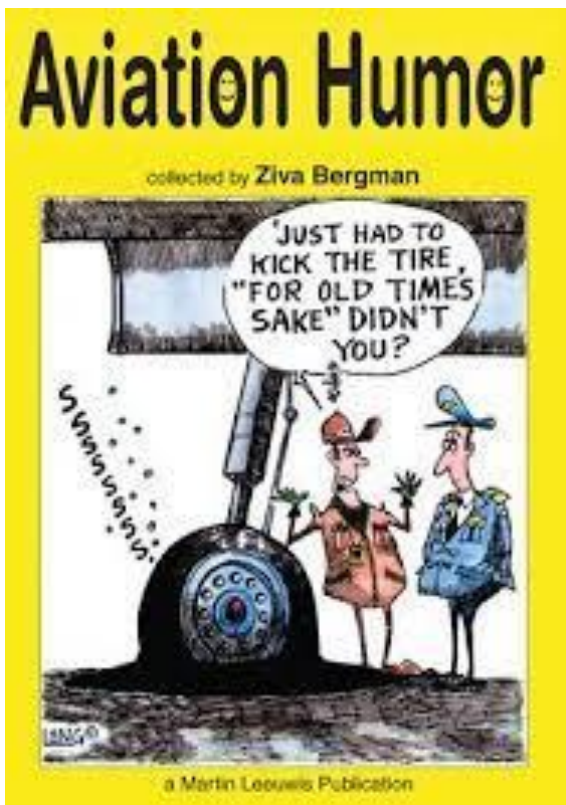
Below is the fuselage box now glued into the foam fuselage blank with an epoxy bog.







Dave Cantell continue to make progress with his Cessna 140, much of the gear now fitted and wing covering taking place. That is looking very nice and tidy Dave.





# The 74<sup>th</sup> MFNZ NATIONALS



Twelve members from MFHB competed at the Nats this year, a pretty good effort all things considered, and the good news is .... **we brought home the CUP for the top Club** ! Second time in three years, how good is that ! The organisation at Carterton under Frazer ( Bogan) and Kevin (Rowdy) was excellent and the weather hot & kind apart from one half day of rain, making for another memorable National's experience. Lots of suntan lotion, lip balm and bottled water was the name of the game.

**MFHB** was well represented in several disciplines, **Soaring**; Kev Botherway, Andrew Hiscock, Kevin Campbell, Andrew Stiver & Barry Kerr. **Free flight/CL etc**; Robert Wallace. **Aerobatics**; Ewan & Hamish & Sean Galloway, Robert Lockyer & Barrie Russell. **Vintage**; Barrie Russell & Grant Fulton. Registration was on Sunday 2<sup>nd</sup> and flying began Monday 3<sup>rd</sup> with a welcome barbecue on Monday evening hosted by **Mike (Baldrick) Briggs** where we were welcomed by President **Chris Jackson** and briefed by Nat's Managers **Frazer and Kevin**.



I was mostly involved with Vintage hence this coverage is from my and **Barry K's** cameras. All of our members did well in their respective competitions, and the overall results can be viewed by clicking on the link here .....  
[https://modelflyingnz.org/Admin/Event\\_Results\\_Detail.php](https://modelflyingnz.org/Admin/Event_Results_Detail.php) **Most notable for MFHB was Sean Galloway being Runner Up Junior Champion of Champions, and Kevin Botherway making Soaring Champion.**

Carterton provides a great venue based at the Clareville camping & showgrounds and the outfields at RC1 Aerobatics and Pylon, RC2 Vintage and RC3 Free Flight etc and the Soaring field are second to none thanks to the generosity of



the local farmers and the hard work of the CD's and helpers. With the great weather the competitions ran smoothly and on time. **Vintage** competition.....



**Allan Knox** always a strong competitor with from L to R; Cumulus, 5 ft Gas & Pulteri.





**Above montage. Left to Right, Top;** Brian Treloar with Red Zephyr, Brian’s Lanzo Airborne which sadly went AWOL into low cloud, Bruce McKay. **Middle;** Stu Hubbard, Martin Evans with Miss-something, Don Mossop & Lanzo Bomber. **Bottom:** Terry Beaumont with RC1, Grant Fulton with Night train, Pete Townshend with PlayBoy.

**A fine bunch of competing Vintagers; L to R;** Terry Beaumont, Don Mossop (Vintage CD), Bruce McKay, Peter Townshend, Barrie Russell, Grant Fulton, Stu Hubbard, Brian Treloar, Allan Knox, Richard Fallas.



Nats HQ, Grant, Barrie and Don Mossop Vintage CD. Self with my Super Slicker OS 61 FS Powered.



**Left,** Pete T with his Civvy Boy, and **Right,** the rear end of Pete’s E Rubber model “Rocket” showing his all carbon sq/tube construction for a very rigid and light aircraft.

A quick look around some of the other disciplines produced the following pictures; .....





**Above;** some pictures from the scale scene.





The "Aggie" was held late Monday night and the usual mayhem prevailed, all very safely controlled of course.

As was the mass Radian Launch at the showgrounds....



The Soaring scene was well populated, and a visit from **Father Time** above and **Kevin** launching **Andrew's** F3B flight





Pete Williams preparing his F3B model



Tony Christiansen with help and advice from his team.



Some of the Pylon "Boys" John Danks, Frazer Briggs and ...?







IMAC, with large aircraft to the fore. **Top Left Clockwise;** John Knox mit Laser. Unknown Van Load ??, Hamish Galloway with the family Slick 360. & Ryan Groves with "Ted's" ex Ultimate biplane.

Classic Pattern was strong again and growing in support and interest. Well it was until I buried my Tiporare due to a disconnect between my eyes, brain and fingers !



**Above;** Classic competitors, **Left;** The newest Mach 1 from the Galloway Stable, **Right;** Aaron Maitland tuning up.



All in all another successful “Nationals” especially considering the climate we are currently operating in. Numbers were down as to be expected but participation was as keen and fruitful as ever. Clareville / Carterton again proves to be the ideal location with the show ground facilities and cooperation of the local farmers, long may that last.

I do ponder the future of the Nats as we know it, looking around the disciplines the aging factor is pretty evident with aerobatics seemingly one of the few portals for youth. Great to see those young men getting encouragement and doing so well in their various disciplines.

The cost factor of gear can be a concern, “Must Have” Large Aerobatic aircraft / Imported hi-tech Gliders / Hi-tech Pylon gear etc, must have some impact on excluding new comers. It was interesting reading a post by Andrew Palmer in RC Aerobatics NZ Facebook page from **Peter Uhlig** F3AChairman ([18](#)) [RC Aerobatics NZ | For anyone flying F3A or any precision aerobatics class now is your chance to have input into the future of F3A... | Facebook](#) who was expressing concern at the high cost of competing and the complexity of rules etc, worth a read if you have a few minutes.

Once as a young Jaycee, I built a P Class yacht for the princely sum of Fifty Pounds (\$100 in today’s speak) which our club donated to Birthright. A few years later by the time my boys were sailing, a top boat was costing in the thousands and we see this repeated across so many sporting and hobby codes. Maybe it’s time to re-assess, simplify the rules and start from scratch. Build Vintage and Classic Pattern, Control line and Free Flight young man !

Aaaah, balsa dust and the sticky sweet smell of Octopus acetate glue !

**See you all at the “2023 Nats”, let’s make it the BIG ONE.**



**“Go The Bay” Model Flying Hawkes Bay Rulze !**



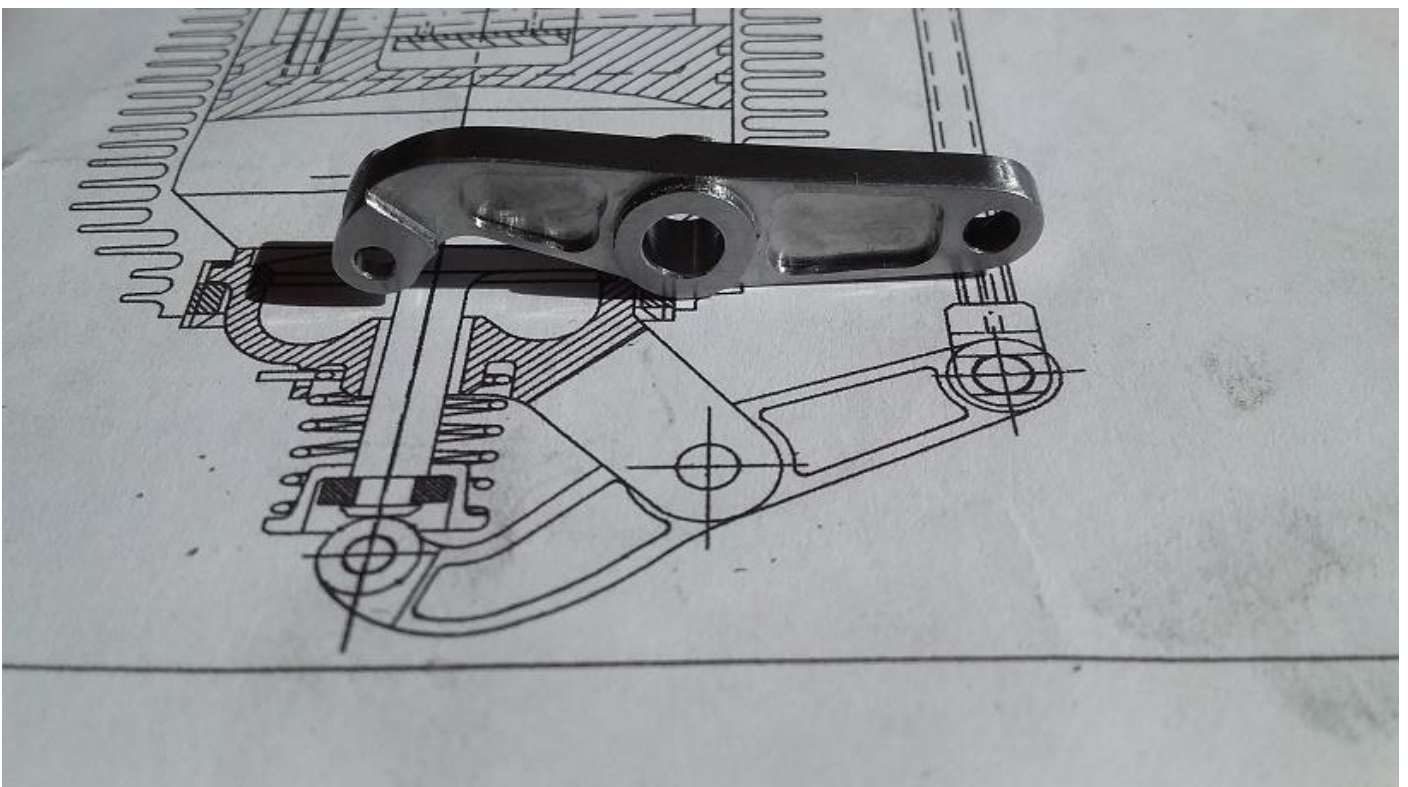
# Phil's Rotary Magic. Pt 7 Jan 2022



Phil is soldiering on, though as expected, slower progress over the holiday period. Pistons and con rods below.



He reports; I have machined all the rockers and just have to polish them all. A couple of pic's attached.







*Phil sent me a copy of his latest email communication with **Stephen Wessel** and here are some excerpts which will give you more insight into how these mechanical genius's (genii?) minds work and a clearer picture of just how intricate and demanding their work is. **Stephen** wrote;*

**From: Stephen Wessel**

Dear Phil, What a lovely piece of work! You are progressing well and I am fortunate that you are willing to share your photos and keep me up to date. A few builders do this but most don't and so I get no idea of either their difficulties or whether they manage to finish.

The tappets are a bit fiddly and you must make sure the fitting of the rollers is done accurately and that the pin won't unscrew. Silver steel would be fine although I much prefer machining stainless myself. As there is a lot of turning involved you need to finish them by getting rid of all machine marks and sanding longitudinally so they slide smoothly.

An annoying 'fault' on mine is that the push rod internal circlips connecting them to tappets have a tendency (and only a tendency) to slip out of place. It isn't catastrophic because the rods stay connected. A little redesign here might be a good idea plus a reliable way of installing the circlip without it flying across the workshop! Don't overdo the valve spring rate because the push rods are quite slender.

One thing I discovered on the prototype in the early days of commissioning was that the 'suck' caused by the piston descending with the valve closed was uneven due to valve leakage, while at the same time the uncovering of the ports at the bottom was uneven; this was due to 'radial articulation' error which became a well known problem to designers. Le Rhone overcame it by a completely novel big-end arrangement which you may know about. I compensated for it a little by shaving a bit off the top of those pistons that were not uncovering properly. But I can't remember which they were or how much. I checked cylinder pressures with a home made mercury manometer.

I gave mine a lot of rotation with plugs out before introducing it to petrol.

Carry on the good work and keep me posted.

**Stephen.**

**From: "Phil Sharp.**

Hi Stephen, I have made good progress and am currently working on the rockers. I have done these on the mill and rotary table which has certainly made me concentrate! Just the last pockets to do and then lots of polishing. Apart from the prop shaft/hub etc and the oil pump and lots of final finishing, the last tricky pieces are the tappets and pushrods. I made one set of tappets but wasn't happy with them. I struggle a bit with stainless steel, do you think silver steel would be OK?

I have finished all the pistons and rings, and the cylinders just need a little more work to get them all the same weight. At the moment there is about 6 gms variation. I ended up building a small oven to temper the gudgeons etc and to heat the rings to 600 deg. Although a little crude it works well!

After your e-mail I spent quite a bit of time getting the valves to seat, and also had a local spring maker do the springs which were much better than mine. Just a one man band (from the UK) operating out of a lock up, but sends springs all over NZ. Very handy!

The gear cutting went well and I will get them nitrided once I have done the timing and made the tappets. The next task will be to bead blast the crankcase and then I can do a trial assembly, which will be crunch time!! It will be nice to fit the internals and make sure it turns over. Did you pre run yours or just fire it up?

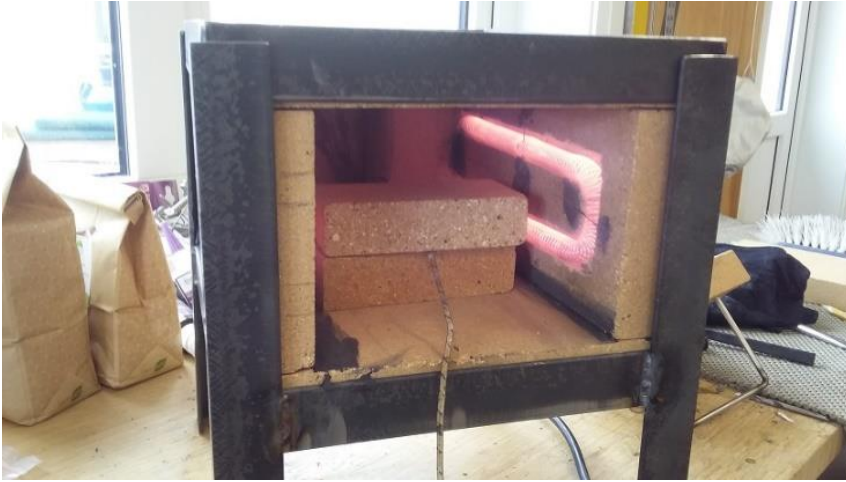
Again thanks for your encouragement.

Kind Regards, **Phil.**



**29<sup>th</sup> January, Phil reports on his latest efforts;**

Following on from the last episode I spent a couple of weeks prior to Xmas building a simple oven for heat treating some of the parts. This has worked well for tempering the gudgeon pins at 300 deg C, and the piston rings at 600 C.



**Above Left; Oven test without the door.**

**Right; 600 Degrees centigrade**

***(This man never does anything by halves, if ya ain't got somethin' then ya just make it !! Ed.)***

The rings are cast iron, the same material as the cylinders, and by heating to 600 deg, gives them enough spring for a nice seal in the bore.



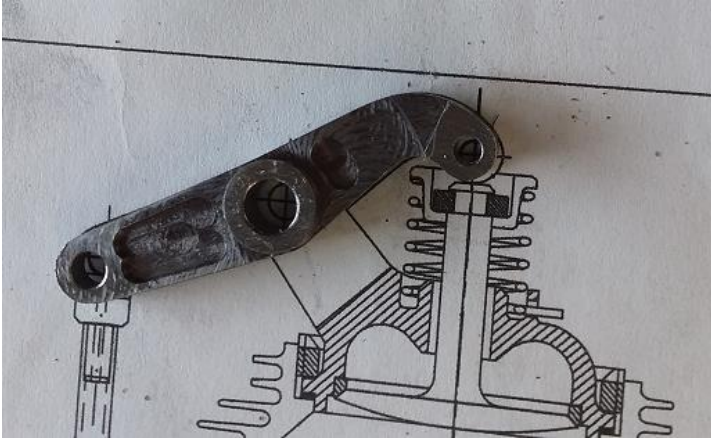
After finishing the gudgeon pins I assembled the pistons and con-rods ready for final fitting. One side of the piston had to be machined for clearance, this was done on the linisher in a simple jig.

Then we had Xmas and other things but I got back into the workshop early Jan and tackled the rockers. These are made





from a piece of mild steel plate and machined on the mill with the rotary table. A very time consuming and fiddly job, but satisfying in the end. There is still some hand finishing and polishing to do.

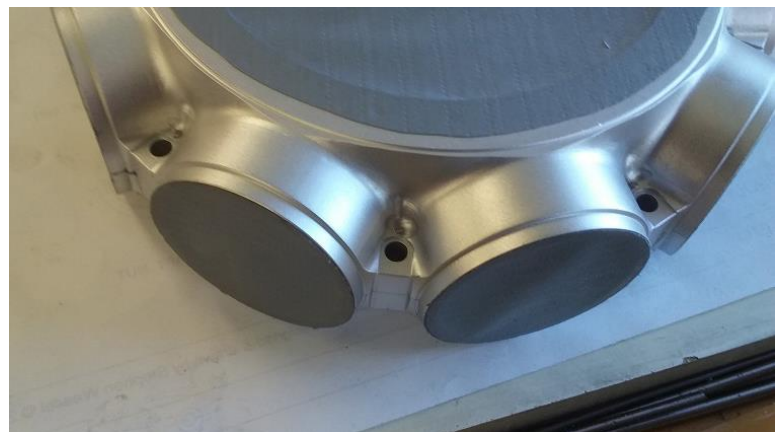


**Above left;** Rocker before hand finishing

**Right;** Finished rocker.

The gears and cams have been sent to Heat treatments in Auckland for nitriding and will be back next week.

I have been experimenting with bead blasting the aluminium parts to simulate the cast appearance of the original engine. It also gets rid of machining marks! The next task will be the tappets and pushrods, and then I can start



assembly. Still a lot of other bits, like the oil pump and ignition drive, as well as the prop shaft and of course a propeller. It's a 36 by 22, not exactly off the shelf!!

Regards

Phil.

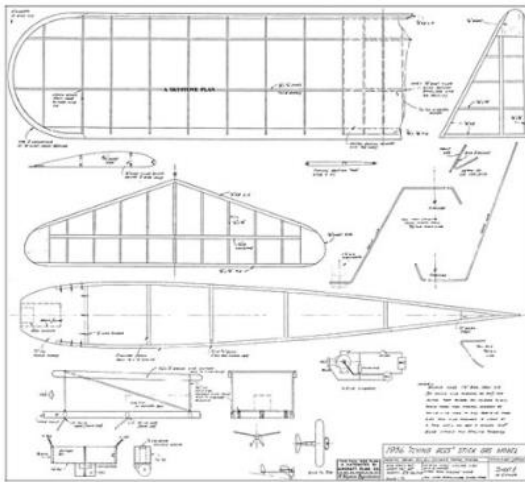
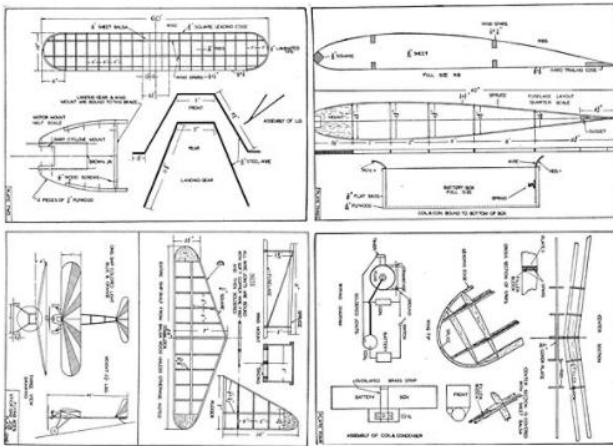


# Flying Aces Stick



The Hamilton MAC, has had a club project where members built models known as the "Flying Aces Stick" for fun flying and simple fun competitions.

some simple vintage



The plans are down loadable from Outerzone [Flying Aces Stick 60in Skystone oz4671 \(3\).pdf](#) and represent an easy build 60 inch three channel high wing model ( rudder/elevator/throttle) needing a .35 to .46 IC motor or the equivalent electric power source. The rules for the Hamilton MAC FAS fun aerobatics comps are;

## Hamilton MAC Aerobatics - Flying Aces Stick

Club Day on 17 October will include an aerobatics contest for Flying Aces Sticks. This will be very low key and aimed at having a lot of fun. It should be hilarious for spectators as the contestants try achieve recognisable manoeuvres with models that are definitely not intended for aerobatics.

This event will probably be a world's first but it is unlikely that the rest of the world will care.

### Rules

1. Model is a Flying Aces Stick that conforms (loosely) to the HMAC plans.
2. The sequence of manoeuvres listed in the Schedule is flown (attempted?) once or twice optionally with both in one flight, or in two separate flights. The best score will count.

3. All manoeuvres are flown parallel to the strip and are centred. (This is the intention but Flying Aces Sticks do not always cooperate.)
4. All manoeuvres are scored out of 10 with no K factors. (As a kindness, manoeuvres that deserve less than zero are ignored.)

### Schedule

- Two loops
- One roll (as axial as possible)
- Stall turn
- Immelmann (half loop up and half roll)
- Reversal (half roll and half loop down)
- Inverted flight minimum 3 seconds
- Touch and go





**Wayne Cartwright**, one of the proponents of the model and competition wrote to Bernard Scott within the Hamilton Club saying;

Bernard

Wow, you might build an FA Stick? That would be great! I am having a lot of fun with mine. It flies well, and is very stable. The club camaraderie when flying them is great.

Mine is 4 lbs and has an old OS 46LA. The model could be built much lighter, making it fine for a 35FP.

The plans used in the club were drafted years ago by Grant Finlay, based on an RC-converted version that had been published in Flying Models. I have these plans but there is a question of how to get them to you during our incarceration.

The main modifications are:

1. Spruce main spars with ply dihedral keepers out two bays and webbing for two more.
2. Sheeting first three bays – plan shows top, but I did bottom as well. Plan shows crude 1/32 ply over top of ribs, but I let-in 3/32 balsa.
3. ½ x ¼ spruce cabanes with 1/32 ply around the whole structure.
4. ½ x ¼ spruce diagonal bracing from rear top cabane to longeron about 15 cm back.
5. Straight wire or nyrod pushrods – not the snakes shown on the FM plan. The club plan shows a ply upright guide on each cross-member, but OK to use any approach to keeping pushrods straight.
6. A stiff undercarriage with wheel toe-in and camber – without this they are squirrely on ground.

Most in the club are covered with standard film but I used Koverall.

There is a lightweight electric model in the club. It stooges around very well, but does not have enough power for aerobatics. A model like mine would be fine for electric and would be similarly aerobatic with a 4020 motor on 3000mah 4 cells.

I have seen the design in your photos but will need to look it up in my ring-binders to recall the name. It is American.

Wayne

---

From: Bernard Scott [mailto:scott.scott@vtra.co.nz]

I wrote to **Bernard** for information on the Stick build and he replied with a lot of the above information. He went on to say that he enjoyed the “Build” but finds the model is not within his flying interests and arrived at the Nats and gave me his model, very generously donating it to our club cause ! I’m now about to fit it with an IC motor, I think there is a spare .40 size in the club shed. My idea is to set it up so any members can fly and evaluate the model and if there is sufficient interest we might promote a club build. Here are some pictures of **Bernard’s** model;







I trolled through the Hamilton Club Newsletter, and found the following ;



Alan Rowson and Gordon Meads with their "Flying Aces Sticks" with allowable modifications.

*The Aces Stik is ready to Fly,  
just needs a few more Stickers!*



I suspect this might be the Presidents ? I'm told it could perform rolling circles ??



## HMAC Presents "The Aces Stik Grand Prix"



*Lots of fun watching several Aces Stiks flying the circuit till they ran out of fuel. Who won? Nobody knows. Who came last, probably Brad.*



So, once we get **Bernard's** stick re-motored and assembled and flying, come and have a fly and see what you think and maybe we could consider a club build and flying some fun comps. What do you think ?? Your feedback would be appreciated.

Watch this space and the skies above Awatoto. **Ed.**

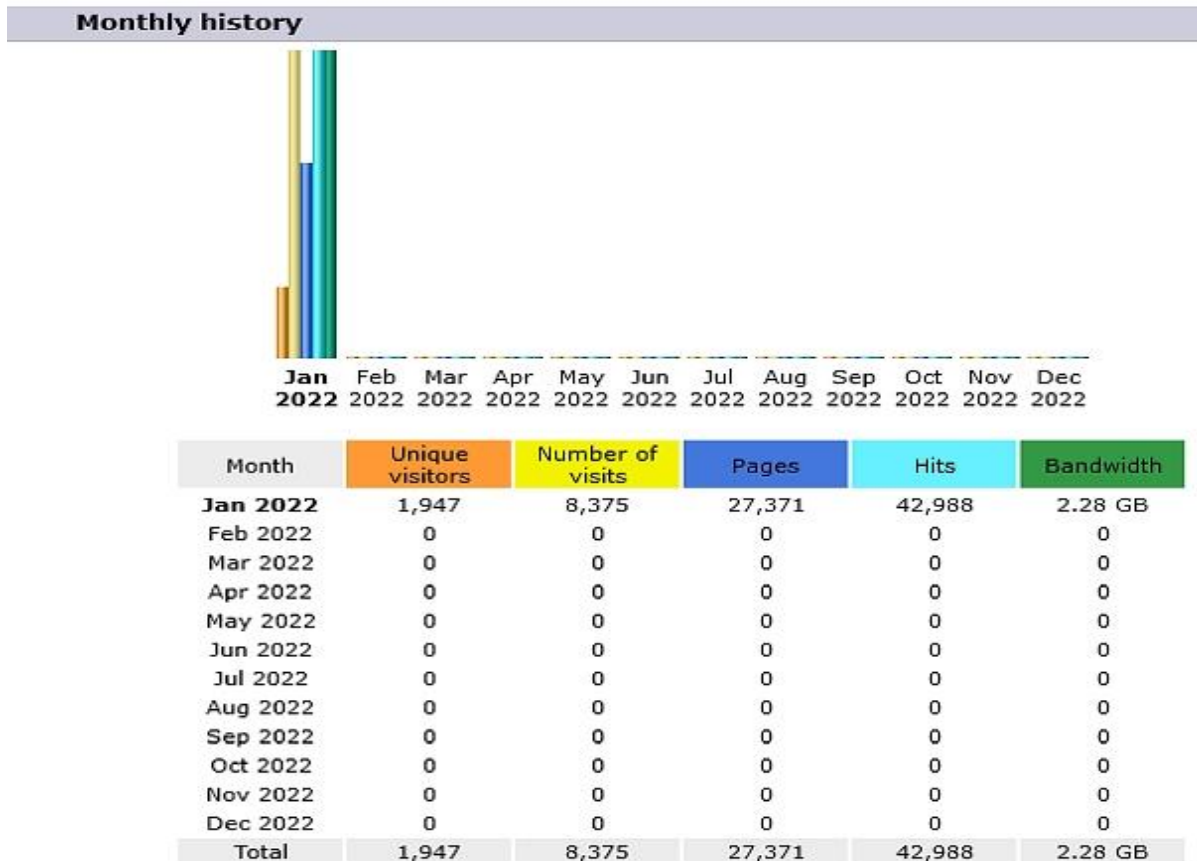


# MFHB Web Site “Stats & Information”



**Web Master Brett** works hard to keep us up to date, he also has access to “Back end information” about what is happening in the way of hits and downloads. For your interest here is the information Brett has sent with his explanations. Four stats images attached from the website ‘back end’ that is maybe of interest:

Monthly History – hits for January 2022;



## Monthly Downloads – December 2021 (Newsletter pdf’s)

Downloads (Top 10) - Full list		Hits
Downloads: 34		
/wp-content/uploads/2021/12/Issue_132.pdf		245
/wp-content/uploads/2021/11/Issue_131.pdf		21
/wp-content/uploads/2021/11/Jose_retract_gear.wmv		11
/wp-content/uploads/2021/10/Issue_130.pdf		7
/mfhb/wp-content/uploads/2021/09/Issue_126.pdf		6
/mfhb/wp-content/uploads/2021/09/New-Member-Application-for-2020...		5
/wp-content/uploads/2021/10/Basic_Pattern.pdf		5
/mfhb/wp-content/uploads/2021/09/Issue_128.pdf		3
/weatherstation/clientrawhour.txt		3
/mfhb/wp-content/uploads/2021/09/Issue_127.pdf		2

## Monthly Downloads – relates to Newsletter PDF’s - again for January 2022

Downloads (Top 10) - Full list		Hits	206 Hits	Bandwidth	Average size
Downloads: 60					
/wp-content/uploads/2021/12/Issue_132.pdf		72	91	994.44 MB	6.10 MB
/wp-content/uploads/2021/11/Issue_131.pdf		9	0	97.97 MB	10.89 MB
/mfhb/wp-content/uploads/2021/09/New-Member-Application-for-2020...		7	0	930.59 KB	132.94 KB
/wp-content/uploads/2021/11/Constitution_of_Model_Flying_Hawkes_...		6	0	2.10 MB	358.50 KB
/mfhb/wp-content/uploads/2021/09/Issue_93.pdf		5	3	20.61 MB	2.58 MB
/wp-content/uploads/2021/10/Issue_130.pdf		5	0	38.23 MB	7.65 MB
/wp-content/uploads/2021/10/Basic_Pattern.pdf		5	0	502.17 KB	100.43 KB
/mfhb/wp-content/uploads/2021/09/Issue_128.pdf		5	42	52.93 MB	1.13 MB
/wp-content/uploads/2021/09/Foam-board_Clubba_Building_instructi...		5	0	3.50 MB	717.44 KB
/wp-content/uploads/2021/11/Rules-October-2021.pdf		5	0	577.25 KB	115.45 KB

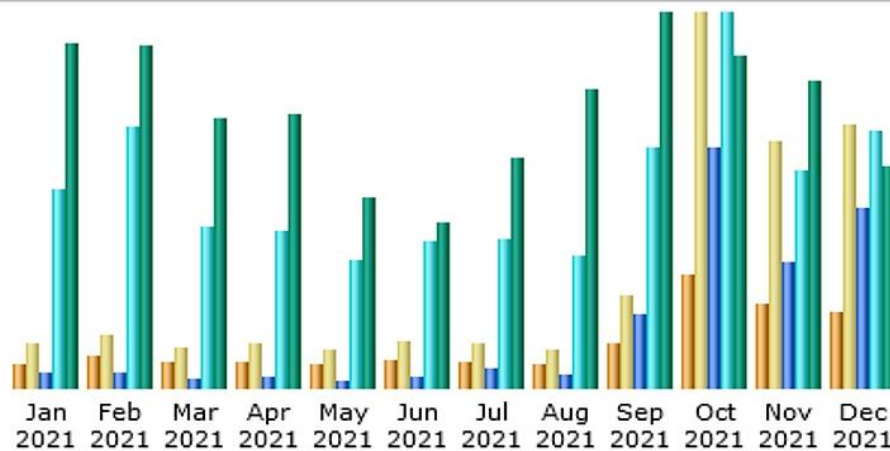


Monthly Locales – who around the world is looking at our website. (NZ came in third!)

Locales (Top 25) - Full list				
Locales		Pages	Hits	Bandwidth
United States	us	5,468	7,171	189.20 MB
Russian Federation	ru	4,576	4,633	9.05 MB
New Zealand	nz	3,267	15,997	1.58 GB
Belgium	be	2,943	2,943	1.25 MB
Netherlands	nl	1,946	1,946	2.22 MB
India	in	1,774	2,053	110.08 MB
China	cn	1,687	1,794	8.02 MB
Great Britain	gb	756	925	70.89 MB
Germany	de	509	509	3.48 MB
Morocco	ma	360	360	2.23 MB
Philippines	ph	339	339	171.02 KB
Uruguay	uy	335	335	175.88 KB
Mexico	mx	333	333	175.08 KB
South Africa	za	281	281	749.58 KB
Italy	it	277	277	1.85 MB
France	fr	232	232	1.07 MB
Australia	au	221	661	84.19 MB
Canada	ca	203	288	5.84 MB
Ukraine	ua	186	186	1.50 MB
Indonesia	id	156	156	1.27 MB
Israel	il	149	149	1.05 MB
Vietnam	vn	136	136	458.94 KB
Greece	gr	128	128	1.10 MB
Japan	jp	127	128	643.06 KB
Spain	es	108	108	668.69 KB
Others		874	920	215.05 MB

Yearly History – all hits etc, for the complete 2021 year.

### Monthly history



Month	Unique visitors	Number of visits	Pages	Hits	Bandwidth
Jan 2021	816	1,570	3,980	48,296	7.46 GB
Feb 2021	1,157	1,883	3,585	63,202	7.45 GB
Mar 2021	900	1,445	2,328	38,804	5.86 GB
Apr 2021	927	1,564	2,565	38,155	5.96 GB
May 2021	827	1,337	1,993	31,029	4.11 GB
Jun 2021	962	1,662	2,695	35,642	3.57 GB
Jul 2021	921	1,575	4,941	36,234	5.01 GB
Aug 2021	824	1,372	3,127	32,165	6.50 GB
Sep 2021	1,595	3,267	17,855	58,019	8.13 GB
Oct 2021	3,980	13,228	58,381	90,672	7.18 GB
Nov 2021	2,986	8,686	30,320	52,544	6.65 GB
Dec 2021	2,694	9,316	43,657	62,000	4.83 GB
<b>Total</b>	<b>18,589</b>	<b>46,905</b>	<b>175,427</b>	<b>586,762</b>	<b>72.71 GB</b>



Interesting that the second highest listing was from the Russian Federation! (Mr Putin's state sponsored hackers, I assume?)

But as we have No financial records, membership info and are not a corporation providing services, I guess they are not interested in hacking us.

**Hi everyone, Brett here,**

As you all know I took over/got back... the MFHB website administration from Hayden Purdy earlier on in 2021. Hayden had spent a good bit of time reinventing the club website from what it originally looked like.

Having said that, the original was only ever supposed to be a 'temporary' site layout to match the old Joomla site we 'lost' a couple of years or so back.

Anyway, thanks to Hayden, we now have a much more presentable, easy to navigate, view and access website. Also relatively easy for me to update and amend things as well too.

After having taken over, I've made a few changes at the request of the committee:

- Moved the webcam/weather station link from 'Resources' tab in the top menu table, to just below the bulletin board on the homepage.
- Updated and reformatted the display of photos on the homepage.
- Added a number of both regular and yearly events to the Calendar page.

Just for your information about the Club website: There are some homepage navigation bar links (top right of the homepage) that do have some extra content, that maybe are worth a look?

Events Page – basically a Calendar of upcoming weekly, monthly and yearly MFHB events.

Newsletters Page – if you click on this tab you not only get a link to the Current Newsletter, but there is a Newsletter Archive going back to Issue 93!

(All the Archive Newsletter PDF's on this page are available to download.)

Resources Page – this has a number of links to *Plans* (Clubba and Foam board plans), *Downloads* (Club Forms Constitution, Training and Pattern Schedules), *Links* to MFNZ and the F.A.I websites.

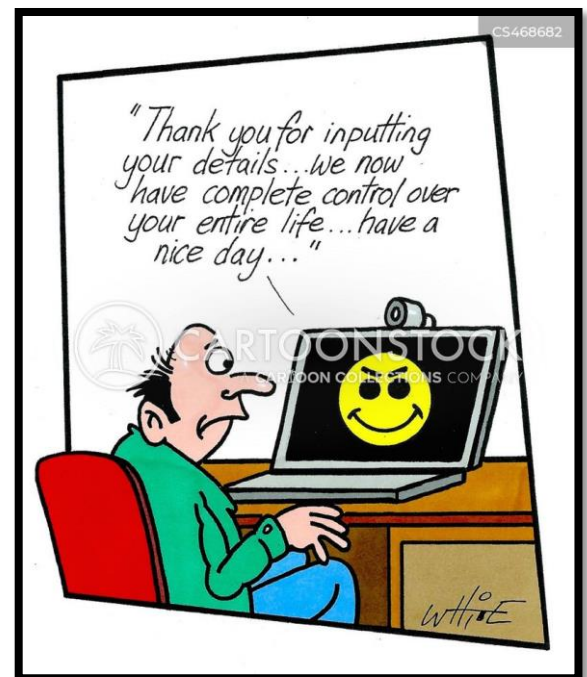
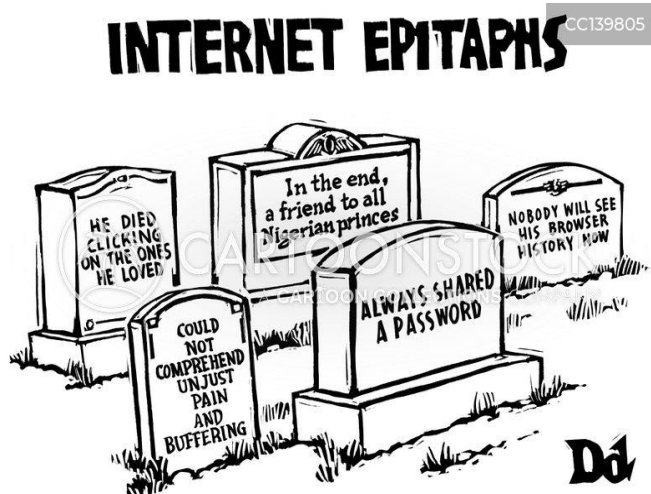
About Page – links to What we fly, Where we fly, info on our Awatoto Field, Soaring Field, Vintage flying, Club Shed and Life Members.

Contact Page – listing of the current club Committee members.

The website will continue to be both updated and added to as required on an ongoing basis. **If you have any thoughts or suggestions on any additions, events, updates, changes you feel need to be made or added to the website, then just let a member of the committee know.**

**It is after all Your Club's Website!**

Cheers, **Brett Robinson** ( Webmaster MFHB)



***One might ask "What is the point of all this information"? Good question, Communication and at least it shows we're not wasting our time and efforts with the Club Website & the Club Newsletter, but more to the point, we're spreading the aeromodelling word Nation-wide & World-wide. How good is that for a public relations job for our wonderful Hobby/Sport. Ed. mfhb.***



# Classic Pattern Jan 2022



Not a lot to report, the Nationals have been and gone. All things considered there was a good showing for the Classic Pattern class with eight entries;



Ewan and Hamish Galloway debuted their new Mach 1 which Hamish flew into second place behind Frazer.



A very fast and clean machine sporting an OS 61 and tuned pipe. Immaculate as usual from the Galloway stable.



Sadly my Tiporare came home in a body bag due to some sort of brain/sight/finger dis-coordination ! Apart from the motor, the gear survived and I do have a very good elevator and U/C so might just have to consider a rebuild in the future ?

See this month's **WANTED** column, I'm looking for a replacement crankcase and carb for my OS .61 FSR.



January is all but gone and Warbirds on the brink as long as the Covid bug stays confined. We have the Aerobatic Rumble scheduled; ..

**Awatoto – 25/27**

IMAC, Pattern and CLASSIC, so get practising.



**The Rumble – February 2022.**

**those ships ready and start**

This just in from **Stu Sturge**, his Dirty Birdy is finished and just awaiting a switch and then ready to test fly. It came out at a very respectable 3.3 kg which in old world speak is 7 lb 4.5 oz. Well done that man.







**Mike's** Beetle has construction all done, just waiting for him to get his Warbirds commitments out of the way and he'll be into fitting the gear and covering the wings ...won't you **Michael**, I do hope so !!??



**Top left** is the blocked out foam blank we started with, **Top right** is the model glassed and receiving it's foam core wings before making the wing seat and fairings, and **below** the finished painted fuselage ready to have the tailplane glued in.



A piece of Nostalgia for you from Highway 50 days. **John Clarke** built this Calypso .61 sized Pattern-ship in the mid 1980's. I wonder where it is now, model aeroplane heaven ??



I borrowed John's plans and with a few mods built my original patternship RUSTIK in the late 80's. I found it and got it back last year. Still flies well for an elderly light weight brick !





**Tuesday 25<sup>th</sup>.** Following a “Shed morning” meeting we all graduated to the field where **Mike** undertook to test fly **Stu’s** latest, his “Dirty Birdy” patternship.

It flew straight and true with just a couple of clicks of down elevator. However there appeared to be some fuelling problems as three short flights with three dead stick landings put paid to any more until the problem was sorted. The model appears to be a great success, Nice one **Stuart**, welcome to the Classic Pattern fun.

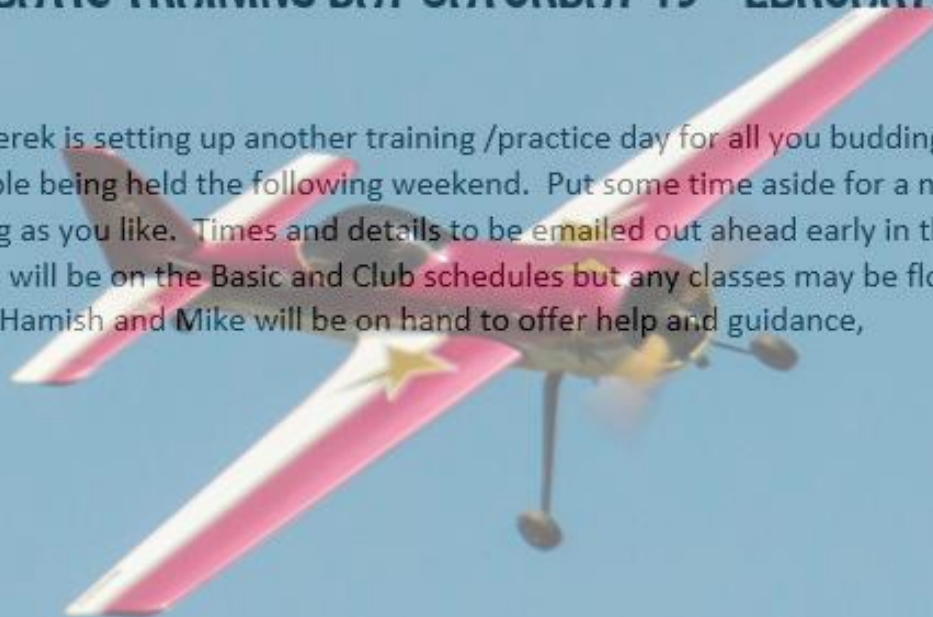


## AEROBATIC TRAINING DAY SATURDAY 19<sup>TH</sup> FEBRUARY.

Club Captain Derek is setting up another training /practice day for all you budding aerobats prior to the Rumble being held the following weekend. Put some time aside for a morning start and stay as long as you like. Times and details to be emailed out ahead early in the month.

Emphasis will be on the Basic and Club schedules but any classes may be flown.

Hamish and Mike will be on hand to offer help and guidance,





Stan is making progress with his Hangar One TIGER TAIL kitest, finding it excellent rehabilitation therapy after his recent surgery. He's been getting a lot of encouragement from Gavin Shute who lives nearby and has assisted in the tailplane and rudder build. Progress to date;



My Tiger tail is finished construction wise, now just a matter of installing all the gear. Wish me luck, **Ed.**





# VINTAGE REPORT

January 2022



## ***Upcoming Events at Levin;***

The first of the three Levin Club Vintage event for 2022 is the Gareth Newton Memorial on Saturday 12 February. The events are all on Saturdays to have minimal impact on club flying by avoiding the normal Sunday club day flying activities.

The Levin Vintage events will be the same low key fun days that have become increasingly popular in recent years and both vintage competition flights and vintage sport flying is what the events are all about. Low key fun competition and enjoying flying vintage models together are the objectives.

The format is that you can fly any Vintage (or Classical) class that you wish. There are no entry fees and the flying is very much relaxed fun. We stop for lunch and depending on the Covid situation at the time, normally BBQ some sausages. Normally most fly Vintage Precision which any Vintage IC or electric model can be flown in. This is a very straightforward class with three flights, each with up to a 60 second motor run and ideally a spot landing at 3 minutes give or take the age bonus of your model (a bonus point for each year the design was published before the 1950 Vintage cut off date). Many of us will also fly other Vintage or Classical classes such as Duration and Texaco. If you aren't familiar with the classes, bring along your Vintage models and ask Bryan or Stew about what classes they could be flown in. The classes are all very straightforward and we are very happy to help you on the day "have a go" at a new class to you. Each class has its own challenges and appeal – all good fun!

To those that haven't attended before, come along and have a fun day of Vintage flying in a relaxed rally type atmosphere. To regular attendees, how about expanding your horizons to fly an additional class or two at the events this year!

### ***Details: Gareth Newton Memorial Vintage Event.***

**Saturday 12 February 2022 (wind postponement date Saturday 26 February)**

Start time 9.30am

Levin MAC site, Tararua Road (between SH1 & SH57 on southern side of Tararua Road)

No entry fees

For any further details contact joint organisers Stew Cox– 027 548 1894, [Flierstew@gmail.com](mailto:Flierstew@gmail.com) or Bryan Treloar 0204 147 6917, [bryan\\_treloar@hotmail.com](mailto:bryan_treloar@hotmail.com)

Also note the dates for the other two Levin Vintage events for 2022:

***Bob Burling Memorial*** - Saturday 14 May 2022 (Saturday 21 May wind postponement date)

***John Selby Memorial*** - Saturday 15 October 2022 (Saturday 22 October wind postponement date)

***Regards, Stew Cox.*** Vintage CD.

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## **MFHB VINTAGE SCENE.**

The vintage scene has been a bit quiet, we had a successful Vintage Nationals as reported earlier in this Newsletter with myself competing and Anthony, Danny and Barry all visiting. Last year any proposed changes to the Vintage flying rules and the NDC were unsuccessful, so it's business as usual. Things have languished in the club a little of late, so maybe we need to have a "Vintage Get Together" to see where we're going and maybe re-ignite some enthusiasm. What say all of you vintage enthusiasts? Have a think about it and maybe we could have a Thursday morning meeting in the shed round a cuppa and a bunch of scones and discuss 2022. **Ed.**



**Anthony** has very successfully re-test flown his beautiful Playboy. When **Stan** flew it first there was a problem getting it to turn, initially thought due to a fragile rudder. On further investigation it became apparent that **Tony** had only half the designated dihedral (the 7" applied to each tip, not overall !). So after cracking the wing and resetting the angle we test flew again and it is winner, very manoeuvrable and performs well, just needs a couple more degrees of down thrust on the motor to tame the climb out under power. **Vintage Precision and Duration here come Anthony !**



**Above left;** Buddying up for the test flight ( if only we all flew mode 1 ! ) **Right;** Successfully coming home.



**NDC** is upon us again, I've copied the first six months below for the Vintage and Soaring events. **The full year's calendar for Vintage and Soaring NDC is now in Downloads on the Club website so you can download a copy from [Here](#) and print it out, laminate it and pin it to the workshop wall at about the spot where you gaze when you're dreaming about the next vintage model you're going to build and fly !?**

**In February we can fly in RC Vintage E Rubber TEXACO (Stan, Barrie, Mark, Tony and ?) on any free weekend, when and where that takes your fancy.**



# NDC Calendar

Jan / June 2022

VINTAGE

&

SOARING

Jan/22	103	VINT	RC Classical 1/2E Texaco
Jan/22	104	VINT	RC Classical E Texaco
Jan/22	105	VINT	RC Classical Precision
Jan/22	400	SOAR	ALES 200 Class M
Jan/22	401	SOAR	F3K Tasks B,D,G,H
Jan/22	402	SOAR	ALES Radian Class P
Feb/22	110	VINT	RC Vintage 1/2A Texaco
Feb/22	110	VINT	RC Vintage E Rubber Texaco
Feb/22	112	VINT	RC Classical IC Duration
Feb/22	403	SOAR	Thermal A (Open)
Feb/22	404	SOAR	Thermal H (2 Metre Glider)
Feb/22	405	SOAR	ALES 123 Class N
Feb/22	406	SOAR	X5J Unlimited Class O
Feb/22	407	SOAR	NZ F5K CLASS Q, 4 Rounds
Mar/22	115	VINT	RC Vintage IC Duration
Mar/22	116	VINT	RC Vintage E Duration
Mar/22	117	VINT	RC Classical E Duration
Mar/22	408	SOAR	F3K Tasks B,D,G,H
Mar/22	409	SOAR	ALES 200 Class M
Mar/22	410	SOAR	ALES Radian Class P
Apr/22	120	VINT	RC Vintage 1/2E Texaco
Apr/22	121	VINT	RC Vintage A Texaco
Apr/22	122	VINT	RC Vintage E Texaco
Apr/22	411	SOAR	Thermal J (2,4,6,8,10)
Apr/22	412	SOAR	ALES Radian Class P
Apr/22	413	SOAR	FAI F5J, 4 Rounds
May/22	126	VINT	RC Vint and CI/Scale Texaco
May/22	127	VINT	RC Vintage Open Texaco
May/22	414	SOAR	Thermal D (F500)
May/22	415	SOAR	Thermal B (10 min)
May/22	416	SOAR	ALES 123 Class N
May/22	417	SOAR	NZ F5K CLASS Q,
Jun/22	132	VINT	RC Vintage Precision
Jun/22	133	VINT	RC Vintage E Duration
Jun/22	418	SOAR	ALES 200 Class M
Jun/22	419	SOAR	F3K Tasks B,D,G,H
Jun/22	420	SOAR	ALES Radian Class P

Saturday 29 Jan.

Brett Robinson, Derek Barber and  
Barrie Russell flew the **Jan NDC**;  
**Classical RC Precision**

Then Brett and Barrie flew **Classical E Texaco** with Night Trains in interesting conditions of varying lift and sink.

RESULTS;

## R/C VINTAGE CLASSICAL PRECISION

NAME	MODEL	ROUND											GRAND TOTAL
		1			2			3					
		FLIGHT	LAND	TOTAL	FLIGHT	LAND	TOTAL	FLIGHT	LAND	TOTAL			
BARRIE RUSSELL	NIGHT TRAIN	179	20	199	174	20	194	176	20	196		589	
BRETT ROBINSON	NIGHT TRAIN	177	20	197	175	20	195	174	20	194		586	
DEREK BARBER	NIGHT TRAIN	171	0	171	173	0	173	143	0	143		487	

## R/C VINTAGE CLASSICAL E-TEXACO

NAME	MODEL	ROUND		
		1	2	TOTAL
		FLIGHT	FLIGHT	
BARRIE RUSSELL	NIGHT TRAIN	617	918	1535
BRETT ROBINSON	NIGHT TRAIN	395	566	961



# NOTICES/ADVERTS JAN 22



MODEL FLYING HAWKES BAY PRESENTS

## WARBIRDS

**NOW A PILOTS ONLY RALLY WITH SUPPORT CREW**

OVER

## AWATOTO

2022

**5th & 6th February 2022 10am to 4pm**  
 Registrations from 8:30am Sat 5th Feb at the Rally.  
 Vaccine pass required and \$20 landing fee for the weekend.  
 Please bring your lunch and drink. Coffee cart on site.

**RED ALERT** Warbirds is still on but being run in a Rally format without public advertising or entry. Members, visiting Pilots and Support Crews only. Vax pass requ'd.



It's on again !! NZ's Premier Aerobatic event .... **The Rumble. 2022.** Based at the home of Model Flying Hawkes Bay in Awatoto, the flying site is superb. Contest Flying Starts Friday.

**Book your time off now. February Fri 25 / Sat 26 / Sun 27<sup>th</sup>. 2022.**



MODEL FLYING HAWKES BAY WOULD LIKE TO INVITE ALL PILOTS TO ATTEND  
A CELEBRATION OF THE

# 75TH ANNIVERSARY

## OF THE HASTINGS MAC / HBRF / MFHB



JUST A GENERAL GET TOGETHER AND FUN FLY TO CELEBRATE THE MILESTONE  
TO BE HELD AT OUR AWATOTO FIELD. BBQ LUNCH PROVIDED.  
ALL CURRENT, PAST AND AFFILIATED MEMBERS WELCOME

## THE TAURANGA AUCTION.

Yes folks - its all on again this year - subject to any Covid restrictions at the time. This is an annual event and probably one of the largest auctions of model aircraft stuff in the country. Our auctioneer this year is Tony Christiansen who is well known in the modelling community. Our auction attracts model flyers from all around the country and is a great social gathering as well as a place to buy and sell. Please let your members know and put a note in your diaries.

# AUCTION

## SUNDAY 12TH JUNE

REGISTRATION 8.30am AUCTION 10am

For further information  
contact: Dave Marriott 021909407  
or taurangamodelfly@gmail.com

**CLASSIC FLYERS AVIATION MUSEUM**  
Jean Batten Drive  
Mount Maunganui

Regards, **Dave Marriott**. (Acting Secretary),  
Tauranga Model Aircraft Club inc



website - <https://taurangamodelfly.org/>



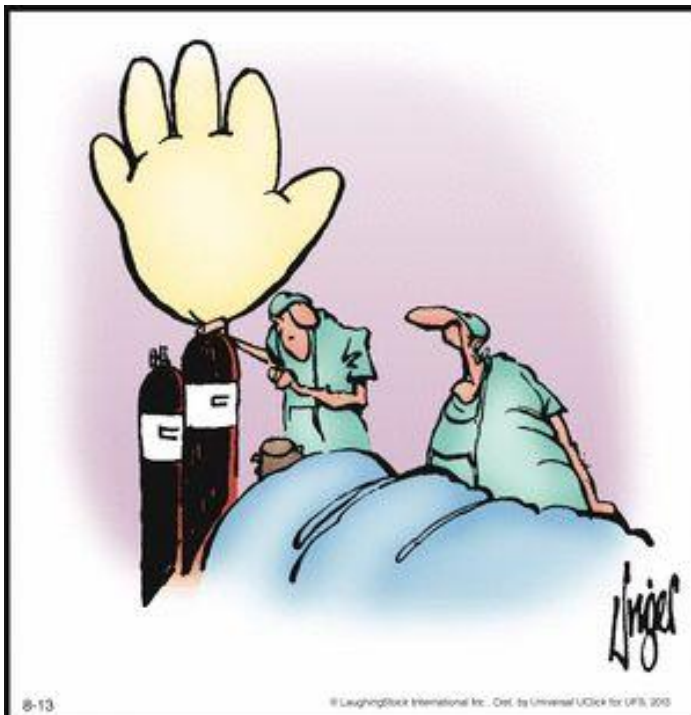
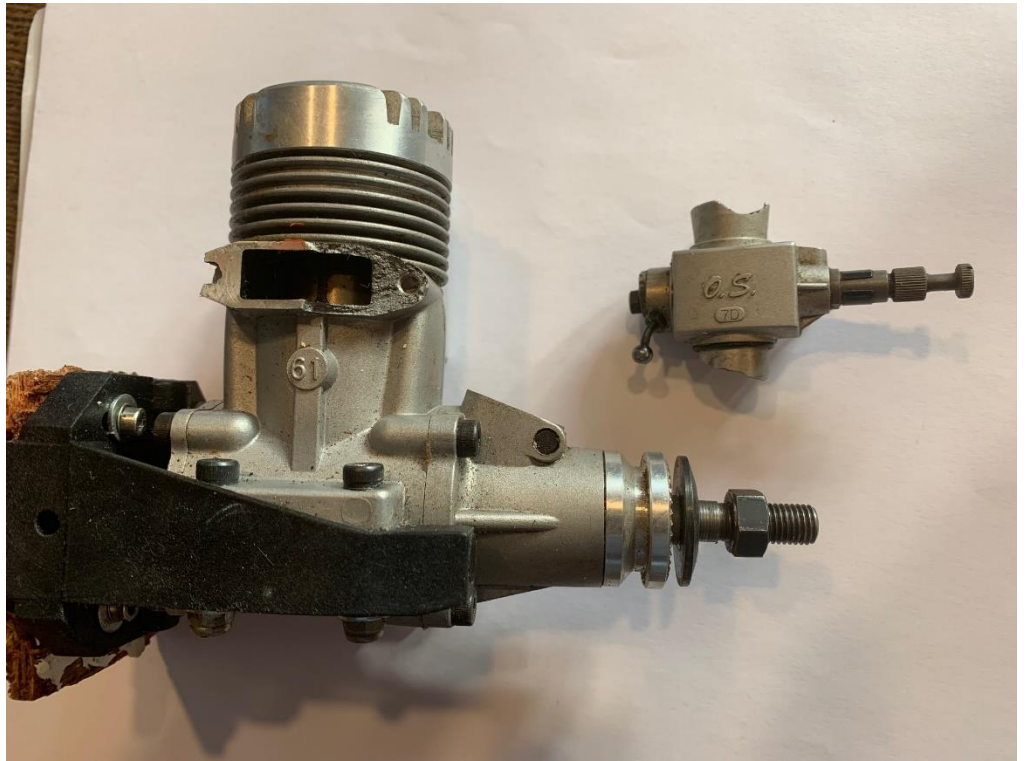
# FOR SALE / WANTED January 2022



## WANTED ....

I broke my OS.61 MAX FSR motor at the Nats (sob sob) and am looking for a new crankcase and carburettor (7-D). The internals are okay so an old used motor in any condition just for the c/case and carb would be okay.

PH; Barrie on;  
06 8353896.



“Quit fooling around!”



“My mistake. I’m supposed to rub it on your chest.”



# A CLOSING SMILE. Nov 21



"That's funny ; the man in the shop just said they would make it go faster."

**ED TRADE MARK**

## Diesels for the Present

**E.D. 1 c.c.**

**E.D. 1.46 c.c. "HORNET"**  
£2.14.4 Air-cooled  
£3.13.2 Water-cooled

**E.D. 1.49 c.c. "FURY"**  
£3.15.3 Air-cooled  
£4.14.5 Water-cooled

**E.D. 0.46 c.c. "BABY"**  
£2.14.4 Air-cooled  
£3.10.10 Water-cooled

**E.D. 2 c.c. "COMP SPECIAL"**  
£3.1.5 Air-cooled  
£4.2.7 Water-cooled

**E.D. 2.46 c.c. "RACER"**  
£3.16.9 Air-cooled  
£4.14.5 Water-cooled

**E.D. 0.46 c.c. "BABY"**

**NOW AVAILABLE WITH INTEGRAL COVID MASK**