

# Model Flying Hawkes Bay



## PROPWASH



## Club Newsletter # 134 FEB 2022

In this issue.....

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MFHB	Activity Calendar	March 2022
Tues 1	Shed Morning	
Thur 3	Vintage Awatoto	
Sat 5		NDC
Sun 6	<b>CLUB SUNDAY</b>	NDC
Tues 8	Shed Morning	
Thur 10	Vintage Awatoto	
Sat 12	<b>Club Open</b>	Vintage rally cancelled NDC
Sun 13	<b>CLUB SUNDAY</b>	Vintage rally cancelled NDC
Tues 15	Shed Morning	
Thur 17	Vintage Awatoto	
Sat 19		NDC
Sun 20	<b>CLUB SUNDAY</b>	NDC
<b>Tues 22</b>	Shed Morning	
Thur 24	Vintage Awatoto	
<b>Sat 26</b>		NDC
Sun 27	<b>CLUB SUNDAY</b>	NDC
Tues 29	Shed Morning	
Thur 31	Vintage Awatoto	

**Sunday 3<sup>rd</sup> April 75<sup>th</sup> Anniversary at Awatoto Field**

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**Contributors to this issue;** Barry Kerr /Barrie Russell / Brett Robinson / Clive Baker / Phil Sharp / Adam Butler / Marty Hughes / Mike Shears / Dave Cantell / Robert Lockyer / Lance Hickey / Frazer Briggs / Harvey Stiver / and others E & OE.

## From the Treasurer. Feb 2022



Subs for the next financial year are now due. You should have all received your individual email reminders. If not or should you have any other questions please contact me at the club's email [mfhbnz@gmail.com](mailto:mfhbnz@gmail.com).

Please keep your membership up-to-date to ensure that you are covered by **MFNZ insurance**. Some have already paid, thanks for your early payment

Regards, **Robert Lockyer. MFHB Treasure**

## From the Editor's Desk Feb 2022



Greetings All,

Once again, I'm not sure how we managed to accumulate all the following as apart from the Rumble, activity at Awatoto Field has not been breaking any records. Sad losing our Warbirds, only the second complete cancellation in some twenty-four/five years, but the right call was made before the pilots and public were inconvenienced.

As usual, my call for copy from members has largely fallen on deaf ears, so my grateful thanks to those few who do make the effort. The phrase "Use it or Lose it" does come to mind, my soliciting skills could run dry at any time. Neither do I have any committee reports for you this month, seems things have gone very quiet on the hierarchy front. I hope all you members are looking inward and considering what responsibility you are prepared to take on in the coming months once we reach the AGM. We're given to understand that a number of Committee positions are becoming vacant and you know the drill, "Someone has to take responsibility." Don't just leave it to the Other Bloke.

Just a reminder for the 75<sup>th</sup> Anniversary celebrations coming up on Sunday 3<sup>rd</sup> APRIL. Please, mark your calendars NOW and bring you aircraft, families and friends along.

**MODEL FLYING HAWKE'S BAY WOULD LIKE TO INVITE ALL PILOTS TO ATTEND A CELEBRATION OF OUR...**

# **75TH ANNIVERSARY**

## **OF THE HASTINGS MAC / HBRF / MFHB**



### **3RD APRIL 2022**

**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**

**(NOTE: A VACCINATION PASSPORT WILL BE REQUIRED TO ENTER THE FIELD.)**

Marty Hughes our CD for the occasion has this to say....

I trust we are all enjoying reading yet another great edition of Propwash bought to you from the desk of Barrie Russell.

I'm getting in early with the advertising poster of our 75<sup>th</sup> Anniversary of our fantastic club. We plan to get as many of you pilots and spectators along for a great day of fun flying and good banter.

Bring out something old, something new, something borrowed .... You know how it goes.

It's a no theme day but if you have something that hasn't seen the light of day for a few years, get it out , blow off the dust and get it in the air. Even if you have a model from days gone by that you wish to bring as a static display then please do. We hope to have as many past members as possible. Mike Sheers plans to fire up the Clubs Piper Cub and set it up on the buddy box system for any past , present or future members that want to try their hand at flying. We will talk John Clarke into bringing his giant P51 Mustang for an outing. The classic pattern boys will me out making noise , the vintage Gents will also be there. I'm sure Jack and the FPV drone flyers will also be putting on a display of extreme drone racing through the drone racing hoops. If you have a Radian, bring it too as I'm sure Barrie will sort out a mini Radian comp. Andrew Stiver is bringing his Rookie Jet for some extreme speed demonstrations. (He might even have another surprise Jet with him.) Ryan Groves sadly won't be making an appearance as it will be Kats due date weekend however I've heard a whisper that Peter Brown will be coming up with a trailer full of fast and wonderful stuff.

The club will provide a BBQ lunch and the right honourable Harvey Stiver will be on hand to educate us a bit about the History of our club and introduce our mystery guest speaker.

This is our great club so let's get behind this and make it a great day .

Look forward to seeing you all there. Rob Lockyer if you can please order the Sunshine and Barry Kerr can you please keep the wind out at sea for your Sailing mates.

**Marty Hughes**





# CLUB ACTIVITY

February 2022



Maybe should be headed up Club Inactivity, with the weather not playing ball so far this month.

Even Tuesday morning at the club shed has been a bit quiet. Tuesday 15<sup>th</sup> saw just **Mike, Dave C and myself** along. The club has been bequeathed a job lot of a retiring modeller's small electric gear, so we spent the morning sorting and getting it all ready for a future distribution. Maybe the AGM might be an appropriate time and place ?



**Mike** brought out his MVS 60 + something with the tuned muffler. ( going into the Beetle patternship) for a first time run up. Once we sorted out the fuelling it started well and sounds great. ABS so needs some running in, **Mike** has the system under control. Turned out there was an o-ring missing from the carb needle so sucking extra air which made the initial problems... all sorted now.





**Sunday 20<sup>th</sup>, Brett** reports a good attendance in all categories. Arrived around 9.30, Almost flat calm and bit of overhead cloud, but already getting warm! **Harvey and Stuart** were already there. Although, the grass on the field itself was quite wet, due to either a heavy dew or rain over night perhaps?



**Harvey** put together and flew his Miss America, upon landing he discovered the engine bearers were loose!! A workshop fix to be done. **Stuart** put a couple a good flights with his Yak.

**Brett Robinson** flew his new Radian for three flights in reasonable air early in the morning. Young **James Black** with dad **Gus** flew his DLE 55 powered Sukhoi until they noticed the muffler vibrating a bit in the air. A prompt landing was made and loose engine bearers seemed to be the culprit. Also a workshop fix required.



**Ross Brinsley and Joe Connelly** had vintage models to fly. **Ross** flew his Flying Quaker a couple of times for some longish flights. Don't think **Joe** got No58 in the air. As he was putting it away, it was noticed one of the rudders was broken! When **Ross** was asked about this, he said a young family member of **Joe's** had damaged the rudder. He did also state the model was due for a refurbishment and a new covering job in the near future anyway, so no harm done as the rudders both have to come off for that in any case.



**Danny and Anthony** flew high wing trainers a few times with no damage. **Danny** then flew a small foam aerobatic model before graduating to his larger one on a buddy box with **Mike Shears**.







The drone fliers were back in evidence on the field, doing their own thing, as per normal. **John Sutherland** gave his Sebart aerobatic model a flight. A helicopter or two were also in operation during the morning.



**Clive** wants to know why **Phil's** prop on the plane is bent. Maybe the cross wind was stronger than you thought?

**Graeme Rose** had an electric glider on hand, which he then flew with an impressive climb performance. Quite a few of the 'regulars' were around, just having a chat and watching the activity.

Cheers, **Brett**





## AROUND the BUILDING BOARDS Feb 22



Thar's things agoin' on down thar in the backblocks of Onekawa begorra. This report just in from Cadet Pilot Marty Hughes who writes;

*Back in the 90s , Rod Hughes set to work on building a quarter scale Tiger Moth from a Flair kit and powered it with an OS 120 surpass Four stroke glow engine . The Moth flew out of the Auckland's Mount Roskill Flyers field for many years until it was retired and lay dormant in the back of Rods garage . Then Marty decided it would look better in his Garage on display down in Hawkes Bay. A couple of years later while Rod was down visiting , the two of them decided to see if the motor would still run . They installed a receiver and a flight pack battery, put the wings on, fuelled it and hit it with a starter . Well to the pleasant surprise of both lads, the dirty old oil sodden fuel dripping OS fired into life. An hour later they had the plane down at Awatoto for a taxi run. "Just a taxi run Dad" says Mart. But the Hughes boys never listen so it was no surprise that on the first taxi run the grass strip was left behind as the stunning 90 inch Moth flew effortlessly out toward the sea. This was the first time the Moth had been airborne in years. It had a few flights over the coming months but was deemed to be too unreliable with the old servos and the OS pump leaking as much fuel as it was burning. Once again the Tiger was retired and has spent the last five years as a static display hanging in Maxims Barber Shop in Hastings.*

*Roll on 2022 and picture here in the workshop of master craftsman John Clarke is the Old lady out of retirement for the second time. A new 38cc petrol four stroke is on its way and John is replacing all the servos with high powered metal gear Savox servos. John will mount the engine when it arrives and is giving the whole plane a full going over and changing / strengthening things as required.*

*No cosmetic changes will be made as the aged patina look gives it that realistic look of the real Tiger Moth that has just rolled out of the barn for a Sunday fly..*

*With the JC overhaul the Tiger is set to be a regular flyer over Awatoto for many years to come.*









And Marty Says; So this is the story of my life Guys ....

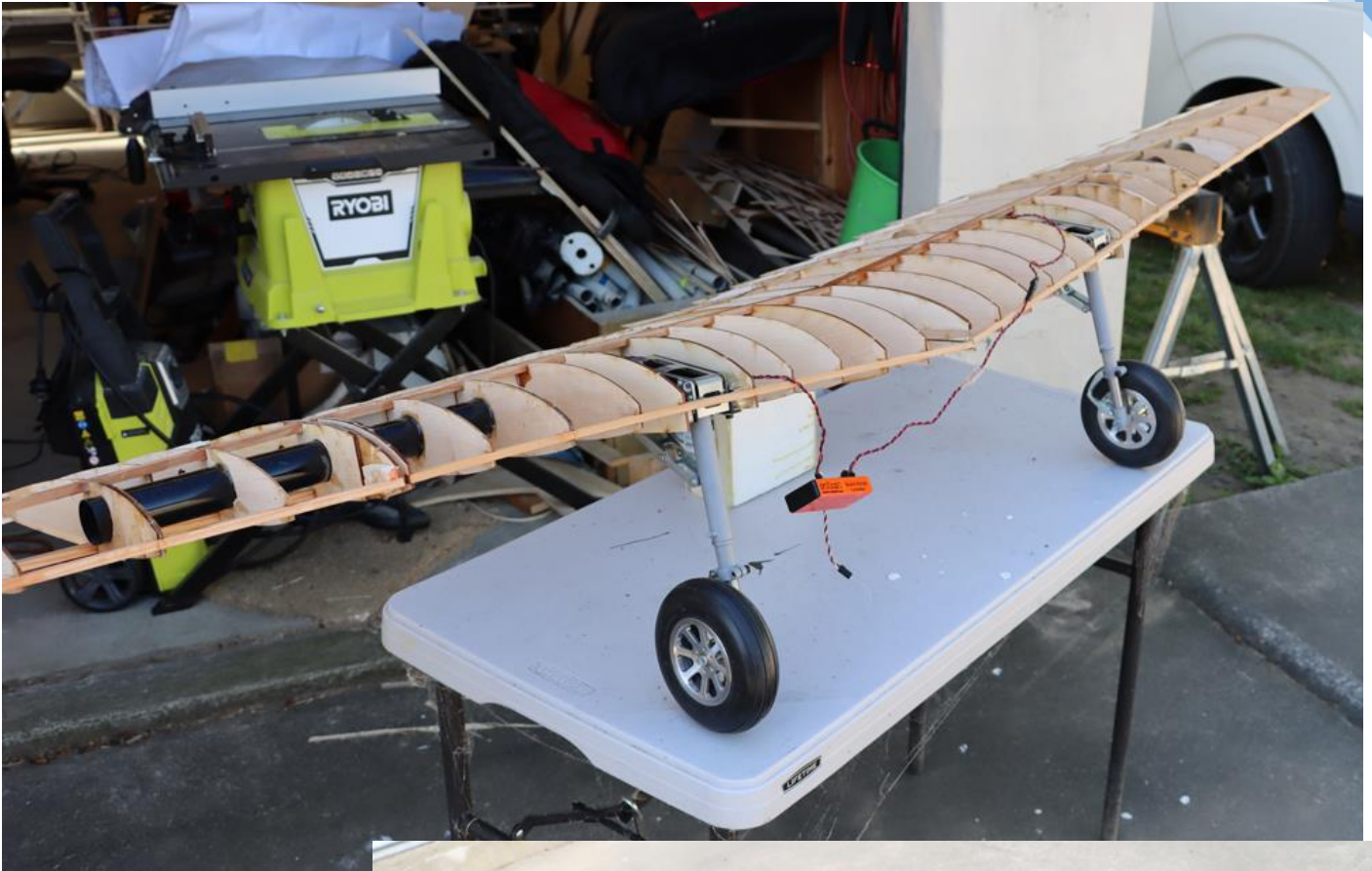
**Dave Cantell's** Cessna progresses well with this month's energy being spent on the cowling. He reports;

*Have now finished the basic cowl which with bit more adjustment will be ready to glass. To ensure that it is easy to install with main muffler and the 2nd dummy muffler on I am going to have a removable inspection at the bottom photos attached. Cheers, Dave.*





President Lance has been beavering away quietly in the shed working on his Skyraider wing.



He is very pleased the way the laser cut parts so accurately assemble with the resultant dihedral and washout settings being exactly as per the plan specifications.





Let's **“RUMBLE”** Feb'22.



**One picture tells it all.** The hard work and the infectious enthusiasm of this talented, funny, generous and caring jandel footed young (well, say not so old) man ensures that IMAC and Pattern Aerobatics is alive and well in New Zealand. Some twenty pilots registered for this year's Rumble at MFHB's Awatoto Field and apart from a couple of last minute withdrawals through circumstances beyond their control there was good competition across most of the disciplines. Many arrived on Friday with tents and camper mobiles and flying got under way in the afternoon. The weather on Saturday was picture perfect, sunny with an afternoon light sea breeze down the strip. As usual, the ground staff





had the field manicured to perfection. HQ was set up in the Deans Shelter and refreshments and a barbecue was catered by Andrew S and Barry K over the weekend. The following is a pictorial roundup of the pilots and their aircraft.



**Above Left.** Mike Briggs aka "Baldrick" with his PGB Extra 260. Another of his many creations 3.30 metre (43%) molded fully composite powered by a DA150 with twin pipes flying IMAC Sportsman. **Right;** His other duty calling for Bogan.

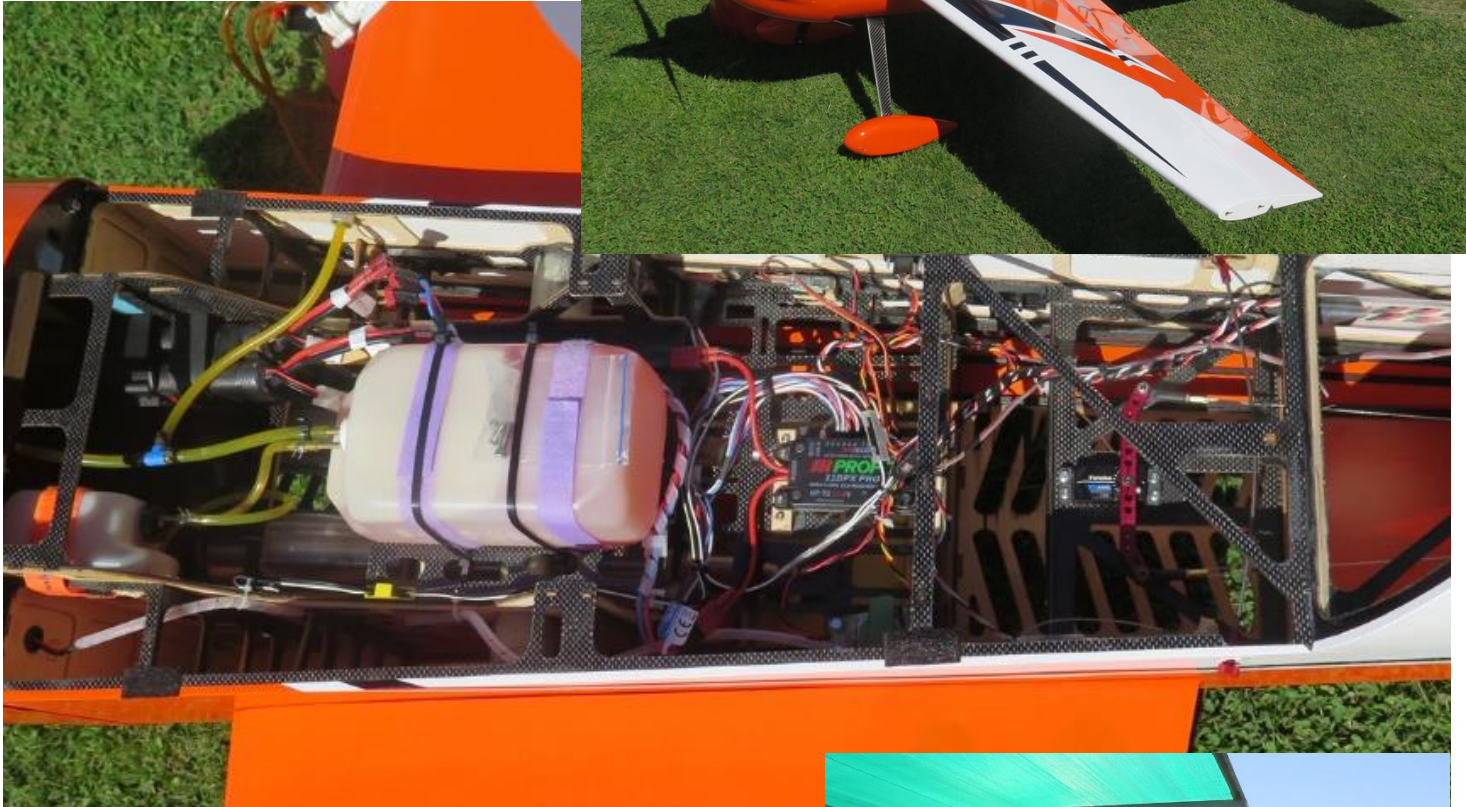
So good to see these father and son duos. **Aaron Maitland** with his DA50 powered Flight Models Extra330 78" model flying IMAC Intermediate, and son **Rikki** with his Goldberg Extra 300 OS 155FS powered flying IMAC Basic.



**Above Left;** MFHB Represented by **Derek Whelan** flying his Comp ARF Extra 260. 2.60 meter span powered by a DA100 twin. **Above Right;** The **Farrow** family duo with their "reconstituted" aircraft, Father **Andrew** flying IMAC Basic and **James** IMAC Intermediate.



**John Knott** with his as usual immaculately presented aircraft, a Pilot Kit ARF 103" Laser powered by a DA120 twin with cannisters. The internal framework of this model is a work of art with a lot of carbon laminate and fully built up construction. Very light for the size of the model and as they say, built to fly, not to crash !! All steered by JR needless to say !



**Above;** the Catering Centre at HQ

**Right;** A view of the pits looking East.





More Pits views and a pair of Judges **Lyndon and Grant** settling in for a session of the Nautomatic scoring system.



**Above;** **Lyndon Perry** from Hamilton with his 103" Pilot Extra NG powered by a DA120 twin.

**Right;** Long time campaigner, **Ian Hill** from Wellington with his faithful Katana.

**Below Right;** Number 10 and old **J C Clarke** MFHB Aircraft, currently refurbished and campaigned by MFHB member **Brian Hyscock**.

**Below Left;** **Rueben Woods**, who had a slight mishap with his aircraft earlier and so he flew **Baldrick's** model on buddy. That's the great sort of camaraderie that exists among the aerobatic fraternity.

I wonder why no one offers to lend me their aircraft ? **Ed.**







*Top pictures;* of two electric F3A pattern models that sort of look like aeroplanes.. well sort of ?

*Left: John Knott's* Phoenix 8 Classic Pattern model that he built from a Ewan Galloway short kit with foam wings and moulded fuselage. Weighs in at 7lb 2 oz. Powered by a Rossi 60 on pipe and goes like .... Wow !

**Guess Who,** Flying his very own PBG Extra300, fully molded composite body and wings, and painted in the molds.

Powered by one of those Dwhoooo 200cc 4 cyl engines.





Some great video coverage and commentary from Frazer over the three days here on Facebook..

<https://www.facebook.com/groups/358387464266576/>

Saturday evening saw the majority regroup at the Filter room in Meeanee and the back to the campsite for stories around the campfire, Yeah Right!

Sunday the weather cooled and blew up from the south with some occasional drizzle, but flying continued through to mid afternoon.. I'm sure Frazer will publish a full report, but in the meantime, here are the results as best I could extract them from the scoring system.



**The Rumble - Basic IMA**

Awatoto - from 2022-02-25 to 2022-02-

**Classification**

Competitors	Cat	Country	Total	Position	Flight 1 Known Finished		Flight 2 Known Finished		Flight 3 Known Finished		Flight 4 Known Finished	
					Net	Norm	Net	Norm	Net	Norm	Net	Norm
MAITLAND Ricky (924)	Junior	(NZL)	7000.00	1	<u>990.25</u>	<u>1000.00</u>	<u>1088.00</u>	<u>1000.00</u>	<u>992.75</u>	<u>954.80</u>	<u>1093.50</u>	<u>1000.00</u>
HILL Dean (951)	Senior	(NZL)	6795.53	2	<u>915.75</u>	<u>924.77</u>	<u>1038.50</u>	<u>954.50</u>	<u>921.75</u>	<u>886.51</u>	<u>991.50</u>	<u>906.72</u>
FARROW Andrew (927)	Senior	(NZL)	6728.58	3	<u>932.75</u>	<u>941.93</u>	<u>914.00</u>	<u>840.07</u>	<u>1039.75</u>	<u>1000.00</u>	<u>1025.50</u>	<u>937.81</u>
HITCHCOCK Brian (971)	Senior	(NZL)	6152.29	4	<u>712.75</u>	<u>719.77</u>	<u>676.25</u>	<u>621.55</u>	<u>1002.00</u>	<u>963.69</u>	<u>958.50</u>	<u>876.54</u>

Flight 5 Known Finished		Flight 6 Known Finished		Flight 7 Known Finished		Flight 8 Known Finished		Flight 9 Known Finished		Flight 10 Known Finished	
Net	Norm	Net	Norm	Net	Norm	Net	Norm	Net	Norm	Net	Norm
<u>872.75</u>	<u>906.99</u>	<u>1008.25</u>	<u>1000.00</u>	<u>996.00</u>	<u>1000.00</u>	<u>1016.75</u>	<u>1000.00</u>	<u>1060.75</u>	<u>993.68</u>	<u>1047.00</u>	<u>1000.00</u>
<u>962.25</u>	<u>1000.00</u>	<u>962.50</u>	<u>954.62</u>	<u>976.50</u>	<u>980.42</u>	<u>1005.75</u>	<u>989.18</u>	<u>1059.00</u>	<u>992.04</u>	<u>960.50</u>	<u>917.38</u>
<u>929.50</u>	<u>965.97</u>	<u>718.00</u>	<u>712.12</u>	<u>934.75</u>	<u>938.50</u>	<u>946.25</u>	<u>930.66</u>	<u>1067.50</u>	<u>1000.00</u>	<u>988.75</u>	<u>944.36</u>
<u>904.50</u>	<u>939.98</u>	<u>826.25</u>	<u>819.49</u>	<u>823.00</u>	<u>826.31</u>	<u>867.50</u>	<u>853.21</u>	<u>932.00</u>	<u>873.07</u>	<u>819.00</u>	<u>782.23</u>



## The Rumble - Sportsman IMAC

Awatoto - from 2022-02-25 to 2022-02-27

### Classification





Competitors	Cat	Country	Total	Position	Flight 1 Known Finished		Flight 2 Known Finished		Flight 3 Known Finished		Flight 4 Known Finished	
					Net	Norm	Net	Norm	Net	Norm	Net	Norm
PERRY Lyndon (936)	Senior	 (NZL)	7500.00	1	<u>1746.50</u>	<u>952.42</u>	<u>1913.75</u>	<u>1000.00</u>	<u>1911.75</u>	<u>1000.00</u>	<u>1874.50</u>	<u>1000.00</u>
BRIGGS Mike (Baldrick) (930)	Senior	 (NZL)	7206.22	2	<u>1818.00</u>	<u>991.41</u>	<u>1856.00</u>	<u>969.82</u>	<u>1870.75</u>	<u>978.55</u>	<u>1829.00</u>	<u>975.73</u>
WOODS Ruben (954)	Junior	 (NZL)	7029.61	3	<u>1655.75</u>	<u>902.93</u>	<u>1666.50</u>	<u>870.80</u>	<u>1802.75</u>	<u>942.98</u>	<u>1747.50</u>	<u>932.25</u>
HILL Ian (929)	Senior	 (NZL)	6996.66	4	<u>1833.75</u>	<u>1000.00</u>	<u>1669.00</u>	<u>872.11</u>	<u>1407.25</u>	<u>736.11</u>	<u>1786.00</u>	<u>952.79</u>
WHELAN Derek (925)	Senior	 (NZL)	6648.97	5	<u>1643.00</u>	<u>895.98</u>	<u>1586.50</u>	<u>829.00</u>	<u>1591.00</u>	<u>832.22</u>	<u>1724.00</u>	<u>919.71</u>

Flight 5 Known Finished		Flight 6 Known Finished		Flight 7 Known Finished		Flight 8 Known Finished		Flight 9 Unknown Finished	
Net	Norm	Net	Norm	Net	Norm	Net	Norm	Net	Norm
<u>1897.50</u>	<u>1000.00</u>	<u>1844.50</u>	<u>995.41</u>	<u>1815.25</u>	<u>1000.00</u>	<u>1820.75</u>	<u>1000.00</u>	<u>1733.25</u>	<u>1500.00</u>
<u>1776.25</u>	<u>936.10</u>	<u>1853.00</u>	<u>1000.00</u>	<u>1625.50</u>	<u>895.47</u>	<u>1630.75</u>	<u>895.65</u>	<u>1565.25</u>	<u>1354.61</u>
<u>1688.50</u>	<u>889.86</u>	<u>1762.00</u>	<u>950.89</u>	<u>1565.75</u>	<u>862.55</u>	<u>1733.00</u>	<u>951.81</u>	<u>1685.75</u>	<u>1458.89</u>
<u>1814.75</u>	<u>956.39</u>	<u>1803.25</u>	<u>973.15</u>	<u>1553.50</u>	<u>855.80</u>	<u>1482.25</u>	<u>814.09</u>	<u>1602.00</u>	<u>1386.41</u>
<u>1699.00</u>	<u>895.39</u>	<u>1608.75</u>	<u>868.19</u>	<u>1225.50</u>	<u>675.11</u>	<u>1495.50</u>	<u>821.36</u>	<u>1627.50</u>	<u>1408.48</u>

## The Rumble - Intermediate IMAC

Awatoto - from 2022-02-25 to 2022-02-27

### Classification

Competitors	Cat	Country	Total	Position	Flight 1 Known Finished		Flight 2 Known Finished		Flight 3 Known Finished		Flight 4 Known Finished	
					Net	Norm	Net	Norm	Net	Norm	Net	Norm
FINLAY Grant (Aunty) (952)	Senior	 (NZL)	7500.00	1	<u>1891.50</u>	<u>992.33</u>	<u>1949.75</u>	<u>999.29</u>	<u>2141.00</u>	<u>1000.00</u>	<u>2234.75</u>	<u>1000.00</u>
FARROW James (926)	Senior	 (NZL)	7188.70	2	<u>2058.50</u>	<u>981.99</u>	<u>2144.25</u>	<u>1000.00</u>	<u>1961.00</u>	<u>915.93</u>	<u>1935.00</u>	<u>865.87</u>
MAITLAND Aaron (923)	Senior	 (NZL)	6634.45	3	<u>2096.25</u>	<u>1000.00</u>	<u>2036.25</u>	<u>949.63</u>	<u>2051.25</u>	<u>958.08</u>	<u>1906.00</u>	<u>852.89</u>
TOMLINSON Paul (918)	Senior	 (NZL)	4667.08	4	<u>1778.75</u>	<u>848.54</u>	<u>1951.50</u>	<u>910.11</u>	<u>1524.50</u>	<u>712.05</u>	<u>1927.25</u>	<u>862.40</u>

Flight 5 Known Finished		Flight 6 Known Finished		Flight 7 Known Finished		Flight 8 Known Finished		Flight 9 Unknown Finished	
Net	Norm	Net	Norm	Net	Norm	Net	Norm	Net	Norm
<u>2307.75</u>	<u>1000.00</u>	<u>2422.25</u>	<u>1000.00</u>	<u>2341.25</u>	<u>1000.00</u>	<u>2239.00</u>	<u>1000.00</u>	<u>2229.00</u>	<u>1500.00</u>
<u>2183.25</u>	<u>946.05</u>	<u>2231.00</u>	<u>921.04</u>	<u>1872.25</u>	<u>799.68</u>	<u>2234.25</u>	<u>997.88</u>	<u>2118.75</u>	<u>1425.81</u>
<u>1874.25</u>	<u>812.15</u>	<u>2052.50</u>	<u>847.35</u>	<u>1796.75</u>	<u>767.43</u>	<u>1770.25</u>	<u>790.64</u>	<u>1804.50</u>	<u>1214.33</u>
<u>1591.75</u>	<u>689.74</u>	<u>1560.50</u>	<u>644.24</u>	<u>1348.50</u>	<u>575.97</u>	<u>682.25</u>	<u>304.71</u>	<u>0.00</u>	<u>0.00</u>

## The Rumble - Unlimited IMAC

Awatoto - from 2022-02-25 to 2022-02-27

### Classification

Competitors	Cat	Country	Total	Position	Flight 1 Known Finished		Flight 2 Known Finished		Flight 3 Known Finished		Flight 4 Known Finished	
					Net	Norm	Net	Norm	Net	Norm	Net	Norm
BRIGGS Frazer (Bogan) (911)	Senior	 (NZL)	6000.00	1	<u>4043.50</u>	<u>1000.00</u>	<u>4231.50</u>	<u>1000.00</u>	<u>4232.50</u>	<u>1000.00</u>	<u>4154.25</u>	<u>1000.00</u>
KNOX John (917)	Senior	 (NZL)	5506.20	2	<u>3860.75</u>	<u>954.80</u>	<u>3760.50</u>	<u>888.69</u>	<u>3819.25</u>	<u>902.36</u>	<u>3804.25</u>	<u>915.75</u>



Flight 5 Known Finished		Flight 6 Known Finished		Flight 7 Known Finished		Flight 8 Known Finished		Flight 9 Unknown Finished	
Net	Norm	Net	Norm	Net	Norm	Net	Norm	Net	Norm
<u>4103.50</u>	<u>1000.00</u>	<u>4118.25</u>	<u>1000.00</u>	<u>4280.00</u>	<u>1000.00</u>	<u>4214.75</u>	<u>1000.00</u>	--	--
<u>3714.75</u>	<u>905.26</u>	<u>3493.25</u>	<u>848.24</u>	<u>3827.75</u>	<u>894.33</u>	<u>3935.25</u>	<u>933.69</u>	--	--



### The Rumble - Classic - F3A APA 3FlightDiscard

Awatoto - from February 25 2022 to February 27 2022

Preliminary Results



Pos	Competitors	Total	Flight no 1 Finished			Flight no 2 Finished		
			Raw score	Net	Norm	Raw score	Net	Norm
1	KNOX John (917)	NZL 2000.00	<b>301.25</b>	<b>301.25</b>	<b>1000.00</b>	<b>296.25</b>	<b>296.25</b>	<b>1000.00</b>
2	MAITLAND Aaron (923)	NZL 1743.10	247.50	247.50	821.58	273.00	273.00	921.52
3	BRIGGS Frazer (Bogan) (911)	NZL 973.00	0.00	0.00	0.00	288.25	288.25	973.00
4	STURGE Stuart (972)	NZL 350.21	105.50	105.50	350.21	0.00	0.00	0.00
5	WHELAN Derek (925)	NZL 0.00	0.00	0.00	0.00	0.00	0.00	0.00
6	STIVER Andrew (Stinky) (912)	NZL 0.00	0.00	0.00	0.00	0.00	0.00	0.00



### The Rumble - Masters Pattern - F3A APA 3FlightDiscard

Awatoto - from February 25 2022 to February 27 2022

Preliminary Results



Pos	Competitors	Total	Flight no 1 Finished			Flight no 2 Finished			Flight no 3 Finished		
			Raw score	Net	Norm	Raw score	Net	Norm	Raw score	Net	Norm
1	FARROW James (926)	NZL 2000.00	<del>313.25</del>	<del>313.25</del>	<del>973.59</del>	<b>313.75</b>	<b>313.75</b>	<b>1000.00</b>	<b>389.25</b>	<b>389.25</b>	<b>1000.00</b>
2	STIVER Andrew (Stinky) (912)	NZL 1983.27	<b>321.75</b>	<b>321.75</b>	<b>1000.00</b>	308.50	308.50	983.27	346.25	346.25	889.54



### The Rumble - Expert Patten - F3A APA 3FlightDiscard

Awatoto - from February 25 2022 to February 27 2022

Preliminary Results



Pos	Competitors	Total	Flight no 1 Finished			Flight no 2 Finished			Flight no 3 Finished		
			Raw score	Net	Norm	Raw score	Net	Norm	Raw score	Net	Norm
1	MAITLAND Aaron (923)	NZL 2000.00	<b>424.00</b>	<b>424.00</b>	<b>1000.00</b>	<b>436.25</b>	<b>436.25</b>	<b>1000.00</b>	<b>449.75</b>	<b>449.75</b>	<b>1000.00</b>
2	MAITLAND Ricky (924) Jr	NZL 1729.02	356.00	356.00	839.63	<del>362.50</del>	<del>362.50</del>	<del>830.95</del>	400.00	400.00	889.39
3	BRIGGS Mike (Baldrick) (930)	NZL 1706.82	<del>357.50</del>	<del>357.50</del>	<del>843.17</del>	376.00	376.00	861.90	380.00	380.00	844.92
4	HILL Ian (929)	NZL 1528.58	316.50	316.50	746.47	<del>298.00</del>	<del>298.00</del>	<del>683.10</del>	351.75	351.75	782.11



### The Rumble - F3A Pattern - F3A APA 3FlightDiscard

Awatoto - from February 25 2022 to February 27 2022

Preliminary Results



Pos	Competitors	Total	Flight no 1 Finished			Flight no 2 Finished			Flight no 3 Finished		
			Raw score	Net	Norm	Raw score	Net	Norm	Raw score	Net	Norm
1	BRIGGS Frazer (Bogan) (911)	NZL 2000.00	<b>508.25</b>	<b>508.25</b>	<b>1000.00</b>	<b>516.25</b>	<b>516.25</b>	<b>1000.00</b>	<del>501.50</del>	<del>501.50</del>	<del>988.67</del>
2	KNOX John (917)	NZL 1976.28	<del>479.50</del>	<del>479.50</del>	<del>943.44</del>	504.00	504.00	976.28	<b>507.25</b>	<b>507.25</b>	<b>1000.00</b>
3	TOMLINSON Paul (918)	NZL 0.00	0.00	0.00	0.00	0.00	0.00	0.00	<del>0.00</del>	<del>0.00</del>	<del>0.00</del>

THE END. (Whew !!)



# Drone Report MFHB. Feb 2022



**This is a rehash of a recent article published in our local Newspaper, HBToday.**

A high-flying Hawke's Bay drone racing club is low on numbers.

The region has a large model airplane community that flies most weekends but the Hawke's Bay Drone Racing Club has only been able to bring in five members. So, the club has put out an open call for new members. The club is part of Model Flying Hawke's Bay, which has an airfield at Awatoto.

Model Flying Hawke's Bay has enabled the purchase of automated timers for the drone racing courses. The drone racers fly most Sundays at Awatoto, weather permitting, from 11am to 2pm. A video of their activities can be seen by clicking here; <https://www.nzherald.co.nz/hawkes-bay-today/news/hawkes-bay-drone-racing-club-looking-for-new-members/M2EUWGNXXFVKP6TGRWUQF2I4TU/>

"We are looking for new members to help keep the sport interesting and entertaining," member Jack Clark said. "Anyone who already builds, buys or are just interested in racing drones are welcome to come check us out."

Clark said drone racing was commonplace throughout New Zealand. "Our club is a fun supportive environment and there will be the excitement of racing. "Anyone can join, all you need is a drone."

Sunday is drone-racing day in Napier for the Hawke's Bay Drone Racing Club. Photo / Ian Cooper. Photo / Ian Cooper

Clark's journey started when he purchased a \$40 toy drone at Kmart. "Anyone who already builds, buys or are just interested in racing drones are welcome to come check us out." Clark said drone racing was commonplace throughout New Zealand. "Our club is a fun supportive environment and there will be the excitement of racing.

"Anyone can join, all you need is a drone."

Sunday is drone-racing day in Napier for the Hawke's Bay Drone Racing Club. Photo / Ian Cooper. Photo / Ian Cooper. Clark's journey started when he purchased a \$40 toy drone at Kmart.

"I was so in love with them I thought everyone should have one, so I bought one of my friends one and he soon became addicted as well."



After several broken drones they graduated to racing drones. He said more members would enable the club to compete against other clubs.

"Come down and say hi. We just love to chat about the sport if anyone has any questions, you will find us down the far end jamming on the sticks."



# Phil's Rotary Magic. Pt 8 Feb 2022



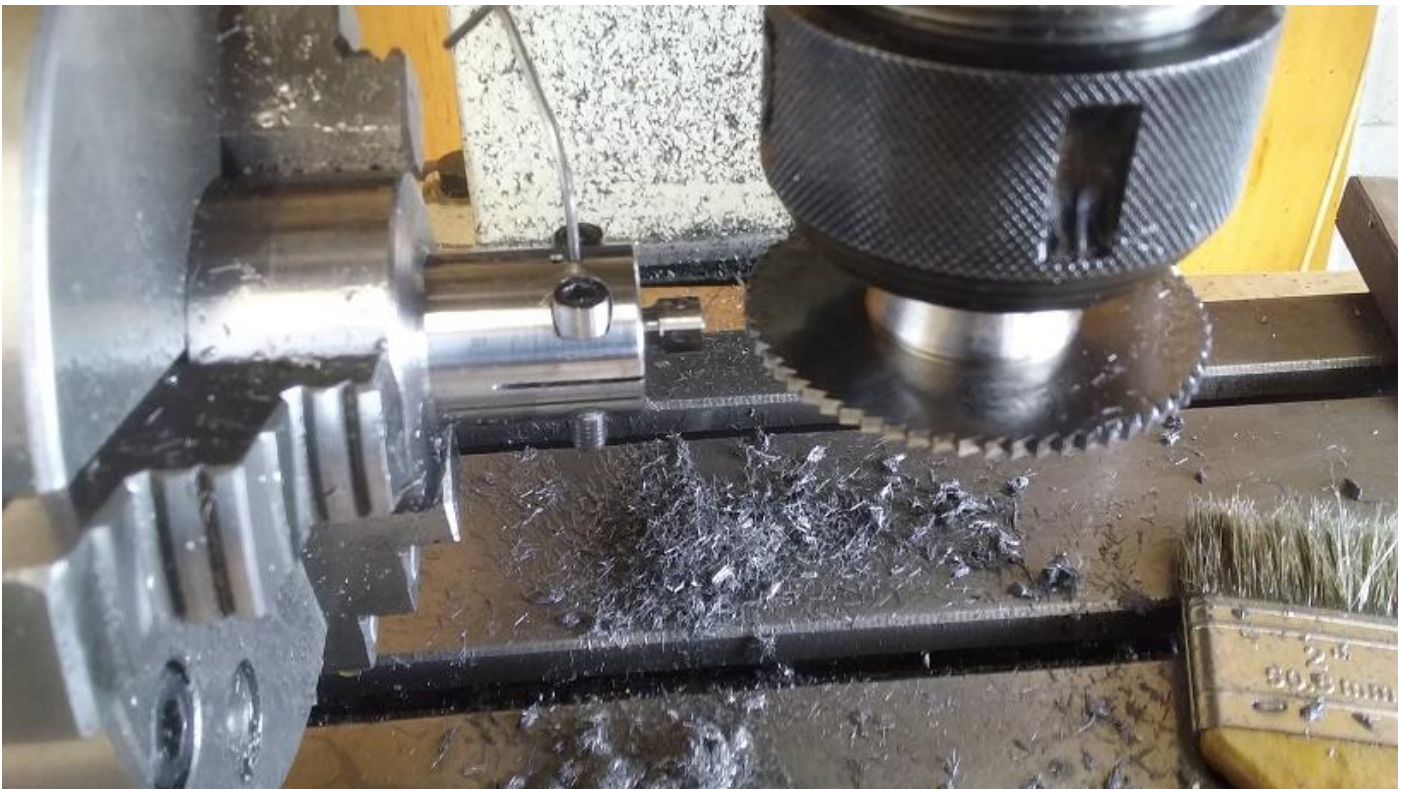
Phil writes;

Not a lot to report but I have been working on the tappets, and finishing the rockers and the various pins and rollers to go with them. They are all silver steel and very small, so have taken quite a while, not to mention a few scrapped parts! They are almost finished and will need to be hardened and tempered in the oven.

Heat Treatments did a great job Nitriding the cams and gears, and I have attached a photo of the completed cam pack. Once I have finished the tappets I can do a trial assembly and set the cam timing.

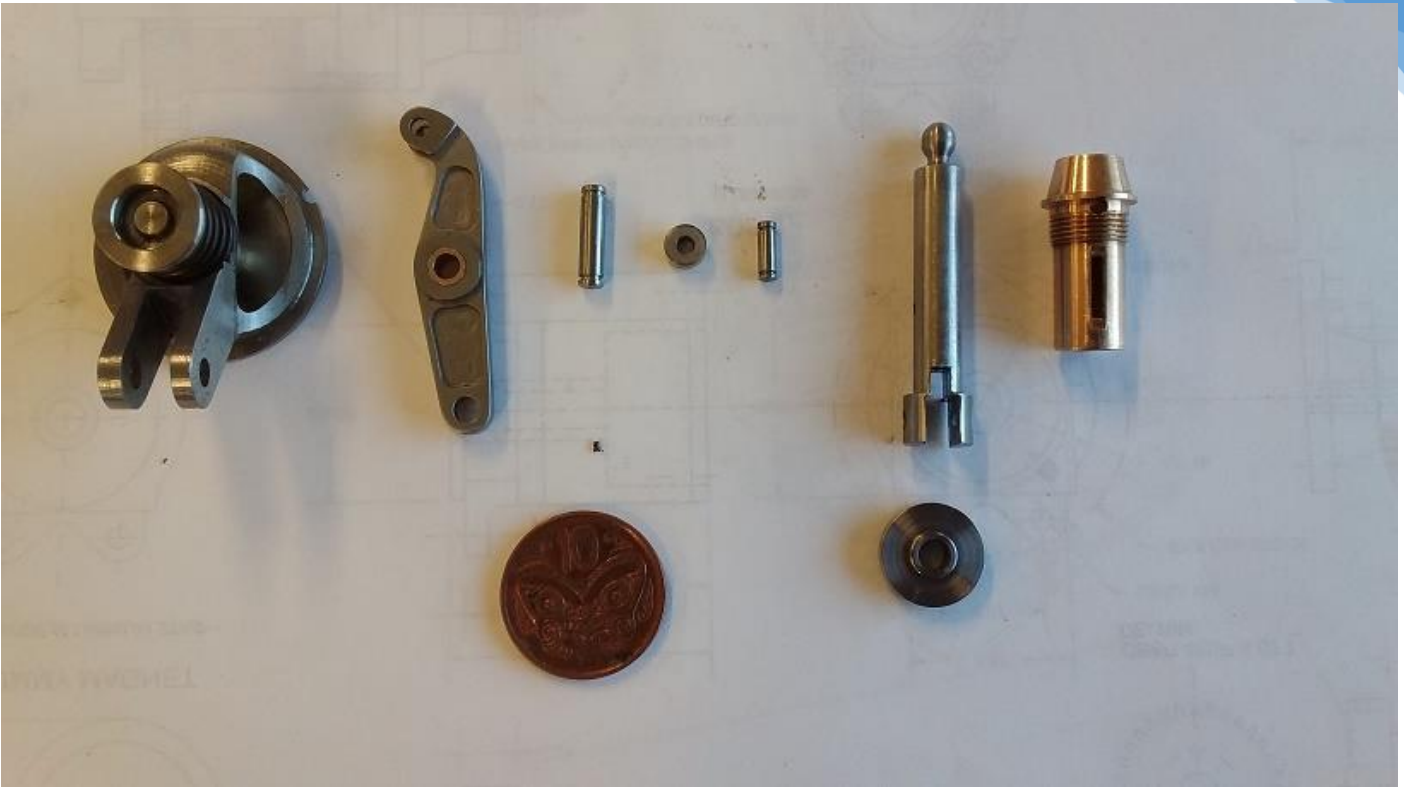
Another job to be done before assembly is the fuel spray nozzle which fits in the centre of the crankshaft. This is fed by an electric pump with a speed controller to adjust the mixture. It uses 20 to 30 ml per min at about 25psi, so there will be a bit of experimenting to get the correct nozzle. Stephen says it will run with a simple gravity feed, but has much better control with a proper atomizing nozzle.

Not much else to report, still finishing the tappets but almost there.



The above picture is of milling the slot in the end of the tappet, a 4mm slitting saw, so it was done very slowly!





The second picture above is, from the left, valve cage and valve, rocker, rocker pin, roller and pin, tappet and roller, tappet guide.

10 cent coin for size. The roller pin is 3/32 dia with an 18thou circlip groove each end. Drop it you loose it!!! Remembering that everything you see there is times 9x !!

This third picture to the right is of the cam pack assembly.



I cut and laminated the prop blank, from your Pacific Mahogany plank and my Kauri stocks, it's big, 50mm thick at the hub!

Regards

Phil



# The Butler DH 2 February 2022



During our aborted Warbirds, I had a chance to talk with **Adam Butler** who was down from Auckland for the event. I had known he and father **John** were building a De Havilland DH2 WW1 Biplane and inquired about progress.

**Adam** replied, it had flown twice, very successfully and proudly pulled out his phone to show me a video of the test flight and a raft of stunning pictures of the model. In true editorial fashion, I couldn't wait to get my hands on the copies which Adam promised to send, and here they are for your interest and enjoyment.

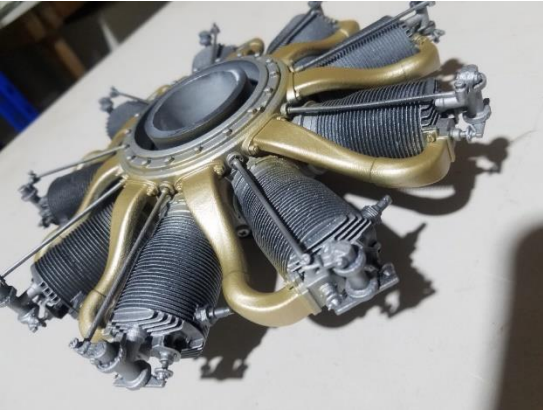
**Adam writes;** *Barrie, here are a few photos of the new DH2, it's about 100inch span with a 30cc DLE single cylinder engine, all up weight 9kg about 20pounds. Flies well, it's fast for a biplane, nice & light on the controls. The dummy engine was 3-D printed and runs on a ball bearing, the next job is to make it spin. It has had 2 flights so far. Pictures attached.* **Adam.**



**Father and son effort, John and Adam Butler at their first flight with the DH 2.**

An interesting video from Historical Machines free view video <https://www.youtube.com/watch?v=phhICN7GY9E> of the full size replica in flight.





The 3-D printed rotary motor to which Adam may add some vanes to allow it to spin as per the original. The balance of the photos speak for themselves showing great attention to detail. The wings detach outboard of the first set of cabanes to make for easier transport, storage and rigging.





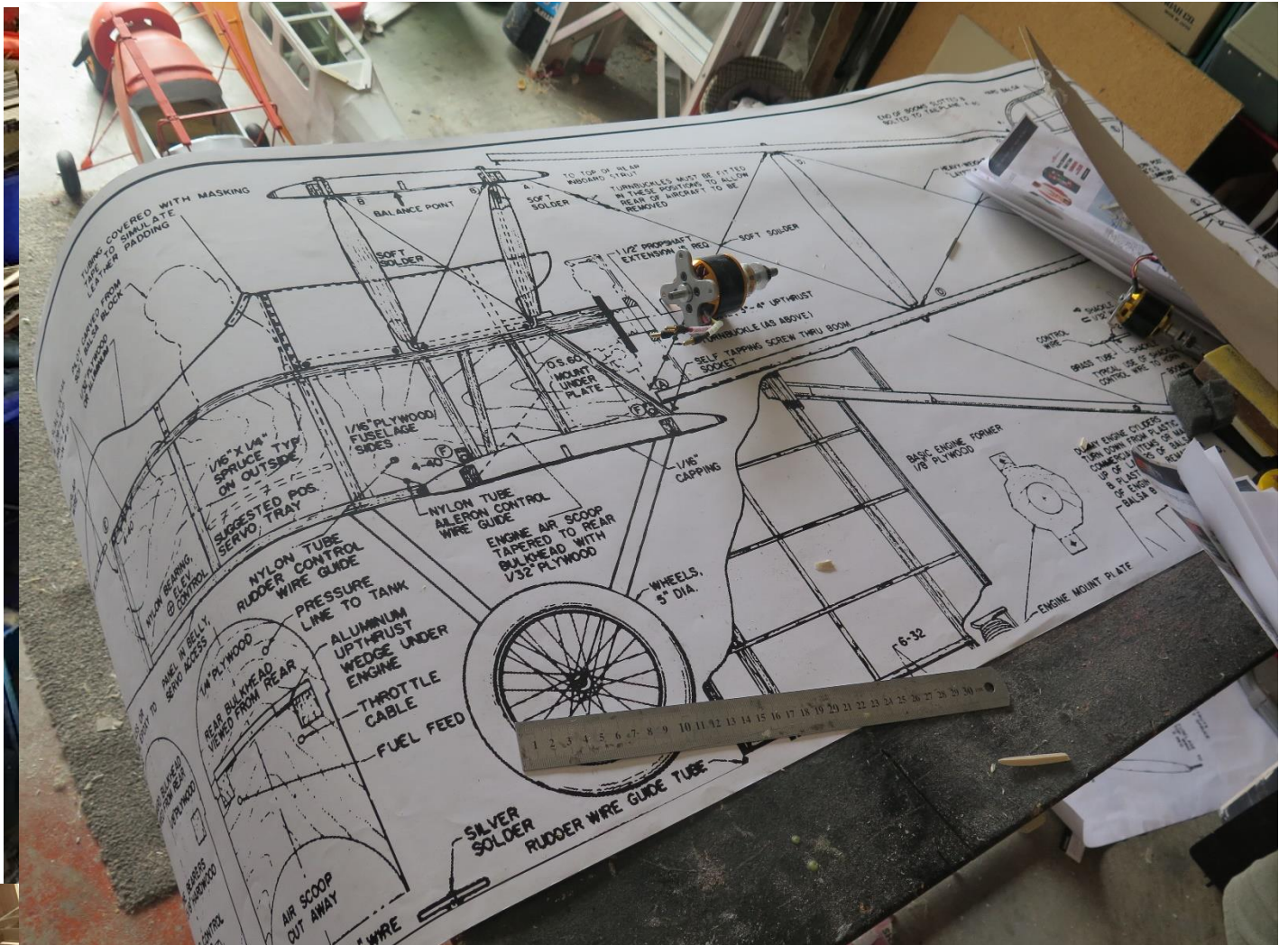








It's interesting that as the **Butler** build was taking place in Auckland, our much respected **Barry Price** who passed away last year was building an electric version of the same aircraft. He called on me to fibreglass the fuselage front for him and he was at the rigging and covering stage when he suffered his stroke and passed away . Here are the pictures I had of his build up to that date.







**Barry's** model had a wing span I think around 62 inches and was to be powered with a Scorpion brushless motor on 4 Cells. He had devised a system of detaching the four fuselage longerons from the wing sockets so all the wing rigging could stay in place. It will be interesting to review the model should we get the opportunity. **Ed.**

## A Simple Glow Starter

February 2022



Talk about the wheel turning a full circle, like many modellers of my generation (and younger, there aren't many older!) I've gone from Rubber power to diesel to glow to petrol to electric and with the re-birth of Classic Pattern back to noisy, smelly, oily glow again... delicious! Back in the eighties we all had these

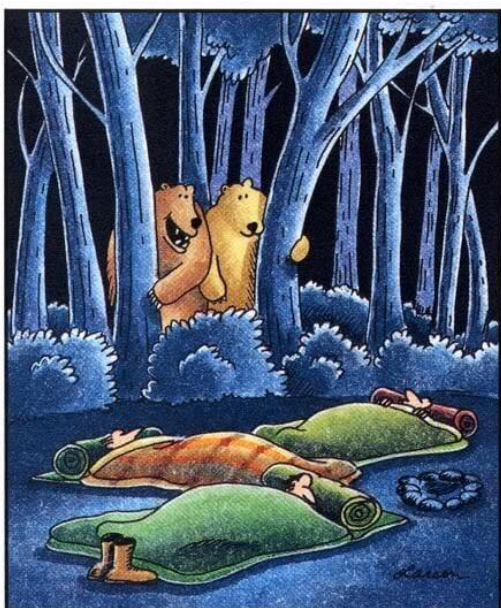
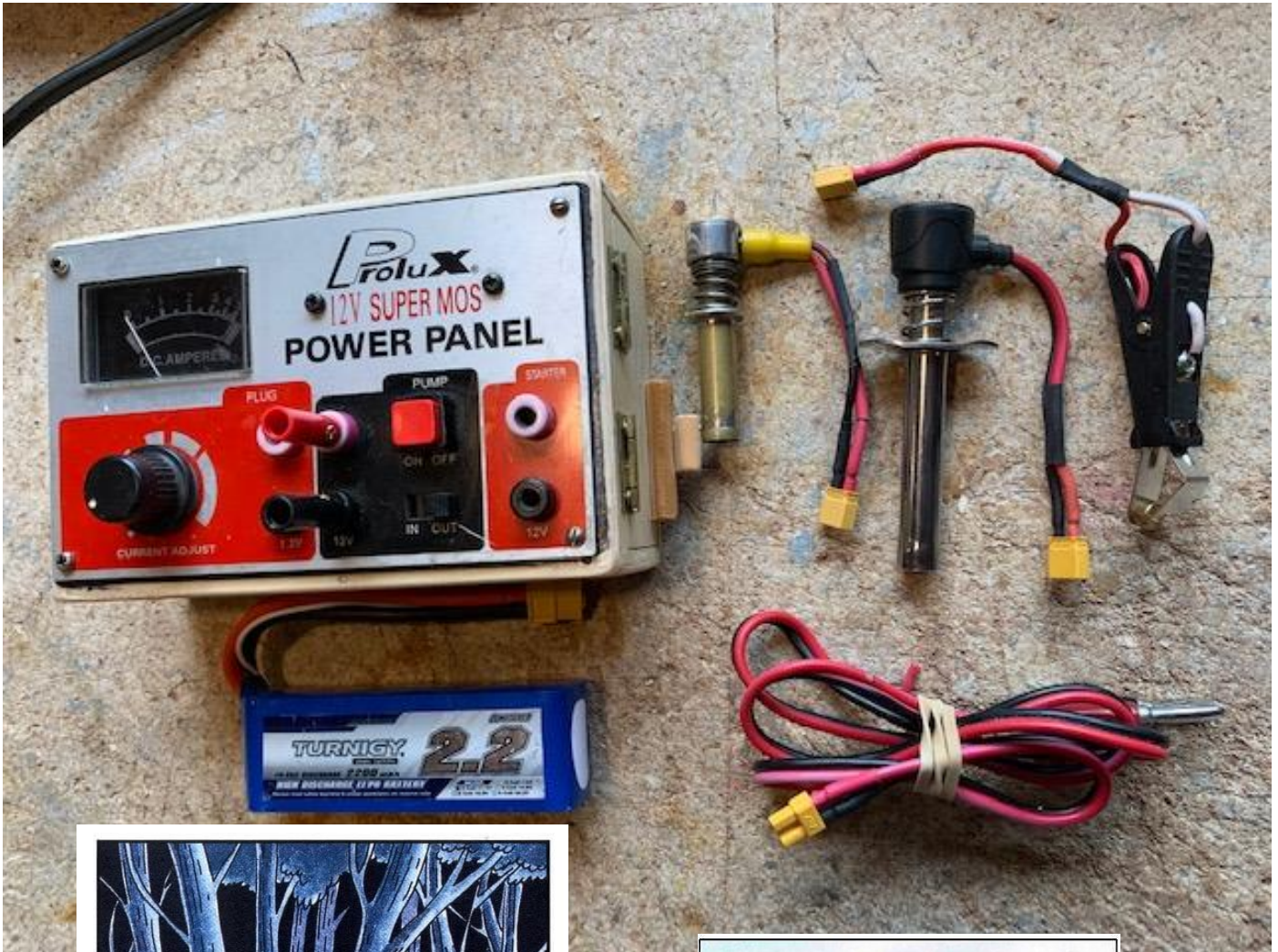




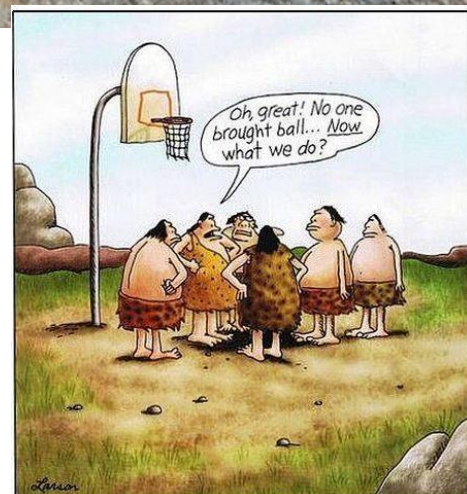
large field /fuel/tool boxes with glow drivers and batteries etc etc. Now it seems a lot simpler to just fuel the model, grab a glow driver and go flying. I've had the usual nicad glow starter etc but mine always seemed to be flat and no indicator of the plug working so I wanted something more reliable. There were some smart units available overseas but when I chased them up they were either horrendously priced or no longer available, so what to do.

I had a power panel over from an old field box that used to run on a 12v gel cell, so I tried a 3 cell Lipo and that worked perfectly. I've mounted this in a liteply box which is just big enough to hold an assortment of driver heads and a lead, and when in use the lipo battery fits inside once the lead is out in use. It's working perfectly and has the advantage of showing the current draw and that the plug is working and allowing the variable current adjustment.

I guess most modellers have an out of use power panel languishing in the workshop, a spare 3 cell Lipo and some wire and a few pugs. Certainly not difficult to cobble together and make an inexpensive and very useful field tool.



"Sandwiches!"



The Birth of Head-Hunting



# Info & Things February 2022



I stole this from the latest New Clarion Newsletter [www.sam1066.org](http://www.sam1066.org) Thanks John Andrews. A reprint of Pylonious from all those years ago, a regular feature in the beloved Aeromodeller magazine that we used wait with bated breath each month. This one touched a chord.



*Christmas Special Model Aircraft December 1960*

## Branch of Sport

A model's worst enemy is undoubtedly the bloke who slings it up in the air, but running him a close second is the bit of arboreal fungus, known poetically as a tree. If some engineering genius were to devise the most diabolical model trap of which modern science is capable, it could never approach in perfection Nature's own intricate and ingenious device.

Now, since we are told that our balsawood comes from some swamp-bound outgrowth of matronly proportions (sensibly tucked away in the jungle), it is perhaps natural that our models should fly to the embrace of anything that looks like Mother. In fact, this homing instinct is so highly developed that if you happen to see any stick of wood with a fuzz on top lurking anywhere upon the horizon you might as well pack up and go home.

Evolution, too, plays its part in befitting the tree as the perfect model trap. The proof of this is simple. When I was a boy, in a largely model-less world, there was no such thing as an unclimbable tree, but, since the skies became full of our creations, you can never find a climbable one. If, on our part, evolution had back-pedaled a few million years, we might have coped. As it is, when one of our models tucks itself snugly into the inevitable forked branch, we can only gaze hopelessly up the footage of smooth bark. We might sling a despairing twig or two up into the foliage, or drive ourselves frantic with a loop of glider towline, but the outcome is usually to give the cunning old tree best.

But it's a different kettle of fish if, instead of waving a few bobsworth of tissue and balsa goodbye, you are going home to dad without that thirty quidsworth of engine and radio equipment. You might then be driven to desperate means.

Just how desperate you might get is illustrated in a recent newspaper story of a radio bod who roosted his expensive piece of machinery in the upper entanglements of an XXX. size in model catchers. His way out of the dilemma was to go the whole hog by doing a sort of Humpty Dumpty in reverse. Up came the militia and civil defence to the rescue, but like all the king's horses etc., they retired in frustrated confusion.

Undaunted by this our tenacious friend appealed to the local fire brigade, but they too were suffering from a faulty escape-ment, and gave him the "Blow you Jack" treatment. However, he found the steeple type of jack to be more co-operative, and all ended well, albeit expensively.

He might have had a cheaper comedown had he been little more subtle in his approach to the fire brigade. As it was, I should imagine the phone conversation went like this:

What did you say was up the tree, sir? "A model plane."

"Then it's not a cat?" "No. I never mentioned anything about a cat."

"Pity. We only go out to fires and cats. Now, you're absolutely sure it isn't a cat?"

"No. I've already told you it's a model plane. ..Hallo. ..Hallo. . ."

Now, if your hobby is getting cats up trees instead of model planes then you're the fireman's best friend. Nothing gets the old bell clanging along the highway quicker than the pussy in distress. In the space of a cat's whisker up goes the escape ladder and down comes the stranded tom. There's nothing the firemen like better.

From this the lesson is clear. Every modeller should carry a black cat in his model kit. If it doesn't bring you the luck to keep your model out of trouble, then it can always be used to summon the fire brigade to the rescue. A larding of fish paste in the dope solution will ensure Pussy's rapid ascent, up the offending foliage, to the stricken model. Then, when the fire brigade arrives on the scene you casually ask if they would mind bringing down the model while they are about it.



A wake up call from the Glider Tow fraternity who have just had a very successful weekend at Matamata. Sadly they lost two models due to battery failure, in his report **Bill DeRenzy** wrote;

*“We had some minor issues with wheels falling off tow planes and engines coming loose but a very successful day. We had two incidents of note - we lost an aircraft around midday and it was not a pleasant sight to watch an out of control glider fall out of the sky. The reason – a flat battery. Later in the afternoon an elderly gentleman from Wellington was at 2,200 feet and listening to his vario telling him he was still going up but his battery was at 4.8 volts followed by a voice telling him his voltage was 4.5 followed by 4.3 until the last transmission at 3.8 volts. The vintage glider disappointingly was a total write off and well beyond any thought of repair but recovered from down the road.*

*Both incidents were Nicad battery packs and both pilots said they were not new although both thought that they were in reasonable condition. Both pilots were flying with one battery pack in their respective gliders and neither pilot had a secondary battery source in their glider.*

*General discussion was that we all needed to check batteries and put consideration into well thought out electrical set systems with back up available.”*

I guess there is a message there for all RC Fliers to consider type of battery and dual or back up systems. Ed.

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Found this video from the British Model Flying Association on Facebook, worth a look when you have time.



Click here to watch the video. [\(20+\) Facebook](#) A great diversity of models and piloting skills.



# WARBIRDS Feb 2022



## ~~CANCELLED~~

In some 25 years of Warbird Rallies this is only the second rally we've lost and one other postponed to a successful rain date. So be it, the correct call was made during the week prior due to the forecast and I guess the overlaying Covid Red Alert. Friday, the field at Awatoto was tailored to perfection by tractor person Lance, and Saturday morning dawned warm and calm! Has the right decision been made ?? Sure was, by 10.30am a cool Sou-easterly was blowing across the strip at around 20+ kph and the weather went downhill from there with wind and rain in the afternoon and heavy rain all of Sunday and Monday.

We had a few visitors who had other commitments here in the Bay, good to see Adam and Debbie Butler, and Gwyn Avenall and a moderate turnout of members on the Saturday morning.



Gwyn brought his Miles Magister, this is the prototype model he built for the Hangar One Kitset, a beautiful model as you would expect from Gwyn's building board. Early on the Pits were quite busy, and then the wind arrived and a few of the braver pilots flew a cross wind runway line.







Phil's Storch got assembled, tethered and then dis-assembled, the wind prevailed.

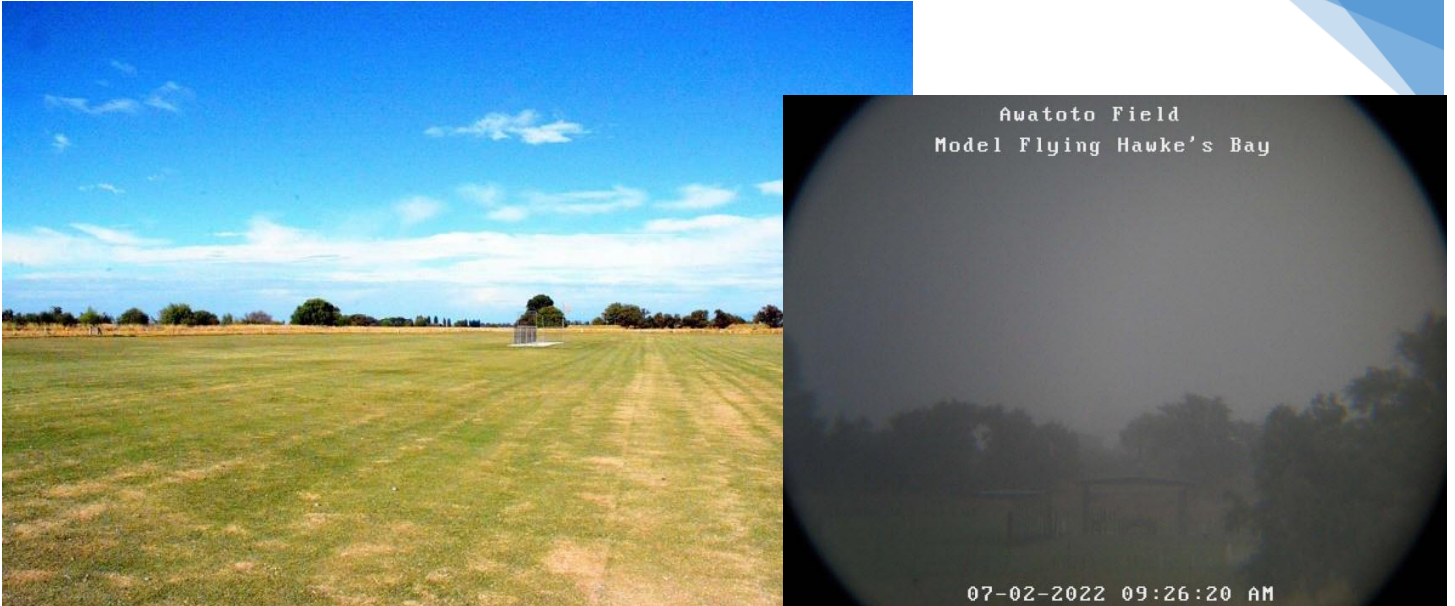


Phil Sharp, Robert Lockyer and Russ Nimmo enjoying some chat time.



Early on, John Sutherland's Lavochkin and Lance Hickey's Pilatus Mustang setting up for landings.





Saturday morning early on Brett took the above shot of a pristine Awatoto field, and on Monday morning I captured the above view from the Club's Weather cam, a slight contrast !



Mike Shears has had better days at Warbirds ! His P-47 "Jug" above lost its canopy "somewhere" over the river. He had an excellent flight with his Fokker Tripe (Ex- Jeff Clarkson) and then the wind picked it up whilst parked un-tethered in the pits and bounced it on a wingtip causing some minor damage to struts and wing mount .... Bugger. And that was about an end to it all, **Weather; One / MFHB; Nil.**

**We will prevail, See you all next year . MFHB. 2022.**



# Classic Pattern Feb 2022



Had a morning in Mike's workshop, the Beetle fuselage is all finished just gear and covering to be done. He decided to use the "Circus Circus" pink and an iridescent blue, should look spectacular and fly even better.



We also got his Orion out and mocked up at this stage. Built by his Dad Barry back in the 60's, never finished and been languishing in the roof space all these years awaiting some love and attention. Now about to become a reality with an OS AX 46 on pipe up front, should be a ripper! I just need to get my whip out and keep him focussed and on track !!







We fired up Mike's NIB MVVS for the first time and once we got the fuel supply sorted and the carb settings somewhere around right, it ran real sweet with a short tuned muffler or magic pipe whatever ?

Update from Mike ; Ran the motor this morning much better.

Turned the 12X7 prop at 11,200 rpm.

Have shortened the header by 20mm ( they recommend 40mm)and will try again tomorrow

and see what improvement we get. I may have to change nitro to 5% because it pushed the coil in the glo plug up into the plug. They recommend 5% max. Any more requires head shims and they say no improvement in performance. It's a long stroke motor like the Hanno and they recommend propping to achieve between 11,000 to 12,500 max.

### Engine rebuild. OS .61 FSR.

Following the demise of my Tiporare at the Nats and my call in the last Propwash for OS61 FSR parts, several fellow modellers came to the rescue. **John Clarke** had an OS 65 Max rear induction motor long past it's best that had the same physical dimensions, and **Mike Shears** had an OS 60F carburettor off an old OS91Fx with a remote needle that fitted. My idea was to use the centre crankcase of **John's** motor and my liner and head and innards etc, but although the bore of both liners was identical, **John's** 65 liner was thicker. So I had to compromise and used **John's** OS65 crankcase body, liner and head, and my FSR61 crankcase front and back plate, crank, conrod and piston and at the same time fitted two new crankshaft bearings.

The only difference I could see between the two motors was the height of the ports in the liners, with the 65 Max having higher thus bigger exhaust and inlet ports. So I cobbled it all back together and made a





mounting plate for the remote needle on the back plate and fitted **Mike's 91 Carb.** Bolted on the Dubb Jet Muffler and mounted it on my test stand.



The moment of truth, would it work? Primed the motor, powered the glow plug, one flick and it leapt into life. We had a bit of sorting out of the carb low end screw and once we got that somewhere nearly right and the main needle, it was percolating at a steady 13,200 rpm with an 11x 7 APC prop. That's about the same performance as I was getting from the original 61FSR. All I need now is to rebuild the Tipo, I still have a very good tailplane and an undercarriage !

I've since had a call from **Aaron Maitland** who has sent me an OS 7D Carburettor body and all my original carb internals fitted, apart from the Rotor guide screw socket which has a wider thread. Before I can fit my screw assembly I'll have to find a way of sealing it in, (JB Weld maybe ?) In the meantime I'll persevere with **Mike's 60F Carb** and remote needle, it does have a poorer transition, but that may be just a matter of getting tuning right.

**Thanks for all your help guys, now back to the workshop !. Ed.**



The new 2022 Classic Pattern schedule was trial flown at the Rumble.

### 5.1.13. Schedule of Manoeuvres

	<b>Manoeuvre (C2022)</b>		<b>K-factor</b>
1	Triangular Loop with roll	Into wind	4
2	Cuban Eight with half rolls	Down wind	3
3	Top Hat, point rolls up and down	Into wind	4
4	Slow Roll	Down wind	3
5	Two Reverse Outside Loops, half roll entry and exit	Into wind	3
6	Cobra Roll	Down wind	3
7	Double Immelmann, point rolls	Into wind	3
8	Four Point roll	Down wind	4
9	Square Horizontal Eight	Into wind	4
10	Three Horizontal Rolls	Down wind	3
11	Three Turn Spin	Into wind	2
		<b>Total K-factor:</b>	<b>36</b>

A slightly easier pattern than the last one according to the experts. Stu Sturge was brave enough to give it a go with his Dirti Birdi at the Rumble, having never flown it he managed most of the manoeuvres to some degree. He only flew it once, as a loose muffler precluded the second flight. Derek was due to fly his Calypso, but a broken horn on the U/C retract servo put paid to that, he wasn't game for a hand launch !

**By mid-year, we should have a significant Classic team here in the Bay;**

Ewan Galloway; Mach 1 / Twister

Hamish Galloway; Mach 1

Sean Galloway; Twister

Derek Whelan; Calypso / Illusion

Barrie Russell ; Tiger Tail + ????

Stu Sturge; Dirti Birdi

Mike Shears; Beetle / Orion

Rob Lockyer; Intruder.

Andrew Stiver ; Anything he can get his hands on ???

Stan Nicholas; Tiger tail.

How good will it be when we can have a meeting together with most of the above. Something to aim for guys. **Ed.**



# VINTAGE REPORT

February 2022



At a Zoom meeting of the MFNZ Vintage SIG Committee tonight the following resolution was passed....

***The Vintage Committee meeting today decided that, in light of the rising numbers of covid cases, the gathering together of fliers at Airsail on February 26-27 and at Awatoto on March 12-13 would place our members at risk.***

Hence both meetings are cancelled. Whilst regrettable we feel it is in the best interest of members and visitors. Furthermore, with there being little likelihood of visiting vintage fliers it was felt that closing Awatoto field to members for a possible small group of vintage fliers was unfair to members. The Vintage SIG is aware that a cost for the NOTAM may be incurred and are expecting to be billed through me should that need to be paid.

In the light of the height restrictions being raised for the weekend, I wonder would the committee consider promoting say a Radian Contest as well as opening the field to members for general flying. The NDC for March has two Radian contests available.

Mar/22	409	SOAR	ALES 200 Class M
Mar/22	410	SOAR	ALES Radian Class P

## Vintage NDC for March 2022 is;

Mar/22	115	VINT	RC Vintage IC Duration
Mar/22	116	VINT	RC Vintage E Duration
Mar/22	117	VINT	RC Classical E Duration

**RC Vintage IC Duration.** 3x 4 minute flights, age and landing bonuses. 20 to 25 second motor runs depending on motor class and age. Barrie, Harvey and Gavin all have aircraft suitable.

**RC Vintage E Duration.** 3x 5 minute flights, age and landing bonuses. 20 second motor run. Brett, Barrie, Stanley, Gavin, Russ, Anthony, Harvey, Ross & Joe, Graeme ?? all have aircraft suitable.

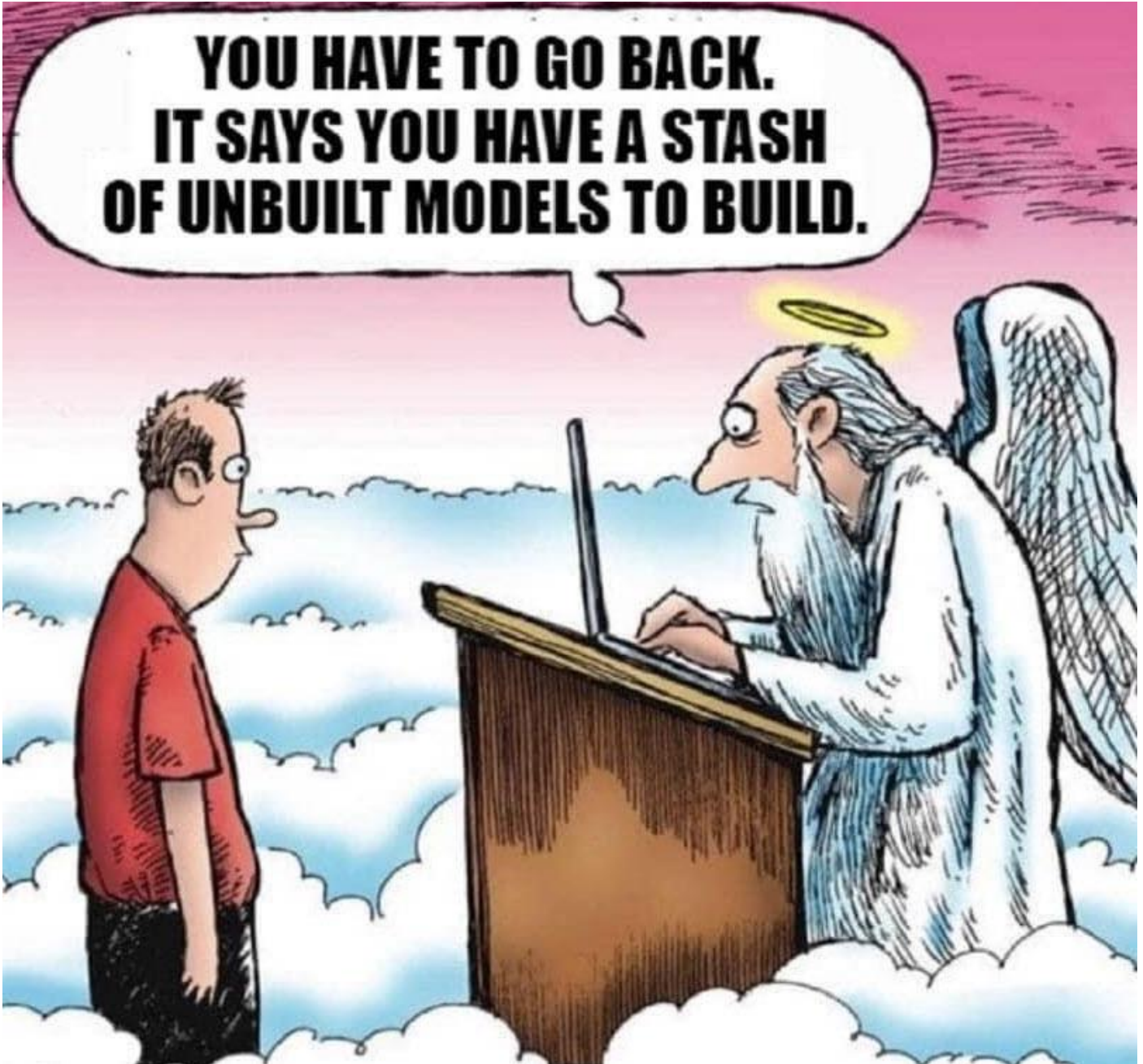
**RC Classical Duration.** 3x 5 minute flights, no bonuses, 20 second motor run, Brett, Stanley, Derek, Gavin, Barrie and Bill/Mike have Night trains available.

Time to get out and practise Guys and we'll make a call when the weather forecast is suitable. BUT, that doesn't stop any of you having an NDC go on any weekend yourselves, **all you need is and aircraft and a timer.** And the enthusiasm to go flying and give it a go. Good luck.





# A CLOSING SMILE. Feb '22



The Story of my life, and hopefully yours too !!

Seeya next month,

Barriethe editor mfhb.