

Model Flying Hawkes Bay



Club Newsletter # 136 April '22

In this issue.....

pages

MAY	MFHB Activity Calendar 2022
Sun 1st	CLUB SUNDAY Awatoto Field Working Bee
Sat 7th & Sun 8th	<u>F3B Rocks!!!!!!</u> May 7th & 8th NI F3B F3B Round 2 NI Series – Black Bridge, Hawkes Bay
Mon 2	AWATOTO FIELD CLOSED FOR DUCKSHOOTING.
2 rd -22 nd	
inclusive	
Mon 23	Awatoto Field Open 9.30am to 4.30pm Daily
Tues 24	Shed Morning
Wed 25 7.30PM	AGM National Service Club, HASTINGS AUCTION / SALES / GIVE AWAY TABLE
Thur 26	Vintage Awatoto Field.
Sat 28	NDC
Sun 29	CLUB SUNDAY NDC
Tues 31	Shed Morning

*** AWATOTO FIELD ***
CLOSED FOR DUCKSHOOTING

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Contributors to this issue; Barry Kerr /Barrie Russell / Marty Hughes / Brett Robinson / Colin Stevens / Mike Shears / Rowdy / Allan Knox / Des Dew / Stan Nicholas / Gus & James Black / Dave Cantell / Phil Sharp / Robert Lockyer / Derek Whelan / Lance Hickey / E & OE.

VINTAGE & SOARING NDC for MAY 2022

May/22	126	VINT	RC Vint and CI/Scale Tex
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,

Tony Ward manning his "Digger" with great success at the field working bee. Saved a lot of shovel-fulls of silt!



The Editor's Bit. April 2022



My grateful thanks to **Marty H, Alex W, Gus B, Brett R, Dave C, Frank J, Barry L and Colin S** for their feedback and comments. Always nice to know that someone reads and appreciates these ramblings and reporting on the Club's happenings.

The Club Website is a great communication tool and now even more so under the stewardship of **Brett Robinson** who does a top job of keeping it regularly up to date. Members are urged to visit the site on a regular basis to view updates and announcements. Have you noticed the revolving photo gallery **Brett** has included to boost the front page interest? If you have suitable pictures you consider worth inclusion, then send them to him with the relevant information.

In this issue is included a pictorial review of some of the Auction / Sale / Giveaway goods that will be on offer at our upcoming **AGM on Wednesday 25th May**. Mark that date on your calendar now and open up those wallets members and let the moths out, there will be some great bargains on offer. If you have goods you would like to donate to the club to be included, please contact myself **Barrie ieie** or **Secretary Barry ryry** to arrange collection/delivery.

Many thanks as usual to those of you who have contributed to this issue. I hope you all enjoy the read.

Barrie the editor mfhb. April 2022.

Prez Sez. April 2022



Greetings All,

There hasn't been a lot happening on the flying side with the field being out of action.

There have been a couple of trips for some to Galloways strip at Takapau, thanks to them for inviting the Club down. The Glider boys have made room for electric flight and mowed a strip for this purpose.

Our field, there has been a little bit of work going on to bring it back to life, it's well on the way to being ready to use which has come as a surprise to many.

As of now we are off the field for Duck shooting, when this stand down is over the strip will be ready and we will be back on it with restricted hours for the duck shooting season.

We asked people to make themselves available for a working Bee to help restore the facility. What a fantastic turn out, members came from everywhere. We completed all the required jobs, thanks to all that turned out. Special thanks to Tony and his digger saved a lot of hard labour, we had to give him a jump start after smoko (that's the digger not Tony), thanks our fencing team Rob (all the way from Dannevirke) and Archie these worked like they were on contract, also to Barrie R for the scones at smoko time, couldn't get anybody back to work afterwards they were getting ready for a nap.

Bloody good turnout well done.

See you back on the field in three weeks.

Lance Hickey - President

Club Captain reports. Apr 2022



Well Hello, its May already. The year is rocketing past and the cold weather is all but upon us. Who has been out flying? Using Black Bridge, Time at the local park or made a run to Norsewood. I have made three runs down to Norsewood now and intend to do more. Its an hours drive down there but the strip is as good as Awatoto and a lot less air traffic. On a nice day its well worth the drive. Just get in touch with Hamish for an on the spot weather update and let him know your coming. It's a working farm so he needs to know your visiting and remember to close any gates you open.

My last trip south was for the customary Anzac Weekend Aerobatics Meeting. This is a two day event and is always a great weekend as there is a few more out of towners around due to the extra traveling day. Four of us locals attended. Andrew, Brian Rob and myself. Flying conditions for the weekend was a mixed bag. Moderate winds on Saturday and a bit on the cool side. Sunday saw a warmer day but the wind started out light but soon grew to moderate and then come 11am it just got right nasty. We kept flying until 2pm when on my last completed flight I tried to get the wheels back on strip but was near dumped by turbulence so abandoned the thought. I called on Hamish to land my plane as its him home turf and thought he would know the conditions better. It was confirmed to be trick conditions when it took him two attempts to get the plane down and it was a nail-biting landing at that.

Although conditions were a bit up and down we were all happy in the way we flew and came away with some certificates and chocolate fish to prove it. This was a good practice for the last big meeting for the year in Galatea in May. I know two of us are heading op there for the weekend it would be great to see a few more. It's worth the drive for those that have not been there before.

On a more local front I would like to thank Lance for all the time he is spending towing harrows around the field. The strip is already showing signs of repair though the centre field is going to be a different story. We will have to see how things go. By the time this goes out we will have had the working bee and that would have made another dent in the repairs list.

I hope you can all find some way to get some air time and keep the fingers nimble. If not spend some time in the shed and get those repairs and builds completed. **See you all at the AGM in May.**

Derek Whelan. Club Captain

Our Webmaster Says; April 2022



Hi everyone,

Not too much happening in the website department over the last month or so.

Just the normal Newsletter upload and a few club notices like:

- The addition of the AGM 2022 Date - set for 25th May next.
- Notice about the current state of the Awatoto Field added.
- Notice of the Field Working Bee held on Sunday 1st May.

Only real change is that I have now swapped out the static pictures on the homepage for a slideshow of images. Hopefully, the images shown on the slideshow will also be regularly replaced on a monthly basis and will be topical to that particular month. If you have any images you consider can be added, just send them to me.

(Ideally the images should be around 1024x768 pixels or just a bit more and the file size around 200kb per image.)

Yet again, 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. (Webmaster MFHB)



WHO ARE WE?



MODEL BUILDERS!



WHAT DO WE WANT?



MORE MODEL KITS!



WHERE WILL WE PUT THEM?



WE DON'T KNOW!



D. ABDO

CLUB ACTIVITY April 2022



Club inactivity might be better named, but we will prevail. Sadly, the low life have been at it again and attempted a break in at the shed. Our security prevailed, however not before significant damage to the sectional door. How disappointing it is that just a few make such demands on our finances, time and well being, Ugggrrrrh !!



Galloway Farm, Sunday 10th April.

Nine members travelled south to enjoy the hospitality of **Ewan and Hamish Galloway's** home farm strip. Light to medium winds and a sunny day made for great flying conditions off the well mown farm strip, with good use being made of the cross wind runway early in the day. **Danny and Anthony** had their electric trainers out for some good flying. **Derek and David** travelled together bringing their IMAC models and **John C** for company. **Robert** travelled down with **Bill** both bringing electrics to fly, and **Mike and I** had a wagon load of Aircraft to test fly.



Mike and I had re-powered the trainer we recently refurbished, we couldn't get the 60 4C Enya running reliably so refitted it with an OS 46 FX two stroke **Mike** just happened to have that was looking for a new home and on a 10 x 8 APC prop it's performance exceeded expectation, with good vertical and reliability (apart from losing the back half of the muffler somewhere over the farm paddock ?!)



We took the repowered Club Cub down for testing, and it too flew well, just like a Super Cub should with some good aerobatic performance.



Another pits view with my Tiger tail awaiting assembly and test flight. I had a brief test flight and the model flew well needing only a couple of clicks on the elevator trim. Still having a few

tuning issues with the new Fox so the flight was cut short with a dead stick landing. I'll wait now until we're back on Awatoto with calm conditions and in the meantime try and get a few tanks of fuel through the motor.

We were lucky mid-afternoon when **Robert** was flying the Cub on buddy and the model suddenly developed a huge bout of tail flutter. **Mike** took over and managed to get it back on the strip after a few hairy moments with the port elevator hanging free and the whole tail section cracked and loose in front of the rudder. It appears that the port control horn arm had come loose thus setting up a violent flutter that then cracked the back of the fuselage. We are so lucky to have it back in one piece as it must have been a second or two away from losing the whole back end! Thank goodness for having two separate elevator servos.

A huge thanks to the Galloways for the use of their great facility.



A grand day was had by all and we lived to fly another day. We'll be back, thanks again Galloways. Ed.

Galloway Farm, Monday 11th April. Marty reports...

The Hughes Tiger Moth got to have its day in the air . As Awatoto is still unusable, **Marty, Rod and John** made the trip to Norsewood to the Galloway farm . The flying conditions were nothing less than perfect. Not a cloud in the sky and not a breath of wind.

The Tiger's new 38cc Four stroke fired into life and with **Rod Hughes** on the sticks for the maiden, the Tiger rolled down the strip and effortlessly lifted off. The first flight was a learning curve and wasn't much fun !!

After adding some weight to the nose and removing all the expo from the ailerons it was ready for the second flight . "Wow" said **Rod,** " What a different aeroplane ". It had five flights in total with **Marty** at the sticks for a couple of them. Lots of touch and go's, even a couple of loops. **John Clarke** was very happy with all the upgrades he has done and we all agree it's now finished and ready to be a regular sight over Awatoto when the field re-opens .

Many thanks to the Galloways for the use of their great facility. Marty & Rod.



Nice one Guys, congrats on a great and successful re-project. Ed.

Sunday 17th. Mike and I spent the morning in the shed testing various tuned pipes on my re-built OS

46VF. My original setup on a home made pipe was too peaky and unreliable so we lengthened the header by 125mm (five inches) and that made all the difference, good throttle control and RPM 11,200. Then shortened the header to 600mm (2.5 in) and the RPM climbed to 12,500 and the motor ran well across the whole throttle range. The quiet MAX pipe (Mike's) shown here performed well at 13,400 RPM.

All tests were done with an APC 11x6 prop using 10% nitro / 18% castor/synth /Methanol fuel.

Now to put it back in Dago Red and go and have some fun. Then we went out to the field for a looksee;



El Presidente Sir Lancelot spent the morning at the field having a harrowing time on the tractor. The access road and car park are useable and he managed to get out to the strip over what is left of the causeway and was mowing and harrowing the strip which is looking surprisingly good. The mid field and the grass pits need more drying time, still too soft to support the tractor but all is looking more promising with only harrowing needed to break up the surface and allow the grass to come through. In this case, timing is everything.



Causeway Access





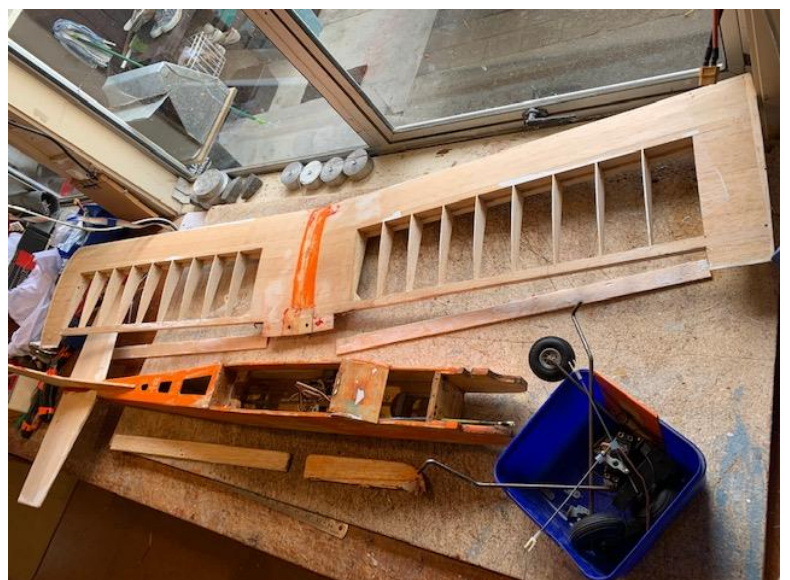
Significant progress due to Lance's efforts with the tractor Mowing/Harrowing over the past week.

Shed morning Tuesday 26th April. Where it is all happening at Awatoto and the world is put to right ! The shed continues to provide an excellent venue for the "Gold Card" members to meet and discuss on a Tuesday morning or any other occasion they have "jobs to do" .



The new motor in the Club Cub, though runs well is still very tight to turn over. The top end is fine, the tightness is in the front shaft/bearing area, still under investigation (with **Phil's** help !)

Recently we have had a significant amount of gear and models donated to the club from estates and modellers leaving the hobby. A couple of elderly tired trainers have been brought back to life and refurbished to new condition. After being checked out and test flown, they will be offered for sale in upcoming AGM Auction sale. The latest model before and after, with by an almost new OS LA 46





Sunday 1st
May.

Post Flood working bee at the field, and what a great success with a good membership turnout. Marty was there taking the picture!



Tony Ward did a great job removing silt with his “Digger”, Rob Little arrived from Dannevirke with his fencing gear for the fence re-location, Lance with the tractor and members with barrows, shovels and brooms etc and we’re well on the way to recovery. Some more silt removal with a bigger machine and grading to be done by Gallagher’s and then a cover of shingle on the access road and the car park. With all the harrowing that Lance has done, the grass is starting to show through the silt. By the end of Duck Shooting when we are back (Monday 23rd May) Awatoto field should looking pristine once again.



Clockwise from Top Left; Tony clearing the starting pole concrete./ The Ward Digger / About 200mm silt removed from the shingle pits area in front of the Deans shelter./ clearing the pilots station. / Shelter and carpark sweeping and clearing. / Rob Little and his team doing a sterling job of relocating the north-eastern boundary fence giving more room for the drones and other behind the flightline activity.



Morning tea went down a treat, a lot was achieved from the morning's work and generally a good time was had by all. ***Roll on the rest of the year ! Ed.***

AROUND the BUILDING BOARDS April 22



Around twenty-five years ago I scratch built my version of Dago Red, the P-51 Reno racer. The test flight was a near disaster as I hadn't paid sufficient attention to the CG placement. I managed to get it back on terra firma without too much damage and after a couple of mods and a flight or two my interest waned and it sat against the ceiling of our garage for the next 24 years !! UNTIL !! ...I had an new sectional garage door fitted which on its first closure it chewed the tail off the model , B****r !



With the advent of Classic Pattern and the smell of glow fuel, my interest was piqued so out of the roof and into the workshop. The motor was an OS Max 46VF, a rear exhaust with my home made pipe and now totally gummed up with rusted bearings. With new bearings fitted and a de-gumming and clean up, the motor is as new now awaiting a test run. All the gear had disappeared (elsewhere!) so fitted new servos, a general tidy up and we're good to go. What it's good for I'm not sure, just a general hoon machine I guess to go and have some fun with, watch this space. Ed.

Young **James Black** is making good progress in the refurbishment of his ex-Russell Sukhoi. Learning his finishing, sanding and painting skills under father **Gus's** watchful eye, when the field is ready he'll be back in the air. In the meantime he is practising his IMAC skills on the Simulator. **Nice one James. Ed.**



Rob Lockyer reports; You will recall this from some time back when fingers, thumbs and brain lost co-ordination. The model was inverted but the pilot was not, and push became pull as I was rolling upright, and then the ground got involved. It was my go to model and have been thinking about a replacement for some time.

As you said at the time, possible repairable, however it got striped and the rest was binned.

Lucky the OS GGT 15 was not damaged. It also had 7 good Digital HV servos. These along with the motor have been looking for a new home ever since.

I Recently spotted on FB Model Aircraft Traders, was a new ARF kit, just the same.

So after the normal "Haven't you got enough models" comments, we have a new home for the leftovers from last time. This time along with a set of floats.



All ready to go when the silt dry's and we get back on the field. Rob.

An interesting site on Facebook

[Model Aircraft Traders NZ](https://www.facebook.com/groups/667961633998440/)

<https://www.facebook.com/groups/667961633998440/>

Progress report from Dave Cantell. Morning Barrie some info for the next newsletter. Have finally managed to get all detail strips on the elevators etc total 334 of them, now need to put some thin cyano on each end and then a drop of white paint to get them to blend in. However what I have noticed this morning when taking the photos that between the rolls of white ultra coat covering I used, unfortunately the whiteness is not the exactly the same. **Cheers Dave.**

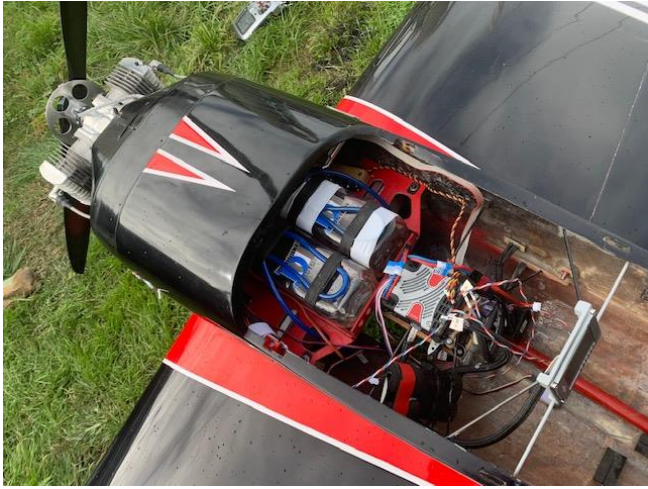
Looks great Dave, I'm sure when all is finished and the trim applied it will blend in perfectly well, Ed.



Dr Brian has become enamoured with IMAC Aerobatics and has been competing well with his Number Ten.

Now wanting to step up, he has nearly finished assembling his next steed, a **Comp ARF Extra 330L**, 2650mm wing span and he is powering it with a new **140cc ZDZ Twin** petrol motor which he ran up for the first time at the shed this week.





MONSTER "AGM" AUCTION/SALE/GIVEAWAY

Model Flying Hawkes Bay Annual General Meeting WEDNESDAY 25TH MAY 2022 7.00pm.

NATIONAL Services Club, HASTINGS. HB.

At the conclusion of the meeting, Marty will auction off a large selection of models and gear donated to the Club. Following this, two tables of goods will be available to members, a Donations Table where members will be able to select and make an offer (bring a pocket full of gold coins and cash !) and a Free Give-away table. The following is a pictorial summary of some of the goods that will be available at Auction



Foam Spitfire 1200 span



Old timer foamy 600mm



Foam Bd Electric glider 2x wings



Spirit Sailplane 2 meter



Hobby Zone full Rx/Tx & 2 batteries



1400mm Walrus electric glider



Bonsai Foam Wing



Mini Boxed Cub and Rx Gear



Two Tool / Gear Boxes



Fat Shark FPV head set



2x Futaba Radio Sets TX & Rx



Sealing iron NIB.



OS LA46 powered Trainer refurbished in new condition, Rx & LiFe Battery inc .



Kadet Snr trainer, 40 powered in excellent condition.



Lanzo Cabin Vintage model (E Rubber Class)



OS 46LA Glow motor, excellent running condition

The Donation and the Free Give-away tables will have a large selection of goodies, including...





If Members have surplus models or gear they would like to donate to the cause, then please phone me on 06 8353896 and I will arrange collection and include them in the Auction blurb going out to members before the night. **Ed.**



Phil's Rotary Magic. Pt 10 April'22



Wonders never cease, just look what arrived in my email in-box this week. As an editor I'm truly blessed to have such a talented member at the head of my bucket list. A huge thanks again to Phil for his ongoing contribution sharing this incredible project. Here is the latest instalment hot off the press, Phil writes;

Hi Barrie, Well another month has flown by, a birthday celebrated with family, and lots of progress made. It is dangerously close to being finished, but I am sure it will be a couple of months or so. There are a few small parts to make, but down to a one page list. Then strip it down, and do the final assembly. And of course the propeller!

I completed the pushrods by silver soldering the clevis to the tube and then bead blasted them for a nice finish.

The next project was the ignition pick up unit which is gear driven (Two and a quarter to one, two magnets) off the back of the engine. This was fairly straightforward, a small gear and shaft running on two 3/16 inch ball bearings. The Hall sensor is held in the back cover with some adjustment to set the timing (18 deg before TDC)



Pushrods.

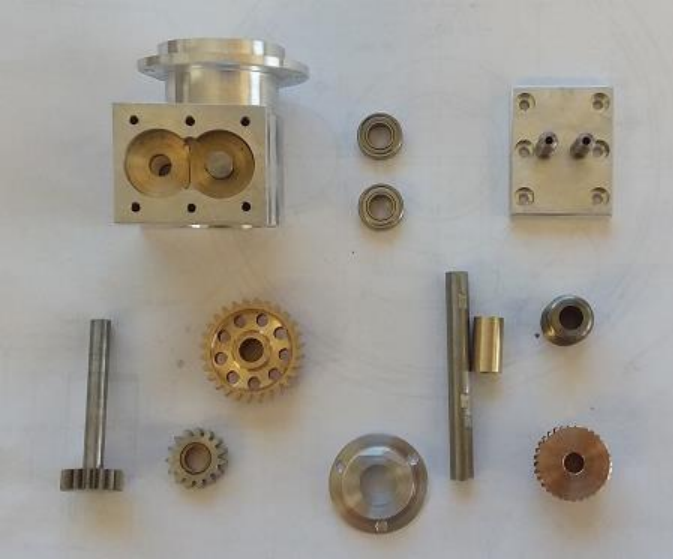


Front Cover.



Front cover inside with timing gears.

After that was the oil pump, again gear driven, but with a worm and wheel reduction gear (about 25 to 1) as the oil flow is only about 2 drops per second. It uses Two Stroke oil, from a 200cc tank, as well as a 50 to 1 oil mix in the fuel. Probably a little more for the initial running. This all went well and the pump seems to work fine, but will need a bypass valve to control the flow.



Above Left; Oil Pump Parts.

Right; Ignition pick up housing.



Above Left; Assembled oil pump

Right; Mounted oil pump and ignition pick up.

I then machined the prop shaft from high tensile steel, which produced a lot of swarf, not to mention the odd cut to my fingers!



Above Left; Prop shaft and propeller hub parts.

Right; Assembled prop hub.

The aluminium prop hub was next. This has a 6 deg tapered bore to match the prop shaft, as well as a four groove spline for the front propeller plate. I guess this allows for different thickness props.

The spline on the hub is machined on the mill, with the rotary table, but the front plate needed a broaching tool to cut the internal spline. I made this from 4140 steel and then hardened it. It took a bit of brute force to push it through, but it worked OK. Just the eight M4 bolts to make now. The nut that holds the hub on is an odd size (0.78 inch) so that will need a special socket. There are also some small spanners to make for the tappet adjusters.

Well that's all for now.

Regards, Phil

PS. I am going to order the plane soon !!!



Hot off the Press, **Phil** writes;

Attached is a picture of the name badge, a great job by Hawkes Bay Engravers.



STOP PRESS !! The say rust never sleeps? **Phil** the Iron man, but then he's equally at home working with wood his efforts shown here with the propeller laminated block now emerging as the real thing. It really is going to be a thing of beauty. Hey look at that cunning idea, who would have thought of having a hole in the workbench to accommodate a G-clamp ? ! Mine always hang over the edge and get in the way ! **Ed.**



Wanganui Aeromodellers Club April 2022



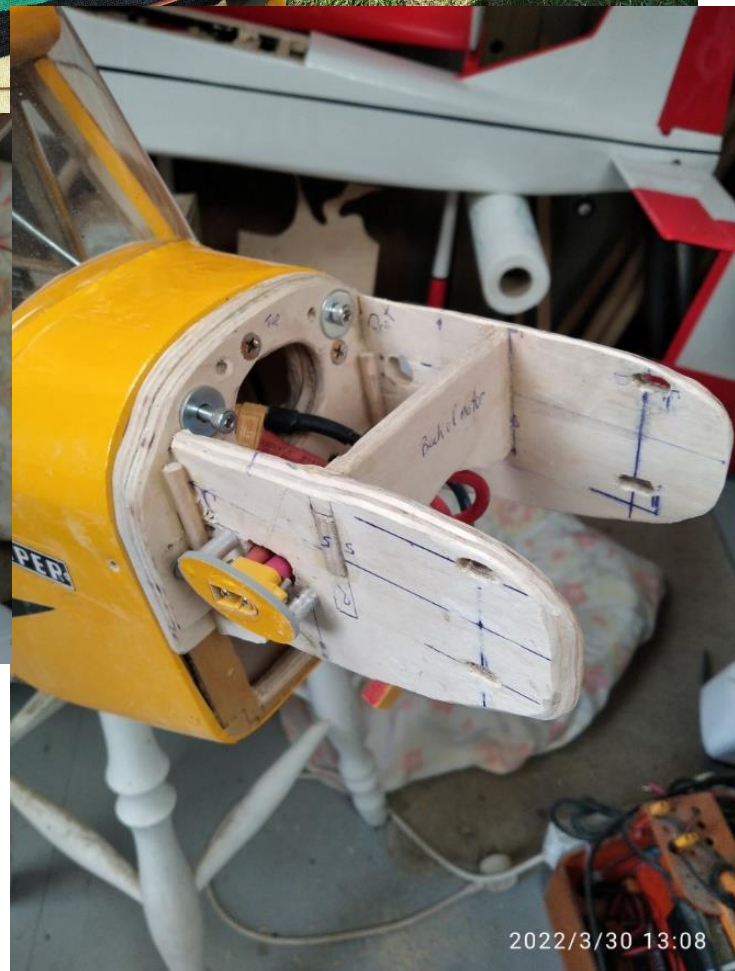
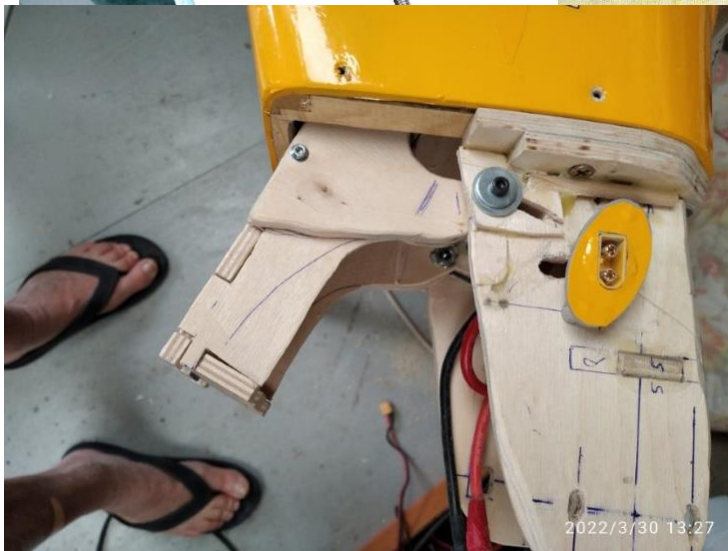
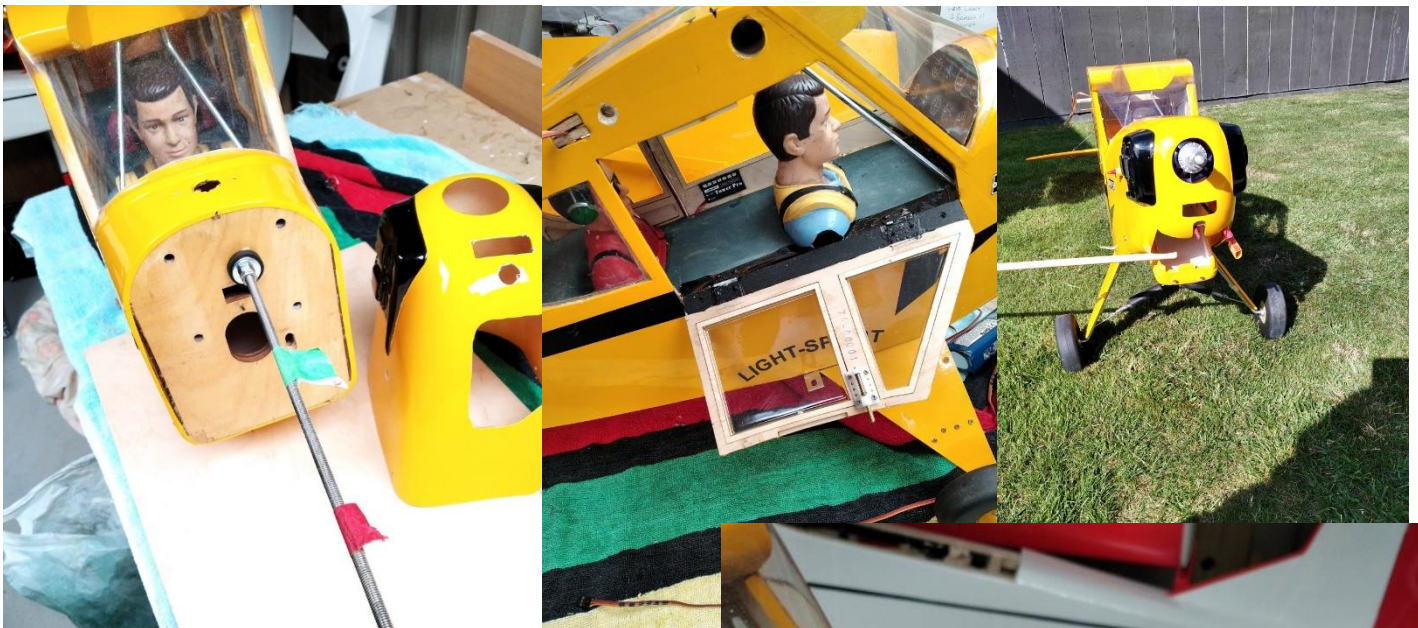
Des Dew followed up on his promise of some pictures of his club's operation at their new field.

He reports; *Hi Barrie, three photos from Sundays club day, have flown Bristol Freighter a further 3 times twice on Sunday a great flyer. Nice views from up here. Cheers Des.*



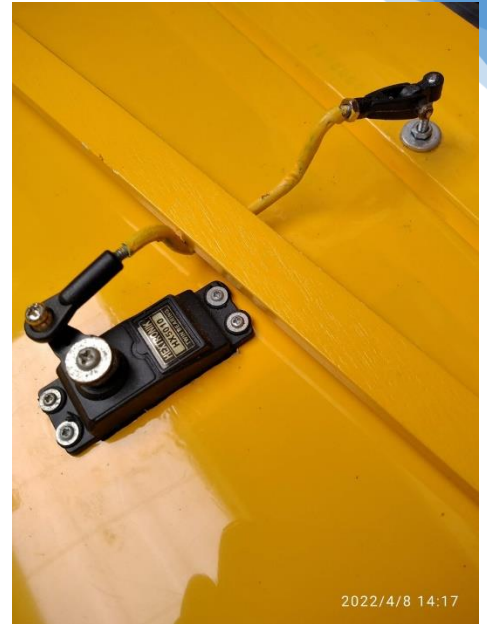
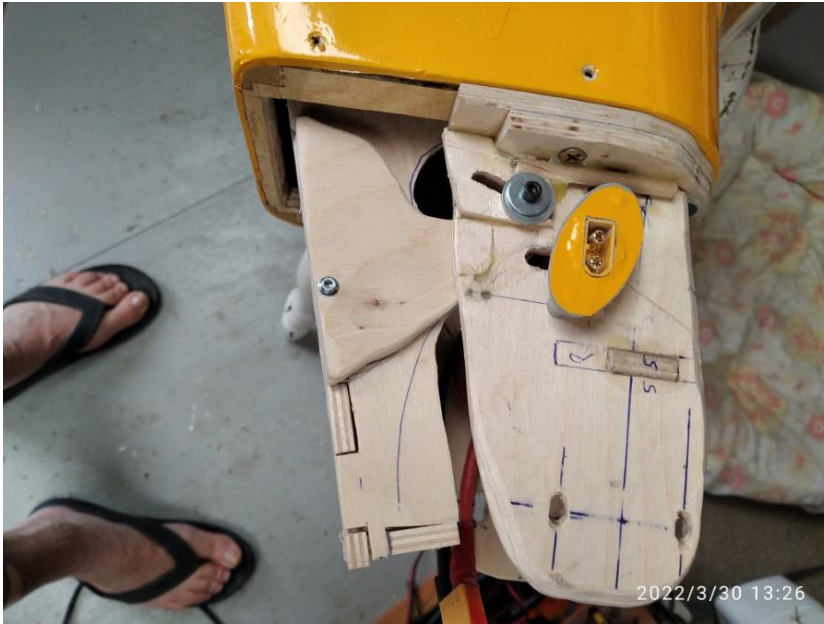
Ever busy, **Desmond** included this report of his latest project, the conversion of an IC Cub to electric power. When we first knew Des after he joined MFHB, he was a collector of all things IC, his specialty being the refurbishing and conversion for RC use of petrol motors salvaged from home handyman power tool warranty claims. Now days, **Des** abhors all things IC and relishes in the joys of electric flight (and smoke), He writes;

Hi Barrie, I have just completed a glow to electric on a Seagull 88" Piper Cub, it has never flown but cowl was cut away for glow 4-stroke motor. I made card board patterns as it the needed battery under motor as the 4-stroke is a 1kg motor. I have made the battery carrier so it swings down, cut a square hole in bottom of fire wall to allow this to happen and it also gave the fire wall extra strength. All is mounted on bolts that held glow motor in so could be returned to glow. The battery box will take 5s and 6s batteries and 4000 to 5000mah. I have put in contact plug onside of cowl for safety.



The door to fit the wing bolts was bolted in so have fitted 2 hinges and a slide catch, which makes assembly quick. To fold wing struts down for storage you had to disconnect aileron servo arm so I fashioned up a bent arm, not the best idea but it's a slow flyer.

2022/3/30 13:08



*Photo shows battery box up or down. I have kept patterns if someone else gets keen they are available.
Cheers Des.*

Thanks Des, Ingenious systems as usual, I wonder, do you have time to go to sleep at night ? **Cheers, Ed.**



Had an email back from **Colin Stevens** in the UK who read the note about the internal measuring device, he wrote;

What an amazing read every month, what an amazing club! For the margin - the measuring gauge. I use a cut-up discarded 35MHz Tx aerial for this, leaving the friction pads in place.

How about that for a useful piece of feed back, Thanks **Colin**. **What else have you got members ??**

Some (many ?) years ago when I was into making tuned pipes and things and needing to bend aluminium tube, I purchased these two pipe bender units to deal with **12 & 16 mm OD's**. I already had a more robust unit to deal with larger diameters.



I had a small piece of tubing to bend just recently, dug them out and they still do the job well. If some heat is added to the outside of the pipe curve, the bend is even neater and smoother.

If any member has a similar need, give me a call, you're welcome to borrow or bring your pipe/tube here and we'll give it a whirl or a bend. Ed.

If you like LARGE models, then try this for size, and impressive video [LARGEST RC AIRBUS A380 DEMONSTRATION FLIGHT - YouTube](#)



Replica of an A380 from THAI Airways in 1/13 scale This is the first flight on public during the HORIZON AIRMEET LIVE 2021 Rainer Kamitz was at the sticks and did an impressive flight. (*Model Airplane News*)

I stole these handy hints from a Model Airplane News email that arrived in my PC, I thought worth noting;

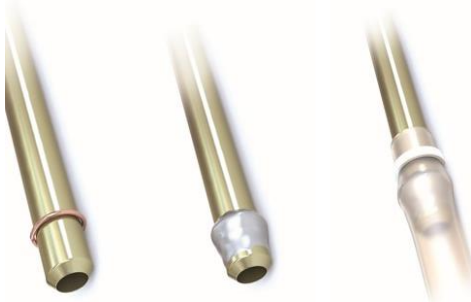


CUTTING BRAIDED CABLES

When you cut braided metal cables for pull-pull control setups, like rudder and nose-wheel steering, the ends will often unravel and become frayed. Simply wrap the cable where you want to cut with paper masking tape and the ends will stay orderly and neat.

BALSA DENT REMOVAL

If you notice small dents and dings in the soft balsa before covering, fill a small dish with water and use a Q-tip to apply a drop of water on the dent. Lightly heat the area with a sealing iron and the dents will literally disappear in a puff of steam. As long as the balsa is merely dented and not torn or cracked, this will work perfectly.



HOMEMADE FUEL-LINE BARBS

Don't you hate it when the fuel line comes off inside the fuel tank? It usually causes a dead stick and damage to the model. To avoid this, wind copper wire onto the brass fuel tube and cut the wire with pliers to produce one ring of copper wire near the end. Clean the joint, and solder the ring to the tube. Use just enough solder to form a small fillet around the wire and ring, and let it cool off. Slide your silicone or Tygon gas fuel line in place, and secure with a tie wrap.

Been converting all my receiver batteries to Li FE 6.6 volt packs. I was using the Nano Tech from Hobby King but the Aus/NZ courier freight they use is horrendously expensive and their supply was out of stock most of the time. Found a site on Ali Express that delivers a good product and bought these in Batteries ... [BATTERIES CLICK HERE](#)

Li FE PO4..... [Li Fe Batteries HERE](#)

An 850mAh 2S1P 6.6 volt pack which weighs 46gms and cost just under \$20 each ordering two.

The 1700 mAh 6.6 volt pack is a 2S2P square configuration, weighs 94 grams and they worked out at around \$30 each for two landed.

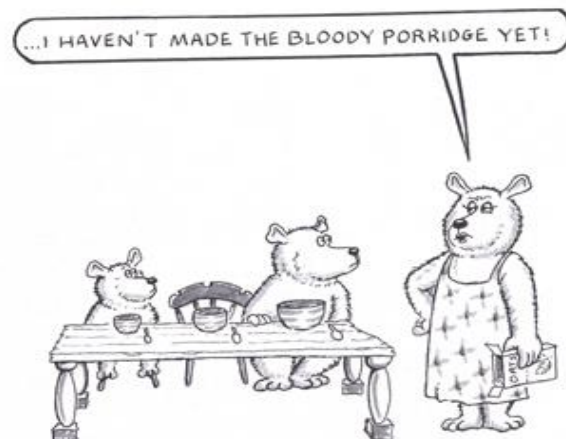


Seen at the "Shed" recently;

A do it yourself "Puller" made from two G-clamps (noses modified) and a gate hinge and the prop driver cracked off sweet as a nut!

As they say there are more ways of killing a cat besides drowning it in cream!

Phil called it a **No.8 Wire** approach!



VINTAGE REPORT April 2022



Here is a look at some real Vintage footage, sent in by Allan Knox <https://youtu.be/SmB42jslmj8> with some real old time newsreel commentary, worth a watch if you have a few minutes to spare.

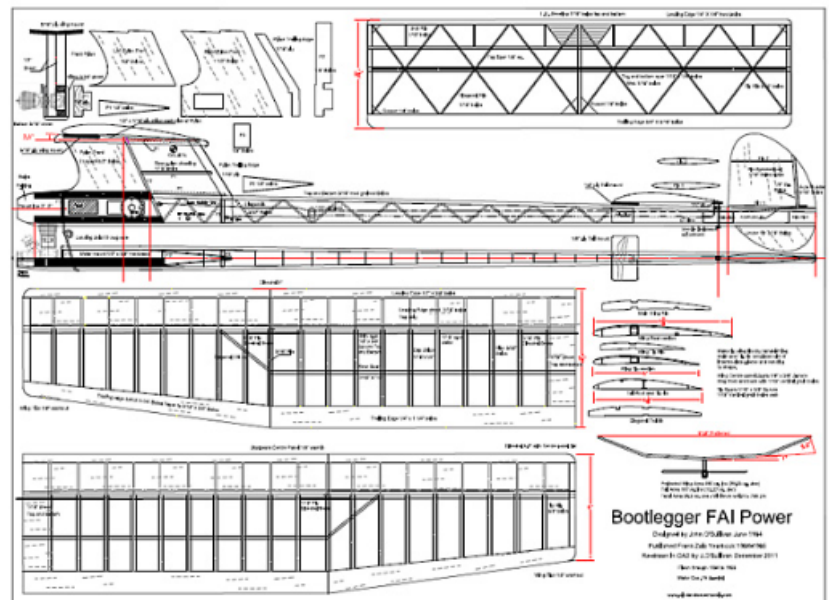


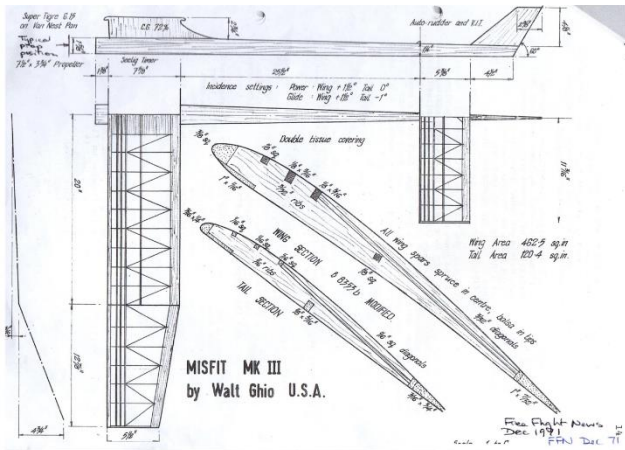
As Allan said "A blast from the distant past from Al Baker. It's hard to believe modelling was such a big deal way back then, particularly for the young"

All is quiet on the Vintage front at present with the field out of action and a few of our band laid low or departed. Following our recent NDC comp, **Anthony** who did so well with his Playboy in the Vintage E Duration NDC comp expressed an interest to build and fly in the Classic comps after seeing out Night trains performing so well. He was keen on building a different model, so I sent a request to **Wayne Cartwright** for some inspiration on FF models from the Classical era (1951 / 1975) and he provided an interesting list

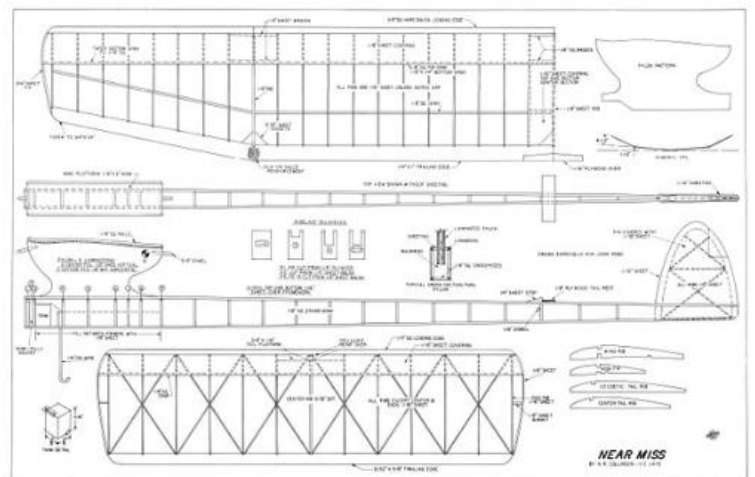
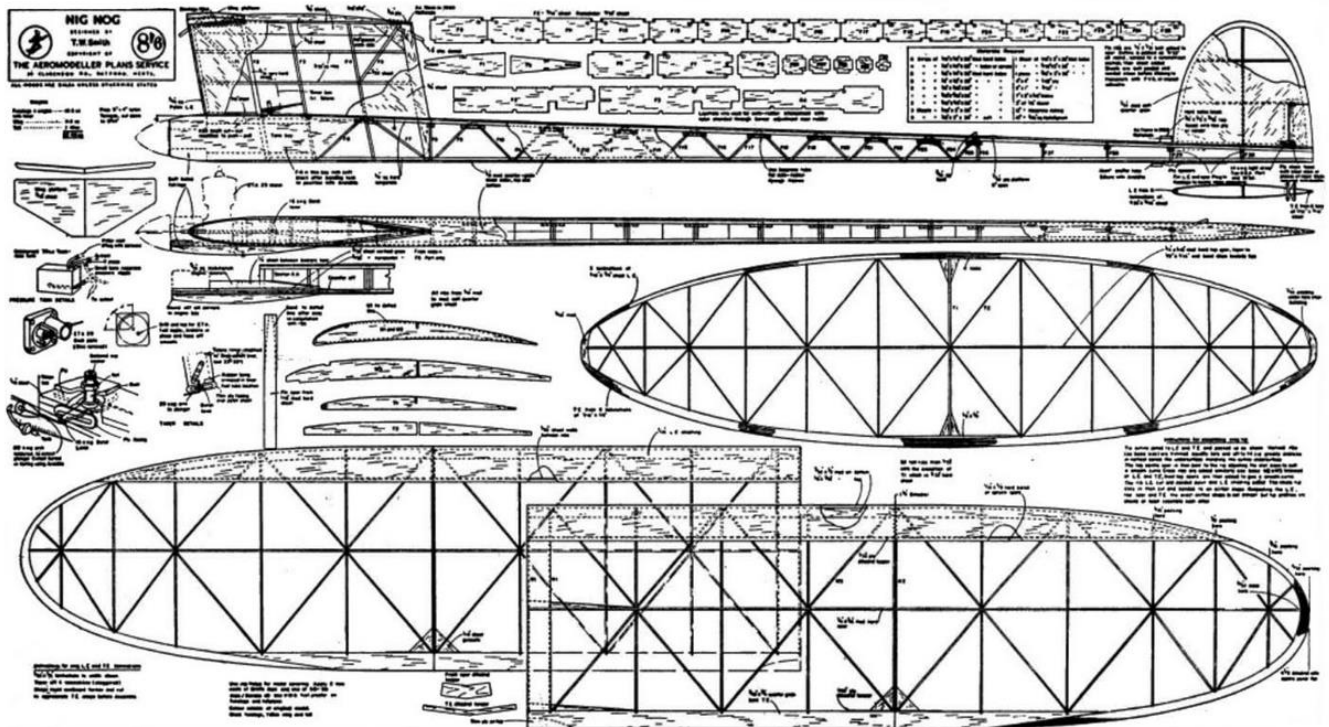
Some of which I've listed that members might be interested in.

Bootlegger. [BOOTLEGGERS CLICK HERE](#)





Misfit

Near Miss [Near Miss CLICK HERE](#)

Nig Nog by Tom Smith powered by Eta 29 from Aeromodeller March 1961

To list just a few interesting models from **Wayne's** recommendations.

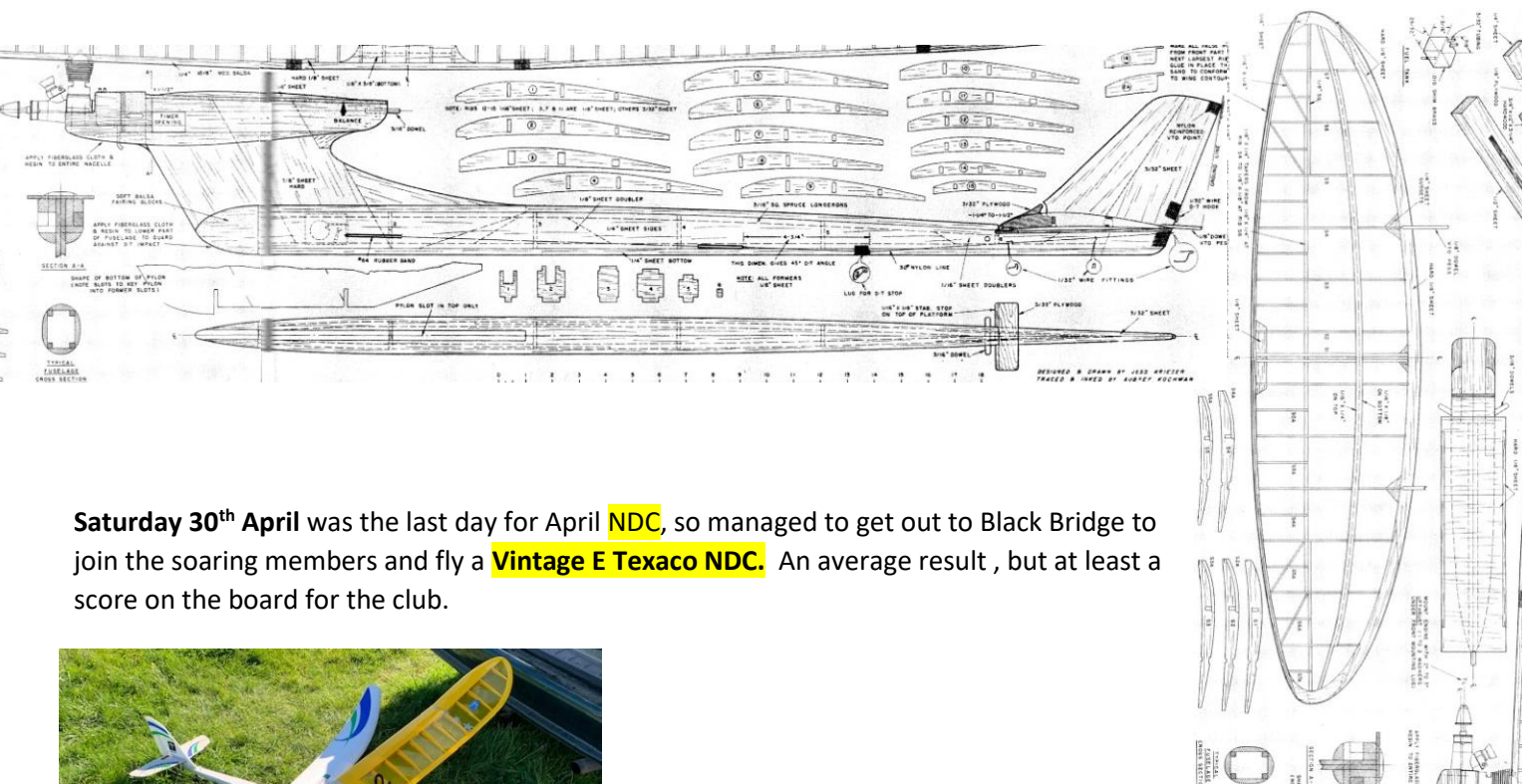
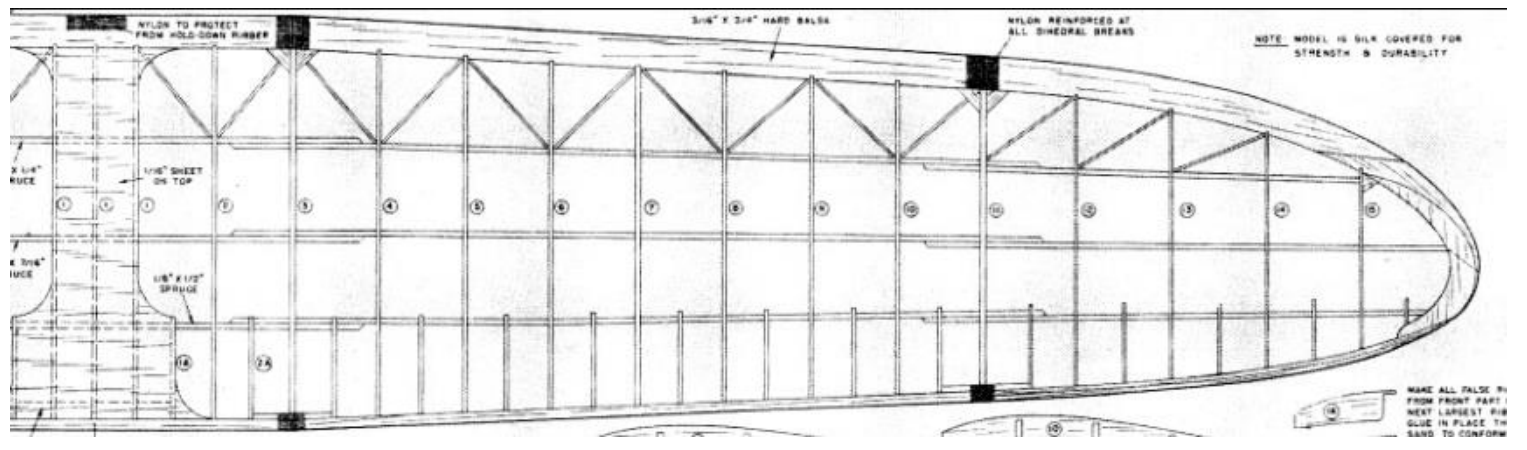
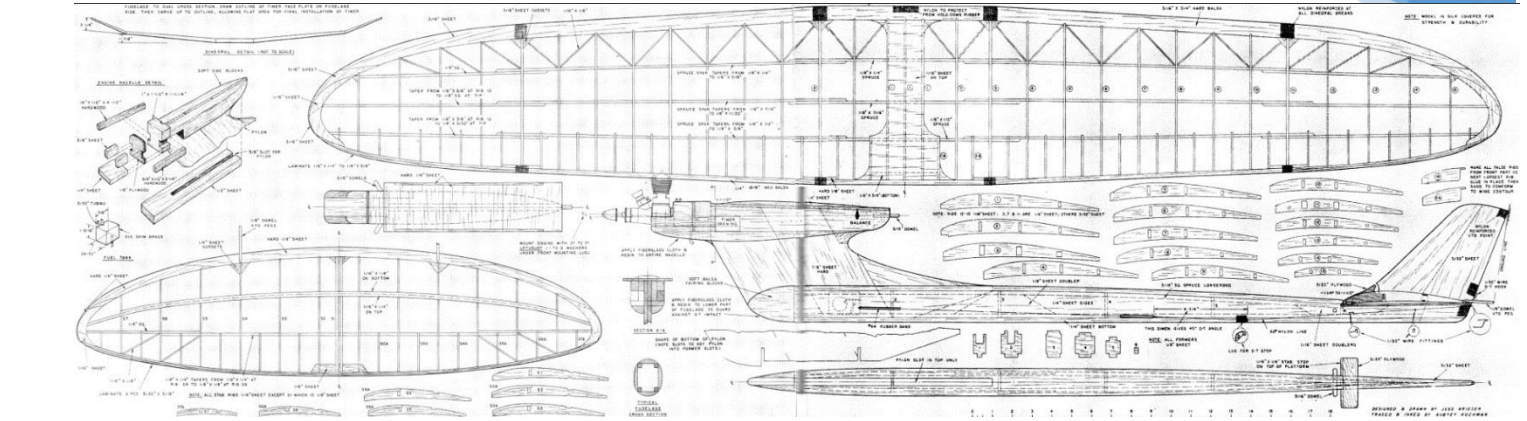
Anthony, thus inspired then went on a google search of his own and has come up with this model which according to him was designed in "Modellers Heaven" and ticks all his boxes ! He writes;

As you know I have been pouring over many plans and keep coming back to this one. I'd like to build it to 78 inches but I don't know if that is acceptable within the rules. I'm keeping it to the plan with the exception of size, motor and battery. I may be able to get the battery into the nacelle at this size. I've included an article by the designer and am aware this was designed as a free flight model. Please let me know what you think.

<https://www.airplanesandrockets.com/airplanes/ephemeris-mar-apr-1963-am.htm>

Kind Regards. Anthony.

What did I think ? I LIKE IT Have a peruse of the plan below, interesting build, nice curves ! **Nice one Anthony !**



Saturday 30th April was the last day for April NDC, so managed to get out to Black Bridge to join the soaring members and fly a Vintage E Texaco NDC. An average result, but at least a score on the board for the club.



NDC Event Number	Apr/22 122 VINT RC Vintage E Texaco 69
Members MFNZ Number	2287
Members Name	Barrie Russell
Club Number	018 Model Flying Hawkes Bay Inc
Total Score	806/20/10=836, 602/20/10=632. Total 1468
Email Address of Submitter	barrierussell@xtra.co.nz

IMAC / PATTERN NORSEWOOD Anzac Weekend'22



Galloway Farm hosted another Nth Island round of Aerobatics over Anzac weekend 23 / 25th April.

On Facebook **CD Frazer** writes;

"Norsewood Aerobatic Masters !!! Done.

An awesome weekend on the Galloway Farm. Lots of flying. Lots of fun. Great time on the farm 15 pilots. A mixture of IMAC and Pattern. Got a bit windy on Sunday afternoon but the brave boxed on.

I'll get the results posted soon. [Phong Thanh Ngo](#) was busy taking photos all weekend and here is the group photo on Sunday. It was gusting 20 knots when we took this. Next competition is IMAC in Galatea. Mid May."



The following is a pictorial parade of photos supplied mainly by **Robert L.**



Top; 15 pilots and their machines at Norsewood.

Left; Lyndon's, JD's, and Corey's Aircraft.

Right; A victorious Cormack and his "Fish" trophy.



Andrew, Robert, Brian and Cormac Basic IMAC Competitors.



Top Left Clockwise; HBRF Contingent. Andrew S, Derek W, Father & Son Galloways, Ewan calling for Derek

That ace flyer from China paid the boys a visit,

“Wun Wing Low”

As usual he soon had them all singing from the same song sheet.



The results as I could find them were;

NEW ZEALAND RADIO CONTROLLED AERODESIGN
 APA
 3FlightDiscard
Preliminary results





Position	Competitors			Total	Flight no 1 Finished	
					Net	Norm
1	FARROW Andrew (927)	Snr		1984.93	<u>196.00</u>	<u>984.93</u>
2	LOCKYER Rob (921)	Snr		1945.79	<u>199.00</u>	<u>1000.00</u>
3	HITCHCOCK Brian (964)	Snr		1795.37	<u>184.50</u>	<u>927.14</u>
4	GALLOWAY Cormac (953)	Jnr		1644.23	<u>160.25</u>	<u>805.23</u>
5	WESTHALL Corey (981)	Snr		1000.00	<u>0.00</u>	<u>0.00</u>

Norsewood - from 2022-04-23 to 2022-04-24
Classification

Competitors	Cat	Country	Total	Position	Norm
WESTHALL Corey (981)	Senior	(NZL)	4000.00	1	<u>1000.00</u>
FARROW Andrew (927)	Senior	(NZL)	3827.28	2	<u>946.82</u>
HITCHCOCK Brian (964)	Senior	(NZL)	3695.80	3	<u>923.95</u>
LOCKYER Rob (921)	Senior	(NZL)	3405.02	4	<u>896.25</u>

Sportsman IMAC

Norsewood - from 2022-02-25 to
2022-02-27
Classification

Competitors	Cat	Country	Total	Position	
PERRY Lyndon (936)	Senior	 (NZL)	5971.69	1	15
DANKS John (958)	Senior	 (NZL)	5748.70	2	15
HILL Ian (929)	Senior	 (NZL)	5002.11	3	13
WHELAN Derek (925)	Senior	 (NZL)	4607.16	4	19

Intermediate IMAC

Norsewood - from 2022-04-23 to
2022-04-24
Classification

Competitors	Cat	Country	Total	Position	
FARROW James (926)	Senior	 (NZL)	3000.00	1	21
GALLOWAY Ewan (906)	Senior	 (NZL)	2855.99	2	17
GALLOWAY Sean (908)	Junior	 (NZL)	2840.20	3	19
STIVER Andrew (Stinky) (912)	Senior	 (NZL)	2234.21	4	14


NotauScore


2022


F3A - Aerobatic Aircraft - F3A
APA
3FlightDiscard

Preliminary results

Position	Competitors	Total	Flight no 1 Finished	
			Net	Norm
1	FARROW James (926)  NZL	1000.00	397.25	1000.00
2	STIVER Andrew (Stinky) (912)  NZL	977.98	388.50	977.98
3	DANKS John  NZL	915.68	363.75	915.68



Classic Pattern April '22



Have to say I'm not a fan of the "Aquatic Fishy" appearance that seems to dominate the F3A pattern aircraft designs these days, hence my attraction to the Classic genre. However, found this amongst the posts on line and have to say was impressed. How's this for style, an ARF **BIONIC** from FALCO AIRCRAFT <https://www.facebook.com/Falco-Aircraft-104739361788198/> At least it looks like a **Flying fish** !!



Down on the farm at the **Galloway** Norsewood nest the family flying tradition of creating new pilots is alive and well.

Hamish's youngest, **Cormac** seen here posted on Dad's Facebook page

"Cormac finally got off the trainer tonight and onto a model that flies much better for doing aerobatics. Sean was flying this model 4 years ago."

Well done that young man, best Wishes for a successful aerobatic career **Cormac**, you go chasing **Gramps** and **Dad** and older bro **Sean**.

MFHB Progress, Well **Mike** is still deciding how to fit his retracts in the Beetle, **Derek** is still getting his calypso U/C sorted, I'm sorting out my Fox motor tuning and ready to go.. Not much more to report this month. See ya, **Ed**.

SOARING REPORT April 2022



Sunday 31st April.

Dawned a lovely Hawkes Bay autumn day, and final day for **NDC RADIAN CLASS P and F5J competitions**. A note went out to club members (albeit rather late) to take the opportunity to fly at Black Bridge and **Barrie R and Barry K** joined **Joe W** , **Kevin B** and **Kevin C** for a Radian Class P (200 metre launch).

Joe reported; Glad to have you come out and join us for a bit of fun flying!
For the ALES Radian NDC today, the scores are:

Joe Wurts	1275
Kevin Campbell	1252
Kevin Botherway	1204
Barrie Russell	931



As for the F5J NDC, the scores are:

Kevin Botherway	2242
Joe Wurts	1242

I've a few things to sort out tonight so the short report of proceedings will have to wait until tomorrow. The highly abbreviated version is that **JW** flew rather poorly today... The Radian event was a comedy of errors. It appears that some fliers might benefit with a pre-flight check of their well-worn Radians, particularly if they have been landed extremely hard recently. (*How true Joe, but you still prevailed ! Ed*)

Rowdy did very well in the F5J event, and flew steadily and consistently. For me, it was silly as to how the wheels came off, timing belt broke, water pump failed, etc. :) Still, I had fun flying on a rather nice autumn day. **JW.**



AGM

MFHB Annual General Meeting 2022 Notice

Date: Wednesday 25th May 2022 at 7:00pm

To be held at the National Services Club Hastings

All financial members welcome.

There are a number of Committee positions becoming vacant, if you think you can assist and help Your Club, please complete the Nomination Form and send to the Club Secretary no later than 7 days prior to the meeting.

Click [HERE](#) to download the Nomination Form

At the conclusion of the meeting, there will be something a little extra provided.

A collection of donated RC gear, planes and motors will be on offer to help raise some funds for the club.

It is planned to have three tables: an auction table, a donation table and a free give-away table on the night. (Further information will be advised closer to the date.)

So...come along, bring some money, have a beer and have your say on how you want your club run.

Maybe pick yourself up a bargain and also catch up with your mates. Supper will be organised too – see you there!



F3B Rocks!!!!!!

May 7th & 8th NI F3B Round 2 NI Series - Black Bridge, Hawkes Bay



HOBBY EXPO

A MEMORIAL TO BRENT DAVIDSON (1952-2021)

Taupo Events Centre, 26 AC Baths Avenue, Taupo, Lake Taupo

An Exhibition of crafts and models by various clubs, both local and from around the North Island.

Showcasing modeling skills including:
model railways, model cars/trucks/military vehicles and aircraft.
R/C cars, trucks, boats & planes. Wood working and arts & crafts.
Vintage cars. Plus view a full-size glider.

Enjoy a chance to try your skills on the TDC rock wall.
Bouncy castle and model-making for the kids.

When: Sat 16 July 2022, 10:00am - 5:00pm
Sun 17 July 2022, 10:00am - 3:00pm

Where: Taupo Events Centre, 26 AC Baths Avenue, Taupo
All Ages

Ticket Information:
Family Pass: \$25 • Adults: \$10 • Kids: \$5

**Now in its
27th Year!**

A CLOSING SMILE. Apr.'22



An elderly man was spotted driving erratically down the street. When he passed a police car, he was quickly stopped. The time was 2 a.m. The cop got out and came to the driver's window. "Where are you going this late?" he asked. The man replied, "I am on my way to a lecture about alcohol abuse and the effects it has on the human body, as well as smoking, and staying out late." The officer asked, "Really? Who's giving that lecture at this time of night?" The man replied. "That would be my wife"



*"Yoo-hoo! My husband gets the senior-citizen discount!
Yoo-hoo, Officer, yoo-hoo!"*

And yoo-hoo from the editorial staff too, we've managed to fill and survive another month. Don't forget, Awatoto Field opens again for flying on Monday 23rd May. The access road and car park will be re-shingled and the grass will be growing and the strip will be back to it's former glory. Let the re-activity begin. In the meantime we might see you at Black Bridge or Galloway field.

Look forward to hearing from you all,

Barrie the editor mfhb.