

Model Flying Hawkes Bay



Club Newsletter # 137 2022

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Thurs 2	Vintage Awatoto Field
Sat 4	QB Weekend NDC
Sun 5	Clun Sunday NDC
Mon 6	Queen's Birthday Monday NDC
Tues 7	SHED Morning
Thurs 9	Vintage Awatoto Field
Sat 11	NDC
Sun 12	CLUB DAY Barbecue and Club THEME DAY BRING A WARBIRD OR ANYTHING !! NDC
Tues 14	Shed Morning
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Tues 21	Shed Morning
Thur 23	Vintage Awatoto
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Sun 26	Club Sunday NDC
Tues 28	Shed Morning
Thur 30	Vintage Awatoto

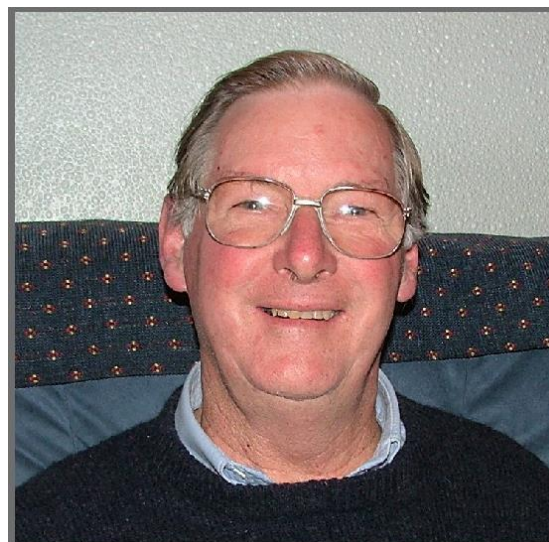
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Contributors to this issue; Barrie Russell /Clive Baker / Brett Robinson / Marty Hughes / Barry Kerr / Anthony Hales / Phil Sharp / Robert Lockyer / Hamish Galloway / Allan Knox / Mike Anderson / Graeme Rose / Mike Harris / Brent Stiver / E & OE.

NDC Vintage & Soaring June 2022

Jun/22	132	VINT	RC Vintage Precision
Jun/22	133	VINT	RC Vintage E Duration
Jun/22	418	SOAR	ALES 200 Class M
Jun/22	419	SOAR	F3K Tasks B,D,G,H
Jun/22	420	SOAR	ALES Radian Class P

VALE; Harvey Stiver. Patron.



From the Editor's Desk May 2022



Greetings members, A bit late

this month but here we are. The club scene has been a little quiet as expected but now that the duck shooting season has passed and the field is repairing, Marty is determined to make the year a winner. Starting off with a Theme Day/Barbecue this coming Sunday 12th June. Let's all get behind it and have the club rocking, weather permitting of course. Dave and Barry have designated in each month the second Sundays as barbecue day with a rain date the following Sunday. Each occasion to be confirmed by email later in the week prior once they eyeballed the forecast.

A couple of things for you to look at this month, Phil Sharp continues with his exciting Rotary Gnome series and you're treated to a video of the motor running. He assured me it was a two or three year project when he kicked it off a year ago, what a man !

Mike Shears and I have got engrossed with our "Lid" "Big Foam Glider" project which will hopefully provide a gateway for fun and an inexpensive entry into the joys of radio Control for some. I'll look forward to your interest and feedback.

The AGM Auction/Sale was a great success and a boost to club funds in excess of \$2800. Thanks to all helping and participating, a lot of work leading up but well worth the effort. It was a Happy/Sad occasion with the line-up of Harvey's Vintage models, but he was at peace with them being sold for the club and would be thrilled to know many will still be gracing the sky over Awatoto Field.

That's it for another month, I know my pleas for copy largely fall on deaf ears, but your efforts would be appreciated.

Barrie the editor mfhb.

Prez Sez. May 2022



Well, this is my first President's Report. Firstly thank you all for voting me in as your club's President. It's a role I thought long and hard about and I hope I can do the job justice. I know I have big shoes to fill of the outgoing President Lance Hickey. I wouldn't actually do this roll if I didn't have the support of Lance staying on the Committee as our field officer. Also thanks to our Treasure Rob Lockyer, Secretary Barry Kerr, Club Captain Derek Whelan and Committee member Joe Wurts who are all continuing on in their roles in MFHB. We welcome back to the committee table Mike Shears and John Sutherland who have both filled various roles on the management team over the years. Sadly we say good bye to Phil Sharp, Russell Nimmo and Brent Stiver. We thank you for your time and service on the committee but look forward to spending time with you at Awatoto.

Brett Robinson retains the role of Website editor, an all round nice guy and Barrie Russell continues with his outstanding publication that you are currently reading. Please support Barrie with this role and send in articles, photos of interest and anything flying related that you think our members would enjoy reading. You can find him at the keyboard of barrierussell@xtra.co.nz. Also Thankyou Barrie for organising and facilitating the plane auction at the AGM. A great success. Well that's enough thanking of people for now....

Sadly this month we lost our friend and Patron Harvey Stiver. Harvey has been battling with his health for some time but is now at rest with his late wife Pat. Our thoughts are with the boys Brent, Andrew and families.

On to the field. After being shut for some time due to the flood damage, we are open. Lance has spent many hours on the tractor with the harrows. The field is level and looking great with the natural grass starting to come through. The landing strip is green and flat and perfectly flyable. The car park and access track has had a makeover from the team and Galbraith Earthmovers. Awatoto is now open for business.

Happy Flying. Marty Hughes President.

Mr Secretary Says:



220510 Meeting Notes

It has been pretty quiet on the Meeting front lately. Obviously, the Committee was preparing for the AGM, ensuring nominations would be forthcoming and, in Lance's case, spending hours harrowing the ground on the field.

A massive turnout for the working bee saw the ground around the Deans Shelter prepped for re-metalling, the perimeter fence cleared of debris, a re-alignment of the fence on the road side and the starting pole bases cleared of silt. Thanks to BR for the morning tea and scones!

The AGM went ahead in May with a turnout of around 33 Members. It was all over within 30 minutes and nominations resulted in Marty Hughes being elected President. Again, thanks to BR and his team for preparing donated models and goods for auction. The auction has raised in excess of \$2800 for the Club.

Opening day at the end of May saw around 40 people flying, enjoying the sunshine, a catch-up and a free sausage BBQ. Dave's Team managed to cook and serve 60 large sausages to an enthusiastic group! Thanks Dave.

On that note, we believe we can now re-institute the monthly BBQ and will do so on the **Second Sunday of the month** with a rain date of the next Sunday. Sausages will be \$3.00 as costs have increased so please bring change! The holding of the barbecue will be confirmed by email on the Thurs/Fri beforehand to ensure there is no clash of dates and that the forecast is suitable.

Barry Kerr, Secretary MFHB

Club Captain's message May '22



Good evening, Members

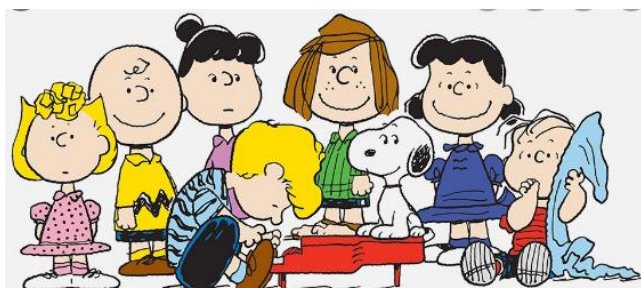
As you are all aware, that while the field is flyable, there is still a lot of bare dirt around. As a result, the normal starting gates are out of action until we get some re-growth. A set of temporary starting gates has been situated out by the flight box.

Please place your model in the gates with the tail out towards the flight line. This way the starter is not in the flight line. Please don't park/store models in close proximity to the gate as there are spinny things in that area. Please give some thought to others wanting to use the poles. They don't want to have to move your model to access the poles.

We know this is not ideal but right now it's the best we can make of a bad thing. If you do not use the starting gate, use of an acceptable tether is the alternative. **It's not acceptable to start a motor without restraining the aircraft first.**

It is recommended you assemble models in the car park or Deans shelter, and then you may leave them lined up behind the flight box out in the centre field. This means you don't have to drag them back and forth over the rough dirt. Behind the flight box offers best protection from taxiing aircraft. Last weekend people were seen taxiing aircraft over the dirt. Doing so risks sucking dirt and dust into carbs and would not be recommended. Please keep cars off the dirt as this will give the grass its best chance of recovery.

Happy flying, **Derek Whelan, Club Captain**



VALE. Harvey Stiver



VALE

Harvey Stiver



It is with much sadness that we acknowledge the passing of Harvey Stiver who has been a stalwart member of Model Flying Hawkes Bay for the past forty-plus years. Harvey was born in Wellington in 1941 and had a life long interest in aviation and aeromodelling. In the early days it was free flight, control line and gliding and on moving to Hawkes Bay in the late seventies with his wife Pat he became heavily involved in the Hawkes Bay Radio Flyers and radio control flying. Aeromodelling was very much a family affair strongly supported by Pat and his sons Brent and Andrew both becoming enthusiastic and accomplished pilots.

During his time here he held all the positions of office and was President on three occasions giving many years of devoted service to the club and members. He served some time on council with Model Flying New Zealand as the Lower North Island representative, and was greatly respected for his openness, his wisdom and his unselfish sharing of help and advice. He was awarded Life membership of MFHB in 2012 and has served as our Patron for the past five years. Harvey pursued a strong interest in Jet aircraft and the Tokoroa group with Andrew as his chief pilot. Latterly his interest has focussed more on building and flying Vintage class models, he was a prolific builder! Just four days before his passing he called me to his bedside, gave me a list of all his vintage models and asked that they be sold in our up coming auction for the benefit of the club. Such was the mark of a man who thought of others before himself right until the very end.



Harvey's funeral was held at Crestwood in Hastings on Friday afternoon 20th May with a large attendance of family, friends and modellers from around the country.



It was

CLUB ACTIVITY May 2022



Well the working bee as reported last month was a boomer, and since then Lance has continued to have a harrowing time with the tractor and already the grass is showing through. With the newly tended surface, Awatoto Field once again is going to be a jewel in the area.

Currently we're closed for three weeks for duck shooting but that hasn't deterred the "Shedders" on a Tuesday morning.

We spent some good time sorting through the gear given for the **AGM** Auction and Donation table. A hands on affair, it will be an interesting night at the **AGM**, there is a lot of good "Stuff" on offer.



After **Mike** disassembled the Cub motor, **Phil** has dealt with the "Tightness issue" with our newly purchased D/Who motor for the club Cub. Turns out the bearings were over compressed into the crankcase housing and a spacer was missing. A bit hard to understand how a "New ???" motor could turn up with these defects. It's now turning over sweetly, but might not have lasted long in it's previous condition. **Thanks Phil.**



Rocket Lab
Launch
Geezers
Gazers up on the Awatoto foreshore (Nuttin' to see but the exercise was good for them !)



Wednesday 25th May. **AGM Night and Auction Sale.**

Some thirty-five members gathered at the Hasting National Services Club for the **MFHB Annual General Meeting** which was followed by our monster **Auction and Give-Away Sale**. A very successful night on both counts.

The AGM followed normal procedure of reports, general business and the election of officers. The meeting opened with a moment of silence in remembrance **Barry Price** and our **Patron Harvey Stiver**, both stalwart members with a long history of membership and who will be sorely missed.

The following officers were elected unopposed for the incoming year.

PRESIDENT; Marty Hughes
SECRETARY; Barry Kerr.
TREASURER; Rob Lockyer.
CLUB CAPTAIN; Derek Whelan.
COMMITTEE; Lance Hickey (Field Officer) / Joe Wurtz / Mike Shears / John Sutherland.

The meeting was followed by the Club Auction where **Marty Hughes** our "auctioneer slendido" proceeded to shake the moths out of member's wallets with his good humoured style and we raised a princely sum in excess of \$2800 and counting. The donation and give-away tables were well patronised. A great effort by all involved, **Thank You**.

Sunday 29th May.

We're back, so "Goodbye Flooding and Goodbye duck shooting" and Sunday 29th was a great flying day and well supported by members. T'was a bit like an old Picnic Meeting with models being carried out and pitted beside the pilot flying station. The strip is in excellent condition mostly covered with a good soul of grass and the rest of the field though still very silty looking has grass shooting through and the surface again is excellent thanks muchly to the long hours **Lance** has put in on the tractor towing the harrows. The access road and carpark have once again received attention from **Gallaghers** and are in excellent condition.

A good turnout and **Dave and Barry K** manned an excellent free Club Barbecue for our benefit. A good selection of models were flown, let the pictures tell the story, mainly through **Clive's** lenses.



Top Left C/Wise;

Pilot training starting young **Master Jessop / Dave Kenwright** getting some advice from **Ed ! / Sous Chef Barry** dealing / **Master Chef Dave** really getting down and into his work.



Top Left C/Wise; Pitting at the strip / Crash 'n Splash / Pits / Pits in the sun and chat / the long dusty road home !/ Kim & Dominic Clarke with Dom's 120 powered IMAC Ship, great young pilot / James with Dad Gus and re-furbished ex-Russell Sukhoi. James's great workmanship and flying it well / Rob Hughes flies his Fox off into the deep blue sky.



Clockwise from top Left;

Rod about to launch FPV / **Jose Cerezo's** Trainer / **Danny** on flypast / **Stan the Man's** Yak / **Marty's** latest "*I'm not buying any more models*" Smiths Miniplane / **Dad's** flying wing .. I think ?

A good day was had by all and a big

thanks to **Lance** for making it all available and the **barbecue boys** for feeding us. **Ed.**



More aerial shots from Clives monster lens of Sundays flying above Awatoto Field.

******* COMMERCIAL ANNOUNCEMENT *******



Clive wishes to advise the arrival of the latest range of SEAGULL KITS. Place your orders NOW !!



The “SHED” MFHB May 2022

At MFHB our “SHED” has quite a history which newer members will not be aware of and most of the “older” members might have forgotten about ! When we first arrived at Awatoto with our only asset, an early 1900 Red Mk1 #!!\$**% Tractor with flail mower attached, we needed somewhere to store it. Ravensdown came to the rescue and let us park it in a series of lean-to sheds. Salt air and acid corrosion was taking it’s toll and Ravensdown then allowed us to build a storage shed on the seaward end of their acid plant. This was facilitated by the generosity of Scottsdale Industries through our member the late Gary Frazer who was a partner there. Our first Computer generated metal constructed shed, assembled by members, stood there for some years storing our tractor and ancillary gear.

In 2012, Ravensdown enlarged their Acid plant and our shed had to go. They very generously offered to relocate the building into the end of their maintenance depot on the other side of the access road at their cost. This was a major boost for the club, improving both access and security, with connection to both power and water all gratis.

In 2014 we ran the very successful “Youth Program” with eight families building the “Clubba “ model and we would roll out the tractor and set up trestle tables and conduct the building there. This move proved so successful using the tractor shed as a focal point a mini-clubhouse, that the idea of enlarging the shed as a clubhouse was born and once again “Scottsdale” under the guidance of Lance Hickey came to the party and computer created an enlarged add-on shed extension. Unfortunately some of the local low life caught on to the idea, and overnight our stack of made up metal frame components awaiting assembly disappeared. Undaunted, Lance ran another set of metal frames, this time with the club paying for the metal at cost (subsequently covered by selling the original frames which we got back after the police found them during a property raid in Bay view). This time a group of members assembled the new frame at Scottsdale under Lance’s guidance and with help, the club built the new extension. We now have a new clubhouse cum tractor shed.



Above, a new slab was poured and our shed arrived from across the road on the back of a wee truck



Members then insulated and lined the Clubhouse area with maltika sheets kindly donated by Pollett's Joinery, set up work benches, storage and a kitchen area and our resident electrician Rob attended to the electrical needs with numerous lights and power points and an alarm system. Tools and gear have been acquired, purchased, purloined and donated, and we now have an excellent and well equipt modelling workshop. There is a significant amount of donated gear which is available to members for the asking. If you're in need of a fuel tank, and ESC, a small motor, servos etc etc etc. Come and have a look there may well be something to suit.



Numerous projects have been born and carried out here, Vintage builds, foam model builds and the refurbishing of members' and donated models.

Every Tuesday am we hold a “Members Shed” morning which may see anything from half a dozen to fifteen or more like minded souls congregate for some aeromodelling camaraderie, seeking advice/help, wanting a chat and a Cuppa coffee/tea with the occasional scones and goodies thrown in. Projects are born and the world put to right, latterly it became the collection and organising point for the club auction. We have a large screen flight simulator running in the shed which gets regular use.



The Club Cub lives here and is maintained here under Mike’s caring and watchful eye.

Members, this is your clubhouse/workshop, you’re welcome to make use of it and enjoy the facility as it has become an important part of Model Flying Hawkes Bay. The clubhouse has a different key to the access gate, and if you wish to have a key to make use of the facility, then contact Rob our Treasurer who will issue you with one and your personal security PIN for the alarm system. **ED.**

Phil's Rotary Magic. Pt 11 May'22



On Sunday 29th after flying, a group of us gathered at **Phil's** home to witness the start up of the Gnome Rotary engine. What an experience. As you can image considering Phil's attention to detail and expertise, the motor started on only it's second prime and flick. Maybe "Flick" is not the right word for spinning the magnificent 35inch propeller, "Swing" I think maybe more appropriate with the impetus being supplied by **Russ Nimmo** wearing a suitable gauntlet.

Here are two links to some video action I shot at the scene, not the best of videos but that will improve next time as I've now come to terms with my camera and the video editing program.



https://mfhb.org.nz/wp-content/uploads/2022/06/MVI_6845_x264_003.mp4



https://mfhb.org.nz/wp-content/uploads/2022/06/MVI_6848_x264_001.mp4

Phil reports; *I had way too much oil flowing through the pump and managed to cover everyone and the driveway with a big slick, Sorry guy's! The main thing was that cylinders 4 and 5 were not firing correctly. The engine ran at 2200rpm, which wasn't too bad for 7 or so cylinders. It certainly moved a lot of air.*

I have some more work to do on the fuel system as the Tygon fuel lines will not take the pressure from the pump and eventually burst. Some Festo fittings and line are on the way. I have stripped the engine down and discovered a couple of minor clearance issues which I am correcting. I am also changing the fuel nozzle to enable it to be removed without stripping the engine. It is such a fine hole that it blocks fairly easily.

Otherwise it was very pleasing to hear it run, and hopefully it will be back together in a couple of weeks.

Regards, Phil.



For those of you who have not seen it, this animated video of the assembly of a [Gnome 9 \(Monosoupape\) Rotary Motor](#) will give you some idea of the enormity of Phil's project and an understanding of rotary engines.

Next on the bucket list is the building of a steed for the motor and word has it that it's already on the way .

WATCH THIS SPACE !!



The LIDL GLIDER conversion May'22



In the UK, the LIDL Supermarket chain sell a foam glider, obviously made in China, as it is also marketed here by K-Mart under the ANCO brand and sold as the "Big Foam Glider". 600 mm wingspan, and like Henry Ford, comes in either red or blue and sells for the princely sum of \$12.00. Well, I don't know about you, but I've not had so much fun for \$12.00 since I was a teenager !

I got to hear about them from my recently retired friend and co-modeller Mike Anderson from Lake Hawea down in the deep south who has bought a truckload and is on his third or fourth conversion and currently working on twin and EDF conversions. Combine this with his low cost radio refurbishment skills, apart from having fun himself, I know he is keen to promote this low cost entry into the hobby, especially for the youth in his area !



Moulded in EPO foam, they are almost indestructible and easy to cut, modify and glue with cyano, epoxy or hot glue. The possibilities for slope soaring, electric power and model conversion are endless, and a quick search on the web under "LIDL FOAM GLIDER" will bring up a multitude of videos and forums. [CLICK HERE FOR LIDL IMAGES](#)



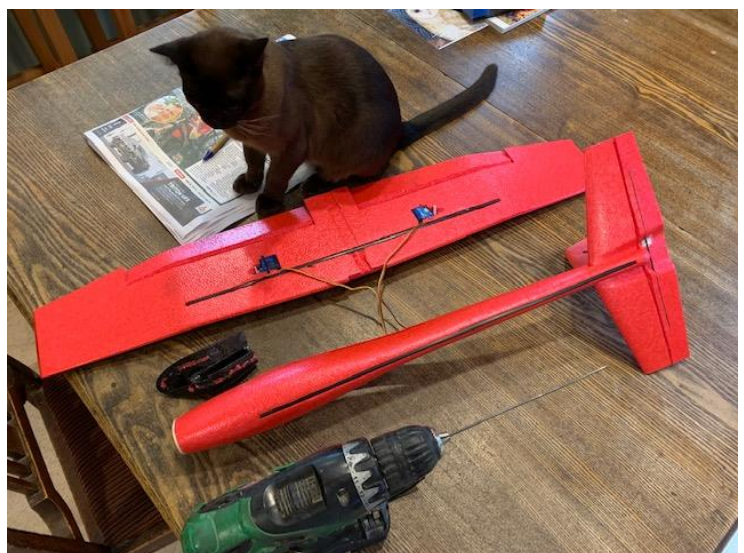
Of course I couldn't do this on my own so have had to bring Mike Shears in on the act and we've been having a ball. So much so that I think we might have infected a few more along the way, word has it that already Stanley and Barry K, Roberto, Crash & Splash, Marty and John C and Mike H have all paid a visit to K-Mart and come away with a collection of red and blue boxed gliders ! Needless to say they and others have had a fly of my Mark 1&2 versions and were immediate converts. Mike and I are keen to promote the build to the club and to that end we have been

busy building and converting and learning all the various tricks along the way. I'm now starting on Mark 3 combining that experience including advice from Mike Anderson, and to date have to say the model is a winner. Inexpensive, an excellent flyer and fun to build. What follows here is a rundown of how we have approached the conversion of the foam "Chuckies" to electric RC. We're not out to tell you that this is the only way to do, but to share our experience and show you how we have gone about the build.

You need a very sharp knife to deal with EPO foam and a bit of imagination. Initially the emphasis is on keeping the cost down, using your existing gear or some of the gear from the club shed. What follows is my approach to my Mk 3 conversion using the experience of my first two builds. The one thing that stood out through building and test flying was the CG positioning and this is largely governed by the size and placement of your motor and battery and gear. Aerodynamically the model is a great success and for easy trimming and flying we have found the CG needs to be between 50 and 55mms back from the leading edge at the fuselage side. The heavier the motor and ESC then the further back you need to place your servos and the battery position becomes critical once all the gear is in place. **To this end, my advice is to "kitset" the whole model and not glue any wings, tailplane or servos in place until the CG and battery position has been determined.** I didn't do this with my first two and then had to make changes and add tail weight which is now avoidable using this "Kitset" approach !



First job was to remove the black foam cabin cover which had been glued on and comes off with a bit of judicious cutting just a few mms in around the edge. I then cut off the front of the fuselage at the junction of the black cabin top, this cut needs to be made carefully allowing 3 to 4 degrees of downthrust and a whisper of right sidethrust. Then made a 1/8th liteply firewall/ motor mount and cyano'd that in place. I inserted two 120mm x 2mm carbon rods to strengthen the front fuselage by drilling two holes in the mid-sides of the firewall and then using a piece of 2mm wire to drill two long holes to the back of the cockpit, then inserted the rods with a smear of cyano. That's the last of any gluing until everything is trial fitted and the CG determined for the battery placement and wing position.



Next the fuselage needs stiffening with a carbon rod or tube, in my case a 4.5mm tube from a lot of kite making carbon that Clive donated to the shed. I made a 4.5mm wide trench along the bottom from the rear of the cockpit to the tail. I found it easy and tidiest to run a new sharp scalpel blade a couple of mms each side of the moulded centre line to ensure the fuselage stays straight. Then dug out the foam to a depth of about 6mm with the scalpel and a

screwdriver blade and trial fitted the carbon so it was about 1 to 2 mms below the surface. I wanted room on top to run the elevator servo wire.



The elevator was then cut off the back of the stab (40 mm deep) and a piece of carbon or an iceblock stick glued in for stiffening. (Yes I did glue this part !) The elevator was chamfered and hinged with mylar or small pin hinges later to be cyanoed into the foam. Be aware the elevator can slide into the fuz either in the "Up" position for a looping chuckie or turned over for the "level" position we require for normal flight. Now the elevator servo can be fitted through the rudder on top of the stab with a tight push fit to be glued later. Also that servo wire needs extending long enough to reach the cockpit.



The wing similarly needs a channel cut 460mm long x 4 to 6 mm wide to take a carbon stiffening rod. This needs to be 45mm back from the leading edge so the servos can be mounted behind in holes similarly dug out. Reading the Web some builders take the dihedral out of the wing using either steam and an iron or a heat gun. I found using a heat gun carefully I took out about half the dihedral but care is needed as the heat starts to distort the surface so I

chickened out at about half way and I'm still not convinced this is necessary. I cut the ailerons bigger than those printed on the wing, 50mm deep at the centre and each 260mms long, chamfered the under leading edge and fitted with three small pin hinges each. Control horns I cut from a credit card and (later cyanosed into place). Control rods are 2mm wire with swivels and locking clips. The trailing edge of the wing and tailplane is quite thick and I have chosen to slice off some of that thickness on top of the wing. The jury is still out on the value, I like to think it makes it fly better ?



Lastly, the cockpit area needs digging out to accommodate the ESC and the receiver, taking out only as much as is necessary and holes cleared to get the aileron and elevator leads through. The CG as noted above needs careful placement and with all the gear on board our first model was seriously nose heavy at 30 mm. It flew okay but climbed like the devil under power and dived in the glide so could be trimmed for one or the other but not both. After adding more down thrust to no avail we realised the CG was way too far forward and nearly an ounce of lead in the tail solved everything and that was with a light Turnigy 2700 /1300kv 27gram motor up front and a 6 amp ESC ! Hence my advice not to commit until you have everything in place as most will be using heavier motors. My Mk3 has one of the gold "club inherited" motors, 1400 kv and weights 60 grams and a 12 amp ESC. For this reason we have kept the servos as far back as possible and using the battery placement in the final adjustment. There are two strategies available to help the CG location, the battery position fitted in a slot through the fuz under the wing as desired, or moving the wing forward if extra help is needed, by cutting a slot in the front of the wing and sliding it forwards in the wing slot.

Here on the right is a range of the motors we are or contemplating using, all should be suitable and a number are available from the club workshop collection.



Once the construction and the balance was satisfied then I glued in both carbon rods by running a bead of hot glue in the bottom of the channel and pushing rod in. If you don't have that facility you can cyano or epoxy it in place. I then set the servo wires on top and run a 12.5mm wide piece of Bear cloth tape over the length of the rod. That idea I stole from Mike Anderson and it works a treat. Having bought a 25mm wide roll from Mitre 10 , I lay a length on a sheet of silicone cooking paper and then cut it to whatever width I need. I used black but I see there are colours available also and it has great stickability.

As said, this is just a guide as to how we have approached the build, there is a bucket load of info on the web and that with your own experience and imagination can lead to a lot of fun. They are great little flyers and there is plenty of gear available in members' workshops and the club shed, motors / carbon rod / Servos etc, they don't need to cost you a bomb. At present I'm using 2cell 460 and 550 lipo batteries from my vintage models, but plan to bring in some 800mAh lipos at a cost of around \$20 each. Have a search on the web for batteries also for inexpensive ESCs around 10 to 12 Amps. Visit K-Mart and grab a couple of "Big Foam Gliders" at \$12.00 each and you're into it !



If members are interested and want some help, we would consider running some building sessions in the Club Shed and then after that some Fun Flying sessions. If you want some help or are interested in joining in a build, give me a call and well see what can be arranged.

Barrie. 06 8353896.

Info & Things May 2022



Last month some of our members travelled south to Omarama for the annual Sth Island Glider Tow meeting. To date they've not shared their experience, but I've received this excellent video of some of the event posted here



[AERO TOW HERE](#), well worth a look. AND, Graeme Rose's video posted below.

A neat video of a large model meeting in the Swiss Alps. [Swiss Turboprops in the Swiss Alps! - Model Airplane News](#)



Comment from our resident photographer **Clive Baker**;
Whilst photographing Phil's Gnome rotary start up;

My camera has a focal plane shutter. It comprises two curtains with a gap in between. When the shutter is activated the gap moves from bottom to top allowing light through from the image to the sensor. But it also means that the shutter is open later at the top than the bottom. Hence the propeller blade has moved by the time the gap in the shutter gets there.

*Hence the propeller appears bent. **Clive.***



Graeme Rose sent in these interesting video clips from his glider towing exploits. He writes;

A video clip from my glider, taken Sunday weather was spot on at the HB Aero Tow 29th May 2022

<https://youtu.be/3UWDQ3b7qXg>



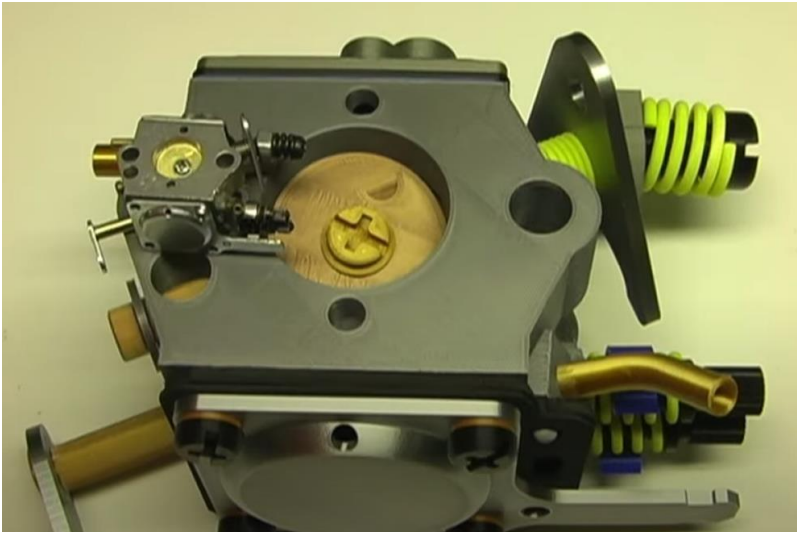
The one you have seen here is a 5m Petrel gull wing glider, with a GoPro clamped to the wing and it sticks out the front, about in line with the middle of the cockpit. And it didn't alter the trim at all. I am looking at making a thing that I can control by my radio to move it from looking at the cockpit to out the front.

<https://youtu.be/sP9F2q5x0-Y>.

This one is of Omarama With a Runcam taped to the wing of my 4m ASK 18

Graeme. R.





This is from **Mike Harris**, an excellent video explaining the working of a 2 Stroke carburettor.

Seen here a normal one sitting on an enlarged 3D printed model he has used to show more easily the workings of a 2-stroke carburettor.

[CLICK HERE TO WATCH THE VIDEO.](#)

The Real Meaning of – S.O.S.

An Airbus 380 is on its way across the Atlantic.

It flies consistently at 800 km/h at 30,000 feet when suddenly a Jet Fighter appears. The pilot of the fighter jet slows down, flies alongside the Airbus and greets the pilot of the passenger plane by radio: **"Airbus, boring flight isn't it? Now, have a look here!"**

He rolls his jet on its back, accelerates, breaks through the sound barrier, rises rapidly to a dizzying height, then swoops down almost to sea level in a breathtaking dive. He loops back next to the Airbus and asks, **"Well, how was that?"**

The Airbus pilot answers: **"Very impressive, but now, you look!"**

The jet pilot watches the Airbus, but nothing happens. It continues to fly stubbornly straight, with the same speed. After 15 minutes, the Airbus pilot radios, **"Well, how was that?"** Confused, the jet pilot asks, **"What did you do?"**

The Airbus pilot laughs and says, **"I got up, stretched my legs, walked to the back of the aircraft to use the washroom, then got a cup of coffee and a chocolate fudge pastry."**

The moral of the story is: When you are young, speed and adrenaline seem to be great. But as you get older and wiser, you learn that comfort and peace are more important.

This is called S.O.S..... Slower, Older & Smarter.

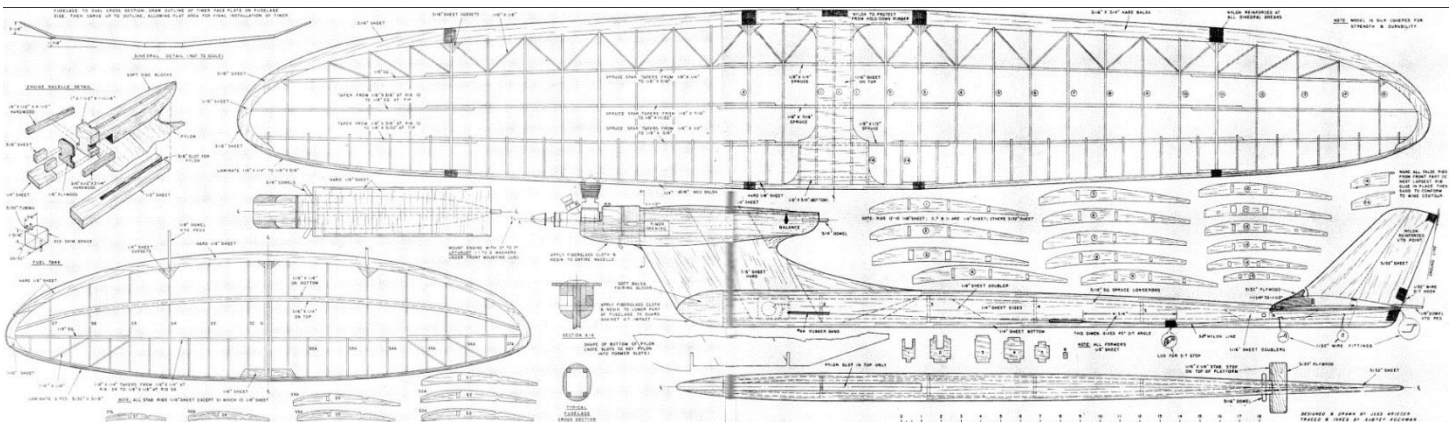
Dedicated to all my friends who are, like me, now realizing that it is time to slow down and enjoy the rest of the trip.

VINTAGE REPORT May 2022



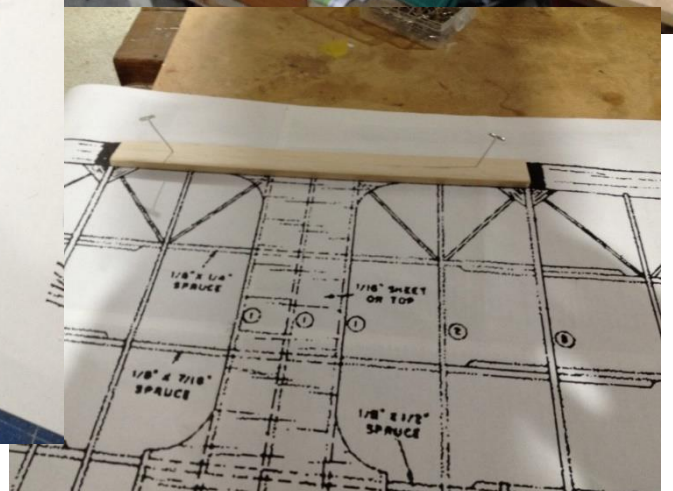
Not a lot to report what with Covid, floods and duck shooting closures, however, we're back on the field and rarin' to go. This month's (June) **NDC** is for **Vintage Precision** and **Vintage E Duration** for which we have plenty of qualifying models; Bombers, Stardusts, Buzzards, Playboys, Tomboys, Mammoiselles, Miss America, Mercury, Cloud King, to name just a few. When we get a good Saturday morning forecast I'll endeavour to make a call so keep your batteries on storage and ready to charge and go.

Anthony Hales has made the momentous decision of what to build next as a qualifying model for E/Classical competitions and is running with his choice of an **EPHEMERIS**. **Anthony wrtes;**

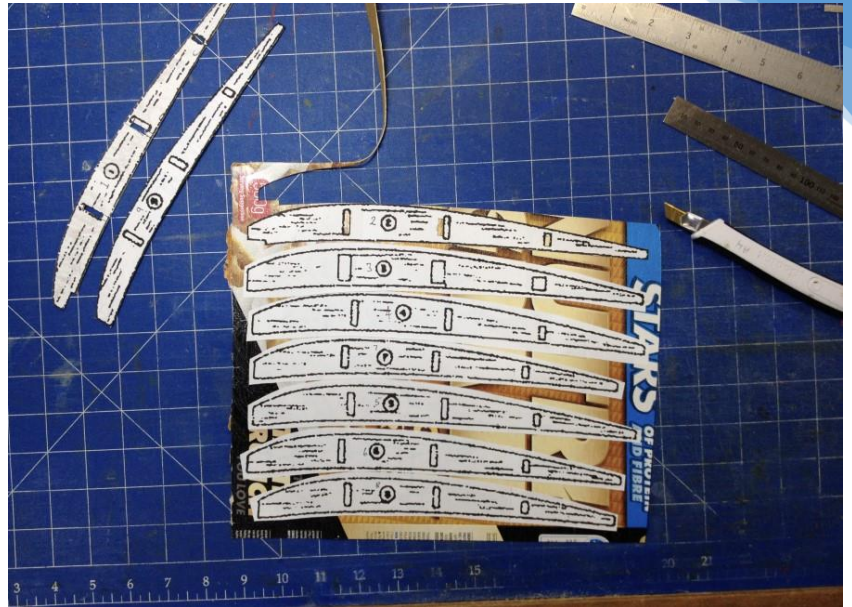


Hello Barrie.

As you can see from the photos I've made a start on the Ephemaris build with the wing being built first. The wing is built in five sections (to be assembled later) with the centre section flat on the fuselage. I'm starting with the centre section.



I have enlarged the plan to 130% therefore all the written measurements on the plane are incorrect and the lines are very thick and fuzzy making it necessary to measure and fit every part. I downloaded the plan from Outerzone and printed it out on A4 paper as a poster with cut marks. Each plan is made up of 42 pages which have to be glued together very carefully. I made two copies of the plan, one to work on, the other to cut up. I glue the plan pieces onto cereal box card and cut them out as templates. I cut and shape all my own strip Balsa, as using an enlarged plan requires material that is not to a standard size. As to the thickness of materials shown on the plan I make a judgment call to use the same thickness or a size larger. Balsa seems to be in

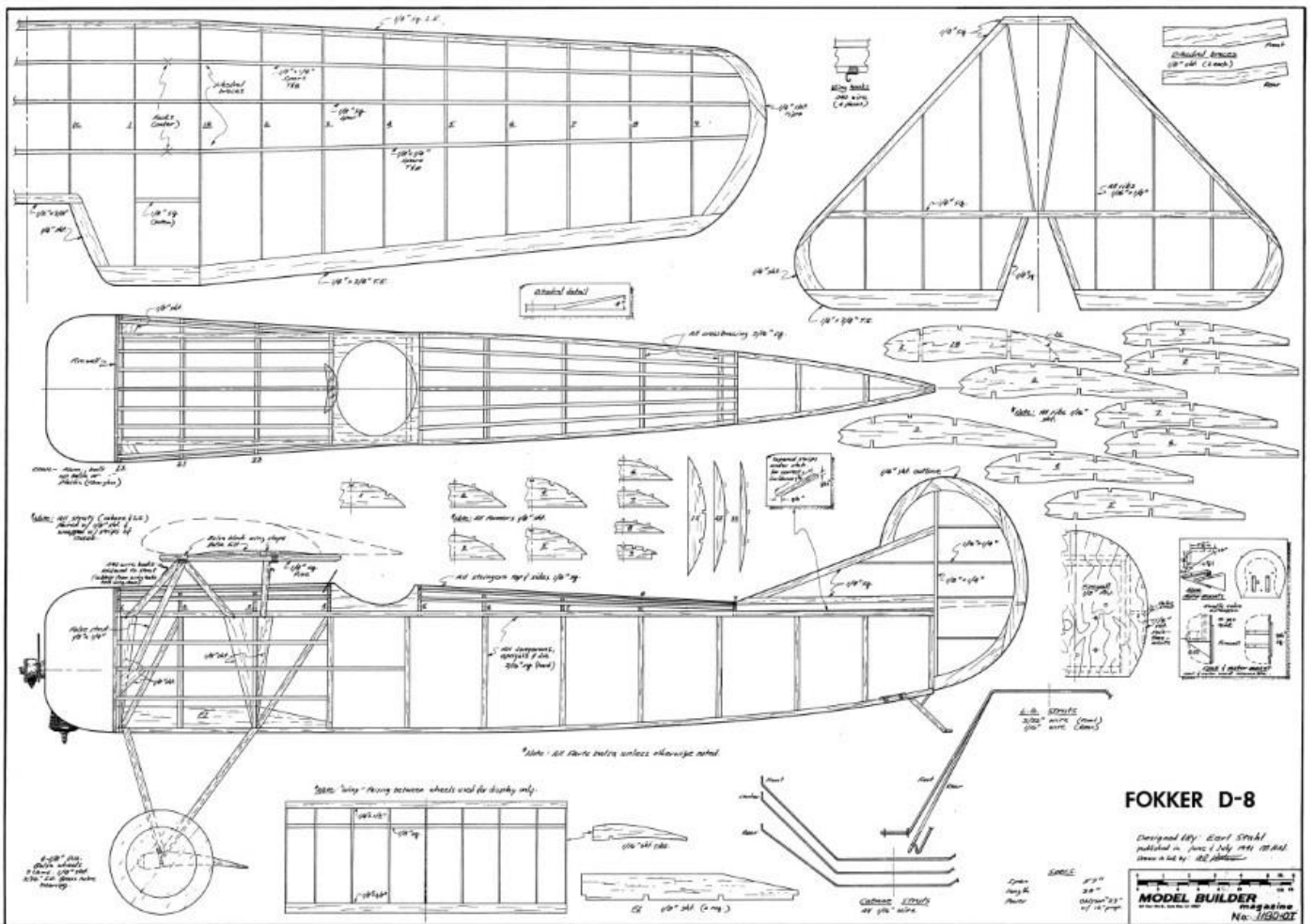


short supply at the moment and I've been unable to find any Spruce strip for spars and have resorted to using 1/8" marine 5 ply, I think it will be a little heavier but stronger and I can always cut holes in the spars and ribs to help reduce the weight, I want it as light as possible. When I cut a hole for weight reduction I have to consider strength and always use very thin CA around the hole. I've fitted the ribs to the spars using medium CA, I've had to adjust them as I go resulting in some slightly bigger clearance than I'd like and I've used thin slivers of Balsa to pack any gaps, not a situation I like but it's been necessary due to the thick and uneven lines on the plan and to add to the this the plan is not accurately drawn, the position of the cutouts for the spars are wrong on some ribs but I'm enjoying this build more so than the Playboy which was rather conventional, this model seems a bit more of a challenge.

Anthony.

Been corresponding with **Allan Knox** in Christchurch recently, he is a keen competitor in the vintage scene and runs the National NDC Comp. One of his favourite classes is the **Vintage & Classical Texaco Scale** class which up till now he has campaigned with a Megow Cub. He felt the need for a lockdown project and has been building a Fokker D8.

Allan writes; *I have been working in the shed on my new Scale Texaco Model usable for A/Tex and Open too. It's a Fokker D8 from a 1942 Earl Stahl plan. I've always fancied one. PAW Diesel power. It's ready for radio install then covering. Covering should be fun with all the interesting German WW1 schemes out there.*





Nice build Allan, Many thanks for sharing, good luck with the test flight and happy competing. I might just be tempted to put a Four stroke in my very uncompetitive Flying Bathtub (Aeronca C3 Cub) and come looking for you . Cheers, Ed.



FOR SALE & Wanted May 2022



FOR SALE;

The famous club build aerobatic trainer designed by Barrie R. “**Clubba**”. This is the original designed version and not the cheap economical foam board one. This is complete and setup ready to fly with Spektrum AR7000 receiver with 1 remote receiver, Hyperion 50A ESC. Just add 3S 2200 battery and go fly. Has had 100’s of flights and only 1 rebuild. Now in near new condition.

\$125.00 ono.

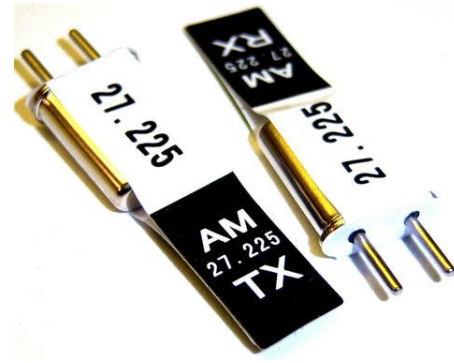
Ph. **Rob** 0274483559.



Wanted;

RX and TX crystals for 27MHz, 35MHz, 36MHz and 40MHz. for some resurrected long wire Rx & Tx radio sets.

Contact; Anthony. Ph; 06 8568223.



FOR SALE

Hobby Zone Super Cub. One careful lady owner who learnt to fly and then donated the model to our club. This is a complete package, ready to fly model, 4 channel Spectrum Tx, two 3S Lipo flight batteries and charger. Go plug in and play ! The receiver is a Safe model. The replacement cost with batteries \$380+.

A steal at **\$150.00** ono.



Phone Barrie on 06 8353896.

Plastic Tool / Flight Boxes

Two boxes in excellent condition, donated to the club.

MAKE AN OFFER

Phone Barrie on 06 8353896.



This just in from Hamish Galloway for all you budding aerobatic enthusiasts;

Hamish writes; *Our shipment of Pattern models have arrived in NZ. I have bought these in to help make models more accessible to everyone at an affordable price. They have high quality fiberglass/ balsa laminate fuse and light built up balsa wings and stabs.*

The 2 meter Agenda is \$2150 . Fantasista 110 size is \$1600



The 110 size model is designed for an 8 cell setup and will be much cheaper to put together and is big enough to fly our clubman right through to F3A , it's about 20% smaller than the 2 meter version

Contact me on **0275384212**. Or email me nzwormzz@gmail.com if interested. **Hamish Galloway**

COMING EVENTS May 2022



AUCTION

SUNDAY 12TH JUNE

REGISTRATION 8.30am AUCTION 10am

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

CLASSIC FLYERS AVIATION MUSEUM
Jean Batten Drive
Mount Maunganui

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

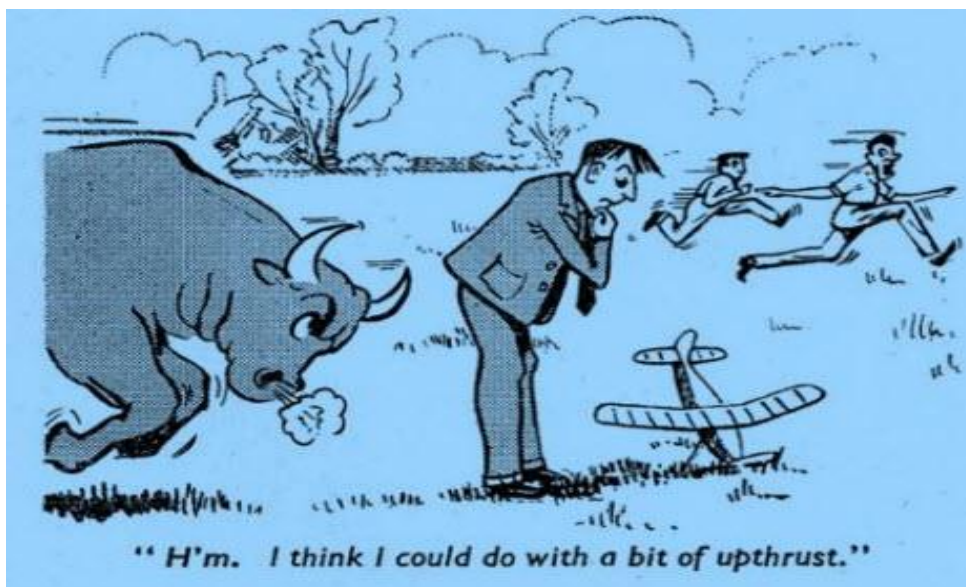
Ticket Information:
Family Pass: \$25 • Adults: \$10 • Kids: \$5

Now in its 27th Year!

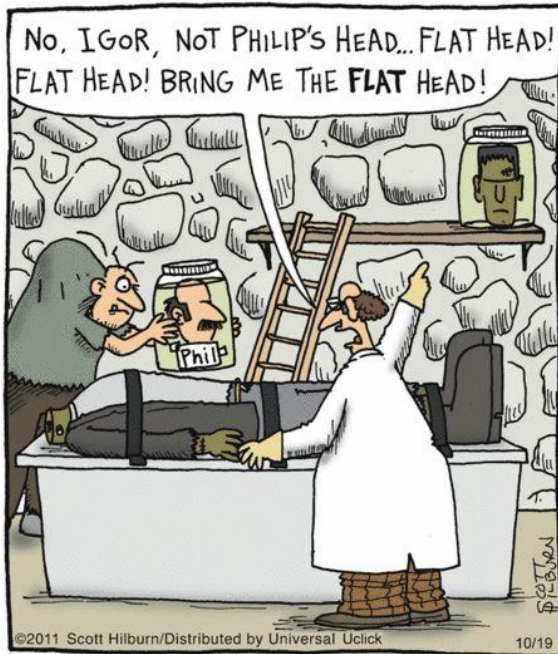
2022 Soaring Calendar

06/03/2022

June		NDC	Event #418, ALES 200 Class M (Scoring per 3.13.7)
June		NDC	Event #419, F3K Tasks B,D,G,H only (total raw scores)
June		NDC	Event #420, ALES Radian Class P
June	4th & 5th	NI F3K	F3K Round 2 NI Series - (venue to be confirmed)
June	24th <=> 26th	NI Aerotow	Hawkes Bay, Aorangi Road
July		NDC	Event #421, Thermal H (2 Metre Glider)
July		NDC	Event #422, Thermal A (Open)
July		NDC	Event #423, FAI F5J, 4 Rounds (Total Raw Scores)
July		NDC	Event #424, ALES 123 Class N
July	9th & 10th	NI F3B	F3B Round 3 NI Series - Black Bridge, Hawkes Bay
July	22nd <=> 24th	NI Aerotow	Hawkes Bay, Aorangi Road
August		NDC	Event #425, Thermal B (10 min)
August		NDC	Event #426, X5J Unlimited Class O
August		NDC	Event #427 NZ F5K CLASS Q, 4 Rounds, Tasks A, B, C & E (Total Raw Scores)
August	19th <=> 21st	NI Aerotow	Hawkes Bay, Aorangi Road
August	27th & 28th	NI Electric	FAI F5J - Black Bridge, Hawkes Bay
September		NDC	Event #428, Thermal D (F500)
September		NDC	Event #429, ALES 200 Class M (Scoring per 3.13.7)
September		NDC	Event #430, ALES Radian Class P
September		NDC	Event #431, Thermal J (2,4,6,8,10)
September	10th & 11th	NI F3B	F3B Round 4 NI Series - Black Bridge, Hawkes Bay
September	16th <=> 18th	NI Aerotow	Hawkes Bay, Aorangi Road.
October		NDC	Event #432, ALES 123 Class N
October		NDC	Event #433, ALES Radian Class P
October		NDC	Event #434, F3K Tasks B,D,G,H only (total raw scores)
October		NDC	Event #435, FAI F5J, 4 Rounds (Total Raw Scores)
October	6th	Soar SIG	Soarchamps - F3B - Black Bridge, Hawkes Bay
October	7th	Soar SIG	SoarChamps - F3J & ALES 200 - Black Bridge, Hawkes Bay
October	8th	Soar SIG	SoarChamps - F5J - Black Bridge, Hawkes Bay
October	9th	Soar SIG	SoarChamps - F3K & F5K - Black Bridge, Hawkes Bay
October	6th <=> 9th	Soar SIG	Soarchamps - ALES Radian, Time TBA - Black Bridge, Hawkes Bay
October	14th <=> 16th	NI Aerotow	Hawkes Bay, Aorangi Road
October	29th & 30th	Soar SIG / NI F3K	Southern Fling F3K & Round 3 NI series - Black Bridge, Hawkes Bay
November		NDC	Event #436, F3K Tasks B,D,G,H only (total raw scores)
November		NDC	Event #437, ALES 200 Class M (Scoring per 3.13.7)
November		NDC	Event #438, Thermal H (2 Metre Glider)
November	25th <=> 27th	NI Aerotow	Matamata
December	2nd <=> 4th	SI Electric	Open FAI F5J, Christchurch.
December	9th <=> 11th	NI Aerotow	Hawkes Bay, Aorangi Road



A CLOSING SMILE. May.'22



Who said Aussies can't laugh at themselves:

Scientists at Air New Zealand built a gun specifically to launch dead chickens at the windshields of airliners travelling at maximum velocity. The idea is to simulate the frequent incidents of collisions with airborne fowl to test the strength of the windshields.

Australian engineers heard about the gun and were eager to test it on the windshields of their new Qantas A380 aircraft. Arrangements were made, and a gun was sent to the Australian engineers.

When the gun was fired, the engineers stood shocked as the chicken hurled out of the barrel, crashed into the shatterproof shield, smashed it to smithereens, blasted through the control console, snapped the engineer's back rest in two and embedded itself in the back wall of the cabin like an arrow shot from a bow.

The horrified Aussies sent Air New Zealand the disastrous results of the experiment, along with the designs of the windshield and begged the Kiwi scientists for suggestions. Air New Zealand responded with a one-line memo: "Defrost the chicken first"

And that's it from all of us for another month. It would be nice to receive more copy from the membership without having to "draw teeth" each month, but I guess that's the cry of most editors. My grateful thanks to those who do make the effort. See you in a month of thereabout.

Barrie the editor. mfhb. May 2022

