

# Model Flying Hawkes Bay



## Club Newsletter # 138 2022

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**Contributors to this issue;** Barrie Russell / Derek Whelan / Brett Robinson / Marty Hughes / Clive Baker / Mike Shears / Nev Fargher / Ash F / Mike A / Lance Hickey / Myles Maloney / E & OE. /

## VINTAGE & SOARING NDC for JULY 2022

Jul/22	135	VINT	RC Vin / Clas Scale Texaco
Jul/22	136	VINT	RC Classical Precision
Jul/22	137	VINT	RC Sport Cabin IC Texaco
Jul/22	138	VINT	RC Sport Cabin E Texaco
Jul/22	421	SOAR	Thermal H (2 Metre Glid)
Jul/22	422	SOAR	Thermal A (Open)
Jul/22	423	SOAR	FAI F5J, 4 Rounds
Jul/22	424	SOAR	ALES 123 Class N



## From the Editor's Desk June 2022



**Hi Members,** A bit sparse this month, so not many pages for you to wade through, guess the cold weather is having an effect on all. Little input of feedback from the membership and a corresponding slow down in enthusiasm by yours truly. Let's hope things pick up on both counts as the year progresses. I hear snippets of interesting projects planned and happening in members' workshops, please take the time to record your progress and share through these pages. It all helps to engender interest and enthusiasm and makes this editor's life a lot easier and the newsletter worth while.

I understand the first committee meeting was held this month but nothing has come to report. Remember, you are all welcome to request a copy of meeting minutes if you so desire and as with all active clubs, I'm sure your feedback and suggestions would be appreciated by the Committee. **Ed.**

## Prez Sez. June 2022



Well here we are , another month into winter and another month closer to summer. It's been a bit of a mixed bag this month with flying conditions. Our War Birds theme day was cold and windy with only a few of us brave ( or stupid enough ) to brave the conditions. Barry Kerr bought the BBQ down but it was too windy and cold to even heat the sausages.. But it was still a fun morning for those that attended.

Sunday the 19th was a total write off with gale force wind and lots of moisture .... Fast forward to Sunday 26th. Wow, it was like Spring time. The car park was full, lots of pilots on the flight line. Even the new grass is trying to poke its head through to say hello.

Thanks Clive and Brett for being on hand with your cameras and taking some amazing photos.

Barrie and Mike are leading the charge with the new craze of the K Mart mini gliders. I'm sure Danny has taken note and ready for his rebuild.

So the field is really starting to look like a flying field again and Lance is keeping a watchful eye over all his great work. Lance Hickey is surely a man that is outstanding in his field (Flying field that is) Please can we all keep taking those photos and sending them into Barrie along with a story for our MFHB Prop wash newsletter. We know we all love reading about what's new and what's going on.

Not much else to report as not a lot going on.

See you all at the field.

Happy Flying.

**Marty Hughes** President.

## Club Captain reports. June '22



**Hello Fellow Members.**

So we have seen the shortest day of the year come and go, now we are on the journey towards daylight saves and fair weather. This is not a short trip though and we do have a bit of cool wet weather to pass on the way. It's not to say that we don't get some good flying weather on the way. Matariki weekend was a great example of that. All three days were flyable and the Sunday was one of those days that just could not get any better. Clear blue sky's and 2 – 3 kts down the strip all day long. There was a good turn out of people making the most of that weather and no incidence's to report. Keep those batteries charge and make the effort to get out.

The infield is still all dirt and if it does rain can get a bit messy. Don't stress as this dirt dose drain fast and as long as we have 12 hours drying time its manageable. Lance has been doing an amazing job of getting it back into operation but he can't make the grass grow. It is starting to poke it's head up in most places though. Heads up, we need to call on members for another small working bee. This will be a specific task of walking the field in line abreast with a bucket in hand to pick up stones. These stones will play havoc with our mower. With no grass at present, they are easy to see and pick up. With enough bodies it should all be over in 15 minutes so may schedule it for our next BBQ weekend. We will keep you posted on that one.

I am doing some long overdue upgrades to some of my planes now that the weather gives me no option but to stay home. We can all do the same. Every one has some thing they have been putting off.

Remember that with the field the way it is we have reduced facilities. Consider others. Park cars efficiently, when leaving models out by the flight line keep the starting poles clear. Maybe offer to carry some thing for some one over to the flight line.

That's all from me this month. Hope to see you all at the field.

**Derek Whelan.** Club Captain

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6-19

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**“You’re a little underweight.  
Put this in your pocket.”**





# CLUB ACTIVITY June 2022



**Sunday 26<sup>th</sup> June.** Been a quiet month activity wise, but today the boys came out to play with a good turnout and selection of models. No dramas and plenty of air time. **Brett and Clive** were busy with their cameras so let the pictures tell the story. The car park, shelter, drone area and strip are in excellent condition, the rest still silty but there are signs of the grass reappearing, patience required, the air is still great !



*Top Left Clockwise; Joao with his new advanced*

*Trainer and flying well. / Stan and Danny preparing another test of Danny's mini pattern plane / Pitts / Shelter activity / The "Hughes" Tiger looking and sounding great in the air and on the taxi-way.*





**Phil** is really coming to terms with the Storch now and enjoying it's slow flying characteristics, landing at walking pace. He's going to bite the bullet though and fit a NON-SCALE ( Sacre bleu !!) steerable tailwheel. Walking the length of the strip to retrieve a recalcitrant aircraft mars the end of a good flight !!



**Mike and I** enjoyed a bit of follow the leader with our Lidl gliders, maybe some streamer cutting in the future when those bigger batteries arrive.



**El Presidente** returns after another successful flight of his latest non-acquisition, the Turbo Crop Duster



**Thursday 30<sup>th</sup>**, last day of the month and some vintagers came out to play. Cold start but clear skies and warmed up.

**Stan, Brett and I** got some practice with our Night Trains for the upcoming July NDC, Classical Precision.

The field is repairing slowly, the grass is coming back and the car park, access road and strip are all in good order, thanks to **Brett** for these pictures of Awatoto Field.





Although we are all dedicated aeromodellers, for some there is life after aeroplanes. After flying last Sunday I paid a visit to the Napier Model Railway Club's Open Day at Anderson Park and spent some time with **Myles Maloney** and his incredible creation, a New Zealand 608 Class locomotive. Ten plus years in the making, total scale working order,



what a sight to behold. I wasn't allowed to drive it, but was privileged to be given a ride ! For those of you interested, I did a member profile of **Myles** back in Propwash issue 117 [Issue\\_117.pdf \(mfhb.org.nz\)](#)



Click here to see my rather convoluted movie of the ride etc.

[https://mfhb.org.nz/wp-content/uploads/2022/06/Model\\_Train\\_-Movies.mp4](https://mfhb.org.nz/wp-content/uploads/2022/06/Model_Train_-Movies.mp4)

Our Web Master, **Brett** has also been busy with his "Other" interest, that of plastic models and produced this very nice perfect scale model of a Western Wyvern complete with ordinance.



Latest plastic kit off my work bench is... a Westland Wyvern in 1/48 scale. (A Fleet Air Arm turboprop strike fighter from the late 40's and early 50's) Pretty good Trumpeter (Chinese) kit which I added some photo etched brass seat straps and a panel for the cockpit and it came with a whole heap of ordinance options to choose from too. The main colour scheme was pretty basic... sky lower surfaces and up the fuse side, dark grey upper surfaces.

Loaded it up 16 rockets and a torpedo and also two RATOG (rocket assisted takeoff) units on the underside.

Decals took a while – so many stencils! Anyway, pics of the result, which I'm quite happy with, are below:





## AROUND the BUILDING BOARDS June 22



**Marty "No-more-planes" Hughes**, shares his latest acquisition.....

Sunday the 26th of June bought blue skies and no wind over Awatoto so it was the perfect day to maiden the Legacy Aviation Turbo Duster. With no shortage of power with a 6 cell battery sitting behind a 100amp Esc, it goes unlimited vertical. The roll rate is insane and it flies more like a 3D plane than a crop duster. The CG was spot on and it flew like it was on rails. With a few Flap adjustments from **Mike Shears**, we had the Turbo Duster floating in for perfect touch downs. Sadly the 6 cell only has enough grunt for about 5 minutes of adrenaline but that's just the curse of electric I guess.



The big over size wheels are great for the grass strip but they won't be staying on for long. Fire Brand Aero RC in Taupo also supplied a set of colour matching floats and installation strut kit with the model so it will soon be set up for lake flying. I'm in contact with the land owner of a private lake about 15 min drive from Hastings so guys, if you have a float plane or a keen on getting one then let me know. The lake is perfect for float flying and is very sheltered.

Maybe we could organise a "Club Float Planes Day ???"

Happy Flying.  
**Marty.**





Well, this arvo I paid a visit to Aladdin's Cave and met with **Aladdin**, akka **Sur Lancelot!** An' wot did I find there ? A real live Bulldog and a golden Jug, wot cud be more appropriate ? He was polishing the golden Jug ( Urn!) when I arrived and was wearing a smile to rival the Cheshire ... wouldn't you ?! Have a look at this baby .....



**Lance** has fallen in love with Pilot kits, and rightly so. What a magnificent piece of engineering they are, a lot of thought gone into the design and very well engineered and presented. It just happens that he's had a DLE111 twin NIB under his bed for the last ten years and felt the need to find a home for it. ( **Mike Shears** is smiling, I wonder why ?) All the gen is here .... Pilot Pitts Challenger <https://pilot-rc.com/pitts-challenger-87-2-20m/>

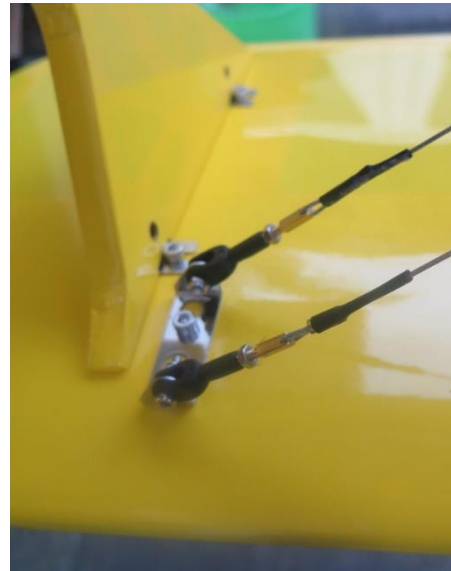
**Specs...** w/ Span 87" (2.200mm) / Length 84" (2120mm) / Wing Area 2265 sq in / Weight 29.4 lb (13.4 kg)

**Servos..** Advanced Radio Brand 4x Ail / 2x elev AR8445 HV Soft Start 7.4v = 35kg-cm. Rud AR 8455 7.4v = 45kg-cm

**Electrics..** Adv/Radio Smooth flite 16 Dual Battery 5 – 12 volts. Batteries.. 2x 2S Life. RX Dual Active redundancy Tech.







Test flight a couple of weeks away ?? Watch this space.

Then the **Genie** started polishing his jug, and look what we found.....



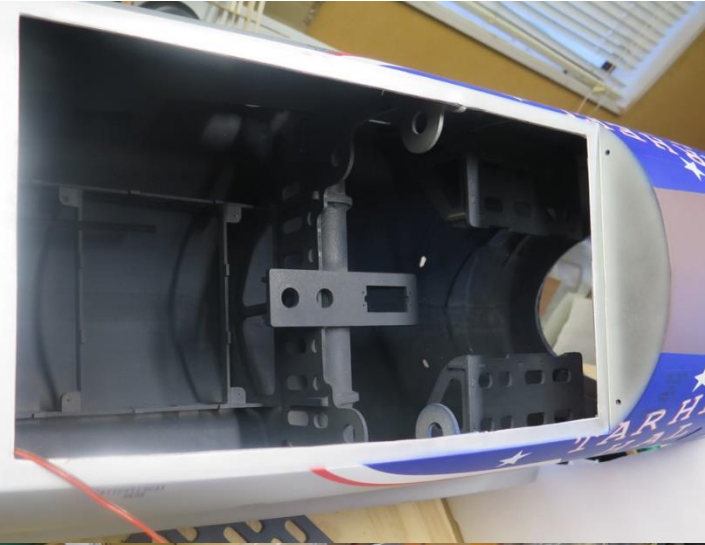
Have a look here ... Pilot P-47

<https://pilot-rc.com/p47d-1-5-94-9-2-41m/>

This P-47 is from a new range of Pilot fully composite kits, and the finish and detail is just amazing. Lance is



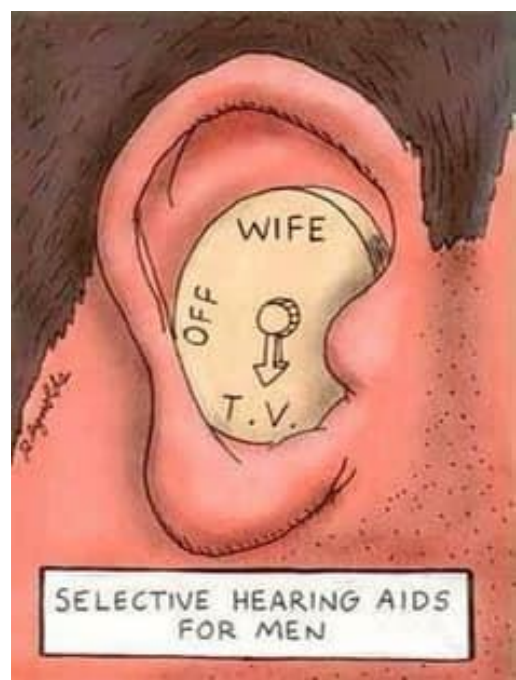
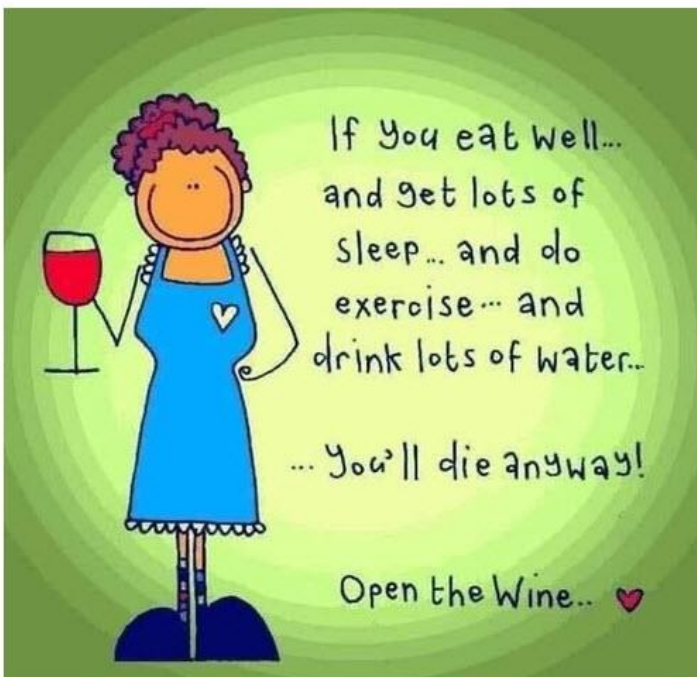
powering it with the 3 cyl Saito four stroke he's bought for the Skyraider which is a year or so away from finishing so he thought he'd just buy the P-47 so he could run the motor in properly ! Yeah Right ! Funny thing, there is an even more powerful 3 cyl Saito available Lance ?



SPECIFICATIONS:

Model:	P47D 1/5
Wingspan:	94.9" (2,411mm)
Length:	75.6" (1,920mm)
Wing area:	1,685"2 (10,870cm2)
Weight:	40.7lbs (18.5kg) with Saito 90R3 engine, electric starter and all accessories

*Thanks for sharing Lance, sure look forward to seeing them gracing Awatoto skies. Ed.*





# LIDL GLIDERS Part 2. June 2022



Call them what you may, "Lidl" gliders from the UK or "Big Foam Glider" from K-Mart locally, so much fun with three pieces of EPO foam in a brightly coloured box. To date, Mike, Danny and I have shown up with conversions and I hear others are in the pipeline. I've been flying and testing my third conversion using the gear left over from the club sale table to test it's viability and must say I'm pleased with the result. In this conversion I've used one of the gold motors A2212/10T 1400kv, 3x 10 gram servos, 12Amp plush ESC, 6 channel Orange DSM2 receiver(case removed), 9x5 folding prop and two lengths of 4.5mm carbon tube. Currently flying with 550 2S batteries which are getting a bit tired and awaiting the arrival of some new 800mAh 2S Lipos which should add even more sparkle to performance.



I've been doing a lot of testing and also quite a lot of reading on the various forums and Facebook pages on the Web searching under "LIDL Foam Gliders". Two things stand out and pretty obvious, C of G location and wing incidence and I'd like to discuss these first.

**Wing Incidence.** For simplicity, I'm measuring the angle between the flat bottom of the wing and the flat tailplane. With the elevator set in the level flying position, there is between one and two degrees positive wing incidence. In the original model the fuselage bottom curves down towards the tail, however when installing the carbon rod in the underside of the fuselage, it is easy to flatten out the bottom of the fuz back to the tail thus in effect giving several degrees of negative incidence to the tailplane. On further inspection and measuring of my conversions, this is what has happened. To offset this effect, you can either (1) vary the depth of the groove cut to accommodate the straight CF rod to preserve the downward curve of the fuselage, or (2) lift the trailing edge of the wing to restore the say 1.5 degree of positive incidence between the wing and the tailplane, or (3) reset the tailplane incidence.

Here following are the pictures of an original and my Mark 2 conversion showing the effect of my inserting the CF strengthening rod....







**What does this mean and matter ?** Well I guess just that every conversion is an individual thing and we have to deal with changes as they occur and each model has to be trimmed accordingly. With each of my models, and Mike's and John's ones, after confirmation of the correct CG location we have test glided them first and made any noticeable trim adjustment before power flying, they've all survived and flown successfully.

**Centre of Gravity location.** The CG on an original glider is about 43mm behind the L/E and in the level tail configuration the model glides and dives quite steeply. To attain a good glide I had to add 6 grams of lead to the rear of the fuz and this took the CG back to 60mms. Reading the Forums, the consensus for a powered model appears to be around 50 to 55 mm and our flying and trimming bears this out.

In my first conversion, I left the CG at around 45mms and with the model trimmed for a satisfactory glide angle, it climbed steeply under power. Adding more down thrust had little remedying effect but once we moved the CG back, eventually to 55mms the climb under power was much less, though still to be expected with the flat bottomed wing airfoil.

As discussed in my first article, the selection and placement of gear is critical in achieving a correct CG location without having to add that dreaded tail weight! Hence the **"Kitsetting"** approach before committing can make this a much easier exercise

**Trimming.** As stated with attention paid to the above, the model may still climb a degree under power, some pilots are happy to deal with this with elevator input. I've experimented with throttle to elevator mixing playing with the percentage and the offset and I like the result. I can now increase the throttle across the range and not be aware of any noticeable trim change. This needs a bit of experimentation as values vary depending on your radio and also the servo set up, however I think it very worthwhile making the effort. Costs nothing to have a go and it teaches you a bit more about the capabilities of the modern transmitter !



Above, **Mike's** conversion, this one running a 3cell lipo and a 7x5 prop, has sparkling performance. **Mike** has also included a flapperon option to effectively change the wing incidence during flight with some interesting results.



**John's** model prior to test flying at the "Shed Field". It flew just the way a Lidl conversion should fly.



**Danny** setting up with **Mike's** help and Stan conducted the test flight which didn't go quite to plan with some instability ?? Some further attention to set up and trim needed, work in progress !!



*This interesting article was sent to me by Nev Fargher. Any of us who flew Tiger Moths in Hawkes Bay and from the Bridge Pa Aero Club will have known and had dealings with this remarkable man. Reprinted here for your interest. Ed.*



## Temple Martin

### A REMARKABLE AIRCRAFT ENGINEER 1909 - 1991



He was English born and emigrated to New Zealand at the age of 18 with his two sisters.

While one of the girls returned to England, he spent a couple of years in the Manapouri district as a tramping guide. But the weather and terrain drove him out to gentler climes and his next move was to Dunedin, where he became employed as an apprentice aircraft mechanic with the Otago Aero Club based on Taieri Aerodrome .

It was here he obtained a few basic engineering certificates and also did a bit of flying before moving north to the Marlborough Aero Club at Blenheim.

1939 meant war.

The New Zealand Air Force commandeered all private and aero club aircraft for training purposes, so Temple was suddenly without a job.

He joined the RNZAF engineering section and as a sergeant was moved to Taieri, which was now a basic training centre for pilots on Tiger and Gipsy Moth aircraft.

The next five years were spent in maintenance and rebuilding various aircraft, mainly the Tigers, and at wars end Flight Lieutenant Martin left the RNZAF as a fully-licenced aircraft engineer.

Now, in 1946 it was a move to the [Hawke's Bay and East Coast Aero Club](#) at Hastings, to service the reformed club fleet - but it was the new industry of aerial topdressing fertilizer which provided him a future where he could exercise the best of his aircraft engineering knowledge.



It was discovered at this time spreading superphosphate by aeroplane on marginal sheep farming hill country was a viable proposition.

Surplus wartime Tiger Moths were cheap.

There were plenty of keen ex war-trained pilots to fly them.

The Tiger Moth started this new aerial topdressing industry, but they were far from being an ideal aeroplane for the job of carting a load of several hundredweight of manure from small airstrips to spread it at low level amongst steep hill country.



The machine was underpowered, had no wheel brakes for ground handling, and mishaps were fairly common.



It was a habit of his to take his camera and photograph most of the mishaps he was called to repair. A huge selection of these pictures are now recorded onto disc which is held by [JOHN SCULLIN](#).



Being made mainly of wood and fabric, a small accident could severely damage the construction and delicate rigging of the biplane.

Several topdressing companies with numerous Tiger Moths started in Hawke's Bay, and Temple, with his experience on biplanes, kept the fleet airworthy.

18 months after moving to Hawke's Bay, he started his own business called **Airepair**, using some leased space in the East Coast Aero Club hangar, followed by building his first hangar on his own property at Bridge Pa aerodrome in 1951, then another big building in 1961.



At one stage, during the 1950's, he serviced and maintained 56 Tigers, based from Dannevirke in the south to Wairoa in the North, as well as a smattering of private Austers, Whitney Straights, Proctors, Chipmunks from grateful owners around the North Island.

He kept a huge rack of refurbished Tiger wings in the hangar to facilitate rapid repairs when called out to rescue a downed topdressing machine somewhere out in the countryside.

When the big hangar was built in the 1960's, son Gary joined the engineering team. By then the day of the Tiger as a workhorse was almost done being replaced with fewer but more powerful metal aircraft which Temple with his extraordinary engineering ability, easily adapted. There were still a number of private Tiger Moths around for years to come, the owners of which always knew to see Temp to sort out their troubles. In this role, he leased out the large hangar and retired to his first small one in 1976, till at the age of 84 he retired for good.

*editorial: Roger Crow*



Every pilot and operator who called on Temp could expect speedy response and expert advice to their troubles, and here is a portrait of the man by an ex East Coast Aero Club member and later private owner .. Bill Shaw....

"As a very junior member of the Aero Club in the mid sixties, I had little to do with Temp as he was always known. He had a reputation for being a bit grumpy, even fierce at times, and one was never quite sure how to approach him should the necessity ever arise. All this changed when I bought a Tiger Moth of my own after the club machine that I had been learning in was written off in a rather unfortunate accident. This was the start of an association with Temp which lasted through twenty two years and two Tiger Moths and was to provide memories which I will treasure always.

Like so many people of his time, Temp's gruffness was really a veneer beneath which was an exceptionally kind, generous and capable man, a true all-rounder who could turn his hand to anything. He couldn't stand trivia or suffer fools, had a wonderful dry sense of humour and was a pleasure to deal with, but heaven help anyone who tried to outsmart him in any way.



Bill Shaw, (centre), talks with Temple, (right)

The service he provided was legendary. In the Tiger Moth topdressing days he employed a large workforce to cope with the endless prangs and mishaps that were the norm and almost a daily occurrence. Included in this workforce were many local women doing nothing but fabric work, mostly covering wings which he always had many in stock. He was always available with his Landrover to come and recover wrecked or damaged aircraft at any time, and would often work all night in the field to get a topdresser flying again the next day.

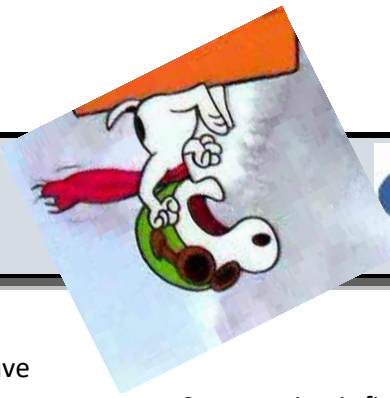
To me, dealing with Temple was always a pleasure. He had incredible knowledge and experience with the type of aircraft I loved and owned. He had a large supply of parts which were a legacy from the topdressing and early aero club days and was always available and willing to help no matter when or where.

A typical example was an incident in Taupo on my way to Tauranga one weekend which resulted in a badly damaged bottom wing. A phone call to Temp produced the usual gruff "What have you broken this time. How many wings should I bring. Are you sure there is nothing else? Ill be there at 7.30 in the morning" and sure enough he and Mrs Martin duly arrived having left Bridge Pa aerodrome early on a Sunday morning to do it. Anyone handy was soon press ganged into giving a hand, (one didn't argue with Temp) and in no time at all the damaged wing was replaced, and then Temp displayed his real skill. He rigged that side of the plane entirely by eye, stood back when he had finished and squinted along the wings and said; "She will probably fly a little right wing low but will sort that out when you get home" and that is exactly what it did!

Temple was a unique product of his time and I consider myself most fortunate to have been a small part of it."

---Bill Shaw

# Classic Pattern June '22



Not a lot of reported activity in the Classic Pattern era. We have the unfinished Beetle back on the workbench and making progress. filming the wings which is a challenge managing the colour scheme design and then fitting all the gear and retracts.

Construction is finished and it's about



My enthusiasm and preference for fixed undercarriage tail draggers remains strong especially after spending the best part of an afternoon with **Mike** getting the retracts sorted. Must say they're looking good though, I think this is going to be an impressive ship. **Mike** had the MVS running again during the week and its purring with the quiet tuned muffler. 11,300 on 12x7 prop, and we have a full pipe waiting in the wings if needed ! The gear is mostly fitted, just plumbing and final assembly, set up and decals and we're good to go.



Still need to get some air time on the Tiger Tail, because of the weather etc have only managed two complete flights to date once we've come to terms with the Fox Eagle Three motor. The model flies on rails, just needs the air time with the motor on song.

**Stanley** is making slow progress with his Tiger Tail, building from a Hangar One Laser cut kitset. We might need to provide some assistance there and get him airborne for the summer season. **Stuart** is back from holiday and keen to get his Dirty Birdy back in the air and practising. **Derek** is somewhere in the wings still sorting out retracting undercarriages with two models almost available. Now that **Robert's** retirement plan is due to kick off, his rebuild also will hopefully become a reality. Add in the **three Galloways** down on the farm and we should have a formidable team of 9 possible Classic Pattern enthusiasts which could make for some real fun monthly competitions both at Awatoto and Norsewood. Plus any other aspirants who would like to join in. Watch this space you're welcome, flying these 1960/70's pattern models through the retro sequences is a whole lot of fun and very rewarding.



# A CLOSING SMILE. June'22



As a guy takes his seat on an airplane, he is surprised to find a parrot strapped in next to him. After taking off, the flight attendant comes around to serve the passengers on the plane. The guy asks the flight attendant for a coffee and the parrot squawks: And get ME a coke.. NOW

The flight attendant, flustered by the parrot's attitude, brings back a coke for the parrot. However she forgot the coffee for the guy.

As the guy points this out, the parrot drains his glass and screams:

Get me another Coke or I'll really create a scene

Quite upset, the attendant comes back shaking, with another coke, but still no coffee.

Irritated at her forgetfulness, the man decides to try the parrot's approach. I've asked you twice for a coffee. Go and get it right now, or I'll create a scene that will make HIS look like a Victorian tea party.

The next moment, both the guy and the parrot are grabbed and thrown out of the emergency exit by two burly security guards.

**Hurtling towards earth, the parrot turns to him and says:**

**“You're pretty cheeky for a guy who can't fly!”**



And that's about it from this Editor's desk

Might see you in a month.

Barrie the editor. mfhb.