

# Model Flying Hawkes Bay



## PROPWASH



### Club Newsletter # 142 October 22

In this issue.....

pages

Nov 22	<b>MFHB Activity Calendar November'22</b>	
Tues 1	Shed Morning	
Thur 3	Vintage Etc Awatoto	
Sat 5		<b>NDC</b>
Sun 6	<b>CLUB SUNDAY AWATOTO FIELD</b>	<b>NDC</b>
Tues 8	Shed Morning	
Thur 10	Vintage Etc Awatoto	
Sat 12	<b>PATTERN AEROBATICS All Day at GALLOWAY FARM SITE, NORSEWOOD .</b>	<b>NDC</b>
Sun 13	<b>CLUB SUNDAY "BARBECUE DAY"</b>	<b>NDC</b>
Tues 15	Shed Morning	
Thur 17	Vintage Etc Awatoto	
Sat 19	<b>ANNIVERSARY WEEKEND</b>	<b>NDC</b>
Sun 20	<b>75<sup>th</sup> Anniversary Celebration RALLY</b>	
Tues 22	Shed Morning	
Thur 24	Vintage Etc Awatoto	
Sat 26		<b>NDC</b>
Sun 27	<b>Club Sunday</b>	<b>NDC</b>
Tues 29	Shed Morning	
Dec	<b>DECEMBER 2022 Santa is coming !!!</b>	

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**Contributors to this issue;** Brett Robinson /Barrie Russell / Marty Hughes / Clive Baker / Barry Lennox / Rod Hughes / Mike Anderson / Stan Nicholas / Phil Sharp / "The Shed" / John Clarke / Rob Lockyer / Dave Cantell / Derek Whelan / Danny Young /Kev Botherway/ E & OE

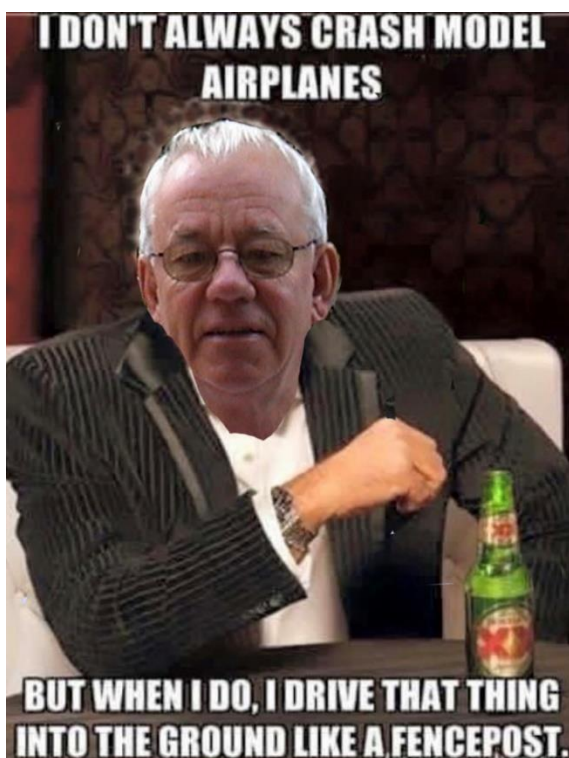
### NDC VINTAGE & SOARING NOVEMBER 2022

Nov/22	156	VINT	RC Vintage E Rubber Tex
Nov/22	157	VINT	RC Vintage 1/2E Texaco
Nov/22	158	VINT	RC Classical IC Duration
Nov/22	436	SOAR	F3K Tasks B,D,G,H
Nov/22	437	SOAR	ALES 200 Class M
Nov/22	438	SOAR	Thermal H (2 M Glider)

**Think NATIONALS @ Carterton Jan 2<sup>nd</sup> – 6<sup>th</sup> 2023**

\*\*\*\*\* **REGISTER NOW** \*\*\*\*\*





Who me ? I wonder where Marty gets all these pictures from, forever thoughtful is our Prezzie !

I don't know when I've ever seen the club so quiet, seems like Covid and floods and social changes have taken their toll. And the weather, though when we were younger that didn't seem to bother us as much ! Up till a few years ago, Sunday morning found parking in the Pits was at a premium, 30 to 40 cars was the norm. Last Sunday in idyllic weather conditions I think I counted twelve cars, where have all you players gone ?

This is not a sudden change, participating numbers have been dropping for some time now even though the membership numbers are as high as ever, I see it as a concerning trend. Is it really what the membership wants, are there reasons for it, can we turn the trend around? Maybe it's time to consult the membership and find out what they think and what do they want from the club. Do they just see the club as a facility to come and fly their planes at, or do they want it to be a "club" with some organised activities and social interaction. Maybe it's time for a membership survey ?

On the positive side in this issue, an interesting report from Brett on the NBHS Model Expo, and Danny has come to the party with a great coverage of his visit to RAF Cosford. Some more good info on battery packs from Rob, and as usual Phil does us proud with another chapter on his "Rotary" journey. Clive and Marty continue with their welcome support. Propwash is all about you members and your activities, thanks for sharing. **Ed** Oct '22.

## Prez Sez. Oct 2022



Wow, where did that month go. Here we are in November. I feel a little out of touch from the club at the moment as I've been covering weekends at work for October and November so have missed seeing you all on Sundays. I've managed to get down for a couple of mid-week Fly's and end even a Tuesday Shed visit to catch up with the Tuesday Shed lads. I've got to say how thrilled I am with the field recovery so far. I think the right call was made to postpone the 75th Celebration as the field was so water logged. Thanks for keeping off the mud where possible, it really has helped. Lance is still the main man on the Tractor slowly knocking it back into shape so if you see Lance at the field, please give him a big thank you. Try and get a smile out of him. If you manage to get a photo of that smile, send it through to Barrie for publication. But seriously Lance, thank you for all the hours of work you have put in to get us back on track. It hasn't gone unnoticed. We are heading in for a hot dry summer so will crank up the monthly BBQs. Sorry that last month's one slipped passed us but it just wasn't BBQ weather. I've been spending a bit of time on my latest project. A Mazda Titan box truck for model plane transportation. It's now all finished and ready for the summer ahead. I'm all set up with on board power and chargers with all the leads so if you find yourself and the field with a flat Lipo, Li fe, Nimh or even a flat cell phone, if I'm there come see me for a charge. Thanks to all who have sent in photos, articles and story's to Barrie for this edition of Prop Wash, without your contribution we wouldn't have a publication.



Well that's about it from me. This report is a bit short I know but it gives you more time to read all the quality articles ahead.

Happy Flying

**Marty.** President MFHB Oct'22.

## Notes from Committee meeting. Oct'22



**Tuesday 4<sup>th</sup> October.**

**Club Captain** reported concern about two electric plane incidents with models being armed and out of control in the pits area. Discussion followed around making amendments to the club rules for all electric planes at the field, with the following being considered.....# IC aircraft MUST be started in the starting poles provided or an approved restraint in close proximity to the starting poles. # Electric aircraft MUST NOT be armed in the Dean's Shelter or pits area UNLESS the prop is removed. (For radio adjustments etc) Arming must take place just prior to flight in their designated areas. Still under investigation, members to be advised of any rule changes.

**Field Officer Lance** reported; Still raining, field has recovered very well from last flooding event and has had a good grass recovery. The field was given a full mowing last week. Weed spraying carried out during dry spell has had a good strike.

- **General Business.** 75th Anniversary Clean up around Deans shelter and toilet block needed Event must happen this year. This is to be postponed until November 19th and 20th Moved by Derek, Seconded by Marty.
- Roadway In, NCC have dropped fill material in preparation for the filling of the numerous pot holes.
- Warbirds 2023, All under control.
- Next Meeting **7:00pm Tuesday 8th November 2022.**

## Club Captain reports. Oct 2022



**Hi Members,**

Just a short note from your club captain this month.

We have seen some better flying weather over the last four weeks with the best weekend coinciding with the first aerobatics comp in Galatea. I missed the local flying as I need all the competition practice I can get before the Nationals. I have been sneaking out for an afternoon flight with the longer evenings upon us and suggest other members make use of the better weather we are getting.

Turnouts at the field are still down a bit but fingers crossed that some of you that packed your transmitters away for winter will be getting them out and dusting them off. The ground is hard and dry, if we do see any rain it dose not take long for the moisture to burn off now. Grass around the pit area is all but absent so if you have soft knees feel free to bring a mat.

With the ground now hard and dry I want to see every one using the starting gates again. The Taxi way is usable so no more starting out by the flight line.

Third time lucky, we hope to have the 75<sup>th</sup> fly in during November. Let's all cross our fingers that the weather dose it bit too.

**Rule Reminder- Lipo flight batteries should not be plugged in until the model is out at the flight line. NOT while the model is sitting on a table in the Deans shelter OR in the pits, unless the propeller is removed.**

Hope to see a few more of you at the field soon.

**Derek Whelan,** Club Captain. Oct '22



# CLUB ACTIVITY

October'22



**Sunday 9<sup>th</sup>**, after all the rain and water incursions, the field was in pretty good shape with a lot of grass appearing and the strip well greened and growing fast. The day was warm and sunny with a light sea breeze, moderate turnout, counted about twenty-five cars in the park and the flightline was busy. No real dramas apart from our Field Officer who suffered an untimely arrival with an unscheduled manoeuvre ! He was taking the parts home and numbering them to see what was missing. Pictures of the morning's activity through the lens of **Clive's** camera.....



**John Clarke's** DC3 is due for re-certification with it being five years old later this year. Under **John Sutherland's** control it flew beautifully, looks and sounds as good as ever gracing the sky over

Awatoto. Needless to say they want the model performing well for the 75<sup>th</sup> which'll hopefully take place in November.



**Phil's** Storch flies and sounds so realistic, always a joy to watch cruising around slow and stable. **Phil** is really enjoying flying the model now, confident in the plane and his own ability. **Lance's** Timber below.





**Sunday 16<sup>th</sup> Oct;** After a week of rain and wind, I would have expected a good turnout considering the forecast and the flyable conditions but only about ten cars in the park and little to nil activity on the flightline. Where is everybody, I'm at a loss to understand the lack of usage? It would be interesting to hear from the general membership as to where they are or where they're not and what they want and what they expect. Are you interested ?????

***Would it be too much to ask for some comment and letters to the club on such matters ?***

**Brett** had friend **Dave Crook** visiting from Waverly, he's actually the **Hamilton MAC** Bulletin Editor in disguise and a keen Vintage enthusiast. He had the sky to himself when I arrived albeit a bit later in the morning and was enjoying some good air flying both his 72 inch Vintage Lanzo Bomber and his Classic model Dixielander.



I managed a couple of good flights with my Tiger Tail, even landed both times with the motor still going. Then it was back to the shed with **Mike and Lance** for a cuppa.



As a matter of interest, it appears that our field officer **Lance** was out on Saturday and had the misfortune to have landed short, requiring a tow to get back on the field ! Oh the joys of a boggy outfield !

But Wait,.... There's more, This image shot by our ace cameraman **Clive** with the caption....

**" Attaching the Bungee pre-launch !"**  
**NICE ONE CLIVE !!**



I feel a **CAPTION COMPETITION** coming on, don't you ?

**Clive** suggests "Okay **Lance**, this winch tow should get you to about 50 metres and it is a world record for sure!"

Send your entries to **the editor**, chocolate fish prizes await. **Ed.**

---

**Tuesday 19<sup>th</sup>**, **Crash and Splash** and **Marty and Robert** escaped from the shed and enjoyed some good flying conditions out on the field.



**Clive** was there with his trusty camera and captured their antics on screen !

**Danny and Anthony** had their electric trainers performing well, as were the pilots.

**Marty and Rod** were doing their Red Baron thing with the Fokker D1



And **Roberto** was boring holes in the sky sharpening up his aerobatic moves.

I'm told a thoroughly enjoyable and no dramas morning.

All the while we had fun in the shed assembling Stan's P-47, etc etc. & cupsa teas & coffees.

Thought for the month;

**DRINK & DON'T FLY !**



**Sunday 23<sup>rd</sup>** Fabulous day in the Bay with the usual few keen members showing up. Long weekend, members must all be away on holiday. Clive was busy shutter clicking so thanks to him the following pictorial coverage of the day's happenings.



*Clockwise from top Left;* Brett's Night Train (NDC) / Anthony's electric trainer / Marks Timber / John S's Knife-edge pass / Lance's large Timber / Mike's Wildcat on pass / Phil's aerobatic ship.

**Thursday Morning 27<sup>th</sup>**. Another beaut day at Awatoto field but where are all the other players ? Mike S, John C and self with a grand total of 246 years between the three of us, and then add in young Marty and young Brett, that



spoilt the average a bit, Marty is not really all that old ! Great conditions for a bit of vintage, a bit of glider tow and an aerobatic blast, what more could you want. Well a better memory would help, someone forgot his reading glasses (no names please) but to make matters worse he left his cell phone behind as well so couldn't ring him. Someone lost their shopping list so Mum will be furious and someone else went home with a sore finger. Apart from that we all had a great time ..... didn't we ?? Old age ain't for sissies mate !

---

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

# **75TH ANNIVERSARY**

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



**NOW**

## **20TH NOVEMBER 2022**

**(DUE TO A SECOND FIELD FLOODING)**

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

## AROUND the BUILDING BOARDS Oct '22



**Clive**, our resident photographer has made a move into the realms of real flight rather than just photographic images and bought a T38 Trojan. He writes;



*"It is some time since I ordered the Trojan, you have to get in early ahead of the shipment arriving. The actual price for the full kit is \$465. It comes with everything except the transmitter and batteries. Required battery is 3S 1800 to 2200mAh. However the power unit is designed for a 4S battery. The receiver is designed with a AS3X SAFE System."* Nice one Clive look forward to seeing you in the air yourself.

Well, like Father like Son or should that be the other way round, like Son like Father ? Whatever, **Daddy Hughes** just couldn't help spending his pension cheque this month and brought this very nice Stearman Seagull ARF out to the shed for a show and tell. 71.5 inch wingspan, he purchased from JR Airsail and as usual for a Seagull kit, it is of exceptional quality. **Rod** is excited and contemplating a motor source, says 20cc, but something a little bigger around 26cc might be more exciting.

Watch this space !







After some years in the wilderness, **Stan's** P-47 has come home. A few years ago it suffered a motor cut and on landing the retracts finished up through the wing plus a few other indignities. **Chris Tutton** became the proud owner but time and circumstances caught up with him and he recently brought it out to the shed sans motor



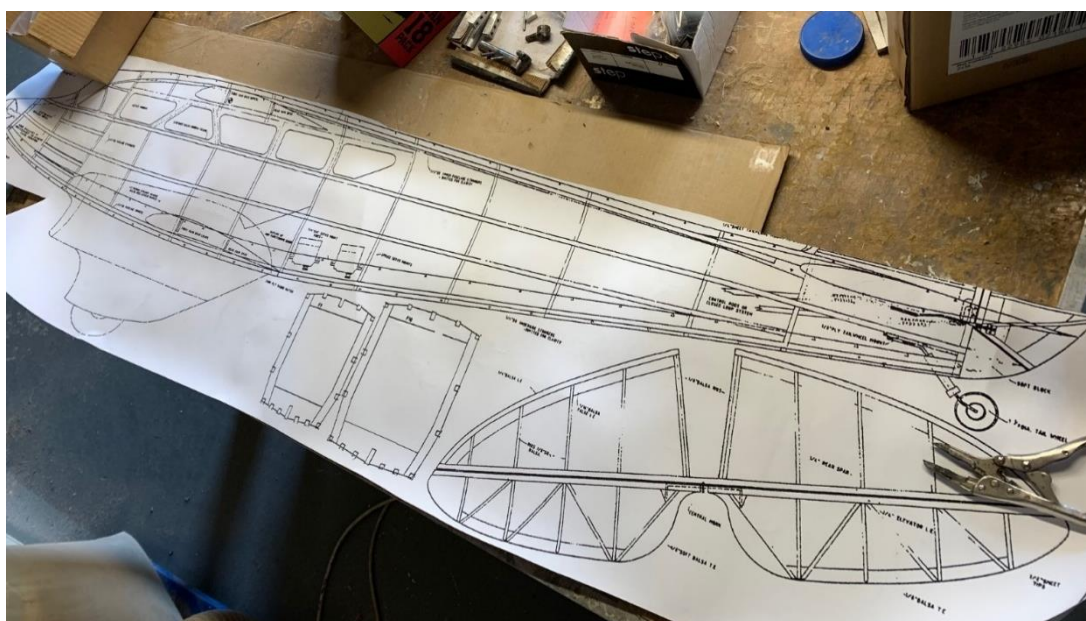
and gear. Stan's eyes lit up (briefly) so I offered to help with the rebuild, silly me ! Fixed U/C is the way to go I cried, Stan agreed and then came up with his DLE 30 motor. ( The original had a Zenoah 26 adapted by **John Clarke** when the plane was first owned by **Mike Harris** !)



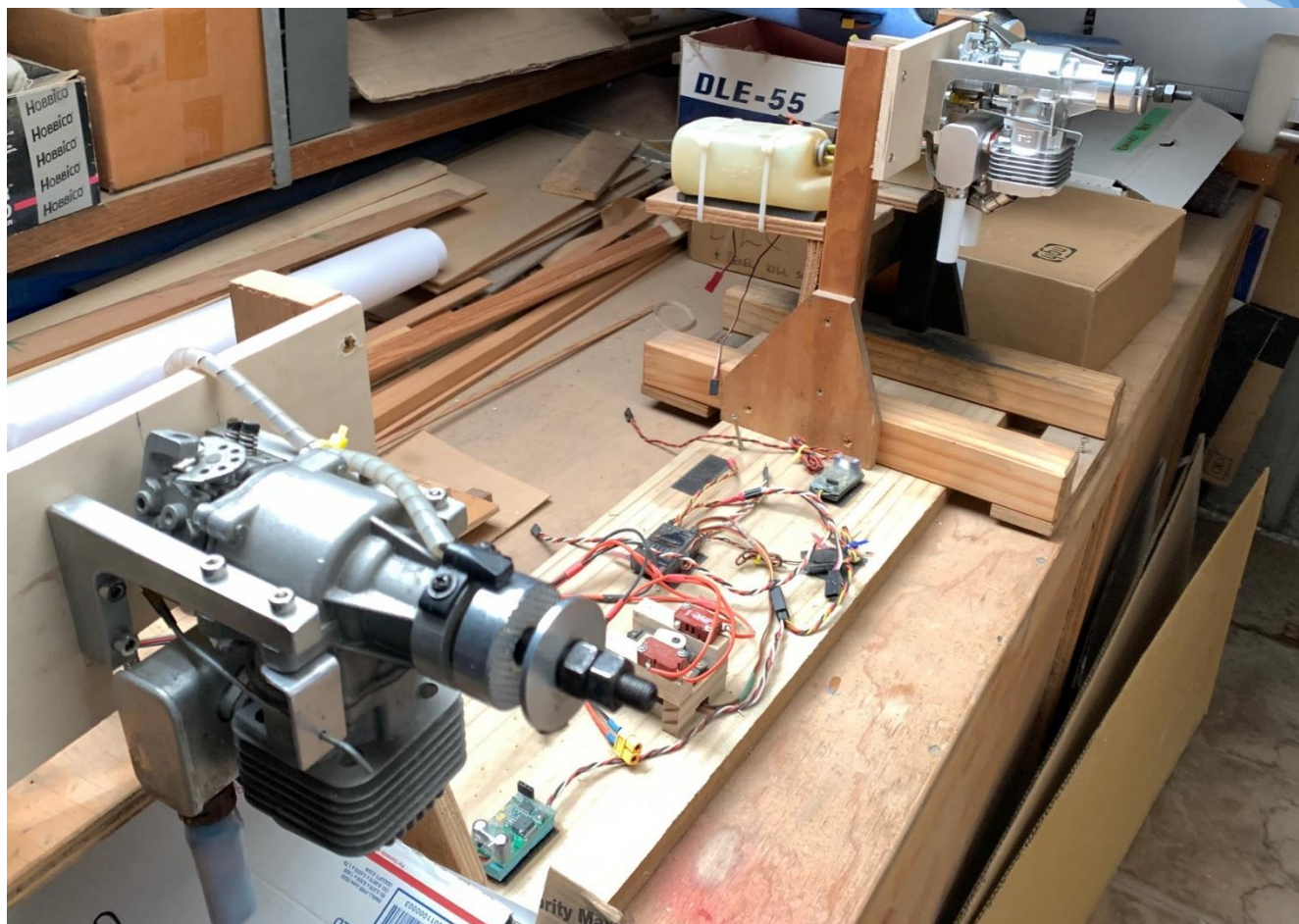


**Tuesday 18<sup>th</sup>** at the shed all back together, just some covering and servo fitting today and the Mike Shears was allotted the task of programming, 9 channels with all the slots used. 2x Ail, 2x flaps, 2x elev, Rudder, throttle, ignition cut, and two battery ports with two switches. Stan has taken it home for a final fitting and check over and then we can go test flying. It's a nice model and will be good to see it back in the air again. A great Warbird hoon machine ?

Called around to see what was happening in **John Clarke's** workshop as well as a bonus cuppa and a chat. Was interested to know how his planning for a "Dragon" was coming on. Yes it is going to happen, in his time and it is big and interesting. John has had all the plans blown up to around 113 inch span if I remember correctly.







He has spent some time on setting up the power plants, two DLE 20 Rear carb and exhaust petrol motors with electronic synchronisation. Once construction begins he plans to build the centre section first with all the gear sorted and fitted and then the wings and tail feathers following. If John's success with the Dakota is anything to go by, this project will be a beauty. Thanks for sharing **John**, we'll follow your progress with great interest. **Ed**.

---

**Dave Cantell** continues to make progress on his Cessna with some fine detailing in the cockpit area. He writes;

Hi Barrie, have been busy on other tasks lately but when time has permitted have been working on item's that I intend installing once I finish covering the fuselage. I have attached some photos of what I have almost completed, the seats and instrument panel which have been made up with balsa that includes the yokes which took 3 attempts to get right. Cheers **Dave**





This space is reserved for all those other members who have building projects under way but haven't responded to requests to share. Contributions would be so much appreciated. Ed.



## Marty's "Members' Workshops" #3 Oct'22



*Well this month takes the cake !! Read on ... ha ha ha..... The continuing series of Marty highlighting and interviewing members in their workshops, Marty writes.....*

Well, the members I've approached this month have all been running for cover .... You can run but I will find you. So this month I've turned the gun on myself and will do a self-interview.... If you think that sounds a bit crazy, you're right .... Read on.

**Marty Interviewer;** OMG Marty , why have you got so many models? What's the point in having so many planes when you can only fly one at a time?

**Marty Answer.** Because I'm stupid and I don't know how to say no.

**Interviewer;** Do you have a favourite plane?

**Marty A.** They are all my favourites, that's why I can't part with any of them.

**Interviewer;** So how did you get into this crazy hobby and how did you get involved with MFHB?

**Marty A.** About 15 years ago while visiting my father Rod in Auckland, I found a bungee launch glider complete with servos in his shed that wasn't being used. Thought this looked like fun. Bought it back to



Hawkes Bay, got it ready to fly, purchased a bungee launch system . First launch the wings collapsed and that was the end of that. Now I had a new Spectrum DX6 with no model. Bought a plug and play glider of trade me, crashed it, glued it , crashed it , glued it ..... and so on ...

Flew with some chaps at the sports park most weekends until we got rounded up by Rowdy who organised an open day at MFHB. That was 10 years ago and I haven't looked back.









**Interviewer;** I see the shelves with those little toy cars. What's up with those??

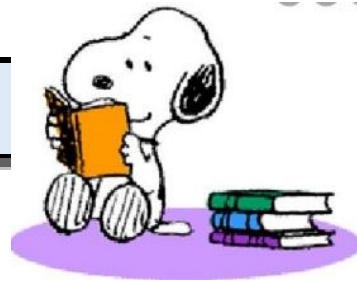
**Marty A.** Wash your mouth out potty mouth. They are highly tuned 1/36 scale slot cars that we race on Thursday nights with the HB Slot car club. It's fast competitive action and not for the faint hearted. Big purpose built wooden tracks and lots of fun.

Well that's enough crazy from me , interviewing myself , talking about myself in the third person. Tidy your workshops fellas, I'm coming for you.

**Love & xxxxx's Marty.**







If you have an hour to spare, this Historical Machines TV presentation is a must view for the Australian Warbird collection. I hope the link still works for you as I've taken it from my membership. I would urge those who are interested to consider signing up to HMTV for a modest annual cost and access to some magnificent aircraft footage., which is regularly updated. <https://historicalmachines.tv/programs/caa?offset=506> Ed.

## Classic Aeroplanes In Australia

Australia has one of the most varied collections of classic aeroplanes in the world. There are representative types of most of the great piston engined fighter aircraft of World War II, as well as jets from the former Warsaw Pact countries and a good selection of pre-war civilian types. Australia's Warbird movement is dedicated to keeping them flying.

In this third film, the successor to the films *Spitfire Over Australia* and *Curtiss Kittyhawk*, Jeff Watson looks at a selection of warbirds, either flying or preserved in a static condition.

Aircraft featured are the CAC Boomerang, CAC Sabre, CAC Mustang, Hawker Sea Fury, North American Harvard, Cessna A37, PZL Iskra, Mig 15 UTI.

Non flying aircraft include the Australian War Memorial Museum Messerschmitt 262, 163 and 109G.



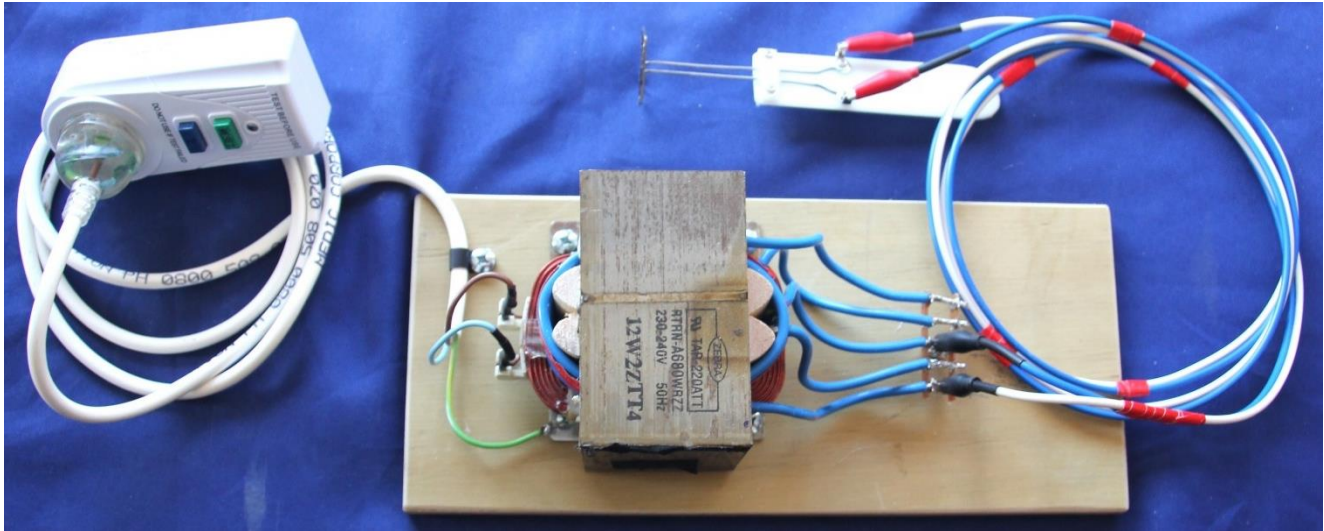
**Dr Mike** from the deep south has been infected by **Barry Lennox** and myself and here is his take on building and using a plunge foam cutter/holer/carver. **Mike** writes;

This is based on the article that you and Barry Lennox published .....

The transformer is out of a microwave oven .....

The primary windings are spared.

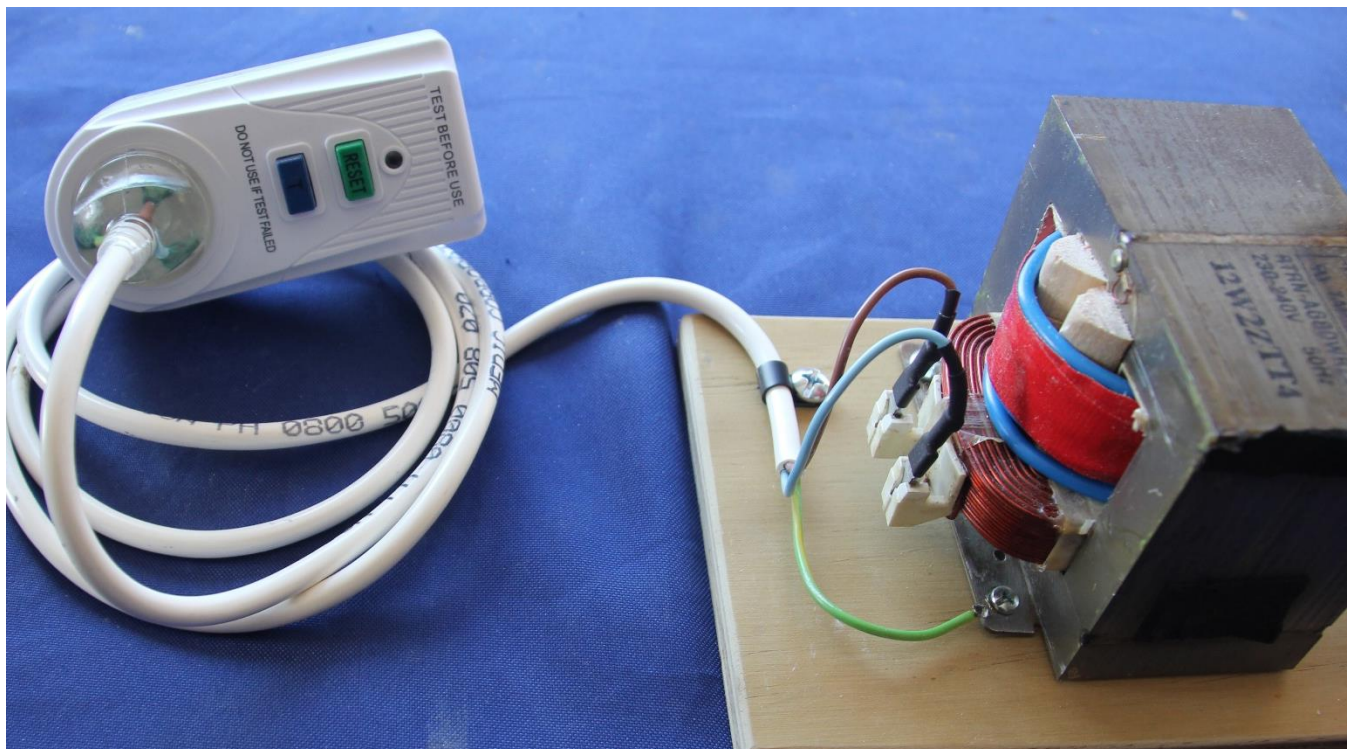
The secondary windings are removed, and replaced by a hand-wound secondary coil.



**1. Overall view (note the sections of balsa 'leading edge' as spacers!)**

I used 4 mm insulated copper wire for the windings and tapping(s)

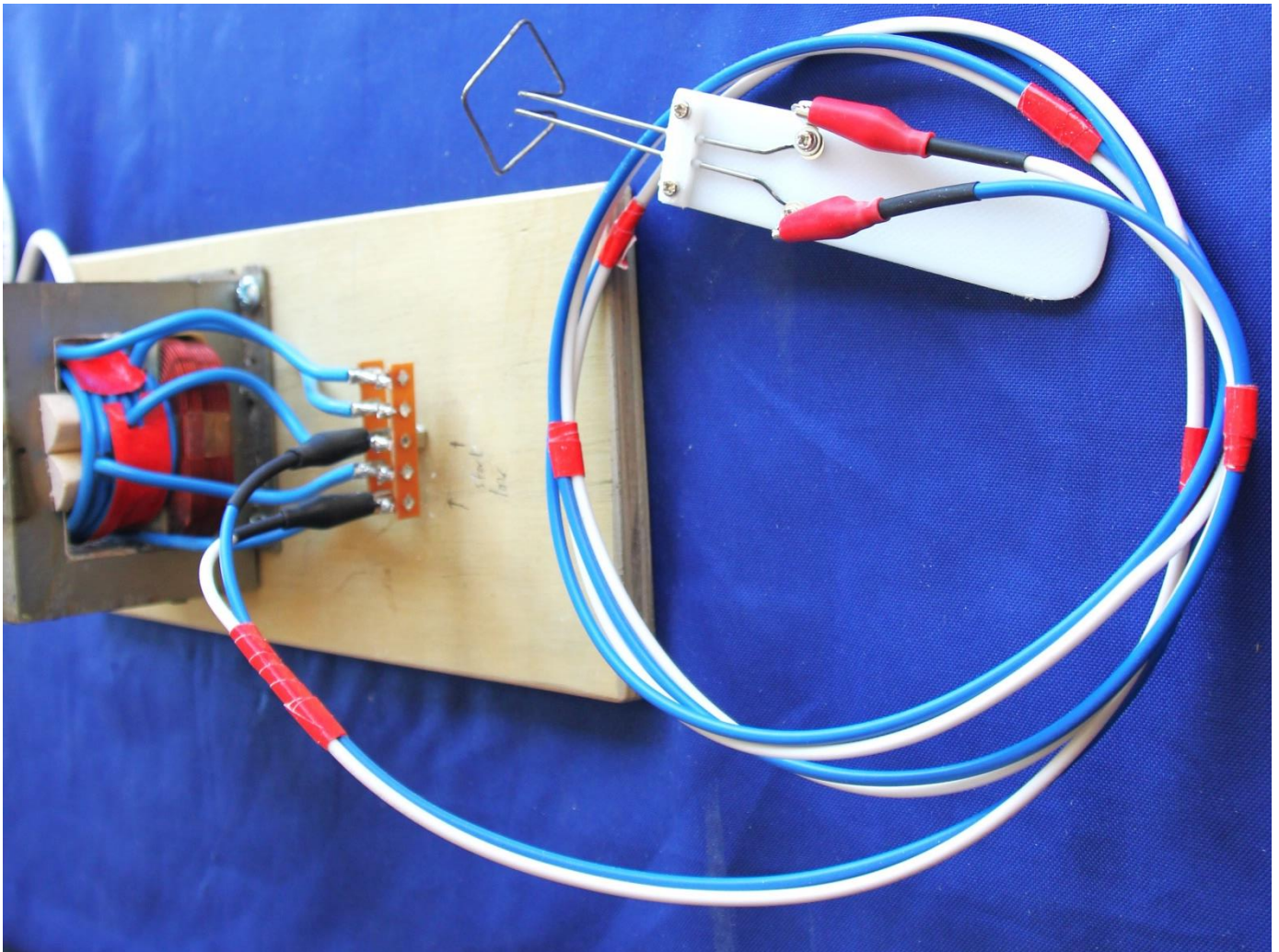
I used 2 mm insulated copper wire for the connections to the nichrome wire 'cutter'



**2. Primary end (with the RCD recommended by Barry Lennox!)**

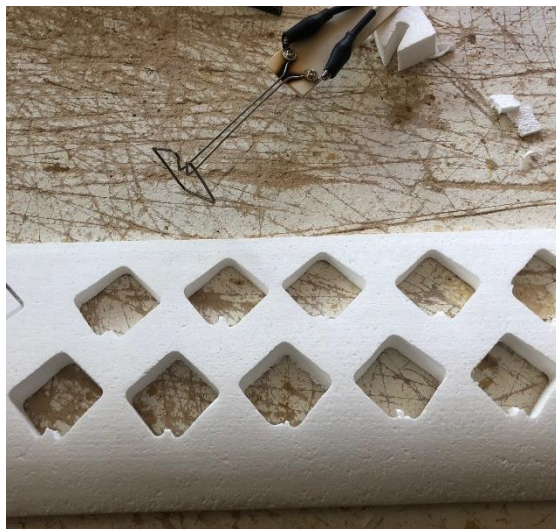


The secondary coil consists of 8 turns, tapped at every second turn. From my readings, I expected to get approximately one volt per turn, but I haven't measured this, or the A.C. current at the nichrome wire.



3. *Output end (using the nichrome wire 'holder' made from a \$3 cutting board from The Warehouse) I found that the board was easily cut on my scroll saw, and I have lots left for other projects.... 😊*

By 'trial and error' (actually not much "error"! ) I found that the nichrome wire slices through the foam cleanly - like the proverbial "hot knife through butter" - when I



connect the output wires to the bottom turn and the middle tap.

This was so successful that I haven't yet tried any other output settings!

Mike A. 08/10/2022



## \*\*\*\*\* BUYER BEWARE \*\*\*\*\*

I recently purchase a 12 packet slide of OS #8 Glo Plugs through the AliExpress website for what seemed a very good price. ( Yes I know, if it's too good to be true then it probably isn't ! ) When they arrived I was a little suspicious as the plastic bubble over each plug was rectangular shaped whereas the OS plug I've had have always had a circular bubble over them. Then when I inserted the plug, I could only finger tighten it half a turn and it needed a lot of pressure with the plug spanner to get it home. Further more the plug did not perform, when I disconnected the driver the motor faulted and frequently stopped. On measuring the thread diameter with a digital Vernier gauge, all my OS plugs are 6.21 mm OD whereas these new plug measured 6,27mm OD. The are obviously a cheap knock off copy!

### Finished

If the item you received is defective or not as described, you can open a dispute within 15 days of receipt.

Add to cart

Track order

Download invoice



Barrie Russell

+64 0274542523

NAPIER, HB, New Zealand, 4110



Order ID: 8154421271071418 [Copy](#)

Order placed on: Aug 17, 2022

Payment method: Credit/Debit card



China Resource Co.,Ltd



12 Pieces Glow Plug OS O.S. 8 No.8 #8 Standard Glow Plug Spark Medium For RC Car Truc...

NZ\$ 71.88 x1

Fast Delivery

Add to cart

Open dispute

Subtotal

NZ\$ 71.88

Total

NZ\$ 93.29

Have to say that I've had no trouble with AliExpress, on the two occasions of a non delivery and an incorrect product, my money was refunded in full without delay. This time unfortunately I'm well out of their allotted complaint time so am taking it up the company concerned, I don't hold my breath ! I have since heard of others on the web warning of the plugs being promoted as OS but are a fake !! Info here; [https://www.os-engines.co.jp/rule/kinkyuu2021\\_10\\_12e.html](https://www.os-engines.co.jp/rule/kinkyuu2021_10_12e.html)

**Now the good news** is that the laser waterslide transfer paper I ordered through



AliExpress

PLLCUTE Store

93.1% Positive feedback

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Store Home Products Sale Items Top Selling Printing paper Medical Science Feedback



No need coating oil / spray Laser clear/transparent Water Slide Waterslide er Water Transfer Paper For Mug

★★★★ 4.0 4 Reviews 22 orders

NZ\$ 28.69 NZ\$ 44.13 -35%

Store Discount: Get NZ\$ 3.61 off orders over NZ\$ 72.17

Get coupons

Size: 20pcs

10pcs

20pcs

40pcs

60pcs

80pcs

100pcs

Quantity:

1

+

3181 Pieces available

Ships to

New Zealand

Free Shipping

Fast Delivery on orders over NZ\$ 9.02

Estimated delivery on Dec 05 to New Zealand

AliExpress arrived and I've successfully used a couple of sheets on making lettering and some nose art on **Stan's** P-47 restoration !! Just grab an image off the web or use your own pictures, laser print them and the transfers are easy to apply. Because of the fuel, I then sealed them with a clear coat. **Ed.**



That address again ;

[https://www.aliexpress.com/item/32854993048.html?spm=a2g0o.order\\_list.0.0.59381802UFPWVS](https://www.aliexpress.com/item/32854993048.html?spm=a2g0o.order_list.0.0.59381802UFPWVS)

Want some info on your old servos? This site has them all listed & their specs <https://servodatabase.com/>

**ServoDatabase.com**  
Servo Specifications and Reviews

All Servos Brands Compare (0) ENHANCED BY Google Advanced Search

List of Servo Brands

<b>ACER</b> Ace RC	<b>AIRTRONICS</b> Airtronics	<b>ALIGN</b> Align	<b>ALL e RC</b> All e RC	<b>ARCED</b> Arced	<b>ASSOCIATED</b> Associated Electronics	<b>DATAN</b> Batan
<b>BCM</b>	<b>BLUE ARROW</b> Blue Arrow	<b>BLUE BIRD</b> Blue Bird	<b>CASTER RACING</b> Caster Racing	<b>CIRRUS</b> Cirrus	<b>CORONA</b> Corona	<b>CYS</b> CYS
<b>DRAGONFLY</b> Dragonfly	<b>DURATRAX</b> DuraTrax	<b>DYMOND</b> Dymond	<b>DYNAM</b> Dynam	<b>DYS</b> DYS	<b>E-FLITE</b> E-flite	<b>E-POWER</b> E-Power
<b>E-SKY</b> E-Sky	<b>ELECTRIFLY</b> ElectriFly	<b>EM</b>	<b>EMAX</b> EMAX	<b>EURGLE</b> Eurgle	<b>EXI</b> EXI	<b>EXPERT</b> Expert
<b>FEETECH</b> FeeTech	<b>FLYERMATE</b> Flyermate	<b>FMA DIRECT</b> FMA Direct	<b>FUTABA</b> Futaba	<b>G&amp;P SALES</b>	<b>GAUI</b> Gauí	<b>GENING</b> Gening
<b>GRAUPNER</b> Graupner	<b>GS RACING</b> GS Racing	<b>GWS</b> GWS	<b>HELI-MAX</b> Heli-Max	<b>HENGE</b> Henge	<b>HEXTRONIK</b> Hextronik	<b>HITEC</b> Hitec
<b>HOBICO</b> Hobbico	<b>HOBBO</b> Hobby Electronics	<b>HOBBIKING</b> HobbyKing	<b>HPI RACING</b> HPI Racing	<b>HURRICANE FLIGHT SYSTEMS</b> Hurricane Flight Systems	<b>HYPER TECHNOLOGY</b> Hyper Technology	<b>HYPERION</b> Hyperion
<b>INO-LAB</b> INO-Lab	<b>INTEGY</b> Integy	<b>INTERFLITE</b> Interflite	<b>JAMARA</b> Jamara	<b>JOINMAX</b>	<b>JR</b> JR	<b>KAMDAX</b> Kamdax
<b>KDS</b> KDS	<b>KO PROPO</b> KO Propo	<b>KYOSHO</b> Kyosho	<b>LOGIC</b> Logic	<b>LOSI</b> Losi	<b>MAYTECH</b> MayTech	<b>MEGATECH</b> Megatech
<b>MKS</b> MKS	<b>MODEL-CRAFT</b> Modelcraft	<b>MPI</b> MPI	<b>MULTI-PLEX</b> Multiplex	<b>OUTRAGE</b> Outrage	<b>PARALLAX</b> Parallax	<b>PINGZHENG</b> PingZheng
<b>PONTECH</b> Pontech	<b>POWER HD</b> Power HD	<b>PROTECH</b> Protech	<b>RAIDEN</b> Raiden	<b>RC-TEK</b> RC-Tek	<b>REELY</b> Reely	<b>RIPMAX</b> Ripmax
<b>ROBBE</b> Robbe	<b>SABRE</b>	<b>SANWA</b> Sanwa	<b>SATURN</b> Saturn	<b>SAVOX</b> Savox	<b>SCANNER RC</b>	<b>SKYHOLIC</b> SkyHolic
<b>SPEKTRUM</b> Spektrum	<b>SPRINGRC</b> SpringRC	<b>TACTIC</b> Tactic	<b>TEAM ORION</b>	<b>TOKI</b> Toki	<b>TONEGAWA-SEIKO</b> Tonegawa Seiko	<b>TOWER HOBBIES</b> Tower Hobbies
<b>TOWERPRO</b> TowerPro	<b>TRAXXAS</b> Traxxas	<b>TRINITY</b> Trinity	<b>TURBORIX</b> Turborix	<b>TURNIGY</b> Turnigy	<b>VENOM</b> Venom	<b>VIGOR</b>
<b>VIVERRINE</b> Viverrine	<b>VOLZ</b> Volz	<b>WALKERA</b> Walkera	<b>WAYPOINT</b> Waypoint	<b>WES-TECHNIK</b>	<b>WORLD MODELS</b>	<b>XCORE</b> Xcore
<b>XIANGYU</b> Xiangyu	<b>XQ-POWER</b> XQ-Power	<b>XTM RACING</b>	<b>ZEBRA</b> Zebra			

A handy addition to your information data base. Saves having to keep those spec sheets or packets you get with all the various servos. Great for doing quick comparisons.



**Help is at hand.** Last month I put out a plea to our resident Physicianical regarding my anxiety symptoms, having said “Doctor, doctor, I suffer with great anxiety every time I launch my Little Glider”

**In his true bedside manner, befitting a compassionate modeller, Dr Mike has come back with his diagnosis and treatment. He writes:** .....

Nothing whimsical about “anxiety” ..... unfortunately the mechanism to produce “anxiety” is built into all of us.....

Anxiety is the result our body’s response to being ‘stressed’ .... - “the old ‘fright, fight or flight (and sexual intercourse!)”

**Everything beginning with ‘F’** was the mnemonic our old professor of physiology taught us a long time ago, when I was a Med Student.....

It was the adrenalin burst that got our ancestor back to the cave before the sabre-toothed tiger caught him, or enabled him to club the caveman next door before he could steel his woman!

(did you ever wonder why the club project plane was called “Clubba” ....?)

Over the millennia, the need to act so aggressively has theoretically reduced, but we continue to react to stressors – it is the stressors that have changed – inflation, pandemics, global warming, war etc – our bodies continue to respond to the perceived stressors the same way as always – excess hormone responses that cause ill-health, including ‘anxiety’.

Consequently, it is a ‘normal response’ to feel anxious when faced with a potential loss, such as when we are about to maiden an aircraft that we have spent much time and money on..... we often defuse this anxiety by letting someone else fly the aircraft for its first flight.

Then if they crash it, we haven’t ‘lost face’ with the hordes of watching ‘experts’ (another source of ‘anxiety’) – in fact you actually garner their sympathy i.e. gain “warm fuzzies”, and you can then “vent your spleen” on the idiot that crashed your plane! (the equivalent of clubbing the caveman next door), thus reducing your anxiety levels..... happy flying.

Mike A

*Ahhh, such wisdom and compassion, makes me feel all warm and fuzzy. Ed.*

*Ps. Send all your medical, health and anxiety questions to “Dr Mike, c/- the editor, Propwash. Mfhhb.”*

**THERE IS NO SUCH  
THING AS A GROUCHY  
OLD PERSON. THE  
TRUTH IS ONCE YOU  
GET OLD, YOU STOP  
BEING POLITE AND  
START BEING HONEST.**



# Danny's visit to RAF Cosford



Young **Danny Young** has recently been home to visit his Irish roots and kiss Cloch na Blannan. (That's Irish speak for the "Blarney Stone") He shares an interesting episode with us and writes; .....

While on holiday to the UK to see family I was lucky to spend a couple of hours at RAF Cosford which is just below Wolverhampton in the Midlands.

Cosford is one of two RAF museums with the other in London. Cosford is special to me as it is where I did my basic and then advanced training. It is still a base for advanced avionics training.

The museum had an exhibition on the Cold War (Cold War, term used for the tension between the West and USSR between 1945 and 1990) aircraft most of which I trained on, it was a walk down memory lane. (Cold War the term used to describe the tension between the West and the USSR). Cosford is the only place in the world to have all three V Bombers together as exhibits. All three where part of my early training.

The UK produced some world beating aircraft in response to Cold War pressures, ie V bombers, Lightning and the Canberra. With the advent of Polaris submarines and satellites their importance was not as critical and military strategy has greatly changed since.

The museum is made up of two large hangers, one purpose build so you can see the aircraft of the Cold War.. Some very large aircraft are hung from the roof to give a better viewing. You can get up close and ask lots of questions from the knowledgeable volunteers. This is just a small sample of what was on display and you could easily spend a day for a small entrance fee.

The following is a pictorial summary of that visit.



**The British Aircraft Corporation TSR2.** Only in testing phase 1964-1965 a Mach2 Tactical strike aircraft scrapped as being too expensive. Miles ahead of it's time. Only three aircraft were built before the project was closed in a political move by Harold Wilson's Labour government.





Lightning. An interceptor at over Mach2 and Mach1 in a vertical climb. Reach heights of over 60,000feet. Of interest is when one such Lightning shocked a Lockheed U2 which though it was immune to attack. The lightning reached 88,000 feet.

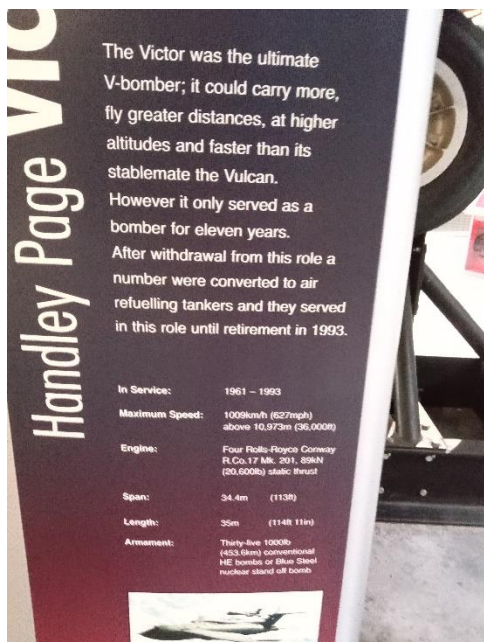
Subject: Watch "Lightning vs U-2 and Concorde!" on YouTube

<https://youtu.be/8DdUwIhI-ZA>





Nimrod. Replaced the Shackleton. Submarine chasers mostly Russian using sonabouys, a pattern of 3 active and 6 passive would be dropped. The Russians were cheeky as occasionally they would surface grab a few to see if we have new improved ones.





Bloodhound missiles were used to protect RAF V-bomber stations. The initial system was only able to operate against high altitude targets, but the later Mk II could engage both high and low flying aircraft. After the RAF handed over the strategic nuclear deterrent role to Polaris submarines, Bloodhound missiles were withdrawn and redeployed to RAF Germany.

In service:	1958 – 1991
Length:	8.45m (27ft 9in)
Range:	185km (115 miles)



**Hawker Hunter.** An amazing aircraft still flown by several countries today.

Only aircraft to fly under Tower Bridge London along parliament building as the MP,s discussed reducing the Defence budget. Link to YouTube of the last RAF Hunter flight this September.

<https://www.youtube.com/watch?v=LAQGd5tGDy0>

My favourite is the Hawker Hunter MK 9 ground attack. I spent two years with 8 and 43 squadrons in the Middle East, a very impressionable time on a young man.

**Danny (Splash) Young.** October 2022.



# Phil's Rotary Magic. Pt 15 Oct'22



Again we follow Phil's adventure which is now focussing on his build of the steed for his Gnome rotary engine. A Mick Reeves laser cut WW1 Camel, **Phil writes;**

A short update as promised. Progress has been a little slow this month, three lots of visitors, summer must be coming!! I covered the tail and rudder, but still have the stitching and tape to do. I took a little time to get the covering to stick to the wire frame but once I held it in place while it cooled it was fine. It certainly is a very good product.

(Proficover 2 from Toni Clark in Germany)

<https://toni-clark-shop.com/Airplane-Kits>

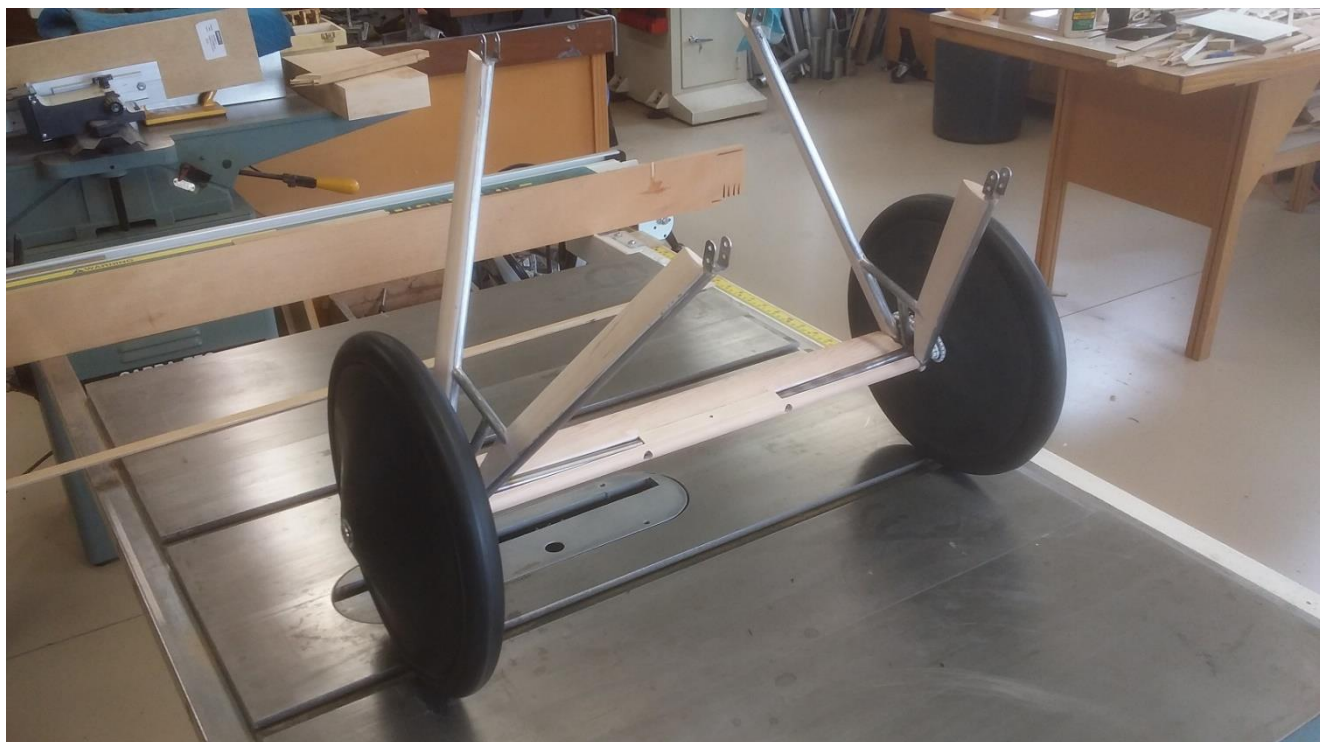
The rest of the time has been on the landing gear and wheels.

The main legs are 8mm steel tube silver soldered together. The wooden fairings are cedar, epoxied in place.

The axles which are pivoted near the centre are sprung buy 3mm bungee cord, four turns at the moment, but will have to see once the model is finished.



The wheels are built up from two 3mm spoke assemblies and an aluminium hub. There is a vacuum formed cover each side, and these need to be painted before final assembly.



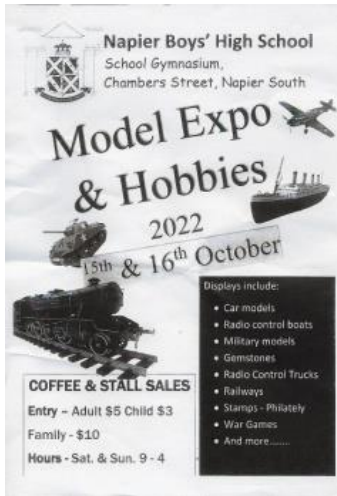
I haven't decided on a colour scheme but will probably go for New Zealand's most famous Camel pilot , Clive Collett. A plane in his colours is part of The Vintage Aviator collection in Masterton, so nice and handy for reference. Captain Clive Collett | <https://nzhistory.govt.nz/people/clive-collett>

PS. I have run the engine a few more times and it is going well. I need to make a rig to measure thrust , but yesterday I had the stand screwed to a heavy plank 2m by 200mm by 100mm and it started to drag that across the drive!! I guess it will have plenty!!

I hope the link to Clive Collett is OK, an interesting character. Regards Phil



# MODEL EXPO & HOBBIES SHOW NBHS 2022



## A report on the event at Napier Boys High School 15/16 October 2022 ; Brett Robinson MFHB.

After a hiatus of over two years, due to Covid (what else!), the event was held again this year in the schools gymnasiums' and one of the other halls. It was extensively advertised both with signage and on the radio and organiser, Robert Arrell, was hoping for a good turnout from both the local model and hobbies groups and also the general public.

*(The event is used to obtain funds to assist students to defray the costs for overseas travel, that usually takes place during the school year.)*

There was good support from a number of clubs, business and organisations and a very good display was the result. Saturday morning was very busy, with the public queuing up before the 10 a.m. start to get in! A general view of the exhibits is as follows:





**Above from Top Left Clockwise;** Fig 1 Model cars / Fig 2 Model cars / Fig 3 Model Bikes & sci-fi models / Fig 4 Model Aircraft & F1 models / Fig 5 Military Models / Fig 6 Model bikes cars and trucks. This is the display put on by the Hawkes Bay Plastic Kitset Model Group (that Brett is a member of.)

Several groups/organisations also attended and displayed from outside the Hawkes Bay area as well.



**Above from top left clockwise;** Fig 7 Waikato model group / Fig 8 Sci-fi & military model group. / Fig 9 Wargamers Group / Fig 10 Wargamers Group.

There was also good support from the local R/C clubs, most notable being the Model Boat Club.....



**Clkwise Top Left;**

Fig 11 Model ship stand

Fig12 Calypso model boat

Fig13 calypso model boat in the school pool.

Fig 14 RC drift cars

Fig 15 Cool Toys sponsored slotcar track.





There were other displays such as rocks and gems, model train layouts and a couple of model retailers were also present. The model truck club also attended and they were housed in another school hall across the way, which, sadly, not that many actually knew about or found.

During the event there was a competition table setup for those that wished to enter. This was judged on the Saturday afternoon and the winners in their respective classes were as follows:



*Above Left to Right;* Fig16 Best car



Fig 17 Best Aircraft



Fig 18 Best Military

There was also a special prize for what the two Judges considered was the best model on the competition table and this went to a most unusual, but very well executed model of the figure of Ra (the sun god) from the TV Series - Stargate SG1 made by Blake Greenfield. The win came with a \$50 voucher courtesy of Glen Chan at Cool Toys. The other place getters received \$20 vouchers, also courtesy of Cool Toys .



Fig 19 Best in show



Fig 20 Glen Chan congratulating Blake Greenfield

About 3p.m. on Sunday the whole event started winding down to enable the out of town participants to 'hit the road' and as things were almost done, organiser Robert Arrell gave a short speech thanking all those present and those that had helped during the weekend, together with informing everyone that the event had taken somewhat more in takings than he had anticipated. So, in his view, the whole event was very much a successful one for this year.

**Right;** Fig21 End speech by Robert Arrell

The next Napier Boys High School Model Expo is, at this stage, going to be held in **July 2023**.

It was Robert's hope that it too will be as successful at the 2022 edition. Perhaps Model Flying Hawkes Bay could take the opportunity to attend, give support and gain some good publicity.

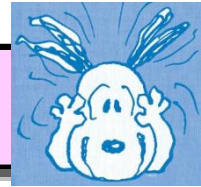
**Brett Robinson.**

October 2022



# A123 Systems Battery Failure.

Rob Lockyer. MFHB



A123 Systems batteries have been around for a while now and were one of the first Lithium Iron Phosphate or LiFe batteries used to replace Nicad and NiMh types. I have made up several packs for members and still use them myself in a couple of models.

However there have been a number of unexplained loss of battery power. I believe it may have been a vibration issue with these types of packs causing sudden loss of voltage and dead models. They have failed when used as an ignition pack too. Given the above, I advise to always use these in a two-battery setup and recharge them individually, checking that each battery's recharge capacity is the same.

## The Autopsy.

I had a couple of failed batteries and another that I could make fail by tapping it with a screw driver. Being interested in why the batteries had gone open circuit, I opened up these failed batteries by cutting open the steel cans (not recommended for health and safety reasons). In all cases the connecting strap was not spot welded to the end cap and just relying on contact pressure to maintain electrical contact.

**So be warned when using this A123 Systems type of battery that it can go open circuit at any time.**

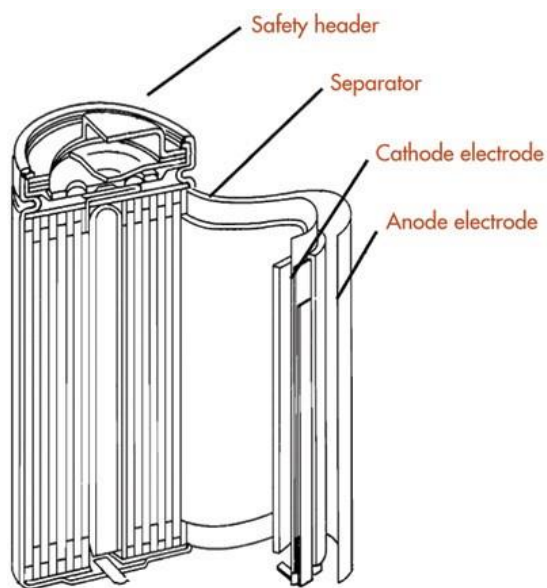


Fig 1. The cylindrical 18650 cell is the most commonly used Li-ion cell. Mostly used in notebook applications, it boasts the lowest cost per watt hour.



This is the connecting strap that was not connected to the +ve electrode.

*In further discussion, Rob went on to say; " It's just the round cells produced by A123 Systems, or possibly a copy of, that have failed. I think it is only a bad batch because I have made up over 30 packs (60 cells) and only know of 3 failures. The flat packs should be just fine. But keep to Mikes Rule, " 2 batteries and 2 Switches" and check recharge capacity's for each pack."*





## CLIVE'S CORNER. #4 Oct '22.



### The Fieseler Storch.

<b>Specification</b>	First flown 24 May 1936	
<b>Crew</b>	2	
<b>Wing span</b>	14.25m	(46 ft 9in)
<b>Gross weight</b>	1,324 kg	(2,920lb)
<b>Power plant</b>	1 x Argus inverted V 8 engine (air cooled) 240hp	
<b>Cruise speed</b>	130kmph	(81mph)
<b>Range</b>	390km	(240mph)
<b>Service ceiling</b>	1,600m	(15,090ft)
<b>Armament</b>	One MG15 machine gun	

In the last days of the war two German planes were brought down by the allied forces. Both were Fieseler Storch army liaison aircraft which were known for their ability to fly slowly and having minimal armament. One was brought down by an anti-aircraft battery, The other was attacked by an American L4 Grasshopper not known for having any armament. The two pilots on board did have a pistol which frightened the Storch pilot sufficiently for him to make a forced landing.

When I read this, it seemed a good way to finish the air war that started early in WW1 and carried on in WW2 with a short interlude for the depression. Shooting down the Storch with a hand gun brought everything full circle back to the pilots and crews of the reconnaissance planes like the Be 2 firing at each other with rifles and shot guns. It just a pity that it couldn't have stopped there.

The Fieseler Storch first flew on 24 May 1936. It was designed to be used for army liaison, battlefield evacuation, (like the Bell 47 helicopters in MASH,) and for generally supporting the war effort. They were a big aeroplane for a crew of two with a wing span of 14.25 metres, similar comments were made about its RAF counterpart the Lysander which was slightly bigger. Their only armament was a rear firing machine gun operated by the second crewman. If the pilot was flying alone, he had no defence.

The Storch needed to be able to use improvised runways. Everything was designed around the ability to fly slowly. It had full span fixed slots on the wings, the wing flaps took up 50% of the span and the unbelievable

undercarriage had enormous travel to take up the shock of arrivals rather than landings. It was this gangly construction hanging way below the fuselage which gave it its name Storch or in English Stork.

The wings were able to fold around the rear wing root flush against the fuselage for storage under cover or it could be towed on a trailer.

In some ways it was sophisticated. The large control surfaces required a lot of force to move them. To assist the pilot, they were fitted with servo trim tabs which moved in the opposite direction to the aileron or elevator. The control surfaces also were fitted with counterweights to also assist the pilot. Phil Sharp's amazingly detailed scale model replicates all these features and can be seen in the attached photo.

Reading war histories, it seems the Storch was required as the Russians closed in on Berlin for various German industry and war leaders such as Hanna Reitsch and Albert Speer to pay their respects to Hitler in his bunker. They landed in the street just outside

Wartime production of the Storch was undertaken in Russia, Romania, France, and Czechoslovakia and 2,900 Storches were built. 145 were captured by the Allies, of which half were given to the French. Field Marshall Montgomery and Air Vice Marshall Broadhurst both converted Storches for their own personal use despite the dangers of being mistaken for enemy aircraft. Montgomery's was extensively modified with a large bubble canopy.

Having a production line already up and running meant it was easy for production of Storches to continue in peacetime for agricultural purposes. Many of them were fitted with locally produced engines as the original inverted V8 was difficult to maintain. In America scaled down versions were built for private use.

Phil Sharp's Storch is built on a scale structure but where the full scale Storch used steel tube Phil has used carbon fibre. Its wing span is just over 3 metres and is powered by an NGH 60 twin cylinder 4 stroke engine.



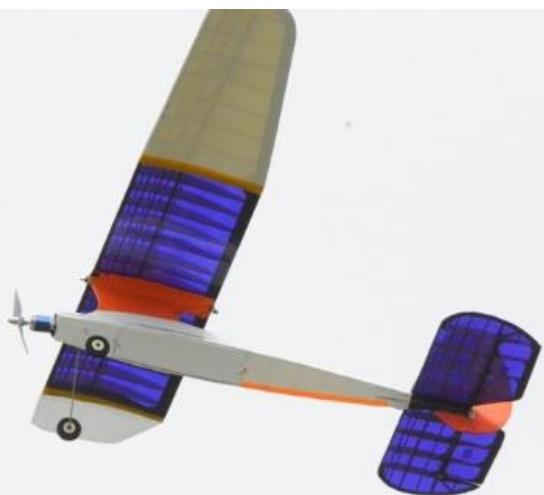


# VINTAGE REPORT

Oct 2022



**Monday 17<sup>th</sup> October '22.** We had a visit from **Dave Crook**, ex Hamilton MAC now domiciled in Waverley. He came out to field with **Brett** for some vintage flying on Sunday and again this morning. He flew his 72 inch Lanzo Bomber, but was fascinated with Brett's large bomber and spent the morning playing with that. He is so taken with it that he has taken Brett's plans and templates home, a good keen man !



*Top[ Left Clockwise; Stardust and large Lanzo Bomber / Dave's 60" Lanzo / Classic model Dixielander.*

**Sunday 23<sup>rd</sup>**, with a great forecast, Brett and I decided to fly an NDC Classical E Texaco competition with our Night Trains. The comp calls for two unlimited flights with no age bonus or landing points. Both our batteries 2S 550Mah, sadly. Stan was confined with C so couldn't join us.

**Right;** Brett's Night Train strutting it's stuff.

Our lipo batteries are getting a bit tired so nothing startling in the results. The air was reasonably buoyant but not much thermal activity evident. At least we had fun and got some scores on the board for the club. Results;



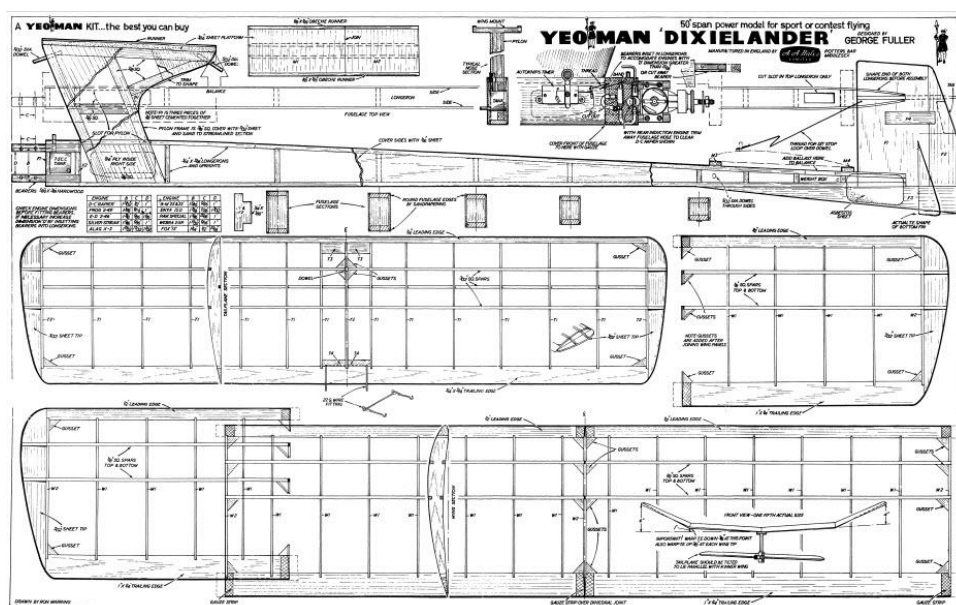
### R/C VINTAGE CLASSICAL E-TEXACO

NAME	MODEL		ROUND		TOTAL
			1	2	
			FLIGHT	FLIGHT	
BARRIE RUSSELL	NIGHT TRAIN		755	704	1459
BRETT ROBINSON	NIGHT TRAIN		457	411	868

The change in NDC flying rules next year from weekends to any day of the month will hopefully inject some more enthusiasm into the competition flying. **Brett and I** were contemplating some new builds for the Vintage and Texaco E duration events, something more specific to the Texaco rules with the smaller batteries rather than using our Stardust / Lanzo Bomber / Night Trains for the events. These models are really set up for Vintage and Classical E Duration comps with larger motors and heavier wing loadings for a powerful 20 second motor climb out. The smaller battery calculations for the Texaco models are based on the dry weight of the model, hence a larger wing area with a lighter wing loading and smaller more efficient motor setup should yield a better performance. If any of you readers have thoughts on suitable models for the Texaco comps, then please let me know your thoughts. In the meantime, we'll keep searching and hopefully come up with some new build ideas. Here following are some plans and thoughts for consideration. **Ed.**

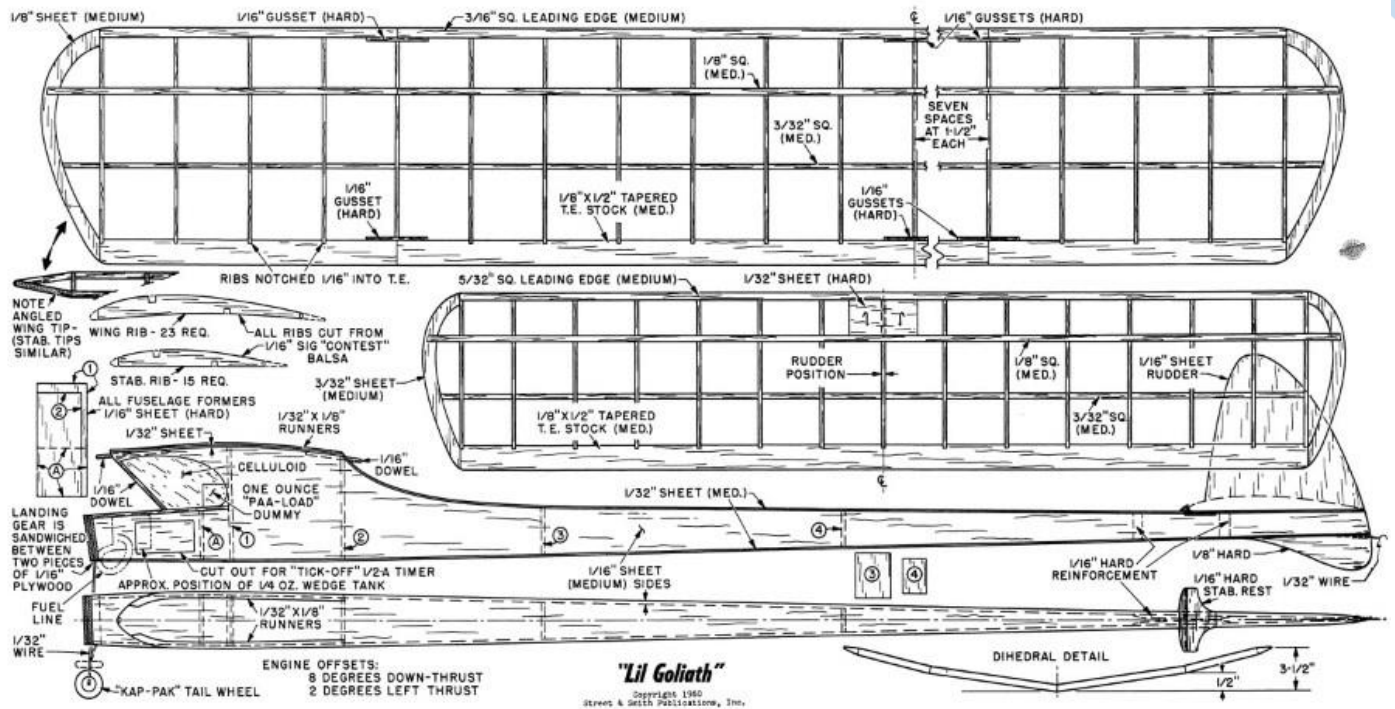
**Classical E Texaco** ( FF Powered models from 1951 thru 1975).

**Dixielander.** [Oz : Dixielander plan - free download \(outerzone.co.uk\)](#) original 50in span, but could be enlarged to around 80in and built light say ? It has a good pedigree and success rate. Pylon setup and no undercarriage to worry about and a straight forward build.



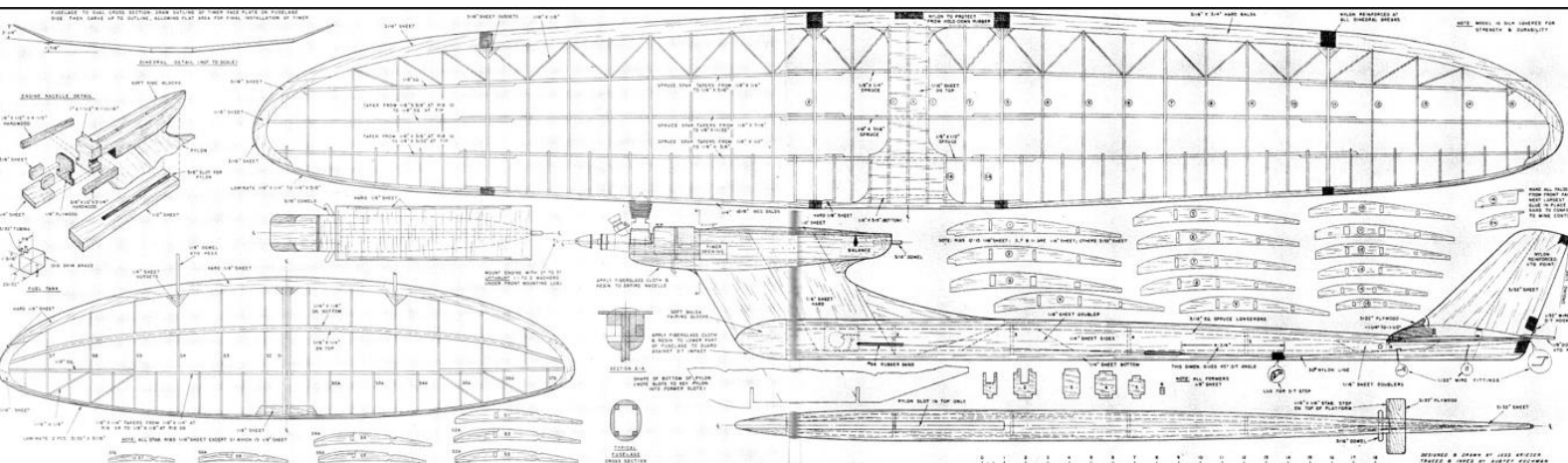


Li'l Goliath ; Outerzone; [Oz : Search for \[Goliath\] found the following free plans \(outerzone.co.uk\)](http://Oz : Search for [Goliath] found the following free plans (outerzone.co.uk))

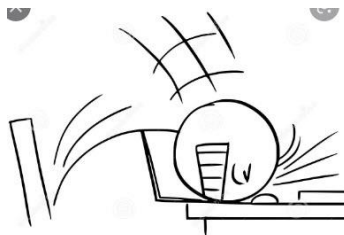


**Li'l Goliath**, a Free flight 26 in span another contender, enlarged and obviously strengthened from January 1961.

**Ephemeris**. A 60in F/F pylon model from 1963. [Oz : Ephemeris plan - free download \(outerzone.co.uk\)](http://Oz : Ephemeris plan - free download (outerzone.co.uk))



An interesting design with a high motor thrust line. Anthony "Crash" Hales is currently building one for Classical E Duration. Could be an interesting contender also for E Texaco if built light.







# Soarchamps Oct' 2022 "BB"

## *Report from Kevin "Rowdy" Botherway.*

We had the Soarchamps in October as we rescheduled from April due to covid etc. Nineteen pilots entered which was an awesome return in numbers for the soaring fraternity. We had Ken Fox coming from Aussie and John Shaw from the South Island. The forecast for the weekend looked like it was going to be marginal for the first day -F3B. Unfortunately, we had 13 entries for F3B the most for some time! Sadly, it didn't happen due to weather. Everyone was keen and we carried on with our schedule hoping to get F3J away on the Friday again with 13 entries now we had high wind that followed Thursday's rain all good we all had a fantastic couple of days for Saturday and Sunday.



F5J on Saturday morning 17 entries and managed 6 full rounds a great day with very fickle lift. Joe did 5 1000 point rounds so planned on go hard for the last round and unfortunately didn't get away so the "0" became his throughout. Kevin Campbell from Hawkes Bay placed his best result yet with third place. It was a fun day and awesome to have a new pilot from Auckland - Peter McEvoy his first F5J competition! He made up one of the 5 Aucklanders down for the weekend and Neal Moss from Wangarei, it was great to have them down to the Bay. Interestingly David James managed 10<sup>th</sup> with a radian flown all day!





Joe went to a huge extra effort and produced lunch for the days with some serious food presented.

- 1<sup>st</sup> Joe Wurts
- 2<sup>nd</sup> Kevin Botherway
- 3<sup>rd</sup> Kevin Campbell

Complete Results:

[GliderScore](#)

## **Radian**

At around 3.30 we moved onto Radian for some more fun and flying with three rounds and quite a few did some awesome flights the Hawkes Bay team out front in this one.

- 1<sup>st</sup> Joe Wurts
- 2<sup>nd</sup> Kevin Botherway
- 3<sup>rd</sup> Andrew Hiscock

We were all booked in for a great catch-up night at the Duke for meal and some drinks once again up for discussion was the new ERES rules and sorting a new format.

The following morning was to be some great weather for both Hand launch (F3k) and electric hand launch (F5k). It was to be a first that we had more entries for electric than Discus hand launch so we planned on alternating groups from F3k to F5K which gave everyone a break (sort-of) and time for scrutineer's to read heights info on Altis for electric.

## **F5K**

Joe had a loaner for his first F5K competition and there were some great thermal activity building for the day

- 1<sup>st</sup> Joe Wurts
- 2<sup>nd</sup> Kevin botherway
- 3<sup>rd</sup> Peter Glassey

F3k

This was interesting as there was lots of blood shed in some groups with Joe and Kevin both falling down in the score board and Myles Maloney taking the slot convincingly this really altered the result for F3K with Peter Williams taking the competition out overall.





1<sup>st</sup> Peter Williams

2<sup>nd</sup> Peter Glassey

3<sup>rd</sup> Andrew Hiscock

Overall soarchamps Champion Joe Wurts (calculated on points in F5J,F5K,F3k)

A huge thanks to all that turned up which really made for a great weekend! **"Rowdy" MFHB.**





**\*\*FOR SALE\*\***  
**& \*\*WANTED\*\***

October'22



## WANTED:

OS 61FX TWO STROKE MOTOR,  
 Ph Barrie 06 8353896.

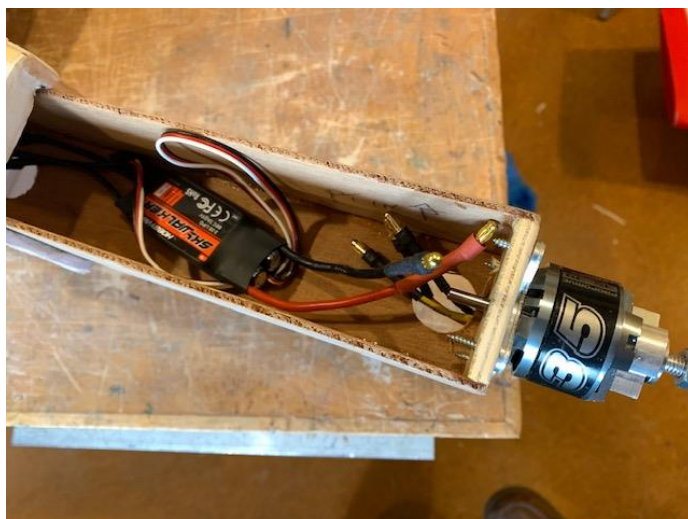
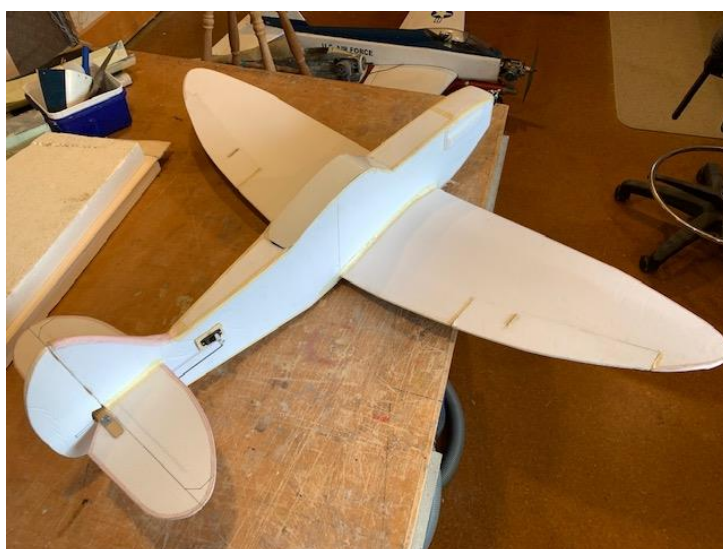


ANY CONDITION CONSIDERED.

## FOR SALE Foam Board SPITFIRE. 1200mm wingspan.

One of my Foam Board warbird series, almost finished, just needs a little tidy up and painting. Comes complete with 4x new Hobby King 933 Mg digital servos, a new 40Amp Skywalker ESC and a near new 3530 / 1400kv One Drive brushless motor. Surplus to my requirements and present interest.

**You can have it for less than the cost of the four servos \$40 That means the ESC, Motor and model for free !**



**Ph Barrie 06 8353896**

# COMING EVENTS

October 2022



42

A listing of what's coming up ahead.....

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

# 75TH ANNIVERSARY

OF THE HASTINGS MAC / HBRF / MFHB



**NOW**

# 20TH NOVEMBER 2022

(DUE TO A SECOND FIELD FLOODING)

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

**Model Flying Hawkes Bay's CHRISTMAS PARTY.**

**Sunday 4<sup>th</sup> December**

**At the FILTER ROOM, Meeanee**

**From 4.00pm on with dining at 6.00pm**

**Limited numbers so booking will be essential**

**Please phone Mike Shears on 06 8434675 / 0274 205 480**





MODEL FLYING HAWKES BAY  
NEW ZEALAND

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NEW ZEALAND

**MODEL FLYING HAWKES BAY  
PRESENTS**

**WARBIRDS**

**2023**

**OVER**

**AWATOTO**

**4th & 5th February 2023 10am to 4pm**  
**Registrations from 8:30am Sat 4th Feb at the Rally.**  
**\$20 landing fee for the weekend.**  
**Food, ice cream and coffee cart on site.**



*Sent in by he who shall remain anonymomous;*

In rural Albania there is an ancient monastery where the Monks have taken a vow of silence, with one exception. Every year on 12 Dec, one randomly chosen Monk may address the rest, but is strictly limited to a single sentence.

So this year the chosen Monk stood up and stated;

"The soup at lunch is too cold"

A year later, the next chosen Monk stated;

"I agree with the previous speaker"

A year later, it just happened that a senior Monk was selected and he stated;

"All complaining about the soup has to stop"!

**Souper !!**

The same group of Monks (Friars actually) were behind on their belfry payments, so they opened up a small florist shop to raise the funds.

Since everyone liked to buy flowers from the men of God, the rival florist across town thought the competition was unfair.

So, the rival florist hired Hugh MacTaggart, the roughest and most vicious thug in town to "persuade" them to close. Terrified, they did so - thereby proving that "Hugh, and only Hugh, can prevent florist friars."

*Ouch, t'was corny, I wonder if it has something to do with spelling a surname with a "y"? Ed. "ie"*



Once again we've made it through to the end of another issue, quite how I don't know with so little apparent activity this month. More pages than I expected so a big thank you to all those who have contributed. I hope you find them interesting.

The good news is the grass is growing and Lance has been doing a great job grooming Awatoto field. I always remember the soothsayers saying that summer in the Bay doesn't start till after Labour weekend. Let's hope they're right.

**"PLEASE"** keep your contributions coming and help keep this editor's life easier. I do enjoy the contact with our readers, guess that's what keeps me wearing this hat.

See you at the field,

**Barrie the editor** mfhb. Oct '22.