

Model Flying Hawkes Bay



Club Newsletter # 145 2023

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CANCELLED

**** Wednesday 22nd March ** 7.00/7.30pm**

Special General Meeting to discuss our flying field status. National Services Club, Hastings

Contributors to this issue; Brett Robinson /Barrie Russell / Marty Hughes / Clive Baker / Anthony Wright / John Campbell / Rob Lockyer / Mike Anderson / Des Dew / Norris Kenwright / Heather Mardon / Lance Hickey / Phil Sharp / Graeme Rose / Chris Wong / E&OE /



From the Editor's Desk May 2021



Greetings All, Welcome to our first Propwash of 2023, what a mixed bag we have. The year started with some indifferent weather, positively blossomed for Warbirds and then disaster struck and we all know and have seen the consequences. Well as they say, **“When the going gets tough, the Tough get going”** We have a very capable and positive **Duo** leading our recovery with **President Marty** and **Field officer Lance** and talking to them both I can assure you we are in good hands. **Lance** is of the opinion that we could be back using the landing (and taking off!) strip in weeks rather than months, so once access is available and we get the go ahead from the powers that be, then it will be all hands to the pump. Watch this space, we will keep you informed, there will be plenty of work to be done.

Due to a lack of Club Activity, my call for copy was well supported, my thanks to those who responded. I'll be out of action physically with a hip job for the next couple of months, but will still be busy on the PC. So all the help members can give will be gratefully received. If you're going flying, please take a camera or phone and send me some pictures of the action with comment, where ever you might be flying. Reports and articles and comment will be gratefully received so we can keep Propwash alive and the membership informed. **Thanks, Ed.**

Prez Sez. May 2021



Hi everyone.

As we navigate through these uncertain times I think it's important to focus on the positives. Yes we have suffered some damage to the field and buildings... But we are all safe.

Our little hobby is so much more than meeting on Sunday morning and flying model planes in circles. We are a collective of model enthusiasts that like to build and fly models, meet up and socialise. While the club field and shed are out of action we have so many more options.

Joe Wurts has kindly mowed a grass strip at the Black bridge site and the glider boys are more than happy to open this to electric flight. I know Barrie is talking to the Vintage boys about this. **If you think you will make use of this and need a key, please get hold of me and I will source one for you.**

Roy's Hill is a great location for electric flight and I will be making the most of that when I can. This would be a great place to hold a Sunday morning Radian comp. This is not our site so if you use it, please be respectful of other park users.

Hamish and Ewan Galloway have kindly offered members access to their Norsewood field at any time for powered and electric flight. **Call or txt Hamish first on 0275384212.** Hamish suggests we have some club days there as well... We might even benefit from some flight tuition from Hamish at the same time.... I know I need it.

Slope Soaring . Mike Sheers is our man in that department... I'm excited about this as I haven't flown my sloapie for years. A couple of great sites. Ocean beach and Burmer road.

Float Flying... I've got a nice little lake tucked away for that so if you have a float plane then I'm your guy.

Aero Tow. Graeme Rose and Ross Brinsley and Vic are our resident experts. I've had a couple of goes at this and it's a great fun . Gotta have great eyesight as they release at 1000ft and climb from there.

So much to do and so much to fly. I'm excited about the future of our club and where we can head. Please stay close . Without you our members we are nothing. If you need a chat, if I can help with anything, if you want help to organise a flying get together or just a social get together then call me any time on 021427380 or drop me an email marty@stephenhill.co.nz<<mailto:marty@stephenhill.co.nz>>

See you all very soon **When the going gets tuff.... The tuff rebuild.**

On a different and happy note, It is with great pleasure and pride that I can tell you that two of our MFHB members have just received very prestigious awards from MFNZ.

These awards were presented at the start of Warbirds by Frazer Briggs representing MFNZ.

The Macdonald Memorial Trophy was awarded to our very own **Barrie Russell**. This award is considered to be the most prestigious award that can be bestowed on a person for the most outstanding contribution in any sphere to New Zealand Model Aeronautics. **Barrie** is a life member of MFHB, He was one of the main drivers to find, organise and set up the flying field at Awatoto. He has very heavy involvement in the vintage field both locally and nationally and he is also the editor of MFHB prop wash that you are currently reading. **Barrie** is also the main driver of the Tuesday Shed gathering and is always on hand to lend advise and is always helping members with different projects. **Congratulations on the award Barrie. Well deserved.**



The Rhys Jones Award was presented to Master craftsman **Phil Sharp**. The Rhys Jones is awarded for engineering excellence in Aero modelling. In his workshop in the upper hills of Havelock North, **Phil** undertook the engineering challenge of making a 1/3 scale 9 cylinder Gnome Rotary engine. He built everything except the sparkplugs. The end result is a piece of engineering excellence beyond reproach. **Congratulations Phil**



Warbirds over Awatoto 2023.

CD Marty's Report ;

The lead up to War Birds was a very interesting one to say the least. Having Awatoto go under water for the record number of four times in the last 12 months was less than ideal. A month out from Warbirds we went under and it left a lot of silt on the access track and carpark area and around the pits area. Lance was able to harrow this to a usable stage. He said to me " You will have a field for Warbirds , It may not be pretty but it will be usable." Then 7 days out from War Birds, we went under water again but luckily the next day the water subsided and left no silt. I can't tell you how many hours Lance spent on the Tractor getting the field ready but it was a lot. The field was mowed a few times, the pits area and starting blocks were set up and the white lines were painted on the grass . We are ready.

Roll on Saturday 4th Feb.... Game day. The sun was shining and not a cloud in the sky. A slight sea breeze was straight down the strip giving perfect flying conditions.

This year we had pilots from around the country join us. From as far North as Wangarei and from as far south as Dunedin. Over 34 pilots in total with Warbird aircraft from WW1, WW2, Between the wars, Modern Military, Jets and Helicopters.

Alex Hewson from Christchurch kept us entertained with his lunchtime display both days doing an amazing 3D display with his 120cc Extreme Flight Extra. Phil Sharp did a couple of engine starts with his National Award winning Rotary Taube engine that he made. Carl Hansen and Scott Lea were flying their Gas Turbine Russian Helicopters. The highlight for me was Craig Abbot's ME-262 Jet. Probably the best ME-262 model you will ever see and he fly's it like it's on rails. Another crowd pleaser was Ryan Groves Aermacchi, and when he wasn't flying it, he was putting on an impressive speed display with his blue jet, The flash. At one pass the Radar gun clocked him at 360kmh.... No this is not a misprint.... Yes 360kmh.... WOW!!

The Ice Cream truck, Coffee Cart and Food Caravan were kept busy over the weekend with a steady stream of happy Spectators. The cars just kept coming. I don't know how many people we would have had through the gates but it must have been close to 2000. Both Saturday and Sunday brought us perfect flying conditions for pilots and both great days for spectators. 4pm Sunday it was Prize Giving time and the end of Warbirds. WW1 trophy was taken out by Ray McPeake with his 1908 Taube. WW2 was Craig Abbot with his ME-262. Modern Military award to Carl Hansen with the MIL 17 Heli. Pilots' Choice was James Farrow with the Corsair and furthest travelled was Johnny Gardner all the way from Dunedin.

I would like to say a very big thankyou to all the pilots who made the trip to Awatoto and also our local pilots who attended. Without you all we would not have a show. You guys are amazing. A special mention to the MFHB Committee who did all the organising and field prep and also to Tony Ives and his team who controlled the entry gate for the two days.

That's Warbirds 2023 put to bed. Now we start planning for Warbirds 2024.... Bigger , Better, Faster..... and dryer.

Marty Hughes. President Model Flying Hawkes Bay & Warbirds Convener.

CLUB ACTIVITY February'23



Welcome to the month of February, only ten more months before the big fellow with a beard and a red suit comes visiting again, Wow ! This month has got off to a booming start with the running of the Warbirds rally. That is reported on in full in the following article, another highly successful event thanks to the hard working few and the great support of visiting pilots and friends.

Last month I reported the loss of **Stu's** aerobatic Yak. Drone searches by both **Rod and Alex** found no trace and then a phone call from a HBRC ranger produced the goods, rather wet and bedraggled and missing the motor. It was found floating against the Clive riverbank! Seems that it must have crashed into one of the rivers upstream from the field, left the motor behind and floated down and into the estuary and back up to Clive on the incoming tide ! What an exciting journey, Stu has since had the offer of a replacement model from a compassionate, generous member.



Also last month, I emailed out to members that **Chris Wong** had been burgled and suffered the loss of his three pylon models. I'm pleased to be able to report that the offender has been caught, being dealt with under the justice system (however long that may take ?) and the aircraft found safe and sound. Whew ! That's the good news but what is more concerning is the identity of the suspected offender... Would you believe ? It is understood from undercover sources that the said "Stolen models" were found in an unused and long forgotten cupboard at the back of a certain person's storage emporium. Investigations are ongoing and although it is widely accepted that ignorance is no excuse and to date Judgement has been reserved. I will keep you posted as the situation is most concerning, considering that the majority of our members fall into this aging memory loss category. **Now where did I put that ?? Ed.**



Members will be aware that the security at Awatoto Field has been beefed up with the HBRC installing a heavy barred traffic gate on the access road just short of our shed. They are frequently having to deal with break-ins at pump sheds and abuse and assault of their officers so their policy is to lock the gate at night. It is fitted with our lock as well as their river lock. Last week just prior to Warbirds, Lance coming through the gate with the tractor disturbed a low life in the pump shed who took off in a vehicle with an accomplice. He had broken into the shed and attacked our weather station etc which was in a locked cabinet. Rob managed to get our webcam reset and working but currently the weather station is US and needs replacing.

Congratulations to **Blair Jepson** who has just passed his **Basic Wings Badge**, being signed off by Club Captain **Derek**.

***Monday 13th February.* Disaster day !!**

Tuesday 21st February. Hawkes Bay and much of the North Island has suffered one of the worst natural disasters in our history. Cyclone Gabrielle has wreaked havoc across the country and here in Hawkes Bay the devastation is now only starting to be revealed with the tragic loss of lives and the ruination of infrastructure, homes and livelihoods becoming apparent. Awatoto Field is a mess with most

of our facilities having been affected, and presently without access all is conjecture. Much of the fencing is compromised and the Deans and Shade shelters severely damaged, and our field toilet and storage shed gone, I think on its way to Chile. **!! Belay that, don't trust the rumour mill, the toilet shed is still in place beside the stop bank over its poohole !!** The club access road condition is unknown at this stage, but one



would suspect with the silt and the debris it will be out of action a while. What the future holds who knows, most people have more on their minds at present so clean up and planning will have to take their place.

Our hearts and thoughts go out to those who have suffered tragedy and loss.

Wednesday 22nd February. A Message from our President....

Greetings to all MFHB Members.

The Devastation caused by the recent cyclone and subsequent floods to the greater Hawkes Bay is truly tragic and heart wrenching. There has been loss of life, significant damage to infrastructure and property and disruption to our livelihood . Our beloved Awatoto field has suffered beyond words. As you may know, the stop-bank at the end of our entrance road breached sending millions of litres of dirty water down the road, through our club shed and swamping it to a level above the doors. We are unable to access the shed at this time to assess the damage but

we are expecting the worst. The Awatoto field landing strip from the aerial photos we have seen looks largely unharmed. The Deans shelter can probably be renamed the Deans lean to. All of the shade cloth above the seating area is probably half way to Fiji by now but some of the shade cloth poles are still visible .

The committee met last night for a brainstorming session but these decisions are bigger than us So we are calling for a **SGM (Special General Meeting)** to get as many members at a meeting as possible. This will get us all together and we can run through some options and any suggestions you may have. I also think it will be great for morale. We can get together, have a beer, run through the meeting and open the floor up for discussion, have some supper and a social catch up.

I can't stress this enough Can as many of you as possible please try and make the **SGM** It's important as myself and the committee can't do this on our own. We need you. We are a fantastic club Let's stay that way With or without a flying field !

At this stage we are planning the SGM at the National Services Club, Hastings. Wednesday the 22nd March at 7pm for a beer and meeting starting 7:30pm.

A formal notice will be issued shortly.

Marty, President MFHB



The above panoramas looking East and West I've created from a 360 degree video taken by **Stan Nicholas** a week after the event revealing the extent and destructive power of the incursion. Amazing to see our toilet shed still standing obviously sheltered by the trees along the stopbank.

WARBIRDS over AWATOTO 2023



Pits view top to the east and bottom west, the eastern end being a bit soft and still damp was less populated

Would you believe we could go from a forecast of torrential rain and wind to an idyllic summer sea breeze and hot in the space of one week. From a flying field once again under several feet of water that looked like this below, and a day later looked like this



And six days later looked like the below.



(Friday 3rd set up day) Such is life living in a “drain”, but we do prevail just as we have for the past twenty-nine years. Particularly recently when you have such a great “drain manager” as Lance with his tractor and an enthusiastic field team. Needless to say the decision on holding the event and whether it would have public attending or just be a Pilot’s Rally had to be left until the Tuesday prior. Doesn’t leave a lot of manoeuvring time but we prevailed, the forecast was positive and in a show of great support the pilots and their wonderful machines arrived as did the public and **The Show Must Go On ! Friday 3rd** was set up day with the membership turning out, the field set up and damp areas roped off. Many modellers arrived early, notably from the South Island and the Far North and the air was busy from around midday on.

As always the success of the rally is in the hands of the few stalwarts who turn out year after year to work and support the event. With **President Marty’s** infectious enthusiasm, members rallied under Field director **Lance H** and Gate/Traffic director **Tony I**. The decision was made to forego the club catering this year and refreshments were available through a hot food catering caravan, an ice cream truck and a coffee and drinks caravan. **Grant** from **Hangar One** set up shop and showed a steady trade and he and **Andreas Gabbler** gifted the club three of their Laser cut Vintage kits, Thank you Guys.

Saturday 4th February 2023. Dawned a fabulous Hawkes Bay summer day, hot with a slight land breeze down the strip turning later to a light sea breeze which provided some degree of cooling. We got off to a 9.30am start with the pilot’s briefing on rules and strategies for the weekend, and this was followed by the presentation of two prestigious **Model Flying New Zealand Awards** which normally would have taken place at the Nationals but as the recipients weren’t attending, conveniently took place here. **President Marty** read out the citations and **Frazer Briggs** presented the Awards on behalf of the **NZMA Association**.



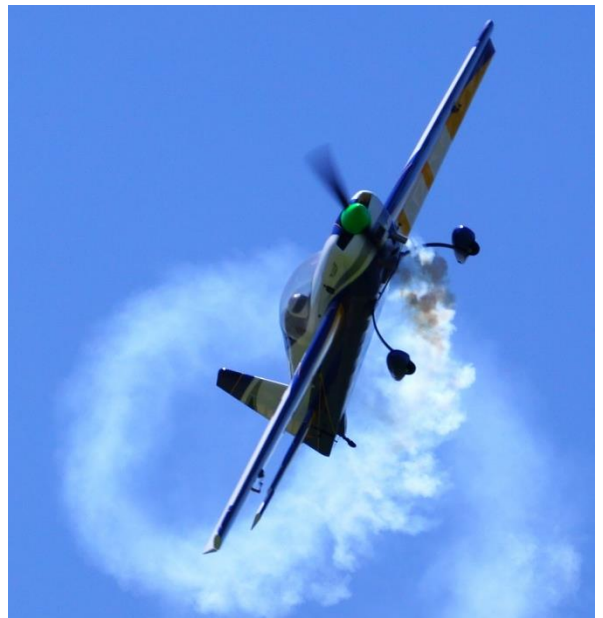
Left; Phil Sharp being presented with the newly minted **Reece Jones Award** for outstanding technical innovation and craftsmanship in aeromodelling.

Right; Frazer Briggs presenting **Barrie Russell** with the **Macdonald Memorial Award** for service to aeromodelling.

That all done, let the flying begin. The program was loosely controlled with like types of aircraft flying together and individual spots for more specialised aircraft and displays. Due to the uncertainty of the weather etc there were a few regulars missing, but this was more than made up for with the quality of models and pilot skills on display. There were 35 pilots registered with some hundred aircraft plus family and helpers. Great to see a group from the South Island who had to battle ferry cancellations etc to get here but make it they did with about a dozen aircraft stacked into that trailer. Welcome guys, you did us proud with your aircraft and abilities. I hear you're all booked for next year ... Great! *From Left; Jonny Gardner Dunedin, Alex Hewson Chch, Ray Kid Chch, George Pratley Timaru.*



The public were well entertained with the warbirds both in the air and on static display, and this year by way of a difference, Frazer yielded the 3-D Freestyle demonstration flights to Alex Hewson who put on some dazzling displays and wowed the public and members alike with his latest Extra model. Powered by a DA120 twin giving it a two to one power to weight ratio, some of the manoeuvres were close to insane !



As always the crowd favourites were the 50+cc warbirds in formation and chasing each other around the sky, noisy and spectacular. Apart from a couple of minor oops and couple of out landings (undamaged) due to empty fuel tanks, the weekend was free from carnage.

I'm indebted to the photographers present who have unselfishly allowed me to use their images, Brett Robinson, Clive Baker, Anthony Wright and John Campbell. Thanks guys the quality and selection of subjects makes me realise I should give up taking pictures ! The following pictorial display is due to their efforts, some are named the rest I'll leave you readers to fill in the gaps. It's difficult to catch everyone and the selection is random, I hope you enjoy, we certainly did seeing them flying.



The 50+ccers strutting their stuff down the strip

And the big boys came out to play. **The Briggs** family mosquito looked and sounded magnificent being re-engined with a pair of in-line twin 100cc DA 's. The tailplane was fitted before it flew !



Craig Abbot's ME 262 similarly was a great crowd pleaser sound and sight, very impressive in the air and well displayed by Craig. He suffered an engine out early on, something foreign came loose inside but he got home safely on one motor and then performed a motor transplant (Kingtec 120 turbine) and flew on over the weekend.



The Briggs Lavochkin flew early on but suffered engine problems with that great radial and was confined to the ground for the duration.



Ryan Groves rebuilt and flew this ex-Tony Withey Aermacchi, completing it's certification flights on Friday and it performed flawlessly over the weekend. Great to see it back in the air following its swim in the river a couple of years back after a flameout at Warbirds.





Grant from Hangar One provided a steady service to modellers and the public alike. I saw a lot of large boxes heading out accompanied by smiles on their owners faces !

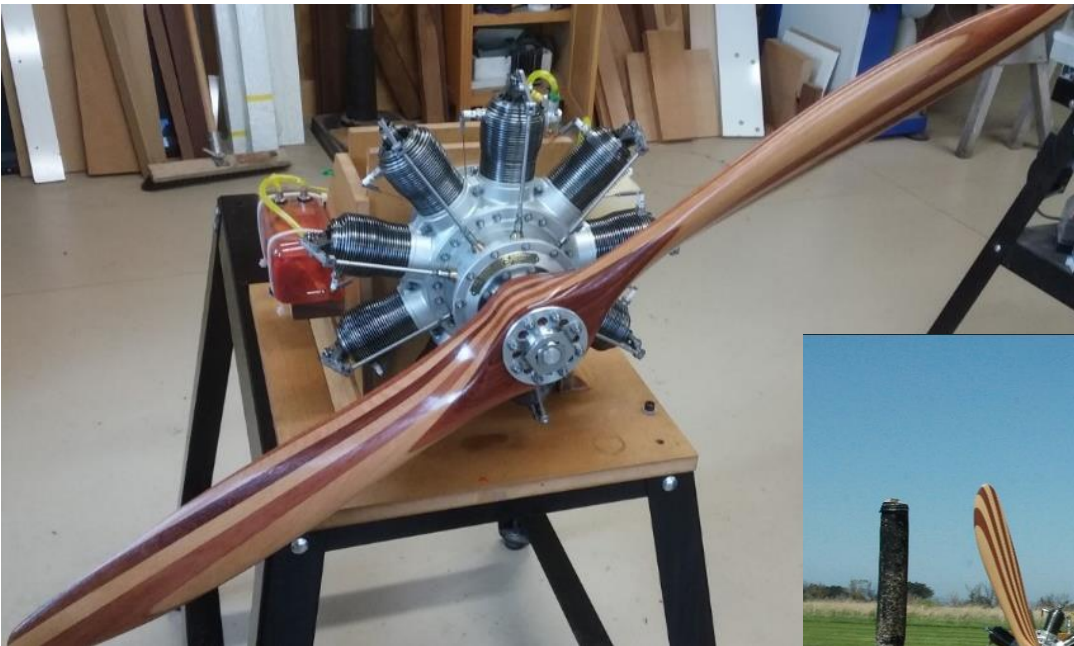
Nighty Night !
Friday and Saturday nights the Deans Shelter was put to good use





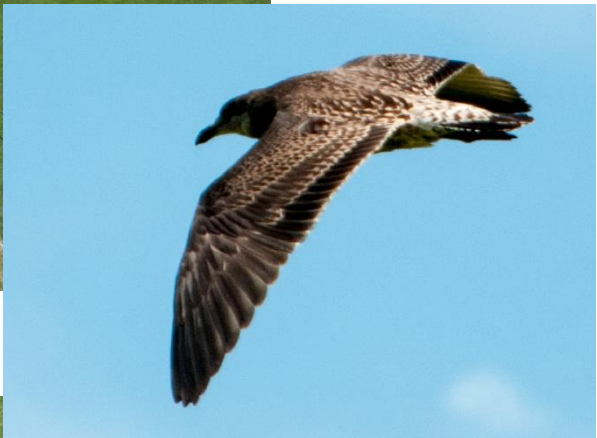
The public turned up in droves and were well entertained throughout the weekend and these pilots with their mid sized warbirds had a ball chasing each other around the Awatoto sky.

There was a treat in store for both the pilots and public alike with Phil Sharp demonstrating and running up his 1/3 scale Gnome Rotary engine.



Phil with his Reece Jones Award presented by the NZMAA for excellence in





Andreas Gabbler took these pictures of a “Birds eye” view of proceedings.





Clockwise from top Left;

Mike Shears flying the ex-Clarkson F1 Tripe / **Tony Ward's** (MFHB) Tiger Moth / **Gordon Mead's** Pup HMAc / **Craig Abbotts** Eindecker / **Ray McPeake's** Taube MFHB / **Phil Sharp's** Storch MFHB / **Rene Redmond's** Pup.



ClkWS from Top Left; **Gordon Meads** with the ex-Laurie Crystal Stitson / **Grant Finlay's** ex- Geoff Clarksom Tiger Moth / **Peter Brown's** Vampire and Ex-John Clarke semi-scale electric Lightning / Harvard ??? / **Bill Roydhouse's** ex- Bob Whitburn Hurricane / **John Clarke's** P-51B / **Lance Hickey's** Texan / **Phil Sharp's** Tempest.

The rally concluded around 4.00pm Sunday with the usual Prize Giving. And... the winners were:



Best WWI – Taube - Ray McPeake – which Mike Shears (pilot) accepted on his behalf.



Modern Military – Mil 24 Heli – Carl Hansen.



Best WWII – Me-262 – Craig Abbott

Pilots Choice –
Corsair – James Farrow

Two other awards:

Furthest Travelled –
Johnny Gardner – Dunedin.

Special Award – Lance Hickey – for all his work in getting the field useable for the event.



The Rally had a slightly different feel this year, a few less models but made up for by the size and quality of those on display. The flying though continuous was not pushed quite so hard and the air of comradeship prevailed. Under the idyllic conditions it proved to be a very friendly and relaxed occasion. **President Marty** who was also the convenor of this year's Rally concluded business by saying ... *"I would like to say a very big thankyou to all the pilots who made the trip to Awatoto and also our local pilots who attended. Without you all we would not have a show. You guys are amazing. A special mention to the MFHB Committee who did all the organising and field prep and also to Tony Ives and his team who controlled the entry gate for the two days.*

That's Warbirds 2023 put to bed. Now we start planning for Warbirds 2024.... Bigger , Better, Faster..... and dryer.

Marty Hughes. President Model Flying Hawkes Bay & Warbirds Convener.



Heather's WARBIRDS 2023 Feb'23

Our ex-president Heather Mardon as well as helping out at Warbirds, spent some quality time behind her camera lens. I'd already finished and saved the Warbirds report and these pictures are too good not to share. Most will recognise the aircraft and know their pilots and history, so here is a photographic montage of her album. I'm sure if anyone wants a larger file copy, they could contact Heather. Enjoy.....





Marty's "Members' Workshops" #6 Feb'23



Now who will I pick on this month, howse about one of those guys who sees me coming and always avoids me. Ssshh, let's sneak up quietly and see if he's home. Knock, knock, knock ... ??

Marty: Well Hello **Lance Hickey**, how nice to see you and in such a good mood on a nice day like this

Lance; Wadda ya want ?

Marty; Just a few minute of your valuable time to talk about **Lance Hickey**, celebrated field officer and valued member of MFHB.

Lance; (A grin appearing) Since you've finally caught me, I s'pose awright, come in !!



Marty; Wow, that's an impressive piece of Kit Lance, "Do you want to sell it ?" No I mean tell me about it

Lance; That's two questions, **NO** to the first, and it's a 95in Pilot Kit P-47 Thunderbolt and being powered by a 3cyl 90 cc Saito four stroke.

Marty; Tell me lance, what's your history of aeromodelling?

Lance; As a kid, I lived beside Marewa Park and flew a control line cox powered plastic model. Then came motor bikes and Carting where I eventually met Alex Wardley in Nelson. When he joined the club my interest was re-kindled and here I still am today.

Marty; That's amazing Lance, some of our greatest men started life as children. You have a lot of ARF models, do you scratch build as well. **Lance:** Yes Two, a Tomboy on the shelf there, when I first joined the club and I'm currently building (somewhere, yes up there in the roof !) A Sky Raider from a Zirolli plan.



Marty; And Wow you've got some serious kit hanging up in that workshop. Out of all those beautiful aircraft, what's your favourite model Lance?

Lance; The Calmato trainer, great aircraft to learn to fly on and an excellent performance model. I ought to know, I've had a number of them !!





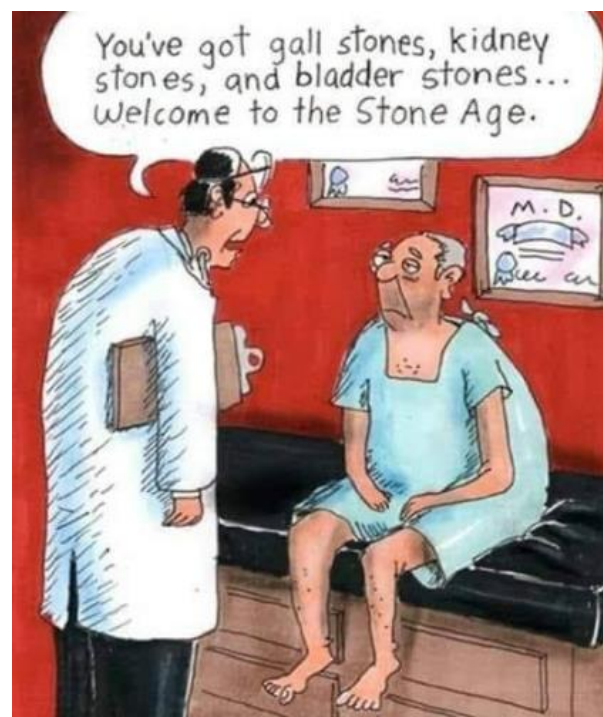
Marty; So drawing on your experience, what advice would you give to new modellers joining the club ?

Lance; Teach and convince them that the proper setup of a model is the most important factor for safe and good flying ability.

Marty; Thank you Lance, seeing your workshop and all those beautiful models has been an enlightening experience. Now just one last question before I depart. WHEN CAN I PURCHASE THAT P-47 OFF YOU.

Lance; "Marty, #%\$(!Off &^\$??!deaf /f \$ again/!!"

Marty; Oh dear, I can't print that Lance,
Thank You and you have a nice day.



VINTAGE REPORT

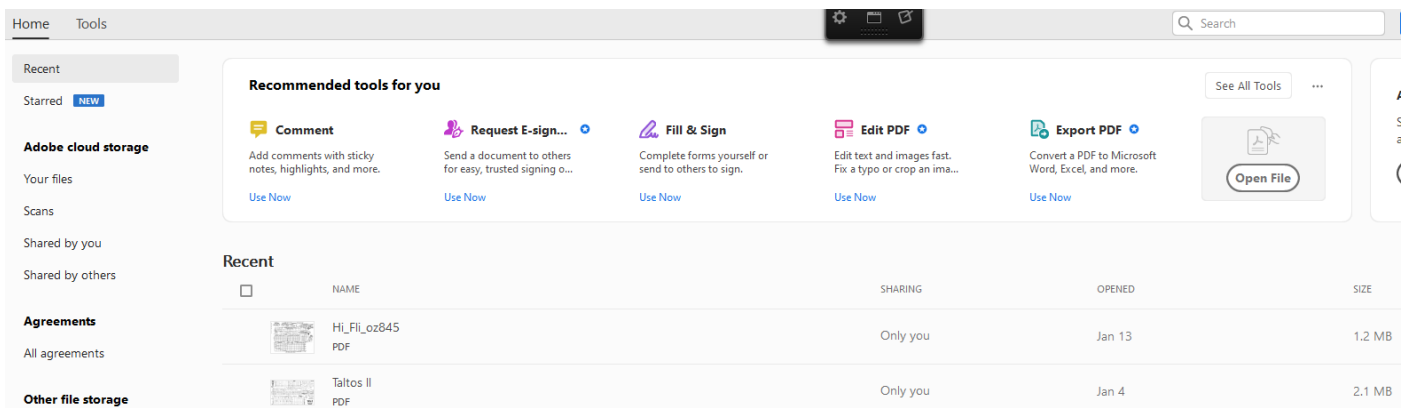
February 2023



Last month I made reference to **Tile Printing** large plans. Some of you more knowledgeable will already know all about this so you can skip the following !! However there may be some amongst our merry band who are like me up till a month ago ignorant of this printing facility. I have to admit my thoughts aren't original, **Anthony Hales** is an expert at it and shared his knowledge which I think is worth sharing around.

Getting plans enlarged and printed at the copy shops or warehouse Stationary can be frustrating to get it right (if you can find an operator who knows how) and also expensive. Tile printing allows you to print any size plan on a number of A4 sheets on a home Inkjet or laser printer. With Anthony's input and some searching on Google I came up with the following.

1. First job is to download a free copy of Adobe Acrobat Reader <https://get.adobe.com/reader/>
2. Your printing file needs to be a pdf file, most downloads are already thus, but if you're working from say a scanned or screenshot 3 View then you need to save it as a pdf file.
3. You need a printer and lots of A4 paper. My printer is a laser which I use in black default and ink save mode.
4. In Acrobat Reader Home page click on "OPEN FILE" and load the pdf you want to print.

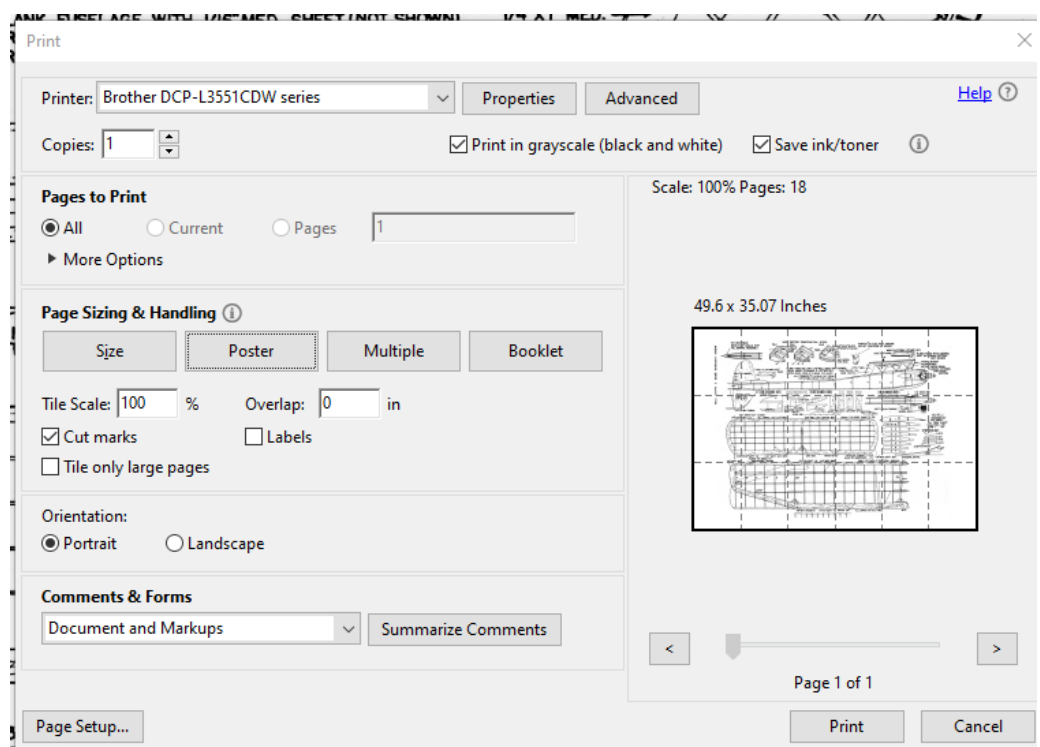


Once the file is loaded, double click on it to load the plan and this screen will appear.

Select "POSTER" and you will see the plan with it's tiled pages at 100% in the preview screen.

Alter the % Percentage to suit, leave the OVERLAP at 0 and tick the CUT MARKS which give the page locations.

The program tells you how many pages, load enough paper and a printing you will go !



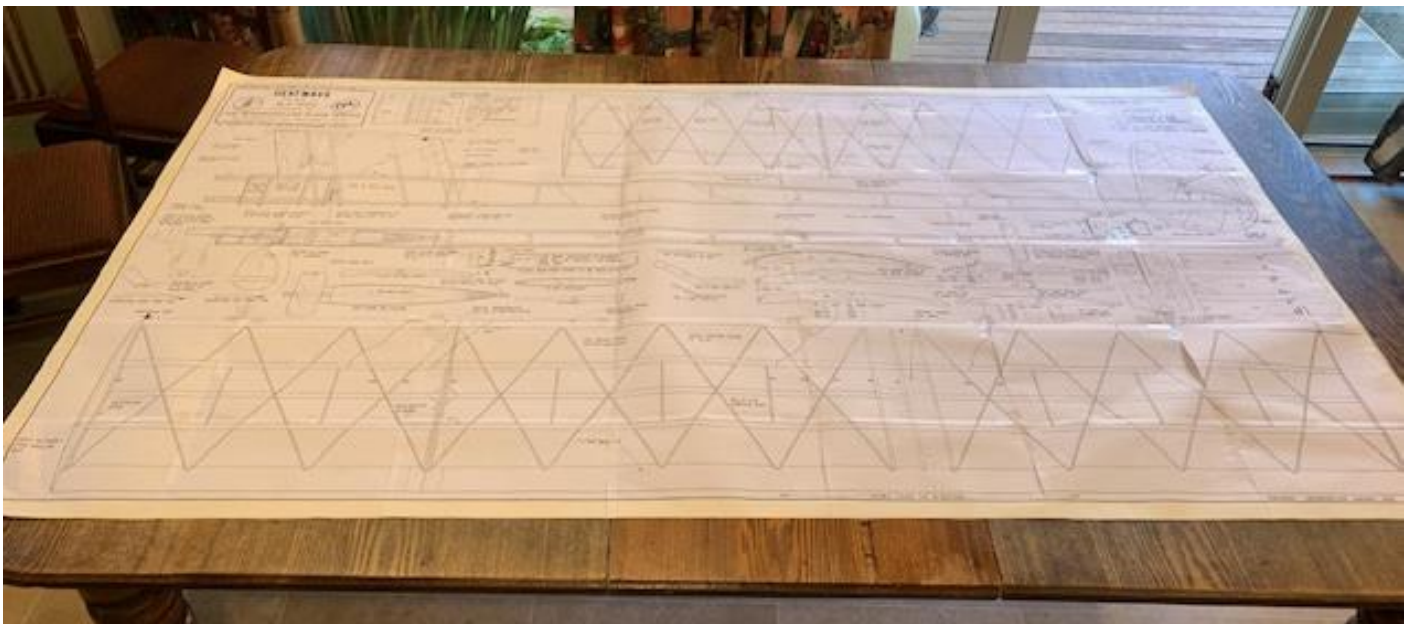
For my first effort, I joined the pages overlaps with cello tape which I found a bit hit and miss and bulky in the overall plan. After talking to **Anthony**, he suggested using a simple glue stick which gives time for adjustment if you don't get the position quite right. Brilliant, much quicker, cleaner, more accurate and less bulky when folding the plan.

To control the placing of the glue, I used a couple of strips of MDF as in the photo. You preferably don't want extra exposed glue on the front of the plan, this allows you to put it where you want it. Where you get the odd miss, then some cello tape comes to the rescue.



I then run a strip of masking tape around the perimeter and all is done. Cost, my last one 50 sheets say \$1.50 and ink at a guess say 2 to 4 dollars worth. To have it printed it would had to be 3x A0 sheets costing between \$25 and \$40

depending on who, what and where ! Both Brett and I have found it a very worthwhile exercise.



Brett Robinson reports on the build of his Classical Vintage **SATELLITE**.

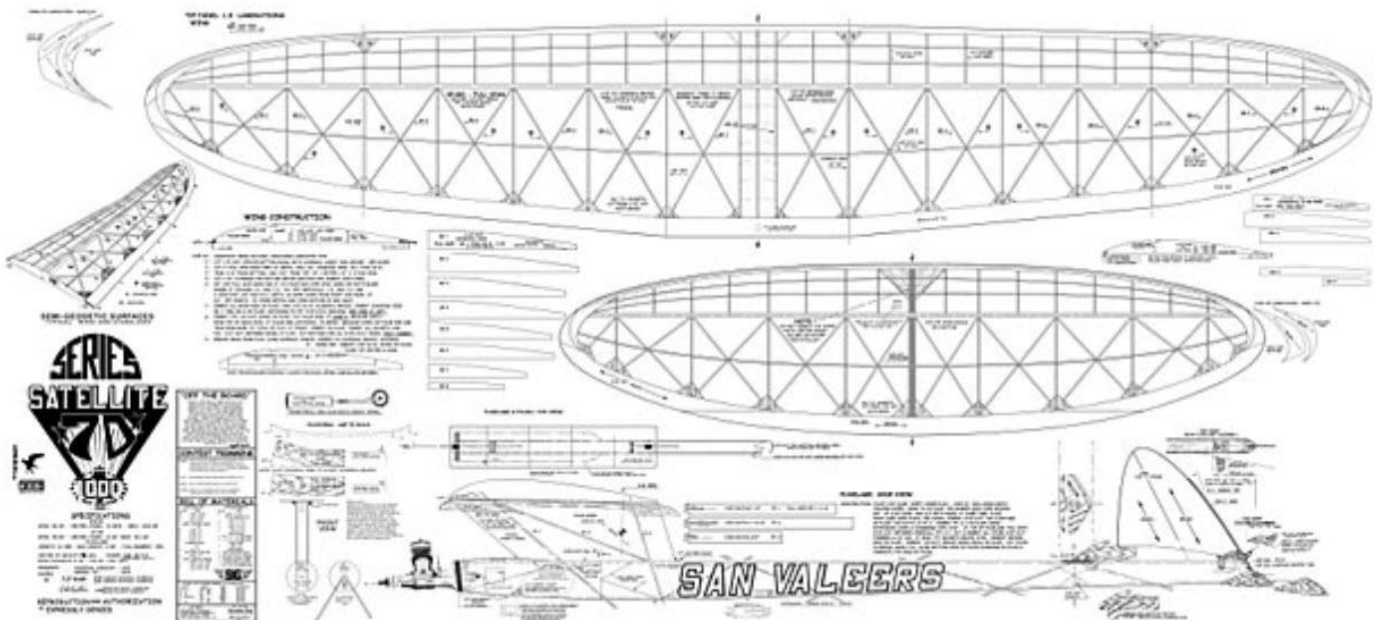
Building a Satellite Model for Vintage Classic A Texaco.

One of the many Vintage events we fly (in mainly NDC) is Classic Vintage is A Texaco – the rules are that the battery size you can use is directly related to the *Dry Weight of the model* and the comp consists of Two Unlimited flights. (The battery may be changed between flights.)

Barrie, Stan and I have, up until recently, been flying this A Texaco NDC comp with our Night Train's, but with a much smaller battery onboard than normal. We also use a UBEC plugged into the receiver running a small drive battery for the radio, as the drive battery will be getting run down to almost zip flying the comp flights. Bearing in mind the Night Train was never designed for this class or indeed as built, was never really in our original plans to fly this class, the result was that our flight times, while sometimes acceptable, were not anywhere near the 'top of the pack' in terms of the duration others were getting around the country.

So, Barrie and I sat down one day and looked at some plans on Outerzone and discussed some options and goals we wanted to obtain to then be able to fly the class using a dedicated new build model.

I happened to be looking through an old April 2014 issue of Flying Models and saw a model called the Satellite. This is an old Free-Flight Open Power model and comes in three sizes. 850 / 1000 / 1300. (The sizes relate to wing area.) After doing some rough calculations on goal weight v battery size etc, I decided to build the 1000 sq in version



After purchasing some balsa a start was made.....

Rudder

First up was the rudder. The outer frame was built up of three laminations of 1/16" balsa taped together then 'dunked' in a basin of water to enable them to be bent around a chipboard form of the rudder. Outline. (The original free-flight plan used just sheet balsa and No moving rudder.) Once out of the 'form' the bits were glued together and put back onto the form to dry. Once dry, the outer frame then had a lattice of internal framing added and a rudder 'flapper' was also framed in. Blocks were added for the hinges and that was pretty well the rudder done, only a good final sand being required before covering.



Elevator; This was almost a model in itself, as the span of just the elevator on the Satellite is 1.3 metres, with a chord of just over 12 inches! Again, laminations of 1/16" balsa for the leading edge were cut and glued up. Ribs were cut and spars made out of hard balsa with some carbon fibre reinforcement in the centre panel. Being elliptical, of course *each rib is different* and that provided a few 'build challenges', but we got there in the end.

The plan elevator, of course (like the rudder) had to be 'modified' to include to flapping elevators and that required a bit of extra 'fiddling' and building modifications. Once done, the all built and uncovered finished elevator weighs in around 5 ounces.



Wing

This is also big at around 92" span and 15" chord, although not quite as big as my Lanzo Bomber wing, but it still has a chord an inch bigger than the Lanzo (gulp!!) The wing is, again, like the elevator, is elliptical and is a polyhedral layout with the centre panel being flat (to sit on the fuselage pylon) and with four breaks in the wing from the wing centre panel and again for the tip dihedral breaks.

I have only just begun with getting the main panel and outer panel frames done, the ribs cut and the hardwood spars ready to fit. The ribs now require lightening holes put in them and the tips will be built and added later on, as my building board is not quite long enough for the whole wing to be assembled in one piece!



To be continued.... BR.

Info & Things February 2023



“ To Hear or Not to Hear That is the question.”

A soliloquy, by Clive Baker

Not that long ago I was a fairly normal person. I did like classical music. I had recordings of more than 500 opera (plural of Opus) and liked nothing more than sitting down and listening to one of them.

Then all that vanished in one stupid act. I inflated a bike tyre to it's upper limit and left it in the sun. The resulting bang damaged my aural nerve with the result that I could no longer hear parts of the audible sound spectrum. In particular at the low end so that I could no longer hear husky voices or my music

The ACC consultant did some unbelievable calculations and proved that it occurred through normal wear and tear; not an accident.

Hearing aids are of limited value. They cannot replace what is missing. They are cursed things to use. Mine are always in being serviced and they cost from \$2,000 to \$8,000. They cannot give the level of support to your oral system that glasses give to your visual.

For me the worst problem is that I offend people by interrupting a discussion or not responding to a question. This has happened a number of times and I can only say sorry.

But what does worry me that nobody uses any protection in the pits. Engines are loud and require the operator to work close to the exhaust. I can hear them and if I can hear them they are loud. It is not hard to arrange. Have a look next time you go past a building site and you will see everyone is wearing ear muffs.

The bravado of yester-year is passed and we should move with the times.

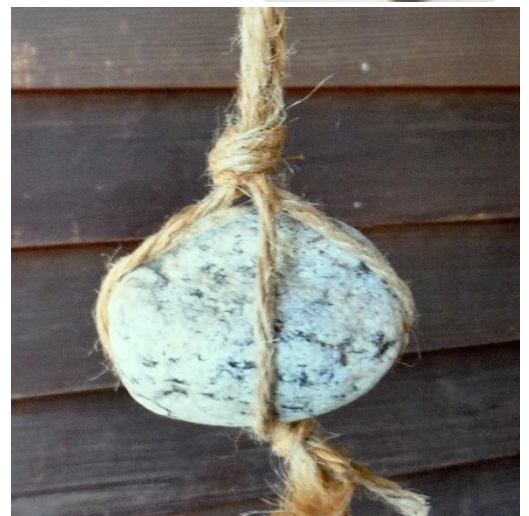
(Anon “Clive B”)



Marty's new weather station....

Maybe we need a weather stone at the club that hangs from a piece of rope?

Stone is wet....	Rain
Stone is dry....	Not raining
Shadow on ground....	Sunny
White on top	Snowing
Can't see stone	Foggy
Swinging stone.....	Windy
Stone gone.....	The thieving bastards stole that too.



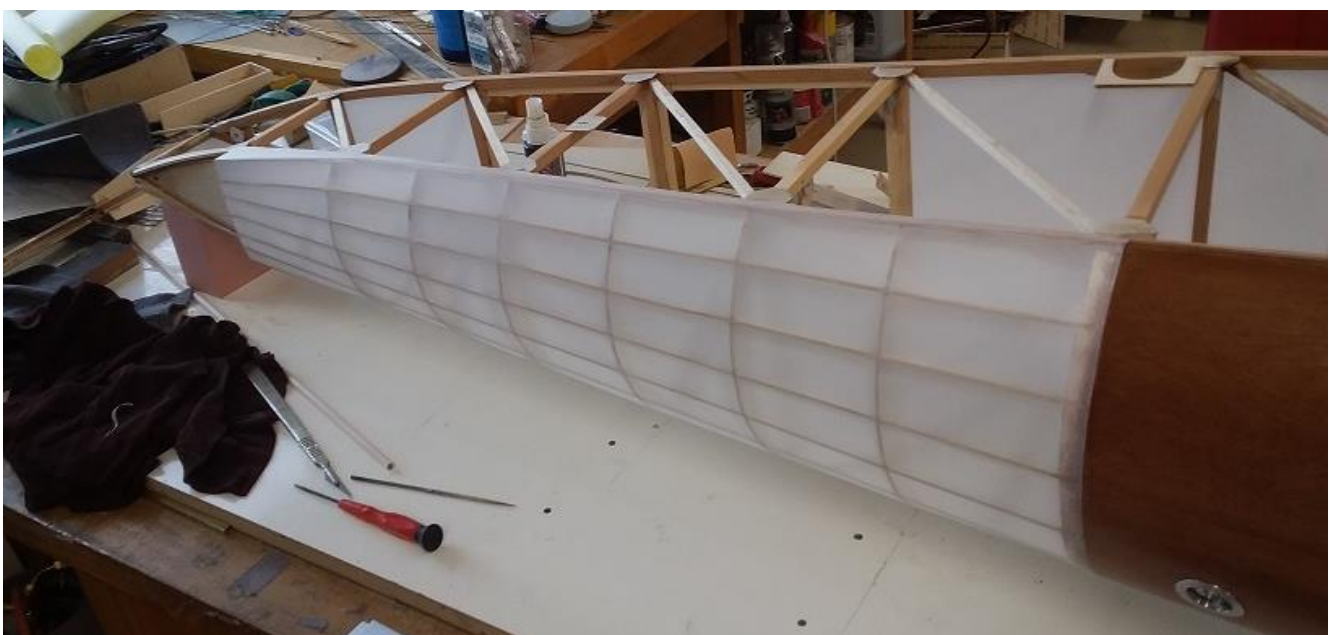
Phil's Rotary Magic. Pt 18 FEB'23



I must be the luckiest editor ever ! Every month, right on time without even asking, **Phil's** contribution arrives, each one as good if not better than the last. Eighteen months now and we haven't missed a beat ! Many of us saw the **Gnome Rotary** running at Warbirds and it is now performing flawlessly, so **Phil's** efforts are now confined to the **Camel**. Progress report in his words and pictures tell the story.....



The Camel is progressing well and the fuse is covered. I still have to do the stitching etc, but it's not far away from painting.





I have finished off the servo mounting and the hatches underneath. I also did some rough balance

calculations, and by fitting two 3800mah batteries close to the tail I think it will be somewhere close.

The fuel tank will sit under the pilot. Not sure on the size yet but about 1000cc.

I have made the two fuel tank caps, the front one will be the filler, and the rear the vent.





The last week or so has been spent fitting the engine and making the rear engine mount, I know it's carbon fibre, but it only weighs 80 gms!



I was hoping to start the wings soon, but still have to finish the oil tank and make a fuel tank, mount the ignition box etc, etc. There is also a bit more to do on the horizontal stab and wing centre section before covering. Once all that is done I can put it aside and concentrate on the wings.

*Well that's all for now, hopefully the pic's are OK. **Phil.***

(Bloody Marvellous, Ed.)





The Hawker Hurricane

Specification

Wing span	12.19m	(40 Ft)
Length	9.83 m	(32ft 3ins)
Gross weight	3479 kg	(7670l)
Power Plant	Roll Royce Merlin 884 kw, (1185hp)	
Max speed	550 kph	(340 mph)
Operational ceiling	11,000m	(36,000ft)

Well into the 1930s the RAF were committed to the biplane configuration with a fixed undercarriage, typified by the Hawker Fury for their single engine fighters. In this area the axis air forces were a long way ahead of them.

The RAF had issued a specification for a more advanced fighter at about this time. Hawker's response was essentially a monoplane version of the Fury powered by a V12 merlin engine and with a retractable undercarriage. The RAF response was negative but Hawkers were sufficiently convinced to proceed with the development of the Hurricane without any form of contract or financial return.

The new aircraft first flew on 6 November 1935. It was described "as easy to fly with no apparent vices." By the middle of 1936 the RAF had been convinced of the value of the new aircraft and full production started. It was simple to manufacture with a simple wing planform and retained the steel tube and fabric covering of the biplane fighters. It had entered squadron service by December 1937.

It played a major part in the Battle of Britain which was to follow. Inevitably it was compared with the Supermarine Spitfire, although neither of them have had much following in Model Flying Hawkes Bay. Bill Roydhouse's Hurricane performed with distinction at the last Warbirds meeting. Perhaps we will see more in the future.

There is no doubt that the Spitfire was the more glamorous with its easily recognisable elliptical wing and slender fuselage, but the Hurricane was more serviceable and easily repaired by unskilled workers.

Fans of the Hurricane will point to the fact that 60% of the German aircraft destroyed in the Battle of Britain were shot down by Hurricanes. This means nothing of course in a comparison of the two unless you know how many of each were involved.

A total of 14,487 Hurricanes entered service. Construction was carried out in Britain and Canada. They served a number of functions from fighter to fighter bomber and it is claimed they saw service in every theatre of the war. **Clive Baker.** 24th Feb 2023.

Bill Roydouse's Hurricane in flight over Awatoto Field piloted by Mike Shears/Jayden Molloy.



The aircraft was originally built by Bob Whitburn, an avid scale builder and long time member now retired of MFHB. After Bill purchased the model it underwent a refurbishment and repowering with a petrol motor and is still a consistent performer and nice flying model. Above left is a shot from early days and Awatoto Field with Bob starting the model in the pits.



The Southern Oscillation Feb'23

By: Norris Kenwright. mfhb



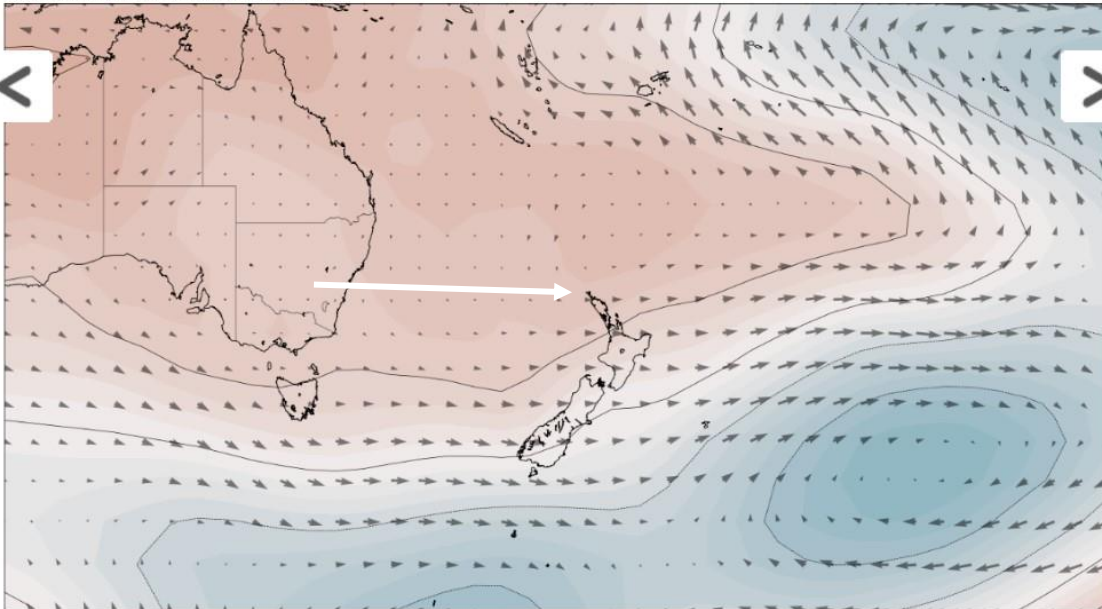
El Niño and La Niña are opposite phases of a naturally occurring global climate cycle known as the El Niño Southern Oscillation, or ENSO for short. ENSO influences rainfall, temperature, and wind patterns around the world, including New Zealand. El Niño and La Niña episodes occur on average every few years and last up to around a year or two. It has two opposite states - El Niño and La Niña - both of which significantly alter weather patterns across the globe.

El Niño

During an El Niño event, ocean water from off the coast of South America (near Ecuador and Peru) to the central tropical Pacific warms above average. The warming takes place as trade winds (the permanent east-to-west prevailing winds that flow around the equator) weaken or even reverse, blowing warm water from the western Pacific toward the east. As a result, sea temperatures in the far western Pacific can cool below average.

During El Niño, New Zealand tends to experience stronger or more frequent winds from the west in summer, which can encourage dryness in eastern areas and more rain in the west.

El Niño Pressure Pattern and Wind



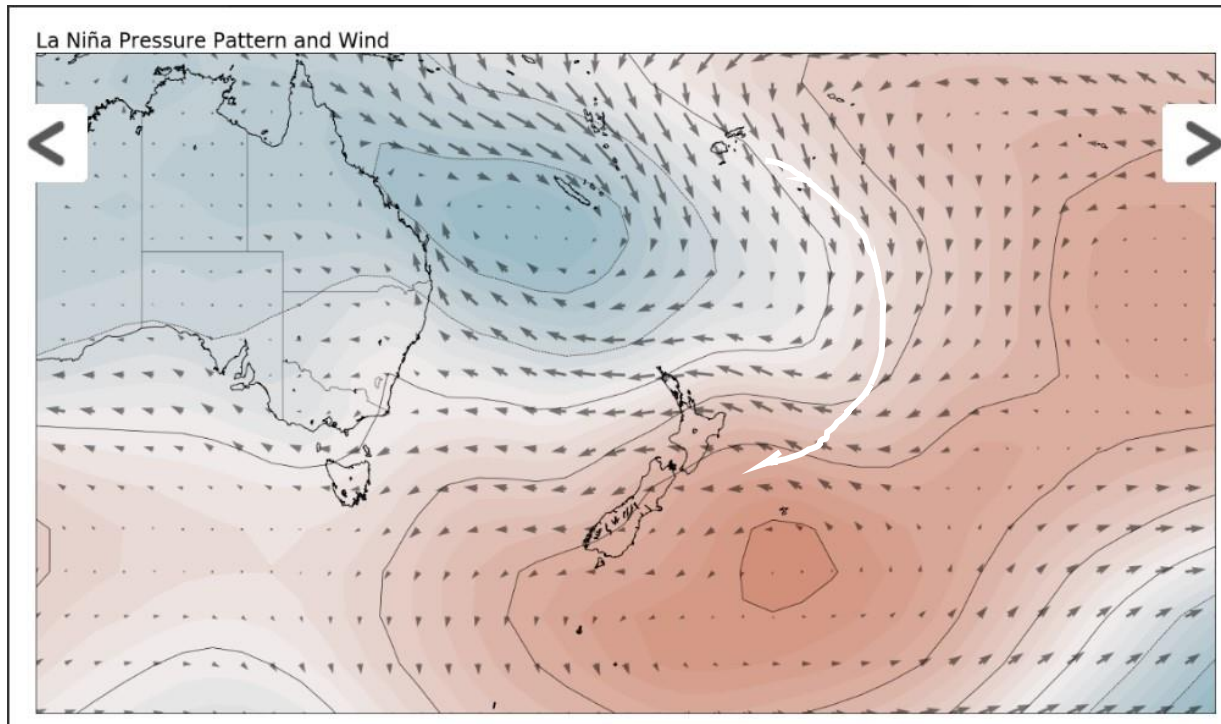
La Niña

During a La Niña event, ocean water from off the coast of South America to the central tropical Pacific cools to below average temperatures. This cooling occurs because of stronger than normal easterly trade winds, which churns cooler, deeper sea water up to the ocean's surface. Sea temperatures can warm above average in the far western Pacific when this happens.

[What does La Niña mean for New Zealand? - YouTube](#)

La Niña's average influence on New Zealand

North-easterly winds tend to become more common during La Niña events, bringing moist, rainy conditions to north-eastern areas of the North Island and reduced rainfall to the lower and western South Island. Warmer than average air and sea temperatures can occur around New Zealand during La Niña.



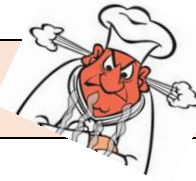
The pattern of El Niño and La Niña usually reverses every few years. It represents a "seesaw" or a mass of air oscillating back and forth across the International Date Line in the tropics and sub-tropics. However we have had three consecutive La Niña events. There is evidence now that La Niña is bringing cyclonic weather down from the tropics to NZ and affecting the East Coast and especially New Zealand.

Some statistics of El Niño and La Niña Events

El Niño	1972, 1977, 1982, 1987, 1991, 1993, 1994, 1997, 2002, 2006, 2014, 2015
La Niña	1973, 1974, 1975, 1988, 1998, 2000, 2008, 2010, 2011, 2017, 2020, <u>2021</u> , <u>2022</u> , <u>2023</u>

Cyclone Bola

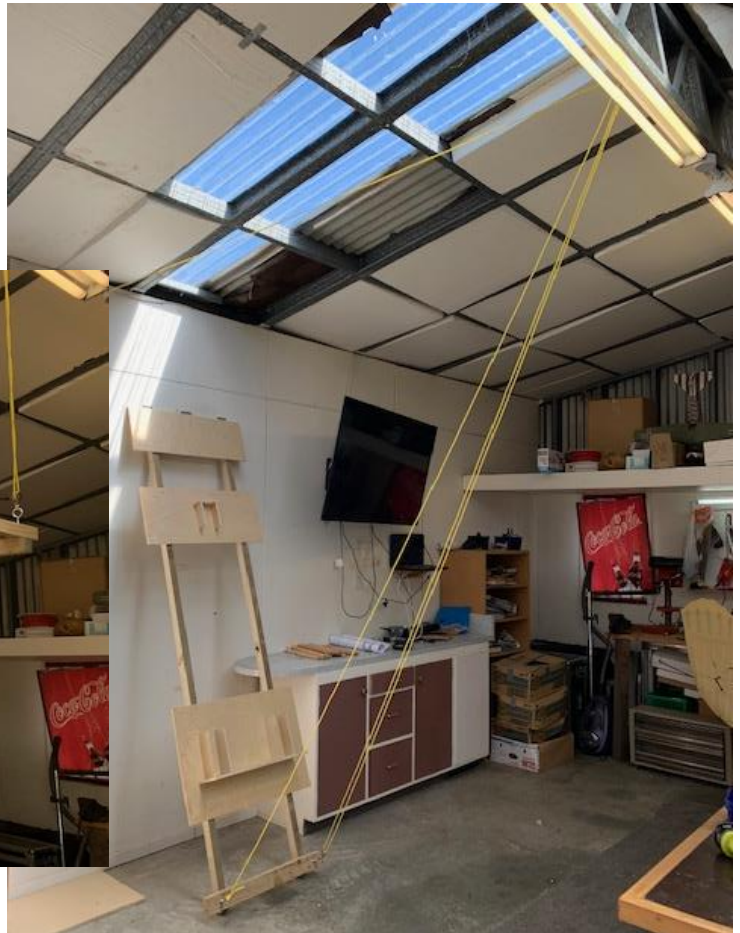
“News from the SHED” February’23



Like all sheds, “Our Shed” at times becomes a repository for Junk and rubbish, especially after a Warbirds rally so it’s time for a clean up, throw out and some re-organisation..

For starters, we have several boxes of magazines and a large box plans and a brand new three piece Texan wing which have been around for long enough so on the next suitable Club Sunday barbeque day we plan to put them out on a table in the Deans shelter for members to peruse and take away. Whatever is over at the end of the day will be dumped along with the rest of the accumulated rubbish. We will advise when.

The Taube which was successfully flown prior to Warbirds and again on both days at the rally now has a mounting rack in the shed where it can be stored fully rigged and up high and safely out of the way. This was installed last Tuesday 7th Feb with several members present assisting.



The skylight above the model is to be replaced with solid iron and a leak in a centre panel addressed . (We hope!)

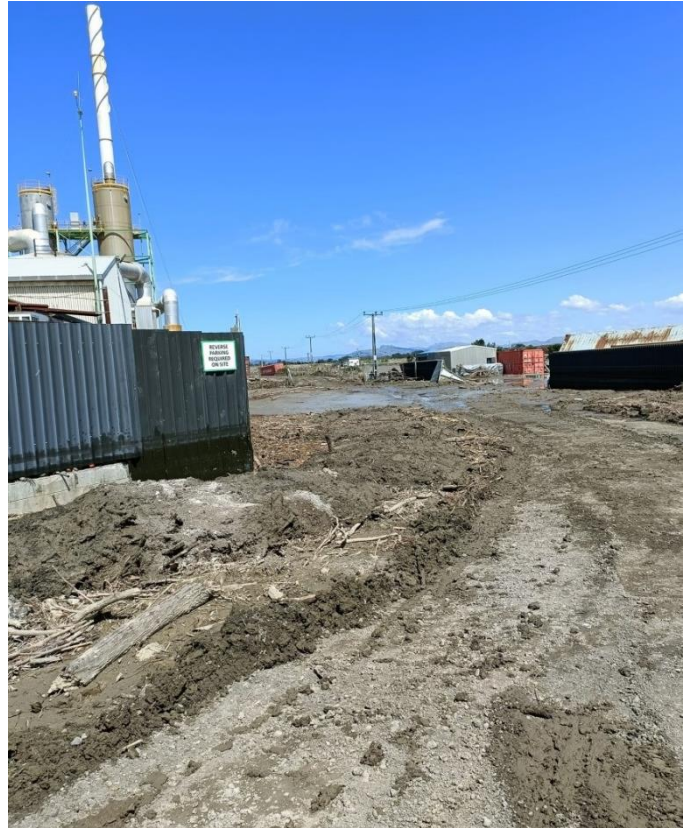
Well that was the plan up till Monday 13th Feb, All History now !! We will have to make some new plans and maybe some new planes once decisions and clean-ups have been resolved. The Shed is currently not accessible and the outside looks like this.



Members, please do not try and get inside, we have to follow protocols and await clearance from the HBRC, Ravensdown and the Insurers.

We're not looking forward to seeing what is inside, considering the water was almost up to the eaves at the height of the flood. The Taube sadly was not in its new ceiling rack as we didn't want it sitting in the sun under the roof, and the club Cub will also have been swimming together with our tractor and all the other gear... Ugh !

Two pictures taken by **Jack Clark** of the entrance to the access road behind the Acid Plant off Waitangi Road tells the story.....



Just a LIDL NEWS Feb'23



Look what the postman brought this month....



On Des Dew's recommendation I ordered some Cheetah's through AliExpress [**CHEETAH HERE**](#) Took about four weeks and arrived in a thin plastic bag, all good though a couple bends etc will need to be steamed out. Free postage and they worked out at around \$15 each. If ordering, just make sure you're getting the 99cm wingspan model, there are smaller ones. First impressions much the same concept as Lidl/Anco but longer wing and much finer aerodynamics. I put one together went outside and threw it into the wind and it glided straight for about 100 meters, a most impressive flight performance out of the box for a chuckie !

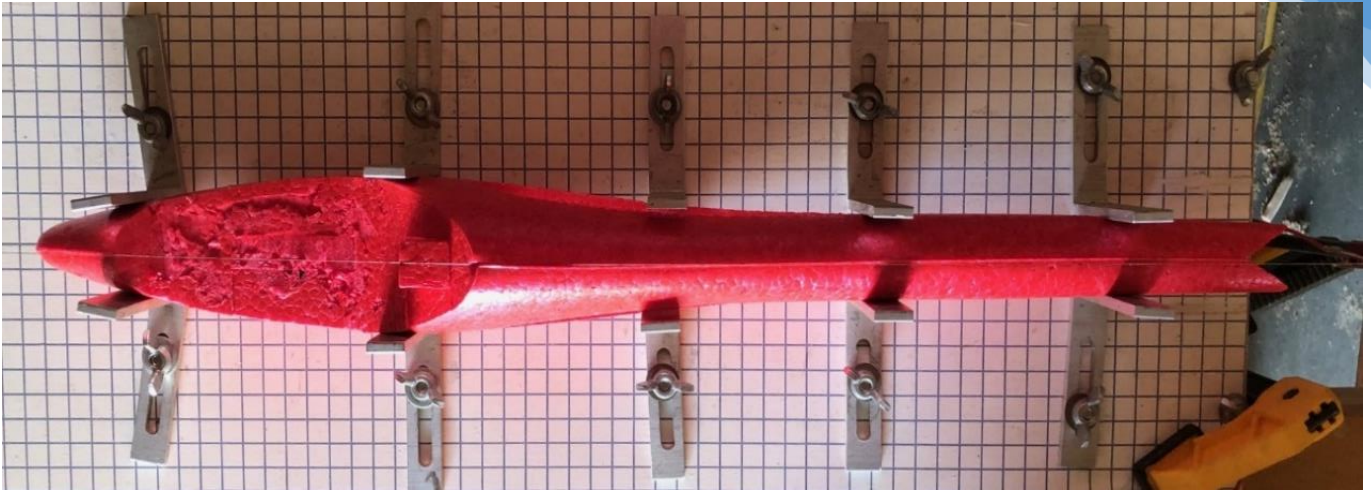
Mike Anderson as promised has sent in this interesting article on his latest approach to setting up a K-Mart Arco/Lidl glider. I guess this would apply to any of these foam chuckies on the market.

SPLITTING A K-MART GLIDER FUSELAGE LONGITUDINALLY USING A HOT-WIRE

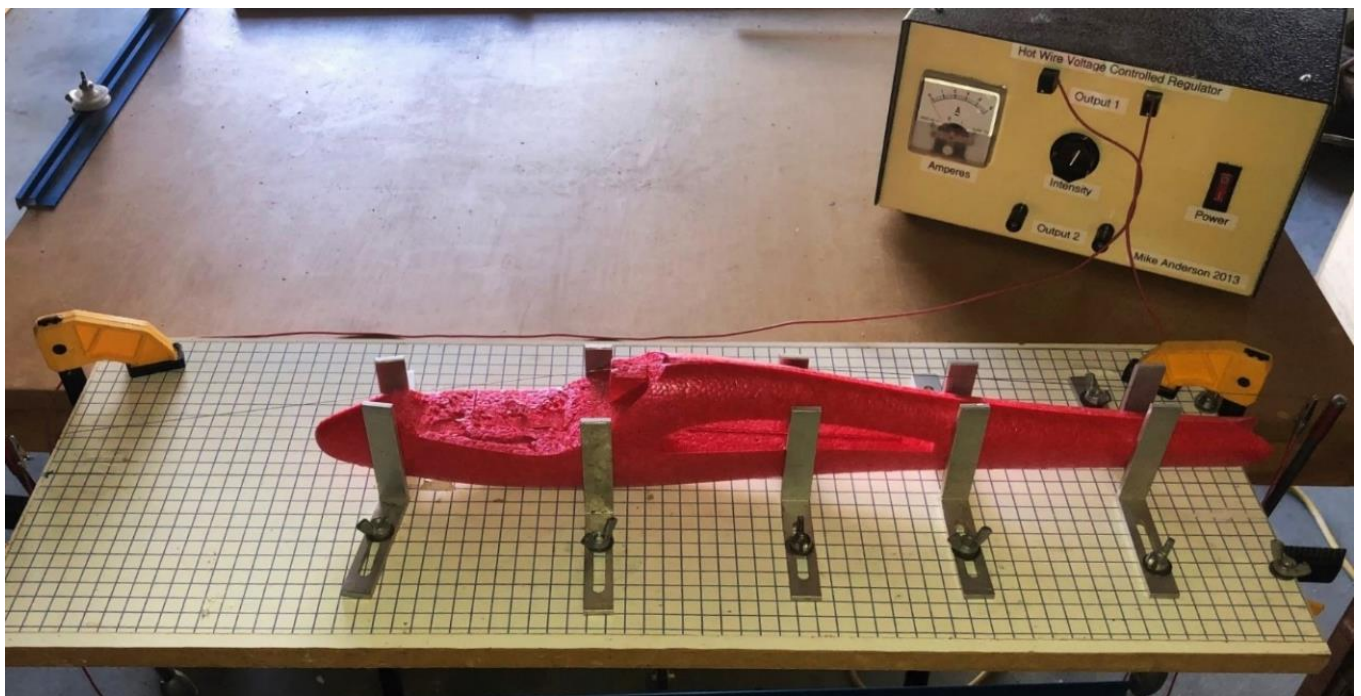
Mike writes; *I started by removing the aft fuselage and tailplane/rudder. It was easier to do it this way rather than try and split the rudder. Cutting this way leaves a large surface area for reattaching.*

After removing the cockpit cover, fuselage was lightly clamped in a building frame





The nichrome wire on the 'bow' is laid along the centre line and the bow is allowed to hang under its own weight. When satisfied that the alignment is good, the power is switch on.



A few seconds later the wire has been pulled through the foam fuselage by gravity.





A CLOSING SMILE. February '2

Recently retired Graeme Rose, ever mindful of our senior members sent in these "Elder" jokes.

Couple in their nineties are both having problems remembering things. During a check-up, the doctor tells them that they're physically okay, but they might want to start writing things down to help them remember..

Later that night, while watching TV, the old man gets up from his chair 'Want anything while I'm in the kitchen?' he asks.
'Will you get me a bowl of ice cream?'
'Sure.'

'Don't you think you should write it down so you can remember it?' she asks.
'No, I can remember it.'

'Well, I'd like some strawberries on top, too. Maybe you should write it down, so as not to forget it?'
He says, 'I can remember that. You want a bowl of ice cream with strawberries.'

'I'd also like whipped cream. I'm certain you'll forget that, write it down?' she asks.
Irritated, he says, 'I don't need to write it down, I can remember it! Ice cream with strawberries and whipped cream - I got it, for goodness sake!'

Then he toddles into the kitchen. After about 20 minutes, the old man returns from the kitchen and hands his wife a plate of bacon and eggs. She stares at the plate for a moment. 'Where's my toast?'

An elderly couple had dinner at another couple's house, and after eating, the wives left the table and went into the kitchen.

The two gentlemen were talking, and one said, 'Last night we went out to a new restaurant and it was really great I would recommend it very highly.'

The other man said, 'What is the name of the restaurant?'

The first man thought and thought and finally said, 'What's the name of that flower you give to someone you love? You know, the one that's red and has thorns.'

'Do you mean a rose?'

'Yes, that's the one,' replied the man. He then turned towards the kitchen and yelled, 'Rose, what's the name of that restaurant we went to last night?'

(That's a bit close to home to be funny! ED.)

Hospital regulations require a wheel chair for patients being discharged. However, while working as a student nurse, I found one elderly gentleman already dressed and sitting on the bed with a suitcase at his feet, who insisted he didn't need my help to leave the hospital.

After a chat about rules being rules, he reluctantly let me wheel him to the elevator.

On the way down I asked him if his wife was meeting him.

'I don't know,' he said. 'She's still upstairs in the bathroom changing out of her hospital gown.'

Keep those contributions coming, especially those building projects you forgot to share with us this time!

See you in a month or two. Ed.