

Model Flying Hawkes Bay



Club Newsletter # 146 Mar 2023

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Tues 11	Shed Morning TBA
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Tues 18	Shed morning TBA
Sun23	Roys Hill Reserve
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Sun30	Lindisfarne College

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Contributors to this issue; Brett Robinson /Barrie Russell / Marty Hughes / Mike Anderson. / John Sutherland / Graeme Rose / Phil Sharp / Barry Lennox / Stu Sturge / Clive Baker / Kevin Botherway / Sean Galloway / and others E & OE.

NDC Calendar Vintage & Soaring April 2023

April/23	121	VINT	RC Vintage 1/2E Texaco
April/23	122	VINT	RC Vintage A Texaco
April/23	123	VINT	RC Vintage E Texaco
April/23	412	SOAR	Thermal J (2,4,6,8,10)
April/23	413	SOAR	ALES Radian Class P
April/23	414	SOAR	FAI F5J, 4 Rounds



Left; Green fields awaiting us at Awatoto.

Right; The future of aeromodelling ? **Cormack Galloway** competing at the Australian Pattern Champs



******ANNOUNCEMENT****** **President Marty says;** *Hi everyone, Due to the fact that the first Club day at Roy's Hill Reserve was such a success last weekend, we have decided to do it all again there this coming Sunday 2nd March.*

First drive way on the right past the Kart Track on SH50. Come into the carpark and follow the road up onto the reserve and we set up on the far side . I will have the boom gate open from 9am. Just come through and leave it open as we are the only ones up there. Its Electric only but last week we had planes on one side and gliders behind facing the other way. If you have a Radian, bring it as the Roy's Hill thermals are far stronger than Awatoto.

I will even have a freshly mowed landing strip ready to go. It's a fantastic spot flying out over the vineyards with the sun behind you. Really looking to seeing as many as you as possible. The forecast for Sunday is sunny and 24 deg. I will even provide a BBQ lunch.... My shout .. Now you can't get a better offer than that.

Marty President MFHB. *Ps. The long range forecast is primo ! Light winds and mild temps.*

From the Editor's Desk March 2023



Greeting Members, My incoming

mailbox this month contained some thoughtful messages of sympathy and good wishes from “friends” of the club, **John Andrews** the editor of the “New Clarion” newsletter in the UK. **Peter Duncan** co-modeller from the Wanaka MAC, **Frank Jaerschky** from Canada and **Barry Lennox** from Christchurch, and **others** all wishing the membership well and a speedy club recovery of Awatoto Field. Thank you Gents.

On a personal note may I express my gratitude for all messages and calls following my “Hip job”. Pleased to report I’m now down to three legs and occasionally two and looking forward to making it back to the flight line in a few weeks. In the meantime my workshop is getting a flogging !

An editor’s thanks go to those few who have contributed, we’re a bit light on content this month as expected. I did put a plea out for copy from member’s building boards and flying visits but apart from a couple of regular supporters it appears the membership has gone into hibernation. If you do happen to wake up, please have a read of the “Tomboy Proposal” and see if that tickles your fancy, I would like to hear from you. **Barrie** the editor mfhb Mar ‘23

Prez Sez. March 2023



Hello Members, Another month on and here we are.

I would like to start with thanking all of you who came to the Special General Meeting at the National Service Club. We had a better attendance than at the AGM. This tells me that you care about our club as much as I do, **Thankyou.**

It was nice to meet at 7pm for some social time before the meeting started at 7:30. In that half an hour as I looked around the room, I didn't see a room full of guys waiting for a meeting to start, I saw old friends catching up, enjoying a beer and sharing stories. I witnessed club spirit in full force. As I said in the meeting, this club will not go down on my watch..... We have been here for 75 years and it will take a lot more than a bit of wind and rain to shake us.

We started the club activity last Sunday at the Roy's Hill reserve with a great turn out. Thanks all who came and gliders and electric flight worked well but we also have lots of room for all electric discipline. (Heli Boys) **It was such a great spot that before we move onto the next site, let's do Roy's Hill again on Sunday 2nd of April. I will have the boom gate open from 9am. Just come up the track and you will find us on the far side of the reserve next to the freshly mowed air strip.**

Thank you all for your support. When the going gets tough, the tough stick together.

Marty President MFHB. **ps.** I just need to get more aeroplanes !



At this year's Nationals, a very special award was bestowed on another long standing and hard working member who has contributed so much to our Club and on the National and International scene. Our heartiest congratulations to our very own Kevin "Rowdy" Botherway, who was inducted into the MFNZ 2022/23 Hall of Fame.

Kevin Botherway

Hall of Fame Recipient 2022



MFNZ would like you to share in the celebration of our latest inductee to the MFNZ Hall of Fame. In a unanimous vote from the voting panel, Kevin Botherway has been inducted in the Hall of Fame. Kevin is a well deserved recipient of this honour.

Kevin has been a fierce competitor at the national and International level in Soaring for over 20 years and has the results to prove it.

He has fostered competition aeromodelling and particularly soaring in NZ for all of that time. He shows boundless enthusiasm to organise and run and fly in contests and has been a huge part of the NZMAA and Soaring Special Interest Group with his dedication and ability. He does all this without complaint or fanfare and just gets on and makes Contest Aeromodelling happen in NZ.

The level of participation and overall standard of Soaring and competition Aeromodelling in New Zealand is due to the hard work from Kevin.

Kevin's list of accomplishments includes:
Competitor Participant

IHLGF (F3K) San Diego at least five times.

2003 F3b WC Kirchheim

2011, 2013 2015 2017 2019 F3K World Champs (with several Gold and Silver Team medals).

F3K Asia pacific Open Gold team medal.

Several F3J and F5J World Champs appearances again with team medals.

Open Thermal/F3B F3J F3k F5K Competitions Milang Australia at least 5 times.

Open Thermal/F3B F3J F3k F5K Competitions Jerilderie Australia at least 5 times.

Numerous other international contests that are too numerous to list.

Probably 20 Nationals attended with many placings and wins.

Leader / Organiser

Has led the Soaring Technical Committee for many years and has organised and run probably hundreds of contests in NZ F3B, F3J F3K F5J and everything in between.

Has organised international F3K contests in NZ.

Has been the Nats manager numerous times and is a consummate organiser and competitor.

NZMAA officer numerous times.

Has been a local club president and officer many times.

He's also written many articles, contest reports, and "how to do" articles mostly published in the Model Flying World magazine over the years.

CLUB ACTIVITY March 2023



Bit of an hiatus there as expected, but we will prevail, still there are happenings around the membership.



This month **Hamish Galloway** and his two sons **Sean and Cormack** crossed the Tasman to compete at the Australian Masters Pattern Championships at the Barossa Valley Club out of Adelaide. As expected Hamish competed in the Masters World Cup event and Cormack flew well in the Sportsman event. **Sean** however really topped the poll coming second (as a jnr !) out of eleven (9 snrs!) in the Australian Masters F3A Championship. What a fantastic effort for a young Kiwi, those Galloway genes are running riot ! A quiet and modest young man, who on his facebook page had this to say....

“What a good time at Barossa for my third Australian Masters. Super happy to get 2nd in F3a. Huge thanks to Dad ([Hamish Galloway](#)) for calling for me and all the help you put in. Also big thanks to [Jason Arnold](#) for helping me out with a full set of MKS servos for the world champs. Great time seeing everyone and looking forward to the next time I’m over. Thanks to Grandad ([Ewan Galloway](#)) for all the help you put in leading up, much appreciated from Me, Dad and Cormac. Also big thanks for the people that supported me [Robert Hirsch](#) (Adverun) and [Jason Arnold](#) (Precision Aero Products) Very excited for the world champs in August this year.” **Sean Galloway** mfhb. Norsewood.



Well done Sean, Heartiest congrats from all of us here at Model Flying Hawkes Bay. Ed.

AWATOTO. I guess most of us have seen these images from the devastation in the area around our field but for the record I'll include a number here. Needless to say it is still too early to find out what our situation is until we can access the field and our shed. Both of which are in the contaminated zone and access will be unavailable for a while due to all the heavy machinery work in the area. Our field has come through remarkably unscathed and now looking green and growing grass. Our infrastructure is another matter with the Deans Shelter looking a disaster and the shade shelter flattened. Some fencing is okay and some missing and the access road condition, who knows? Time will tell and when we can get in all will be revealed. At the moment the Hawkes Bay Regional Council have more on their plate than to worry about us so patience is to be a virtue.



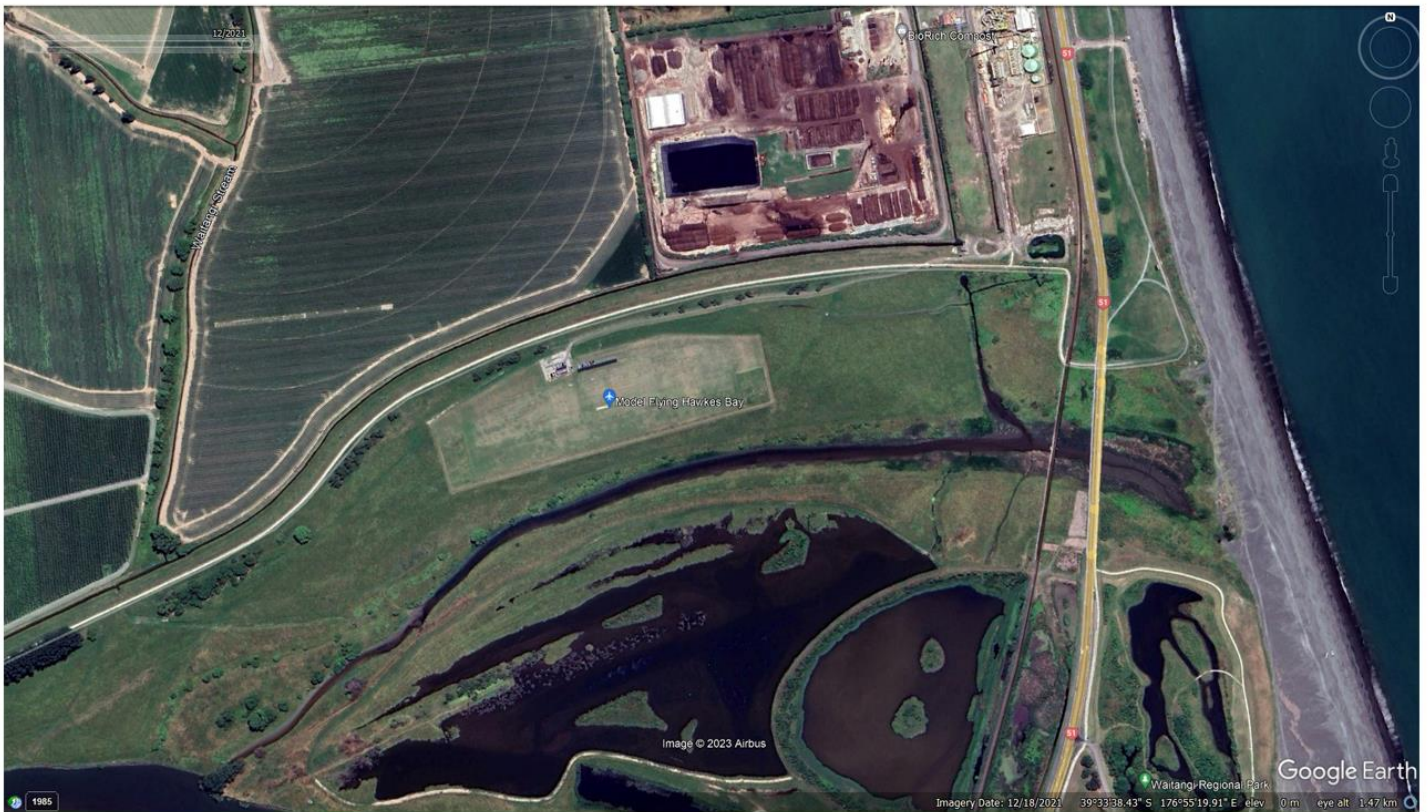
The Deans & Shade shelters took a hammering, but may be recoverable to some extent. It looks more like a hay barn at present, or next winter's firewood store.

The pilot station seems to have survived, just been re-shuffled a bit.

I hate to think what the inside of our shed is going to look like once we're allowed access to the area, I think it might be aeroplane and tractor soup considering that at the height of the flooding the water was up close to the eaves !

Below is the Ravensdown compound that our shed backs into and the access road beside with the new security gate !





These two pictures above from **Grant Finlay** (HMAC) show Awatoto before the flood from google earth and just after the flood from his satellite images. Pretty graphic showing the extent of the silt and slash, the breach in the stopbank below the field, the gap in the first railway bridge and the river blowout returning to it's old mouth. Interesting that the only green showing through is on our landing strip, the highest point of the area.

Wednesday 22nd March **President Marty** hosted a special Club meeting at the National Services Club in Hastings. The meeting was very well attended, standing room only ! **Marty** writes;

Hi members. What a great turn out at last night's meeting. Thanks to all that came. It was very positive and I'm looking forward to the challenge we have ahead of us to keep our club strong.

As discussed, I want to organise weekly events to keep us all connected. We have a lot of options in our chosen hobby. Some of these are but not limited to along with the key people who can assist.

#1 Radian Competitions and Vintage Flying at the Black Bridge Site. (Brett Robinson)

#2 Gas, Glow and electric flying at the Galloway field in Norsewood, (Hamish Galloway)

#3 Aero tow Gliding at Aorangi Rd (Graeme Rose)

#4 Electric flight at the Roys Hill Reserve (Marty Hughes)

#5 Float Plane Flying at a private lake near Maraekakaho (Marty Hughes)

#6 Small electric flight at Lindisfarne college. Astro turf runway also another field perfect for the Drone Racers. (Marty Hughes)

#7 Slope soaring off Burma Rd and possibly ocean beach (Mike Sheers)

These are just some ideas and things to work on. I have keys available to members who think they would make use of the Black Bridge site.

Let's start this Sunday at Roy's Hill reserve, first driveway past the Kart track on SH50 Fernhill. For those not wanting to park in the carpark and walk over to the flying site on the far side of the reserve, I will be at the Barrier gate unlocked and open from 10am until 10:15 am Sunday morning. Bring lots of batteries but if you get caught short, I will have a power supply to charge Lipos.

See you there. Marty President MFHB.

Sunday 26th March.

This is the first of many club days since the cyclone and with Awatoto out of action, we headed for the Roy's Hill Reserve . I didn't get an exact count but maybe 12 keen pilots .

With a freshly mown strip and no wind it was a perfect day for electric flight . With planes out over the vineyards and the gliders over the reserve area working the flight lines back to back it seemed to work very well. Those that came had a blast. We flew from 9am until 2pm. Such a fantastic spot.





Let the pictures tell the story.

Tuesday 28th March.

“Shed Tuesday” Barry Kerr one of our regular “Shedders” had this great idea of having “Tuesday Shed Morning” on his back deck.....



Six turned out for a sumptuous morning tea of Easter buns (and jam requested by Rodney), much discussion putting the Nation to right and then a delicious sausage sandwich to conclude with. Let's do it again, Barry has ideas of using the Napier sailing club as a venue or maybe some members might like to host a Tuesday meeting at home. Any takers ? watch this space for more news.

AROUND the BUILDING BOARDS Mar '23



Graeme Rose tells us; I'm building a new Glider 4m span all wood, this is a scratch build which could take a long time, I'm not a fast builder. (*"Mmmm, that could all change with this recent retirement aye ?" Ed.*)



You can see the work that is involved in the stab and the main wings are the same.



I already have the pilot as you can see, she could be the famous woman Hana Reitsch, as the glider was first flown in 1936 and German built, it is a Rhonsperber and has a gull wing.

Thanks **Graeme**.

Cool pilot Graeme, she's sure got big ... ah hands. Guess she needs to be able to hold that big transmitter ? Ed.



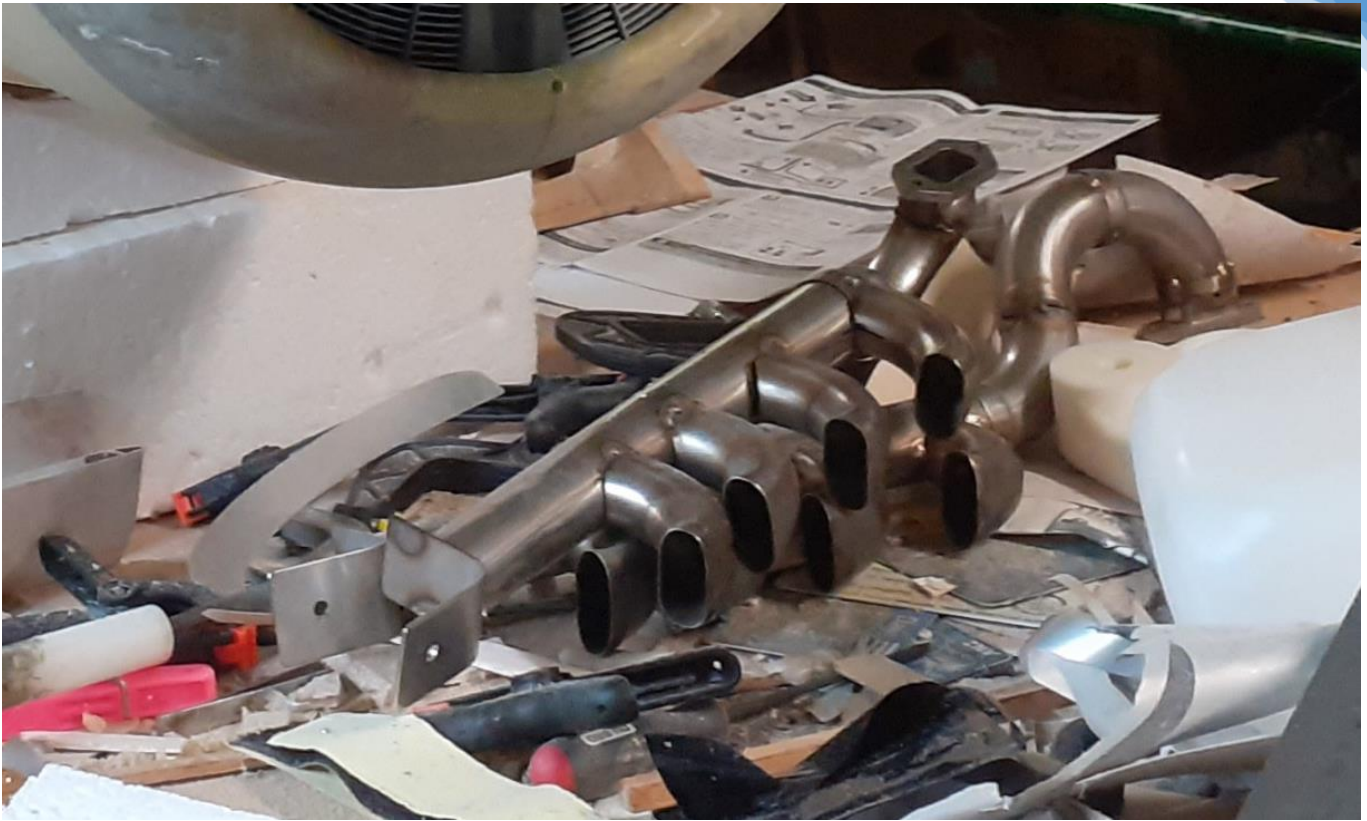
Here's a real one ! 20 feet in length and 50 ft wingspan.

President Marty writes; Getting sorted for electric flight while we are grounded at Awatoto .
30cc Raven set up with a 10s system (2x 5 s Lipos) should be a bit of fun



Also, some updates on **John Sutherland's** magnificent FW190 Dora which is heading into the finishing territory.





The working manifold system is a work of art, only two required !!



Marty's "Members' Workshops" #7 Mar'23



Marty is at it again, but this month with a bit of a difference. Marty writes;

The title may say Marty's Member's Workshops but this month I take you into your flying field at Awatoto. **Yes Members, YOUR WORKSHOP !**

Marty; The access is still cut off but I parked at the Brookfield's bridge and it's a nice 3km stroll down to the field along the stop bank.

Awatoto Field; Welcome back, it's been a bit lonely out here with no one to amuse me. Yes It's been 7 weeks since Gabrielle tried to take me out, Well she will have to try harder than that !



Marty; The strip as you can see in the photos is in fantastic condition.

Awatoto Field; Yeah Right, The pilot's box just needs a couple of brackets welded and its back to normal. No silt was dropped on the starting pads. The grass is lush and green. Most of my access track is in OK condition and the toilet block is still standing... All positive stuff I reckon.



Marty; If you look closely at my photos you may notice a few things mis-placed or re-shaped.

Awatoto Field; Sadly we can't do anything until the council have finished their work at the entrance and given access back so members can get in. Timing at this at this stage is unknown but it looks like a bomb site down by the gate and pump shed. We will need a new gate and have the road up over the stop bank repaired before we can get in.



Marty; Once in , it looks to be rather simple. The toilet block needs to be cleared around the door and build another side wall and then another good internal water blast. The boundary fence will need to be repaired and replaced in some areas, A demolition crew to come in and deal with the Deans shelter and the shade sail poles, Half a day with a bull dozer spreading all the shingle around the carpark that was given to us free from Cyclone Gabriel , Get a contract mower in to mow the strip, taxi area and pits area and we are in the air.

Awatoto Field; Yer ain't wrong Mate !! Good luck I'm so looking forward to having you all back.

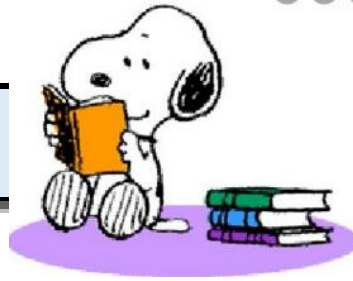


Marty; Now people, the above is not factual in any way shape or form , This is just my opinion based on what I can see and as I'm not an expert , this could be subject to change. This is all subject to the Council letting us back onto the field .

I have no news to tell you about the club shed as it's still off limits due to contamination. The whole area is blocked off. Stay positive . Keep those models ready.

Marty. President, MFHB. March 2023

Info & Things March 2023



Here is a gem for you this month, **Professor Hiram Q Lennox** all the way from the deep south has come up with this dinky new dodge on welding ABS and plastic and cutting grooves and slots in polystyrene foam.....

A Great New tool

Here's some info about a great new tool, from Aliexpress, of course.

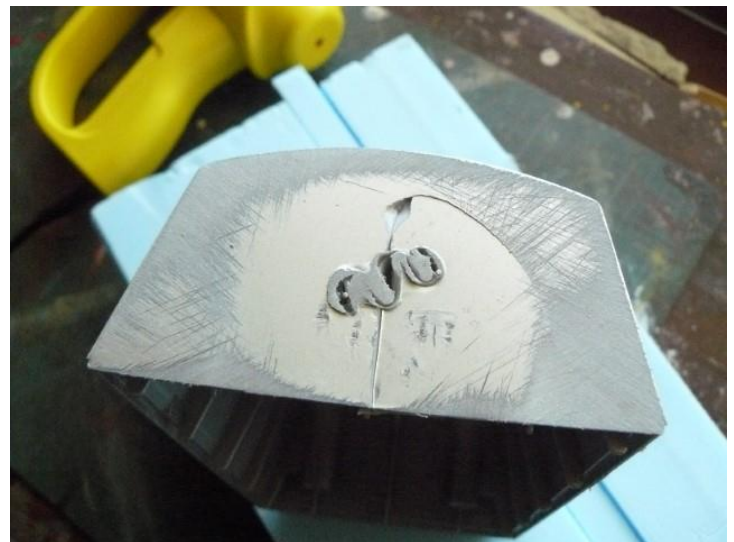
All this started with an old friend in Dunedin, who's hell-bent on becoming Aliexpress's Customer of the Year! He buys a LOT of stuff, 1/2 of it of dubious value. But, he's always good to catch up with, and view his latest pile of stuff he can't live without! He learnt about this one from a panel-beater (who no longer beat panels, they just order a new one!) They use them to repair plastic panels, but most especially bumpers, as nearly all car bumpers are plastic.

This one is a cracker. We repaired a number of broken plastic things while there, and the effectiveness and ease of use was impressive.

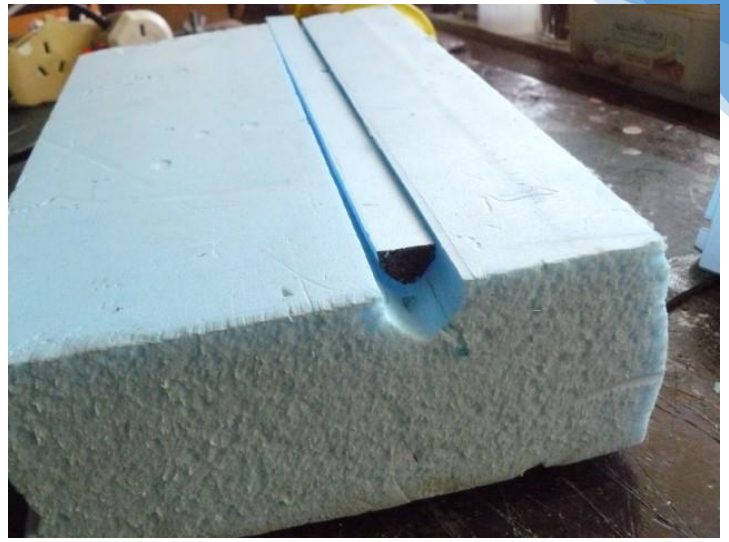
It's a bit like the old-skool pistol grip soldering iron, but you push-fit small SS staples into the end, pull the trigger to heat up for a couple of seconds, then force them across the plastic break, then twist maybe 50--80 degrees. As it cools the staple locks the joint together. Snip off the staple ends and clean up the surface. It works well.

However, when playing with it, it occurred to me that it could be excellent for cutting spar notches and the like in foam. Yes, it's pretty good at that too. I have attached a few photos of it and the work it can do. You can land them from Aliexpress for around \$30, more or less depending on the post. They come with 1000 staples, in about 4 different types.

You can see many You Tube videos on these, search for "Plastic welding Gun" . Here's one, but there's dozens more too. <https://www.youtube.com/watch?v=IsEPROMyCOo>



An old plastic case I had to sacrifice and beat for a "test break" You don't know how hard I had to belt this thing to crack it.



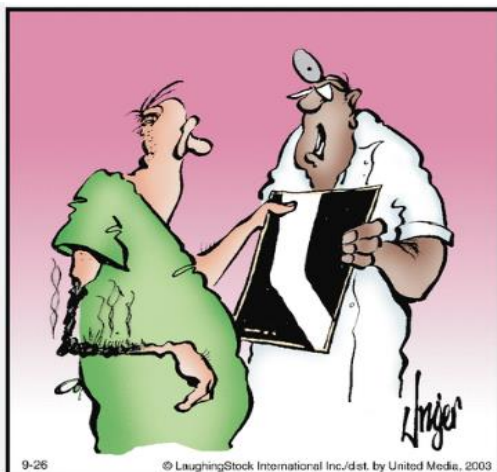
The hot staple being inserted, then twisted about 60 deg, thus stitching across the break. The repair after clipping off the ends and sanding down a bit. It's pretty quick and rough, but could be made a lot tidier.

The best bit. The spar channel in blue foam. The black end is just for clarity, it's not charring



The tool and samples of the supplied staples (1000 in total).

You really need one ! **Barry Lennox. Chch.**



"I'll have to X-ray your arm again. This one is overexposed."



"You should never try to fix an electric shaver yourself."



The de Havilland Mosquito (DH98)

Specification

Wing span	16.51m	(54FT 2ins)
Length	13.56m	(44FT 6ins)
Gross weight	8210 kgs	(18,100 lbs)
Power plant	Twin Merlin V12 engines	
Max speed	668 kmph	(415mph)
Range	2,100 km	1,300 mls)
Service Ceiling	11,000 m	(37,000 ft)
Armament	4x77mm Browning machine guns 4x20mm Hispano machine guns	
Bomb load	1,800 kg	4,000lb

Note; *Data for the Mosquito varied from version to version. Figures given here are typical.*

The possibility of a plane like the Mosquito first appeared in Air Ministry specification, dated September 1935 for a twin engined medium bomber. A number of manufacturers responded resulting not only in the Manchester, hopelessly underpowered with just two engines, but became the main-stay of Bomber Harris's war as the Lancaster when it was upgraded to 4 engines. Also the designs for the Halifax and the Albemarle were approved for construction at this time.

The RAF obsession with turrets went as far as equipping fighters with a turret as principal armament. Two fighters were developed on this basis, the Hawker Hotspur and the Bolton Paul Defiant. They were quickly proven to be totally unable to offer any defence from attack from below resulting in the worst loss of pilots and gunners in any single engagement experienced by the RAF.

De Havilland's had had experience of designing fast long haul aircraft in the DH 88 Comet which had won the London to Australia air race a few years before. It only just won from the Douglas DC2, which was carrying a full load of passengers, but this didn't upset the de Havilland story.

IN July 1938 they put forward a proposal for a small bomber built largely from wood to avoid the critical shortage of steel and aluminium. This problem was so serious that the British housewife was being encouraged to give up their aluminium pots and pans to help out. The design was clean and devoid of turrets. It was built to the motto that "it was so fast it didn't need armament." The semantics were a bit tricky. It was fast enough if it was not equipped with armament but if guns were added it slowed them down to the point where they could be forced into dogfights with opposition and needed the guns.

The compromise was that the aerial reconnaissance versions were not fitted with forward facing guns but all the others were. De Havilland could claim that it was fast enough not to need to equip it with forward facing machine guns but not on all versions. They guns themselves were a problem as they extended into the forward bomb bay, halving the bomb load. Now time was slipping along, it was September 1939 and the Mosquito was still just a concept and war had broken out.

I thought that during war time all the bureaucratic infighting would be dropped in favour of getting on and defeating the enemy but not so. However a year later in September 1940 de Havilland had been given authority to prepared a detailed mock up. But progress slowed again as a result of Dunkirk. De Havilland had to stop work on the Mosquito and concentrate on building Tiger Moths and Oxford trainers. I can hear the Air Ministry, "What's the good of having something like the Mosquito if we have nobody to fly them."

Fortuitously de Havilland ignored the Air Ministry ban and continued work on the project so that the first flight was achieved on 25 November 1940. Development was slowed as result of the bombing that was part of the Battle of Britain. And the flight test program did not go entirely smoothly and turbulence at high speed had to eliminated.

The first Mosquito to go into operation was the Photo Reconnaissance version. These were fitted with three large cameras which required modification of the bombay doors to fit them in. And it seems once a few were built everyone wanted one. Ubiquitous they were! A bomber version followed which had to be modified to carry additional fuel internally and externally in drop tanks to increase their range. This required strengthening of the wings. These were the aircraft that went on to collaborate with the Dam Buster squadrons by dropping marker flares the night bomber raids over Germany.

The fighter version was developed to deal with lone German bombers making nuisance raids on targets in Britain. But I think that it would have been developed anyway. The Night Fighters version replaced the single seat aircraft that had been used after the Battle of Britain. It had proved difficult for a pilot on his own to operate radar equipment

De Havilland didn't build fighter bombers. Their planes were Strike Fighters. And there was a Maritime Mosquito. And somebody somewhere managed to persuade the authorities to build a Mosquito with a turret but it wasn't a success. Special Mosquitoes were supplied to BOAC which were modified to carry two passengers in the bomb bay on flights to Sweden to obtain supplies of ball bearings and stop the Germans getting them.

A total of 7176 Mosquitos were built during the war and they remained in service until 1953.

RNZAF operated Mosquitoes. I remember going to a flying display at Woodbourne in 1951. I have to say I can't remember the Mosquito but I do remember these enormous propellers with little planes behind them called Mustangs. I also remember the Headmaster of Marlborough College coming to assembly a day or two later with tears streaming down his face. Cyril Waters who had been Head Prefect of the college had joined the Air Force and was flying a Mosquitoes He had taken part in the display. With his parents watching he did the Mosquito trick of taking off on one engine and doing a roll on the climb out. Sadly he clipped the tops of the elm trees on the main road.

Clive Baker. MFHB March 2023.



Phil's Rotary Magic. Pt 19 Mar'23

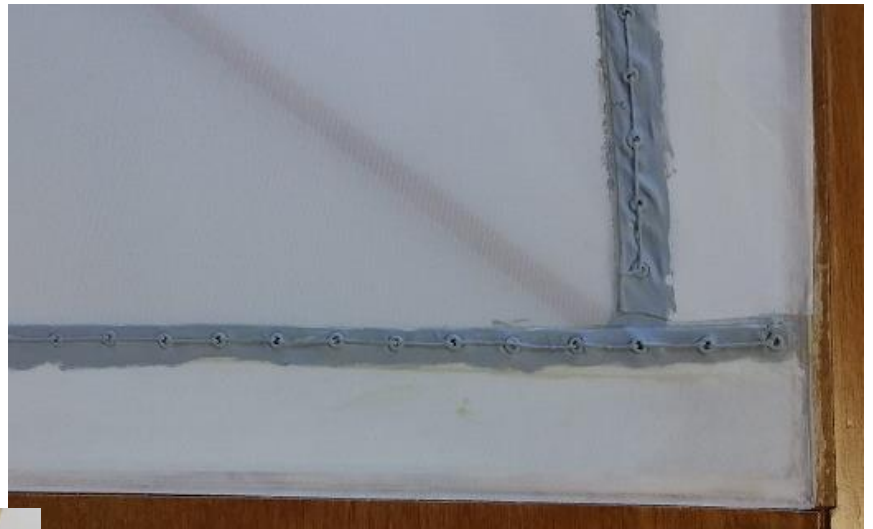


And so the magic continues, Phil writes;

Hi Barrie, This month's instalment, slightly different from what I last said, but good progress.

I finished off a few bits on the fuse. The side stitching will hopefully look a bit better when it's painted properly. (Pic right.)

I assembled the oil tank and painted it with an epoxy silver from Supercheap. It's pretty close to an aluminium finish. I will paint the engine bay with the same paint.





I then needed some thin wall 25mm OD aluminium tube to make the air intake, and I spied my floor mop in the corner, it now has a somewhat shorter handle!! The 90deg bend and T piece in the middle are plastic plumbing fittings with a little modification.



I decided to put the fuse aside and make a start on the wings. I wanted to build them a pair at a time so I made two simple building boards from MDF with support bars for the spars.



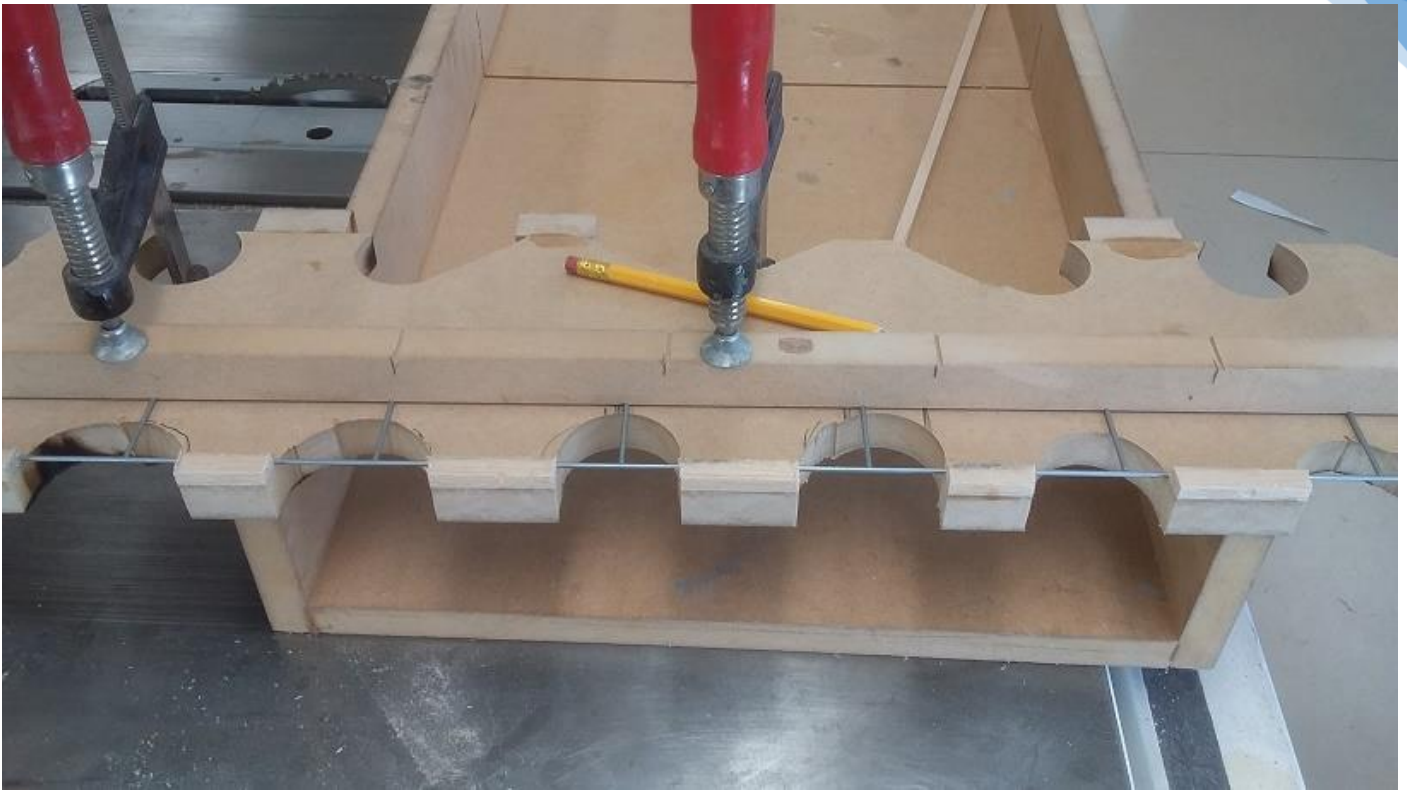
The spars are Cedar top and bottom and the ribs laser cut ply.
The leading edge is a piece of 4mm diameter fiberglass rod, and the trailing edge is 14swg piano wire, with silver soldered tags which get epoxied to the ribs. The section is scale so it is a very thin wing.

I have completed the basic framing of all four wings and ailerons, but there is still all the reinforcing, spar webs and capping to do.

I have hinged the ailerons and the next task is to mount the servos and do the linkages.

I am using Savox thin wing servos which will just fit in, with a short servo arm.
One of the few things on a plane this size where space is an issue. The balance of the pic's are of the wing construction.





Above is the Jig for silver soldering trailing edge.

I have attached a link to a UK company, John Shaw Aviation, they build replica Camel's, and the pictures are very useful for some of the scale detail and construction.



<http://www.johnshawaviation.co.uk>

Regards
Phil.

VINTAGE REPORT

March 2023



Tony Ives has been working under cover on the Stardust kit he purchased last year from Hangar One. I'm grateful for his report but my only complaint is when he builds a model that I already have, the workmanship and finish he achieves puts mine to shame. Oh well, just another cross to bear. **Ed.**

Tony writes; *Hi Barrie,*

These are pictures of my almost finished Stardust. The model is a Hangar One short kit, the materials are the usual Hangar One excellent quality. Club members supplied me with photos of the rounded mid section to help me and also tips as to where to fit the gear and access it.

The photos attached are the only ones I took, in the jig and gluing the top support on. The cowl is not in the kit it is built out of balsa and painted.

Note for Beginners: Short kits are not for you, they consist of all the tedious parts cut out, eg. wing ribs and fuselage bits when stuck together vaguely resemble the picture on the box. You may have unfathomable parts left over which are left too late to include in the build. Oh well, saves on weight.

Start with a full plan and learn not to put lead in the tail, and which way round the propeller goes on. Put more glue on the bits that fall off.

This hobby has a learning curve that never ends, have fun building.

Tony Ives. Mfhb.





Very nice build Tony, now you're all set for Vintage Precision and Duration and maybe Vintage E Texaco. Welcome.



Building a Satellite Model for Vintage Classic A Texaco. (Part 2)

Brett continues on from last month.....

Wing. The construction is now almost complete and, I'd have to say, it was Not an easy one to build being both elliptical and the plan not being a huge help with wing rib sizes either.

But we got there in the end after a few mistakes and changes. Some items I'm sure I had to make up to three times before I was really happy with the result/fit/shape! Thing that actually took the most time was punching the holes in all the ribs and cross members. Fortunately, (via



Barrie) **Mike Shears** saved the day by letting me use his two larger hole punches (cutters) that could be put in a drill press. Still, it was a long process, but the weight saved was, I feel, well worth the effort.

The wing itself s polyhedral, so there was a small flat centre section (to sit on the fuselage pylon) a break outboard of that with a 5 degree dihedral angle and then another break for the tips at a 17 degree angle. I used a 1/8" birch ply joiner for both breaks with suitable holes cut in all four to save a bit of weight.

The tips took a bit of time having a laminated (four strips of 1/16" balsa) leading edge that then needed to be shaped on a chipboard form (as per the rudder) and added to the heavily curved trailing edge of 5/16" x 1" square sheet balsa that was then planed and shaped to a trail edge once the whole tip had been assembled and dried. Ditto for the wing trailing edge too.



The resulting wing came out okay in terms of build quality, there were, of course some better ways to have done it, if I ever built another one, but that all comes with the territory.

Wing was weighed on some very sensitive digital kitchen scales and the final (uncovered) result was a very pleasing – 10.2 oz!



So that's pretty well the wing and tail done...

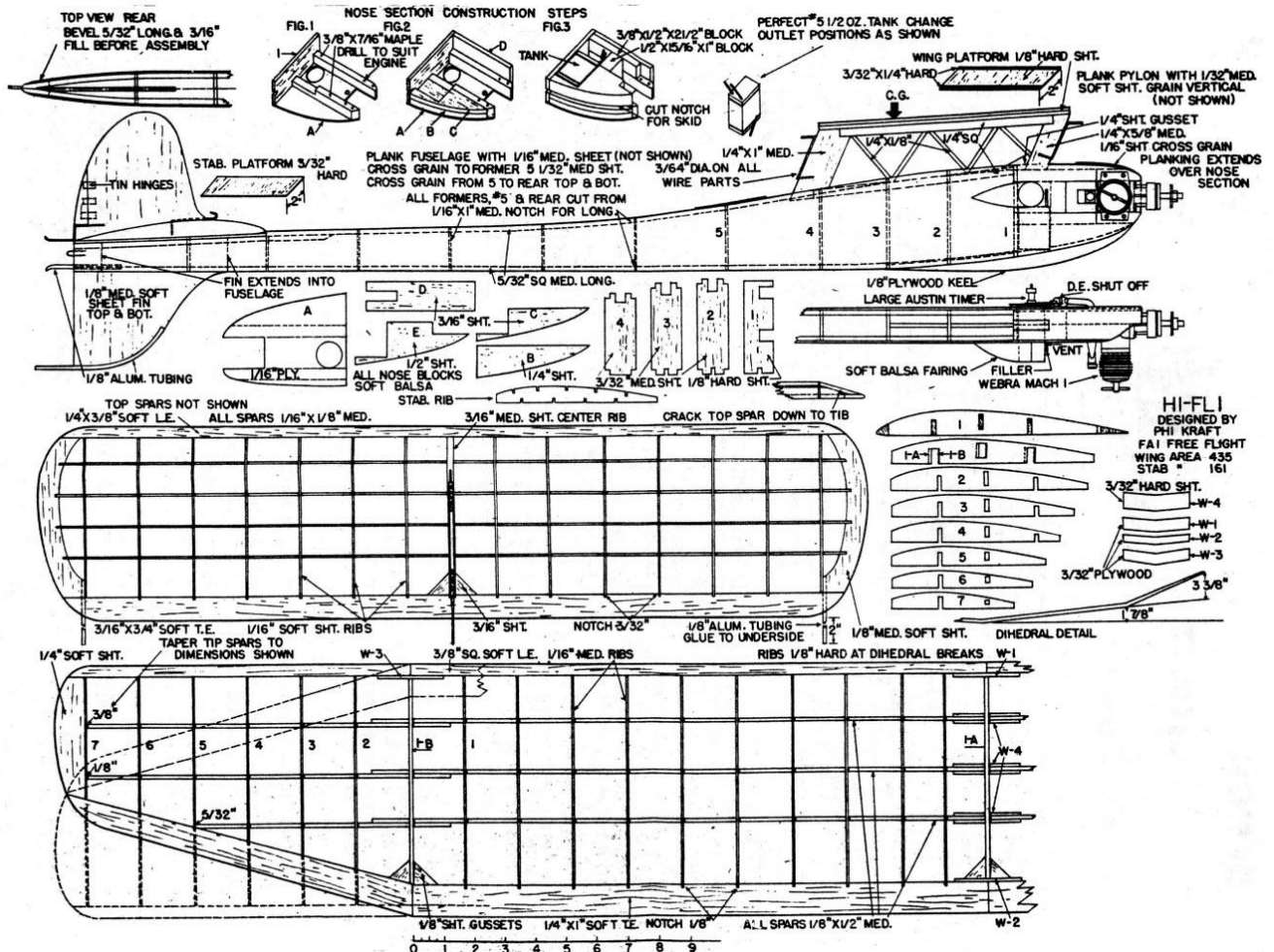
Now onto the fuselage...



To be continued.... BR.

Thanks Brett, that's looking like a real floater. Ed.

HI FLI Build. As mentioned earlier, I decided to parallel Brett building a model for the Classical E Texaco competition and settled on 1956 design by Phil Kraft, the "HI FLI" A 59 inch free flight pylon model which I've enlarged to 100 inch span with the idea like Brett of building light and keeping the wing loading minimal.





Decided to start with the polyhedral wing seen above awaiting the starboard tip section. Being 100 inch I've split in half with a short carbon tube joiner for easier storage and transport. Spent some time selecting suitable balsa and light weight thanks to Andreas Gabbler. Have laminated the main spars from cedar and balsa with a cross grained balsa webbing. The leading edge is from three laminations of balsa for extra strength and the tips I used five 1.5mm laminations of balsa wetted out and pva'd around a ply former, and the same system for the tailplane. It makes for a very strong and light finish.



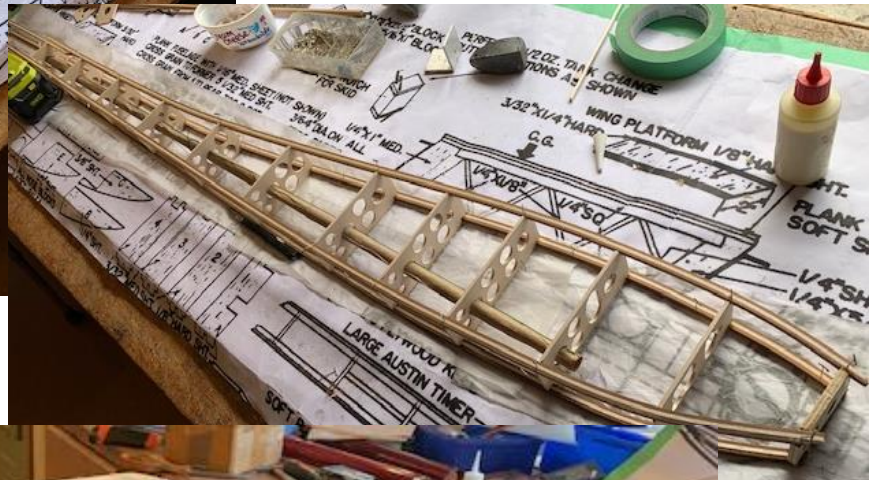
Above is a wingtip and a tailplane tip laminated around the formers which are covered with glad wrap and given a good rubbing of release wax. **Mike S** leant me a very handy set of hole cutters which were of a great help cutting lightening holes in the ribs and formers. Being smooth edged they don't tear the balsa as saw toothed hole cutters tend to do. **Brett and I** set out on this adventure planning to build large models at around 50 ounces dry weight which would allow the use of an 850 mah 2S lipo at a wing loading of around 6 oz sq ft. Significantly lower than my Night Train at 8.75oz sq ft and **Brett's** Bomber which would be heavier still. My wing to date almost finished weighs around 11.5 ounces and tailplane 3.5 ounces and **Brett's** are similar if not a little lighter! M'thinks we might have to re-evaluate our weight/battery/wing loading expectations as these models are coming out significantly lighter than expected. The down side of course is that we would have to use a smaller capacity battery, guess all will be revealed, we have some interesting times ahead considering battery, motor and propeller combinations best suited to the various flying conditions and the models.

The tailplane is like a small wing and at this stage 3.5 oz, just need to sheet the centre section and make a servo box. I'm using these High Voltage 5.6 gram MG digital HV servos, at 7.4 volts they have a 1.2 kg pull. Rudder and elevator mounted in the tail.

Ali Express [** CLICK HERE **](#)



The four fuselage longerons I've laminated from 2x 2mmx6mm cedar and 1x 2mmx6mm balsa strips PVA'd together and shaped on the plan. Good strength and being laminated they hold their shape making the build so much easier, the fuz is parallel sided



making for an easier controlled construction. A brown paper tube is built in to carry the servo leads from the tail.



Pylon installed, we're on the finishing strait, Yeah, well nearly ! See you next month. **Ed.**

TOMBOY PROPOSAL

March 2023.



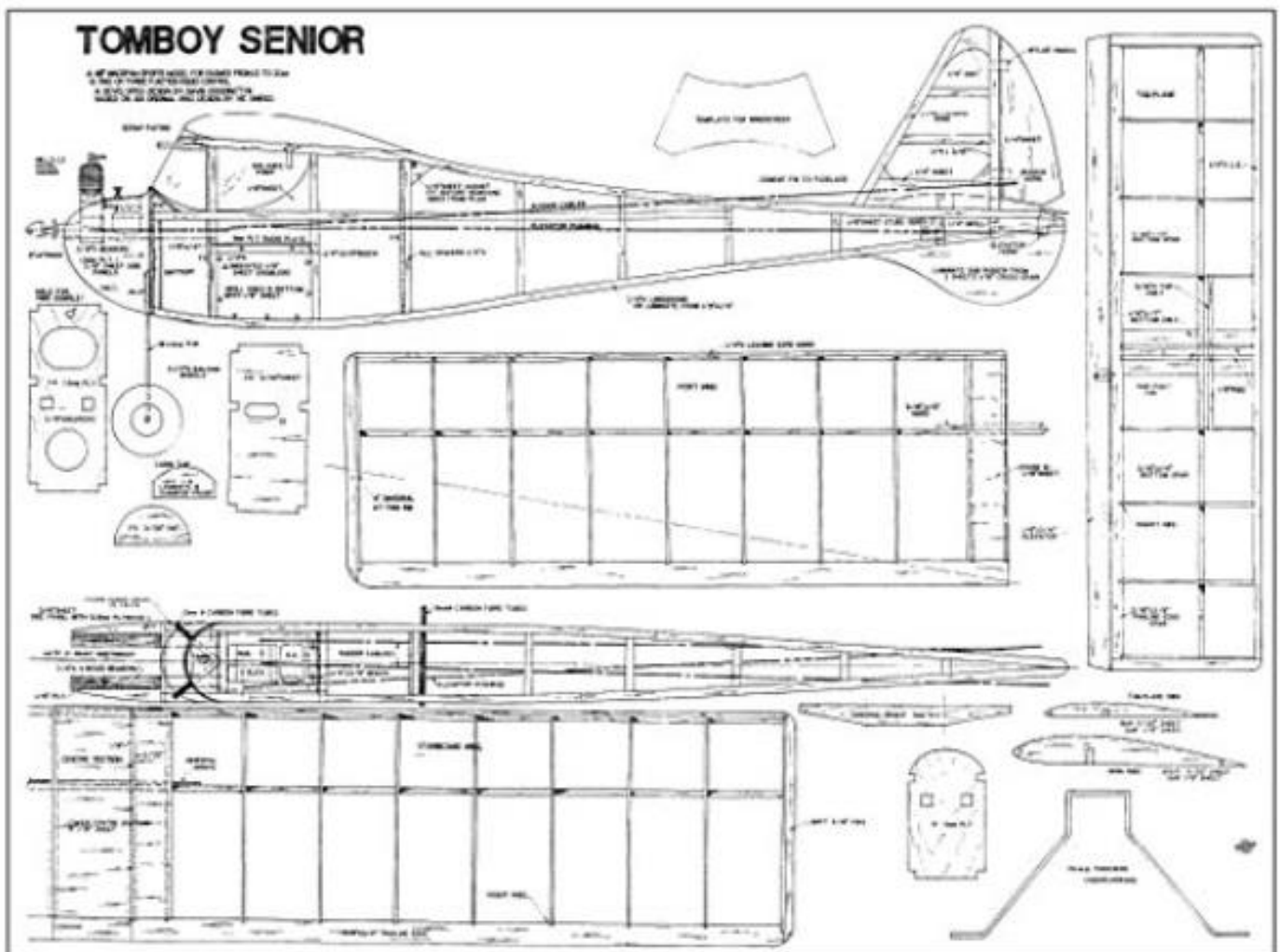
Barrie Russell mfhb.

Some years ago we held a very successful club Tomboy build involving about fifteen members and today a number of those models still survive, even my one . This was using the original Vic Smeed 36 or 44 inch span plan downloaded from Outerzone [VS Tomboy **HERE**](#) In the Vintage competition this model is limited in the electric field because of the difficulty sourcing suitable 180mah 2S batteries and nil club interest in the Tomboy Competitions.

Vintage flying both for sport and competition is gaining popularity nation wide, maybe something to do with our aging persona. However it is a very satisfying aspect of our hobby, catering for those who still want to cut and stick their fingers together with sticks and paper. For those who enjoy some competition, the formats are very relaxing and totally non-judgemental requiring only a time and a landing spot and all done in your own time. The cost of the models can be minimal depending on your aspirations and storage and transporting much easier than all those large power models you've been fraught with.

A relaxing day's sport flying at Awatoto or Black Bridge or even the park can be most rewarding and for those competitively minded the new NDC format encourages monthly competition flying across the various classes now on any day of the month. Regardless of NDC, fun can be had competing against each other at any time at the field.

I would like to propose that interested members consider a Club Build (at home or until our shed is back on line) of a 58inch span Electric TOMBOY SENIOR. [Tomboy Senior HERE **](#)**



This is a Dave Boddington adaptation of the Vic Smeed Tomboy, just beefed up a little and enlarged to 48 inch span. My suggestion is to enlarge the model further by 121% to 58inch span which under the Vintage rules the wing area of $58 \times 9.5 = 551$ sq ins. This allows the use of either a 3S 30C 1300 Lipo or a 3S 1500 20C lipo for Vintage E Duration and Vintage Precision. Many members will already have these batteries in their kit from flying radians.

Why a Tomboy you might ask, well it is often considered the epitome of the pre-1951 Vintage era, it's a reasonably quick and easy slab sided and low cost build. An ideal entry level model for vintage building, flying and competition and also a proven good performing model. In the vintage ethos, we are permitted to enlarge vintage plans and beef up construction where thought necessary, however the outlines, moments and airfoils must stay true to the original design. Further no additional spars or modification can be made to the top front third of the wing surface.

In the case of the above 48 inch model being enlarged to 58 inch span, some consideration may need to be given to material sizes though one also needs to be mindful of keeping model as light as practical. Covering film is at the discretion of the builder with again lightness being a key.



These pictures taken back in 2010 following the Club Tomboy Build when there was some friendly competition going on between **Joe and Alex and Self. and Rowdy who must have been having a day off ?** And a Sunday morning Tomboy group having a fun get together at Awatoto Field. All flying with the 44in span models.

Many members could have gear available, but if there is enough interest and requirement then a bulk purchase of gear as required could be arranged. Plan, motor, props, ESC, and balsa as needed. To that end this is an invitation for members to express their interest in such a build. Not necessarily a commitment at this stage but just that you are interested and we can make some decisions going forward. I'm not into arm twisting these days, if I don't hear from you then I guess you're not interested, fair enough.

Just talking to a few at present, we already have four members showing a real interest. The vintage scene is a great place to be at and models like these can give hours of fun, building, flying and competing whatever turns you on.

For your expressions of interest, please email me at barrierussell@xtra.co.nz or ph. 06 8353896 and I will be in contact.

Barrie the editor, mfhb. March 2023.





Kevin Botherway “Rowdy” reports on his and Joe Wurts trip this month to the F5J International competition in Milang, Adelaide.

SSL 50th Anniversary F5J International and Team selection SSL Park Milang Adelaide Australia



Kev and Joe registered for the Southern Soaring Leagues 50th Anniversary F5J International competition that is held near Milang in South Australia, but we were unsure if we had the time available to make it. Finally, about a month away we made a decision that we were going and made the airline and lodging bookings. As the event got closer the forecast for the weekend was shaping up rather nicely.

Our outbound itinerary with a direct flight to Adelaide required an overnight in Auckland, and early the next morning we departed, arriving in Adelaide at about 11.00 AM. It was nice to meet up at the airport with a good soaring Aussie mate who was coming home from Perth – Andrew Meyer. Andrew headed off to pack for the weekend flying as well as stock our chilly bin (Esky). We collected our rental van and headed out to the field, about 1-1/2 hours drive. On arriving, we found many Aussies were already practicing. It is unusual for us not to be first on the field for practice.

It sure was neat to catch up with everyone after a couple of years off. We met up with the other Kiwi who had arrived, Rob Johnston, and then caught up with Phillip Kolb, who came all the way from Germany. After the three

day F5J competition finished, there was a week of Scale Glider action including a GPS Training Camp with Philip Kolb, GPS Challenge Cup and Scale Glider Aerotow. We flew all afternoon getting in some good low launch practice and landings. The afternoon air provided a hint of things to come, with very challenging thermals that were quite difficult to work.

After we finished practice, we headed off to find our apartment in Victor Harbour for the weekend. Turned out to be really nice digs with some great choices of restaurants all around us and about 40 minutes drive from the field. Day one of the competition with 45 entries was the Saturday and it started with great conditions and light winds which enabled everyone to use light models and some really high altitudes were gained as the thermal action arrived. We managed quite a few rounds for the day with some windy conditions moving in for the afternoon and thermals were becoming increasingly further apart which did start to add some alterations to the score board with many achieving at least one bad flight score. However this was dropped after round five and people moved around on the scoreboard quite a bit. Finishing up for the evening Joe Wurts and I were in good shape with all reasonable scores recorded and we hadn't needed our dropper yet! The night was spent in the apartment with Joe on a few CIAM meetings through the night with the last one starting at 4.30am for F5J soaring!

The next day was the final day of the prelims and we were just about ready for the start then the weather gods gave us some light rain for an hour! Luckily it cleared, with good conditions following and we were all go. With the weather change the wind was just enough to put the light models away and start thinking about some steady wind this made thermals very tricky and shifty sometimes hard to locate which meant any low launching was a major risk. Many got more droppers and we both got at least one for the day we still managed to stay at the right end of the scoreboard. By the end of prelims 16 rounds were completed with Joe in 5th and Kev in 3rd overall, with the top twelve going into the flyoffs on Monday to compete for the trophies. It was time to head home for the night and relax.

Monday was flyoff day with 3 fly-off groups and 12 in the first round all of the groups had three rounds and each flight was to be a maximum time of 15 minutes with landing points also. Flyoffs are where the high risk and low launching takes place, although a few were evidently a bit spooked by the challenging air of the prior two days. In the first flyoff round, only a few launched low, with Joe leading the pack with a 34m launch, with Kev doing a bit more conservative 100m launch. The second flyoff was more interesting in that many that launched rather high in first round decided to go quite low, Joe doing 26m with one other pilot doing 25m. There were quite a few that landed quickly on the second flyoff, which resulted in Joe having a rather large margin on second place, and Kev well positioned for being on the podium. Although it was mostly light wind excepting for the last group the breeze got up but then partway through the round it went down again! Everyone was trying a little lower and some got hurt by being too low. There were some land outs as they knew it is all over if you don't get your time so just hang it all out. Joe achieved first place overall and Kev 2nd place. We both had different callers throughout the competition and never managed to team up as we were helping Dave Pratley and Gerry Carter. After this it was prize giving and a two hour model box packing fest. We headed for Adelaide for the night at an airport motel, ready for a 3.00am start for the 3 flights back to Napier. Our flight from Sydney to Auckland was delayed, and it was looking like we were going to have to do another overnight in Auckland, but they delayed the Auckland to Napier flight so that we could get home, nice of Air New Zealand to do this!

Good times. Thanks to the SSL Crew with a well organised competition like usual. Special thanks to Dave Pratley and Gerry Carter for the help on the field.

Awesome to catch up with our Aussie friends and especially Phillip Kolb.

Joe and Kev March 2023.



A CLOSING SMILE. March '23



A young man went to Paris, as every young man should, and when he returned home they asked him, "what was it like?"

And he replied, "it was everything I had ever heard or read - the women were magnificent"

In his middle years he went again, and when he returned home they asked him, "what was it like?"

And he replied, "it was just as I remembered it, the food was exquisite"

In his twilight years he went again, and when he returned to the old folks home they asked him, "what was it like?"

And he replied, "it was the best holiday I have ever had, my bowels moved every day!"

Thank you Mike A,.... that was a bit close to home Ed !

See you in a month, somewhere, hopefully Awatoto Field. I see in this morning's paper that some of the contamination restrictions and access at Waitangi Rd Awatoto have been eased so maybe we're getting closer.

Ed. Mfhb march 2023.