

REGISTERED PUBLICATION

POSTAGE PAID
RAUREKA, N.Z.
Permit No. 1

PROPWASH
H.B. RADIO FLYERS
BOX 1085, HASTINGS



PROPWASH

JUN

OFFICIAL ADDRESS: P.O. BOX 1085, HASTINGS
BULLETIN ADDRESS: 8 NELSON CRES. NAPIER

1987

HAWKES BAY RADIO FLYERS INC

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RECORDING OFFICER	Bernard Scott	53.450	John Sutherland	776.389
BULLETIN EDITOR	Bernard Scott	53.450		

COMING EVENTS

JUNE 13-14	NDC	F1B, ½A Power.
JUNE 14	CLUB	Scale: Round 1.
JUNE 27-28	NDC	A1, P-30.
JUNE 28	CLUB	Open Rubber: Round 1.
JULY 5	CLUB	Aerobatics: Round 1.
JULY 5	C.P.M.A.A.	FF Champs, Carterton.
JULY 12	CLUB	Thermal B.
JULY 12	CLUB	Hand Launched Glider.

CLUB NIGHT June 8th, 8.00pm, Pakowhai Hall.

Life on an Arctic oil rig. Nola and Bob Herron will present an account of their experiences on an oil rig. Something different and of wide general interest.

****** DEADLINE for July 'PROPwASH' : June 20th ******

PREZ SEZ

Three months into the Club year, and, as another marker in time, our first birthday as an Incorporated Society. It has been a hectic time, with the making of plans for the future of the Club, involving much discussion at both committee and club levels. At the special general meeting there was an excellent turnout of members and many questions were answered. For those of you who were unable to attend, I presented a tentative budget and plan of development, as requested, in justification of the proposed flying levy. After discussion, a vote was taken and the levy passed unanimously.

There was such enthusiasm for the projected Club developments that a further motion was proposed from the floor and passed after discussion. The motion was that if a member wished, his flying levy could be paid in advance for a five-year period. This would boost Club funds at the very time that a healthy financial base is needed. The advance payments could be regarded as an interest-free loan to the Club from the member, and in recognition of the advantage that the Club gains, the member opting for this method of payment will get five years worth of flying levy for the cost of four years.

As with any offer that extends into the future, factors that are beyond the control of the Club cannot be anticipated. If, for example, the Club is unable to use its present flying site for some reason, advance payment of the flying levy does not guarantee that an alternative site will be available. Also, having committed itself financially on the basis of advance payments, the Club would not be able to offer partial rebates if the member leaves the district. These points are made, not because any problems are expected, but rather so that members are clear as to the conditions that must apply to such a system.

The response to the advance payment motion has been very good, but please note that it is an OPTION only - there is no intention that a member should feel obliged or pressured at all. To the contrary, provision was made at the special general meeting, for the member who feels that he is in circumstances that make the immediate payment of Club fees difficult. In this case, or for information about / payment of advance flying levy, contact the treasurer.

Planning permission is going without a hitch, and will be publicly heard in Council Chambers on 2nd June, 1987.

Runway orientation has been modified in an attempt to meet flyers' needs and requirements, but our ideals of length and width must be tempered with the understanding that the pasture out there is a farmer's livelihood, and that Russell Davey has already made many concessions to us in regard to the flying site.

The committee and I would like to thank the members for their constructive debate and support over the past three months. There has been an air of togetherness that, if nurtured, will lead to great things for the Club and for each member.

Peter Sharpe.

NDC RESULTS

Aggregate	3.5.87:	G.Madder	720
Open Glider	17.5.87:	G.Main	431
		G.Madder	361
		R.Wallace	253
		J.Urry	172



CLUB PYLON

The first round of R/C ½hr Pylon was held on Sunday 10th May in overcast and cool conditions. A very light breeze developed over the morning causing no difficulty. Six flyers were divided into two heats and after the competitors' briefing, the first heat got underway at 10:15.

The Little Stiks of Harvey Stiver and John Clarke were evenly matched until one of John's servos developed a penchant for twitching - luckily this was in an up-elevator direction. When Rd.1 of Aerobatics is held on July 5th, John will be well prepared. Despite the problemsome pot he flew on to notch up 58 laps - over 75% of the winners' total. The third flyer in heat one was Peter Sharpe, who flew in a manner that gave little indication to the casual observer of his previous night's activities. His 76 laps carried him to victory and a well-earned rest.

The second heat was battled out between John Sutherland, Bernard Scott, and Graham Madder, their scores being 67, 68 and 70 respectively. The closeness of the lap count was nothing, according to one observer, compared to the closeness of models to pylon #1.

Models used in this heat were: John - a 'stretched' Kavalier, Bernard - combat style flying wing, Graham - an own design named 'Stinger'.

Observing a contest and relating what is seen to the results can be helpful in planning tactics for next time. The following points occurred to me:

1. None of the models was a purpose-designed pylon racer.
2. All models had a very similar top speed.
3. Reliability played a major rôle.
4. Consistent flying was essential.
5. The ideal Pylon racer for this level? A reasonably quick model that you are thoroughly familiar with, that has a large fuel tank, and that you can coax back to the pits no matter where the engine quits.

My flying wing emphasised the last point with its non-existent dead-stick glide - many a long retrieve by pitman Ted Beach was needed.

RESULTS: Club Pylon, Rd.1

	Stops	Laps	Cuts	Total	Place
P.Sharpe	2	77	1	76	1st
G.Madder	2	72	2	70	2nd
B.Scott	4	68	1	67	3rd
J.Sutherland	2	67	1	66	4th
H.Stiver	4	65	0	65	5th
J.Clarke	2	59	1	58	6th

WANTED

4CH R/C
.40 size trainer/engine
Perry Grant. Ph 447.231

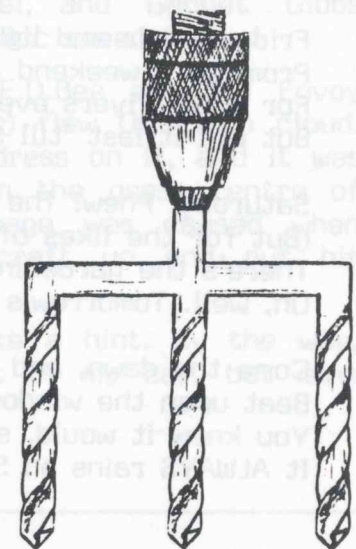
FOR SALE

'Horizon' 4CH Radio Gear.
Offers.
Robert. ph 775.301

WANTED

Futaba / JR. 4-6CH.
Trainer aircraft,
Suitable engines for same.
For potential member.
Robert. ph 775.301

SPECIAL DRILLS for SPECIAL JOBS



1. EVENLY SPACED HOLES.

MODELLER'S METEOROLOGICAL MOAN

Monday's sun is lots of fun
But aeromodellers, everyone,
Are back at work - the week's begun.
Why did it rain on Sunday?

Tuesday's here, and skies are clear
How different from Sunday drear:
Never mind, let's have a beer,
Forget about last Sunday.

Wednesday's warm, and thermals form
Not a chance of thunderstorm.
It is of course the mid-week norm.
Why can't it be a Sunday?

Thursday's heat is hard to beat
For those on holiday, a treat.
But modellers admit defeat,
And pin their hopes on Sunday.

Friday's fair and lightsome air
Promises a weekend rare,
For model flyers everywhere:
But will it last 'till Sunday?

Saturday. Phew! The sky's still blue!
(But for the likes of me and you
There's the gardening to do).
Oh, well. Tomorrow's Sunday.

Come the dawn, and wind and rain
Beat upon the window pane.
You knew it would, so why complain?
It ALWAYS rains on Sunday.

I came across this verse in the Feb '87 'Model Builder' magazine. It brings back memories of flying at Trentham many years ago, and may make us appreciate the Hawkes Bay weather a little more.

JOHN URRY.

STOP PRESS Hot off my Boy's Own cardboard and string teletype machine comes this piece from Malcolm Small...

Our intrepid editor told me that he had it in mind to run a series to be called 'Memorable Modelling Moments', or 'Mmm..' But one man's Memorable being another's Chloroform, the idea is semi-dormant. I mention it now only because we were talking about the Benelux Cycle Gear advertisement in the April Propwash (a quantity of hot disturbed air which poses a danger to aircraft) and I commented that I had in my younger days cycled to Fairlop, an aerodrome about five miles north-east of London, in order to fly models. These were carried in a Small trailer made from an orange box, gas pipe, and old pram wheels.

The club to which I belonged rejoiced in the name of Walthamstow Boys' Model Flying Club (no women's lib in those days) and was closely connected with my old school. We flew control line in the playground and free flight at Fairlop. Radio control was beyond our means of course, but we used to watch and talk to people such as Sid Allen who was the first to fly a model across the English Channel, and 'Gadget' Gibbs who at one stage held the world 10cc speed record.

My best moment was when my E.D.Bee powered Envoy (recently revived in Aeromodeller) flew OOS into cloud. Yes, I did have my name and address on it, and it was later returned, having landed on the grass centre of a sports ground. The only damage was caused when the groundsman picked the aircraft up and put his finger through the wing.

Who said Chloroform - I can take a hint. By the way, I have an Mmm file in the boot of my car, but mine stands for 'Must Mend Monday'.

Malcolm Small.

Thanks Malcolm for this insight into the past world of the aeromodeller. Obviously modesty prevented you from describing your world-first achievement with an atomic bomb - perhaps next time.

CLUB CONTEST CALENDAR 87/88

RADIO CONTROL

MAR	15	Differential Speed
APR	17-20	Thermal Invitational
MAY	10	* ½hr Pylon [I]
JUN	14	* Scale [I]
JUL	5	* Aerobatics [I]
	12	* Thermal B
	19	* Spot Landing
AUG	2	* Thermal A [I]
	9	Limbo
SEPT	6	Dead Stick
	20	Thermal A : 2m.
OCT	11	* ½hr Pylon [II]
NOV	1	* Thermal A [II]
	15	Thermal: Multi-task
	29	Le Mans
DEC	6	* Scale [II]
JAN	17	* Slope [I]
FEB	7	* Slope [II]
	28	* Aerobatics [II]

FREE FLIGHT

MAY	3	* Open Power [I]
	3	* Aggregate [I]
	17	* Open Glider [I]
JUN	28	* Open Rubber [I]
JUL	26	* Hand Launched Glider [I]
AUG	10	* Indoor HLG (Club Night)
	30	* Aggregate [II]
SEPT	13	* Open Power [II]
OCT	4	* Open Glider [II]
	4	* Hand Launched Glider [II]
NOV	8	* Open Rubber [II]

CONTROL LINE

MAY	10	* Combat
AUG	16	* Novice Aerobatics

CONTEST DIRECTORS

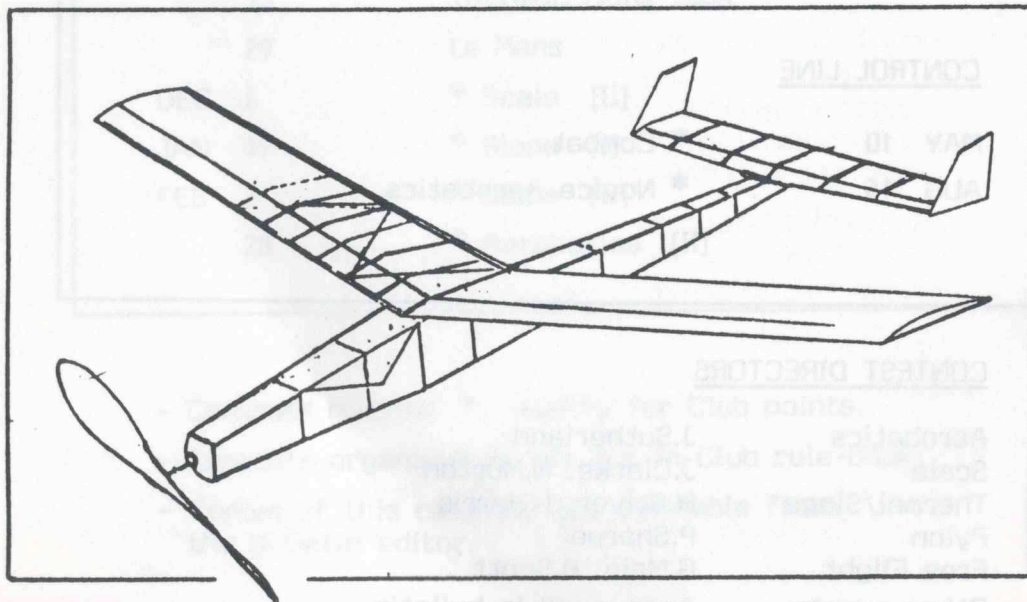
Aerobatics	J.Sutherland
Scale	J.Clarke, N.Murton
Thermal/Slope	H.Stiver, L.Harris
Pylon	P.Sharpe
Free Flight	G.Main, B.Scott
Other events	Announced in bulletin.

- Contests marked * qualify for Club points.
- Contests organized as set out in Club rule-book.
- Copies of this calendar are available from the bulletin editor.

Many of the abbreviations used to describe classes of aeromodels are known only to those directly involved in the areas to which the designations apply. Official labels are necessary as a quick and precise way of defining a class of model, but I wonder how many modellers have missed out on enjoyable aspects of their hobby because sterile terms such as F3D and F4C did not arouse their interest. 'Pylon Racing' and 'R/C Scale', which mean the same as the terms above, may have done more to capture attention.

The coming events list on page 1 makes use of terms that may not make much sense to many HBRF members, as the vast majority of our club flies only radio models. F1B, ½A Power, A1, and P-30 are all Free Flight classes, and there is nothing in the official designations to show that one of these classes 1) is an ideal introduction to rubber-powered models, 2) uses models that are easily built and trimmed to give lengthy flights, 3) gives as much enjoyment as the larger, more competitive classes, with a fraction of the work or stress.

If you are not sure which of the four classes I'm referring to, read on to discover a relaxed alternative to drilling holes in the sky with your R/C model.



P-30 (and this is where the story really begins)

Maximum wingspan: 30"
 Maximum length: 30"
 Minimum weight: 40g (without rubber motor)
 Maximum rubber: 10g
 Propeller: 9½" commercial plastic.

A P-30 model is an easy entry into competitive rubber-powered flying. The model may be used in NDC Open Rubber and Club Open Rubber as well as the NDC P-30 events.

The target weight of 40g without motor is easy for an experienced free flyer to achieve - it is far more difficult for a ham-fisted radio flyer to achieve. I have built three P-30 models, all of which have been overweight, but have still flown well. Accurate building and careful trimming are of prime importance - if you can also build in lightness, then that's a bonus.

If carving propellers has put you off rubber models, the compulsory plastic prop will be welcome. Two styles are now available: silver with rounded tips, and yellow with square tips. The latter are said to give better performance. Other than balancing and fitting a freewheel mechanism, no reworking of the prop is allowed.

Building time will vary depending upon experience. An average builder, if there is such a thing, may require a couple of weeks to finish a P-30.

Getting Started: FFONZ (Free Flyers Of New Zealand) is able to supply plans and propellers for this class. Propellers come complete with wire shaft, nylon bush and bearing washer. Cost = \$4.00.

- Plans:
- | | |
|-------------------------|----------------------|
| 1. 'Cracker Box' | M.A.N. 7794 |
| 2. 'Baby Speckled Bird' | M.A.N. 3803 |
| 3. 'Blue Fin' | Flying Models CF.683 |
| 4. 'Back to Front' | Aeromodeller Nov.86 |
| 5. 'Teacher's Pet' | Aeromodeller D.1348 |
| 6. 'Hot Box' | FFONZ (\$3.00) |
| 7. 'Rubicon' | FFONZ (\$3.00) |

If there is sufficient interest in the items from FFONZ, I shall send a single order from the Club - let me know.

Bernard Scott.

MANZ FLY-IN : TAIONUI AIRFIELD, FIELDING

The annual migration of big models, which was flown at our flying site last year due to airfield resurfacing, took place at Taionui Airfield, Fielding on May 16th and 17th. The event was hosted by the Palmerston North Aeroneers.

HBRF was represented by Barrie Roberts flying a Miss Gemini, Doug Duggan with his Sopwith Camel, and myself flying Miss Lockwood. The last model had been quickly completed the week before for flight testing. Leicester Harris also attended with a display from his model shop.

Twenty models were assembled on the Saturday with most arriving, as we did, around lunchtime. Both days were cold with high grey cloud, but luckily no rain fell. Wind was moderate and from the west.

My first flight was eventful as I lost throttle response and had to fly around at full speed for twelve minutes until the fuel ran out and the ST.2500 motor cut. It glides like a brick - you sure need the power on with big models. Doug also experienced minor motor problems until he got them sorted out. No problems for Barrie, though. Even though he had not test flown before the event, he was soon tossing his big model around the sky as if it was a .40 powered pattern model.

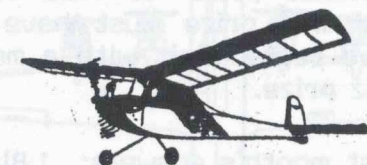
As this is a two-day event, accomodation was arranged in Parmerson North. Meals and drinks were at a local hotel, though I had to settle for Kentucky Fried and a sober head as I needed to fix my throttle linkage before the next day's flying.

I counted over thirty-five models on the Sunday. Safety checks of all models are a standard MANZ rule. This, along with the maximum of five models in the air at any one time, makes the event pleasant and safe. Not a lot of new models were seen. It appears that the bigger models last longer. Perhaps we are treating them more like full-size machines with more attention to safe flying and careful maintenance.

Being a rally, no prizes were awarded, although there was a multi-prize raffle. The gathering around the clubhouse reaffirmed the intention of MANZ to hold another meet next year.

Thank you Chuck and hosts for a great weekend. See you again next year.

Harvey Stiver.



FIELD AND FLYING PROCEDURES

1. Leave gates as they are found.
2. Park along the fence on the orchard side of the gate-do not drive to the pits area.
3. First RC flyer places the frequency board at the pits.
4. Obtain your frequency peg BEFORE you switch on your transmitter. A frequency ribbon should be displayed.
5. Position model in the pits so that the propwash does not affect others.
6. Use an effective silencer.
7. Take off from the runway, in view of other flyers, after checking that no one is about to land.
8. Once airborne, step back to the marked area.
9. Keep your back to the pits and fly in front of yourself, parallel to the strip if possible.
10. Announce your intention to land.
11. Last RC flyer returns frequency board.
12. Take all litter home.
13. Leave gates as they are found.

OUTLINER COMPETITION

Last month's quiz drew about a dozen entries, though I noticed a couple of other entry forms being checked surreptitiously during the meeting. Denis Ansell placed first with a 100% score. Geoffray Bartrum, Malcolm Small, Graham Main, and Graham Madder all missed the chance of the Farnborough '87 trip by one question. As Denis chose the optional prize of Hot Stuff cyno, I have decided that the trip prize must have been of little interest, and so have replaced it with a more tempting item for this month's quiz prize.

Last month's answers: 1.Blackburn Buccaneer 2.Macchi MC 200
3.Curtis c-46 Commando 4.Me.410 5.Hawker Sea Fury
6.Westland Whirlwind HA.5 7.Kawasaki Ki.45 'Nick'
8.Tupolev Tu.104

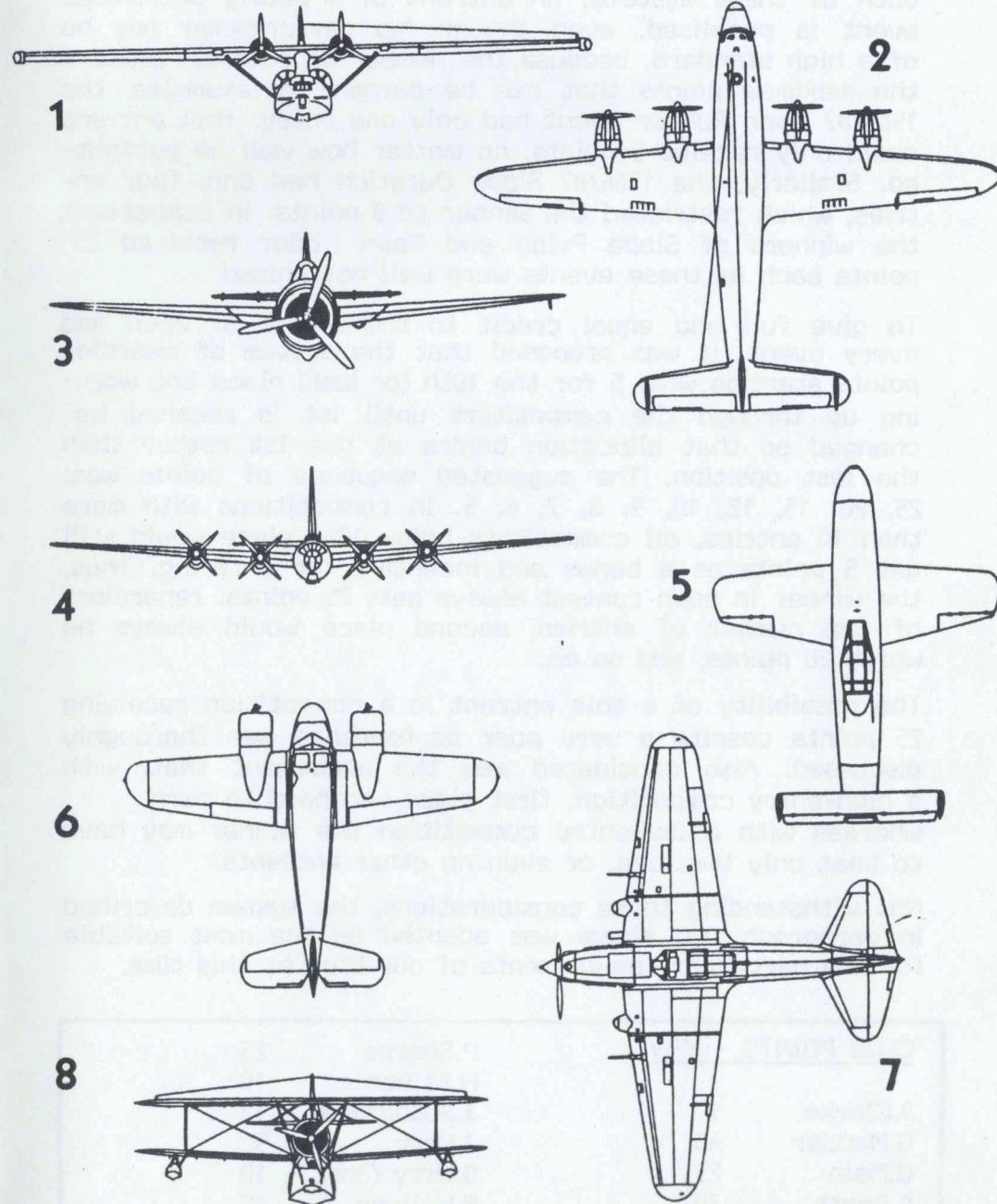
PS No correspondence entered into.

CLUB OPEN GLIDER

The morning of Sunday 17th May was dead calm with little thermal activity after about ten o'clock. The absence of a breeze made glider towing a test of running speed rather than of towing tactics. All competitors straight-towed their models. As the results show, there was a general reduction in flight times as the morning wore on. Graham Main wisely put in his three flights quickly, and largely avoided the doldrums that becalmed others.

	Rd.1	Rd.2	Rd.3	Total
1. G.Main	180	142	109	431
2. G.Madder	180	55	126	361
3. B.Scott	180	120	50	350
4. R.Wallace	110	70	73	253
5. S.Urry (Jn)	114	36	82	232
6. J.Urry	80	43	49	172

OUTLINER Contest #2



In last month's Propwash the previously used procedures for this on-going contest, along with a slightly amended scoring system, intended to be used this year, were described. Further discussion of these procedures took place at the April committee meeting. The point was made that under both of these systems, an entrant in a poorly patronised event is penalised, even though his performance may be of a high standard, because the number of entries restricts the maximum points that can be earned. As examples, the 1986/87 Open Rubber event had only one entry. That entrant could only receive 5 points, no matter how well he performed. Similarly, the 1986/87 Slope Duration had only four entries, which restricted the winner to 8 points. In comparison, the winners of Slope Pylon and Open Glider received 25 points each as these events were well patronised.

To give full and equal credit to the winner of each and every event, it was proposed that the system of awarding points starting with 5 for the 10th (or last) place and working up through the competitors until 1st is reached be changed so that allocation begins at the 1st rather than the last position. The suggested sequence of points was: 25, 20, 15, 12, 10, 9, 8, 7, 6, 5. In competitions with more than 10 entries, all competitors below 10th place would still get 5 points as a bonus and incentive for entering. Thus, the winner in each contest always gets 25 points, regardless of the number of entries, second place would always be worth 20 points, and so on.

The possibility of a sole entrant in a competition receiving 25 points despite a very poor performance was thoroughly discussed. Also considered was the argument that, with a high-entry competition, first place was hard to earn, whereas with a low-entry competition the winner may have to beat only two, one, or even no other entrants.

Notwithstanding these considerations, the system described in paragraph two above was adopted as the most suitable for the particular requirements of our Club at this time.

<u>CLUB POINTS - MAY</u>			
		P.Sharpe	25
		H.Stiver	10
J.Clarke	9	J.Sutherland	12
G.Madder	40	J.Urry	9
G.Main	25	S.Urry (Jnr)	10
B.Scott	30	R.Wallace	12

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