

Model Flying Hawkes Bay



Club Newsletter #149 June 2023

JULY	Activity calendar JULY 2023
Sun 2 nd	Own arrangement flying etc.
Sun 9 th	Norsewood Aerobatics TBC
Sun 9 th	Working Bee Awatoto Field. TBC Subject to weather and access.
Tues 11	** Committee meeting **
Sun 16	AWATOTO FIELD CLUB DAY. TBC, Opening for Flying, Barbecue Lunch "President's shout"
Sun 23	AWATOTO FIELD Fill the sky with anything that flies !!
Sun 30	Club Sunday AWATOTO FIELD

NDC VINTAGE & SOARING JULY 2023

July/23	139	VINT	RC Vint E Rubber Tex
July/23	140	VINT	RC Classical Precision
July/23	141	VINT	RC Sport Cabin IC Tex
July/23	142	VINT	RC Sport Cabin E Tex
July/23	422	SOAR	Thermal H (2 Metre Gl
July/23	423	SOAR	Thermal A (Open)
July/23	424	SOAR	FAI F5J, 4 Rounds
July/23	425	SOAR	ALES 123 Class N

The "Team" cleaning out the Clubroom Tractor Shed, doing a wonderful job and a huge thanks to Associate members Ryan and Kat Groves for very thoughtfully supplying a delicious Pizza lunch for all the workers.

In this Issue.....

	Pages
Opening / Calendar / Contents etc..	1.
Editorials ... Notices ... Comment.	2 - 3
Club Activity.	4 - 10
Marty's Members workshop	11 -13
Around the building boards.	14
Build a FB Delta Flyer Pt 3	15 -16
Build a FB Arrow	17 -20
Danny's Paint Jobs	21
Info and Things	22 -23
Phil's Rotary Magic Pt 21	24 -26
From the Old Propwash Archives	27 -28
Frank Jaerschky's Corsair	29 -31
Vintage Report	32 -36
HB Aero Tow Report	37 -39
Soaring report	40 -42
For Sale	43 -
A Closing Smile	44

Contributors to this Issue # 149; Brett Robinson / Marty Hughes / Barrie Russell / Norris Kenwright / Chris Tutton / Graeme Rose / Danny Young / Frank Jaerschky / Bernard Scott / Barry Lennox / Phil Sharp / Kevin Botherway / Nev Fargher / Myles Moloney / Derek Whelan / E & OE.



From the Editor's Desk;

Thanks to all those who have made an effort and contributed, it's all in the pages ahead. Lots of news about activity at the shed and looking ahead. Another good clubnite, again thanks to all those who attended and made the night fun and went home with some goodies. I'll let the following pages speak for themselves.

As usual I look forward to your copy, reports and comment and hope you enjoy the read.

Barrie the editor mfhb. june 2023.

Prez Sez:

Confucius once said that a journey of a thousand miles begins with a single footstep. Well MFHB has just taken a giant leap into the rebuild of Awatoto with our new tractor. Lance and I travelled to Hamilton a few Mondays ago to view the Tractor. It's just what we have been looking for. The big bucket on the front is easily detachable. Perfect for ongoing flood repair work. You will see from the photo, the big lawn tyres are perfect for mowing. It's 4x4 so no more getting stuck. It will be perfect for mowing, grading the access track and any flood repair work and maintenance going forward.



Lance checked it over and asked all the right questions. It nearly even sounded like he knew what he was talking about! Once he gave it his approval..... Wheel in the used car salesman.... Now it was my turn to have some fun. I didn't want to be rude about it as I and was only doing what you bastards do to me when you're buying a car. After some back and forwards we ended getting \$4000 off the asking delivered price so all worked out well. (And before you ask.... No you won't get \$4k off one of my cars) **Oh Yeah ??? Ed .**

We are wanting to open the field to all flying on Sundays only as soon as possible. Just need it to dry out a bit. All going well we are looking to open on July the 9th but I will let Derrek say more about what's happening on the field in his report.

This are looking good and just need it to stop bloody raining.
Cheers, **President Marty MFHB.**

Ed here, Just had to share this with you. Now Marty is a big boy and likes playing with cars and tractors,

BUT, Once upon a time he was a little boy and loved playing with model aeroplanes.

Nothing changes aye ?



Club Captain's Report;

Well, what a month.

Started with some of the best weather we have had for a while and ended with some of the wettest.

David Kenwright and I got down to Norsewood a couple of times and enjoyed full days of flying without a breath of wind. Well worth the small drive. I hear we also had great turn outs at the Roy's Hill site with special mention to the Helli boys who are making good use of the weather and seem to be swelling in numbers.

At the time of writing this Hamish and I were planning on holding 2 more friendly comp's on the 2nd and 16th July. The weather for the 2nd is going to mean we give the first weekend a miss, but we will try again for the 9th. I will watch the weather and post notifications on Facebook. We had a great turn out for the last one of these events and all those who attended enjoyed themselves. I have been working on the issues we had with the scoring system and have those all sorted now. This will mean I can get things under way a bit quicker, and we will get in even more flying done. I will even put in sauce for the lunch time Burgers.

The first committee meeting of the new executive team was very productive, and you will have seen the results of that meeting already in Marty's Facebook posts. It was all based around get the club restoration moving now that we have the access we have been waiting on. The turnout we had at the working Bee last weekend showed that the club spirit is alive and well. I want to take this opportunity to thank all those that turned up for their effort no matter how big or small it was. For those that could not make it to that one, rest assured you will have other opportunities to show your support in the near future as we start to address the field.

As you will have seen else wear in the newsletter, we have now got a tractor. I look forward to seeing it pulling a mower around our field soon. While we are waiting on the mower repair the committee has been quietly working on an alternative. I have had the pits area, taxi way and a 150 meter by 15 meters runway mowed by a contractor. This is enough to get us fly back at the field. The pilot box fencing has been cleaned off and we have the parts needed to reattach them to the concrete. I will get that completed in the next fine break. There is a bit of trash to clear there but that will be a half our job. The starting boxes are clear, so we just need to dig the starting poles out of the toilet shed.

The shade cloth support frames over the bench seats have been removed and the seats are operational. The parking area is a work in progress now we have the tractor, we will park cars on the grass infield in the interim. Had the weather been more cooperative some or all this work would have been completed by now. The field would have been mowed once or twice more and we may have even been out for our first club fly. The main obstacle is that from the top of the stop bank and down the first 100 meters of the track it's a mud slide. As soon as we have a bit of rain this area becomes unpassable for a week or more. We are looking into how we can address this and will keep you posted. We will check and appraise the track each week and as soon as it's passable we will post notifications for your convenience.

In the meantime, flying at Roy's Hill and Norsewood are still available so make the most of them.

Important Note. The access road is not available to us Monday to Saturday until further notice. This is because the rail bridge rebuild takes priority. We ask all members to respect this. The track is not big enough for members' cars and heavy trucks at the same time. Failure to comply might mean we lose access again all together until the rail bridge has been completed. Safety comes first and foremost. Any flying, any day other than Sunday, will not be tolerated...

Happy Flying.

Derek Whelan. Club Captain.

CLUB ACTIVITY June 2023



The month is off to a great start at Roy's Hill again with a good turnout on Sunday 4th June. Around twenty pilots and a number of visitors for a very relaxed day's flying again in nice calm conditions.



Marty did his usual great catering job with delicious hamburgers off his barbecue, 26 were gobbled up !



Good to see **Jayden** home for the long weekend, I think he flew everyone's models at some stage ! (to perfection !) Central HB was well represented with **Mark and Anthony** and their surrogate mode 2 pilot **Stanley** with their foam airforce. (**Danny** was off winging it in his caravan somewhere !)

Marty suffered an aerial disintegration just after takeoff with his warbird. He reported; *This photo is a reminder to one's self, if your prop is a little out of balance, don't throw a 5 cell lipo in a 4 cell plane and fly at full throttle. It went boom and the motor evacuated the plane taking the Lipo with it at around 300ft.*



Mmmmmm, Yum, those 'burgers sure tasted great according to the "Old Muppets line-up"

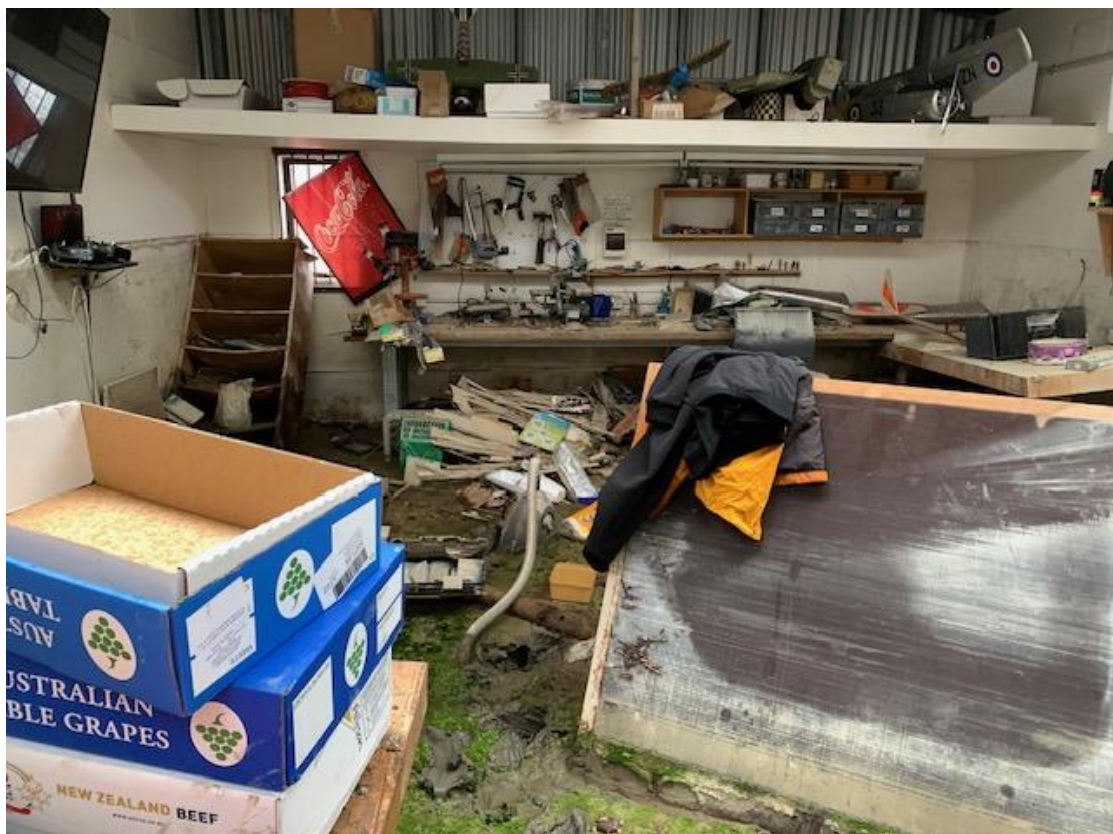
Sunday 18th June. A committee working bee at the club "Shed" to assess the situation. Ravensdown have finished constructing their settling pond and given us access to the shed. The cleanup has started under Marty and Lance's supervision and some progress clearing 400mm deep silt ooze was made, wheelbarrow at a time. Some aircraft have been salvaged in various states of disrepair for assessment, repair or the dump. Needless to say anything electrical in the shed is totally US. Above the waterline, hand tools and gear are salvageable as is anything up in the loft shelf. The following pictures give pretty graphic evidence of the devastation.



Sadly the Taube is all but munted with significant damage to the port wing, water soaking throughout, silt and rust through the engine and all the electronic obviously totalled. Maybe Ray could restore it to static display standard, but I seriously doubt it will make the air ever again. The club Cub similarly has suffered significant water and silt damage and some structural damage when it finished up beside the tractor! It seems that the whole shed filled with about two meters of water with much of the contents floating and when the water burst out of the southern wall of the tractor shed much of those contents got deposited around the tractor! Aircraft and silt soup!



Above, the tractor attracted all sorts of gear and the Generator still burried just about a solid block of silt.





We Will Prevail! A working Bee is planned for Sunday 25th when we should be able to remove the rest of the silt and Rubbish. Progress at last.

Wednesday 21st Club Night. Another good evening at the National Services Club in Hastings with some thirty members turning out. President Marty opened the meeting with an in depth update on the state of Awatoto Field and our Club Shed. The good news is that we have purchased a new more powerful Kubota tractor complete with front bucket.



In a couple of weeks weather permitting we hope to be back on Awatoto field for Sunday flying with a mown strip, taxi-way and pitted area. The difficulty for access during the week is due to all the trucks and heavy machinery in use in that area whilst the railway bridge and line are being rebuilt.

Following discussion, Marty handed over to Barrie for the Delta building session and the fun began. Eight teams under their leaders, **Russell / Shears / Lecario / Hughes / Nicholas / Hales / Larsen / Moloney** built eight foamboard delta models in the following hour and a half. Needless to say there was much enthusiasm and hillarity and eight models successfully appeared as the following pictures evidence.



Clockwise from top left;

Team **Moloney** with assistance from design consultant **Joe W.** The Soaring fraternity learning new tricks / **Prez Marty** a picture of concentration with the glue gun / display models / Team **Nicholas** with assistance and sometimes helpful comments from **Brett R** / Team **Shears** with assistant **Bill R** on line cutting. Even a blind man could do that job ! / **Team Jose** with assist **Phil S** enjoying a break from his high precision models.



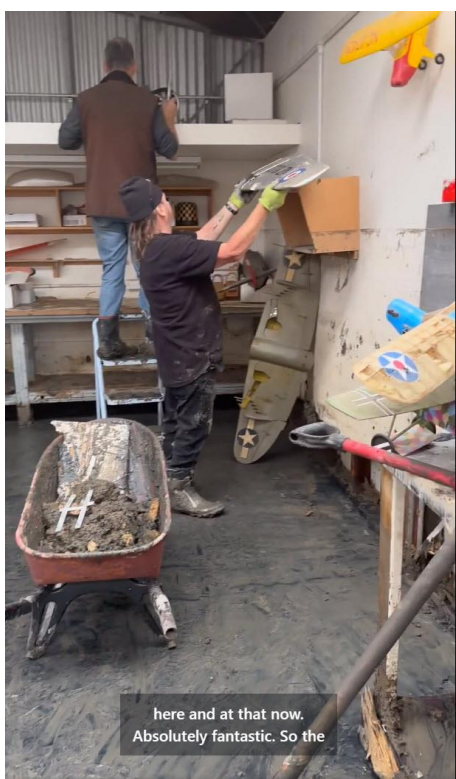
Clockwise from Top; Demonstration time from the top table / Team Russell, son Rob and grandson Austen in build mode. / Myles was so excited about his build he couldn't wait to get home and tart it all up. Sent me the picture this morning with the comment *"Soaring has wasted no time ! Race 69 "The Gurnard " look out"* We'll see about that, well done all the same! / Team Hughes in operation / Club building activity.

A great night was had by all ! Now we just need to set up some aerial combat ??

Sunday 25th June “Club Shed” working Bee.

From all accounts a great turnout and a very successful outcome. **President Marty** took a series of videos and posted them on the club Facebook page [\(10\) MODEL FLYING HAWKES BAY. | Facebook](#)

Ryan and Kat Groves, Associate members from Wellington sent a pack of Pizzas to the works for lunch, what a great gesture of support. Thanks a million guys. Here are some snapshots of the morning’s work by all the club volunteers.



Top Left Clockwise; **Stu and Myles** Shovelling sh*t ! / **Tony Ward** operating his digger / A bucket full at a time ! / Three Cheers for the workforce / The Shed “Clubroom finally dug out / **Mike** retrieving the “Treasures” from the loft above the waterline.

Marty's "Members' Workshops" #10 June



What has Marty got for you this month ? Marty writes;

Now if you're jumping the gun and looking at the pictures before reading the txt , you will see that this month I'm bringing you guys your own workshop. Yes that's right, the MFHB club shed, Tractor shed, Board room and local Tuesday hangout.

I don't know which one of you left the tap on but it got a little flooded.

It took four months to gain access to the shed, but once we did ... what a mess.

On Sunday the 25th of June, Twenty of Model Flying Hawkes Bays finest gathered at the shed armed with shovels , barrows and determination accept for this one guy, Tony Ward. He showed up with an excavator. Talk about turning up to a knife fight with a cannon . Awesome Tony, you're the hero of the day.

It started at 9am , empty barrows in, full barrows out. I can't tell you how many barrows of thick gluggy mud came out but lots and lots.

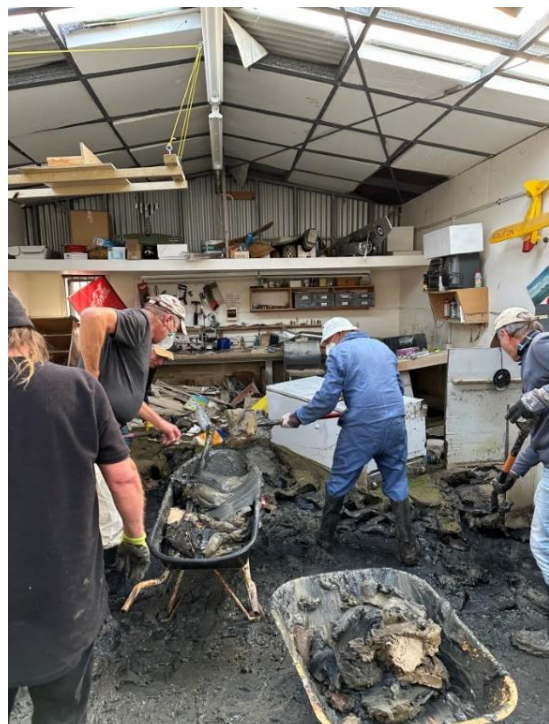
The boys made short work of removing the damaged Tractor door to open the tractor shed. The mower and followed by the tractor were dragged out.

In all three big tandem trailer loads of ruined stuff was taken to the dump and anything that can be salvaged has been saved in into storage.

At mid-day we stopped for lunch to enjoys Pizzas that were kindly supplied compliments of Ryan Groves and Cat Jarvis from Wellington . You guys' rock. Thankyou.

Next off came the wall lining and a final push and we had it all wrapped up but 2pm. A fantastic day of club spirit. Next stop is water blasting .

Things are happening at your club guys. Marty.





Wonderful job. Wonderful job.
Fantastic. Yeah. Let's go and



pizzas for us all. So big ups
to Kat and Ryan. Thank you so

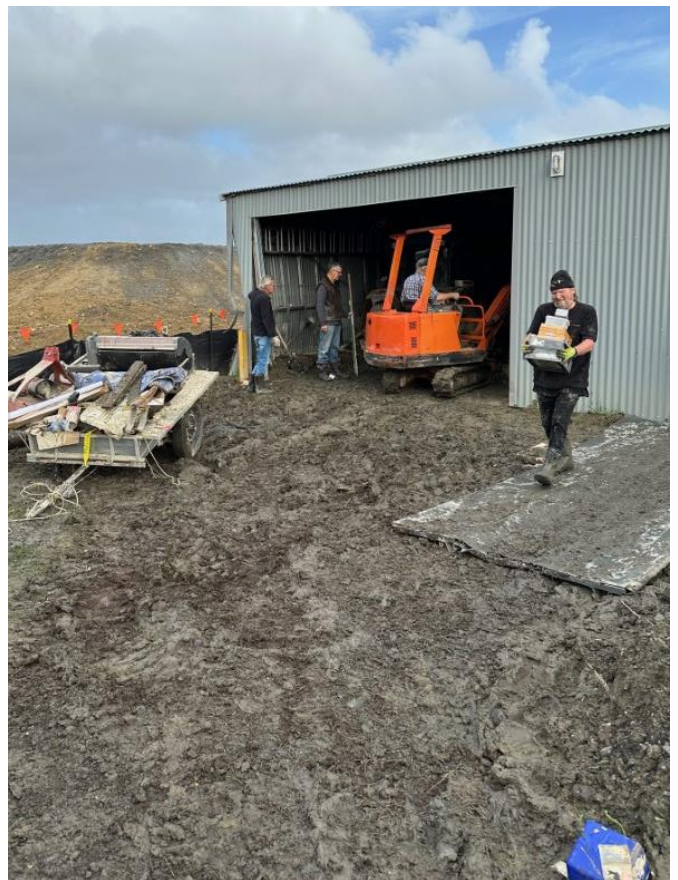


blaster. Just go absolutely
crazy. So, here we have it.

Clockwise from Top Left; Stan the Man supervising /
A wonderful Pizza lunch supplied by Ryan and Kat Groves /
Dug out through to the tractor shed / Feeding the
workforce.



Goodbye little blue tractor & Goodbye tractor shed door.



What came out had to go somewhere. And a few treasures saved, the old door made a good access way !

AROUND the BUILDING BOARDS June '23



Chris Tutton is getting geared up to return to Awatoto skies again and writes;



Hi Barrie, Getting some of my petrol beasts ready for when the Awatoto opens up. They have been in the hangar for nearly two years and to my surprise they started and ran well, after I got some new fuel.

Cheers, Chris Tutton.

**THIS SPACE RESERVED FOR ALL THOSE OTHER BUILDING PROJECTS
THAT ARE NOT GOING ON.**

Building a Foam Board DELTA FLYER PT.3



As reported in Club Activity, the Club Delta building session was a great success following members' interest in the recent Delta project.



The result was another eight Delta Flyer models being added to our inventory. **Right;** This effort from **Team Moloney, Myles** was quick off the mark and by the following day had the gear fitted and his model all tarted up ! An interesting conversion using a radian motor pod and folding propeller as the motor unit, a very clever and neat solution.



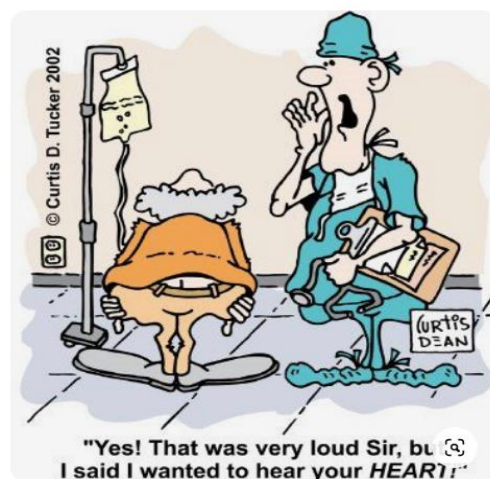
Left; Team Russell's masterpiece. See the For Sale column this month, just fit your gear and go fly.

Prior to the clubnite, four Deltas had already been built and flown;



Clockwise from top left; Stan Nicholas with his creation, flew well just like a Delta should, I think it even surprised **Stanley** ! **Phil Sharp** with his very tidy machine, a little heavier model as he used a higher quality foamboard from Bunnings. Flew well with a little trimming, though could do with

more power and a folding prop ! **Mark Larsen's** model performed well with **Stan** on the controls for testing. And **my** model, Mark 2, the cause of it all, has had at least 40 flights to date, flies great on a 3S 1300 lipo battery (Radian style). **Please send me pictures with the details of your finished Deltas Ed.**

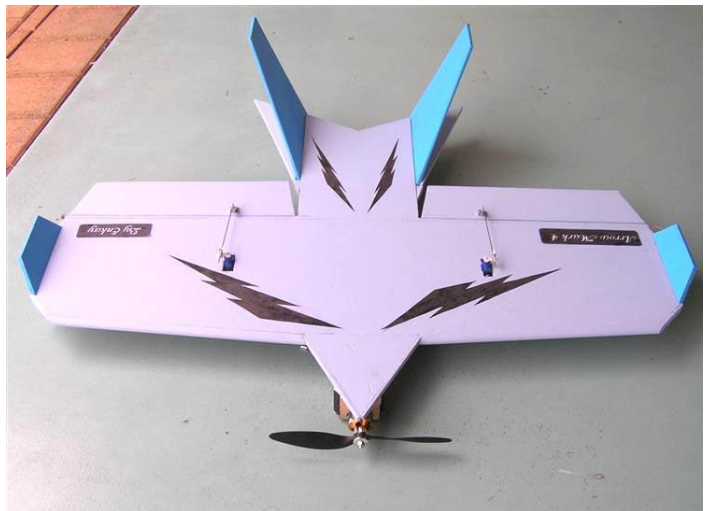
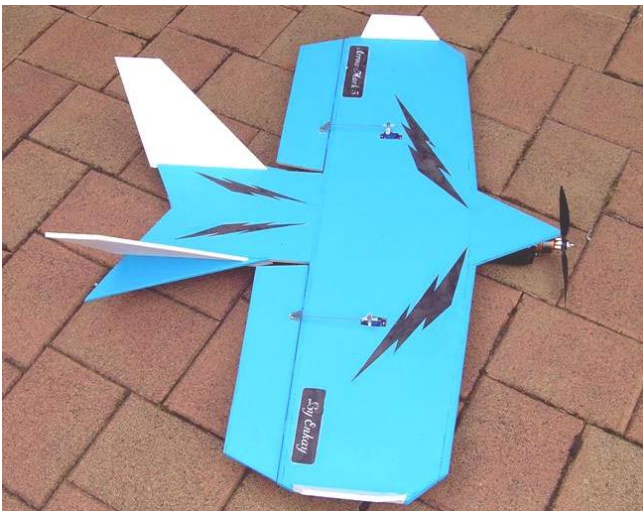
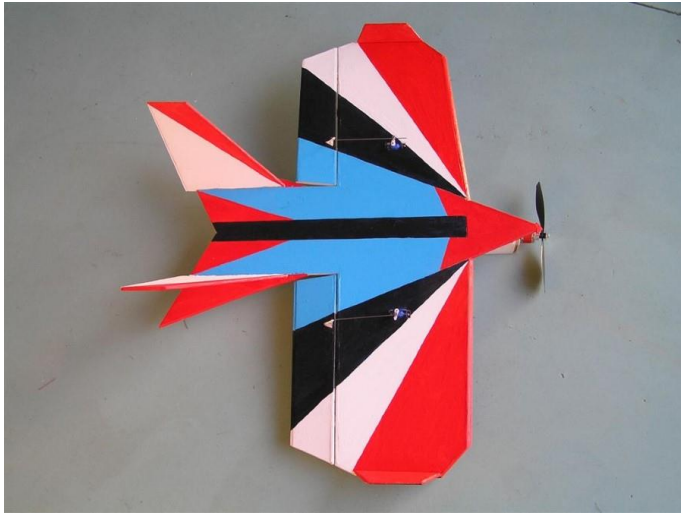


Build a Foamboard ARROW



Following on from his very successful FB Delta Flyer, Norris Kenwright is sharing his next Foam Board/ Depron development with us, and he writes;

Hi Barrie, This is my Arrow flying wing, building File and Video on You Tube. I have built several, five I think for others. Here are four of them. They are excellent flyers.

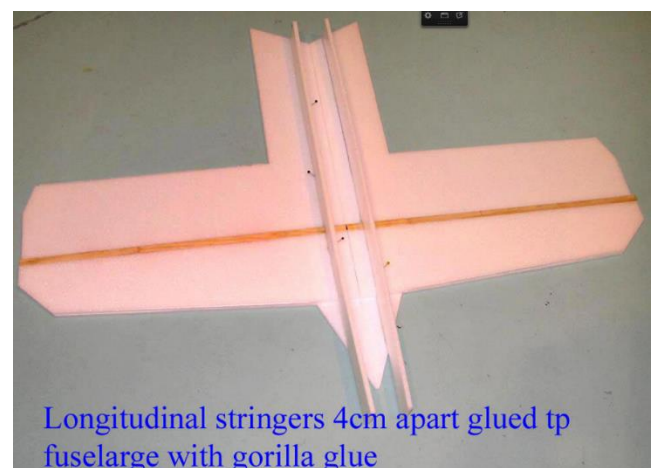
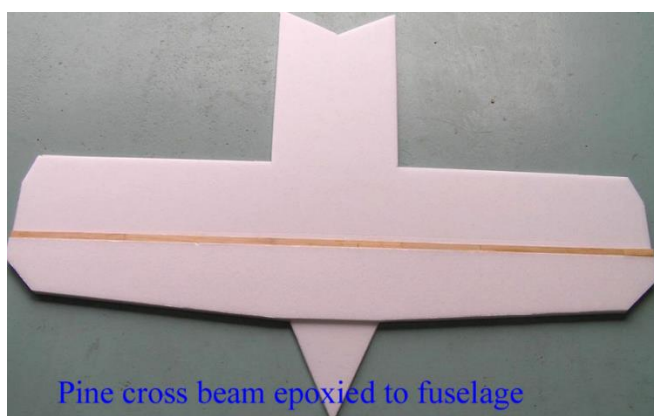
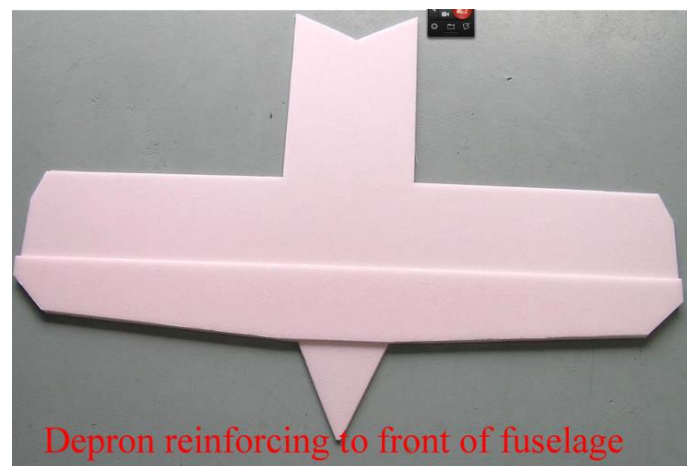
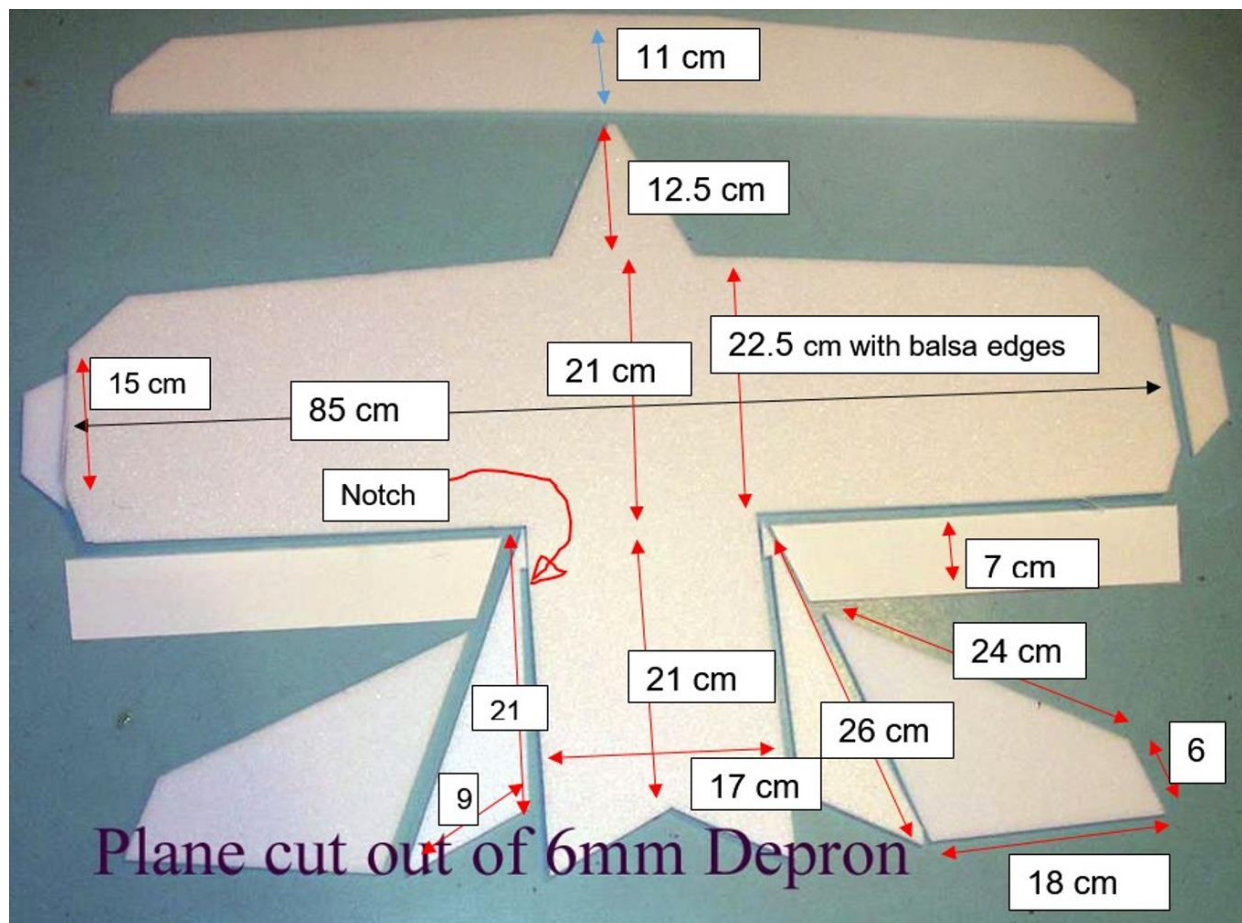


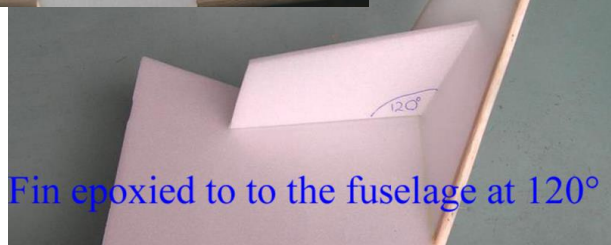
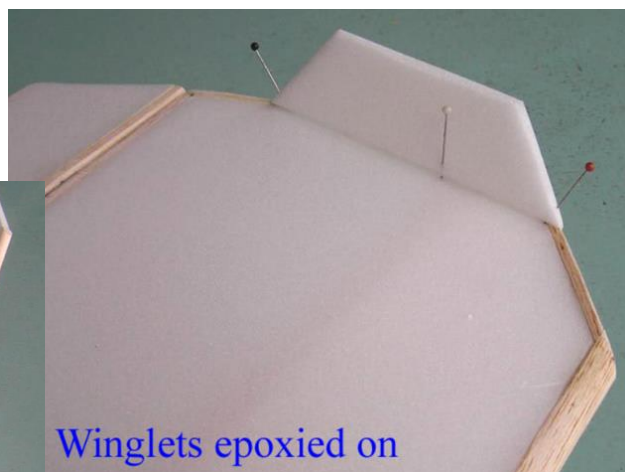
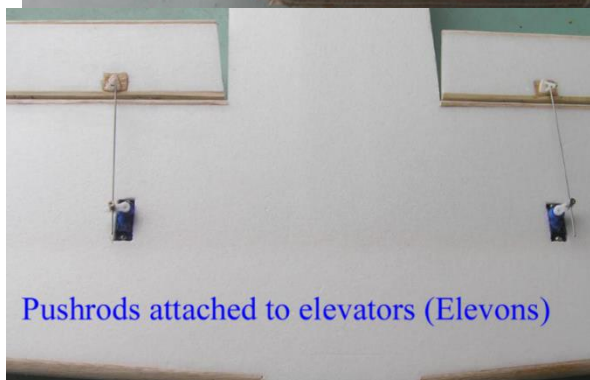
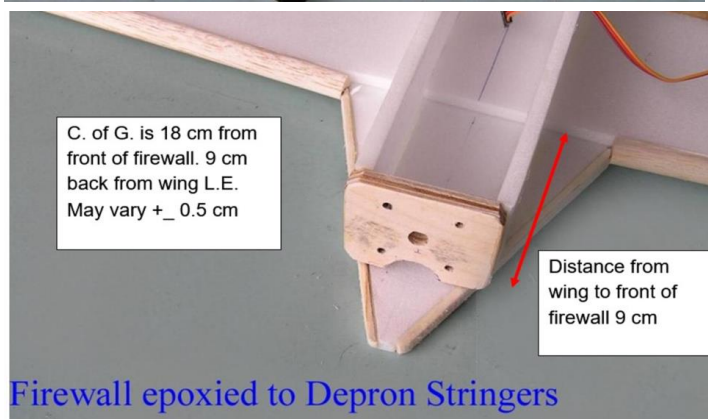
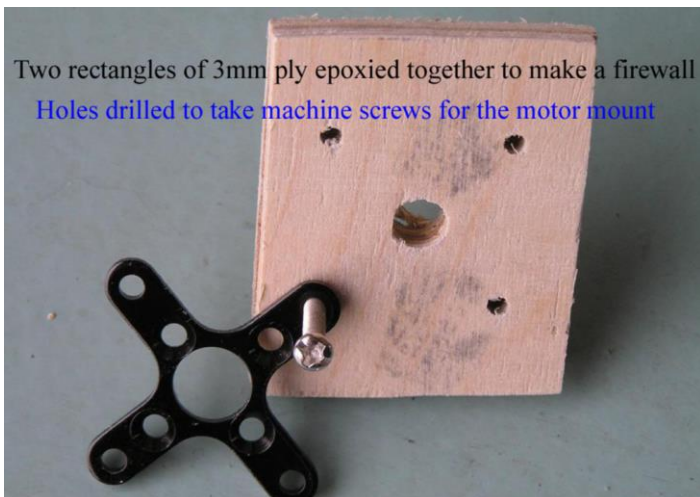
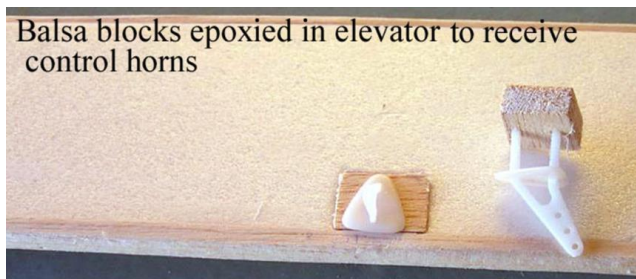
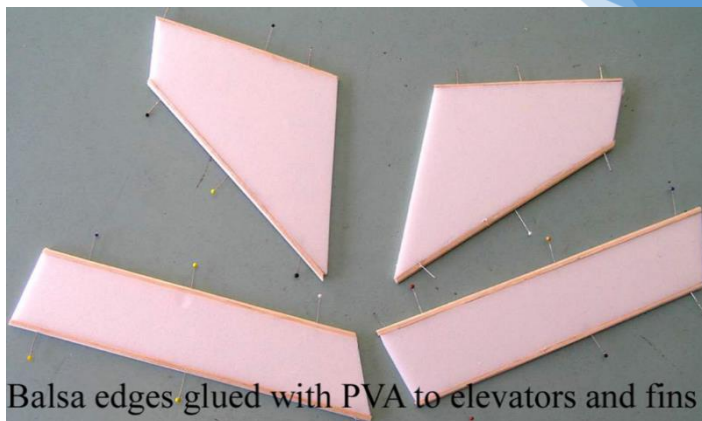
I designed it in 2011 and flew it last Sunday at our Craggy Range paddock with two other guys flying theirs. <https://www.youtube.com/watch?v=l-ALfD5o-gc>

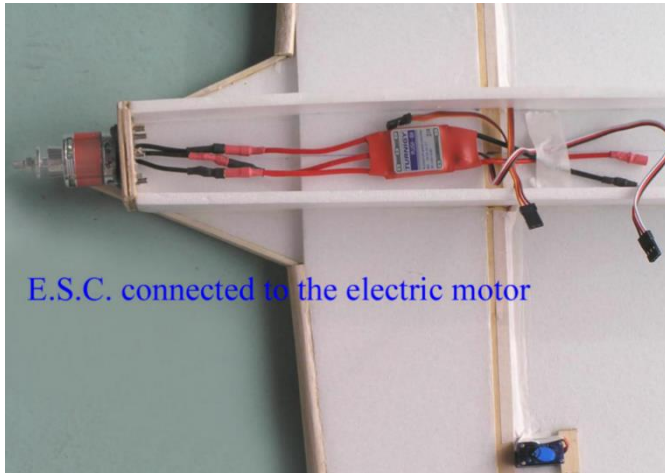
ARROW

DESIGNED BY
NORRIS KENWRIGHT

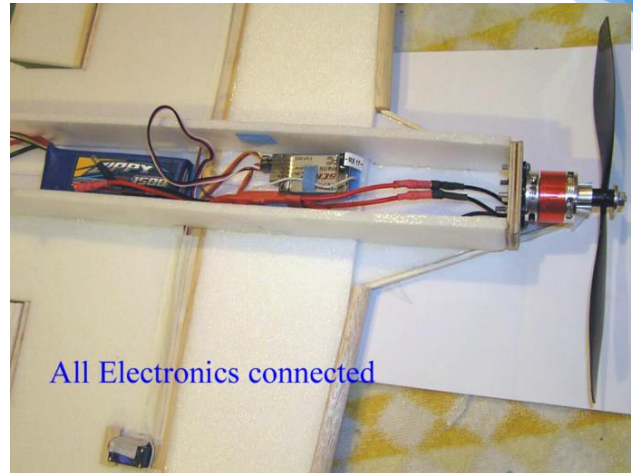
This is a step by step visual presentation of Norris's build that I have copied from his Power Point Presentation which he has kindly shared with us.



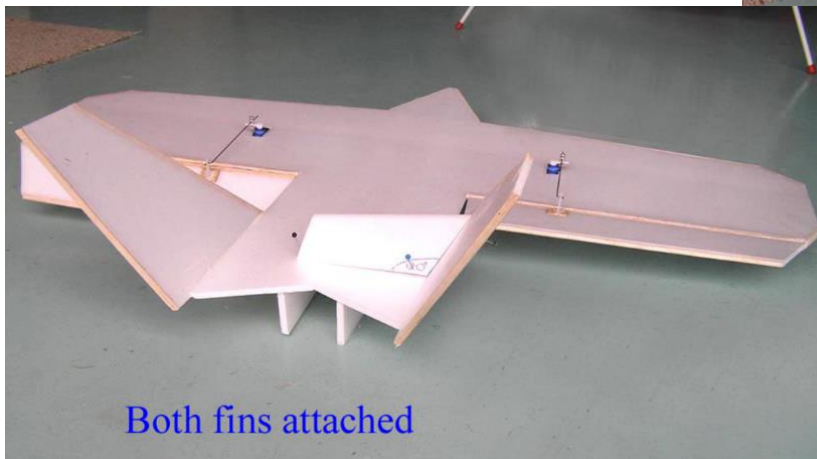




E.S.C. connected to the electric motor



All Electronics connected



Both fins attached



Ready for painting with acrylic paint



In the absence of Depron these days, I'm sure Foam Board and a hot glue gun could be used as an alternative with a bit of creative strengthening if needed.

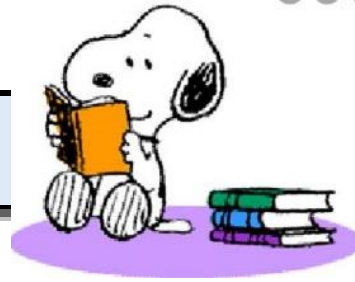
*Thank you for sharing the build details with us **Norris**, another excellent contribution and like the Delta Flyer, I'm sure we'll see some gracing our skies once we get back to Awatoto Field.*

*We look forward to your next inspiration. **Regards, Ed.***

Danny's Paint Jobs



Info and Things June 2023



Frank Jaerschky whose model features in the "Frank's Corsair" article, flies at the club called "Radio Control Aircraft Association (RCAA) Comox Valley". They do have a website, though a bit is out of date

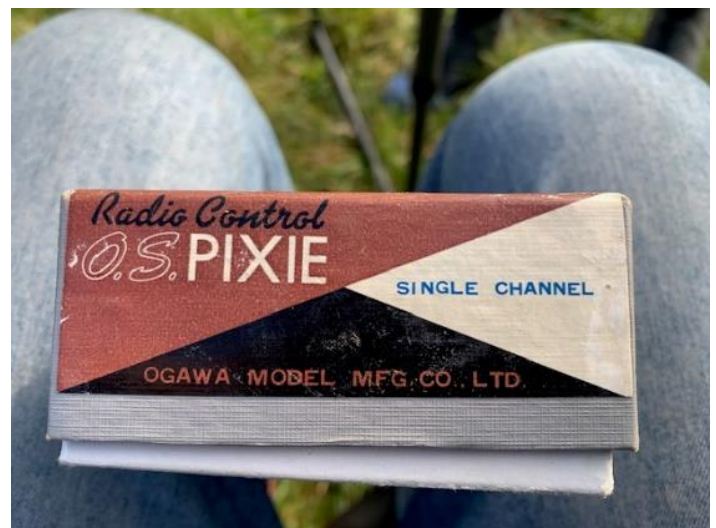
<https://rcaa.ca/index.html>

they also have a Facebook page which has more activity.....



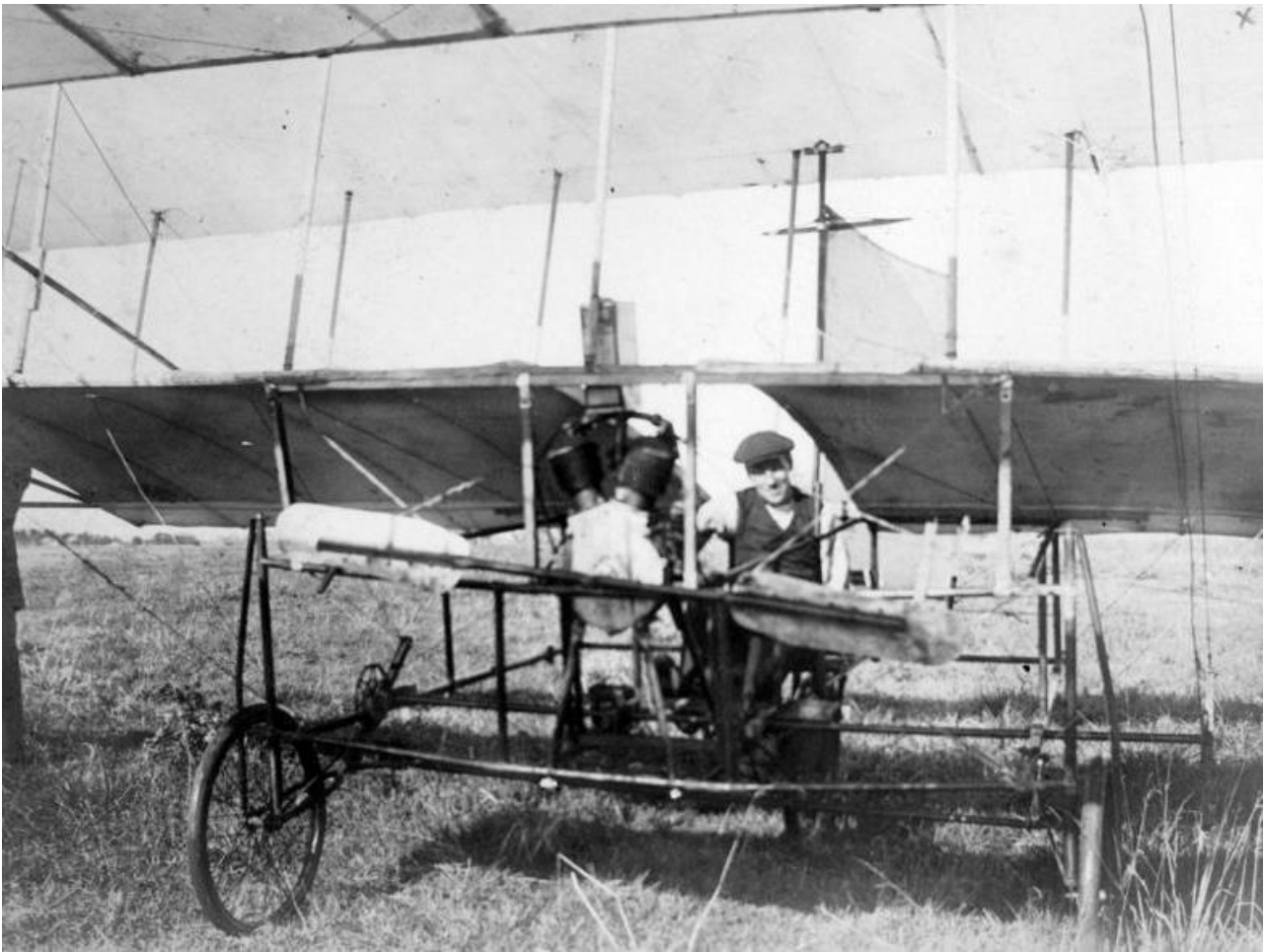
<https://www.facebook.com/groups/3909536779086160>

Graeme Rose has been delving into his misspent youth and come up with his original 1st Radio control set;



Single Channel bang bang radio with a rubber banded wind up actuator. He is considering upgrading the electronics to 2.4 mHz. and enlisting Professor Lennox's assistance ! Watch this space.

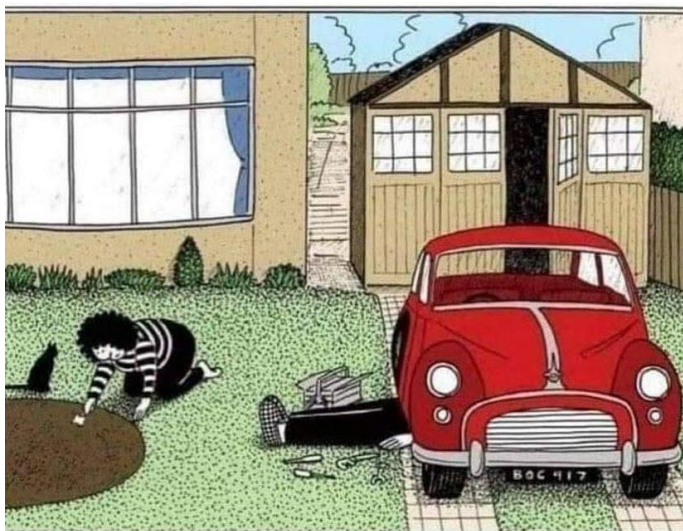
Received and interesting post from **Nev Fargher** concerning an early aviation pioneer from Hawkes Bay. One **Bertram Oglevie**, aviation pioneer and motor engineer of Hastings. In 1907 built an aeroplane which used ailerons for lateral control, at Hastings.



For

more information, search the web and have a look at.... <https://www.wings.net.nz/bertram.html>

Interesting, as a teenager I sometimes joined a group of modeller in Napier, I guess the Napier MAC ? and I seem to recall a person by the name of Oglevie. I wonder if he was related . Does anyone have knowledge of then ? Ed.



FOR MANY YEARS FRED'S SECRET
SUNDAY AFTERNOON NAPS
WENT UNDETECTED



Phil's Rotary Magic. Pt 21 June '23



24

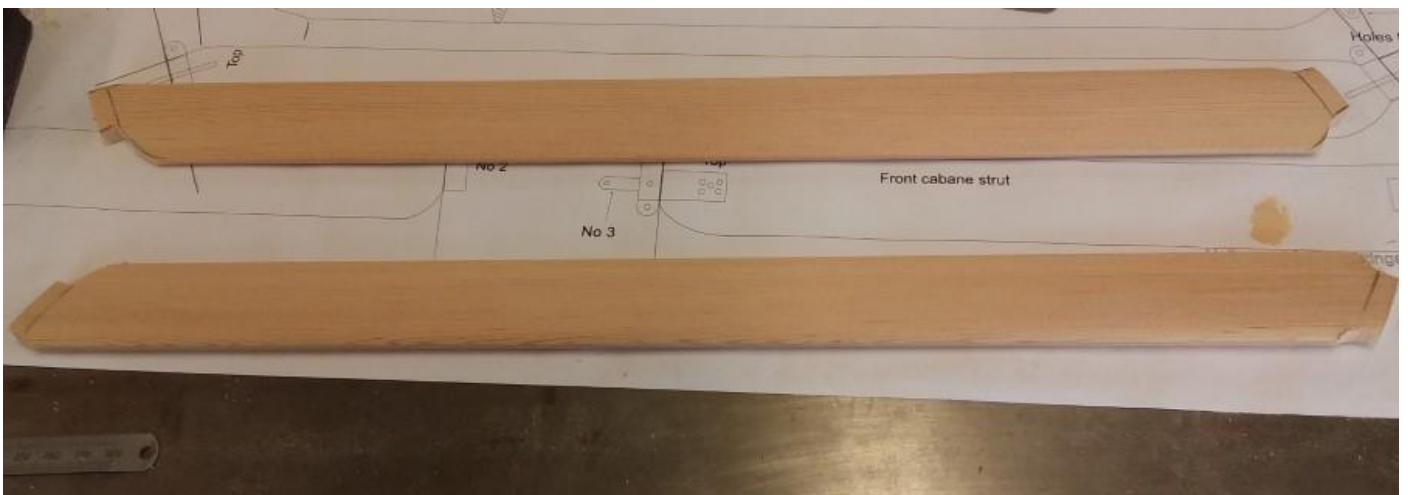


*After a little time off for some corrective cataract surgery it's great to have **Phil** back on board looking and seeing better than ever! As well as working on his own projects, as usual he generously continues to help members with their engineering needs and engine restorations. **Phil writes;***

Hi Barrie, Finally a bit of sunshine for a few days! I have made quite good progress on the Camel, although a little slow due to other projects and the cataract surgery. The wings are almost there, just the lower ailerons to hinge, and some final sanding before covering.



Above; Carbon reinforced wing bracing.



Above; Wing struts under way.



Above; Aileron linkage and servo (Savox wing servos 8kg.)

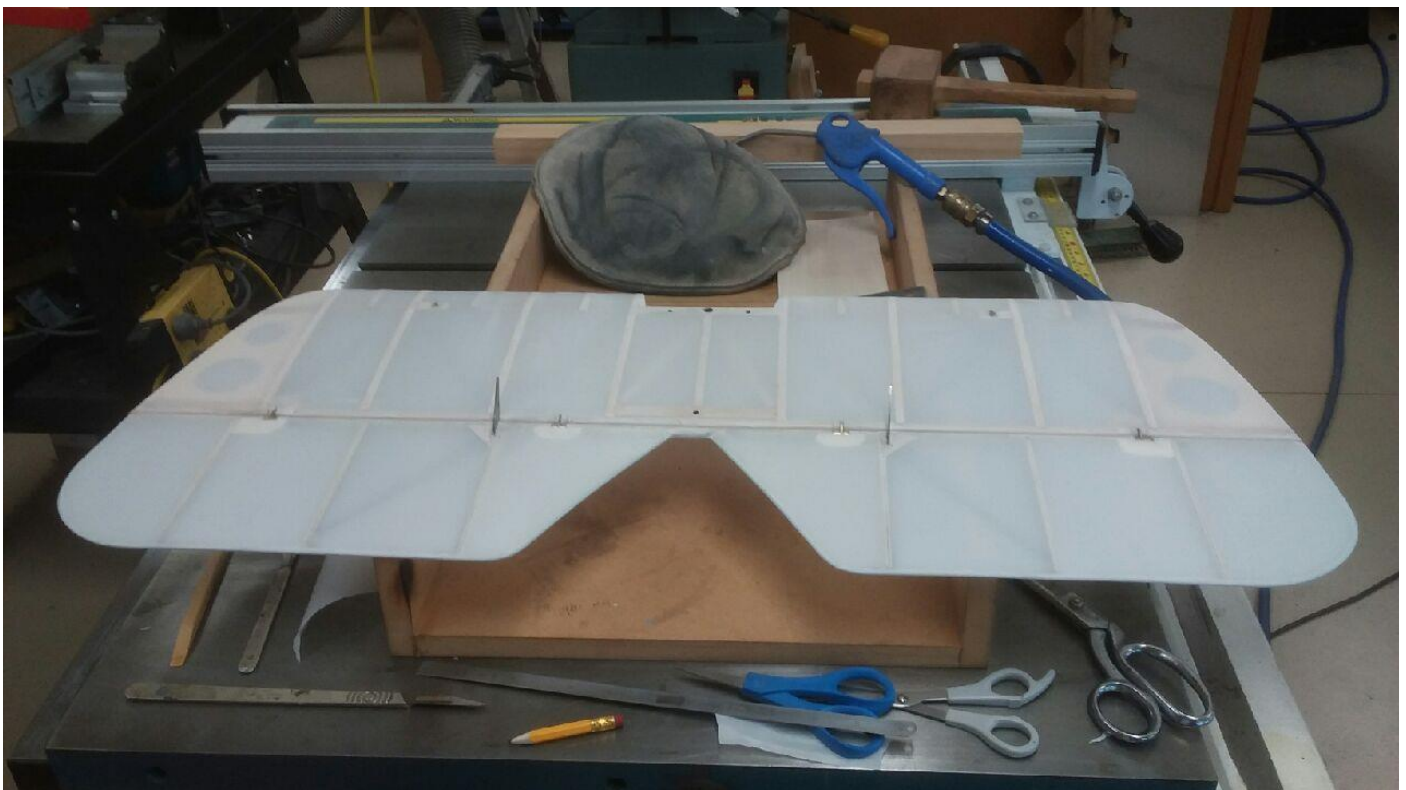


Above; Set up for rigging.

I have set the plane up on a flat(ish) base to do the rigging and I am about to make all the cables. I am using 1mm stainless wire rather than the flat steel in the kit. I have also spent the

last week making 24 M3 turnbuckles, which are a bit big scale wise, but a lot easier to handle, and also stronger.

Late addition; Tailplane covered



Mike Briggs has been very helpful, having built the same kit, thanks Mike. Hopefully In a couple of months it will be getting close to painting. There isn't much to show, but four large wings is a lot of work!!

Regards, Phil. June 2023.

From the **OLD PROWASH ARCHIVES.**

*This is the second in a series of a history of the club back in the eighties drawn from old Propwash Bulletins when **Bernard Scott** was both Secretary and Bulletin Editor. **Bernard** continues to make the past available and keep it alive. Ed.*



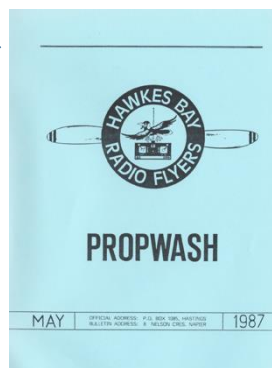
27

PROPWASH : May 1987

Bernard Scott.

Highlights and comment. *Click on the Propwash cover for the full bulletin.* ➡

One month after the election of Peter Sharpe as President, the wheels were whirling at Committee level and plans for financing the clubhouse were developing fast. At the request of a member, a Special General Meeting was announced. At the forefront of business was a proposal to hit all senior members with an additional "field levy" of \$50, this on top of the existing club fee of \$30 and the NZMAA fee of \$29. Family and junior members would face an additional cost of \$34 and \$20 respectively. The field levy was to be separate from the club fee to allow it to be paid in two instalments if wanted. Then as now, aeromodellers were generally a parsimonious lot so the prospect of getting this passed looked dim indeed. Turning the brightness down another notch was a concern in some quarters that all this change was happening "too jolly fast", and I detected a bit of "who does he think he is?" as well. The special meeting was highly anticipated - for one reason or another.



On the contest scene, the RC 1/2hr Pylon rules were published for the coming event. If you are not familiar with how this event was run, take a look at the very simple description on page four. Pylon as it is flown today is so specialised that for someone without Pylon connections a casual dabble is out of the question, but with the club's version it could be flown with any sport model, by anybody, and there was still a chance of a newcomer doing well, or at least not embarrassing himself.

Soaring Thermal A and B contests were held over easter with an entry of twenty fliers in each event, half from out of town. There was food, drink, and prizes supplied by member Leicester Harris who ran Hastings Model Supplies.

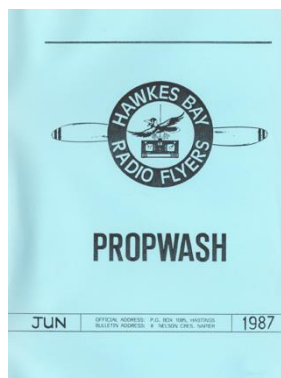
PROPWASH : June 1987

Bernard Scott

Highlights and comment. *Click on the Propwash cover for the full bulletin.* ➡

The centre-fold carried the Club contest calendar for the year. Most events appeared twice with free flight and control line listing 13 contests between them while radio had 19 contests. One of the annual free flight events was held after a club meeting. It involved making a small balsa glider in a limited time (after the meeting had finished, no RTF's allowed) then flying it in the hall. Times were not great but it was a fun event and it made a lovely mess of the hall.

The RC contests at the club field also had an element of fun, including three self-explanatory events called Limbo, Dead Stick, and Le Mans. Also on the calendar were Slope events (Pylon and Distance) held on the cliffs overlooking Ocean Beach. Looking back, it seems



that fliers in the 1980's participated in many more areas than does a typical flyer of today. Perhaps, like Pylon, some events have become too demanding to allow casual participation.

Harvey reported on the MANZ Fly-In at Fielding and in amongst the models mentioned is Doug Duggan's Sopwith Camel - who remembers Doug's Camel?

The editor canvassed for the P30 free flight rubber event but there were few takers. Pity, really as it was (and still is) an event that can be as easy-going or as competitive as you want it to be and is an easy way to get flying without a transmitter.

But, the Special General Meeting - what a surprise that turned out to be! Against expectations, the field levy to cover building the clubhouse was voted in unanimously. Further, a motion from the floor requested that, to more quickly achieve the needed funds, there be an option to pay the new annual \$50 field levy up to five years in advance. This motion was also passed, and members could now stump up, in addition to the club and NZMAA fees, up to an additional \$250 for their future field levies.

Someone must have had some clout with the Council as the application for planning permission was scheduled for 2nd June - just 22 days after the meeting that had approved proceeding with the clubhouse.

The spirit of the special meeting was high as members joined in a common goal. The Club was on a roll - there was no reason for the building application to be declined and funds were rolling in at an unprecedented rate. We were going places ... what a time to be a member of HBRF !



Photograph: Slope Pylon Racing at Ocean Beach

FRANK'S CORSAIR



Frank Jaerschky from BC Canada writes about his return to aeromodelling now in his retirement from duties as an Air Controller, Off Roader, Caravanner, etc. Frank was a member of MFHB back in the late nineties when he was Chief Air Controller at Napier Airport. Then he was a prolific modeller of large aircraft and made many friends in the New Zealand scene. He writes;

Kia Ora from Canada, my Kiwi friends! Barrie always sends me a link to the newsletter, and I love following what's going on at my former club. Hopefully you get your field back soon. So in the midst of a long build (Ziroli Stuka), I wanted something new that I could quickly get into the air. I selected the Flightline 1600mm Corsair. I was very impressed when the large box arrived. It's a very nice foamie. Sure, the surface detail is exaggerated, but we're not after precision scale here. The last thing the world needs is another Corsair with stars and bars on it, so I decided to repaint it in RNZAF markings. I decided to use Tamiya rattle cans. I figured 4 or 5 would be plenty. Wrong! 6 cans of AS-19 Intermediate Blue, 3 AS-20 Insignia White, and 3 AS-26 Light Ghost Grey. Great paint, though. Next time I think I'll use Warbird Colours, it'll be cheaper. Weathering was done with Tamiya Black Panel Liner, black and grey chalk pastels, and artists oils with white spirits. These airplanes got absolutely filthy and beat up. The roundels were painted on with Tamiya acrylics using masking and my airbrush. Numbers, letters, and Irate Donald Duck are from Callie Graphics. Performance is outstanding. Remember the old Top Flite Gold Edition .60 size kit? This foamie is 1/2" bigger in span, 60% of the weight, and more power with a scale prop. Sure puts things into perspective how far we've come. The model flies beautifully, it has gobs of power and unlimited vertical. Yet it doesn't fly too fast. It's very stable, and slows down nicely on landing, especially with the big flaps. They can get you in trouble though because they are very effective.





I also brought along my Flightline 1600mm Spitfire Mk IX. Again, a beautiful flying model. It's slipperier than the Corsair, and it flies like it too. A bit faster, but also slows down nicely on landing. I repainted it in 441 RCAF markings. Our flying field is fairly new. We lost our previous field when the landowner sold, and



the new owner didn't want us. It worked out in our favour, as the landowner where we are located is a full scale pilot and owns a Piper Pa-18 Super Cub and a C172. Our grass strip is 600m long! The owner lands his aircraft at the strip and plans on building a hangar at one end. He's happy to have us there, so we are very fortunate.



We have a lovely pit area that is shaded by tall trees, and the strip remains in the sun. We do have some trees! It's Vancouver Island, after all. One you get used to where they are, it really isn't an issue. There's lots of space straight out in front, and of course, a 600m long strip. We have an electric charging station with a



bank of 12V batteries that is kept topped up by solar panels. We do have a generator that we can fire up if need be, but it is very rarely, if ever, used. The solar panels do a great job. After the flying today, I relaxed with a lovely "Spitfire Lager", made right here by a local craft brewery. A great day!



VINTAGE REPORT

June 2023



Friday 16th June, what a day we had down at Black Bridge Field. With a great forecast we had eight **Vintage** members come out for a fly both sport and NDC. Conditions were picture perfect with virtually no wind all day. We met at the BB Car Park at 9.30 for those that don't have keys, the 2 K road is in quite fair condition and the field gate was closed to stock so the grass had grown a bit. I took out a small electric mower and mowed a takeoff strip all 2 meters wide and 10 long. Landing was left for the marker and the wide open spaces !

First up was a bit of Delta testing with **Mark, Phil and Stanley** all test flying their new creations. The odd little bit of trimming and adjustment, and together with mine, all four flew very successfully, great news for the upcoming Delta build club night next week.

Then we got into the serious stuff flying both **Vintage Duration and Vintage Precision NDC**. **Stanley** and I both with our Stardusts and **Brett** and **Mark** with their Lanzo bombers.

There was good competition, I blew my chances with a couple of no score landings. **Brett** was top man in the precision event and **Stanley** prevailed in the E-duration with some excellent scoring. The results were;



R/C VINTAGE PRECISION

NAME	MODEL	YEAR	BONUS	ROUND												FLYOFF 1			GRAND
				1				2				3				FLIGHT	LAND	TOTAL	
				FLIGHT	LAND	BONUS	TOTAL	FLIGHT	LAND	BONUS	TOTAL	FLIGHT	LAND	BONUS	TOTAL				
BRETT ROBINSON	LANZO BOMBER	1938	12	170	20	12	200	176	20	12	200	178	20	12	200	178	20	198	798
STAN NICHOLAS	STARDUST	1940	10	179	20	10	200	178	20	10	200	179	20	10	200	176	20	196	796
BARRIE RUSSELL	STARDUST	1940	10	179	20	10	200	178	20	10	200	178	20	10	200	170	0	170	770
MARK LARSEN	LANZO BOMBER	1938	12	179	0	12	191	175	0	12	187	177	0	12	189	0	0	0	567

R/C VINTAGE DURATION

			ROUND																GRAND		
			1				2				3										
NAME	MODEL		FLIGHT	LAND	AGE	TOTAL		FLIGHT	LAND	AGE	TOTAL		FLIGHT	LAND	AGE	TOTAL		TOTAL	FLYOFF	LAND	TOTAL
STAN NICHOLAS	STARDUST		300	20	10	320		300	20	10	320		300	20	10	320		960	444	20	1424
BARRIE RUSSELL	STARDUST		300	20	10	320		300	20	10	320		300	0	10	310		950			950
BRETT ROBINSON	LANZO BOMBER		252	20	12	284		300	20	12	320		242	20	12	274		878			878
MARK LARSEN	LANZO BOMBER		113	0	12	125		117	20	12	149		141	20	10	171		445			445



A cool start, but no wind and the day warmed up (a little!) **Barry Kerr** came out in a supervising and timing role, **Phil Sharp** brought his Delta for some test flying and to have a looksee at Vintage and **Graeme Rose** brought out his nearly re-furbished 160% Tomboy which had it's origins in both the late **Barry Price's** and **Harvey Stiver's** workshops.



Graeme has made great job of re-building the model .

160% Tomboy with a nice smiley face !



Stardust about to take off from newly mown strip !

Some of today's revellers. **Graeme, Barrie, Mark, Barry, Anthony & Stanley & Brett** on camera.



Brett's large Lanzo Bomber awaiting flight. Stanley all concentration with Graeme timing and Barry observing !

In this month's New Clarion (June) from the UK [New Clarion \(sam1066.org\)](http://sam1066.org) John Andrews, editor, had a plan of and an interesting reference to an Alan King design, "The Flying Pencil" an Australian winning 1950 free flight model. I contacted **Bernard Scott** for information and as usual he came up trumps with an article and a plan link. It turned out he had covered the model in depth in an AVANZ #151 Newsletter [****AVANZ 151 HERE****](#)

He noted that Peter Townsend had built one so I made contact with Pete and he kindly sent a lot of helpful information about the build and pictures.

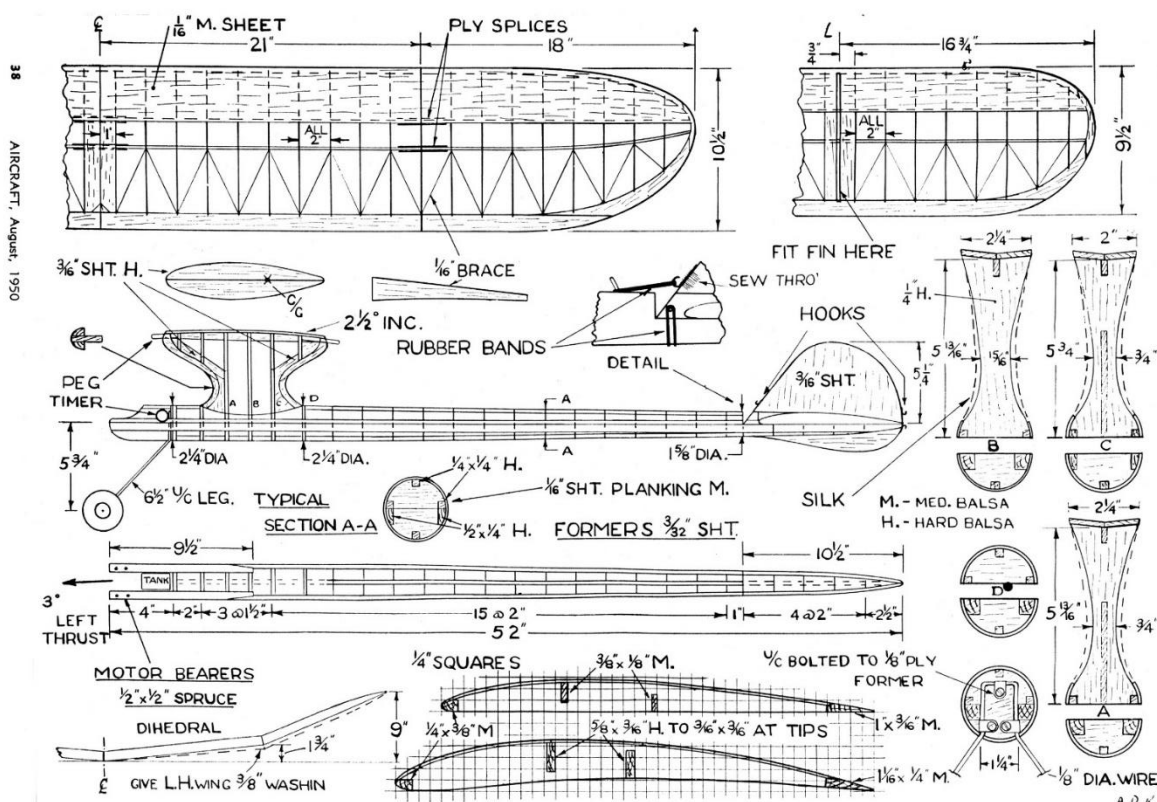
That convinced me I have to build one!

I managed to Tile print it at full size (80 inch span), only took 49 sheets of A4 paper ! It will be an interesting

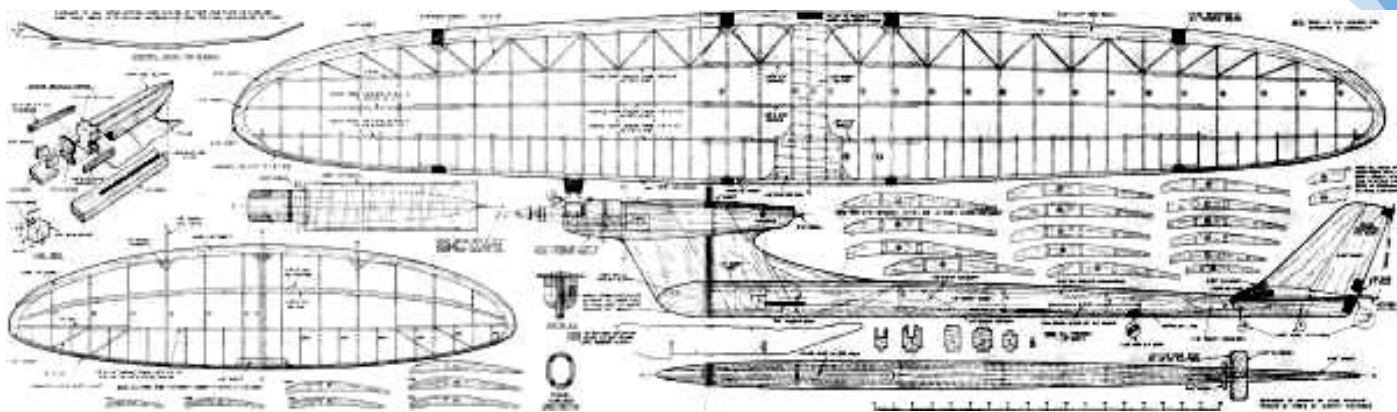
build which I plan to use for Vintage E Texaco. If I can build it to a dry weight of 33 ounces, then I'm able to use a 2S 550mah Lipo and that should give me a wing loading just under 6oz sq ft. Wish me luck. **Ed.**

So what have we going on in the vintage member's workshop that I have found out about ?

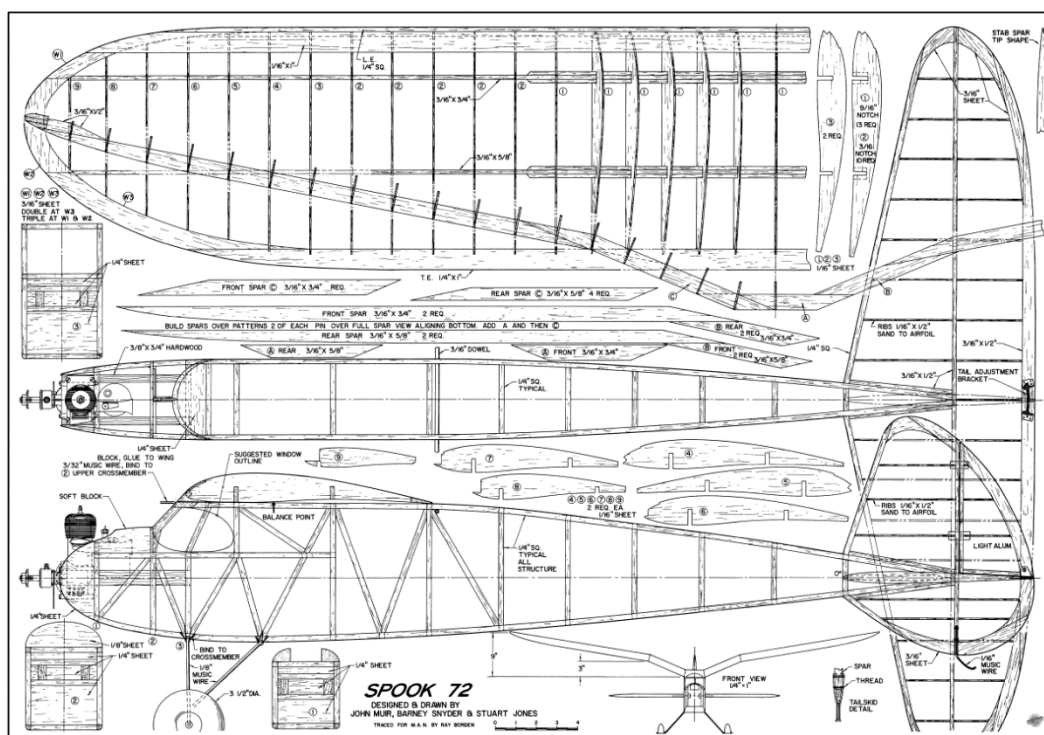
- **Barrie Russell** has made a start on the above Flying Pencil, above.



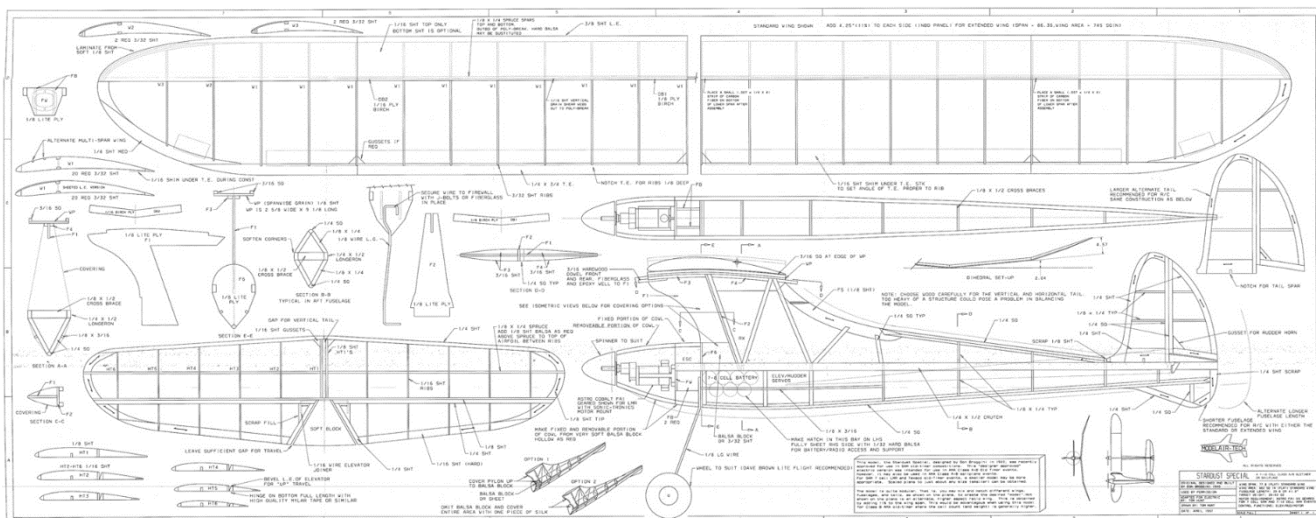
- **Anthony** is quietly making some progress on his Ephemeris. (he's s'posed to be house painting !)



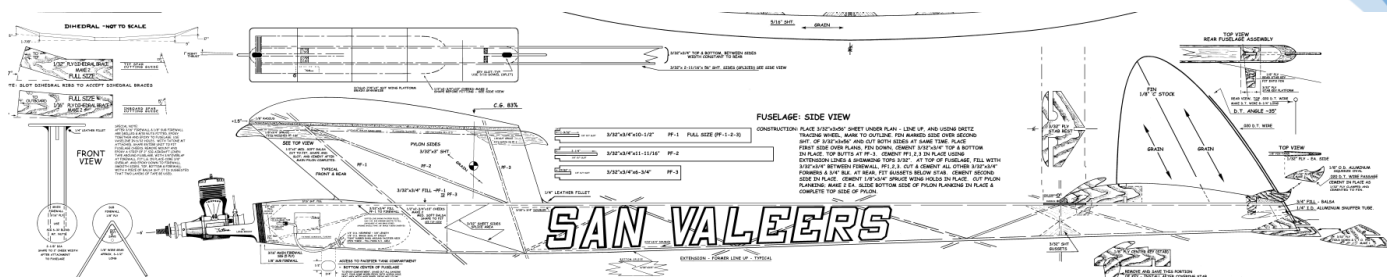
- **Russ Nimmo** is building his "Spook", progress slowed presently with an impending house shift.



- **Graeme Rose** has ordered a Stardust short kit from Hangar One being impressed with both Stanley's and mine, and now being retired has all the time in the world Ha ha !



- Brett Robinson is building a new lighter fuselage for his Satellite. (He hopes)



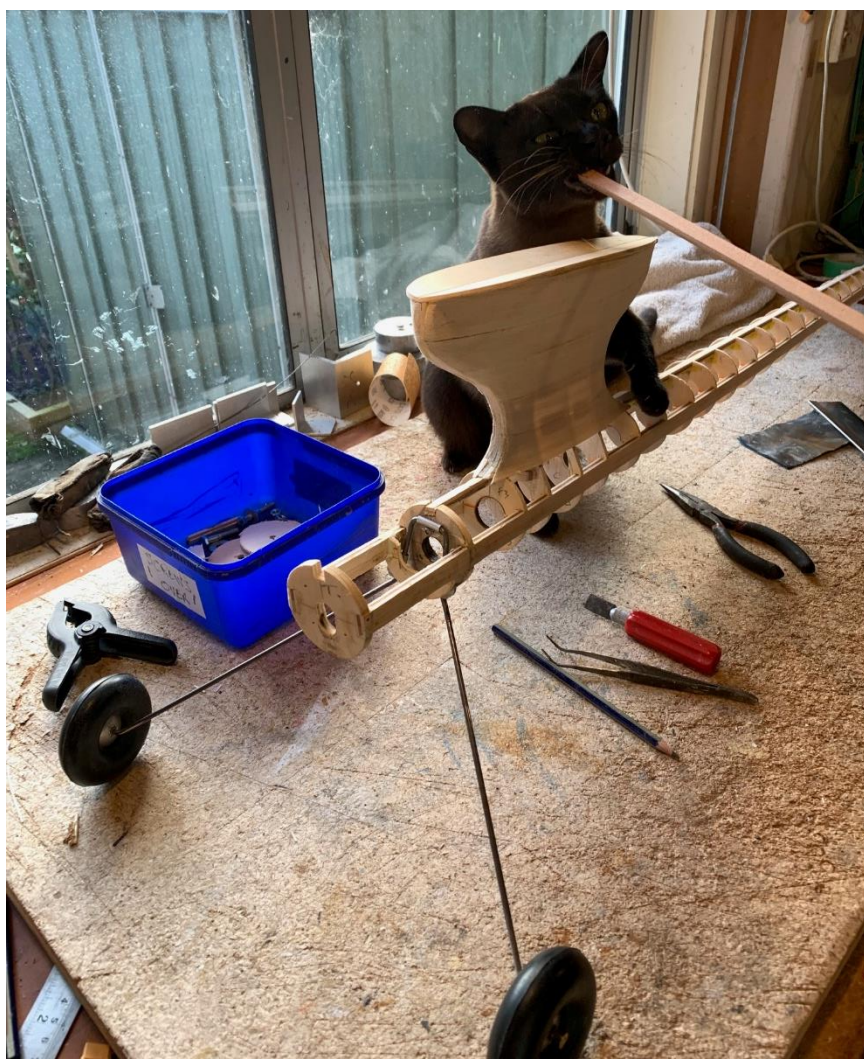
Back in Newsletter #146, I offered a proposal to build some E-Tomboys;

[Newsletter PW146 March 2023.pdf](#) Pages 32 &33.

I only had two bites ... nibbles ?? Stanley was interested if he could get some help, and Phil was quite interested in making a move into Vintage with one. No movement at present, but if there is any interest amongst the few that read these pages, give me a call and we'll see what we can do about a group type build. I'm happy to build one, Graeme already has his, and Mike Shears has his nearly refurbished one that he scored a goal (post) with at the Sport Park about six ++?? years ago. I'm sure we could twist Brett's arm ?? so that would make six for starters.

Give me a call to register your interest. Ed.

My "flying Pencil" is making some progress, fuselage is almost complete. **Rosie** my large model inspector is applying the bite test to the wing spar material.



Hawkes Bay Glider Tow May '23



Friday 26th thru Sunday 28th May saw another gathering of the Glider Towing enthusiasts from around the North Island. Fourteen glider pilots and two tow plane turned out for a very successful meeting in excellent conditions over the whole weekend. Adding to the interest, half a dozen local members came out on Sunday for a look and fly and thoroughly enjoyed the spectacle and the great conditions. Graeme spent most of the weekend operating his Greenly Towplane, a most efficient machine with the 120 DLE twin up front having no trouble hauling any glider aloft.



Conditions were picture perfect with little or no wind and the nor'easter coming in at close of play on Sunday afternoon. **Top; Graeme Rose** returning after another successful tow. **Above; Pits view above**, with **Mike Shears** bringing out his ex-Dennis Ansell glider that's been hiding in his ceiling loft for the past hundred years !



Clockwise from top left;

***Ross Brinsley** about to depart with his Minimoa / **Wayne Billum's** Blanck / **Mike's** (?) Fox / **Marty Hughes** ready to depart on his dolly, great arrangement, stops digging a wingtip in on takeoff !/ **David James** & Ventus SP / **Vic Shaw's** beautiful Hall Cherokee 1/4 scale glider / **Bruce Clarke** with his Topaz readying for tow off.*



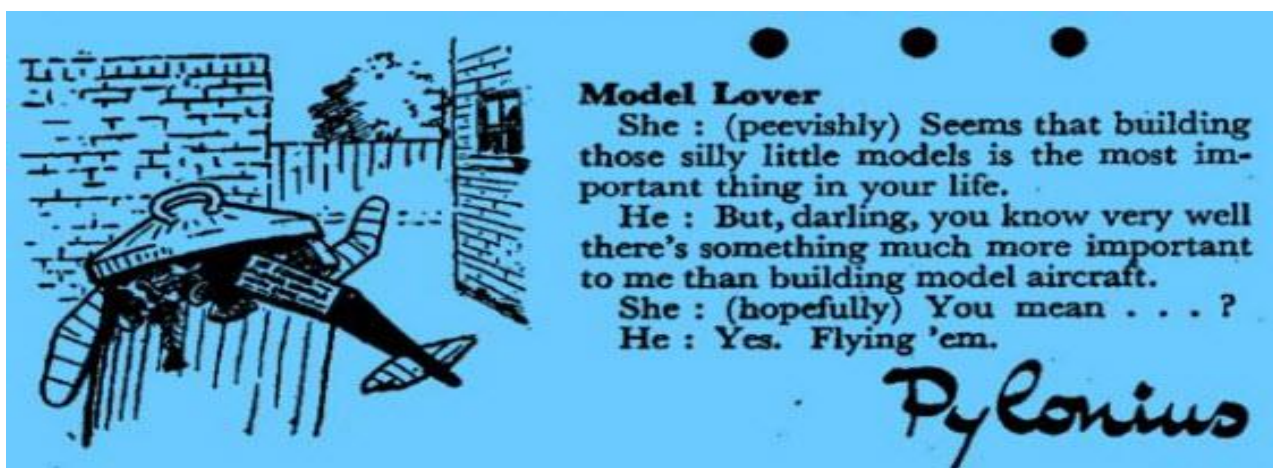
Above; Pilots queuing up with their gliders for a tow skywards. The line got a bit longer with only one Towplane operating as **Wayne's** machine had motor problems.



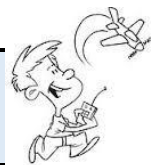
Above; **Mike Shears** up and away on tow behind "Greenley".



Left; Local member **Brian Voice** with his powered glider came out to make the most of the perfect conditions.



Soaring Report June 2023



Kev "Rowdy" reports on two events involving our local soaring aficionados;

Southern Soaring League

[June 14 at 8:58 PM](#) ·

The Annual Jerilderie Competition was held over the long (King's Birthday would you believe!) weekend 10-12 June. This year three classes were flown. F5J, Open Thermal (winch launch), and F5L(2m Electric RES). There were 37 competitors representing all Australian states, plus three from New Zealand (who, annoyingly, come across and win things! But we love them!) All 37 flew in 5J, with 27 in each of OT and 5L. And our Aus F5J World Championship Team of Nick Chabrel, Marcus Stent, and Andrew Meyer were there for some practice before the event in August.

Conditions were very good, probably up there with the best we have ever had at Jerilderie. Light, steady wind, generally sub 10kph. Sunny skies on Saturday, overcast to varying degrees on Sunday and Monday. But really cold on Monday! Every head had a beanie!

Thermal activity was generally good, and the local Kites, Hawks and Eagles often provided excellent markers. Despite this "assistance", and the conditions, launch heights in 5J were generally conservative, 100-200m, although there were a smattering of sub 100m launches. Monday morning was interesting, with a clear inversion layer at about 60m. Above this the planes sat in buoyant air slowly sinking; below it rapid descent unless one could lock in to a patch of weak lift. Fun!

Seven rounds of 5J were flown, and 6 each of OT and 5L over the two and a half day's. Not enough rounds really, despite the excellent calling of the event by gliderscore. The general consensus was that it is unlikely that the multiclass event will be held in the future, with the likely exclusion of F5L.

In 5J a broad selection of planes included Prestige P2K, PlusX, Maxa, Sensor, Infinity etc. In OT, Maxa, Dynamic, Perfection etc. In 5L a clear dominance of the OZeRES.

But the clearest characteristic of the competition was how "tight" it was. In all three classes one has to go a long way down to go sub 90%. A good indicator of the standard of flying amongst the competitors. So who were the winners?





In 5J, Joe Wurts NZ first with 5993, Kevin Botherway NZ second with 5981, and SSL member Andrew Meyer third with 5947.

In Open Thermal, SSL member Nick Chabrel first with 5997, Joe Wurts NZ second with 5996, and from NSW Matt Lowe third with 5993. Tight at the top!

In F5L, Joe Wurts NZ first with 4976, Marcus Stent from Victoria second with 4975, and Kevin Botherway NZ third with 4966. Again tight at the top! As usual a very well run event from the LSF. A very big thanks to Mike O'Reilly and the LSF Committee for the organisation. And to CD Robert Gunn for keeping it running. A Top Show!

Rank	Name	Team	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7
1	WURTS, Joe	7	5993.3	100.00	6961.7	1000.0	1000.0	1000.0	1000.0	997.6	*968.4	995.7
					Time Height Landing Over75m	9:58 83m 45 -	9:58 87m 50 -	9:58 120m 50 -	9:59 73m 50 -	9:59 75m 50 -	9:59 185m 45 -	9:58 138m 50 -
2	BOTHERWAY, Kevin	7	5981.5	99.80	6959.0	1000.0	981.5	1000.0	*977.5	1000.0	1000.0	1000.0
					Time Height Landing Over75m	9:56 104m 45 -	9:58 132m 50 -	9:58 122m 50 -	9:57 165m 50 -	9:56 92m 45 -	9:56 167m 45 -	9:54 162m 50 -
3	MEYER, Andrew	8	5947.6	99.24	6824.5	977.1	*876.9	991.5	1000.0	1000.0	979.0	1000.0
					Time Height Landing Over75m	9:55 129m 45 -	9:58 156m 0 -	9:56 126m 50 -	9:56 137m 50 -	9:56 76m 50 -	9:58 175m 50 -	9:57 162m 50 -
4	STENT, Marcus	8	5926.9	98.89	6582.8	*655.9	1000.0	983.8	946.5	996.6	1000.0	1000.0
					Time Height Landing Over75m	7:19 89m 0 -	9:55 109m 50 -	9:57 139m 50 -	9:58 110m 50 -	9:57 108m 50 -	9:58 159m 50 -	9:58 133m 50 -
5	O'REILLY, Michael	5	5878.1	98.08	6735.0	1000.0	1000.0	965.9	938.8	986.8	*866.9	986.6
					Time Height Landing Over75m	9:56 121m 45 -	9:57 108m 50 -	9:58 152m 45 -	9:56 122m 40 -	9:58 86m 45 -	9:47 198m 0 -	9:58 190m 50 -
6	LOWE, Matt	10	5854.6	97.69	5997.3	995.7	873.4	985.5	1000.0	1000.0	1000.0	*142.7
					Time Height Landing Over75m	9:58 148m 50 -	9:59 142m 0 -	9:58 139m 50 -	9:57 41m 50 -	9:58 90m 50 -	9:58 151m 50 -	0:31 2m 50 -
7	HOUDALAKIS, Jim	6	5839.1	97.43	6754.5	1000.0	961.2	958.3	*915.4	978.6	960.5	980.5
					Time Height Landing Over75m	9:55 127m 45 -	9:56 143m 45 -	9:58 180m 45 -	9:56 143m 50 -	9:55 100m 50 -	9:57 200m 50 -	9:57 190m 50 -
8	ARVANITAKIS, Theo	5	5817.2	97.06	6027.8	992.5	*210.6	941.3	1000.0	1000.0	962.4	921.0
					Time Height Landing Over75m	9:58 102m 50 -	2:34 58m 0 -	9:52 177m 50 -	9:58 174m 50 -	9:58 68m 50 -	9:59 196m 50 -	9:15 173m 50 -
9	PRATLEY, David	7	5784.4	96.51	6553.0	980.2	984.8	1000.0	940.9	952.7	925.8	*768.6
					Time Height Landing Over75m	9:54 140m 45 -	9:57 125m 50 -	9:57 148m 50 -	9:55 111m 50 -	9:59 129m 40 -	9:11 142m 50 -	8:22 144m 5 -



Joe Wurts, Kevin Botherway, David Pratley, Andrew Hiscock, John Shaw.



World Champs F5J this year are being held in August in Bulgaria

NZ pilots : Joe Wurts, Andrew Hiscock, Kevin Botherway

Team manager - Jonathon Shorer. **Helpers -** David Pratley and Jane Hiscock

Visit the website [****F5J Worlds HERE ****](https://www.f5jworlds.com)

**** FOR SALE ****

June '23



Two Foamboard Deltas, one which is my Mark 3 proof of concept model and the second from Team Russell's efforts at the Clubnite Building session. Both models have servos fitted and are finished ready for the motor, ESC and Rx to be fitted and go flying.



They are offered For Sale at **\$50.00** each, that's cost of materials only (2 sheets Foamboard \$12, liteply, glue sticks and tape \$8.00, and 2 x 12gram 2kg servos \$30 Total \$50.00) Building ... **Free of CHARGE !!** *** Phone Barrie 06 8353896. ***

A CLOSING SMILE. June '23



44

An American touring Spain stopped at a local restaurant following a day of sightseeing. While sipping his sangria, he noticed a sizzling, scrumptious looking platter being served at the next table. Not only did it look good, the smell was wonderful. He asked the waiter, "What is that you just served?"

The waiter replied, " Ah senior, you have excellent taste! Those are bull's testicles from the bull fight this morning. A delicacy!"

The American, though momentarily daunted, said, "What the hell, I'm on vacation! Bring me an order!"

The waiter replied, "I am so sorry senior. There is only one serving per day because there is only one bull fight each morning. If you come early tomorrow and place your order, we will be sure to save you this delicacy!"

The next day, the American returned, placed his order, and then that evening he was served the one and only special delicacy of the day.

After a few bites, and inspecting the contents of his platter, he called to the waiter and said, "These are delicious, but they are much, much smaller than the ones I saw you serve yesterday!"

The waiter shrugged his shoulders and replied, "Si senior. Sometimes the bull wins!"

In Closing, here is an important message to all members of MFNZ from Frazer Briggs. Please read and act now. Ed.



Frazer Briggs

Admin Group expert +1 · June 28 at 12:13 PM · 🗨️

...

Important Info !!!

Model Flying NZ AGM is fast approaching. Saturday 8th July, 1pm.

If you are an MFNZ member, you can attend the AGM meeting using zoom, or you can go flying instead and submit your vote online right now.

Its fast and easy to submit your online vote. Takes 30 seconds.

On the other hand, if you have lots of time on your hands, then you can go old school. Print off a 1970's style proxy form, sign it, find an envelope, hand write the address, find a stamp (good luck with that !!), and finally snail mail it to your council rep who can now vote on your behalf. Or you can try and get that dusty old fax machine to work. Exactly.

What an admin nightmare ... so just click the link, vote online, and go flying.

We need more people to get this done now, so we meet quota. If we don't meet quota, the AGM falls over and your membership money, along with lots of time, its all wasted.

Online voting close in a couple of days, 30th June. After 30th June, the only way you can vote is by doing a proxy form, or attending the meeting.

Here is a link to all the docs, and the voting form etc.

Regards

Frazer Briggs

MFNZ - Central North Island Rep



MODELFLYINGNZ.ORG

MFNZ - Model Flying NZ - AGM Documents 2023