

REGISTERED PUBLICATION

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PROPWASH
H.B. RADIO FLYERS
BOX 1085, HASTINGS



PROPWASH

AUG

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

1987

HAWKES BAY RADIO FLYERS INC

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BULLETIN EDITOR	Bernard Scott	53.450		

COMING EVENTS

AUG	2	CLUB Thermal A [Rd.1]	Details pg.6
AUG	9	CLUB Limbo	
AUG	10	CLUB Indoor HLG	
AUG	16	CLUB C/Line : Novice Aerobatics	
AUG	29-30	NDC Aggregate, Payload	
AUG	30	CLUB Aggregate	

CLUB NIGHT Aug.10th, 8:00pm, Pakowhai Hall.

Indoor Hand Launched Glider Event. Build and fly at the meeting. See page six for details and HLG plan.

ALSO: A 'Bring and Buy' will be held. Bring your surplus modelling items and some cash.

* DEADLINE for September 'PROPWASH' : Aug.26th. *

SIMPLIFYING RADIO INSTALLATION

Unless you own as many airborne packs as you have radio controlled models, you will probably find the task of shifting radio gear from one model to another to be a time consuming and tedious one.

To simplify the job, I keep a record of how servos are installed in each model. This shows which servo is used for each function, the correct output arm and hole, and the disposition of the control linkages.

As well as speeding up the transfer of gear, errors are less likely to occur as the original setup is duplicated exactly.

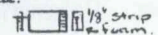
A card system is convenient, and the time taken to draw the cards up is saved after a couple of uses.

Examples:

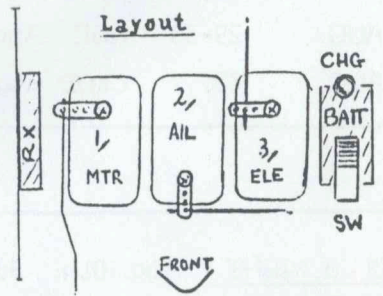
Model: WINGER

Servos:	Arm	Hole
1. S-20	15	3
2. S-20	16	3
3. S-20	17	2
4.		

Battery: #5

Note: - External CHG. jack used.
- Rx:  1/2" strip 2.5v/100mA.

Layout



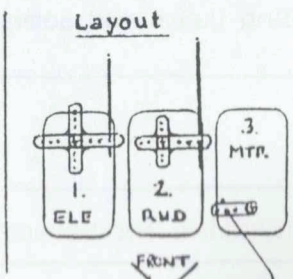
Model: LAZY ACE

Servos:	Arm	Hole
1. S-7	7	3
2. S-7	8	3
3. S-20	9	2
4.		

Battery: #4

Note:

Layout



FLYING FIELD NOTICE

The Highway 50 site is closed until September 1st. The alternative site is at France Road and is available for use on Sundays only. Thanks to Ian Newrick for obtaining this temporary location for our use.

Travel on the main highway south out of Hastings, parallel to the railway line; France road is on the right about two km from the city centre. The site is at the end of France Road.

CLUB THERMAL 'B' Sunday 12th July.

Thermal soaring is alive and well in Hawkes Bay, as evidenced by the turn-out of ten competitors for the Club's Thermal 'B' event. The day was cool and windless, so hand towing which was the preferred method of launching, was difficult. Even Malcolm Small's cigar gave no indication as to the best direction to tow.

Most flyers found thermals over the orchard area to the north-east of the field, and good times were recorded. Three flyers gained maximum scores which required a fly-off for the first three places. Thanks to all competitors and towers.

Results:

H. STIVER	120	120	120	360+285	1st
R. HART	120	120	120	360+263	2nd
L. HARRIS	120	120	120	360+248	3rd
J. URRY	110	120	120	350	4th
G. MAIN	120	110	120	350	4th
D. ANSELL	120	105	120	345	6th
N. BAYLISS	15	95	120	230	7th
J. SUTHERLAND	95	115	15	225	8th
B. KERSHAW	100	120	-	220	9th
B. SCOTT	5	85	120	210	10th

WHANGAREI: Solstice Scale Shindig by Doug Duggan

With the Winterless North beckoning, Ngaire and I decided to shout our pet Camel a holiday trip. We took off early Thursday morning, straight into low cloud and a series of horrific glitches as we hit patches of ice on the Taupo road. Neither room nor visibility to turn around, so we pressed on. And just as well! The rally turned out to be a cracker.

The Whangarei lads have a superb flying site. The strip is perfectly lined up with the prevailing wind - or the wind with the strip! The Clubhouse is a Nissen Hut type barn with a huge Tilt-a-Door front. A little hut at the back houses a small power generator and loo. The pits area is right in front of the clubhouse with a taxi-way straight out to the strip. It even had the sun in the right place too! Also in place for the meeting was a huge open-fronted marquee, and this was an inspired installation, since every hour or so a rain squall swept across the site. These could be seen in plenty of time, and the drill was - bung the models into the tent and yourself into the diner (ex-clubhouse) where you had a mighty selection of BBQ steaks, sausages, sandwiches, thick home-made soup, tea, coffee, ale, etc. Magnificent!

Squalls notwithstanding, flying conditions were well nigh perfect over the whole weekend, and everyone had a ball. I didn't get around to counting, but there were probably thirty models on the flight line. A good peg and sash system operated with no foul-ups. Memorable moments (or Moments Like These) were;

* Ron Wadman doing touch-and-goes in blinding rain while Bert Street was at his wit's end struggling to get his big Laser down with about 15° of rudder jammed on. He did get it down with not a scratch...but Bert was well knackered!

* Colin Gange's scarred, battered and war-weary Me 109 getting yet another hiding.

* Jim Clague's beautiful Spit smoothly whistling passed. Nostalgic? Oh yes.

* Gwyn Avenell earning "Dork of the Meet" award with his spectacular inverted low-level pass, at the completion of which the last drop of fuel passed through and the fire went out. Gwyn managed to get it up onto one elbow and drag it around into wind, but that was as far as it went - except for downwards. The award, by the way, was a very virile looking Polynesian carving: beautifully sculpted and very complete. (Nostalgic too!! -Ngaire.)

* Colin Austin flying a lovely big silver Ryan. It has only a half a dozen flights to date and is still in mint condition. The rivetting on this model would turn Nobby's head for sure.

* A real charmer was Geoff Locke's ¼ Avro 504. It was huge and made the Camel look like a Smiths Mini-plane. Yet it weighed a mere 10½lb and was powered by a four stroke 120. Just seeing this aircraft trundle along the ground, lift away and stroll around the sky made the whole trip worthwhile. An easy winner of "Best and most realistic flight".

* Also there of course - Claude and Stu, still logging up the hours on their mighty 310. What an aeroplane!

* Another model that met with some approval was an old F.1. Camel that relished the conditions and behaved impeccably for two consecutive days, enjoying many flights. And the "Concours d'Elegance"? Well... who's a pretty Camel, then !?

During a lull in the flying, Stu Wallace was showing me a gleaming new Pegasus 240 flat four, when up comes Kelvin Johnson with a Sirius 5 Cyl Radial! Both these motors were beautiful, and very desirable. The Camel's trailer was modified to take the radial. With a blurr of screwdrivers and allen keys it was mounted, battery and fuel were connected, and it was turned over to wet the cylinders. The Stu sort-of gently pushed the prop and it was away! Quite remarkable. That topped off a most enjoyable weekend.

Thanks Mike, Rod, and all you Northerners for your magnificent hospitality and a really beaut rally. Nice one Whangarei!!

To Dispel Wet Weather Gloom:

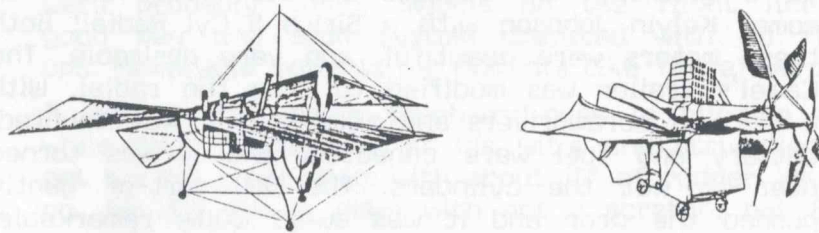
THE HBRF BUILD/FLY HAND LAUNCHED GLIDER EVENING

Once the business of the August 10th Club meeting is concluded, building will begin. The idea is to build from a minimal amount of wood an indoor HLG, to trim the model, and to fly it in the hall. Observing is interesting—some of the constructions bearing little resemblance to models as we know them; Taking part is where the real challenge is, however. If you have never built an indoor HLG before, don't worry - the limited building/trimming time does not allow for the construction of 'super-models' so yours will likely fly as well as any other effort.

Build to your own design, or use the 'Mini-Sweepette' plan shown in this issue, copies of which will be available at the meeting. Wood will be provided. Competitors will need to bring building materials, cyano, cutting board, noseweight material, and any construction aids that they may require.

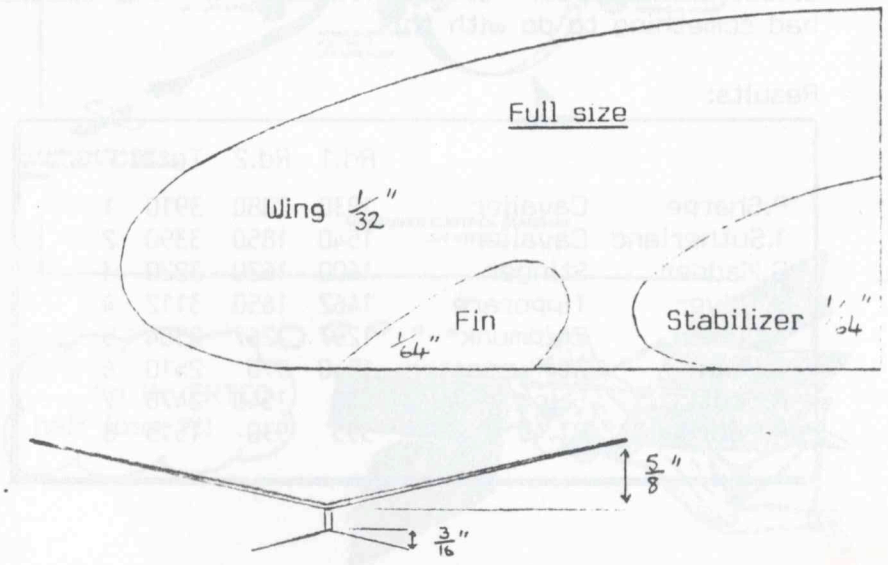
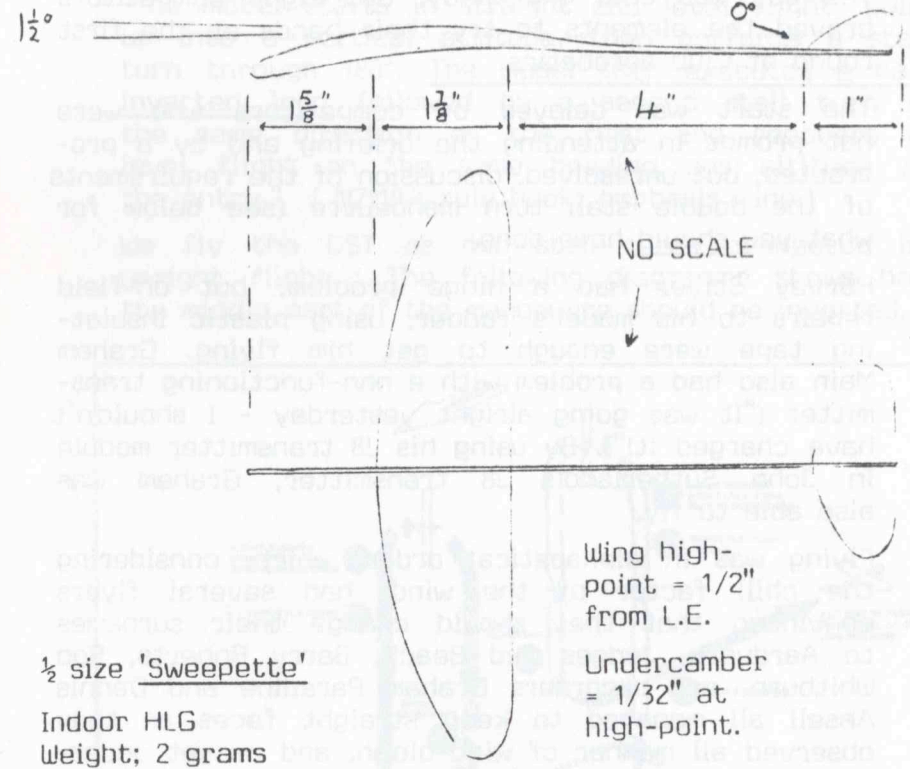
Organization:

1. 40 mins building/trimming time.
2. All models tabled - no further work allowed.
3. As each competitor is called, he makes three consecutive flights, all of which are timed. (No testing, repairs or no-flights at this point).
4. Contestant's placing determined by total of his three flights.



THERMAL A

Six minute maximum (360 points), with -1 point for each second over 6min. Landing bonus points up to max of 100. Best three out of four flights count.



CLUB AEROBATICS 5th July.

The day was cold and windy, but eight competitors braved the elements to try their hands at the first round of Club aerobatics.

The start was delayed by competitors who were not prompt in attending the briefing and by a protracted, but unresolved, discussion of the requirements of the double stall turn manoeuvre (see below for what you should have done).

Harvey Stiver had a hinge problem, but on-field repairs to his model's rudder, using plastic insulating tape were enough to get him flying. Graham Main also had a problem with a non-functioning transmitter ("It was going alright yesterday - I shouldn't have charged it!"). By using his J8 transmitter module in John Sutherland's J8 transmitter, Graham was also able to fly.

Flying was in alphabetical order, which, considering the chill factor of the wind, had several flyers convinced that they should change their surnames to Aardvark. Judges Ted Beach, Barry Roberts, Bob Whitburn, and recorders Graham Paradine and Dennis Ansell all managed to keep straight faces as they observed all manner of wind-blown, and as yet undescribed, manoeuvres. Perhaps frostbite of the cheeks had something to do with this.

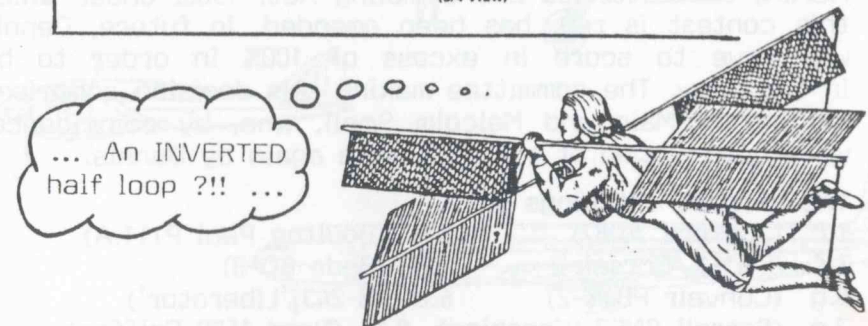
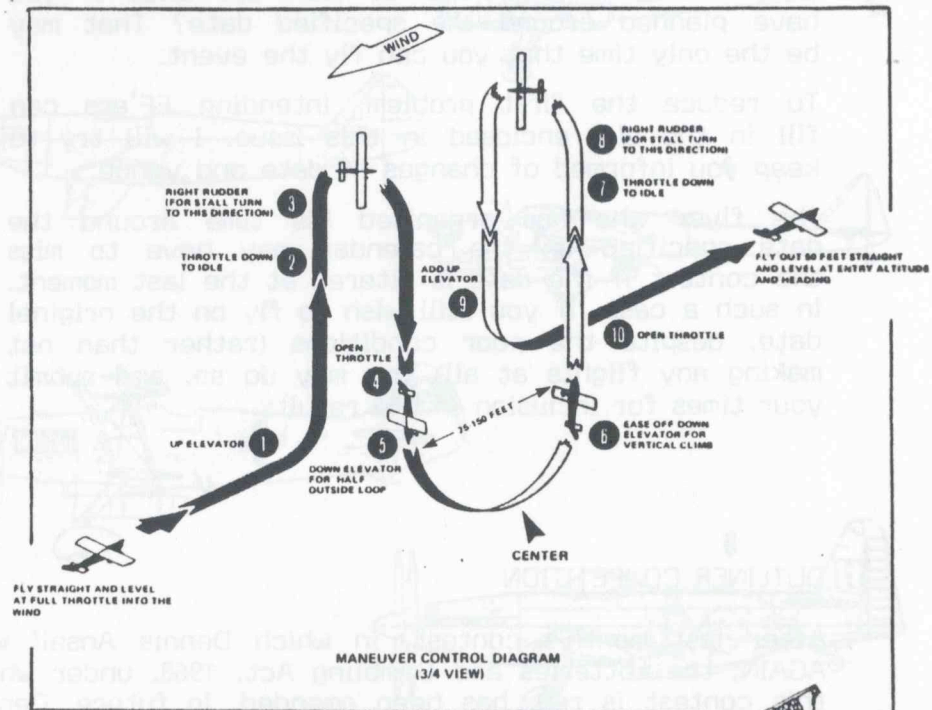
Results:

		Rd.1	Rd.2	Total	Pos.
P.Sharpe	Cavalier	1830	2080	3910	1
J.Sutherland	Cavalier	1540	1850	3390	2
G.Madder	Stinger	1600	1620	3220	3
H.Stiver	Tipporare	1462	1650	3112	4
J.Clarke	Chipmunk	1297	1267	2564	5
G.Main	Strikemaster	1540	970	2510	6
B.Scott	Sting	938	1540	2478	7
P.Pilbrow	PT.40	595	930	1515	8

DOUBLE STALL TURN

"The model starts in straight and level flight, pulls up into a vertical attitude, then performs a stall turn through 180°. The model then executes a half inverted loop followed by a second stall turn in the same direction as the first and recovers in level flight on the same heading and altitude as the entry." [NZMAA rule book; emphasis mine.]

We fly the DST as two stall turns connected by upright flight : The following diagramme shows how the middle part of the manoeuvre should be inverted.



FREE FLIGHT EVENTS

The calendar in the June Propwash lists the dates of Club contests, but in the event of poor weather, these dates may have to be altered. At Club level, where a contest is as much a social occasion as a test of skill, it makes little sense to battle the elements and to turn what should be fun into a chore.

Free flight is especially vulnerable to the weather, and it is the intention to be as flexible as possible in the running of these events. However, flexibility creates its own problems. How will you know that an event has been postponed? Rather disheartening if you are the only one to turn up! What if you have planned around the specified date? That may be the only time that you can fly the event.

To reduce the first problem, intending FF'ers can fill in the slip enclosed in this issue. I will try to keep you informed of changes of date and venue.

The flyer who has organised his time around the date specified on the calendar may have to miss the contest if the date is altered at the last moment. In such a case, if you still wish to fly on the original date, despite the poor conditions (rather than not making any flights at all) you may do so, and submit your times for inclusion in the results.

OUTLINER COMPETITION

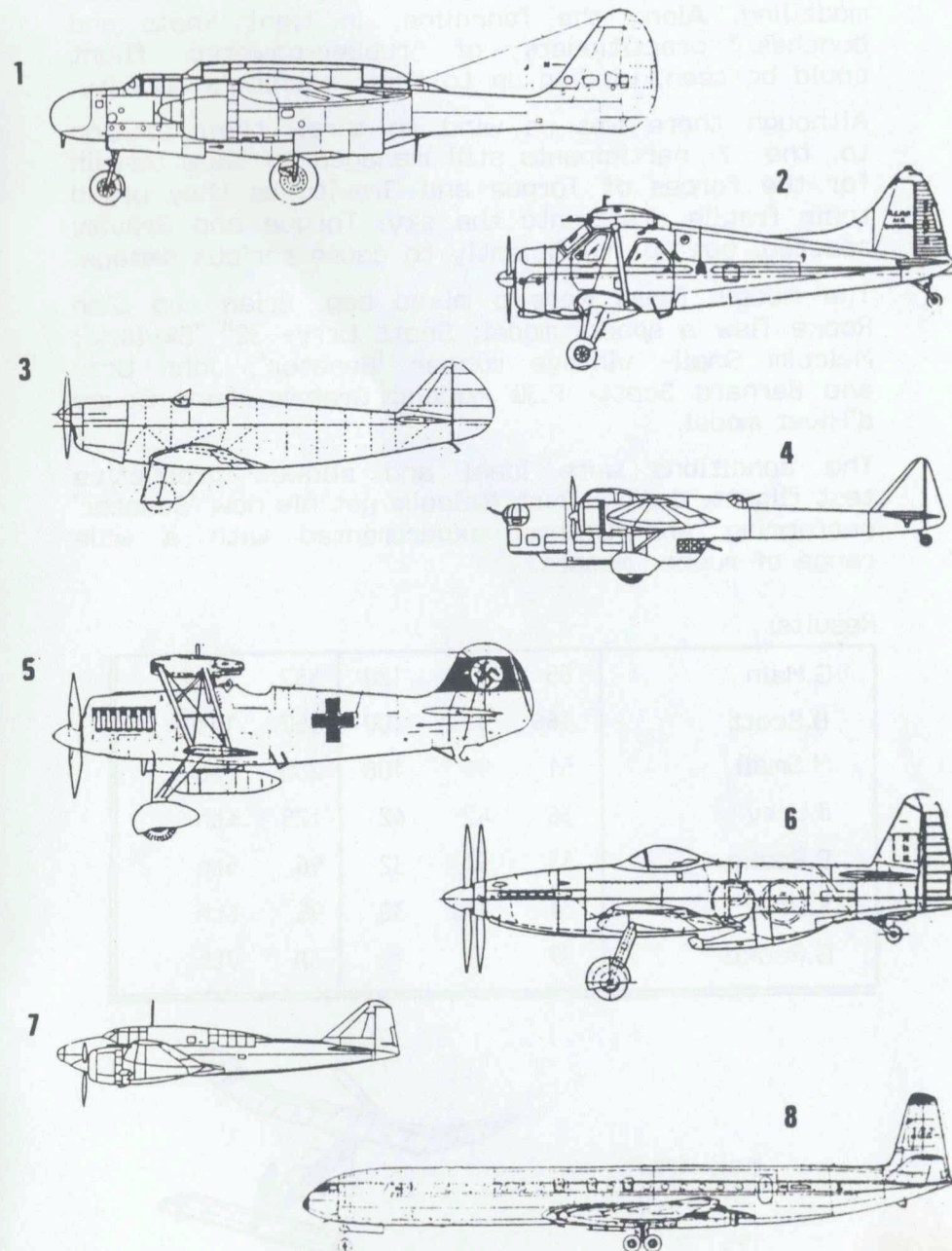
After last month's contest, in which Dennis Ansell won AGAIN, the Lotteries and Gambling Act, 1968, under which this contest is run, has been amended. In future, Dennis will have to score in excess of 100% in order to be in the draw. The committee making this decision comprised of Graham Main and Malcolm Small, who, by coincidence, were both pipped at the post once again by Dennis.

The correct matchings were:

- | | |
|------------------------------|---------------------------|
| 1.c (Junkers Ju.87) | 2.h (Boulton Paul P111.A) |
| 3.f (F4U-1 'Corsair') | 4.d (Bede BD-8) |
| 5.g (Convair PB4Y-2) | 6.a (B-24J 'Liberator') |
| 7.e (Sorrell SNS7 Hiperbipe) | 8.b (Nord 1500 Griffon) |

OUTLINER

Contest #4



CLUB OPEN RUBBER 12th July

On this mild morning, many HBRF radio control flyers witnessed an ancient and venerable form of aeromodelling. Along the fenceline, in tight knots and bunches, practitioners of rubber-powered flight could be seen, winding up to their morning's activity.

Although there was no wind to throw their caution to, the 7 participants still managed to show disdain for the forces of Torque and Gravity as they urged their fragile craft into the sky. Torque and Gravity reacted, but not sufficiently to cause serious damage.

The models flown were a mixed bag. Brian and Glen Rooke flew a sports model; Scott Urry- 32" 'Skylark'; Malcolm Small- vintage rubber 'Senator'; John Urry and Bernard Scott- P.30 models; Graham Main- Coupe d'Hiver model.

The conditions were ideal and allowed productive test flights, during which Malcolm got his new 'Senator' performing and Graham experimented with a wide range of rubber motors.

Results:

G.Main	65	112	180	357	1st=
B.Scott	166	91	100	357	1st=
M.Small	51	96	108	255	3rd
J.Urry	36	47	42	125	4th
B.Rooke	33	31	32	96	5th
S.Urry	31	34	30	95	6th
G.Rooke	27	33	-	60	7th

Keil Kraft
'SENATOR'

195_ ?

