

REGISTERED PUBLICATION

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

PROPWASH
H.B. RADIO FLYERS
BOX 1085, HASTINGS



PROPWASH

SEP

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

1987

HIGHWAY 50 SITE REOPENS 6th SEPT.

HAWKES BAY RADIO FLYERS INC

PRESIDENT	Peter Sharpe	66.435	COMMITTEE	
VICE PRESIDENT	Bob Whitburn	84.135	Ted Beach	65.521
SECRETARY	Richard Bardell	89.804	Leicester Harris	68.697
TREASURER	John Clarke	437.174	Norm Murton	83.357
CLUB CAPTAIN	Harvey Stiver	775.800	Rodger Pilbrow	797.264
RECORDING OFFICER	Bernard Scott	53.450	John Sutherland	776.389
BULLETIN EDITOR	Bernard Scott	53.450		

COMING EVENTS

AUG	29-30	NDC	Aggregate, Payload.
SEPT	6	CLUB	Aggregate. (From Aug 30)
SEPT	6		"Dead-Stick" Details this issue.
SEPT	12-13	NDC	½A Power, FIA.
SEPT	13	CLUB	Open Power.
SEPT	20		Thermal A / 2M. Details this issue.

CLUB NIGHT Sept 14th, 8:00pm, Pakowhai Hall.

After a demonstration of how to trim your video player for aerobatics, a tape on airbrushing techniques, then one on carrier aircraft.

* DEADLINE for Oct 'PROPWASH' : Sept 27th *

Club Competition Results

CLUB THERMAL A (Rd.I) 2nd August.

D.ANSELL	1287	1st
H.STIVER	1280	2nd
L.HARRIS	975	3rd
J.URRY	846	4th

CLUB SPOT LANDING 9th August.

P.PILBROW	75 + 65 = 140	1st
H.STIVER	95 + 35 = 130	2nd=
B.SCOTT	75 + 55 = 130	2nd=
J.SUTHERLAND	85 + 30 = 115	4th
P.SHARPE	90 + 0 = 90	5th=
J.CLARKE	90 + 0 = 90	5th=
G.PARADINE	0 + 0 = 0	7th=
G.MADDER	0 + 0 = 0	7th=

LIMBO 9th August.

P.SHARPE	60 + 60 = 120	1st=
J.CLARKE	60 + 60 = 120	1st=
J.SUTHERLAND	50 + 60 = 110	3rd
G.MADDER	20 + 60 = 80	4th=
B.SCOTT	20 + 60 = 80	4th=
H.STIVER	20 + 40 = 60	6th

CLUB OUTDOOR HLG 9th August.

R.M.BARDELL	452	1st
R.F.BARDELL	328	2nd
J.URRY	271	3rd
A.HARDIE (visitor)	246	-
B.SCOTT	137	4th
M.SMALL	122	5th

CLUB INDOOR HLG 10th August.

R.F.BARDELL	21.79	1st
B.ROBERTS	15.45	2nd
B.SCOTT	14.00	3rd
D.DUGGAN	8.98	4th
R.WHITBURN	8.88	5th
R.M.BARDELL	8.69	6th
J.URRY	8.51	7th
H.STIVER	7.87	8th
P.GAMMAN	7.75	9th
F.MINTON	7.08	10th
G.DAWSON	6.83	11th
J.SUTHERLAND	5.98	12th
S.URRY	5.81	13th
T.BEACH	5.35	14th

OUTLINER August.

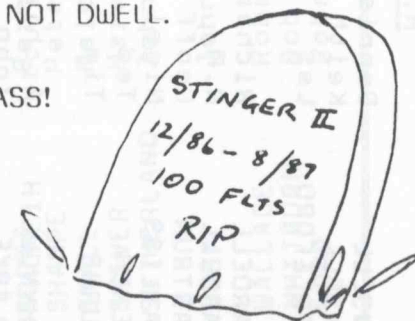
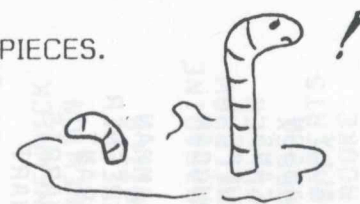
Last month's winner was John Urry. The correct answers were:

1.Northrop P-61 Black Widow	2.De Havilland D.H.C.-2 Beaver	3.Chilton D.W.1a Trainer	4.Amiot 143
5.Heinkel He51 A-1	6.Martin Baker M.B.5	7.Mitsubishi Ki-46	8.De Havilland Comet 4B.

ALAS, POOR STINGER, I KNEW HIM WELL,
ON YOUR FLYING TRAITS I WILL NOT DWELL.

DID VERY LOW, INVERTED PASS,
TRIED A ROLL, BUT BIT THE GRASS!

R.I.PIECES.



H.B. RADIO FLYERS MEMBERSHIP LIST - 8.6.87

ANSELL	Dennis	437939	Kennedy Rd	Napier
ANSELL	Keith	446175	1/1 Otatara Rd, Taradale	Napier
APPLEFORD	Les	776175	9 Sefton Street	Hav. Nth
BARDELL	Richard	89804	602 Fitzroy Avenue	Hastings
BARDELL	R.M.	89804	602 Fitzroy Avenue	Hastings
BARTRUM	Geoff	775922	74 Lipscombe Crescent	Hav. Nth
BAYLISS	Nigel	88503	607 Nelson Street	Hastings
BEACH	Ted	65521	- Heathcote Lodge, RD 5	Hastings
BURNS	Tim	799289	- RD 5, Hill Road	Hastings
CHYNOWETH	Archie	55106	C/- Mangaorapa Station	Porangahau
CLARKE	John	437174	6 Henderson Crescent	Napier
CROOK	Peter	775841	30 Given Street	Hav. Nth
DALLY	Hugh	777904	31 James Cook Street	Hav. Nth
DAWSON	Graeme	775830	2 Crichton Place	Hav. Nth
DEANS	John	88765	214 Lovedale Road	Hastings
DUFFELL	Ken	435305	1 Heatley Avenue	Palm. Nth
DUGGAN	Doug		42 Richmond Street	Napier
GAMMAN	Peter	68488	917 Pakowhai Road	Hastings
GREENER	J.G.	82367	902 Norrie Street	Hastings
GRANT	Noel	448709	17A White Street, Taradale	Napier
HARRIS	Leicester	68697	705 Frederick Street	Hastings
HART	Randal	797366	71 Dover Road, Flaxmere	Hastings
HEBBERLEY	W.P.	53700	88 Kennedy Road	Napier
JOLL	J.N.	778605	- P.O. Box 152	Hav. North
KERSHAW	Bill	776043	4 Tokomaru Drive	Hav. North
KIRKWOOD	Don	432062	25 Mason Avenue	Napier
MADDER	Graeme	89269	426 Hemi Street	Hastings
MAIN	Graham	447668	35 Avondale Road, Taradale	Napier
MASON	W.J.	59051	1 Embankment	Napier
MASON	A.	438500	10 Cranby Crescent	Napier
McCONVILLE	Dave	88835	94A Racecourse Road	Waipukurau
MINTON	Francis	448426	43 Avondale Road, Taradale	Napier
MITCHELL	Dave	87647	- RD 3, Hodgson Road	Napier
MURTON	Norm	83357	- Panapa Road, RD 2	Hastings
NEWRICK	Ian	84054	608 Grays Road, Flat 5	Hastings
NEWTON	Mike	777427	55 Havelock Road	Hav. North
OTTER	Phillip	438500	10 Cranby Crescent	Napier
PARADINE	Graeme	445341	17 Anderson Road	Napier
PILBROW	Rodger	797264	27 Birkenhead Cres., Flaxmere	Hastings
PULLEN	Vic & Madge	438513	68 Rutherford Road	Napier
PERCY	A.	799389	38 Birkenhead Cres., Flaxmere	Hastings
ROBERTS	Barrie	82536	807 Clive Street	Hastings
ROOKE	Brian	439312	52 Menin Road	Napier
RUSSELL	Barrie	57265	7 Cobden Road	Napier
SCOTT	Bernard	53450	8 Nelson Crescent	Napier
SHARPE	Peter	66435	3 Murdoch Place	Hastings
SMALL	Malcolm	434777	35 Shackleton Street	Napier
STIVER	Harvey	775800	5 Bale Place	Hav. North
SUTHERLAND	John	776389	50 Elliott Crescent	Hav. North
URRY	John	433210	47 Salisbury Avenue	Napier
WALLACE	Robert	84993	1000 Southland Road	Hastings
WHITBURN	Bob	84135	107 Willowpark Road	Hastings
WOOD	Robert	775301	35 Lucknow Road	Hav. North

PREZ SEZ

Here we are, half way through the year, and Spring is in the air. As you will note elsewhere in Propwash, we are back at the Highway 50 site as from 6th September. It is planned to have a 'Working Bee' on Saturday 5th to prepare the strip and pits areas, so if you are able to help, please contact me.

We have been fortunate this year in having an alternative site, and our thanks go to Mr Ian Newrick for arranging the field, and to Mr Doug Walker for the use of his land. Also, thanks to Graham Newrick for providing parking facilities. The committee will pass on our appreciation to the aforementioned persons. The use of the field was cancelled on 30th August, as it had to be prepared for cultivation, but this makes only one non-flying day this year - not bad going at all.

The Club Captain tells me that the Events Calendar is progressing well, with all planned events taking place with good support. A summary of the results appears in this issue.

From the Club Treasurer comes the good news that the Club coffers are in a healthy state, and the reminder that the second half of the flying levy is due if you chose to pay in installments. Every dollar helps us to come closer to our goals, so prompt payment would be appreciated. There are at present fifty-five paid-up members of HBRF.

There have been several set-backs with the magazine advertising and with the Club Rulesbooks. These are being resolved and results will soon show. The planning and consent needed for the development of our site has been gained, and the committee has set a target date - Labour Weekend, and is working towards the establishment of the Clubhouse on this date. A presentation of the finalised proposals will be made to members at the October Club night for discussion and approval. Put a ring around this date - October 12th. Be there for your say!

That's it from me for the moment, except to say that I am really looking forward to flying back at Highway 50, and in the near future, to the realisation of some of the plans that we have been talking about for so long. I am sure you are too.

See you at the field,
PETER SHARPE.

Now Hear This !!



Name-tag / Frequency Clip

These will be distributed at the September Club night. If you cannot be there or have yours picked up for you, contact P.Sharpe.

Flying Field Levy

For those who are paying this in half-years, it falls due on 1st Sept. Please pay as soon as possible : the deadline date is 30th Sept.

Five Year Option

The last chance to get 5yrs flying for the cost of four year's levy ... Oct 1st is the cutoff point for this option. As mentioned in a previous issue, this scheme benefits both you and your Club. With more cash in hand, the Club will be able to reduce its loan liability on proposed developments. Contact the treasurer if you are interested.

Back from the Grave!

Propwash is pleased to welcome back PIT-SPY to the publishing world. Rumour has it that the secretive reporter's absence was due to his cyno-ing himself inside the fuselage of a three quarter scale model DH Comet 4 that he has under construction.

Vintage Aeromodelling

Contrary to popular opinion, the title does not refer to a post-retirement activity, but to the flying of models that were produced in kit or plan form before 1st Jan 1952.

With the wide variety of modern plans and designs that are available, delving into aeromodelling's archives might seem to be an unnecessary complication, however there are many reasons why the vintage classes are gaining popularity. Some of them are:

1. Greater enjoyment per dollar
2. Traditional building techniques
3. Low-key competition
4. Attractive models
5. Nostalgia.

The last reason is probably the most powerful incentive for long-time modellers who recall how, in the 'old days', the wind never blew, motors always started first flick (and only cost 7/6½d !), rubber never broke, and flyaway models were always returned by jovial farmers.

Modellers with fewer years under their belts are more likely to be attracted by the models. Anyone who reads the hobby's magazines will have encountered models such as 'Stratostreak', 'Ranger', 'Scram', 'Clipper', 'New Ruler', and 'Request'. Each has its own personality (or oddity), perhaps because it was designed at a time when modellers were searching for the optimum configuration, and were experimenting to this end.

There is a parallel between the development of model designs and the designs of automobiles. "All modern cars look alike" is a justified complaint, as bodybuilders have attempted to reach a shape that is fuel efficient and in doing so have ended up with look-alikes (Mazda/Ford, Honda/Rover). Aeromodels that use the optimum wing on the optimum fuselage will tend to have a similarity to one another as well.

Occasionally a new design breaks from what is considered safe, and has the attention grabbing flair of the previously mentioned vintage models.

There are five classes of vintage model flown in NZ. They are:

1. Vintage Power
2. Vintage Rubber
3. Vintage Glider
4. Miniature Replica
5. Vintage R/C Assist.

"The intended character of these events is that they shall be relaxed, informal and of nostalgic appeal to both competitors and spectators. The events are not intended to advance the technical state of aeromodelling, but set out to illustrate the progress of it."
(NZMAA Rulesbook)

Vintage Power

The object of this class is to fly for exactly 120 seconds. Engine run is not restricted. If the flight time is under or over the required two minutes, points are deducted. In Nationals competitions, consideration is given to the use of a vintage spark ignition engine.

Vintage Rubber and Glider

Maximum recorded flight times for both these classes is 180 seconds, but no deduction is made for longer flights. Gliders are towed aloft with 50m lines.

Miniature Replica

The models in this class are reduced size copies of pre 1/1/51 designs. They are powered by engines of .55cc maximum, and must have a wingspan of less than 36". An engine run of 12sec is allowed and the maximum recorded flight time is 120sec.

Vintage R/C Assist

Both flight times and landing points are allocated here. A 180sec flight is the aim, concluding with a spot landing. Three function R/C is commonly used.

For a full description of the Vintage classes, see the NZMAA rulesbook (pp 29-34) or the F/F rulesbook (section 9).

The Association of Vintage Aeromodellers of NZ (AVANZ) is an informal group of enthusiasts under the auspices of Ivan Treen. Ivan runs a plans library with a wide selection available for loan. The contact address is: 20 Konini Street, Levin.

Within the HBRF, members who come to mind as being involved in one or more of the vintage disciplines include G.Main, M.Small, H.Stiver, G.Madder, and B.Scott.

Why not make your next model a 'Classic'?

PIT SPY

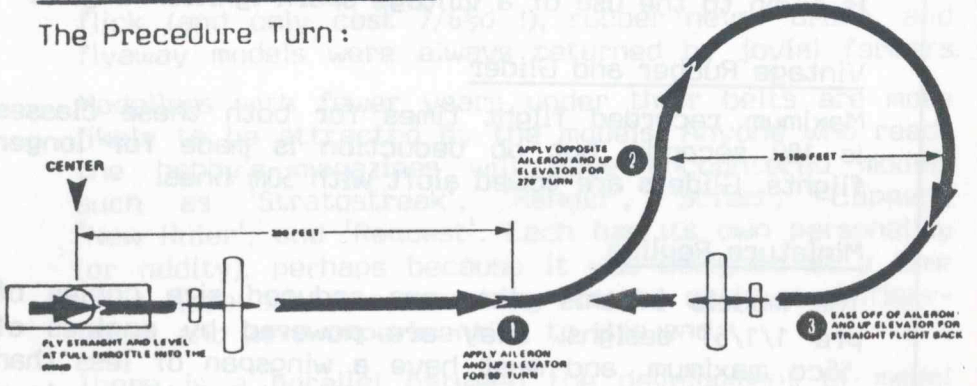
Lots of visitors at the temporary field at France Road of late - great public relations! Graham Madder spent a pleasant morning out flying a while ago, then ended up in hospital. Best wishes for a speedy recovery Graham. Nobby Clarke and Harvey Stiver introduced new models to the field. MAN Super Hots, both of which flew well, but Nobby dented his while competing in the Limbo event. Not to be outdone, Harvey lost aileron response while coming in to land and drove the model into the ground at the feet of Margaret and Samantha Sharpe - what gallantry, what? Peter Sharpe had trouble trying to land his slope soarer at Burma Road, and now is buying cyno in the larger size. Bob Whitburn needs taxying lessons after his beautiful three-point landing the other week. By the time the model had come to rest, it was without a tail, the bits having flown in all directions.

John Urry flew his latest creation, a 'Gentle Lady' which goes very well - should be competitive. Talk about hot air rising!! I saw Barrie Roberts trying to get more duration from his indoor HLG at the Club night by puffing away furiously on his cigarette while under his model. Just use your arms next time, Barrie, its less expensive and healthier. Ken Duffel has shifted to Palmerston North. All the best to Janice and Ken. Hope the modelling scene is to your liking- perhaps you can show them how to really fly pylon! Dennis Ansell came in first in a recent Club thermal contest, beating Harvey Stiver by a mere seven points. The Stiver family reports that Harvey has been heard muttering to himself while burning all his old gliders and working on his new 20ft Cirrus. Graeme Dawson plans to join the slope set at Ocean Beach this year, and is building a jet sloper. Short of engines, Graeme? Geoff Bartrum's Piper Tripacer will be ready for test flying by the time we return to the Highway 50 site. Paul Pilbrow, a junior, came in first in the Club Spot Landing competition. What happened to all the 'experts'? Also heard that Rodger Pilbrow, Paul's dad, would not compete!! That's all for now, but remember, if someone taps you on your shoulder at the field and asks a lot of questions, it just might be Pit Spy.



MANOEUVRE OF THE MONTH

The Procedure Turn :



STRAIGHT FLIGHT OUT, PROCEDURE TURN, STRAIGHT FLIGHT BACK
MANEUVER CONTROL DIAGRAM
(TOP VIEW)

FOR SALE

x2 Futaba M Series R/C sets. 4CH and 6CH, 4 servos each. \$450 and \$350 ono.

Mike Harris. ph 68697 Waipawa.

CLUB POINTS TABLE : 1987-1988 [1]

D.ANSELL				9	25							34	10-
R.F.BARDELL									20	25	45	9	
R.M.BARDELL									25	9	34	10-	
N.BAYLISS				8								8	22-
T.BEACH										5	5	27-	
J.CLARKE	9	25	10									54	8
G.DAWSON										5	5	27-	
D.DUGGAN										12	12	19-	
P.GAMMAN										6	6	25-	
L.HARRIS				15	15							30	13
R.HART				20								20	16-
W.KERSHAW				6								6	25-
G.MADDER	20	15	15					20				70	3-
G.MAIN			9	10				25	25			69	5
J.MASON		8										8	22-
F.MINTON										5	5	27-	
P.PILBROW (Jnr)			7					25				32	12
B.ROBERTS										20	20	16-	
B.ROOKE									10			10	21
G.ROOKE									8			8	22-
B.SCOTT	15	12	8	5		20	15	25	12	15	127	1	
P.SHARPE	25	10	25			10						70	3-
M.SMALL								15	10			25	14
H.STIVER	10	20	12	25	20	20				7	114	2	
J.SUTHERLAND	12	9	20	7		12				5	65	7	
J.URRY				12	12		9	12	15	8	68	6	
S.URRY (Jnr)							10	9		5	24	15	
R.WALLACE							12					12	19-
R.WHITBURN		7								10	17	18	



1/4 hr PYLON
SCALE
AEROBATICS
THERMAL B
THERMAL A
SPOT LANDING
OPEN GLIDER
OPEN RUBBER
H.L.G.
INDOOR HLG
POINTS TO DATE
POSITION

'Dead-Stick' Competition, Sept 6th.

This is a timed flight event for R/C models. The object is to make flights of exactly 180 seconds. Timing starts from the moment the model starts rolling, and finishes when the model stops moving after landing. One point is deducted from the possible 180 flying points for each second that the flight is under or over 180 seconds. A maximum of 100 points is able to be gained through accuracy of landing. The landing points are worked out as for thermal glider events. The landing point is the position at which the models comes to a final stop, not where its wheels touch. To qualify for flight points, a competitor must land on the runway.

2m Thermal Competition, Sept 20th.

Gliders of up to two metres wingspan can be used. There are four rounds, three of which are counted. Maximum flight time is 6 minutes per flight, with spot landing points to a maximum of 100.