

REGISTERED PUBLICATION

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PROPWASH  
H.B. RADIO FLYERS  
BOX 1085, HASTINGS



# PROPWASH

OCT

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

1987

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

OCT	4	CLUB	Open Glider.
OCT	4	CLUB	HLG.
OCT	3-4	NDC	Open Glider, HLG, F1C.
OCT	11	CLUB	½hr Pylon.
OCT	18		Thermal A : 2m (From 20.9.87).
NOV	1	CLUB	Thermal A.
NOV	8	CLUB	Open Rubber.
NOV	7-8	NDC	Open Rubber, F1C.
NOV	15		Thermal: Multi-Task.
DEC	13	CLUB	Open Power (Rescheduled).

CLUB NIGHT Oct 12th, 8:00pm, Pakowhai Hall.

SPECIAL MEETING Presentation of what you've all been waiting for...finalised proposals for field development, for your consideration, discussion, and hopefully, your approval.

\* DEADLINE for Nov 'PROPWASH' : Oct 25th \*

PREZ SEZ

The windy weather is upon us again. For some reason it has not discouraged sport flying to the extent it has in previous years, but some contests have had to be rescheduled. Good to see that participation has been at a high level in both sport and contest flying. By the rash of 'hot' pylon models being tested lately, it seems that there is a trend to making club events the focal points of our modelling activities.

The next Club meeting will be an important one, perhaps the most important one this year, as, after a great deal of groundwork, the pieces of our proposed developments are fitting together, and are ready for presentation to the membership. The decision to go or whoa will be made by you, so it is important that you are at the meeting.

PETER SHARPE

FOR SALE

Cessna 74" span, with HP.61 No crash history.  
 Mercura 57" span, with OS.40FSR.  
 Tiger Tail 63" span, Sport/Aerobatic model.  
 Glass molds for Cessna and Mercura.  
 Sagda Model 777 spray outfit- compressor, gun, lead.  
 Reasonable offers. Bill Kershaw, ph 776043.

FOR SALE

JR Pulse. 6ch, AM, 29MHz, Xtal #24. Complete with charger, 3 servos, and new RX nicads. \$395.  
 FUTABA 4ch Rx. 29MHz, Xtal #32. Brand new, never used. \$125.  
 TELETRON Rx 6ch, 29MHz, Xtal #32. Suitable for gliders. \$50.  
 Graham Madder, ph 89269.

WANTED TO BORROW

Plan of Peter Russell's "Striker" model.  
 Graeme Dawson, ph 775830.

PIT SPY

Another busy month in the HBRF, and good to be back at Highway 50 - thanks Russell Davey. Heard that John Sutherland has a Super Hots model almost ready to fly, and that it will be powered by a .60. Dennis Ansell had his version test flown by Peter Sharpe. Seems that this model will be taking over from the Kavalier as the most-flown type at the field next year.

Geoff Bartrum brought his new Piper Tripacer out for testing. Looked good, and after many last-minute adjustments, a flight was attempted. Engine incidence problems ruled out a take-off, however.

Doug Duggan has imported some plans for a quarter scale Piper Pawnee - we can look forward to another magnificent 'biggie'. Barrie Roberts has joined the yacht set, and is currently building plugs for a NZ-wide yacht modelling venture. Harvey Stiver and friends travelled to Levin recently for the annual WMAC glider Invitational. Some highlights: Harvey brought back the cup for the second year running. He was flying his trusty old Paragon - about time for a new one. Graham Main complained about having to tow large and heavy models in the windy conditions. Seems his lightweight body was taxed, and nearly went up in stead of the glider. Any members with a scuba weight belt?

Dennis Ansell set out to the event from Napier on Sunday morning. He got as far as Dannevirke before the weather conditions convinced him that only mad dogs and Englishmen would fly on that day. It was in fact worse in Napier than in Levin. At the Levin Hotel during the Saturday meal, John Sutherland and John Urry were heard to ask for doggie bags so that they could take some of their meals for lunch the following day.

The livestock have been joining the flying activities lately. Dreaded Magpie liked Leicester Harris' thermal glider, but found the ½A Power model put up by Bernard Scott to be an easier target - ripped out the wing centre section complete with spars!

Graham Dawson has joined the glider guiders with the previously mentioned Paragon - hope it floats on in new hands. Bill Mason - we have gone to the trouble of mowing a landing strip...carrier type landings on the backs of cows are not permitted!!

See you at the field,  
PIT SPY.

The Concise Oxford Dictionary sandwiches 'aggregate' between 'aggravate' and 'aggress'. Following closely are 'agrieve' and 'aghast'. Free flieders usually remove aggregate from this unpromising neighbourhood by calling the event Aggy. Much more satisfactory as this conjures up images of old aunts and quince jelly rather than running after a FF model for 30 minutes in an attempt to accumulate as much flying time as possible. Perhaps the disguise is not cunning enough, however, as only three flyers competed in the event.

Graham Main used a Tomboy powered by a Mills .75. On arrival at the Highway 50 site, Graham fine-tuned the model for the weather conditions by twisting a tad of washout into one panel. Liberal coatings of balsa cement soon patched the resulting splits in its tissue covering, and Graham was first to fly, timed by Scott Urry. With little drift, Graham opted for long engine runs, giving him an average on his nine flights of just under 90 seconds.

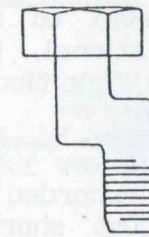
John Urry flew a 28" Schoolboy with a tiny Cox .010 motor turning a 3"x1½" prop. Performance was greatly improved when John changed to a 4½"x2" propellor. But every silver lining has its cloud, and 1cc of fuel was enough to carry the model into the distance and out of the contest. Four flights were recorded, averaging about 91 seconds each.

Bernard Scott trimmed out a new Tomboy with DC.75 motor, and made fine use of both fences and drainage channels to prevent the model flying out of sight. A lack of glide turn was corrected by bouncing one wing off a barbed wire into running water. The water that remained within the wing helped improve the turn. Thirteen flights recorded, averaging about 52 seconds each.

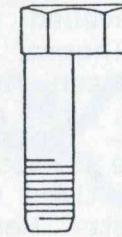
Despite the opening comments, the contest was enjoyed by the participants and provided 'something completely different' from Sunday Flying.

<u>Results:</u>	G.Main	807	1st
	B.Scott	681	2nd
	J.Urry	365	3rd

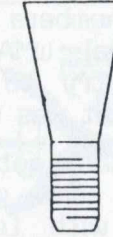
## NON-STANDARD FASTENER SPECIFICATIONS



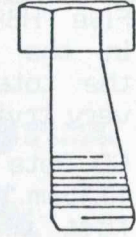
FOR MISMATCHED HOLES



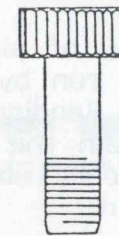
FOR HOLES TOO NEAR THE EDGE



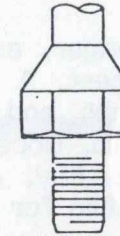
FOR HOLES COUNTERSUNK TOO DEEP



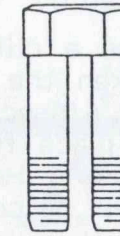
FOR HOLES DRILLED CROOKED



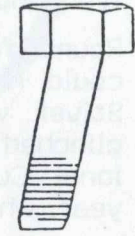
CORRUGATED FOR VICE GRIP



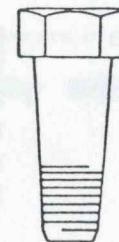
FOR HOLES WITH COUNTERSINK ON WRONG SIDE



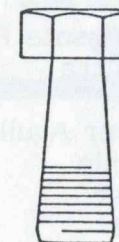
BINOCULAR BOLT FOR DOUBLE DRILLED HOLES



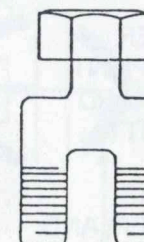
FOR HOLES NOT SQUARE



FOR TAPERED HOLES



FOR RE-DRILLED HOLES THAT STILL DON'T MATCH



FOR DOUBLE COUNTERSUNK HOLES

Copy supplied by Francis Minton.

## WMAC THERMAL INVITATIONAL

Flown at Levin MAC site, Sunday 13th September.

Five HBRF members travelled to Levin to compete in the annual WMAC Thermal Invitational, bringing the total entry to sixteen flyers. Conditions were very trying - it was cold, windy and wet.

CD Pete Presant got the contest underway just after 10:15am, and some good times were recorded in the first round with Leicester Harris just short of a max, and leading the field.

Rounds two and three proved difficult for all contestants as the wind was very gusty and rain squalls frequently passed by.

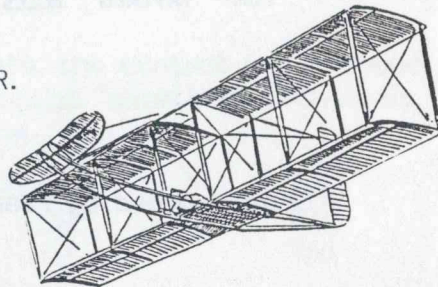
Round four was a cliff-hanger, as any of six flyers could have taken the contest. A late run by Harvey Stiver with a 6.01sec flight and 100 landing points clinched first place for him. Once again the Invitational Cup stays in Hawkes Bay, at least until next year, when it will be contested for again.

Our thanks to the Levin MAC for the use of their facilities, and the WMAC for the organisation of the contest - we will be back next year.

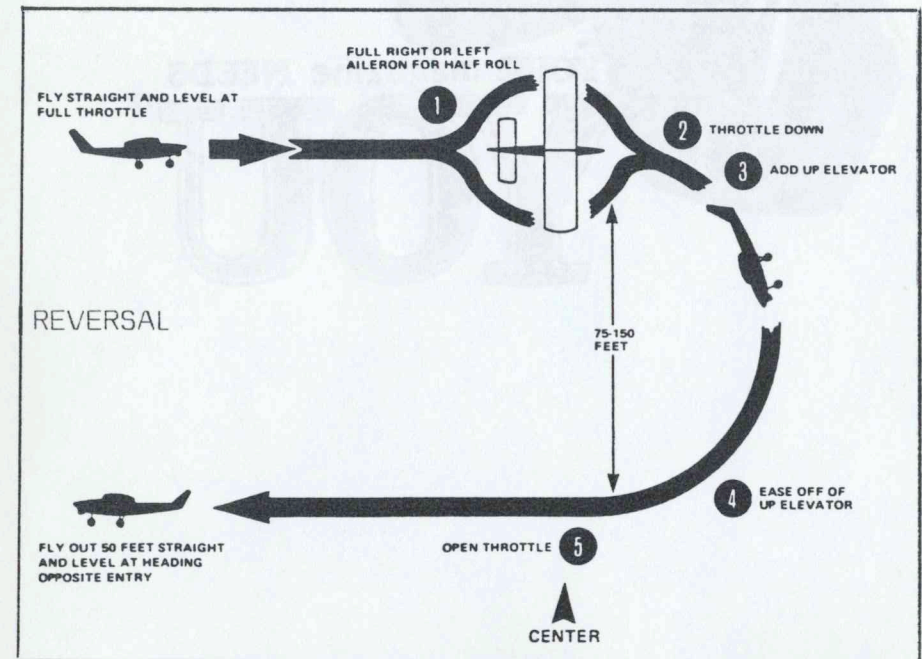
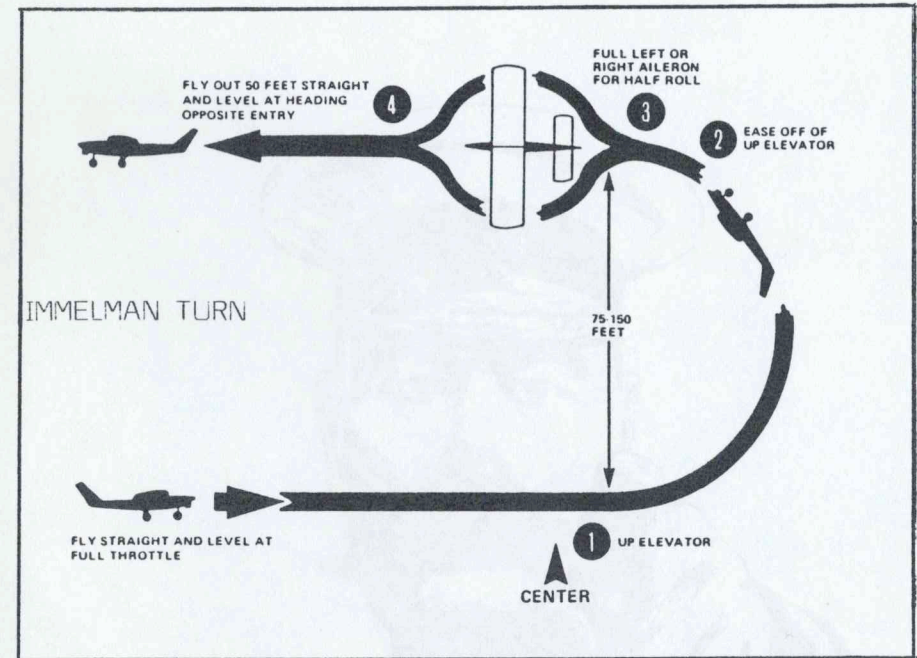
### Results:

1st	H.STIVER	Minnesota Floata	1157
2nd	T.BEAUMONT	Sagitta	1106
3rd	N.PRICHARD	O.D.	1102
4th	K.ELLIOTT	Super Aquila	1057
5th	J.URRY	Aquila	1049
6th	L.HARRIS	Riser	1007
12th	J.SUTHERLAND	QEB	734
15th	G.MAIN	Metrick	593

Report by HARVEY STIVER.



## MANOEUVRES TO PRACTISE:





YOUR magazine NEEDS  
**YOU**