

REGISTERED PUBLICATION

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PROPWASH
H.B. RADIO FLYERS
BOX 1085, HASTINGS



PROPWASH

NOV

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

1987

HAWKES BAY RADIO FLYERS INC

PATRON: Mr. Piet Van Asch.

VICE PATRON: Mr. Russell Davey.

PRESIDENT	Peter Sharpe	66.455	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 Murlon	83.357
CLUB CAPTAIN	Harvey Sliver	775.800	Rodger Pilbrow	797.264
RECORDING OFFICER	Bernard Scott	353.450	John Sutherland	776.389
BULLETIN EDITOR	Bernard Scott	353.450		

COMING EVENTS

NOV	1	CLUB Thermal A.
NOV	8	CLUB Open Rubber.
NOV	15	Thermal Multi-task.
NOV	20-22	Scale Masters : Taupo.
NOV	29	"Le Mans"
NOV	28-29	Whakatane Modellers FAI, 1987 : Taupo.
DEC	6	CLUB Scale.
DEC	13	CLUB Open Power.
DEC	28-2	Nationals, Clareville.

CLUB NIGHT Nov 9th, 8:00pm, Pakowhai Hall.

A covering demonstration using 'Solartex' will be given, working on the Club trainer.

* DEADLINE for Dec 'PROPWASH' : Nov 26th *

PREZ SEZ

Firstly, I would like to take this opportunity to thank everyone for their cards, phone calls and well-wishing during my recent hospitalisation.

Now on with the good news. The extra special meeting last Club night saw the presentation of proposed building and development budgets, and the unanimous agreement to proceed. The budgets were presented to the bank and have been approved. The necessary funds are available as soon as permits are issued by the H.B. County Council. We are hoping to have the Clubhouse on site by mid December, for an official opening early in the new year.

On the other side of the coin, it appears that there is some discontent as to the management policies set out at the beginning of the year. Incidentally, most of these rumblings are coming from ex-members who, for whatever reason, decided not to rejoin the Club at the start of our year. One of the gripes seems to be- 'What is the need for all this professionalism?' The answer is simple: If there is anyone out there who could have achieved what has been brought about in the last six months, and could do so without 'professionalism' and serious commitment, then why have they not done so in the past?

The next point of contention is the attitude: 'What about all my contributions, both with finance and management, that I have made in the past - don't these count for anything?' The present committee (and I am sure, the Club as a whole) recognises and appreciates what has been done in previous years, and at the end of the current development stage, due credit will be given. A point to bear in mind is that in most things the output is in proportion to the input, allowing a little for 'frictional losses'. Looking at the Club's tangibles, it is not hard to see that the last six months have almost doubled what had been accumulated over the previous thirty years.

Next, there is the point that 'The opportunity was not there in the past'. To a certain degree I will agree on this, and recognise that timing is an important element. As in an IC engine, if the spark is too early you get a backward push; if the spark is too late you get a lesser forward push. Which brings me back to the beginning. To get the timing right, you need to have done your homework and to have planned when the spark is needed.

If you have doubts about whether the stages of development to date, including what was presented at the last meeting, have been assiduously and diligently pursued, I suggest that you remember back to the A.G.M. in March this year, or reread the Prez Sez in the April Propwash. It will be apparent that the Club's progress over the past six months did not fall ready-made from the skies. Rather, it is the result of unrelenting dedication to the aims and ideals that were proposed by the committee, and accepted by the Club, back then. The final presentation has had to be altered slightly to fit changing circumstances, but the theme is the same.

It is hoped that this statement will not be taken as criticism of individuals or groups of members, past or present, but rather that it will clear a little wood from the trees and help reconcile those members who question our Club's direction.

The committee thanks you for your support in the past, and we all look forward to seeing some of the old faces back within our ranks.

PETER SHARPE

NDC Results

Vintage Power:

G.Main (Tomboy)	117	86	82	285
B.Scott (Tomboy)	100	83	109	292

Vintage Rubber:

G.Main (Senator)	39	8	-	(+1)	48
B.Scott (Ascender)	29	43	62	(+1)	135

H.B.R.F. Inc. STATUS AND BACKGROUND

The following synopsis is presented for the information of Club members, and to assist answering questions from the public regarding the nature of the HBRF.

Established in HB for over thirty years.

Past name: Hastings Model Aeroplane Club.

Present name: Hawkes Bay Radio Flyers.

Became an Incorporated Society in May 1986.

Affiliated to the National Body - NZMAA.Inc.

Postal address: PO Box 1085, Hastings.

Patron: Mr Piet Van Asch (founder, NZ Aerial Mapping).

Vice Patron: Mr R.A.Davey (leaseholder, flying site).

Accountants: Deloitte, Haskins & Sells.

Solicitors: Bramwell, Grossman & Partners.

Insurance Company: State Insurance.

Banks: Postbank (current a/c), Hastings Bld Soc (investment a/c), Trustbank E&C (investment a/c).

Trustees: Mess'rs P.Sharpe, H.Stiver, J.Clarke, J.Sutherland, R.Bardell.

Management Committee: President, Secretary, Treasurer, Club Captain, Recording Officer.

Meeting venue: Pakowhai Hall, 2nd Monday each month.

Club Magazine: 'Propwash' issued monthly.

Registered flying site: Roy's Hill, Highway 50, Hastings.
(Civil Aviation Approved, N.O.T.A.M.)

Official Club day: Sundays, 9am to 4pm.

Current membership: 59 financial.

Club's objective: To promote and foster the hobby/sport of building and flying of miniature aircraft.

Contacts for further information: President ph.66435, Club Captain ph.775800.

Now Hear This !!



Safety Checks

Remember that the Club has volunteers willing to give your latest model the 'once over' before you commit it to flight. It is easy to overlook some vital item in the anticipation of that first flight - a disinterested party can often spot errors that the builder has missed. Barrie Roberts, Peter Sharpe and Harvey Stiver are available to check your model.

Progressive Dinner

This has been organised for 5th December, and all Club members and their partners are invited to enjoy an evening of social activity and good food. Four venues are planned: Clarke's for soups, Stiver's for the main course, Sharpe's for deserts, and Beach's for coffee. Scrumptious soups served at six-fifteen, and magnificent main meal at seven-thirty. Wine and fruit juices will be provided - BYO for other alcoholic beverages. Charge \$5 per person. If you wish to attend, please contact Harvey Stiver as soon as possible so that catering can be organised.

Party! Party!

You are invited to a 1950's party at John and Nicky Sutherland's, 50 Elliott Crescent, Havelock North, on Saturday 28th November from 4pm onwards. Format: barbecue. Reason: John's 30th birthday. Get out your bobby-sox and Brycreem and rock on over
RSVP Ph.776389

Pit Spy

Thanks to the Club member (?) who writes this column. Any other field observers who wish to add to the column would be most welcome.

LETTERS

The Editor,
AEROMODELLING is a great sport. It has almost universal appeal to both young and old. It needn't be expensive yet can require state-of-the-art technology. It can be spectacular, colourful, beautiful to watch, and challenging yet satisfying to the exponent. Idyllic? Is this aeromodelling I'm talking about? If so, where did we go wrong? Why is it so many respectable people, when told we fly model aircraft, smile gently and reply "oh you fly toy planes.... when I was a kid I flew one or two...". WHY should we suffer from the "toy plane" image? It's a sport requiring skill, dedication and knowledge, and if you're foolish enough to ask why adults are glorified when they kick and fight for a ball in a game of rugby, and why those that fly model aeroplanes (an activity requiring the application of much more technology) are considered to be on the lunatic fringe, then you could be justified in asking "where's the justice?".

IT is my opinion that the answer seems to have escaped most aeromodellers. Even here in N.Z. we have a group unintentionally pulling us further into the "toys for boys" camp. I refer to the group of RC flyers who have seceded from NZMAA affiliation because they could arrange cheaper insurance, and didn't want "The Fliers World" because it was full mainly of contest reports and results they weren't interested in anyhow. On the face of it, this seems reasonable. It's a free country. However, it does have a down side for the rest of us, which brings me to the first point I would like to make.

THE more there are of "us", the more the authorities are willing to talk to us as a group. There will also be a greater number of influential people in our ranks, giving us greater political clout. This would enable us to gain and retain flying fields and facilities. Improving our image would improve our chances of sporting grants.

THE next point is our need to educate the public. To give an example of the lack of knowledge about our sport, I mentioned to a business colleague that I often entered model aeroplane contests. This person enquired, quite earnestly, if the contest involved a group of people sitting down to build a model, the first to finish winning the contest. In my experience, never has an outsider, when asked, known anything about what we do (except that we build and fly models) nor why we could consider it a sport. This ignorance is not bliss. It's a serious problem, and it's eroding all the good work by the Hanno Prettners, Bob Whites, and Paul Lagans of the world.

So, we have to raise the prestige and awareness of our sport. If we don't we pay the price of obscurity and this means, of course, the ultimate loss of our flying fields.

BY then there'd be too few of us to put up a worthwhile fight for any site. I read in an English newspaper of an accident involving an out of control R/C model which struck and damaged a caravan. A local councillor began to pontificate about these dangerous toys and claimed they should

be banned. Political claptrap of course, but he wouldn't have dared to crusade about banning motor cars because they kill people. Yet he may get his way because of a lack of support for us.

WITH a greater membership spreading the word, it is easy to be tempted into thinking that's all it will take. I believe not. To give an example, if a number of adults start kicking a ball around a park for fun, nobody takes much notice. Now take the same park, the same people, playing an organised, competitive game, you'd have a crowd of people watching. And if they were good enough, eventually the crowd would pay to see them play.

MEMBERSHIP numbers aren't everything, but they're a start, and displays and exhibitions play their part in membership drives. So we've got to look at marketing ourselves. Public relations is the name of the game. Entertain them. Make the displays start and end with something spectacular. Short and exciting and combative, with crisp accurate flying to a tight programme. The lovely scale model, sadly, only reinforces the "hobby" image.

AS I said earlier, add competition to an activity and you have a spectacle that the public can become involved in. We owe it to ourselves and the sport to treat it like a sport and not a pastime. We need to motivate ourselves and get used to the idea of competition. If you don't enter the competition, you'll never win, and you can't expect to improve your performance either. With an increase in competitions and high quality displays open to the public, with suitable advertising, a more sportsman like image would be born. "Model aerosport" would show itself to be a spectacular new sport. The kids would favourably compare it with rugby, cricket and motor racing. The young people are our future, so we must attract and keep them or the whole sport is doomed.

WE need to promote competition and produce winners. The world loves a winner. More popularity would result in more sponsorship, reducing the financial burden on anyone qualifying for international competition. This would enable young talented people to compete, not just those with financial means. If it wasn't for sponsorship, we wouldn't have the John Walkers, or the All Blacks.

UNTIL we can show the public we're serious, they won't take us seriously. Until the kids are impressed they won't want to join us. Until the "toys for boys" label is laid to rest we have no future.

And as our models must become specialised sporting equipment, we can expect to see more "custom built" models, built by professionals as is done in other sports. This trend is developing in the U.S.A.

SO there it is. I know a lot of you will disagree and continue your present path. And very satisfying it is too. But it is the "toys for boys" path. Only if we bite the bullet now can we hope to elevate our sports respectability and assure it's future.

John Henson
Wellington M.A.C.

CAUTION: ADDICTION TO R/C MAY AFFECT YOUR BODY

-
- CHECK SCALP FOR PULLED OUT HAIR
 - CHECK HEAD FOR ANY SWELLING DUE TO NEW AIRCRAFT OR NEW RADIO
 - CHECK EYES FOR STRAIN WATCHING OTHERS FLY
 - CHECK EARS BENT BY FRIEND'S SUGGESTIONS AND ADVICE
 - CHECK HEART FOR
 1. SOFTENING (IF A JUDGE)
 2. HARDENING (IF A COMPETITOR)
 3. BEAT (GLIDER PILOT)
 - CHECK TONGUE IN CHEEK FOR TELLING HOW GREAT THE NEW AIRCRAFT IS
 - CHECK NECK FOR PAINS IN ...
 - CHECK TEETH FOR GRITTING WHEN A CRASH IS INEVITABLE
 - CHECK LUNGS FOR
 1. HOLDING BREATH LONG PERIODS OF TIME
 2. LONG SIGHS OF RELIEF
 3. INHALING GLUE AND SOLDER FUMES
 - CHECK BODY FOR SCRATCHES FROM BEATING BUSHES LOOKING FOR LOST AIRPLANES
 - CHECK ELBOW DAMAGE DUE TO LIFTING FAVORITE LIQUID CONTAINERS
 - CHECK FOR NEW ULCER
 - CHECK KIDNEYS FOR EXCITABILITY
 - CHECK THUMBS FOR TX STICK WEAR
 - CHECK HANDS FOR MISSING FINGERS CAUSED BY FLIPPING PROPS ON BALKY ENGINES
 - CHECK THIS AREA FOR DAMAGE CAUSED BY LIFTING HEAVY FLIGHT BOXES
 - CHECK KNEES FOR DAMAGE IF MOST FLIGHTS ARE FROM CONCRETE
 - CHECK LEGS FOR WOBBLING (PRIMARILY FOR COMPETITION AND PYLON PILOTS)
 - CHECK FEET FOR DAMAGE FROM KICKING AROUND IN BRUSH LOOKING FOR LOST PARTS

PRE-SEASON
CHECK-UP CHART
FOR
R/C PILOTS

CLUB OPEN GLIDER 4th Oct.

All four competitors flew gliders to A2 specifications in the windy conditions that developed over the morning.

Bernard Scott got in three flights before the worst of the wind, and managed good times despite what seemed like only one optimum launch. The less promising launches were low, with a slight stall, but in both cases the model contacted patches of lift at about 30m altitude, and eked out 3 minute flights.

Graham Main cured a tight turn problem brought about by a warped wing panel by bending wing joining wires, and went on to record two maximums. A low launch on the third flight prevented a 'hat trick', however.

After a first flight maximum, shifting wind direction gave Graham Madder difficulties. A second flight launch was made into wind, but by the time the model was half-way up, the wind had swung through 90° and a short flight resulted.

Harvey Stiver was unable to make it to the Club field, so flew Open Glider and HLG at the Havelock North 'gliders only' site late on Sunday afternoon.

Results:

B.Scott	180	180	180	540	1st
G.Main	180	180	129	489	2nd
H.Stiver	72	167	125	364	3rd
G.Madder	180	55	100	335	4th

CLUB HLG 4th Oct.

In wind that often carried the lighter models a long way downwind, the following flights were recorded:

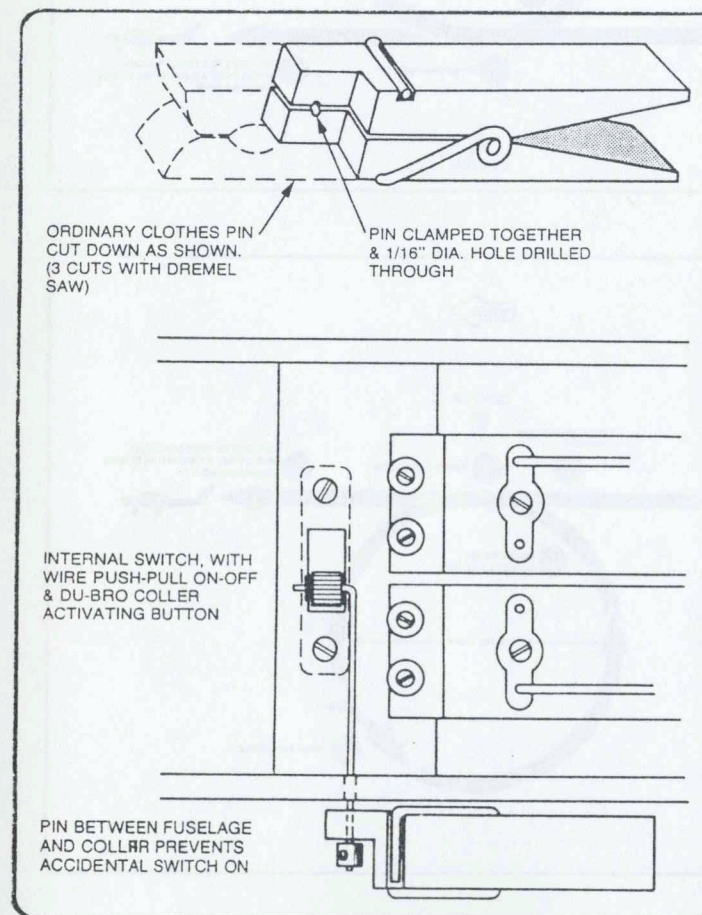
R.Bardell	90	44	90	90	90	39	443	1st
G.Madder	31	20	23	90	22	44	230	2nd
H.Stiver	29	43	22	36	19	64	213	3rd
B.Scott	45	22	38	33	24	9	171	4th
G.Main	22	31	22	90	-	-	165	5th

THERMAL A : 2m. 18 Oct.

R.Hart	357	425	406	1188	1st
B.Scott	424	214	439	1077	2nd
D.Ansell	408	230	416	1054	3rd
J.Urry	441	355	220	1016	4th
G.Main	224	414	258	896	5th
L.Harris	431	180	243	864	6th

Non-2m participants:

H.Stiver	405	307	430	1142
J.Sutherland	350	368	365	1083
G.Dawson	82	359	-	441



A great idea for a safety wedge for transportation purposes to prevent accidental switch-on of your aircraft

**TRANSPORTATION
"SAFETY" WEDGE**

CLUB PYLON

The second round of this year's Club Pylon was held on 11th October and was well supported, with three rather than the usual two heats being required. Strong, gusting winds provided an extra challenge, often carrying models well past the base pylons and increasing distance and lap times.

Barrie Roberts, using an old aerobatic model, outflow all others with tight close turns at the pylons. One very steep turn, perhaps combined with a sudden wind gust, demonstrated that even at high speed stalling is possible, and Barrie was lucky to recover.

John Clarke and Harvey Stiver flew in the third heat, and both used their 'Super Hots' models. With similar performance, the difference in lap times must be attributed to Harvey's determination to fly a minimal course. Several times John was seen to 'bow out' when both models were on the same track.

Graham Main compensated for his model's modest power plant (.20 ?) by flying with precision and avoiding any extra distance. If this style could be executed at a slightly higher speed, it could be a winner.

Bernard Scott persisted with his R/C Combat flying wing, despite protests that it was not a 'real' model aircraft. Turns were often swept downwind once the model presented its planform to the wind, and this, combined with launching and landing difficulties puts the building of a 'proper' pylon model on the building list - now where's that plan for a canard?

The good work of timers, pitcrew and flagmen is appreciated, for without this help, a labour-intensive event such as pylon would not be possible.

Only one accident (it is surprising how few there are) marred the day. Ken Duffell, after travelling from Palmerston North to compete, introduced a wing panel to a pylon, bending both. Ken was undeclared: "It'll mend!"

Round Two Results:

	Stops	Laps	Cuts	Total	Place
B.Roberts	2	92	4	88	1st
H.Stiver	2	88	1	87	2nd
B.Scott	2	84	0	84	3rd
J.Clarke	2	82	0	82	4th
J.Sutherland	2	74	0	74	5th
P.Sharpe	2	74	1	73	6=
G.Main	2	74	1	73	6=
K.Duffell	2	33	1	32	8th

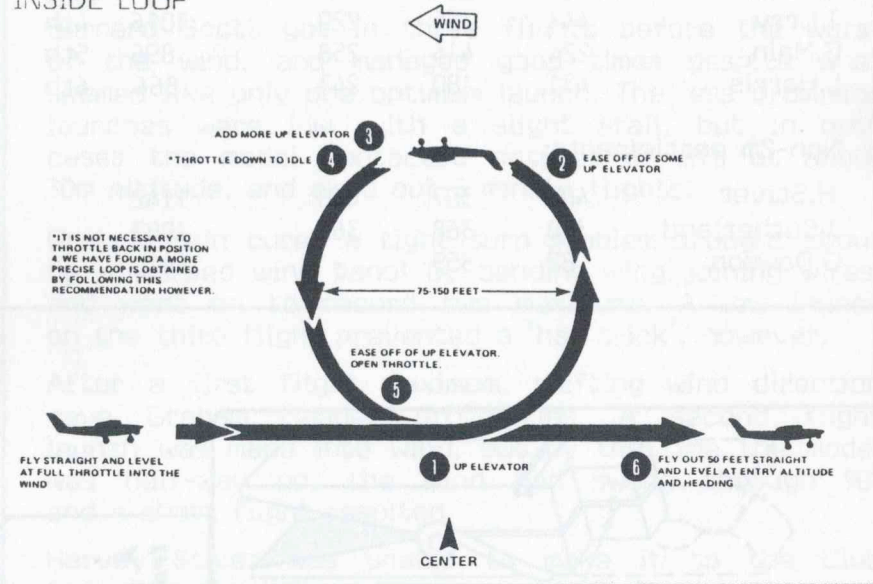
Aggregated Results:

	Rd.I	Rd.II	Total	Place
H.Stiver	65	87	152	1st
B.Scott	67	84	151	2nd
P.Sharpe	76	73	149	3rd
J.Clarke	58	82	140	4th=
J.Sutherland	66	74	140	4th=
B.Roberts	/	88	88	6th
G.Main	/	73	73	7th
G.Madder	70	/	70	8th
K.Duffell	/	32	32	9th

A sequel to the Club Pylon took place on 18th Oct after sport flying was finished. It was an unofficial third round that, rumour has it, was provoked by a comment to the effect that "Super Hots are not really all that hot". The challenge to prove/disprove this rash statement was taken up by four flyers, and the results were: B.Roberts 95, P.Sharpe 89, J.Clarke 82, H.Stiver 64. Harvey's low score was due to an incident in the 21st minute of racing that put him out of the competition, but he remains the official winner of Club Pylon for 1987/8.

MANOEUVRES TO PRACTISE:

INSIDE LOOP



OUTSIDE LOOP

