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PROPWASH
H.B. RADIO FLYERS
BOX 1085, HASTINGS



PROPWASH

DEC

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1987

Well Gentlemen, "the time has come" as the Walrus said, to be the bearer of news both good and bad.

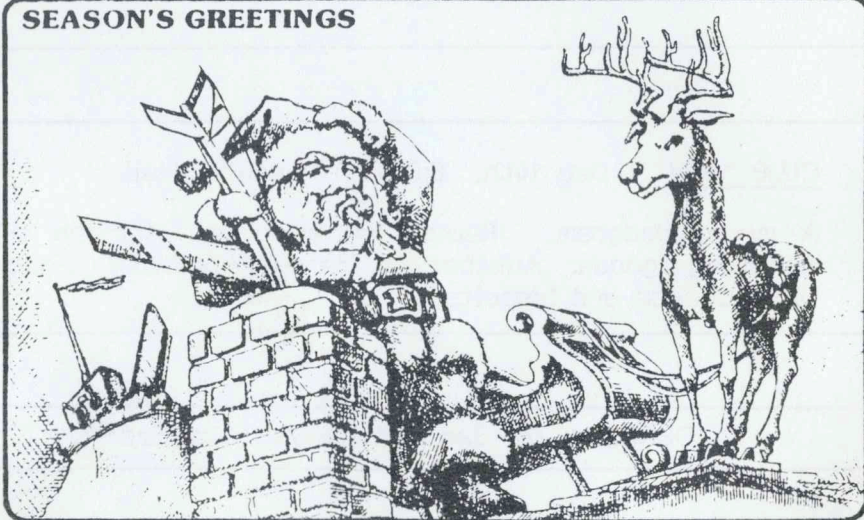
The bad news first. Our proposed tender for the land opposite Thunder Park has been fully investigated by the Committee. After all aspects and ramifications were examined, the proposition was found to be not viable in the short term. However, it should be noted that, given time and sound management, the restrictions applying to the site may be overcome. In this case, the area could then be considered as a long-term investment that the Club may wish to undertake. With this in mind, all parties involved with the site have been officially advised of the Club's intentions and possible future development.

Now for the good news. Due to negotiations and concessions made by our Vice Patron and the land-owners, the way has now been cleared for us to carry out the original and approved development plan at the Highway 50 site. At this stage, we are looking to mid January as the completion date. Once again, goodwill and sound communications have made progress possible.

We hope to see you all at the last Club night for 1987, but if you cannot attend, I wish you, on behalf of both the committee and myself, a Merry Christmas and a brighter New Year.

PETER SHARPE.

SEASON'S GREETINGS



1987/88 NATIONALS PROGRAMME

Monday 28 December

1000-1700 hrs Registration
1000-1700 R/C F3B
2000 Contestants Meeting

Tuesday 29 December

0600-1300 hrs F/F F1A A/2 - 7 Rounds
0700-1200 F/F NZ Open Glider
0700-1200 F/F Ladies event
0700-1130 R/C Novice Aerobatics
1200-1700 R/C Thermal A
1300-1700 C/L Goodyear T/R
1300-1700 C/L Novice Aerobatics
1300-1700 C/L Scale F4B
1300-1700 C/L Profile Scale
1600-1800 FFONZ AGM
2000 Annual General Meeting

Wednesday 30 December

0600-1300 hrs F/F F1C (FIA Power)
0700-1200 F/F Outdoor HLG
0700-1200 F/F Miniature Replica
0700-1200 F/F Vintage Gas
0700-1200 R/C Intermediate Aerobat
1300-1700 R/C Pylon
1300-1700 C/L NZ Combat
1300-1700 C/L B T/R
1300-1800 F/F Indoor HLG
1700 F/F Scale Class II
and Rubber Scale
1800 C/L 1/2A Combat
1900 RCANZ AGM

Thursday 31 December

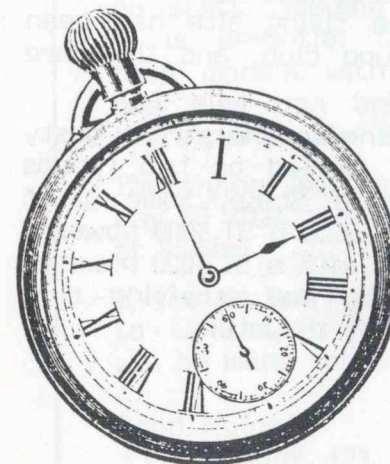
0600-1300 hrs F/F (Wakefield). 7 Rounds
0700-1200 F/F Vintage Glider
0700-1200 F/F Vintage Rubber
0700-1100 R/C Helicopter A & B
1130-1500 R/C F3A
1300-1700 C/L FAI T/R
1300-1700 C/L FAI Speed on Tarmac
1300-1700 F/F Indoor B
1500-2000 R/C Rain Date or
Unofficial Thermal D
2000-2030 F/F Aggregate

Friday 1 January

0700-1200 hrs F/F Slow Open Power (Unoff.)
0700-1200 F/F Open Power
0700-1200 F/F Payload
0700-1200 F/F P.30
0700-1700 R/C Scale All Classes
1300-1700 C/L Speed 1 & 2
1300-1700 C/L 1/2A T/R on Tarmac
1300-1700 F/F Indoor D
1900-2230 F/F Peanut Scale
1900 C/L AGM

Saturday 2 January

0700-1200 hrs F/F A/1
0700-1200 F/F Open Rubber
0700-1200 F/F 1/2A Power
0730-1300 R/C Rally Fly-in
0900-1300 C/L F2B Aerobatics
0900-1300 C/L FAI Combat
0900-1300 C/L Speed 3, 4 & 5
1330-1700 R/C Rally Display
2000 Prize Giving



With the long run of poor weather we have had recently, preparations for the Nationals will be fast and furious over the next three weeks - let's hope the weather is kind to us. If you are not competing, why not take the opportunity to see all manner of aeromodelling classes that are not held locally?

Scale Masters 21/22 November.

The Taupo race-course was the venue for this Airsail/JR sponsored event. Four HBRF members attended. John Sutherland and Harvey Stiver travelled together, and I went up with Leicester Harris on Friday afternoon in indifferent showery weather which persisted most of Friday night.

Static judging was on Friday night at the Taupo Yacht Club rooms. This was a great chance to have a first close look at some very detailed models. At the field on Saturday morning there was a cool, strong NE wind, which unfortunately kept swinging to the east and back again, making it necessary to change the flight-line several times. There was no rain, however, so that was something.

Pilot briefing was at 9:00am, with flying commencing at about 10:30am. Two classes were being run. The first was F4C which limits motors to a maximum of 10cc for two-strokes or 20cc for four-strokes. The second was Large Scale, with unlimited power. There were 14 entries in the F4C, and 7 in the Large Scale.

F4C started the day with some great flying, followed by Large Scale, and then later in the day a second round of F4C. We can be proud of our Club members who took part. Harvey with his Aeronca in Large Scale, and John with his Piper Cub in F4C. Both had to battle strong winds which did not favour the type of model that each flew, but as you can see from the results, they did well. The flying site had been very well prepared by the Taupo club, and they are to be congratulated on this.

Sunday flying was cancelled owing to the strong gusty conditions, so all points were settled on two rounds of F4C and one round of Large Scale. Some great flying was done by Kevin Uncles with a ST.3000 powered P47 Thunderbolt and Tony Withey with a ST.3000 powered P51 Mustang. Low level bombing and straffing runs were the order of the day - great to watch.

Noticeable was the absence of tricycle undercars, all being tail-draggers, with a large representation of P51's. All in all, I found it very interesting, with a high standard of flying. If one wants to see the next best thing to full size aircraft in the air, Scale Masters is the event. There is talk of another meet at Taupo over Waitangi weekend.

F4C	1. P.O'Conal	5. P.Stearman
	2. R.Johnson	6. M.Beatson
	3. P.Brown	7. M.O.Brady
	4. A.Lawrence	10. J.Sutherland
Large	1. K.Uncles	5. H.Stiver
	2. B.Street	6. T.Withey
	3. W.Cartwright	7. G.Knox
	4. D.Whitehead	

Report compiled by BOB WHITBURN

CLUB SCALE COMPETITION

This event is held in two sections - static and flying. Static judging will be carried out at the Pakowhai Hall on Saturday 5th Dec from 1:00pm onwards. As no static judging will be done at the flying field, it is essential that intending competitors present their models, with documentation, on Saturday. Someone else can bring your model if you cannot be there personally.

The flying section is on Sunday 6th Dec at the Highway 50 site, starting with a compulsory pilots' briefing at 9:45am.

If you do not have a-scale model, you are still welcome to take part in the flying section, and an award will be made for the best 'sport' flyer of the day.

Good flying,
JOHN CLARKE, CD.

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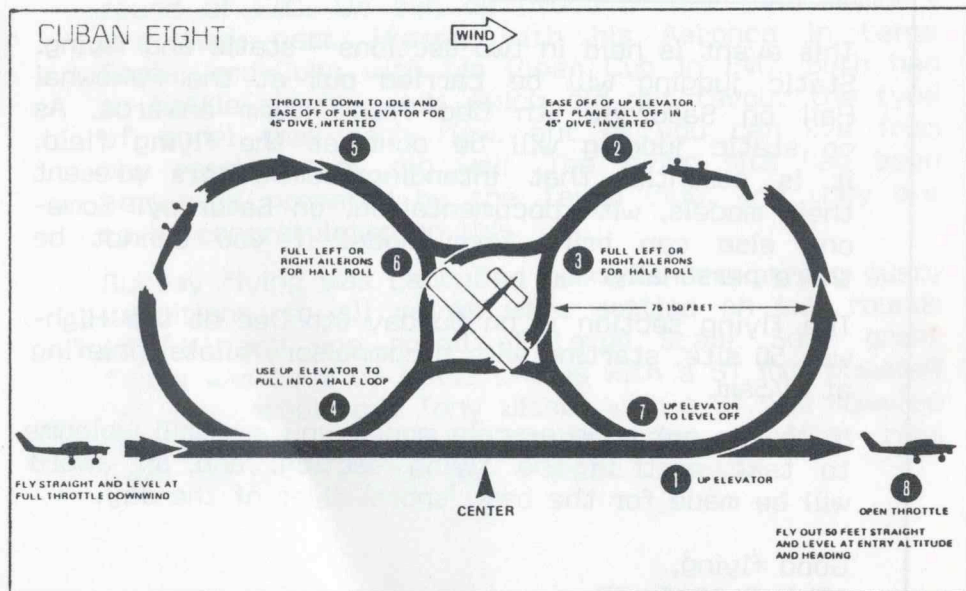
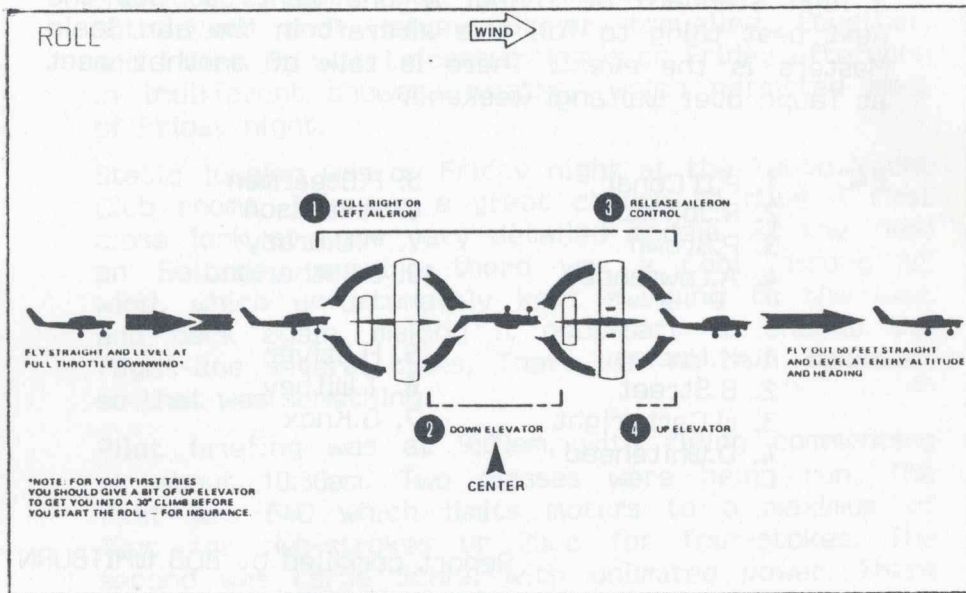
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Good flying,
JOHN CLARKE, CD.

MANOEUVRES TO PRACTISE:



2nd Annual BOP Scale Rally

The Tauranga MAC invites scale modellers to attend their Rally to be held at the Tauranga Airport on 16th and 17th of January, 1988.

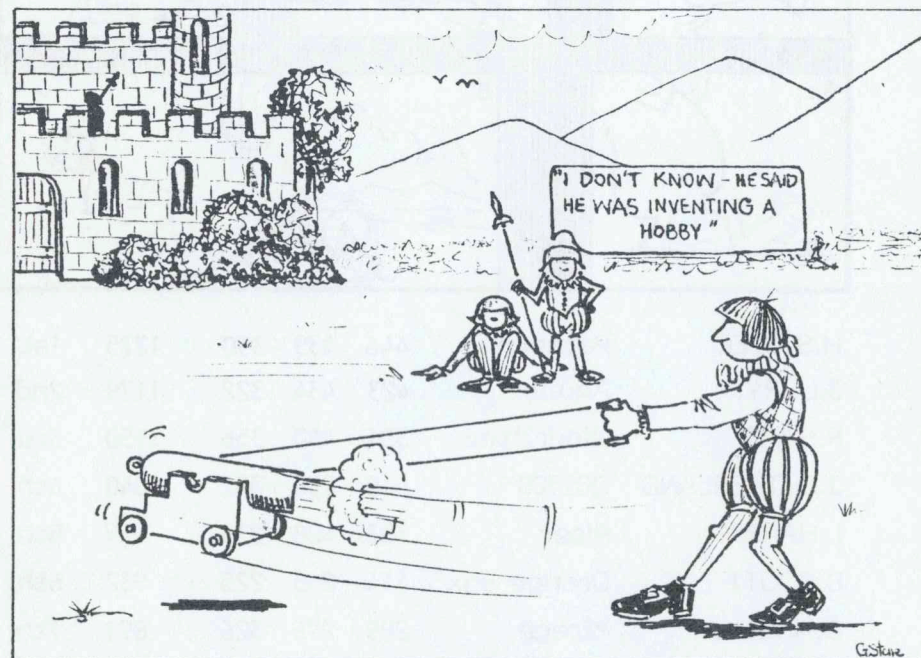
The Tauranga Gliding Club has made its kitchen and shower facilities available for those who wish to stay in caravans or tents on site.

Ample charging and hangar space for those who require it is also available. Refreshments will be provided on Saturday and Sunday.

Free registration.

Trophies and prizes will be presented for various categories. Barbeque and social will be held on Sat. night at the Gliding Club rooms. Billets available.

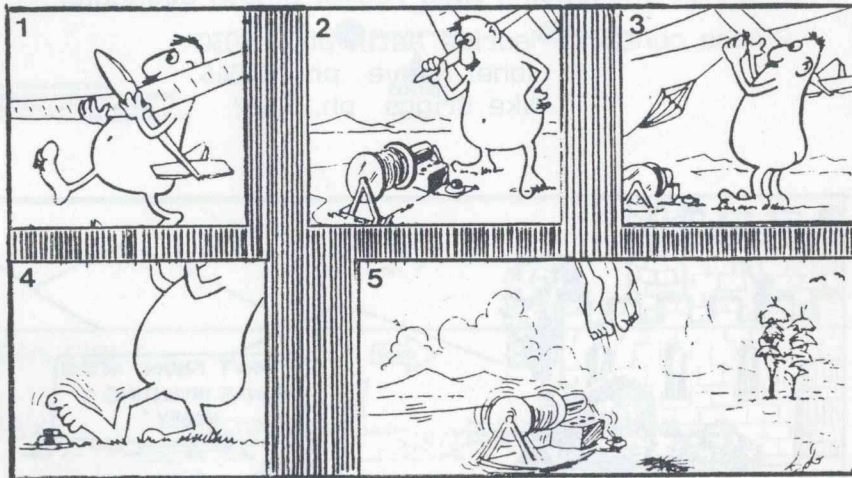
Please contact: Maurice Astill ph.410.030
Lionel Reeve ph.410.046
Mike Briggs ph.25.452



Origin of C/L supplied by M.Small, drawn by G.Stone.

Sunny, no cloud, mild breeze. A good morning's flying with thermals evident, if patchy. Harvey won without having to resort to the famous dive from 500' onto the spot, ahead of John Urry whose Aquila had its tail feathers ruffled in an early round. John's van became a repair area (that's where the CA and accelerator was to be found) for Graham Main who attempted to make his Metrick into a two-seater (In Joke) and Bernard Scott whose fin fell off (Off Joke). Randal and Harvey were heard to remark that, due to their advancing years, four consecutive launches were all that their legs could stand (Out Joke).

John Urry's electric winch could provide the answer to the last problem. John has kindly agreed to allow Propwash to reproduce part of the winch's instruction manual:



H.STIVER	Paragon	446	439	390	1275	1st
J.URRY	Aquila	423	434	322	1179	2nd
R.HART	Windrifter	354	440	356	1150	3rd
J.SUTHERLAND	QB2500	410	238	392	1040	4th
L.HARRIS	Riser	353	408	236	997	5th
B.SCOTT	Orange Box	414	293	225	932	6th
D.ANSELL	Mirage	289	276	326	891	7th
G.MAIN	Metrick	239	249	396	884	8th
G.PARADINE	Riser	155	168	314	637	9th