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PROPWASH
H.B. RADIO FLYERS
BOX 1085, HASTINGS



PROPWASH

FEB

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1988

HAWKES BAY RADIO FLYERS INC

PATRON: Mr. Piet Van Asch.

VICE PATRON: Mr. Russell Davey.

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	353.450	John Sutherland	776.389
BULLETIN EDITOR	Bernard Scott	353.450		

COMING EVENTS

FEB	6/7	NDC	Open Rubber, Fla.
FEB	7	CLUB	Slope [III]
FEB	20/21	NDC	Thermal A, HLG.
FEB	28	CLUB	Aerobatics [III]

CLUB NIGHT FEB 8th, 8:00pm, Pakowhai Hall.

The First Annual HBRF Paper Aeroplane Construction and Flying Contest. Bring your own paper clips, paper and construction (!) tools. Duration and precision rounds. If you missed the fun of the earlier Indoor HLG evening, now's your opportunity.

NOTE Deadline for March Propwash: FEB 24th

PREZ SEZ

Happy New Year to all you fellow flyers out there. Contrary to all the so-called 'experts' in doom and gloom, there is every reason to believe that this will be a prosperous year.

Two news items. Firstly, the Club House will be constructed, complete with fencing, decking, and bar-b-que area ready for use on Sunday 20th February. Secondly, the Rule Books will be distributed at the next Club night. By the time of the AGM in March, the goals we set for the Club to achieve will have been accomplished.

And two matters for you to consider. 1) What format would you like the Clubhouse opening to take - when? guests? activities? After all, we might as well make it a day to remember; a day when we can pat ourselves on the back and start to enjoy the results of the contributions that we have all made to reach our goal. 2) With the AGM coming up in March, who would you like to see on the new committee? I am sure that there are many thinkers, workers and innovators amongst us. This is the chance to play a positive role in the running and development of the Club, so if you are interested, please let one of the committee know. (If next year is half as exciting as the present year, a real sense of challenge and achievement is in store for those willing to undertake committee responsibilities).

See you at the next Club night - don't forget your materials for the paper plane event.

Peter R Sharpe
President.

NINETY HLG's IN FOUR DAYS

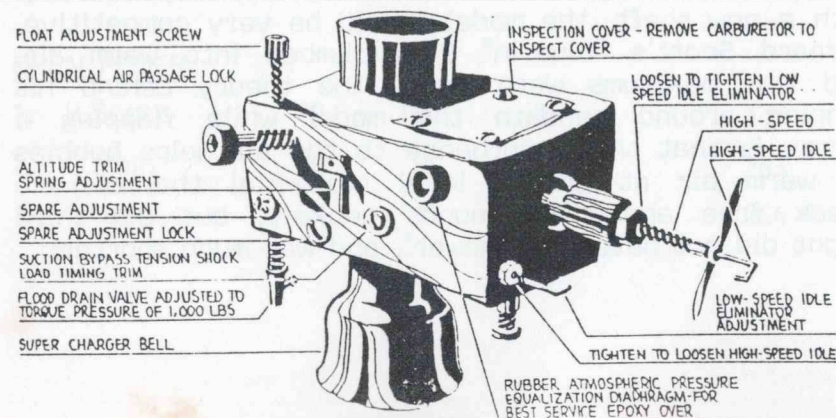
This was the result when Messrs Sharpe, Stiver, Whitburn and Ansell undertook to instruct groups of Boy Scouts, on camp at Bridge Pa airfield early in January, in the art of model construction. Over a period of four days groups of about twenty-four boys were helped to construct HLG's as part of their aircraft/flying oriented camp.

The Scouts came from all over New Zealand and ranged in age from nine to sixteen. They tackled the task of building with enthusiasm and varied degrees of skill that resulted in models of very different flying characteristics. All seemed to enjoy the activity, regardless of the performance of their final product.

A display of R/C flying was put on by Messrs Kershaw, Madder, Sharpe, Stiver and Scott, and provided the boys with another glimpse of what aeromodelling can offer.

The Club has gained much goodwill locally as a result of its involvement, and perhaps seeds have been sown that will bear fruit in the years to come.

THE ULTIMATE R/C CARB ?



CLUB OPEN POWER & OPEN RUBBER 13th Dec.

After several frustrating postponements due to the weather, these two free flight events were held in perfect conditions: warm, little drift, and occasional cloud.

OPEN RUBBER drew five entries and a varied group of models. Wakefield, Coupe, P-30, and Vintage! How's that for diversity? Malcolm Small experimented with a "1-Nite" P-30 before switching to a vintage "Senator" and obtaining a maximum on his third flight. Graham Main also switched models, but not voluntarily, as his "Gary Coupe" found rising air and disappeared in the direction of Wellington while the owner castigated himself (!) for not having set the D/T. A modeller with many a flyaway under his belt, Graham watched until the model was OOS, then calmly produced a "Senator" for his second and third flights. The Coupe was later brought back by John Urry who located it while searching for his ½A "Witch-hawk". Peter Gammon used a "1-Nite" P-30 model, and found lift for a good third flight. This model should be seen often at the field, considering the number that Leicester has sold. The kit is of high quality, complete, and at under \$20, is well suited to the modeller who wants to have a go at rubber without committing a lot of time or resources.

Harvey dusted off his Wakefield model which, after many years of storage, was in a surprisingly flyable condition. A slight bend in the propellor shaft reduced efficiency, but three 1+ minute flights were recorded. With a new shaft, the model should be very competitive. Bernard Scott's "Bluefin" P-30 climbed into warm air, and two maximums were made. The theory behind his running around beneath the model while flapping a jersey is that the disturbance to the air helps bubbles of warm air at ground level (potential thermals) to break free and rise. Sounds unlikely, but his third flight did not have 'flap power', and was much shorter!

OPEN POWER had three entries, all to ½A specifications. John Urry trimmed his Cox.049 powered "Witch-hawk" (finished the day before) and put in two flights, but the model was not 'just so', and they were brief. His third flight climbed well, went into lift, and flew OOS - no D/T. Sadly, a long search did not locate the model, but as mentioned earlier, did turn up Graham's Coupe.

Bernard Scott also flew a Cox.049 powered "Witch-hawk", but had fuel foaming problems that reduced the permissible 7-second engine runs to 4, 6, and 2 seconds on his three flights. Vibration of the Cox plastic tank/mount, or propellor flexing could be the cause.

Graham (let's hope I don't blow the plug) Main used his venerable "Cuddy" with Atwood.049 power. This model has brought Graham many wins, for despite its sedate climb, it glides for an almost indecent duration if it finds the merest whiff of a thermal. Fortune did not smile on the Cuddy this time, however.

RESULTS:

OPEN RUBBER

1. B.Scott	180	180	127	487
2. M.Small	66	63	180	309
3. P.Gammon	69	55	138	262
4. G.Main	180	26	33	239
5. H.Stiver	61	83	71	215

OPEN POWER

1. B.Scott	79	180	70	329
2. G.Main	98	56	129	283
3. J.Urry	39	45	180	264

CLUB Scale : Rd.2. 6th December.

		Static	Flt.1	Flt.2	Total
1st	J.Sutherland	394	966	985	2345
2nd	J.Clarke	358	989	901	2248
3rd	B.Scott	278	925	899	2102
4th	P.Sharpe	267	741	791	1799
5th	H.Stiver	410	938	40	1388

Aggregated Results 1987.

		Rd.1	Rd.2	Total
1st	J.Clarke	2285	2248	4533
2nd	J.Sutherland	1802	2345	4147
3rd	B.Scott	1967	2102	4069
4th	H.Stiver	2319	1388	3707
5th	P.Sharpe	1561	1799	3360
6th	G.Madder	2200	--	2200

Note that the results for Rd.1, published in the July Propwash were in error, being based on the total of static and best flight, rather than static and both flights as our rules call for. The Rd.1 scores printed here are the corrected results. J.Clarke, CD.

SLOPE SOARING Rd.1 January 17th.

Held at Ocean Beach in moderate lift that increased as the morning progressed.

1st	Harvey Stiver	25+24	49
2nd	D.Ansell	24+24	48
3rd	G.Main	23+21	44
4th	J.Clarke	22+19	41
5th	B.Scott	21+19	40
6th	T.Burns	23+ 0	23

Second round scheduled for February 7th.
Contact Harvey Stiver for details.

40th NATIONAL CHAMPIONSHIPS

Clareville 28th Dec - 2nd Jan.

A full and official report of the Nationals will appear in The Fliers World. The account that follows presents observations and impressions of one HBRF member.

The trip to Clareville was made on the 27th in very windy conditions that did not abate until about 7:00pm. A shady spot was located and camp set up after re-reading the tent pitching instructions and finding that the permutations possible with 33 aluminium poles are sufficient to satisfy the most creative of campers. The A&P Showgrounds border the main road, and are well equipped with tent and caravan sites, halls, kitchen, ablution block, grandstand and large oval. Control line events were held on the oval, radio and free-flight fields were about three and six kilometres respectively from the showgrounds.

After a cold night, the morning of 28th was calm, and I had the chance to trim out a vintage glider model. Wind sprang up around mid-day, forcing a return the camp site where the newly pitched tent close by was occupied by John and Scott Urry. Later Graham Main came by: The HBRF representation was growing! Graham was staying at a Masterton hotel that was hosting a Magician's Convention, so we looked forward to some spectacular flights being conjured up in the Open Glider event the next day.

We were not disappointed. The wind was very strong and gusty. F1A was terminated after five rounds, Thermal A was postponed, and those that flew needed care and skill to avoid disaster. One unidentified Open Glider competitor was heard to shout through the 40kt wind to his launcher: "I'll wait till there's a stronger breeze". He did wait, then launched into a particularly strong gust, snapping wings instantly. Odd how the stress of competition affects some! However, even those who patiently waited for a lull were sometimes dealt a similar fate. Amongst them was Graham, whose wings

folded on his second launch. Robert Wallace was seen on the flight line, and managed to get his flights in without mishap.

Results Open Glider:

1. B.Yates	ROSK	287
2. C.Bruce	WKMA	282
3. R.Douglas	GSMA	279
15. R.Wallace	HBRF	133
17. G.Main	HBRF	43

Tuesday evening was spent at meetings - FFONZ and NZMAA. What a pity that the NZMAA meeting is so poorly supported, and that a few of those in attendance seem obsessed with fault-finding, and boosting their own egos at the expense of the common good!

More destructive wind on Wednesday. Graham and I flew Vintage Gas, both using Vic Smeed's venerable Tomboy design. We had long retrieves, as did John and Scott Urry who flew Outdoor HLG, using a fleet of freshly constructed Bulldogs. After Gas, Graham and I prepared to fly miniature Replica. The wind was as strong as ever, and I eventually decided against flying, this choice being prompted by Graham's second case of folding wings.

<u>Results Vintage Gas</u>		<u>Miniature Replica</u>	
1. P.Lagan	295	1. P.Lagan	233
2. G.Main	276	2. R.Lewis	196
3. B.Yates	250	3. C.Murphy	130
7. B.Scott	211	5. G.Main	6

I did not note the times for HLG, but HBRF members got the following placings: J.Urry 15= R.Wallace 15= S.Urry (Jnr) 7th.

Spotted Doug and Ngaire Duggan arriving with a Camel train in tow. They were just in time for the rain which started in the night and continued for most of Thursday. The later afternoon was suitable for FF, but the day's events had been battled out in heavy rain. I flew a Mini Thermalist in Vintage Glider, having to add about 30g of nose weight to counteract the weight of water on the model's tail. Waiting for periods of less heavy rain left little time to fly Vintage Rubber, but managed

three short flights before the 12 o'clock deadline.

Highlight of the day was Aggregate, flown in the evening in a light breeze. Tomboys predominated, but there were also some eccentric, but airworthy, entries. Of special note were a Windbag (imagine an overstuffed Zeppelin) and a flying wing, launched underarm. Aggregate draws a larger crowd than does any other FF event, and generates the most spectator involvement. The safety of the event has been questioned in the past, and the suggestion that spectators be removed far upwind of the flight-line has been made. It appears to me that it is the closeness of spectators to the models, with the need to be alert for wayward models that creates the excitement, and that to isolate the viewer from the action would spoil the event from the observer's point of view.

Results Vintage Glider

<u>Vintage Glider</u>		<u>Vintage Rubber</u>	
1. R.Lewis	387	1. P.Lagan	550+255
2. A.Graves	364	2. R.Bain	550+55
3. J.Dowling	333	3. G.Taylor	447
5. B.Scott	313	16. B.Scott	96

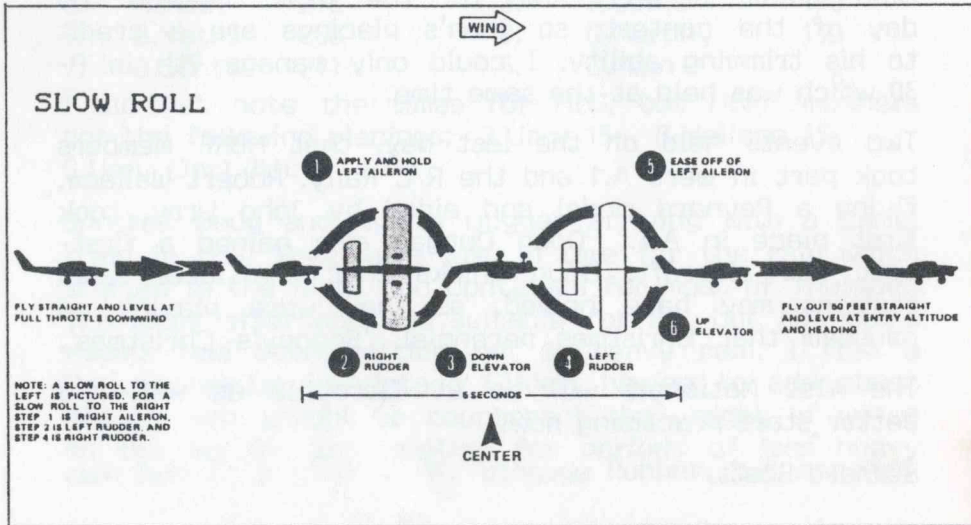
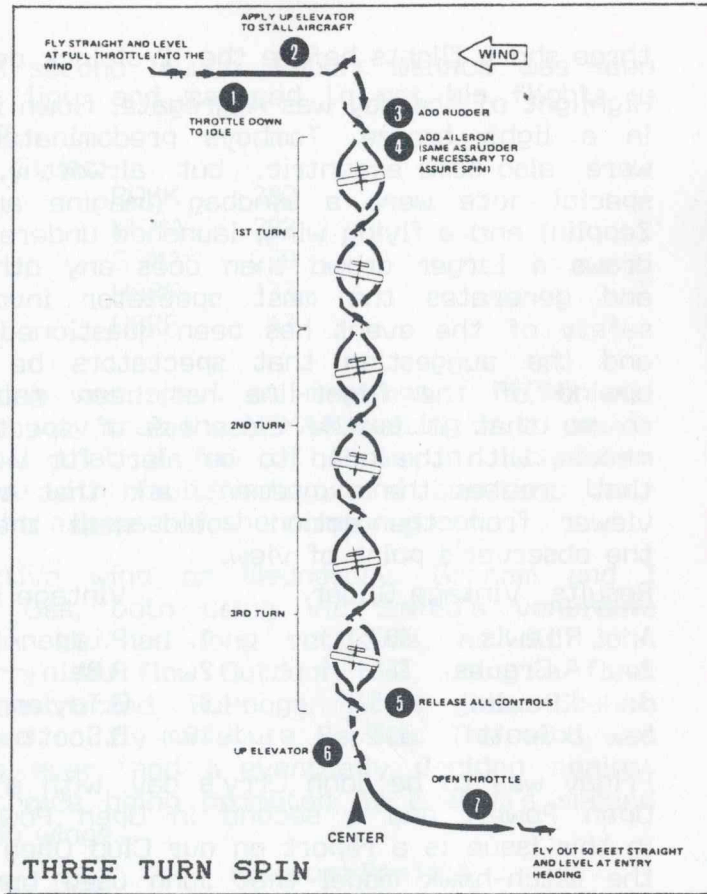
Friday was to be John Urry's day, with a first in Slow Open Power, and a second in Open Power. Elsewhere in this issue is a report on our Club Open Power event - the Witch-hawk model that John used for both events was built at the same time as the one he lost in the Club event. It was flown for the first time on the day of the contest, so John's placings are a credit to his trimming ability. I could only manage 7th in P-30 which was held at the same time.

Two events held on the last day, that HBRF members took part in were A.1 and the R/C Rally. Robert Wallace, flying a Reynard model and aided by John Urry, took first place in A.1. Doug Duggan also gained a first-best WWI aircraft. Doug thinks that the local radio stations may have helped, as they were playing ad nauseam that Christmas perennial, 'Snoopy's Christmas'.

The 41st Nationals will be at Clareville as well - I'd better start practising now!

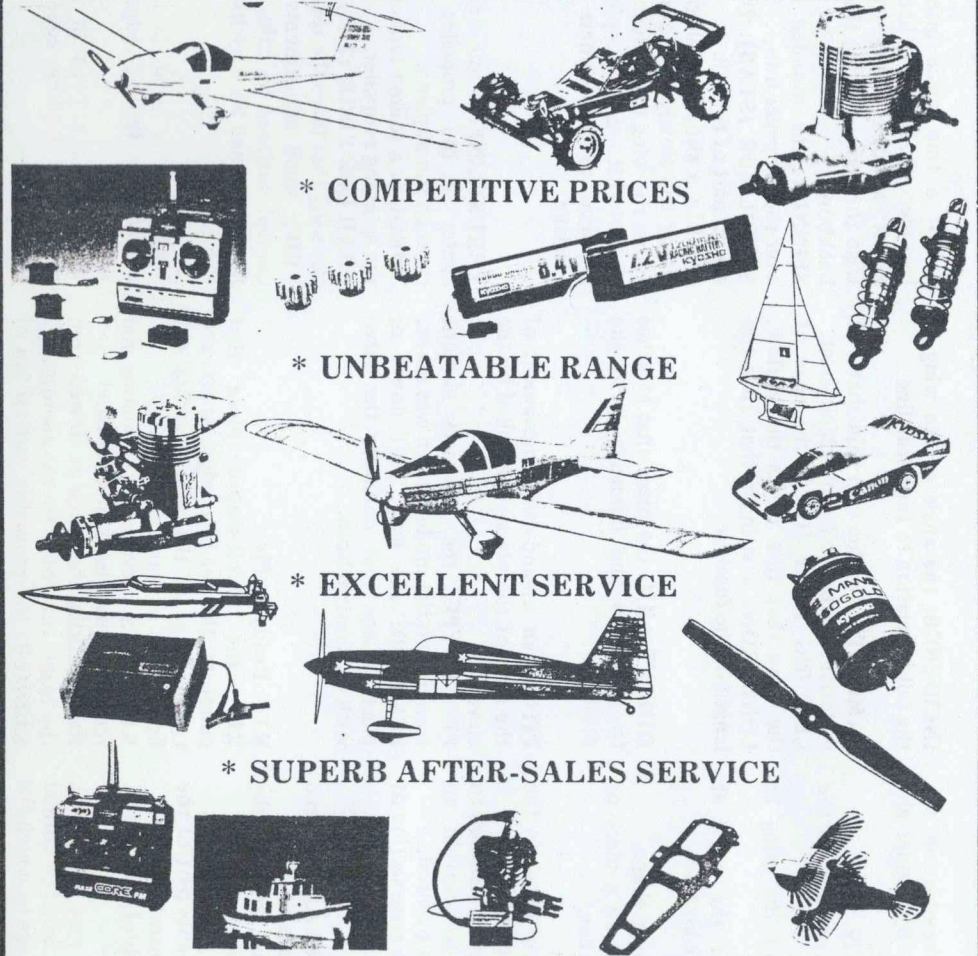
Bernard Scott.

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✦ Because of the change of premises, the model shop will not be open on Feb 5th and 6th.

NZMMA the national organization for people who build and fly model airplanes, open to everyone.

ARF: Almost Ready to Fly.

AILERON: the control surface on the wing that rolls the plane.

AIRFOIL: the shape of the wing as seen from the end.

ANGLE OF ATTACK: the angle at which the wing meets the air flow.

BEVEL: to sand to an angle shape.

BURR: the rough edges on a piece of wood or metal after it is cut.

CAP STRIP: a thin strip glued to the edges of the ribs to shape the wing.

CONTROL HORN: a device attached to each control surface to provide an attachment point for the pushrod.

COWL (COWLING): the nose section of the fuselage that encloses the engine.

DECALAGE: the difference between the incidence of wing and stabilizer.

DIHEDRAL: the upward angle of the wings as seen from the front.

ELEVATOR: the moveable part of the horizontal tail which controls pitch.

EMPENNAGE: the tail of the plane.

FIN: the fixed vertical part of the tail.

FIREWALL: the hard wooden former at the front of the fuselage to which the engine is mounted.

INCIDENCE: the angle of the wing or the tail in relation to the thrustline.

LAMINATE: to glue two thin sheets of material together to form a thick sheet.

LEADING EDGE (L.E.): the edge of the wing that first meets the airflow.

LONGERON: a stringer that runs the length of the fuselage.

OUTPUT ARM: the piece that attaches to the servo and connects it to the pushrod.

PITCH: an up-and-down movement of the nose of the plane; controlled by the elevator.

PROTOTYPE: the full-scale airplane from which the model design was taken.

PUSHROD: the long, stiff dowel or plastic piece that connects the servo with the control horn.

RTF: Ready to Fly.

RIB: the airfoil-shaped piece that connects the leading edge, spars and trailing edge of the wing together and holds them in shape.

RETRACTS: devices for extending and retracting the wheels on command.

ROLL: tilting the plane as viewed from the front; controlled by the ailerons.

RUDDER: the moveable vertical tail of the plane, which controls yaw.

SHIM: a thin piece inserted between two pieces to improve their fit.

SPAR: a wooden stick running lengthwise through the wing that serves as its backbone.

SPINNER: the rounded cone that fits over the propeller hub.

STABILIZER (STAB): the fixed horizontal part of the tail.

STALL: a situation where the plane is flying too slowly to move sufficient air across the wing to produce lift.

STRINGER: a long piece of wood attached to the formers to shape the fuselage.

THRUSTLINE: a line drawn from the center of the propeller hub straight through the airplane.

TORQUE: a rolling tendency caused by the spinning propeller.

TRAILING EDGE (T.E.): the edge of the wing that faces the rear of the plane.

TRIM: small adjustments made to the control surfaces to cause the plane to fly straight and level by itself.

WASHIN: a twist in the wing that makes the trailing edge lower than normal.

WASHOUT: a twist in the wing that makes the trailing edge higher than normal.