

# Model Flying Hawkes Bay



## PROPWASH



### Club Newsletter #153 OCT 2023

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| Sun 12 <sup>th</sup>           | <b>Club Sunday</b> ( Barbecue Rain date)                                       |
| Tues 14                        | Committee Meeting.   |
| Sun 19                         | <b>Club Sunday</b>   |
| <b>Wed 22</b><br><b>7.00PM</b> | <b>CLUBNITE Massive Sale Night</b><br><b>National Services Club, HASTINGS.</b> |
| Sun 26                         | <b>Club Sunday</b>   |

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### NDC VINTAGE & SOARING NOVEMBER 2023

|        |     |      |                      |
|--------|-----|------|----------------------|
| Nov/23 | 160 | VINT | RC Vin E Rubber Tex  |
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| Nov/23 | 437 | SOAR | F3K Tasks B,D,G,H    |
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| Nov/23 | 440 | SOAR | Class R, eRES 2M     |

*Contributors to this issue; Brett Robinson / Barrie Russell / Marty Hughes / Clive Baker / Frank Jaerschky / Phil Sharp / Bernard Scott / Barry Lennox / Stu Sturge / Graham Dawson / Mark Davis / E & OE.*



## From the Editor's Desk;

Greetings All, not so much activity this month, the Field rebuild continues under the guidance of **Lance and Big Red** and the few enthusiastic members who turned out to help with the re-fencing and clean up. Now the seating and shelter reinstatement and renewal of the toilet shed need to take top priority in the club's planning.

The upcoming **Clubnite and Massive Plane and Gear Sale** is going to be a major fund raising opportunity for the club and members' participation in donating goods and bidding at the sale is vital for it's success. Please spread the word to friends and other organisations, their attendance at the night will be welcome. The Auction schedule to date is published below for your information, bring a pocket full of cash and/or your bank account number and bid up large, there are some eye watering goodies on offer. If you have further goods to donate, please get in touch with **Marty** of myself.

My thanks to those who have contributed this month with reports etc, I hope you enjoy the read,

**Barrie the editor** mfhb October 2023.

## Prez Sez.



Happy November as we slide into some sunshine. Thanks to those that attended the working bees. As a result of your hard work , we have all old fences removed and disposed of. The new fences with the flash new environmentally plastic posts have been completed and gates with a lock has also been installed. So nearly 10 months after Gabrielle, we can now say that Awatoto is perimeter secure.

The Deans shelter is now the Deans concrete pad as all the dangerous hanging steel and roof pieces have been removed and sent to the scrap metal and dump. The carpark has been cleared and levelled as much as possible and is now ready to be used as a carpark again.

Can I now please ask that we use the carpark for cars and set up our models on the Deans pad and leave the grass area or the pits area. Thanks all for your patience during this rebuild of Awatoto . This has been a challenging time for all but we are well on the way.

Flying conditions lately have been quite good and ive managed to pop down mid week for a fly. Please make good use of the field as a lot of work is going into it to keep it looking pristine.

Come December I will be back to normal shifts and can resume Sunday club days with some BBQ Burger Sundays.

**Now for the big news.** We have a massive club night coming up with an auction night that is shaping up to be the biggest we have had. Raising money for the shed internal rebuild and fit out. We will have over 30 lots up for auction. Most will have no reserve but some more valuable lots will carry a modest reserve. Planes , Motors, Transmitters, Receivers and much, much more. Builders' kits, ARF Kits ... something for everyone. Plus there will be a negotiable sales table at the conclusion of the auction. Its open to all so if you know anyone wanting to get into our crazy mad hobby then bring them along. Doors open **Wednesday Nov 22 , 7 pm** at the National Service club Hastings. **Auction starts 7.30 sharp.** Put it your calendar now and start saving.

Happy Flying,

**Marty President** MFHB.

**Ed Here again,** Not only does this editor sometimes struggle for copy, it seems that the Model Flyers World team are desperate as usual. This just in from Secretary **Barry Kerr**; .....

## Model Flying World December edition - Copy needed now!

Could you please pass this around your club members or forward to the club Secretary  
Also have a look in your club magazine to see if there's articles that may interest all MFNZ fliers.

**The Deadline for copy is Friday 17th November,** If you're going to put an article in the magazine, please inform Murray ([editor@mfnz.org](mailto:editor@mfnz.org)) as soon as possible and he'll book you space in the layout If you want the magazine on time , please send your articles on time!

Regards, **Paul Clegg**  
Administrator, Model Flying NZ  
email : [admin@mfnz.org](mailto:admin@mfnz.org)  
phone : 021 986 566

## The 76<sup>th</sup> Model Flying New Zealand NATIONALS

Clareville, Carterton. Jan 1<sup>st</sup> – 5<sup>th</sup> 2024.

The event starts on the 1st of January 2024 and finishes on the 5th January. Registration opens at Nats HQ at Clareville at midday on the 31st December.

**Online registration** opens on the 1st of November 2023. If you could get your entries in early, it helps the organisers. Note that if you enter events which you subsequently can't fly, we will give you a refund if you have already paid for that/those event(s) via the internet.

### **Click here for the Event Program**

All MFNZ members are welcome to come and even compete, even if you haven't been before, it's a great experience.

Kevin Botherway, one of the nationals organisers, released this statement following the 75th Nats:

***The 76th Model Flying New Zealand Nationals will be held on the week of the 1st to 5th January 2024. This will be held at the Wairarapa A&P Showgrounds near Carterton. Carterton is very close to Masterton in the lower North Island of New Zealand. Registration will start at midday on the 31<sup>st</sup> of December 2024 and will run the competitions of all disciplines through until the night of the 5<sup>th</sup> of January which will be the prize giving and function evening. Many competitors will stay onsite at the showgrounds with scheduled fun events during the evenings.***

### **VINTAGE FLYERS; TAKE NOTE !!**

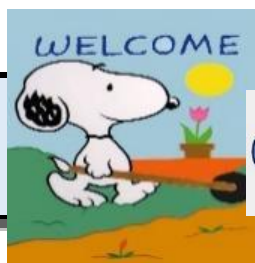
***This year's Vintage program is to be run "Rally Style" meaning you can fly any event on any day as suits you. The only proviso is that you must have entered and paid for your entry either on - line or at the Nats Registration centre before turning up at the field. (NO EXCEPTIONS !!).***

***Unlike previous years, the on-line registration will be available up to and through the Nats. So now you will be able to make a late decision and come any day and fly your favourites.***





# CLUB ACTIVITY October 2023



**Thursday 5<sup>th</sup>.** A three day window of relative calm during the annual Equinox Blow ! Eight pilots turned out for some Vintage and flightline fun. **Danny and Anthony** made the most of the good conditions under **Stan's** watchful eye.

**Rod Hughes** put in some good air time with his petrol powered biplane, once he got the trims sorted out... (**Marty** must have been flying it last !!)



I tried to get the Banshee airborne but this last U/C skid arrangement proved unsatisfactory, back to the drawing board!

Pits scene to the left. A very pleasant morning after the last few days of wind, wind and more wind !



**Saturday 7<sup>th</sup>, Fencing Working Bee.** A dozen hard working members on the job, those skilled in putting in the eight new main strainer posts. Making three gangs doing a good job to have behind us. Once this is done then the wires can be run and the intermediate posts dug and rammed in plus the waratahs. Once again our new tractor with the front bucket is showing it's worth, filled with shingle makes it a great post rammer, **Bill, Lance and Stan** in this work gang.



Over in the sou-est corner **Rob Little, Stu Sturge, Phil Sharp and Greg Morris** were hard at work setting in their strainer.

And in the main entrance, **David Kenwright, Joao Dib and Blair Jepson** were hard at work putting in the main gateway strainer posts.

A slow start getting all the corners set up and stayed, but once in place, then the

running of wires and intermediate posts and waratahs will follow more easily.

A sconed morning tea was supplied by the editor who too was up early baking !!!

**It's hard to believe, but some miserable bastards stole two strainer post, four 6inch posts and a roll of fencing wire from the field during the week, There sure is some low life in our society.**





Big Red added another task to his list of achievements, that front bucket filled with shingle for added weight is showing its worth as a fence post Rammer !



**Friday 13<sup>th</sup>**, calm day, so pooped out to have a quick fly of my Delta and found a few members enjoying the conditions with Big red mowing the field in the background.



**Dr Brian** was boring holes in the sky with his many times re-furbished ex-**John Clarke** Number 10 ! And **Daddy Rod** was having a love affair with his Stearman that he has now got trimmed into submission !

**Saturday 14<sup>th</sup>. WORKING BEE** .....

Good progress made with the fencing despite the disappointing lack of support from the General Membership. Needless to say our Field Officer's comments were somewhat terse considering only eight of us turned out to help ! I wonder would the membership rather we had these jobs done commercially and increased the club fees by say a hundred or more dollars per member a year to save themselves having to contribute a few hours manual labour. Mmmmm, one wonders, maybe it's a time for a re-think ?

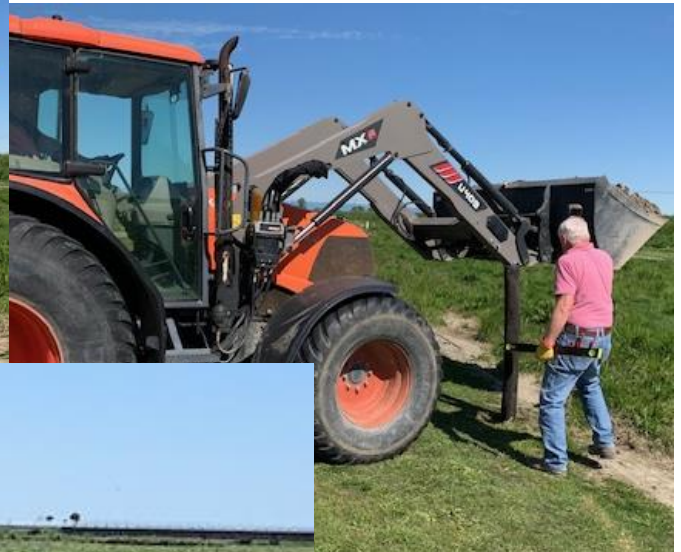




On the positive side, **Rob M** took a truck and trailer load of metal to the recyclers, and **Stu and Phil** a huge trailer load of rubbish to the Dump. **Rob Little** once again came all the way from Dannevirke and did a sterling job of staying strainers and running wire, and also supplied a morning tea of his wife's delicious muffins. **Thanks Mrs Little ! ( and Rob ! )**



**Bill and Stanley** were working on strainers and stays, and **Lance, Big Red and Russ** were on fence post inserting duty. I took pictures and offered advice ! And **Russ** put a lot of trust in Big Red and his driver!



We're getting there, only thirty-six more posts to go !!

**Sadly the low life is still around, some more field posts disappeared during the week and would you believe, the Thieving Bas\*\*\*ds pulled some of the top seating planks off our field seats and stole those also ! Just what is our society coming to ? Ed. ...**



**Friday 20<sup>th</sup>, The last fencing Working Bee.** Participation still a bit sparse, but those that turned out got the job done. **Lance and Big Red** to the fore again and **Tony W, Bill R, Vic S, John W, Myles M, Archie C, Barry K and self** got the last of the posts rammed home and all the wires strained and stapled and the car park gate hung ( now opening inwards ! ) A great job done and dusted and next a final cleanup and then the rebuilding of the seating. We're getting there slowly,



**Saturday 21<sup>st</sup>.** Great to see Stu out with a new model flying at Awatoto following his devastating loss all his modelling history in his garage fire. This very nice electric aerobatic model, test flown for him this morning by Rob Lockyer, has a



sparkling performance on a 5S 5200 Lipo pack.

Nice to see the "old" Watts-Up crew back at the field enjoying the conditions. **Heather, Ian and Bruce.**





**Sunday 29<sup>th</sup>**, a quiet morning, I guess with the AB test and the Cricket ODI over night members were in recovery mode or had other things on their minds.

Seen at the field during the week, **Mark Larsen** had this own build Foam Board Thingummy which he was hoping to get **Stanley** to test fly. ( I think Stan might have got wind of it and decided to stay home ?) No disrespect meant Mark, but it sure looks interesting, maybe you could sell it to the Ukrainians ? Good luck with that test flight.

Stu Sturge is going great guns with his new light weight aerobatic ship thanks to Rob's help and input.



**Norris Kenwright** was enjoying flying some more of his delta flying wings fleet with assistance from son **David**.

These things have an amazing presence of fly on rails.





# Club Night “ 3-D Printing”

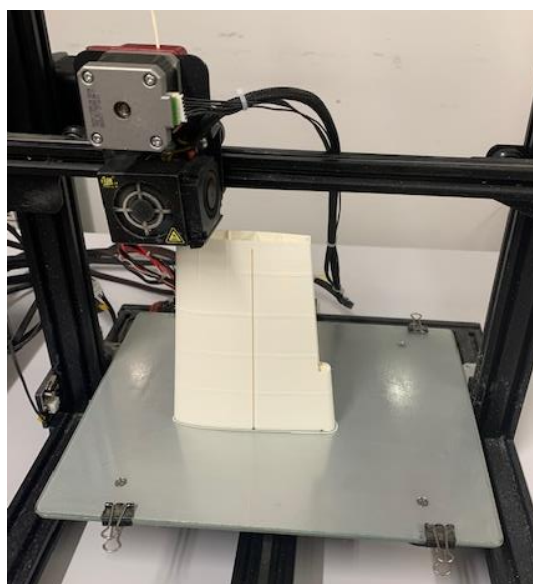
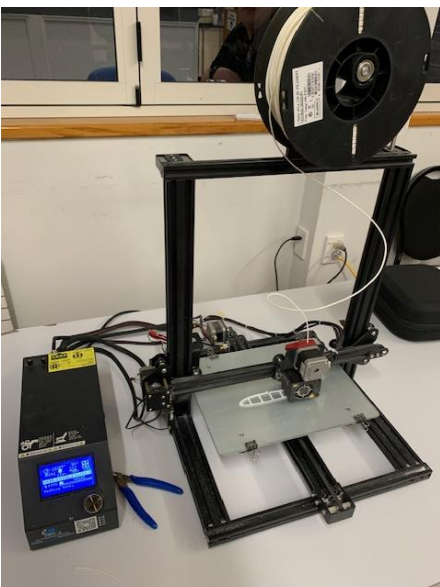
Well, what a great night's entertainment Wednesday 11<sup>th</sup> was. **Graham Dawson** gave us an in depth look at the exciting new world of 3D (three dimensional) printing of model aircraft and associated things.

Some 27 members turned out at the National Services Club in Hastings for a great evening's entertainment. Not a huge number considering the size of our membership, but those who did were



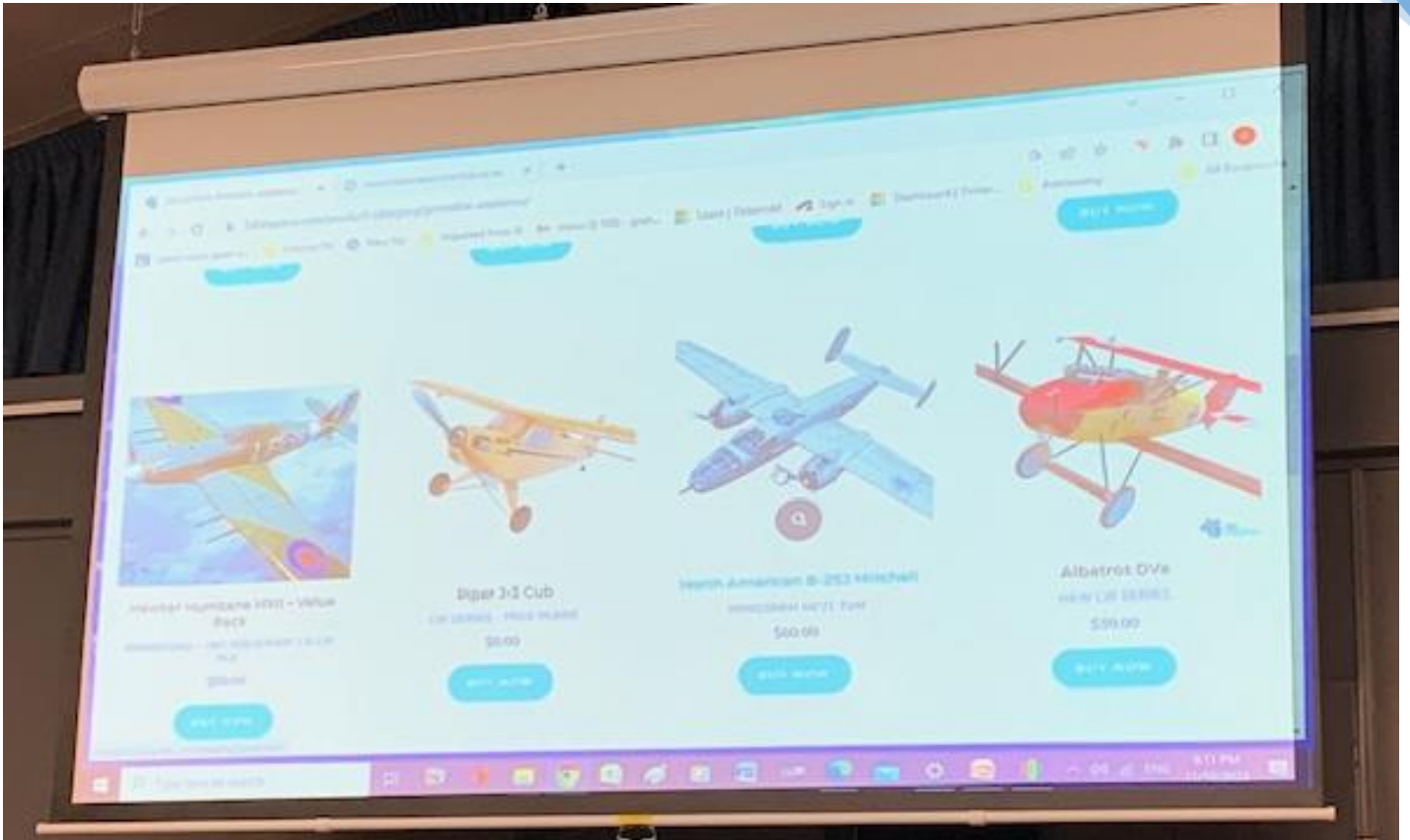
amply rewarded. **President Marty** kicked the meeting off with a general club report and then introduced our member **Graham**, an avid Modeller and Pilot with a background in Aviation, Engineering and Managerial IT who then gave an in depth power point presentation of his experiences of 3D printing of model aircraft. The N S Club is well set up with an overhead digital projector and large screen, ideal for such an event.

During the evening, Graham had his 3D printer set up and running printing out a wing section of a hurricane model for all to see. His talk covered all aspects of the operation, the Technical details, how the printer worked and the materials used.





He gave a web presentation of where the printing files came from and available for purchase, in fact it was just like visiting an on-line model shop !!



He had a number of his printed models on display covering a wide range of types of aircraft;







The Sabre above now some years old is a regular performer and flies extremely well and is “full house” with flaps and retracts and a 6S 90mm ED fanjet.

The Spitfire on the right is undergoing a rebuild and **Graham** says is an excellent flying model. He uses Rustoleum spray paint for the camouflage.



The presentation drew lots of questions and gave rise to some very interesting discussion. **Graham** said he was more than happy to share his experience and help anyone who was interested in getting into 3-D printing. The evening concluded with a supper and a pleasant social time. Our sincere thanks go to **Graham** for his excellent presentation.





# Massive Aircraft and Gear SALE


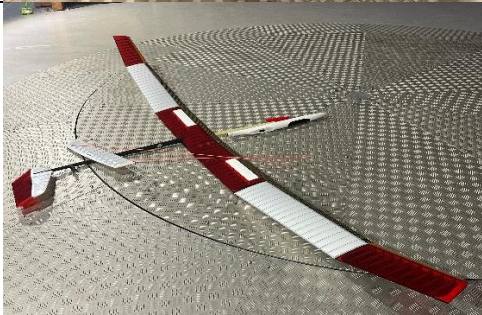



- Clubnite Wednesday 22<sup>nd</sup> November at the National Services Club in Hastings.
- **Doors open 7.00pm, Club Meeting 7.15pm.**
- **Auction 7.30pm. Sharp.** We have a “Lots” to get through !!
- Followed by Sale Table and Supper.


The club has been gifted a lot of modelling gear from the estates of the late Ken Duffell and Kevin Morrison. Added to this are some very significant donations from Club Members. This promises to be a night to remember both in value and fun under the auction hammer of our very own “**Marty**” Auctioneer Supremo. Most of the gear will be offered without reserve, however a number of the more valuable items will have some reserve which if not met they will be sold later on-line. At the conclusion of the auction, there will be a sales table of smaller items that may be negotiated for.

Members, spread the word amongst your friends and any interested parties. All will be welcome to attend the auction and bid for the goods on offer.








The following is a listing of all the auction lots offered to date, more will be added as donations from club members become available.

| Lot # | Photograph  | Description/Details   |  |
|-------|---|---|--|
| 1.    |  | <b>T-28 Trojan Foamy Grey.</b><br>1100 wingspan with Futaba Receiver.   |  |
| 2.    |  | <b>Eagle 3.6 meter RES Sailplane.</b><br>Brand new, from Soaring USA, cost over \$1000 US ! Three function, Rudded, elevator and Spoilers.<br><a href="#">SoaringUSA &gt; Sailplanes &gt; Eagle RES 3.6 F3J</a> |  |
| 3     |  | <b>Futaba 16SZ FAAST Transmitter</b><br>in new condition. Replacement cost in excess of \$1000.   |  |




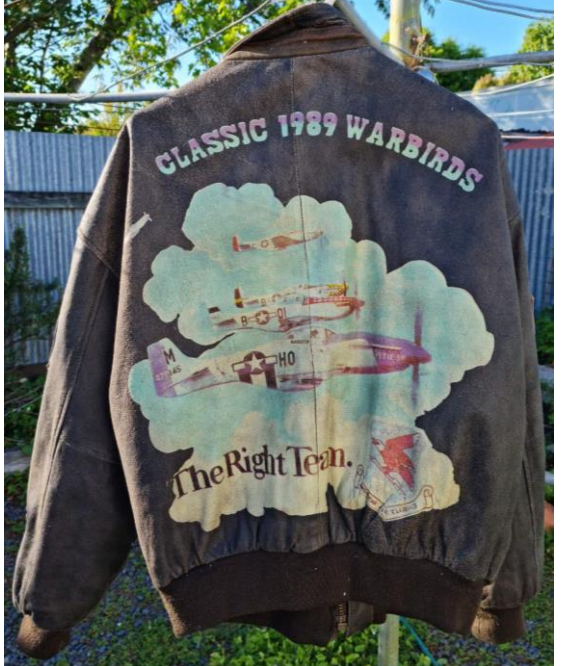


|    |   |  |  |
|----|---|--|--|
| 4  |    | <p><b>Spektrum NX8.</b> Transmitter.<br/>In New condition, an excellent chance to upgrade your radio.</p>                              |  |
| 5. |    | <p><b>Radian Glider,</b> complete with Spektrum Receiver, replacement value of over \$400. All in brand new condition.</p>             |  |
| 6  |   | <p><b>Turbo Timber,</b> Horizon Hobbies ARF, brand new condition, has float kit as well. Also Spektrum SAFE Receiver. Great value.</p> |  |
| 7. |  | <p><b>IMAX charger and 2x 3S 3000 lipo batteries</b></p>   |  |
| 8. |  | <p><b>Beaver</b> Foam builders kit.</p>  |  |
| 9. |  | <p><b>Blade Helicopter</b><br/>Complete with TX ready to fly.</p>  |  |








|     |   |   |  |
|-----|---|---|--|
| 10. |   | <b>Lama Helicopter E-SKY</b>                                    |  |
| 11. |    | <b>F5J Glider Kit</b>   |  |
| 12. |   | <b>Super Chipmunk.</b><br>Carl Goldberg laser cut kitset.       |  |
| 13. |    | <b>2 meter Fling.</b><br>Sailplane kitset/                      |  |
| 14  |    | <b>P-51 D ARF Mustang</b><br>Accessories and retracts included. |  |
| 15. |    | <b>P-51 Mustang</b><br>Carl Goldberg Builder's Kit              |  |








|     |   |   |  |
|-----|---|---|--|
| 16. |    | <p><b>OS .46 FX,</b><br/>Beautiful Glo Motor, brand new<br/>in Box !</p>                                |  |
| 17. |    | <p><b>P-51 Big Beautiful Doll</b><br/>FMS ARF 1400mm wing span<br/>with retracts.</p>                   |  |
| 18. |   | <p><b>K &amp; B .61 Glo Motor.</b><br/>Has both normal glo head and a<br/>marine water cooled head.</p> |  |
| 19. |  | <p><b>Leather Warbirds Jacket.</b></p>  |  |



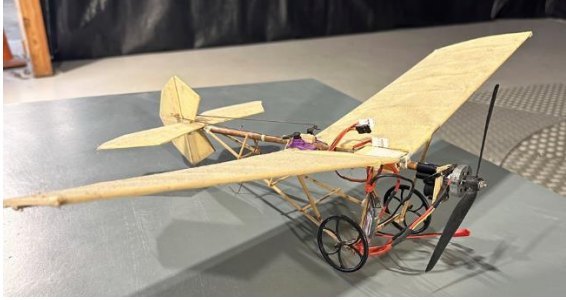




|     |   |  |  |
|-----|---|--|--|
| 20. |    | <p><b>2x Futaba Transmitters, in aluminium case.</b><br/>A 10 CAP and a 9 CAP</p>                  |  |
| 21. |    | <p><b>Propdrive Electric Brushless; motor 35 size. (NIB)</b></p>                                   |  |
| 22. |   | <p><b>Low Wing Trainer,</b><br/>With glo motor and gear.<br/>Needs some TLC</p>                    |  |
| 23. |  | <p><b>Radian.</b><br/>All complete, very flyable, just needs RX and batteries.</p>                 |  |
| 24. |  | <p><b>Slope Soaring Wing.</b><br/>In need of some slight repairs, would be a great SS machine.</p> |  |




|     |   |  |  |
|-----|---|--|--|
| 25. |    | <p><b>ARF Foam Spitfire.</b><br/>Just needs a carbon wing tube.<br/>Has an Orange RX, all servos and retracts.</p> |  |
| 26. |    | <p><b>E Flight Timber.</b><br/>Complete in new condition.</p>  |  |
| 27. |   | <p><b>Field Model / Toolbox;</b><br/>With Starter and control Panel,<br/>model holder etc.</p>                     |  |
| 28. |  | <p><b>Horizon Mini Timber</b><br/>In Box.</p>  |  |
| 29. |  | <p><b>Super Tigre 2000</b> An iconic<br/>Italian glow motor in excellent<br/>condition.</p>                        |  |



|     |   |   |  |
|-----|---|---|--|
| 30. |    | <p><b>DX6 Spektrum Transmitter,;</b><br/>Great value in new condition in box with manual.</p>   |  |
| 31. |    | <p><b>Aerobatic Model;</b></p>  |  |
| 32. |   | <p><b>Old Timer;</b><br/>Electric</p>   |  |
| 33. |  | <p><b>Foam Board Cub;</b></p>   |  |
| 34. |  | <p><b>Futaba Receivers.</b><br/><b>2x R3006SB FHSS (Repl cost \$154.)</b><br/><b>3x R3008SB FHSS ( Repl cost \$119)</b> All NIB and will be auctioned separately.</p> |  |



|           |   |  |
|-----------|---|--|
| <p>5.</p> |  | <p><b>Red Draco.</b><br/>                 Brand New, All set up but not flown.<br/>                 Replacement cost well in excess of \$1000 !!</p> |
|-----------|---|--|

**Plus + more to be listed as the offers come in. MFHB (27<sup>th</sup> Oct 2023.)**

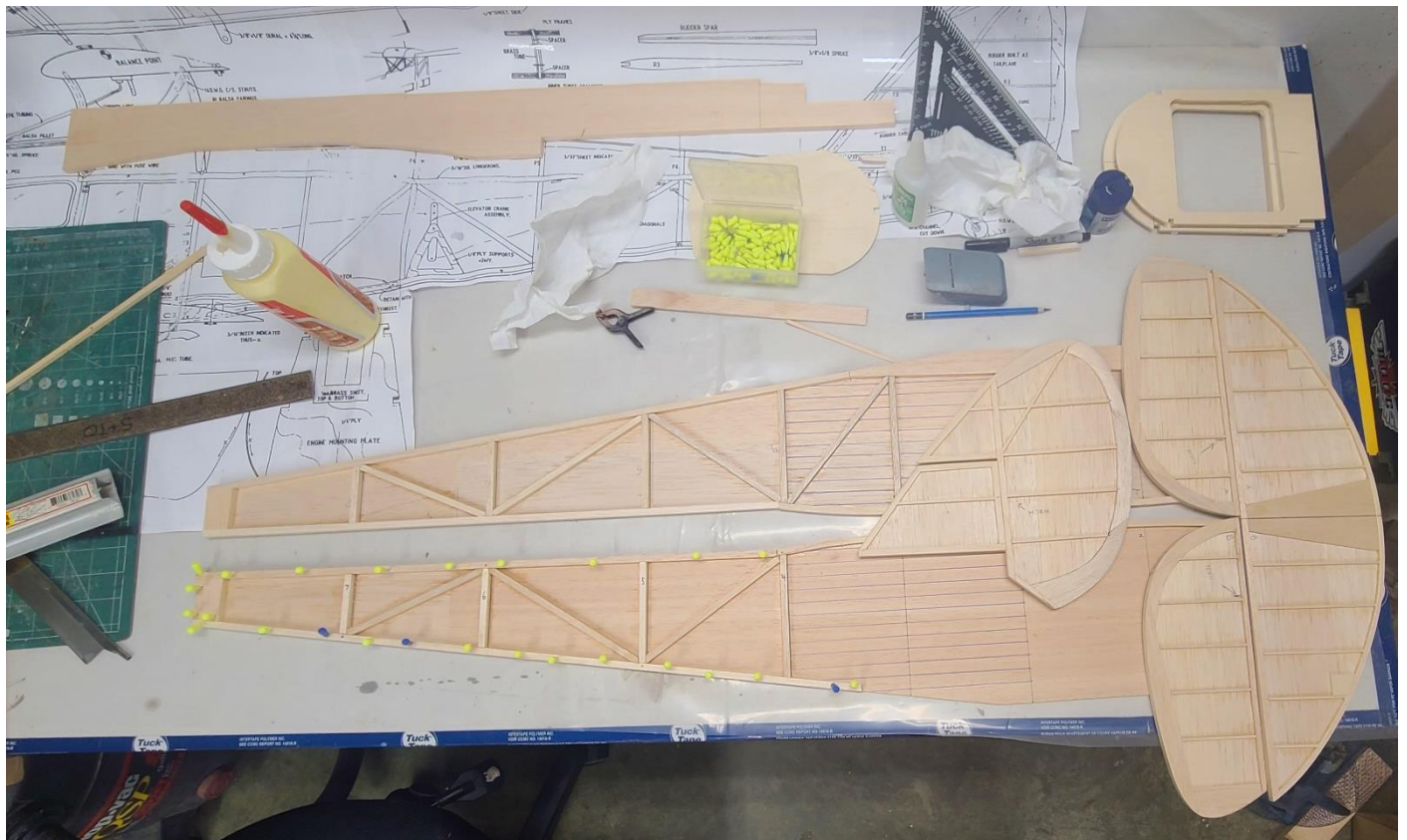
A reminder notice will be sent out to members as well as an updated Sales schedule during the week prior to the clubnite auction.

Any member who is unable to attend the auction but wishes to bid on any item can advise me of their requirements and I will bid for them on the night. Ed.

**AROUND the BUILDING BOARDS Oct'23**



Our Vancouver correspondent **Frank Jaerschky** writes;.....**Kia Ora mates!** Frank here from the Model Flying Hawkes Bay New Zealand (North) chapter. I was a member of your fine club from 1996-2000.





We sadly left Napier in May of 2000 to return to Canada. Our two flying fields are only 11,408km apart. Anyway, I'm hoping to consider myself still an associate member.

Some more activity from the Model Flying Hawkes Bay New Zealand (North) chapter.

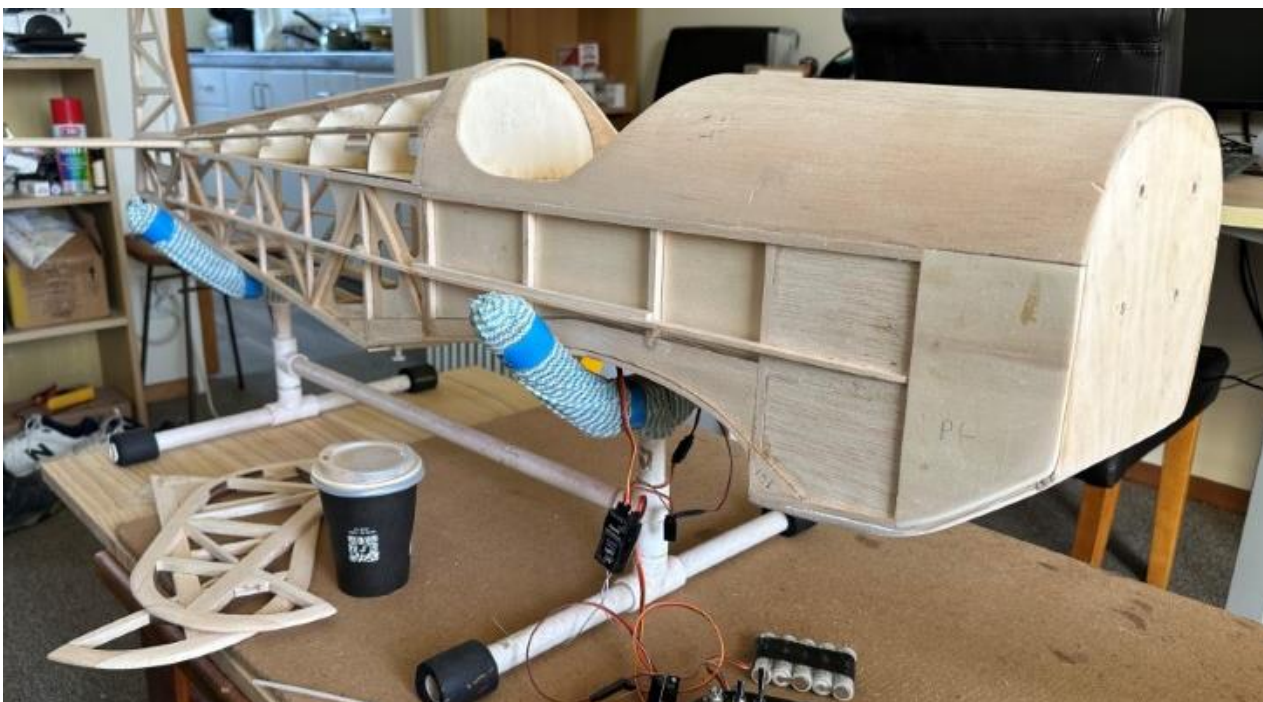
Seems I can't stop building Kiwi aircraft. Looks a bit of a mess right now, but this will be DH83 Fox Moth ZK-ADI. A mate in our club here has a beautiful 66" Tiger Moth with a Laser 4 stroke. I decided I needed something so that we could do some formation flying. I found a set of nice plans for a Fox Moth, but it was a bit too small to match the Tiger, so I enlarged them a bit to get my required 70" span. Power will be a Laser 80, which arrived last week. I'll keep you posted! I posted on the MFHB Facebook page, too.

Cheers, Frank.

*Thanks Frank, we look forward to following your build here, please keep the pictures and copy coming. Ed.*

Marty writes;

Rod Hughes continues to watch the world cup and at the same time is making good progress on his latest addition to the Awatoto flying scene with his Space Walker. When finished it will have a DLE40 twin up the front. I'm really not confident that it's going to fit into his Corolla when finished..... Lucky his son has a plane truck I guess. M.







**Mark Davis** has this exciting new project under way, he reports; Some months back he purchased this almost completed Bucker BU 133C Jungmeister from **Stu Sturge** (pre-fire event !) To power it he has bought an OS FS 95V motor from Firebrand RC and as he said he headed home with more gear that he doesn't need ! (Like a little boy in a lollie shop ).







## CLIVE'S CORNER #13 October'23

*Another month goes by and Clive continues his interesting series of aircraft, both full sized and some modelled by club members.*

### Aermacchi MB 339CB

|                 |  |
|-----------------|--|
| Crew            | 2  |
| Length.         | 10.97 m  |
| Wing Span       | 10.86 m  |
| Gross weight    | 4,400 Kg   |
| Power Plant     | Rolls Royce Viper jet engine, 17.8 kN (4,000lb Thrust) |
| Max speed       | 898kmph  |
| Range           | 1760 km  |
| Service ceiling | 14,630m  |
| Armanent        | Two 12.7 mm Browning machine guns                      |

### The AERMACCHI MB-339CB

One of the few things I do well is to digress. One of the peace-time activities that gave designers an excuse to build fast aeroplanes (if someone would pay for them) was the Schneider Cup. The only limitation on the aircraft taking part was that they had to take off and land on water.

The first race was in held 1913 and the last in 1931 when the British entry was deemed to have won the cup outright. It was a time of rapid development, the winner of the first race completed the course at an average speed of 73.6 kmph. The speed of the winner in 1931 was 547.30 kmph. The Supermarine S6B would go on to become the Spitfire (without the floats.)

There is a short piece of film occasionally shown on Sky of an S6B on a take off run. The sea was quite choppy but it looks as though flight was unlikely until it hits a slightly bigger wave and lifts off.

Four other countries took part;

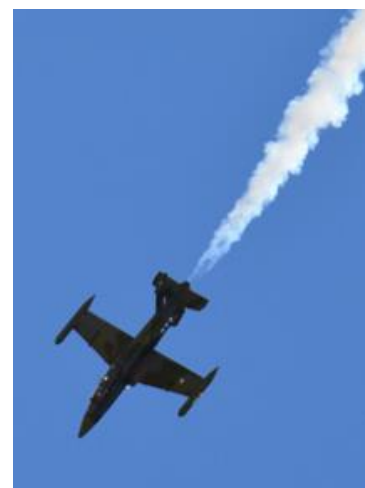
France / United States / Switzerland / Italy

Spanish engines were used in a number of entrants.

The Italian entries were interesting. During the 1930s Italy built a series of speed boats for use on their lakes. They were essentially flat bottom and beautifully trimmed for speeds of over 160kmph. One of the Italian entrants in the Schneider trophy featured a single hull housing a separate engine driving a water based propeller but it withdrew before the race. Another Italian entry in 1929 was equipped with twin engines driving the propeller through a gear box.

Aermacchi began design and production of small jet aircraft for the Italian Air Force post war. In the late 1980s the RNZAF primary strike aircraft the Strikemaster were cracking up and an order for 18 Aermacchi MB 339 CB was placed as replacements. These were delivered in June 1990 and retired in 2012.

A spectacular model was built by Tony Withey, a regular attendee at Warbirds over Awatoto. That model suffered a flameout and landed in the river with some mild damage and was subsequently purchased and rebuilt by Ryan Groves who like Tony presents it in great fashion.





# Phil's Rotary Magic. Pt 23 Sept '23



*Phil Sharp writes;*



Well the painting is finally finished apart from the clear coat on the wings.

I am now back finishing a few details and starting to assemble.

The pilot that Derek printed is painted and fitted, a total of 405gms so pretty good.

I have also finished the gun sight and windscreen, and the brackets for the guns.

The undercarriage is done but I'm not sure whether the shock cord will be strong enough once I get the big lump fitted up front!





The gun sight carries two red LED's for the ignition kill switch, one at each end. The engine starts very easily, so I don't want the chance of a false start.

A couple of weeks ago Rob bought over some tricky electronics for the engine. The unit which will be controlled by the mode switch, cuts every second spark when activated. This worked well and reduced the idle speed nicely. The idea is to use it for landing. It also sounds very realistic!



There is still wiring and plumbing to do, and a few more detail bits, but it is nice to see the finish line!

Regards, Phil. S.




## From the **OLD PROPWASH ARCHIVES.** Pt 6

*This is the sixth in a series of a history of the club back in the eighties drawn from old Propwash Bulletins when **Bernard Scott** was both Secretary and Bulletin Editor. Ed continues to make the past available and keep it alive. Ed.*



### **PROPWASH : Feb 1988**

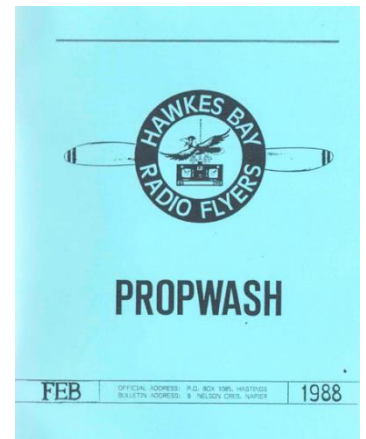
Click on the Propwash cover for the full bulletin 

A surprising amount of interest was shown when it was announced that Club night at Pakowhai Hall would include a paper plane contest. As with the previous build-and-fly glider event, it required making the model at the hall before flying. Only paper and a metal nose weight were allowed and there was no limitation on size.


Opening of the Clubhouse, with enclosing fencing, BBQ area, and decking was scheduled for the end of the month. Great care was taken to make sure everyone who wanted to be involved could do so, with opportunities for members to decide on the proceedings.

Four patient members got involved with a Scout Camp at Bridge Pa airport, helping the boys construct and fly *ninety* hand-launched gliders. Other members demonstrated radio flying. As with other attempts to involve youngsters in aeromodelling, the long-term benefit of such effort is hard to judge. Thirty-five years on, have any of these now 40-ish scouts become involved in aeromodelling, joined a club, and perhaps introduced their own children to the hobby?

A report on free flight at the 40<sup>th</sup> Nationals at Clareville brings back memories of the terrible conditions that year. Wind, cold, and more wind.

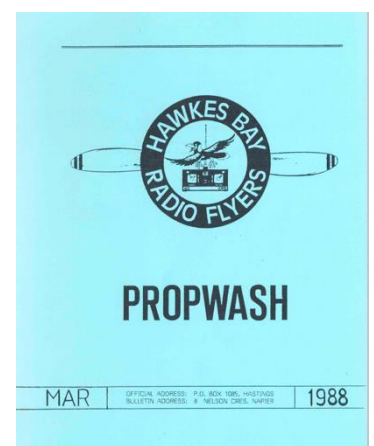


### **PROPWASH : Mar 1988**

Click on the Propwash cover for the full bulletin 

The club house was ready! Back in 1988 it was not compulsory to bless the land, the building, the builders and their tools, assorted deities, someone's great-grandfather who (it was rumoured) might have once walked where the clubhouse was located, the food and drink, and everyone past present and future who may use the area, before cutting the ribbon. So, on February 28<sup>th</sup> the Clubhouse was declared open with a ceremony that was quick and painless.

Well-deserved thanks were given to all involved in the competition of the facilities and to Mr. Davey, the land owner, for his continued indulgence and permission to fence a considerable area around the clubhouse. The generosity of landowners to aeromodelling groups never fails to impress, especially as they often get little back for their kindness.



There followed much socialising, consuming of unblest food and drink, and mutual back-patting. Even some of those who had previously decried the project now seemed happily on side and were indulging in a hot sausage-inna-bun or two.

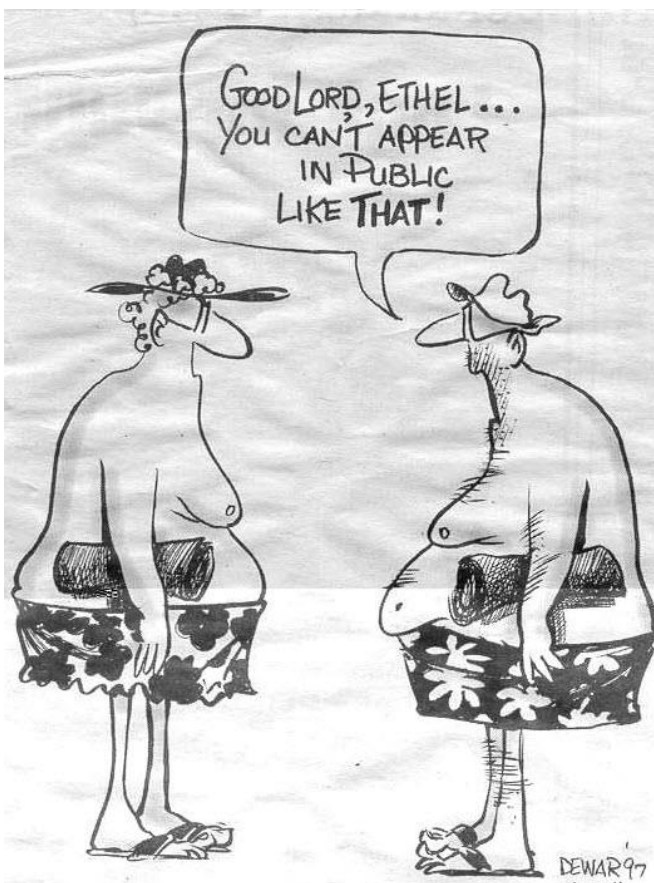
At 11:00pm an unblest photographer recorded the grouped members and their toys in front of the clubhouse. The photograph was about 15" x 6" and was a great memento of the official opening. Over the years, my copy languished in a sequence of workrooms along with other memorabilia until the start of this year when it became an inadvertant victim of a clean-out. Current members may have seen a copy of the photograph in *The Shed* where a couple of weeks before Gabrielle it was spotted on a bench. It probably become a victim of a clean-out of a different sort.

Ocean Beach saw Slope Soaring in good conditions. Hang gliders sharing the airspace gave an opportunity to inspect these lightweight flyers. Even in 1988 they were getting quite sophisticated.

Graham Main's report on the Levin Vintage and Scale Rally is interesting as it highlights the Vintage situation at that time. There were no separate events for different types of R/C models, all being lumped into one event, called *R/C Assist*. Many of the power models are mentioned, although the winning model this time was a glider - a notable win for this class of model as gliders are no longer included in any vintage R/C contest.

High expectations of a good turn-out for the paper plane contest at the monthly meeting were justified when seventeen members took part. John Urry demonstrated the benefit of light weight with his fragile model, coaxing it into winning flights that were 50% longer than those of the runner up.

There were high expectations for the upcoming AGM as well. Propwash included not the usual one, but two, nomination forms for positions on the next committee. The still anonymous Pit Spy had been busy, presenting information about many of the newly completed models seen at the field, and was now able to close off his / her report with "see you at the Clubhouse".



The wife said:  
 "Here's \$20, get  
 the dog a jacket.  
 If there's any  
 money left over,  
 get yourself a beer







## Napier Boys High School – Model Expo 2023

(21/22 October 2023)

On Friday afternoon, everyone displaying items was busy with the setting up of their displayed etc. A couple of the usual attendee's were missing (namely the Model Boat Club), so there was a bit more space around the hall than there had been in previous years. The other change was that the third school hall used in previous years, was not available, so a bulk of the displays were in the main gymnasium and the R/C trucks were in the other hall.

There was a competition table in the centre of the room that was well patronized with a wide range of plastic models on it. Some excellent models were displayed which gave the judges some really difficult choices in just who the place getters in each category would be.

Two model shops and a book retailer were in attendance as seemed to be doing a good trade throughout the weekend.

On Saturday the numbers coming in was steady and most of the retailers and the show itself covered most, if not all of their costs on that first day. Sunday however, was a bit less busy and by mid afternoon the public numbers coming in reduced to only a trickle through doors. The show then started to wrap up around 3pm and that was it for Model Expo 2023.

Thanks to Robert Arrell for organizing the event, Cool Toys and Holdson's (Airfix) for sponsoring the competition prizes and to all the groups and individuals that displayed models, gave Wargaming/Warhammer demonstrations or had items at the show over the whole weekend.

**Brett Robinson.** October 2023



# Vintage Report October 2023



## \*\*\*RULE CHANGE \*\*\*

**Vintage E Sport Cabin** Texaco is having the battery size allowance lifted from a 2S 180 Mah Lipo to a 2S 200 Mah Lipo. The current 180 sized batteries are almost unavailable but the 200 Mah are and most of our current batteries are tired and coming to the end of their lives as in this duration competition we run the batteries almost flat !

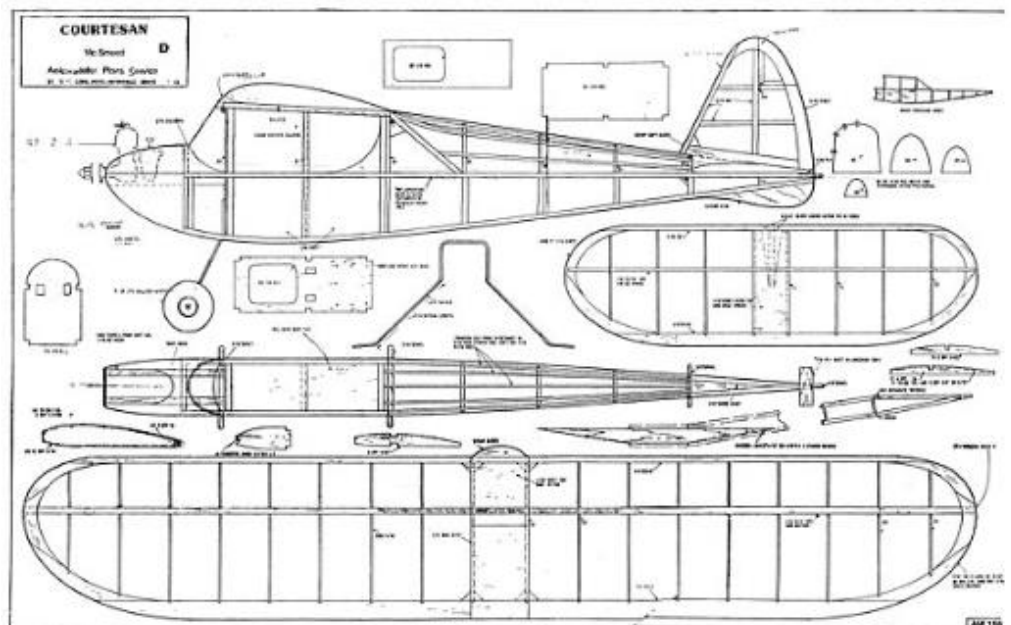
( Robert says Oh Noooo ! ) The competition calls for a Sport Cabin style model of between 30 and 40 inch wingspan, no scaling is allowed). The Vintage Rules state;

**5.10 RC Sport Cabin Texaco, IC and E .** To enjoy RC flying (IC or Electric) with sport cabin Power Model designs from the Vintage and Classical periods through managing a specified energy supply to maximise flight time. An eligible design is a sport Power Model (see Rule 2.1.1) from the combined Vintage and Classical periods (see Rule 2.1.2), that was not intended for competition flying and has: a. A wingspan (unscaled) in the range 30 – 40 inches. b. A cabin or cockpit with either glazing, or a canopy, or a windscreen. c. A fixed undercarriage that is either two-wheel or tricycle.

If the plan of an eligible design omits the wing section, the Clark Y section (as used by Tomboy) is substituted. Examples of eligible designs are listed in 5.10.9. As contestants discover further eligible designs, they will be added to the list. 5.10.2 There are two separate classes: 1. RC Sport Cabin IC Texaco a. Models have IC motors up to 1cc (0.61 cu. in.) nominal capacity. b. Maximum fuel tank size is 3cc. c. The fuel tank is either integral of the correct capacity or a separate commercially available unit, or a home-made tank that is approved by the Vintage SIG Committee. 2. RC Sport Cabin E Texaco a. Models have any electric motor with direct drive. b. The motor battery is a 2 cell LiPo with maximum capacity **200 mah**. c. The motor may be stopped and started and its speed may be adjusted in flight. 5.10.3 Rules 5.10.4 – 5.10.9 apply to both classes. 5.10.4 Radio Control General Rules (see Section 2) apply, except for Rules 2.1.4 and 2.1.6. Scaling is not allowed and there is no minimum wing loading. 5.10.5

Age bonus does not apply. 5.10.6 Landing bonus does not apply. 5.10.7 Three timed flights are allowed. The score is the combined total of the two best flights, each scored as one point per second. 5.10.8 If scores are tied, placings are determined by the score of the third-ranked flight of the three allowed.

Up till now only **Brett and I** have been flying this competition using our Tomboys and 2S 180 Lipos and needless to say our flight times are getting shorter by the minutes !! Been looking around for a replacement for the Tomboy with a slightly bigger wing area and have settled on the Vic Smeed Courtesan, a prettier model than the Tomboy although very much the same construction wise but at 38" span it has about 30sq ins more wing area and will hopefully do well with the 2S 200 battery. I've spoken to a few of our current Vintagers and there is some





encouraging interest so I'm going ahead and am about to start an initial build and have some batteries arriving soon from Aliexpress. They're only 20C rating, but as we're not into high current draw I don't see that as a problem. They should work out at about \$12 each and I'll have to change the power plugs to the red JST of which I have plenty. So watch this space for a report on the quality of these batteries once they arrive and I've had a chance to test them out !!

**Saturday 21<sup>st</sup>** saw **Brett and I and Dave Crook**, who was visiting from Waverly for the long weekend, fly some **NDC** in nice conditions at Awatoto Field. Brett and I managed our two flights in Classical E Texaco..... Brett has his Satellite performing nicely with some new 3S 650mah lipos. I flew my long suffering Night train.....

| NAME           | MODEL       | ROUND |     | TOTAL |
|----------------|-------------|-------|-----|-------|
|                |             | 1     | 2   |       |
| BARRIE RUSSELL | NIGHT TRAIN | 790   | 997 | 1787  |
| BRETT ROBINSON | SATELLITE   | 809   | 839 | 1648  |

And **Dave** put in a Classical ½ E Texaco result with two good flights with his "Hot Dog" !!

#### CLASSICAL 1/2E-TEXACO

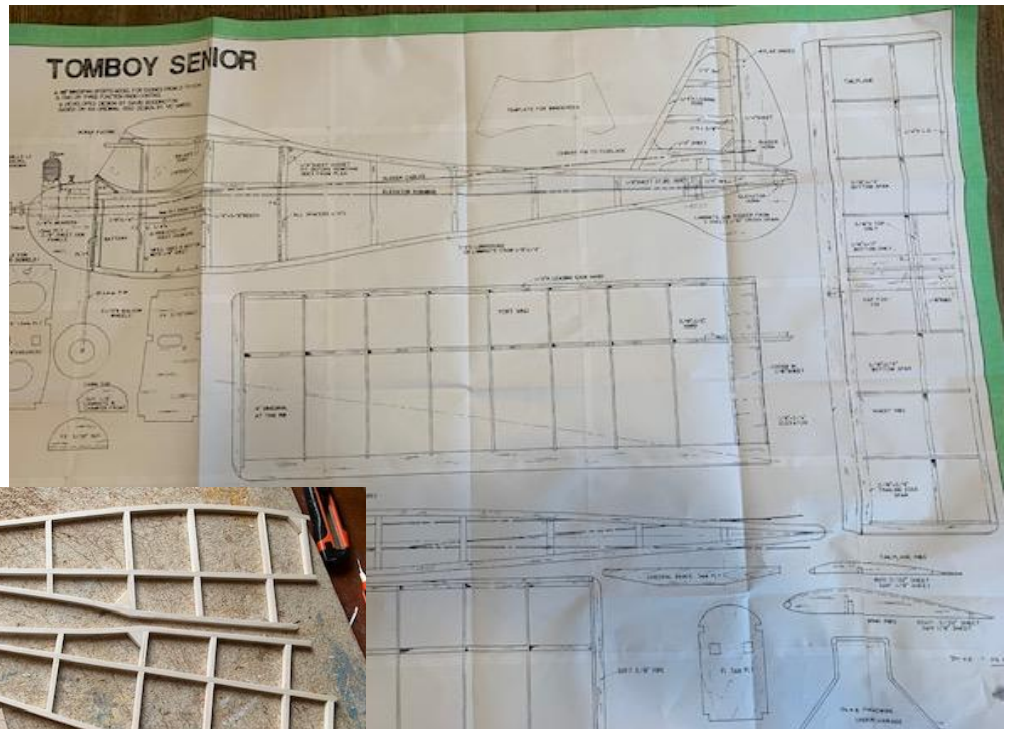
| NAME        | MODEL   | ROUND    |         |          |         | GRAND TOTAL |
|-------------|---------|----------|---------|----------|---------|-------------|
|             |         | 1 FLIGHT | 1 TOTAL | 2 FLIGHT | 2 TOTAL |             |
| DAVID CROOK | HOT DOG | 1105     | 1105    | 1120     | 1120    | 2225        |





Through my association with **Barry Lennox** over the years and having spent a few days with him in Christchurch, I've become infected with the idea of trying to travel back in time and experiencing the joys and anguish of flying an old time single channel radio system. More on that subject later ( hopefully next month ?) as I currently have a single channel set due to arrive any day thanks to **Barry's** expertise and generosity.

In the meantime I have been building a steed for the new radio in the form of a Senior Tomboy, which is a David Boddington enlargement of the 36 inch wing original Vic Smeed model. 48 inch span and the construction is similar to the original.

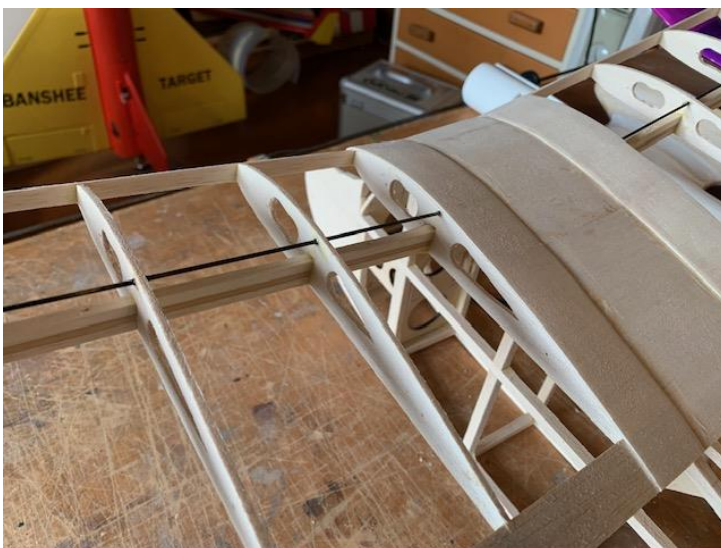


I've laminated the fuselage longerons and rudder etc for strength and lightness, but not tried to build over light as the model is a test bed for the S/C radio rather than for competition, though I have tried to be

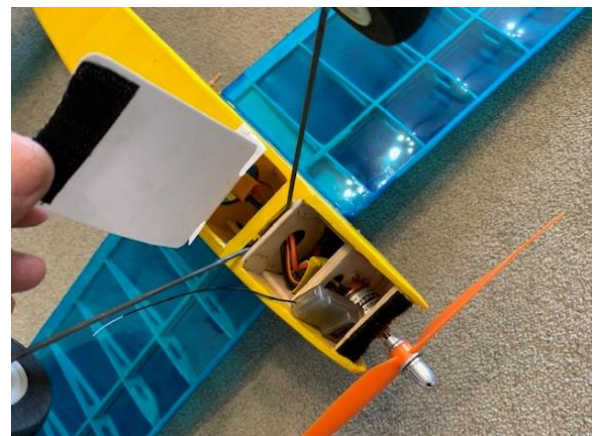
conservative in my selection of wood and materials. The U/C springs into a socket box on the firewall and the motor is mounted on the motor box built onto the front of the firewall.



The wing spar is laminated from balsa and cedar strip O/A 12mm x 4.5mm and I've inserted a 1.5 mm carbon rod above the spar below the surface of



the wing and this has stiffened up the wing considerably with little or no weight penalty. The lower cowl/hatch cover is fashioned from a piece of ice cream carton plastic fastened with Velcro . works a treat and





allows quick easy access for battery and gear. With the battery behind the firewall, the CG came out spot on the plan position.

Power is from a Turnigy ( or DYS, same motor) 2836 1100kv brushless motor and a 30 Amp ESC, Servos, mounted in the rear are JX Servo DHV56MG 5.6g DS Digital Coreless MG Metal Gear HV Servo 1.2kg. Lemon 6ch RX.



Covered with Solite on the flying surfaces and Solafilm on the body, the dry weight is 17 oz, so with the flight battery the wing loading is around 7.5 oz sq ft. Okay for the job it was built for.

The test flight was a non event, but with the 3S 1300 (Radian) battery it was over powered with a vertical climb ! It needed a lot more down thrust on the motor, and with that done, and changing to a 2S 800Mah Lipo the model is an absolute honey to fly. We got it trimmed to climb under power, glide like a Tomboy with motor off and managed a number of landings close to the spot using motor and rudder only, hands off the elevator! A little more trimming on a calm day and we'll be ready for the new (OLD) S/C radio, then the fun will really start !! Watch this space !!

Below shows a comparison of the size of the 48 in Senior compared to my original 36in Tomboy fuselage. **Ed.**





# A CLOSING SMILE. Oct '23



*When I showed Rosie this joke, she didn't appear to see the funny side,*

**Mmmm !            Maybe it was a case of “Oh not again, Been there, done that !”**

*Well, that's it for another month, lets hope the next month is bigger and brighter and better. I look forward to your contributions, copy and pictures.*

*See you at the Auction, Wednesday 22<sup>nd</sup> November.*

*Barrie the editor mfhb october 2023.*

