

Model Flying Hawkes Bay



PROPWASH



Club Newsletter #157 Mar 2024	In this issue	Pages
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April	MFHB Activity Calendar 2024
Tues 2	Shed Morning.
Sun 7	Club Sunday Awatoto Field
Tues 9	Shed Morning
TUES 9	COMMITTEE MEETING
Sun 14	Club Sunday **BARBECUE * Awatoto Field
Tues 16	Shed Morning
Sun 21	Club Sunday (Barbie rain date) Awatoto
Tues 23	Shed morning
Sun 28	Club Sunday Awatoto Field
Tues 30	Shed Morning

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NDC VINTAGE April 2024

Apr/24	121	VINT	RC Vintage 1/2E Tex
Apr/24	122	VINT	RC Vintage A Texaco
Apr/24	123	VINT	RC Vintage E Texaco

Contributors to this issue;
 Brett Robinson / Barrie Russell / Marty Hughes /
 Ash / Leonard Poon / Michael Richardson / Clive
 Baker / Phil Sharp / Kev Botherway / Stew Cox /
 Peter Chang / E & OE.

HAWKES BAY RADIO FLYERS



MFHB
Members
Club
Photograph
2007.
Time for
another one
???????????
Yes Please !!
Can someone
organise a
photo session
???

From the Editor's Desk;

Greetings All, Hard to believe a third of the year has passed already and we're into the start of our next financial year. Our AGM will be coming up early May when the books are done and audited and all your nominations are in filling all the club officers posts. Usual time for avoiding eye contact and finding excuses, but come on members, considering the size of our membership and the assets we have, now is the time to put your hand up and help run our organisation and secure our future. Do you want the club to become just a venue/facility where you pay your sub and just turn up to fly your aircraft and leave all the hard work to a dedicated few? The workload needs to be shared and new ideas brought on board. We've had a tumultuous year and thanks to the hard work of a few, Awatoto Field is back better than ever and now surely is the time to bolster the club activity side which is what we're all about. Please give some serious thought as to what part you'd like to play in the upcoming year.

On the note of Club Things, to date our Treasurer reports that we've had only about half of our membership dues paid. Last week, President Marty sent out the following email and has asked that it be included below. Be aware, that if you are unfinancial you cannot fly at Awatoto Field after the 1st April, and NO this is not an April fools joke !!

"2024 through to 31st March 2025.

Existing members must renew their membership before the 1st of April 2024 to continue flying at MFHB or any other MFNZ club venues and to benefit from our included insurance.

Note that individual notices were emailed out to all current members in February . If you have any queries email Rob at the club email mfhbnz@gmail.com **Marty Hughes President MFHB"**

My thanks to those few who have contributed this month, I look forward to your comments, copy and criticism in the month to come,

Barrie the editor mafh. March 2024.

Prez Sez;

Hi all.

So in this report I will start with some really sad new and work my way through with average news and then finish some fantastic news so here we go .

The sad. On Sunday the 10th of April our club captain attended a Heli Fun fly and suffered a serious accident. While attempting a new manoeuvre , this went pear shaped very fast and Robs Heli was coming at him. He managed to nearly jump clear but as he did, the rotor clipped his left foot causing a bit of a mess. Rob went into surgery that night and they did what they could. Severe cuts and lacerations and missing toes and multiple fractures. A few days later Rob underwent more surgery and the end result is that they saves his big toe and a bit of his little toe but all the rest are gone. Rob is now recovering well at home with a cast on his foot for the next six weeks before he is allowed to put any weight on it. Rob is in good spirits and I'm sure we will see him back at the field in the very near future.

The Average. On Sunday the 24th we had a massive working bee at Awatoto to knock down and remove the old toilet block and clear the area. Of the over 100 members that received this call for help, we had no less the 6 members show up to help. WOW.... For all those that didn't , If you are not happy with the work that is being done then please contact me directly with your concerns . I would love to hear from you.

The Fantastic. The new club toilet shed. WOW!! Barrie Russell spearheaded this project along with a team of dedicated helpers. I'm not going to name you all but I know who you are and you know who you are . A lot of the same people who turn up to the working bees . Brilliant guys. We all know that happy Chappy from Scotsdale who ran all the framing off for us. He likes to be under the radar so I won't mention his name , All the iron was donated from Turners and Growers and the labour came free from Barrie's team of merry men. (Photos to follow from Mr Ed with the building report).

Marty

CLUB ACTIVITY Mar 2024



President Marty writes; In the last propwash edition, I mentioned I was off to New Plymouth for the Memorial float plane day but sadly this was cancelled due to high wind and rain. With Batteries charged and a plane ready to go , I didn't want to miss out.

Andrew Stiver and myself popped out to the Glazebrook lake for a bit of float action ourselves.

When we arrived, the lake was like glass and not a puff of wind. I barely had my plane out of the car and Andrew was airborne. I wasn't too far behind but after my first flight a

gust of wind came across the lake causing a ripple , luckily, I was back on shore. I got another flight in after that but then it really started to blow. We decided to call it quits and by the time we had packed up the lake had white caps on it and it was almost like storm conditions. All done and dusted by 10 am but a great time nevertheless. **Marty .**



Shed News. Tuesday 12th saw a great crowd assembled for morning tea and putting the world to right with **Bill and Neville** leading the charge with plenty of advice for the Gumment !



Brett got the flight Simulator working and we've mounted the screen back on the wall. He's just needing to organize a new transmitter/dongle lead and we'll be in business, all there for members' use. **Mike** plans to use it in his training programs. **Brian Sorenson** our newest member is seen on the sticks below.



Friday 15th; We had small working bee of retirees after the morning rain stopped and got the piles and foundation frame all set and concreted in place ready for the flooring and then the addition of the new toilet shed.



Thanks to **Tony Ward, Phil Sharp, Archie C, Russ Nimmo, Stan Nicholas & Self** for an excellent few hours work.

Fortunately **Rowdy** was on hand to christen the masterpiece. !



Tuesday 19th. Whilst the “Shedders” were enjoying a session, **Phil, Russ and I** spent a couple of hours fitting the ply flooring to the foundation plate of the toilet shed. All done by about 11.00am and ready for the installation of the shed frames when they arrive.

Sunday 24th. Beaut weather but disappointing turnout and only sold 12 sausages at the Barbie ! Working bee demolishing the old toilet shed went smoothly, Lance had the time of his life tearing into it with Big Red ! After 30 years of service the

toilet shed went smoothly, Lance had the time of his life tearing into it with Big Red ! After 30 years of service the

old shed is no longer ! We also got the new shed frames assembled and erected and we're well on the way to finishing that project with the next working bee Tuesday 26th.



The weekend also saw Aerobatics being flown at Galloway Farm in Norsewood. Great conditions and a good turnout.

Rob Lockyer and Andrew Stiver together with **four Galloways** all MFHB Club members competed.

Results can be seen on the NZ Aerobatics site.

There hasn't been a lot going on at Awatoto Field with a number of other attractions on I guess, Kapiti Rally, Russ Johnston memorial, Soaring F3B and members holidaying, and Wanaka Airshow etc.



Tuesday 26th and the Working Bee worked a treat with a fantastic response from the members needed to do the job and it's almost completed. I left at 3.30pm and **Rowdy** was still there putting in the last of the cladding screws ! What a job he did today with the help of a few and got the whole shed cladding finished. Who was there ? **Phil Sharp, Russ Nimmo, Graeme Rose, John Williams, Stan Nicholas, Mike Shears, Rowdy, Tony Ward and self.** Lance had done a wonderful job of building all the frames and delivering them to site, and also made the roof extension on Monday and had that on the job ready for us this morning. Bloody marvellous crew, all got on with the job, and all stayed almost to the bitter end, it really was a fantastic result. Just need to finish fitting the urinal and waste pipe fittings, sort out the door lock which needs some packing timber and bolts and a few shelves and fittings inside.



Friday 29th.
And it's all done,
Rowdy
turned up again
yesterday
to refit the
door panel
and the
new hasp
and door

lock. We got the urinal fitted and working , it works ! This morning **Prezzie Marty** was on the job early with wheelbarrow and spade and we got the shingle floor to the urinal and around the shed all done. A few fittings and finishing touches needed inside the shed, but now it's all operational to deal with member's needs. Once again we are "in Motion"!

AROUND the BUILDING BOARDS Mar'24

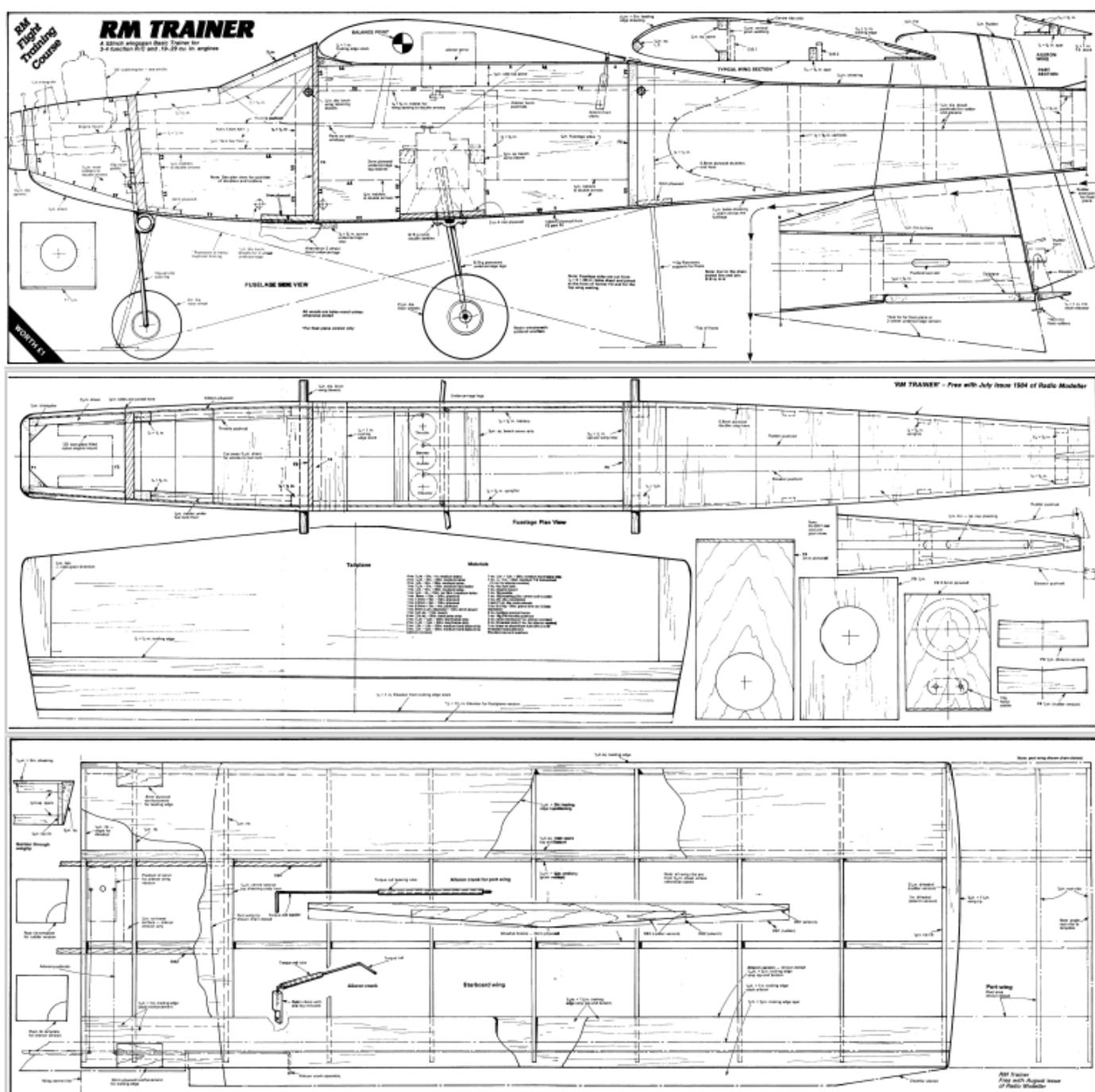


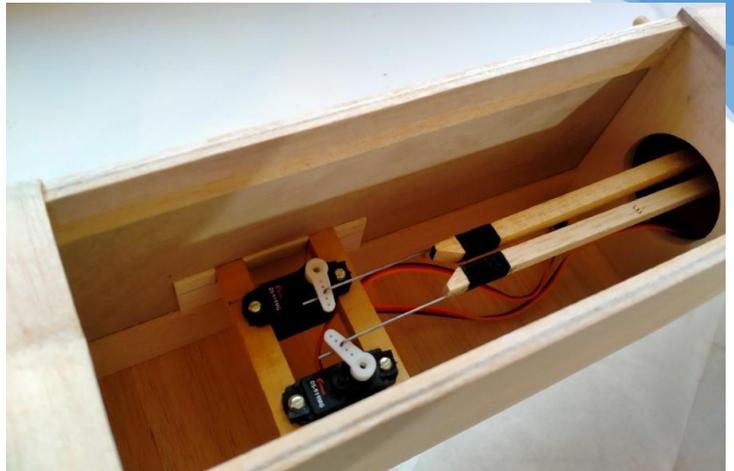
Some interesting builds taking place in the Bay, its great to see the art of "Stick & Tissue construction" in the age of ARF is alive and flourishing.

This build just in from **Michael Richardson**, ex-member **Dave Richardson's** son who shows building talent obviously inherited from his father who was national Scale Champion on several occasions.

Michael writes; Hi Barrie, Just wanted to share my latest project with you. It's and RM trainer from 1984. Dad built one about 30 years ago, they go well. Mine is the 3 channel version.

It's all scratch built with tissue dope covering and will spray with acrylic lacquer. The plan is available as a download from Outerzone; [Oz : RM Trainer plan - free download \(outerzone.co.uk\)](http://Oz : RM Trainer plan - free download (outerzone.co.uk))

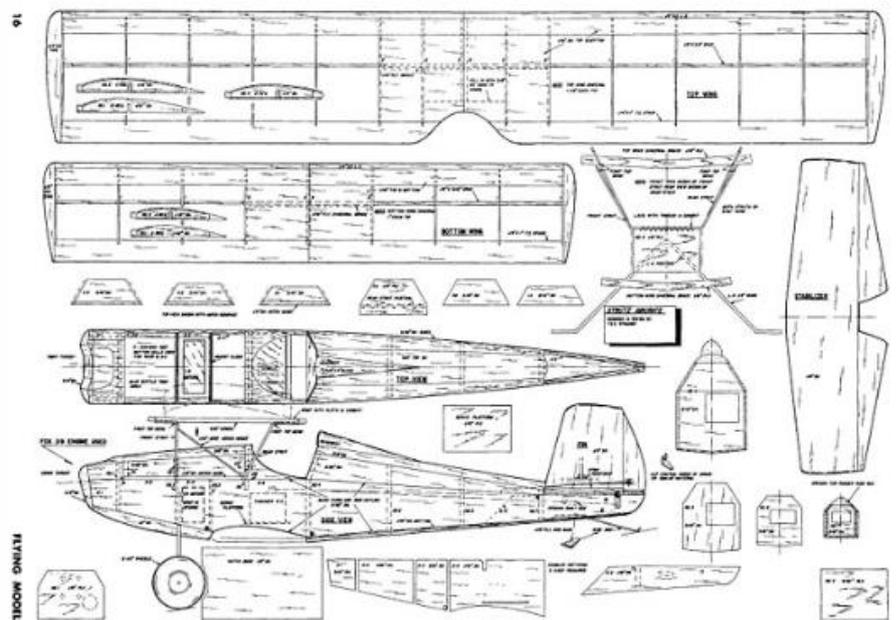




*It's around 54 inch. Going to be powered with a 420W brushless motor, which should give plenty of power. Would love to come fly at the club sometime. It's just finding time for me now and its the travel up to Napier from Waipawa which proves a challenge.
Best regards, **Michael**.*

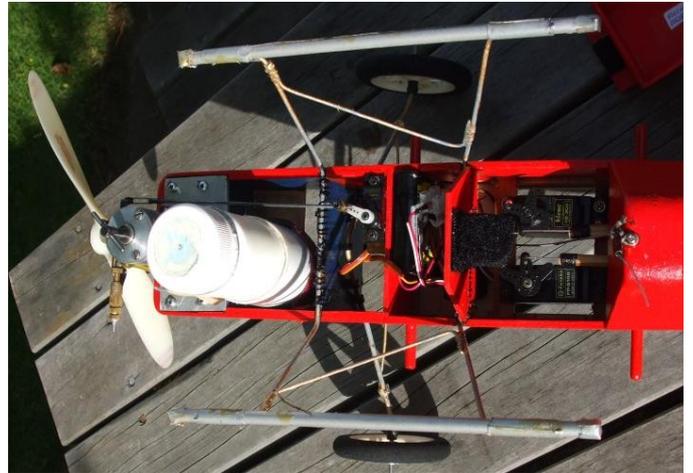
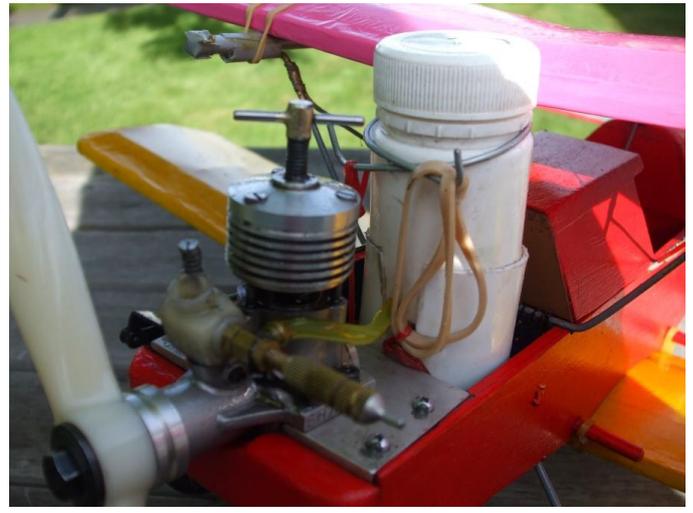
From my plea for copy, another interesting scratch build from Leonard Poon who shares his experience; Hello Barrie, The Strutz Aircrate (Ted Strader designed 1961, plans from Outerzone) finally had its maiden flight this morning, after two mornings' false starts due to being out of practise starting diesel engines. This was the culmination of about two years' worth of intermittent construction in our daughter's old bedroom, interrupted by having to move everything out when she came home for visits.

The plane had a rather alarming very steep climb angle on hand launch full power but flew straight and did not stall, was very touchy on the rudder but quite floaty into the wind when landing. Tried ROG but tended to swing right strongly so will have to practise more to compensate for that.



Plan available here; https://outerzone.co.uk/plan_details.asp?ID=2415

The plane is notable for the amount of reused parts - wheels from a wrecked T-28 Trojan, elevators, vertical stabiliser, standard servos for rudder and elevator, wing dowelling, purple Monokote covering top wing and the engine fastening Allen bolts all from the Club "Trash to Treasure" day, fuel tank is a reused pharmacy tablet bottle (held in by string and rubber bands).

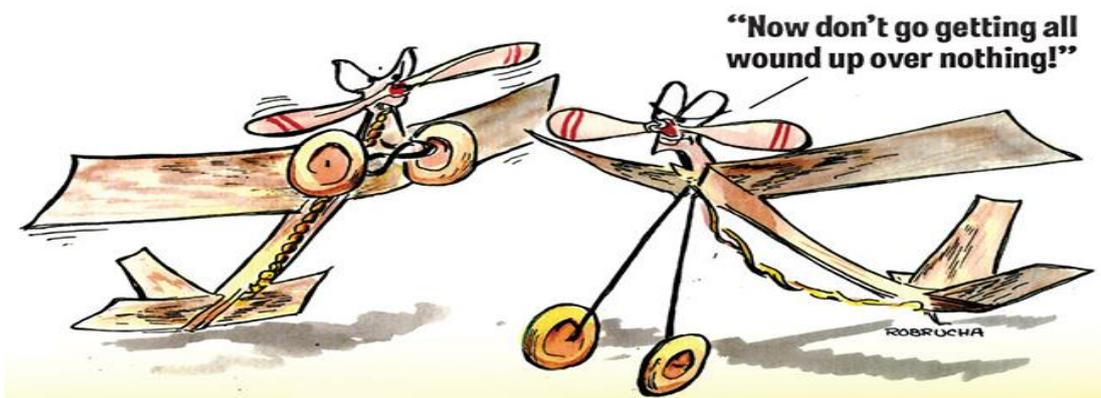


Centre of gravity was (by pure luck) within specified bounds first go without having to move anything or add ballast. She weighed in at 1021 g.

Power is via a 3.2cc Indian Sharma diesel engine driving TopFlite 9x7 nylon propeller, running on homebrew road diesel based fuel. Plan to replace this with biodiesel (sourced from Christchurch) once I am getting consistent flights. Have to get used to cleaning oil off everything after flying and to the smell of burned diesel - electric flight spoils us in this regard, but nothing beats the character of hearing the sound of a diesel in the air!

The top wing span 97cm, bottom wing span 62cm. Colour scheme chosen due to previous bad experiences with disorientation - wanted to make it as visually distinguishable as possible!

Regards, Leonard Poon.



CLIVE'S CORNER #15 March'24



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

Focke Wulf 190 et al

When I read the histories of the second World War I was surprised to find that the self-seeking and bickering continued between competing companies and between those companies and government departments. I thought in times of such stress and loss of life common sense would prevail. But it didn't. It just got stranger.

It was common knowledge that Germany was developing weapons of war in a clear breach of the Treaty of Versailles in the 1930s. Messerschmidt developed fighters and Heinkel bombers. These were trialled in the civil war in Spain so that by the time fighting started they had a significant air force.

Their strategy was clear; they were going to invade Britain which required the defeat of the RAF. The Messerschmidt 109s had sufficient range to escort the bombers from France to the South of England and back. But they could not engage in long dog fights with the RAF Hurricanes. Many were lost on the return flight across the Channel. The RAF on the other hand were always over friendly territory if they had to use their parachutes.

The result was that the Germans did not succeed in overcoming the RAF and the war spread to one of bombing over France and Germany and a new front developed in Russia. In the late 1930s Focke Wulf had test flown the 190 series of single-engined fighters but they were not tried out in Spain and they did not reach the Luftwaffe in time to take part in the Battle of Britain. In fact its development was further delayed by the Reichluftministerium (German is like Japanese, it is an agglutinating language, Reichluftministerium translates as Air Department) who didn't agree that a fighter should be powered by an air cooled radial engine as planned. Focke Wulf, under the direction of Professor Kurt Tank went ahead with the development of the FW 190. They developed a series of fighters which included fighter bombers, a ground attack version for use in Russia, and a two seat training version. Fw190A versions had differing machine guns fitted, some firing through the propeller. A Fw190 was used as a night fighter over Germany. Using a single seat fighter in a night fighter role was a desperation measure as it was difficult for their pilots to navigate back to their base at night, even though Germany had sophisticated radar systems.

But the bureaucracy of the Reichluftministerium had persisted with the concept of a liquid cooled version and in 1941 the Focke Wulf 190 D first flew (D for Dora). This was powered with a liquid cooled Jumo 213 inverted V 12 cylinder engine. The weight distribution of the engine and its frontal area were quite different to the radial. It required a much longer, smaller nose, and changes to flying surfaces.

The Reichluftministerium also made a significant change at that time. Aircraft companies used an alphanumeric abbreviation for identification purposes such as Me 109. The Reichluftministerium permitted a change to be made about this time and that allowed the designer to be identified in the aircraft alpha numeric number, in this case Prof. Kurt Tank. The FW 109 D became the Ta 152 A.

All this took time. The RAF and USAAF bombing campaigns had turned Germany into a waste land. Aircraft were produced in underground factories. Even the few aircraft that were produced in these factories could not be used by the Luftwaffe in defence of the Ruhr because the infrastructure was so badly damaged that that completed planes could not be transferred to the airfields. Ta 152 from B to G were only built in ones and twos. The last version Ta 152 H was a sophisticated high altitude strike aircraft to be used against the Superfortress. As it had throughout the war the Luftwaffe was limited in its operation by a shortage of high octane fuel. It is interesting that faced with these limitations the German engineers insisted in refined experimental design features in the Ta 152 H. It first flew in January 1945 only 5 months before the end of the war in Europe. They trialled very high aspect ratio wings and even tested varying wing tip configurations to select the optimum version. It seems clear that while a small number of TA 152 were assigned to groups they never going to be involved never took in the fight against RAF or USAAF.

After the war ended in May 1945 small numbers of the TA 152s were shipped to England or America to undergo assessment by their Air Forces.

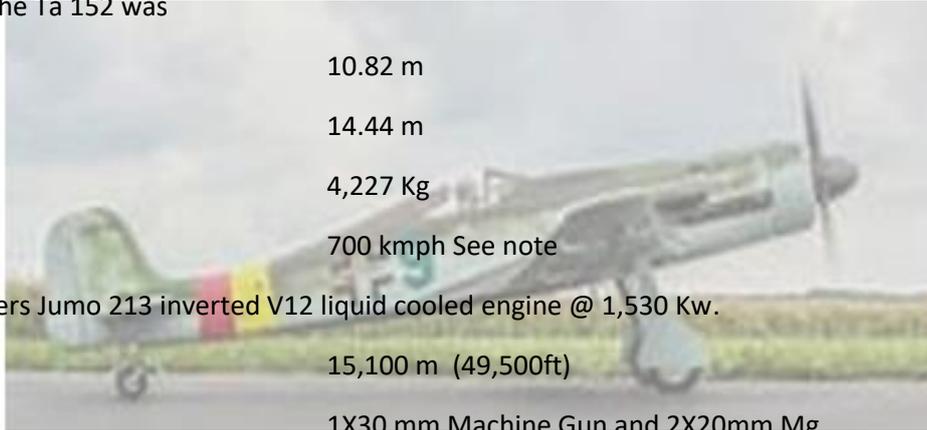
Sets of plans were transferred to Japan where the Americans were attacking at high altitudes with the Superfortress. Japan had no suitable fighters that could deal with the Superfortress and hoped to use the TA 152 H.

Just in case you think I made all this up or read it in Wikipedia, I can recommend three books

- Liddel Harts History of the Second World War.
- Most Secret War by R.V. Jones
- Albert Speer's autobiography. Albert Speer was Hitler's architect who was appointed Minister of Production in the German War Cabinet in the latter part of the war.

The specification of the Ta 152 was

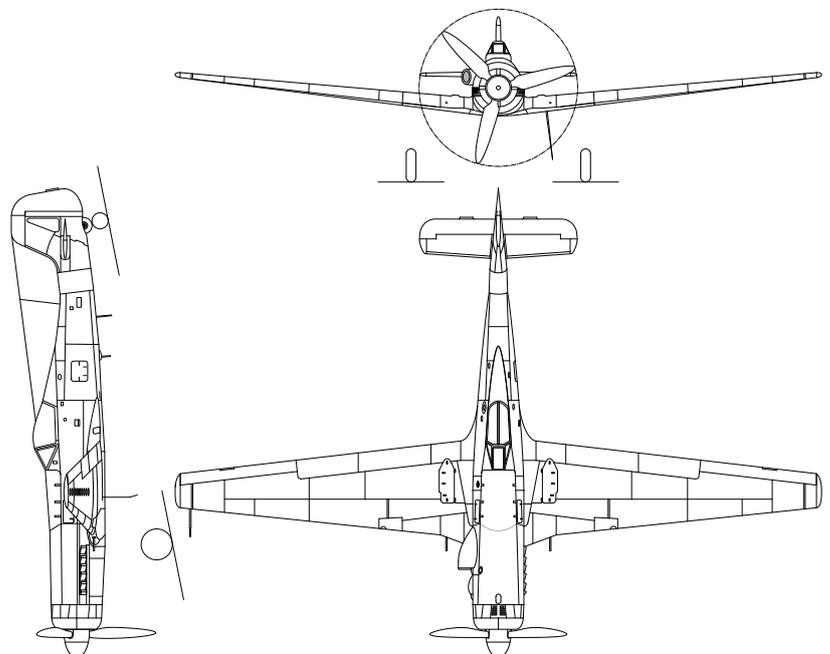
Length	10.82 m
Wing span	14.44 m
Gross weight	4,227 Kg
Max speed	700 kmph See note
Power Plant	Junkers Jumo 213 inverted V12 liquid cooled engine @ 1,530 Kw.
Service Ceiling	15,100 m (49,500ft)
Armament	1X30 mm Machine Gun and 2X20mm Mg



Note 1. All speeds are dependent on the altitude of the aircraft at the time the measurement is made.

Note 2. The power output of the engine is dependent on the amount of boost and the nature of injection into the engine e.g. water or nitrous oxide.

Here I have inserted this 3 dimensional drawing of Ta 152 because it gives a much better feel for this rare aircraft than any photo can do.



At this point our knowledge of the Ta152 would be limited to a few reports in the records of the American and British Air Forces but for the efforts of one of the members of Model Flying Hawkes Bay. In 2012 John Sutherland had completed work on a Fock Wulf 190A. He had flown it successfully and would bring it out at Warbirds until this years event in February 2024.

All his time had been concentrated on the creation of a replica of a Fock Wulf Ta 152H. From time to time there have been articles in the From the Builders Boards column in the Propwash club magazine showing the state of John's project. It clearly has come a long way but there is plenty of work to be done yet.

Marty's "Members' Workshops" #16 March



What has Marty got for you this month ?

Marty writes;

I must confess that I have nothing for this month but this is still very cool. On Easter Friday while Barrie and I were putting the finishing touches on the Throne Room, Peter Chang (Pedro) arrived with his RC Dirt bike . I've always felt like something has been missing in my life Now I know what it is . An RC Dirt Bike, Wowee, enjoy !

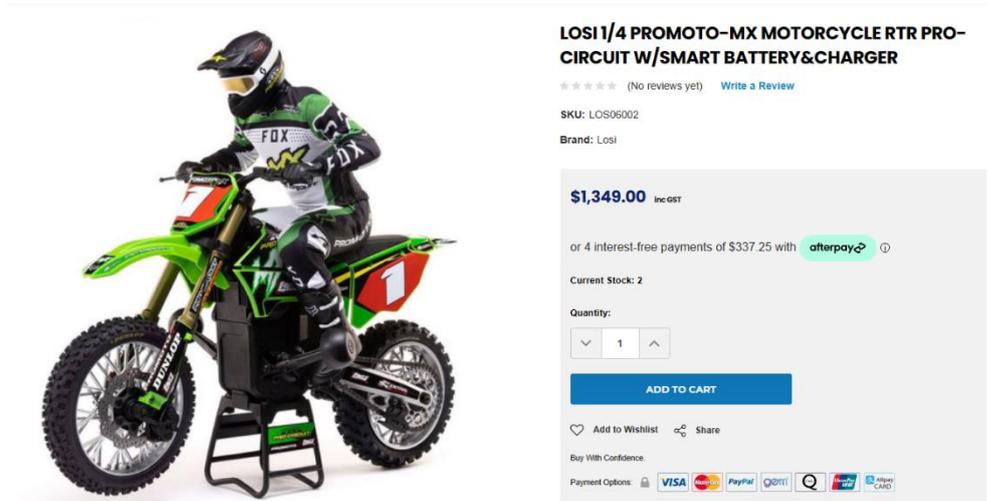


Editor here, I have to agree with Marty, it was quite a sight to see this rider on his motorbike hurtling around the field apparently in full control of his steed! Have a look at these videos of his driving efforts here

<https://www.facebook.com/groups/www.mfhd.org.nz>

I wrote to Pedro and asked him for some more info and he replied;

Hi Barrie, A lot of information out there, maybe a link to Losi, for the sales pitch. It is a "Losi ProMoto Mx" and should be available from any good hobby store. Mine came from RC Hobbies.



<https://www.losi.com/product/1-4-promoto-mx-motorcycle-rtr-fxr/LOS06000T1.html>

I don't know of any RC bike racing in New Zealand. Despite my best intentions it is a number of years since I have been involved in RC Car racing. I am sure the prospect of racing these will be on a few peoples agenda. They would be best on a more flowing track, than the typical New Zealand off road RC car tracks, but I am sure if interest could be drummed up.....

This guy has a nice backyard track. <https://www.youtube.com/watch?v=SyLb77z7aHk&t=72s>

They could be useful to have in the car boot, for when the wind is not being co-operative.

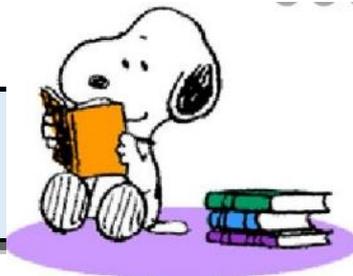
Hope this helps,

Peter.



"Andrew! So that's where you've been! And good heavens! ... There's my old hairbrush, too!"

Info and Things March 2024



Classic Aircraft Photography

March 18 at 8:15 PM · 🌐



Was amazing to watch DH Mosquito NZ2308 fly for the first time today at Ardmore in New Zealand..

Always enjoy getting a team photo after significant events like this, as nice as it is to watch a first flight its easy to get a smile from the boys at [Avspecs Ltd.](#) after an event like this!

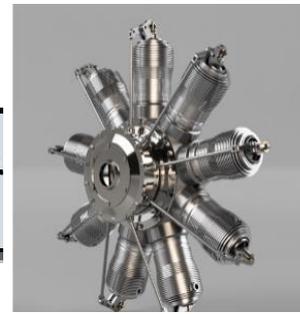
NZ2308 was "Glyns Baby" and he would have been so proud to see what was achieved today. Steve Hinton and Warren Denholm flew in the aircraft today, looked just like a silver bullet streaking across the sky!

NZ2308 was the machine that started it all in terms of restored Mossies to fly in New Zealand, this is number four back in the sky!



TO View ... <https://www.youtube.com/watch?v=MP- iuXcXEo>

Phil's Rotary Magic. Pt 26 March '24



Phil writes; A quick update on the Camel.

Four flights in total now, each of about six minutes duration.

All successful, although not without drama!

After the first and second flights I made new axles which are stiffer, and made better bungee springs, 4mm instead of 3mm that came with the kit. Obviously my Camel is a little heavier than standard! (21kg against 16kg)

The drama came on the third flight when on landing approach John had to apply a little throttle, unfortunately the engine responded too much, which resulted in a massive torque roll.

I guess we all thought it was all over, but magic reaction from John saved the day. A couple more circuits to calm the nerves and the second attempt was fine.



The problem with the engine control is difficult because it relies solely on fuel supply. Anything other than full power means a rich mixture. The other issue is that I am using a small pump from a jet turbine,

and I was running it at a low voltage to reduce the flow. This proved too difficult to get enough control, so I have now fitted a bypass valve, which bypasses about 50% back to the tank. This allows the pump to run in a better voltage range and has made a considerable improvement to the low speed running and softened the response. The fourth flight was much less nerve wracking! The two video clips will show that the throttle control is much better.

[\(20+\) Facebook](#)



[\(20+\) Facebook](#)



<https://www.facebook.com/1143093532/videos/pcb.7296499750434609/1342397289767051>



We increased the expo on rudder and ailerons which was also an improvement but we probably need to go further.

All good progress. Regards

Phil.

Soaring Report F3B



Key Reports;

F3B Round 1 March 2024 Hawkes Bay

We had scheduled this competition for February but to get full attendance we postponed to mid-March. The weather was booked for a great weekend. A total of ten competitors entered with Dave James and Joe Wurts the only pilots who attended on a single day, the Sunday.

The course was set up, which always takes a little time, allowing for downwind launching in light winds for the first slot of the day, duration. Most pilots achieved the full ten minutes despite the challenge of super heavy F3B planes. The noticeable thing with light winds is the use of lighter and lighter winch lines achieving improved launch height. Coming in for landing with these models now feels like landing a high-speed brick!



Peter Williams Launches Stewart Cox – Estrella glider.

The air was reasonable and thermal activity was just starting to build. Jane Hiscock and Kevin Campbell turned up after we had two rounds of duration recorded (rounds 1 and 2) then we started into distance in groups of two, completing two rounds. There was some good air on the course and several slots got impressive heights and laps in. Lots of bells and whistles and winch retrieving with the Hawkes Bay weather really playing ball with a light breeze right up the winch lines - Perfect!

We then planned to get into the speed task, managing 3 complete speed runs each pilot, this was cool. Peter Williams set the pace in his first run for the weekend with a time of 17.42. The air did appear slow and many weren't clocking those faster speed runs. No doubt it showed we haven't done much speed practice. Launch height was also a struggle but at least the sun was out and straight into our eyes on launch! The Saturday we completed two rounds of F3B and round three of speed.



Line up of timers, callers and pilots

A great night out for a meal and a catch up with all the pilots along with watching the crusaders get thrashed again! It was good to talk about some launch and flying techniques during the evening and then head home to charge batteries and bodies.

Sunday's weather was a repeat so we set up again with a gentle downwind breeze. Into duration for the two groups, unfortunately, Richard Thompson backed out, not feeling that flash. The first slot of the day was harsh, and no one found or managed ten-minute air with things on the improve for group two. We flew round 4 duration as thermals really started to form a little stronger. We jumped into distance after this for two rounds and the air did have its times where it was really buoyant and then the next slot was quite weak. After the lunch break it was straight into speed again with Pete clocking a good one out of the

box 17.69. We did two rounds, and this completed four rounds of F3B for the weekend at a nice relaxing pace throughout. A super thanks to Jane Hiscock and Kevin Campbell who came and helped with winch retrievals and running the course.

How to deal with the Hawkes Bay sun!

Best duration (Wellington) Peter Glassey, 10:00 minutes and 100 Landing.

Distance (Wellington) Peter Williams, laps 24.

Fastest speed run (The Bay) Kevin Botherway, 17.26.

1	Kevin Botherway	11646.89
2	Peter Williams	11603.59
3	Peter Glassey	11296.08
4	Stewart Cox	10114.51
5	Andrew Hiscock	9579.29
6	Rob Morgan	9179.18
7	Bruce Clarke	8598.11
8	Richard Thomson	6298.09
9	Joe Wurts	5941.31
10	David James	5203.02

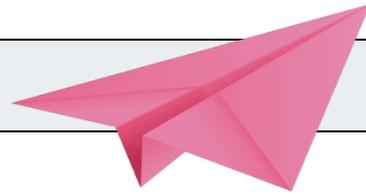


Dave James pilot and Richard Thomson calling during distance

Thank you all so much for helping with all the gear, a fun weekend, and no doubt Soaring Rocks!!!!

ROWDY

Levin Glider Fun Fly



Levin Glider Fun Fly – 9 March 2024

By Stew Cox

Photos by Ross Gray

This was the third Levin Glider Fun Fly and the second of this summer. Attendance was again excellent with thirty-two fliers present on the day plus a number of spectators. Fliers came from seven different clubs including Palmerston North Aeroners, Ashurst, Hawkes Bay, New Plymouth, Kapiti, Wellington and Levin. It was great to see strong support for the event from Kapiti (9 attendees), PNA (5) and Ashurst (6). It was also pleasing to welcome twelve fliers who had not previously attended the two previous Levin Glider Fun Flies.

Levin was well represented with ten members flying and a number coming along to watch or help which was appreciated. It seems that there are a lot of people who have gliders tucked away and are welcoming the opportunity to join with others to fly them in a low key fun environment. I suspect that Glider Fun Flies would be a success in other regions if clubs put them on and promoted them well to other nearby clubs – something for other clubs in the country to ponder.



The intention of these Glider Fun Fly days is to encourage people to pull out gliders of whatever shape, size or level of sophistication and come and fly and mix with like minded people from Levin and other clubs. There were relative beginners there right through to two of NZ's RC soaring World Champions. Everyone is welcome at these events.

One of the really pleasing things that was evident on the day was the amount of helping and mixing going on between members of different clubs along with the amount of sharing of knowledge and experience that was informally taking place.

The weather was flyable all day with plenty of thermal activity from the get go. The expected sea breeze swing didn't happen until mid-afternoon which produced a spectacularly nice period of convergence with the whole sky seemingly going up for an hour or so for those that were still flying. There were at least half a dozen models in the air continuously through the day, often more given the ample airspace at the Levin Club field.

The range of models on display was quite extensive. Given that most people had two or more models, it is estimated there were at least 70 gliders at the Levin field through the day. While not a complete list, to give a flavour of the wide range of models present the writer observed foamies including several Radians, Multiplex Easy Gliders, Phoenix's, Bixlers, ASW 28's, an Excalibur and an FMS 2200; discus launch gliders including a 1 metre Hobbyking dgl, an Elf, numerous Snipe variants including the electric version, a Yoda and a BAMF 2; two metre models including Gentle Ladies, Olympics, Spirits, a Paragon, Challenger, Tori, Goldberg Electra, Sigma and two Oz eRES models which were what the numerous Medinas present were derived from; larger RES (rudder, elevator, spoiler) models included an Aquila's, Super Aquila, a Skytech, Sagitta 900's and a huge 10 foot plus Sunbird; full house soarers included a Topmodel 2.7m Marabu, 2.7m Hyper by Vladimir's models, Topmodel 3.5m Gracia, 3.5m Kappa 35 and a 4m Plus X.

Electric soarers outnumbered unpowered gliders by a significant margin which is a reflection of the strong growth of electric soaring.

In the spirit of bringing out older models, Kevin Daly flew his Super Aquila which he built in 1976 as a sixteen year old. He built it well as it looks just as good today as it did back then and is complete with its original covering. Dave Crook came down from Waverley and got a full day of flying in with a number of very nice models. In particular Dave maidenized his 3.5m span Kappa 35 which showed great potential. John Ellison from Kapiti flew his large Sunbird with a revised CG and more battery cells than when it was maidenized at a previous Levin Glider Fun Fly. The model flew brilliantly in the new configuration and had great character in the air.

MFNZ President and Soaring SIG Chairman Kevin Botherway (Rowdy) came down from Napier for the day and flew a number of models. His very low launches of his 4M span Plus X only to thermal away each time showed how the top fliers with modern designs can use the favourable conditions we had on the day.

The Levin Club again turned on a sausage sizzle at lunch time and with the BBQ positioned upwind of the flight line, a queue soon formed. Linda Lambess had things well organised and Brian Stewart did a great job cooking for the large numbers.

The next Levin Glider Fun Fly will be in Spring or early Summer with the date to be advised. **Stew Cox.**

The following is a photo montage of the day's proceedings thanks to the camera of Ross Gray;



Top Left; Ashurst were well represented

Right; Mike Randall (PNA) with his Sigma

Left; John Ellison happy with his large Sunbird.



Clockwise from Top Left; Kevin Botherway (HB) with his 4m Plus X F5J model he used in Bulgaria late last year at the World Champs to help NZ win the Team Gold Medal / Kevin Daly (Levin) releases his Super Aquila on the bungee. / Stu Hubbard (Ashhurst) launching his Easy Glider Pro / The brilliant sky shows off the structure of Dave Crook's (NP) Topmodel 3.5m Gracia, / The sky was constantly filled with gliders throughout the day. / Dave Crook (New Plymouth) with his Snipe and Great Planes Tori.



From Top Left Clockwise;

Wayne Elley (Kapiti) with a Hobbyking DLG / **Barry Hall** (Wellington) with an Oz eRES that he capably built form a kit / **Gary Wilson** (Ashhurst) flew a lightweight Goldberg Electra / **John Pfahler**'s Olympic 2 shares a thermal with **Kevin Botherway**'s World Champs

hitech Plus X / PNA clubmates **Greg Findon** with FMS 2200 and **Mike Randell** with his Skytech.

Vintage Report. March 2024



Thursday 7th March / Friday 22nd Two great HB mornings for vintage flying at Awatoto Field. **Stan, Brett and I** flew some great NDC, and **Mark and Graeme** joined in for some sport flying. NDC Results below.

VINTAGE E-DURATION

NAME	MODEL	ROUND															FLYOFF	LAND	GRAND TOTAL
		1					2					3							
		FLIGHT	LAND	AGE	TOTAL	FLIGHT	LAND	AGE	TOTAL	FLIGHT	LAND	AGE	TOTAL	TOTAL					
STAN NICHOLAS	STARDUST	300	20	10	320	300	20	10	320	300	20	10	330	970	454	20	1444		
BARRIE RUSSELL	STARDUST	300	20	10	320	300	20	10	320	300	20	10	330	970	451	20	1441		
BRETT ROBINSON	LANZO BOMBER	221	20	12	253	213	20	12	320	297	20	12	329	902			902		

CLASSIC E-DURATION

NAME	MODEL	1			2			3			GRAND TOTAL
		FLIGHT	FLYOFF 1	FLYOFF 2	FLIGHT	FLYOFF 1	FLYOFF 2	FLIGHT	FLYOFF 1	FLYOFF 2	
STAN NICHOLAS	NIGHT TRAIN	300			300			280			880
BRETT ROBINSON	NIGHT TRAIN	184			300			223			707
NAME	MODEL	FLIGHT	FLYOFF 1	FLYOFF 2	FLIGHT	FLYOFF 1	FLYOFF 2	FLIGHT	FLYOFF 1	FLYOFF 2	TOTAL
BARRIE RUSSELL	NIGHT TRAIN	300			300			300	600	431	1931

Graeme Rose has his Courtesan almost ready for covering, I've flown mine and it is a delight having come in at 8.1 ounces all up flying weight including 2x 2S 200mah batteries, one Rx and the other engine power. Now I just want some warm thermally weather to what it can do ! Seems very stable in flight, doesn't have that Dutch roll tendency with besets the Tomboy.



Rob Lockyer has the second Courtesan I was building, and **Stan Nicholas** has my old Tomboy which I've re-furbished. After some ten years of valiant service it was getting a bit tired with a few injuries showing and when I took the covering off the fuselage, the tail fell off ! Tells a story, needed a bit of TLC !



All is looking good for the Sports Cabin Texaco class, 30 to 40 inch wingspan models (un-scaled) using a Lipo 2S 200mah flight battery. Hopefully we can induce a few interested members to dig out their 36 inch Tomboys and like and come and have some fun, it's a fun class and the comp is for an aggregate of the two best flight out of three whether NDC or just impromptu fun club comps.

Brett is in with his 36 in Tomboy, and **Rowdy** has promised to cut the tip sections off his 44 inch model and reduce the wing to 36 inches and come and enjoy the fun and teach us about thermals. I know there are a few more out there, **Joe ? Derek ? Alex ? Lance ?** and ? Looking forward to seeing you guys and any others who would like to have a Courtesan or Tomboy build and come and join in. Both plans are available as downloads from Outerzone.



Stan's Tomboy in re-furbished mode.

Tomboy; [Oz : Tomboy plan - free download \(outerzone.co.uk\)](http://outerzone.co.uk)

Courtesan; https://outerzone.co.uk/plan_details.asp?ID=294

The new 2S 200 Mah lipo batteries are available on Ali Express, but you need to do a thorough search, the prices vary from around \$12+ to \$20+ and postage from Free to lots + and each time I got some at a good price, on going back they'd mysteriously increased in price, the tricky #@\$##'s !

A CLOSING SMILE. Mar' 2024



**There goes
Alex, up to
his old tricks
again !!**

(Captured by one of
our members travelling
on a recent Air New
Zealand 787 overseas
flight.)



A bit thin this month, let's hope activity picks up a bit with the nice Autumn weather settling in.

I still need your help and look forward to your reports and contributions.

Barrie the editor mfhb March 2024.