

Model Flying Hawkes Bay



PROPWASH



Club Newsletter #163 Sept 2024

In this issue

Pages

OCTOBER; "What's On" Activity Calendar

??

Sunday's; Club Sundays Awatoto Field

Sunday Barbecues; To be notified by email prior.

Tuesdays; Club Shed Mornings.

Vintage Mornings; Any time as the mood takes

Committee Meetings; Second Tuesday in month

Soaring; Black Bridge ph; Rowdy or Joe.

SOARCHAMPS @ BlackBridge

Thurs 17th to Sun 20th October.

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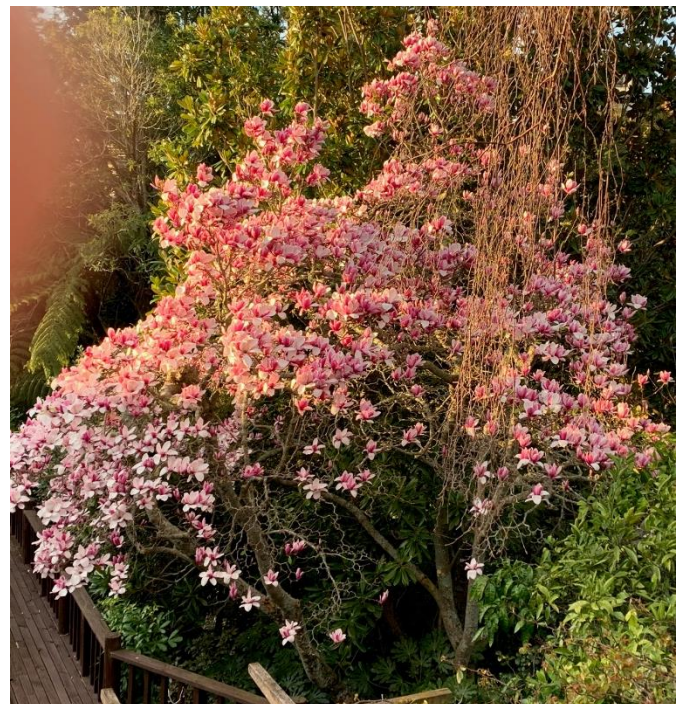
Contributors to this issue; Brett Robinson / Barrie Russell / Marty Hughes / Clive Baker / Ash / Kevin Botherway / Russ Nimmo / Tony Ward / Stu Sturge / Phil Sharp / E&OE

NDC OCTOBER Vintage & Soaring

Oct/24	155	VINT	RC Vintage Open Texaco
Oct/24	156	VINT	RC Classical 1/2E Texaco
Oct/24	157	VINT	RC Classical E Texaco
Oct/24	433	SOAR	ALES 123 Class N
Oct/24	434	SOAR	ALES Radian Class P
Oct/24	435	SOAR	F3K Tasks B,D,G,H
Oct/24	436	SOAR	FAI F5J, 4 Rounds

We're into Spring, roll on Summer.

See you at Awatoto Field.



From the Editor's Desk

A bit quiet this month, not a lot happening club wise apart from the obvious completion of the Dean's shelter. My number one contributor Phil keeps us excited about his latest engine build which appears to be progressing at rate ! A heart warming story from Russ about his fly away "Spook" and that's about it apart from what I've managed to record from Club Sundays. Also covered is the test flight of Riss's magnificent DH4 WW1 biplane, and Stuart's workshop risen from the ashes. We've had some great Spring weather but apart from the usual regular suspects club use has been a bit quiet.

No news from the Committee news this month. Could I put out a plea for the following items to be given consideration and added to the monthly committee agenda.

1. A regular Bi-monthly Club Night program.
2. Monthly Theme Sundays with good publicity and an enthusiastic CD who can encourage participation and maybe combined with a barbecue lunch, weather permitting and a rain date.
3. Give consideration to the appointment of a Club Almoner. We have an aging membership, currently I'm aware of one member who is in hospital and another two who have recently been hospitalised and several who face health and/or mobility difficulties. As a club we are a family and it would be nice to acknowledge these folk and offer assistance if necessary.
4. Encourage the dissemination of club and committee news to help this sometimes struggling editor to put out a worthwhile monthly newsletter which after all should be Your/The Club's mouthpiece.

Also of interest this month, **Hamish and Sean Galloway** are off to Australia to compete in the APA Australian Precision Aerobatics WC and teams Trial in Victoria Australia. They are both entered in the FAI F3A Section and you can follow their progress here on the facebook page. 4th to 7th October. Just click on.....

<https://www.facebook.com/groups/AustralianPrecisionAerobatics/>

Barrie the editor mfhb. Sept 2024.

Prez Sez

Sliding well into spring now, the grass is really starting to grow, the days are longer and the sun is warmer.

You will see a few changes at Awatoto over the last month . Thanks to Barrie and his team of Merry Men , the Dean's shelter is now complete and ready for use. You will also notice some fresh metal has been spread over the car park to fill the low spots and make access to the ablution block a little more accessible to our more senior members. And last but not least , the taxi way to the main flightline seems to be getting some love and looks like a bowling green. Lance and Big Red continue to keep the Field up to international standards . The weeds are now starting to grow so its nearly time to give the whole place a good spray.

Due to work commitments, my attendance on Sundays for the next month will be a bit hit and miss but im sure ill get there at some point . And yes we will get another BBQ in this month. Will advise.

When we have a BBQ can I encourage as many of you to bring your most favoured model so we can take a photo opportunity?? The face book cover photo and profile pic is well in need of updating.

That's about my lot. See you at the best club in the land .

Marty.

CLUB ACTIVITY Sept 2024



How great to see Junior member **Jason Marham** achieving his Wings Badge last month. Also hats off



to the **two Robs** and family who have mentored him through the process. A success story all round and an example of the value of mentoring and the Wings Badge program. Congratulations All.

At a working bee on **Thursday 5th September**, members, **Lance Hickey, Kevin Botherway, John William, Tony Ward and Barrie Russell** got the installation of the roofing trusses and purlins completed on the Deans Shelter. During the fortnight prior, Lance constructed the trusses and purlins and delivered them to site and **President Marty** took a Sunday off flying to spray paint them all. **Lance, Kevin, Tony and Barrie** also spent a morning straightening the existing poles and cutting the old fittings off the tops.

The top of the existing poles were painted with a Rustkill paint. Further, **Myles Moloney** constructed two replacement poles for the south end and delivered to site. The shelter is now ready to have the roofing iron and fixings measured up and delivered to site. We'll then require another working bee or two to get the iron fixed in place and all will be done and ready for occupation !



Tony has loaned us some scaffolding to make the job easier and we got that on site and erected. The roofing iron has been delivered to site thanks to the generosity of STRATCO, local roofing suppliers who have made the iron and fixing screws available to the club at a hugely discounted price.



Sunday 15th saw a good turnout with plenty of pits and flightline activity. Started with a sou-east crosswind that dissipated late morning as the sea breeze settled in. Good to see Mike Harris flying one of his many “large aircraft” after a hiatus of several years. Young Jason is flying well and nice to see him actively helping around the field and with members.



Above; The Russell Carbon Cub and Lance's Airforce. **Above Right;** Mike's Extra **And Right,** Rob and Stu's aerobatic ships.



Myles has his recently rebuilt Comp-ARF Extra out for it's test flight and it flew well, as did the pilot, with a few trimming changes etc. Will be an excellent IMAC performer.



Pits scene on the **Right**;

Below; **Stu Sturge** maidenied his recent Club Sale purchase, a very nice ARF low wing Calmato trainer, 46 powered.

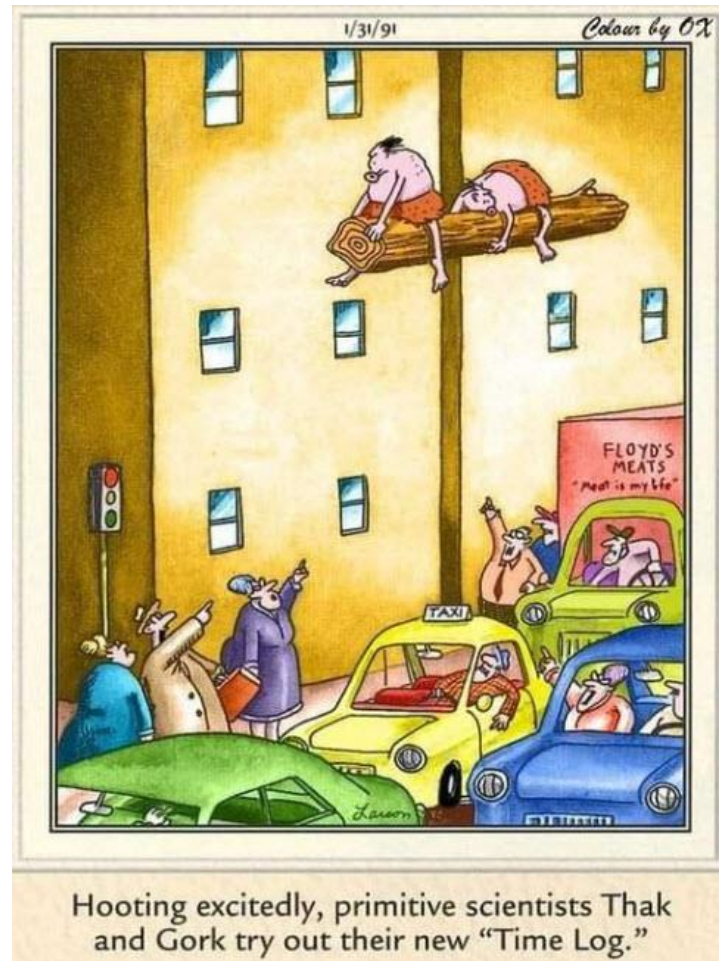
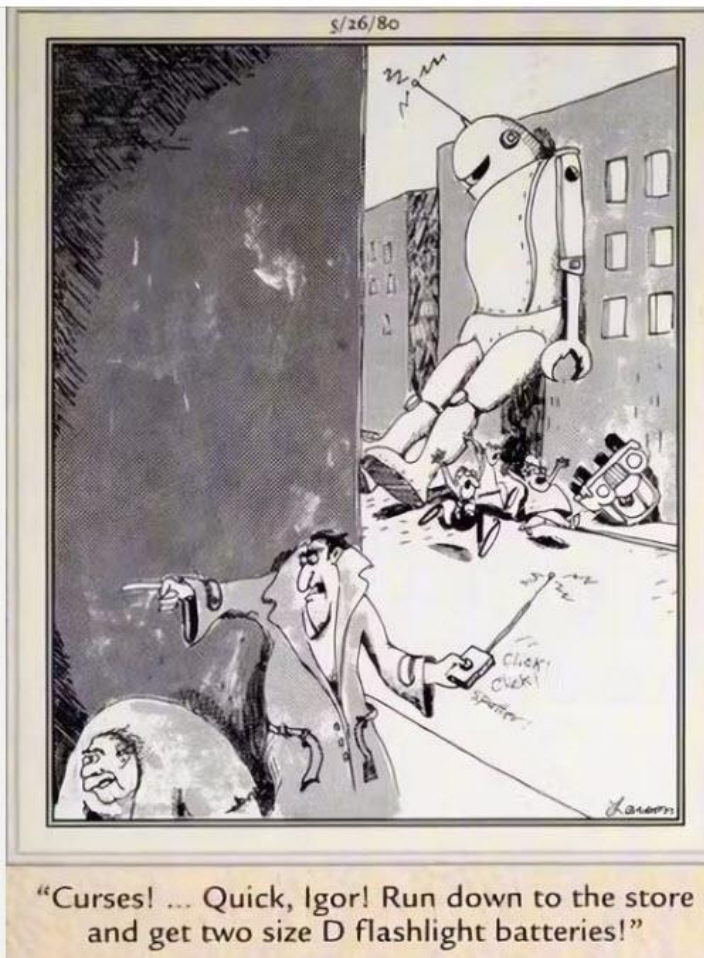


Monday 16th; Back on the shelter with another group of able helpers. **Tony Ward, Graeme Rose, Russell Nimmo, Mike Shears, Marty Hughes and me (I),** made a start at 9.00am and by 12.45 the new roof was all in place and well screwed down, a wonderful effort with all hands to the pump. Thanks guys, it's been an enjoyable and interesting journey and made so much easier with the expert and willing help.



Ed.

Some early attempts and Radio and Time Control



Sunday 22nd; Average turnout, the Northerly wind was a bit cross which made things tricky though a good number of pilots coped with it. We're seeing a bit of a revival of the F/B Delta's with **both Stu and Phil** battling it out. Where the wind is coming from doesn't bother them, you just underarm launch up and into the wind and you're away laughing and flying !





Top Left, An easterly pits scene.

Top Right; Good to see **Chris Tutton** back in the flying scene. Here with his Kyosho Spitfire, DLE 35RA powered. He has built a new wing and re-furbished the model and **John Sutherland** was on hand to do a test flight which went well.

Bottom; **Dave Cantell** seen here assembling his 72 inch Evolution 15 powered Cub prior to doing some motor run ups. The wind by now was not conducive to test flying !

What dedication finding a use for the old family lawnmower dressing up our taxiway in preparation for next year's **Warbirds over Awatoto**. Our beloved president hard at work on his day off !

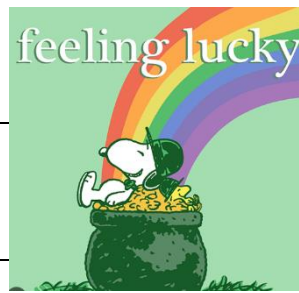
Wow, I used to mow my Uncles lawns with one of those back in the 1940/50's and here's the past visiting us all over again ! And I think **Phil** used the motor off one in his first Go Cart ?

Well done there Sir Marty !



*Taken last Sunday, **Vic** can't decide whether this is just plain surgery, or just two old codgers taking an afternoon nap in the shade of their gasser, as befitting their age and status ?*

It must be my **“Lucky Day”**



A very Humbling story from Russ Nimmo following a morning's vintage flying at Awatoto Field this month.

THE DAY THE SPOOK WALKED BACK....

It started as a busy week with the Boss's new sink arriving at Mega10. So 3 days of kitchen fitting for amateurs and I was grateful to receive Barrie Russell's email on Thursday evening inviting interested parties to enjoy the forecast Friday weather and do a bit of vintage model aviation.

Friday morning, Awatoto International was buzzing. Did one flight with the lovely Spook, easy 4 minutes and a nice landing if I say so myself and almost on the spot, which was only in my head!

Time for a second whirl, by now there were a couple of vintage and a Radian in the North West corner, so I took off again sort of South West-ish toward those big willows south of our runway centreline. Good height, motor off and started a nice glide following a hawk who seemed to have Jo Wurts' sense of where thermals are. Definitely holding a bit of back pressure on the elevator so reached for the trim, missed, looked down, two clicks, looked up, gone....GONE, “expletive” deleted.

When last viewed Spook was in a gentle turn left. Tried a gentle turn right to hopefully catch a glimpse of a wing, saw an object move and realised I was trying to radio control a hawk. By now I have no idea where my Spook is and we have an azure blue sky with that faint high cloud like someone has painted the sky with a thin coat of whitewash, not ideal for spotting a predominantly white aeroplane with just orange dayglow wingtips and tail feathers for identification. Heart pounding I call to the others flyers nearby but they don't see it either. I start to walk toward the area where I last saw the aeroplane in the faint hope the ageing eyes might pick up something but quite soon realise I'm probably looking at a ground search for components. After a brief search of the area I'm realising the aeroplane could have flown some distance after I lost sight of it, after all it does glide beautifully hands off. So I return to the field to regroup.

By now the big guns have arrived and El Nationale Presidente is setting up his magic gliding for grownups GPS trigonometric wizardry. I get the question...have you got telemetry on your radio, Yes, OK get in my car. So Rowdy drives us toward the area of last sighting with me holding my transmitter out the window watching for a receiver voltage signal on the telemetry. Apparently, this is a well known trick in gliding and sailplane circles. So we find a signal in the general area and start the foot search. Rowdy shows me a refinement to the technique where you hold the transmitter close to your body and turn around till you lose the signal to give an idea of the direction to look in. We searched for a couple of hours to no avail in that long tussocky grass with humps and hollows. You could lose a sheep in some of those deep narrow gullies. I was embarrassed that Rowdy was losing his valuable gliding time. He gave me a couple more pointers on glider finding for dummies and went to have his lunch. I searched a while longer but the old hips started screaming and I knew I had about a 500 metre walk back to the field so I reluctantly gave up. I've never been so pleased to see Phil Sharp arrive at that moment to ferry me back to the field where we called Rod Hughes and he kindly agreed to try an aerial survey with his drone, next morning.

With that organised I was about to head home when I had a phone call from Lance who was mowing the runway to its immaculate best. Hi Lance.... your aeroplane is walking down our driveway...beg pardon...your aeroplane is walking down our driveway. I looked and saw a chap walking along the track with an unmistakable white wing with dayglow tips. I walked out to meet a genial fellow who asked if I was Mr Spook, When I said Yes he replied well this must be yours then. I couldn't believe it, it was quickly clear there was hardly a mark on the aeroplane, so to my blank look he started to explain.....

“I'm a bit down on my luck at the moment so I'm sleeping in a tent further over (and he gestured toward Clive) I was lying there around 10 o'clock wondering what to do with my day when there was a bang on the side of

my tent! I took a look thinking it might be a sheep or something and found Spook! It had flown straight into the side of my tent and just sat back on its wheels. If it had missed my tent it would have flown straight into the big macrocarpa!!”

He went on to explain that he watches the aeroplanes from his position and knew that it must have come from our field so decided to bring it back. His camp is under a big old macrocarpa tree that is the dominant tree on the skyline if you look South from the Dean's Shelter about a hand's width left of Te Mata Peak, so that is not exactly a short walk. I've plotted the distances on Google Earth and the aeroplane was about 500 metres SE from the field when I lost sight of it and it landed in the side of his tent some further 700 metres due South. In a straight line from the field it was close to 800 metres so he had walked well over a kilometre round the road to bring my aeroplane back.

We introduced ourselves, I'll call him Lucky in case he's shy of publicity and I offered him some funds in reward. He was very pleased to accept and then admitted he hadn't eaten for a couple of days. I asked if I could drive him back or somewhere else and he said he would like to go to Hastings to get food. As we drove he explained how he had come to Hawkes Bay for work after the cyclone but now things had turned a bit tight. He is starting a job next week and I wished him well.

He talked of his upbringing by a Scottish father and Maori mother in Southland. He was adamant that he knew he must return the aeroplane, to not do so would have been theft and he holds himself to being an honest man despite his circumstances. I am very grateful for his honesty and integrity.

So it's been a bit of a roller coaster day and left me quite humbled.

Never give up hope.

There's good in everyone

We have a good fellowship in our Club, with willing colleagues prepared to sacrifice their time to help others.

Paint D-Day markings on your light coloured aeroplanes!

Put your name and contact details inside your aeroplane

Learn by touch where the trims are! Don't look down!

God Bless Lucky, shake his hand if he comes to our field again, I'm sure he'll introduce himself as the bloke who found a Spook outside his tent.



Spook as returned by Lucky, not a mark on it. Tank and battery had moved internally so Lucky's tent had absorbed the impact nicely.

Russ Nimmo. MFHB. 6.09.2024.

Out of the Ashes !



Stuart Sturge writes;

After a year of frustration without a workshop, our new garage and workshop is complete.

Whilst the trauma of the fire was significant, the outcome could not have been better. Our insurance policy allowed for our garage to be "replaced". However, the changes in the building code over the past 50 years, has meant that our "replacement" is many times better than the original.



We were also offered the opportunity to change certain aspects of the design, provided it did not have an adverse cost implication to the insurance company. So we offered to delete the mezzanine floor, which had only been useful for storing 40 years of accumulated "stuff", and in return got a fully lined, insulated, garage and workshop. Whoopee!!





So at long last Trish's car is back under cover, and I am full steam ahead in the modelling room/workshop.

Cheers Stuart.

The Magnificent DH 4



Monday 30th September Today, and what a day for test flying. A light southerly drift down the strip at Awatoto Field. I arrived at 9.00am to find **Russ Nimmo** in the process of rigging his magnificent scratch built **DH4**. Talk about a blast from the past, **Russ** has built this model over some seven years from a Balsa USA kitset,

Click on [Balsa USA DH4](#) To view kitset.



The model is built to the highest spec- scale finish. **Russ** has paid huge attention to detail, far surpassing the finishing specs of the kitset. With help and advice from **Phil S** and his large model inspector and test pilot **John S** the DH4 is truly a model of perfection.



Wingspan is 126 inches and all up weight is 23.1 kg. It is powered by an 85 cc Four-stroke in line twin ROTOMotor swinging a 25x8 prop at 5.200 rpm static.

After the obligatory range tests and a taxi run, **John** powered up and the model flew impeccably with just a couple of clicks of down trim. It looks and sounded magnificent in the air and flew at a very scale like speed. Telemetry showed a slight over heating at the rear cylinder and it is thought some baffling in the cowling air flow will solve this problem. More testing to come, but the future looks great, much to the satisfaction of the builder and the pilot.

Congratulations Russ on a very successful project, some years in the making. **Ed.**



Every flight must have a ***“Take Off”***

And a ***“Fly Past”***

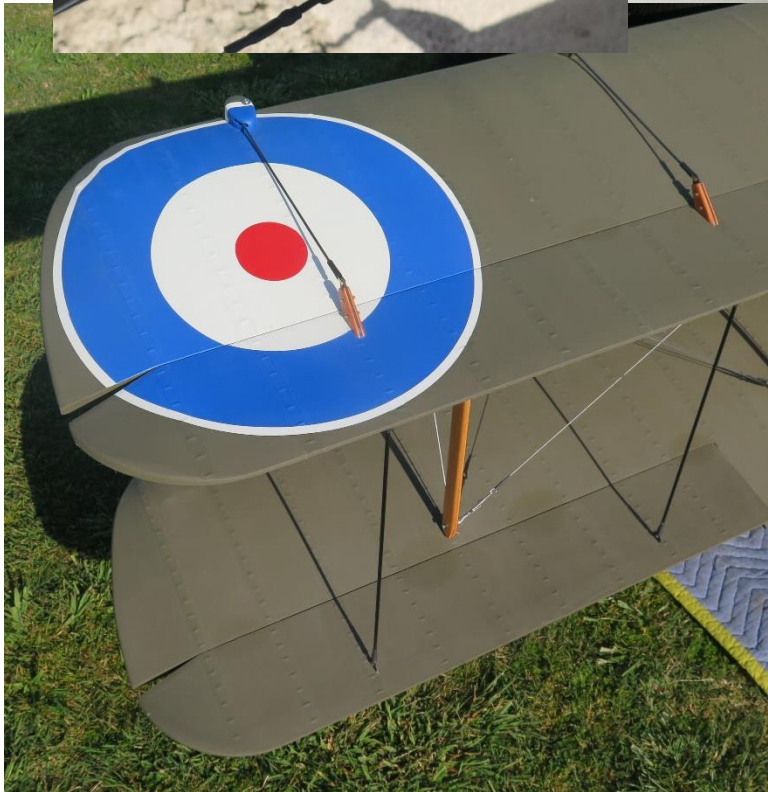


And a ***“Landing”***

Just about to touch down after a very successful test flight.

Click here <https://www.facebook.com/groups/www.mfhb.org.nz> for the videos Marty posted on the club Facebook page

Some detail pictures of the DH 4.



Thanks for sharing **Russ**, we look forward to seeing it many hours in the air. **Ed.**



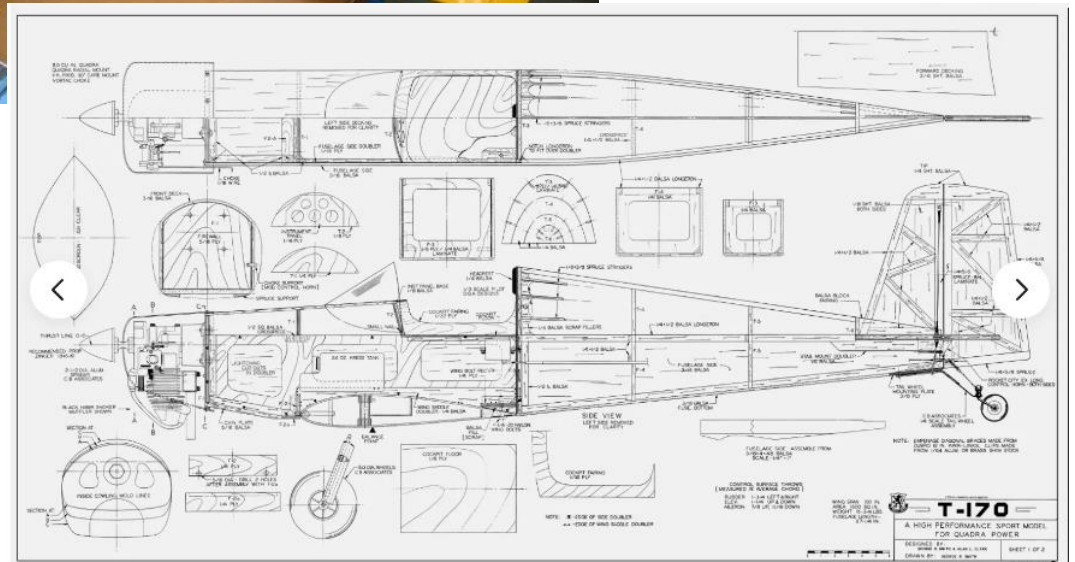
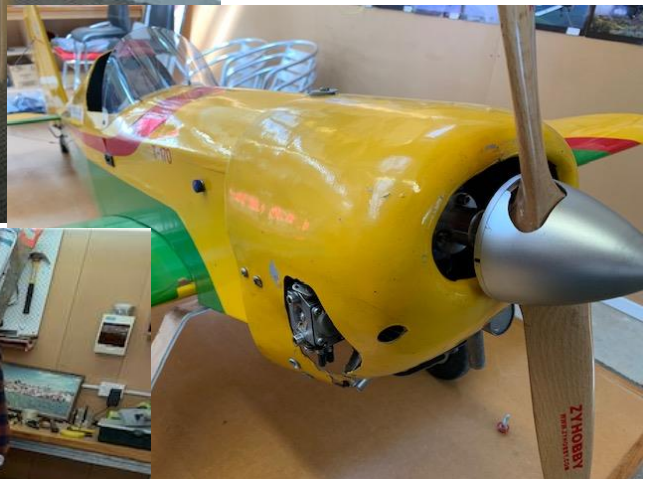
AROUND the BUILDING BOARDS. Sept '24

Tony Ward has done a good job refurbishing this aerobatic model he purchased somewhere, sometime ! A T-170 which according to the web is; <https://www.ebay.com/itm/222688348487>

T-170 100 inch Wing Span Sport Giant RC Model Airplane Plans



Powered by a 55 cc something petrol engine it performs well for quite a heavy model. Originally the U/C was fitted to the wings and he replaced this with an aluminium sheet type. A nice sport aerobatic model.



More on my Taylorcraft build, I did a trial fit of the engine and cowling and found I'd not enough room for the cylinder heads as I'd tapered the front of the cowl a bit much ! So it was a patch up job, building it out with some Depron sheet and Red Devil filler, re-glassing and then cutting out the old inside glass layer. Followed by some more bogging and a lot of sanding and filling. It sure is a lot easier to get it right the first time round ! **Right** ; is the rebuilt cowl ready for sanding and also a windscreen template in the making.



One advantage of having 'alf a fuz' is being able to stand it up to fit the engine and cowling.

We're making progress, the 111 Twin is now secured and the cowl screws fitted. I'm going to have to make some blisters to cover the spark plugs as they will protrude through the cowl. That will be a job for later as I now want to get the headers and mufflers and all the motor gear fitted. Following that, the screens and cockpit detail done before I embark on the tail feathers and wings.



In amongst my collection of screws etc, I had these brass threaded inserts which are ideal for locating the cowling screws. Much better than T/Nuts which are easily cross threaded, these have a lead in portion which helps to align the screw. I just press fitted them into the ply lugs with a drop of cyano.

Had a meeting with my Large Model Inspector **Mr Mike Shears** and discussed the build and fitting of gear etc and he is happy with the progress to date !

Phil's V-4 Magic Pt 5. Sept 2024



This man's magic continues to pour from his fingertips, read on and be astounded and enjoy what Phil has to offer this month in his V-4 build.

Phil writes; With a few interruptions this month, I am still pleased with the progress. It is certainly a lot easier only making four off, instead of nine!

I have been trying to come up with a way to use a Walbro carb, and fit it all in the cowl. The engine sits inverted in the Storch. I ended up making four straight inlet tubes (Trumpets) and an air box with the carb mounted on the end. I'm not sure how it will work. The engine was designed to run on glow fuel and had two Perry carbs on a tubular manifold. The air box is symmetrical so can be mounted so that the carb faces forwards or backwards. Time will tell.



Top Left; Machining inside of airbox. **Right;** Airbox and trumpets. **Middle;** Mounted airbox.

I also spent some time making a pipe bender for the exhaust pipes which are 10mm stainless steel, with a 0.5 mm wall thickness. This proved a little difficult to stop the tube collapsing, but was solved by inserting a piece of nylon rod inside the tube, and then bending it. A 60 deg bend is all I need. A bit hard to get the nylon out, but plenty of silicon grease helped. There is some low temp metal available (70deg C melt) for pipe bending, but it was very expensive.

I spent a few days making the valves which are machined from 316 stainless steel. The inlet is 12.5 dia and the exhaust is 11.5 dia, both with 3mm dia stems. The overall length is 27mm, so the last few cuts were one thou at a time, quite time consuming, not to mention the odd scrapper! The final operation was to cut the circlip groove which is 0.6mm wide by 0.43mm deep. Thank goodness for digital readout on the lathe! The springs, (made by Simply Springs in Hastings) are retained by a silver steel cap and a tiny e clip.



Above Left; Valve in the collet chuck.



Right; Completed valves, one spare!

The last job this month has been machining the blanks for the camshafts. These are silver steel, hardened, and the tempered in my oven. The last job to do are the cam followers, which are also silver steel.

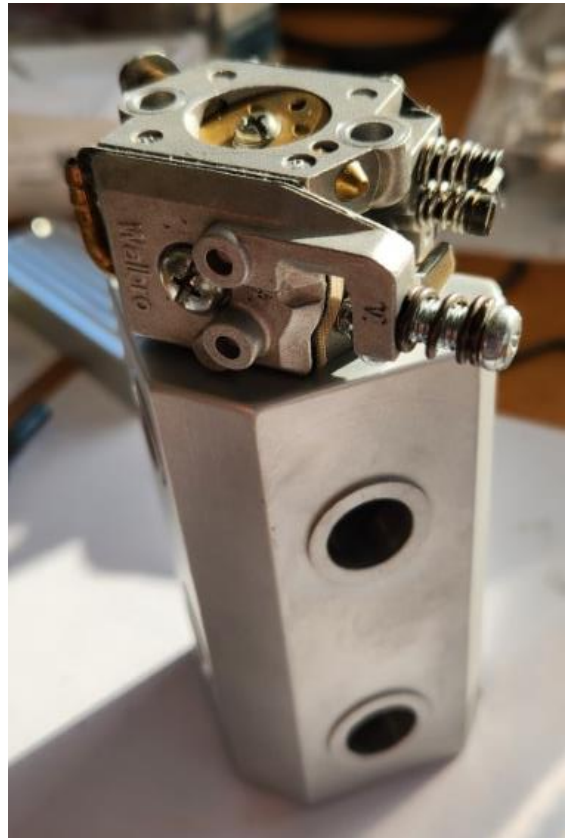
I am now concentrating on making a cam grinding machine using my tool post grinder. Once the cams are done I can do the final assembly, and hopefully get it running.



Above; Camshaft blanks



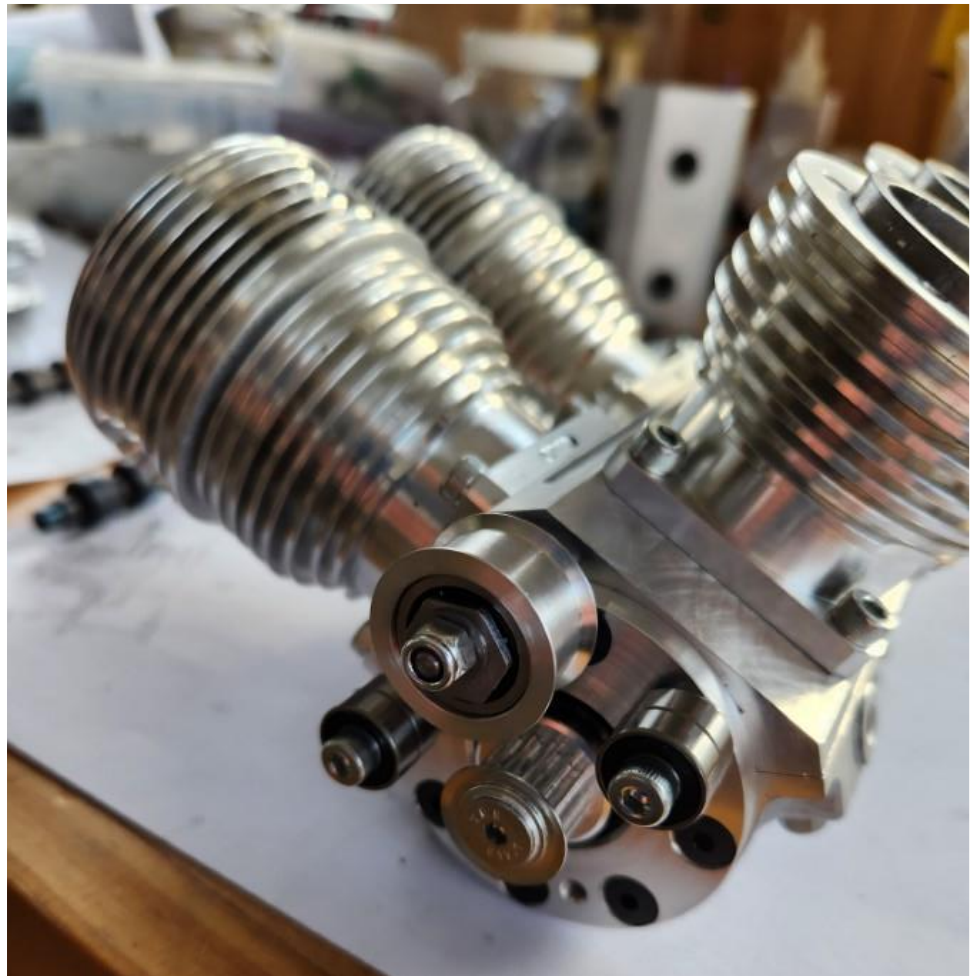
Above Right; Exhaust bend.



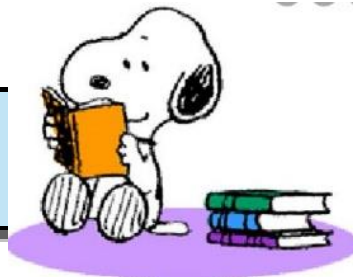
Left; Carb on end of airbox.

Right;
Belt tension adjuster.

That's it for another month,
Regards,
Phil.



Info and Things Sept 2024



With all the health warnings we're subject to, I thought this might help you to decide on your next motion.

<https://www.facebook.com/reel/1645129356282108>

Turn up the volume and enjoy the advice.

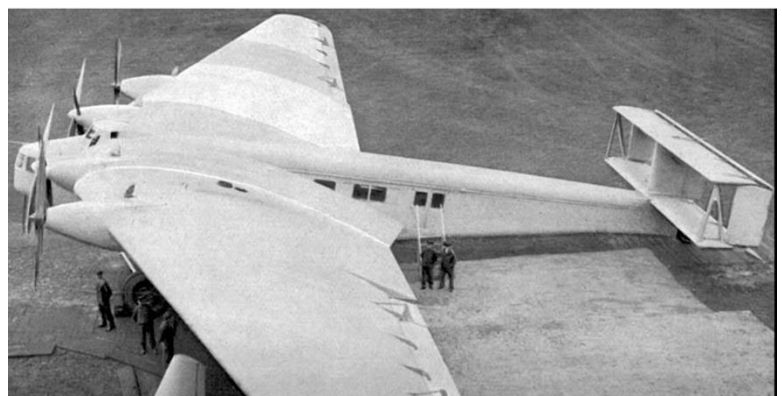
Dutch Roll. No it's not something to eat, according to Wikipedia ; *Dutch roll is an aircraft motion consisting of an out-of-phase combination of "tail-wagging" (yaw) and rocking from side to side (roll).*



The effect is often prevalent in some of the early free flight models that we use in vintage such as Tomboys. The Heron that I've recently refurbished for Barry had a quite alarming DR under power so I took the advice I read on a forum on the web and taped a couple of credit cards below the rudder to increase the fin area. The pundits give the cause as too much dihedral or too little fin area. I don't want to crack the wing which as a lot of dihedral so this was an easier trial move!

The result was surprisingly successful so my next move is to increase the fin size slightly, decrease the rudder component and add a sub fin beneath. The fact that I'm changing the outline will void the model from serious competition, but that's beside the point in this case. The aim is to make it a comfortable flier and it can still be flown in club fun comps.

Here's a blast from the past, talk about "Large Models" . An interesting video if you have a few minutes to spare. **Junkers G38;**



Click on the link below to enjoy.....

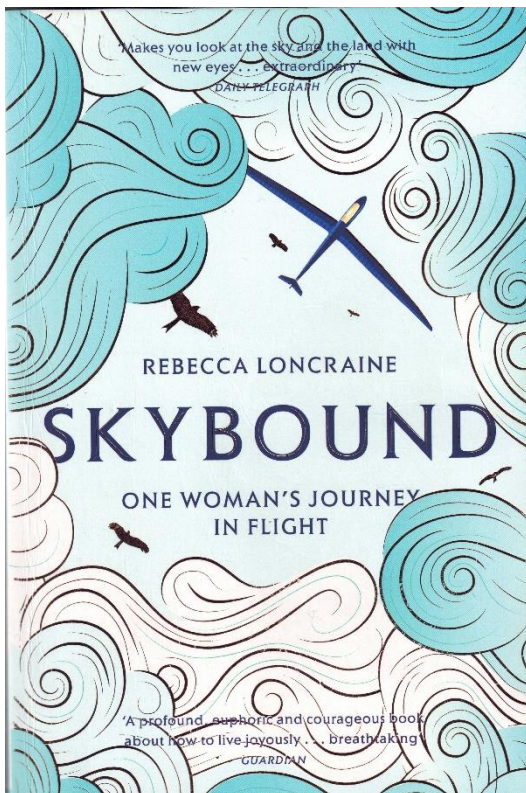
<https://www.youtube.com/watch?v=5uFN0tsuckE>



Fruit Technology. My Blackberry's not working; For all you computer buffs, here is a light hearted take on your jargon. Nothing to do with aeromodelling, but good for a laugh, especially if you're a "Ronnies" fan !

<https://www.facebook.com/reel/921237159838332>

If you enjoy a good read, here is an interesting book for you.....



I picked it up at a club sale, started reading and couldn't put it down. It is a true story of a Welsh lady's journey through illness and the therapy of learning to fly, gliding, in Wales and then Omarama NZ. Quite a heart rending story but full of interest about gliding and history as "Bec" was also a noted writer in her own right.

Amongst the plaudits is written;

"The day she flew in a glider for the first time, Rebecca Locraine fell in love. Months of grueling cancer treatment meant she had lost touch with the world around her, but in that engineless plane, soaring 3,000 feet over the landscape of her childhood, with only the rising thermals to take her higher and the birds to lead the way, she felt ready to face life again."

If you would like to borrow my copy on a "must return" basis, then give me a call, I'm happy to lend and can thoroughly recommend a good read. Ed.



Vintage Report. Sept 2024



A quiet start to the month's proceedings. The only electric NDC available for us was for the smaller Sport Cabin Texaco models. A small turnout with only Stan and I flying the competition. Mark arrived with his re-built Lanzo but some wing warp and a rearward CG made flying difficult. He is talking about a new build for the Vintage duration and precision competitions. Whilst Stan and I were flying there was a call for "HELP" from Russ, who on his second flight of the day had lost sight of his Spook. I won't go into details here, but you can read all about it in his article "Lucky Day" in this newsletter!

Yesterday whilst we were building the shelter, there were thermals abounding with hawks soaring skywards, unfortunately today was the reverse with a cool sea breeze settling, even Rowdy out gliding was complaining! So our times were not great, however we got a score on the NDC board for the club.

NDC Sports Cabin E Texaco.

Stanley Nicholas;	(Tomboy)	10.07 / 12.54 / 10.31.	Best 2x =	Total 1375
Barrie Russell ;	(Courtesan)	13.01 / 12.08 / 12.32	Best 2x =	Total 1533

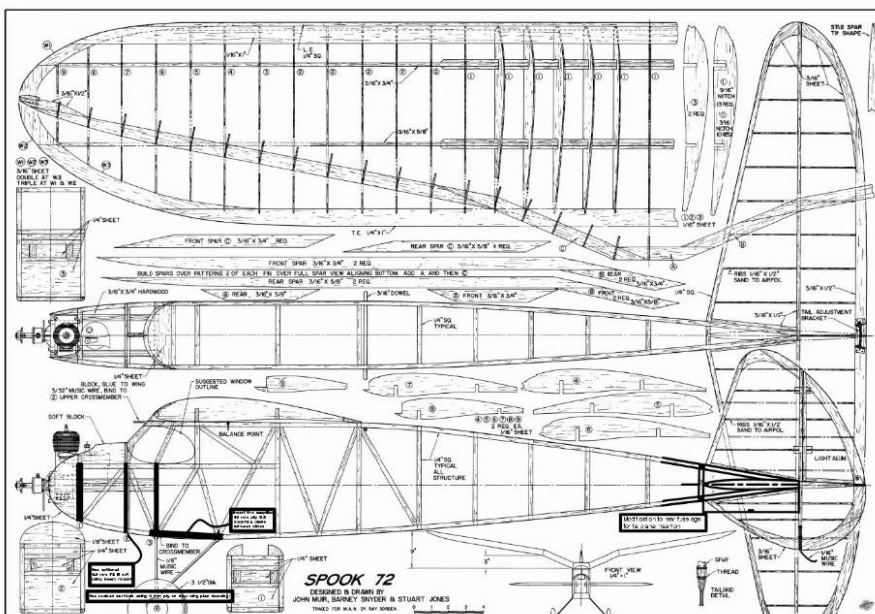
On the building front, the good news is that **Rowdy** has taken delivery of his Stardust kitset from Hangar One.

As a result he Vintage scene may not be as quiet in the future, but you can guarantee there will be some spirited competition ahead!

Click on; [STARDUST Hangar One](#) to view.



Stardust Special 76' 35 - 45 Size Vintage Laser Cut Short Kit



And similarly, **Phil Sharp** needs a diversion from his engineering skills and rumour has it that he is about to order a Spook kit as well, having taken a shine to **Russ's** lovely model.

Click on;

[SPOOK Hangar One](#) to view.

NOTICE OF PROPOSED VINTAGE RULE CHANGE.

There is a proposal before the Vintage and wider NZMAA membership to change the Vintage rules concerning the battery allowance in both the Vintage and Classical Duration classes. Over the past year or so there has been increasing difficulty obtaining suitable batteries according to our present formula which is based on wing area and C rating. $(W/A \times 220) / (S \times C) = \text{mah}$. The battery manufacturers have been favouring much higher C ratings although there is doubt as to their authenticity in some cases, making suitable battery replacement within the present rules very difficult.

To solve this, early this year, I moved that we ignore the C rating (As do the Australians in their battery formula for duration classes $\text{Capacity mah} = F (5.92) \times WA \times 1000 / (S \times v (3.7).)$ and use a simplified formula for Lipo batteries $\text{Mah} = WA \times 100 / S(\text{no. Cells})$).

This brought strong disapproval from a certain quarter and a new formula and a raft of testing procedures were proposed. This fortunately lost favour and now the "Committee" **not unanimously I might add** have circulated a voting proposal which you should all have seen if you're on the Vintage AVANZ email list, that "the battery requirements for both Duration classes be unlimited with the changed Rule reading;"

Any electric motor, drive battery and speed controller can be used.

I strongly disagree with this proposal as changing to unlimited power I don't believe is within the ethos of Vintage flying and Competition and could open the door to absurd and dangerous high powered systems. The original formula first proposed of $WA \times 100/S = \text{mah}$ provides access to a greater range of batteries but still maintains a degree of control that links power to the wing area of the model which has served us well all these years till now.

I would ask you all to consider the above before making up your own minds and casting your vote.

Barrie Russell (Ed) , Model Flying Hawkes Bay. 1st October 2024.



Soaring Report Sept. 2024 Blackbridge



F5J Hawkes Bay and Team Trials

We were happy to have had a total of 16 pilots competing at the 2-day competition over this past weekend. There was a fairly good weather forecast compared to the rest of NZ, although a bit of wind was predicted for the afternoons. By the end of the weekend, we managed to complete a total of 10 rounds and complete a successful team trial for the upcoming F5J world championships in Argentina in February 2025 next year. A huge welcome to 2 new pilots to the NZ soaring arena – Dave Crook and Peter McEvoy (well, they are not new pilots, but great to see them on the soaring field in Hawkes Bay!).



Setup time in great conditions



Flight line with 5 to 6 pilots per heat

We had 2 South Islanders, 4 from Auckland, 1 from Tauranga, 3 from Wellington 1 from Wanganui and 5 Hawkes Bay locals – so many travelled for this competition from all around the country.



Rob Johnston and David Ackery



Kevin Campbell and Miles Moloney

We all assembled models and set up at the field on Saturday under the usual calm Hawkes Bay conditions (!) and then started the first round after sorting some contest equipment issues. It was amusing in that for the first day, the auditory count was provided manually as the automated sound system was still safely stored away.

The launches were not low, with most targeting the 200m mark as there wasn't much thermal activity. There were some short flights despite the high launches due to the difficult conditions. There weren't many pilots who achieved much more than launch height all weekend, and heaps of rounds where people found a corridor of lift which was sufficient to almost sustain altitude for the full 10 minutes. By 2.30 on the Saturday, we had completed 5 and bit rounds with the wind building to unbearable strength for most, so we went on pause for a little while hoping it would drop down but not to be and that was it for the first day.



David Griffin about to launch Rob Johnston's Plus

Sunday was a rinse and repeat with conditions really settled in the morning and by around lunchtime the wind started building again. Despite the occasional very strong winds, we managed to complete 10 full rounds in total and pack up at the targeted 2 PM finish so as to allow the many who had travelled from far away to depart and hopefully arrive home at a somewhat reasonable time.

Landings were great with many certainly getting a lot more accurate on the finish of their flights. The launch height judgement was challenging as many were targeting the 200-metre mark. The Skylab award for the highest launch of the weekend goes to David Ackery with a stellar 266 metre launch. That said, there were a total of 41 launches (out of 147 scoring launches) during the weekend that were greater than 200 metres, so the competition was fierce for the highest launch contender! The average launch height for a scoring flight was 190 metres. Another way to look at it is that the lowest launch for the weekend that also made full time was Peter Glassey with a 148-metre launch. This demonstrated that conditions were challenging, and when there were thermals, the wind and turbulent air



still made it difficult to make full time. There were only a few slots during the weekend that had good thermal conditions, and nobody was willing to risk a launch that was suitable for the conditions during these few slots. The final group on the Sunday was won with a 3:43 flight with a 188m launch! – it was very tricky to say the least.

Above and Right; Precision landings .

Super thanks to Joe who provided hot lunches on the field for both days (brisket on Saturday and pulled pork on Sunday). There was also a fantastic barbecue and social on Saturday night that was provided by Andrew and Jane Hiscock, that was not to be missed! This really completed a fun weekend with everyone coming out with a little more experience in challenging conditions and pushing their own personal envelopes.



Full results are on Glider score online

1 st	Joe Wurts	8721.2
2 nd	Kevin Botherway	8581.9
3 rd	David Griffin	8522.5
4 th	Peter McEvoy	8460.2
5 th	Andrew Hiscock	8385.9
6 th	John Shaw	7999.3
7 th	Peter Glassey	7893.1
8 th	Peter Williams	7883.6
9 th	Aneil Patel	7717.9
10 th	Stew Cox	7136.2
11 th	David Ackery	6913.9
12 th	David Crook	6733.2
13 th	Myles Moloney	6558.3
14 th	Rob Morgan	5990.6
15 th	Rob Johnston	5990.6
16 th	Kevin Campbell	2170.9



Joes provided hot field lunches



Peter Glassey and Andrew Hiscock;

NZ team for Argentina 2025 – Congratulations!!!!

The selected team is **Joe Wurts, Kevin Botherway, Peter McEvoy, with reserve pilot Aneil Patel.**

It is promising that we have more than three pilots that are wanting to represent NZ at a World Championship event!

Like usual, soaring has a busy calendar. We have F3B next weekend, 7th & 8th September. Six pilots and six family members are then off to Japan to experience the APO (Asia Pacific Open) in the second half of September, hoping to continue NZ dominance at the APO.

Soarchamps is the following main feature on 17th to 20th October in Hawkes Bay.

Soaring rocks!!!!

A CLOSING SMILE. September 2024



Seeing we're into short video clips this month, try this one. A bit of irreverent fun for you "stag Night" rugby fans with our Aussie mate "Honey Badger"

Sorry about the advert first, but its worth putting up with !

<https://www.youtube.com/watch?v=Bn1g45RkLSI>



He tells funnies and can get away with it much better than I can !

And on that note I'll sign off and look forward to your copy and contributions for the next issue.

Barrie the editor mfhb.