



Model Flying Hawkes Bay



Club Newsletter - Issue No 106

May - June 2019



Top - Dominic Clarke and his electric aerobatic model.
Above - a gaggle of Vintage Night Trains at Awatoto.

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Upcoming Events

- Public Open Day - 6 Oct
- Warbirds Over Awatoto 2020 - 01/02 February



**** AWATOTO Field Now OPEN ****





And the Prez Sez



Duck shooting has come and gone for another year, without too much disruption.

We will now be getting some brisk winter mornings with brilliant days following, make the most of them, it only needs a couple of extra layers.

The Club is planning an educational evening on setting up your aircraft. I believe these should be held more frequently and cover topics such as Transmitter setup, electrics, battery care etc. If you have knowledge or expertise that could assist by way of a presentation on a topic or you have an idea for an evening please talk to a committee member. I find these evenings invaluable and you are never too old to learn new tricks, anything that makes your aircraft easier to fly and stop it falling out of the sky, has to be good for everybody.

Warbirds 2020 planning is underway. John Sutherland has put his hand up again to Convene the event. If you can help in any way or have an idea that could make the event better please talk to John. (Many hands Make Light work for everybody.) This is our one opportunity each year to be before the public and promote our Hobby/Sport and attract new members.

Your Club Captain, who puts a huge amount of time and effort into the Club and training, has done a report, please take the time to read it he makes some valid points.

Safe Flying.

Lance Hickey

From the Editor and Secretary



Hi everyone,

A bit less 'flying content' in this issue, due, mainly to the pause in proceedings during Duck Shooting. Actually been a very good period of weather in the 'Bay' of late and that has led to a good deal of flying being done by some.

The BBQ team of Barrie Russell, Mike Shears and with assistance by Barry Kerr produced really nice soup and rolls fare a weekend or so ago, which seemed to go down very well with everyone at the field on the day. Hopefully, the BBQ days to be held every month will see an increase in the numbers coming out to the field in the future maybe.

Thanks to Marty Hughes, Barrie Russell, Kevin Botherway, Chris Tutton, Ken Le Prou and anyone else I may have missed for content in this issue. It Is appreciated.

The club has sheets of club stickers for, purchase at \$10.00 per sheet. If you want one (or more), please contact the Club Treasurer - [Robert Lockyer \(06\) 843 5716](mailto:Robert.Lockyer@lockyerelectronics.co.nz) or at Robert@lockyerelectronics.co.nz

A couple of events to put in your calendar:

- **MFHB Public Open Day on 6th October 2019**
- **Warbirds Over Awatoto 2020 on 01/02/ February 2020**

Talking of Calendars.... A Calendar Page has now been Added to the Club Website. At this stage it has some NDC Events and Club events on it, but is still in the process of being added to. You can view the page - [HERE](#)

Have also done a few updates to the club website as well, with additions to both the Downloads and Web Links pages. More items will be added in the next few months. (As Websites are *A/ways* an ongoing process!)

Some Club Nights are in the process of being arranged, as noted by President Lance Hickey above. When we have these in place, the membership will then be advised of date/s, venue and details both by e-mail and via the Club website.

See you at the field,

Brett



And from the Club Captain

Life according to Mike.....

We had a FUN Radian competition last weekend. Only 6 turned up. Four to fly and 3 to help.

Thank you Barry Kerr. We currently have 23 Radians in the club. Where were they all? Hope they weren't tucked up in bed with you! Some one said it was cold, hey it's WINTER..... we get 4 months of it here in the Bay. Its spring soon, then we get the cross winds! Just thought I would throw that in as it may be your next excuse.

Some club members are working with current non Wings Badge flyers to bring them up to speed to sit Model Flying New Zealand's required Wings Proficiency test.

New members to the club will need suitably skilled mentor/trainers to take them to Wings Badge level in a timely fashion. Be ready to have YOUR shoulder tapped if you are less than forthcoming.

Did "someone" mentor you?

Club Sundays at Awototo are starting to attract more members particularly the newer ones who are showing great enthusiasm. Their flying skills are improving to!

The more you fly the luckier and more competent you get. Remember to practise the things you find more difficult rather than the things you find easy.

A golf coach told me once that to MAINTAIN / INCREASE you skill level you need to play and practice at least 3 times a week. One round a week and you will start going backwards.

Different sports but worth thinking about.

GUIDANCE FOR NEWER MEMBERS. "HAVE I GOT A DEAL FOR YOU"

We have all heard that sort of comment and had a little giggle. Sadly, sometimes its NOT THE DEAL YOU NEED.

Sometimes members get \$\$\$\$\$ in their eyes unfortunately.

An old 25 year old oil soaked trainer that's never been rallied or rolled may NOT BE A GOOD TRAINER FOR YOU.

A second hand radio with receivers "that have never been crashed or mistreated" and date back to the Coke Bottle shaped Cortina car IS NOT A GOOD INVESTMENT.

I could go on to switches, extension leads etc bought on the internet (Banggood not always) or sometimes locally that may not be fit for purpose.

Where do you get help?

When you come to the field look for members that are flying competently, motors starting and running well, not having radio issues etc. This may take a few visits, but a pattern will emerge, believe me.

Be careful of members who don't seem to fly a lot but have strong views on every modelling subject.

What equipment should you use? Look what is being flown successfully and often and you can't go to far wrong and those people will be able to help you as well.

What' working best at our field?

Radios: JR, Futaba and Spektrum

IC Motors: OS, Saito, Evolution, DA, DLE.

There are others that work but don't get used at our field a lot so I can't comment on those.

Until next month.....practice people practice.

Mike Shears



Present



WARBIRDS

Over



AWA TOTO

01/02 February 2020

10am to 4pm

Web Registrations from November 2019

www.mfhb.org.nz

Club Meeanee Festival Display on 5th May



The Club was offered the opportunity to display models at the 2019 Meeanee Festival held at the Papakura domain adjacent to the Meeanee Speedway track. Club Captain Mike Shears got a group of members together and arrangements were made to display a variety of planes at the event. The day itself dawned cool, but clear and calm and we had our display area all setup around 9am. Barrie Russell had a table and was building one of his foam board models on the day, which created a lot of interest with the public. We had a good range of models on display covering, pretty well, the many types of models we fly. President Lance Hickey had prepared a good supply of MFHB information flyers and together with the MFNZ flyers we already had, a good number of them were given out to interested members of the public. It was, at times very hard to have a conversation with anyone due to a rock band playing not far from our display though. Overall a good day that had us packing up around 1pm or so. If nothing else we have got the MFHB out in front of the public again.

Thanks to all those that came out with models and helped: Mike Shears, Robert Lockyer, Stuart Sturge, Chris Wong, Barrie Russell, John Clarke, Ray McPeake, Brett Robinson and Bill Roydhouse.



Early Sunday morning - setting up



The display.....

Barrie gets a lot of interest in his foam board mod-



Ray McPeake's Etrich Taube created a lot of interest with the public.

Barrie hard at work on the foam model
(Both Pics above from the camera of Robert Lockyer.)

Another view of the display.



Field Diary



Tuesday 21st May

Not a breath of wind and it was warming up nicely upon arrival at the shed. Only Tony Ives there and he indicated most had already headed down to the field for a fly. So... the shed session became a Field session! Lots going on too. Gavin Shute flew his newly finished Stardust Special a few times. The first flight being a bit 'hairy' according to Gavin. But it's all sorted now and flies like a Stardust should. Brett Robinson flew his Night Train a few times and hooked a thermal or two. Not brick-lifters at all, but they kept you up there. Barrie Russell had his I.C. powered Rebel to test fly. Unfortunately, the Infernal in the initials I.C. came to the fore and the engine proved somewhat temperamental to both start, idle and then keep running in the air. Barrie persevered most of the morning and only got one real long flight and that was only off a 10 second or so motor run before the engine again cut-out. Mike Shears was giving Danny and Antony some dual on Danny's Radian and also flying his own (ex Jeff Clarkson) Radian too. Chris Tutton flew his new aerobatic ship and Stan Nicholas the tried and true Yak. Stan also gave Mark Larsen a buddy session or three with Mark's new Timber. Still a few issues to sort there! Robert Lockyer flew his big Cub, which looks great in the air. Jerry Chism also had some I.C issues with one of his models and opted to fly a very small Mig-15 jet, which went very well once it got Jerry all trimmed out. Other than that, a good morning at the field was had by all!



Happy Stardust owner Gavin Shute and model.



A Stardust approach.



Barrie gets some assistance with his engine issues....



Mike gets his Radian away.



Robert's Cub almost back on the ground.



Mark's new Timber all ready to go.



Jerry's tiny Mig-15 electric. Has rudder, elevator, throttle and ailerons!



Field Diary



From previous page.....

Tuesday 21st May



Bills new pride & joy - a Saito 90 three cylinder (going in his Corsair.)



A variety of models on the field.

Sunday 26th May

First Sunday back on the field and a reasonable turnout on the day. Lots going on with Instructors Mike Shears, Stan Nicholas and Robert Lockyer all kept busy during the morning. John Clarke was there with son Kim and grandson Dominic who was the winner of the loop and roll contest and won the electric aerobatic model! . They just needed to supply batteries and RX! It was its second flight and the first time Dominic got to stir the sticks with it. Later on - Mike had Dominic doing stall turns with 2 spins, half Cuban 8's, and some fairly decent 2 point rolls at 45 degrees. Kim flew a big Ultra Stik and John his tried and true Chipmunk. Budding pilots, Danny Young, Anthony Hales. Mark Larsen and Bill Roydhouse all did stunts with there models and are making progress. Robert Lockyer flew his large Cub, Stan Nicholas his Yak, Barrie Russell his foam board Mustang and Brett Robinson and Derek Barber both few their Radians.... although, I never did get out of either of them just who won though! Overall another very pleasant day at the field.



The pits on the day.... another good variety of models on show and flown on what was a perfect day weather-wise.

Continued next page....

Field Diary



From previous page.....

Sunday 26th May



And onto the Radian Russell/Shears 'grudge match' Radian contest.....

(Left) The Shears launching technique!!! (Above) The Russell technique (Right) And the mass? launch by both. (Something not quite right here perhaps?)

And in the middle of the field... the new pilots concrete pad work is underway. The area was scraped by a digger from Bio-Rich under the direction of Mike Shears and Grant Fulton. Now has a set out metal frame (supplied by Lance Hickey and Scottsdale) and a bit of digging is now required before the concrete gets poured.



Sunday 2nd June

The odd shower, but mainly fine and very cool - max 13 degrees. Very gusty winds too at around 20-30 knots at times, sometimes a lot more. Even n the birds needed tie-downs today! Good inside day!

Sunday 9th June

Despite the dire morning forecast of gales, rain and a cold day, it actually turned out to be the complete opposite!. Sunny but cool, although it warmed up later on and only a very light breeze. Plenty going on too with a fair bit of power flying being undertaken plus the odd Radian or three getting into the air at various times. And, yes, there was some thermals to be had for the Radians! The final Night Train from the production run of six also got a few flights in on the day as well. Model went well, with a few adjustments required to getting going just right. No real incidents on the day and if there were, there was not much damage! Reasonable crowd out, probably as there was a lunchtime BBQ arranged. Chef for the day Barrie Russell, helped by Mike Shears and Barry Kerr, offered up some well cooked 'snarlers' and bread plus some onions for those that wanted them. Anyway, all the food cooked certainly 'went', which is the object of the exercise I guess. Other than that a very pleasant day seemed to have been had by all.

Continued next page....

Field Diary



From previous page.....

Sunday 9th June



Yet another good variety of models on show on the day and flown in some very nice conditions too.



The Bill Roydhouse Night Train heads skywards in the hands of Mike Shears

Bill's Night Train cruises overhead



(Left and Right) The Bill Roydhouse Night Train has some adjustments done both to the model, but also on the Tx. Took a flight or three on the day to get it sorted, but it now flies very well!



Ray McPeake's Buzzard got a few flight in too



Barrie take Bill's N.T for a flight. Robert, Mike and Bill observe.



BBQ Time!

Field Diary



Sunday 16th June

A fine and sunny day dawned (although it was very foggy in Hastings) and by 9:30am a good crowd was at the field taking advantage of the near calm conditions. The forecast Westerly wind did arrive just after 10am, but it was still flyable. A bit going on: Danny Young was getting some more dual on his trainer, John Sutherland has a flight of his Sebart aerobatic model to get the rust out of the sticks, a couple flew Radians (Robert Lockyer and Barrie Russell), Robert also flew his aerobatic model as did Mike Shears flying Russtrix. Barrie also flew both his own and also the Bill Roydhouse Night Train - a few small adjustments being made to Bill's to get it flying to Barrie's satisfaction. Grant Fulton flew both his Playboy and Night Train vintage models as well.

A short briefing for the non-Wings Badge holders was done around 11am by Mike Shears, after which some flying continued. Chris Wong flew a couple of his aerobatic models. Phil Sharp had his Tempest at the field but had an issue with the gear, which appears to need a 'workshop session' to sort, so it didn't fly. By late morning the wind had got up and while flyable, it was very turbulent close to the ground, which caught a few out at times. Thanks to both Barrie and Mike who had the urn in the shelter for those wanting or needing a hot tea/coffee, as the wind was quite cool at times.



A variety of models on show again today, some didn't actually get any airtime though due to the wind. But a good turnout none the less!

(Right) The Vintage contingent on the day - two Night Trains and a Playboy.



(Left & Right) The new flight-line concrete pad is making progress, almost ready for concrete it appears.



Field Diary



Sunday 23rd June

Overcast, cold and with light rain at times, what should you do.... go to the field of course! Four intrepid souls turned up to fly and with help from Barry Kerr (timing) a start was made on the scheduled Club Radian Contest just after 10am. Bit disappointing in the numbers turning up, suffice to say, at least those that did come out gave it a go and also we can't always fly in good weather! Obviously, due to the conditions there was almost no lift about, although if you got high enough, there did seem to be a good standing wave at height. Mike Shears and Stuart Sturge took advantage of this and either got their times, or got very close. Barrie Russell and Brett Robinson both seemed to have Radians that were getting past their *use by dates* as Brett's especially was getting less than half what the others were getting in his 20 seconds of climb. Had one small break in play for the rain, but we then got back to it and had the comp all done by just after 11am. Stuart then went had had a fun flight with his Clubba, while Mike gave Lance a fly or three on his Radian. And 'interesting flights they were too - enough said! Barrie then put in three NDC flights with his Stardust (reason for doing so is a Very long story...) Then it was off home to the warm & dry!!!

CLUB RADIAN CONTEST RESULTS

23/06/2019	ROUND									GRAND TOTAL
	1			2			3			
NAME	FLT	LAND	TOTAL	FLT	LAND	TOTAL	FLT	LAND	TOTAL	TOTAL
MIKE SHEARS	352	50	402	346	50	396	310	0	310	1108
STUART STURGE	314	0	314	347	25	372	293	25	318	1004
BARRIE RUSSELL	302	50	352	285	0	285	214	25	239	876
BRETT ROBINSON	261	25	286	275	50	325	191	0	191	802

The three contest fliers: Stuart, Barrie, Mike and Lance was carrying the Tx. Brett took the photo!



Field Diary



Sunday 30th June

Great day at the field! But it was certainly a bit on the cool side early on in the day. Most started rolling in just before 10am and from then on lots of activity was going on. Phil Sharp got his Tempest into the air, in the hands of John Sutherland. Only one more flight now required to get the Large model certification all done. Looked great in the air, although the landing was a bit bouncy! John put that down to the elevator movements being a tad too sensitive and it has been rectified now.



The Tempest takeoff.



It rolls well too!



Gear about to come down - gear doors opening.



And... the Tempest approach to landing.... (looks real doesn't it!)

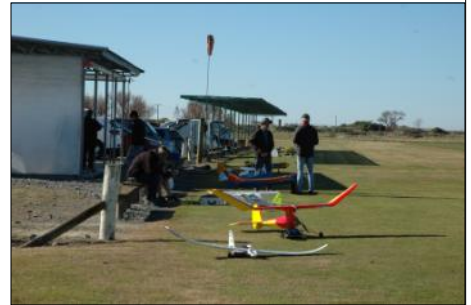
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Field Diary



Sunday 30th June

Good range of models on the day too, from Radians to IMAC aerobatic ships and everything in between, it was all there. Not all flew though, for one reason or another but everyone that did fly had... Fun!



Good range of model in the pits too!

Something a bit different today at the field as well, sure the BBQ Team provided the lunch as normal, but this time around it was Soup and Roll affair. Chef Barrie Russell excelled himself with the soup (no he didn't divulge the recipe or even what was in it!!!) but it all tasted nice and... it was Hot! Helped by the usual teas/coffees lunch on the day seemed to go down a treat with most on the field!



(Above) big pot of soup and it Did get eaten (mostly...)

(Above) standing around eating soup and having a natter in the shelter. Was significantly warmer there than out on the field until early afternoon!

(At right) Chef for the day Barrie ladle ling out the soup with hot rolls by the pot - certainly good field lunch fare on a mid-winter's day! And very welcome it was too!



Continued next page.....

Field Diary



From previous page...

Sunday 30th June

Fair bit of flying going on too as the photos below will show. A couple of the guys flew some Duration flights for NDC Vintage on the day (Grant Fulton with his Playboy and Brett Robinson with his Lanzo Bomber.) A few others had some dual with their vintage models and a couple also got instruction with their Radians. Power Instructors for the day Mike Shears and Robert Lockyer were kept busy almost all day, but Robert at least got to fly his Cub a few times. Overall a really pleasant day on the field and for the middle of winter that can't be all bad! Why not join us next time?



Brett's Lanzo in the foreground with a few models behind.



Oops - wrong runway maybe?



Phil Sharp's Tempest post flight in the pits.



The Radian of Barry Kerr about to meet terra firma (gently!)



Club Shed Diary



Tuesday 7th May

First shed meeting of the month and a reasonable crowd in. First up the Tractor needed a wash and clean....but that's another story. Only build going on was the finishing of the Bill Roydhouse Night Train. After a not inconsiderable amount of time looking for parts.... hey presto, another Night Train is now ready to commit aviation. Peter Hammond came in looking for some assistance on the Buzzard Bombshell build and this was given by Brett Robinson, Tony Ives and Stan Nicholas. Other than that, just the normal nattering and teas/coffees where had by all.



Barrie sorts out Bill's Night Train radio setup.



Peter Hammond gets some assistance from Tony Ives.



Interesting build that Night Train....



NIGHT TRAIN MK VII By George French



And another Night Train rolls off the MFHB production line - this is the final one . Owner Bill Roydhouse.

Club Shed Diary



Tuesday 14th May

Editor not present, but I understand the same old crowd were there for the tea/coffees and food.

Friday 17th May

Well... Bill Roydhouse, Mike Shears and Barrie Russell were there. Bill's new Saito Three cylinder four stroke going into the Corsair had a trial fitting at the shed that morning.



Tuesday 21st May

Actually the shed session finished up becoming a Field Session - with quite a crowd coming out to the field for a fly (Report and pics in the Field Diary - [Pages 6 & 7.](#))



Club Shed Diary

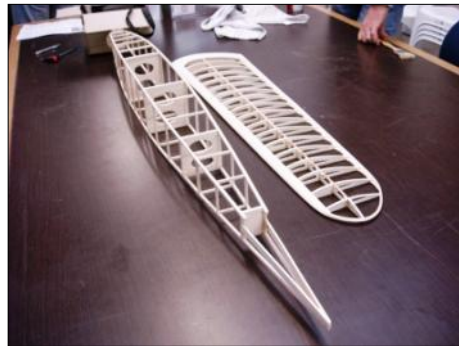
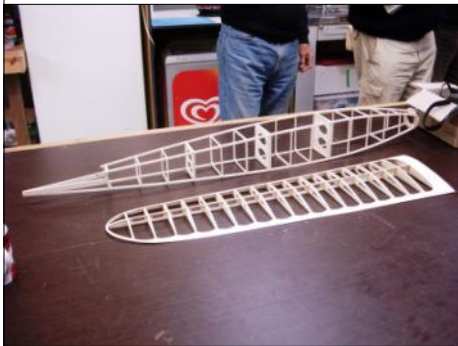


Tuesday 28th May

Overcast and damp (at times) morning which may have kept some away, but it was a reasonable turnout, despite the weather. Mike Shears and Bill Roydhouse were busy mounting Bill's new Saito 3 cylinder engine into his Corsair. Barrie brought along the framework of his latest Vintage e-rubber creation - a Voodoo. Certainly light and created a bit of interest. Phil Sharp assisted, at times, by Stan Nicholas was doing some maintenance on the tractor mower which needed a new set of blades and a replacement blade holder bar as well. Other than that it was just the usual teas/coffees for all and a good natter as well.



The 3 cylinder Saito 'beastie' being mounted in place.



Lightweight framework of Barrie's e-rubber Voodoo

Looking at the framework and tea /coffee time as well!

Tuesday 4th June

Not a very big turnout to start off the morning! Only three until after 10am, when the rest of the usual gang started rolling in. Not that much going on either. Mike Shears has done some work on the tail feathers of the Bill Roydhouse Hurricane that got monstered from behind in the air at Warbirds 2019. Mike and Bill spent some time preparing the 3 cylinder Saito in Bill's Corsair for its first run, which, after a few flicks, some adjustments and some more flicks, was then accomplished with said motor then bursting into life! Motor sounds great, very little vibration and not that noisy at all! Look forward to seeing the Corsair and new engine commit aviation in the not too distant future. Jim Bourke came in the a Hanger One Cessna 140 kitset and after a clearout of the bench nearest the tractor shed, he then made a start on the build. The rest were looking at the engine runs outside, having a natter or partaking of the usual teas/coffees.

Continued next page.....

Club Shed Diary



From previous page....

Tuesday 4th June



The rear end rebuild of the Bill Roydhouse Hurricane is underway.



The 3 cylinder Saito 'beastie' being cranked over....

Then it bursts into life!

Robert Lockyer took a short video of the engine running and this can be viewed [HERE](#)

Tuesday 11th June

Editor not present but understands a few turned up. Bill Roydhouse did some sanding on the tail of his Hurricane and the rest enjoyed a chat and the normal teas/coffees.

Tuesday 18th June

Despite a very cool (4 degrees at 7am) start to the day, we had a very good turnout at the shed on the day. A bit going on too. Brett Robinson was working on the elevator repair to the Bill Roydhouse Hurricane, Josh Burke had come in to do some repairs to his small Hurricane (needed a new tail-wheel and a tip repair), Mike Shears continued work on resurrecting his P-47 and now has the engine mounted. Barrie Russell was helping prospective new member Kevin Morrison to complete a covering job he had done on one of his models. Gavin Shute and Brett also made a mode change from Mode 1 to mode 2 to an old Futaba Goldbox that Kevin had with him. Then it was outside for most to watch the Bill Roydhouse Corsair with the 3 cylinder radial get fired up and run again. Took a while to get it sorted, but once running it went well and certainly sounds the part! Other than that, the others that came in just indulged in the normal tea/coffee drinking and a bit of banter.

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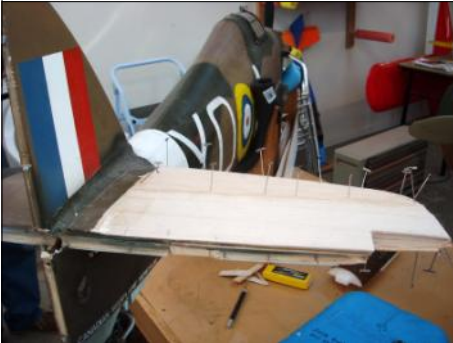


Club Shed Diary



From previous page....

Tuesday 18th June



Top elevator sheeting now on the Bill Roydhouse Hurricane.



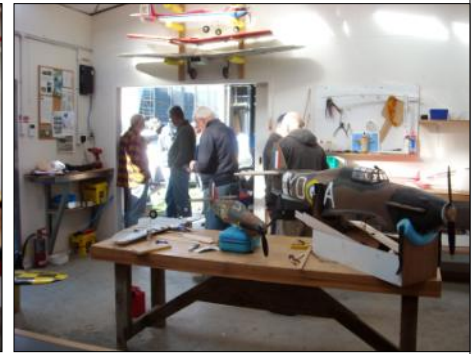
As is the underside sheeting too!



Little and large... The small Josh Burke Hurricane and the Bill Roydhouse slightly larger version together.



The Mike Shears resurrected P-47 with motor mounted



The Hurricane corner of the shed



The Roydhouse 3 cylinder Saito 'again being cranked over....



And then it becomes a 'runner' again. Great Sound!

Tuesday 25th June

Editor only at the shed briefly as had other business in Napier. Bit chilly outside, but a good turnout with a lot of talking and drink of teas/coffees going on too. Jim Bourke was working away on his Cessna 140 kitset. Making good progress too it seems! Bill Roydhouse had sanded down the starboard elevator sheeting repair and he and Brett Robinson then added the fine plastic rib caps to the balsa sheeting. New member Archie Chynoweth came in for a look and a chat as did prospective member Kevin Morrison. Most started drifting away around 11:30am, probably to get home to the fire?? Yet another good morning in the club shed.

Vintage News



Saturday 11 May

Brett and Barrie had their Levin trip cancelled, so a ring-around was done and it was decided to head off to Roy's Hill - five turned up and had a good fly with mostly Night Trains in superb air making for good flight times. A good morning was had by all with no issues, other than Barrie losing his hatch and then a short time later the battery on the climb with his Stardust..... the model then just performed huge stalls and hit the ground not far from the launch point! Only damage, a bent motor shaft!!



The group and models on a very nice morning at the 'Hill'.

Top - some of the models flown on the day.

Thursday 16th May

The wind was up and the birds were walking.... good indoors day!

Thursday 23rd May

What a nice morning, cool, sunny and calm. The usual suspects turned up for a fly. Barry Price flew his Tomboy and Lanzo from the strip and had several long flights with his Lanzo. Brett Robinson also flew his larger Lanzo three times and his last flight was over 12 minutes (late morning) Those that had Night Trains with them then indulged in a Classic Vintage Duration comp. (All 6 of them!) Not easy conditions with a clear blue sky and no real indications of lift, although this did improve as the morning progressed. After three flights each the results were:

NAME	MODEL	FLIGHT	FLIGHT	FLIGHT	TOTAL
BARRIE RUSSELL	NIGHT TRAIN	300	300	300	900
GRANT FULTON	NIGHT TRAIN	285	300	300	885
BRETT ROBINSON	NIGHT TRAIN	300	274	300	874
DEREK BARBER	NIGHT TRAIN	300	240	235	775
GAVIN SHUTE	NIGHT TRAIN	195	300	181	676
STAN NICHOLAS	NIGHT TRAIN	166	277	179	622

Continued next page....

Vintage News



From previous page....

Thursday 23rd May



The gaggle / clutch / flock / squadron.... of Night Trains all laid out on the field.

All flew and went home intact!





Vintage News

Saturday 25th May

Nice calm and clear morning (yet again) and Barrie started off by doing a flight for NDC Open Texaco with his Rebel I.C model. Got to almost 8 minutes and that was not bad at all, given the air and the temperature at the time! But the target time was 15 minutes though! It was then decided to have a short Vintage Precision comp - up to 1 minute engine run and a total of 3 minutes duration (exactly) and a spot landing too. This went off quite well with some very close scores being posted. Of course the air was now warming up, but it was still calm and it was a struggle at times to get the model *down* at the 3 minute target. But them's the breaks... as they say. Barrie then had his second Open Texaco flight that finished up only a bit less on time than the earlier one. But he was pleased with the result and had his Rebel going well. Wind started to get up just as we were packing up. So...yet another good morning of vintage flying was had by all.

Results of the Precision comp were as follows:

		ROUND									
		1			2			3			GRAND
NAME	MODEL	FLT	LD	TTL	FLT	LD	TTL	FLT	LD	TTL	TOTAL
STAN NICHOLAS	NIGHT TRAIN	177	20	197	179	20	199	178	20	198	594
GRANT FULTON	PLAYBOY	176	20	196	179	20	199	178	20	198	593
BRETT ROBINSON	NIGHT TRAIN	174	20	194	177	20	197	178	20	198	589
BARRIE RUSSELL	NIGHT TRAIN	167	20	187	176	0	176	178	20	198	561



Vintage News



Thursday 30th May

The wind was blowing and the birds were walking - good building day!

Thursday 6th June

Calm in the early morning, but by mid morning the wind had come in and it really blew thereafter. Nobody went out

Thursday 13th June

Heavy rain overnight and an overcast wet day with a strong wind blowing. Again.... nobody ventured out

Thursday 20th June

Very cold morning first thing and the forecast was also for 10-15 kph winds, later in the morning. Well the wind never came in, the field warmed up and a good bit of flying got done. But Not all of it vintage though! Brett Robinson and Barrie Russell had a few flights each with their Night Trains. Mike Shears also had a fly or two on Barrie's Night Train. Mike was also busy giving both Tony Ives (Radian) and Mark Larsen (Timber) some instruction in the almost calm weather. Jim Burke also came out and flew his electric P-47 and John Williams also came out with his Gee-Bee. After the vintage and instructing duties were over, Barrie and Mike indulged in a bit of Radian flying in preparation for the upcoming Radian comp at the weekend. The air was good and the 6 minute time required was not that easy to get but they got close and more on a few occasions. Everyone started to drift off around 12:30pm after a good morning session at the field!



The Night Trains of Barrie Russell & Brett Robinson



Mike Shears gets some Night Train flying in.



Barrie and Brett with their Night Trains



Vintage News



From previous page....

Thursday 20th June



Mark Larsen does some work on his Timber - Tony Ives looks on.



First launch in the Radian 'grudge match' between Mike and Barrie



Subsequent launches in the Radian 'grudge match' between Mike and Barrie



The Mike Shears Radian landing technique - interesting body language!

Vintage News



Saturday 22nd June

A few of us met at the field around 9:30am to put in some flights for the two events. Bit on the cool side, but at least the sun was out and there was little or no wind! First off it was Vintage E Precision, three flights of 3 minutes plus landings and in the coolish air a few got caught out and didn't make the time. At the end of the three flights only Barrie qualified for the fly-off which he then proceeded top score a 'max' on.

VINTAGE E PRECISION

NAME	MODEL	TOTAL
BARRIE RUSSELL	STARDUST 72"	800
DEREK BARBER	TOMBOY	592
GRANT FULTON	PLAYBOY	583
BRETT ROBINSON	STARDUST 51"	496



Then onto the Classical Duration NDC event. Same sort of conditions, but it was warmer and these models (Night Trains) all got so much higher. Only three flew as Brett found some cracks in his fuselage prior to the event and opted to get them fixed in the workshop, rather than a quick fix on the field. Of the three that flew, Grant started with a less than optimal climb and the battery seemed to be an issue. Of the others, Barrie and Derek, they both finished up with a full house of 'maxes' after the three flights requiring a fly-off. Bearing in mind the fly-off is to a 10 minute max, the air was not that great in the end and Derek came out on top with a 5:43 flight time. Barrie slightly less at 4:34.

VINTAGE CLASSICAL DURATION

NAME	MODEL	TOTAL
DEREK BARBER	NIGHT TRAIN	1243
BARRIE RUSSELL	NIGHT TRAIN	1174
GRANT FULTON	NIGHT TRAIN	759



Overall a good morning of vintage flying.

Updated Vintage Club Points

TOTAL POINTS	
BARRIE RUSSELL	30
STAN NICHOLAS	19
GRANT FULTON	15
BRETT ROBINSON	14
DEREK BARBER	10
GAVIN SHUTE	2



Thursday 27th June

Cold morning for sure. Not a great turnout as well either. Just Gavin Shute (Stardust) and Brett Robinson (Night Train) flying vintage. Tony Ives was given a few flights with his Radian with Brett instructing. Not a lot else going on.

Soaring News F3K in the Hawkes Bay Kevin Botherway



Round 1 Hand launch F3k – Hawkes Bay 30/31 March 2019

This was our first Hand-launch competition held on our new Hawkes Bay soaring field location and what huge success! With Len and Peter doing a great job promoting to the new guys from Wellington and we now have a great group from the Waikato / Bay of Plenty starting to form and very enthusiastic.

The locals and few early arrivals went out for a practice on the Friday we all turned up on Saturday with the forecast suggesting it could get a little showery over the weekend period but being HB we never saw a drop!

Joe had planned quite a few rounds with all the tasks listed out and then for the Sunday a few repeats. We powered through the groups and managed 9 full rounds with 3 groups of about 4 or 5 in each slot. Wow round one even had some of the experienced guys carrying a very quality dropper and during the day most had some hits on the score board somewhere. Peter Williams was the only real tidy competitor in the scores by the Saturday evening pack up. Early morning was light air for the first few rounds then the thermals started to appear very prominently and on regular basis but mixed up this there was some quite funky air around and some air reading didn't prove for the best outcome. By mid afternoon it was time to consider ballast options with the wind slowly increasing. By the last group we were already for a break and had a few all up last down fun flights along with a liquid finish. Andrew Hiscock organised a dinner at one of great locals and then time to all head home for the night.

Sunday was another great HB day with blue skies and great thermals starting to build as per the previous day. This started to change with a light sea breeze which then built to quite a strong breeze by pack up so guys could travel home. Final round was all done so we had good result with very little damage to planes for the weekend well done firstly to Kevin Campbell who was 1st place in the Sportsman class.

Overall result - Peter Williams 3rd Joe Wurts 2nd and Kevin Botherway 1st

It was really stimulating to have new guys coming on board from around the country. Thanks heaps to you all for coming! Also to our locals Joe doing scores draws and results, Kevin Campbell and Andrew Hiscock for helping with the organisation.

Special prize went to Andrew Hiscock for the most walking for the weekend (land-outs) he he he!

See you all at the next comp

Rowdy



Soaring News F3B in the Hawkes Bay Kevin Botherway



F3B weekend - May 4th & 5th 2019

Soaring rocks! What an awesome weekend in Hawkes Bay had by all that attended the F3B competition.

A multi task event, in which the pilot has to fly 3 different tasks, Duration, Distance and Speed in each round. In the Duration task the goal is to fly the glider for exactly 10 minutes and land as close as possible to a designated spot. In the Distance task the pilot has 4 minutes working time in which his glider must cover as many times as possible the official course of 150 meters in either direction. Finally, in the Speed task the gliders must cover 4 legs of the aforementioned course as fast as possible. For launching their gliders the competitors use electric winches. What it is more challenging in this class is the designing approach of the model, as all three tasks must be flown with the same model, which must be trimmed to achieve the minimum sinking speed in the first, the minimum gliding slope in the second, and the minimum drag in the third task.

With quite good entries for this competition and the weather booked for light winds and plenty of sunshine we all assembled on Saturday setting up the course and getting organised for a great day of full on soaring. We started with light winds and downwind launching and most struggled for a full 10minute duration flight. Already the scores started to shuffle around a little we had one helper turn up (Barry Kerr) and we did a few tasks back to back so we saved on set time for all. With lots of new very keen pilots we really moved on well through the groups and by the end of the day almost had three full rounds done. We did have a few minor mishaps and this allowed us to pack up early for a few minor repairs. Everyone except Jono Aston (lost his complete v tail on launch) were back flying the following day after night out catching up with each other. It was great everyone shared winches got lines and did the timing like a well oiled team. Team wellington and team Hawkes Bay almost got on! we all had some great fun with the new guys really getting some help from the more experienced guys. The camaraderie from all was great and a special thanks to everyone for making the effort. Lee Klynhens, Gavin Rhodes, Bruce Clarke, Jono Aston and Andrew Hiscock were all fairly new to this game if not it was there first time they did so well and I am sure they also really enjoyed it. Len Drabble did his first Sub 20second speed run on the Sunday. The fastest speed run was clocked by Joe Wurts 15.55 seconds Most laps in distance was 24 by Joe Wurts . Even though the weather was great it wasn't easy air with all sorts of patchy lift and lots struggled to even utilize the full four minutes in distance runs and over the weekend not that many full 10 minutes in duration. By Sunday two o'clock we had managed a complete five round F3b Competition time for packing up and heading home. Thanks to Joe for keeping us all honest with the scores and draw. We are now on the lookout for any F3b Models that people want to move on as we have a few keen guys lining up to get into this.....

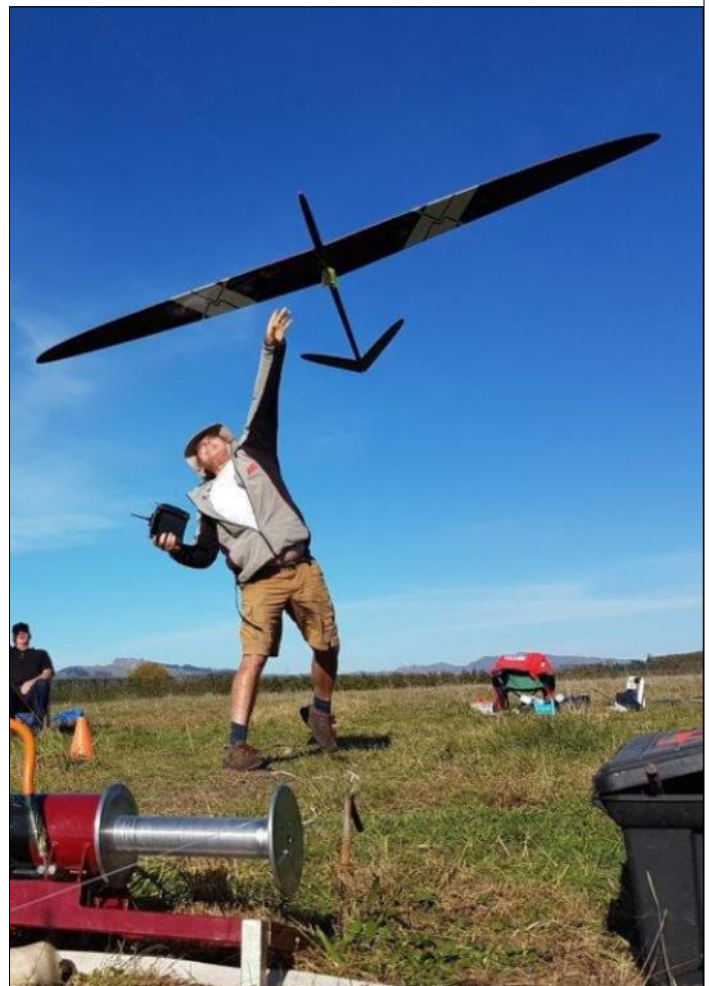
1st Joe Wurts 2nd Peter Williams 3rd Kevin Botherway 4th David James 5th Peter Glassey 6th Len Drabble
7th Gavin Rhodes 8th Bruce Clarke 9th Lee Kleyhans 10th Andrew Hiscock 11th Jono Ashton
Soaring Rocks....Next fun time is a DLG meeting at Levin! See you there Rowdy



Soaring News F3B in the Hawkes Bay Kevin Botherway

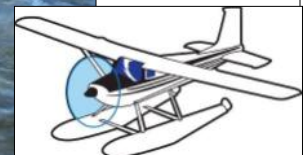


F3B weekend - May 4th & 5th 2019 - Images



Other Club activities...

So what does one do on a perfect flying day when the Club field is closed, well according to member Marty Hughes... you gofloat plane flying .

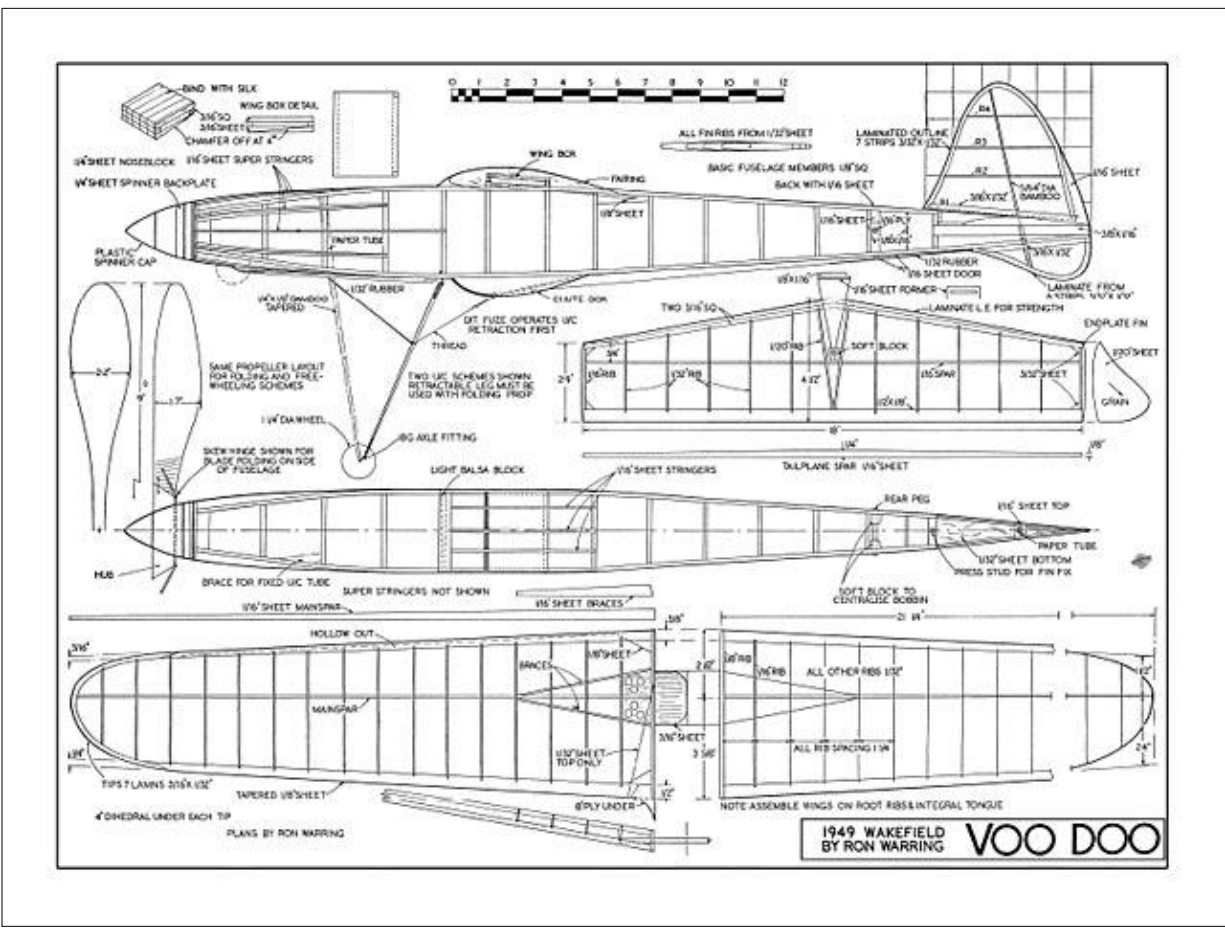
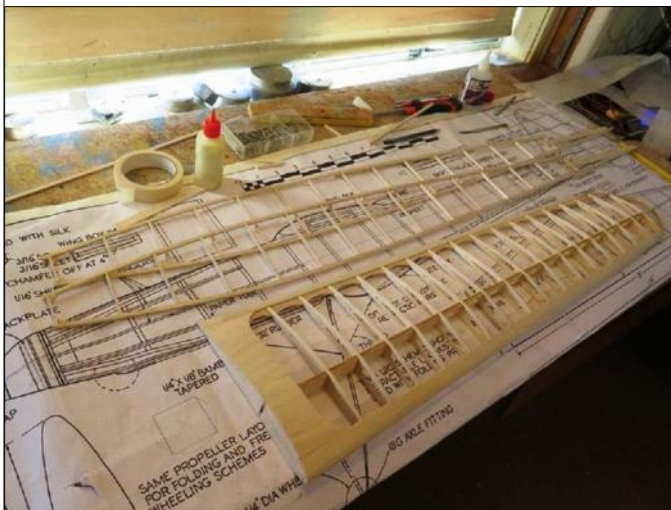




Other Club Builds

Barrie Russell - Voo doo e-rubber model.

I have enlarged the plan 145% to 68 inch wingspan which allows a 460 2S battery. The battle now is to try and build lighter than I have ever done before. I hope I'm reasonably on track to date, the one wing half weighs 1.5 ounces and the two fuselage side currently total one ounce. The first fuselage side is off the blocks and weighs just ½ an ounce, pretty pleased with that. Might be on track for a 4 to 4.5 ounce wing loading.





Other Club Builds

Barrie Russell - Voo doo e-rubber model.

I've managed a tailplane and part rudder, slow work but as there is no deadline, I'm enjoying it.



Major construction almost done now, so can focus up on setting up and finishing and gear and covering, the list goes on. This is the first mock-up.

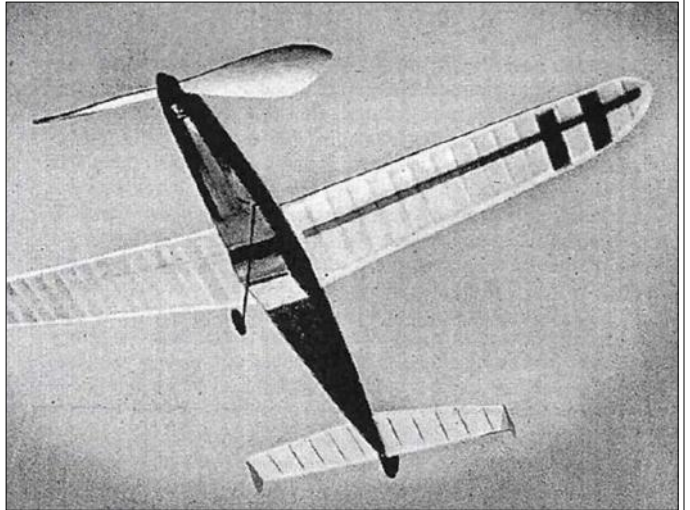
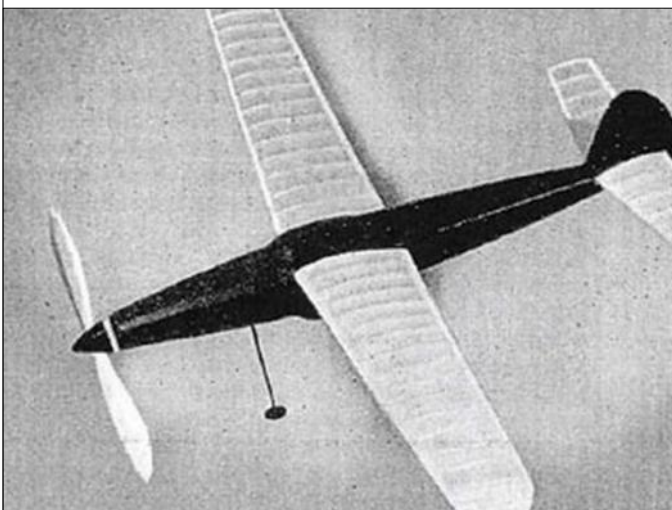




Other Club Builds

Barrie Russell - Voo doo e-rubber model.

The construction of my Voodoo is all but finished and I've started covering. All very exciting, To be continued....



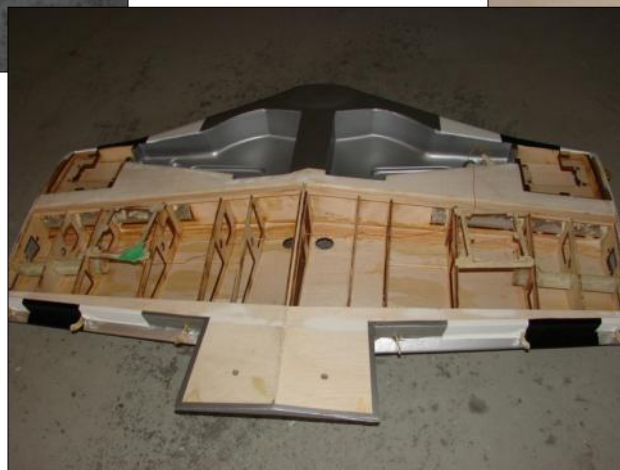
Other Club Builds



Chris Tutton - Hanger 9 60cc P-51

I purchased a Hangar 9 60cc P51 and realised there were some structural issues with this plane. However I also read that once you sort out the problems she is a really good flyer. So I have decided to bite the bullet and fix it up. There have been a few reports of wing failure or the wings breaking at the mid section on moderate to high G manoeuvres. One comes to mind of a person flying the P51 on electric setup and flying a full loop with full throttle on the downward turn. The wing broke in the mid section near the middle of the retract well. After looking at mine I could see the problem, there is a fibreglass tube where the wing tube fits in. This fibreglass tube is fitted in between the spars and is designed to act like shear webs and then this tube butts to the shear webs of the main spar with no way of supporting this join (as per pics). This is the place where the wing had failed. I decided to build an independent spar rather than try to fix their mess. The bottom spar (12mmx6mm) fitting was easy and the top spar I managed to fit without removing the balsa. I used a 7mm dia brass tube sharpened and managed to drill the ribs out where the new spar will go without damaging the balsa. Once fitted the shear webs were straight forward.

I have also decided to replace the fibreglass blades that the ailerons and flaps attach to. It was found that after a few flights the metal rod that forms the hinges has developed slop from vibrations, so I will make the blades out of 3mm aircraft ply and bush the holes for the hinge rods with nylon tube.





From the Web

Delightful, funny and also somewhat true video clip about 'Newbies' to R/C fling (worth a watch)
<https://www.youtube.com/watch?v=hx5Es0bnulM&t=88s>

XXXL Short Sherpa SB4 R/C Model 65KG Maiden Flight— PROWING 2019
<https://www.youtube.com/watch?v=p6FqrMEFRGI>

World's largest R/C Airliner flying indoors (Airbus A320) at Modell Süd Stuttgart 2016.
<https://www.youtube.com/watch?v=2Kk5EGpYuck>

51ft. R/X Glider - 50% scale - the largest R/C plane In the world!
<https://youtu.be/hG9LzT60RLM>

And to celebrate the 75th Anniversary of the D-Day Landings - we have... Daks Over Normandy.
The takeoff from Duxford. Amazing to see so many Gooney Birds in the air at one time!
<https://www.youtube.com/watch?v=0KYw6xOvRzo>

R/C Electric Speed Glider - APP. 500KMH or 308MPH!
<https://www.youtube.com/watch?v=vjly3IKIN-0>

Two 1/6 Scale R/C Avro Lancasters - 17ft W/Span with 8 X 38cc Zenoahs engines - Weston Park 2019
<https://www.youtube.com/watch?v=emu4b1T0CZw>

For Sale

**FOR
SALE**

A few new items now available on the Club For Sale website :

- Kyosho OSMOSE 70 EP AR D (New in Box)
- Robbe Falcon
- Arrow Slope Soarer.

To view:

Go to: http://www.mfhb.org.nz/for_sale.html

Have set the page up so we can add new items as required, rather than waiting for the next or upcoming Newsletter to come out.

If you have something For Sale, just let me know and I can then post it on the page for you.

Brett

From the Web - Dos & Don'ts with Li-Po Batteries

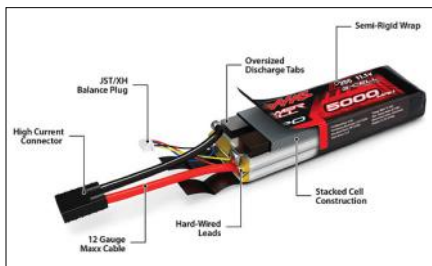


LiPo batteries can be volatile if treated incorrectly. There are many urban legends around LIPO batteries, from salt baths to explosions and everything in-between. Some unscrupulous vendors will attempt to cash in on the fear of others, peddling explosion proof bags, for instance, LiPo batteries don't explode but they will catch fire. When they do they vent our a flammable gas that can set fire to surrounding items.

On a serious note, safety is important and you should take the time to fully read and understand the safety instruction provided with your LiPo battery at the time of purchase. Be sure to follow the manufacturer's guidelines and take note of the following:

Dos

- Always charge/store batteries in a non-conductive, fireproof container or bag, outside and away from combustible material.
- Always use a compatible balanced mode charger, specifically designed for the chemistry of battery you are using.
- Always set the charger for proper cell count and/or voltage listed on batteries' labels.
- Always set the charger to the amp charge rate as listed on battery labels.



Don'ts

- Never alter, puncture or impact batteries or related components.
- Never allow the terminals of the battery to make contact with conductive objects, such as metal.
- Never store loose batteries together, the battery terminals may contact one another causing a short circuit.
- Never expose Batteries to extreme temperatures or direct sunlight. The temperature range must be between 40-120° F (4-49° C).
- Never charge batteries that are hot to the touch (above 100°F)
- Never charge Batteries inside of the model.

If at any time batteries become damaged, hot, or begin to swell, discontinue charging (or discharging) immediately. Quickly and safely disconnect the charger. Then place the batteries in a safe, open area away from flammable materials in an approved Li-Po bag to observe. After one hour, remove the batteries from service. **DO NOT** continue to handle, attempt to use, or ship the batteries. Failure to follow these procedures can cause damage to batteries, personal property or cause serious injury. Damaged or swollen Batteries can be unstable and very hot. **DO NOT** touch batteries until they have cooled.

Then Dispose Batteries in the manner required by your country.

A YouTube video on 10 LiPo mistakes can be viewed - [HERE](#)





ENGINES NEW ZEALAND

10cc Price - \$369.00



10cc

15cc Price - \$399.00



15cc

21cc Twin Price - \$570.00



21cc Twin

30cc Twin



30cc Twin Price- \$670.00



RCGF have a range of 15 engines available from 10cc to 120cc. Mufflers & Ignition Systems Included



35cc Price - \$430.00



35cc R.E.

For further details go to: <http://www.rcgfservice.com/>

Or contact Gavin Shute: 021 656 999 or gavinshute@gmail.com

LiPo BATTERIES FOR SALE



3S 11.1v 25C 1500mAh (for Radians)

SPECIAL CLUB MEMBERS PRICE - \$35.00



3S 11.1v 25C 2200mAh (for small foamies)

SPECIAL CLUB MEMBERS PRICE - \$45.00



4S 14.8v 25C 1300mAh (for general flying)

SPECIAL CLUB MEMBERS PRICE - \$55.00



4S 14.8v 25C 3000mAh (for general flying)

SPECIAL CLUB MEMBERS PRICE - \$85.00

ALL Batteries have been independently tested. and come with a 12 Month replacement warranty.

For details contact: Gavin Shute: 021 656 999 or gavinshute@gmail.com

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