



Model Flying Hawkes Bay



Club Newsletter - Issue No 107

July - August 2019

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Featured Articles:

- [Awatoto Public Open Day flyer \(Page 5\)](#)
- [Personality Profile - Phil Sharp \(Pages 27~28\)](#)
- [Battery Charging Station \(Pages 29-31\)](#)
- [Other Club Builds - \(Page 32 & 33\)](#)
- [Model Engines and LiPo Batteries For Sale \(Page 35\)](#)

Upcoming Events

- Club Night - 4th Sept
- [Public Open Day - 6 Oct](#)



Top - NZ Win the Teams Event at the recent World F5J Champs in Slovakia. (See Page 27)
Bottom: The Baron von (Marty) Hughes Fokker Triplane cruises overhead.



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





And the Prez Sez



Since the last newsletter the weather hasn't that great, we have had sea fog, cross winds and quite a few just plain dismal days, however the days that have been flyable have been brilliant.

It's very pleasing to see new faces out at the field amongst the old faces, we have attracted half a dozen new members of recent, please make yourself known to them and make them feel WELCOME.

The more members that we can attract, and retain those that we have lessens the chance membership fee rises, on that note not all new members are expert flyers, these members need to have training to become proficient flyers, WE NEED MEMBERS WHO ARE ABLE TO COME FORWARD and help with this process, we don't need new members becoming disillusioned and leaving the Club.

The concrete pilots pad has been poured, this will stop the wet feet when the grass is bit damp, thanks to all that helped complete the job.

The next job is the carpark, this will stop the mud getting dragged into your cars. A WORKING BEE was scheduled for the 24th of this month to get rid of some large stones and a general tidy up in preparation for laying the metal. (Many hands made light work.)

There is a Club Night now arranged, this will cover model and radio setup, I find these most informative with the old heads imparting their knowledge on us lesser people. You may learn something that could be the difference between flying or crashing and nobody enjoys the latter.

It was disappointing for the committee to receive a letter regarding the activities of some members in the carpark, it's only a short walk to the urinal PLEASE make the effort and take the walk.

Looking forward to improving weather and flying conditions.

Keep Flying and especially keep Landing.

Lance Hickey - President

From the Editor and Secretary



Hi everyone,

Not a huge issue this one as the weather has stopped a bit of flying over the past two months, but it is winter I guess. A few new things happening in the club as President Lance Hickey outlines above.

Congratulations to the NZ F5J Team made up of two MFHB members Joe Wurts and Kevin Botherway and with Dave Griffin from Christchurch. The guys did us proud taking out the Team Gold at the F5J Worlds in Slovakia recently. Well done guys! (See [Page 27](#) for more details.)

And a Welcome to yet more new members: Gavin Read and Richard Pyott and his two sons. We hope your time with us will be both enjoyable and productive.

Thanks to those who contributed to this issue: Barrie Russell, Chris Tutton and Gavin Shute,

Have added a Monthly Calendar to the Home page of the Club website. If you take a look you will see there are a few events happening in September. The main two being the Club Night (September 4th) and the NZ Soarchamps on 26/28 September. Why not come along to one, or better, both to take a look and support your club?

Just one last thing, *please*... if any of your details change.... like your address, phone/mobile number or e-mail address, please let the Secretary (Me - brettrob@orcon.net.nz) know ASAP. Not only for our club records, but also to allow MFNZ to keep their records up to date as well. Thanks.

That's about it for me for another couple of months.

Happy reading

Brett



And from the Club Captain



First of all a huge congratulations to Joe Wurts and Kevin Botherway for their efforts at TWO World Championships in the last few weeks. They travelled to Hungary for the F3K (hand launch) wc where the NZ Team were 9th.

They then travelled to for the F5J Worlds in Slovakia where the team **WON THE TEAM CHAMPIONSHIP** with Joe (3rd), David Griffin (9th) and Kevin (21st). There were 39 countries completing with 109 fliers.

The Soaring guys may be small in number but they really do punch above their weight on the world stage!

At the end of September the NZ Soaring Championships are being held at our Black bridge flying sight. I urge you all go and have a look a group of world class glider fliers doing their thing. You may get addicted and want to get involved!

Your Club Captain has made a mistake! I know, I know, I hear you saying this can't be! Sadly it's true. I have pestered the committee to mow the Awototo field like a mini airport with bowling green main strip, taxi ways and pits with longer grass in the no fly zones. They finally agreed and for a start things looked good. However due to the types of grass we have the uncut areas began to look like the front lawns of state houses in Maraenui! (Long and unkempt!) Normal service will resume shortly and we will have 12 acres of parkland again!

What it proved however is we CAN LAND regularly on the 400x35metre main runway. Please continue to do so!

The new concrete pad is now in place on the main flight line and the safety fence will be relocated shortly.

Wings badge training continues with new members and they are all very keen to be able to achieve this milestone in flying. We still need to catch up with a few long term members don't we?

Remember Club night next week, if successful will continue on a monthly basis either at the Hastings venue or at the Club Shed.

Finally a....

Reminder....If you a First to arrive at the Awatoto field, please remember to Turn Off the electric fence and the same goes when you leave, if you are the last out then make sure the carpark gate is locked and the electric fence is then Turned On again.

See you at the field.

Mike



CLUB NIGHT MEETING NOTICE



Your Committee have decided to reintroduce a monthly Club Night meeting to encourage a more social aspect within the club.

The first meeting will be held on :

Wednesday 4th September 2019 at 7:00pm at:

The National Service Club

8 Market Street North Hastings

Theme for the night will be a talk, questions and assistance on aspects of **Model Set-up.**

(So bring your Transmitter.)

All members welcome.

Brett Robinson
Secretary

SPECIAL GENERAL MEETING NOTICE



Notice is hereby given that a Special General Meeting of
Model Flying Hawkes Bay Inc. will be held on :

Sunday 13th October at 12:00pm at:

Awatoto Club Flying Field

Agenda.

- Welcome
- Apologies
- To put to the membership several changes to the Club Constitution

All members are invited to attend.

Brett Robinson
Secretary



Celebrating



Presents
**A Public Open Day
at Awatoto**



**6th October 2019
10am to 4pm**

*Flying Displays, Static displays,
Try your hand at R/C flying
Lunchtime BBQ & beverages on-site*

Everyone Welcome

Field Diary



Sunday 7th July

Bit cool in the morning, but calm and a few ventured out to the field. No report or pics received by the editor.

Sunday 14th July

Bit overcast and very windy - everyone stayed home.

Sunday 21st July

Really nice day at the field! Bit cool to start with, but by around 10:30am a good muster had arrived and were beating the air to death. Lots going on with a bit of instruction by our Mode 2 expert Stan Nicholas who was helping Danny Young, Anthony Hales, Mark Larsen with some more dual instruction and also some members of the public with some R/C experience on the club Mentor. Continued next page...



The club Mentor being prepared for a busy morning. New member Hayden Purdy & his Pulse XT electric.

A bit of 'action' on the field.



A man and his Inglefinger electric glider conversion. After a few Tx adjustments it flew well. Gavin Shute displays his model after three successful flights.

Field Diary



From previous page....

Sunday 21st July

Bit of Radian flying going on as well, with some good air found by some too! Although a certain unnamed flier was having a chat with another member while flying, was heard to comment, "I just saw a Radian go in vertically" seems said member then found that the Radian doing the vertically in thing.... was His! Appears a new Radian will be getting ordered very soon! Good bit of aerobatics flying going on as well too. Robert Lockyer, Stuart Sturge, Chris Wong and John Sutherland being those involved. Bit of Vintage also being flown by Barry Price (Tomboy), Ross Brinsley (Quaker) and Derek Barber (Tomboy). Bill Roydhouse also took his Wings Badge test using his Timber, under the watchful eye of Examiner Robert Lockyer. He passed the test with flying colours (I know bad pun.) Well done Bill! Overall, a good days flying seemed to had by all, with the possible exception of a certain Radian owner!



Bill Roydhouse prepares his Timber for a day's flying.



And then checks the controls.



Ross Brinsley on approach with his Vintage Quaker.



The aerobatic models of Robert Lockyer (foreground) and John Sutherland (background.) Both had a few flights on the day and both went well.



Field Diary



Sunday 28th July

Bit of a unusual day weather-wise. All fine and clear (and calm) to start with then about mid morning a fog bank crept in from the seaward area. This brought a halt to most (but not all) proceedings. It hung around about an hour before dissipating and normal flying was then resumed. Reasonable turnout with the Vintage guys having a small NDC contest first off. Lots of powered planes in the air and lots of instruction and mentoring going on too.



The Marty Hughes Fokker Triplane got an airing and flew several times.



As did the Yak of Stuart Sturge. It even got to do Four consecutive rolls on one flight no less!



A good range of models in the pits too today

Bit of action on the flightline too....

Field Diary



From previous page...

Sunday 28th July



The fog bank rolls in....



And, of course, somebody tried to fly in it - hence all the observers!



Chris Wong also indulged ion a bit of foamie 3D flying.

Field Diary



Sunday 4th August

Editor not present.... (out of town.) Not a bad day from all accounts, although it was blowing a bit I understand!

Saturday 11th August

Pilot's flying pad concreting day! Concrete truck turned up around 10am and it was all hands on deck to help spread and screed the concrete. A few spits of rain earlier in the morning had a few worried, but it actually turned out to be a really nice day weather-wise. So the pad has been dug, the concrete poured and said pilot's pad is almost ready for business! (Most of the pics below courtesy of Robert Lockyer.)



The concrete goes in.....



The finished result.



Men at work.....



All done.... Although Mike looks a bit worried?

Sunday 11th August

Editor flew the previous day so was not present.... Overcast day and a few ventured out from looking at the webcam. Cloud rolled in late in the morning, the wind got up and there were some showers in the afternoon. Everyone seemed to have departed the field by about 1:30pm.

Sunday 18th August

Rain, wind and everything else in-between. Good inside day and I don't think anyone ventured out!

Field Diary



Saturday 24th August

A Working bee was held at the field to tidy up the field car park and prepare it for a delivery of crushed concrete that is to be delivered in the coming week. Good turnout considering the terrible weather in the morning, very cold, wet and windy. But as they say, many hands do make light work, and the whole job was all done in just under an hour. Some of the other members also added some soil surrounding the new concrete pad by the landing strip to help contour it into the surrounding ground. It's now looking very good.

Thanks to all those that turned up to help. The teas/coffees back at the club shed afterward, were greatly appreciated by most after the bitter cold on the field.

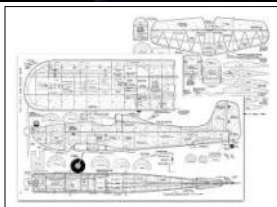


Many hands make light work.... as they say!

Sunday 25th August

Nice, sunny and calm morning at the field and quite a few turned up. Editor away doing something else. Looked to be a good crowd there in spite of the forecast being for strong and gusty winds. The wind, well in Hastings anyway, did start to blow around 11am and in the afternoon it was really blowing hard. Assume that also ended play at the field too and when I looked at the webcam around 1:30pm, everyone had gone!

Member Gavin Shute has recently completed a refurbishment of his well-flown I.C. 4 stroke powered Astro Hog. He's very pleased with the upgrade!



(Above left), original before paint.

Astro-Hog



(Middle) the end result. (At right) after the refurbishment.



Field Diary



Tuesday 27th August

Following a short visit to the shed, a few then headed down to the field. Barrie Russell flew his Stardust with smaller batteries and got two over 10 minute flights in the almost calm air. Derek Barber flew his Tomboy but seemed have a range issue. Mark Larsen also flew his Timber, with occasional assistance from Stan Nicholas. Later in the morning the clouds to the South began to look really ominous.... so halt in flying was called for and we all drove back to the shed for the usual teas/coffees. During which the rain really pelted down, which almost made for a swim to get back to your car after the rain stopped! An interesting morning.....



The flight-line concrete pad is now all but complete.

(Left) The dark cloud bank roll in....



Mark Larsen brings his Timber in for a landing, watched by Stan Nicholas and Grant Fulton. The rain started not long after!(Above left), original

Club Shed Diary



Tuesday 2nd July

First shed meeting for the month and all the usual suspects were there. A few went down to the field for a fly, but the wind got up and they were back in the shed not that long afterwards! Fair bit on the table too, coming via Michael Richardson, whose father Dave, has recently moved into care in the Bay. Some superb (and light) models together with a range of bits and pieces from motors to paint were on offer. Suffice to say, a fair bit of it was taken away and a suitable donations to club funds were made by those doing the taking. Other than that not a lot else happening, although work continues with the elevator on the Bill Roydhouse Hurricane. Now into the sanding phase before a covering of light cloth is done and then a few coats of dope.... and it will then be ready for a camo spray to finish. Everyone started heading off around 11:30am - to somewhere warmer!



The usual shed gathering



P-47 fuse by Dave Richardson



The Hurricane elevator almost done!



And few of the Dave Richardson models on the table. Building and finish is superb and they are light as well!

Club Shed Diary



Tuesday 9th July

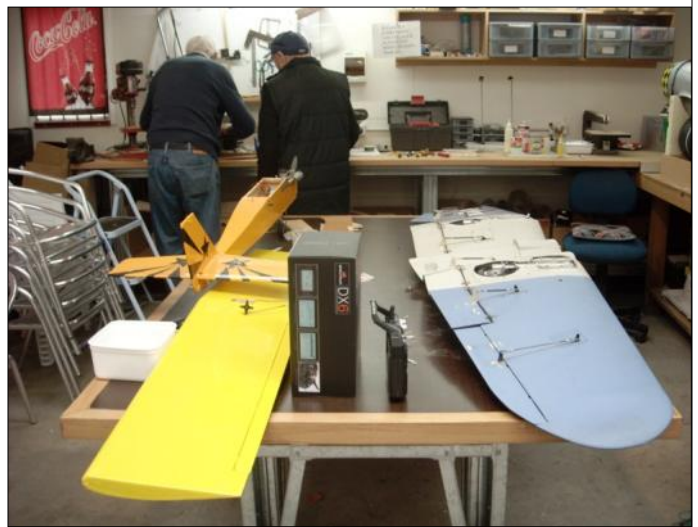
Editor not present. Appears the turnout was down on the usual numbers. No report or pics received.

Tuesday 16th July

Overcast day, but a bumper turnout none the less! A bit going on with Jim Burke continuing with his Cessna build, Bill Roydhouse and Mike Shears making some adjustments to the Roydhouse Corsair, which will be ready to commit aviation in the next day or two I hear! Barrie Russell was giving new member Kevin Morrison some help getting his aileron set on the trainer model he had. The Roydhouse Hurricane has now had a light coat of adhesive on the tail-plane repair and awaits the final cloth covering, sealing and painting. Bit of work being done on the tractor too by Field Manager Phil Sharp assisted by Stan Nicholas and Lance Hickey. As for the rest, it was tea/coffee and choc biscuits time, together with a good natter as well.



The Hurricane now only need the cloth covering.



Kevin Morrison's trainer being worked on as well as the Roydhouse Corsair wing.



Lots of bods all having a good chat - maybe we now need a Bigger shed?



Club Shed Diary



Tuesday 23rd July

Not a very nice day at all weather-wise.. Overcast, light drizzle and a bit of wind! Suffice to say what with some of the regulars away and the weather, not a great turnout was had. Bit going on though with new member Kevin Morrison coming in the his trainer model . The model needed setting up and this was done by many hands, Barrie Russell, Stan Nicholas, Brett Robinson, Tony Ives and Derek Barber. Model is pretty well now ready to be test flown (by Stan, as it is a Mode 2 TX setup.) Barrie came in with his now complete Vintage VooDoo e-rubber model. Most impressive and very light as well (around 15oz all up.) If it flies as good as it looks, it should be a winner. Grant Fulton also came in with his partly built Lanzo Cabin model that looks to be going together well. He has the fuse well in and one wing half done so far. Usual teas/coffees /hot chocolates were had and everyone headed off just after noon to the warm and dry!

Continued on next page....



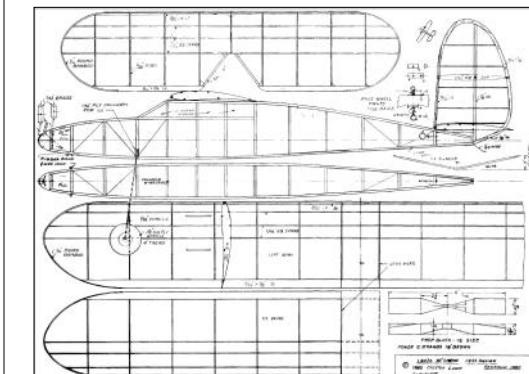
Kevin's trainer model having the aileron servos changed .

Setting up the aileron connections

Taking a warp out of the wind...



Framing of the Grant Fulton Lanzo Cabin model.



Club Shed Diary



From previous page...

Tuesday 23rd July

And here is the Barrie Russell Vintage VooDoo in all its glory together with the very pleased builder/owner.



Some other views of the very lightweight structure and controls...





Club Shed Diary



Tuesday 30th July

Cold, foggy, raining and just plain miserable.... That's why the turnout was so small this morning. Only 'action' going on was the taking a warp out of the Stan Nicholas Night Train wing, which was achieved and, hopefully the model will now behave itself and fly better too! The rest of the morning was taken up by the usual teas/coffees and model building and flying banter until around 11:30am when everyone drifted off... to somewhere warmer.

Tuesday 6th August

Very cool morning and the wind got up rather early as well. Good to have a heater in the shed it has to be said. Usual crowd came in and apart from Jim Burke doing some work and getting advice on his Cessna build, not much other building 'action' was going on. The normal teas/coffees/hot chocolates were had and a bit of model nattering went out before most started drifting away around 11:30am.

Tuesday 13th August

Editor not present. Seems all the usual suspects were in attendance and some more work got done on the Roydhouse Hurricane too.

Tuesday 20th August

Very cool morning, but a reasonable number still fronted up at the shed. David Meakin had a power model and he and Stuart Sturge proceeded to get the glow engine in it running, outside of the shed. Seemed to go okay too. Some work done on the Bill Roydhouse Corsair flap geometry and it seems to be good, but two of the digital servos will need to be replaced with programmable ones according to Mike Shears. Other than that, just the usual natter plus tea/coffees and hot chocolates were had. A few went down to the field.... Stan Nicholas flew his Pawnee, Barrie Russell had one flight with his Vintage I.C. Rebel, but was unable to shut the engine down after the 20 second run. To be looked at in the workshop later. Mark Larsen flew his Timber, but got a fair way down wind and 'lost' sight of it. He and Stan then had to mount a search party to find said model.... model was Not found on the first search by Mark and Stan,. So Mark went out again later and did find the model. All good too and No damage!



Stuart Sturge helps get David Meakin's glow engine going.



The Bill Roydhouse Corsair gets its flap linkages checked by Barrie and Mike.

Club Shed Diary



Tuesday 27th August

Not a huge turnout on the day and not that much going on in the shed in terms of building or fixing either! Bit of work on the Bill Roydhouse Corsair wing setup happening and that was about it. Some issues with the club tractor that both Field Manager - Phil Sharp and Stan Nicholas were working on and, hopefully, what they were doing has solved the problem.

There are some building projects going on in the shed at present and they are:



The Bill Roydhouse Corsair is still getting its flap linkages and movements sorted.



New member Hayden Purdy is building a nice Eagle 20L pattern model.



Jim Burke is building a Hanger One Cessna kitset. Tail feathers now looking good.



The tractor engine bay gets a water-blast by Tony Ives.

And.....

Just after 10:00am, a few headed off to the field for a fly.... (Details on Page 12.)

Vintage News



Thursday 4th July

Rain, wind and more rain..... Not a day to venture out at all, unless you had to!

Looked at the webcam on Friday morning and this is what I found...

Committer member Grant Fulton ventured out to the field and shot a video of the new Lake Awatoto. The video can be viewed [HERE](#) (10MB)



Thursday 11th July

Another cool morning and upon arrival the wind was beginning to build. A bit of training was undertaken first off with Brett Robinson giving both Tony Ives and Barry Kerr two flights each with their Radians. Stan Nicholas assisted David Meakin with his Radian but had the misfortune to have the model meet terra-firma just after launch, so repairs will need to be made. He also took Mark Larsen for some flights with his Timber, which seemed to go well. Gavin Shute flew his Stardust, but the wind by this time had become quite fresh and the flights were not that long and it was a struggle to keep the model upwind. Proceedings were terminated at that point. No pics taken.

Thursday 18th July

A flyable morning... just. Seems a few ventured out and managed to get a flight or two in before the wind came up and put a stop to operations.

Thursday 25th July

Overcast morning but No wind. Brett Robinson was the first to arrive and had a flight with his Night Train first up. Only issue was said model kept disappearing into a layer of fog/mist above the field and that put a stop to that! A short time later Barrie Russell arrived and proceeded to prepare his latest creation - the VooDoo for its maiden flight. Which actually went off rather well. Only things needing attention were; a spot of throttle - elevator mix and batteries moved back to give a slightly rearward CG position. A second flight went better than the first and was followed by a third (on a new battery) that lasted about 30 minutes. Barrie was quite pleased both with the model and progress, but more 'tweaking' has to be done it seems.

Pics below of the model on its maiden flight.....



Continued next page.....

Vintage News



From previous page

Thursday 25th July

Later on Stan Nicholas turned up and Barrie, Brett and Stan indulged in an impromptu Vintage Classic Precision comp with Night Trains. By this time the 'mist' had blown away and the sun had ventured out and it was quite pleasant for comp flying. Bit of a stretch getting Night Train's to do a whole Three minutes off a 20 second climb though! Some of the landings were also less that accurate, but it was all practice after all.

The results were:

25/07/2019	ROUND									
	1			2			3			GRAND
NAME	FLIGHT	LD	TOTAL	FLIGHT	LD	TOTAL	FLIGHT	LD	TOTAL	TOTAL
BARRIE RUSSELL	180	20	200	180	20	200	173	20	193	593
BRETT ROBINSON	179	0	179	176	20	196	176	20	196	571
STAN NICHOLAS	171	0	171	178	20	198	177	20	197	566

Derek barber also turned up and had a flight or two with his revamped (ex Jeff Clarkson) Tomboy. Model was weighed and has come out just over 10oz. Derek is happy with that. Just after noon a halt was called and we all headed off hone after another enjoyable morning of Vintage flying.



Pic taken by Derek using Brett's camera.



Vintage News

Saturday 27th July

Three keen men (Barrie, Brett & Stan) turned up early on Saturday morning to fly NDC Classical Vintage Precision. Only issue was this



Yep, Awatoto (and Napier) were all well and truly fogged in! We all hung around until 11am and it showed no sign of going away, so we all went home. Looking on the club website webcam, it was still hanging a bit even at 2pm !

Sunday 28th July

Back again at the field and another attempt was made to fly the NDC event with out Night Trains, although Barrie was AWOL (family duties) so only Brett, Stan and Grant made up the score sheet. Interesting conditions in that it was very easy to get the 3 minute time from even a 10 second motor run; the landings however, were quite another matter. Anyway, we got the comp done and the scores are now with the recording Officer - MFNZ.

Results were as below:

28/07/2019		ROUND											
		1			2			3					
NAME	FLIGHT	LAND	TOTAL	FLIGHT	LAND	TOTAL	FLIGHT	LAND	TOTAL	TTL			
STAN NICHOLAS	180	20	200	178	20	198	177	20	197	595			
GRANT FULTON	179	0	179	180	20	200	180	20	200	579			
BRETT ROBINSON	175	20	195	177	20	197	180	0	180	572			

Thursday 1st August

Bit on the cool side with a maximum temperature forecast of ... 13 degrees. The wind got up mid morning and the few that turned up headed off just before lunch. Editor not present and no report or images received.

Thursday 8th August

Good morning at the field with lots of flying going on. Due to the concrete truck arriving and all hands being required to help spread same, there was a significant delay in flying proceedings accordingly. Barrie Russell flew his VooDoo for another 35 minute odd flight in the pretty 'dead' air around at the time. Still needs further fiddling, tweaking and a whole heap more flying to get the model performing as well as it can be is the verdict thus far! Brett Robinson flew his Lanzo Bomber for a few flights and then indulged in a bit of landing practice. Gavin Shute had his four stroke powered Buzzed Bombshell going well, while Stan Nicholas flew his Night Train a few times. Barry Price flew his Tomboy which, at times, seemed to have a life of its own. Headed for a permanent mounting place on his shed wall seems to be the future for the model according to Barry!. A few of the usual vintage fliers turned up but did Not fly and there was, of course, the usual training flights to do (Anthony, Danny, Mark and Kevin by Stan and others.) There was a good crowd present by the time flying drew to a close and a good 'natter' session was had in the shelter afterwards.

Continued next page....

Vintage News



From previous page.....

Thursday 8th August



A bit of action going on beyond the shelter....

Post flying packing up going on.

Good crowd all having a natter post-play!

Saturday 10th August

Bumper vintage morning at the field. Lots going on and the most number of competitions for NDC points that we have run in a morning session for sometime. The weather forecast was actually not that great but we were greeted with a sunny and calm morning conditions, which everyone enjoyed flying in.

First off was a Vintage I.C. Duration comp - two contestants here: Barrie Russell (Rebel) and Gavin Shute (Buzzard Bombshell.) Both their first flights were not that great, but their second attempts were. Gavin getting a very creditable ten and a half minutes odd. Only two rounds flown. Small footnote, seems someone, (who will remain nameless) got it wrong at the briefing and all flights completed were to the Wrong Rules!! But the flights will stand for Club Vintage points but Not NDC points.... All very interesting!

Vintage I.C. Duration

10/08/2019	1			2			GRAND
NAME	FLIGHT	LAND	TOTAL	FLIGHT	LAND	TOTAL	TOTAL
BARRIE RUSSELL	444	20	464	576	20	596	1060
GAVIN SHUTE	330	0	330	634	0	634	964

Next up was Vintage Precision. Only two in this as Barrie has some 'issues' with his Stardust. The three minute (exactly) time, in the conditions, was a formality and the only thing finally separating Brett (Lanzo) from Stan (Stardust) was that Stan missed his last landing also bending his motor shaft! Brett could have done a fly-off flight but opted not to on the day.

Vintage Precision

10/08/2019	ROUND										
	1			2			3			GRAND	
NAME	FLT	LAND	TOTAL	FLT	LAND	TOTAL	FLT	LAND	TOTAL	TOTAL	
BRETT ROBINSON	175	20	200	176	20	200	175	20	200	600	
STAN NICHOLAS	179	20	200	180	20	200	178	0	188	588	

Continued next page.....



Vintage News

From previous page.....

Saturday 10th August

And finally, was the Classic Duration contest. A whole five contestants, all with Night Trains, fronted up for this one. Gavin Shute retired after his first flight with some nose damage and Grant Fulton seemed to be having a few issues with his Night Train in the climb. That left Barrie, Brett and Stan to flight it out. Stan dropped points on his second flight which left Barrie and Brett with 'max' scores requiring a fly-off. Both got intro lift, but Barrie prevailed by just under three minutes, having got the better of the building thermal he was in.

Vintage Classic Duration

10/08/2019	ROUND					GRAND TOTAL
	1	2	3	FLYOFF		
NAME	FLIGHT	FLIGHT	FLIGHT	FLYOFF		TOTAL
BARRIE RUSSELL	300	300	300	600		1500
BRETT ROBINSON	300	300	300	415		1315
STAN NICHOLAS	300	264	300	0		864
GRANT FULTON	201	212	137	0		550
GAVIN SHUTE	293	0	0	0		293



Vintage models and four of the fliers on the day (L to R) Barrie, Stan, Brett, Grant. (Pic from the camera of Robert Lockyer)

Overall, a most pleasant morning (and a bit of the afternoon too) worth of vintage flying. Everyone enjoyed themselves and went away happy, which has to be the name of the game surely?



Vintage News

Thursday 15th August

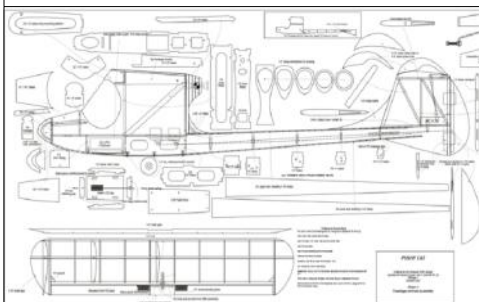
Very nice sunny and calm morning, but a bit nippy requiring an 'extra' layer of clothing too! Another good turnout with everyone just having a general fun-fly around. Three Stardust's of Gavin Shute, Stan Nicholas and Barrie Russell all got several flights under their wings. Also the Night Trains of Derek Barber and Brett Robinson also got a flight or two in as well. Mid morning and the air had started to warm and several thermal were found by some of the fliers present. Brett Robinson later flew his little Tomboy and got over seven minutes odd, which was good in the warmish air present at the time. All the usual training was going on as well with Stan kept busy instructing Danny Young and Anthony Hales plus assisting Mark Larsen as well. Overall, another good morning of Vintage flying was had by all!



A trio of Stardust's await a bit of flying 'action' on the flight line.

And....the Pushy Cat.....

A little piece of nostalgia at Awatoto Field this morning. In the last few months before he passed away, Jeff Clarkson down sized his building board and built a one and a half times vintage "Pushy Cat".



Stan test flew it for Jeff and it proved a bit of a handful, needing various modifications which Jeff duly made, however, he passed away before he could enjoy the fruits of his labour. Rather fittingly, Jeff's casket was adorned with the white Pushy Cat wings at his funeral service. Judy passed a lot of Jeff's gear on to the club and we have kept this his last aircraft for members to enjoy. I had the pleasure of re-test flying it this morning and whilst still a little bit of a handful, we have improved the trim and with a further C of G adjustment it should become a bit more of a Pussy Cat !

The model flies with a 2200 3S lipo battery and the program is currently residing in my DX 9 Spektrum Transmitter. Once we have done a little more trimming and testing it will be available for experienced members to fly.

Thank you Judy and Jeff.

Barrie Russell. MFHB August 2019.

Soaring Scene



F3K Worlds - 14/20 July 2019 Sport Airfield Jakabszállás, Hungary.

From the NZ F3k Facebook page:

Joe was our representative in the fly-offs and got off to a solid start with a maximum score. In the next round he had a slight glitch on the turnaround and lost a second but was still well placed. The weather was developing slowly with the morning inversion beginning to evaporate. Joe had a think about the numbers and decided that conservative was the best way to go for the next round which was poker. He called 1.30 and made it but others went the bold route and took the 9.59 option. It was to prove a critical decision and though Joe made his times, he lost a few points compared to others and quickly dropped from 2nd to 7th. The final three rounds were good but the damage was done.

Individual Results:

1	Henri Sander	1000	-998	1000	1000	1000	1000	100.0%	70932	Germany
2	Bastiaan Duijghuisen	1000	1000	-978	1000	1000	1000	100.0%	70215	Netherlands
3	Toby Herrera	-963	1000	1000	1000	1000	1000	100.0%	109525	USA
4	Nathan Bartley	-900	998	1000	1000	1000	1000	99,96 %	133890	USA
5	Nikola Francic	-500	998	1000	1000	1000	1000	99,96 %	61256	Croatia
6	Pavel Kristof	-708	997	1000	1000	1000	1000	99,94 %	16934	Czech Republic
7	Joseph Wurts	1000	995	-990	1000	1000	1000	99,90 %	69592	New Zealand
8	Roland Sommer	-946	1000	987	1000	1000	1000	99,74 %	90785	Germany
9	Pierre Meunier	-917	1000	982	1000	1000	1000	99,64 %	60471	France
10	Frédéric Filliol	-910	998	973	1000	1000	1000	99,42 %	60272	France

Team Results:

9	New Zealand	Joseph Wurts (9th)	10 888,0	30 987,0
		Kevin Botherway (54th)	10 003,0	
		Peter Williams (50th)	10 096,0	



Soaring Scene



F5J Worlds - Aug 7th-18th International, Trnava, Slovakia .

The F5J Soaring team attending World Championship of Pilots David Griffin, Joe Wurts and Kevin Botherway with Rob Johnston as Team Manager have won GOLD as a team placing. Dave Pratley of Australia assisted the team too . Congratulations team on a fantastic result.

Go to <http://www.mcttrnava.sk/cms/news.php?extend.113.3> for the results

F5J is a new class of electric thermal soaring and gaining in popularity. The SIG has a F5J event at the Soarchamps and the Nationals.

In brief the F5J class is: A group of pilots in a 10 min working time window, 10min flight max, points deducted for launch height and a spot landing (electric measurements max 50 pts). Scores are normalised with 1000 points for first place. If you look at the scores in the World champs you will note the NZ team won the championship with no max scores.

Individual Results:

Rank	Name	Ctry	Pilot #	Score
1	ARIJAN, HUCALJUK	CRO	1	3931,37
2	SEBASTIAN, MANHARD	GER	11	3842,87
3	ROBERTO, BONAFEDE	ITA	10	3773,75
4	JOE, WURTS	NZL	3	3684,28

Team Results:

Rank	Ctry	Team Score	Pcnt	Name	Pilot #	Score
1	NZL	39441,74	100,00	JOE, WURTS	79	13588,49
				DAVID, GRIFFIN	78	13091,01
				KEVIN, BOTHERWAY	77	12761,24
2	CZE	38605,09	97,88	JIŘÍ, DUCHÁŇ	24	13492,62
				RADEK, MALČÍK	25	12600,55
				JAN, VÁCHA	26	12511,92
3	USA	38409,76	97,38	JONATHAN, GARBER	107	13362,98
				OLEG, GOLOVIDOV	108	12689,33
				SKYLER, RAVER	109	12357,45

A huge thanks to the team of Robert Johnson, David Pratley, Joe Wurts and David Griffin. Fantastic help and flying team gold for NZ thanks to our sponsors as well model flying NZ, Vladimir models and JR/DFA

Regards Kevin Botherway



Club Member Profile - Phil Sharp



Phil, an experienced modeler joined MFHB in 2015, shifting to Havelock North from Keri Keri. A modest and incredibly talented man with a very interesting history that reads like a success story from a boy's own magazine mirroring what many of us might have dreamt that our lives might follow a similar path.



Born in Auckland in 1949 to a family with a strong and successful engineering background and schooled at Auckland Grammar. He is quick to point out that he has no formal qualification. But natural talent and family history and encouragement and an interest in motor racing saw him develop his skills. At the age of 14 he worked with the famous Kenny Smith and at 19 built and raced his own Formula Ford. In 1972, with friends, he went to England to join McLaren and became chief mechanic for Emerson Fittipaldi. He also raced himself in the Formula Atlantic series in 1975/76. He then moved to USA where he was chief mechanic for the Indianapolis 500 series for three years.

In 1976 he married Anne-Marie in England and they have one son also living here in New Zealand who like his father collects cars and races and is lucky enough to have Phil as his chief mechanic! Phil established a very successful composite manufacturing business in the UK, one specialty of which was making the carbon wings for racing cars, adding another skill to his already wide range of engineering experience.

He and Anne-Marie retired to Keri Keri in 2003, and in 2015, they saw the light and moved to Hawkes Bay having built a beautiful home on the hill behind Havelock North. A visit to Phil's workshop is an eye watering experience, equipped with an amazing array of machines, it's like a cross between a Formula One workshop and an operating theatre with what must be the best view through the picture windows in Hawkes Bay. Continued next page....



Club Member Profile - Phil Sharp



From previous page...



He labels himself as a builder rather than a pilot with his interest being in scratch building scale aircraft as is evidenced by his Pup and Tempest, two of as fine examples of models as we have seen at MFHB. He is currently building a Fieseler Storch, following the full size scale construction but using carbon tube instead of steel rod. With around a three meter wingspan and planned to be powered by a 60cc in-line twin four-stroke motor, it should be a model of great interest, and as can be seen from below, an engineering experience.

Family, their 2 acre property and golf keep him busy as does a visit to his garage to play with his "other" vehicles. Phil is also an accomplished wood worker with much of their home's furniture being designed and crafted with his hands. In his spare time, he builds amazing model aircraft ! Since joining the club, Phil has immersed himself in club affairs and is currently serving on the committee as Field Officer where his mechanical knowledge is proving of great value in maintaining (not racing) and servicing our tractor.

Welcome aboard Phil.

Barrie Russell. MFHB August 2019.



Battery Charging Station.

Barrie Russell



We are all aware of the dangers of charging LIPO batteries indoors. There are too many well documented cases of lost houses, workshops, sheds and gear as a result of battery explosions and fires whilst charging, to ignore. How often do we hear the comment.... "I never leave them charging unattended" Yeah Right !



Hamilton modeller's workshop after a fire from charging a 3 cell 2200mah lipo battery. The heat and the contaminants from this fire totally destroyed or rendered useless everything inside and including the shed

As electric flight has become more entrenched in our hobby many of us have an increasing number of batteries to look after at a significant financial investment. I can only quote my own usage where I want my batteries charged and available in case I want to go flying as it takes too long to charge a number of them before I leave. Hence, up till now all my batteries remain fully charged inside their fireproof bags awaiting my pleasure ! But why do they all eventually puff and start to lose performance even though they may not have been used a great deal.

Enter our electronic guru Robert, have you ever noticed that all his batteries look like new, hard flat surfaces and perform well? He has been berating me for ages with the advice "You have to store your batteries with a storage charge, you charge them fully only before you go flying and the flat ones you store charge them as soon as you get home. Never ever, ever, ever leave them FLAT or FULLY CHARGED for long periods of time !" Yes Sir, No Sir.

Up till now, I've used a single channel charger in my workshop with the leads going outside thru the window frame to a metal box which holds the battery. This allows the convenience of charging from inside the workshop with the safety of the battery being outside.



Continued next page.....

Battery Charging Station.

Barrie Russell



Current charging setup, the box now has a sheet of fibrolite between it and the house wall. This setup has worked well but too slow to be compliant with Rob's advice, so I have recently purchased this four channel charger...



SkyRC Q200 QUATTRO AC/DC 2X100W 2X50W Lipo Battery Balance Charger Discharger



It has its own built in power supply giving a total of 200 watts spread between four independent charging channels so can handle four similar or different batteries at the same time. It comes with short charging and balancing leads, but to be able to have my batteries remote outside I had to make (with Robert's help) four sets of metre long charging and balancing leads. I am finding it an excellent piece of equipment and hopefully the last charger I'll have to buy. Like many I hate to think how many I've bought over the years as technology has changed and improved.



My latest charging station with the "hole in the wall" thru to the outside metal box. As you can imagine with four batteries on charge and all the leads going through that hole, access becomes a little difficult. I need a bigger hole and a more convenient battery box shielded from the house and window. Work in progress! The big plus is having the charger conveniently placed inside my workshop.

I purchased this unit through Banggood at a cost of NZ \$254 landed. It was available from a number of web sources and the prices varied enormously as did the postage costs so a bit of searching is worthwhile. If you are considering a better battery regime and a new charger, I thoroughly recommend it.

Barrie.



Continued next page....

Battery Charging Station.

Barrie Russell



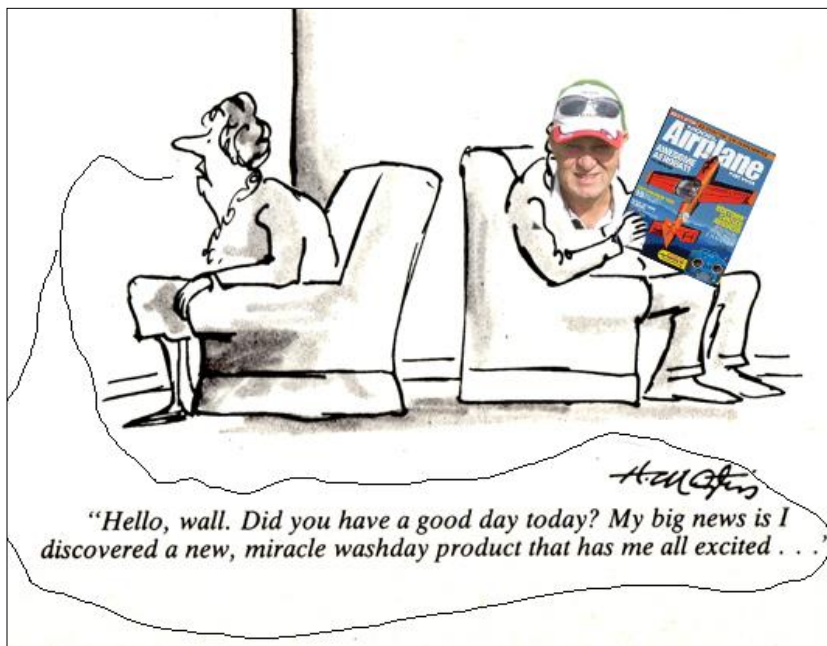
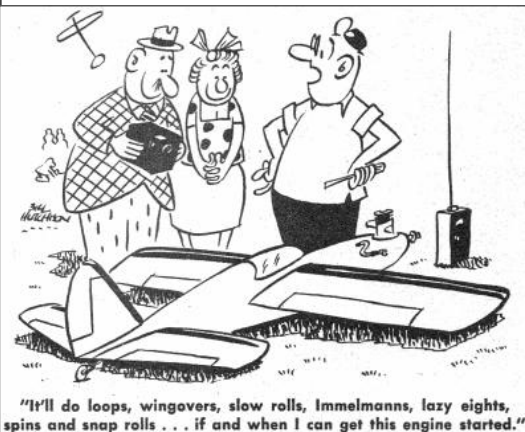
And a post-script..... Just finished making trays for my battery storage thunder box. These batteries are all stored here with a Storage charge, around 40%.

Okay, I still have to charge them before going flying, but the charge takes less than half the time of a flat battery and I can now safely charge four at a time.

Barrie.



A few 'funnies'

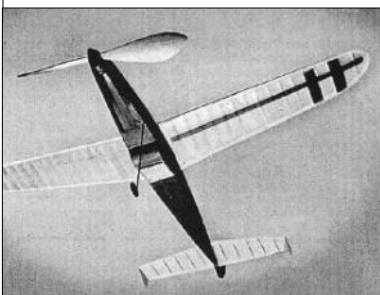
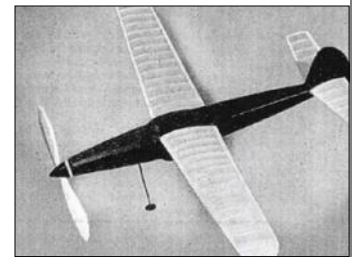




Other Club Builds

Barrie Russell - Voo Doo e-rubber model.

More progress madeI think I'm on track for 4 oz/ft, maybe a couple of grams or so over, so pretty thrilled with my first venture into "light" building. I need to do a few to get to learn where to save weight! Just weighed the wing and it came out at 4.2 ounces, so your 2.6 is amazing, no wonder the low wing loading and I guess you could say in the circumstances mine is over built, but I'm pretty happy at that considering my estimated target was 5 oz ! I have two motor options, both Turnigy which I've found okay so far. I'm mounting the motor on standoffs so will be able to try both to compare both performance and economy. Interesting times ahead. Here's where I'm at..

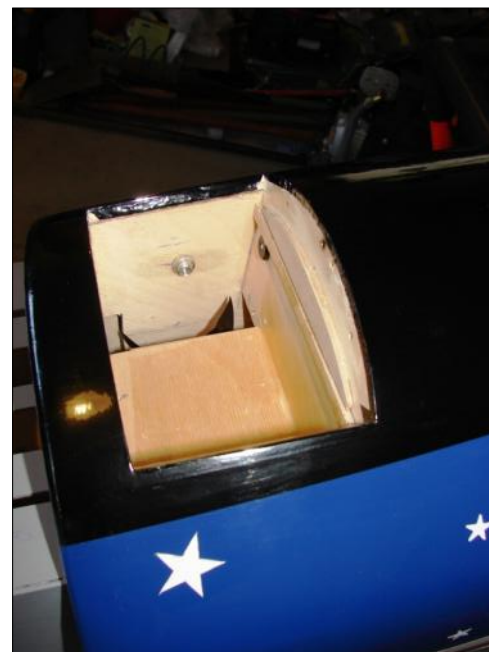




Other Club Builds

Chris Tutton - Top Flite Giant P-47 Thunderbolt

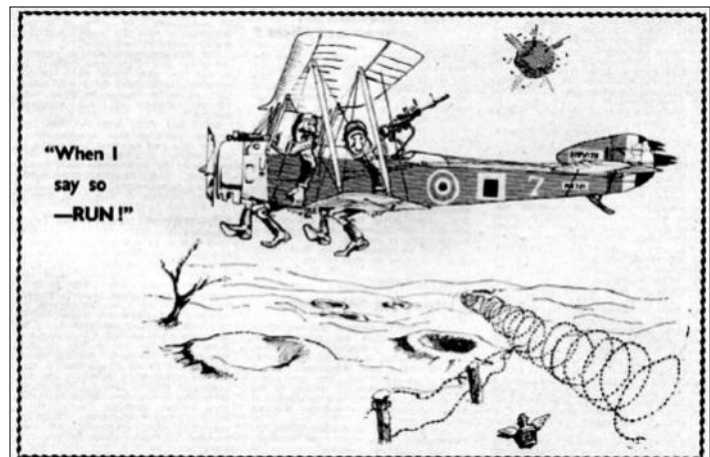
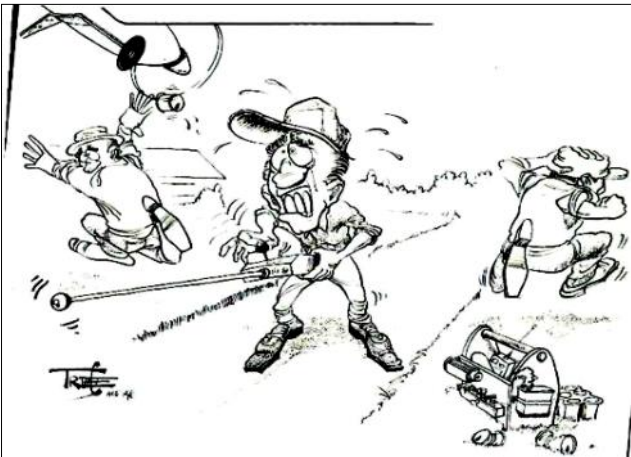
His new build in the hangar is a Top Flite Giant P-47 86" Thunderbolt. I have fitted Robart air retracts for the mains and tail wheel. I also installed a small hatch in the top of the fuselage behind the fire wall where I can install the flight batteries, the air filler, the air gauge and fuel line. The engine will be a DLE 55ra. Chris also sent these pics of the build....





From the Web

- How to Really fly a Timber foam electric model.... <https://youtu.be/iQNPhRBZOM0>
- Navy pilots landing aboard the USS Nimitz during rough seas in the Pacific. (In Two Parts:)
Part One: <https://youtu.be/4gGMI8d3vLs> Part Two: https://youtu.be/uTVj_ZSwxGE
- Biggest RC Planes & vehicles....<https://youtu.be/TmCfxNAsWho>
- Huge F4U Corsair RC Plane over the Swiss Alps RC Model Show Airtistica Raron 2016.....
<https://youtu.be/AiUnaWWrjGU>
- History of RC Model Airplanes 1930 - 1960..... <https://youtu.be/m7gyGm5-nr0>
- Basic Aerodynamics- Beginner Series.... <https://youtu.be/lyl8LWPnzmQ>
- How to Fly a 4Ch RC Plane - Making Landings..... <https://youtu.be/FLXYVGpS4iM>



For Sale

FOR SALE

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

- Playboy Vintage Model
- Argus Fairchild Scale Model
- Ben Buckle Powerhouse Vintage Model
- Kyosho OSMOSE 70 EP AR D (New in Box)
- Robbe Falcon

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



ENGINES NEW ZEALAND

 <p>10cc Price - \$369.00</p> <p>10cc</p>	 <p>15cc Price - \$399.00</p> <p>15cc</p>	 <p>21cc Twin Price - \$570.00</p> <p>21cc Twin</p>
 <p>30cc Twin Price- \$670.00</p>		
<p>RCGF have a range of 15 engines available from 10cc to 120cc. Mufflers & Ignition Systems Included</p>		
		 <p>35cc Price - \$430.00</p> <p>35cc R.E.</p>

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)

PRICE - \$35.00



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

PRICE - \$45.00



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

PRICE - \$55.00



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

PRICE - \$85.00

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



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