



# Model Flying Hawkes Bay



**Club Newsletter - Issue No 108**

**September - October 2019**

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### Featured Articles:

- [Club Open Day on 6th October \(Page 13\)](#)
- [Personality Profile - John Williams \(Pages 30-31\)](#)
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### Upcoming Events

- IMAC Event - Awatoto 9 November



Top: The Ryan of Marty Hughes and the Chipmunk of John Clarke in formation.  
Above: The electric foam B-17 of Garry Palmer flies by.



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





## And the Prez Sez



We have had two Club events since the last newsletter.

The first was our Club night where Mike Shears talked about servos, linkage setup and radio setup. We had an excellent turnout with some new faces and a lot of old ones. It was informative with some great discussions and some lessons learnt on how important the basics are.

The second was the Open Day, this was in my belief a success the public attendance was steady with a lot of genuine interest. The turnout of members was outstanding with control line, soaring, helicopters, vintage and the normal power flyers all being represented. It was good to see the flight line was busy all day. Thanks to Barrie and his team who were busy on the barbecue, nothing like the smell of onions cooking to bring people together. Also a big thank you to Jonathan Shorer for travelling up with the MFNZ R/C Sim setup, this was really appreciated by the Club.

A working bee has seen the metal spread on the car park and posts painted along with a general clean up. A huge thank you to all that turned out to help.

In this newsletter (see [Page 4](#)) there are some words from Stuart regarding the Club rules and their background. I agree 100% with Stu's comments, we don't make rules for the sake of it, they are to create a safe environment for all. Common sense also goes a long way, please just take the time to consider others when using our facility.

Looking forward to next year we are currently looking for people to stand for the following positions, Secretary, Webmaster, Newsletter editor. These are all important roles and without people volunteering to fill them they will not function as it should. If you wish to volunteer or know someone that would be interested please don't hesitate to talk to us and see what is involved.

Lance Hickey - President



## From the Editor and Secretary



Hi everyone,

Not been the best of weather recently, so some aspects of club flying have been curtailed somewhat. But the days that have been flyable have been great.

Others have commented on the MFHB Open Day and as I was out of town on the day I can't comment other than with what I was sent after the event and that appears on [Page 13](#).

Thanks (again) to those that helped with copy for this issue: Lance Hickey, Mike Shears, Barrie Russell, Clive Baker, Marty Hughes, Kevin Botherway, Chris Tutton, Joe Wurts, John Williams, Brian Hitchcock, John Sutherland and Mike Harris. If I have missed anyone, my apologies.

We had another brush with a flooded field mid October, but thankfully, it was only water and a vey light dusting of silt... so we can all breathe again! (See [Page 14](#) for details and images.)

The recent SGM was attended by some 30 Senior Club members / 2 Juniors and voted in some Club Constitution changes and a new club fee structure for 2020/2021 both of which were approved at the meeting.

The membership will be sent a copy of the new Constitution by e-mail in due course..

Other than that, that's all from me for another two months or so.

Happy landings,

Brett

## And from the Club Captain



First of all, Stuart has written a very good explanation of the clubs safely requirements and obligations. (See next page - [Page 4](#)) He also tells you where to find the Club rules in our web site. Please read carefully and make sure you comply.

The main flight line concrete pad and safety fence with higher end panels is now in place and is a great improvement for our flying safety. Please make sure you stand behind it when you are flying.

Our runway is now approximately 400 metres by 40 metres wide and now should not require you to stand behind your model for takeoff apart from test flying a new aircraft possibly. Standing behind you model is a throw back to the "old days" and easily becomes a habit. If you feel uncomfortable if you are not standing behind, come out and practice, you now have a runway wide enough for the odd mistake.

Thanks to every one who turned up to the working bee, Club night and supported our Open Day.

They were all very successful and certainly helps develop Club spirit. The down side to this is we have over 90 members but seem to attract the same 20 plus new members to these activities.

I have my thoughts on this, but they may offend some members, so for now I will refrain from further comment.

Training continues with new members and is going well with the help of Robert and Stan.

I will also leave further comments on the Wings Badge process as it applies to current holders until next time. So as a teaser, look at the Wings badges you hold and the models you fly? If you were to re-sit would you still pass???

Mike Shears



## Rules and Respect

Stuart Sturge



In this ever increasingly litigious world we find ourselves in, anybody wishing to organise anything, has to consider safety, as the paramount consideration. Last year your committee spent considerable time debating the safest way for us to operate at our Awatoto field. Hence the promulgation of a new set of safety guidelines (rules) that have been published on the website, and the new site map and rules at the field.

These rules were unfortunately, not published earlier, as our flying was interrupted by last years flood. But now, as the weather improves, it is important for us all to have another look at these rules and learn to abide by them. So, this message attempts to explain the rationale that your committee used to arrive at the need for apparent change.

The important parts of the rules are as follows:

Power flyers using the main flight line, MUST fly on the river side of the strip, with NO flying behind (stop bank side) the flight line. All other aircraft (vintage, electric glider, park flyers) MUST NOT fly over the main strip. The need for separation is obvious.

It is generally agreed that the most likely scenario where a power flyer may lose control is on take-off. For that reason, we believe it is a sensible safety consideration NOT to have any other flyers upwind of the upwind taxiway. That means that all other flyers (vintage, electric glider, park flyers), must fly from a position on the downwind end of the field. As this means, that launching into wind is also launching towards the Deans Shelter/ pits area, common sense suggests that the take-off area be a significant distant away from the shelter/pits area. To assist with this, we have endeavoured to mark on the field, a landing circle, which we believe to be sufficiently away from the shelter/pits area for safe take-off, but still leaving plenty of room for landing into wind over the appropriate boundary fence. This means, if the wind is blowing from the north east, flying of vintage, glider, and park flyer type models is to take place at the southern end of the filed. Conversely, if the wind is blowing from the south west, flying is to take place at the northern end of the field.

The one exception to this rule, is when we may choose to have bungee/winch launching of gliders at the field. This is likely to be a relatively rare event, as the serious glider flyers are very happy with the alternative flying site at Black Bridge. However, events such as the upcoming open day will require this rule to be implemented. The exception is that the bungee/winch to be aligned so that launching can be effected, into wind, from a point adjacent to the upwind taxiway, and launching into the airspace on the stop bank side of the main flight line. Landings are to be downwind of the downwind taxiway, in an area sufficiently behind the main flight line, so as not to impact on any power flyers. Yes, this means that the glider pilots need to walk downwind some distance after launching, before they consider landing. However, this is the best compromise that we believe can maintain the safety of others that we demand. The glider flyers have acknowledged, and agreed to this.

Whilst not everybody may agree with these changes, these are the rules that your current committee believe is the best compromise that will ensure our continued good safety record. Anybody that chooses not to abide by these rules, may be endangering that good safety record, and that is something that do not need to happen, as there are a number of organisations that would happily ban all forms of model flying should we not be able to maintain our reputation of safe and responsible flyers.

The question of whether these rules should only apply on Sundays is irrelevant, as we must all be conscious of safety at all times. If you are the only person on the field, you can do as you like, but as soon as there is another person flying, you must respect that others persons right to safety, and implement the rules your committee has promulgated. To do otherwise is to show total lack of respect for your fellow modellers.

So, we ask that all embrace and abide by these rules, and maintain the good safety record that we have, so that we may all continue to enjoy our hobby/sport.

Stuart Sturge (Past President)



## Field Diary



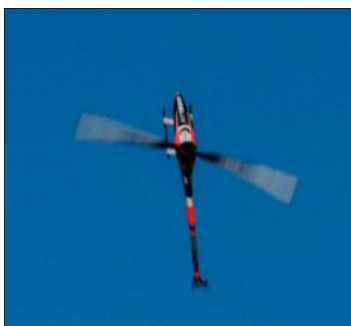
### Sunday 1st September

Editor elsewhere.... Report via Barrie Russell and pics from both Barrie and Clive Baker. Great turnout, just like old times must be the good forecast and the thought of a sausage. Sold thirty sausages and ran out sadly, we had a number of helicopter visitors turn up, I think organized by Marty. Reckon I could have sold another dozen bangers more! I think the pics speak for themselves. Rowdy and Joe were there with their F5J Teams World Cup,.

Rowdy ran a Radian (200 meter) comp for NDC and had a number of entrants, he provided the altimeters,. Every one seemed very happy and all got on, all in all a very successful day. I had just one flight with my Voodoo and managed 22 minutes and landed with 26% battery left, would like to have done more, but got a bit busy. Mark lost his Timber in the river this time, think he had a muddy trip to get it back.



Three nice models - The Chipmunk of John Clarke, Ryan STA of Marty Hughes and the Cessna of Mike Harris. (Inset) The Chipmunk & Ryan STA in formation.



Some helicopter 'action'.



World F5J Teams trophy



Nice climb-out.... but No up elevator??



A Timber awaits another flight.

## Field Diary



From previous page.....

Sunday 1st September



Chris Wong doing his thing.....



As is Kevin Botherway & his DLHLG



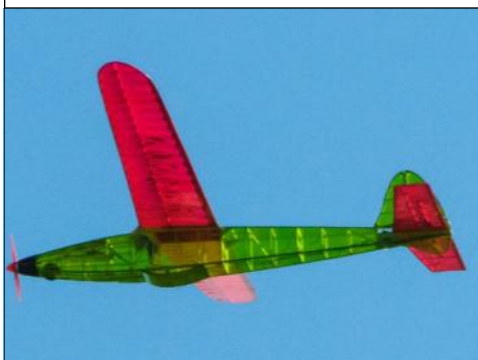
Put it away or I will stab it with this



A clutch/gaggle/flock??? of DHLG's....



Two nice Piper Cubs flying overhead.



A Vintage Voodoo cruises overhead.



Marty's Ryan STA does likewise.



Bit of action on the field for sure!

## Field Diary



### Sunday 8th September

Bit windy at first to be honest and quite a few opted out of a trip down to the field. However, there Was some activity going on with a few hardy souls braving the elements for a fly. Report and images via Barrie Russell.... Conditions weren't too bad, a little blustery but didn't stop flying for the few of us that were out there. Ross Brinsley had his latest purchase out there, but didn't fly it for some reason, some issue with the motor mounting or something. Powered with a 50-something four stroke Saito, nice model. Chris Wong was un-boxing his latest purchase, a Grumman Bearcat from Seagull to be powered by a four-stroke radial, watch this space !



Ross Brinsley's very nice Vintage model



Chris Wong un-boxing his new Bearcat.

And Barrie Russell test flew his latest training proposal, the foam board Clubba look-a-like! It flew like a dream, straight off the building board. Had four flights, my two and Mike two and just made a few set-up trimming changes and its looking like being a beauty. Will make a couple of minor mods before I put it to the club as a build project and need to get a few more members flying it for appraisal. Could be another interesting journey.



The foam board Clubba in all its glory.



## Field Diary



### Tuesday 17th September

Not a lot going on in the shed, so Barrie Russell, Stan Nicholas and Brett Robinson headed down to the field as Barrie wanted to give Stan a fly of his new Foam board Clubba. A tad windy, but the model flew well and not only Stan, but Bill Roydhouse and most others were impressed with the model's flying characteristics.



A few of the guys (Mike Shears and Grant Fulton) were working on installing the gates around the new pilots flight-line concrete pad. Looking good! And (at right) the finished result - being used!



A bit of fence work being done on the new concrete pad.



The end result!

### Saturday 21st September

Working bee at the field, reasonable muster, it being a Saturday and all with a bit less than a quarter of the membership turning up. Lost of (white) painting being done by Barrie Russell, Brett Robinson, John Williams and John Clarke. Phil Sharp water blasted the shelter pad and the rest attacked the two piles of concrete shingle and by noon... the piles were gone and it was all covering the carpark. Barrie put on teas/coffees and had some jam scones on hand too! Thanks to all those that took the time to come down and lend a hand to help out



The shingle gang at work.



(top) Morning tea time (above) finished water blasting,



The finished carpark.



## Field Diary



### Sunday 22nd September

Nice clear and calm morning, but a bit cool, but a good turnout was had on the day. Lots going on, Mike Harris flying his new Cub, Marty Hughes flying his Ryan (for two falls and a submission), Phil Sharp and John Sutherland getting the Tempest in the air for its final qualifying flight, which it breezed through. Now sports a two bladed prop and Phil is more than happy with the engine temperatures now. Stan Nicholas flew his Yak, John Sutherland his Sebart IMAC model, Ross Brinsley had his vintage model there, Stuart Sturge flew his Yak, but had an undercarriage malfunction after one landing and Chris Wong indulged in a few aerobatic flights. Also few Radians got flown: those of Barry Kerr, Bruce Abbott and Stuart Sturge. The club electric Mentor also got a bit of use with Stan instructing both Danny Young and Anthony Hales. A lot of engine 'tweaking' going on with the Corsair of Bill Roydhouse and that certainly drew a crowd. A good morning was had by all.



The large Cub of Mike Harris on the ground and in the air.

The scrum around the Roydhouse Corsair.



Chris Wong and Phil Sharp have a conversation.



The pits on the day. (Barrie Russell image.)



Ross Brinsley's electric Vintage model in the pits.



The Marty Hughes Ryan in action (Clive Baker Images)



Continued next page.....



The Tempest in its natural element. (Clive Baker image)

## Field Diary



### Sunday 22nd September

And from Barrie Russell....later on in the day the Bill Roydhouse Corsair got into the air and had its first three check out flights, all very successful. (Images below from the cameras of Barrie Russell and Clive Baker.)



The scrum Corsair being run-up and checked



The taxi.



And the Corsair doing its thing.... (Barrie Russell images)



And the Corsair still doing its thing.... (Clive Baker images)



## Field Diary



### Sunday 29th September

Nice sunny and warm day.... but it was blowing a bit and from the Northwest too. Reasonable crowd came out, but only a few did some flying. Barrie Russell had several flights with his new foam board 'son of Clubba' model. Danny Young and Stan Nicholas put in a few more hours of dual instruction on a Mentor foam model. Robert Lockyer, now back from overseas, flew both his Clubba and Little Stik and also now back from a summer in Alaska no less, Jerry Chisum had a fly or two with his Cub. Phil Sharp began to assemble his Sopwith Pup, but decided against it as the wind was getting quite gusty at times. Mike Harris started to assemble his large Cub, but, like Phil, decided against flying it. Neville Fargher has a foam T-34 Trojan with him, which Barrie gave a flight or two to get it dialled in and it seemed happy coping with the gusty conditions. Ross Brinsley had a very nice RV-4 with a DA40 twin in it, which he gave a run or two, but didn't fly. Back with us while he is on holiday was Jayden Molloy and he flew the Bill Roydhouse Corsair to the delight of both the owner and those watching. Everyone else just had a natter and watched the flying.

Continued next page....



The Jerry Chisum Cub awaiting its next flight



The large Cub of Mike Harris partly assembled.



Neville Fargher's T-34 Trojan getting checked over.



The Lockyer Airforce in the foreground



A lot of talking going on in the shelter but not much flying at times!



The nice RV-4 of Ross Brinsley



DA-40 twin powered

## Field Diary



From previous page...

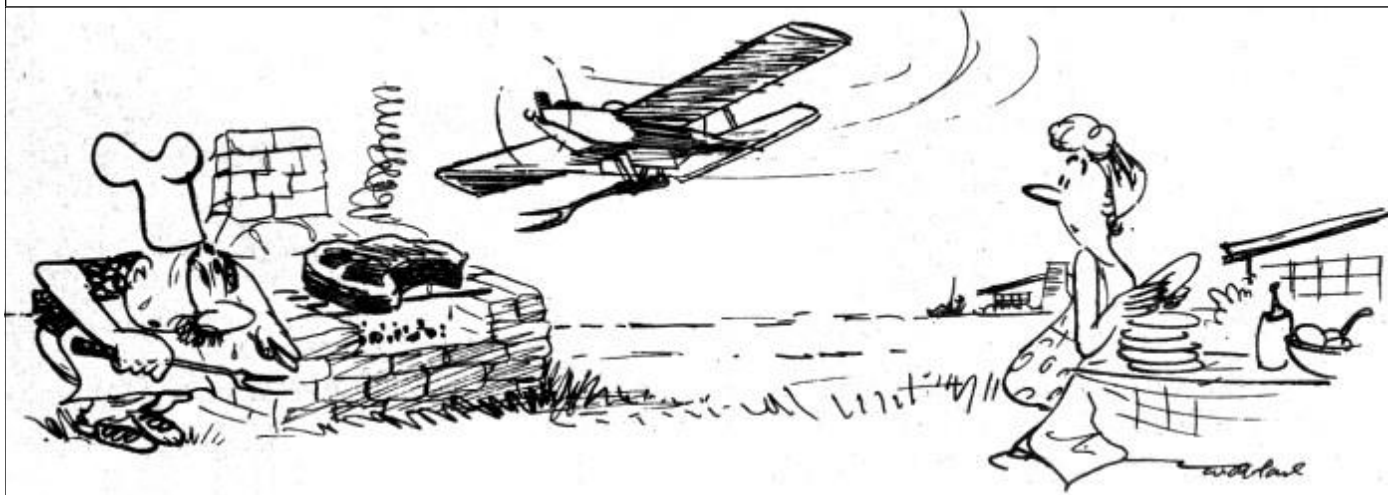
Sunday 29th September



Another view of the Ross Brinsley RV-4



The Bill Roydhouse Corsair awaits assembly.



## Awatoto Public Open Day

### Sunday 6th October

Sunday 6<sup>th</sup> of October saw a momentous occasion in the life of Model Flying Hawkes Bay, when we held a Public Open Day at Awatoto Field, marking 25 years occupation of the Awatoto site.

The weather was kind and the day was well supported by club members who reveled in the Rally Flying theme for the day. The field looked pristine having been given the once over at a working bee the previous weekend.

We were fortunate to have Jonathon Shorer and his wife arrive with his Simulator trailer and Publicity tent. They did a marvelous PR job with the attending public and we are most grateful for their effort in making the trip up from the Manawatu.

Stan Nicholas also did a sterling job buddying a few of the visiting members of the public for flight experience, and a sausage sizzle barbecue offered food and drinks during day.

It has to also be said that public numbers appeared to be well below what might have been expected, but that was maybe due to a number of reasons.

We were also grateful to Roger Moroney and Hawkes Bay Today who published an excellent half page spread giving an overview of the Club, it's history and the planned public day. Roll on the next 25 Years.

To read the article in the HBT - Click [HERE](#)



To see more images from the cameras of Clive Baker and Barrie Russell, click on the Dropbox Link below:

[https://www.dropbox.com/sh/vstpmgtjepucap7/AACeCxII58kZRgp6tI2s2Mqua?dl=0](https://www.dropbox.com/sh/vstpmgtjepucap7/AACeCxII58kZRgp6tI2s2Mgua?dl=0)



## Field Diary



### Sunday 13th October

Not nice, overcast and with a light drizzle falling. Little or no wind though. Nobody ventured down to the field!

### Wednesday 16th October

After almost two days of really solid rain, club member John Williams ventured out to the field. This is what he found. And I also got sent a few from Marty Hughes and a couple (from the webcam) from Robert Lockyer ....



Looking at webcam the next morning (17th October), the water had all disappeared and the field appeared to none the worse for its soaking. Prez Lance Hickey has been down and given the field a very close look over and apart from a light dusting of silt, which will go with the next mow, all seems okay. A decision was made to Close the field until the following Sunday to allow it to fully dry out - the membership were advised of this. Will just need it all to fully dry out. The, now drier, field then got a mow (by Prez Lance Hickey) on the Saturday and by Sunday it was all looking great again.



### Sunday 20th October

After all the rain earlier on the week, Sunday dawned fine, calm and warm! The field also looked as if No flood had ever happened. Sure, it was a bit soft in places, but perfectly useable and that's what happened. Reasonable turnout with a lot going on. Garry Palmer had a very nice foam electric B-17 the looked and flew very well. 4000mAh 4 cell LiPo battery powered and with all four motors running, it sounded great in the air too. He had a electric aerobatic model with a three bladed prop that also went very well. Instructor Stan Nicholas was hard at work with both Danny Young and Anthony Hales. Robert Lockyer was likewise with Richard Pyott and son. Stan Nicholas and Chris Tutton had a go a formation aerobatics, Stan with his Yak and Chris with his new Inverza with no mishaps. John Clarke had his Chipmunk as well. Mike Harris flew his large Carbon Cub and Mike Shears flew the Bill Roydhouse Corsair a few times. Barrie Russell flew his vintage VooDoo for (only) a thirty minute flight before spending the rest of the morning flying and demonstrating his new Foam board Clubba. He was going to fly some NDC Vintage I.C. with Rebel, but it seems something got left at home! Derek Barber flew his Slicker, but had a less than optimal landing, requiring some workshop repairs. Seemed like a good time was had by all.....

Continued next page.....

## Field Diary



From previous page....

Sunday 20th October



Good range of models on the field.



The Garry Palmer electric B-17.



And the B-17 flies as good as it looks too!



The Mike Harris Carbon Cub almost touching down.



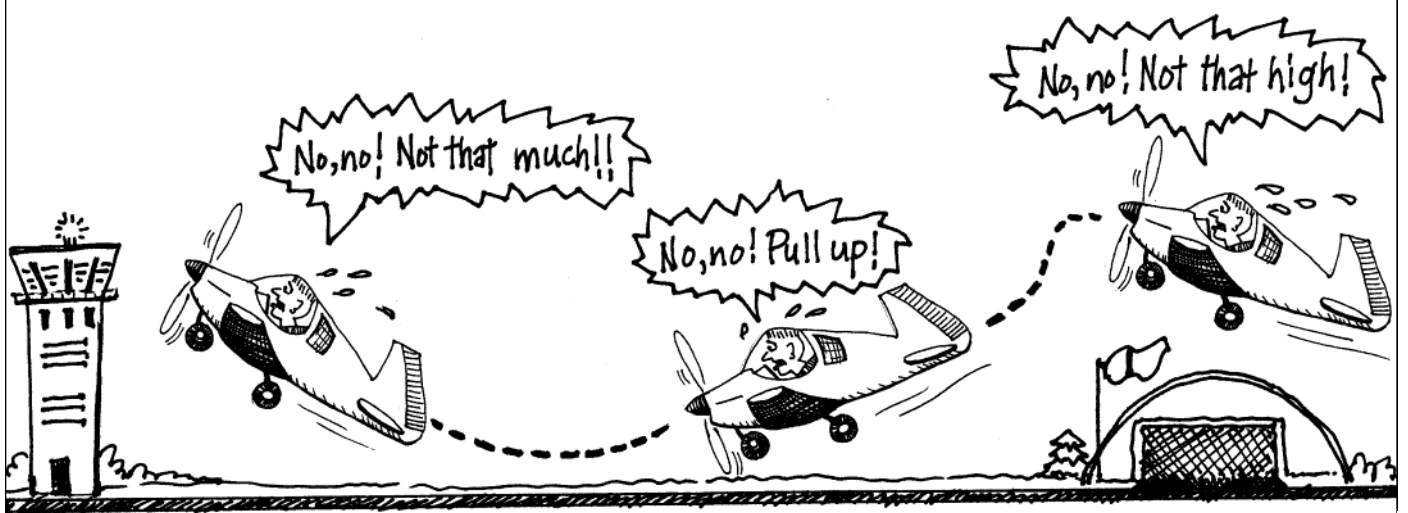
The Carbon Cub cruises overhead



The Chris Tutton Inverza doing its thing



As is the Yak of Stan Nicholas



## Field Diary



### Sunday 27th October

Really nice day, clear blue sky, light winds and warm too. What more could you want? Pretty good turnout too with a few models certainly getting flown on the day. A BBQ / SGM being laid on also helped I guess? Good range of models being flown as well... from Vintage... Barrie Russell (Rebel), Grant Fulton (Playboy) to the Radians of Derek Barber and Phil Sharp, not to mention the aerobatic models of Alex Wardley and Robert Lockyer, with the odd Chipmunk (John Clarke), Carbon Cub (Mike Harris) and the odd Corsair flight too. Mike Shears flew the Bill Roydhouse Corsair, with a new prop, that has now improved the performance of the model even more. The SGM was run at midday and the matters raised were dealt with in reasonably short order with most then partaking of the BBQ on offer run by Barrie Russell assisted by Dave Cantell. Thanks guys!



Lots of different models in the pits awaiting flight on the day.



**BBQ Time!**





## Club Shed Diary



### Tuesday 3rd September

First shed meeting for the month and a reasonable crowd turn out. Most grabbed a 'cuppa', had a natter and then departed to the field for a fly. Of the rest.... the Bill Roydhouse Corsair wing is about ready to commit aviation - when added to the fuselage, Jim Burke is making progress on his Cessna build as is Hayden Purdy with his pattern ship. Other than that some Clubba plans were being looked at, Neville Fargher came in with his Cresco and was asking for assistance with getting a new canopy for the model and the Club tractor is now sporting a new glass door!



The Roydhouse Corsair all done....



Neville Fargher's Cresco has a canopy looked at by Barrie Russell.



The crowd in on the day.....



A new glass door for the tractor... Still needs some work to get it fully operational.

### Tuesday 10th September

Not a huge crowd in the morning, but maybe that was the weather. Although it did clear up later in the morning. New member Hayden Purdy continues to make progress on his Eagle 20L build. The Bill Roydhouse Corsair wing is almost ready to mate to the fuselage. Today's job was countersinking the gear surrounds for the retaining screws. Barrie Russell was busy working on control rod set-ups on his foam/fibre board updated version of the original 'Clubba'. He thinks it needs to be called 'Flubba' or 'son of Clubba' perhaps? A club build coming up maybe???

Bit of work going on with the tractor with Field Manager Phil Sharp attending to a persistent oil leak. But seems to have a handle on where it is and what is causing it. Said tractor also now had a fully functioning left glass door again too! Good to see member John Aitken back at the shed after a period away. Jim Burke continues to also make progress with his Cessna build too. After the usual teas/coffees/hot chocolates, most started drifting away around noon.

Continued next page....

## Club Shed Diary



From previous page....

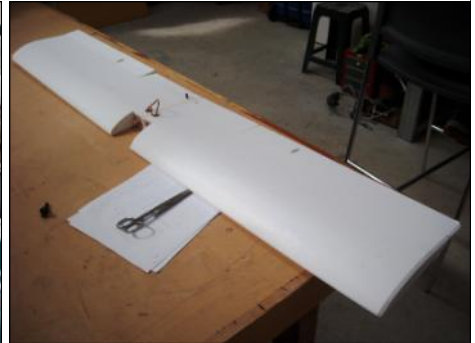
**Tuesday 10th September**



Hayden Purdy's Eagle 20L progress



Barrie working on his 'Flubba'.



The Flubba' wing awaiting aileron control rod setups.



A bit of 'action' going on.....



Phil looks for that pesky oil leak on the club tractor...

**Tuesday 17th September**

Better weather and a better turnout at the shed on the day. A lot warmer too! The Eagle 20 build of Hayden Purdy continues to progress, with the wing almost done now. Stuart Sturge was looking for an electric gear and got some advice on the subject, mainly from Barrie Russell that will help him out. Barrie also checked all the incidences on the Night Train of Stan Nicholas and some adjustments were made. Hopefully it will behave better in the air from now on. Barrie was also the purveyor of some large sheets of lite-ply as well! Usual teas/coffees etc. were had before most headed off home or to the field.



Hayden Purdy's Eagle 20 wing progress.



Stuart getting some electric gear advice.



Stan's Night Train being checked over.

## Club Shed Diary



### Tuesday 24th September

Editor not present. I hear that there was a reasonable turnout.

### Tuesday 1st October

Not a great turnout it would have to be said. Only thing going on was a holidaying Jayden Molloy having a really close look at an old Sagitta 600 glider model that was in the shed, as a possible Sloper. Mike Shears and Jayden also fired up the Club Cub to get it all sorted before the upcoming Open Day. Quite a few of the regulars were AWOL, so most of those left actually finished up at the field.



Jayden poring over the Sagitta glider



The Club Cub getting a check over and run-up.

And meanwhile at the field..... Harvey Stiver and Peter Hammond were there testing their new models. Peter with his new Buzzard Bombshell and Harvey with his new Mercury vintage model. Both test flew very well from all accounts! Once the rest of us arrived down there, Barrie Russell put his lightweight Voodoo into the air and after what seemed a very short motor run, then managed to do over 15 minutes. He got worried at one point that maybe the thermal had 'got' the model and was unsure how to get it down! But it eventually arrived back on terra-firma. Derek Barber also test flew his new/old vintage Slicker, which had a bit of an arrival after the fist (short) flight which broke part of the elevator requiring a workshop repair. Quite calm on the field, but the thunderclouds were building on the horizon!



Peter Hammond & Harvey Stiver with their new models



(Left)  
Harvey Stiver's  
vintage model

(Right)  
Derek Barber's  
new/old Slicker  
vintage model.





## Club Shed Diary



### Tuesday 8th October

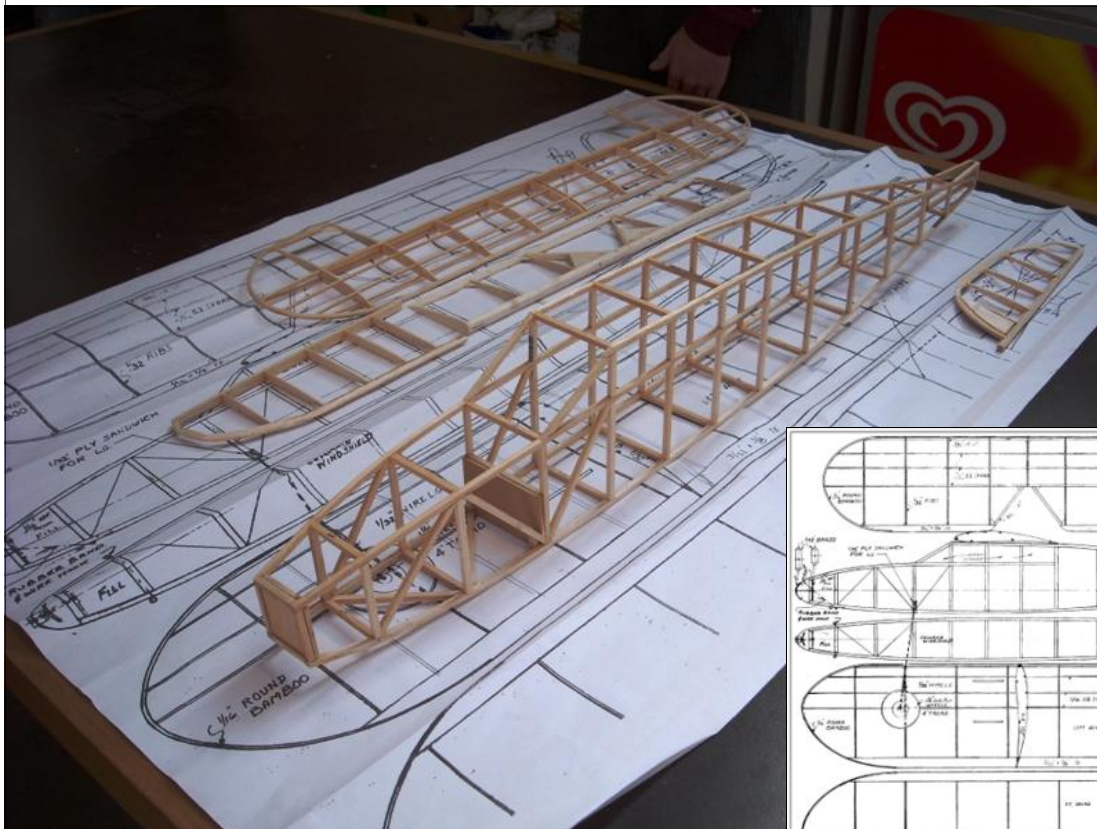
Nice sunny morning got a few out to the shed and a few even ventured down to the field later for a fly. Of those in the shed, Stan Nicholas was getting a helping hand from Barrie Russell (and others) with his new E-Rubber model build of a Lanzo Cabin model. All appears to be going well. The pattern plane of Hayden Purdy also seems to be making progress as is the Cessna build of Jim Bourke. The usual natter session and teas/coffees were had and it was then off home again for most.



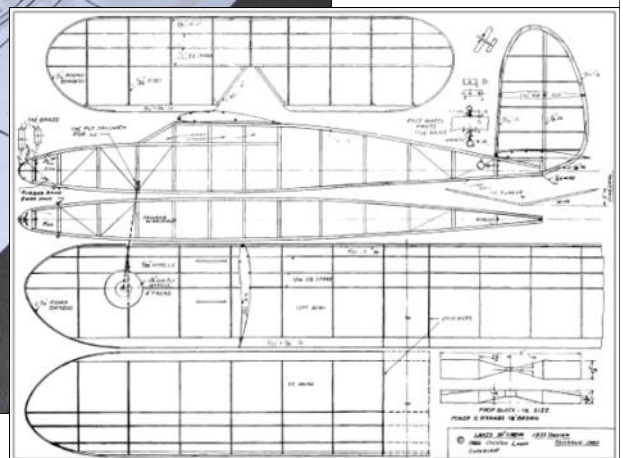
Jayden looks on as Barrie looks at the tail of Stan's build.



The Hayden Purdy Eagle 20 now has almost together fuselage.



Stan's work so far on the Lanzo Cabin E-Rubber model - looks good so far!





## Club Shed Diary



### Tuesday 15th October

Almost back to winter again..... heavy rain and wind and not so warm either. In reality, quite a few of the 'regulars' made the trek out to the shed for the morning. Barrie Russell had some foam board plane plans on the table, which most were taking an interest in. Not much else going on though....

Grant Fulton has now kindly donated a large TV screen, laptop and a version (on the laptop) of the Phoenix R/C Sim. Now all setup in the shed and got a bit of use as the morning wore on. Two Spectrum 6 channel Transmitters had been procured (one Mode 1 - the other Mode 2) so all is now in place for anyone to use them ...from beginners requiring training, to those that want to just have a bit of fun. Thank you Grant!

The morning wound up with the standard natter session and teas/coffees and it was then off home again for most..... to get warmer and drier!



Barrie and Mike getting some 'Sim' time



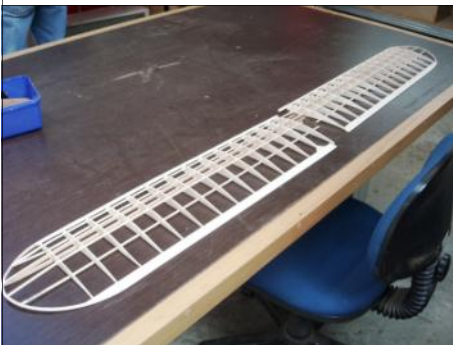
Mike still hard at it...



Barrie has a go too.

### Tuesday 22nd October

Not a bad turnout this morning, but a couple of the 'regulars' were AWOL. Mike Shears was working away on removing a motor mount from the ex Dave Richardson P-47. Hayden Purdy has been a busy boy too... now has his Eagle 20L almost to covering stage and also now working on a Cherokee 40 model too! Stan Nicholas had the almost completed wing for his Lanzo cabin model. Needed some assistance (from Barrie & Brett) to build in the dihedral for the wing. This was accomplished after a bit of measuring, checking, measuring again, cutting, sanding and finally gluing the wing together. Stan took the now once-piece wing home to continue the construction process. Nice build and quite a light wings as well. After the usual teas/coffees, everyone headed off just after midday.



Stan's Lanzo Cabin E-Rubber model - before the wing join (left) and after (right)



(Above right and at right) Hayden Purdy's builds of the Eagle and the Cherokee - both making good progress.

## Vintage News



### Saturday 31st August

Bit windy to start with but about an hour later, the wind had eased and it turned out quite nice. A few of us were flying NDC Vintage events on the day, with a couple to complete some events they could not earlier in the month due to.... well, let's just call them... equipment malfunctions! Some good flying was had and after the morning was all said and some we had the following results to add to the NDC Club Points Score.

### E- TEXACO

31/08/2019			GRAND
NAME	MODEL		TOTAL
BARRIE RUSSELL	STARDUST		2209
BRETT ROBINSON	LANZO BOMBER		1325
STAN NICHOLAS	STARDUST		1113

### I. C DURATION

31/08/2019			GRAND
NAME	MODEL		TOTAL
BARRIE RUSSELL	REBEL		706
GAVIN SHUTE	BUZZARD		287

### CLASSIC DURATION

10/08/2019 & 31/08/2019				GRAND
NAME	MODEL	FLYOFF		TOTAL
BARRIE RUSSELL	NIGHT TRAIN	600		1500
BRETT ROBINSON	NIGHT TRAIN	415		1315
STAN NICHOLAS	NIGHT TRAIN	0		864
DEREK BARBER	NIGHT TRAIN	0		831
GRANT FULTON	NIGHT TRAIN	0		550
GAVIN SHUTE	NIGHT TRAIN	0		293

### VINTAGE PRECISION

10/08/2019 & 31/08/2019			GRAND
NAME	MODEL		TOTAL
BRETT ROBINSON	LANZO		600
STAN NICHOLAS	STARDUST		588
BARRIE RUSSELL	STARDUST		581
GAVIN SHUTE	STARDUST		566



### UPDATED CLUB POINTS

BARRIE RUSSELL	46
STAN NICHOLAS	31
BRETT ROBINSON	27
GRANT FULTON	18
DEREK BARBER	13
GAVIN SHUTE	6



## Vintage News

Saturday 31st August

A few pics from a good morning of vintage flying....



## Vintage News



### Thursday 5th September

Rain, rain and more rain. Good indoors and building day!

### Thursday 12th September

A much nicer day! Bit cool to start with, but we ended up with a clear blue sky and little or no wind. Reasonable turnout at the field that was, unfortunately, begun with a couple of models meeting terra firma in a less than optimal manner... as they say. One Night Train had it's nose broken off and the wing broken in half and about the same time a Slicker went AWOL over the western fence. Both models required a retrieval, which led to a short delay in proceedings while said models were recovered. Barrie Russell and Stan Nicholas went on to fly their Night Trains, with some trimming work being done on Stan's that led to a cure for it misbehaving in the air earlier in the morning. Three Radians of David Meakin (Stan Instructing), Tony Ives (Brett Instructing) and Derek Barber all got a fly or three in the nice conditions. Brett Robinson gave an old 2 meter Olympic 650 glider a range test (new Tx) and also few hand launches to check it still knew how to fly. All was good on both counts. Mike Shears was mowing the field using the now repaired tractor, while we flew. A halt to proceedings was made just after noon and everyone then departed planet Awatoto.



Tony Ives puts his Radian away watched by David Meakin. Barrie & Stan look at Stan's Night Train Stan & Night train exit stage right... Barrie keeps flying.

### Thursday 19th September

With the barometric pressure hovering around the 1030mb region, a good Vintage flying morning had to be on the cards. And so it turned out. Quite a few rolled up, lots of flying was done and everyone had a great time. Of the vintage fliers, Stan Nicholas was sorting out his Night Train, which now, after a bit more 'tweaking' is performing a whole heap better and Stan is now a bit happier with the model. Derek Barber flew his Night Train and Tomboy and also had some good flights in the buoyant air available. A flight or two (by Stan) was also done on the Night Train of Bill Roydhouse and that all seemed to go well. Gavin Shute flew his Stardust and Brett Robinson his Night Train. Star of the morning was Barrie Russell, who flew his very lightweight Voodoo for a first flight of 63 minutes and 48 seconds! Bit of a yawn for the timer (Brett) but Barrie was well pleased with the result. His second flight was only about half the first at just over 30 seconds as the condition, while not bad, were not as good as before. He was, however, a bit upset to find upon landing that his battery *Still* had a fair bit of charge left in it. His scores were:

#### E-RUBBER

19/09/2019		ROUND								
		1			2			GRAND		
		AGE			AGE					
NAME	MODEL	FLT	LAND	BONUS	TTL	FLT	LAND	BONUS	TTL	TOTAL
BARRIE RUSSELL	VOODOO	3828	20	1	3849	1815	20	1	1836	5685

Continued next page....



## Vintage News



From previous page....

### Thursday 19th September

A bit of power flying was also going on with Marty Hughes flying his newly acquired Ryan and John Clarke with his Chipmunk. Bill Roydhouse also flew his Timber a few times as well.



A very pleased Barrie Russell just following his marathon first flight!



The happy couple of Marty Hughes (Ryan) and John Clarke (Chipmunk.)

The pilot flight line pad and gates are now complete (thanks to Grant Fulton and Mike Shears) and the field is also looking very good after a close mow. Overall and nice, fun and laid back morning of Vintage flying was had by all.



The Marty Hughes Ryan in the air.. looking good!



New pilot flight-line pad and gates now ready for and in use....!

## Vintage News



### Thursday 26th September

A tad windy all day - even the birds were walking!

### Thursday 3rd October

Another windy day.... again the birds are either walking or need tie-downs!

### Thursday 10th October

A few at the field for a fly, but it looked like it was a bit windy.

### Saturday 12th October

Four intrepid fliers turned up at the field around 9am and proceeded to fly a Classic E-Texaco Vintage competition with their Night Trains. Interesting weather it has to be said, the light wind was swinging around during the morning before it finally turned Easterly. A bit of lift here and there, but quite hard to find and even harder to stay in! A few small issues on the day... One member leaving his Tx at home, (had to borrow a radio from someone else)... another flier breaking his prop with no spare (Barrie came to the rescue) and the best came last... somebody, who will remain nameless, having All the field to land in, actually managed to steer his model straight into the..... starting poles! Now that does take skill! All done by about 11:30am and it was back to the shed for a 'cuppa'. Special note should be made of one contestant who turned up at the field in quite the vintage regalia - in house slippers no less! Maybe next time we will said member appearing in a smoking jacket complete with cigar and/or a brandy/port glass in hand perhaps? Comp Results below, and the Updated Club Vintage Points also below:

VINTAGE CLASSIC E-TEXACO		ROUND		
		1	2	TOTAL
NAME	MODEL	FLIGHT	FLIGHT	TOTAL
BRETT ROBINSON	NIGHT TRAIN	622	885	1507
BARRIE RUSSELL	NIGHT TRAIN	704	750	1454
GRANT FULTON	NIGHT TRAIN	551	547	1098
STAN NICHOLAS	NIGHT TRAIN	410	557	967

TOTAL POINTS	
BARRIE RUSSELL	50
STAN NICHOLAS	32
BRETT ROBINSON	31
GRANT FULTON	20
DEREK BARBER	13
GAVIN SHUTE	6



The master at work.... maybe the slippers help increase the flight time?



### Thursday 17th October

Due to a huge dumping of rain over the previous few days and flooding the field (again), while all the water had drained away it was decided (by the Club President) to Close the field until the following Sunday to assist with the field drying out process.

### Thursday 24th October

Wind, wind and yet more wind! Maybe we need to invest in some yachts??

## Soaring Scene - NZ Soarchamps 26/29 September



This national event was held at the Black Bridge Soaring filed and was well attended with over 20 soaring fliers from all parts of the country. The weather could have been better as it was nice and warm, but very gusty at times. A few of us went out on Saturday morning to look at the F5J event and according to those I talked to... the four days went something like this:

Thursday – F3B – quite a few opted out of flying and they only got One round in before a heavy rain shower stopped play.

Friday – Premier Duration (winch launches) – still quite windy but they all flew and got through the comp okay.

Saturday – F5J (electrics) - fine, warm (22 degrees) and windy with gusts and lulls right throughout the day. Some good thermals around to be had at times though. They flew Radians at lunchtime, what a circus, models going in all directions... mostly downwind! Not many spot landings either!

Sunday – F3K (hand launch) – same conditions at the day before, but the wind had dropped a bit.

Below are a few of the images from Saturday that I took. [Ed.]

The rest of the images and scores/results are on my Dropbox account - link as below:

[https://www.dropbox.com/sh/m48flm09nefiywj/AAC4qEboNdnt9bb9MkV\\_frpOa?dl=0](https://www.dropbox.com/sh/m48flm09nefiywj/AAC4qEboNdnt9bb9MkV_frpOa?dl=0)



(Above Left) The pit area.



(Above right) Radian time—everyone out on the flight line with their chilly bins.

(At right) A 'slot' of five competitors launching in the F5J competition.)

Continued on the next page....



## Soaring Scene - NZ Soarchamps 26/29 September- Full Report



### Full Report - Kevin Botherway

#### Thursdays F3B competition

This was a great turnout of 17 competitors the biggest F3B event for some time. Conditions were not easy by any means although right from the get-go everyone was keen. Only one pilot made a full 10 minutes Duration. Many may not have been used to the heavy thermal F3B models and landed with some quite short duration times. Distance was great fun with three planes in a slot it made for a quick round and was great to run a 3 pilot course with so many helpers. As the wind built, we moved into the Speed task and some fantastic times on the board with a PB by 2 seconds from Andrew Stiver down into the **15** seconds. After this we had a quick vote to call it a day as conditions became uncomfortable for most.

1	WURTS, Joe	3000	2	STIVER, Andrew	2933	3	KAISER, Chris	2914
---	------------	------	---	----------------	------	---	---------------	------

#### Fridays Premier Duration Competition

Again, a great turnout 20 entries and the forecast for some strong winds we managed 4 complete rounds and we all had some great slots really spreading out the 1000 points rounds across the scores. David Larsen had a fantastic day to top the results with 3 1000s and a 997 which placed him just ahead of Joe the weather played ball all day however we had quite a few breaks during the action and ran out of time for a fifth round. We completed a winch change at the beginning of round 4 then finished up in light HB liquid sunshine.

1	LARSEN, Dave	3997	2	WURTS, Joe	3994	3	GRIFFIN, David	3830
---	--------------	------	---	------------	------	---	----------------	------

#### Saturdays F5J Competition

This was always going to be a goodie with best entries of 21 and heaps of new keen guys. There was lots of launches that were both too high and too low as the days conditions were a real hard read for thermal activity. As the day progressed conditions did start to change for the worse and we stopped for launch and one round of Radian. We did four complete rounds and unfortunately didn't get to a dropper round five.

1	WURTS, Joe	3938	2	SHAW, John	3372	3	KAISER, Chris	3344
---	------------	------	---	------------	------	---	---------------	------

#### Saturdays Radian Competition

Well this was fun 1<sup>st</sup> round we held at lunchtime in the break of F5J with a good wind building I don't think anyone got a max flight. After deciding the wind was too gusty for F5J we started straight into Radian round 2 and 3. After round 2 it was all on between John Shaw and David James and he was looking to win it for two years in a row....! but not to be. John Shaw got a slightly better flight in to see him take the Trophy. We moved on to a champagne fly off of all up last down. Not to be outdone David James edged out Joe Wurts by no more than a couple of seconds. Having! g spare time, we then did a precision task with the Radians as a knock out competition 2 minute flight and perfect landing well that pushed the numbers down to about five pilots instantly – what awesome fun we all had with our chilly bins.

1	SHAW, John	820	2	JAMES, David	798	3	THOMPSON, Richard	782
---	------------	-----	---	--------------	-----	---	-------------------	-----

#### Sundays F3K Competition

The first round fired off with light winds with small lift cycles topping off and making it real hard to get times. We got six good rounds in and this included a dropper. We flew until 2.00pm as everyone had to head home, fun times had by all with some great results overall. There was very little carnage in the trying conditions and most continued on through some real gusty slots.

1	WURTS, Joe	5000	2	WILLIAMS, Peter	4809	3	WARNER, Steve	4698
---	------------	------	---	-----------------	------	---	---------------	------

From all the competitors and spectators Special thanks to the Hiscocks for hosting an evening BBQ at their home, Jane for baking for us each day a treat at lunch-time. Lastly Kevin and Joe for organising and setting up over the course of the year, their endless enthusiasm that is so infectious.

## Soaring Scene - NZ Soarchamps 26/29 September



From previous page.....



The Plus X of Joe Wurts circling above....



A glider with flaps slightly down, cruises overhead .



Chris Kaiser (AucklandSoar) approaches the landing spot.



Len Drabble launches Tony Christiansen's (Tauranga ) model



Peter Williams (Wellington) gets his model into the air



The front end of a well dressed F5J electric model - showing ballast too.

## Club Member Profile - John Williams



John's history with our club goes back to Highway 50 days in the early 1980's. He was born in Timaru in 1949 and moved to Dunedin where he completed his secondary schooling. On leaving school he joined the RNZAF (12 years) and trained as an Aircraft Technician (7 years) and then Aeronautical Draughtsman. A modeller from his early teens, he joined the Airforce club and had some experience with the early single channel radio control.

John has recently retired from Unison, where he has worked for the past 39 years in engineering and design. He has two sons and an accumulated number of grand children who he is endeavouring to coax into the hobby. He lives in Hastings with his partner Dianne.

He has a modest sized workshop area in the back of his garage and has produced some very fine models. His preference is scratch building with a leaning towards scale and sport aerobatics. In his retirement he is again becoming more active in the modelling scene and this year has joined the MFHB committee. The heading picture shows John with his scratch built Ruhig Tigre a 63" sport model powered by an OS46 glow motor.

Continued next page....

## Club Member Profile - John Williams



From previous page...



The modest sized workshop....



GEE BEE Model 'D' Sportster under construction



GEE BEE 90% finished, has flown. 1.96m (77") wing span, DLE 20cc

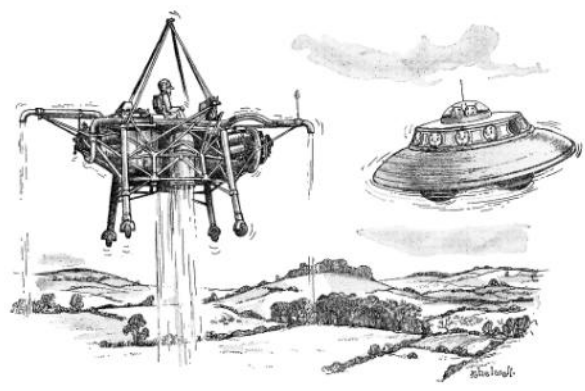


Great Planes Giant Super Sportster, 2.085m (82") wing span, DLE 35cc

Being a draughtsman, John revels in drawing up his own plans, and it is great to see that scratch building skills are alive and well .



"Excuse me sir, but that's not the overhead luggage bin. That's your seat. If you'd wanted to sit below, you should have paid for premium economy."



## FW190 Dora 13 Scratch Build - Part 5

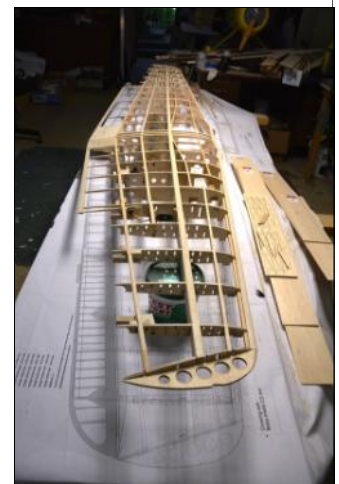


Continuing the progress on the build. At the last report (May 2017 – Issue 93) only the fuselage had been worked on. Construction on this is now almost complete.....



**Fuselage now almost done, cockpit completed, engine installed and cowling made. Working exhausts yet to be constructed.**

The fuselage will be covered in fibreglass cloth and then sprayed with a lacquer camouflage matt finish. Recent construction has now moved on to the wing. About half done according to John, controls linkages (ailerons and flaps) need to be completed, the landing gear test mounted and fitted, the wing then planked with balsa and, as per the fuselage, all covered with fibreglass cloth and sprayed to finish. Looking good so far.... but certainly BIG!



**Wing construction in all its glory! Light but strong.**

The detailed cockpit is all but finished and with the canopy now fitted, it is now looking like an Fw-190!



Continued next page....



**Cockpit and canopy now all but complete.**





## FW190 Dora 13 Scratch Build - Part 5



From previous pages..

John managed to get a wing pack from overseas that included all the wing, aileron and tip ribs all laser cut, which made construction so much easier.



Aileron construction - to be skinned top & bottom.



The wing and fuselage in the workshop - John is fitting the cockpit seat prior to photos being taken of it.



The front end - with cowl on and off. Power is a 100cc twin!!!



The full-size version and what John is aiming for with his model.



Cowl itself, with John's hands to give it scale, certainly a big item for a big plane!





## Other Club Builds

### Chris Tutton - P-47

My Top Flite Giant P47 85" is nearly ready, just need to fit the motor which will be a DLE 55ra, check c.g. and fit the canopy. I am going to use a APC 22x8 prop. I have fitted Robart air retracts for the mains and tail wheel. More work now done on the P47. I fitted 6mm threaded rod top and bottom just behind the firewall to stop the tenon joints in the firewall from spreading later on and to finish I thread lock the nuts. I made a hatch in the top of the fuse and fitted the fuel line feed, pressure gauge, the air filler and the space for the batteries, they will plug straight in to leads no need for switches.

I used a 10mm threaded with square washers bolted to line up with the existing centre lines on the firewall, marked on the threaded rod is the distance that my cowl needs to be set to suit the engine and prop, I then fix the cowl parallel to the front of the plane. Also I check to see if the threaded rod has any down thrust using the tail feathers incidence as a datum and the rod had two degrees down thrust. Then I check to see if the rod is centre of the cowl where the engine comes through and I adjust the rod on the firewall to suit the cowl, when correct this is my new centre on the firewall which was very close to what was originally marked.





## From the Web

October of 2017 Jose visited Vintage V-12s aircraft engine building and restoration facility in Tehachapi California to do a "Kermie Cam" grand tour of the shops and talk about a couple of engines they have there. Come along on this 3 part series as Jose Flores takes us around to see this unbelievable Kermit Weeks operation.

This is Part 1 of 3. <https://youtu.be/3bflKyjlvOQ>

Worlds largest R/C Concorde jet model - 149kg 10 meters - jet power. (In fact the only Concorde now flying...)

Link to the Video - [HERE](#)

Amazing Micro XXS 'Eta' Indoor powered Glider - made of depron.

<https://www.youtube.com/watch?v=bWFaHDK54hU>

Extra large lightweight R/C indoor plane models! Dash 8 Q400 | Q300 | Antonov | Boeing-777 demo flights

<https://www.youtube.com/watch?v=-Vhu78vHCXU>

Duxford Airfield Imperial War Museum Tour - airplane museum aviation museum Join me on a guided tour through the Imperial War Museum at Duxford in the UK.

Link is: <https://www.youtube.com/watch?v=IMwi3cka-j0&ytbChannel=null>

Note: This is part 1 of the tour with part 2 being the 'American Air Museum' which can be found here:

<https://youtu.be/Wk68LRlKgiU>

Certainly worth a look! [Ed]

And then we have the..... wait for it....

The Flying Power drill Aircraft!!! <https://youtu.be/5EiZ0NuDpoQ>

## For Sale

**FOR  
SALE**

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

- Flight box batteries (12v)
- Argus Fairchild Scale Model
- Ben Buckle Powerhouse Vintage Model
- Robbe Falcon
- WANTED - 90 size Kyosho Spitfire kit.

To view:

Go to: [http://www.mfhb.org.nz/for\\_sale.html](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



10cc Price -  
\$369.00

10cc

15cc Price -  
\$399.00



15cc

21cc Twin Stinger



21cc Twin Price -  
\$599.00



30cc Twin Stinger

30cc Twin  
Price- \$699.00



RCGF are now releasing the new  
Stinger Series of engines.  
Mufflers & Ignition Systems Included



35cc R.E.

35cc Price -  
\$430.00



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

Or contact Gavin Shute:

021 656 999 or [gavinshute@gmail.com](mailto: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](mailto:gavinshute@gmail.com)



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