



Club Newsletter - Issue No 109

November - December 2019



(Top) Dave Cantell with his Piper Cub just after its maiden flight!
 (Above) The 'Mossie' Crew of Owner Ed Beetham, Test Pilot John Sutherland & builder John Clarke



**Your Club Committee wish all members and readers
 A Merry Christmas and a Happy New Year.**



Inside this issue:

<u>From the Editor</u>	2
<u>Prez Sez</u>	2
<u>From the Club Captain</u>	3
<u>Club Notices</u>	4
<u>Field Diary</u>	5~10
<u>Club Shed Diary</u>	11~16
<u>Vintage Newz</u>	17~20
<u>Other Club Builds</u>	21
<u>From the Web</u>	24
<u>For Sale</u>	24
<u>Engines & LiPo's For Sale</u>	25
<u>Thanks to our Sponsors</u>	26

Featured Article:

[The ill-fated Boeing 737 MAX 8.....](#)
 by Dick Twomey
 (Pages 22 & 23)

Upcoming Events

01/02 February 2020
 Warbirds over Awatoto



And the Prez Sez



Yet another year draws to a close, in reflection it's been a year with good activity at the field and the shed. We have had a steady flow of new members during the year, some joining as proficient flyers, others in need of training and guidance. Thanks to Mike Shears for his efforts as Club Captain leading the training along with Robert and Stanley, without these people offering their time the Club would have been in the SHIT being able to help our new members. Please, if you have the ability to help, please offer your time, the more that offer the less time is required by each.

It's new members and the retention of existing members that help maintain our membership fees.

Barrie's building project has been well supported by both new and old members, with lots of aircraft ready for test flying. This project has been great for building the Club spirit and camaraderie, long may it continue.

Great to see a couple of our younger member also enjoying the hobby/sport with enthusiasm and skills that are pleasure to watch.

To all members' from the committee and myself, have Merry Christmas and a Happy New Year.

Look forward to seeing you at the field or the shed in the coming year, roll on 2020

Merry Christmas

Lance Hickey



From the Editor and Secretary



Hi everyone,

Well here we are, and as our President says above, another year has almost gone. Almost 2020 already! No apologies for the smaller issue this time around either. The weather gods have not been that kind to us over the past two months, with quite a few days either rained or blown out, or both! I've also been involved with some of my other interests and as a consequence, been out of town a few times as well.

This issue will also be my penultimate one, with only a January/February 2020 issue to come, as after some forty odd years on committees with three model clubs (Auckland MAC, AucklandSoar and MFHB) and also some twenty-one years doing club newsletters, I feel it's time to step back and pursue my other interests and hobbies.

Welcome to new members Stuart Morrish, David Moore Derek Whelan and Peter Codlin, may your time with MFHB be enjoyable and your landings always soft ones!

Thanks, yet again, to those that supplied a bit of copy for this issue, Clive Baker, Gavin Shute, Barrie Russell and also MFHB ex-member Des Dew,

Your club will be needing some new faces on the committee in 2020, so why not put your hand in the air and help out.?

I too, wish all the members and readers both a Merry Christmas and a Happy 2020.

Brett

And from the Club Captain



Activity at Awototo field remains quite low considering our membership is close to 100.

Club Sundays are being supported in the main, by enthusiastic new members, most in training for their Wings Qualification and junior members.

Barrie's Flubba/Clubba build with the new members has been a huge success. Five of the fourteen have been test flown and now the training can begin. The rest are very close to completion and all will be flying early in the new year.

We are still looking for trainer/mentors for the new members. We currently have only two active trainers. To give new members the support they need we need at least another 6. Please give it some thought.

The Christmas function was a great success and the 34 that attended had a great time.

I hope those members attending the Nationals have a great time and bring plenty of silverware home.

I also hope you all have an enjoyable Christmas with family and friends.

Attention: Nearly forgot!

Please note the electric fence is now ON at ALL times and a new lock has been put on the switch. This new lock is Not compatible with your gate entrance key.

Cheers.

Mike



Garry Palmer's 737Max on approach (See [Page 9](#) for more pics of this impressive model.)

Club Notices



Warbirds Pilot Registrations

Even though Registrations have been open since the start of November, we have only had a small number trickle in so far. If you can register ASAP, that would be great.

To Register online Click [HERE](#)

Working Bee prior to the Warbirds Event

There will be a working bee held at the field on **Saturday 25th January** to tidy the Awatoto field. Starting from around 9:30am. If you can help, please come along and do so.

Field Spraying volunteers required...

At this time of the year the field does require a regular spray to eradicate weeds etc. The club has purchased some weed killer for this, we just need some volunteers to help with the spraying of it!

If you can help with this, please contact Field Manager Phil Sharp (Phone 06 8775311 or e-mail philsharp@xtra.co.nz) or any member of the committee.

Awatoto Field Electric Fence now Permanently ON

Due to the fact that the electric fence appears to be Not being turned On/Off by the first person to arrive at the field and the last to leave, It has now been decided that the lock on the electric fence switch is to be changed and it will now be left ON Permanently.

Note: This new lock is Not compatible with your gate key.



Field Diary



Sunday 3rd November

Editor elsewhere.... Report via Barrie Russell and pics from Barrie. Glorious day at the field, good attendance and flying. Stan and Robert both busy buddying the newbie's, overall a successful day.



A few planes in the pits.



While dad's away - Jacob (Wardley) comes out to play..



Chris Wong readies his pattern ship...



Snoopy's nemesis flies again - the Fokker Dr1 of Mike Shears



Phil Sharp's new 60cc NGH in line twin FS

Sunday 10th November

Bit on the windy side and a bit overcast as well. Some rain came in the early afternoon and that was that!



A couple of interesting early evening cloud formations seen over Hastings recently.



Field Diary



Sunday 17th November

Bit on the windy side and a Northerly to boot. Smaller than normal turnout, due probably to the wind and the ninety degree crosswind that also sorted the men from the boys, those that did turn up. Stan Nicholas flew his Pawnee, which didn't like the wind much, Marty Hughes and also Mike Shears flew Marty's flew his aerobatic model trying to get an errant C.G. sorted. Not quite there yet, but far better says owner Marty, Jacob and Alex Wardley have their aerobatic model a flight or three and training continued for Danny Young, Joao Dib and others. Some interesting takeoffs and landings in the difficult conditions for sure! A few other were there, but didn't fly. Most departed the field for home around noon.



The Marty Hughes Yak.



And, No the layers Above the engine are Not another engine cylinder - just some lead weight to get the C/G. forward. Mike Shears and Alex Wardley offer their advice.



Jacob Wardley and friend prepare their model for flight.



Danny Young prepares for another flight.



Ah... The joys of instructing - Mike Shears instructing Danny Young in a far more relaxing way!.

Sunday 24th November

Nice day, a bit on the overcast and hazy side (Oz smoke perhaps??) but pretty calm and while a bit cool to start with, it did warm up as the morning progressed. Considering it was such a good flying day, there was Not a big turnout on the day to be honest, which was a bit disappointing. Mike Shears was kept busy with instruction for Danny Young, Anthony Hales and Richard Pyott and his son. Other power planes flown on the day were; the Cub of Dave Cantell (by Mike Shears - busy boy that), which flew very well and Mike's verdict was... with a bit further engine tweaking, it should all be good to go. The large Cub of Mike Harris, an aerobatic model of Myles Maloney (after a lengthy duel with his engine... which he won) and the Sebart aerobatic model of John Sutherland all got into the air as well. Myles Maloney was also seen tossing his Snipe 2 DLHLG around as well during the day. A Vintage contingent of four were busy down the other end of the field with Stan Nicholas, Brett Robinson and Barrie Russell flying NDC Vintage events. Barry Price was just happy to have a fly around with his now reduced in power (smaller electric motor) but still impressive Cloud King. Some massive lift was on offer at times, if you knew where to find it and the large numbers of birds certainly helped with that. Two NDC classes were flown - 1/2 E Texaco and E-Rubber Texaco. (For scores and pics - see [Page 17](#))

Overall, a good day on the field for those that made the effort to come out.

Continued Next Page....

Field Diary



From Previous Page....

Sunday 24th November



The Dave Cantell Piper Cub doing its thing in the hands of test pilot Mike Shears. And yes, he was throwing it about a bit at times too!



Large and Little - Piper Cubs that is. The Harris/Cantell gaggle.

A few models seen in the pits.

Instruction for Danny going on under the new windsock installed over the pilot's concrete pad.



Field Diary



Sunday 1st December

Editor not present, away in Waiouru. Bit of a breeze blowing at the field I understand and crosswind as well. Not a great turnout at all either from all accounts. But a good bit of training got done.

Sunday 8th December

Fairly windy from almost dawn,, with only three venturing down to the field. Good indoors day.

Sunday 15th December

Editor out of town. Really nice day weather wise and from all accounts it was a very good turnout with lots going on and lots of flying being had by all. (Images below via Clive Baker.)



Close and closer shots of the John Sutherland Fw-190 on approach.



And likewise two close and closer shots of the Phil Sharp Tempest also on approach.



Field Diary



Sunday 22nd December

After a rather windy Saturday, Sunday dawned fine and calm. Reasonable crowd turned up at the field too. Lots going on from Clubba test flights to dead stick landings...! One of the more impressive models on the day was the 737Max electric ducted fan of Garry Palmer. Details: Flightline AL37 Jetliner Kit 1.83 span, 2.00 length, 2 x 70mm EDFs, 2x 60A ESC, 5000 ~ 6000 mAh 6 S Lipo pack. Had three flights on the day and flew well.



Garry Palmer with his ducted fan 737 Max.



Garry prepares the model for flight.



Overhead and flying by - looks real doesn't it!



Downwind with the gear & flaps down.



On approach.



Almost on the ground again...

Meanwhile, back on the flight-line, a lot was still going on. Barrie Russell flew his Carbon Cub a few times - both managed to remember how to fly as well - bonus! Three foam board Clubba's had maiden flights on the day, those of Grant Fulton, Mark Larsen and Tony Hales. All flew off the board with minimal changes needing to be made. Project ringmaster Barrie, was very pleased. Only another Nine or so to come! Derek Barber and Barry Price indulged in a bit of vintage and Radian (Derek) flying on the field extension area. A Mentor flight or two was made by Grant Fulton as was a new pylon model in the hands of John Sutherland. Ross Brinsley flew an electric Yak, but found the LiPo onboard not having really enough 'urge' to make flying the model a pleasure

Continued next page.....

Field Diary



From previous page....

Sunday 22nd December

Phil Sharp had his Tempest in attendance, but had a technical issue with the gear retraction as the starboard landing gear would not extend on some occasions. Another check in the workshop will be required says Phil. He did, however, run the motor up and actually changed the two blade prop for a four blade one. The result, after testing, was that the two blade prop put out 1000 rpm *More* than the four blade! So it was back to the two blade for now.



John Sutherland fuelling up his pylon model.



Phil Sharp & Clive Baker prop changing the Tempest.



Part of the flight-line.



A brace/flock/gaggle?? of foam board Clubbas await their turn to commit aviation .



Lucky escape for the day..... The Mustang of Prez Lance Hickey. With Jayden Molloy on the sticks, the model was performing well with the new gear including gyro in it; but had an engine issue while heading downwind. Jayden got it back okay, just Not on the field. Search parties were dispatched and it was discovered over the other side of the river. Not much damage thanks goodness! A long walk with the model back to the field was assisted by Alex Wardley with his van. A good days flying was had by all.



Flying a low pass and looking good.



On approach with the engine out and gear up.
Enquires were made of Alex as to just what the lift-off speed of his van was with the model on top?



The van returns with the model.
Enquires were made of Alex as to just what the lift-off speed of his van was with the model on top?

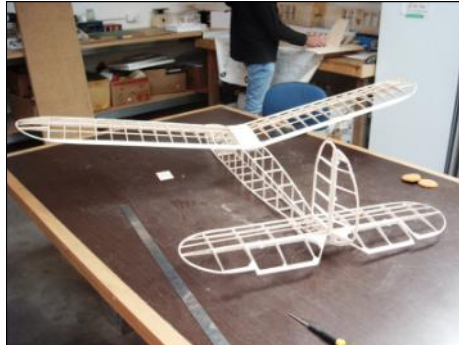


Club Shed Diary



Tuesday 29th October

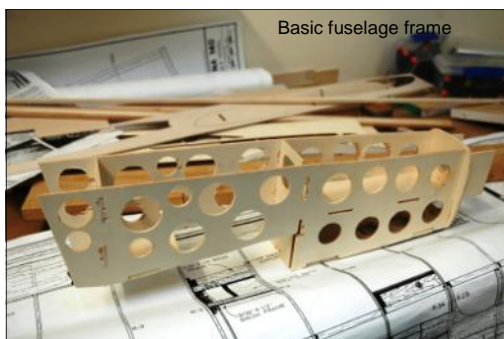
Not a huge turnout, maybe a few of the regulars were still away enjoying and extended long weekend perhaps? Only build of note was the E-Rubber Lanzo Cabin of Stan Nicholas which seems to be coming together very nicely and quite light too. Most of the morning was spent (by some) on the R/C Flights Sim before everyone drifted away about noon.



The bare frame of Stan's E-Rubber model. Very frail structure as Stan will certainly attest to!

Wednesday 30th October

Barrie Russell held a foam board 'Clubba' demo night and was quite blown away with the attendance and the enthusiasm, if club build projects carry on like this then we're going to need a bigger Clubroom / Workshop. It augers well for MFHB to have such an enthusiastic group of newish members (and a few oldish ones!) getting involved. My thanks to Mike Shears for lending a hand and it was great to see some of the more experienced newbie's helping the less experienced, the pressure was on last night with ten new builders fronting up and I think we did well to achieve the progress we made. A few images from the night are below:



Basic fuselage frame



Club Shed Diary



From Previous page....
A few more images from the night....

Wednesday 30th October



A fuselage almost done.



Cutting and shaping the wing.



Gluing the spars in with hot glue.



Spar assembly.



Adding some ribs.



Gluing the ribs in with hot glue.



Stripping the paper off the underside of the foam board.....



To then allow it to be folded over the wing ribs



The almost completed wing.

Some related Links:

Link to Clubba plans and building instructions - Click [HERE](#)

Link to a PDF document of Barrie's Clubba Build Diary - Click [HERE](#)

Link to the November 2019 Vintage News - Click [HERE](#)



Club Shed Diary



Tuesday 5th November

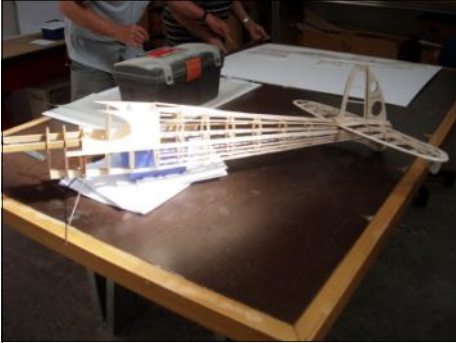
Editor Not present and no report received. I understand that the First shed meeting for the month had a small Crowd turn out. A bit happening as far as builds go, but not much else.

Tuesday 12th November

Editor again not present but understands there was a bit of foam board Clubba action going on by the few that turned up.

Tuesday 19th November

Early on it looked to be only a small turnout for the morning, but as it go later and later, they began rolling in. John Aitken had the almost complete fuselage of a vintage Southerner kit he is building, Tony Ives and Kevin Morrison were busy cutting out foam board Clubba bits and Bill Roydhouse was also busy putting his bits together. Gavin Shute had an interesting electric engine test rig purchased from Banggood. Past club member, now living in the Hawkes Bay, Dave Richardson made an appearance and had two immaculate scale models to sell. Pictures and info were taken to be added to the For Sale page on the club website. Overall quite a busy morning at the shed!



John Aitken's Southerner fuselage views



Tony Ives & Kevin Morrison hard at work on foamboard cutting.



Gavin Shute's nice little electric engine test stand.



The crowd earlier on in the morning.....



Dave Richardson looks over a model documentation dossier



The two models he has For Sale: A Chipmunk and a Topsy Junior.

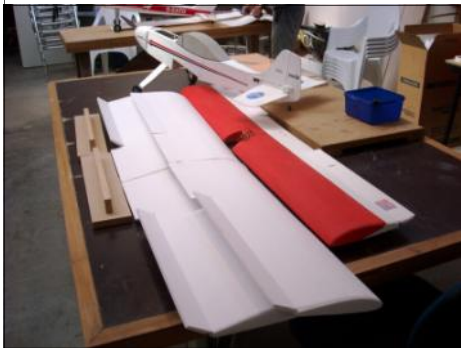


Club Shed Diary



Tuesday 26th November

The shed was really humming today... quite a lot going on. Most of the work was being done on Foam board Clubba models by Stan Nicholas, Tony Ives, Kevin Morrison and Bill Roydhouse, with Team Leader Barrie Russell hovering around to help anyone out as required. Most are coming along well and some may even be taking to air in a very short period of time. Of the rest present, it was a just to have a good natter and to have the now standard teas/coffees. Phil Sharp, Stan Nicholas and Gavin Shute did a bit of work on the tractor mower, which was needing some TLC and some welding work on it. Phil then gave his twin a run-up on a test stand outside. Took a bit of persuading to get it started, but once running it did so like a clock. Not sure of the brand, but according to Phil it will put out around two horsepower. Lovely engine though, quiet and pretty well vibration free. Will be going in his large Fieseler Fi-156 Storch.



A couple of foam board Clubba wings almost done...



Stan's half built Clubba fuselage



Three carbon elevator spars prepared.



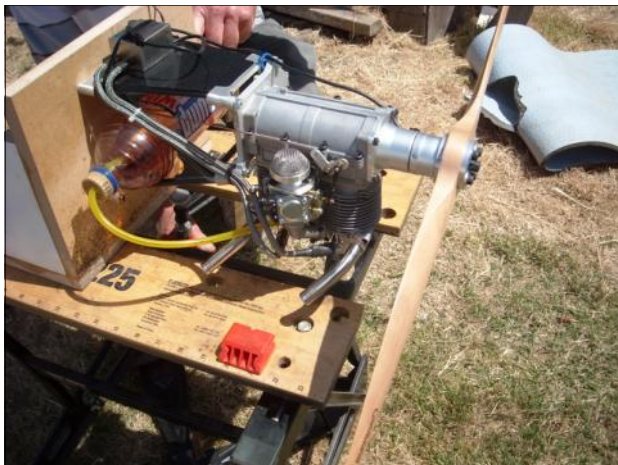
Barrie & Kevin hard at work on their Clubba wings



Continued next page....



Bill Roydhouse works on his Clubba fuselage.



Phil Sharp's lovely twin engine on its test stand.



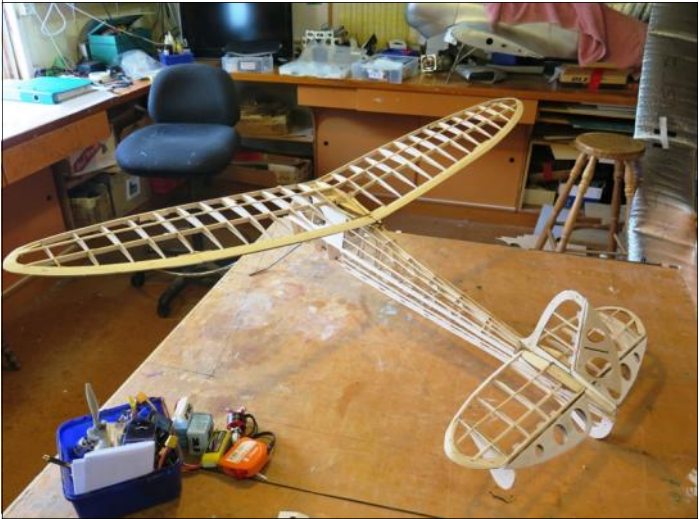
The engine doing its thing.

Club Shed Diary



From previous page...

Tuesday 26th November



John Aitken continues to make great progress on his Southerner Vintage model. (pics via Barrie Russell)

Tuesday 3rd December

Bumper morning at the club shed today. Lots of things being built, cut out, glued, modified and fitted. At least three foam board Clubba's being constructed by Stan Nicholas, Bill Roydhouse and Kevin Morrison with Barrie Russell again hovering about helping all that required it. John Aitken came in with his, now almost to covering stage, vintage Southerner build. Neville Fargher has his Cresco in for an engine installation that was assisted by Mike Shears. Ray McPeake had his original Clubba there, which just needed a bit of 'tweaking' on his Futaba T7C Tx, Brett Robinson was able to sort this out for him. The shed was almost to bursting point by mid morning and most then started drifting away around 11:30am. A good morning was had by all.



John Aitken's Southerner almost to covering stage.

Neville Fargher's Cresco gets a nose job....



A good crowd in for sure!





Club Shed Diary



Tuesday 10th November

Editor Not present and no report received. I understand that there was a good turnout and lots going on in the shed.

Tuesday 17th December

Nice day weather-wise again and yet another good turnout at the shed. Lots going on with Mike Shears doing repairs on the Club Mentor Trainer, which had the misfortune to have the wing part company with the fuselage in flight on the previous Sunday. Not a good look for the model's longevity, but the damage there was, mainly to the fuselage, looks repairable. Lots of foam board Clubba action going on to, with at least three being worked on and another two being cut out. Clubba build ringmaster Barrie Russell was, yet again, floating around dealing with each and every query, problem, issue and fix required by all those Clubba building on the day. Some work was also being done on the club tractor by Phil Sharpe, Stuart Sturge and Stan Nicholas.. Seems the front tyres need to be filled with water to improve the weight of the tractor front end it appears. Well, it looked to have gone off alright anyway. After the usual tea/coffees most started drifting off about 11:30am.



The Club foam mentor needs a bit of attention...

The R/C Sim getting another hammering.



Vintage News



Thursday 31st October

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

Thursday 7th November

Editor not present but understands that two intrepid members turned up at the field for a fly, namely Stan Nicholas and Barry Price. Not sure of how long they flew for or anyone else turned up. Was a bit windy later in the morning.

Thursday 14th November

Blowing hard again by early morning. A good keep out of the wind day....

Thursday 21st November

Editor not present, was blowing a bit earlier in the morning, but this then dropped down later and a good morning was had by those that turned up. Barrie Russell had a couple of 30 minute plus flight with his VooDoo, Stan Nicholas and Gavin Shute flew their Stardust's and Stan then had a flight or two with his I.C. Yak later on. Grant Fulton flew his Night Train and Derek Barber turned up with a Radian, but had elevator issues and didn't fly it. Mark Larsen had a few flights with his Timber before it went AWOL and met terra firma in a less than optimal manner.

Sunday 24th November

A couple of NDC events to be flown and this was duly accomplished by three Vintagers on the day. Barry Price was just having a fly around, but Brett, Stan and Barrie flew the NDC events with the following results:

1/2 E TEXACO

24/11/2019		ROUND									
		1 AGE				2 AGE				GRAND	
NAME	MODEL	FLT	LD	BONUS	TOTAL	FLT	LD	BONUS	TOTAL	TOTAL	
BRETT ROBINSON	STARDUST 51"	1249	20	10	1279	943	20	10	973	2252	
BARRIE RUSSELL	STARDUST 51"	795	20	10	825	827	20	10	857	1682	
STAN NICHOLAS	TOMBOY	721	20	10	751	639	20	10	669	1420	

E-RUBBER TEXACO

24/11/2019		ROUND									
		1 AGE				2 AGE				GRAND	
NAME	MODEL	FLT	LD	BONUS	TOTAL	FLT	LD	BONUS	TOTAL	TOTAL	
BARRIE RUSSELL	VOODOO	1602	20	1	1623	2582	20	1	2603	4226	

For an overcast and cool start the scores were very good. It did warm up later in the morning and there were some really massive thermals to be had and were certainly taken advantage of by some. A little bit of a breeze blowing which both changed direction and strength all morning, although the higher you got, the stronger the wind seemed to be! Some good times posted on the day and everyone seemed to enjoy themselves flying some vintage again.

Continued next page....

Vintage News



From Previous Page...

Sunday 24th November



The NDC Fliers: Barrie, Stan & Brett



Barrie Price and his Kloud King

Thursday 28th November

Another fine and calm day in the Bay. Reasonable turnout at the field as well. Barry Price flew his Stardust which went very well. Some issues with the throttle stick movements, which is being looked into, but otherwise okay. Brett Robinson flew both his large Lanzo bomber and his Night Train and did some landing practice as well. Barrie Russell devoted his morning to a bit of VooDoo flying and scored 42 min 40 seconds on flight one and 50 min 23 seconds on flight two. He was well pleased with both flight times! Stan Nicholas indulged in a few flights with his large I.C. Mustang as he's forgotten how to both assemble and fly it, before then having a few flights with his Stardust. Gavin Shute flew his Stardust a few times and David Meakin gave his Radian a flight or three as well. Derek Barber got his now repaired Slicker into the air and was most pleased at the end of the morning to find it was still intact! John Aitken made an appearance but did not fly. Mark Larsen flew his FMS Corsair a few times under the guidance of instructor Stan Nicholas. Chris Tutton gave his pattern ship and small pylon model some airtime as well. A really nice morning was had by all at the field.



Bit of 'action' on the field.



Barrie's VooDoo being monstered by birds in a thermal.

Continued next page....

Vintage News



From Previous Page...

Thursday 28th November



Mark Larsen and his electric Corsair.



The Mark Larsen electric Corsair - on the ground & in the air.

Thursday 5th December

Nice morning, a bit cloudy, but a very warm 30 degree day in prospect. A few of us made the trek down to the field, by which time the wind had got up. It was flyable as Joao Dib, with Stan Nicholas instructing, went on to prove. Although with the wind coming from the Northeast, it was a bit 'bumpy' and not that pleasant. Mark Larsen's Clubba was being prepared for flight assisted by Barrie Russell, but has some linkages and servo issues, so by the time it was good to go, the wind was quite strong. A halt in proceedings was then called and most wandered back to the shed for their next 'fix' of foam board Clubba construction.

Thursday 12th December

Bit overcast and started blowing earlier, so a postponement was called for as it seemed Friday was looking better!

Friday 13th December

Much better morning, little or no wind, but a bit overcast. Around 10am the usual crew were there and things got going. First cab off the rant was the maiden flight of Stan Nicholas' Lanzo Cabin electric Vintage model. Weighted in at just over 18oz. With a light breeze now blowing it was into the air. Flew well and looked good in the air too. Will need further C.G. and trim adjustments, but on a calm day. But Stan was happy. Brett Robinson with his Lanzo Bomber, Barrie Russell and Stan Nicholas with their Night trains, then indulged in a bit of general vintage flying. Barrie had laid out a spot and a bit of landing practice was also indulged in... with varying results. Stan then test flew the foam electric model of Mark Larsen and Mark's a foam Cub as well. Both survived (pilot and plane.) Derek Barber flew his little Slicker, which seemed to be a bit of a handful! More adjustments required was Derek's view, Continued next page

Vintage News

From Previous Page...

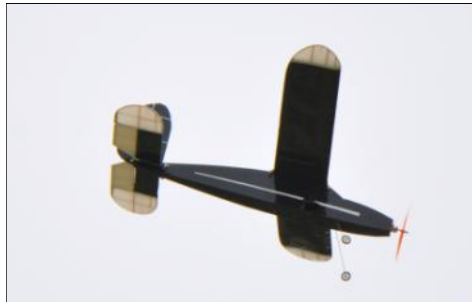
Friday 13th December

Stan flew his tried and true Stardust Special later in the morning, but had a slightly less than optimal arrival on the spot at the end of his last flight. Didn't destroy anything, but did break one of the motor mounting bolts and bent the other. He now has a model with a good bit more down-thrust than it had before!

That was pretty well it for the morning and we all headed off round noon after a very pleasant morning at the field.



It's up there somewhere? Stan's Lanzo somewhere overhead...



And the Lanzo cabin model doing its thing in the air.



Two ground pics of Stan's 'Black Beast', as he now calls it!



Mark Larsen gets his pusher electric away (Stan piloting.)



Stan Nicholas and his Lanzo cabin model after that maiden flight



One slightly 'used' Stardust requiring some attention in the motor department.



Thursday 19th December

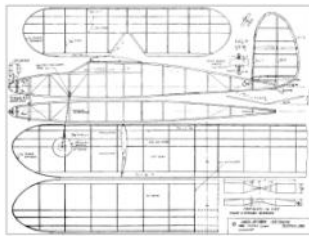
Quite windy from early morning and by mid morning even the birds were walking. No flying done!



Other Club Builds

Des Dew - Lanzo Cabin Model.

My Lanzo Cabin all finished. I got some coverite mica film to cover it made my own glue and worked a treat had to use a bit of Hobby King covering on fuse and inside bottom of the wing. Also put a very light wheel undercarriage in. Using a 900amh 3s battery which I had so all ready for first flight. Roll on Xmas. Cheers Des,



Gavin Shute - Lil Cub

Built off a free plan in the June 2019 RCM & E magazine. 54" span Stan-off scale model 5 servos plus ESC. Weight (per magazine) around 61oz. Not flown as yet, but should go well!





Aviation Article - The ill-fated Boeing 737 MAX 8

Dick Twomey



Original article published and attributed to both the "MAST NEWSLETTER" and the "WEEKLY, the English News Magazine, in Mauritius."

Richard (Dick) Twomey is an 89 year old former airline pilot living in Mauritius and flew the 737 -200 with the excellent (first glass cockpit) -300 in earlier days, and he states they were both fine designs.

Decisions Awaited: The Boeing 737 Max 8 story continues...

It is already eight months since the second fatal crash (on 10 March this year in Ethiopia) of a Boeing 737 Max 8, the 4th generation development of what was previously famous as one of the most successful airliners in the history of civil aviation.

The first warning of a serious design-change and training problem had been given when a 737 Max operated by Indonesian airline 'Lion Air' had dived into the sea shortly after takeoff on 29 March of the previous year. Following the second and similar disaster of the aircraft type - already in service worldwide - the Max 8 was quickly grounded by civil aviation authorities in Africa, Asia and Europe, and (after a questionable delay) in the USA. Since then we have read of deep regrets from Boeing and promises of a review and redesign of the MGCS software (responsible for the nose-down pitching of the aircraft) and of the training for pilots transferring from earlier 737 types to this one. We have learned also of the need for a review of the regulatory and supervisory culture that had grown up with the years between the Federal Aviation Administration (FAA) and its biggest customer Boeing.



The process of putting all to rights has already taken an extraordinarily long time, confirming the opinion given eight months ago in "Weekly" in the issue of 21 March 2019 that "re-establishing confidence (in the Max 8) is likely to prove the biggest challenge that the company in Seattle has ever, or will ever, face". In spite of the steadfast opinion of aviation industry spokesmen, that Boeing is a great and safety-conscious manufacturer and that the US supervisory body the FAA deserves a great deal of respect, the reinstatement of the Max 8 and approval worldwide of its newly redesigned flight safety enhancing systems remain under close scrutiny. From an interview given to the magazine Aviation Week recently by Patrick Ky, the Executive Director of the European Aviation Safety Agency (EASA), it is becoming clear that the final operational clearance of the 737 Max or any future American civil aircraft will depend on satisfying EASA and other major civil aviation authorities just as much if not more than on the certification of the design by the FAA. In effect, the previously different functions of "certification" (by the manufacturer's national regulator) and "validation" (by other user nations) will no longer be as different in responsibility-level as they were in the era before the Max.

Continued next page...



Aviation Article - The ill-fated Boeing 737 MAX 8**Dick Twomey**

From previous page....

Patrick Ky speaks very frankly and admits that there are still many lessons to be learned. Asked if the return-to-service exercise is nearing completion, he replies that “we are on a good path that enables us to really start contemplating the end of this very sad story”, but adds that “there are still quite a few open items”. A normal commercial pilot or even a designer of model aircraft (right down to schoolboy/girl age) may be surprised to discover that the discussion continues to focus on improved software solutions rather than on the basic forces impacting the aircraft. The Max airframe had this tendency to pitch up because of the forward and angled siting of the powerful under slung NEAP engines. The root cause of the engine positioning was always the shortness of the heritage 737 undercarriage legs! What a school-boy designer could say is that software (like MCAS) seems to have been used to correct the lift/mass/thrust/drag geometry of a basically sub-optimal design. The Max’s balance of forces may not be the same as that of the three previous generations of the B737. All of them were great to fly. This one?

Ky infers that Boeing is not likely to make basic physical changes, but will rely on its software enhancements and improved type training for pilots. Following much simulator activity and real aircraft test flying planned by EASA for this December, he believes that Europe, Canada and China may be ready to lift the ban on the 737 Max in January 2020, but that “the return will not be immediate. Training requirements and all the airspace aspects (i.e. co-ordination of all involved countries) will take a bit more time to resolve”.





From the Web

Bit of foam board building going on in the club at present and found these on YouTube:

Flying 8-foot P-47 Thunderbolt □ made from Foam board - <https://www.youtube.com/watch?v=XjAap9DDe0>

RC Foamboard 747 Maiden Flight - <https://www.youtube.com/watch?v=GTWJP1uTmbl>

Gigantor - Huge Foamboard RC Plane! - <https://www.youtube.com/watch?v=rGpq-aMlc3Q>

A couple of R/C videos:

Compressed Air Powered Model Plane - <https://www.youtube.com/watch?v=1ZqFDsq09H8>

A few Giant R/C Warbirds Flying Together - <https://www.youtube.com/watch?v=Sp6dAmeMCB8>

And for the military aviation buffs amongst us:

Small Talk During Mid-air Refuelling: KC-10 Refuels F-15 Eagles -

<https://www.youtube.com/watch?v=ysrt9MSi5Lo>

Interior Tour Of Avro Lancaster MK.VII NX611 'Just Jane' - <https://www.youtube.com/watch?v=f9Y546imIJM>

He 111 Heinkel Bomber Tour and Flight Demo -

<https://www.youtube.com/watch?v=iZd9Ocmg0tw>

For Sale

**FOR
SALE**

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

- OS Gemini 120 twin engine.
- D.H. Chipmunk.
- Tipsy Junior.
- Flight box batteries (12v)
- Argus Fairchild Scale Model.
- Ben Buckle Powerhouse Vintage Model.
- Robe 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

 10cc Price - \$369.00	 15cc Price - \$399.00	 21cc Twin Stinger 21cc Twin Price - \$599.00
 30cc Twin Stinger 30cc Twin Price- \$699.00	 15cc	 35cc R.E. 35cc Price - \$430.00

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

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



Thanks to our sponsors

*This page is an acknowledgement of their generosity and on going support.
It is our opportunity to say "Thank You." to the following.....*



Ravensdown



Napier Signs Ltd (1968)
Signwriter and Manufacturer
Address: 36 Corunna Bay, Hospital Hill, Napier 4110
Phone: 06-835 7840

**Hawke's Bay
TODAY**

First with the Bay's news



**Galbraith
EARTHMOVERS**

**STEVE GALBRAITH
027 759 6426**

AoNet
BROADBAND

