

Greetings All,

As I've got nothing to do and all day to do it in, I thought I might revert to my old habits and put together a bit of a newsletter to hopefully stimulate some response from members, sharing what you've been up to in your bubbles. I have kept in contact with a number of members so I thought I'd share what news I have and then sit back and sort through the flood of emails and pictures that you're all going to respond with after reading my ramblings? And then we can share again and take it from there!

MFHB VIRUS MINI NEWSLETTER. (unofficial)

The area of strongest activity comes from the Vintage boys who are enjoying the challenges associated with building and flying "old timer" models. The persona fits most of us, but we are getting a few younger oldies interested (**Rowdy** for example).

Barry Price is running a production line from the back of his garage over in Havelock North. He has an electric Taube waiting in the wings to be test flown. Recently finished an 96 inch Lanzo Bomber from Brett's plan and that's all



programmed up- ready to test fly for the RC E Duration and Precision comps Its going to get awful dark overhead when he and Brett are up flying together! Now he's taken on the building of a Gollywock for the RC E Rubber Texaco competition, and that is a challenge, building light weight, every time you pick it up you break another piece off it!



Hey that workbench is even untidier than mine, no wonder he loses and breaks things !! There are the bones of his Gollywock, originally a 48" rubber powered Wakefield model from the 1930's. Enlarged here to 59 inches and to be electric powered by a 2S 460mah lipo battery. The Vintage E Rubber Texaco is a challenging duration contest, Nice one **Mr**

Price, good luck with that light weight covering and don't get scotchy with **Liz** 'cos you stuck it to the wrong side and itself again !!

Gavin Shute hasn't been idle locked up there in hills of Taradale, I think we are going to have to book some air space

and flying times when all these newly finished models appear at Awatoto for test flying. He says he is filling in his time,



first up he's just finished a vintage HI-Thrust Viking from a plan he found somewhere and it fired up his imagination, it should be good for Classic ½ E Texaco. Then to help keep his spirits up, he's part way into a 2/3 size Lanzo Bomber that he can use for Vintage Precision and Duration when he's not flying all his other precision and duration models! Nice tidy builds as we've come to

expect from **Gavin**.

Russ Nimmo locked up in his bubble down at Poukawa been bitten with the vintage bug and to keep himself sane



during the lockdown, purchased a Hangar One Laser-cut 80 inch Playboy Senior kit to build and fly in Vintage Duration and Precision and E Texaco events. He's having a ball revisiting his old skills and by the look of his progress to date, he hasn't lost any ability, and what a tidy and well organised workshop... wow, that's looking nice **Russ**, the Playboy is a great performing model.

Barrie Russell, yes I too have managed to keep myself busy. First project was to re-furbish and electrify a sad old



trainer we had in the loft in the Awatoto Shed. It started life with an IC engine and trike U/C, I've gone ahead and done it with a new member in mind, actually **Ted Martin** but I can't find him. He has a mobile number,

if anyone does happen to know him or where he now lives, could you let me know please. If Ted doesn't want the model then it will be available to any new member looking for a good trainer at the cost of the new materials only. **Mike** and I will test fly and set it up once we're allowed out to play again.

Then I have jobs numbering 2 through to 10, finishing all the unfinished jobs accumulated in my workshop over the past few years. I'm going well actually though still only up to Number 2, how long is this lockdown lasting? (**Rob**, the Curtiss is #10 !)



#2 project is called "Flying Minutes" a 1939 British winning Wakefield rubber design which I've enlarged from 48" to 76" and electrifying for the Vintage RC E Rubber Texaco event. I took it on more as a building challenge and like the other **Barry**, I glue two pieces on and break one off as the model has to be build extra light to try and achieve a 4oz sq ft wing loading which at the moment is looking difficult. My Voodoo made 4.12oz but there is a bit more construction in this one. Wish me luck !

Kevin Botherway, Now here's an interesting snippet, what do you think is going on here ????????????????????



Caught this screenshot on Skype this week and look what's in **Rowdy's** bubble. Looking awfully like a trip to the dark side to me. An electric motor in an HLG Snipe, oh dear what would the purists say about that. He's been spending the past few days shoe horning all the gear into that mini space. Welcome to the real world **Kevi**, a great idea that levels the playing field where everyone launches under power to a pre-determined height using an Altus altitude switch and let the fun begin. Actually when I mention the word Vintage, **Rowdy's** nose starts to twitch, he remembers the good

old Tomboy days, I think we might have him on board soon guys ?! He tells me he's been putting his bubble time to good use learning to use 3-D CAD so he can make even more useful things with his 3D printer, way to go **Keve**.

Squadron Leader Johnny Aitken, well you can't keep an old ace down can you, we've made contact a few times over the lockdown checking on each other, swapping cooking recipes and news. Try my lemonade scones, they're a real winner <https://www.chelsea.co.nz/browse-recipes/lemonade-scones/> and add a good handful of raisins and you're in heaven ! Well he let slip that he's starting to get a dose of the twitches again and this time he's got away on me and has ordered one of these.....His "Cure", that's a real problem with these retired pharmacists, self medicating !!



VQ Model - DHC-6 Twin Otter EP/GP 25 Size ARF - Nature Air

Manufacturer: **VQ Model**

Product Code: **VQA138NA**

VQA138NA DHC-6 Twin Otter EP/GP 25 Size ARF - Nature Air

His love of twin engine aircraft has got the better of him again and he has this ARF Twin Otter on order and he sits out at the post box each day waiting for the courier to arrive (twitching) It really is rather a sad sight, but his beloved daughter does drop off food and sustenance for him. He does assure me that once the cure arrives, he'll be back to full health immediately. The other part of the puzzle though is that he's not in this alone and that there are two planes on order and there is another partner in crime. However being the loyal fellow that he is (old RAF tradition you know) when I inquired who, he just gave me a wry smile, in between twitches of course. Watch this space, who's going to turn up with the other one I wonder mmmmm?

Brett Robinson has been beavering away at his first love hobby, building scale plastic models. He reports... Been making plastic models since I was 9 years old. I Make all types, aircraft, ships, military, figures. Mostly, at present, they are 1/48 scale aircraft and 1/35 scale military vehicles. My latest model was a Hasegawa 1/48 scale F-15C



Eagle. Used the basic kit parts but with the addition of an after-market resin and photo etched cockpit, purchased through a supplier in the U.K. (Hannants). It has taken just over one month of part-time work to get it all done. Just putting the decals (markings and stencilling) on it took over one week! He says that after all the work, he's pleased with the result. It's helped to fill his bubble nicely.

Brett Robinson and Stanley Nicholas and Tony Ives are planning to do a group build of Gollywocks for the E rubber competition and try to give **my** Voodoo and **Barry's** Gollywock a run for their money. Bring on the competition guys!

The GOLLYWOCK.

Originally a Vintage rubber powered model from 1939

This is a picture of **Peter Townsend's** (from Auckland) winning RC E Rubber model. It has the amazing wingloading of under 4 ounces per square foot and needless to say, it floats. This is what our vintage builders, **Brett and Barry and Tony and Stan** will be aspiring to, chasing after my Voodoo



Some members will remember **Frank Jaerschsky** a member here when he was Chief Air Controller at Napier Tower some years back before returning to Canada. He keeps in touch via Facebook and posted these pictures of his other



“Loves”. His dog Axel, new puppy Hoover and his big baby Porsche. It’s a hard life ! Nice one Frank.

Harvey Stiver, never one to let the grass grow under his feet is deep into Vintage as well jets and scale (he has a tame pilot for those s you know)? He is currently building a 60 inch Southerner from a Hangar One laser-cut kit and enjoying the experience. He wrote this copy for my last vintage newsletter, here it is again..

The Southerner 1947. The Keilcraft Southerner was first produced for free flight powered with a Mills 2.4 or equivalent diesel engine. As a youth I remember saving up my hard earned pennies to purchase the kitset from my local hobby bookshop in Newtown, Wellington. This was a well produced kitset, I don’t recall any problems in its



construction. This was the time we were building the standard 36” Vic Smeed “Tomboy”, powered with Mills .75 diesel motors. My flying was from Newtown Park just over the back fence from our home in Roy Street, Newtown. Newtown Park was a great round park with all sides covered with tall trees and many obstacles, including the Zoo to one side. I recall loosing many Tomboys in tall trees unable to get them back until the wind arrived and blew them down. The Southerner was with me for many years until one day it vanished in a great thermal heading towards Island Bay, never to be seen again. My recent Southerner is from The Hangar One semi kitset, once again a great credit to **Gwyn Avenell and Peter Leaver** for their efforts to keep Vintage alive and well. The Southerner will be powered by a Hyperion 1350 1220kv electric motor and Hyperion 50 amp esc. I am revisiting the days of Sig Koverall and have found it a bit challenging at first. Once covered and doped, as to instructions, I will paint décor with Resene test pot colours to suit. Am told by recent builders it flies well so am looking forward to the day we can go out for a test fly. **Harvey Stiver.**

Anthony Hales has made contact a couple of times, he’s locked down Otane way as is **Danny Young** Waipawa. Anthony has had success with re-designing my Foam Clubba as a High Wing trainer with good success making the model that bit more docile and is currently helping build one for Danny. He’s also building another foam board Storsch, as his current one is parked in a tall tree out of reach at the Onga Onga sports ground ! **Anthony** has declared an interest in vintage and has down loaded the 80inch span Playboy plan which he is studying prior to making a start soon. Great news, welcome aboard **Tony.**

Now just on the Clubbas matters,

I have made another couple of cowlings and a carbon U/C blank. Also have a couple of motors and ESC's arrived via china post. Further I still have some stock of Foam Board and also 3mm 1200 x 300 3mm liteply. Should anyone want more supplies let me know 06 8353896 and we can arrange a drop off or collection when the bubble has burst.

Young **Alex Wardley** ("Loomy", I wonder how he got that name ?) has been confined to quarters on the Orchard, Jane has him busy in their beautiful garden when she can lever him away from his house bus restoration. A man of many talents. He posted these pictures on his Facebook page so I know he wants to share them.



Another hard working (holiday) in Hawaii, oh the rigours of being an airline pilot.

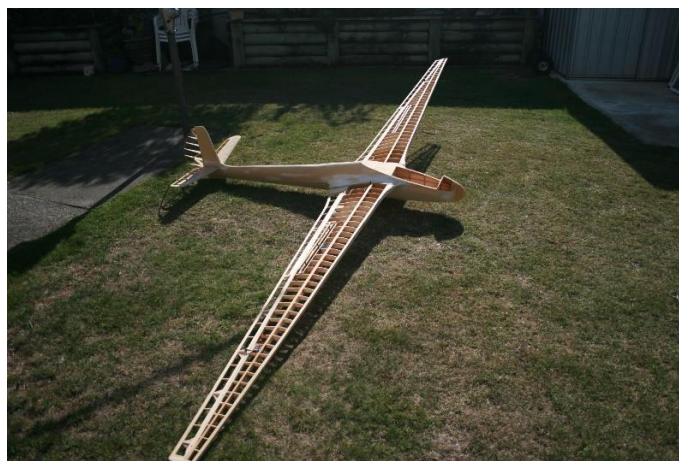
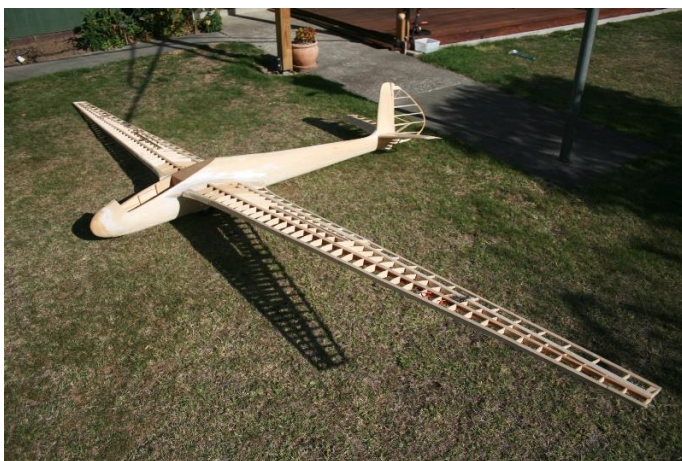


And a plea for help,

Jane wants to know how can he get all that hair down there to grow up on top of here ? Please !! And Jake the artist practising his welding techniques, has just made Dad a new tool kit mural to hang on the workshop wall.

Nice one Jakey-boy , now at last he'll be able to find all them spanners !

Graeme Rose made contact this week after my asking what he was up to, he's been busy bubbling over out there in Flaxmere. He's gone for the three pronged approach, Sailplane, Towplane and a vintage model that he is restoring and finishing. The Jaskolka Glider is 4.030 meters, It has everything plus air brakes and flaps and is scratch built from a plan. Now at the covering stage and the flying surfaces are to be sheeted in thin fibreglass sheeting and the fuselage with fibreglass cloth.





Greenley is classed as a Double Dee at 2.560m it has a DLE111 (You'll have to ask Graeme what a Double Dee is ! sounds like a big cup ?) And the Skipper is at .770 it has a cox .049 very small servo's and small RX and will have the smallest lipo's i can find. Thanks **Graeme**, great work, good luck with all the finishing and test flying. **BJ**.

And last but not least, check this out.. Phil Sharp, builder extraordinaire when it comes to building, anything ! Phil is scratch building this 3.3 meter Storsch with scale construction, but instead of using steel tube he's opted for Carbon fibre tubing and the result is spectacular. To be powered by a 60cc in-line twin petrol fourstroke motor. This is just a sneak preview, but watch this space, this is going to be one impressive aircraft.





I'm sure it's obvious to all readers from these photos that his workshop is seriously undersized, but there ya go, guess you can't get it right every time !

A number of members have made contact proving there is life out there in the bubbles, **John Williams** is keeping busy, (pictures please John) **Rob Lockyer** is able to keep working in his real workshop with occasional visits to the hobby room. He's been keeping his hand in flying his STOL aircraft in surveillance duties around the section. I hope you're not straying out of your legal bubble airspace there **Rob**. **Bill Roydhouse** is busy on the farm up there at the top of the world, was off to mow his airstrip last time we spoke. On a good eyes day, there's no holding him back, he's practicing using his fleet of foam Corsairs to survey the deer herd. **Mike Shears** was still surviving at home at last count, tidying his workshop by putting everything outside. At that stage he hadn't worked out what to do with it all then, so brought it all back in again, as ever full of good ideas and intentions. **Jayden** is home somewhere, practising flying in the back yard. **Mark Larsen** is still alive and building (I hope), and new member **Blair Jepson** rang to check on me (thanks) and is itching to get his trainer (**Bob Whitburn's** old SIG senior) into the air for some more practise. He's only managed three flights to date and is progressing really well. What an ideal training aircraft that is, big and slow and reliable. **Harvey** tell's me that **Bob Whitburn** (his neighbour) really has gone across to the dark side and is busy building RC boats. Gee whizz, you must have a big bath **Bob** ?

Don't know about the rest of the membership, are you all well and still alive and building out there ?

On a finishing note, **Awatoto Field** is still there, or was when I looked earlier, looking pristine and just waiting for us all. Bugger all this beautiful flying weather we've had over the past three weeks !! At least our field staff can now mow the field legally and keep our asset in good condition.

So I just thought that this would be a good time to bring the club together and share our bubbles, have a bit of fun and a look over a few shoulders. There is life out there after the virus, and hopefully we're through the worst. I know we all have our opinions as to how the situation is being or should have been handled, and now the future handling of the economy is going to be of massive consequence. Let's be positive going forward and a huge Hats Off to Jacinda, whether you're a supporter or not, I can't see anyone in that parliamentary line up that could have even come close to holding a candle to her. We're all so knowledgeable after the event aye!

If I've missed anyone, my apologies, this is a bit of a seat of the pants effort. Where to from here, well I'd love to hear your comments, criticisms and opinions on all things club and aeromodelling. Does the committee have any agenda they would like to share with members? Be pleased if you'd all make an effort to share your news and views, what you're up to, building projects and pictures, then I'd be happy to cobble them again into some sort of newsletter from the bubble.

Please email me at barrierussell@xtra.co.nz

Best regards,

Barrie. R. April 16th 2020.

