

MFHB Lockdown Newsletter #2

Greetings all, Thanks for the feedback, such a great response that now we have enough ammunition to have another chat about what's going on at home outside the club fences. Yes, there will be life after lockdown and plenty of activity at Awatoto Field, and in the meantime we can share our efforts on line. As expected Awatoto Field is looking a picture with the odd shower of rain, beautifully mown grass and light winds forever..... AAAAAARGH !! Enough of that ! What crazy times we're living in, who would have thought just three months ago that whole planet would be shutting down. Throughout history there have been periods of calamitous adjustment and checks and balances following wars and revolutions, plagues, famines and disasters, but never a world wide involvement and suddenly we are seeing how fragile our civilization really is. This time society might change in ways we've not envisaged once we feel the effects of the social and economic changes liable to follow this pandemic. Family and friends and Aeromodelling and Club life and might become a lot more important in the days and months to come, so once we're allowed out to play, let's make the most of our great facility MFHB.

Comfort Food for thought

Hey if you thought the lemonade scone recipe was good, then try out this Muffin one, again with lemonade & cream!



As long as you managed to get some flour at the supermarket !

2 Cups S/R Flour, ½ cup sugar , ½ tsp salt , ½ cup each lemonade and cream and one egg. Mix lightly, put in muffin cases and 15 to 20 mins at around 200. Top with whatever, in this case peach slices and orange zest. Easy as, even I can do it.

Might just go on a diet when the lockdown ends, otherwise my bubble is in serious danger of bursting ! How's yours?

Yes I did make a dozen, but ...! Cooks privilege.

Give away.

A couple of years back I had another of my brainstorm and built an F-82 Twin Mustang, flew okay but wasn't my cuppa tea, managed to bend the retracts every time I landed the thing. I dismantled it recently and retained the two fuselages complete with canopies. If there is someone out there that would like to build a foamy P-51 or two, tap me on the shoulder and they're free to a good home or two. Just need a wing and tailplane or two and some electric gear which everyone has lying around and go and fly and have fun. Singles are better than twins !!



John Sutherland is making some serious progress with his FW190 Dora, and in answer to my questions he writes..

Yes, the wing is 2660mm span and the fuse is 2600 long. I have a DA 100 in the front to pull it around the sky. Estimated weight should be around 18Kg. Currently I have just tonight finished glassing the fuse and I have a small amount of work to do to the wing and then I can glass the wing. Under carriage has been installed and setup but is out at present due to the work in progress. As you can see I have a very nice spinner with 30mm cannon tube which Phil Sharp completed a single piece mould for me and made a sample to use for setup and to work out the spinner back plate I now have to make.

*This project has now entered an exciting phase with construction nearing completion . Then the finishing work will start rivets panel lines and 12 different colours, just a small challenge. I started this project in 2014 so it has taken some time to bring all the particulars together to try and do justice to this wonderful aircraft. I have also purchased from Germany a spectacular set of scale wheels which not too many people around the world have used on their fw190s. I will send some more of the earlier wing aileron work was well. **Cheers John***



Thanks John, what a great project, that light glass cloth has gone on nicely. Congrats on all the research and work so far. BJ.



If this lockdown doesn't end soon, **Barry Price** is going to go stir crazy with nothing left to do. He's just finished his **Gollywock E Rubber** model and now has three aircraft itching to be test flown, and sends this report on the build;



Firstly laminated two 5ml strips of 2.5 ml balsa over the fuselage plan using pva glue to form the longerons. To form the square fuselage I used 2.5x5mm balsa, then laminated around a hard board former, band sawn to the shape of the wing tips, rudder, and elevator with three strips of 1/32x1/8. This formed very strong wing and tail tips. All ribs were cut out around a template and the centres of each rib were cut out, a very delicate operation as I was using 1/16 balsa and needed many more with all the breakages. Then laminated two strips of 3/32 balsa for the main spar, trailing edge was 1/8 balsa shape down and lighted down by drilling through with a sharpened piece of 1/2 inch brass tubing. Leading edge was two pieces of 1/6 x 1/8 balsa. After wing assembly all ribs were capped top and bottom to allow better adherence of the ultralight covering.

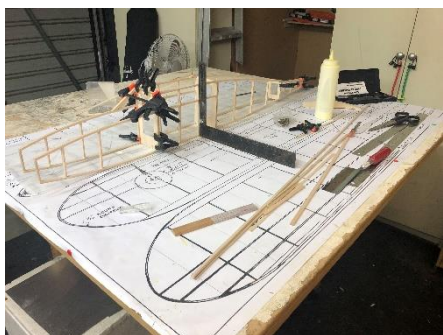
Tail plane ribs I used 1/6 ribs and laminated leading edge and main spar using two strips 3/32 balsa, the rudder I had a problem the laminated outer was okay but 1/8 by 1/6 strips were not strong enough and pulled frame out of shape. After several attempts at covering I redesigned the rudder to give it more strength. The problem with this build is you can build too light when you try to cover it the framework distorts. The covering used was Hangar One Ultracote Light. I found it excellent to put on, the only snag was when covering make sure to pin it down to avoid warping and partially shrink one side to avoid it sticking through to the other. Never the less I found out the hard way. Regards, **Barry Price**

ED here, the breaking news is that I've just got Barry to weigh the brute and would you believe on the kitchen digital scales with flight and Rx battery he's maxing at about 13.5 ounces AUW which gives a wing loading 3.7 oz sq ft. Eat yer heart out Rowdy !! If he doesn't tie it down it may float away ! Well done that man., he's just praying that when he pushes the go button it doesn't all fly in different directions !

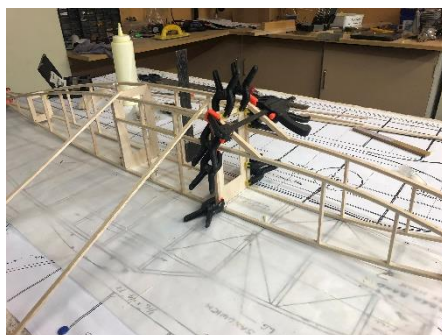
A Letter from Tauranga.

Been keeping in touch with **Grant Fulton** who emigrated to Tauranga at Christmas. **Grant** was becoming very involved in our vintage scene since returning to the modelling scene these last couple of years after a significant absence, and will be missed from the local scene. He Writes....

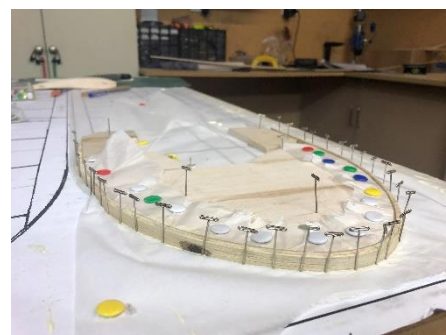
Hi Guys and fellow Modellers, Just thought I would update you on how things are going in Tauranga. Lou and I have settled in to our new house well and starting to enjoy it and a sandy beach (just had to mention that). I decided to take a few months off before I headed back into the land of working, so headed down to the model Nat's with Barrie Russell over the new year. My 1st ever Nats, I enjoyed both the Flying and the team spirit with success a first and second as well. Had a great time meeting new modellers at the flying fields and of course our camp site. Thanks Barrie for being a great camp mother with all your cooking and best of all being part of the win that saw MFHB take out best Club! Hope to see more vintage guys there next year. Well back to life in Tauranga, I managed to find work with a small engineering company called NZ Manufacturing (Street Scape) they manufacture plant equipment for the bee industry and also street furniture, Picnic tables and seating for Councils. Benches like you see in the new area where the marine land was in Napier. Worked 3 weeks then lockdown so hope to be back next week. So to the Shed or in my case half the garage where I have been allowed to set up my model room (I think I have over stepped my allowance). Started fixing up a few old models and the to my Lanzo cabin build started in Napier back in late July last year.



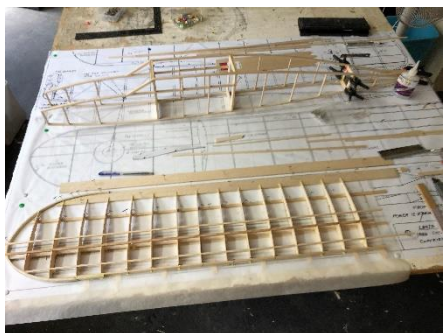
Lanzo Cabin plan



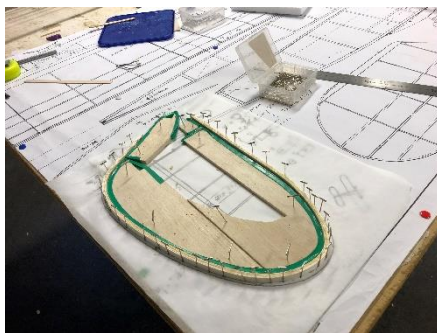
Fuselage construction



Wingtip lamination.



Wing lay-up



Laminating rudder



This is the view of his workshop, oh the poor underprivileged fellow, fancy being banished to just this half of the garage. Nice one **Grant**, look forward to hearing and seeing more of your exploits in the middle north. Cheers, BJ.

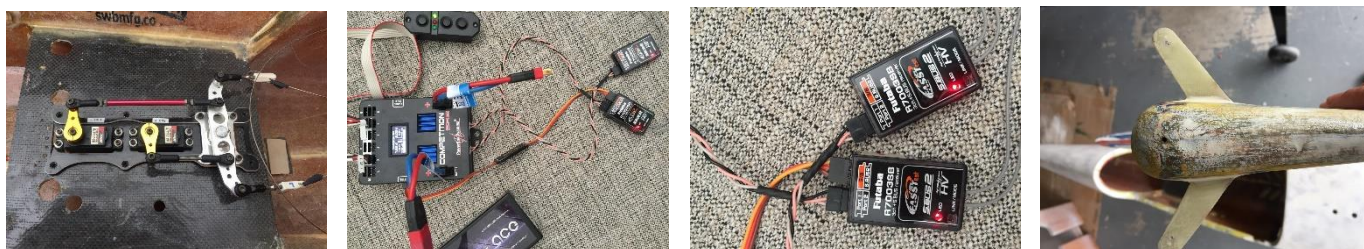
Brian Hitchcock, reports from his bubble..... Hi Barrie, Thanks for taking the time to provide some news of club happenings.



Projects. I have been slowly working on **John Clarke's 'Ten'**. It has had a few decades of additions to the nose area which had become very overweight (removed almost half a kg of filler, glass, 3 firewalls etc. This all came about because I decided to fit a DLE 55 RA and found that the standard mounting bolts were too short for the almost 1 inch thick firewall! So chopped the whole caboodle off and started again. I did the first run a few days ago. Wow. I have

heard good things about the RA but was really surprised at just what an exceptional engine this is. Somehow DLE hit a sweet spot here. After choking it was running in 3 flips and held a slow idle immediately. Did the usual cycles of idle to mid throttle for about half a litre. Very smooth running in my opinion and needed no adjustment of the needles at all. Time will tell of course. I got this from DLE Oz a few days before lockdown and had great misgivings as to whether it would ever arrive, but about 1 week later a nice big box was waiting at the front door. Just need to finish the cowl and then maybe back to flying soon. 'Ten' is very much worth looking after as it is exceptionally well mannered and a very sweet flying aircraft. John reminded me that it was built in about 1991! Almost 30yrs old.

The new (old) 35% Composite ARF extra that I got about 6 months ago gets a few bits of work done every few days. Frazer reminded that he knows the plane well and recalls it being the very first CARF model to come to NZ. These composite planes are amazing as it appears to be just as stiff as the day it was manufactured. I spent several hours setting up and attaching a new dual horn rudder. This was done with epoxy resin and microfibre. Getting it perfectly centred was quite a challenge I found. Anyway, the resulting pull/pull system with servo arm and horn perfectly matching is - perfect!. Best pull/pull system I have ever achieved with no slop at all from stop to stop. (thanks **Mike Shears** for talking me into doing this properly). The fuse largely needs cosmetic work now.



RobSetting up dual aileron and rudder servos was new to me and approached with much trepidation. **Frazer** persuaded me to go with a Powerbox power supply which includes servo matching functions. This can be done on a radio but MUCH more complicated that way. The Powerbox is truly amazing and well worth it. Even without perfect mechanical matching the end result was a matched servo with no digital buzz whatsoever throughout the full range of movement. The whole process literally took 3 simple steps (it seems that Powerbox use a really good algorithm). So again, very impressed with this unit. Not to wage a brand war, Booma have the same capabilities but require matching at 15 points

to get matching throughout the servo range. The ganged rudder servos for the extra and the rudder horn are attached. I also included some photos of the Powerbox unit. This allows me to use Sbus receivers which are much cheaper especially since I need two. The extra little servo like lead provides telemetry via the Powerbox with useful info like battery voltage. capacity and receiver voltage and a host of other data like antenna fades etc.

Well that's me for now. Cheers, **Brian**.

That looks tremendous Brian, as you say it's hard to believe it's almost 30years old!



Mind you it is a bit like my old axe, still as good as new with two new handles and a new head? Ed.

Rob Lockyer is now the recipient of the ex-**Mike Harris** – ex-**Jayden Molloy** Hellcat that **Jay** spent hours tuning up his flying skills above Awatoto with. As expected from **Rob**, it's getting a make over and will be returned to new condition before long. Currently tidying up and reglassing the cowling...



Also received, a couple of video clip links, this first one of the Italian Airforce tribute to the Covert19 lockdown from **Brian H.** *Wherever you come from, this is spectacular!! While Italy is in quarantine, the Italian Air Force flies a single jet, representing the virus, to meet other jets that stream the colors of the Italian flag while Pavarotti's Nessun Dorma plays that has the lyrics "we shall overcome".*

<https://www.youtube.com/watch?v=2uef843gbt0>

And from **John Clarke** this heart warming story about a spitfire reconnaissance pilot from WW2. You may have seen it before, but worth another watch.....

<https://www.youtube.com/embed/ie3SrjLlcUY>

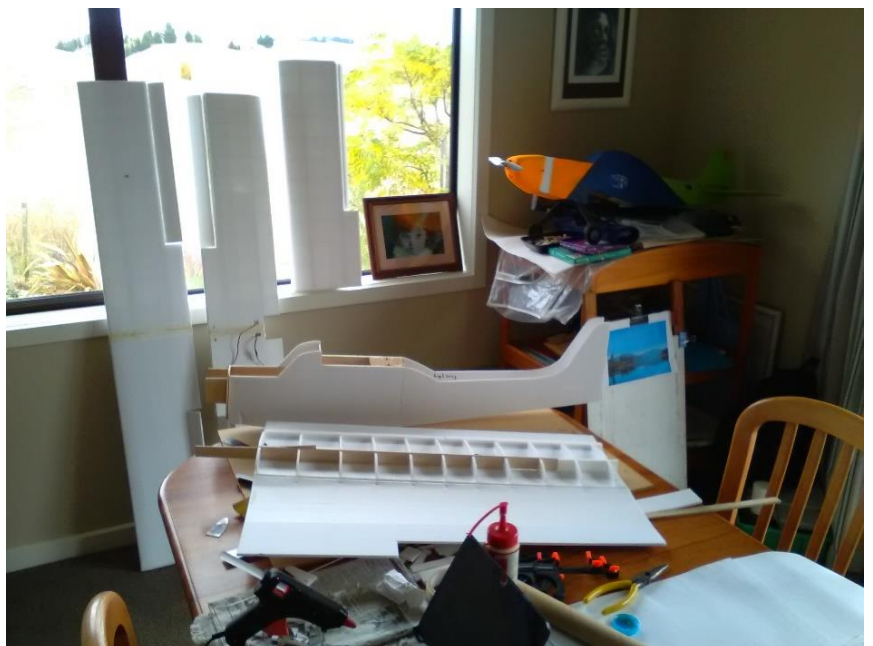
Should help to fill some bubble time outside the workshop.

HEY Clubbas.

I've just received a late China Post parcel with the balance of my 11 x 5.5 electric propeller order. These are the ones used on all the Clubba series and the profile models. This lot worked out at \$3.50 each, give me a call if you're in need of any. Phone. **06 8353896.**



And talking about Clubbas and the like, young **Danny Young** from deepest darkest Waipawa has established his niche in the dining room and is frantically manufacturing spare wings for his next foray into the air once the bubble bursts. How he gets away with that workshop facility is anyone's guess, amazing. That's a high wing version (**Anthony's** modification) under way also, well done you two.



**** FOR SALE ****



John Aitken is reluctantly offering this beautiful model for sale, the time has come to down size his fleet and the **Bravata** needs to fly to a happy, loving home.

Specs 112 inch Wingspan. Radio gear: Receiver.....SPEKTRUM 9 with satellite Servos:.....Hyperion Digital DS 2 (1 ea for elevators) / GWS (Rudder) / Flaps.....Hex Tronik HX12K Hi Speed / Ailerons.... HG-D650HB Hi Torque...Digital. All support fittings.... Good quality metal. Motor: **DLE 30** Still in new condition, hand book included. Only flown by **Mike Shears** and had only 3 perfect flights. Designed in the USA. Purchased Overseas, probably Singapore, 2014. Comes complete with custom made wing bags. Original cost all up in excess of \$2400, and now reluctantly offered for sale at **\$1,200**. If you're interested and want to know more, phone **John on 022 011 2440**.



(Hill) **Billy Roydhouse** has been busy up there at the top of the world. Hey, do you know why where he lives just this side of gentle Annie is called the Blowhard ? Most think it's because it's so windy up there and others think it's because of the residents ! NOT true, back in the coaching days, it was the long pull up to Kuripapango for the horses and they were blowing hard with the effort. How's that for a bit of useless information, you knew that **Bill** didn't you ? Anyway, **Bill's** been busy getting his Foam Board Clubba all dressed up and ready to fly, visibility here is the key !



And now he's chomping at the bit to get his new Timber assembled and in the air, to be DLE 30 powered. Oh Boy, how did you manage that **Bill**, did **Nan** get a new puppy ? Timbers, Corsairs, Hurricanes, Clubbas, Radians, Nightcart, you name it and **Bills** got it !! Must be all that fresh mountain air.

Word has it the Andrew Stiver has been practising his hovering skills in the “Shed”, three at once, that’s pretty smart.



What’s with that prammy thing down in the corner there Stinky, you collecting dollies too ?

Now that we’re about to enter Level 3, let’s all hope the downward trend continues safely and hopefully we can get back on Awatoto Field before too long. In the meantime, here’s another little challenge for you all. I’ve been talking with Gary Burrows who is Editor of the Christchurch MAC magazine “Torque”, [file:///C:/Users/Barrie/AppData/Local/Microsoft/Windows/INetCache/Content.Outlook/R4TKI3JF/April%20Torque%202020%20Email%20copy%20v2%20\(002\).pdf](file:///C:/Users/Barrie/AppData/Local/Microsoft/Windows/INetCache/Content.Outlook/R4TKI3JF/April%20Torque%202020%20Email%20copy%20v2%20(002).pdf) they have quite a strong Vintage group there and have now been joined by Allan Knox who has retired there from Wellington. I noticed that Gary and a few members had some impressive letters “Gongs” after their names and although maybe guessed a few, I inquired as to their meaning. **Gary Burrows OBGGGGG HOF BGB TOBB CUC** to which he replied.... *Here you are Barrie I am getting to the stage that I have started to hand them out myself. Old, Bloody, Good, Generous, Gabby, Grumpy, Guy / Hansom Old Fart / (Hall Of Famer) or (Hell On Fire) / Bloody Good Bloke, / That Old Bugger Burrows, / Check Up Charlie.*

Now how impressive is that, I reckon we could start handing out a few gongs at MFHB, there are some very deserving cases amongst our membership. Now to kick it off, I’ve allotted the following “GONGS” to the following members and I’d like you to tell me what the letters stand for and I’ll publish the results against what they actually have been awarded as. Now the only rules are as Jacinda says, BE NICE !! Email me your thoughts at barrierussell@xtra.co.nz and we’ll compare notes and if you have any other awards you’d like to make to those or other members, then please include them too.

The 2020 MFHB Candidates to date for the Golden Awards listing are;

Michael Shears. OBE

John Clarke. MBE

Michael Harris. MFC

Mark Larsen. C

Marty Hughes. CISUNS

Lance Hickey. GOMP

Robert Lockyer. OPK

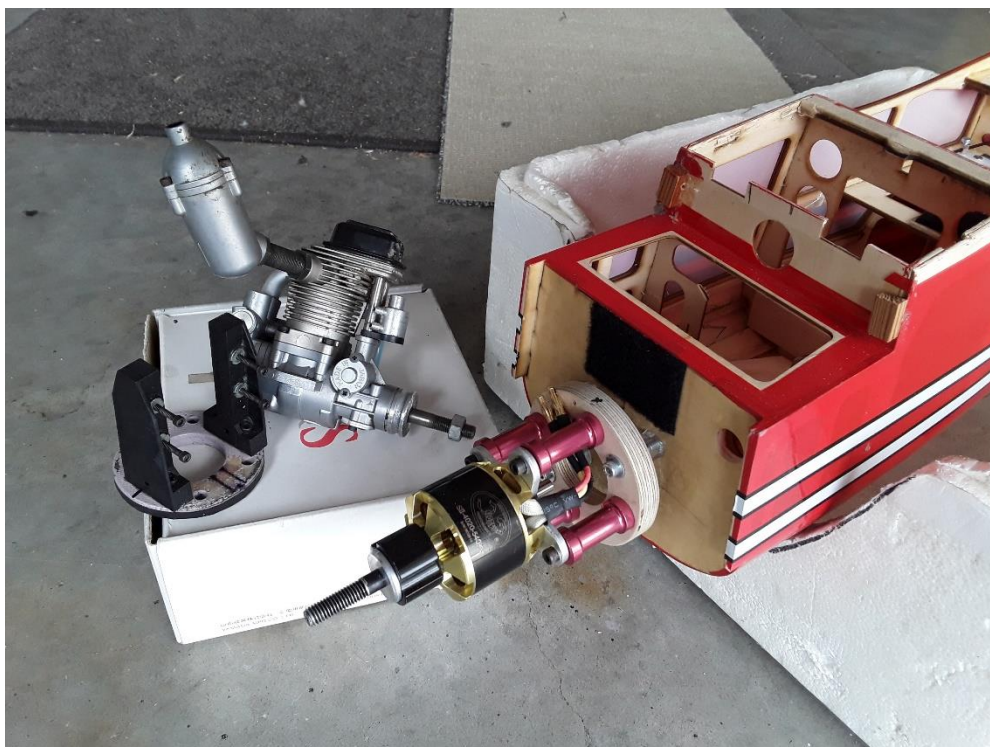
Bill Roydhouse. HBB

John Aitken OSNBTA

There's the challenge, that'll do for starters, let's see what greater minds come up with.

Cheers, **Barrie Russell WWIBN**

And for final look into that mysterious world of Mike Shears (tidied) garage/workshop where things aplenty are happening aplenty. His "something" biplane is getting a motor transplant from electric which only allowed short flights to an IC four stroke YS 61. An excellent flier according to Mike, should be interesting to see it back in the air making a proper sound.



Soon we're going to see his one and a half sized Tomboy (ex- Graeme Madder) back in the Vintage scene competing in Duration and precision and E Texaco events. Mike scored a poster at the Hastings Sport Park with it a couple of years back while trying to attempt a rugby conversion.



It will be good see him joining our ever growing happy band of vintagers.

The Vintage scene.

This era of aeromodelling is taking on quite a significance at MFHB and to date we have some twenty members actively building and flying Vintage model aircraft. A few are new to the vintage scene and are starting to build or have acquired models, the majority are builders and sport flyers with a hard core of some half a dozen (and growing) competitors. Interest is building and we now have a significant number of "Watchers". We endeavour to meet and fly on a Thursday morning weather permitting and for those competitive hold occasional impromptu competitions. For those that have qualifying models, we try to fly the monthly NDC (National Decentralised Competition) preferably on a Saturday morning with the results being forwarded to the national data base.

At last count, I know of at least eleven vintage models under construction or in the advanced planning stages which augers well for our movement. I would encourage any members who might be interested to come and have a look and a chat with us. We may tackle another vintage group build in the near future depending on interest as our last build of seven Classical "Night trains" was highly successful. At present the light weight RC Vintage E Rubber Texaco class is gaining a lot of interest and we have at least four qualifying models and another three planned. Come join us and have some fun. A phone call to **Brett 06 8764605** or **Barrie 06 8353896** and we're happy to help.

I'm back in print a bit earlier than expected, but considering members wanting to share that's what this is all about, keeping our club communicating. So once again, if you'd like to share your thoughts or activities or opinions, you know where to find me and I'm happy to cobble them together again. Your response has been great, the silence from a few deafening, as always the ball is in your court and I'm happy to play with you.

Wishing you happiness and safety in your bubbles,

Barrie R.