

Model Flying Hawkes Bay



Club Newsletter - issue No 114 May 2020.

Greetings All,

Welcome to this the fourth issue of our Lockdown Newsletter. The response from members has been most encouraging so here we go again with a roundup of our activity, plus a few extra features included for your enjoyment and interest.

I've changed the format somewhat for this issue, coming to terms the vagaries of MS Word to try and make it a bit more user friendly and kinder to the editor and to our readers! It is then saved in a pdf format for transmission, and where we go from here is anyone's guess. announcement of the Nation's shift to level #2 we have the following; **Ed.**

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THE GOOD NEWS Awatoto Field **"WAS"** OPEN from Thursday 14/05/2010.

The Rules are:

1. Social distancing of 1mtr must be observed.
2. There will be an attendance log which **MUST** be filled in with **ALL** required information. (Located in the Field Storage/ Toilet shed)
3. Please bring your own sanitiser.
4. If you have any type of cold or Flu symptoms: **STAY AWAY FROM THE FIELD.**

THE CLUBROOMS / TRACTOR SHED

1. Social distancing of 1mtr will be observed - max of 10 people at any time.
2. There will be an attendance log which **MUST** be filled in with **ALL** required information. (Located in the Shed)
3. Please bring your own sanitiser.
4. If you have any type of cold or Flu symptoms: **STAY AWAY FROM THE SHED.**

The Less Good News !!

DUCK SHOOTING.



Duck Shooting commences on Saturday 23rd May. Awatoto field will be closed from **Monday the 18st May** and will reopen Monday 8th June at 9:00am.

A new lock will be put on the main gate barring access to the field until Monday the 8th June.



After this period, access to the field is restricted to between the hours of 9:30 am and 4:00pm for the following 3 weeks. Normal operations and full access return from Monday 29th June 2020. B **MFHB.**

AND PREZ SEZ ...

Greetings All,

I hope you all enjoyed the 4 days available to fly before we shut down for Duck shooting.

The field was in pristine condition for this period.

You will at least be able to frequent the Club Shed but this at present is limited to 10 at a time, please sign in and out it is for your safety. Most of us are in the so called, vulnerable age group so take care.

We are currently working towards the AGM and will give notification of this in due course.

The Club is still looking for people to put their hand up. From my point of view, I would rather have an election with members voting for the person they think is best for the job, that way we get the best people. Being challenged and then winning an election gives you the confidence that you are doing something right.

I hope you have all been enjoying your enforced building time, I believe there have been some outstanding results. From my point of view the purchase of a

van just prior to lockup has kept me busy, my Timber is also about 90% complete.

The 3 weeks for Duck Shooting will give you the opportunity to complete what you started but did not finish. We also can use Black Bridge for silent type models.

It has been suggested that the Club runs theme days and more club competitions and club nights, we would like to get your feed back on this idea and any other ideas that could promote participation. Barrie's Vintage days have good support, but Barrie puts considerable effort into making them happen, as he does with anything, he gets involved in. (I think he is the original Energizer Bunny).

Please talk to a committee member or myself if you have any thoughts on these types of days. We need feed back to know what you want.

If all else fails with the withdrawals there is the Sim in the Shed, it is good to keep your fingers in tune, it also costs nothing to crash. (What a Bonus)

Enjoy your restricted flying. (We will get there eventually)

Lance Hickey

President MFHB.

Club Activity



Thursday 13th May. WOW, I thought there would be standing room only at the field but over the course of the morning only eight members turned out. Conditions were sublime and the field a picture kept in



perfect condition, thanks to the ministrations of the mowing crew. **Brett** got his first test flight of **Barry Price's** new Lanzo Bomber It gets very dark overhead when Bomber Command takes to the air !



Chris and Julie Tutton were first on the field getting some practice until a loose muffler curtailed that.

Brian and Stan and I got some good air time with our aerobatic models. Number 10 is now performing well with the new DLE 55 motor and refurbishment. It could tell some stories, what a great aircraft it's been, an O/D from the **John Clarke** stable some 30 years ago, now been through a few hands and motors and recently been lovingly restored by **Brian Hitchcock** and flying better than ever. What a testament just like my old axe !!

I have fitted a new carburetor to my Extra pattern-ship and the DLE RA35 is now performing as normal, no adjustment needed having left the jet needles at the factory settings and running on an 18x10 propeller.



. During the lockdown, I electrified and refurbished an old trainer model that has been sitting in the shed loft for a few years. Test flew it this morning with 3S 3000 mah battery and it flies like dream, nicely powered and very stable. I have it in mind for a prospective new member, but if he doesn't take it up, then I'll make it available to any new member needing a good and inexpensive training aircraft at the refurbishment cost of \$160.00. An ideal first to intermediate trainer, watch this space . A good morning was had by all, well the "few / all" and we all signed the register like good obedient club members.

Three more days to the duck shooting closure, and then we're off for another three weeks, make the most of it ! **Ed.**

Ps. This elderly vintage gentleman was spied out there also.

(Know any good barbers anyone ?)

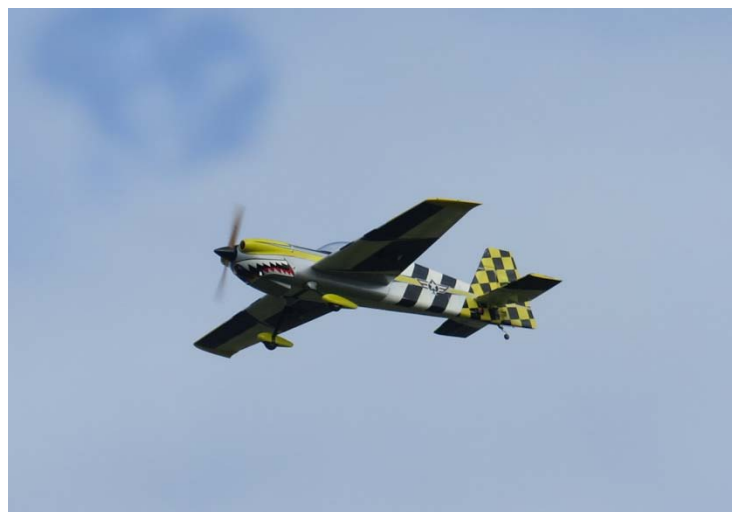
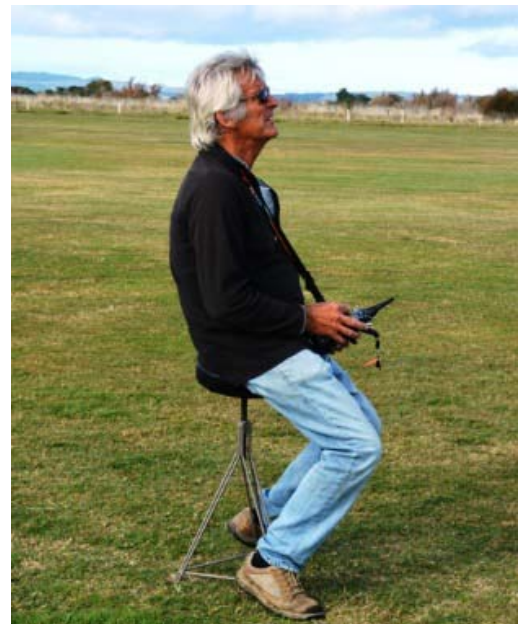
Friday 15th was busier but I forgot to take pictures, not in the swing of things yet !

Saturday 16th, I saw a couple of cars there pm on the webcam, maybe the slightly inclement forecast kept members in their workshops still ? Don't complain about the Duck Shooting closure if you let chances like this slip by !

Sunday 17th, Rained early on but by 10.30 all had cleared away and a beautiful day at Awatoto field. I hope no complaints about the duck shooting closure, we had four great flying days and little activity, you had your chance !

Phil test flew his new Extreme flight MX2 DLE 40 twin powered IMAC aircraft with **John Sutherland's** help, and it performed flawlessly. This replace his model that had a dead stick into the river and drowned !

My DLE 35 RA Extra Pattern-ship and **John Sutherlands** DLE 52 powered Seb Art IMAC aircraft.



The conditions were near perfect, I managed to get my two NDC RC Vintage Open Texaco flights in with

the Rebel, some lift around so managed to post a score, albeit nothing sensational, good fun all the same and **Barry Kerr** did the honours timing the two flights. **Harvey and Andrew Stiver** arrived and Harvey test



flew his latest vintage offering a 60 inch Southerner which flew perfectly out of my hand launch.

Alex and Jacob Wardley arrived giving Jacob some air time, Alex was off to Shanghai this evening.. what a life, see ya'all in three weeks when life might hopefully return to a more normal.



Lockdown Recipe.

Expand your cooking horizon with this recipe gleaned from watching Nadia Lim's lockdown family cooking series on TV. What a treasure she is. The word SCROLLS however always brings to mind that great line from Franky Howards TV series, "Up Pompeii". When Lucio asks the Emperor Nero "Have you got the Scrolls"? "NO" he replied "I always walk that way!" .. enjoy.

From Nadia's Comfort Kitchen. Cheese and Chutney Scrolls.

Makes: 16-20 scrolls

Prep time: 15 minutes (+ 1 hour to make and rise dough) **Cook time:** 20-25 minutes

Ingredients;

1 quantity basic pizza dough (see recipe below) , $\frac{1}{2}$ - $\frac{3}{4}$ cup chutney or relish (e.g. tomato relish, or a fruit chutney), 100 - 150g, chopped ham or 1 cup cherry tomatoes (cut in half, with the seeds squeezed out), 1 $\frac{1}{2}$ cups grated cheese (e.g. Tasty, Colby, Edam, grated mozzarella), 1 egg, whisked, or 2 tablespoons milk, for brushing

Method;

1. Preheat the oven to 200degC and line a large oven tray with baking paper.
2. Cut pizza dough in half and use a rolling pin to roll each piece into a large rectangle (about 30cm x 25cm) on a lightly floured surface.
3. Spread each piece of dough with chutney, then top with ham/tomatoes and sprinkle over cheese.
4. Carefully roll up each piece of dough lengthways (like a Swiss roll) to form two long logs. Cut each log into 8-10 pieces and arrange, cut-side up, in a spiral on baking tray. Brush the tops and sides with egg or milk and bake for 20-25 minutes until puffed and golden.

BASIC PIZZA DOUGH

Makes: 4 pizza bases (or 2 lots of scrolls)

Prep time: 15 minutes (+ 40 minutes to rise)

Ingredients;

1 cup (250ml) warm water , 1 tablespoon active dried yeast , 1 teaspoon sugar, 1 tablespoon olive oil, 400g high-grade flour or plain flour, 1 teaspoon salt

Method;

1. To make pizza dough, put the water in a mixing bowl and add the yeast and sugar. Stir gently. Stand in a warm place until the yeast has dissolved and the mixture is frothy. Mix in olive oil.
2. Place flour and salt in a large mixing bowl. Add the yeast mixture and mix well to form a dough – there may be some flour left over in the bowl once you've formed the dough, this is fine. If your dough is too sticky, just add a little more flour to it. Knead the dough on a lightly floured surface for 10 minutes until smooth and elastic, then place in a lightly oiled bowl. Cover with a tea towel and place in a warm place to rise until doubled in bulk (about 40 minutes).
3. Once it has risen, knock back the dough by gently punching it. It's now ready to use

Tips & Substitutions;

- o You can use 1/3 cup sweet chilli sauce or pesto instead of chutney/relish.
- o Other fillings you could do include fresh, canned or frozen (and defrosted) corn kernels or chopped cooked bacon, canned pineapple (well drained), caramelised onions, or classic marmite and cheese.
- o The amount of flour needed may vary (depending on the brand you use), so go by feel – if the dough is too sticky, add a little more flour as needed
- o Oiling the bowl for the pizza dough to rise in prevents the dough from sticking
- o If using pizza dough for pizza, divide into 4 even pieces (each piece is enough for one pizza base). Roll out each piece on a floured surface into a disc about 20cm in diameter and then top with whatever toppings and cheese you like before baking in a hot 230degC oven.

And here is the link <https://www.tvnz.co.nz/shows/nadias-comfort-kitchen/recipes/cheese-chutney-scrolls>

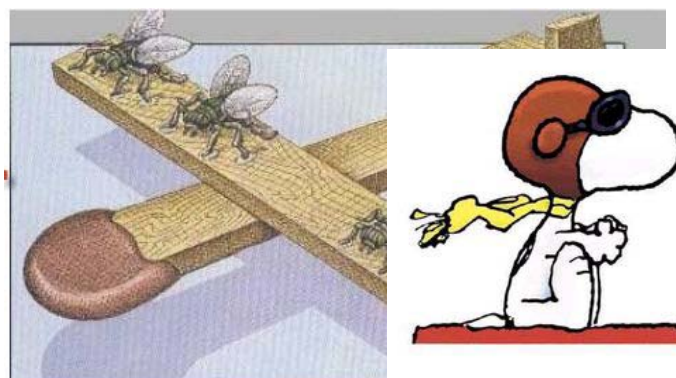
Pull apart Mini Pizzas.

And to prove a point I just had to have a go and made a family batch this morning.... Great success, Chutney, ham, pineapple, capsicums, tomato and cheese. For fillings the sky's the limit. Very simple recipe, all this and heaven too ! This bubble is going to burst anytime soon! Watch this



space !

Surely some of you readers have some favourite simple recipes, don't just leave it to me, how about sharing, especially include those pictures in your aprons ! Email them to me. ED.



Around the BUILDING BOARDS.

This in from **Past President Stuart Sturge** who has been busy in his “Shed”,

T 34 Mentor. This is a Topflight kit that I purchased about 15 years ago, when I was gainfully employed and thought I had some discretionary income. I also bought the cockpit kit and Robart retracts at the same time. The plan was to build it when I retired. So, I am retired now and started building the model about 2 or 3 years back, although progress was generally rather slow. More recently I have managed to maintain some progress, and today it sits basically constructed awaiting some resin to arrive during this lockdown period, so that that I can glass the wings and fuselage. All the tail feathers, ailerons and flaps have been glassed. Once the fuselage is glassed and primed, I can continue with the cockpit details, and onto painting. Warbirds 2021 may be a stretch, but definitely the year after. The model has a wingspan of 80 inches and a length of 63 inches. I am powering it with an OS 95AX 2stroke glow motor.



Bucker Jungmeister. This is a Pica kit and the airframe was built by the late **Gary Fraser**, and I inherited it, uncovered. I started covering it as a Tuesday morning shed project, but along with a lot of other things, it was put on



the backburner for a while. As I have been waiting for the resin to arrive, to be able to continue progress on the Mentor, I decided that I should try and complete **Gary's** model, and have now managed to get it covered in Swiss colours. Painting of the bits and pieces are yet to be done. The model has a wingspan of 60 inches, and as I have a Tower Hobbies .75 2 stroke glow motor currently residing in a box, I think that is what will power it.

Brett Robinson has been busy again with his plastic model construction as another 'plastic build' rolls off the production line. Latest build is an Italeri 1/48 scale Hawker Sea Hurricane. (Basically a 'hooked' Hurricane Mk II) Used the basic kit parts (Image 5515) but the fit of some was not great and required a heap of filling, sanding, priming and more sanding! As with the F-15, it's taken about a month of part-time work to get it all done.



Used a slightly different weathering process, in that I used pastels ground into a piece of sandpaper, then the dust liberally brushed over the whole model to give a 'used' effect. After all the work, I'm reasonably pleased with the result.

Also been working on the ex-**Bob Whitburn** Spitfire which has been bought by new member **Blair Jepson**. The model's clothing was getting a bit tired and Blair asked my help in tidying the model up. What started off as just a 'touch up' job has now become a whole lot more..... The model was originally all silver with black and red stripes. Blair has given me a large rattle can of matched silver paint. Moving tail surfaces looked like they were covered with tissue/dope and then sprayed, without any primer it looks like. Upon investigation, said control surface covering was now (due to age) almost like rice paper. So, pulled all the covering off, sanded back the frame/s and recovered with Oracover that has a fabric weave to it. Will now need priming and a coat or two of silver over the top. Fuselage had lot of scratches, dents, lumps etc. so have filled these and will sand back.

Sanded off the hand painted side lettering, repainted over with matched red enamel and will use some decals to reinstate the lettering. This will be done, after I've masked almost the whole fuselage and then given it both primer and silver top coats.



Not looked closely at the wing yet, but looks like just a fill and touch-up..... but then I thought that was the case with the fuselage! Interesting project to say the least but still good lockdown fun ! Cheers, **Brett.**

My spies have been out and reporting back and one of our favourite "Old" members, Alan Rowson now with the Hamilton MAC has been revelling in the lockdown He reports.....

Over the last six weeks I have been working on the **Stampe SV4**. I have now covered the wings and tail plane with Sig Coverall and doped all the surfaces. Due to the lockdown I was not able to get any paint until this week so when Super cheap was able to supply I purchased 6 cans of grey primer and the following day purchased 10 cans of Mid grey. I have now painted all the tail section and just need to add the white on the rudder. The next job is to undercoat the four wings. I has been good calm sunny days for the painting outside. I have sent a couple of photos of the wings and tail section and also a photo of the Stampe that I am copying . This photo is a Stampe in the French Airforce when they had them in the 1950s.



Well done Alan, another biplane for the collection. Good to know there is still life North of the great divide. Cheers, Ed.

Robert Lockyer, though still able to work during the lockdown has managed to allot some workshop time to continuing with the refurbishment of the **Ex- Harris ex- Shears, ex-Molloy** Hellcat. He is just waiting on me to finish the fiberglass repairs to the cowling and should be back in the air shortly.



taped over outside and the Cowling here is patched inside with some 6 oz cloths pieces and then fully lined with a fine 2.5 ounce glass cloth.

Far Right Looking very trim once again Rob, The inside is all re-glassed and cleaned up. Now all your hard work begins, bogging and trimming and fairing and painting. Should be stronger and better than new. Ed.

Graeme Rose reports on the progress of his Jaskolka Glider...



Here are some photo's of one of the wings, now sheeted. It is sheeted in Flight Skin, it is an 0.8mm fibre glass sheet. All you do is sand the inside and use Gorilla glue (foaming). It is heavier than balsa but is stronger and less work to finish it for painting. I used Magazines to hold it down, till the glue dried, as the magazines curve to the shape of the wing.

Mark Larsen has responded to my requests for copy and pictures, and sent these of his latest lockdown project saying *"Hi folks building this FT Scout, it is so easy to make and probably flies like a brick but I had fun building it. Will try it out when I get down to field again. Want to build a Vintage glider any suggestions appreciated. Cheers Mark."*



Thanks Mark, talk around and take some advice at the field, there are so many options out there depending on size and what you want to do with the model. Ed.



Harvey Stiver. *The older he gets the more prolific he becomes (read what you like into that !)*
Determined not to succumb to boredom during the lockdown, Harvey writes about his latest project...The

Seagull Nieuport 28 As time goes by age, eye sight, medical conditions slow down the types of models, us oldies can fly. I have flown in all disciplines since starting building model aircraft in my youth. Some 17 years ago I spoke to my son, **Andrew** to express my desire to fly model jet aircraft with the introduction of the ducted fan engines. This has been my main interest over the ensuing years. As I am slowing down with less reaction time and inability to see detail of models in flight I have changed to Vintage aircraft. I have a stable of six nice models, replica's of models I flew in my youth. For the last Warbirds Over Awatoto I assembled a Maxford USA Spad X111.



This model when it arrived was disappointing with a glossy film finish not acceptable to the purist. However it flew very well once assembled, the only annoyance was the amount of nose weight required as



to a short nose movement.

I asked the pilot about adding balance weight and was told, very little was needed as model balances easier as nose is some 4 inches ahead of the Spad's. I decided to source a Nieuport 28 and found that

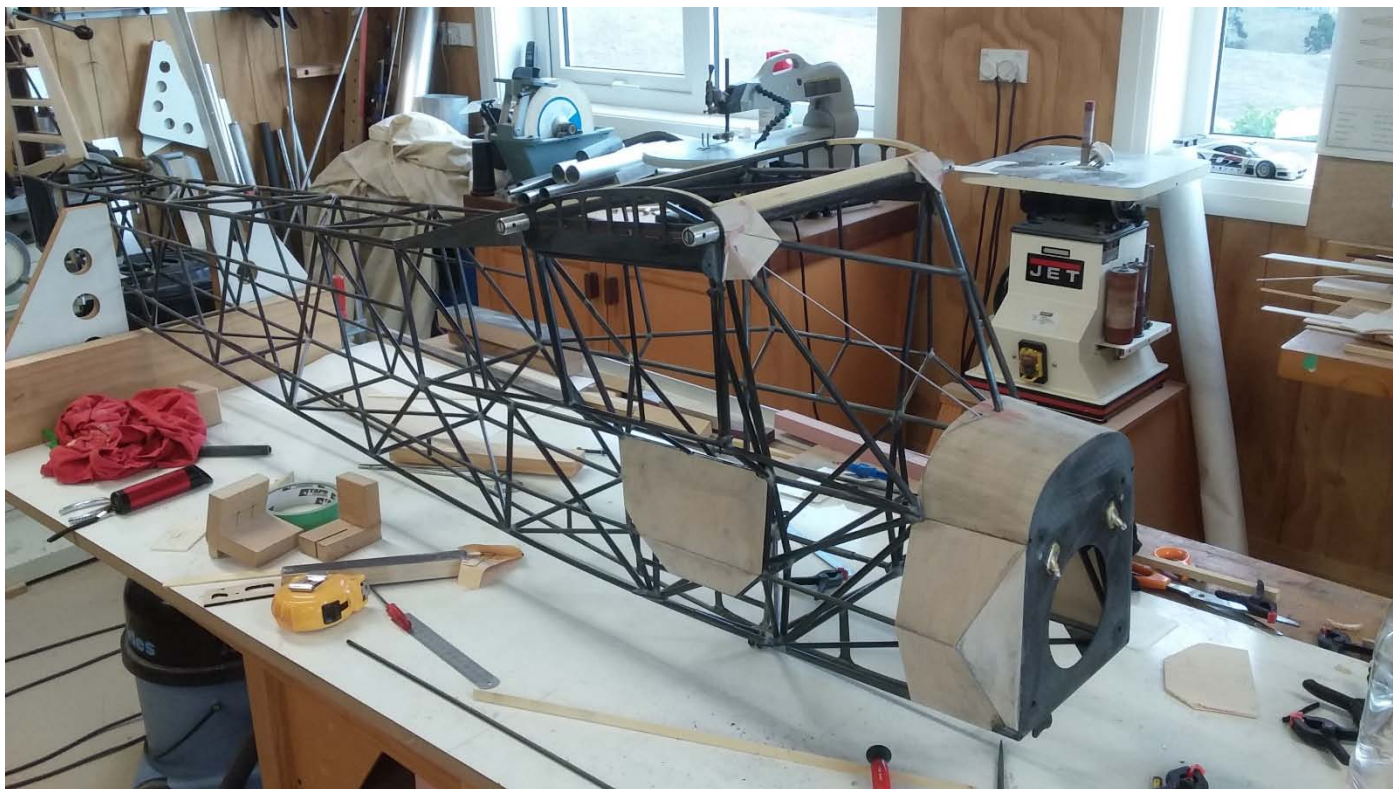




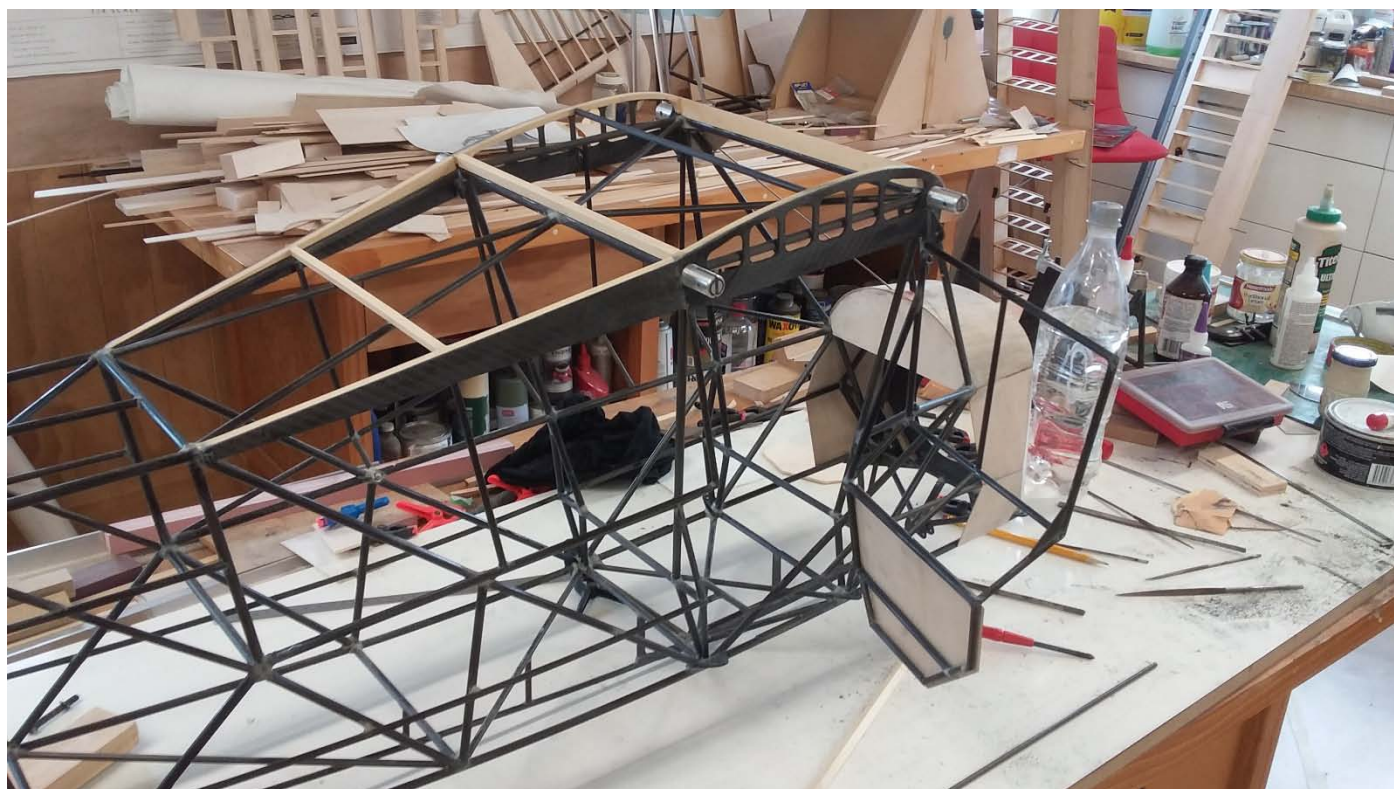
Seagull Models in Vietnam in 2018 had produced an ARF at 68 inches in span and covered in a matt finished scale camouflage covering. This model was ordered and arrived during the Covid lock down. I have provided photos of work done on fuselage to date including two machine guns, pilot and some other fuselage details. As I progress in the assembly of this model I will post further details.

Regards Harvey Stiver. (Life member MFHB).

That magnificent man and his flying machine is making progress. **Phil Sharp** writes with his latest update of the Storch build **Hi Ed,** A quick update on the Storch.....

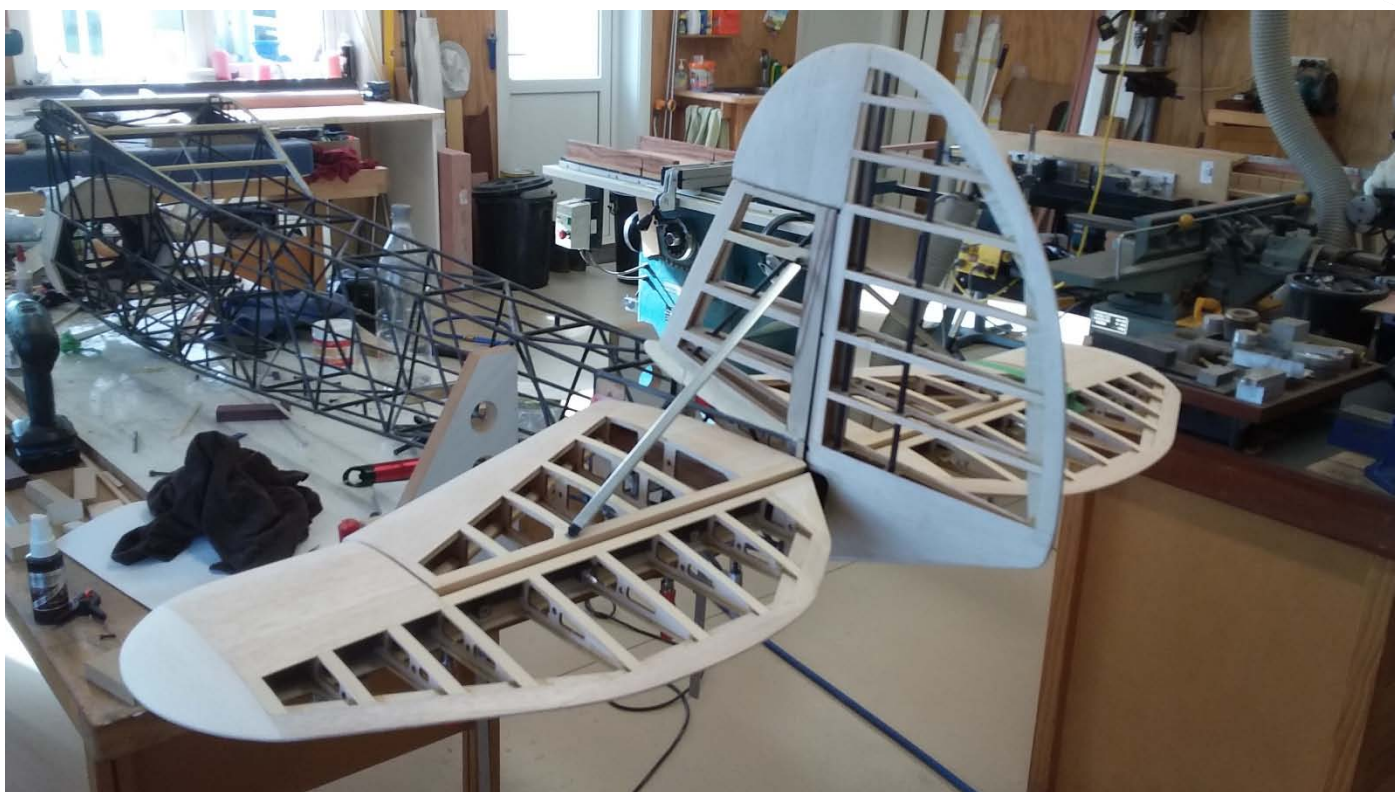


Specs ; Wingspan 354 cm / Length 242cm / Wing Area 175 sq dm (18.8 sqft) / Weight 11.0 kg



Engine; 60cc NGH In Line 4 stroke Twin.

I have been concentrating on the fuselage and tail feathers and they are almost ready for covering. I will be using a product called "**Profi Cover**", which comes from Toni Clark in Germany. Could be a long wait for it to arrive, but fingers crossed! <https://toni-clark-shop.com/5-Meter-roll-PROFICOVER-2>



I have just started the pattern for the cowling, it is a big lump and will be in four pieces. Approx 350 long by 200 wide and 250 deep. A lot of carving!! The wings are also close to being finished, servo mounts and hatches, and end detail to finish.

Oh well the Duck shooting is a bit like another three weeks of lockdown, so progress should carry on nicely! **Phil**.

Feature Article. Auto Foam Cutting Bow

*A Letter from the South Island (where ever that is ?) Our ex-National President, twice removed, **Barry Lennox** at my invitation writes from Christchurch ;*

'Afternoon. I'm keeping myself busy in lockdown, there's 5 acres that still need dealing with, a cat that is quite puzzled but extremely pleased that his slaves are present every minute of every day, and the famous scones (per your recipe) to make. They are good, but get a bit heavy after 24 hours. (**15 seconds in the micro wave works wonders restoring the freshness Ed**)



Firstly, I have heard the view that when building, it's always much quicker to build a kit first. I never have, but thought I would try it in lockdown as an experiment. I choose a quite simple model; "**Pronto**" designed and published by Dave Robelen in the 80s. Paul Lagan had built one and was quite impressed with it. Well. I'm not sure, the build went quite quickly, but the kitset manufacturing took a while. The jury of one is still out.

But, the main topic is a brand-new foam cutter. Many years ago I built a foam-cutting bow out of an RNZAF rubbish tin, it was crude but worked, however over the years it has deteriorated and now has become something of a dog's breakfast. So what to do in the 6 week lockdown? well there's plenty, but on the plan was to make a new well-engineered and clever bow. (Well that was the plan, I'm also mindful of Gen George Pattons

aphorisms. “No plan survives the first contact with the enemy”!)

Nowadays I have large amounts of various materials and upcycled electrical and mechanical components so that will almost certainly help. First thing was which design to use? I unearthed about 15 from various modelling mags and the Internet. Nothing proved perfect, so I stole the best bits from a few designs.

Step 1. the main bow, a 1200mm length of light alloy tube from something (a window washer?) that proved perfect

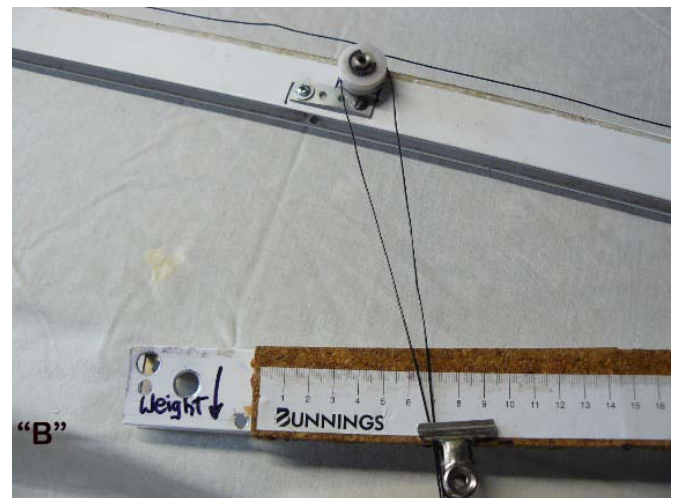
I then experimented with a power drive system, with a seat adjust motor (from a BMW, or something, anyway made by Bosch) a half-nut and a threaded rod with end micro switches and a speed controller. It worked well and was incredibly powerful, to the point where it would take your fingers off if they got trapped in it. But it was all a bit complex to rig up. So it was back to the old gravity driven system, but it had to be smooth and as friction-free as possible. Two lengths of alloy extrusion from our old shower enclosure proved ideal. Next was sourcing the pulleys, and my upcycling bin had the answer. A while ago I stripped down a cheap inkjet printer as the cost of new ink cartridges was outrageous! If you find one, grab it, they are full of excellent quality electrical and mechanical components. How they manage to retail them for \$59 is amazing, but of course you get taken to the cleaners on replacement ink cartridges! Anyway, from that I had 4 nice pulleys with pressed in ball-bearings.

Then the cutting wire, while I have a very large reel of .021” Nichrome V, I had previously established that it stretches too much when heated, so the wire tensioning requires too much messing about. (KISS) A better wire is .021 “stainless steel lock wire, used in a number of industries, but especially aviation. I know there are better specialty wires, but I didn’t have any and sometimes you have to work with what you have, especially during a lockdown! Other wires that have been used, but not by me, are guitar strings, fishing leader wire, piano wire, C/L wire, and MIG welding wire.

I have never liked the overhead bow support with a bungee from the roof, so instead used a large castoring rear wheel. This has proven to work well and most modellers should have one lone spare wheel in their parts bin.

Another thing I disliked with my old bow, and many others, was two sets of wires, one to do the pulling and the other to carry the power to the hot wire. So I used one pair of wires to do both. The complication here is that many hook-up wires are too thick and/or stiff to pass around pulleys. The answer lies in the correct wire. Luckily I had some, bought from some surplus shop years ago. It is a PTFE insulated silver plated wire that is very thin (0.85mm), strong and ultra-flexible, this is an area for a bit of trial and error, but a local equivalent is something like 118-3978 from Element-14 The problem being that it’s only in 25M rolls for about \$40, but that is a lot of foam bows. These wires are 28awg and are continuously rated at 3 Amps, which is plenty as I have found the optimum current for most foams is around 2 to 2.5 Amps.

Then there is a power supply, each to his own with old battery chargers, etc, etc, I have a quite hefty one nicknamed MOPS (Mutha of all Power Supplies) It’s a filament supply for some old ground radio transmitter, Her Majesty declared it surplus to requirements in Feb 1953, and I acquired it from some grubby old surplus cave in the UK It can supply 55 volts at 7.5 amps all day long while remaining as cold as Helen Clarks demeanour when she heard of the intent to axe Radio NZ !



A. One of the general setup. Note the wood insulator insert at one end of the alloy tube.

B. One of the swinging arm with cork tile offcuts and the handy Bunnings paper tape measure stuck on for calculating tapers.



C. A close-up of the two centre pulleys with the pulling/power wires.

D. One of the small copper clips that attach the power/pulling wire to the cutting wire.

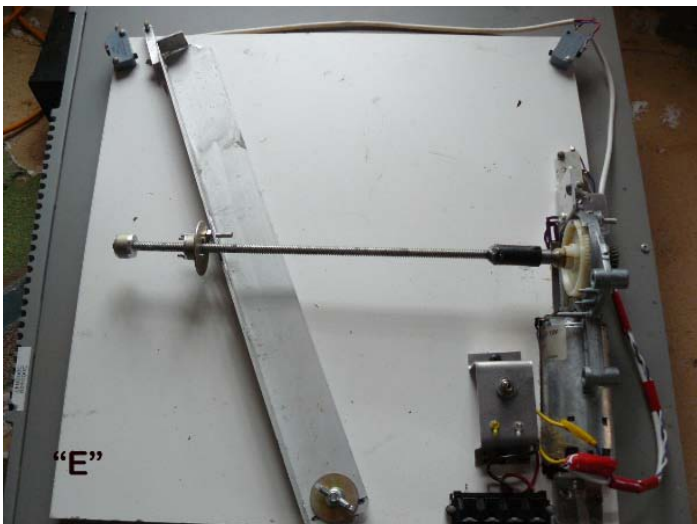
E. A view of the experimental 12 volt power feed mechanism, powerful and interesting. But a sledgehammer to crack a fairly small nut.

& The date scones. !.. Art Last !!



Some references for foam cutting bow design and fabrication

RC Soaring Digest, Nov 2008 / RCM&E Oct 2012. / Radio Modeller A 3 part series in Sept, Oct, Nov 1984 / Model Aviation. June 1997 and Jan 1979 / Radio Control Modeller. Nov 1974 and Sept 1986 / Model Aviation News July 1993 / Model Builder June 1989 / RC Report, Oct 1991 / Northeast Sailplane Products catalog and brochure (Don't know how I come by this, but it's dated 1992) / RC Sailplane Technical Journal Mar/Apr 1994 / There's a lot of good info at http://www.charlesriverrc.org/articles_foam_vac.htm Be aware that many of these magazines are now defunct and some of the links are "404 missing". But a search on "home made foam cutting guide" will also show more, some good and some poor.



Barry Lennox May 2020.

Feature article.

Coy Lady

This model is my RC version of the very good control line stunt model designed and built by R.E. Brown, in 1959. He competed with it in the UK Nationals that year and placed second. Fellow competitors voted it model of the championship for its flight appearance and aerobatic prowess. It weighed in light at 1.2kg and was powered by a McCoy 35 Glow.



My model uses an expanded version of the CL wing. Both wing halves are identical and have deeper ailerons (flaps on the CL model). It has a larger vertical stabiliser and rudder to enable extreme manoeuvres and authority for knife edge flying.

The fuselage is widened by 6mm to accommodate motor mounting and easier battery access. Air ducts through the sides of the cowling provide additional cooling to ESC and battery. It has been deepened to provide additional strength and to enhance edge flying. Also, 60mm was added to its length between the wing and horizontal stabiliser, for greater lateral stability.

The horizontal stabiliser dimensions are similar to the CL model. Elevator is larger and designed with counterweighted tips. 1.5mm ply is used to stiffen and strengthen the elevator leading edge, where it passes through the fuselage. It's also used to stiffen the adjacent areas from LE to trailing edge (clearance areas to rudder), and the mounting points for counterweight tips.

Specs: Wingspan: 1430mm / Fuselage: 1120mm / Motor: Turnigy G46 670KV / ESC: Beatles 80A Battery – Turnigy 5S High Discharge 5000mah 35C. / Prop – Turnigy Wooden 12x8 Ultra Lite Scimitar
Model weight: 1.7kg / All up weight: 2.3kg

Performance: 12x8 Wooden 76A and 1533W (2.05 hp). 10min flights doing normal aerobatics.
14x10 Wooden 105A and 2026W (2.72 hp) ? flight time(not tested yet).

The maiden: This was done in moderate wind conditions. COG was set at recommended position for the CL version, rear edge of main spar area adjacent to the fuselage. Take off at middle rate went smoothly, with plane climbing out and needing minimal trimming to ailerons. The rudder and elevator were fine. Plane was then put through moderate aerobatics, and it felt and looked great. I then switched to high rates and stuck it into a climb. Wow, this thing's a rocket!!

While completing the top of a horizontal figure 8, the canopy/battery cover departed company. It fluttered down from 300ft and no damage was sustained. I immediately landed it. As the plane touched down, the

2" wheels struck a depression on the surface, and the assembly detached from the fuselage. No damage was done to the underneath, nor did the wooden prop get broken. A very fortunate outcome.



Summary: This was an excellent maiden, proving the 3 year design/build to be worth the pain. A redesign of the undercarriage mounting point and fitting 2.75" wheels has fixed the inaugural landing drama. The battery cover magnets aren't strong enough, so an additional sliding latch has been fitted. All is now well in that area too. The motor, battery and prop combo provide good low speed control, with ample authority in climbs. Even at half throttle, aerobatic shapes remain constant throughout the entire manoeuvre. After around 30 flights, I find COG position is relatively forgiving. I have settled for the CL position. This is my "Go To" aerobatic model now. She's not so coy, really! Appearance was very white, prior to signwriting.



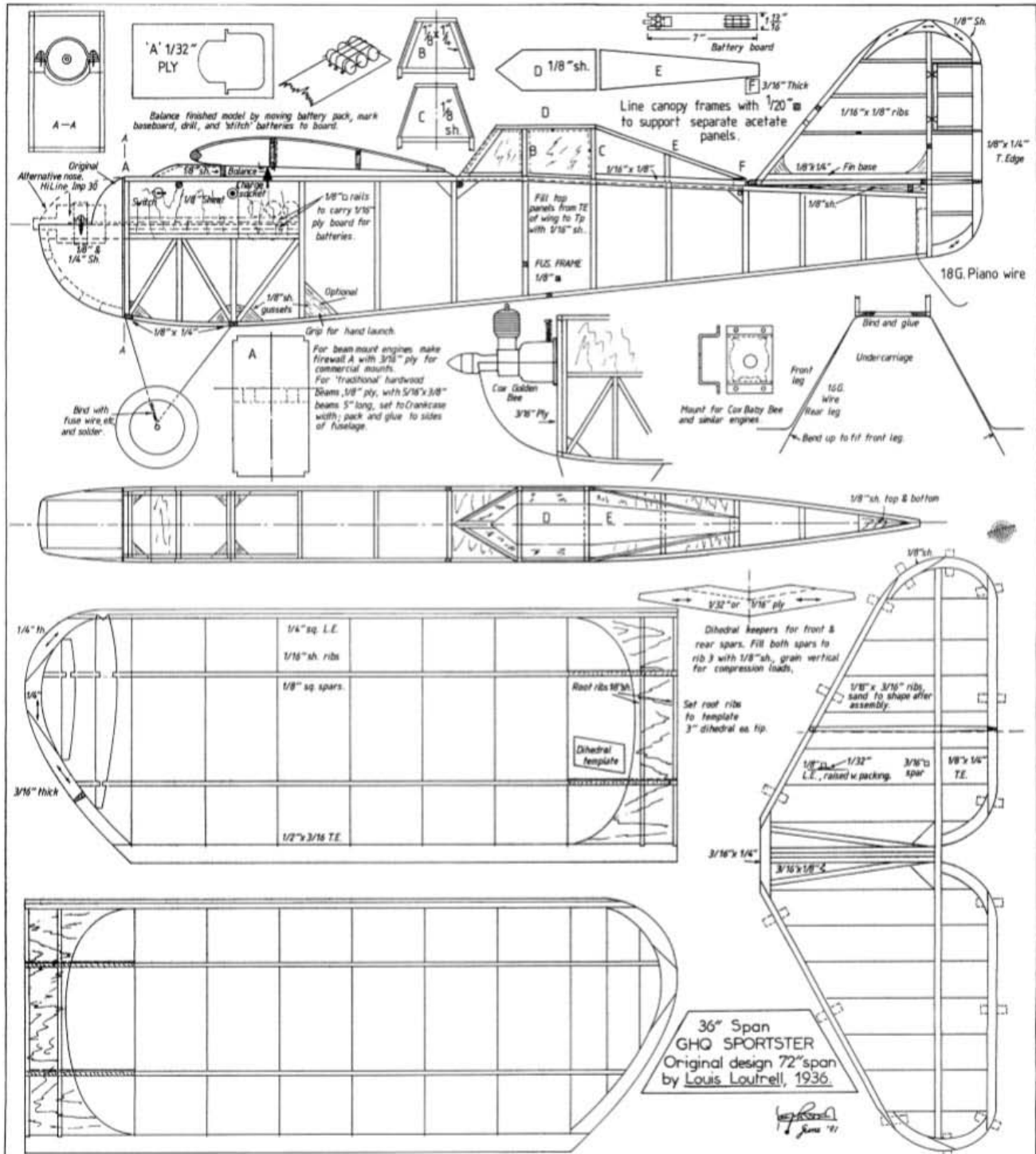
One of the few fabrication pics. **Ian Grant.** MFHB.

VINTAGE FEATURE ARTICLE

*Some members will remember **Bernard Scott** who was a long time member of the Hawkes Bay Radio Flyers who built and flew across most disciplines from free flight to radio control and power. **Bernard** was an active and enthusiastic member serving on committee and a long time editor of our club newsletter "Propwash". He now lives in Hamilton and flies with the Hamilton MAC and I still have frequent contact with him through the Vintage SIG*

committee where he is the Editor of the Vintage SIG newsletter AVANZ. His first love within the Vintage SIG is Free Flight, and there is now a provision to incorporate Electric power as opposed to IC power. To this end, **Bernard** has just completed the build of the **SPORTSTER** and has kindly forwarded this article about the build, the model and the electric power system, I commend this interesting read to you.

SPORTSTER a 1936 design for Vintage Free Flight Precision

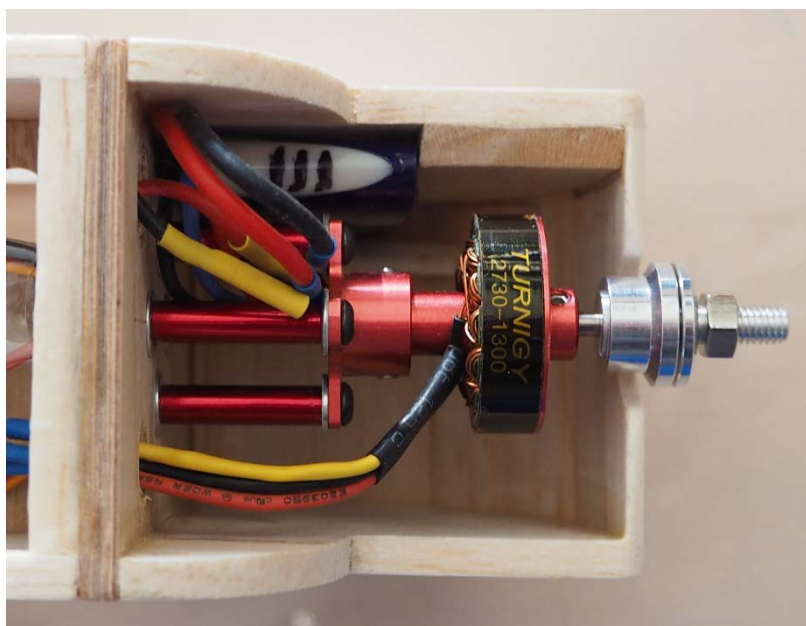


The obvious question is "Why would you build that?" Maybe the virus got to me. I've been building Vintage models for a time, and it has always been the good looking designs that get chosen. In the interests of maintaining an impartial approach, giving the underdog a fair swing of the pick, and several other platitudes, it seemed magnanimous to choose a truly ugly design to help balance the books. Also, this ugly bugger was

about as old as power models get, 1936. That means that in the Vintage Free Flight Precision event it gets an age bonus of 14 seconds per flight, making maxing out on every flight an un-*Sportster*-like certainty - hooray for the Age Bonus and all who support her magnificent inequity!

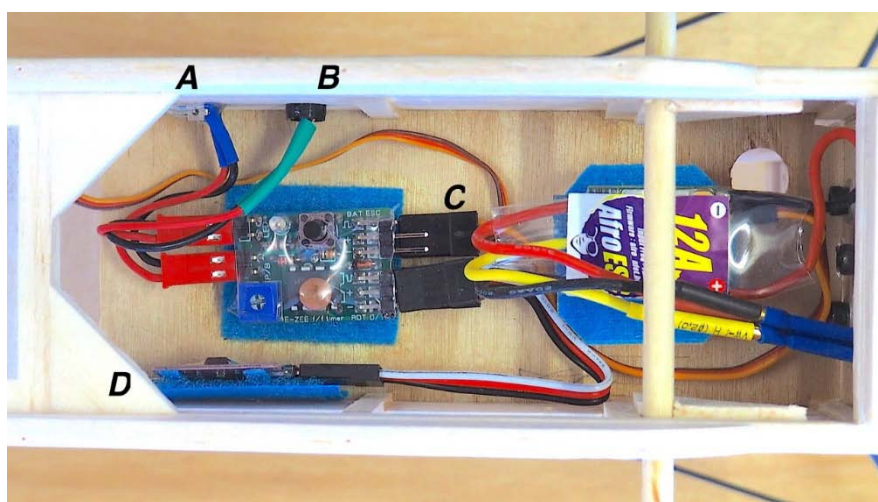
The rules of VFFP can be read on the MFNZ web page under the Vintage SIG section, but the important bit is ... *There are 3 flights, each with a target of 90 seconds. Flights are scored at one point per second with one point deducted for every second over 90. Bonus points are added to each adjusted flight score up to the maximum of 90 points.* So, the *Sportster* gets a margin of 14 seconds each side of the 90 seconds target – anywhere between 76 seconds and 104 seconds will count as a maximum – stand and raise another toast to the Age Bonus, please.

I already have a reliable model for VFFP, a 1937 *Shadow*, so the *Sportster* had to have another challenge - it would be electric, something allowed but never seen in VFFP. I had tried this a few years ago by electrifying another *Shadow*, but it turned out overweight, underpowered and not a joy to fly. Fitting all the electrics into the *Sportster* was more complicated than simply bolting an engine onto the firewall. The motor chosen was a simple HK item that was already in a drawer, a Turnigy 2730-1300 which was to be mated with a 9x4.7 slowly propellor. Being diminutive, it needed some stand-offs to ensure the nose moment was not altered.



Looking into the fuselage, the motor controller is on the left. It is an E-ZEE Timer which is cheap and has a benefit not found on all controllers - maximum motor speed can be limited using the blue potentiometer

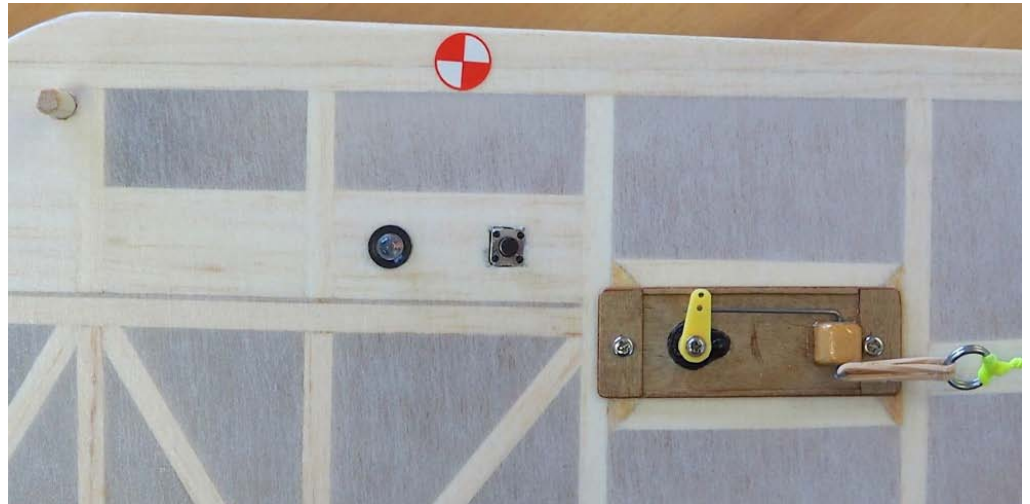
at the bottom left of the unit. Other programmable functions include motor run time, ramp-up and ramp-down periods, and dethermaliser (DT) time. All pretty clever for something that weighs just 4g and costs less than a Thai takeaway. All programming is done with a single push-button and an LED which takes a bit of getting used to but once mastered it can be done quickly and easily on the field. I fitted a remote



push-button and LED (A and B) so that the controller did not have to be exposed. Plug C heads off to the DT servo while D is a receiver for a remote DT.

Length of flight in the VFFP event can be terminated by DT only after 160 seconds otherwise a zero score is recorded. The E-ZEE timer will be set to 170 seconds and will be the usual DT method. As the aim is a 90 second flight, it will be rarely needed. A belt-and-braces remote DT is also fitted because, well, the controller has a facility for it, I had one, and the real reason - if the flight turns to custard it is better to get it down for a zero score than lose the model.

Programming button and LED with DT servo. Note the CG – sometimes it's hard to get a model to balance at the correct point, but with these stickers it is easy. Just find where it balances and apply a sticker to get the CG spot on !

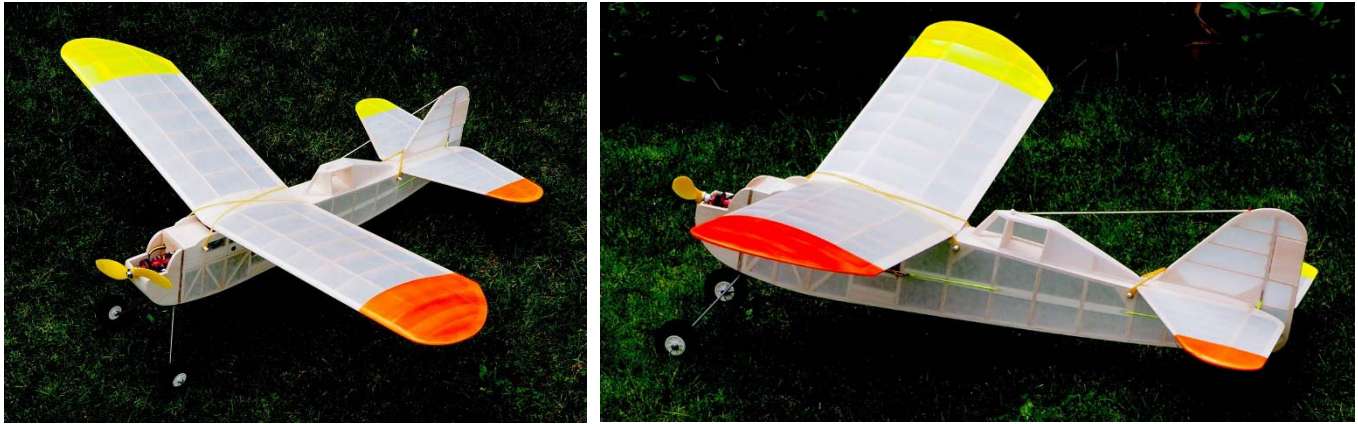


So, here she is



Fast forward 48 hours

Before building a Vintage model, it is my practice to assemble documentation on the design. This enables the authenticity of the model to be demonstrated at contests and guarantees the allocation of the appropriate Age Bonus - *Praise be, may her house be filled with sons*. For some reason, maybe the virus again, I did not gather documentation before building the *Sportster*.



Woe!! The plan for the half-sized *Sportster* proved to be accurate when matched to the 1936 original - except for the wing rib. Instead of two large bottom wing spars, the miniature's plan showed two pairs of smaller spars, the upper front one of which is at the wing surface, touching the covering. This is outside the rule prohibiting "Additional spars that touch the top covering in the front third of the airfoil".

The redrawn top front spar is at 28% of chord, less than one third of the chord, so the wing is illegal for contests. The solution will be to remove the top covering, extract the top spar and replace it with another that is located deep enough down the rib that it does not touch the wing surface after recovering.

All this might seem a bit over the top to non-Vintage fliers, but it does serve as a warning to check that the plan to used is an exact replica of the original design as no alterations to outlines or airfoil are permitted in Vintage.

Bernard Scott

9th May 2020.

Editor's note. The Free Flight Vintage rules that Bernard refers to state;

6.1.7 Modification of Design and Construction The following aspects of **reasonable fidelity** to the original design are required: a. Proportions of whole design b. Wing and tail surface outlines c. Fuselage shape d. Dihedral angles e. Moments f. Airfoil sections. The following modifications are allowed: a. Fitting of a dethermaliser (DT) b. Minor changes to the thrust line c. Wing in more than one piece d. Removable tail surfaces, undercarriage, and other parts e. Strengthening of structure f. Lightening of structure g. Sheeting of wing and tailplane centre sections. **The following modifications are not allowed:** a. Additional spars that touch the top covering in the front third of the airfoil b. Additional sheeting on the front third of the airfoil top surface.

Similar rules apply to the RC Vintage SIG with regard to authentication of competition models. Ed..

Vintage Report. MFHB

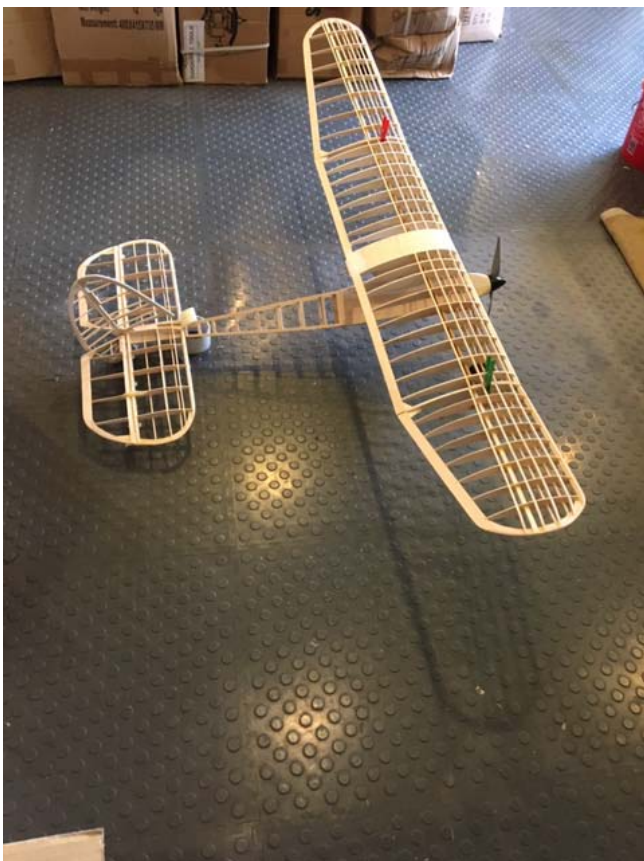
Interest in the vintage movement at MFHB continues to grow by the day as more members realize the joys of building and flying models from the past eras, with several using this lockdown period to enjoy and further their building skills.

NDC. Needless to say this has been in abeyance, but now at level 2, the competition is available again. The two vintage comps available for May are/were RC Vintage Open Texaco and RC Scale Texaco, the former only flyable at Awatoto being an IC comp and the latter, I think I'm the only one with a qualifying scale aircraft, my Aeronca C3 Cub, so that's basically a gone one. **In June** after the D/S closure we have **RC Vintage Precision** and **RC Vintage E Duration**, for which we have a number of qualifying aircraft in each event so refer to the rules, get some practice, and we'll put out a call to those who can fly when the time is suitable and the forecast good.

A reminder for your reference, the **Radio Control Vintage Rules...** down loadable from the MFNZ web site.

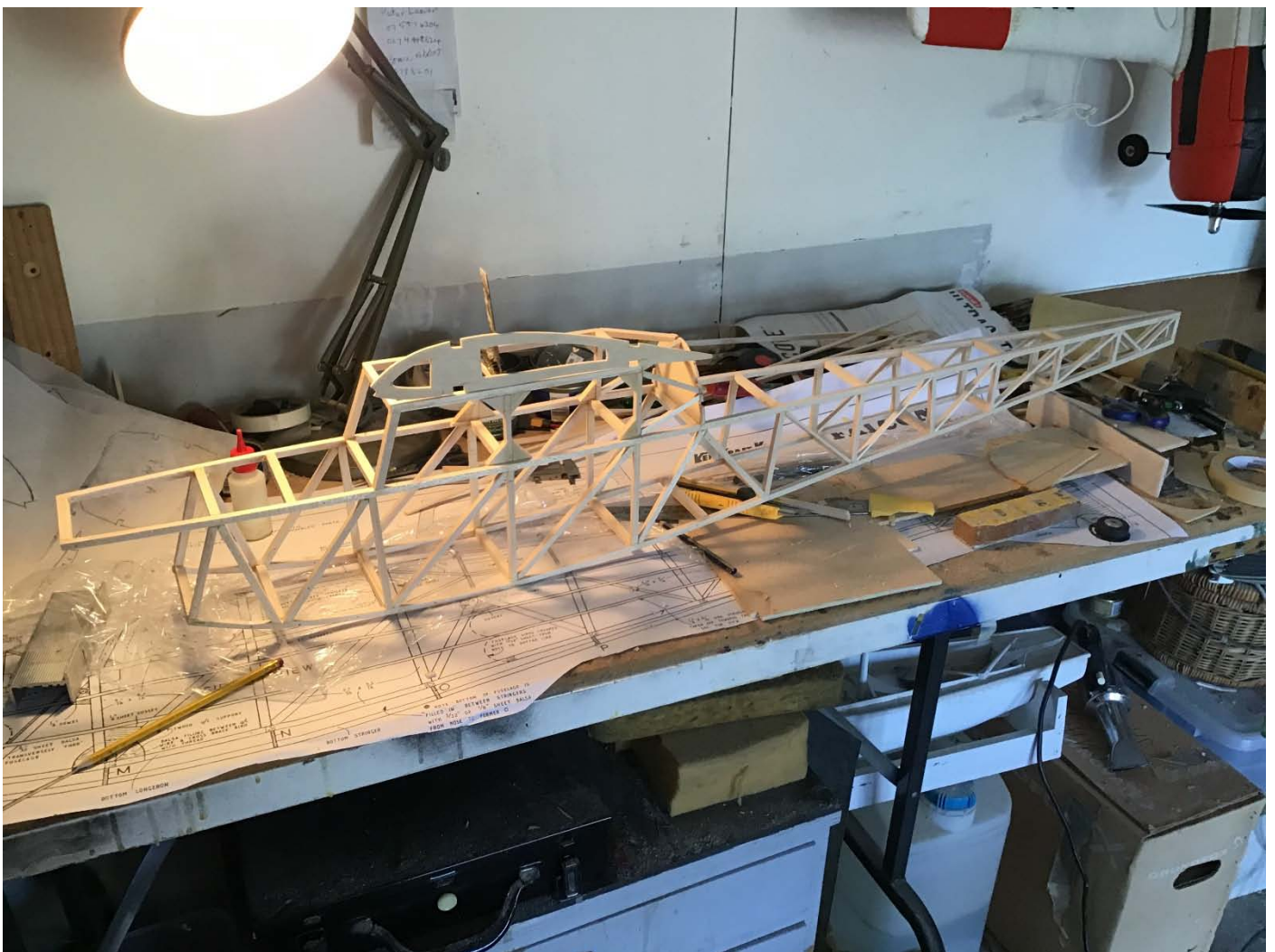
sections 1 through to 5 inclusive... <https://www.modelflyingnz.org/docs/comprules/S04-Vintage.pdf>

Gavin Shute is making progress with his Lanzo bomber build, this one 30% smaller than the 96 inch model giving it a 67 inch wingspan. Just about at the covering stage.





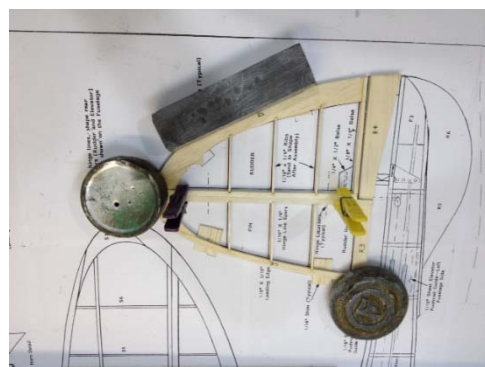
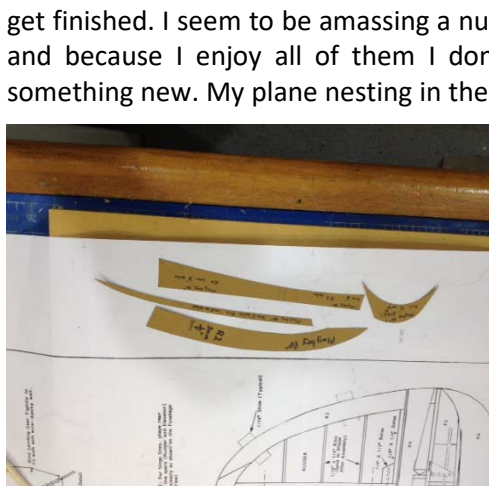
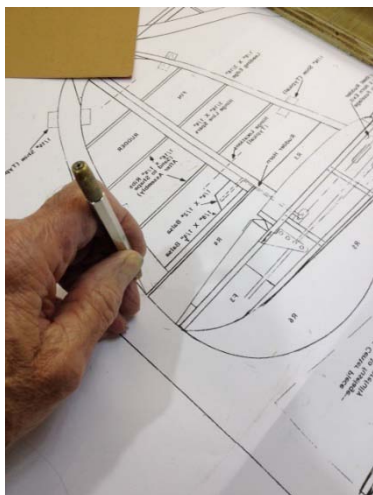
Barry Price has made a start on his Falcon and writes from his bubble;



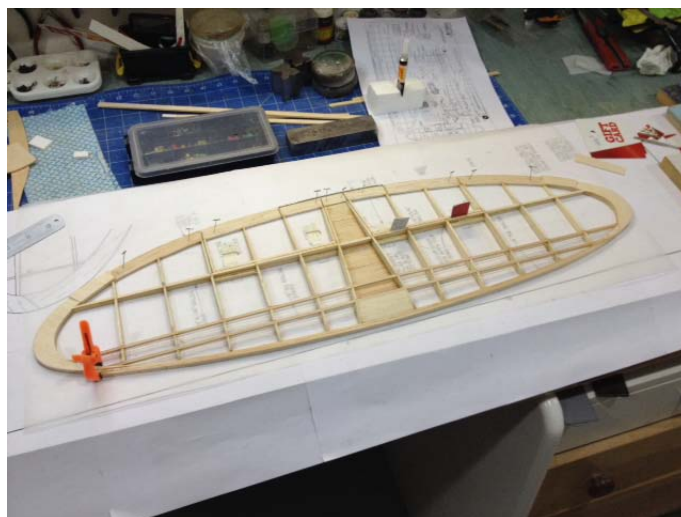
This is the build to date. I've have had to laminate a lot of the stringers etc but hopefully balsa wood will turn up today or tomorrow. As you said it is not an easy build. I have traced all of the components including the rib template and have lightened it by cutting the centres out. There is certainly a lot of wood in this plan but after the Gollywock I have learnt to lighten things considerably. Regards, **Barry Price**.

Anthony Hales, a recent convert to our Vintage SIG is enjoying his first build and writes..

Hello Barrie. It took a while but I've finished painting the car and other chores and as you can see have now made a start on my Playboy, pictures attached, I'm not rushing to get it finished however as I have other things I want to



weeks.



Danny went for a walk and found the wing and tail section and asked some golfers near by and they said the green keeper had found it and he recovered it from the shed for me. The plane is wrecked of course but all the electronics are fine, even the battery although a bit puffed up recharged, I did have to give it a nudge with a Hi-Mh charge as was completely exhausted but it charged ok so I put all the servos and ESC into the receiver and everything was working fine. I did remove the undamaged prop first of course! (**Well done that man Ed. !!**) Looking forward to getting back to the field, I really want that wings badge now. Have been using my simulator but it's not the same. What is the best covering film to use on the Playboy, I've considered tissue but I like the look of the coloured transparent materials, is there a requirement to meet the rules. Hope to see you at the field before too long.
Anthony.

"Thanks Anthony, that's looking great, nothing like a stick and tissue build to gladden the heart. Ed."

Barrie Russell reports on the Flying Minutes. Construction now complete and all covered, just awaiting the delivery of the Cobra motor from the States so I can sort out the mounting. The build has been an enjoyable and challenging experience though flying wise I doubt that it will be super competitive as it's a bit heavier than hoped. I was aiming for a wing loading close to 4oz sq ft but think I will finish up nearer to 5 oz. Will just need to find some bigger thermals to activate those high aspect ratio wings !

Learning to use the Polyspan covering, a UK polyester tissue has been a learning experience in itself which I like, but next time will be on a flat slab sided fuselage and not a round and tapered one ! Must say I'm looking forward to flying it and seeing just how it will perform like. **Ed.**



And last but not least, **Russ Nimmo** continues to make good progress with his playboy down in his Poukawa shed. He reports, Hi Barrie, Waiting for wheels, servos, ESC and some covering, Trust you and yours are well. Kind regards, **Russ.**

*Nice one **Russ**, As my Mother always said, what a pity to cover up all the beautiful workmanship, **Ed.***

We'll look forward to reinstating our regular Vintage Thursday morning sessions as soon as the field opens again, so try and keep Thursday 11th free, weather permitting and we can again enjoy the fruits of our labours over the lockdown. See you at Awatoto Field.

We may try and have a few flying sessions at the Black Bridge site during D/S if we get some good days, so will endeavour to have a ring around those likely Vintagers and we can meet at the entry gate. If you're interested, give me a call.



Happy building and we'll see you at the field. **Barrie Russell.**

Wots on the Web.

From Rob Lockyer a video clip from Auckland airport of a low level pass from the French Airforce Airbus A400M four-engine turboprop.

<https://www.stuff.co.nz/travel/300008726/watch-french-air-force-planes-low-altitude-airshow-at-auckland-airport?cid=app-android>

This contribution from Bill Roydhouse from the top of the world....

World's Biggest RC Turbine Jet



This amazing 1/3-scale Albatros is almost 15 feet long

<https://www.modelairplanenews.com/amazing-l-39-albatros-worlds-largest-turbine-powered-jet/>

**Blue
Angels**

and Thunderbirds Fly Together

Video of rare joint flyover for essential workers fighting COVID 19

<https://www.modelairplanenews.com/blue-angels-thunderbirds-fly-together/>



A CLOSING SMILE.

A doctor can't find a job in a hospital in the US, so he opens his own clinic and puts a sign up outside. "GET TREATMENT FOR \$20 -- IF NOT CURED GET \$100 BACK ". A lawyer thinks this is a great opportunity to earn \$100 and goes to the clinic.

Lawyer " I have lost my sense of taste"

Doctor " Nurse, bring me medicine from box 22 and put three drops in the patients mouth."

Lawyer " Ugh , this is kerosene"

Doctor " Congratulations, your sense of taste is restored, Pay me \$20" The annoyed lawyer goes back after a few days to recover his money

Lawyer " I've lost my memory, I cannot remember anything"

Doctor " Nurse, bring me box 22 and put three drops in the patients mouth"

Lawyer " (annoyed) This is kerosene, you gave me this last time for restoring my taste"

Doctor " Congratulations again, you've got your memory back. Pay me \$20"

The fuming layer pays him and then comes back a week later determined to get his \$100.

Lawyer " My eyesight has become very weak I can't see at all"

Doctor " Well, I don't have any medicine for that, so take this \$100.

Lawyer staring at the note " But this is a \$20 note, not \$100 !"

Doctor " Congratulations, your eyesight has been restored, give me \$20.00 !!

In closing, may we remind all of how important Social Distancing remains, and just like our committee members, we hope that you will all do your bit and follow the guidelines....

Peter Meredith Fan Club

How to give suppository using good social distancing method



Head-nurse Kratchit demonstrates the latest technique in touchless suppository administration.

There ya go, that didn't hurt a bit did it, well not as much as we all thought it might. So that's it from Me and Goodnight from Him, and let's hope we can return to some form of normality once we get to the end of the Duck shooting closure. Just to remind you again, here's the deal for the next few weeks.

The field will be closed from Monday the 18th May and will remain closed until Monday June 8th at 9:00am.

A new lock will be put on so you will be unable to get onto the field.

After this period the field CANNOT be used before 9:00 am or after 4:00pm for the next 3 weeks

The Black Bridge site will remain available for use by Gliders, Vintage and park flyer sized electrics.

A very big thank you to all those who have got into the “Club Spirit” and contributed, your efforts have been heart warming. I just wished to be able to provide the glue and the incentive to bring us all together at this difficult time and hopefully in the knowledge that our great Hobby / Sport has helped provide some balm to sooth the fevered brows. It will be a seriously difficult time for some and as the lady says, “Be kind”.

Don't forget we're not out of the woods just yet, so please keep the copy and pictures and anything else flowing to my email address barrierussell@xtra.co.nz and I'm happy to stir the pot a little longer.

Ed. S.A.S.O.U.L.N.E.

MFHB May 2020.

Ps.

A Foot note....

Following my rather unsuccessful attempt to get member participation in the “Gong” competition, I had it in mind to hold a guess the caption competition. Especially after this worrisome image appeared anonymously in my in box under the heading of



“A Chip off the old block “



Somehow, I thought

“ Oh Dear”

Might be more appropriate. What say all of you ? **Ed. TTFNQ**
