

Model Flying Hawkes Bay



Club Newsletter – issue # 115 JUNE 2020

From the Editor,

Greetings All, Welcome back to the real world, where nothing seems to have changed much since we were last here ! I guess the financial and social impacts are still to rear their heads, let's hope their effects are minimal. For many, a hobby such as ours has been a godsend and now we can return to Awatoto Field and enjoy the fruits of our labours.

*Our Committee was able to meet for the first time this week and a date has been set for the **AGM 22nd July**. Please give this your earnest attention.*

*We have a busy newsletter for you this month, not a lot of field activity obviously but plenty going on in the background and significant support from modellers both home and abroad. I hope it makes for interesting reading and you find time to absorb it all. Newsletter editors so often live in a vacuum, and without feedback it is difficult to gauge success and the requirements of members. Your comments and contributions are vital to our success and a great big Thank You to all those who are already making the effort, long may you continue. I look forward to hearing from the rest of you, we need your cooperation for this publication to be a success. **Ed.***

Contents.....	Pages
Opening / Editor / Prez Sez / Notices	1 - 2
Committee Notes	3
Club Activity	5-7
Around the Building Boards	8 - 13
Lockdown Recipe	14
Members Profiles	16 - 17
A Letter from Britain	18 - 23
Vintage Report	24 - 31
Soaring Report	32 - 33
½ A Texaco Feature Article / B Scott	34 - 37
Some Helpful Hints	38 - 40
Nostalgia Files	41 - 43
And A Closing Smile -----	44-45

CONTRIBUTORS to this ISSUE #115.

Peter Scott / Brett Robinson / Jerry Chisum / Chris Wong. / Harvey Stiver / Rob Lockyer / Danny Young / Anthony Hale / Lance Hickey / Kevin Botherway / Bernard Scott / Peter Duncan / Neville Fargher / Russell Nimmo / Barry Price / & Others .

Up Coming Events June 2020	
AGM	Wednesday 22 nd July 7.00pm
NDC	Vintage; E/Duration & E/Precision
NDC	Soaring; ALES Radian Class P
Tuesdays	"SHED MORNING"
Thursdays	"Vintage Mornings"

PREZ SEZ

June 2020



Greetings All,

Finally we were able to get back on the Awatoto field, and what a fantastic day presented itself, a little cool first thing but it improved as the day went on. We are still however on restricted time until the end of duck shooting, that will not affect most of us as in the morning the restriction is too early to affect us (we are still in bed or getting the joints working) and in the afternoon it's getting a bit cool for us to be out.

Absolutely fantastic to have the younger members of the community pitching to try or enjoy our hobby/sport, they are the future, along with them there is a steady influx of senior members.

*I have asked on a couple of occasions asked for input on what you want in regard to the Clubs activities. The response **HAS BEEN HUGE**, we have received ONE written response from Barrie Russell, the committee discussed this at length at our last meeting. Barrie suggested Theme days, competitions (e.g. landing etc) Radian competitions, Club nights, bring and buy and also barbecues.*

The committee 100% agrees the barbecues are good for the Club and encourages members to come out even though they may not be flying, Barry Kerr put his hand up to organize these starting with them on the second Sunday of the month, so if you can put your hand up to help, Barry K would love to hear from you. As you know we have strong Gliding and Vintage groups within the Club, these are actively driven by Kevin B and Barrie R respectively, without these passionate individuals driving them they would not be happening.

If you want a scale flying session or a Radian competition or any sort of special interest group the committee is in favour of accommodating such events, BUT somebody from the group needs to take ownership of it and get it organized. The same applies to Club nights, we are happy to present them, but we need to know what you want as a topic, ideas please.

If you just want to come along to Club days have 2 or 3 flights and go home, TELL US so we know what you want from the Club.

We now have a new MOU (Memorandum of Understanding) with the Napier Tower and Airways to operate in controlled airspace, under this agreement we have an obligation under CAA Part 101 to maintain observation for full size aircraft and vacate the airspace should the need arise. This is a privilege given to us, please abide by the rules so the privilege remains.

The Club's AGM is on Wednesday the 22nd July 2020 7pm at the National Service Club, in Hastings. The link to Nomination forms should be in this Newsletter, don't be shy to fill one out if you think you can add value to the Club, we would welcome you. Please make every effort to attend this Meeting.

Look forward to uninterrupted flying from here on in.

Lance Hickey - President

Notice is hereby given that the 2020 Annual General Meeting of Model Flying Hawkes Bay Inc. will be held on : **Wednesday 22nd July 2020 at 7:00pm at:**
The National Service Club
8 Market Street North Hastings



Agenda.

- Welcome
- Apologies
- Reading of the Minutes from the previous AGM.
- Matters Arising
- Club Officer's reports
 - Election of Officers; Note: At each AGM the members of the management committee shall retire but are eligible for re-election. If you feel you wish to give something back to your club, please download and complete the Nomination Form via the link below and send it to the Club Secretary no later than seven (7) days prior to the AGM.
- General Business

All members welcome. Brett Robinson. Secretary.

A Nomination form can be downloaded (PDF Format) - [HERE](#)

COMMITTEE NOTES . June 2020



Notes from the Committee Meeting of "Model Flying Hawkes Bay Inc." Held at the club shed, Waitangi Rd Awatoto on Tuesday 9th June 2020 The meeting started at 7:00 pm.

Members present: Lance Hickey, Brett Robinson, Robert Lockyer, John Sutherland, Phil Sharp, John Williams, Mike Shears, Joe Wurts, Marty Hughes and Barry Kerr.

Apologies: Grant Fulton, Stuart Sturge.

Minutes of the meeting held on Tuesday 10th March 2020 were taken as read.

Correspondence: Dealt mainly with membership enquiry, applications and resignation of Gary Palmer who has left the district and returned his gate key.

Treasurers Report:

Treasurer already sent out financial reports for March/April/May plus subscriptions paid/unpaid on 6th June to the full committee. He advised that most of the subs had come in and monies now sent to MFNZ. He also had MFNZ Membership Cards to hand out with the balance going to the Secretary to mail out.

He noted there were two non-payers that due to current issues now had their membership placed 'on hold'.

He advised that the accounts had now been sent to the reviewer and we should have these back in about three week's time.

Moved that all three months accounts as tabled be approved: Moved L. Hickey. Seconded Phil Sharp. All at the meeting were in favour – carried.

New Members – Shaun Andrews and Grant McDonald

It was moved by Lance. Seconded by Robert. That the above named be approved and welcomed into the club.

Club Captains Report:

Mike noted that, of course, not much had been happening of late during the Lockdown.

He did note that the Duck Hunters had now put their own lock on the entrance gate and there were some issues regarding that. He and Phil Sharp both suggested that chain be sourced to solve the problem. This is to be done.

He asked if he could purchase another 10L paid of white line paint to re-do the field lines. This was approved.

Wings Badges – he advised that he was no longer concerned about the club members who had not obtained a Wings Badge but noted that the new members coming through were coming along well with their training.

Field Officers Report:

Phil again advised that there was not a lot to report.

It was agreed by all that the field is indeed looking good and he wished to thank those that had maintained the field during the lockdown period.

He advised that the tractor is still running well.

It was mentioned that the shelter shade winders needed maintenance or replacement. Robert suggested that he purchase two new ones, with Phil to refurbish the other two. It was Moved: Robert Lockyer Seconded: Lance Hickey that this be done.

Brett queried some e-mails he had seen regarding a shelter Notice Board. Phil advised this was something Barrie Russell had suggested and that he was quite happy to fabricate one. There was some discussion on this and it was suggested Phil come back with a costing for a notice board and fixtures and that it then is discussed at the next committee meeting.

It was also noted that the rust on the shelter possibly need looking at before a notice board.

General Business:

- Airways MOU. Lance has already sent a copy of this out and he advised that the document is now signed by Both parties involved.
He mentioned that the first draft back from the Airways Legal Section stipulated that MFHB had to contact the tower by phone when commencing and ending All operations at Awatoto. He then wrote back to them indicating that this arrangement was simply not workable. They then responded with the following changes; Non Expiry Date for the agreement. / Ensure an 'observer' be present at all times to check the surrounding airspace is clear of manned aircraft at all times. There was some discussion on the wording and meaning of 'observer'.
It was also queried if the Napier Tower was going to continue to be manned in future? Noted that the Airways are currently investigating NZ wide tower staffing over the next twelve months, before a final decision is made.
- Awatoto/Black Bridge flying sites Right to Occupy agreement with the HBRC.
Lance advised that he contacted the HBRC and after a good deal of investigation, he now has a contact there regarding this matter.
He has sent the documents to the HBRC contact noting that the Awatoto agreement has a non expiry period. He is hopeful that he will have agreement for both sites in place by the next committee meeting.
- **AGM** – Date to be **22nd July 2020**. To be held at the National Services Club Hastings. Secretary to arrange venue booking through Ray McPeake.
Committee:
The Constitution states that the management committee shall consist of the President, Secretary, Treasurer, Club Captain, and at least three committee members to a limit of five committee members.
Nominations received on the night or with the Secretary as follows:
President - Lance Hickey nominated to continue.
Secretary – Barry Kerr nominated as Brett to step down
Treasurer – Robert Lockyer nominated to stay on as Treasurer.
Club Captain – Mike Shears nominated to continue.
Field Officer – Phil Sharp nominated to continue.
Committeemen: Marty Hughes and Joe Wurts to continue. Russell Nimmo nominated.
Newsletter – Barrie Russell to take over as Brett to step down.
Website Administration – Hayden Purdy nominated as Brett will step down.
- Club Activity
There was considerable discussion on all the points raised in Barrie's letter which was received in response to President Lance calling for suggestions from club members. Lance to outline ideas to members.

The Meeting closed at 8:20pm, thanks to all for their attendance.

CLUB ACTIVITY. June 2020



Up till now, not a lot of activity but hopefully that is all going to change now that the lockdown is eased and the duck shooting closure ends with the field opening on Monday 8th June. Black Bridge Field, Haumoana has offered some solace to those who have ventured down there, being used by the soaring guys and more recently some of our Vintage group. **Saturday 30th May** was the last opportunity to fly the May NDC Radian ALES 123 competition so Brett and I spent the morning there and posted some scores. Very calm flat conditions but at least we got some scores on



the board for ourselves and the club in the National NDC .

I endeavoured to fly a Vintage Scale Texaco NDC event, but with the two cell battery allowance and the rough field surface I couldn't get off the ground and a hand launch wasn't on ! Then put a three cell battery in and at least had a fun flight. Then nearly disaster and another lesson learnt. I have two differing battery plugs leading to the motor for different sized batteries and another plug for the small 180mah 2 cell receiver battery. Inadvertently (Old Age syndrome !?!) I plugged both batteries into the motor side, so my small 7.4 volt receiver battery got a very fast 11.4 volt charge, and needless to say, all the smoke came out. Luckily the battery smoked but didn't catch fire... Lesson learned, watch what you're doing when playing with batteries and electrics ! **Mr Fugly** survived unscathed !

Tuesday 9th May, Level 1 and back on Awatoto Field, fabulous conditions and a small turnout, starting at the shed with **Bill Roydhouse** on the simulator bleating that he hadn't brought a plane to fly ! **Russ Nimmo** arrived with his nearly completed Vintage Playboy project wanting a little advice on the wing covering and finishing. What a nice job he is making of that build, should be a lovely flyer. Good to see **Jim Burke** back on his Cessna build in the shed looking spritely after having a new hip replacement job done. Then down to the field for some Radian flying with **Stan and Mark and Barrie**. Where were all the other players, still locked up ??

Jerry Chisum arrived with his new Miles Sparrow Hawk and Stan did the honours of test flying it, just a little bit of in air tuning and it flew very nicely. **Jerry** reported later....

Hi Barrie. Had a few good flights today, glad we had a test pilot to do the first flight on the Sparrowhawk. I've only done two landings on it now but both worked out Ok including the dead stick. I flew the Cub first but it's the ground-looping-est beast I've ever encountered. I think it is the scale gear location- way ahead of the C.G.



The Miles Sparrowhawk, powered by an Evolution 61 two-stroke methanol guzzling motor.

**** SUNDAY 14TH JUNE --- POST LOCKDOWN --- LEVEL ONE --- ****



We're back at Awatoto Field. At last some normality returns and what a great normal day it was too. Good turnout, plenty of flying and the most notable feature was we had four juniors on the flightline. Two becoming adept pilots, **Dominic Clarke** and **Josh Pyott**, and two new youngsters **Ashton Clark** introduced by **Bill Roydhouse** and another young lad (I didn't catch up with) who **Marty Hughes** was looking after. Great news for the future of the club and aeromodelling. The conditions were perfect sunny and hardly a breeze and good to see a significant number of training flights being made in between the general sport flying. **Blair Jepson's** piloting skills are growing with only his third session today on his SIG Senior trainer. Great to see the **Clarke** family flying together, three generations, grandfather

John, son Kim and grandson Dominic.



Above, **Ashton Clark** with his newly acquired T.28 Trojan (ex-Tony Smith) and **Bill Roydhouse's** Timber which he has been getting some dual on.



Dominic has been foam board building, and his Number 7 above was a great performer, until it shed something ???

Marty Hughes thoroughly enjoyed himself drilling holes in the sky with his P-47. And last but not least, I had one of my rebuilt Radians (New Fuselage) out for some testing. It performs well, but more on that later after a bit more experimenting and testing. If you have any Radian spare parts, especially wings, put them aside and please give me a call. Salvation is at hand, watch this space. **It was an all round good first day back on the club field. Ed.**





Brett is become well recognised as our resident artist, having just completed painting these twin pilots for **Stu Sturge** for his latest creation his T-34 Mentor. The pilots are 3-D printed by a modeller in New Plymouth to whatever size required, ask Stu about them if you want some. (and then speak nicely to

Brett if you want them expertly painted !)



Brett's refurbishment and repaint of **Blair Jepson's** spitfire (ex- **Bob Whitburn**) is complete. Now just needs the motor refitting and then it can hang in pride of place from the ceiling of his son's bedroom. Best place for it, no danger of damage from landings whilst up there !!



Jerry Chisum writes about his latest purchase.... The Miles Sparrowhawk that was offered on the club web site for sale.....

Hi, A little bit of confusion here: The Miles Sparrowhawk is in fact the "unknown" model on the Club's for sale site. Yellow fuselage, silver wings Reg G-AESZ with Evolution .61 is now identified as a Seagull Models



Sparrowhawk. I looked up the registration: that belongs to a Chilton DW-1 that appears to be an 80% size Sparrowhawk. The Chilton Had a Carden auto engine but an ugly rounded nose to hide it, whereas the Sparrowhawk had a Gipsy six. Both aircraft had the curious "trouser" type wheel pants. The glow .61 was gummed up, cured by warming with a heat gun, and running two tanks of fuel through it. The Futaba 6EX-2.4 is in good shape, and its receiver but a new Rx battery was required. The model appears to have had very few flights, if any, so I treated the Evolution 2-stroke .61 as new for break-in purposes.

Jerry went on to say.... Had a few good flights today, glad we had a test pilot (Mode 2 Stanley !) to do the first flight on the Sparrowhawk. I've only done two landings on it now but both worked out Ok including the dead stick

A few more details on the Cap 232.(and subsequent saga !) It was a Kyosho ARF from the "80s. I built it as a scale competitor in Alaska while I was flying 737s. Put a lot of effort into the cockpit details with a full bodied pilot, hands on stick and throttle, full seat belt harness and smoke tank. Spades under the ailerons and wingtip aerobatic sights. The Saito .56 was completely invisible and by arranging the head at 5 o'clock the exhaust came out in the scale position. With only scale air intakes and fuel injection air filter I made sure every molecule of air directed to the head and around behind it with baffles. No ugly needle valve wires sticking out and a remote glow hookup behind a small door. The on-off switch was a transponder antenna on the belly. I got about 20 flights on it in Alaska about 35 years ago and recently tried to resurrect the .56 but it was gummed up solid. A new Saito .62b fourstroke is the exact same size and it was a sweetheart engine. I flew it here at Awatoto about 8 times and got a little too adventuresome on one occasion snap-rolling it down behind



some small trees on downwind. I chopped the power and held full up when it disappeared, still spinning. I knew it was a total. A long search after wading the river to my armpits I found it by the far bank completely undamaged! So it was back from the dead! During lockdown 4 I flew it on 3 or 4 occasions right in my front yard (*Jerry lives on Bridge Pa aerodrome and being a pilot has the ability to fly there .. lucky fellow. Ed.*) again until I got too brave and this time it went straight in on pavement. A total. Even ripped the head and arm off the super-scale pilot. So that's when I bought the Sparrowhawk, and the Gemini twin..... Retail therapy !

BREAKING NEWS... Chris Wong our Dentist / Law Student / Man of many interests is now going SCALE and reports on his latest venture; Chris writes .. Sorry I never submitted anything over lockdown, but the reality is I barely got a chance to even look in my shed as law school was so busy. I am now on holiday and have got back into it. Did more in 2 days then weeks of lockdown.



My first foray into the world of scale. I felt left out of Warbirds Over Awatoto so this is the result! Seagull 71 inch wingspan Bearcat scale model of Daryl Greenamyer's world record holding and Reno winning racer "Conquest 1"



Receiver Spektrum 12 channel, transmitter is my trusty Spektrum DX20, Motor is OS Sirius FR5-300 5 cylinder glow plug radial. The model is designed for a 35cc petrol such as a DA35. You will see the extended mount and home made exhaust to get this motor to fit.

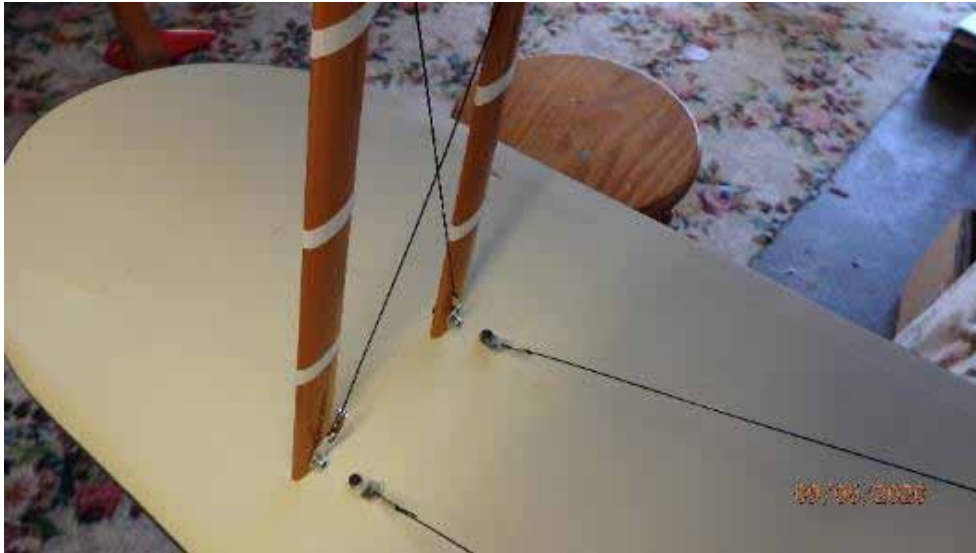
Servos 6 x MKS 1220, 1 x elevator, 2 x aileron, 2 x flap, 1 x rudder. Savox micro servo for throttle, 1 x Spektrum A7040 retract servo for tail wheel. Robart electric main retracts. -Microsens glow driver. Biela 4 bladed 18x10 Break in 2 bladed 20x8.

To complete mount battery and add tail ballast to get CG correct. Radial is 1.7kg heavier than DA35!! Add decals. Tidy wiring. The 2 blade prop is just to maiden it on, and the scale 4 blader will be fitted if that goes well. I have managed to measure the CG and unfortunately need 220 gms of lead in the tail wheel area to get it to balance that huge lump of a radial. The decals will be placed next and the battery tray mounted in its final position and wiring tidied up etc. All servos, retracts etc. function now so very close to the maiden. Probably mid July as duck shooting will curtail it any sooner. Cheers, Chris.

Seagull Nieuport 28

The Nieuport 28 is almost finished only have 4 more wing strut wires to attach and then set radio to suggested flight settings. It has been an easy assembly, only thing to mention were all the blind nuts attached in the wing and fuselage did not allow the bolts to screw into without re-tapping, a minor detail but annoying. The accuracy of fittings to wing and fuselage attachment points, were spot on, with only one needing to be re-drilled. This kitset, plus one other Seagull model I have assembled, will give no trouble to an amateur builder as the 50 page illustrated manual was a great help.

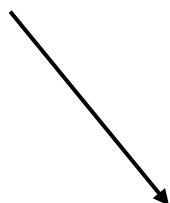




The finished model needed no work by me to decorate as all insignia were already placed on the wings and fuselage. I would certainly recommend The Seagull range to all. They are well priced and built to a high standard. The finish is authentic to the aircraft flown by Captain Eddie Ricken Backer of the 95th American Expeditionary Force, AEF. This aircraft was powered with a Gnome N-9 Rotary engine developing 160 bhp. Two Vickers machine guns of 303. calibre provided adequate fire power over the Nieuport's career. The Nieuport had a top speed of 122mph and a ceiling height of 17,000 feet. It was not the most popular aircraft at the latter stage of WW1 as it was prone to faults such as the upper wing covering peeling back in a diving chase after an enemy aircraft. I plan to test run the OS 120 two stroke motor and set all control surfaces in preparation to a test flight, hope all goes well.

Regards Harvey MFHB Life Member.

Oh Dear
Oh Dear
Oh Dear



Oh Dearie me, well at last he can spend his days inside the workshop instead of being camped outside on the kerbside 'Twitching" whilst gazing down the long road waiting for the courier to arrive. Salvation at hand, that good samaritan **Ross Brinsley** brought it all the way back from Christchurch in his newly purchased vehicle. What a noble gesture. Now instead of Twitching, **John Aitken** is all of a tremble, at least he's managed to get the lid off the box, exciting times ahead.



We'll follow progress with interest **Squadron Leader Aitken**. Keep the camera handy it looks very interesting. Good luck with the build and remember, it doesn't have to fly tomorrow ! All the best for another great model **John . Ed**.

P.s don't tell me that's your workshop bench there Johnny ? I've never seen that clear surface before ! Ed (again)

LOCKDOWN RECIPE

June 2020



Cooking – Muffins – Brett's experience.

Tried **Barrie's** Newsletter muffin recipe, but what he didn't say was that the recipe amounts were for a muffin tray of twelve. I only had a tray for six. So my muffins were quite high before even being put in the oven and in the fan oven, they rose even higher and developed a very distinct 'lean' away from the fan direction.

Looked a bit funny, but still very edible all the same!

Will be purchasing a twelve cup baking tray shortly...



**Well done that man, us Gordon Blew chefs must stick together even if yer muffins are a funny shape !
Brett has shared with us one of his easy and all time favourite sweet tooth recipes. Read on, Ed.**

Cooking – favourite recipe – for the chocoholics amongst us! NZ's favourite chocolate cake recipe– covered with choc chips – even more yummy! Looks complex, but it isn't really.)

Ingredients;

- 1 Tbsp instant coffee granules
- ¾ cup water
- 2 cups Chelsea White Sugar
- 1¾ cups plain flour
- ¾ cup cocoa powder
- 2 tsp vanilla essence
- 2 tsp baking soda
- 1 tsp baking powder
- ½ tsp salt
- 2 eggs
- 1¼ cups milk (or Rice/Soya Milk)
- ½ cup sunflower or soya oil



Method;

1. Preheat the oven to 180°C. (160°C. Fan) Grease and line a 23-25cm cake tin with baking paper.
2. Dissolve the coffee granules in water, then place all ingredients into a food processor or use an electric mixer and process until well combined and smooth.
3. Pour the mixture into the cake tin. Bake in the preheated oven for 1 hour 20 minutes to 1 hour 30 minutes, or until a cake tester inserted into the centre of the cake comes out clean.
4. Cool on a wire rack and when completely cold, ice with either Chelsea Chocolate Icing Sugar or make your favourite with Chelsea Icing Sugar. Note: This is a very runny mixture - don't be alarmed the first time you make it.

Basic chocolate icing recipe

Ingredients; 1 1/2 cups Chelsea Icing Sugar, 1 Tbsp cocoa powder, 50g soft butter, 2 Tbsp hot water

Method; Combine Chelsea Icing Sugar and cocoa powder. Add softened butter and pour some of the hot water over. Mix together with a knife or spatula, adding more water as required to achieve a smooth, spreadable consistency. Top muffins, cakes and desserts.

Cheers, Brett.

Thanks Brett, that looks delicious, we should have numbers turning up with them at the shed this month, I like whipped cream with mine, what about you ? Hint, hint. Ed.

MEMBER PROFILES

JUNE 2020



Welcome to our country cousins from deepest darkest central Hawkes Bay. **Anthony Hales** and **Danny Young** joined MFHB last year and have undertaken a full immersion course in their newly chosen hobby, building and flying RC Model Aircraft. Under the expert tutorage of **Mike Shears** with help from **Stan Nicholas**, they have made amazing progress to become proficient (well, nearly !) pilots and HUGELY enthusiastic builders. They are regular and popular attenders at Awatoto and BB and the "Shed", as well as becoming well acquainted with the all the trees on the Onga Onga golf course reserve and are now both becoming interested in the Vintage aspect of our hobby. Welcome aboard gentlemen, your profiles for our members' edification are as follows.

Anthony Thomas HALES.

Anthony hails (ha ha) from Woolwich, London, born in 1945, schooled there and emigrated to HB New Zealand with his family in 1961, his father being an engineer with Nivens. Tony took up a carpentry apprenticeship with F & R Smith and in 1974 joined the Napier City Council as a building inspector, work which he pursued to retirement in 2011 after a final year working in Wairoa. Tony is married to Pam. and now retired, lives in Otane in Central Hawkes Bay. As a teenager he built and flew models, CL and FF and in latter years has been an ardent model railway enthusiast, whose interest lies in scratch building his own engines and rolling stock and layouts.



When you delve into member's past, it amazing just what talents you find hidden away. Meeting this quietly spoken fellow, you would never know this "Dark" side existed. Of course it is now fighting for survival been pitched against aeromodelling. In answer to further quizzing on my part (I think he felt he was under serious investigation, but held his nerve) and replied...



" You showed interest in the fact I'm building a model railway so I've attached a few photos. I've been a railway modeller and aircraft modeller all my life on and off, well the last 70 years of it anyway. My early aircraft modelling was with Keil Kraft or Frog rubber powered FF kits I later moved on to glider / control line flying. I was a great fan of ED engines. Of which I had a good collection which I now regret I gave away as I would love to have a display of them. My first Radio control was not until the 1970 when I built a 27mh proportional unit from Practical Wireless magazine. I still have it but unfortunately it no longer works. My railway is to OO scale but I'm a P4 modeller which means I build to prototype in 4mm to the foot scale. The standard track gauge is 4' 8 1/2" which scales out at 18.83 mm. Hornby, Lima and the like have a track gauge of 16mm which means I have to build all my own track and chassis. I scratch build or convert most of my rolling stock and use proprietary bodies but they often have to be modified. I built my own DCC control unit using an Arduino Uno and an old laptop. As you can see I have a lot of scenic work to do to finish it but I have plenty of time as I simple refuse to go to funerals. Cheers. Anthony.

He has always held an interest in engineering and electronics. His return to model aircraft and conversion to RC has only taken place in the past two years, and he is proving to be a very enthusiastic convert back to the hobby. He likes scratch building and doing his own thing and looking forward to building and flying in the Vintage discipline. Welcome aboard **Anthony**. ED.



Daniel John YOUNG



Danny was born in Belfast, Northern Island in 1947 and as a fifteen year-old he joined the RAF and trained as an Avionics engineer, staying in the service for some 30 years and being deployed world wide. His work included avionic servicing of Vulcan bombers, Hunters, Shackleton's Canberras and helicopters etc. He is 52 years married to **Rosemary** who he met in the forces and they came to New Zealand in 1983 where he has worked extensively in the IT industry including a lectureship at Welling CIT. and now retired to Central Hawkes Bay.

Although he had an interest in model aircraft as a teenager and during his early air force years as well as RC stock cars, his passion and expertise in latter years has been Tai Chi, an ancient Chinese art, embracing the mind, body and spirit, very interesting, ask him about it. He has recently rekindled his interest in RC Model Aircraft only in the past couple of years and is becoming an ardent and successful follower of the hobby.

Welcome to the fold **Danny**, nice to have you along, I can assure you it's a fun ride. **Ed**

A LETTER FROM BRITAIN. Peter Scott June 2020.



Some years back in my previous life as Editor, I met Peter Scott via email, a vintage free flight enthusiast and model engine collector in England. Having seen he was still on our email associates list I thought I'd like to try and make contact again. To my great joy I received a very prompt reply which I would like to share with members and readers. He is an avid vintage free flight specialist who occasionally and reluctantly fits "Radio Assist", brought about I suspect by the shrinkage of suitable free flight venues. Peter has a vast collection of vintage engines, specialising in Spark ignition and diesel, with all motors in either new or restored to pristine new and working condition.



I met Peter whilst searching for a Super Slicker (Keil Kraft) plan and he very generously offered the download file. We corresponded as he had built an 84 inch Super Slicker for free flight. This was in my early days of Vintage and I was hooked. The picture here shows Peter re-united with his model after a fly away and being found undamaged in a distant corn field, and my model below for comparison, I wonder where I got the colour scheme idea from ?

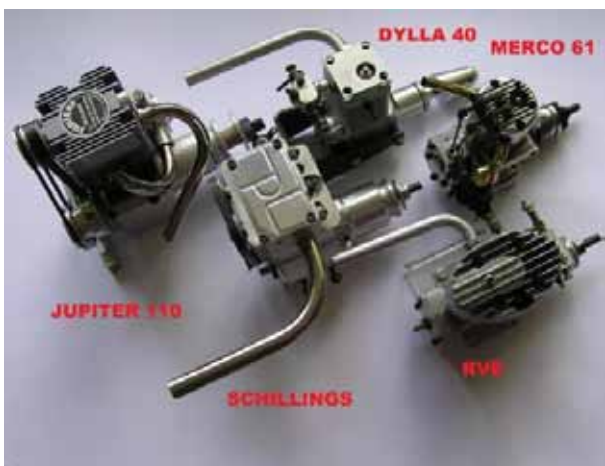
Peter writes; Hello Barrie: Very good to hear from you. I look forward to each issue of MFHB, especially as your seasons are the reverse of ours. Seeing pictures of the excellent club models at your flying field when we are in the grips of winter, for example, is a delight. (We don't have any issues hereabouts with duck shooting, although that could be a way to deal with some of our politicians...).



In these strange and challenging times during Lockdown I have been advancing some of my "Build Projects". I have just started a "Wee Sea Bee" seaplane designed by Colonel Bowden (you'll spot the name is derived from his initials -- C.B.). I knew him quite well when I was a lad, and despite the somewhat controversial aesthetics of some of his models, his approach to design and building has been an inspiration to me for almost six decades.



I still have the engine collection, and I enjoy running my spark-ignition engines. In particular my family of Elfs has been growing (Dan Calkin never called his engines Elves), and I now have examples of all but the 6-cylinder and the in-line twin (one of the Arne Hende range of replicas, although never produced by Calkin). I have also added some rare engines dating back to the early days of "modern" 4-strokes in the 1970's: a German Jupiter single and twin, a German Schillings, an Austrian Dylla & Rosner, and the first prototype of the British RVE which makes a nice stablemate to the Merco 61 4-stroke conversion by Stebro. And I'm sure the Atom sparkies have been multiplying while they have been laying in a drawer.



Four Stroke collection.



Elf Twin run up.



Elf Single run up.

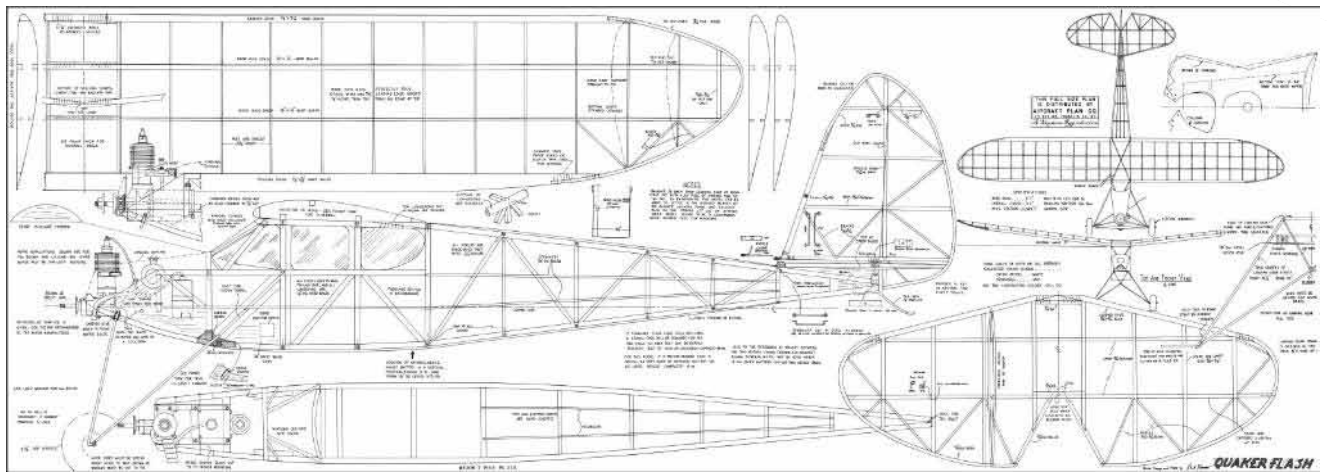


Elf Corn Cob run up

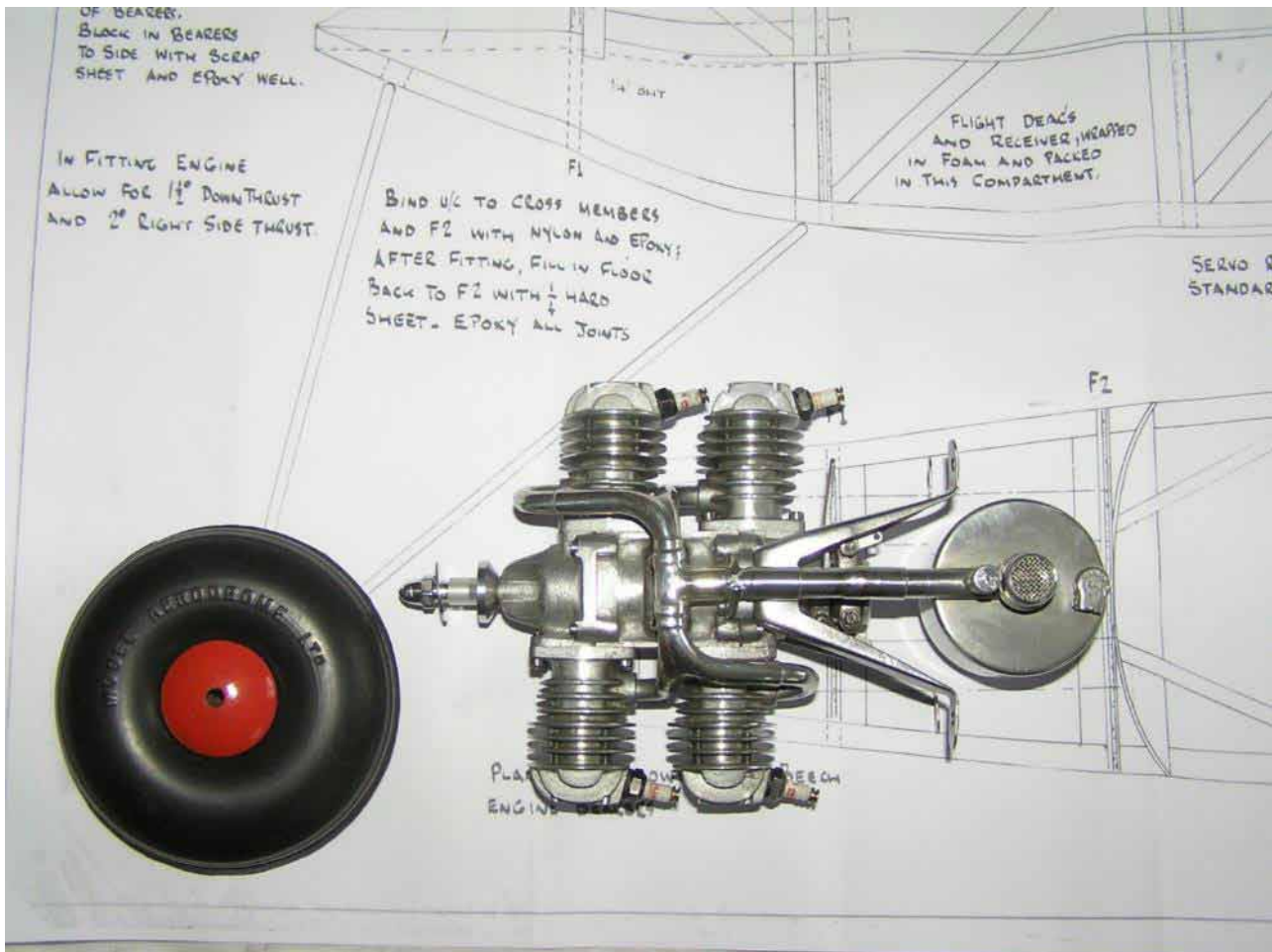


Jupiter Flat Twin.



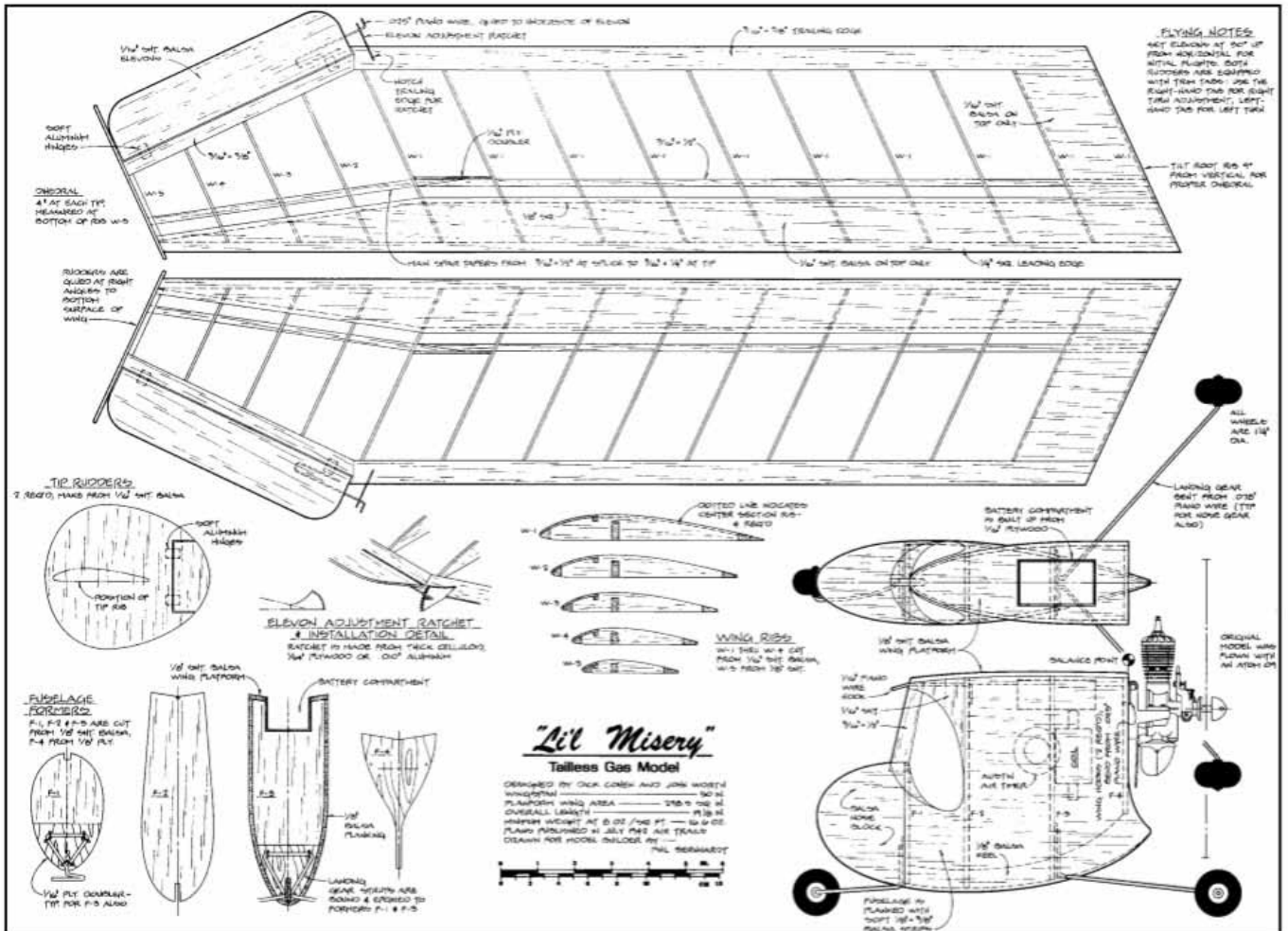


Quaker Flash plan with the Elf 4 cylinder ign engine.



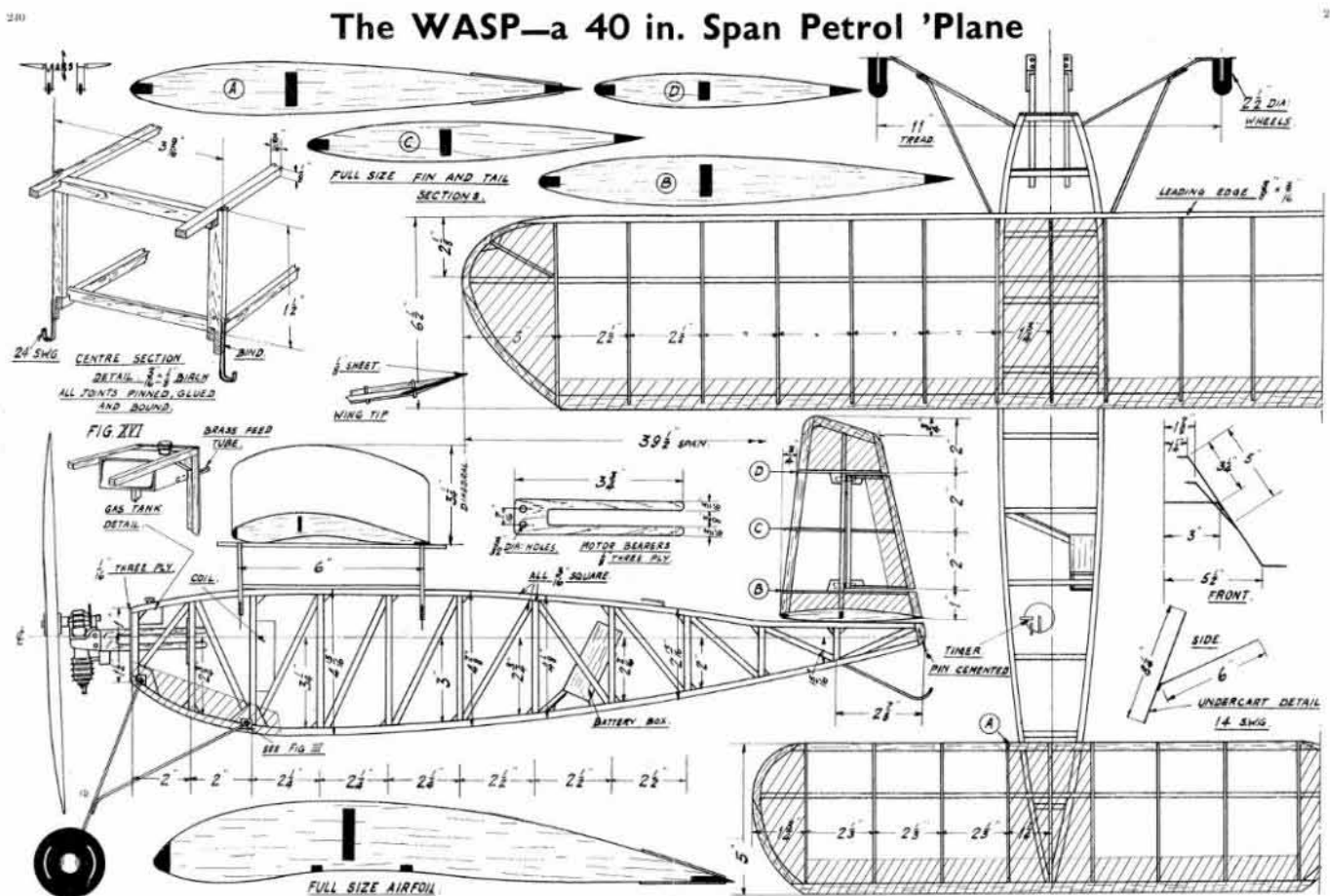
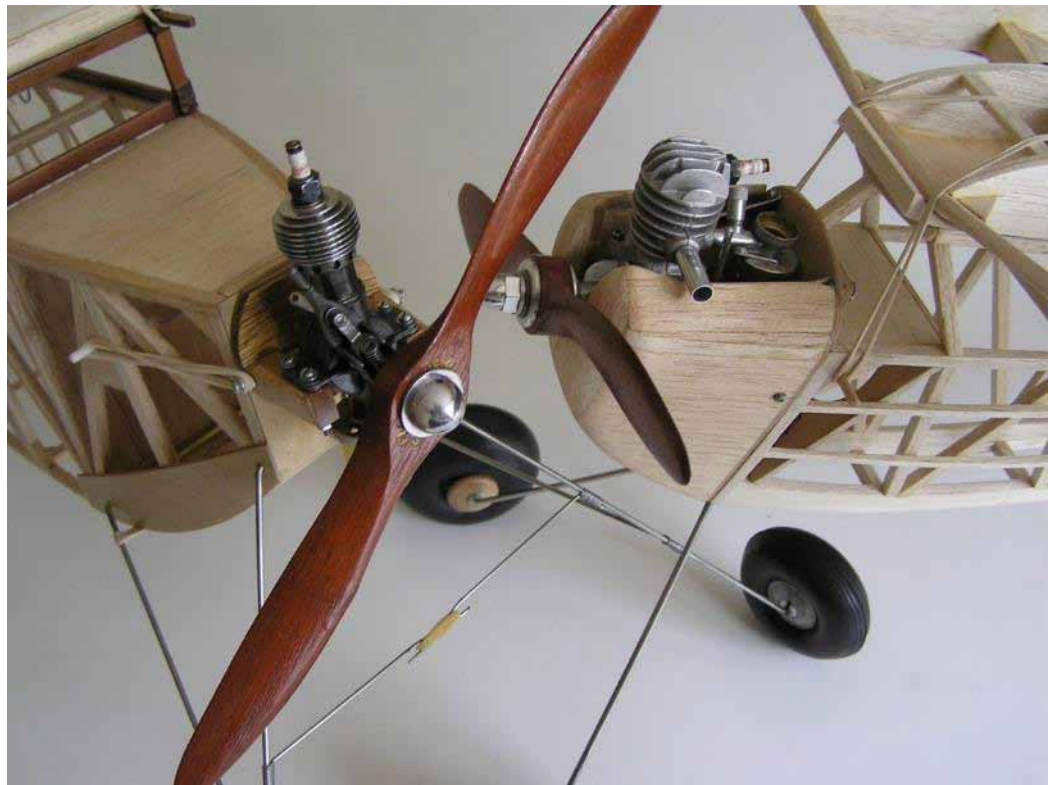
I haven't done much flying the past couple of years, because of the increasing restrictions on model flying in the U.K., especially Free-Flight. In fact the last time I got a model airborne was the tailless model "Li'l Misery", with one of the excellent Redfin diesels.

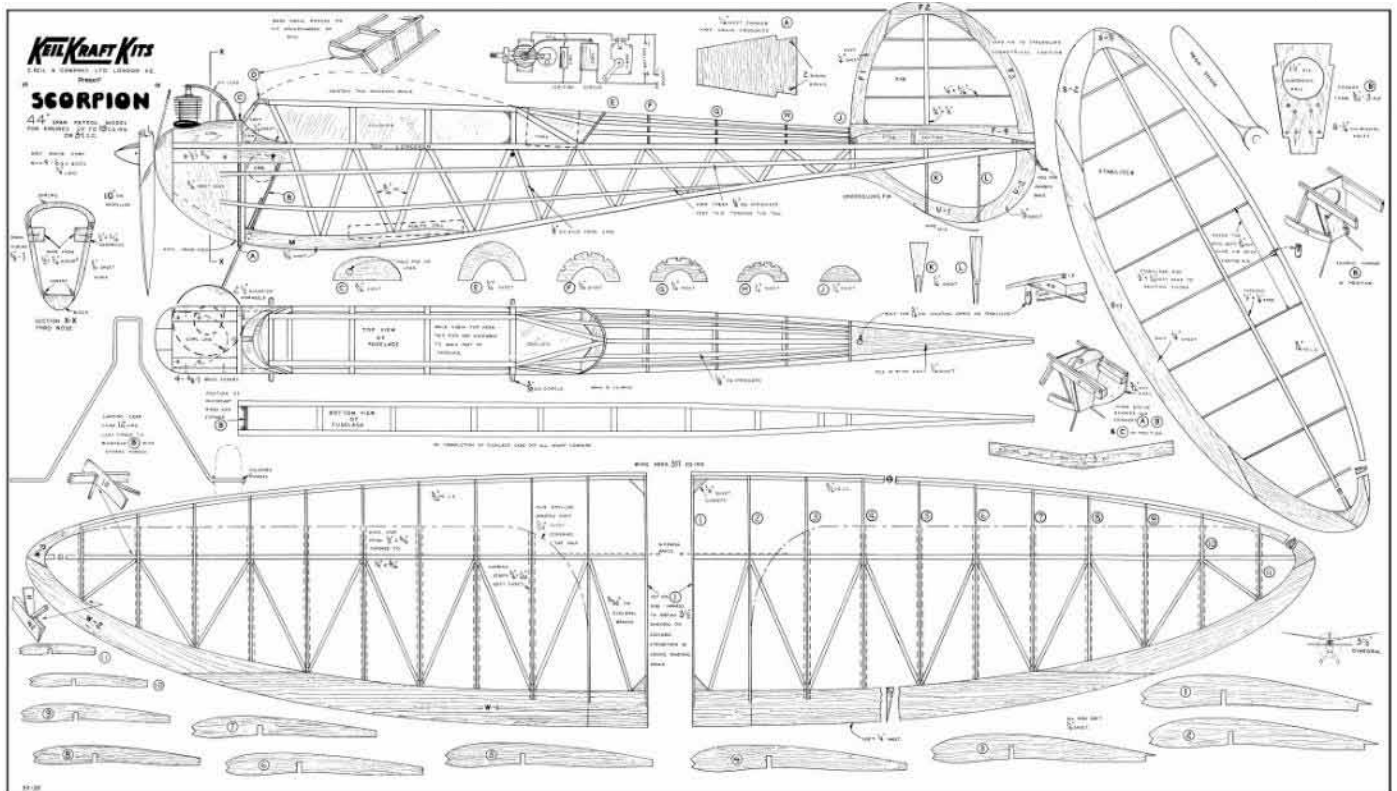
(still available at www.redfinengines.com).



Some other F/F Build Projects that I still have on the go are a Scorpion (Elf Single), Wigdor Wasp (Elf Corncob), and Miss San Diego (another Elf Corncob). And for the Elf 4, a Quaker Flash for R/C assist -- I suppose you could call it a case of 'Elf and safety !

(Pass Ed. !)





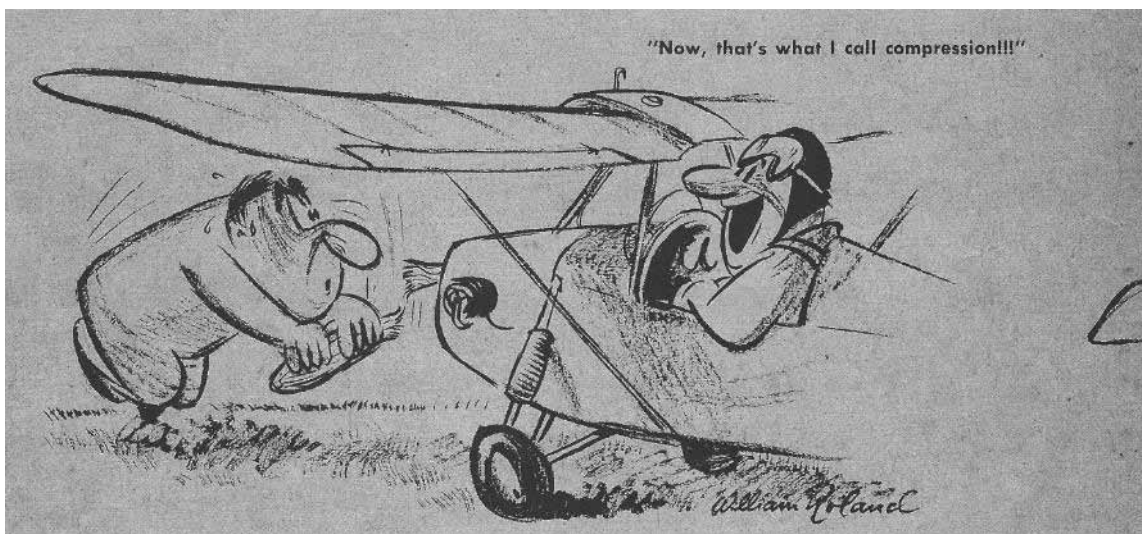
Keep up the excellent work on the Newsletter, and I am attaching some photos that you are welcome to use to illustrate any parts of the above saga.

Best wishes,

Peter.

Very many thanks for the great contribution Peter, your enthusiasm, building and engine collection are an inspiration, it's great to see the "Vintage" being kept alive and fostered. We look forward to hearing more from you as the spirit moves.

Kindest regards, Ed.



VINTAGE REPORT. June 2020



Thursday morning 21st May a few of us met down at the Black Bridge site to break out of the Duck Shooting lockdown and a glorious morning was had by all. **Stan and I** flew an impromptu comp with our Stardusts and Night Trains and got in some good practice. **Barry P** brought out his big Bomber and what a delightful and well performing model that is proving to be, I flew one comp flight with it and it sure flies well. **Barry Kerr** did the honours with the stopwatch for **Stan** and **myself** and then had some good air time with his Radian which he is flying well. **Tony Hales** spent some time with his Gentle Lady on bungee and **Danny** successfully drilled holes in the sky with his foamboard Storch. What a great site for Soaring and Vintage, our cup runneth over.



And Friday 22nd's weather was even better. Harvey and I sneaked down there again and joined all the retired and tired soaring fellas for a great days flying. Blue sky, no wind and rising thermals everywhere, F5J, Radians and Vintage, we had a ball.



Thursday 28th May. At Black Bridge Field Haumoana



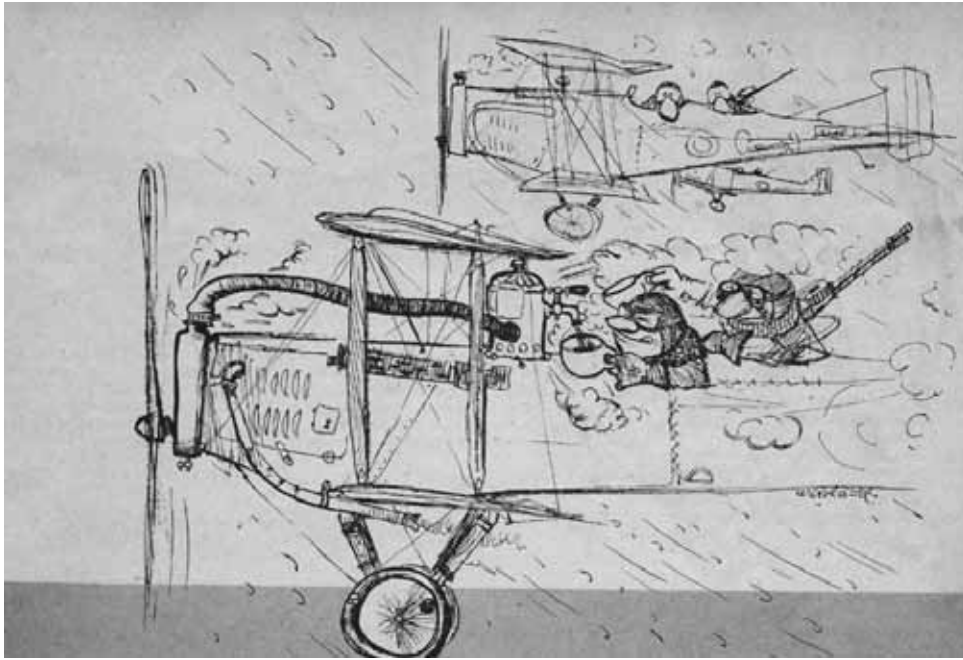
Another good Vintage morning, coolish start but excellent flying conditions. **Stan and I** got some Vintage E Duration and Precision practice with our Stardusts, getting ready for the June NDC. **Russ Nimmo** came up from Poukawa to have a look at our operation and timed for us, as did Anthony, thanx fellahs. **Danny and Anthony** got some air time gliding the Gentle Lady and foam Clubbas and **Mark Larsen** flew his Bomber and had **Stan** test fly his WW1 quickie foamie which went very well after a bit of early exciting trimming. So much so that **Stan** didn't want to give it back, he was having so much fun !



Russell Nimmo, still sporting his Lockdown whiskers !
Russ is building his first Vintage model, the Playboy so was interested to see what we got up to at Vintage !

Barry Price arrived later after it warmed up a bit and brought out his latest, the Gollywok which I test flew for him. What a delight, after some mild trimming changes, it flew just so easily. At a flying weight of 13.6 ounces the wing loading is a massive 3.77 oz sq ft ! what fun he's going to have, it's a honey. Nice one Mr Price ! As they say, nothing weighs less than nothing !





Vintage flying at its very best ! Anyone for a cuppa ?

Wed 3rd June, great forecast so we flew at BB today rather than a windy Thursday tomorrow. **Danny and Tony and Mark and John A** joined **Brett and myself** for a very pleasant relaxed morning's flying, both Vintage and Radians.



Danny has purchased **Barry Price's Stardust** (78 inch), so we set that up on my transmitter (Mode 1) and using a 3S battery, I test flew the model and with a little trimming and weight (CofG) adjustment, it was a delight to fly. **Danny** has a couple of adjustments to make and then we'll get it on to his (steam driven mode 2) transmitter and he'll be away laughing. It originally had a bigger motor and battery, thus needed about 3oz of lead up front for comfortable flying. The wing also needs some locating pins in the wing seat to stabilise it's position.



The Stardust programming session, eventually got it right and followed up with a successful test flight.



John Aitken taking his Falcon off for a familiarisation flight, **Mark** coming back with his bomber also after another successful flight. Hats off to **Mark**, taking it home in the flying condition it arrived in... sorry Mark, but well done that man.

Tony is making progress with his 80" cabin model Playboy, he writes ... Last Thursday at Black Bridge I caught up with **Russell** who said to me In conversation that the Playboy cabin windscreen angle on the Leisure plan was incorrect and I should have a look at the Cleveland plan. I downloaded a copy and sure enough it is much steeper than the Leisure. The top of my cabin was 18 mm shorter than the wing cord so I knew there was something wrong. I took to my fuselage with my trusty razor saw and cut the roof off, replaced the uprights at the angle on the Cleveland plan put it back together with new longerons and now have a wing platform the correct length.

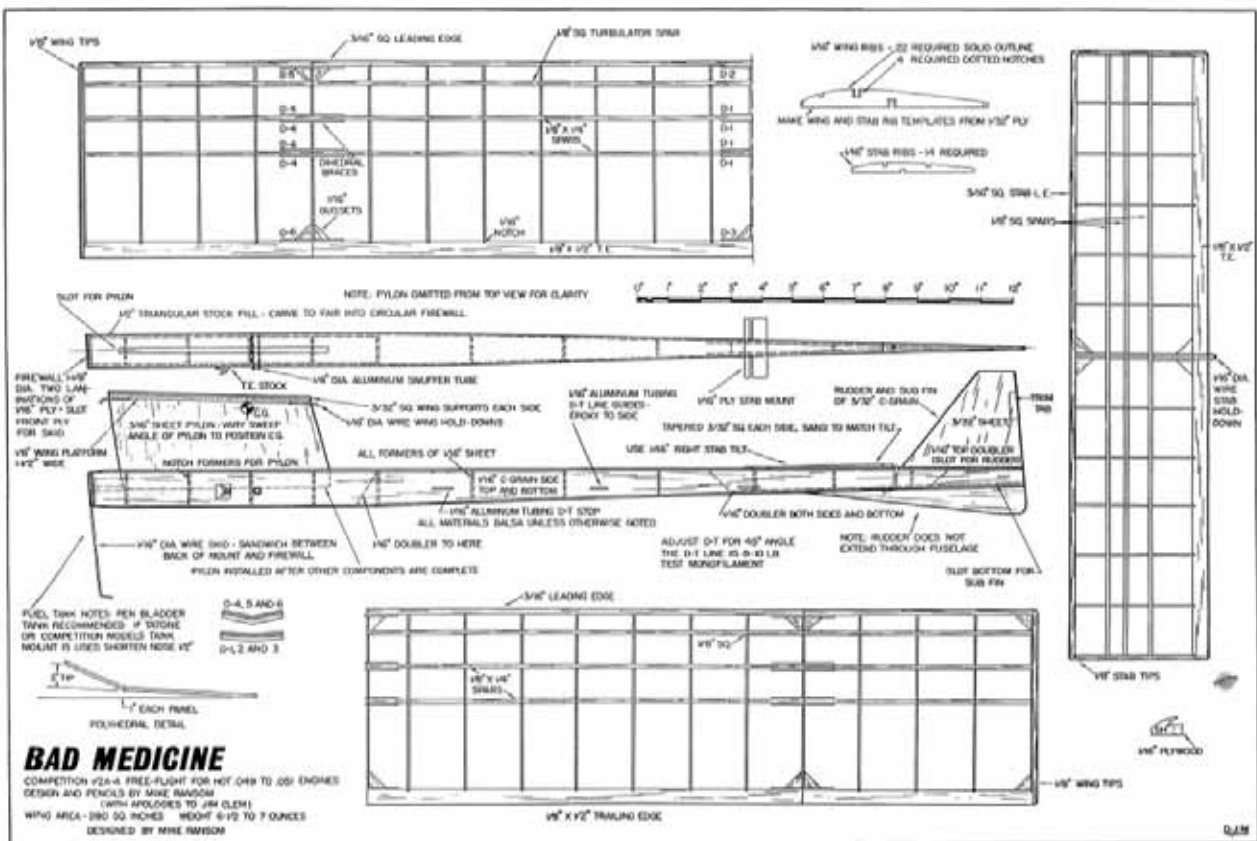


Barry Price continues to “Churn ‘em out !” making good progress with his Falcon. Fuselage nearly completed and the wing well on the way. Reckons all that practice building light with the Gollywock is standing him in good stead.



Model Flyers World has gone electronic and digital during the lockdown, long may it continue. I elected to just get the electronic version when offered a couple of years ago and find it most convenient, always available via PC or phone. Now there is no limitation on amount of copy and this latest issue's Vintage Report contains an illuminating article on the RC CLASSIC ½ E TEXACO class by **Wayne Cartwright**. **Page 39** on and really worth a read by you vintage converts.

<https://www.modelflyingnz.org/magazine/MFWJune2020.pdf> I'm keen to build a model for this class. Have a look at the rules.... 5.7 page 19. <https://www.modelflyingnz.org/docs/comprules/S04-Vintage.pdf> There are some interesting plans there worth perusing, but **Wayne** has also sent me his recommendation for a group build. “Bad Medicine” <https://outerzone.co.uk/search/results.asp?keyword=bad+medicine>



Hi Barrie, Carl Smith's original PAA Load Sandow saw the light of day in the 1952 paperback handbook, *Carl Smith on Model Building*, a tattered copy I still have on a shelf in my workshop. British modeller Peter Miller had one also and in the July 2012 RCM&E magazine enlarged the original from 36" to 54." Caught in lockdown with enough sheet and stick and Miller's free plan in the magazine I set to work. I'm yet to test that thrust, gravity, lift and drag are in some sort of equilibrium. I await for just the right day. Today was without wind and the sun out. So you may ask, why were you not out flying? In these Southern climes, due I believe to the Declination Angle, by lunch time the sun is just too low and orientation becomes a landing problem with the light southerly flow and a northern approach to the field. Even at ten o'clock this morning the temperature was just touching 5 degrees! Must be the snow on the hills down to 800 metres. At least I caught some promised pix of the Sandow out the front in the later afternoon from which you have a choice.



Apart from my Tomboy of many years—now in its third iteration—Sandow is my first move into the mystic world of Vintagia even though I lived through much of the era in real life never realising that the early attraction of sticks and tissue would catch one in a time warp that loops back to recapture you with the promise of generally slower speeds, only three controls and aeroplanes that fly by themselves anyway. The other attraction of this mysterious darker side is the extraordinary quality of the AVANZ Newsletter. Model magazines are not always known for their consistently lucid prose, clever writing or informed chit-chat like this little Newsletter read, I understand, around the world. It's a gem.



Sandow went together pretty easily but I had to tidy my longstanding work habits when all I had as covering was transparent! I also understand the migration of centre of gravity toward the tail has been an issue with these former internal combustion powered models enlarged and converted to electric. With the 400 motor I installed and a 3C 2200 battery as far forward as I could get it I still have a horrifying load of lead shot in the front. The heavier than might be desirable wheels for our rough strip also brought weight forward. The model is around 3 oz heavier than Miller's 54" prototype. The C of G is a few millimetres aft of his on the plan though he notes he flew with it further back anyway. I'm hoping the large lifting tailplane will compensate for any balance issue. I have some PAA insignia yet to adorn the model.

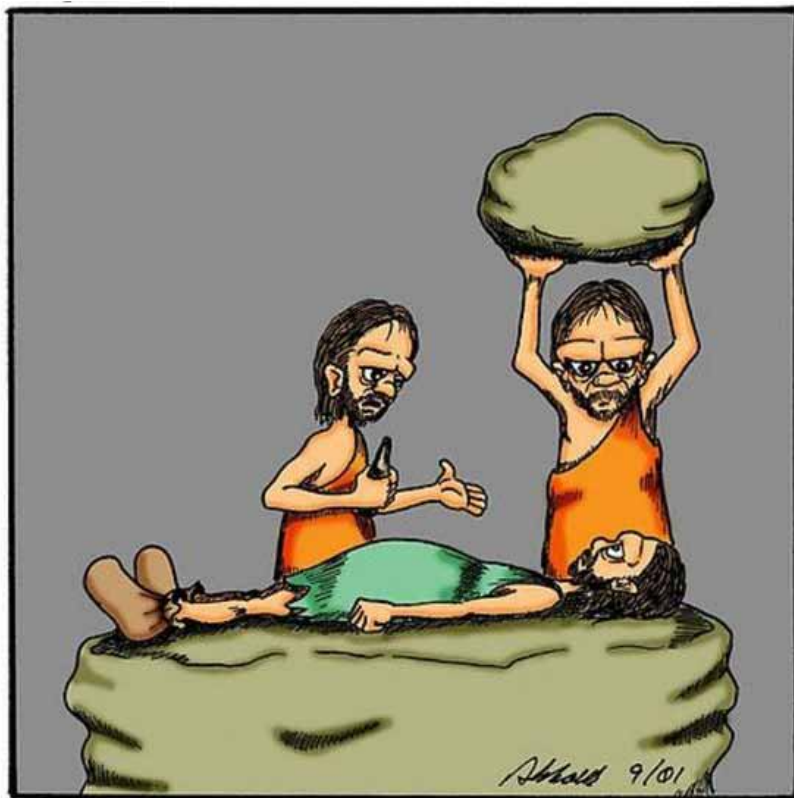
So, that's how I behaved during my mandatory home detention. I believe there are worse ways of spending time.

Cheers, Peter.

Thanks Peter, great to hear from you and your doings, I look forward to a report of the successful test flying. Ed.



Russ Nimmo's cabin Playboy is coming along very nicely, he brought it to the "Shed" for a check on the wing covering. There was a slight amount of Wash-in at the tips and a little extra heat gun work and a mild twist soon put that right. Should be a great flyer Russ.



"...and this is Ralph, your anesthesiologist."

~~Brett~~

SOARING REPORT. June 2020



This our first Soaring report in from Kevin, the first of many highlighting what our soaring members are up to and just how much fun they're having, and what they and their SIG are using and planning.

F3K Hand-launch Levin (6 & 7 June 2020.)

A fun weekend at Levin for our first competition after Covid. The forecast not suggesting it would be that great in the middle of winter. The first four rounds were NDC for the month and then we achieved most of the various tasks for the 13 rounds flown for the weekend. There were a few heats that were fluffy conditions, but they were in a minority. The hardest thing was ensuring you didn't step in a cowpad when launching or landing your plane with one every square meter. We managed 7 rounds on the Saturday with rain and real cold stuff just arriving late in the day so we scrambled to pack up and finish for the day and a few went to the local Cobb n Co for an evening meal.



A huge welcome to a couple of new contest pilots – **Barry Hall and Miles Moloney**. Both very good pilots and have grasped the format of the competition very quickly.

It is a great thing we stop before each overall round to explain the task and possible strategies it gives everyone a clear perspective. The Sunday was again various conditions and with the wind stepping up it made the trees on the edge of the paddock able to produce slope lift at times, this allowed some great thermals to break off and create some long flights.



Many thanks to **Jonathan Shorer** from Levin Model aeroplane club who provided the use of the field and organised lunches for us on both days. It is a great location and field which does attract many Wellington locals! In the final results the Hawkes Bay Club cleaned up (like the Club Nats results!) with 5 out of the top 6 competitors being from MFHB! Thanks to all for a great time especially **Steve Warner** who travelled from Whakatane for this one!



2020 June F3K - Overall Results [Levin New Zealand 6/06/3030]

www.GliderScore.com

Rank	Name	Ctry	RegnNo	Club	Score	Pcnt	Raw Score	Rnd1 L2 4max in 10m	Rnd2 2 flights 5max	Rnd3 Best5 2:00max	Rnd4 1, 2, 3, 4	Rnd5 Huge Ladder	Rnd6 L1 5max in 7m	Rnd7 Poker 3 in 10m	Rnd8 AllUp 3:00*3	Rnd9 Best3 3:20max	Rnd10 L3 3:00max	Rnd11 Big Ladder	Rnd12 1 flight 9:59max
1	WURTS, Joe				11962.9	100.00	12913.0	1000.0	1000.0	980.0	1000.0	1000.0	1000.0	982.9	1000.0	*950.1	1000.0	1000.0	1000.0
2	WILLIAMS, Peter				11947.6	99.87	12875.4	1000.0	1000.0	1000.0	1000.0	*927.8	1000.0	1000.0	957.9	1000.0	1000.0	989.7	1000.0
3	BOTHERWAY, Kevin				11663.9	97.50	12239.6	795.2	*575.7	1000.0	996.1	1000.0	997.0	1000.0	1000.0	1000.0	875.6	1000.0	1000.0
4	MOLONEY, Myles				10704.2	89.48	10704.2	1000.0	543.8	980.1	971.2	487.7	1000.0	1000.0	749.6	1000.0	1000.0	1000.0	*0.0
5	HISCOCK, Andrew				10289.3	86.01	10755.4	647.3	467.7	937.2	1000.0	980.2	1000.0	922.3	979.6	632.6	*466.1	939.4	956.0
6	CAMPBELL, Kevin				10126.9	84.65	10434.3	599.3	1000.0	977.3	892.1	988.6	928.3	*307.4	1000.0	641.7	759.3	800.0	804.7
7	DRABBLE, Len				9258.7	77.40	9482.7	500.0	*224.0	984.1	884.4	525.9	800.0	1000.0	703.6	820.4	617.2	752.9	1000.0
8	KLEYNHANS, Lee				9255.3	77.37	9745.1	566.1	557.6	951.2	922.9	533.6	733.3	723.7	*489.8	682.7	966.7	956.5	889.6
9	WARNER, Steve				8795.2	73.52	9071.5	609.5	418.9	971.1	923.4	693.2	1000.0	*276.3	643.6	739.6	798.7	810.4	325.9
10	RHODES, Gavin				7801.0	65.21	7801.3	642.6	276.5	806.7	641.6	433.1	721.6	424.2	772.8	757.9	683.0	813.4	*0.3
11	HALL, Barry				7629.3	63.77	7811.1	471.4	578.3	798.2	881.7	285.7	861.9	*181.8	502.9	589.7	718.8	634.9	668.8
12	KING, Clifton				5580.9	46.65	5580.9	0.0	0.0	0.0	0.0	0.0	*0.0	909.1	654.0	762.7	807.4	888.7	685.1
13	JAMES, David				5347.4	44.70	5347.4	524.2	492.8	1000.0	971.7	1000.0	1000.0	358.7	0.0	0.0	0.0	0.0	0.0
14	WHITCHER, Warren				5263.1	44.00	5263.1	505.9	582.3	785.2	475.0	0.0	*0.0	157.9	340.4	497.1	368.5	607.4	435.1
15	DUMMY, D				3337.5	27.90	3337.5	0.0	0.0	0.0	0.0	0.0	0.0	636.4	680.8	564.0	685.1	771.2	0.0

Next F3B in Hawkes Bay 11th and 12th July, Rowdy. MFHB. June 2020

Vintage Feature Article

"1/2 A Texaco" Bernard Scott (HAMILTON mac)



Where to now that I've built an electric Vintage model?

1/2A Texaco

This article looks at some aspects of the Vintage RC 1/2A Texaco event. It gives an overview of the event, its rules and a little of its history, suitable designs, setting up an engine, fuel mixes and propellers, preparation for contests and flying tactics.

1/2A Texaco is flown in many countries. Other than historical references, this article describes the event as it is flown in New Zealand. There are different approaches to Texaco events: this article is based on using a long, slow climb which has been found to be the most effective.

First, an explanation of the name which, despite looking rather cryptic, concisely encapsulates the event's origin and purpose.

1/2A comes from a model engine designation in use well before the start of the Vintage movement and referred to engines up to .050 cubic inches capacity. This cut-off point explains why engine manufacturers such as Cox made engines in .049 and .051 capacities. As they were almost identical in power output, a single model could be used without re-trimming in 1/2A Power events with the .049 and in the next category up, A-Power, with the .051. In practice, variation in manufacture and user technique had more effect than the slight capacity difference.

Texaco comes from *The Texas Company* which started producing gasoline products for the US market in 1902. Almost immediately its unadventurous name was changed to *Texaco*. So much snappier - and it cost less to send by telegraph, too. After a merger the company runs today under the name Chevron Texaco and continues to use the same advertising logo.

Back in the days when companies were more willing to sponsor sporting events than they are today and at a time when model aviation was seen as a valuable enterprise for aspiring aviators and aeronautical engineers, Texaco sponsored one type of model flying event. Then as now there were two main types of power events - those that allowed a certain length of engine run, and those that allowed a specified volume of fuel. The latter were the types of event that in one form or another currently bear the Texaco tag. They are events where economic use of the fuel allowance is decisive and it may have been this "value for money" implication that encouraged Texaco's sponsorship. So, the 1/2A Texaco event uses an engine of under .050 cu in and has the aim of making maximum flight times through economical use of a limited fuel allotment.

SAM 55 When the NZ Vintage Chapter began introducing Vintage RC classes, 1/2A Texaco was one of the first. It has been running ever since with only minor tweaks to the rules. The required engine was from the Cox reed valve series that includes the ubiquitous Babe Bee. Specifying a common, cheap, and readily available engine was a wise decision as it equalized contestants in the power aspect of the event. Attention to engine management and flying skills became more important than being able to afford the fanciest engine.



Following US practice an 8cc tank was used and each round maximum was an eye-watering 15 minutes. Most 1/2A Texaco models are quite small at less than 50 inches wingspan so as experience with taming the little Coxes grew, so did the eye-strain and the inadvisability of going all-out for altitude. The NZ change to a 5.1cc tank and an eight-minute maximum relieved the stress, though not without some lamentation and gnashing of teeth at our breaking step with the overseas mother organization. A couple of years later Mother also admitted to eyesight problems and moved to the smaller tank so all was happy again in NZ 1/2A Texaco Land.

The earliest scores I have recorded for 1/2A Texaco are from the Ashburton Nationals of 1992. Not helped by the Southern location, there were only three fliers that year but by the Clareville Nationals of 1998 there were 15 entries, making it one of the more popular RC events. Since the introduction of the Vintage 1/2E event, support for 1/2A has declined.

This decline is often blamed on the Cox Babe Bee engine. Tuning this little jewel can be trying, especially when a “perfectly tuned” example decides to quit early in one round and run for an unexpectedly long time in the next. That is the charm of 1/2A. Unlike electric Texaco where it is just flick a switch and away - exactly the same every time, exactly the same every time, exactly the same every time - the IC Texaco events, especially 1/2A, can seem to be straight from Forrest Gump ... *like a box of chocolates, you never know what you will get.*

In truth, much of the uncertainty that is blamed on the little engine is eliminated by careful preparation. Assuming the engine seals in all the places it should, difficulties can almost always be traced to inappropriate or dirty fuel and incorrect needle setting.



Rules These form Section 5.1 of the Vintage Rules which are available on the MFNZ website under SIGs / Vintage. They are reproduced here for convenience and some parts will be enlarged upon later. General Rules that apply to all events must also be considered.

5.1 RC Vintage 1/2A Texaco

Purpose: To enjoy IC-powered RC flying with Power Model designs from the Vintage period through using a specified engine and fuel tank to achieve maximum flight time.

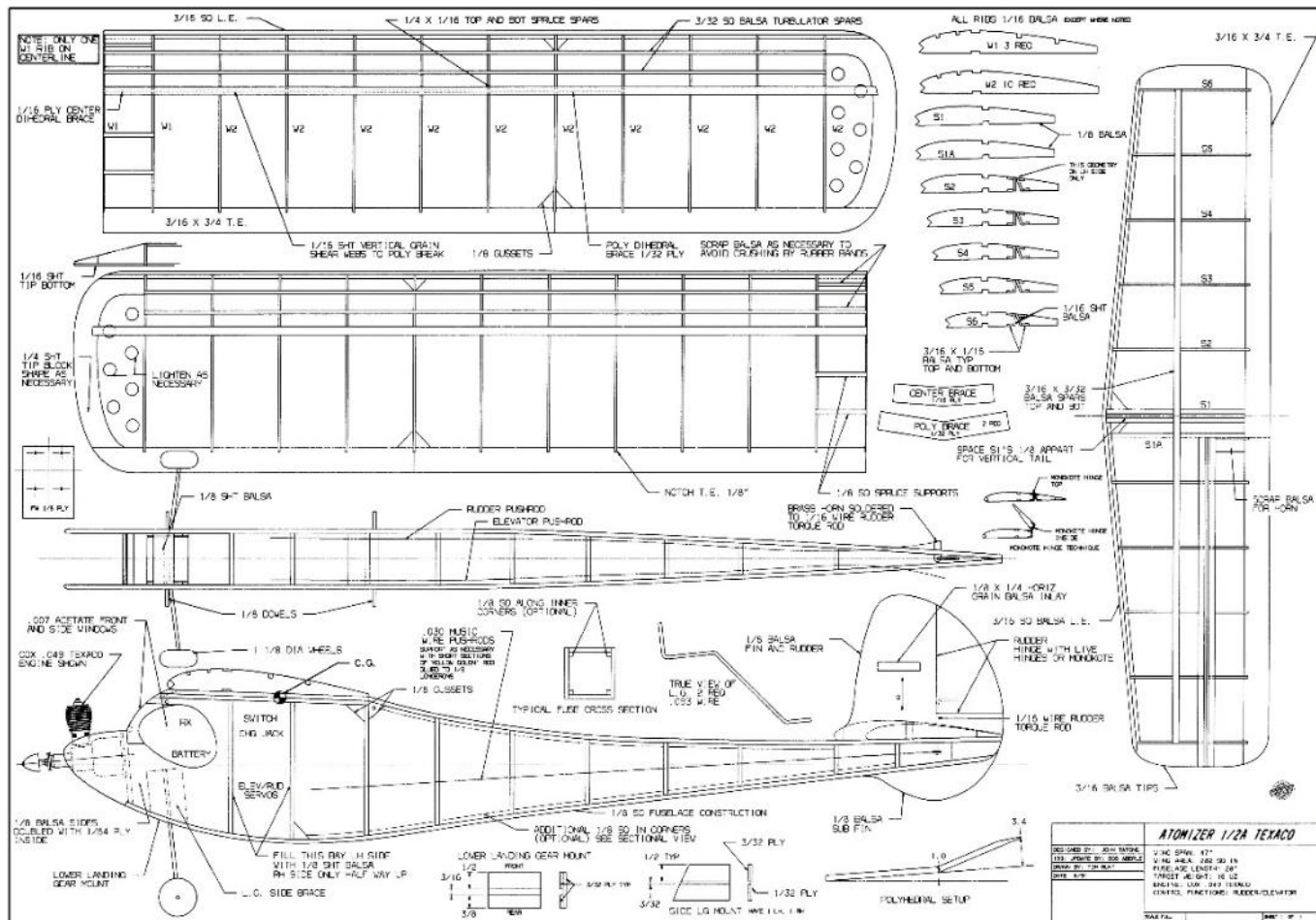
- 5.1.1 Eligible models are from the Vintage period (see Rule 2.1.2). They are Power Model free flight designs and IC-powered designs originally intended for RC without aileron control.
- 5.1.2 All Radio Control General Rules (see Section 2) apply.
- 5.1.3 Engine is a stock Cox reed valve 0.049 cu in that may be modified only as follows
 - a. Fuel pick-up moved to bottom of tank.
 - b. Tank vents changed or replaced.
 - c. Improved needle valve assembly.
 - d. Addition of muffler.
- 5.1.4 Fuel tank is a Cox Babe Bee or Texaco Jnr.
- 5.1.5 Fuel mixture may include only oil, methanol and nitromethane
- 5.1.6 Age bonus applies (see Rule 2.3.4).
- 5.1.7 Landing bonus applies (see Rule 2.3.5).
- 5.1.8 Score is the aggregate of 3 flights, each scored at one point per second up to 480 with both age bonus and landing bonus added up to a maximum of 500.
- 5.1.9 If scores are tied, fly-off has no maximum and both age and landing bonus apply. (See Rule 2.3.10 for NDC fly-offs.)

Designs The first magazine articles about 1/2A Texaco tended to recommend model sizes between 250 and 300 square inch wing area. This was a safe bet as it was within the wing area range of many Free Flight models that used the Cox .049 engine. At these sizes, there is plenty of power to haul the required all-up weight that meets the 8oz per sq ft minimum. Larger wing area designs have increased flight duration but above 350 sq inches the greater minimum weight starts to work against this.

A bonus with 1/2A is that a sleek aerodynamic design is not essential. The models fly slowly for much of each flight so drag is less important, and as most of the flight will be under power, glide performance does not have to be great to make the eight minute maximum. Choice of design can be more what you like than what is currently top of the performance charts. With so many designs to choose from the field can be narrowed by first deciding whether a cabin or pylon fuselage is preferred and whether it will have a dihedral or polyhedral wing.

The next part will deal with preparing a Babe Bee engine for 1/2A Texaco, keeping it running well, propellers, and fuel. In the meantime, here are a couple of designs to whet your appetite:

1. Atomiser John Tatone's 1941 design is near the top of my Best 1/2A Texaco list. The 47" span and 282sq inches version was published in the Oct 1991 Flying Models. An increase of span to 50" would be beneficial. The Atomiser could easily be built to 8oz/sq ft. A higher than average aspect ratio of around 7.8 to 1 will keep the climb under control and give a good glide. Plan and construction article are on Outerzone (oz9033).

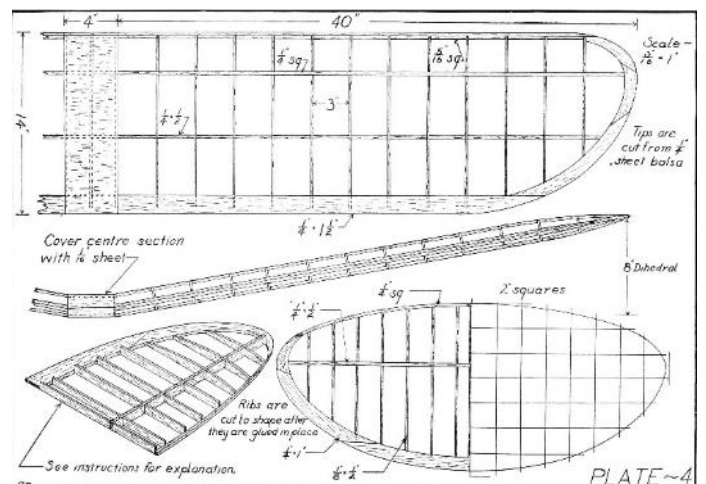
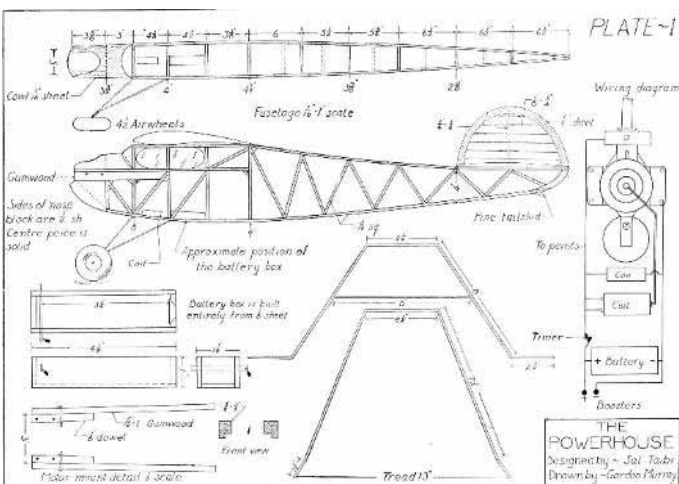




2. Powerhouse MAN November 1939.

This one is by Sal Taibi, so has to be worth considering. Chunkier than the *Atomiser* with plenty of room for the wireless gear. "Designed for stability and performance, sturdy and simple construction" says the original plan, who could ask for more? (Well, maybe polyhedral, but you can't have everything).

To be continued.....





FAIL SAFE.

This is an area of Radio setup that is becoming a concern with some new members and also some older more forgetful. All modern radio transmitters have the facility to allow a plane's receiver to go to preset settings in the event of loss of signal, or to stay in a hold the last signal position. This is known as "Failsafe" The instructions for this facility are quite clearly set out in most instruction manuals and should be read and understood before flying a new model. The area of particular concern is the motor (Throttle position) setting when signal is lost and that should be motor off (throttle closed). **This is achieved by binding the receiver with the throttle in the closed position.** On at least three occasions recently models left live have suddenly taken off when the member has switched off the transmitter, the first causing a smashed model, the second a cut hand and the third a near miss. In those occasions it became obvious that the model had been bound with the throttle part or fully open ! **Once a new model has been set up, it is important to rebind that model and set the fail safes, particularly the throttle, before venturing out to fly.** If you don't understand the system after reading the instructions, then ask for advice from a more conversant member.

**** Remember .. Safe flying is no accident ! ****

If you want a good quality CA glue and accelerator at a reasonable price, then visit this Auckland website Timberly <http://www.timberlywoodturning.co.nz/categories.php?category=Glues%252dSTAR-BOND-CA-%26-TITEBOND>

C: STARBOND Medium CA Glue EM-150 1oz 2oz 16oz



Price: **\$17.50**

SKU: Em-150 2 oz

Weight: 0.07 KGS

Shipping: \$4.80 (Fixed shipping cost)

Size: Em-150 1oz

Em-150 2 oz

Em-150 16oz

Their Starbond CA range is excellent, plus a lot of other interesting products and tools, and good to deal with. Ed.

Cobra Motors / Innov8ive Designs. <https://innov8tivedesigns.com/>



Particularly for the Vintage modeller, the Cobra motors are of excellent quality and a great range plus good data.

NDC.

At MFHB we have members in both the Soaring and the Vintage disciplines competing regularly in this national competition. There is an annual schedule of events covering each month's competitions which must be flown on a Saturday or Sunday of that month. If you want to get involved and require more information, speak to Brett Robinson or myself with regard to Vintage and Radians, and to Kevin Botherway or Joe Wurtz regarding Soaring and Radians. It's great fun, gives purpose to your flying and improves your skills. The NDC Calendar is on the MFNZ National website <https://www.modelflyingnz.org/results.html>

NATIONAL DECENTRALISED COMPETITION (NDC)

5.1.1. The National Decentralised Competition (NDC) is intended to foster competition during the year and may be used as a basis for Club competition calendars. Club members results are forwarded by club recording officers to the NZMAA recording officer who collates all results. Trophies for individual winner, top junior and winning club are presented at the National Championships prizegiving at the end of the year.

The scores obtained by juniors are used to decide best junior.

5.1.2. The last competition is usually at the end of November each year to allow for collation of the last results and calculation of all scores before the Nationals.

5.1.3. The competition includes classes that obtain a result by the timing of flights. Classes that involve the judging of flights or models cannot be competed for on a decentralised basis.

5.2. NDC Rules

5.2.1. All competitions will be flown to the current NZMAA rules.

5.2.2. The NZMAA Recording Officer will publish the Programme of events for the year with the last "NZ Model Flying World" of the preceding year.

5.2.3 Eligible Flying Days. The NDC programme will advertise events to be flown in each calendar month January through to November. Flights may be made on any Saturday or Sunday for the advertised events for that month. The contestant must advise the timer before starting the event that these are official NDC flights. The contestant must then complete the event that day and may not restart or complete it on another day. Where the event is a club or SIG event the contest director may declare the event an official NDC event."

5.3. NDC Results

5.3.1. Scoring. Each individual event will be scored as per scoring at the Nationals (See para 3.5.5. in these rules). Totals for individuals and clubs will be used to decide placing for the year.

5.3.2. Forwarding Results. Clubs must forward results to the NZMAA Recording Officer. To be included, the NZMAA recording officer must have received results within 14 days of the authorised date of the competition.

5.3.3. Publication of Results. Progress results will be published in "NZ Model Flying World" magazine during the year. The first 10 placings overall will be posted at the Nationals and in the first magazine of the year.

ELECTRIC MODEL POWER ISOLATION PLUGS

Another area of concern that has reared it's head from time to time is the need to have some form of isolating switch/plug fitted to the flight batteries of electric models. Some models have had the batteries armed and loaded in the shelter/pits area and on a few occasions the Tx has been operated and the model sprung to life. To avoid the danger of this happening, either the batteries should be armed at the flightline, or the model be fitted with an isolating plug which is then inserted and armed at the flightline. I asked **Rob Lockyer** for advice and he commented...

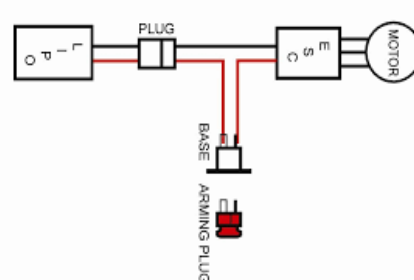
As for arming switches / plugs. I have yet to see a switch with enough current rating, so a plug I think is better. Problem is mounting it in the side of the fuse. First of all some way to hold / mount the plugs that are not made for panel mount, and second, finding an area on the model that will take the push and pulling of plugging and unplugging. For the small type like vintage as XT30 would be fine. XT 60 or Deans for larger motors. Spot on RC in the USA do a panel mount for Deans.

<https://www.spotonrc.com/product-page/deans-connector-bulkhead>

Also this from Hobby King https://hobbyking.com/en_us/anodised-alloy-external-flight-battery-arming-switch-t-plug.html?_store=en_us



Also attached a photo of Paul's Tomlinson Fantasista Patten model. You will see a very simple single plug / socket wire out the side of the cowling. As for a drawing or "Dying Wireagram" (That electric speak for Wiring Diagram Ed.) Can do, however it is just a simple matter of extending one of the battery leads and fitting a plug / socket. Thinking about it best if socket be used on the model and plug on the arming plug.



Further good advice from Club Captain Mike Shears...

" If you're working on an electric model in the pits/shelter/workshop and need to have the battery armed, then ALWAYS remove the propeller FIRST !! "

NOSTALGIA FILES. June 2020



Our club has a lot of history and as past information surfaces I hope to capture some in these files for new and past members to look back on and enjoy. Hopefully it will also help to preserve some of those stories and pictures from days gone by that will be lost with the inevitable passing of time. For starters a delve into my own files and archive which goes back to the early 1980's, however I'd like to solicit help from current and past members and readers whose association with the club extends back much further. To name just a few of you from my knowledge bank, **John Clarke, Harvey Stiver, John Sutherland, Bob Whitburn, Dave Richardson, Mike Shears, Graeme Main, Bernard Scott** and any others beyond my knowledge who may have some history with our club. Your contributions of history, stories, pictures and anecdotes would be very much appreciated. **Please take this as a formal invitation to contribute** and needless to say if I don't get some response, then don't be surprised to get a tap on the shoulder !

I joined HAWKES BAY RADIO FLYERS around 1983 . **John Clarke** who I was at Napier Boys high school with was doing some fitting out in my rooms in the city and we got talking about our early days of aeromodelling. I was surprised to find he'd never stopped modelling unlike myself and after finding out about the club's activity at Highway 50 I couldn't wait to get down there for a looksee. I was astounded to witness the changes since my early experiences of free flight and control line and the first days of ED Radio control, needless to say I was hooked. I bought my first kitset, a "New Yamamoto" high wing trainer, **John** took me under his wing and taught me to fly (well, he tried to teach me). I bought my first Futaba radio from **Graeme Main**, and on unpacking it had to ring him to tell him the controls were all round the wrong way, I knew, 'cos I'd trained in Tiger Moths. The throttle should be on the left and joystick (right hand) worked the elevator and ailerons. **Graeme** gently put me right and assured me all was correct and I should learn to fly mode 1, Bless him, the best advice I'd ever received. (That no doubt should elicit a response from someone ?)

Picture here, my first two RC aircraft, the New Yamamoto Cessna look-a-like and the second model as I started on my own design path, modelled on the Byron Originals idea of "Pipe Dream".



And then a youthful **John Clarke** with the first of his many Mustangs, Big Beautiful Doll, and **Graeme Paradine** with his Polka Dot Special aerobatic ship, taken at the Highway 50 HBRF Club site mid 1980's. Hard to believe that all happened thirty-five plus years ago, Oh dear, did we enjoy ourselves? Too Right!

About that stage I decided to have a go at petrol power and bought a 50cc Quadra motor from the States and built a "Big Hots". A good introduction to larger aircraft and petrol, though as usual, built a bit like a brick outhouse so performance was limited, another learning experience. Back in the early 90's, that model and Doug Duggan's Camel and Pawnee were about the only successful petrol powered models flying in the club. What a different story it is today.



Then in the early days of Awatoto Field, again when we were all younger and more energetic, one of our many working bees, pre shelter days mid 1990's. Some familiar faces and sadly some past faces.



I can't remember the date exactly, but around the turn of this century, John Sutherland, Bob Whitburn, a very young Miles Moloney and I attended the Nationals at Carterton where we flew in the F4C Scale competition. Don't remember the results but I'm sure we all flew with distinction, at least we survived. A great experience for me, my first "Nats". In those days, competition was keen, 8 entries in F4C wow, and All those models were scratch build, none of those ARF look-a-likes ! I well remember having the tatas having to land over that fence past the caravan on a fairly short runway !



John Sutherlands Zero. Bob Whitburn's Hurricane (now owned by Bill Roydhouse and converted to DLE petrol power)



My Extra 300 then, currently undergoing refurbishment now and re-powering from a Super Tigre 3250 to a DLE 35RA. And ex-member now retired Norm Murton (a strong scale aficionado) with his De Havilland Beaver at Awatoto Field.

Early days at Awatoto, around 1995, the late Keith Ansel pictured here with his 1/3 rd scale Tiger moth, built from a Pilot kit. It was powered with a Super Tigre 2000 and flown for Keith by Norm Murton. After Keith passed away, it languished for some years and about four years ago was bought by Nev Fargher from Keith's nephew Brian. We worked on the model in the "Shed" re-powering it with an OS petrol four stroke and I had the pleasure of test flying, and it flew beautifully.



Sadly it has since been damaged in transit (Nev fell over it..Ugh!! just imagine the consequences of Nev falling on one of us ?) so is presently back being repaired and will hopefully be in the air soon in all it's glory. I can't wait to get my hands on the sticks and have it back up in the air again, such a lovely sound and great flying model.

A CLOSING SMILE. June 2020



An airplane was about to crash..

There were 4 passengers on board, but only 3 parachutes.

The 1st passenger said "I am **Stephen Curry**, the best NBA basketball player. The Warriors and my millions of fans need me, and I can't afford to die." So he took the 1st pack and left the plane.



The 2nd passenger, **Donald Trump**, said, "I am the newly-elected US President, and I am the smartest President in American history, so my people don't want me to die." He took the 2nd pack and jumped out of the plane.



The 3rd passenger, **the Pope**, said to the 4th passenger, a **10-year-old schoolboy**, "My son, I am old and don't have many years left, you have more years ahead so I will sacrifice my life and let you have the last parachute."

The little boy said, "That's okay, **Your Holiness**, there's a parachute left for you..... **America's smartest President took my schoolbag.**"



On that note I wish you all happy and successful post-Covid building and flying. As usual I look forward to your comments and contributions that will help make this a regular monthly club newsletter keeping us informed and up to date with past and coming events and what is going on in and around our membership. My grateful thanks to all the contributors.

Fly Safe,

Barrie Russell. MFHB. June 2020.
