

Model Flying Hawkes Bay



Club Newsletter # 122 Dec/Jan 2021

FEB 21	MFHB February Activity Calendar 2021
Tues 2	"Shed morning"
Thurs 4	Vintage Awatoto
Fri 5	Warbirds Set up Working bee
Sat 6	**WARBIRDS over AWATOTO RALLY **
Sun 7	**WARBIRDS over AWATOTO RALLY **
Mon 8	Clean up time
Tues 9	"Shed morning"
Thur 11	Vintage Awatoto
Sat 13	NDC
Sun 14	Club Sunday BARBECUE DAY. NDC
Tues 16	"Shed morning"
Thur 18	Vintage Awatoto
Sat 20	NDC
Sun 21	Club Sunday ("Barbecue rain date") "
Tue 23	"Shed morning"
Thur 25	Vintage Awatoto
Fri 26	AEROBATICS RUMBLE IMAC & Pattern
Sat 27	AEROBATICS RUMBLE IMAC & Pattern NDC
Sun 28	AEROBATICS RUMBLE IMAC & Pattern NDC
MARCH	*****
Tues 2	"Shed morning"
Thur 4	Vintage Awatoto
5,6&7th	March *WARBIRDS over AWATOTO * RAIN DATE

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Contributors to this Issue; Clive Baker / Brett Robinson / Barrie Russell / Vic Shaw / Marty Hughes / Rod Hughes / Barry Kerr / John Aitken / Rob Lockyer / Mike Shears / lance Hickey / Barry Lennox / Danny Young / Ross Gray / Chris Tutton / Chris Wong / Kevin Botherway / Stan Nicholas / & Others ? /

NDC Vintage and Soaring events for February 2021

Feb/21	112	VINT	RC Vintage 1/2A Texaco
Feb/21	113	VINT	RC Vintage E Rubber Texaco
Feb/21	114	VINT	RC Classical IC Duration
Feb/21	403	SOAR	Thermal A (Open)
Feb/21	404	SOAR	Thermal H (2 Metre Glider)
Feb/21	405	SOAR	ALES 123 Class N
Feb/21	406	SOAR	XSJ Unlimited Class O

Thank You

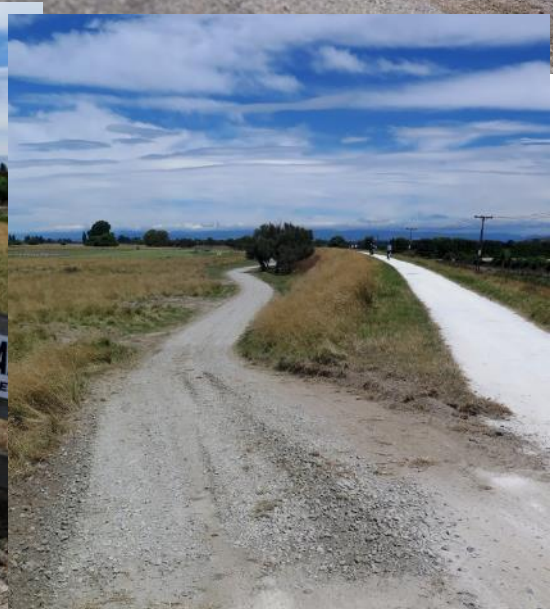
GALBRAITH'S"

We owe you a huge debt of gratitude

Committee man **Marty Hughes** says

Members will by now have noticed the new road surface into the flying field. Over the last few years, the way in was becoming less of a road and more of a farm track. So, Galbraith earth movers to the rescue.

On Friday the 22nd of Jan, Steve Galbraith and Marty Gair came on site with some serious machinery. First half of the day was spent cutting out the old track and removing the old vegetation that was in the middle and grading down to the hard base. Then in the afternoon came in the procession of trucks filled with base course and roading metal. Five big truckloads of roading metal in total was spread, graded and compacted along the track to turn it into the metal road that you are now driving on. If MFHB was paying for this, the cost would have been around \$4500 for the job, but the whole job, Grader, Trucks, material and labour was kindly donated to us by Steve and Kelly Galbraith of Galbraith Earth Movers. We can't thank these guys enough for this most generous donation to our club. If you have any cartage, earthmoving or digger requirements, please think of **Galbraith Earth Movers**.



From the Editor's Desk;



Well, quoting **Marty's** words, "**he's busy turning Metal into Money and putting Dreams in Driveways**", never a truer word. Thanks **Marty** for your association and **Galbraiths** for their generosity. After years of being closely associated with that road, I know how much work is involved and just how much it means to the club, we sure are the winners. **"The Metal on the Driveway is a real Dream !"**

I trust you all had a good break and 2021 ahead is going to be a safe and successful year. The club calendar is starting to look busy with **Warbirds** upon us, the **Aerobatic IMAC and Pattern three day Rumble** at the end of the month. In March we're planning a **"Youth Day"** and in April a **Regional Vintage Rally**. We are encouraging NDC participation in the various SIGs and Radian flying, all covered in this issue. This Newsletter has got away on me a bit again, two months into one in a busy club makes for a lot of content. I hope you enjoy the read as much as the fun I had putting it together. See you all at Warbirds.
Barrie the Editor. February 2021.

Mr Secretary Says;



[12.01.21 Meeting Notes.](#)

There were no apologies for this, the first meeting of 2021, though there could well have been if meeting decorum was the guide! Minutes of the previous meeting and the Treasurer's Report were passed, with the main business being Warbirds organisation.

Everything for Warbirds is in hand, it seems. Galbraiths were tasked with metaling and grading the drive way (now accomplished with donated time, machinery and metal to the tune of \$4500!) Food, drink and places to deposit the ensuing products are in hand (well, not really!) Signs are to be erected (accomplished Tuesday 26 in a celebration of Australia Day and bursting of the bubble), use of QR codes will be encouraged by all attendees with clear signage. We may have the honour of hosting Max Collett, the last Spitfire pilot from WWII – let's hope! There will be a real push on safety elements during the event. Robert has done a great job in getting information out to fliers and all information is on the website.

As you are aware, the Jet meet was unfortunately cancelled at very late notice and we were left with an activated Danger Zone which was passed over to members. Any future applications for use of the field will need to follow stricter protocols. Let's hope the weather for Warbirds is as clement as it is as I write this!

Barry Kerr, Secretary, MFHB

Prez Sez Feb 2021



Welcome to 2021,

Well, the festive season is over and we are in a new year, it's got to be better than 2020.

Mike Shears and I took a day trip to the Nationals, this year we finished second in the Clubs' points just behind Hamilton. We had good representation in various disciplines finishing at the sharp end or very close to it. Well done to all those that took the time to compete.

We are getting very close to our annual Warbirds event, Marty assures me it's going to be massive. If you have an hour to spare we are happy to accept your help.

Our road into the field has had a major upgrade thanks to the generosity of Galbraith Earth Movers. If you have a need for some earthworks please support them.

Keep flying, safe landings, see you at Warbirds 2021.

Lance Hickey – President.

CLUB ACTIVITY Dec/Jan 20-21



Wed 2nd Dec, nice day **Blair** wanted some training and also to test fly his latest purchase and "Escapade". Training with his SIG Senior went well, Take offs, Circuits, Figure 8's and Regulation turns and Landings, all going well. Then I had the pleasure of flying his latest purchase, we checked the set-up, made a few changes and an aileron reversal !! and what a blast that was. No trim changes and flew like an advanced trainer should fly, that OS 46AX sure hauls it round the sky. A \$100 purchase all up, Wow, great buy, lovely model.

Marty has been up in his ceiling again and brought down this ESM FW190 that he purchased off the late Max Motley estate some four years ago. He had his tame mechanic (JC) set it back up to flying standard, Zenoh 26 powered and it flew like a dream.



Rod got some happy time in on his newly refurbished Radian and then Marty got hold of the transmitter and wouldn't let him have it back.... Some people have difficult kids don't they, but all in all we had a beaut morning and the field is looking a picture perfect



Friday 11th Dec. Forecast was good so last evening emailed a few bunnies suggesting a Radian 123 contest. A bit windier than expected, but flyable and five turned up. **Barry K, Mike S, Rob L, Stan S and Self.** Barry decided to be official timer and we all flew four flights (aim 6 minutes off a 20 second motor run or 400 feet), 6 minute flight plus landing points, result being the aggregate of the best three flights. Conditions were tricky but there was some good streaming lift if you could find it. Results....

1 st	Stan	353+50=403 / 347+50=397 / 267+25=292	Total	1092.
2 nd	Mike	309+00=309 / 227+00= 227 / 343+25=368	Total	904
3 rd	Barrie	204+25=229 / 230+50=280 / 348+25=373	Total	882
4 th	Rob L	194+50= 244 / 196+00=196 / 156+25=181	Total	621



Good competition fun, let's do it again. More on that later if we can get some more motivated. Ed.



And then there was the Club

Christmas Party, and what a delightful evening it was, good company, excellent food and a pleasant venue at the Napier Sailing Club all organised by our Secretary Barry who incidentally in another life was a past Commodore of the NSC. A little earlier this year, Friday 11th it was well attended by some 35 odd members and better halves. A very well nourished and convivial event, thanks Barry and the NSC, and Merry Christmas Everyone.



Club Sunday 13th Dec , Barbecue day and a goodly turnout. Started out with light conditions but about 11.00am a cool sou-easterly settled in and flying was not for the faint hearted. The pits were well filled and the barbecue chefs **Barry & Dave** catered for our needs, much appreciated by all as usual.



Top Right. John Aitken (Squaddie) was still having motor problems with his Cub so put it away again in disgust and is considering petrol or electric options.

Above Right. Stu Sturge's Auster looking like it wants to fly.

Left. Ross Brinsley has repowered his J3 Cub with a petrol DLE 20, and now flying very nicely

Below. Once the wind got up, the brains trust convened post barbecue.



Wednesday 16th Evening. **Marty Hughes** Says on Facebook.....

Summer has hit us with vengeance gentlemen . Starting tomorrow night from 5 pm until dark we are starting Wednesday evening flying nights . So instead of staring at the idiot box in your lounge , grab your self some fish and chips or pack a picnic and come down to the best flying club around and enjoy some banter and great company . Bring a plane , bring a Heli , bring a glider. Bring the wife , bring your next door neighbours wife even . Bring your dinner or just bring yourself . We only get out of our club what we put into it so let's go enjoy it . Hope to see you all at Awatoto tomorrow night .

Marty reports; The evening of Wednesday the 16th of December saw the first of our Summer Series mid week flying nights . With perfect blue skies and a lovely summer breeze down the strip . A great first turn out with about



10 pilots . As usual **Rob Mitchell** thrilled us all with his 3D Heli displays . **Andrew Stiver** was tearing up the sky with his EDF Jet . **Marty** had the ST Ryan out for a spin and Rod Hughes with the Piper Cub . Radians can out as the sun went down with **Mike Sheers , Brent Stiver** and **Derrick Whelan** .



Highlight of the evening; We are not sure how but during a precision landing **Mike Harris** landed his Clubber into the safety fence . It stuck like a dart into a dart board . Only damage was a broken prop. The safety fence survived.



New member **Tony Reid** had **Rob L** test fly his new foam Cub, which flew very well according to our Treasure. **Rob** turned off all the bells and whistles and flew it off the sticks like a Cub should be flown. He is going to mentor and train **Tony** in the new year (Mode 2 !)



A very successful evening with a number of fliers bringing out food and all enjoyed the idyllic conditions late in the day. May there be many more of them.

Sunday 20th. Another glorious day in the Bay running up to **Christmas**. A good showing of models covering most disciplines.



No dramas of note, most just enjoying the flying and the company, let a few pictures tell the story



Top Left. **Danny's** new Calmatoto look alike, **Mike** test flew and plane went well in it's initial setup.

Middle. **John Sutherland** about to test fly the P-40 for **John Clarke (Ed Beetham's)** flew successfully after more adjustments following previous attempts.

Right. **Gus and James** father and son duo with their powered glider.





Phil Sharpe had his Pup and Tempest out for some flights, beautiful aircraft.

Rob Lockyer flew **Tony Reid's** carbon Cub for another set up flight, sadly the battery connector "post mortem" came uncoupled so the model suffered an uncontrolled arrival. Some compression damage but will survive to fly another day.

Tues 22nd, Last shed for the year, a good morning, **Mike** went through the setting up procedure on **Danny's** new Calmato, very instructive to all present and we'll endeavour to cover this in the next Set-up article.



We were graced with a visit from **El Presidente** seen here inspecting the covering workmanship we were doing on **Stanley's** bomber wing. Should be flying by Christmas with a little bit of luck. **Seeyall next year. Ed.**

JAN 2021. Sunday 10th. Nice day as you would expect in the Bay. Usual club models and flying and some training. Highlight of the morning was seeing Bill's Corsair back in the air after the fitting of a new Ignition unit. The original unit was mis-informed in the manual and failed with a higher voltage battery. They were also trying various props. Jayden did the test flying and it performed flawlessly with preference being given to the 23.75 x 10 three blade one I built using wooden Chinese Flight propeller blades.



Changing props at the starting poles.

Now we just need to paint it black with yellow tips.



**Happy New Year,
welcome to 2021.**

Shed Morning Tues 12th.

Interesting morning, **Mike** was conducting a "Set Up" class for those interested, working on the Aileron set up of **Marty's** latest purchase of the Lysander. The morning high-lighted some poor set up aspects and how to address those issues, a worthwhile session.



This next pic shows **Phil** under the mower doing a routine blade change and general maintenance. **It just highlights the amount of time and expertise a few members contribute for the benefit of us all. Thanks Guys.**



Sunday 17th Jan. Test flying morning for a few newbies/rebuilds taking advantage of the weekend 1000ft NOTAM. No Dramas whilst was there so let the pictures tell their story....

Marty's new Lysander got a real workout by Jayden whilst testing the new set up, and then Marty took over and had some very nice flights, flew a treat. He's in love again !!



Tall aye, six foot plus ? Dwarfs our President and his side-kick pilot !

Coming home, the plane is a beauty and the 3 cyl Saito radial sounds just great.

Chris's Bearcat is up and flying well, also sounds great with the OS 5 cyl Radial. He's desperate to get a four blader on it !



Lance's Texan always presents well, all the above flights were first carried out by **Jayden**.

These excellent aerial shots are from **Clive Baker's** camera. Thanks **Clive**, truly professional and makes my job a lot easier. If you see a shot of your model, ask Clive for a copy of the file, just give him your memory stick and he's only too happy to oblige. **Ed**.

MEMBER PROFILE

Dec/Jan 2021



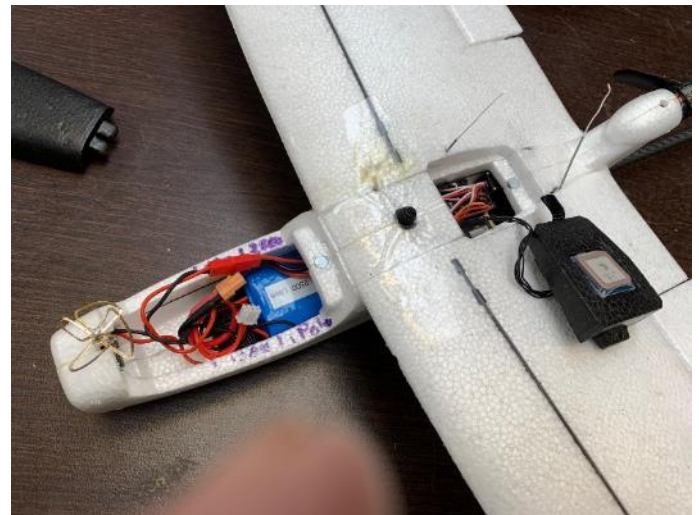
Rodney Allan Hughes



Rod was born in Hastings in February 1944 and finished his schooling at Hastings Boys High. As a youth his passion was model trains, building layouts and electronics. He had a bent for mathematics and went on to University where he completed a Science degree in Chemistry in particular relation to the food industry. From there he joined Watties Industries and was subsequently head hunted by an American firm, W.A.Grace with international connections to the food industry. Rod subsequently shifted to Hong Kong and then Singapore from 1978 to 1992. During that time his consultancy work caused him to rack up some three to four hundred thousand air miles a year travelling internationally. Flying and his interest in electronics led him and his sons headlong into the RC Model hobby. An accomplished builder and flier, a skill that he has passed on to Marty (Well nearly, if you have a friend call John Clarke !),

He returned to Auckland, as he said after being “wrung out” with the international scene and tried Real Estate, then with a Bus company and finally retired but kept his hand in driving school buses and doing some charter work. At that time he joined the Mt Roskill MAC where he became their chief flying instructor. About this time, Marty decided he needed assistance and some more aircraft, so Rod relocated to Hastings this year and we now have the pleasure of his company today.

Rod’s passion these days is FPV and he can be seen most days at the field sitting on a pits bench flying one of his many FPV models, powered gliders, flying wings and various drones. He is accomplished and very knowledgeable in this field, have a chat to him, he is only too happy to share.



This is one of his favourites, a 34 inch ZOULD Drift which he imported from Banggood. He flies this FPV with a 2500 2S Li Ion battery and with good throttle management can get 20 to 30 minutes flying time.



Another of his goodies, yes he does fly visual as well when Marty will let him. His Fox Moth seen here in B & W from Clive Baker, on finals at Awatoto. The only thing I can’t understand is how come he looks about the same age as his son ? (no names of course !) Must be that higher standard of living with all the good knowledge of the food industry. Welcome to MFHB Rod, good to have you aboard. Ed.



The 73rd Model Flying New Zealand **NATIONALS** Jan' 2021



Welcome to Two Thousand and Twenty-one, another year and another “NATS”. Despite my dire long range forecast, nearer to the day we got closer to our Treasurer’s benign forecast and it finished up in between. Hot and each day calm to windy, one day of gales and another of showers, and for the brave, mostly flyable every day. What more can a man wish for, no I’m not allowed ! All appeared to run like clockwork thanks to the efficiency of President Len and his team and all the SIG CDs, a huge vote of thanks to all concerned. Carterton with the Claremont Showground facilities, all the outlying RC, Soaring, Vintage and Free Flight fields available is an ideal venue. Although it is in the middle of the country, it’s a pity that we can’t entice a bigger slice of the membership, but those who want to compete and meet do attend.



All shoe-horned in the wagon and I headed down early Monday 4th for five days of Vintage, 11 classes to fly in, calling for 28 flights in total, and in the heat and the wind, that proved quite a mission, demanding but enjoyable. The vintage guys are a great bunch and all generous with their help and advice. Above all I must sing the praises of our Vintage CD and SIG Chairman **Don Mossop** from Katikati who not only ran the contest for five days, on the field from start to finish every day, competed himself, helped others, and also arrived two days early to mow the flying circle for us to enjoy. **A sterling effort Don, thank you from us all. (Hip, Hip, Hooray x3 !)**

MFHB was well represented this year, in **IMAC & Pattern**; Rob Lockyer, Ewan, Hamish and Sean Galloway and Derek Whelan. **Scale**; Rob Lockyer & John Sutherland. **Pylon**; John Sutherland. **Free flight & C/L**; Rob Wallace. **Soaring**; Joe Wurts, Kevin Botherway, Andrew Hiscock, Andrew Stiver, Kevin Campbell & Myles Moloney. **Helicopters**: Rob

Mitchell, Grant McDonald. And **Vintage**: Barrie Russell. The competition was keen, and although we didn't manage to bring the **Champion Club Cup** home we did finish a close Second. We were also Second club in the **National NDC**



2020 Comp. Well done MFHB.

However, just for attending, we were all winners. The individual results can be found on MFNZ website here; https://www.modelflyingnz.org/Admin/Event_Results_Detail.php?eventdisp=All

A few members came down for the day to offer support, **Mike Shears, Lance Hickey, Danny Young** and **Leonard Poon**. Thanks for making the effort guys, your encouragement was appreciated. The following is a short pictorial survey of our members' efforts plus a few random shots around the various disciplines. *Below*; **Rob L** in IMAC



supported by Fraser, Mike and Derek . **Above John Sutherland** landing his FW 190 in Scale.



Fraser Briggs with his FAI Pylon machine.



Ewan Galloway setting up his SLICK for IMAC.

Right. Pattern Aerobatics was well supported with these magnificent machines that look like something Marine that has escaped from their fishy environment. Seemingly mainly electric powered this year.

Below. And the “Old boys” reliving their youth with these recreations of the aerobatic ships they used to fly early last century. Now flying in a league of “Classic Pattern. Good to see some “Real” youth there.



SCALE had some interesting entries, especially this Transavior PL12 Airtruk at 142" span and powered by a 120cc JC Evo twin. Built and flown by Gary Wilson, it weighs in at 32kg, and when fitted with its spray booms and filled spray tank it carries another 10kg plus ! Sadly this model was lost in a mid-air incident on the last day of the Scale Competition.



Gary was accompanied by his father-in-law, **Lew Woods**, well known to all as a long time modeller and experienced Ag-pilot, who had built a similar model in tandem.

Another interesting scale model was this PZL 104 35A. Built from a Dragon Hobbies kit by **Tarquin Brooks**. Powered by a DLA 111 petrol twin fitted with electric start. (flying below)



In Vintage, I was the sole club representative, seen here below in the company of Rex Anderson and Martin Evans during the “Vintage Sport Cabin” competition. Two Tomboys and I think, a Debutante.

Below Ian Munro with his vintage petrol powered model.



Right, Peter Townsend with his take on a Playboy. **Below**, Pete had one of his ultra light carbon fuselages in the van which I took the liberty of photographing. All the joints are assembled with the “Timberly” supplied Cyano used without the Kicker. Very light and rigid and all built from square hollow carbon tube.



Below Left, Don Mossop had a “Spot” landing after a wing fold and vertical descent under full power with an underground result. Quite scary actually what these models can get up to (down to !) Below Right, my repowered

Slicker heading off for another flight.





A very nice Trenton Terror by Phil Pearpoint



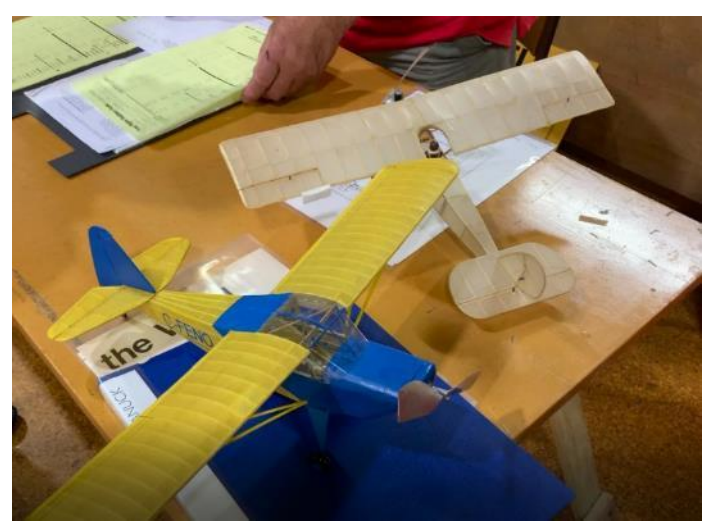
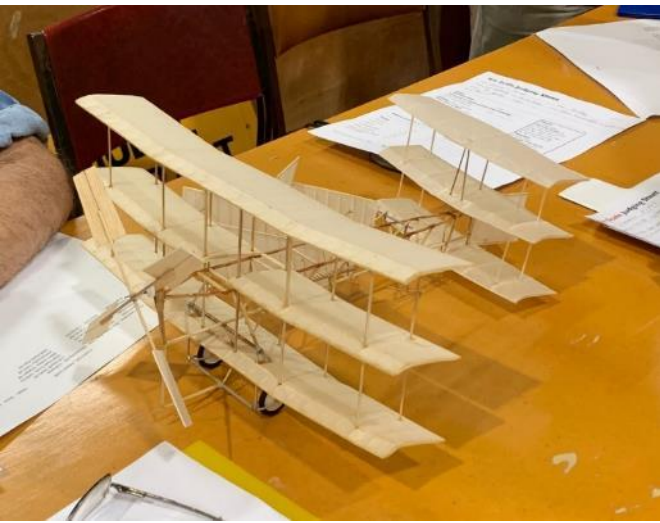
Stew Cox, preparing for another flight.

The Wednesday evening Spit Roast Dinner was a well catered and attended affair for around a hundred Natters. . An excellent meal with some of the ladies preparing the deliciously roasted vegetables and the meat from a commercial Spit Roast cooker and smoker. Magnums for dessert, sheer bliss !



This was followed by an interesting evening of **Peanut Scale in the Hall**. There are some very clever modellers who build and fly there miniature rubber powered aircraft, even one of our very own, "**Rowdy**" with his bird dog. **Maybe he should put a leash on it and take it for a walk ?** Pete (**Peewee**) Williams making some trim adjustments, and flew well in ever diminishing Circles.

And a couple more examples of the excellent craftsmanship of these miniature models from life sized " Boys !"



Left. The soaring boys had a great Nats with Joe once again taking out the Champion's prize. Kevin launching here under the watchful eye of Joe his time keeper. A good entry from MFHB, especially noted Myles stepping up and taking second place in F3K Discus launch gliders. A great effort.

Below, a high degree of concentration for pilots Joe and Andrew and their unmissable timer person "Rowdy"



Soaring is always busy with six competitors at a time lining up for launch. Their organisational skills are something to behold, and it all goes off like clockwork with all hands to the pump.

All in all another excellent Week at the Nats. The weather was kind in the main part, considering history and how it can blow in this part of the world, I think we were blessed. Hopefully, members can make an effort spending this year honing your skills in a discipline of choice and come and join us next year at the **“Nats 2022” Ed.**

AROUND the BUILDING BOARDS Dec Jan 2021

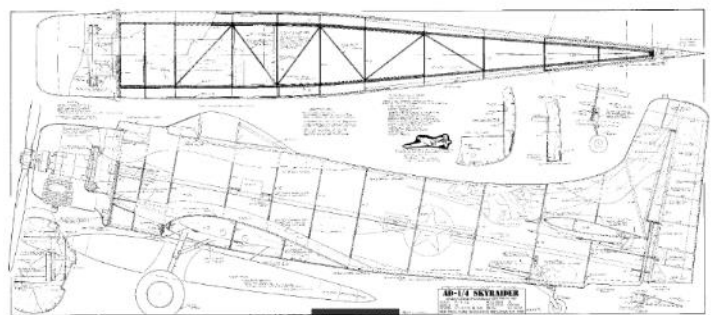


They mightn't fly, but they look just as good and aren't at risk, this recently completed plastic model English Lightning from **Brett** is a work of art. Just another aspect of our absorbing hobby. (and they don't crash either !) You just have to be a bit careful when you're dusting them !



When one does a bit of fossicking to find out who is building what, all sorts of interesting things start coming out of the woodwork. Such is an editor's struggle, little arrives unsolicited but when you start digging ... oh boy ! and fortunately I have a good big sharp shovel, so let's start digging !

El Presidente proves he's been hiding his light under a bushel, to date we've only seen his ARF kit productions, beautifully set up and presented of course. Now his building skills are coming to the fore and he is scratch building a Category 1 Large model. A Douglas A-1 SKYRAIDER a set of Nick Zirolis plans and a laser cut short kit from across the ditch. It is a fully built up model, to be sheathed in balsa with likely a light fibreglass cloth/epoxy finish. It will be powered by Saito 90 three cylinder radial petrol motor and has a stock fibreglass cowl which Lance has had to adapt/enlarge slightly to accommodate the motor.



Of course I had to snap a few images around the workshop as well, so let the pictures tell the story.....



The model has a wingspan of 2540mm, a length of 1982mm, and an anticipated weight of 17kg. From Top Left clockwise. Front access hatch for fuel tank and batteries / Rear view of stringered fuselage / Texan & an Old Timer and another Old timer and a P-51 wing

with U/C being changed from electric to Air. / Pawnee ? / Super sized Timber and an Extra 330 LX / Power plant Saito 90 3 cylinder Rotary. **All shoe-horned into a single car garage, great things have small beginnings. Nice one Lance, we'll follow with great interest. Ed.**

Rob Lockyer has an interesting project going. He bought an ASP 180 four stroke motor from the late Jeff Clarkson estate which **Jeff** had in his Fokker Tripe before re-powering with a petrol motor. Rob is converting the glow motor to spark ignition, and writes.....

Hi Barrie. This is what CH Ignitions say about their CDI Conversion:

By adding the CH hardware you will have a close to perfect solution, less expensive since you already have the engine instead of buying a new one. The CDI provides a better starting, better Idle and one of the best features is the fuel economy. up to 25% more run time

A timing kit is also available, check in related products or under Timing Kit
Check the Install Manual on the "Manual" Tab

Included Hardware:

- 1 x CDI
- 1 x Magnet adjustable ring
- 1 x Sensor holder with sensor
- 1 x 1/4-32 Spark Plug (same thread as your glow plug)
- 2 x M3 x 12 mm cap screws

All the bits arrived and fitted up well. Setting up the timing was easy. This is a bit long winded however helpful :
<https://www.youtube.com/watch?v=DTwyptJpJL0>

Total cost, including freight from Palm Beach, Florida was US\$160. See the attached instructions, even though it was for the Saito version and included the Gas conversion as well.

There was a note in the box saying; *Time 30 BTDC like is on my timing video, gap for glow .35-.40 mm , use 7.4 V.*
Do not use 20 % Nitro.

The Installation instructions can be found here.....which apply equally to the ASP 180.

<https://ch-ignitions.com/wp-content/uploads/2020/03/Saito-120-150-180-Install-Instructions.pdf>



What is it going into ? watch this space, maybe a Mustang, maybe a mmmmmmm? Ed.

Word is out that Marty has added to his Warbirds Fleet with the purchase of a Lysander from "Brownie" Ross Brown up North. Marty writes;

Hi Barrie . This is my Christmas present to myself and is the latest edition to the Hughes Hangar. This is the Phoenix edition of the English WW2 Lysander. Wing span is just on 3.2m so it takes up a bit of room. Running a 3 cylinder Saito 60cc Radial 4 stroke engine. The model has a current dry weight of 10.9kg and the Saito is pulling 9.5kg of thrust at 6000rpm so it has plenty of power. It ticks away on idle at 1400 rpm and through the radial ring exhaust it sound so nice. Big thanks to Mike and Robert for all their help in the set-up , sorting the CG and the throws etc. It's just a big docile bird that will fly slow , sound great and look

good in the air. It's has landing lights on the front of the wheel pants which we will hook into the flap switch so they come on when landing . Looking forward to having in the air soon . Marty.

Pictures below, looking great. Ed.



What's that saying about the Cat wot swallowed the canary,

Mmmmm that smile tells it all aye. Nice one Marty. Ed.

Rob is making progress with the rebuild of the front end of his Clubba. Clubba's are always repairable, that's the way they are designed and built. Robs model has seen great service and will be back in the air again soon.



This in from Chris Tutton.....

I have nearly finished my refurbished 35cc Spitfire. The wing was badly damaged a couple of years ago, which I have totally rebuilt and recovered with monokote matt covering and the fuse was recovered to suit.

I only have to paint the cowl and get the insignia printed and fitted then she will be ready for the air.

Cheers, Chris



LIPO BATTERY FIRES.

OR “Thar She Blows !” Dec 20 / Jan 21



The Luck of the Irish, or a “Soliloquy from Young Danny”

Danny Young writes..... Tuesday at the shed and mostly with Mike's help set up the trims for my new Calmato. Used my 2017 4500ah Lipo which was slightly puffed. Thursday at field Stan did the flight test, again same battery and all went well. Friday balance charged said battery and all fine. Saturday used said battery for one minute to do some fine tuning on Calmato and again all well.

When detaching the battery noticed it was quite warm in hand, more puffed and a crack in the cover. Compared size to a 2019 battery and large difference. Decided I would only use for home tuning and put into a lipo battery bag and placed on table in garage and then went over to the far side to lift my Radian down. Heard a quosshing noise and turned to see smoke and flames coming out of the Lipo bag.

Immediate recall of alarming fire stories from club members and in two strides got to the table and underarmed the bag out into the gravel driveway. At that moment the fire became like a small flamethrower and the acrid smoke filled the driveway. Closed the garage door and watched from a distance. Lucky, lucky. Had I gone for a coffee???

After a time of over 5 minutes all action died down. I then aired the garage and house.

It all happened so fast, unexpected and on reflection, frightening. The heat and flames would have set the garage alight and who knows from there. This was not from charging the battery. The signs were there, puffy battery and cracked case. Despite precautions it became a fire hazard in my house.

All batteries are now charged and stored in my barbecue outside.

Do not rely on luck. D



Ed here, I've written previously about the dangers inherent in charging Lithium Polymer batteries, I know of two people losing their houses and another of a \$60 K garage workshop fire, plus other reports of fires and damage. Apart from the obvious effect of the flames, (they go off like a blow torch), the smoke emitted is horrendously corrosive to metal and electrical components (and lungs). For those of you who haven't seen it, have a look at this video of a couple of silly old duffers experimenting with overcharging a lipo battery in a microwave cabinet to see if it is a safe environment. <https://www.youtube.com/watch?v=WhjONahErts>



Quite exciting when the exploding battery blew the locked door open ... 'nuff said ! Lipos don't need oxygen to burn, they create their own ! Danny's experience, highlights another aspect of the Lipo battery. His battery had been subjected to a few "Arrivals" whilst learning to fly, the case was distorted, and our electronics guru Robert is of the opinion the battery developed an internal short which just handling it that day was enough to set it off and released all the available energy. A few years back, Mike Shears had a battery catch fire in a safety bag in his car which he saw suddenly filling with smoke, in that case, a battery with exposed terminals had shorted and again, all the energy came out !

Ninety-nine percent of the time, all is well, but in that other one percent, electronic equipment and chargers can fail, we can incorrectly program a charger, batteries can fail, especially ones that have been physically damaged in a crash. Hence, we strongly advise the following when dealing with Lipo batteries.

1. Avoid charging batteries inside your house or workshop. Make arrangements to have the batteries outside. In my case, I have the convenient set up of having the charger inside my workshop and the batteries outside through a port in the wall to a covered metal box. Others have leads to a charger in a covered area outside the house.
2. Don't charge lipo batteries in your aircraft at the risk of losing the model and any associated damage.
3. Discard batteries that have been physically damaged in a crash or have become badly "Puffed".
4. Store your batteries in a "safe " situation, fire proof bag or safe metal box.
5. Use the storage facility on your charger to keep you batteries in a "Stored " state to keep them healthy and lasting longer.

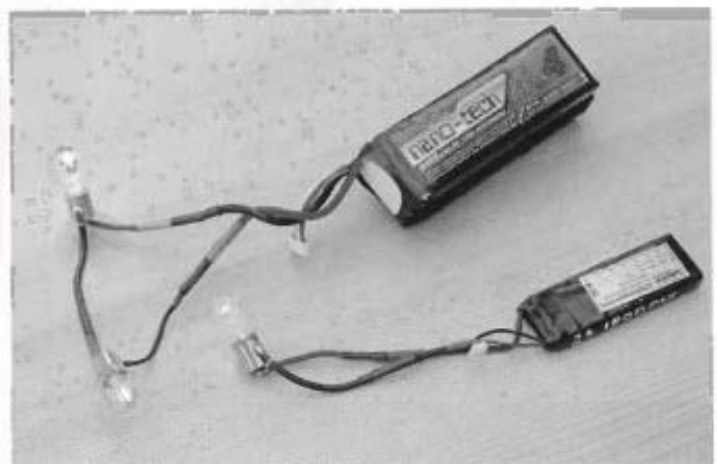
Fully discharging old Lipo packs before discarding them. This interesting solution stolen from a page in the online RCM&E magazine. Sent in by **Rob Lockyer.**

INDICATOR BULBS

However, this new situation left me with a whole tranche of over twenty packs to discharge and then dispose of. My chargers all feature a discharge function as normal, but they'll only discharge a pack down to 3V per cell, and I wanted to discharge each pack down to zero.

Shorting them out through the connectors was obviously going to be a no-no, being potentially explosive and dangerous, so I needed a way of letting them down gently, without causing too much emotional trauma to the poor things.

Battery killing for beginners. 21watt car bulbs, either singly or in series, will kill your puffed old LiPos prior to safe disposal. You know it makes sense.



This isn't a new idea, by any means, so stop me if you've heard it before. Remember when motor cars were fitted with conventional light bulbs at their corners, before the automotive world adopted the LED as a matter of course? Well, those 21 watt indicator bulbs lend themselves to a new life as Weapons of Discharge for dead LiPos.

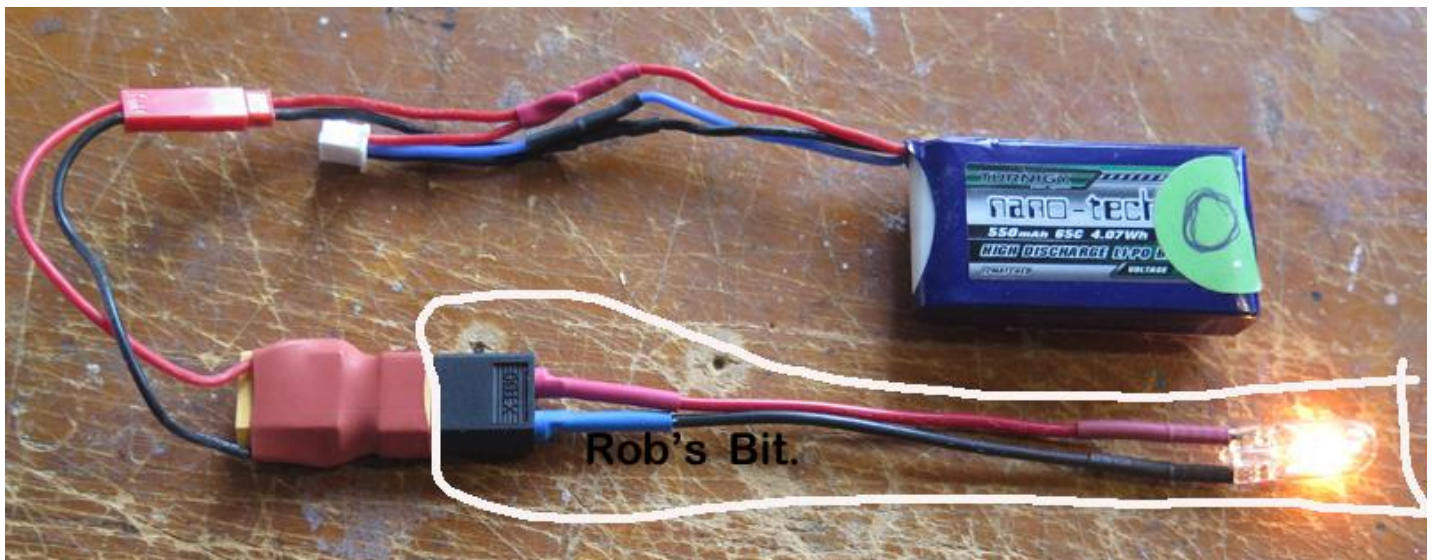
I rummaged around in the Brown Cupboard and found three spare bulbs. Out came the soldering iron and fly leads (sporting my favourite 4mm connectors) were attached to each bulb, all ready for use.

Now, a single 12V 21 watt bulb is happy to discharge either a 2 or 3 cell LiPo without demur, and will also do the business on a 4S pack that's already been discharged down to 12V. However, killing a big 5S pack takes two bulbs, wired in series, to do the job. To be fair,

this is quite a lengthy process. There's a lot of residual grunt inside a hefty 5S pack, so it took several hours to reduce the voltage to the required one volt per individual cell. Don't be fooled that the job is finished when the bulb ceases to glow as there are still quite a few electrons knocking about that need to be quashed permanently, so keep it connected until a voltmeter confirms end of life. Oh, and it goes without saying that the above process all took place in the middle of the patio, well away from anything combustible.

Right then, let's get connectors attached to those new 4-Max packs and see how we get on!

E



And here is the discharge unit **Rob** kindly made me, works a treat. Being demonstrated here on a good battery of course. Speak to him nicely and he might show you how. Ed



SOARING REPORT. Jan 2021

Kevin "Rowdy" Botherway.....



NZ Nationals 2021

By Kevin Botherway and Dave Griffin

Soaring at this year's Nationals was a great success with all but one of the seven events completed. There were good numbers for each discipline.

Upon arrival a day earlier Kev and Joe helped the **CD Len Drabble** with setup and mowing various fields - a big thanks to **Joe Wurts** who brought his mower through to prepare landing areas at the various locations. The afternoon was spent watching pylon racing and then registration for the overall Nationals.

Sunday evening was heaps of fun with a mass Radian launch (approximately 30 Radians) on the main field. Many Radian managed times and skied out with two landing precision tasks - the first one having a Le Mans start made it lots of fun and laughs.

The next morning it was straight into Radian Class P. It was great to see quite a few fliers from outside the soaring fraternity entered. Light winds and blue skies made for a great competition although many struggled to get 3 complete flight times of 7 minutes and landing on the dot was an issue as usual.

While this was finishing we arranged our winches ready for Premier Duration. This was the first string launching for many for some time. Again, conditions were fantastic but lift was patchy and quite a few got in trouble early and managed some rather short flights. For the first long day of Nats we managed to get quite a few rounds in. We were flying on the 150m winch lines meant retrieving wasn't too bad in the heat. 14 pilots flew this out. It was great to see our quiet achiever **Peter Glassey** come in second to **Joe Wurts** with **Richard Thompson** third.

The next day was already like Groundhog Day with F3J scheduled. We set up for the forecast wind direction which took some time fitting lanes in and sharing winches in lanes so five could launch simultaneously (wheelbarrow). Although we call this is usually a fairly unsociable event because of the individual lanes, it worked well sharing winches, callers and launchers. During the day we had to swing the course as the actual wind did not know about the forecast wind! Unfortunately we lost a few rounds with a course change, but I am sure this saved a few models as we were launching into a quite a strong crosswind which wasn't comfortable for many. The majority of pilots had one or two hard rounds and most of us managed a low save somewhere during the event. There was some really heavy duty sink in the sky with patches of lift but well-spaced. The lift took quite a bit of finding and wasn't the strongest by any means.

Wednesday was F3B with a good forecast again. Being scheduled in the middle of the week meant we had plenty of helpers. With 200m winch lines it meant plenty of walking winches. The change from light F5J and F3J thermal models to flying bricks took most of us by surprise in handling ability not having flown this event or practiced much. They were certainly a lot heavier than our usual models and this made for some quick thermal duration flights, although again patches of lift were hard to find. The distance runs were fun and made up some awesome competition with even a Maxa beating a Shinto! Speed was dominated by a fantastic run by **Andrew Stiver** - a personal best I am sure! 16.63 seconds - WOW. Many are improving in this game and enjoying it. We managed 21/2 rounds for the day but by the end were very glad to finally pack the winches up.

Thursday we flew 3 rounds of ALES 200 in pretty good conditions. Light winds and good lift. Congratulations to Joe Wurts in 1st place, **Peter Glassey** in 2nd and **Rob Morgan** in 3rd. This event was soon followed by F5J - electric

launched Gliders and with the biggest field of all the soaring events with 19 entries. Sadly the wind picked up not long after we started limiting the event to just 1 round. Although we tried to restart a few times, it was eventually decided about 4pm that there was not enough time to complete the event. As Murphy's Law would suggest - the wind soon dropped, providing pleasant conditions while we packed up!

For the first 4 days we flew from a field to the north of the Nats HQ at Clareville A&P Showgrounds. On Friday, our final day we flew F3K and F5K at a different site RC1, as pylon and aerobatics had finished. This was quite open and well suited for soaring.

F5K was flown as a demonstration event after F3K. F5K is like a Discuss launched Glider with a motor in the front to launch rather than a round arm swing. We set the models up to climb for 7 seconds which gets most of them close to 60 metres- levelling the playing field compared to the wide range of heights achievable with F3K launch techniques and ability. This was enjoyed by the 4 competitors and will be analysed by our Soaring Sig to fine tune a rule set for New Zealand and allow people to fly it as an NDC event in the near future under our NZ rules.

Overall congratulations to Joe Wurts who cleaned up every event to achieve soaring champion for Nats 2021.

I would like to say a huge thanks to everyone involved in soaring. We all get in and get things setup for the day as well as the pull down. I noticed some pulled more winches back than most namely **Rob Morgan** and **Bruce Clarke**. Special thanks to **Joe Wurts** for putting the extra hours in doing draws and scores. It's also likely he has nailed RC champion but we are still tracking this one. There is no doubt it's getting better with our QR code online scoring, most are now on to this score entry method which saves lots of number punching at the end.

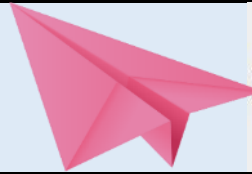


The best was we flew every day of Nats! That was a full week 5 days continuous flying and then some played at night. The soaring team featured in Hanger Rat, Kit Scale, Indoor Kit Scale and Indoor hand launch Glider - This will be our big one for next year for the soaring team we have already got an order going for imported super secret hand launch chukkie!

All scores and results are online here: [GliderScore](#) or here: [MFNZ Nationals 2021 Event Results \(modelflyingnz.org\)](#)

Kev & Dave, Jan 2021.

Radians at Awatoto Jan 2021



Interest in Radian flying has surged again, and at last estimate at least 26 members have Radians. Following an email to club members last week calling for an expression of interest in forming a club group, fifteen have replied positively. As we had a 1000ft height limit danger zone available to us this weekend as a result of the cancelled Jet meeting, Robert L at short notice organised some of us to fly an ALES RADIANT Class P NDC event this Saturday morning 16th Jan at Awatoto. Successful with eight members competing in nice conditions. The scoring was from good to average, but what the heck we all had a lot of fun, helped and timed each other, learnt a bit more about soaring and all survived and had a thoroughly good morning.



From left. Stanley, Mike, Brett, Stuart, Robert, Barrie & inset John & Derek.

Results. 1 st . Stan Nicholas 467 / 468 / 418 = 1353	2 nd . Derek Whelan 342 / 363 / 469 = 1174
3 rd Mike Shears 294 / 410 / 412 = 1116	4 th Barrie Russell 419 / 309 / 349 = 1077
5 th Stuart Sturge 435 / 257 / 368 = 1060	6 th Brett Robinson 272 / 310 / 464 = 1046
7 th Rob Lockyer 316 / 257 / 225 = 798	8 th John Aitken 164 / 170 / --- = 334

Only those that flew with Height limiting switches are able to record time for NDC. These will be submitted once the program opens.

Turns out the Soaring guys were doing the same NDC thing at Black Bridge



Radian NDC Class P
01/09/2019

Joe Wurts #9725		Kevin Botherway #7554		Myles Moloney #7209		Kevin Campbell #12139		Barrie Kerr #11756	
420	50	419	50	379	50	419	25	294	0
420	50	419	50	419	25	330	0	420	50
420	50	419	50	175	50	349	0	163	0
1410		1407		1098		1123		927	

Great scoring, just shows how all that practice pays off. Word has it that Myles was flying a Russell rebuild Radian and Mr Secretary only had his Altis set for a 123 meter launch height. A good effort Mr Secretary, you're looking very contemplative there.

So where to from here This is a follow up email to those members who have expressed interest....

There has been an encouraging response from the membership, sixteen replying with varying levels of interest and once others see how much fun we're having some may follow. Eight of us flew at Awatoto last Saturday morning organised late by Robert and Mike to take advantage of the 1000 ft height clearance in place for the weekend after the cancelled Jet meeting. We flew an NDC Class P event and those who flew with Height limit switches as required by the NDC rules will have their scores submitted, it was a very enjoyable and successful morning.

Following general discussion, some consensus was that we have an informal group to promote Radian flying in the club. It seems that Saturday mornings are the best time when the field is in less use by power flyers. Mike has suggested we run a Radian Cup competition continuously during the year with points from any club competitions aggregating towards it and scored only by those flying Radian models. Our aim is to encourage club and NDC participation with only 400 ft launching (ALES 123) at Awatoto and the NDC 200 meter launches Classes M & N can be flown at Black Bridge, hopefully in consultation with the Soaring guys. Members are to be encouraged to fly with height limiter switches (Mandatory for NDC) but for our informal club comps timed motor runs would be accepted. Rowdy does have a number of ALTIS switches available at a very good price and those that don't have them I would suggest you grab one before they run out.

Those who replied are; Barrie Russell / Mike Shears / Rob Lockyer / Kevin Botherway / Brett Robinson / Mark Larsen / Stan Nicholas / Barry Kerr / Marty Hughes / Rod Hughes / Stuart Sturge / Derek Whelan / John Aitken / Danny Young / Anthony Hales / Russell Nimmo .

A suggestion is for everyone to make a group email list, so with a good forecast and the inclination anyone can get a radian fly and informal competition under way on a Saturday morning. So easy, just one click of the email address button and everyone is included. Phone numbers also available. We might have to consider a minimum number for an informal comp to count towards the club Cup comp, have a think about it. A suggesting would be that there needs to be a minimum of three competitors and that they fly to the CLASS N ALES 123 OPEN Rules. A 400ft /20 second Launch, and three 6 minute flights with seconds deducted for over time, plus Landing points 50 with nose of model inside a 7 meter diameter circle and 25 point inside 15 meter circle.

*Also available is the excel recording program and a recording sheet which can be printed off and taken to the field for easy scoring. Brett has set up a simple program in Excel and is happy to be the keeper of records, so hand him the sheet or scan and email it to him after a competition and he will compute and record. Hopefully those of you interested and enthusiastic will take a lead and arrange suitable Saturday morning meetings at Awatoto going forward. If we need to refine or expand the rules and systems we can attend to that as becomes necessary. **Let's keep it simple and fun. If you want to join the fun and presently not on the list, give me a call. Ed.***

The best laid plans ... Sat morn 23rd, good forecast, email out and a good number turned up and so did the dreaded 'norwester which put paid to any competition. A couple of us had a try but spent what time we could just going backwards followed by the hazard of the landing ! Better luck next time and watch out for some stiff competition. Stanley is just taking delivery of and bright and shiny new Radian with it's wings well attached. Did I tell you his last one's wings went AWOL ? Ask him about it some time ! **Ed.**

NDC Vintage & Soaring Jan 2021

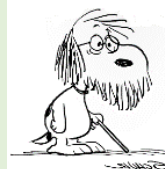


Here is the NDC program for Soaring and Vintage up to June this year. **The National Decentralised Competition** which allows various classes to be flown competitively on weekends during the year. All the information is on the MFNZ website, here; <https://www.modelflyingnz.org/NDC.html> Have a read and get involved, it's a great challenge and a whole lot of fun and Radians are a good place to start.

Jan/21	105	VINT	RC Classical 1/2E Texaco
Jan/21	106	VINT	RC Classical E Texaco
Jan/21	107	VINT	RC Classical Precision
Jan/21	400	SOAR	ALES 200 Class M (Scoring per 3.13.7)
Jan/21	401	SOAR	F3K Tasks B,D,G,H only (total raw scores)
Jan/21	402	SOAR	ALES Radian Class P
Feb/21	112	VINT	RC Vintage 1/2A Texaco
Feb/21	113	VINT	RC Vintage E Rubber Texaco
Feb/21	114	VINT	RC Classical IC Duration
Feb/21	403	SOAR	Thermal A (Open)
Feb/21	404	SOAR	Thermal H (2 Metre Glider)
Feb/21	405	SOAR	ALES 123 Class N
Feb/21	406	SOAR	X5J Unlimited Class O
Mar/21	216	VINT	RC Vintage IC Duration
Mar/21	217	VINT	RC Vintage E Duration
Mar/21	218	VINT	RC Classical E Duration
Mar/21	407	SOAR	F3K Tasks B,D,G,H only (total raw scores)
Mar/21	408	SOAR	ALES 200 Class M (Scoring per 3.13.7)
Mar/21	409	SOAR	ALES Radian Class P
Apr/21	122	VINT	RC Vintage 1/2E Texaco
Apr/21	123	VINT	RC Vintage A Texaco
Apr/21	124	VINT	RC Vintage E Texaco
Apr/21	410	SOAR	Thermal J (2,4,6,8,10)
Apr/21	411	SOAR	ALES Radian Class P
Apr/21	412	SOAR	FAI F5J, 4 Rounds (Total Raw Scores)
May/21	128	VINT	RC Vintage and Classical Scale Texaco
May/21	129	VINT	RC Vintage Open Texaco
May/21	413	SOAR	Thermal D (F500)
May/21	414	SOAR	Thermal B (10 min)
May/21	415	SOAR	ALES 123 Class N
Jun/21	134	VINT	RC Vintage Precision
Jun/21	135	VINT	RC Vintage E Duration
Jun/21	416	SOAR	ALES 200 Class M (Scoring per 3.13.7)
Jun/21	417	SOAR	F3K Tasks B,D,G,H only (total raw scores)
Jun/21	418	SOAR	ALES Radian Class P

VINTAGE REPORT

Dec Jan 21



Thursday 10th Dec. Too windy to fly, and as **Stanley's** 66" Lanzo Bomber is making slow progress again after having been stalled for some weeks due to some wing assembly problems. We summoned Stan to the "Shed" and **Brett, Stan and I** under the watchful eyes of **Derek B and Barry K and Ted M,** got things sorted. All done, just needs the wing covering, some assembly and we go flying and **Stanley** has another weapon in his armoury. It is tiring work and the shed gets pretty warm thus Stanley nodding off in the background, but he is very pleased with the progress !



There was advice aplenty when it came to covering the wing centre panel with all those little squares ! The test flight was a great success.



The STANZO (Lanzo !) BOMBER flew true with little trim input. **Stan** is thrilled and already planning his next build ?????? Even though he looks as though he has a bad smell under his schnoz, he really was very happy with the result !



Mark L has rebuilt the Lanzo he bought off Barry P, and dinged a few times, all those repairs were weighing it down a bit so he decided on a new Fuselage and a recovered wing. Also a nice job and it too flies well. The vintage fleet continues to grow at MFHB.



Thursday 14th Light sea breeze and good attendance with lots of sport and Radian flying. Held an impromptu “Fun” Precision comp to get some practise for the upcoming NDC Classic Precision Class this month. Russ joined in with his Playboy and is enjoying the competitive side of the hobby and flying well.



From left. Russ N & Playboy, Stan, Brett & Barrie with Night trains. Excellent competition, the landings were “spot on” just the timing of the flights a bit tricky in that sea breeze. We had to yellow card Stanley for his effort of catching his model and running to the spot with it, but he got off the charge with a caution ! We’re really a very nice and friendly bunch ? An all round enjoyable morning’s flying. Ed.

14/01/2021		ROUND										
NAME	MODEL	1			2			3			GRAND TOTAL	
		FLIGHT	LAND	TOTAL	FLIGHT	LAND	TOTAL	FLIGHT	LAND	TOTAL		
BARRIE RUSSELL	NIGHT TRAIN	178	20	198	177	20	197	179	20	199	594	
BRETT ROBINSON	NIGHT TRAIN	173	20	193	179	20	199	177	20	197	589	
STAN NICHOLAS	NIGHT TRAIN	172	20	192	180	20	200	176	20	196	588	
RUSSELL NIMMO	PLAYBOY	168	20	188	174	20	194	176	20	196	578	

Before heading off to the the Nationals I decided I needed a more competitive model than my Rebel for IC Duration and Texaco class events. I had this lovely NIB 1983 OS 61 Four stroke waiting for a steed, so decided to de-electrify my Slicker and cobble in some engine bearers and go IC. A tricky job without destroying the front of the model, but we got there in the end. Problem was finding room for everything. So had to manufacture a tank out of a 2 ounce cosmetic bottle (from the bathroom cabinet!) which slipped in through the UC wire and a hole cut into the front formers. Got there in the end and it was reasonably successful. The motor is a delight though gave me one hellova fright on the first start, I primed it and just touched the prop onto compression with the chicken stick and it fired up immediately. And it runs like clockwork, for the Vintage IC Duration I’m allowed a 25 second motor run, and the Open Texaco, 22 cc’s of fuel, so fitted a veterinary syringe as well to act as a limited tank, works okay and the motor idles quite happily with no pressure line connected. It’s not all that



competitive in competition, but I scored a couple of points and had fun doing it. I think a few of the rear fuselage glue joints may have let go, as I got some alarming twisting of



the tailplane in flight in the turbulent weather at the Nats. On one climb out it got blown around and did two quick snap rolls at full throttle. Danny

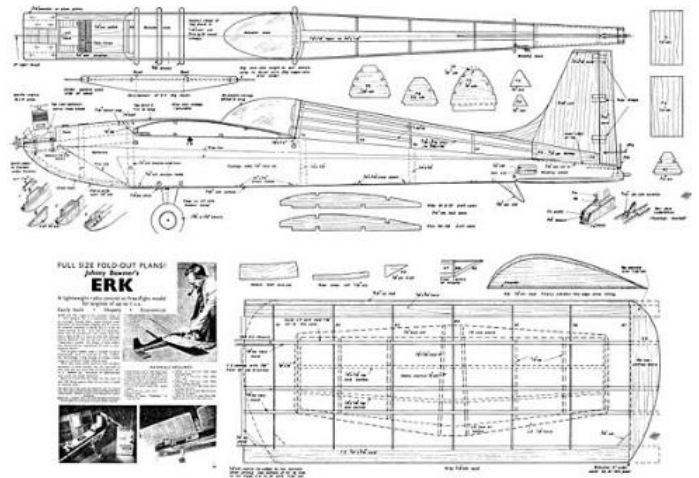
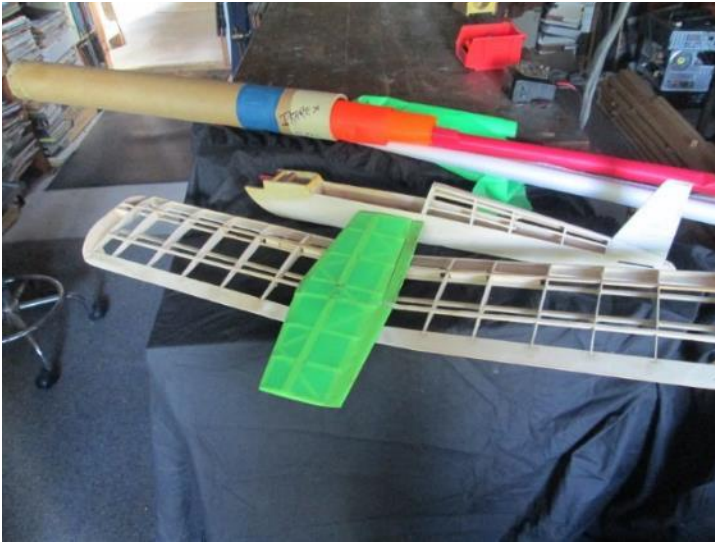
who had come to offer support nearly swallowed his dentures and I was expecting something to let go, but we all survived ! Needless to say the covering is about to come off and the fuselage braced and re-glued !

Saturday 16th Brett, Stan and I flew the first of the year's Vintage NDC events at Awatoto, **RC Vintage Classical Precision.** Conditions were good for our Night Trains, though results only fair. **Stan** suffered the loss of elevator control on his last flight, looks like a servo extension came loose, so it's back to the workshop "Shed" next week for some remedial work ++ ! He scared the hell out of the seagulls over at the composting plant ! We still have **Classical E Texaco** to fly before the end of the month. **Stop Press !** Turns out it was battery failure, checking showed less than 1% so the BEC would have stopped working, hence nobody home.....Bugger !! Life is fraught with danger. **Below, NDC Classical Precision Jan 2021**

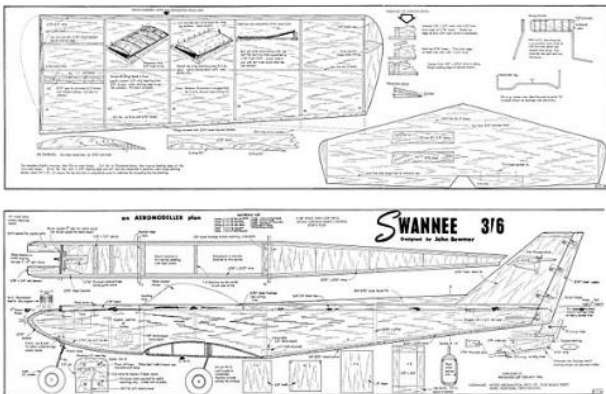


16/01/2021		ROUND										
NAME	MODEL	1			2			3			GRAND	
		FLIGHT	LAND	TOTAL	FLIGHT	LAND	TOTAL	FLIGHT	LAND	TOTAL	TOTAL	
BRETT ROBINSON	NIGHT TRAIN	175	20	195	176	20	196	178	20	198	589	
BARRIE RUSSELL	NIGHT TRAIN	179	20	199	139	20	159	179	20	199	557	
STAN NICHOLAS	NIGHT TRAIN	172	20	192	179	20	199	81	0	81	472	

Heard from **Barry Lennox** last week, he's beavering away in the Vintage workshop as well as coping with the summer growth on his residential farm ! His latest projects are an "ERK" and a SWANNIE", both to be found on the Outerzone site. He wants to build homes for his small IC motors. He has quite a collection of Cox varieties, I understand. Below is a picture of his ERK under construction https://outerzone.co.uk/plan_details.asp?ID=11482



Also another of his up-coming projects, "Swanee" ... https://outerzone.co.uk/plan_details.asp?ID=4137



One never knows where the next vintage model is coming from ! Get thee behind me S***n !!

Thurs 21st Thanks to help from Stanley's very kind friends (Brett & Barrie), his Night Train featured above is back in the air and performing better than ever, seen here on it's test debut.

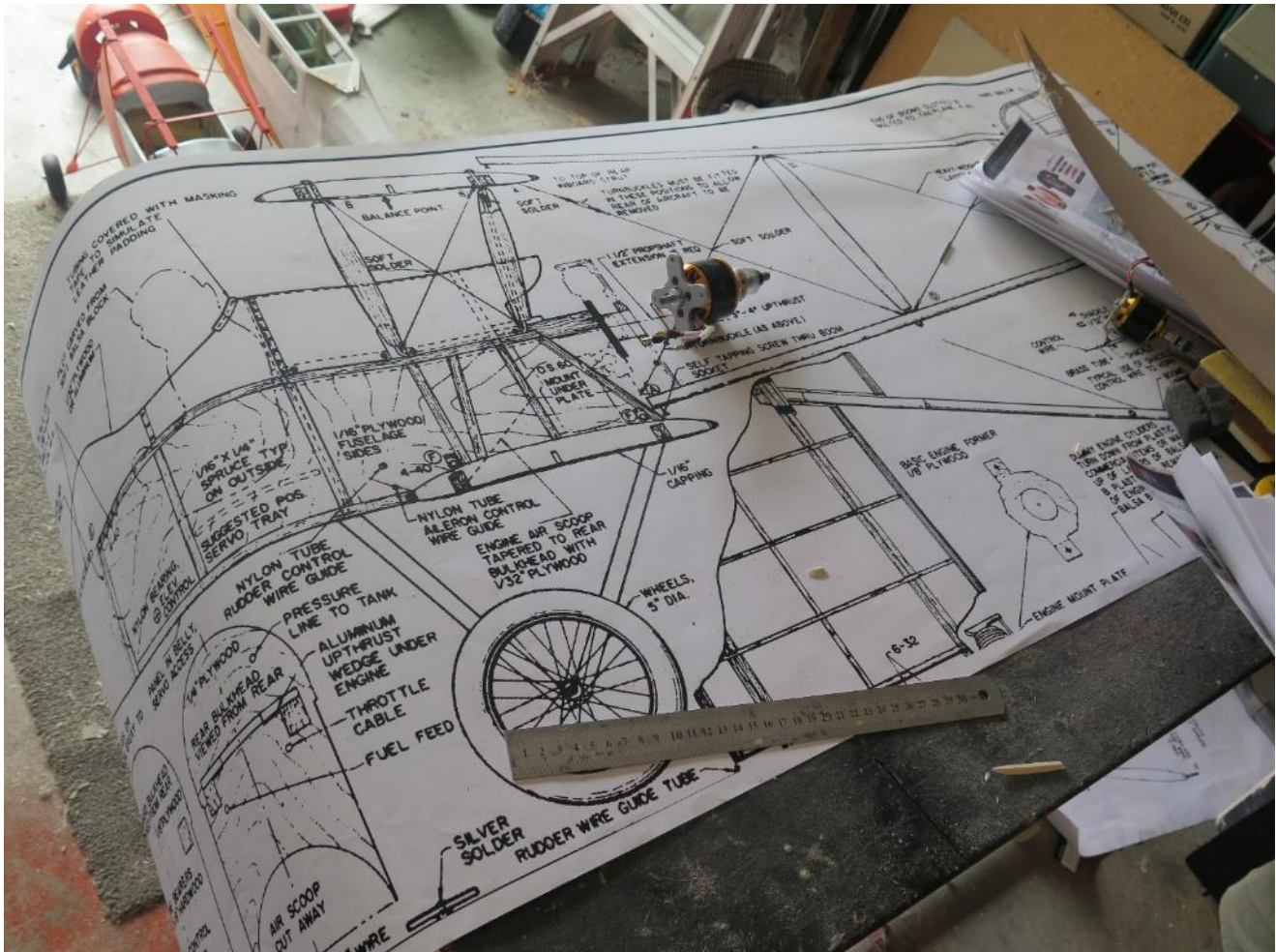
Not like his Radian, ask him about it > ?????????? We have one wing back at present. And we know his Altis works, it did turn off at 400 ft when it was up there !! Oh dear Stanley, what will Heather say ?? Stan left his togs at home, he'll swim over to the island tomorrow to rescue the other wing. Fuselage discovery and recovery is a job for Rod's drone.



Some years back, Barry P our rapacious builder started a Nicholas Beasley. The subject Nicholas Beasley NB-8G was an American two-seat parasol light monoplane from the early 1930s. He lost interest in it and it languished unfinished for some years until recently. In a fit of depression, with nothing to do for at least a couple of days, he dragged it out and voila... Nicholas Beasley https://outerzone.co.uk/plan_details.asp?ID=57



Brett test flew the model for Barry, flew okay but thought it would respond better with scale ailerons. However, Barry is putting it up for sale as his workshop is filling at an alarming rate !! **See the For Sale page for details ...** Whilst visiting his one car workshop, I had a good look at his up-coming DH 2. where he is making steady progress.

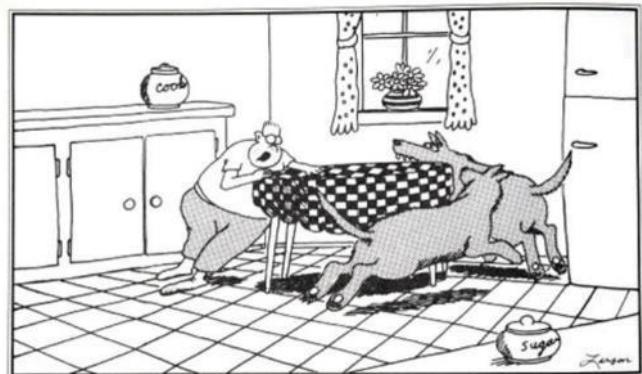
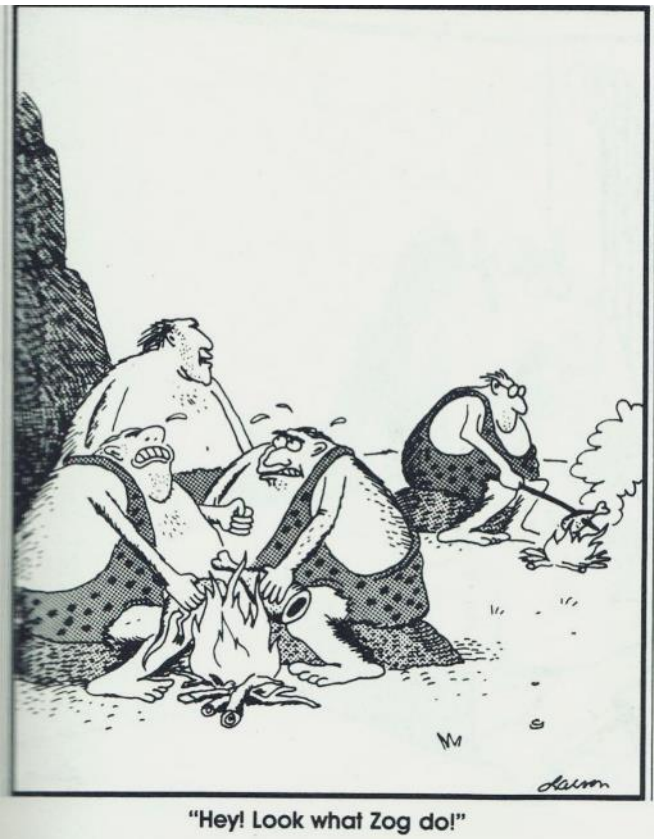


The wings are mostly done, as are the tail feathers and wheels. Due to make a start on the Fuselage and rigging which is going to be a real challenge.

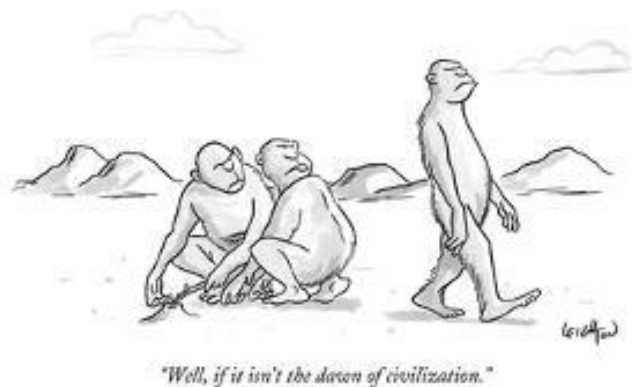


Barry at home in his workshop, the car has been banished ! Tail feathers and wheels almost done. Nice one Barry.

A trip to the "FAR SIDE" !! some old favourites



Luposlipaphobia: The fear of being pursued by timber wolves around a kitchen table while wearing socks on a newly waxed floor.



Just a Flying Minute



Earlier in the year, I wrote of starting a new Vintage E/Rubber Class model I'd found in a past UK based Web Magazine "New Clarion" <http://www.sam1066.org/clarion.html> from the SAM 1066 Chapter in the UK <http://www.sam1066.org/samhome.html> . A 1939 British Champion Wakefield rubber model of 48 inch span. After several holdups, waiting for a motor from the USA, Covid, and rebuilding Radians, I finally got it finished and test flew it this week. The model started off as a building challenge, a cavernous round fuselage, high aspect ratio wing and the continuing aim of building light, close to a wing loading of 4 oz sq ft. The building has been successful but the weight beat me coming out at just under 19 ounces flying weight at a wing loading of 5.5 oz sq ft.



Test flew it this week and the flight was a non-event with just a couple of clicks of up trim. Need to do some more testing in various conditions, had three flights with the 460 2S battery in a cool flat sea breeze around 10 to 12 kph and managed around 12 to 15 minutes, mostly on motor with little glide time. With the extra 4 ounces of weight I

doubt that it's going to be competitive unless we have a real thermally day, however it is a delight to fly but may have to take second place to my Voodoo! I found FM needed at least 40+% throttle (Spektrum Tx shows throttle %) to maintain height, whereas Voodoo will cruise around at 32% in most conditions hence getting a longer engine run time



from the 2S 460mah battery. The competitive flying is all about power conservation and if you're clever, or lucky, finding some rising air. The Vintage E Rubber class we fly calls for the aggregate of two flights in seconds plus landing points. There is a lot more testing and setting up to do, the variables being C of G, the wing position and incidence and propeller changes. All part of the fun of Vintage building and flying. **Ed.**



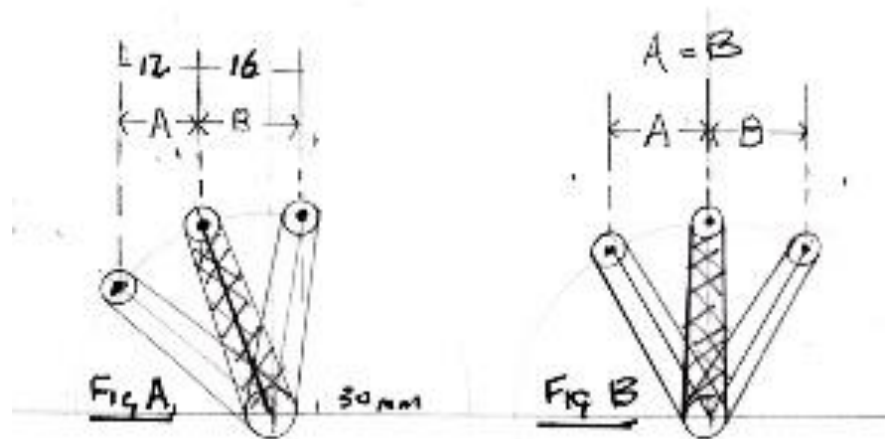
MORE thoughts on Training Set-up & Trimming.

Dec Jan'21



Following on from our efforts on "Trimming" in the last issue perhaps it is more pertinent now to visit the issues of "Set up". I know we're a bit "A about F" here and this should have been first, but we'll get there in the end! In this age of digital radios where we can make adjustments to the plane's set up from the radio we can fall into bad habits using some of the transmitter's capability to correct poor settings thus lessening the capability of the radio and introducing unwanted side effects.

For starters, it is better to set the servo/controls up mechanically and save the radio for "tweaking" later. I prefer to use a simple Servo Tester as pictured here, cheap and simple with three functions, manual/centred/auto. How often do we see servo horns off centre and little attention paid to the connecting length of servo arms and control horns, so first up, let's consider a bit of basic geometry. When a servo horn is placed off centre in the neutral position we get more movement in one direction than the other introducing a differential effect.



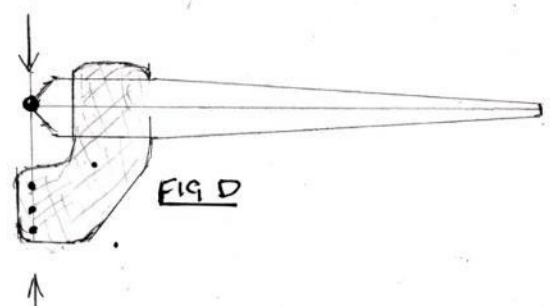
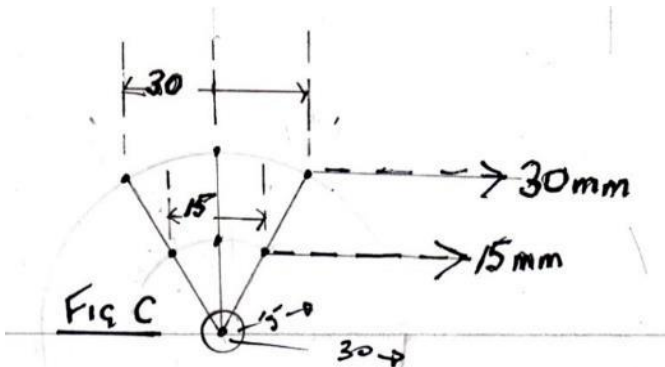
Consider the following diagrams

In Fig A with the horn set 20 degrees off centre you can see how the differential movement occurs, hence in this case with a 30mm long horn you get 16mms travel to the right and only 12 mms left. In Fig B with the horn at right angles to the control rod, the travel is equal both ways which is the ideal set up.

Fig C just demonstrates the obvious, using a shorter length on a servo horn reduces the control rod throw.

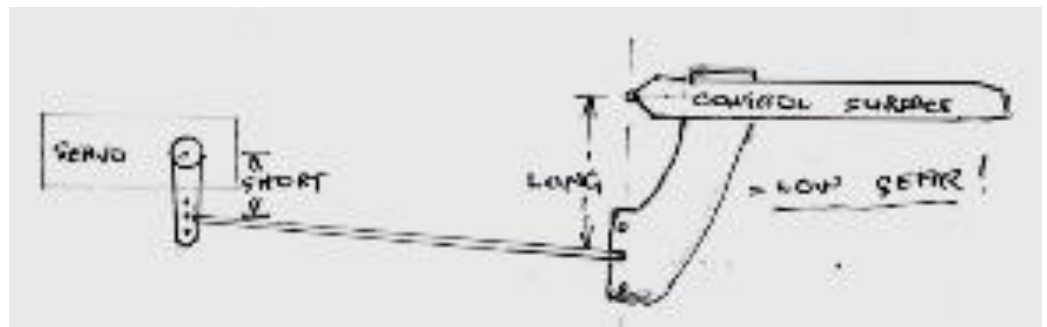
Fig D illustrates the correct position of the control surface horn, having the control rod holes in line with the hinge pin. Once again this is to stop inducing a differential throw. If the holes are behind or ahead of the hinge pin you will have more control surface travel one way than the other.

The next move is to ascertain the amount of deflection needed (either in mms of movement or degrees of deflection), read the instructions or take advice. This will depend on the type of model, what type of flying you wish



to do and the skill of the pilot. Many will recommend setting the Tx throws at 100%, I know Both Mike and I would advise 120% as a starting point. Why? Because the greater servo travel you can use to achieve whatever deflection is required of the control surface the better and smoother resolution will result. Assuming for a start we are setting up an average high wing (aileron) trainer and we want an elevator deflection of say 15mms. This will require a short arm on the servo and a long arm on the control horn as we are trying to gear the movement down

mechanically. Okay, if the elevator horn is not long enough to achieve this, either replace it with a longer one, or you will have to compromise on the transmitter settings. At least you've tried ! Here is a simple diagrammatic representation,



we are gearing the movement down so a large servo rotation can be used for a small surface deflection. Obviously the opposite would apply if you were using a very powerful servo set up for 3-D flying (which we're not !!)

We know we're possibly teaching granny how to suck eggs, however looking at some set ups at the field, some of granny's children need reminding ! There are two more aspects that need consideration at this stage, Differential and exponential, and the modern digital radio makes this a very easy consideration.

DIFFERENTIAL. Most trainers and high wing sport models have a Clark-Y type aerofoil, flat bottomed or semi-symmetrical as opposed to a symmetrical NASA type used on aerobatic ships. When using ailerons in a Clark-Y type wing, if we roll to the right say, the down deflecting aileron on the left wing causes more drag than the opposite up deflecting one. This induces a yawing effect which pulls the model to the left towards the down aileron even though the model is trying to roll to the right. This will induce a squirrely uniaxial roll and in severe cases the model may not turn properly. To overcome this effect, we program the model to have more up aileron than down, hence "differential" to reduce the drag on the outer wing. Depending on the airfoil and the model design this could be a value of from 5 to 30 % and only flight testing will give you a correct result when your rolls are completely axial and not like a barrel roll.

EXPONENTIAL. This facility allows you to "soften" the stick movement around the centres, thus reducing sensitivity and allowing smoother input and flying. It allows greater stick movement on the transmitter around the centre position but still retains full movement towards the ends and is especially helpful for beginners and less experienced fliers to smooth out their flying. A good starting figure is 50% on Rudder, 40% on Ailerons and 30% on elevator. The higher figure on rudder helps to lessen unwanted rudder input when you are using the elevator control, and the lower elevator figures just retains a bit more sensitivity needed especially when you are flaring during landing. These percentages obviously become personal, tailored to your flying, but the above is a good starting point. When programming your transmitter, don't forget to ascertain the correct values, SPEKTRUM for instance is a POSITIVE value, and from memory FUTABA is a NEGATIVE value, but check and don't take my word for it !

We'll leave it at that for the time being, hoping that this has been helpful. The above is obviously aimed at the newer, less experienced members in our sport, but there are some hard and fast rules that should always be observed. As you become more experienced, then you will tailor the above to suit your needs, type of aircraft and style of flying. Remember, help is at hand, we're only a question or a phone call away.

Barrie & Mike. MFHB 2021.

Photographing Aircraft

Clive Baker Pt 2. MFHB Dec Jan 2021



Photographing aeroplanes; part 2

I always intended this to be a progressive series of articles, right from the point I realised that I had some further ideas that were not covered in the first section.

However it was gratifying to hear one of the more junior (in age) flyers on seeing Barrie full length in the grass "O M G, they're all doing it now." *(Actually I've been doing that for years too, but can't get as far down these days, let alone getting back up !! Ed)*

Photographs of full-size aircraft taken during and before WW II were mainly Black and White not only because colour film was in its infancy but colour inks were rare for prints and far from permanent. Telescopic lenses were being developed but were mostly used for war time purposes. Consequently, photos taken at that time they were mostly black and white and almost always tended to be a little bit blurred.

As a result photos taken to day of models tend to look a little bit anachronistic in full colour and pin sharp.



So I have taken some of my photos of planes and converted them to Black and White. The Mosquitoes and Marty Hughes Cirrus Moth look better in black and white. I also found a copy of Phil's Tempest that I never used because it suffered from camera shake. Converting this to black and white makes it look like a real WW II photograph, really authentic.



I have converted them using Photoshop but most modern cameras have the facility for black and white built in. Just look in the manual. No manual, congratulations you are normal. Bring your camera on a Sunday morning and I will see if I can find it.

WWI scale model it would almost certainly been taken using sepia colour. Sepia ink comes from the cuttlefish and was used extensive for earlier prints because of its durability. Sepia is also available as a standard feature on most small cameras, and is just right for the Taube and as shown in this article. The only trouble, the original photographs would not have been as sharp.



I sent these using Adobe Photoshop Elements. Find out more: <http://www.adobe.com/products/psprelements/>

Clive Baker, MFHB.

(I have to agree with Clive, if you're getting serious, Photoshop Elements is a great program, I use it exclusively. Ed.)

Remember Members, Rulz is Rulz. If you're not sure of the Awatoto Field Flying Rules then consult your rule book or go online to <https://www.mfhb.org.nz/club-rules> It is your responsibility to know, fly and abide by them.



Remember, BIG Brother is watching you.....

GLIDER TOW Report Dec Jan 2021



Vic Shaw reports that the Tauranga Model Aircraft Club hosted an aero-tow meet at its Tect Park field on November 27-28.

The weather on the Saturday turned out to be perfect for aero-tow and soaring with thermals regularly passing over the field.

Right.....

Rob Johnson lifts the glider wing as Dominic, in charge of the tow plane, tows Neal Moss' glider in to the air with Peter Deacon ready to follow with his Mavic quad camera ship.

Below.....

Neal Moss from Whangarei has his scale ASH26 ready for a tow as he sets up the instrumentation needed for G.P.S. triangle racing.



Below.... Gordon McArthur from Lower Hutt with his scale Blanik ready to fly.



Bill Derenzy put his new tow plane on display, a Bidule. This model is purpose designed and built as an aero-tow tug. 3.5m wing span with a 32 x 16 two blade prop. and DLE170 doing the business. This will be a valuable addition to the group's fleet of tow planes.



Vic Shaw. Mfhb. Dec 2020.

WOT'S ON THE WEB. Dec-Jan 2021



If you have an hour to spare, Tune in to this video, a fascinating story about Brian Shul and his experience with the Lockheed SR-71 Blackbird.



<https://www.youtube.com/watch?v=6nuAZfkSvvg>

In this talk at Lawrence Livermore National Laboratory, Vietnam-era attack pilot and retired Air Force major Brian Shul, author of "Sled Driver: Flying the World's Fastest Jet," reveals fascinating details of piloting the SR-71. Using his rare aviation slides and stories as a vehicle, he tells a broader inspired story of hope, overcoming obstacles and daring to dream. Shul graduated from East Carolina University in 1970 with a degree in history and anthropology. After graduation, for the next 20 years he served as an Air Force fighter pilot. During the Vietnam War, he flew 212 close air support missions. During one of these missions, Shul was shot down near the Cambodian border and was unable to eject, so he was forced to fly his plane into the jungle. He was severely burned in the crash. Shul was rescued by Special Forces and endured one year in military hospitals where he underwent 15 surgical procedures and was told he would never fly again. After much physical therapy, Shul miraculously returned to active duty flying. He flew the A-7D, was an instructor in the A-10 and went on to teach at the Air Force's Top Gun School. He culminated his Air Force career by flying our nation's top secret spy plane, the SR-71 Blackbird, the fastest aircraft ever built. He flew covert missions in the Blackbird for four years and was the pilot who provided President Reagan with detailed photos of Libyan terrorist camps in 1986. During that time, he became the only SR-71 pilot in history to fly three missions in three consecutive days. Retiring from the Air Force in 1990, Shul pursued his writing and photography interests. He was the first pilot to write a book about flying the Blackbird, which is completely illustrated with his own photography. The book won Aviation Book of the Year honors and is today the single most popular book on that plane worldwide. He is also the only man to fly extensively with both the Navy Blue Angels and Air Force Thunderbirds as a photojournalist. This talk was presented at Lawrence Livermore National Laboratory on Nov. 15, 2016.

After a disastrous spell of inverted practice, our Treasure, Rob went in search of advice, and came up with this Video clip from the **RED ARROWS**...<https://www.facebook.com/royalairforceredarrows/videos/346114553350131>



What he didn't tell us was that he'd been secretly watching this clip of the **RED SPARROWS**, and as you might gather, this is where it all started to go wrong.

<https://www.facebook.com/julie.hozie/videos/1132946360043>

And if that's not enough, he got hooked into the **Desert Prats** below

https://www.youtube.com/watch?v=_Lr81rgUbt8 **Have fun !! ED.**

FOR SALE & WANTED to BUY



For sale;

Spektrum DX9 Transmitter.
Tidy condition. Original packaging.
New battery last year.
Complete with charger, & printed Manual. A new 9X will now cosy you \$999.00 !!

\$450.00

Ph Rob Lockyer 06 843 5716



WANTED to BUY ;

Ed here again, I'm looking to purchase an **OS.20 Four Stroke** motor in good condition for use in a Vintage model. Would be grateful to hear from someone who has one now surplus to their needs.

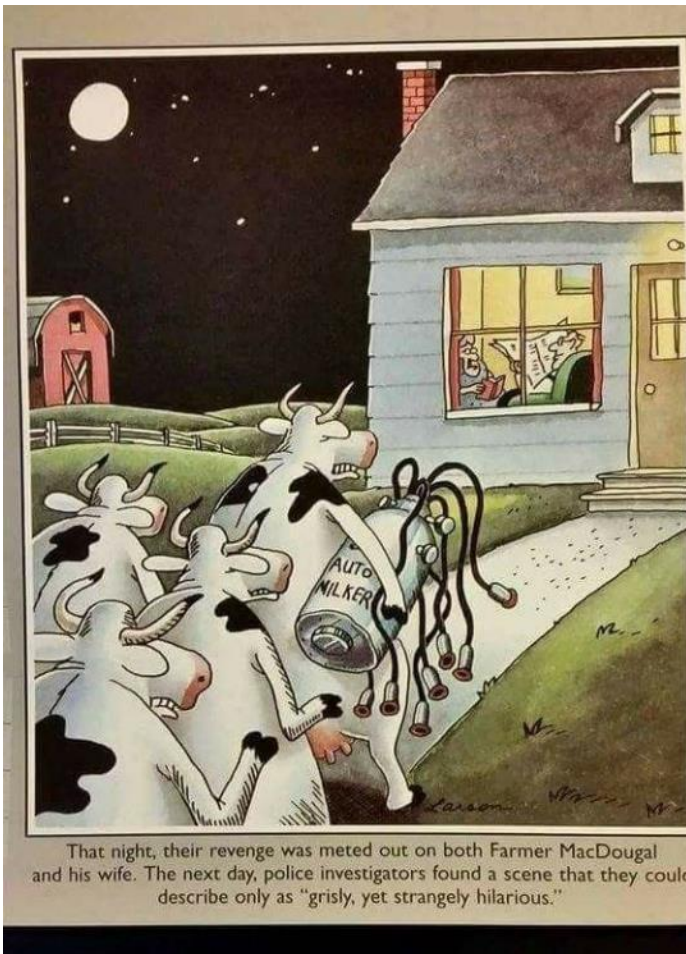
Please phone me, **Barrie Russell** on **06 8353896**. Thank you.

FOR SALE; a Vintage model "Nicholas Beazley" NB-8G was an American two-seat parasol light monoplane from the early 1930s. In brand new condition and only taken about ten years to build and test flown for it's only flight last month! Barry Price needs more room in his workshop so now this is surplus to needs. Complete with a new "Clubba motor" 3542/6 1000kv brushless and two servos. Just fit your receiver and battery and go flying.



A snip at **\$100.00**. Phone Barry on **06 8777334** for details.

A visit to the **FAR SIDE** !



"There's been reports of an increase in chatter among the women."

A CLOSING SMILE. Dec Jan 21



A smile with a difference, not side splitting funny, but a heart rending little story from **John "Squaddie" Aitken** about his new tenants. It is vaguely aeronautic and should bring a smile to your face... John writes.....

If you think this story is worth including in your newsletter, you're welcome. A thrush family has established a nest right outside our front door in the bush which covers the end of the approach pathway. Not a good spot, I would have thought, because they can be disturbed whenever I or visitors, approach the front door. However, I am able to watch all the 'goings on', from my chair whilst in between, watching TV.

Initially, the female was incubating her eggs, with only her head showing. On the odd occasion when she left the nest, I was able to peep in and see how many eggs she was sitting on. On reflection, I thought my frequent visits to the shed, would cause her to forsake her brood, so I altered my visits to the shed by using the garage door.

On occasion, I would forget and if I stood and looked at her, she would look at me steadfastly, and it was a case of 'who blinked first'.



I had

found that she was sitting on 3 eggs, and her 'husband' was never to be seen. I guess he was, 'down the pub'. However, things rapidly changed when the chicks emerged from their eggs. By now, the male appeared, and both parents were seen bringing morsels to the developing chicks. They were very small and hardly able to lift their heads to receive the food. I noticed that the abundance of food was laid on the rim of the nest, to allow a parent to feed individual chicks. But now a Brat Sparrow decided to pay numerous visits, and at first I thought he too had a nest in the same bush. But no, he was



thieving the left over food on the rim of the nest! All this when parents were out collecting 'groceries'. He would perch on our railings awaiting the opportunity, then when the way was clear, he would dive in and help himself.

As the chicks grew larger, they were almost able to feed themselves from the 'left-overs', so the thieving stopped, much to the sparrow's frustration. In a fit of utter rancour, he attacked one of the parents when they were sitting on the railings, as is their wont, sitting on top of them and beating their head with his beak! What a thug! Quite a unique experience being able to see all this going on in the ornithological world.

I meant to comment on the avionics involved of the alighting of such a bird as the thrush, they fly at speed up our approach pathway, and at the last moment, within a foot of the nest, out comes all the brakes, ailerons, flaps, tail plane and even rudder! And the landing is spot on, every time; no damage to their undercarriage, either! Very impressive; I wish my landings were like that!

Cheers, JA.

PS. *Brat Sparrow, is sitting on the railings in preparations for a raid on the Thrush family larder, and incidentally adding to his crap marks on my woodwork! The 'alpha male' is now twice the size of his siblings! Quite unfair; not that I can do much about it. Father thrush is still in the pub. It would seem he's a typical "couldn't care less" male. Only one thing on his mind! JA.*

PPS. *6th December. Hi, when I awakened this morning, the birds had flown. Just as well I took photos when I did. JA.*

And here's the funny bit...

Monthly Humour – with the extended season for celebrations with family and friends it pays to be cautious: An elderly man was spotted driving erratically down the street. When he passed a police car, he was quickly stopped. The time was 2 a.m. The cop got out and came to the driver's window. "Where are you going this late?" he asked. The man replied, "I am on my way to a lecture about alcohol abuse and the effects it has on the human body, as well as smoking, and staying out late." The officer asked, "Really? Who's giving that lecture at this time of night?" The man replied. "That would be my wife".



"I know my husband and there's no point arguing with him about how fast he was going when he's drunk."

Well, that was a bit of a marathon, surprising just what comes out of a club the size of ours. I hope you enjoyed the read, well done MFHB.



Enough from me, I'll look forward to receiving your contributions for the March issue of Prop Wash. Closing date for copy will be Thursday 26th February 2012.

Barrie the Editor. MFHB January 2012.