

# Model Flying Hawkes Bay



## Club Newsletter #129 August 2021

## In this issue.....

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| Sept    | MFHB Activity Calendar September '21      |
|---------|---|
| Wed 1st |   |
| Thurs 2 | Vintage awatoto                           |
| Sat 4   |   |
| Sun 5   | COVID-19 Alert Level 3                    |
| Tues 7  | CLUBNITE POSTPONED new date to be advised |
| Wed 8   | Vintage Awatoto                           |
| Thur 9  | Vintage Awatoto                           |
| Sat 11  | NDC                                       |
| Sun 12  | Club Sunday BARBECUE 2nd Sunday NDC       |
| Tues 14 | "Shed Morning" 7.00PM COMMITTEE MEETING   |
| Thur 16 | Vintage Awatoto                           |
| Sat 18  | NDC                                       |
| Sun 19  | Club Sunday **Barbecue new date** NDC     |
| Tues 21 | "Shed morning"                            |
| Thur 23 | Vintage Awatoto                           |
| Sat 25  | NDC                                       |
| Sun 26  | Club Sunday NDC                           |
| Tues 28 | "Shed morning"                            |
| Thur 30 | Vintage Awatoto                           |

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**Contributors to this issue;** Barry Kerr /Barrie Russell / Colin Stephens / John Clarke / Stu Sturge / John Aitken / Clive Baker / Dave Crook / Brett Robinson / Rob Lockyer / Don Mossop / Pylonious / Norris Kenwright / John Aitken / Harvey Stiver / Lance Hickey / Grant Fulton / Derek Whelan / Phil Sharp / Alan Rowson / Dave Cantell / & others.. E&OE !

## NDC CALENDAR SEPTEMBER 2021

|        |     |      |                          |
|--------|-----|------|--------------------------|
| Sep/21 | 147 | VINT | RC Vintage 1/2A Texaco   |
| Sep/21 | 148 | VINT | RC Vintage A Texaco      |
| Sep/21 | 149 | VINT | RC Sport Cabin IC Texaco |
| Sep/21 | 150 | VINT | RC Sport Cabin E Texaco  |
| Sep/21 | 425 | SOAR | Thermal D (F500)         |
| Sep/21 | 426 | SOAR | ALES 200 Class M         |
| Sep/21 | 427 | SOAR | ALES Radian Class P      |
| Sep/21 | 428 | SOAR | Thermal J (2,4,6,8,10)   |

Hopefully these events will be able to be flown in

Later September / October. To be advised.



## From the Editor's Desk July 21



Hi Members,

Not a fun time but we've been here before and we will prevail. Not much "Club" activity to report but some members have been busy so hopefully we have some interesting reporting and reading for you. My grateful thanks to those usual ones who have come forward with copy. Would be nice to get copy from some of our "other" readers, would be great to hear from you guys.

Pity about our first club night having to be postponed, hopefully not for too long, we have a great program for you. I've offered to look after the Auction and give-away table with Marty's help as Auctioneer. We have been gifted some really good gear to be auctioned for the club and members' benefit and I would like to boost that auction with any goods members might like to donate. We all have models and gear sitting unused and unloved in our workshops and storage. We're also looking for items for our give-away table. Spring is coming so use this time for a spring clean and let me know what you have to add to the auction or give away. Please give me a call on 06 8353896, or email me at [barrierussell@xtra.co.nz](mailto:barrierussell@xtra.co.nz) the list is growing. More on that later, please give it some thought.

I hope you enjoy the read, Phil is back with another chapter in his exciting rotary engine build. The building boards are active, and this month our For Sale column has a couple of exciting offerings and our Nostalgia continues with an interesting report from Norris Kenwright

Don't forget, I crave your Copy, Comments and Criticism.

Barrie the editor mfhb. August 2021.

## Prez Sez. May 2021



**Greetings All.**

***For those of you that don't know (Marty) we are in lockdown by the Government This means that the shed and the field are not able to be used until we go to Level 2, then to use either facility You must either Scan in or fill out the Register, the QR code or the register will be available for this to take place.***

*After a few weeks of extended waiting, the new mower has arrived making it possible to maintain the field. For those that flew at last Club Day we had before lockdown, it does a very good job.*

*The proposed Club Night that was due to be held has been postponed and will be held as soon as we are allowed to gather, and the venue is available. More to come on this.*

*The drone fraternity will be happy as the timing system for their racing has arrived, now we will know who is the fastest and have winners and losers. (oops the was an old school mistake, not allowed winners)*

*Spring is officially here, with this the weather should improve so we will be all set to when we are let out of jail.*

*Safe flying, safer landings.*

**Lance Hickey.** President.

## Mr Secretary Says; July 21



210810 Meeting Notes

I'm writing this as we approach the fat half of our first week in lock down! It's a good place to start with an apology to Clive Baker for the unintentional misunderstanding over aircraft presentations at Warbirds – it was Clive's intention for him to prepare a five minute description of key aircraft that could be read over the PA system at the appropriate time. Apologies Clive.

New mower has now arrived and is operational. Russ has put rabbit baits out but no takers as yet! At the time of the last meeting we were waiting on payment from MFNZ for us to purchase drone timing equipment – that's now arrived and the purchase can take place. Incidentally, Jack Clark is looking at being a Wings Badge tester for the quadcopters. Well done.

The Rules Review Sub-committee has completed its initial work and we are waiting for all to be written up for the Committee's thoughts. In the meantime, we can look forward to two events, the Rumble and the Awatoto Classics. On top of that, you should have received recent notification of our first Club Night for a while, with speakers, an auction and a bring and buy table. We have been fortunate to receive models and equipment from a past member, John Finney, who wishes the club to benefit from his collection.

The Club continues to foster relations with the Napier Tower and Robert and Russ have had recent meetings with a view to our having a permanent danger zone. At the present time it requires much time and lead-in to get approval for major flying events at Awatoto.

That's it! Hope to see you on Wednesday 8 September all going well with the current scare.

**Barry Kerr**, Secretary MFHB.

## Club Captain reports August 21



I would like to start by saying that another month has just flown by with great turn outs at the field, but instead I am sitting here in the sun on a perfectly still day tapping away at a keyboard. We are having some of the best weather for the year now. I hope you are making the most of lock down and getting some work done in the shed.

I seem to recall the weather through the last national lockdown being some what the same. Maybe when a comp date gets near instead of looking toward the weather gods, we should have a chat with Jacinda and get her to provide rumours of a lock down.

The two weekends I did get out for a fly recently were well worth the trip to the field. The new mower had arrived, the strip was mown short, the air still and sun was warm. Plenty of flying to be had and lots of members were taking advantage of it.

There are a couple of safety issues I need to cover and I wish to ask people to consider what they are doing. One is a reminder, the second is in some way a developing issue. (More will be addressed within the changes to the Field Rules).

The first concerns the area to the west of the pits where Vintage, Radian and Park Flyers are flown. It was noted that some models being flown there in the park flyer category are a bit large / fast for that area. If their air speed is up there a bit, the plane covers too much ground and can't help end up flying over parked cars, pits and stop bank. In short, before flying there, ask yourself, is this model more suited to the main flight line. Act responsibly or you will be tapped on the shoulder.

Secondly, a somewhat new issue. We now have a great team of quad racers who locate themselves down the Eastern end of the field as organised and as I am sure you will have seen. These craft, although small and nimble, fly at great speed. While they look small, they weigh a significant amount and as with all models present dangers if they were to hit any person. While the quads are flying, the operators have clear protocols which prohibit any person to enter the area until the "All clear" has been given. Any member who goes down to that end of the field to say "Giddy" or for any other purpose, need to treat their flight box just as you would the main flight line box.

Before entering the quad flight box, you need to make sure they are not in the air; you need to check in and announce your intention to enter; you should communicate your intentions to all there and abide by the fliers' response. This goes for a crashed quad retrieval or gate repair by the quad group as well. Remember the flyer of a drone has no real peripheral vision and s/he will only see you once you are directly in the flight line. Fliers have observers present while they are flying and take safety seriously. That team does not want to be responsible for hurting anyone, just like the rest of us.

We appreciate that members who have wanted to run up an aircraft motor for extended periods have gone to the Eastern end of the field as per the current rules and have not used the starting poles. It's probably worth considering now, with the use of the Eastern corner by the quads, that the far Southern end is used if it doesn't interfere with other flying users of that area. The corner by the car park is another option available if the noise level is not going to be disruptive to other members. (Golden Rule. Consider Safety, others and use common sense.)

For now, we can only hope that we get back to normalcy soon and we get back to a level where we can assemble as a group at the field. I somehow don't see Aucklanders enjoying that privilege for a while yet. Here's an idea. Pull out a model you haven't flown in the last year. Dust it off, charge it up, test run in the back yard ready to bring out to the field when we re-open. I look forward to seeing a range of models that have been hidden away for a while.

**Derek Whelan.** Club Captain. August 2021.



**True, BUT don't forget the Club Auction Night sometime next month ?? ED.**

# CLUB ACTIVITY

August 2021



AUGUST The first of the month and another glorious winter Sunday in the Bay, with a misty start and near calm all day. **Clive** was busy with his camera so here are some shots of the day's activity. It wasn't really that cold, but good hands in pockets weather !



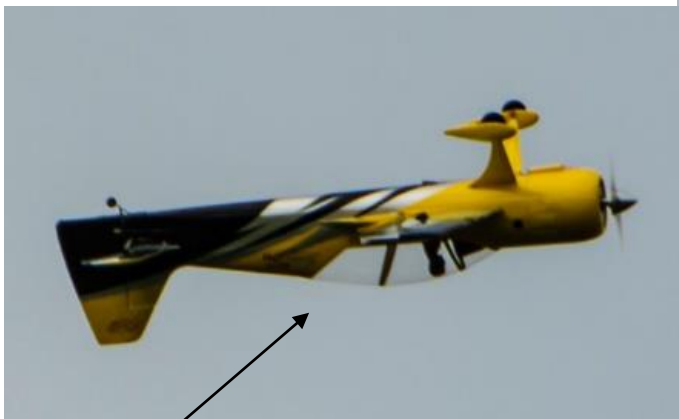
**Stu Sturge** is getting good air time with his grasshopper though has been fraught with a loosening muffler ... next time !



**Lance's** Calmato with the OS15 Petrol motor is going great as is **Lance** under **Michael's** watchful eye., a great combination.



The hughes' 1/4 scale cub shown on pass down the strip



John Sutherland was having an up and down day, and Joe and Joao and Stu all busy in the pits and flightline.

The “Shed mornings” continue to be popular amongst the retirees and new members seeking advice and help and there are always jobs to be done around the tractor, shed and gear. **Tuesday 11<sup>th</sup>**, the tractor was reluctant to start with the battery needing to be replaced and then the rig off to Hastings to have the new mower fitted.

The field should be a picture once all is back in action. I suspect **Phil and his team of helpers** and mower-men are a bit taken for granted at times, they are the lifeblood of Awatoto field and often put in a lot of work beyond the call of duty on behalf of the membership. Thank you guys on behalf of all of us who enjoy the use of Awatoto field.



**Oh Tony, Tony, Tony !!!** Tony Reid brought his model a Carbon Cub, and new radio gear out for some advice from **Mike** and help with setting up. He has bought a new Spektrum NX8 which we were all ooing and aahing over. The other two **Tony's (Ives and Ward)** were enjoying a morning “shed” cuppa.



Sunday 15<sup>th</sup> August, beaut day, no wind and a goodly turnout with members generally doing their own thing, flight line kept busy. The field is in pristine condition, just having it's first mowing yesterday with the new mower under the **Prezzie's** control. So nice to have short mown grass again.



A TRIMAX four head mower suitably mounted on our tractor. A wider cut making mowing faster and the four head for a cleaner cut.

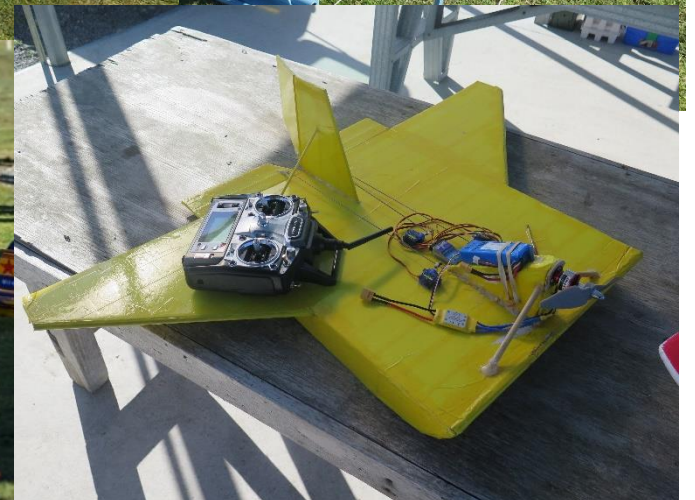
Rob L test flew his new electric pattern aerobatic model, a SebArt Wind S 50E 62 inch span, should be a great performer on a 6S Lipo battery pack.

Looks a very nice flyer.





**Above & Clockwise.** Gus & James with their bomb dropping WW1 creation. / Stu's Grasshopper performing well until the muffler loosened (again?) / **David Kenwright** had vintage on the mind with his 20 OS FS powerer KK Super 60 and came to the realisation as to why just flying around in circles can get a bit boring ! / His **Dad Norris** had a ball with his bungy launch ramp for a delta flying wing / **Anthony's** "Flying sledge" is always a fun crowd puller / two pit's scenes with **CC Derek's** u/stick in the foreground. A delightful day was had by all.





## A Request to our ground Staff .. TRACTOR MOWER DRIVERS.

from Phil, your Boss !!



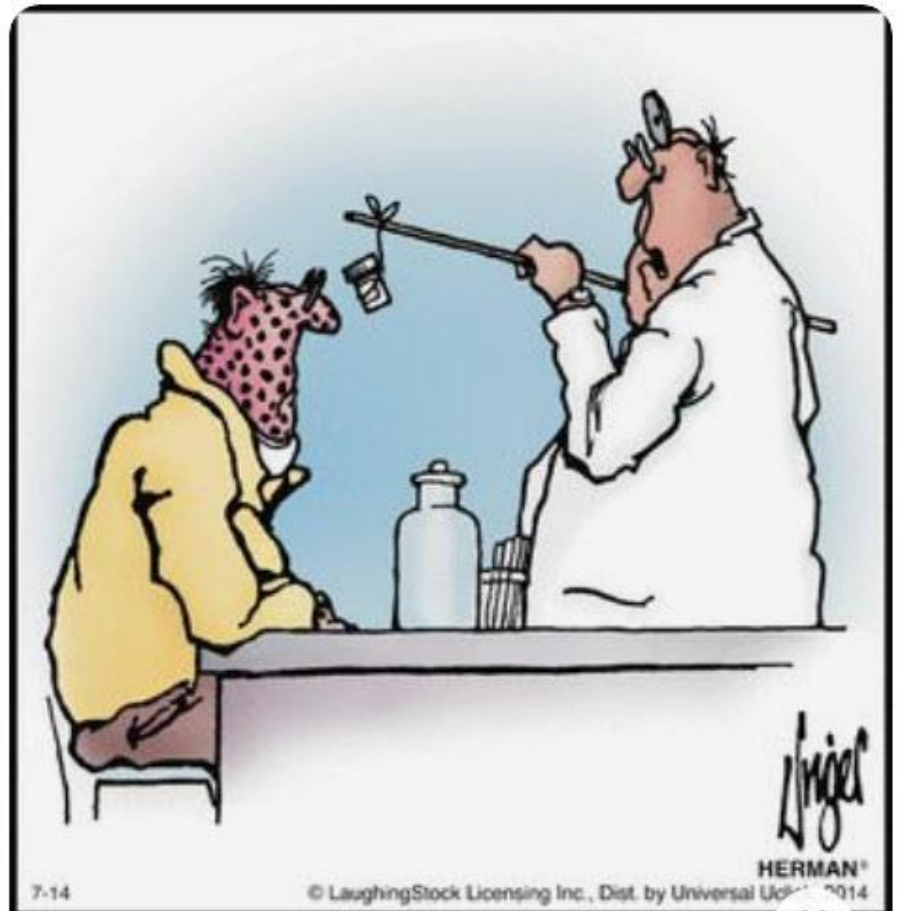
The barbecue staff (**Dad and Dave**) are asking, could you please park the tractor/mower to the left (South) of the blue line on the shed floor. With the new wider mower there is less room to get the barbecue trailer out without having to move the tractor. With grateful thanks and a free sausage to the next kind mower-man. **PS.**  
**ps. If you park over the line, No sauce or onions ... beware.**

Tuesday 17<sup>th</sup>..... **LOCKDOWN AGAIN.** Bugger.

Don't forget to be kind and keep 2 meters apart !

I hear talk of the odd bit of building activity around the club, I think most members are still alive and active.

The membership roll continues to grow, welcome to **Norris Kenwright** (David's father) a long time builder and flyer. A past member who has flown more recently in and around Havelock North, welcome back Norris. Also to **Brian McPhail** and **Josh Denton** whom I haven't caught up with yet, tap me on the shoulder when we get back on the field guys, Welcome to you both.



"Here, don't touch the stick."



### **Lament of the Model Photographer.**

Under, over and half exposed;  
 Film too fast or shutter closed  
 Models flying out of frame;  
 Over-eager, faulty aim;  
 Bods beheaded, others blurred  
Should have watched the dicky bird.  
 Thus my failures by the score  
Lie heaped upon the darkroom floor.  
 But if such effort without stint  
Does produce the ideal print,  
 Where composition, clearly shows  
 The perfect action, perfect pose;  
 Freezing at some angle odd  
 The graceful lunge of an aeromod,  
 Its ten to one the silly drip  
 Has a fag-end dangling from his lip.



**Pylonius** (Circa 1950's)

# AROUND the BUILDING BOARDS Aug 2021



You can't keep a good man down, **Squadron Leader John Aitken** is at it again with another birthday present he's given himself. As he says he deserves it for being born and allowed to come and live in New Zealand and the sunny Hawkes Bay. What a nice sentiment, and a nice model too, A Cessna 208 Caravan from Modelblau. Some German instructions but I suspect made in China.

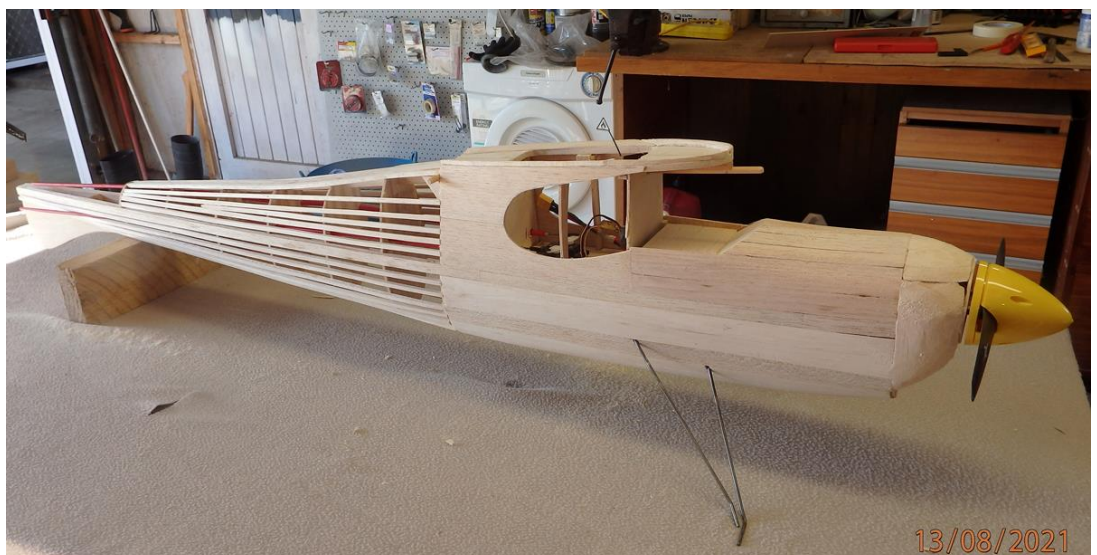
**John** is going the electric route using a very nice OS brushless motor an OMA-5010-810 together with a Precision 80amp ESC. Most likely with a 4S lipo.

**Nice one John**, look forward to seeing that in the air.



*Now who does this remind you of, guess we all have different opinions ?!*

**Harvey** continues to make progress with his enlarged 80 inch Southerner, the fuz construction almost finished. He's busy cutting out ribs on the kitchen table, a bit warmer in the house these mornings. Being an elliptical wing there are a lot of different ones, at least there are two of each !



13/08/2021

**Heard on the underground gossip-line, that John Clarke had an interesting restorative project under way, two Typhoons into one. As always JC responded to my inquiry ....**

**Hi Barrie,** I had the opportunity to convert two identical ESM Typhoons into one good flying model. Well after some considerable thought {about 10 seconds later I think it took} and thought what a challenge!! Now those of us who knew about this model, it had some head scratching problems built into the air frame. Mainly CG balance and overall weight. This is not a direction on how to fix all of these problems, rather what I have done to overcome some of them. The prime objective was to get all the weight in the nose properly secured ,and make everything user friendly..



Fortunately the base of the fuzz by{ the cowl} had been opened and two batteries fitted very nicely and were able to be removed easily without disturbing

anything else. Next the Ignition unit was mounted on an ali angle screwed to the fire wall and retained with cable ties once again easily serviced. The extra weight needed to bring the CG in the correct range was a considerable lump, and to make it secure and not give trouble amongst all the vibrations it must suffer, so i used a bully beef can,{ after I had made sandwiches with the meat, and they were pretty good too} I tipped up one end of the can to give the block some shape melted all the lead into the can, cut a 10mm extra length on the can and flattened over the exposed lead. Now the lead did not rest on the ali angle bolted on the stand offs, it was metal to metal, this does not flatten the lead and come loose. Retained with cable ties in slots to hold the weight in place and easy to adjust if necessary. The total weight that fitted in the can was 585 Grams.



I found the cowl was 20 mm short when the back plate was fitted.,

unfortunately I could not move it forward, and I could not move the motor back either, so I built up the front of the cowl with balsa and finished it into the back plate On this model, ESM used pull/ pull wires on the elevators, to me this was a No/No. So I fitted a servo on each elevator and drove them with 4/40 wires a

quick link on the elevator end and a 90 deg bend on the servo end with a plastic retainer. two supports in their length A very positive reliable fitting and absolutely no flop at all...Fuel is housed in a clear tank. I also fitted a ' Clarke Special ' 15 pin wing/fuzz connector' This covers all of the connections needed to have a channel on all servos in the wing if needed. The birds nest is retained under the panel which holds the RX,IBEC , retracts and wing connection plug...This plug is easy to fit and you cannot install it back to front.



Getting ready for Test flights. See you on the field after lock down, **Cheers, JTC.** Aug 2021.

The lockdown and warming days has meant that **Dave Cantell** has been putting in workshop time on his Cessna Build. This is the model that was started by our friend **Jim Bourke** and bequeathed to **Dave** before Jim left for Nelson.

**If you're reading this Jim, how about an update on how you're settling in there at the top of the South ? We'd like to hear from you. 'best, Barrie.**

**Dave is making good progress and writes...** Hi Barrie now that it appears that the days are getting warmer I have been spending a lot more time in the shed. I have attached photos of the left wing which is almost complete and am now working on the right wing. Used your advice on the leading edges by installing 2 x 1/4 inch balsa strips rather than one 1/2 inch made it easy to shape the leading edges plus I made up a sanding block shaped as detailed on plans. Next task is to apply covering on flaps ailerons rudder and elevators to get ready for the many 1/16th square strips (about 340 of them) on each side. Thanks I have adjusted elevators so that they will have a servo for each side.

**Cheers**

**Dave.**



# Phil's Rotary Magic Pt 3. AUG 21



The country might be in lockdown, but being “self employed at home” **Phil's** workshop is in high production mode. Most parts he has to make for the Gnome are times nine so there is a lot of repetitive work, each piece needing the same careful attention to accuracy as the last. I hope Phil is keeping a tally of his hours and the number of parts, will make interesting reading at the end of the project.

## Latest update, Phil writes;

Hi Barrie, Hope all is well, it's a shame we can't make use of the great weather!  
A couple of pic's of progress, a lot of work but not much to show for it!

## Right;

This picture is of the distributor ring, and behind the bronze cam follower carriers with their nut rings.



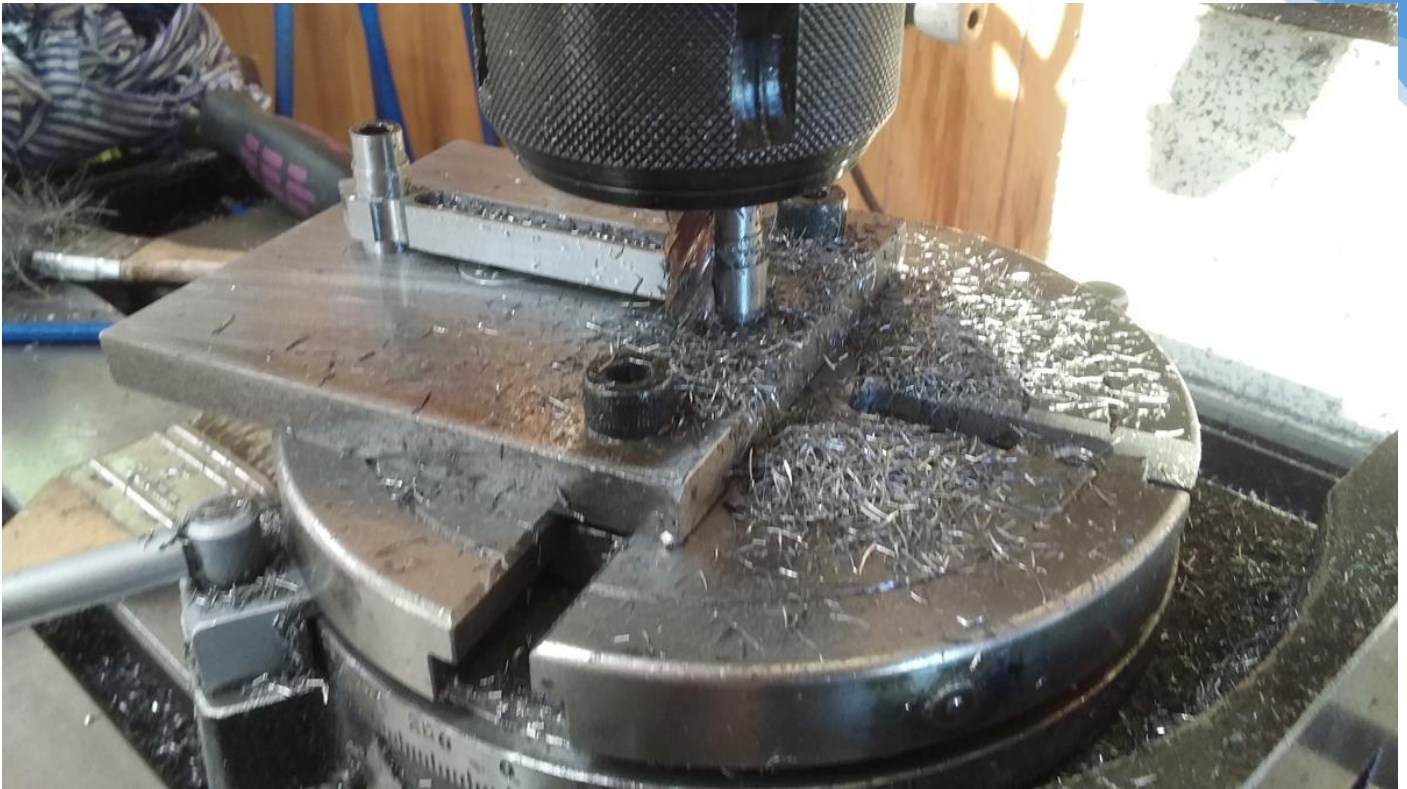
## Below;

The main work has been machining the connecting rods, about 30 different operations in each one, so a good exercise in patience!

Just the ends to final machine and then make the bronze bushes.

*I hope there are two more somewhere, Phil well one and a master eye ?? Ed.*

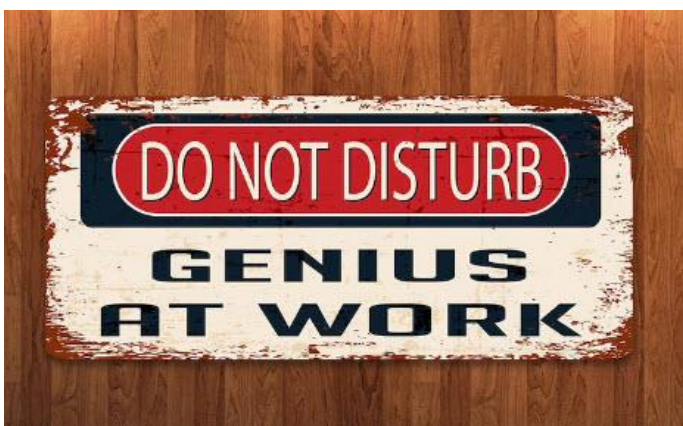
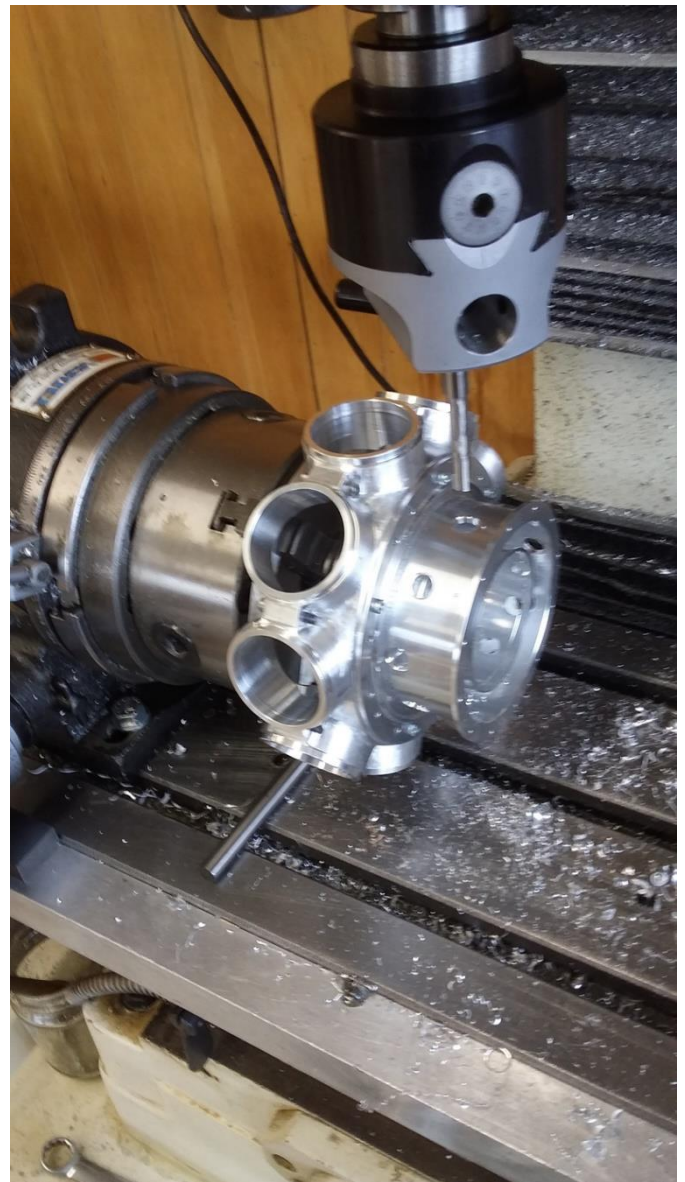




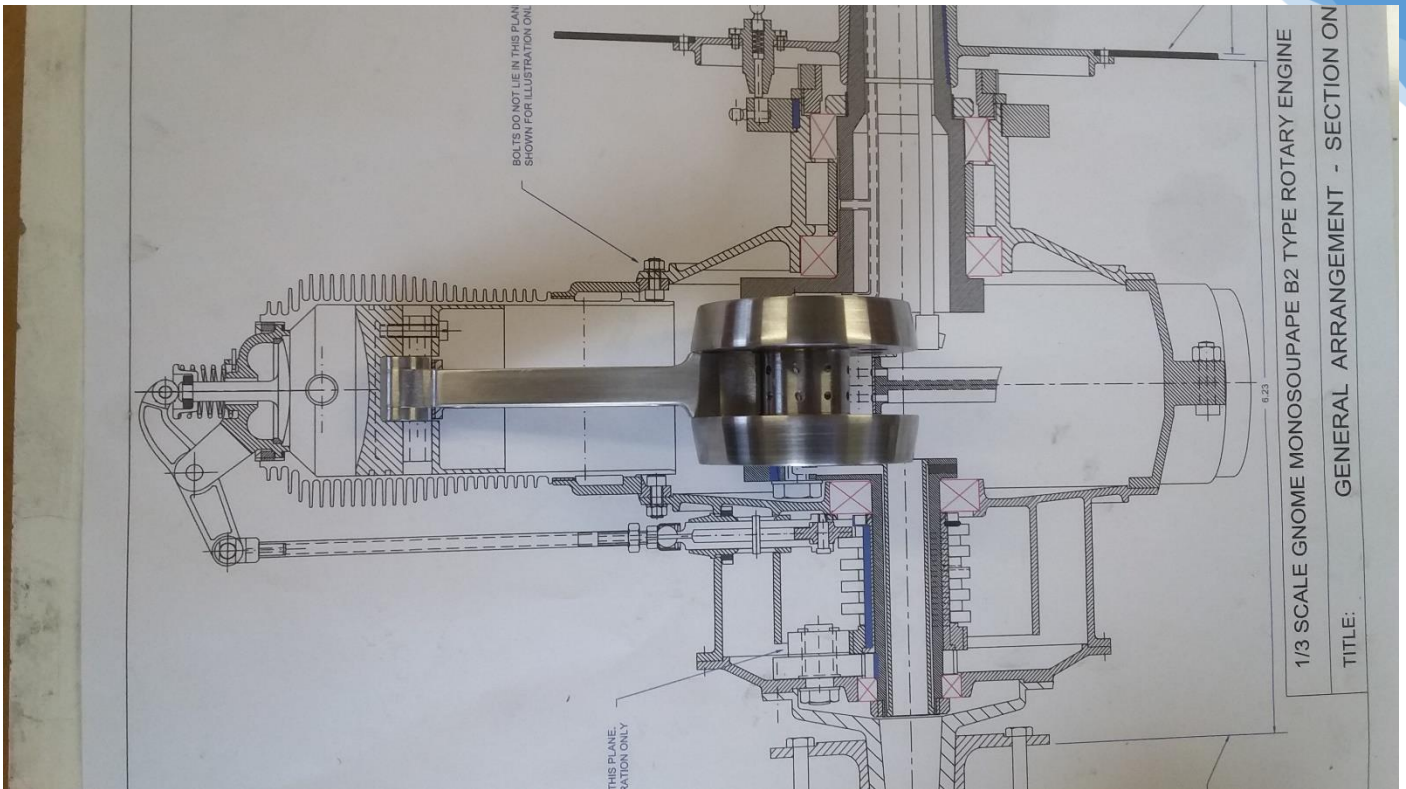
**Above;** Speaks for itself, the milling operation on a control rod.

**Ann Marie** is complaining of prickles in her feet, it's called swarf **Ann-Marie**, you need to wear your slippers when bringing **Phil** his refreshments ! At least my wife Allison only has to complain about all the white beads throughout the house when I'm foam cutting and shaping. Just imagine all those curly bit of metal all over the floor... ouch !! Just kidding !!??

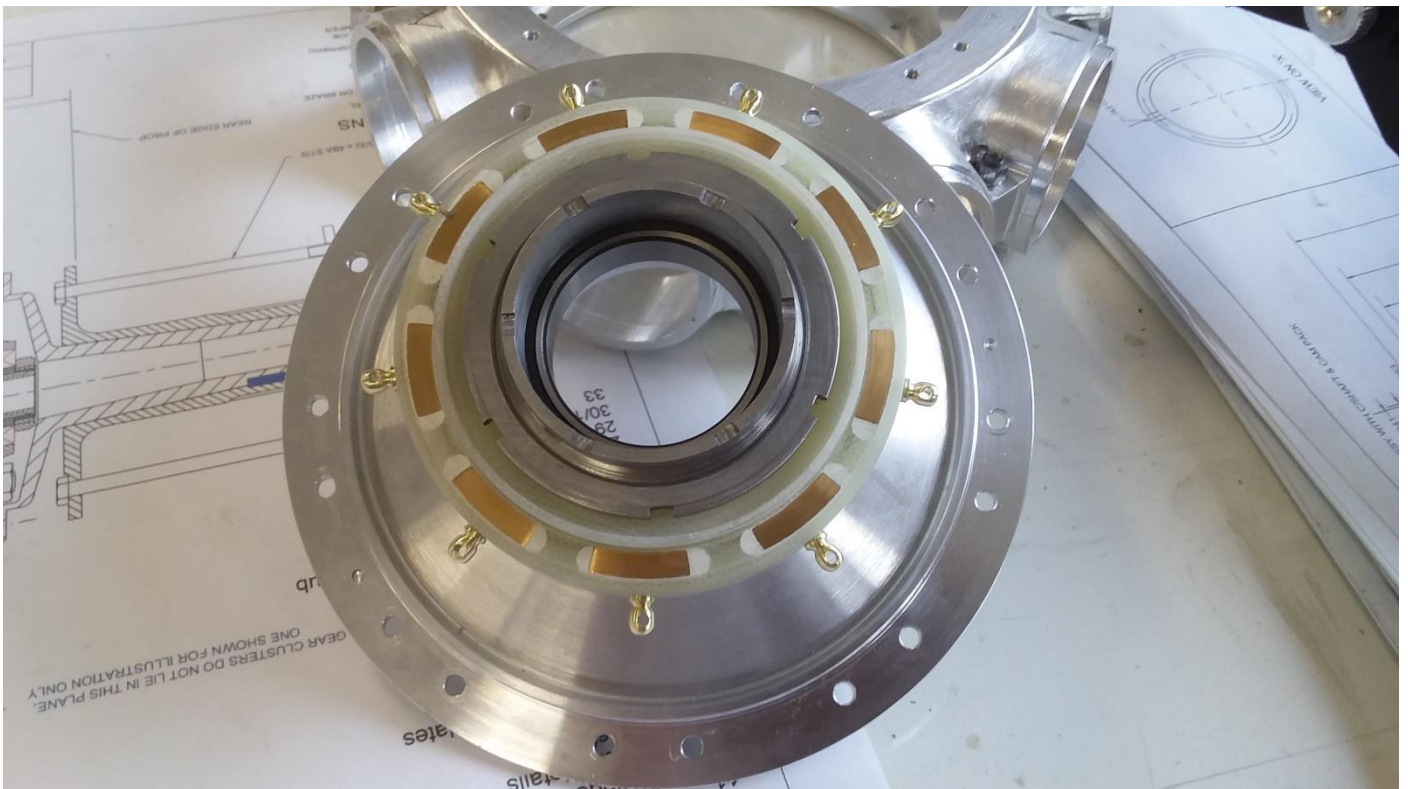
**Right;** Here Phil is mill/drilling holes in the front crankcase cover for the tappet/valve pushrod guides. Another very precise operation.







**Sunday 29<sup>th</sup>, Phil writes;** Another day in lockdown, not a lot to report, but the master rod is finished and assembled, the other eight rods just need a little final polishing. **Pictured above.**



I have spent most of today making the little brass eyelets for the distributor ring pictured above. Very fiddly, one or two got lost in the process!! 2.5 mm metric threaded.

I will do something about gear cutting, but I am still waiting for some of the tooling to arrive. Apparently on a plane from China! It will be a bit of a learning curve, as the only other gear cutting I have done was at Tech back in 1970!!

Regards,

Phil.

# \* Hints, Info, News, Bits & Bobs \*



## Fitting nose weight to a petrol powered model.

With the power and vibration from a single cylinder petrol motor, securing the dreaded nose weight as far forward can be difficult. I found this out on my refurbished Extra which needed 450 grams of lead as far forward as possible, bolted the lead strips to the standoffs and after the first tank through it had all come loose. John Clarke took a look and suggested mounting the lead on an aluminium channel bolted to the firewall. Stu Sturge, had a look and further suggested casting all the lead into a single block.

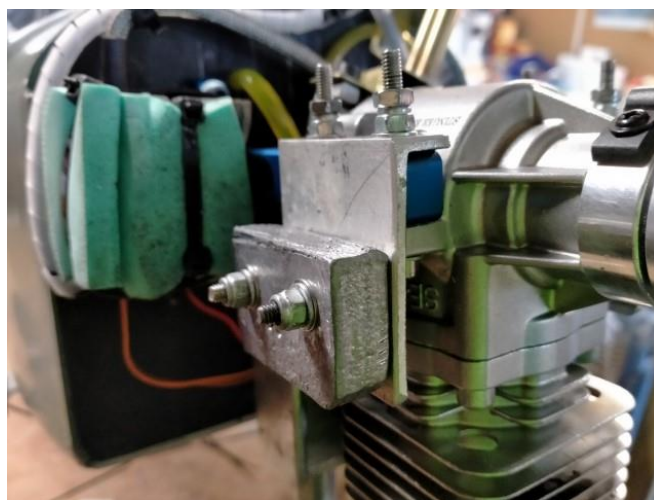
Here are some pictures of my efforts and John and Stu's mounting.



**Left.** My first effort NBG !



**Right.** Ali channel now bolted to the firewall and lead block bolted and Zip tied in place.



**Above Left.** John's system on his Tempest 600 grams lead melted into a can which is Zip tied to an aluminium angle bolted to the top engine standoff. **Above Right.** Stu's molded lead block bolted to an aluminium extrusion which in turn is bolted to the engine mount in his new Grasshopper. **Right.** Stuart goes on to say "The model is self explanatory. The other pictures are of my electric furnace for melting the lead. I am happy to cast lead for any of our members if they need a special moulding. You supply the mould, I can cast it." **Cheers, Stuart.**



It's called **synchronicity**, at the time I was writing the above, **Dave Crook the Hamilton MAC Editor** was publishing a similar article in their club Newsletter **Flight lines**. <http://www.hamiltonmac.org.nz/wp-content/uploads/2013/12/HMAC-Flight-Lines-August-2021.pdf> where Gordon Meads talks about a similar



experience of having the nose weight "flogged out" on his DA 56 powered aircraft. **Good luck Gordon.**

**Rob Lockyer writes;**

Seeing your puddytat Sam prompted me to look in the archives, and here she is helping you set up my CUB way back in 2015. (Is it that long ago?)



You might like to tell her she did a good job and it is still flying OK.

***Thanks Rob, I'll add that as testimonial in her application for Large Model Inspector. Ed.***

Following on from my Slimline bottle cap/pump saga last month, Roberto snaffled CC Derek's prototype printed fuel bottle top, fitted a Dubro (?) through cap fitting and is now the proud owner of a glow fuel filling station. It's about to become superseded of course when Derek prints the Mark 2 version which very conveniently has the pump mounted on it. Watch this space as Derek will no doubt offer these printed to order.



## **News Flash.**      **Avetek and Hangar One.**

*Like some of you, I'd heard that Avetek had been sold but seen no formal announcement, so thought I would take the bull by the horns so to speak to the head bull and ask Grant at Hangar One what the situation was. I know he has a lot of customers amongst us so thought I would share his reply and that from Avetek.*

### **Grant replied;**

Hi Barrie,

You are correct Avetek has been sold by Gwyn and Christina.

The business has been purchased by Andrea's and Alex Gabler here in Whangarei.

Andrea's is our club sec at present and we have known each other for a number of years now. (he was with our Northern contingent at Warbirds over Awatoto this year flying a little Fieseler Storch and Hind heli).

As Andreas gets his feet under the table we will work closely together in much the same way Pete and Gwyn did with the Hangar One branded kit side of things to develop new products for the international site Andreas runs and our domestic base that I take care of.

I am popping over to raid the Balsa supplies this afternoon so will forward Andreas a copy of this and see if he would like to put a bit of further info together on their plans for the future. It's really kind of neat how all this has worked out, we all know or have known each other pretty well for many years and still have plenty of passion for the hobby coursing through our veins!

Long may it continue! 😊

Kind Regards,

**Grant (Chief Pilot & Floor Sweeper "First Class")**



[www.hangarone.co.nz](http://www.hangarone.co.nz)

### **Following that, I had this email from Andrea;**

Hi Barrie, The new spreads fast. Yes, Gwyn and Christina have sold their business in its entirety to Alex and myself. We have kept the brand Avetek NZ, but our company is called **Gabler Limited**. Also we hold the brand **Hangar One Kits**.

I'm a long time model builder myself and have been building a wider range from Gliders, planes and helicopters, including scratch build scale models. We live up here in Whangarei, where we made our new home, after we immigrated 2003 from Germany. I'm an engineer by trade and have extensive knowledge in designing and manufacturing products using all kind of methods, from classic laser cutting, CNC routing and 3d Printing.

We continue being a wholesale provider of Balsa wood, plywood and hardwood sticks to the model shops, but also continue with providing laser cut kits to the market here through Grant and overseas through Hangaronekits.com .

**Grant and I have a long lists of projects we want to build, but really I would like to hear from the clubs out there what they are looking for, which models and which sizes, so we can produce the right kits.**

I'm looking forward to coming down to your famous event next year again, until then, if you have any questions or requests, let me know.

Regards, **Andreas Gabler**. Director Gabler Ltd.

Phone: 09 553 3500

Visit us at [www.gabler.co.nz](http://www.gabler.co.nz)

For International Customers go to:

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A GABLER Ltd. brand

**GABLER Limited**  
Competence in model building supplies



**Another \*\*NEWS FLASH\*\* Now for the fun part !!** If you have a couple of hours to spare, you need to click on the link below and have a listen to this very informative and at times hilarious radio pod cast from **Flat Out RC** in Australia. This an Australian Podcast and the interview is with our very own **FRAZER BRIGGS**. It's quite a special interview with quite a special guy.



I always remember my first meeting with **Frazer**, when this very casual gangly teenager took control of my not very good flying O/D Coreflute OS46 powered model and proceeded to fly a rolling circle at about twenty feet around the boundary of Awatoto field. At that moment I didn't know whether to give up flying totally or start practising, I think I finished up somewhere in the middle. What a talent, and what a fine, friendly and helpful person he has become. Click on the link below and enjoy.

[https://www.facebook.com/100001149393381/posts/4226393294075609/?substory\\_index=115&sfnsn=mo](https://www.facebook.com/100001149393381/posts/4226393294075609/?substory_index=115&sfnsn=mo)

Our electronics guru sent in this helpful picture of how to set up a Power Station, or was it Fire Station? This is his version of a multi-box, though he hasn't said what model it's going into .

And of course he's really thoughtful when it come to the next generation.....



*"One day, son, all of these perfectly good A.C. adapters, which have long outlived the products they were originally designed for, will be yours."*

And he's very helpful around the house.



*"It says right here on the can, 'Do not li the oven on overnight!'"*

Here's a clever idea for cutting vinyl trim stripes. Easy to vary the width by just inserting another piece of packing between the blades.

This just in from CC Derek, progress on his redesign of the fuel bottle cap and pump holder.



Double bladed knife for cutting trim.



This is just about the finished article, a two piece unit using the original bottle cap with a Dubro through fitting and now Derek has designed the "Collar" that holds the pump and is held in place by the cap.

The Perfect filling station. Ask Derek about it if you would like one and then come Classic Pattern flying.

As I may have said in other small articles about my plastic kit builds that found their way into the MFHB Newsletter, I've been making plastic kits for a while longer than flying models!

Started making kits when I was nine and aeromodelling around thirteen. Got my first R/C set (Teletrol) at sixteen and both plastic building and R/C building and flying have been both a hobby and an interest right up until the present day.

So... around 1973 I was getting a monthly subscription to Scale Models magazine (in the days when you actually had to Go to the stationer/newsagent to collect it!) and the cost of said magazine was then only 36 Cents! In the December 1973 issue was a review of the latest from the Airfix stable, a 1/24 scale Hawker Hurricane Mk1. Always wanted to make one, but they were either not available in NZ or too pricey for a schoolboy or young working guy. (I remember my weekly wage at the first job I had was the princely sum of \$54.00!) (*Overpaid my lad, I started in 1954 at the princely sum of 2 pounds twelve & sixpence, Ed !!*)

Anyway, a few months ago Plastic Models in Christchurch had some Airfix kits on sale and one was the 1/24 Hurricane! so I got one! Nice big box, though all the parts/sprues were in One bag (not like most kit makers these days that do each sprue in a separate bag) and also some of the parts had broken off the sprues and were in the bottom of the bag. Did a check on everything and all looked okay... until I got to the transparencies, for the landing lights and canopy... when I then discovered that I had a Spitfire Mk1 canopy and Not the Hurricane one!!

To cut a long story short, I then had to get a replacement transparency sprue from Airfix in the U.K. Of course this delayed the start of the build. About a month or so later actually started in on making the beast. For a 1973 era kit, it wasn't as bad as I thought it was going to be. Good detail too, but added a lot more detail myself to both the cockpit & engine areas.



**Above left;** Kit Contents



**Above right;** Bottom to top - 1/72 Spitfire- 1/48 & 1/24 Hurricanes



**Left;** Cockpit/engine assembled **Right;** gun bays complete

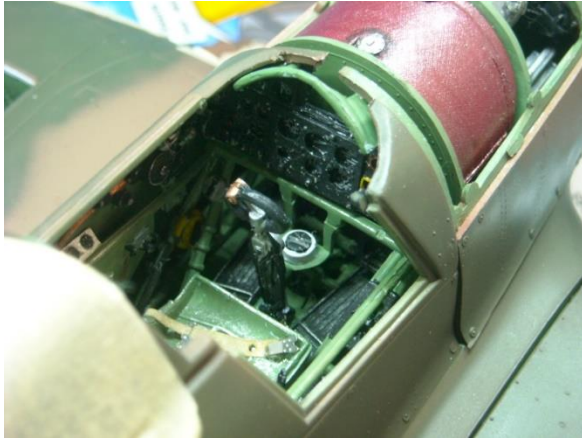
A lot of flash on a few of the parts (flash is where the metal moulds become worn and plastic seeps into the gap during the injection moulding process.) most parts needed to be cleaned up and location holes re-drilled as well.

At this point I gave the wings and fuselage a coat of red primer followed by the camouflage on top of the primer (camo - dark earth and dark green on top and sky blue underneath.) Then glued up the wings and fuselage shells and left them to dry. While the wings/fuse were drying, I made the undercarriage bay and legs – with rubber wheels too, no less, and other bits and pieces as well. Glued the fuselage shells together and then the wings to the fuselage.

There was quite a gap in the fuse/wing root area, so resorted to ‘hammering’ the fuselage to weight it down to reduce the gap and preserve some of the dihedral of the original plane.

**Left;** Cockpit after the fuse was joined.

**Right;** Fuselage being ‘hammered’



Once that was all done it was filling and sanding time. This took a good while!

Then an

equally long time was spent touching up the paintwork and adding the undercarriage before putting a Gloss coat of clear varnish over it all!

**Left;** Filling and priming **Right;** After the gloss varnish coat.



On the finishing straight now – gave the top and bottom of the whole model a ‘wash’ – that is a mixture of ground black pastel, a drop of dishwashing liquid and a drop or three of water to all the panel lines and rivets. This then gets left to dry and is the wiped over with a slightly damp paper towel leaving the panel lines, rivets etc. outlined in black.

The model was again given a spray of gloss varnish before the decals were added. Then it was just a matter of adding the various ‘bits’ like canopy, prop lights etc. with the whole model then given two coats of Matt clear varnish to set the decals and dull the paint and, hey... it’s all done!. The final result of all this as **below:**



I’m pleased with the result... and it actually fits into my glass display case !

**Brett.** MFHB Aug 2021

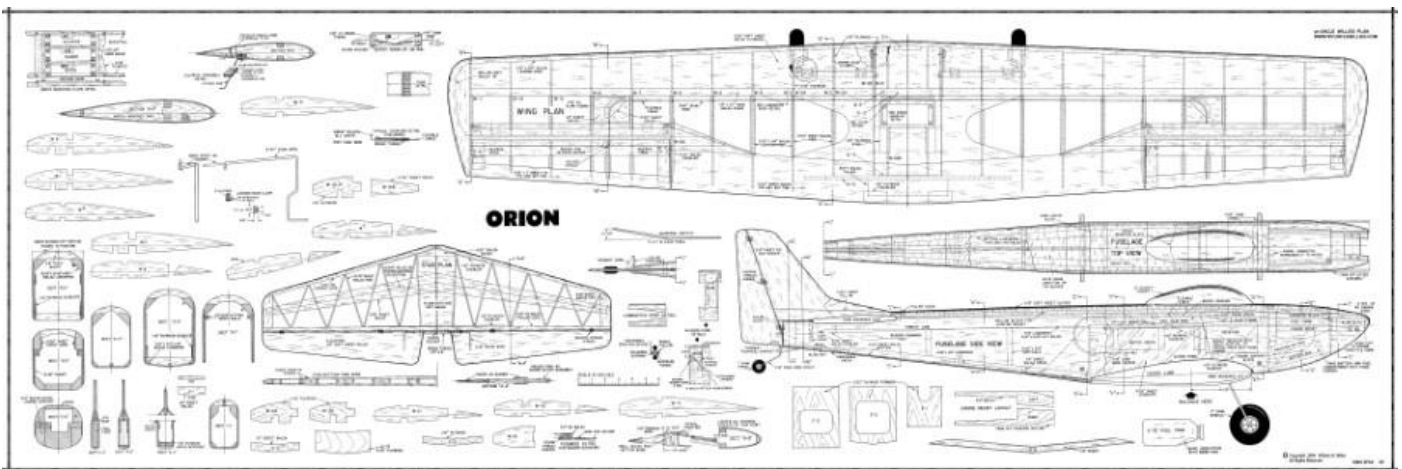


# Classic Pattern

August 21

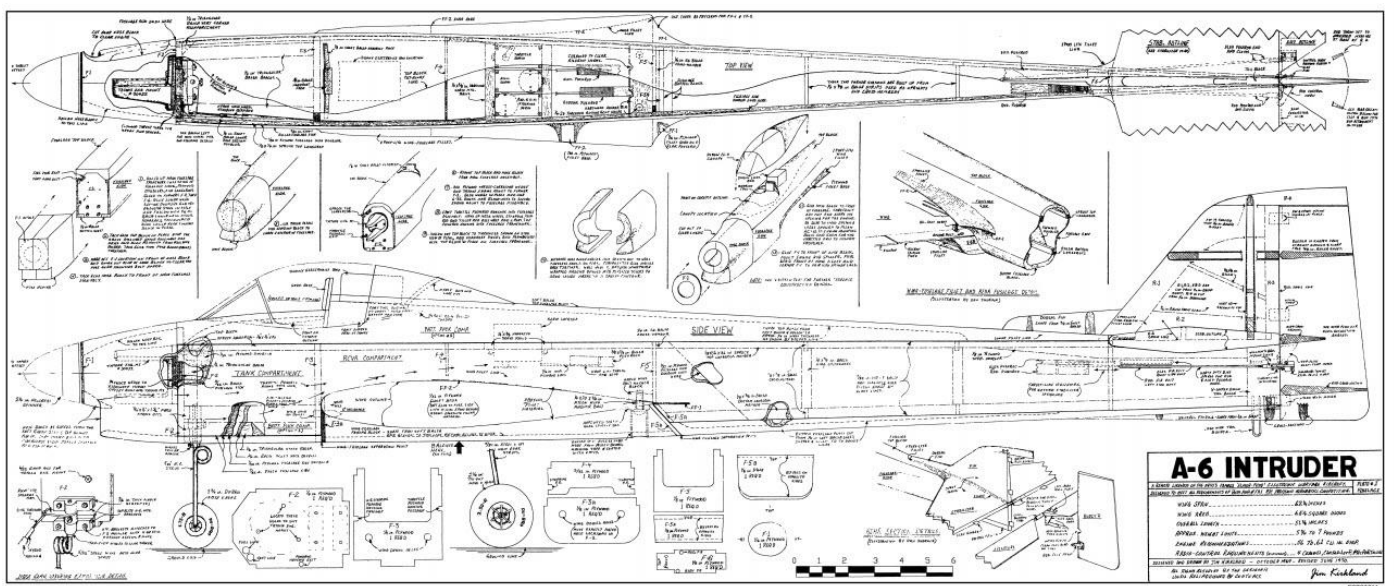


Another Lockdown Bugger !! **Mike & Jo** made a dash for home from Auckland at the start of their short holiday in the North, and now the test flight of **Jay's** P-40 has been put off for who knows how long. Evidently CAA permission to fly came through Tuesday morning and the lockdown arrived Tuesday afternoon. Bigger again, **Mike's** really crying in his beer, he was all set to watch! So, our classic get together at Awatoto Field is also on hold, but don't despair we'll get there. At this stage my Tiporare and **Mike's** UFO are performing well, well that's as well as the pilots will let them ! At least the lockdown provides some building incentive, so what's going on in the Bay Classic pattern movement to date and looking ahead ? **Mike's** still busy practicing and trimming his "UFO" and is currently restoring his "Orion"



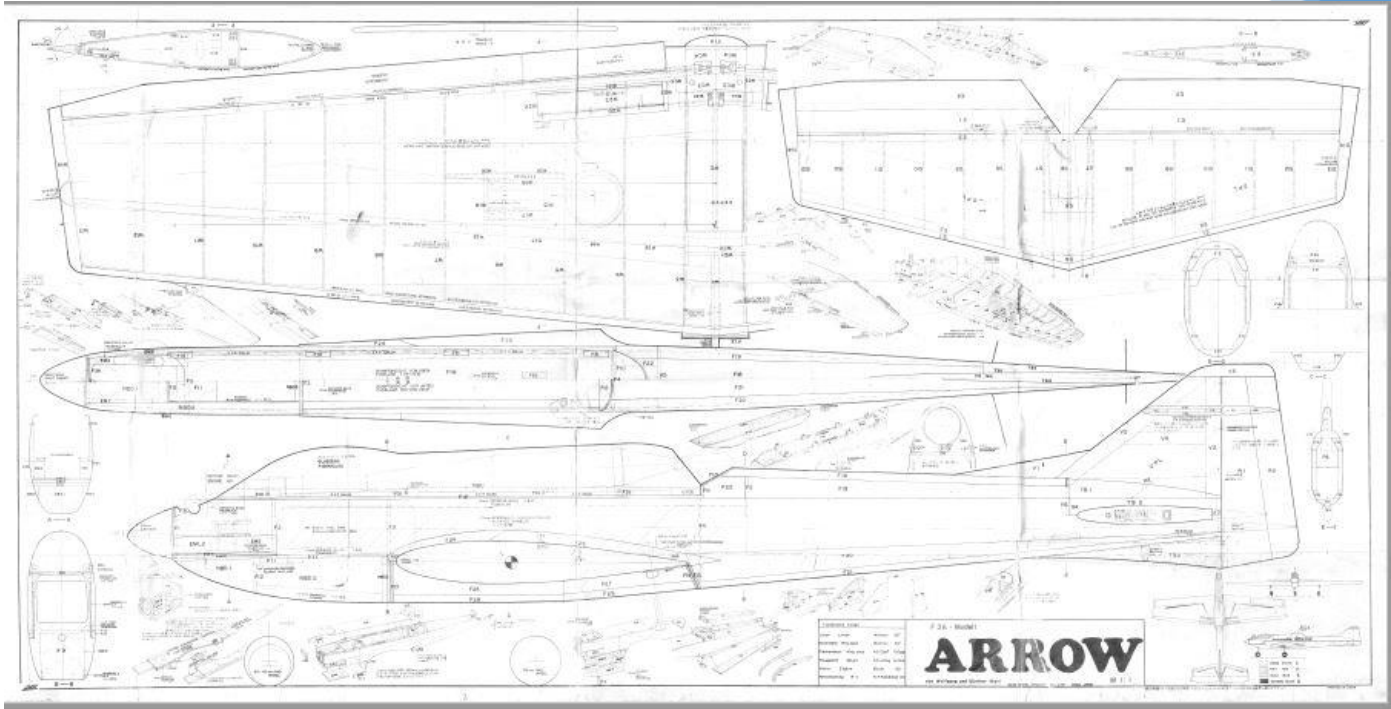
Free plan download at Outerzone; [https://outerzone.co.uk/plan\\_details.asp?ID=927](https://outerzone.co.uk/plan_details.asp?ID=927)

**Robert** as reported earlier is restoring an A-6 Intruder gleaned from the Tauranga auction... not a lot of progress yet.

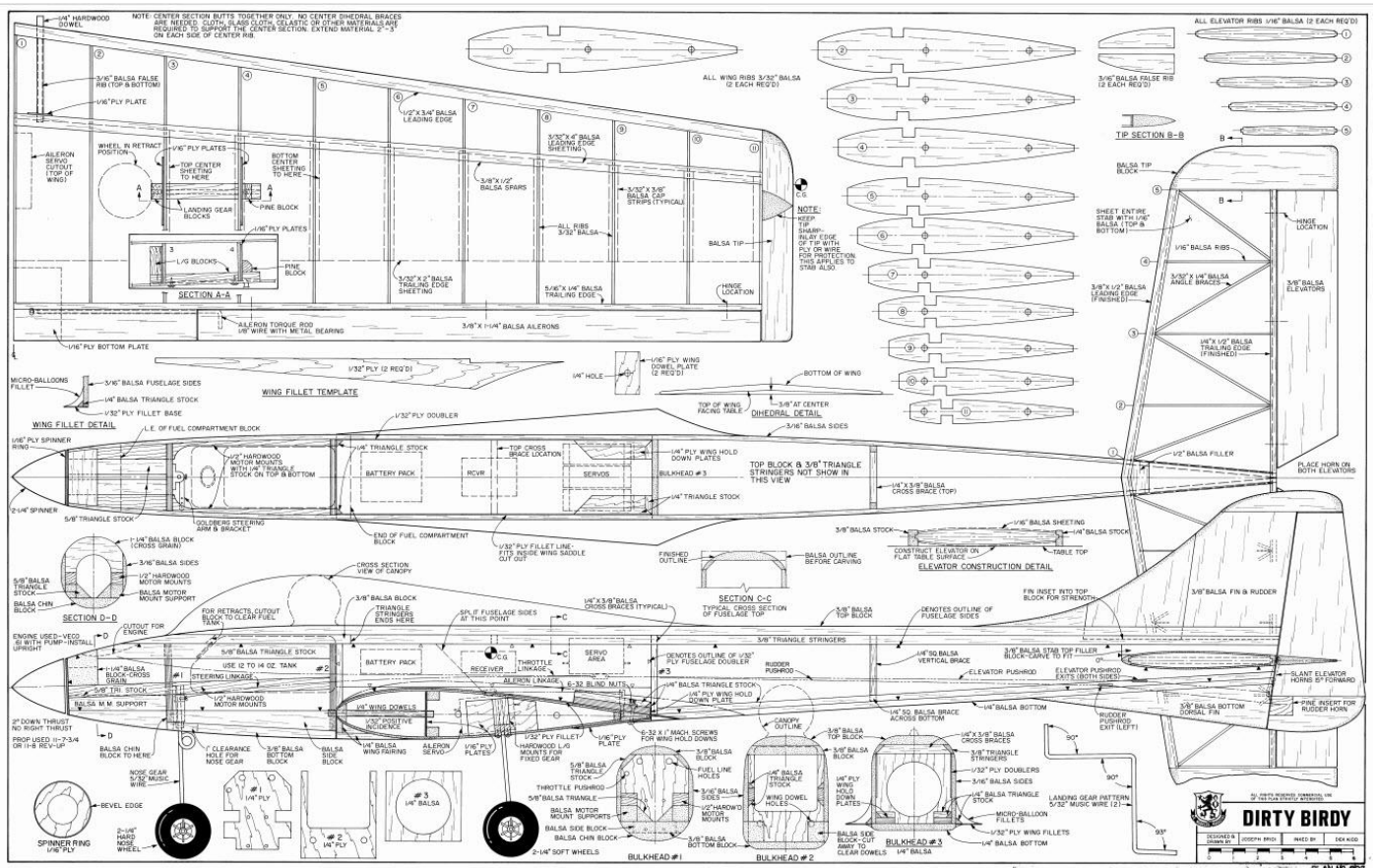


Outerzone download; [https://outerzone.co.uk/plan\\_details.asp?ID=11225](https://outerzone.co.uk/plan_details.asp?ID=11225)

**Derek's** still working on his "Illusion" and the "Calypso" but busy shifting base to Hawkes Bay from Auckland has got in the way a bit. He is also working on the "Arrow", building the fuselage plug before molding as reported in PW issue 126. More on that as he makes progress.



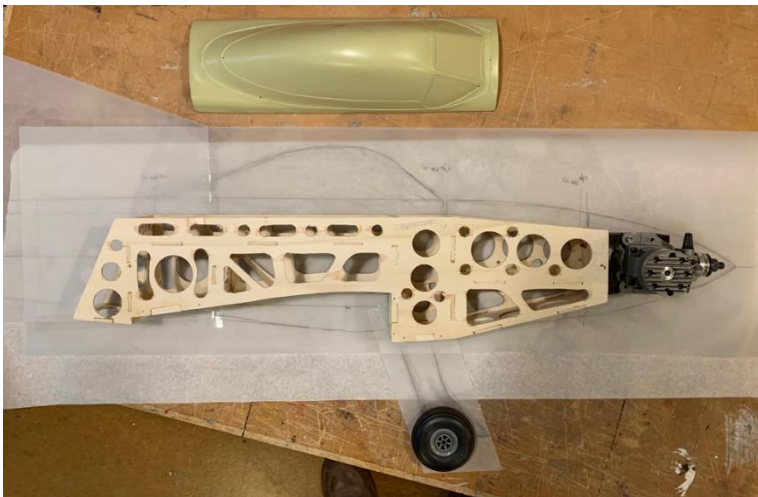
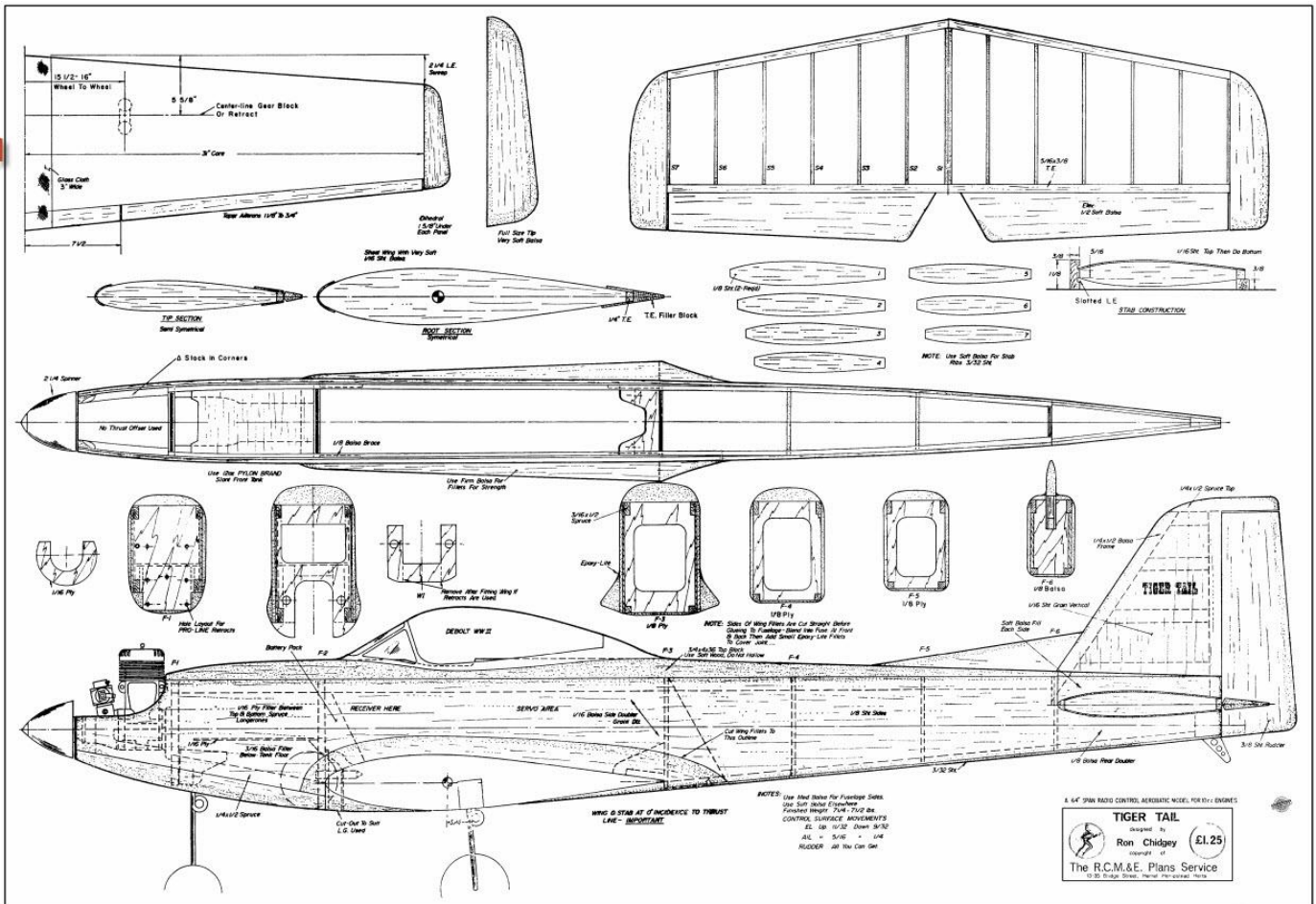
**Stu Sturge** is coming on board, he has a couple of spare .61 motors and a large box of balsa that need a project and the Lockdown and Classic pattern have provided the incentive. I recently had the plan of a **"Dirty Birdi"** printed off which he likes, so by the time this has gone to print in a couple of weeks he should be under way !



Plan download from Outerzone [https://outerzone.co.uk/plan\\_details.asp?ID=4915](https://outerzone.co.uk/plan_details.asp?ID=4915).

Also available from **Hangar One** has a laser cut short kit; <https://www.hangarone.co.nz/shop/laser-cut-aircraft-kits/classic-pattern/dirty-birdy-64-60-size-laser-cut-short-kit?gn=Classic%20Pattern&gp=5>

I enjoyed my **Tiporare** build so much, and having a .60 Fox Eagle 111 NIB languishing under the bench I didn't need any extra incentive and have started to build a Tiger Tail (**Mike** talked me into it !!??) A 1972 design by Ron Chidney, a 64 inch low wing pattern model. [https://outerzone.co.uk/plan\\_details.asp?ID=11195](https://outerzone.co.uk/plan_details.asp?ID=11195)



Decided to build the fuz structure like the **Tipo** around a liteply box and make it a tail dragger with fixed U/C much to **Mike's** chagrin. (that's a stuffed laugh) ! I was going to mount the motor sidwinder but **Father Christmas** has just dropped my prezzie off early, a Dubb Jet muffler, behold a thing of beauty which needs the motor mounted upright as per the original model (**Mike's** smiling again !). Also found an old P-51 canopy mold which just fits, right shape and size. I'm going to mount the muffler on the Tiporare first and see what sort increase we get, reported to add some 800+ RPM. Dubb Jet supply a suitable adapter for your engine, I was able to get two, one for the OS61 and the second for the Fox 60, they were very helpful. (at a cost !). No hurry with this model Ha ha. I'll just keep pottering away as long as the lockdown lasts, gotta have something to do aye ?

I had to make a relief cutout on the Tipo, so the Dubb Jett muffler is now fitted and awaiting testing. I could weep when I look out the window at day after day of sunny, calm, flyable weather at Awatoto Field! Aaaaarrgh !!?



I think it looks quite sexy, I won't tell what **Mike** said, but you could ask me of course!

I haven't had any reports from the Norsewood branch of Classic Pattern though requested. I think they must have some secret projects going on down there. We'll get our spies out, watch this space?

---

THIS SPACE

WAS RESERVED FOR Mike

FOR HIS PROMISED

PROGRESS REPORT ON

HIS ORION REBUILD.

CATCHA NEXT MONTH

Aye ... what was that ???????

# The \$71,000 Sleeping Bag Aug'21



*Another whimsical short story experience from Richard Bach's "A Gift of Wings"*

## *The \$71,000 sleeping bag*

A ferry flight, that's all, to take a Cessna Super Skymaster from the factory at Wichita to the distributor at San Francisco. Not much worth note could happen on such a routine flight, and nothing did. It happened on the ground.

The Skymaster and I had landed at Albuquerque late in the evening, taxied to the far end of the field, the west end there, the Cessna dealer. I walked to the new terminal for a bowl of soup and a bunch of crackers, and about midnight walked back to the plane.

I play-act, sometimes, when I fly a kind of airplane that I don't often fly, and pretend I'm the person I'd expect to see flying that plane. In the Skymaster, I was an executive pilot, walking back across the line to my company machine. Stereotype business pilot, all solemn: facts and figures, little briefcase, black bag full of Jepp charts—you know the kind. This was me, moving through midnight, making a note to check the weather now although I wouldn't be flying till morning. Cool. Level head. No nonsense.

But as I was going my businesslike way, just stepping up from the street onto the parking ramp, by the low cyclone fence, I happened to notice the silhouette of the Skymaster against a big floodlight . . . the twin shark tails all still and powder-black against the light. I felt a great surge of affection for the airplane, for that thing.

Just because we had come far together in one afternoon, I guess, and against headwinds.

Affection for an airplane. Somehow, I had never thought that company pilots felt that way. But they do.

That was the first thing.

Mounted on the Cessna hangar is a loudspeaker that is set to the tower frequency, and turned up way loud so the lineman can hear it and be ready to flag the in-bounds in for gas. Nothing but static, at that hour, static very highly amplified in the speaker. But then there was a burst of words, the voice of some guy flying unseen in the night. "Hello Kirtland Tower. Twin Beech niner six Baker Kilo is at the Pass, inbound to land."

No sound in the sky, just that voice in the speaker, echoing, with the throb of engines in the background.

Then a few minutes later, I heard the faintest little muffled rasp of propellers humming around, and saw the slow streak of navigation lights. The guy had taken a step into reality; he was slowly changing from one dimension into life. "Six Baker Kilo is five out on a straight-in."

"Baker Kilo cleared to land." It was a gentle drama, a play on a ten-mile stage, and I was the whole audience.

A few minutes later came the chirk-chirk of wheels touching concrete, the sigh of engines fading back from approach power. Then silence. Then the sound of engines again rumbling around at idle, louder and louder till they gasped suddenly and coasted their propellers around to a stop just fifty feet from where I stood by the Skymaster. The quiet little noises, then, of flight's end: chock scrapes, door sounds, and the talk of pilot to copilot.

That was the second thing.

When the Beech pilots had left, I put the right seat of the Skymaster to full recline, stretching out on it as best I could. Suit coat for a blanket, padded headrest for a pillow. It wasn't comfortable at all . . . not a tenth as pleasant as unrolling one's sleeping bag under the wing of a Champ and looking up at the stars.

This airplane was different. It was sheet metal instead of cloth and dope, radios and omni and ADF and DME and marker beacon and EGT and autopilot and trim and flaps and prop control and mixture instead of nothing. But the stars were the same stars.

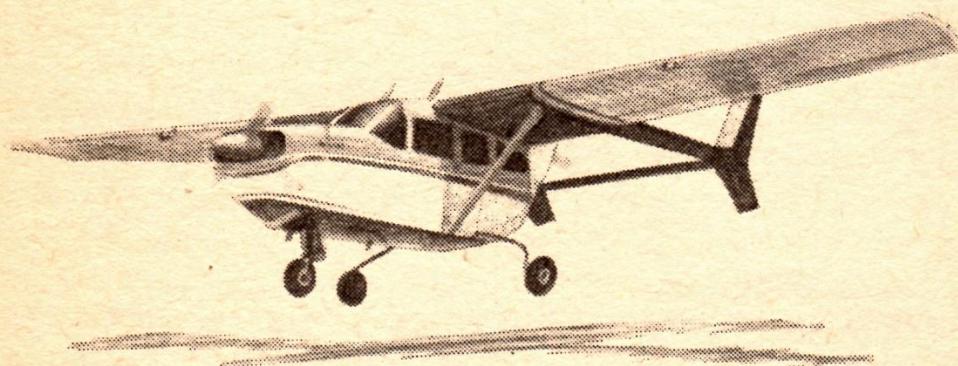
By sunup, I was convinced that the Cessna Super Skymaster, although it is a great twin-engine plane that can never kill a pilot with the terrible yaw of engine loss in the weather at full gross, is a lousy sleeping bag. For \$71,000, I thought they should at least make the airplane a little easier

to spend the night in. Then, too, I found that you don't want to hang your good shirts on the aft propeller, because you'll get exhaust powder all over them. The front prop is okay, but the man with a \$71,000 airplane will certainly have a larger wardrobe than can be hung on one propeller.

That was the third thing.

At dawn we were airborne, the Cessna and I, and before noon we were landing in California. An abysmally poor sleeping bag, but not a bad machine for going places.

Machine? I thought, and saw again the shark-fin silhouette at Albuquerque, the Beech pilots brought alive, the \$71,000 sleeping bag. They are all alike, if you look at them at just the right times. Old or new, rag or tin, no airplane's a machine. And what they are instead is a lot of what makes flying kind of fun.



# Nostalgia Files August 2021



Last Sunday, whilst talking to **David Kenwright**, I caught up with his Dad, **Norris**, a long time modeller here in Hawkes Bay who has just re-joined MFHB. **Welcome home Norris**. We were talking about the Keil Kraft Super 60 that **David** was flying and it evoked a lot of memories, enough to get **Norris** delving in to his archives and sending me the following.

Hi Barrie,

When you took the photo of David with the Super Sixty yesterday at the flying field reminded me of our first radio control plane we built in 1976.

David had been flying control line when we lived in Ballantyne Street Hastings, (I got too dizzy), and we luckily moved next to Robin Reid who lived in Brookvale Road in Havelock North. He recommended that we start with a forgiving Super Sixty and we bought a kit and a Futaba 4 channel 27 MHz set. It was an excellent plane to start with and we flew it in many places such as Guthrie Park, the Polo grounds and Highway 50 when we joined the Hawkes bay Radio Fliers. Robin was a great friend and gave us valuable advice. I only have one picture of him in 1996 when he lived on Highway 50 with his Micro light.



Brookvale road was a great area for as well as Robin, Harvey Stiver lived around the corner in Bale Place; Derek Whelan lived in Guthrie Road and went to school with David and Robert Wallace lived in Brookvale Road too.

In 1977 we decided to put a 35 mm camera in the plane with a servo to push button to take a photo. It would only take one photo and then we had to land the plane; advance the next frame; take off and take another photo. (Primitive but later I put a small web cam in an electric plane).

I have found a couple of the photos of David and I with the Super Sixty in 1976 and two original photos of Te Mata Road and Havelock North High School in 1977. We took off from the school field behind the High school. Lots of other photos I am sorting through soon.





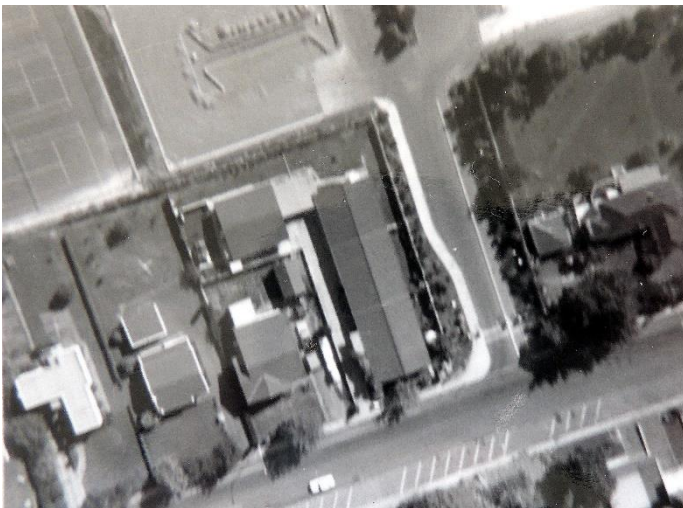
**Above,** photos taken of David and Norris with their KK Super 60.

**Left.** I found an old Photo at the National Championships 1977 I believe.

**Below,** Left aerial photo of Hav. Nth HS entrance 1978. Right Te Mata Road 1978.



Cheers, Norris



P.S Also here is a primitive video of my flying from the High School in 2010

<https://www.youtube.com/watch?v=2xg3kjMEcdk>

and Planes in the garage <https://www.youtube.com/watch?v=DGRECrt-PCK>

I even mde a video of designing a small delta and flying it at Te Mata Peak.

<https://www.youtube.com/watch?v=bKKH1X4WJg&t=3s>

*Watch this space, I'm sure there are more memories to come. Thanks Norris, Ed.*

# VINTAGE REPORT August 2021



Hi Vintagers, some of our Thursdays at Awatoto have been a bit wintery of late so not a lot of activity. The ranks have been thinning a bit lately with other commitments, health woes, weather woes and the aging list goes on, oh woe is me ! The stalwarts, **Stan, Brett, Barry K and self** have been around supported by Anthony and Danny with their creations but maybe it is time to be considering another build in a new class to provide a burst of enthusiasm. Night Trains, Stardusts and Bombers seem to be doing all the work, as is evidenced by the turnout today, **Thursday 12<sup>th</sup> August**. What a fabulous morning at the field, buoyant air and warmed up nicely with sun aplenty and negligible wind, what more could you ask for ? ( More players !).

**Stan, Brett and myself with Barry K** officiating flew an impromptu double classic comp, Duration and Precision with our Night Trains. Barry was very efficient two handed timing, though we never knew whether he was using the fast timer or the slow one. Stan had a bit of trouble keeping things together with wings and then wheels departing on landing, and both **Brett and I** managed a prop break.

**Rod Hughes** joined us flying his Russell Radian, and **Derek** arrived later with his Halo, still trimming. A delightful morning was had by all and just for fun the unofficial results of our efforts are listed below.



*Above,* Men at work.

*Left;* Men at rest. (after work !)

## Classic Precision

| NAME           | MODEL       | ROUND  |      |       |        |      |       |        |      |       | GRAND TOTAL |
|----------------|-------------|--------|------|-------|--------|------|-------|--------|------|-------|-------------|
|                |             | 1      |      |       | 2      |      |       | 3      |      |       |             |
|                |             | FLIGHT | LAND | TOTAL | FLIGHT | LAND | TOTAL | FLIGHT | LAND | TOTAL |             |
| BRETT ROBINSON | NIGHT TRAIN | 178    | 20   | 198   | 176    | 20   | 196   | 170    | 20   | 190   | 584         |
| BARRIE RUSSELL | NIGHT TRAIN | 178    | 0    | 178   | 180    | 20   | 200   | 178    | 20   | 198   | 576         |
| STAN NICHOLAS  | NIGHT TRAIN | 178    | 0    | 178   | 179    | 20   | 199   | 179    | 20   | 199   | 576         |

## Classic Duration

| NAME           | MODEL       | ROUND  |      |       |        |      |       |        |      |       | GRAND TOTAL |
|----------------|-------------|--------|------|-------|--------|------|-------|--------|------|-------|-------------|
|                |             | 1      |      |       | 2      |      |       | 3      |      |       |             |
|                |             | FLIGHT | LAND | TOTAL | FLIGHT | LAND | TOTAL | FLIGHT | LAND | TOTAL |             |
| BARRIE RUSSELL | NIGHT TRAIN | 300    | 20   | 320   | 300    | 20   | 320   | 300    | 20   | 320   | 960         |
| STAN NICHOLAS  | NIGHT TRAIN | 300    | 20   | 320   | 300    | 20   | 320   | 295    | 20   | 315   | 955         |
| BRETT ROBINSON | NIGHT TRAIN | 300    | 20   | 320   | 300    | 20   | 320   | 275    | 20   | 295   | 935         |

Talking of another build, the class most of us don't have and fly is **Classic 1/2 E Texaco**, which calls for a model with a maximum "dry" weight (without flight battery) of 18 oz and a maximum wing area of 350 sq in. Consult your Vintage Rules book for all the information. As most of us have 2S 350 & 370 mah lipo batteries and they are currently available in Nano Tech, perhaps we should make our choice suitable to use these. I know some will say smaller may be better, but opening up another regime of batteries doesn't excite me. For more information on the Vintage 1/2 E Texaco design and the new vintage rules, have a read of **Wayne Cartwright's** excellent article in the Vintage SIG report in **MFW Sept 2020**.

<https://www.modelflyingnz.org/magazine/MFW%20Sept%202020/PDF/MFWSept2020.pdf>

I've been talking to **Don Mossop**, our Vintage SIG Chairman who lives in Kati Kati and is currently building a **Starduster 350**, one of **Wayne's** recommendations. **Don** writes about his build to date...

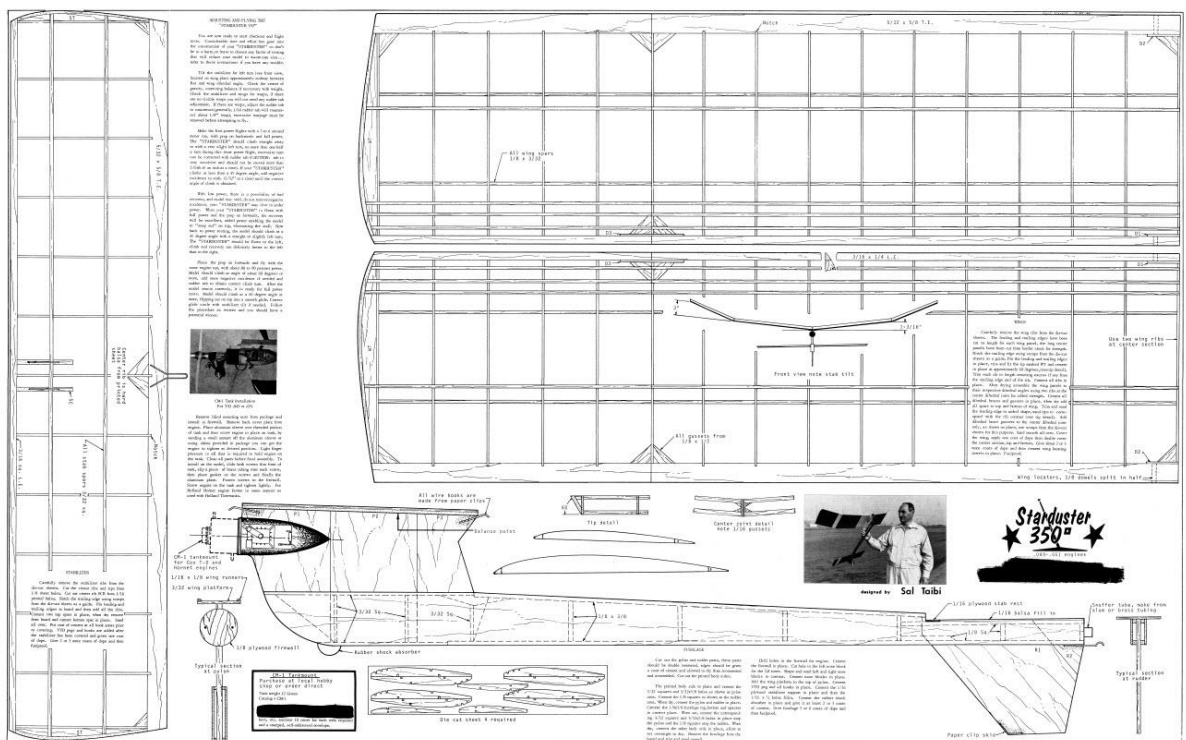
**Starduster "350" Classical 1/2 E Texaco build:**

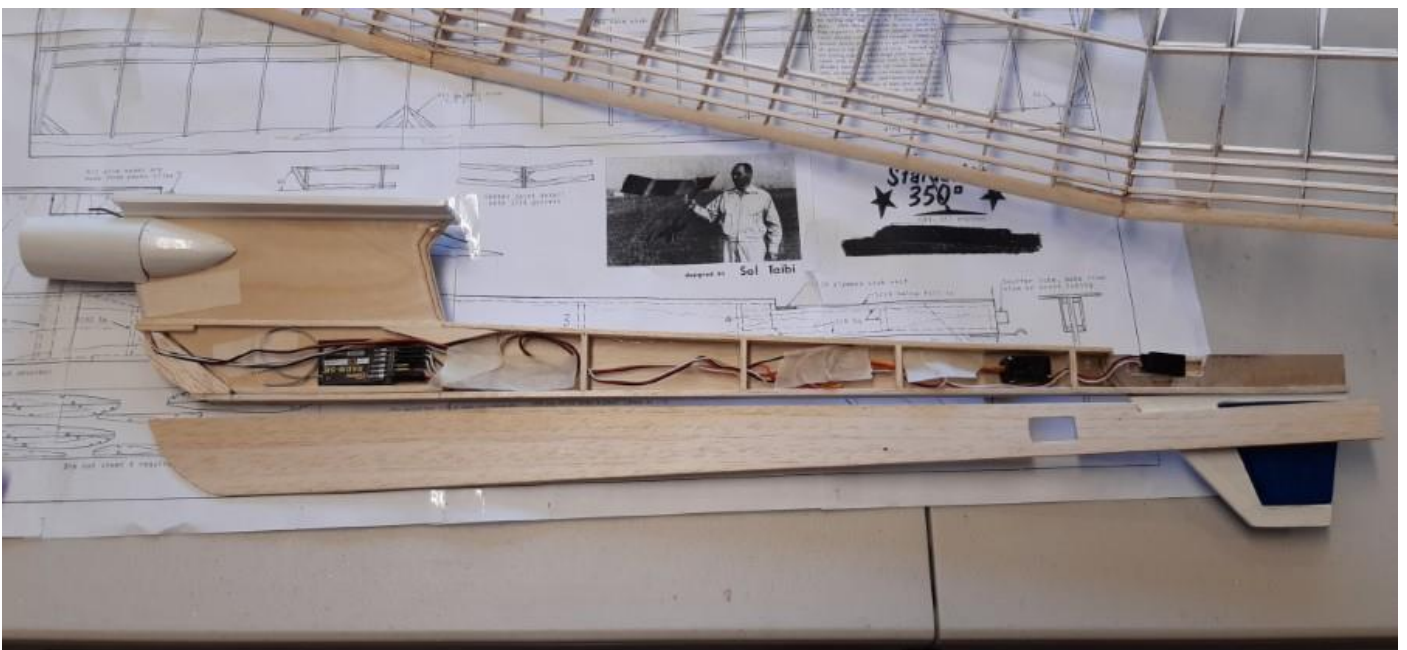
*For some time I have been contemplating a Classical 1/2E Texaco model to round out my electric "fleet" for competitions. Wayne Cartwright's excellent article in the MFW of June 2020 inspired me to have a crack at Sal Tailbi's acclaimed 'Starduster 350' (1962). This has performed consistently well in FF competitions and, at first glance seemed a really simple build. A colleague suggested that, in their experience, the ideal wing area for a 1/2E Texaco model was around 310 square inches –evidently an optimal size to penetrate better in windier conditions. With our current 1/2E Texaco rules, the maximum allowable drive battery capacity is governed by the 'dry weight' of the model, rather than wing area, where dry weight refers to the weight of the model without its drive battery.*

*I scaled the original plan down to give a wing area of about 315 square inches. A friend kindly laser-cut the wing and stabiliser ribs for me. The real challenge has been to find room to fit the RC gear and servos within a very slim fuselage. For the pylon I used 3mm ply as I planned to extend the front of it to become the motor mount. The tubular pod surrounding it was formed from 1/64" ply, and the fairings from shaped balsa with magnets holding them in place to the pylon. The receiver was located in a hole cut into the pylon within the fuselage. The stabiliser is removable and has a small elevator servo within it. (will have to be permanently fixed, see later)*

*I plan to power it with a Cobra 2202/70 1530kV motor, an 8 x 4.1" SF prop with a 300mA (?)2S drive battery. (The following sentence is rubbish – I had to add 3oz lead! – buggger that) The added weight of having the removable stabiliser, and rear-mounted servos, has made achieving the desired CoG possible only after addition of some ballast up front – necessary anyway to achieve the desired "dry weight". (Will correct all this on Mk2.)*

*For push rods on these lightweight models I tend to follow Pete Townsend/s advice and use thin carbon fibre tube or square section into both ends of which is placed a short length of suitable piano wire with a z bend to the servo arm and control arm. I use CA glue and some heat shrink tubing to secure the wire to the CF.*



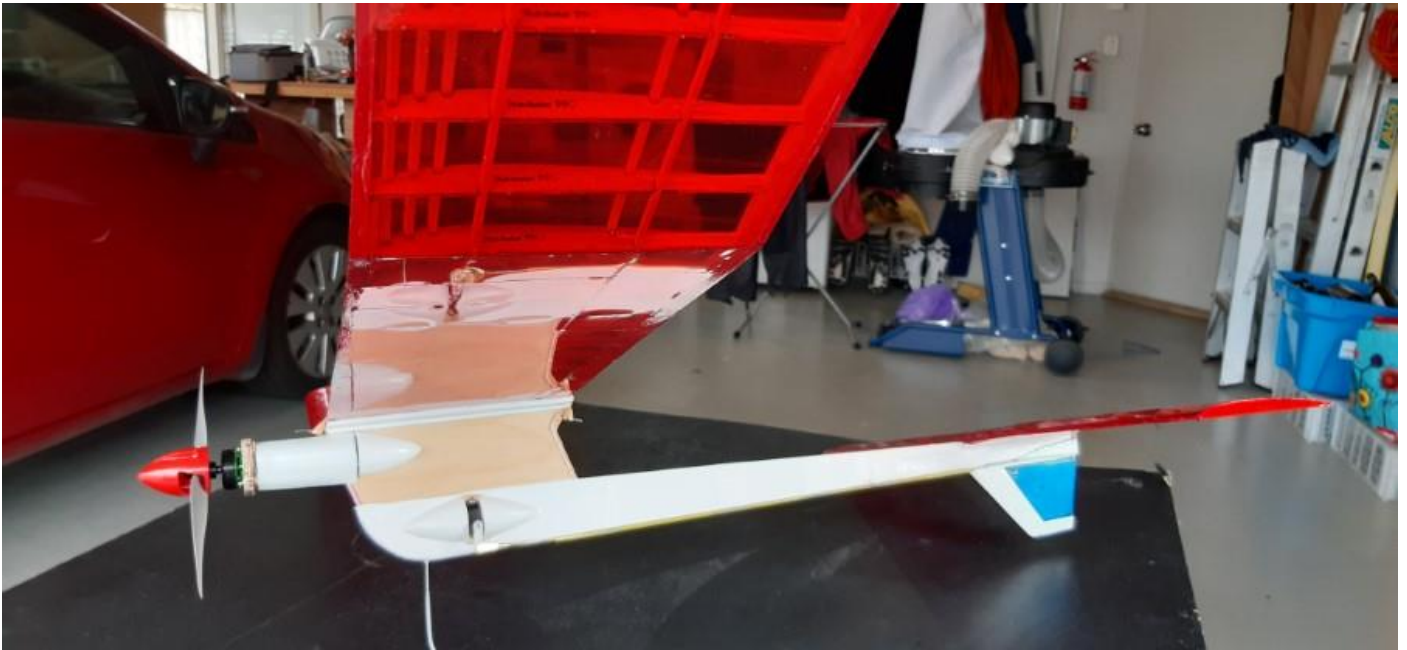


**Thanks Don**, that provides all good food for thought. I had to have a chuckle, you sound like so many of us, not finished the first build and already talking about Number two and the modifications in mind ! Nothing like striving for excellence and with more Covid lockdowns in sight you might have plenty of building time available. We'll follow your progress with interest, please keep us informed. **Ed**.

**Well MFHB Vintagers**, there is a challenge for you, we have the good oil on the model thanks to Don and Wayne, I have the plan and can easily get further copies. Are you interested in doing a group build ? and if so, **give me a call 06 8353896** and maybe we can arrange a get together at the "Shed" and discuss the build and plan ahead. **Ed** again.

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**Sat 28<sup>th</sup> Aug,** Update from **Don** who found it needed nose weight for CofG correction, so brought the servo forward from the tail. He says the dry weight was about 11oz with 1oz added to firewall to achieve cog. So need to weight up front. Glides well but not flown in anger as yet.



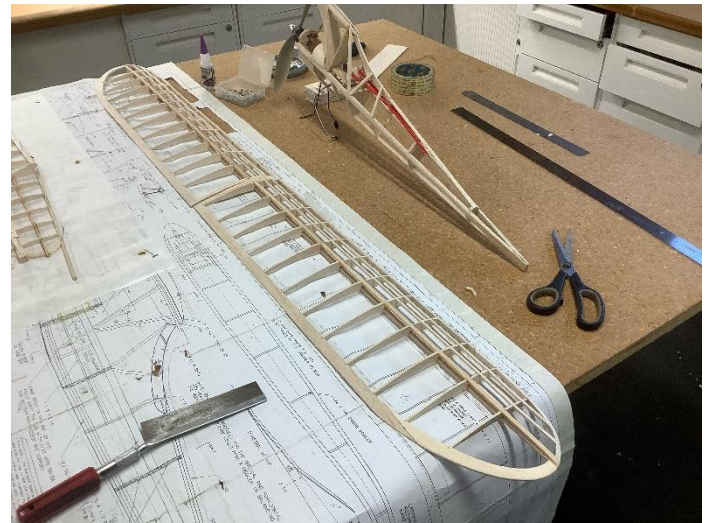
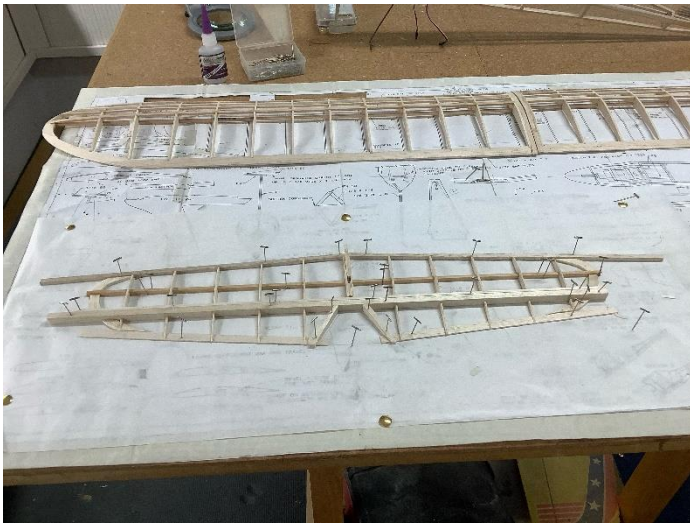
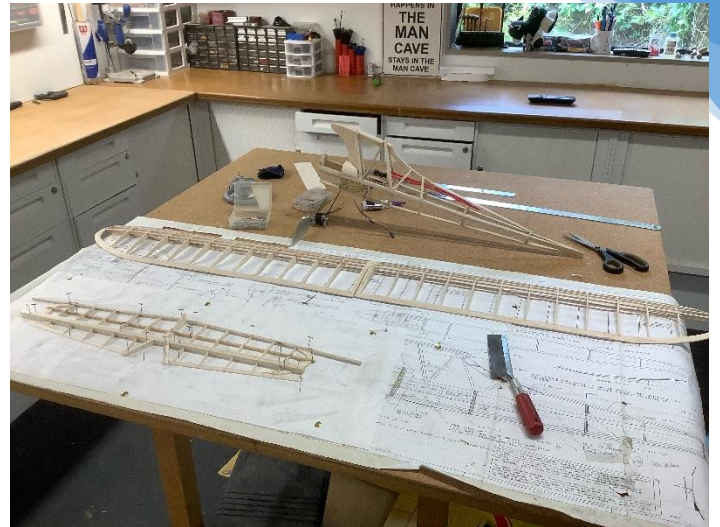
Thanks Don, look forward to hearing about it's excellent flight characteristics. Might just have to have one to fly beside you at the Nationals aye ?

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Well at least the Lockdown has provided some incentive for building projects, **Grant Fulton** ( now our ex-pat associate member) from Tauranga has been putting his home time to good use. Before he left for northern shores, I gave him my plan of the 52 inch stardust that Brett and I fly in the Vintage 1/2 E Texaco class. Not the easiest of builds, but he appears to have made light work of it with his build pictures to date.

Take note of his Man Cave, after some domestic negotiation, he was allotted a portion of the large double garage in their new home. His first job was to fit it all out with benches and cupboards, and look at the view from his picture window. Why would he ever think of going back to work ? ( I know, to pay for more models ?). Build pictures follow..... **Nice One, Thanks Grant, We'll see you at the Nats, with all guns blazing !! Ed.**





**FOR SALE / Wanted Aug 21**



**WANTED. To buy, borrow or steal..... Any old iron, any old iron !!**

**Two stroke motors 60 / 61 size. & any old sixty sized Classic Pattern aerobatic models.** With the recent interest in Classic Pattern it would be a help if we had some gear available for members to re-furbish and learn on. If any members or readers have suitable gear not being used now stored away in their attics and wish to **sell, loan or donate** to the cause, we would be happy to take them off your hands. I'm just a phone call away.

**Barrie the editor MFHB ph. 06 8353896**

# !!!! STOP PRESS !!!!

# ANNOUNCEMENT

**Alan** is retiring !! Shock Horror ... Just Kidding !! He and **Linda** have have sold their Hamilton home and are moving to Forest Lake Retirement village at Te Rapa race course. That means downsizing from a three car workshop to a single garage and a small shed, Oh Dear !! The good news is that there will be lots of goodies coming on the market and to get you all excited, here are his first two offerings

**#1. FOR SALE. This has to be the buy of the century !!** by our good friend and ex-member **Alan Rowson** from the **Hamilton MAC**.



## UDIT FLAMINGO 1/3 SCALE AIRCRAFT

I AM ONLY SELLING THIS KIT DUE TO MOVING FROM A 3 THREE CAR GARAGE TO A SINGLE GARAGE AND IT NOW HAS TO BE SOLD.

THIS KIT WAS A GERMAN CNC CONSTRUCTED KIT AND THE COST IN THE USA WAS US\$1925 BACK IN 2015.

IT NEEDS TO BE FINISHED WITH 3 AILERONS STILL TO BE BUILT.

THE WHOLE AIRCRAFT IS BUILT FROM PLYWOOD.

THE WINGSPAN IS 3.3MM (130 IN) LENGTH 2.30MM (90IN)

THE MOTOR IS A SHVETSOV 103CC 5 CYLINDER RADIAL. THE ENGINE IS ACTUALLY GEARED AND SWINGS A 30X12 PROP.

FULL INSTRUCTIONS FOR THE MOTOR AVAILABLE..

ALSO IT COMES WITH Mc DANIELS R/C FIVE CYLINDER PULSED ON BOARD GLOW SYSTEM.

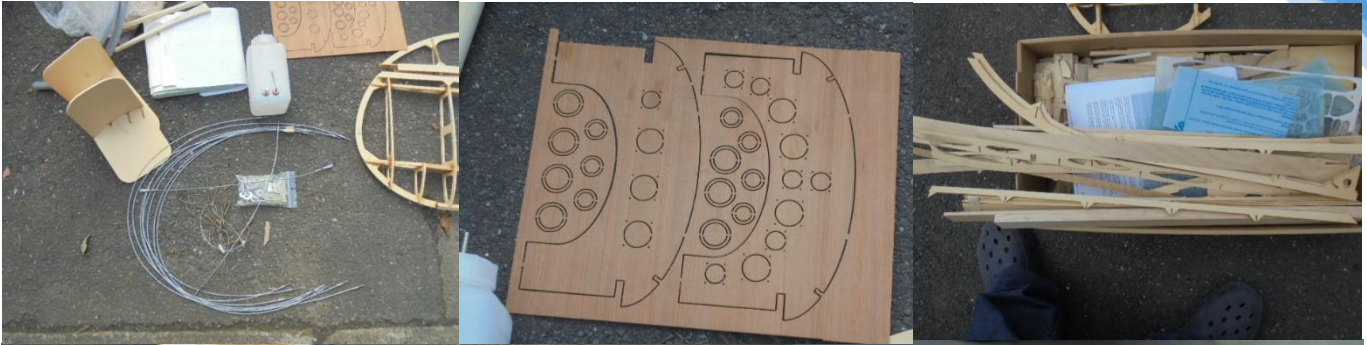
THE UNDERCARRIAGE IS VERY LARGE AND SCALE WITH WIRE WHEELS.

ALSO HAS A PHOTO ALBUM WITH PHOTOS OF THE BUILD

THIS AIRCRAFT WAS DESIGNED AND BUILT IN THE 1920'S AND WAS DESIGNED FOR AEROBATICS.







THIS WILL BE A GREAT FLYING MODEL WHEN COMPLETED.

SELLING FOR **\$1100** PHONE ;  
ALAN on 02102593002

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**#2. FOR SALE** 1/3 SCALE STAMPE SV 4 B



WINGSPAN 3.1MM LENGTH 2.450 WEIGHT APPROX 21KGS. POWERED BY ZENOAH G 62 WITH A TONI CLARK 2.5 : 1 REDUCTION DRIVE. / THE ENGINE IS NEW AND HAS NOT BEEN RUN. / PROPELLER 34X20 AND ANOTHER TWO SPARE PROPELLERS. / HAS A POWER BOX FITTED WITH 2 LIPO BATTERIES, EXCLUDES THE 14 CHANNEL FUTABA RECEIVER. / 20KG SERVOS ARE IN AIRCRAFT ALSO HAS A FULL 1/3 SCALE PILOT

THIS KIT WAS SCHLUNDT MODELLBAU CNC MILLED FROM GERMANY.

THE AIRCRAFT HAS BEEN COVERED IN SIG COVERALL AND PAINTED IN THE FRENCH AIR FORCE SCHEME AND USED AS A TRAINER.

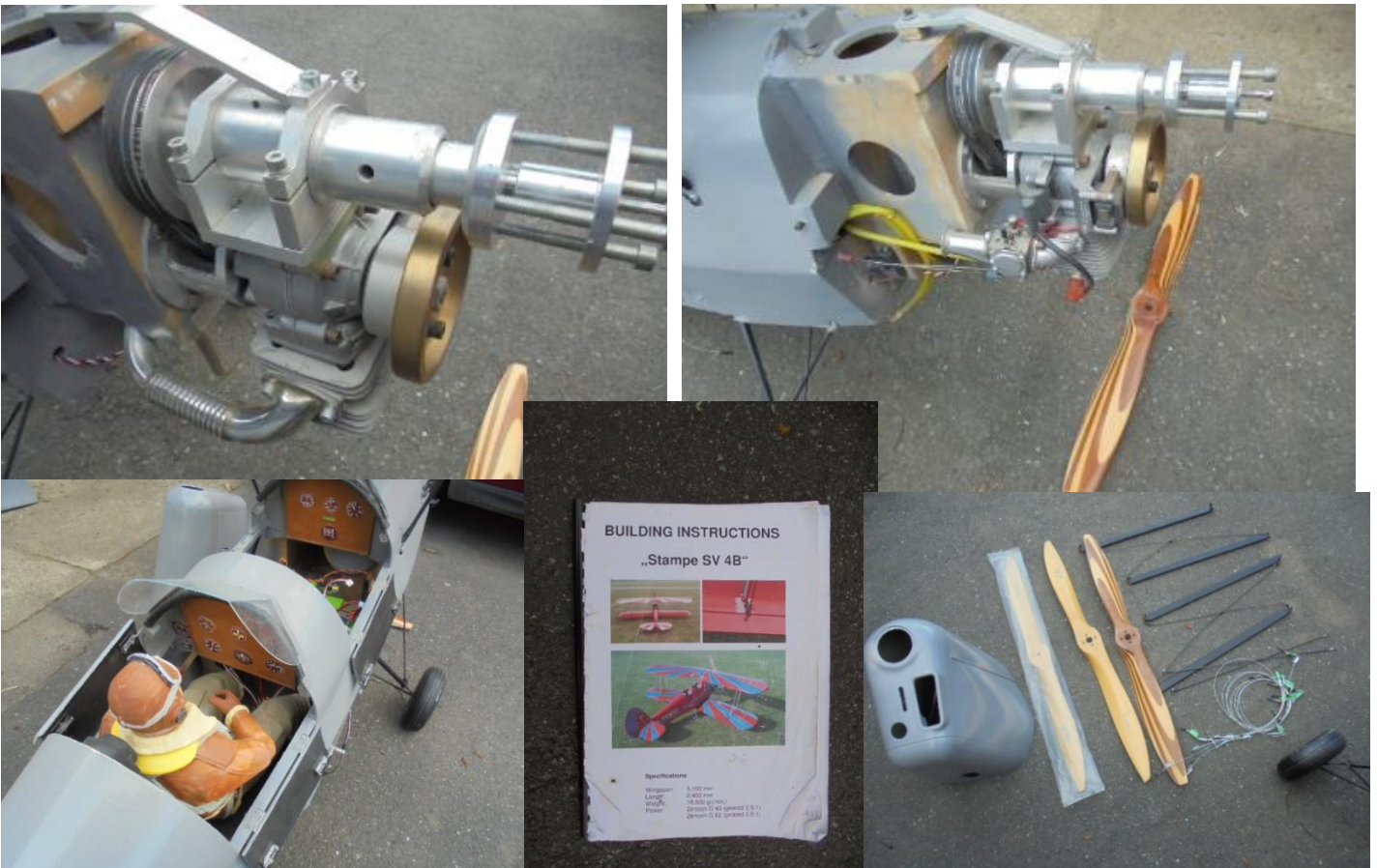
VERY RELUCTANT TO SELL BUT DUE TO MOVING INTO A RETIREMENT VILLAGE I WILL NOT HAVE THE ROOM.

THIS MODEL HAS BEEN REGISTERED BUT WILL BE REQUIRED TO BE RE-REGISTERED WITH THE LARGE MODELS AND AN INSPECTION CHECKLIST TO BE COMPLETED.

THE MODEL HAS BEEN BALANCED AND NOW NEEDS TO BE TEST FLOWN.



THE PAPER WORK I HAVE SHOWS THAT OVER EU2,000 (NZ\$3,000+) HAS BEEN SPENT ON THE KIT AND MOTOR. FROM GERMANY.



SELLING FOR **\$1500**

PHONE ALAN 02102593002

# A CLOSING SMILE. Aug 2021



*This months contribution comes from our UK correspondent **Colin Stephens** who wrote this piece for his local club newsletter and reproduced here for your enjoyment and especially for all those new born motor homes in our midst..... Ed.*

## Image and Presentation - How it's Done

This has little to do with aeroplanes, but knowing that in our hobby, many cherish the use of camper vans, I offer the following in the hope that it will be of some interest in these difficult times.

It's about the grand-daddy of all the vans, pioneered many decades ago in Japan, and only marketed there, but inspiring all of the designs we see today.

Its makers really pushed-out the boat with its promotion by going to Italy, commissioning a whole new opera to celebrate its launch. The opera, scored by K. Puccino. was entitled "Touring Dott." being cleverly adapted from the the RAI TV series on the caravan touring exploits of Dottore E. Choli. The opera needed some singers of reasonable talent, and from nowhere emerged three middle-aged fortune-seekers from a veteran pop-group called "Thirty Quid", although they later preferred to be known as the "Three Tanners".

The most talented was Luciano Paraglottic, an imposing figure with the most sumptuous voice. "Hosey" Carreras was best in the higher register, and was given his nickname by his English friends, who had agreed not to publicise his part-time job as a fireman. Linking the two in tonal balance was Placibo Domingo, who as an opera singer was not the real-deal, but no-one would notice.

To give them their due though, they turned-in a creditable performance at the Verona inauguration, in preparation for possible European marketing, and went on with many more notable successes.

The vehicle, as you might have guessed by now, was the "Nissan Dormer", and this name was given to the opera's most popular aria. What an inspired strategy to have their promotion stamped with the Italian language and flair - the name just rolls off the tongue. Always following rather than setting trends, Britain was out of the picture, famous marques like the "Vauxhall Cavalier" and "Ford Cortina" just don't have the same lyrical piquancy. That said, British Leyland could have come close with their Italianate "Austere Allegro".

In its time, the "Nissan Dormer" was an enticing vehicle to own, but although greatly tempted, and given its price and the costs in ordering from Japan, I really didn't have the yen for it.

**Keep Safe - Colin Stevens.** From humble beginnings -



*And that's Goodnight from Him and Goodnight from Me. See you next month,*

**Barrie the editor, mfhb August 2021.**