



Model Flying Hawkes Bay



Club Newsletter - Issue No 94

June - July 2017

John Clarke formally presented with his MFHB Life Membership Certificate and Gold Badge.

(Seen after the event with sons Bruce and Kim and grandson Dominic.)

[\(Details on Page 3\)](#)

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Featured Articles:

- [Club Member Profile - Chris Wong \(Page 26\)](#)
- [Looking back - Thoughts from Yesteryear - John Clarke \(Pages 27 & 28\)](#)
- [Building a Vintage Lanzo Bomber \(Pages 29-32\)](#)
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- [Some aeromodelling "funnies" \(Page 35\)](#)
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Upcoming Events



- [3/4 February 2018 - Warbirds Over Awatoto \(Flyer on Page 10\)](#)



From the Editor



Hi everyone,

Considering it is the middle of winter and not much is usually happening, we seem to have put together a bumper issue this time around! Thanks to Stuart Sturge, Barrie Russell, John Clarke, Mike Shears, Robert Lockyer, Gavin Shute, Dave Crook, Chris Wong, Barry Price, John Sutherland, Des Dew and others that helped out with photos, information, articles etc. Certainly makes my job very much easier.

Welcome to new members: Danny Young, Murray Gascoyne-Bishop, Dion Butler, Peter Hammond and David Meakin. May you enjoy your time with MFHB.

And via Rowdy - Kevin Botherway.... his bid for the 2018 Asia-Pacific F3K Open in the Hawkes Bay was Lost and the bid was won by Singapore!

A heap of rain over the last two months and according to a neighbour of mine, who is an irrigation engineer, we are almost at record levels for rainfall this year. Now why do I not find that surprising!

Anyway, enjoy the read.....

Brett

And the Prez Sez.....



What a month, with good and bad news

Firstly, let's get rid of the bad news. It won't stop raining! The field has been particularly wet, with no opportunity to do any mowing. Fortunately the grass growth has been minimal, and we have been able to continue flying, on the fine days.

But now for the good news. Yes, we have a new tractor, and what a beauty it is. A 2009 New Holland TN75DA, 75hp tractor with an air-conditioned cab. It has been parked in the shed for nearly three weeks, and today (25th July) Stan has at last, been able to try it out. Yes, it has finally stopped raining long enough for the field to dry out enough to get the tractor out and mow. After a little bit of sorting out the right speed to travel at, Stan successfully and comfortably, completed a mow of the field.

Thank you for those that responded to my E-mail re the mower. At this stage, we feel that we need to complete a few mows of the field with each of the driver volunteers, so that we can fully assess the setup that we currently have. When that evaluation is done, we will report back to the club. In the meantime, you have given the committee an indication of your thoughts on a potential mower replacement.

I have been great to see an increase in attendance on a Tuesday morning at our shed, with a number of projects being undertaken for a number of different modellers. The shed has definitely proved itself to be a very valuable and popular asset of the club. For those with some time on your hands, please come and join the camaraderie. Even if you do not have a project to work on, you can always lend a hand and enjoy a cup of coffee.

With July nearly out of the way, hopefully the weather will continue to improve, and Sunday mornings will warm up a little. That way we can again enjoy our weekly flying sessions.

Happy flying and safe landings.

Stuart Sturge

Special General Meeting - Sunday 11th June at the Field



Minutes of the Special General Meeting of "Model Flying Hawkes Bay Inc."
Held at the club flying field, Waitangi Rd Awatoto on Sunday 11th June 2017.

The meeting started at 12:15 pm.

Members present : 40 members and 1 guest.

Purpose of the meeting was to seek agreement from the membership to allow the purchase of a replacement tractor, and to present John Clarke with his lifetime membership.

John was presented with his lifetime membership gold badge, and plaque.

John spoke about what a great club we have and commended past and present committees for the work done in keeping the club and field in good condition. John thanked the club for the presentation.



Stuart spoke to the membership about the proposed replacement tractor purchase and asked for agreement to spend an agreed amount of money, or consider spending money on the repair of the existing tractor.

There was a discussion about the options.

It came out from the discussion that the existing tractor which had been owned by the club for twenty years, was now forty five years old. It was considered that repairs could cost between \$5K to \$10K and that a private sale of the tractor as it is now could fetch about \$5K.

Ross pointed out that the original remit presented at the AGM was for a replacement, and not a repair. Harvey pointed out that all the committee had to do was ask agreement to spend more than the \$10,000 that the committee can already spend without notice.

Harvey moved that the club replace the tractor, seconded by Lance, all agreed.

Harvey also moved that the committee be given permission to spend over the existing \$10,000 limit on the tractor purchase, seconded by Chris Wong, all agreed.

This now puts the club in a position to be able to purchase a suitable replacement tractor as and when one becomes available without further consultation with the membership.

The meeting closed at 12:30 pm. A very nice BBQ followed.... Thanks to Dave Cantell and Barry Kerr!



And... the New tractor purchase.....

From this.....



To this.....



And... the New tractor in action.....

And here we are with the new tractor finally getting to do what we got it for and our Field manager Stan Nicholas back in action! (The field having been too wet to mow... up until the 25th July!)



Photos from Prez Stuart Sturge.





Committee Notes

Minutes of the Committee Meeting of "Model Flying Hawkes Bay Inc." Held at the club shed, Waitangi Rd Awatoto on Wednesday 7th June 2017.

The meeting started at 7.00pm.

Members present :

Stuart Sturge, John Sutherland, Stan Nicholas, Brian Voyce, Mike Shears, Rob Lockyer, Brett Robinson

Apologies - Nil

Minutes of the previous meeting held on Tuesday 2nd May 2017 were taken as read. Following, the minutes were accepted as a true and correct record, moved by Rob and seconded by Brett, all agreed.

Matters arising from the previous minutes.

From the FPV meeting with Hamish McLagen. Hamish is putting something together for a proposed demo day sometime after duck-shooting has finished.

Correspondence

Outwards. Nil

Inwards,

Reminder from the companies' office to file a financial report for 2016. A discussion followed about progressing towards this.

Correspondence accepted by Mike, and seconded by John, all agreed.

Treasurers Report

Rob presented a financial report as of 31st May 2017. Accounts totalling \$549.92 for payment of MFNZ affiliation fees, petrol, shed keys, club badge, fence posts, and paint brushes were presented for approval.

Rob moved that the club open a term deposit bank account and move \$25,000 dollars into it from the Bramwell Bate account.

Seconded by Mike, all agreed.

Rob also moved that his report and accounts for payment be approved, seconded by John, all agreed.

Club Captains Report

John had nothing much to report this month, but commented that all was good.

Field Officers Report

Stan reported that the grass was still growing, he was getting plenty of help with the mower duties at present, and the fence was looking good after the recent repairs.

Stuart opened a discussion over the mower cost payments, and how they were paid. Currently a monthly payment is shared amongst those on mower duties. Stuart moved a fairer way was to pay individuals \$40 per mow.

Stan seconded this motion and all agreed.

Continued on next page.....



Committee Notes

From previous page.....

Club Tractor Replacement.

Ahead of the SGM there was a discussion over whether to repair the existing tractor or go ahead with replacing it, and whether this should be brought up at the SGM on Sunday.

The BBQ following the SGM will be free to members.

Warbirds 2018.

The date for warbirds had already been set for the weekend of the 3rd and 4th February, as it is a public holiday on the following Tuesday, It was decided to extend out the dates for a danger area from the 3rd through to the 6th February, so that participants could take advantage of this and fly through to Tuesday if they wished.

A rain date of March 17th and 18th was confirmed.

Brian is to apply for a temporary danger area from CAA, and check that the rally date has been published in the MFNZ calendar.

John was keen to get the key things started, e.g. gate duties etc.

Brett has agreed to do the poster for 2018, and trade stands will be invited again. A note will be sent to Frazer Briggs inviting him to display his skills once again.

General Business

Stuart had brought along some MFNZ forms to nominate Rowdy to vote on our clubs behalf at the upcoming MFNZ AGM.

A long drop toilet has arrived for use at the club shed, a hole will need digging.

It was noticed that the Dean's shelter roof area was showing some signs of rust, and it was proposed that rust proofing and painting with zincalume was needed, and that scaffolding would be required for this job.

The meeting closed at 8:45 pm, thanks to all for their attendance.

Next meeting to be held on Tuesday July 4th at the club shed.

Minutes of the Committee Meeting of "Model Flying Hawkes Bay Inc." Held at the club shed, Waitangi Rd Awatoto on Tuesday July 4th 2017.

The meeting started at 7.10pm.

Members present : Stuart Sturge, John Sutherland. Stan Nicholas, Brian Voyce, Mike Shears, Rob Lockyer, Brett Robinson

Apologies - Nil

Minutes of the previous meeting held on Wednesday 7th June 2017 were taken as read. Following, the minutes were accepted as a true and correct record, moved by Mike And seconded by Brett, all agreed.

Continued on next page.....



Committee Notes

From previous page.....

Matters arising from the previous minutes.

Rob has sent documents in to the auditor in order to file a financial report with the companies' office.
The new tractor is on its way this week.

Correspondence

Outwards.

Application for designation of temporary danger zone for Warbirds 2018 has been lodged with CAA.

Inwards

Three new membership applications from: Murray Gascoyne-Bishop, David Meakin and Dion Butler.

Applications all accepted.

Correspondence accepted by Mike, and seconded by John, all agreed.

Treasurers Report

Rob presented a financial report as of 30th June 2017, showing club accounts.

Accounts totalling \$1,808.78 for payment of MFNZ affiliation fees, mowing costs, field maintenance, club badges, and a subs refund were presented for approval.

Rob moved that he send a letter to Bramwell Bate regarding accounts.

Seconded by Mike, all agreed.

Rob reported the club had ninety financial members, with two more pending.

Rob also moved that his report and accounts for payment be approved, seconded by John, all agreed.

Club Captains Report

John reported that there were no major issues this month.

Field Officers Report

Stan reported that the field was in good order apart from being a little wet.

Website.

Brett expressed concerns that Heather was the webmistress, and is now no longer a financial member of the club.

There was a discussion over Joomla options. Brett and Stuart are to talk to Heather regarding her membership status.

Warbirds 2018.

Brett produced a number of options for next year's poster, from which one was chosen and approved.

A danger zone has been applied for, and the event date has been included in the MFNZ calendar.

Continued on next page.....

Committee Notes



From previous page.....

General Business

Club tractor.

The new club tractor will be arriving on Thursday. The tyres had been swapped from the old tractor. There was a discussion over the sale of the old tractor, and that Neville Fargher was interested in it.

Mike reported that he had been approached by a couple of modellers over the last month to inspect models of around 15kg before their first flight.

Mike expressed concerns about the apparent lack of guide lines for models of this type.

It was reported that there had been further occurrences of dogs on the flying field unsupervised, and off the leash, with one harassing a new member while he was attempting to fly his model. Also dog droppings had been spotted on the field. Stuart produced a draft letter to be sent out to members reminding them of their responsibilities if they bring their pets to the field.

It was agreed that the letter be emailed to members.

The meeting closed at 8:53 pm, thanks to all for their attendance.

Next meeting to be held on Tuesday August 1st at the club shed.





MODEL FLYING HAWKES BAY
WORLD #1
NEW ZEALAND

PRESENTS

WARBIRDS

OVER

AWATOTO

2018

ANNUAL AIRSHOW

3 & 4 FEBRUARY 2018 10AM - 4PM

Web registration from Nov 2017

www.mfhb.org.nz

At the field



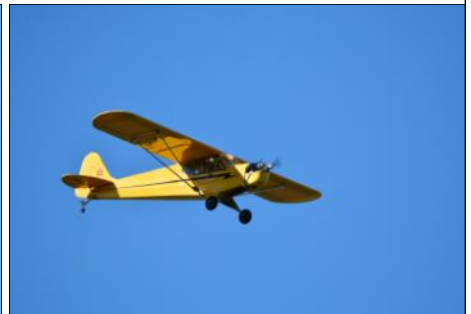
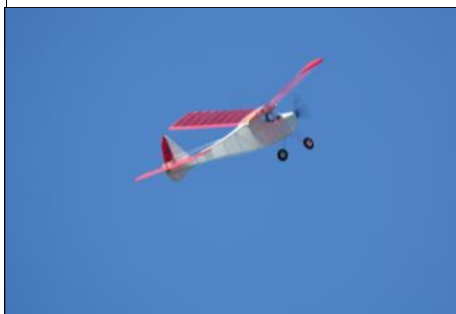
Friday 26th May

While some were flying vintage models (see Page 19) Chris Wong turned up and did some aerobatic practice with his Pegasus model with Barrie Russell assisting with the calling for him.



Tuesday 30th May

After a short 'shed session, a few then went to the field for a fly. Barrie Russell gave his small Tomboy a good thrashing and Stan Nicholas flew his Piper Cub again, after changing all the wing servos that were maybe the reason for the previous un-commanded antics. It flew well with No issues, but then, that maybe because he put pilot Paddington Bear Back in the cockpit??



Sunday 4th June

A few at the field from what i hear - seems both Drew Barber and Jayden Molloy had some fun with their DHLG's! Although I hear they did have a mid-air, which left Jayden's DHLG in need of repair!



At the field



Monday 5th June

Nice day with little or No wind. A few ventured out to find a good frost on the field! Barrie Russell, Harvey Stiver, Barry Price and later on, Brett Robinson all flew their vintage models in the nice air. Joe Wurts and three others were also doing the DHLG thing down the other end of the field. Duane, Drew and Derek Barber also turned up and flew foamies (Drew) and DHLG. Derek and Brett flew their Radians in reasonable air. Mike Shears (recently returned from the sunny and warm climate of Brisbane) and Jayden Molloy also came out for a fly. Gave their aerobatic bipe a flight or two before doing the DHLG thing too.

Sunday 11th June

Bumper day at the field. A good turnout in coolish, but fine weather. Lost of flying going on with vintage models, sport models, DHLG's and even a helicopter and quad copter seen in action.



Field views on the day....



Kim Clarke's Multi-rotor



Kim Clarke's Helicopter



Robert Lockyer's Chipmunk on final



John Aitken's Falcon in action



Barry Price's Playboy floating around



Gavin Shute's Astro-Hog about to land



Barry Price's Playboy getting into the air.



Stan Nicholas brings his Piper Cub in.



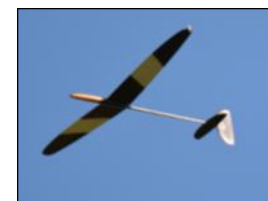
John Aitken's Falcon in close-up

At the field

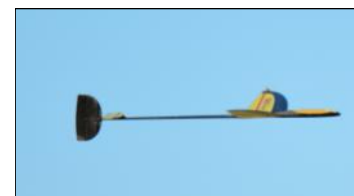


Sunday 18th June

Another bumper turnout on what was a very calm and sunny day at the field. Bit of everything on show... No less that Five Piper Cubs turned up, Chris Wong's new MXS got another airing (first flown last week), a heap of sport flying going on and also five of the DLHGLG crew where having a good practice session down the river mouth end of the field.



Team F3K NZ:
Jonathan Shorer (Manager), Joe Wurts, Kevin Botherway, Neal Moss.



At the field



Sunday 25th June

Bit of a dull day weather-wise at the field, but despite the forecast being for wind.... there was None! Reasonable crowd turned up. Stan Nicholas flew his Yak several times and, with the help of engine guru Des Dew got the engine running a bit better. Bit rich at idle was the reason. John Clarke had his P-51B Mustang on hand for Jayden Molloy to have a few flights with. Gavin Shute had his Astro-Hog there and gave it a flight or three. Bent one side of the gear doing touch and goes, but that was Stan's fault was his comment as Stan was flying it at the time. Chris Wing also entered the touch and go thing and damaged his model as well. Des Dew flew his own design electric glider and now has it trimmed pretty well with assistance from Brett Robinson. Brett flew his electric Fokker Triplane which, while old and heavy, still did the right things in the air. Robert Lockyer had got the club Mentor trainer all ready to go and gave that a flight or two as did Stan Nicholas. Barry Price gave his very nice Playboy a flight as well. Was heard complaining... "it doesn't want to come down!" John Sutherland had his Lavochkin and had a fly with it. Barrie Russell and Mike Shears spent some more time fine-tuning Barrie's aerobatic model following its wing and tail rebuild. Jim Bourke was also seen giving his electric P-47 Thunderbolt a fly as well. Got cold late morning and most started drifting away around 1pm.



Above: The Pits, Brett Robinson's electric Fokker, John Sutherlands Lavochkin & John Clarke's P-51B.

Above: Barrie Russell and Mike Shears get Barrie's aerobatic model ready.



Robert Lockyer's foam Cessna gets an airing, flown by himself and Stan Nicholas.



Barrie Russell's aerobatic model being flown by Mike Shears. Jayden Molloy, Stan Nicholas and Barrie look on.

Landing.

More adjustments needed!

At the field



Thursday 29th June

While all the others were doing some Vintage flying, ([see Page 24](#)) Des Dew gave his new model Beaver a few 'taxi' trials on the field. All seemed to go very well. Mike Shears then assisted in taking the model for a very long high-speed taxi which all went well too. Next time out it Will fly commented Des!



Tuesday 4th July

With almost standing room only at the shed, a few of us ventured down to the field for a fly. Radians of Brett Robinson, Robert Lockyer and Stan Nicholas were flown in warmish but cloudless weather. Some reasonable flight times were had, but not that much of the upward moving stuff was found. Brian Hitchcock, with assistance from Robert Lockyer got his electric Super Cub into the air too. Robert did the maiden flight to make sure all was well and then Brian had a go and by the end of the session was doing very nice takeoffs and landings! He was very pleased!



Sunday 16th July

Cool but clear and sunny day. Good turnout on the day with lots of different models being flown. Despite the field being a bit 'damp' and some surface water in places, it was quite flyable. Bearing in mind this is what the field looked like two days earlier!!

(below)



Continued on next page...

At the field



Sunday 16th July continued.....



Marty Hughes and his aerobatic model



New member Garry Palmer with his RTF electric Waco - an ARF by Phoenix models, span 1600mm and purchased from Tower Hobbies in USA. Rimfire 80 electric motor and six cell battery.



The pits - good selection of models!



Some glider /vintage flying being done



More views of the range of models in the pits.

Thursday 20th July.

A few turned up to fly vintage and Des Dew joined us as well (see [Page 25](#) for the Vintage report.) Des had a Big Stik with him, a model he had had for some time and has now re-powered and got it back to flying condition. He had to sort the engine out a bit before getting the model into the air. Did a few circuits, but it seemed the engine was not really all that on-song, and a landing was made. Some adjustments needing to be made on the ignition system was the diagnosis. So back to the workshop. Model flew very well in the wind though.... Stan Nicholas was also there and flew his Radian once only, due to the wind. He then gave Des a hand. Wind steadily increased while we were there and a halt to flying was called around 11am as it looked like there was rain coming. Besides it was also getting a bit cool (Hmmm... must be winter?)

The field was still a bit 'soft' in places, but had certainly recovered from the very wet condition it was in on the previous Sunday!



At the field



Sunday 23rd July

Editor not at the field.... but I hear..... Stan Nicholas was flying his Yak, Gavin Shute was there (not sure what he flew, assume it was his Astro-Hog?) Mike Shears and Jayden Molloy flew their biplane and made several adjustments, Drew Barber gave his new Thunder Tiger 40 model its maiden flight and was well pleased with the result. No real problems apart were encountered, with only a click or two of trim here and there! Model has a .53 engine in it rather than the .40 specified, so it is Not lacking in power!



John Sutherland also got his Sebart SU29S model into the air for the first time as well.

His comments are as follows:

SEBART SU29S 2.2m wing span weight is 7.8kg. Motor is a DLE 55 RA running a 23 x 8 Zoar propeller.

Servos are SAVOX for flight surfaces and High-tech for motor controls. Set up is as the instructions tell you and one click on the elevator was all it needed to fly hands off. Stunning roll rate.



John Sutherland poses with his new model. (not sure if the pics were taken pre or post maiden flight?) Middle: - the model itself. Look great!

Tuesday 25th July and Wednesday 26th July

I hear that Gavin Shute gave his vintage Buzzard Bombshell its maiden outing at the field on Tuesday morning. Seems it flies so well, he was back again on the following day to give it yet more airtime. He is Very pleased with performance and the four stroke engine he has in it is both quiet and powerful.

New apprentice club photographer Stan Nicholas recorded the model in the air.



And some static shots - just after the wing was covered.





Club Shed Diary



Tuesday 23rd May

Only a few turned up. Des Dew was fresh back from sunny Queensland and he and Tony Ives began to cover the sport model they have been working on. The rest went to the field for a fly!

Tuesday 30th May

Again, not a huge turnout at the shed. Des and Tony continued work on the sport model, adding a steerable tail wheel and adding a bit more covering. A good sunny and wind free morning, so everyone else decided to head to the field.



Tuesday 6th June

Reasonable muster at the shed today. Tony Ives and Des Dew continued work on the covering of the sport model, Barrie Russell was busy masking up the Mike Shears P-47 cockpit canopy ready for spraying. Mike Shears worked on his aerobatic biplane and fitting out pilot - 'the Stig' and also readying the canopy for gluing on... as the screws used earlier are not up to the job. A few others looked in such as Harvey Stiver, Phil Sharp, Dave Cantell and a few others.





Club Shed Diary

Tuesday 13th June

Bumper day in the shed! A really good crowd turned up, although there were parking difficulties to begin with as Unison had a truck in the carpark. Seems they were doing some power line maintenance to allow them to replace a pole on the corner further on down the land. But hey, they agreed to dig a hole for the new outside toilet for us later in the week, which can't all be bad!

In the shed, Mike Shears continued with his adjustments on his aerobatic biplane. Barrie Russell setup a table to enable him to make a start on building his vintage Stardust Special model. Bill Roydhouse, assisted by Mike Shears worked on the centre section of Bill's Hurricane and were pulling out the retract gear to enable them to test the air retract lines for leaks later on. Brian Hitchcock brought in a damaged pattern model which Des Dew then took patterns of the damaged wing ribs to go home and make replacements. Des also had his almost complete D.H.C. Beaver to show. ([See Page 33 for more Beaver pics](#)) Looks great! Everyone else just had a natter!



Brian Hitchcock talks with Tony Ives.



Barrie Russell's new building board.



The Des Dew Beaver being assembled.



Mike Shears, Dave Cantell and Bill Roydhouse work on the air retract systems on Bill's Hurricane.



Tuesday 20th June

Good crowd in.... The numbers seem to be increasing, despite it being winter! Lots going on too!



Barrie Russell shows Barry Price progress on his Vintage Stardust Special



Barrie Russell has now sprayed and put checkers on the Mike Shears P-47 canopy and cowling. Here are the results!



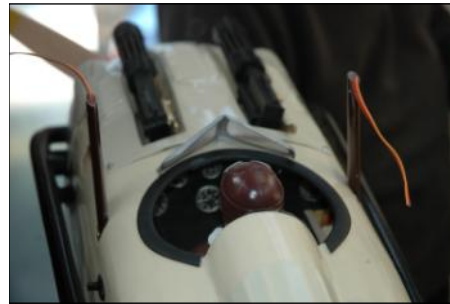
Club Shed Diary



Tuesday 20th June (continued)



Stan Nicholas came in with his almost completed RTF Pawnee - looks very nice!



Harvey Stiver came in with his new (almost RTF) Spad. Very detailed and looks superb. Be good to see it in the air soon!

Tuesday 27th June

Another good crowd in - parking outside seem to be at a premium these days. But, as always, it's first come - first parked! Lots going on too.... Neville Fargher and Barrie Russell are working on the refurbishment and repowering of Neville's Tiger Moth. Mike Shears and Bill Roydhouse, with assistance from John Clarke, were working on the air retracts operation on Bill's Hurricane. Also plenty of visitors and lots being talked about!



The (very full) carpark



Lots happening.....



Des and Tony continue on the covering of the sports model



Neville's Tiger Moth awaiting some TLC.



Lots more happening.....



Brett Robinson came in with his 36" Tomboy frame.



Club Shed Diary



Tuesday 4th July

The crowd seems to be getting bigger each Tuesday at the shed nowadays! Some calls for the club to look into building a car park building next to the clubhouse to cope with the parking overflow! The usual projects: covering, air retracts and a Tiger Moth refurbishment continue, with a couple of repairs and new builds turning up as well.



Mike Shears and Bill Roydhouse continue work on the air retract systems on Bill's Hurricane.



Barrie Russell shows Neville Fargher on the progress on his Vintage Stardust Special

Tuesday 11th July

Another good turnout with lots of talk and the odd project going on. So busy and it being such a nice day... several actually disappeared to the field for a fly.



Discussion on progress of Bill's Hurricane.



Barrie Russell works on Neville Fargher Tiger Moth refurbishment.



Men at work!

Tuesday 18th July

The crowd turning up seems to just get bigger and bigger every week now! So...another busy day in the shed, getting to the stage of standing room only! Mike Shears and Bill Roydhouse still hard at work on getting the Hurricane flight ready, Barrie Russell and Neville Fargher got the power plant mounted on his almost refurbished Tiger Moth. Des Dew spent the morning fitting the power plant to the Mike Shears P-47. Garry Palmer spent a bit of time gluing the windscreens (two) on his Waco. Pres Stuart Sturge is also making good progress on the rebuild of the Jungmeister. Tail surfaces now covered and the throttle linkages now sorted.



More progress of Bill's Hurricane.



A hive of activity in the shed!





Club Shed Diary



Tuesday 25th July

About the same 'core' crowd in although Stan Nicholas had taken the new tractor down to the field for a mow and Gavin Shute was already down there test flying his new Buzzard Bombshell. But he popped in for a chat on way home. Again, lots going on, Des Dew and Tony Ives were working on the P-47 engine and cowling install, Mike Shears and Bill Roydhouse on the nearly ready to fly Hurricane, Barrie Russell and Neville Fargher are making great progress with Neville's Tiger Moth and Prez Stuart Sturge is also making progress on the tail section of his Jungmeister. A few bods also came in for a look or a coffee/tea, like Barry Price, Derek Barber and Brian Hitchcock.



Bill working on his Hurricane.



Tony Ives and Des Dew work away on the P-47



Barrie Russell fits the cowl on Neville Fargher's Tiger Moth refurbishment.



Lots going on As usual!

Vintage Newz



Report from Thames Blackfeet Vintage Meeting 20 and 21 May

Report on the last Vintage event for the season can be read - [HERE](#)

Friday 26th May

It being such a nice day, a few of us went out to the field for a fly. Barrie Russell put in some good long flights with his Tomboy electric. Model flew very well in the light air that was around.



Tuesday 30th May

Nice calm and sunny day! After a 'shed session' it was off to the field for a bit of flying. Barrie Russell flew his Tomboy and Brett Robinson gave his new Lanzo Bomber its maiden flight. Big, slow model which is surprisingly manoeuvrable considering. Flew pretty well 'off the board'! Looks good in the air too!



Barrie Russell at work!



Vintage Newz



Thursday 1st June

Inaugural vintage 'session' rained out.

Thursday 8th June

Vintage 'session' again blown/rained out.

Thursday 15th June

Nice clear blue sky, no wind and sunny... What more could you ask for. Three people turned up for a vintage 'session'. Barry Price, who flew his Quaker Flash, Barrie Russell, who flew his Slicker and Tomboy and Brett Robinson who flew his Lanzo Bomber and Radian. Coolish conditions and almost no lift to be had, but everyone had fun on the day. Why not join us on a Thursday morning to fly all things vintage!



Thursday 22nd June

Not a great day it has to be said, forecast was for heavy rain around noon, but the field was useable and there was little or no wind. Only person (of the three that turned up) doing any Vintage flying was Barrie Russell who gave his Tomboy a flight or two before the weather closed in and everyone went home.

Thursday 29th June

Quite a cold day (2 degrees early in the morning) but a few hardy souls braved the weather and went to the field. Some good flying was had, although it has to be said there was not that much of the upward moving stuff around. Everyone seemed quite content to just do some sport flying in the conditions and a halt was called just after midday so most could go home and thaw out!



Vintage Newz



Thursday 6th July.

Only four brave souls turned up at the field; Barrie Russell, Barry Price, Brett Robinson and Stan Nicholas. All I can say is that it was C-O-L-D! Even born and bred local Barrie was complaining about losing the feeling in his fingers and hands. (Gloves Do help Barrie). In the conditions only Barrie and Brett flew, Barrie with two flights with his Tomboy and Brett with the maiden Hawkes Bay outing (has flown many times in Auckland) of his resurrected Airsail Voltimer electric model. Model does not seem to 'fit' into any class as such as not really a sport model and Not a Vintage model either (It was kitted by Airsail - owned at the time by the late Brian Borland, around 2003.) Other than that, a few coffee's were drunk, a bit of 'goss' was talked over and then it was back home to the warmth!



Thursday 13th July.

Vintage 'session' again blown/rained and (almost) snowed out!!

Thursday 20th July.

Four of us turned today despite the forecast being for dire weather. Quite nice on the field, with a bit of wind it has to be said and the odd patch of sun breaking through the overcast! Only vintage flying was done by Barrie Russell and Brett Robinson with their Tomboys, until the wind did increase too much for the lightweight Tomboys and a halt in flying was called!



Thursday 27th July.

Not a bad day, but the forecast was for wind later in the morning, which did come to pass. A few turned up, Brett Robinson with his Lanzo and Tomboy, Barrie Russell with a Tomboy and Popsey and Harvey Stiver with his 2x Tomboy. Just looking were Stan Nicholas, Des Dew and new member Peter Hammond. Predicted wind did come in around 11:30am. So a halt in proceedings was made at that point!



Club Member Profile - Chris Wong



From Chris himself.....

Born- Auckland 1962.

Schooling - St Kentigerns Primary/Intermediate, Auckland Boys Grammar, Auckland University (B.Sc.), Central Institute Of Technology - Diploma in Pharmacy, Otago University-Bachelor of Dental Surgery. Not gainfully employed until 32!!

Profession - Dentist

Other interests:-

Anything with a motor. Small collection of GP 2 strokes, RS125/250 Honda and TZ250 Yamaha as well as other track bikes. Race cars (Triumph TR8, Honda Integra Type R DC5), Slot cars,

Radio Control boats (still have them but never use them). Preparation, development and

maintenance of them all. Special interest in 4 stroke cylinder head and 2 stroke porting. Very similar to my day job!

Endurance sports - Swimming, running, cycling, triathlons.

And some other details.....

Been living in the "Bay" since 1995 and was introduced to model flying by a friend flying a 'foamie' at the Hastings Sports ground. Started model flying himself with a 'foamie' Hobbyzone Champ. Then progressed to a Clubba and Visionaire before becoming hooked on 3D and competitive pattern flying. Attended the 2016/17 'Nats' flying a 3D model in the pattern competition, his very First competition! Uses a Phoenix R/C PC Flight Simulator for practice.

Joined MFHB in April 2016

And a final quote from Chris.... *"Why do I fly R/C planes: Lots of fun with no trips to A and E when I make a mistake!"*



Above: His latest Pattern Model an Extreme Flight MXS EXP 92. (now flown - see Page 11)



Above: The Chris Wong Air Force.



Above: In action on his bike.



Above: More of the Chris Wong Air Force.



Looking- Back! Thoughts From Yesteryear 1946

John Clarke



My First experience at aero-modelling, and have been hooked ever since. 31-08-03

It was a day, just like today, cold, miserable, rainy, as it usually is on a winter's day so many years ago.

An 11 year old school boy, peddled off after school to sell news papers on the street corner. Now this was serious stuff. I mean being self employed and making serious money at the same time. The papers sold for 2-pence each, and my cut was a-half penny per paper. Now that doesn't take much to work out that is 25% on sales. Not bad when you consider, I only had to sell them and not make them. On 50-papers that meant my daily take amounted to 2-shillings and a penny a day - six days a week. That tallied 12-shillings and six pence a week. { \$ 1-25 } Very good money indeed. Today's value that's approx \$30.00.

The obvious thing to do was to increase sales. So a cunning plan was devised. To move around the city blocks visit a lot of shops, [and time my arrivals at the hotels just when counter lunch was served] selling papers on the way of course. And keeping out of the way of other paper sellers on their corner stations. Then arrive back in time at my corner to catch the bus from Hastings and collect the sales from work worn travellers on their way home. It was very hard to increase the sales above 70 and only on rear occasions I managed 100.

After all this walking and selling , I would revisit the book shop {Marsden's in Emerson St} and gaze at all the interesting things in the glass counter, like banana oil, balsa cement, plans of planes coloured tissue, and look at this, a real model engine, an ED Bee would you believe. At 3-pounds, that would take ----6-weeks to pay for that. Then I would have to pay for fuel and every thing. I think that will have to wait. I am sure Mum & Dad wouldn't let me buy that anyway.

But what's this? A "Modelair Sportster" kitset, Rubber Powered and all. No fuel to buy!!! Now how much is that.... 2-shillings and threepence. Now that is in my league. On the way home, I called in to buy a hot malted milkshake and toast, to warm me up for the long ride home in the rain, [3- miles, that's 5-km for those under 30]

A plan was quickly devised to raise the finance for this, my very first model aeroplane and it was a bought kit. Really spoilt I thought...Next I needed glue. With the investment already committed I couldn't bring myself to buy balsa cement. So the next thing was to make some. After asking several people who didn't really know anyhow. My Dad suggested I use acetone. mixed with celluloid and this would make glue that would stick wood together. Celluloid was used in the side curtains on our Model A Ford roadster and the upholsterer was happy to supply scraps of damaged curtains. Wee-ha. So 6-pence worth of acetone, from Industrial Gasses and we were in business.

I had made myself a small workshop from a disused storage shed, 5 ft x 3ft the bench top was 3ftx2ft plenty of room for laying out the plan on pinex [something I still do to this day] and dwelling on every word on the Instructions. I had to; I had nobody I could ask on how to go about putting the model together. I felt that I was the only person around who was prepared to spend so much money and effort on something that could self destruct in a very short time. But I was going to do this come what may. To hell with the knockers.

It took about one month to get things together and try to get the dam tissue to do me a favour and go on right. After dampening the tissue, just like the instructions said, I eventually had to spend 6-pence on some shrinking dope, and a brush I made from hair and a stick. The acetone was good for cleaning up afterwards The finished job was better than I had expected, thanks to the wisdom of the kit designers [I am sure they had done this before]. When all was finished, guess what, yes you got it, it was raining and did so for nearly a week. While I waited for a fine day to happen along, I practised winding the rubber band up so I didn't over do it. Letting the prop go and feeling the blast from the unleashed power. Well it seemed like that at the time.

Finally a fine day came around, it seemed like forever, when you are waiting for the big day.[Has anything changed] A nice easterly breeze, blue skies, and no more excuses to delay. I prepared the model just like they said, secured the wing with rubber bands made sure the rudder was slightly biased one way [done with a hot breath] Once more I wound up the prop while looking over my shoulder checking the instructions, 70 turns they recommended on the plans, so 70 It was. I stepped out of my workshop, we had a 5-acre farmlet at that time plenty of room to fly I thought. Launch into wind, slightly upward, here goes, and sent the model on its way.

To next page

Looking- Back! Thoughts From Yesteryear 1946

John Clarke



My First experience at aero-modelling - continued from previous page

The little plane powered away and went into a climbing left hand turn. Funny that was the side I had bent the rudder. It kept climbing in circles got higher and higher. I followed it around and around, across our paddocks into our neighbours property. The flight seemed to go on forever; at one time I thought I may lose it. In reality it probably was only 5 or so minutes long. I came to realise latter it must have caught a thermal soon after the power had finished.

The sense of achievement was indescribable. The magical feeling experienced that day has evaded me ever since. For some reason I cannot explain, could not get the model to fly like that again. I have tried to repeat that experience with every model I have built since then. It has come close, but it never seems quite the same. Perhaps it should be left as a memory. Or perhaps the 100in P51 I am building now will do the trick. What with retracts, flaps, sequencing doors, remote electric start, and powered sliding canopy. Surely this is the fix I am looking for. Just in case it isn't, how about a Ziroli DC-3 with twin 26 Zenoah's with remote electric start. Custom designed Robart retracts Flaps and a down link TV monitored on the ground. Surely this must be the answer.----- Or maybe a ---- No forget it! I think I should build another "Model air Sportster", anybody got a plan I could borrow? E-mail me jtc@paradise.net.nz

Oops here comes Mummy with hot Milo and "Old faithful" fruit cake I had better go.

Cheers Happy building!

John T Clarke Life Member MFHB

P.S. What about my second model you say..... well that is another story, for another day.....

Some of John's model handy work can be seen below:

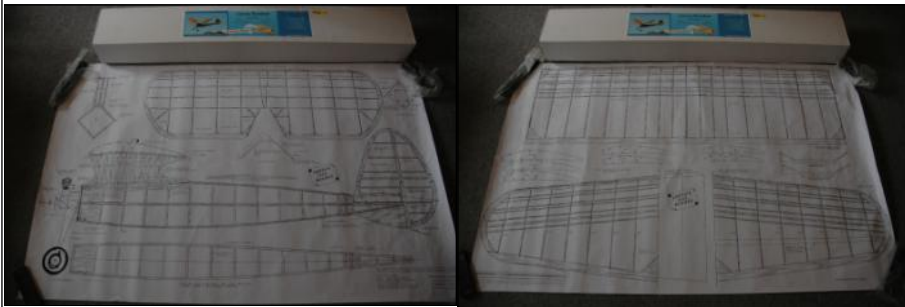


Vintage Newz - Building a Lanzo Bomber

Brett Robinson



I have always had my eye on vintage models and when two of my Auckland friends started building them and competing in local vintage comps I thought I'd give it a go. As one of my mates was coming down for the 2017 Warbirds and had built a smaller Lanzo, I asked him to bring a plan. Looking around at Warbirds he and I had a look at the Hanger One stand.... and there amongst the kit boxes was a short kit for the large Lanzo Bomber. Out came the wallet and purchase was made on the spot. That evening at home, out came the plan and the other wood requirements were noted and purchased the following day. Took a while to make a start as I had to go up to Auckland for a while, but did manage to get to Hobby City to get wire, more balsa, spruce, wheels and a few other things while I was there!



The kit box and two sheets of plans



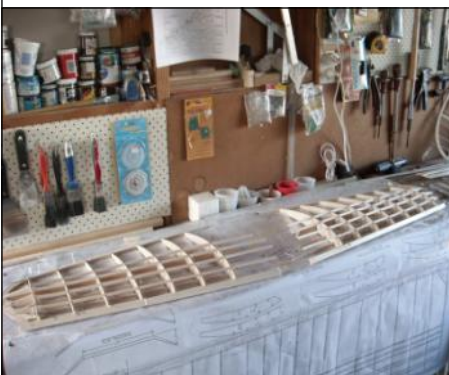
Layout of the kit wood & the "extra" hardware

About mid March a start on the building was made. I started off constructing the rudder and elevators. Both required modification from the plan (as the plan was the original free-flight one) with the addition of extra spars to allow the rudder and elevator to have moving bits! A couple of A4 sheets supplied with the kit detailed how this was to be done!



The tail assembly was relatively straight-forward and no real complications were encountered.... although the elevator was almost as big as some wings I have built in the past!

Then it was onto the wing.... You know the wing is going to be big when the laser-cut ribs are only four to a 36" sheet! I used spruce spars for the big rear underside spar, right out onto the tips as well and hard balsa for the rest. The wood in the kit was very good. Only real "fiddle" was the getting the tips and centre section joins aligned and correct, but like every thing else, it all came out alright in the end! Actually, the wing construction proved remarkably straight-forward! (Continued on next page.....)

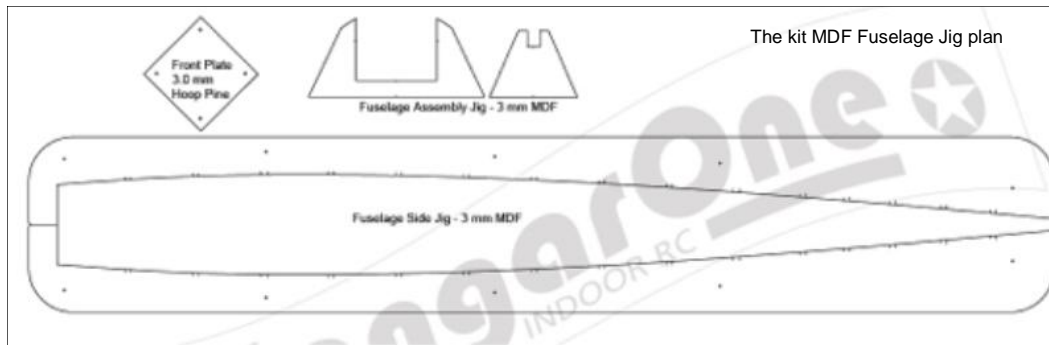


Vintage Newz - Building a Lanzo Bomber

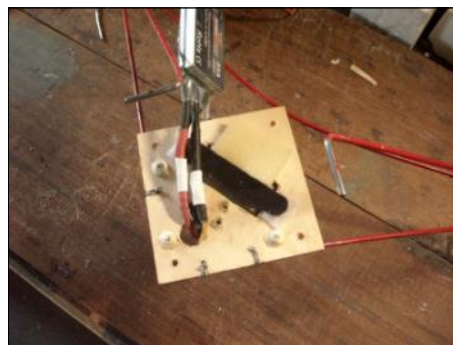
Brett Robinson



Now onto the part of the build I was dreading, the fuselage. Actually, like the build so far, it went much easier than I anticipated! Firstly, the kit supplies three MDF fuselage jigs. The biggest one is the two-piece side jig, which makes building the two sides really easy! Secondly, to build the fuselage itself, you get two MDF assembly jigs for front and back. These make getting the right tapering vertical and horizontal shape for the fuselage exactly right. They do really do save time and anguish!



Then onto the firewall/front plate... as the model was to be electric powered, I built up a ply 'box' that was screwed and glued onto the firewall. The whole assembly then being screwed and glued (again) to the fuselage itself. A hole was then made in the back of the firewall into the motor box for any nose weight required. (and yes... there was - about 9oz in total!) Added the undercarriage, but went away from the plan here as the plan had the front forks of the gear located on the (I.C.) motor mount. I was lucky as one of MFHB members had built a small version and made the forks on his Lanzo locate to the Rear and this is what I did.

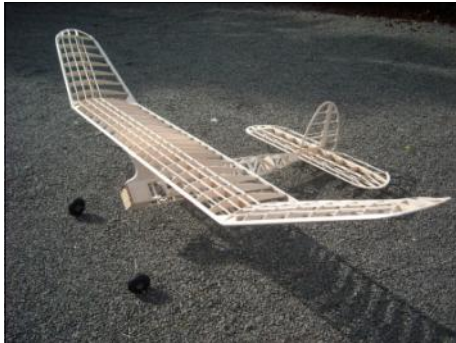


I added diagonal bracing and in the first five fuselage 'bays' sheeting was added for strength. The pylon required a bit of thought, but all the parts supplied went together to do the job required. Adding the pylon to the fuselage was a bit of a mission making sure it dried vertical - bearing in mind the fuselage is an upturned square/diamond shape. And that was pretty well about it for the main fuselage.

(Continued on next page.....)

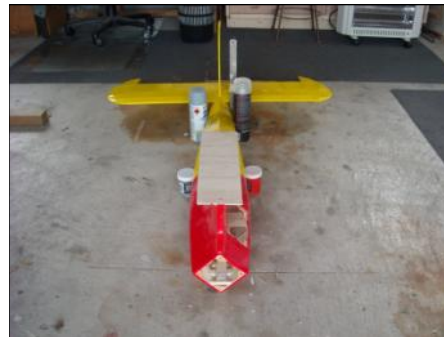
Vintage Newz - Building a Lanzo Bomber

Brett Robinson

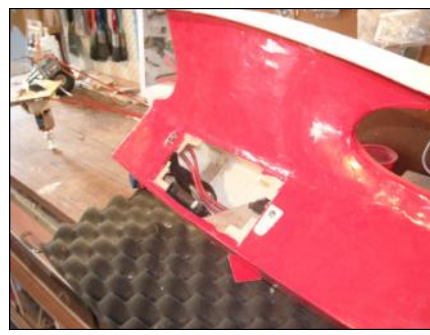


The basic frame (surfaces and wing only Pinned on at this point)

Next came (well, for me anyway) the most fiddly bit. With the fuselage mounted and braced on the garage floor the (now covered) elevator and rudder assemblies were placed on the fuselage (I used dowel keys on located on both surfaces to key them onto the fuselage itself.. on went the epoxy, then the run around checking alignment and angles almost until the 15 minute epoxy dried. But it all came out to my satisfaction!



The end was in sight now.... Added a ply servo tray and control ni-rods and also a ply plate from the servo tray forward for the battery to sit on, located the motor on the mount, added Velcro to the battery plate and fuselage side for the ESC. Added an arming plug to the fuselage side - I Always do this if the battery and gear are 'buried' in the fuselage, even though I set a throttle cutoff on my transmitter, it is a good backup. Mounted the two servos and checked it all!



Finally....covering the beast.... (namely the wing.) All done with Hobby King film which is very easy to use, but the secret appears to be to spray the whole frame with Hair Spray, let it dry and then the film goes on, even on an under cambered wing with No issues whatsoever! Then the checking begins of all the rudder/elevator surface hinges and that they are glued in and secured (with metal pins through the hinges), adding control horns, connecting up the controls, testing controls, running the motor and testing props/battery combinations for the best combination of power/amp draw and I'd say we are pretty well almost ready for a test flight!

(Continued on next page.....)

Vintage Newz - Building a Lanzo Bomber

Brett Robinson



Covering all done and the trim now added, undercarriage rear forks screwed down by clamps to the reinforcing on the rear of the first bay aft of the firewall, wheels added and soldered on. A few garage run-ups done and we are good to go.



Now for the final bit... that first flight! Bit of a non-event as it turned out. The CG was rechecked as was the engine and gear. Out onto the field we went, placed the model into wind, powered up and it trundled off and took only about ten feet before it lifted off. Good climb and on powering off, the only changes were two clicks of down trim! Flew around okay and was very pleased with the result. Many of my mates that have built (smaller) Lanzos always said to me they fly and handle just like a big 2 metre glider - now I know that is true.

Had a few flights with it now and made a few minor adjustments, so... all we are waiting for is some good thermal summer weather and maybe a contest or two.....



Other Club Builds



The Des Dew D.H.C. Beaver

And the details: DHC Beaver 107" wing span. Neville Farquhar lent me plans as Neville has full kit from MR Aerodesign from Canada. I downloaded the plans and decided to cut all development parts myself instead of buying a kit. I did get cowls undercarriage and tail wheel ass from MR Aerodesign. The plane is highly over-engineered but it is a lovely kit to build. I have powered it with one of my own 45cc motors. I have changed the wing into a no stall high-lift wing as I have on another plane as I thought the plane would weigh more than what was on the recommendations but they are build weight and not flying weights. It weighs 27.2lbs. I have changed the elevators to two servos instead of one and have a separate servo for the tail wheel and put in a pull-pull system for the rudder and also placed all the servos inside the two rear doors to get weight forward. Special thanks to Neville and to Gavin Shute who painted the cowls, wing tips undercarriage legs and other appropriate parts.



The Gavin Shute Buzzard Bombshell



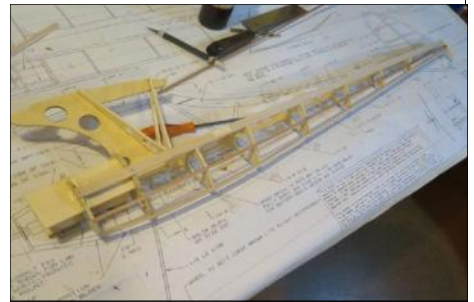
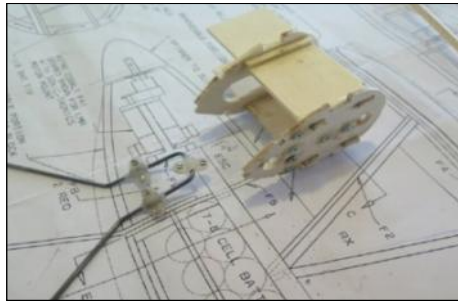
The Gavin Shute Tomboy - not built by him.



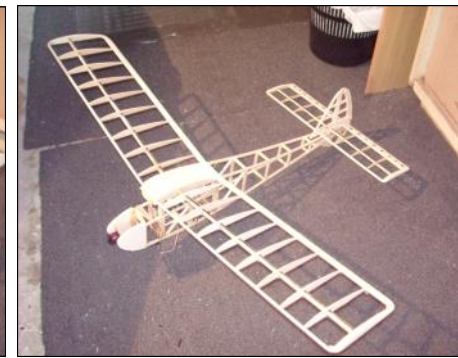
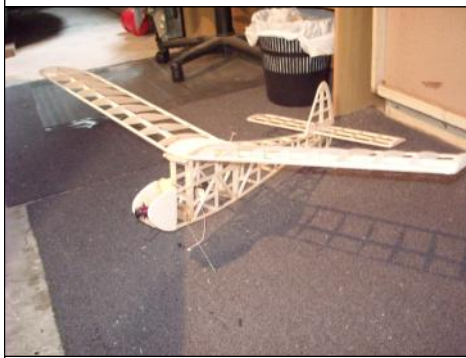
Other Club Builds



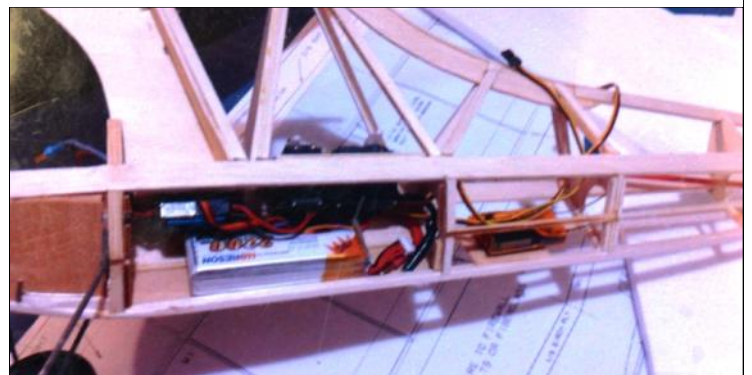
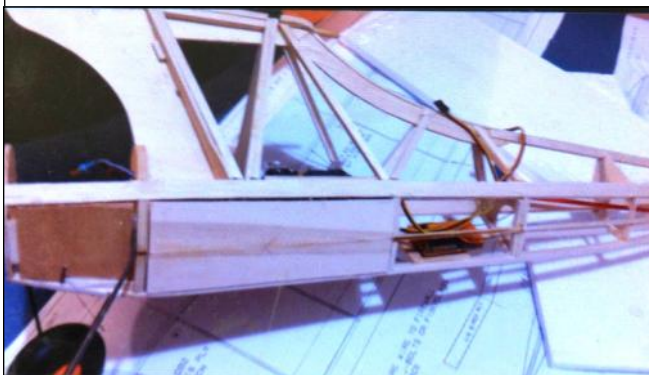
The Barrie Russell Vintage Stardust Special.....



Brett Robinson's Tomboy.....



Barry Price's Stardust...



His fuselage construction (left) and with all the gear mounted in it (right) Looking good!

Other Club Builds



Dave Cantell's Cessna

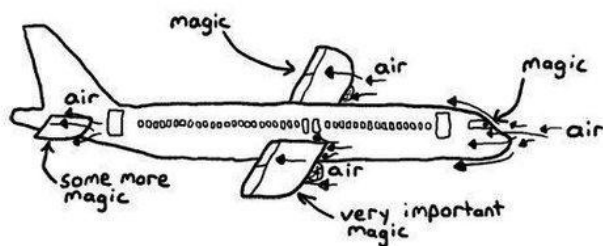
Kit is a Goldberg I purchased 30 years ago and half completed and it sat in garage until now hope to have completed by end of Aug. Painting it red and white



And a few aeromodelling "funnies".....



how planes fly





For Sale

FOR SALE

For Sale on Behalf - Two Estes (flying) Rocket kits



\$200. o.n.o for Both
Contact: Stuart Sturge
0275428385

FREE - to a good home



Vintage Privateer model (2.2 metre) no radio gear, no engine, airframe covered as shown. Currently stored in the club shed. Contact anyone on the Committee to view or take it away!

FREE to a good home!

For Sale

FOR SALE

Great Planes Electric Spectra kit.

Unbuilt - but complete including motor.



\$150.00



For further details contact: Gavin Shute: 021 656 999

Other Club's Events -



Float Day



And now from the "something completely different" file we have:

The Hamilton MAC held their float day on 16th July today at Lake Kainui. No wind, the lake was like a mirror and it was slightly overcast. Ideal conditions. Some 22 planes altogether so someone said. (So my spy tells me!)



From the Web



Help needed for aeromodelling YouTube Channel

Hi club members, my name is Glen and I am 23 years old and have been in the hobby just over ten years. I am in the process of putting together a YouTube channel that does overviews, builds and talks about things in general and doing my part to promote the hobby and wanted to give it ago on a small budget.

If anyone is happy to Donate any R/C items or sell at a good price to help me with my channel it would be much appreciated Thank you. I would also be happy to mention a thank you to the club in one of my videos.

email me glensmith737@slingshot.co.nz

Kind regards

Glen



Interesting discussion from the U.S. on the likelihood of having to Register UAS models with the FAA.

Click [HERE](#) to read the article



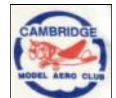
And again from the U.S.– a highlight reel on YouTube of the Joe Nall noon time model aircraft display.

Click [HERE](#) to view



And from the Cambridge MAC - an announcement of the new 2017/2018 Cambridge Soaring Series.

To look at the dates, classes and rules for the events Click [HERE](#)



From Andy Dodson of NPMAC a few photos from their "Warbirds Day" on 11th June.

A good day at the strip with a 'Warbirds Day' theme yesterday and the weather behaved itself too.

I've added photos to the Flickr and Pbase websites.

Photos can be seen on Flickr (auto-sizing for your monitor):

<https://www.flickr.com/photos/128862812@N02/sets/72157681927058484>

And on Pbase :

http://www.pbase.com/andy_dodson/npmac_warbirds_day_11_jun_2017



NEW PLYMOUTH MODEL AERO CLUB INC

"A place like no other for anything that flies."

Interested in Spitfires?? Here is an article that briefly describes one of the Lady ATA Ferry pilots of WWII, Mary Ellis and her experiences, both in the past and in the present, relating to the flying of Spitfires. Worth a read. To read it Click [HERE](#)



MANZ Annual Rally at Waharoa in May 2017

Grant Finlay has posted some photos of the event. They can be viewed [HERE](#)

Evolution of the Cockpit

Sent to the editor, this is a great range of cockpit images from the dawn of aviation and the Wright Flyer right through to the A-380.... And quite a bit in between! How far we have come!

The (PDF) document can be viewed [HERE](#)



From the Web



WARNING LiPo Battery Warnings **WARNING**

The AMA (in the USA) have issued a warning on the use of LiPo batteries.

It can be viewed [HERE](#)

The subject has also been covered, in depth in a previous (2015) MFHB newsletter.

To read this article - go to the Newsletter Archive on the club website or click [HERE](#)



If you are a pilot, you know this..... Sound familiar ?

- No matter what else happens, fly the airplane. Forget all that stuff about thrust and drag, lift and gravity; an aeroplane flies because of money.
- If you're ever faced with a forced landing at night, turn on the landing lights to see the landing area. If you don't like what you see, turn 'em back off.
- Always remember you fly an airplane with your head, not your hands.
- Don't drop the aircraft in order to fly the microphone. An airplane flies because of a principle discovered by Bernoulli, not Marconi. "Unskilled" pilots are always found in the wreckage with their hand around the microphone.
- Hovering is for pilots who love to fly but have no place to go.
- Everyone already knows the definition of a 'good' landing is one from which you can walk away. But very few know the definition of a 'great' landing..... It's one after which you can use the airplane another time.
- A helicopter is a collection of rotating parts going round and round and reciprocating parts going up and down - all of them trying to become random in motion.
- If God meant man to fly, He'd have given him more money.
- Flying is not dangerous; crashing is dangerous.
- Any pilot who relies on a terminal forecast can be sold the Brooklyn Bridge. If he relies on winds-aloft reports he can be sold the Niagara Falls.
- Aviation is not so much a profession as it is a disease.
- The nicer an airplane looks, the better it flies.
- There are three simple rules for making a smooth landing. Unfortunately, no one knows what they are.
- It's a good landing if you can still get the doors open.
- The only thing worse than a captain who never flew as co-pilot is a co-pilot who once was a captain.
- Any attempt to stretch fuel is guaranteed to increase headwind.
- A thunderstorm is never as bad on the inside as it appears on the outside. It's worse.
- A fool and his money are soon flying more airplane than he can handle.

An amazing look at all things aviation in WWII....
The photographs on this webpage became the nuclei of 85 or so
100–200 word stories and as such demonstrate the complexity
and heroics of military aviation in the Second World War. You can view the page [HERE](#)



MODEL ENGINES FOR SALE

One of our members has secured the Agency for the range of RCGF model Petrol (Gasoline) Engines.



10CC Beam mount and rear exhaust models

Parameter:

Type : 2 cycle piston valve type gasoline engine for airplane

Displacement (cc) : 10cc (0.61 cu in)

Bore x Stroke (mm) : 1.08 in (27.6mm)*0.67 in (17mm)

Ignition : DC-CDI (Computer Controlled auto advance, electronic ignition)

Maximum Output : 1.9 hp/1.4KW

Requires: Gasoline, 2-cycle oil, ignition battery & propeller

Speed range : 1800-12000rpm

Gasoline-Version : Pre-mixed Fuel, 25-40 (Gasoline):1 (recommended : 30:1)

(90% high octane unleaded gasoline, Import gas into carbon fiber installations valves)

Lubrication Oil : 2 cycle engine oil

Recommended Propellers:13 x 6, 14 x6,13X8,13X7.

Cooling System : Air Cooled

RCGF engine package Includes: electronic CDI ignition, muffler, spark plug, gaskets, bolts, throttle arm extension & manual.

Weight :

Special Introductory Price:

\$369.00



15CC Beam mount only

Parameter:

Type : 2 cycle piston valve type gasoline engine for airplane

Displacement (cc) : 15cc (.91 cu in)

Bore x Stroke (mm) : 1.3 in (32mm)*0.8 in (19.6mm)

Carburettor : RCGF

Ignition : DC-CDI (Computer Controlled auto advance, electronic ignition system)

Power supply: 4.8-8.4V

Maximum Output : 2.4 hp/1.76KW

Requires: Gasoline, 2-cycle oil, ignition battery & propeller

Speed range : 1500-15000rpm

Gasoline-Version : Pre-mixed Fuel, 25-40 (Gasoline):1 (recommended : 30:1)

(90% high octane unleaded gasoline, Import gas into carbon fibre installations valves)

Lubrication Oil : 2 cycle engine oil

Propeller : 15*6 9000 rpm; 13*6 11000rpm (Standard Two leaves prop)

Recommended props :13 x 6, 14 x6,13X8,15X8,15X6

Recommended Airplane: 60 size plane,50 size plane,40 size plane

Cooling System : Air Cooled

Weight :

Special Introductory Price:

\$399.00



For further details contact: Gavin Shute: 021 656 999

MODEL ENGINES FOR SALE

One of our members has secured the Agency for the range of RCGF model Petrol (Gasoline) Engines.



20CC Beam mount and rear exhaust models

Parameter:

Type : 2 cycle piston valve type gasoline engine for airplane

Piston displacement Cylinder (cc) : 20cc (1.22 cu in)

Bore x Stroke (mm): 1.3 in(32mm) x 9.5 in (24mm)

Carburetor : RCGF

Ignition : DC-CDI (Computer Controlled auto advance, electronic ignition system)

Power supply: 4.8-8.4V

Maximum Output :2.8HP /2.1KW

Requires: Gasoline, 2-cycle oil, ignition battery & propeller

Speed Range: 1500-10500rpm

Gasoline-Version : Pre-mixed Fuel, 25-40 (Gasoline):1 , Recommend:30:1

(90% high octane unleaded gasoline, Import gas into carbon fiber installations valves)

Lubrication Oil : 2 cycle engine oil

Propeller : 16X6 8900;16X8 7900rpm (Standard Two leaves prop)

Suggested Propellers: 14x10, 15x8, 16x6, 16x8, 17x6

Sparking plug: NGK CM6 Type

Cooling System : Air Cooled

RCGF engine package Includes: electronic CDI ignition, muffler, spark plug, gaskets, bolts, throttle arm extension & manual.



Weight :

Engine: 1.37 lb (620 g)

1XMuffler: 2.08 oz (59 g)

Ignition Module: 4.4 oz (125 g)

Total: Weight: 1.75 lb (795 g)

Special Introductory Price:

\$429.00

For further details contact: Gavin Shute: 021 656 999

BUILDING STANDS FOR SALE



They are 600mm long x 200m high.

They come as pictured

(I have finished a run of 6 of these currently - but have enough material to assemble another 3.)

\$25.00 each.

For further details contact: Gavin Shute: 021 656 999

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