

MFHB Lockdown Newsletter # 3

Greetings Members, News is trickling in so we'll keep this going through Alert level 3. Disappointing that we can't access the field during this current level 3 period, guess we thought it might happen given that CAA have cleared recreational drone flying, but as **President Lance** points out, the **HB Regional Council** are our landlords and their decree must be abided by. Safety first, we surely don't want to see a regression back to level 4.

Notice to All Members

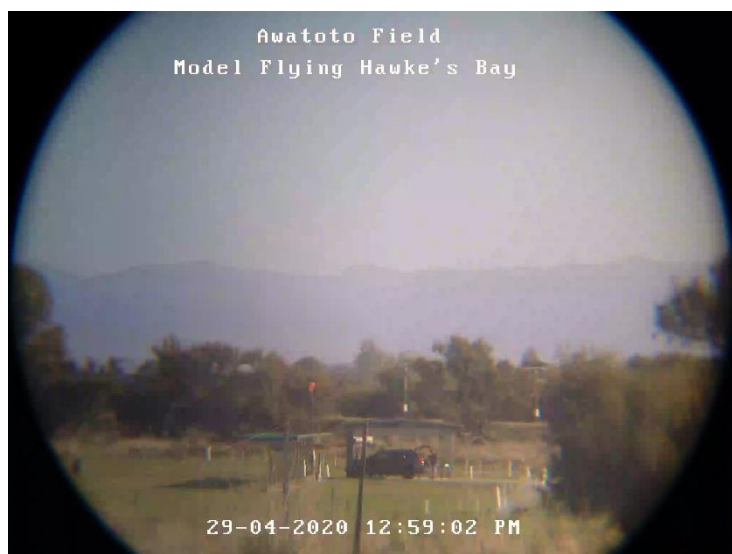
Our Flying Field at Awatoto is **CLOSED**



The District Council as our Land Owner has deemed that our field is CLOSED, this will remain so until further notice.

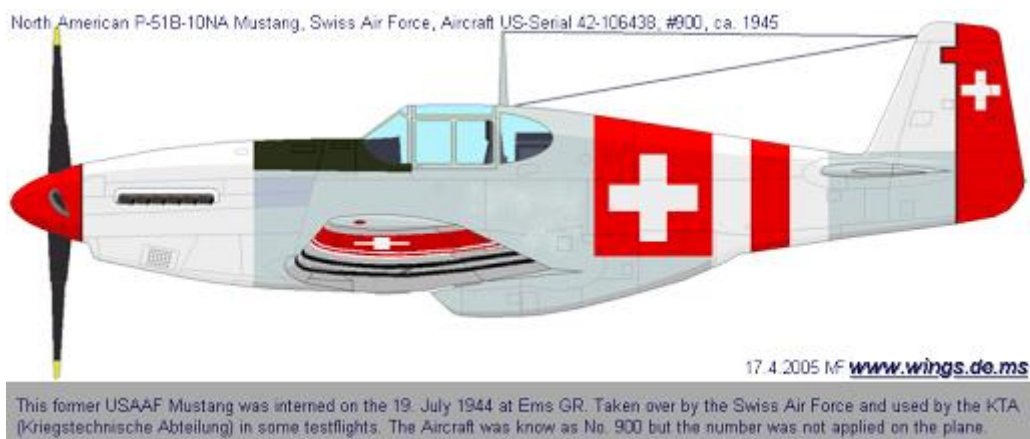
Word has it that a certain gentleman has been given one hundred lines to write out "I promise I will not fly again at Awatoto until the lockdown is over and we get to level #2."

Had the place all to himself and he was having such a good time too" !



So what has the membership been up to ? Rob Lockyer writes about his upgrade of the ex-Clarke ..

.....P.51B Swiss Mustang.



A bit of a long story. Originally built by **John Clarke** in 2014 for son **Kim**, from a 71 inch span ESM kit and modified and re-painted by John, it flies in the Swiss Air Force colours. ESM recommends a 20c to 30c Gas engine, however John built this as an electric powered. Powered from 2 X 6 cell 5000 Lipos driving an E/Flight brushless motor though 120 Amp Castle Creations HV ESC. Flying weight was 17.5 pounds and the motor only draws around 50 Amps at full power. Propeller APC16X10. The plane has ESM electric retracts.



Kim first flew it at the nationals in Matamata 2015 in a scale event. He then had it at our Warbirds in February of the same year. I understand that Mike Shears flew it then also and commented that it has plenty of power and used less than half throttle most of the time. Seen here on the left at warbirds 2015. John has modified the fuselage so that access is now on top through the removable canopy. It was at this time that I first took a real interest in the model. I really liked the Swiss livery on the Mustang.

Now fast forward nearly 2 years to November 2016. In a casual conversation with **John**, I think **John** was first thinking about a DC3 build, (but that's another story), anyway John said that **Kim** had had a

“woops” with the Mustang and all the smoke has escaped from the ESC and he was unsure what Kim was going to do with it. I once again showed interest. Soon after I get a call from John saying Kim will sell it without a power plant. At the time John kindly offered to re power it back to an IC. A 20cc was finally chosen and all fitted up for me by John. I did a complete re wire with 2 X A123, 2500mAh LiFe



flight batteries. Shown below in January 2016, just about ready to go. I then got busy with work and other things and it got put to one side. Andrew Stiver did the test flights and I got some stick time before **Andrew** flew it at Warbirds 2017. A bit under powered but very manageable with care. I got some more flights in that year however it always suffered from engine failures, and there were too many dead stick landings. The last one resulting in undercarriage and under wing damage. Once again it got put aside.

Renewed interest again last year, first off undercarriage repair. One of the retracts actuators was badly damaged along with both struts. ESM have been out of production for some time and getting replacement parts was an issue. I then spotted online NOS (new old stock) an ESM retract set for their Spitfire. The actuators looked the same, and they were. **Phil Sharpe** made up a set of struts, thanks **Phil**, back to **John's** workshop for the wing repair, thanks **John**, and we now have all the damage repaired.

Now what to do re engine. I believe the DLE20RA was not reliable because it was overheating or/and the temperature inside the cowl getting too hot and the rear carb also getting hot causing a vapour lock. Lots of stuff online about this, if you filter out the BS you are left with some interesting comments. I pondered and took advice for some time, 4 stroke always sounds better in a War Bird, could do with more power etc. Then the lockdown started, I had the DLE20RA, all the engine mounts etc, so decided use it again. “It will work if I can keep it cool”. After the last flight, I commented to **Lance Hickey** that it's down on power. He said get a new piston ring and gasket set and give it to me. Always doing as Lance says, I did. Next day he is back with the engine, a broken ring and some used gaskets. So that's repaired, thanks **Lance**. I have moved things around a bit inside behind the fire wall. The 2 large A123 battery packs took up too much room meaning that the fuel tank was almost hard against the firewall. Made plumbing difficult, but not impossible. I was also not happy that we had little room for the ignition unit and it was wrapped up in foam also hard against the fire wall. They should be out in the



open for a bit of cooling. This would not be helping with the engine issues. So the battery packs have gone, tank moved back and ignition unit out in the open. Plenty of room for 2 x LiFe batteries above the tank I have now started with building a heat shield and baffle around the engine and this may involve some internal changes to the cowling also. All work in progress. Watch this space. Hopefully I



will fly it at the nationals next year in Scale and also at our next warbirds.

Robert L .April 2020.

**** FOOD ****



Back in the bubble I was watching the **Mary Berry Cooks** program on TV, had to take a break from all the arduous workshop toil, and she made this meringue dish, bloody hell, just had to have one of those. Actually I made a second one last night for our Daughter's birthday party, it's so rich we only got through half of it, makes a nice change from the usual pavlova.

The bonus is that you also get a pot of lemon curd honey as well using up the egg yolks. Go for it !

<https://www.youtube.com/watch?v=1ZY0GStmBsU> !

Have a look at the video, she is just the most delightful lady, and here is the recipe you can print out.

https://www.bbc.co.uk/food/recipes/lemon_curd_and_pistachio_20948

Barry Kerr who is still in convalescence following shoulder surgery has just emailed me a picture of his latest build, a **twin rubber model**... smart !! When I inquired about any building progress he started wailing on about exercises and pain and rehabilitation .. what a wimp, harden up there lad, you need a strong arm to launch those rubber models ! Here's wishing you a speedy full recovery. I'll bet you're just itching to get back to teaching. Ha Ha.



Mark Larsen writes, Hi Barrie this is something I made when I had a weak moment. I wasn't quick enough at the beginning of the lock down to get materials or plans for something vintage. **Cheers Mark.** *The Foam*



Board Clubba program if nothing else has got these new members on board with quick builds, got to be good for them and us. Trust the C of G worked out okay Mark ? **Ed.**

John Clarke writes ; **Hi Mr Editor,**

This is a response to your smoke signal the other day, I have just finished an ESM 86 inch P40 ARF for **Edward Bentham** {Masterton} I have found it to be one of the best kits I have assembled from this manufacturer, I stayed with having air powered retracts, after looking at converting to electric, I decided to put the idea into the "too hard basket" and maybe do so in the future.



It is powered with a DLE 55 and steered by Spektrum. Maiden flights are now due and will take place when the field is open. Set up flights will be done and checked, then then a repaint job in RNZAF colours will follow. I have really enjoyed doing this model and it's a sad day that the manufacturer has terminated production on these.

I have also completed a pair of retracts for the Ziroli P51 Mustang, a job I started long ago, after I had located motors and a gear boxes to do the job justice, (at great expense from Spain) Having to make up a lot of parts I duplicated the Robart design, (which just happens to fit perfectly). Its funny how that happens eh! So Big Blue Mustang will possibly get its maiden flight this year.



And here it is from my archives, undergoing taxiing trials at Awatoto a while back, now just waiting for **Jayden** to come out to the field and test fly, **Big Beautiful Blue** !.... Ed.



Take care you all, and keep your bubble warm. Cheers for now, **John C (Life Member)MFHB**

Some interesting facts; Did you know that.....

"Gravity is not just a good idea. It's the law. And it's not subject to repeal."

"I remember when sex was safe and flying was dangerous."

"Helicopters don't fly. They just beat the air into submission."

"There are only two things required to fly a modern airliner: a pilot and a dog. It's the pilot's job to feed the dog. It's the dog's job to bite the pilot if he touches anything in the cockpit."

MFHB Vintage News.

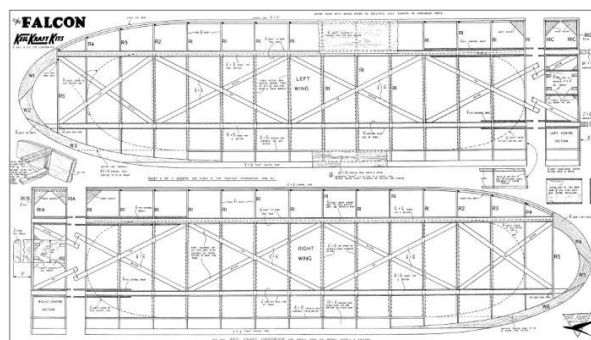
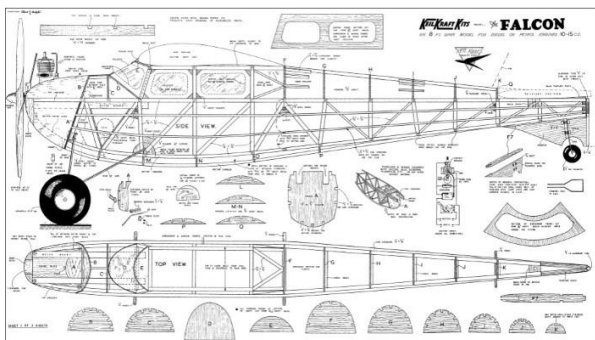
NDC. Received notice from **Allan Knox** today that the May NDC is also on lockdown as many clubs are still closed to flying. We will advise as soon as the NDC schedule is back up and running, hopefully June will bring us some competition.

Oh Oh, **Barry Price** is at it again, he managed to escape into Napier yesterday, 1st day out (urgent necessary business) in level 3 and got **John Aitken's** Falcon plan copied. I think he's been cross pollinated with John's twitchy fingers syndrome and needs another fix as he's finished building all his current models !

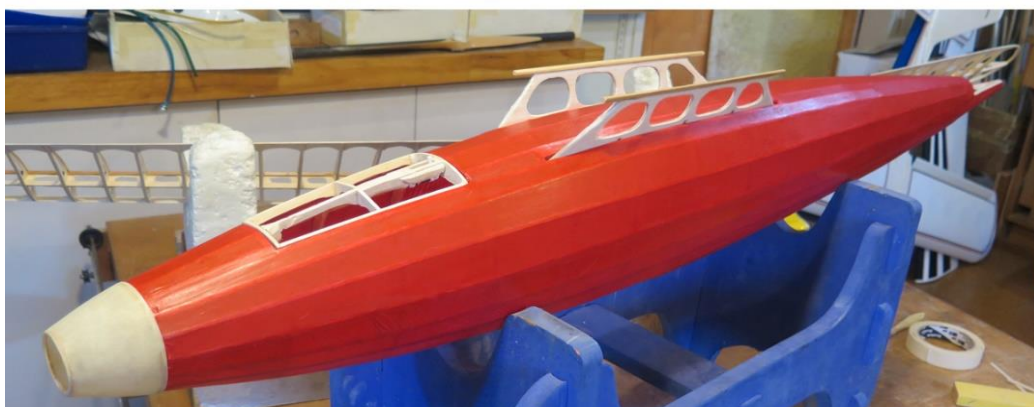
Bugger !! the Falcon missed out on landing points again ! John Aitken's model is a very nice flying aircraft, quite a challenging build but strong and a good performer. 96 inch wingspan, interesting to think in ancient times they wound them up with an ignition petrol motor and hurled them in the sky to be left to their own devices !



That's good news **Barry**, look forward to following the build once you get started. **Ed.** ps. Are you getting a bigger storage shed perchance? **ED again.**



Barrie Russell. Yeah, me here again,. I've started covering my **Flying Minutes** E Rubber model and decided to go down the light weight Polyspan (UK) route. This is a light weight polyester tissue which is applied using Balsaloc on the framework and heat sealing on with an iron. It does have some mild shrinking property and is quite interesting to work with once you get the hang of it. I decided to use it because the fuselage is both round and tapered and didn't relish the thought of light film coping with compound curves. I'm reasonably pleased with the result and can hopefully place the decals strategically to mask the wrinkles, practice make better if not perfect ! The tissue only comes in white and once applied sealed with three to four coats of dope. I want my model coloured red as per the original so experimented with various tinters and found the best result thinning the Butrate dope with 50 / 50 with acetone and then adding a dollop (to taste) of the red Duco nitro-cellulose paint Two to three coats applied fairly wet with a wide soft brush and the job's done and pleased with the result. Top to bottom, tissue applied, / one coat tinted dope / second coat thinned tinted dope. Progress is measured and slow, that's the trouble when you have no schedule or commitments, life just potters along. Tomorrow's another day ! And I'm reading some good books too...and eating, takes time !



GONGS. Guess I'll never know whether it was my stupid idea or no one read it or just no one was interested. Waste of time, just one reply from our esteemed treasurer, thanks for the suggestions **Rob**. You got a couple right, and here are a few of the others....

MFC Mister Fish & Chips.

GOMP yeah well that was pretty evident Mister President !!

C Crash

OSNBTA Oh Shit Not Another Bloody Twin

HBB Another obvious one aye Billy

MBE Model Builder Extraordinaire

So, I think we'll put that one to bed, Good try Barrie, what next to try and wind this lot up ?

Russ Nimmo reports in from his Lockdown workshop at Muttley farm... **Hi Barrie**, Greetings from the Poukawa Playboy Club....dream on **Russ**. Thanks for yours Barrie, trust you and yours are staying well. Yes still bubbling along here. Fuse is nearing completion. For anyone contemplating building a cabin version of the 80 inch Playboy Senior, you need to get hold of the original Cleveland Model Company drawing as it is the only one I've found that has the correct windscreen outline. Although there is a lot of info on the intergoogle on Playboy Senior pylon model, there is very little out there on construction method and certainly no drawings of the cabin model. There is just a dotted outline on the original drawing where the designer thought a cabin could go! Result is I have resorted to my rocking horse construction methods of block up, carve and sand. Basic Mk1 eyeball engineering. Am currently working between building the gear and fitting the firewall. As it sits in the attached pic both wingtips are same distance from floor + or- a mm. Hope that's close enough for Vintage comp! Stay safe, Kind regards, **Russ**.

*That's looking very tidy **Russ**, doesn't look like you need any help or instructions, well done and we'll see you at the field very soon, hopefully.
Ed.*



Boy oh boy, I think some of our members are running a production facility, this just in from **Harvey Stiver; re the Southerner** Latest photos now finished waiting for field to reopen to test fly. Weighs 4.25 lbs, finished in Solartex fuselage and Koverall on wings and tail.

Regar Hi Barrie The Latest model I am building is from the Ben Buckle plan of 1940 called The Good News. This was a scientific kitset built by an ex member. I gained the plan only once the family asked me to help with sale of items. Its span 52 in length 32in, was built as a free flight model for say a Mills 1.3cc or equivalent motor. Built very light I am having to strengthen construction to take electric motor, esc and battery. Will finish fuselage in red heat shrink material, all up weight maybe 3lbs or lighter.



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Thanks Harvey, look forward to seeing them in the air, it's going to be crowded up there. Ed.



Would you believe, **Stanley** is at it again, to dispel his lockdown blues, and having been infected by his neighbour along the ridge, **Gavin**, he's also building a 60 inch Lanzo Bomber. We'll have a fleet of them now, Brett and Barry with the big ones, and Mark, Gavin and Stan with the 60" models. The sky is going to get very dark overhead !



RC SCALE.

When I joined HBRF back in the Highway 50 days, scale modelling and competition was a large part of the club's program. For most, winning wasn't all that important but competing, showing off ones wares and skills and the general camaraderie was. How about this for an idea, it doesn't have to be a competition now, but what about holding a "Theme Day" once in a while at Awatoto Field. here's an idea for starters....

Announcement. On Sunday the ****rd of ***** MFHB will hold a Scale Theme Day.(Rain Date the following Sunday) Only Scale or near Scale models will be allowed to fly and there will be Rally flying only Bring your models, friends and family and join in a midday barbecue with tea and coffee available all day. Prizes (Chocolate Fish) will be awarded to the different eras and classes, 1. Pre 1940, 2. Post 1940, 3. Military. 4. Etc.

Challenge. To the Committee of MFHB, Hi Guys, How about running with the above idea, would take hardly any organising and surely be good for the club once we're back on the field. I was trawling through the web and came across these pictures from a Spanish Scale event back in 2008. No particular reason, just thought they were nice photos.. interesting....



Great looking models, and we have lots of scale models in the club too, so why not get them all out there together and have some fun. There's a challenge for you Committee members, make something happen. Ed.

More membership News

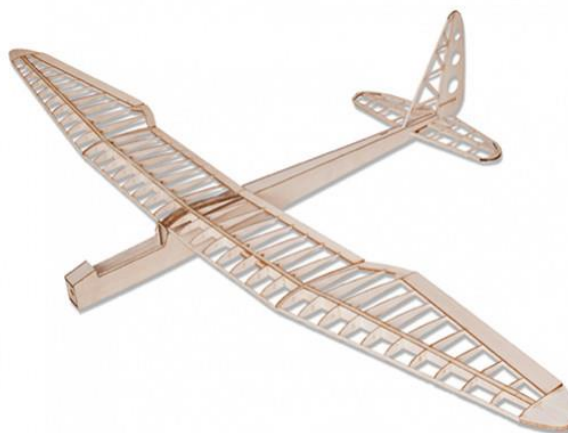
VALE JANICE DUFFELL.

It is with sadness that I report the passing of Janice, Ken's beloved wife of 36 years after a long battle with cancer. Janice had close friends amongst our older members wives and will be sorely missed. Ken's is a long standing and contributing member of Model Flying Hawkes Bay, and having had his activities curtailed these past couple of years, we look forward to seeing him back amongst the ranks when he feels the urge to return.

On behalf of the membership Ken, may I express our condolences in your sad loss and hope that you can join with us again at the field and in club activities in the near future.

Barrie Russell. Life member MFHB.

Peter Hammond emailed me to say he's been pottering away in his workshop refurbishing his Buzzard bombshell and now he is building a "Sunbird" 1.5 meter electric glider to keep his bubble busy.. He doesn't have a camera so I downloaded this pic from HK where I think he purchased his laser cut kit. Nice one Peter, should be a very pretty flier.
Ed.



*Caught up with **Ray McPeake** who is well and happily locked up with Barbara over there in his unit in Hastings. He is contemplating another nice flying Vintage model build, having sadly lost his Buzzard Bombshell just before the lockdown. It got away from him at Awatoto and was last seen heading for Taradale and out of range and there have been no reported sightings since !*

*Bad luck **Ray**, please come and take some advice on a suitable replacement model when the spirit urges you again. Ed.*

*And now for the “Piece de Resistance” in conclusion, I know you’ve all been wondering what’s been happening to our popular, high flying, **Past President Alex Wardley** during these uncertain times. I sought answers and here is **Alex’s** reply in his “**letter from Hong Kong.**”*

Howdy folks, hope this finds everybody fit and well. Barrie has asked me to write a little something for the newsletter and being confined mainly to my hotel room with nothing to do I have no excuse not to. Unfortunately today however it is with a heavy heart as approximately 300 of my pilot colleagues have been given notice of redundancy. I really do feel for them and everybody else affected by this dreaded Covid virus. Last week or was it the week before? Losing track of time, I was flying back from Hong Kong and all the cabin crew on that flight were sadly destined to the same fate, however they all continued to do their job superbly. Fingers crossed they all get back in due course. Although I have survived this round, should there be further cuts I will undoubtedly be in the same boat so keeping fingers and toes crossed. There is going to be a swag of down training so chances are I may be pushed onto the A320 which is not ideal for a commuter such as me out of Napier but that is the least of my worries.

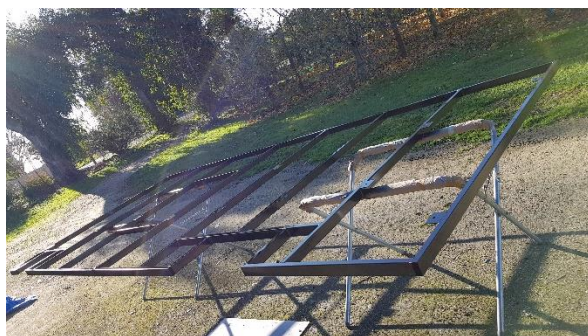
What is fascinating is seeing first-hand the different approaches that have been adopted by the different countries. Here in Hong Kong there is a level of social distancing but nowhere near as extreme as we had in NZ. The one major difference is nearly everybody wears a mask, HK\$2000 (430 NZD) instant fine if you don’t being a great incentive to do so. Temperature checks everywhere and hand washing stations all over the place. Nobody seems to be scared to death and the work force continues. Restaurants are open with adequate spacing in place. The whole affair far less restrictive than even our level 3 and if you look at the stats they are better than NZ. Enough said.

So what does work consist of at present? Well it is strangely different for sure. No domestic flights so I have to drive up to Auckland which adds to the time away. On the first duty I paired up with another Napier based pilot and shared the driving. Actually made a lot of sense as we formed our own bubble for the entire duty. Freight being the main work to date and the odd repatriation flights. I have flown two flights up to HK now with only three pilots on board so that makes me the COOK :-)) and boy did I nail that job, the first time at least. Second time the garlic bread was rubbish. Walking down the back of the aircraft at 40000 feet with empty seats is eerie to say the least which is very sad and definitely not sustainable. These couple of duties have been a welcome relief from lock down at home and that I am truly grateful for. We are under very strict conditions when overseas placed on us by the NZ ministry of health, which is why flight crew don’t have to isolate for 14 days when we get home (at this stage at least). Essentially we are hotel bound in countries where there are community outbreaks like USA. I haven’t been to Shanghai but it sounds like you’re pretty much under house arrest and cannot leave the hotel room period. Hong Kong we can venture out for essential supplies, food/beer. Beers essential right!!! but that’s it. So pretty much we’re cooped up in the hotel which is not much fun.



Campervan rebuild

I have been working pretty much full time putting our old camper back together affectionately known as 'The Roving Marae' For those who don't know, I started this project about a year ago. Just a little repair that ended up being a major rebuild. Let me tell you there were a few sleepless nights at one point. I am well and truly past the point of no return and now working as quickly as I can to get it back on the road. It has actually been a God send with the lock down as I have been able to get stuck in over the past 5 weeks and can finally see tangible progress. Supplies were starting to get a bit thin on the ground so looking forward to being able to collect some more in level 3. One of the main advantages is that it has enabled me to get out of the house which I am sure is a great relief for my darling wife :-)) as well as keep me preoccupied in relation to events at work.



Jacob's model flying skills have been improving in leaps and bounds and it is so neat seeing him cutting up the sky over the Orchard. Home school for him now and to be honest I think he is learning more now than he did when he was actually at school. Something to think about going forwards. Terina has taken on some essential work at a local supermarket, bit of comedown from what she was about to head out for. Having secured an instructing job at L3 in Hamilton she was due to start 2nd week of lock down, consequently that's now on hold for who knows how long. The silver lining, we have our kids at home just a little longer :-)) and that has been fantastic.

Float rating .

I had the opportunity to do a float rating in a Piper cub a couple months back and what a joy that was. 5 Hours for the rating and I don't know how many take off and landings I did in that time. Beyond words as to how much fun this was. If you're into boating/sailing/flying this covers the lot all tied into one. Ross Macdonald the local instructor at CHBAC was my tutor and he was awesome to have along for the ride.

The Cub is only 100 HP so you really had to feel her to find the sweet spot on takeoff or she would just take for ever to accelerate and fly. This may sound undesirable; however it is the best thing when learning on floats as it really does make you feel for that sweet spot. We stayed at Lake Rerewhakaaitu for the night and played on the 6 lakes to the east of Lake Rotorua. One of those experiences I am sure will last a life time.

Anyway enough dribble from me. Some really tough times ahead, take care and look forward to seeing you in the near future.

Take care out there. Alex Wardley. MFHB.



In closing, I was talking this week with **Past National President Barry Lennox** discussing the possible economic effects of the post lockdown. He was explaining his recommendation of a "Stimulus Package", here's how things will work.....

It's a slow day in Napier and the streets are deserted. Times are tough, everybody is in debt, and everybody is living on credit.

A tourist visiting the area drives through town, stops at a motel, and lays a \$100 bill on the desk saying he wants to inspect the rooms upstairs to pick one for the night.

As soon as he walks upstairs, the motel owner grabs the bill and runs next door to pay the debt to the butcher.

The butcher takes the \$100 and runs down the street to repay his debt to the pig farmer. The pig farmer takes the \$100 and heads off to pay his bill to his feed supplier, the Co-op.

The guy at the Co-op takes the \$100 and runs to pay his debt to the local hooker, who has also been facing hard times and has had to offer her "services" on credit.

The hooker rushes to the motel owner, the one she often uses for 1 hour appointments. The motel proprietor then places the \$100 back on the counter so the traveller will not suspect anything.

At that moment the traveller comes down stairs, states that the rooms are not satisfactory, picks the \$100 bill and leaves.

No one produced anything. No one earned anything. However, the whole town now thinks that they are out of debt and there is a false atmosphere of optimism and glee, and that, is how a "stimulus package" works.

Thanks Barry, you have my vote for Minister of Finance. And on that note, I wish you all a safe and expanding bubble as allowed and hopefully catch up at the Shed or Awatoto Field before the deferred duck shooting locks us out again. I guess on a scale our disruptions are pretty insignificant and how lucky we are to have such a great hobby to occupy our lockdown hours.

A big Thank You to all who have contributed to the above, if I've missed you, my apologies.

Once again, if you are enjoying this ramble through our members' activities, remember it has to come from you to be shared, so your contributions are eagerly and gratefully anticipated. Copy, pictures, recipes, builds, helpful hints and stories are all very welcome, please don't wait to be asked if you're interested.

Happy building and bubbling,

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