



Model Flying Hawkes Bay



Club Newsletter - Issue No 92

February - March 2017

The rebuilt Club Cub flies again..... (see Page 15)



Inside this issue:

<u>From the Editor</u>	2
<u>Prez Sez</u>	
<u>Committee Notes</u>	3~5
<u>AGM Notes</u>	6~9
<u>Officers reports</u>	10~11
<u>At the field</u>	12~14
<u>Club Shed Projects</u>	16~17
<u>Vintage Newz</u>	21~22
<u>For Sale</u>	26
<u>From the Web</u> - <u>Is your servo going bad?</u>	27
<u>Postbag</u>	27
<u>Thanks to our Sponsors</u>	30



Upcoming Events



- 1st & 2nd of April 2017 - Hand launch Clinic being run in Levin (See page 24 for details)
- 2nd April 2017 - End of daylight saving!
- 7, 8, 9 April 2017 - Trans-Tasman Aerobatics Contest at the Awatoto Field. (Go to <http://www.nzrcaa.co.nz/> for more info.)
- March 2018 - New Zealand has placed a bid to host the 2018 Asia-Pacific F3K Open Event at Awatoto. Confirmation to be advised - watch this space!



Featured Articles:

- [Help Support the NZ F3K Team to the Worlds in July \(Page 11\)](#)
- [The Club Cub Flies again \(Page 15\)](#)
- [Club Shed project - Another P-47 born again story \(Pages 18~20\)](#)
- [NZ Intl Jet Spectacular \(Page 23\)](#)
- [MANZ Rally at Awatoto \(Page 24\)](#)
- [Slope soaring in the Club \(Page 25\)](#)
- [HLG Clinic - 01/02 April \(Page 25\)](#)
- [Model Engines and Building Stands For Sale \(Pages 28 & 29\)](#)



From the Editor



Hi everyone,

Well here is the first version of the Club Newsletter in the new format. Hopefully, it will be easier to read, save and print? It has taken a bit longer to produce as I had to start from nothing and format the whole thing. But from the next issue, the whole process should be much easier, as I will then have a template to work off. Any comments, thoughts etc. are welcome as it is Not my newsletter, but Yours!

Thanks to Barrie Russell, Des Dew, Harvey Stiver, Mike Shears and Jayden Molloy for content for this issue!

You will probably note that there are some of the 'regular' items missing from this issue. This is mainly due to space as my aim was to keep the newsletter to Less than 30 pages and no more than 20MB in file size. This may change in future issues, depending on the content available from issue to issue.

Bit of activity of late too with a lot of things going on both in and out of the club. The weather has played a part in some of them, but a majority have been blessed with great weather.

Great to see all the hard work on the rebuilt Club Cub coming to fruition and the model back in the sky where it should be. Thanks to all the 'shed guys' that helped get it back in the air. ([See Page 15](#))

Congratulations also to member Barrie Russell on a First Placing at the recent North Island Vintage Champs in Levin. Not only that, it was his First Vintage comp as well! Both his vintage models performed very well, but 'Popsie' did the job for him in the end! There is also some likely hood of some Vintage comps being arranged at club level in the near future.

Welcome to new members: Garry Palmer, Nigel Boys and Cameron Steed. Hope you enjoy being with MFHB!

That's all from me for now.

Brett

And the Prez Sez.....



We have just had our AGM, and a couple of positive topics were discussed.

The first involved the possible replacement of our ageing tractor. Most people seemed to believe that a replacement tractor would be a good investment for the club funds. As a consequence of the discussion, the remit asking the incoming committee to investigate the feasibility of purchasing a tractor was passed.

The second discussion involved the MFNZ insurance scheme that comes as part of our subscription. MFNZ have clarified the position, by stating that our insurance cover lapses on 1st April each year unless we have paid our club and MFNZ subs for the forthcoming year, by that date. The concerns expressed by many members related to members that have not paid their subs by 1st April. The non-payers unfortunately leave other members exposed as they potentially do not have any insurance cover. That means, if the errant modeller has an accident, he becomes personally liable. However if that errant member does not have the financial means to cover the cost of repairing any third party damage, then it is the third party member that is out of pocket. As a result of this, the AGM voted to pass a motion that says if you have not paid your subs, you will not be permitted to fly, and the committee has been asked to police the application of the rule. As this is the first year that this situation exists, the AGM agreed to give members one month's grace this year, but not in future years.

The message here fellow members is – **PAY YOUR SUBS or DO NOT FLY.**

Communication is always a bone of contention for some. Your committee has the opinion that we communicate via the website, the newsletter, and at times by blanket emails. If you chose not to read any or all of the above, please do not criticise your committee for lack of communication.

Safe flying and successful landings

Stuart Sturge



Committee Notes



Minutes of the Committee Meeting of "Model Flying Hawkes Bay Inc." Held at the club shed, Waitangi Rd Awatoto on Tuesday 14th February 2017

The meeting started at 7.30pm.

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

Apologies - Nil Minutes of the previous meeting held on Tuesday January 6th 2017 were taken as read. Following, the minutes were accepted as a true and correct record Moved by Mike and seconded by Rob, all agreed.

Matters arising from previous minutes: Website hosting investigation continuing.

Correspondence

Outwards.

Email to members and Warbirds contacts, asking for final registrations.

Email to members asking for further volunteers for the Warbirds kitchen.

Email new membership details to new applicants.

Inwards:

Applications for new membership for Nigel Boys and Cameron Steed

Correspondence accepted by Rob, seconded by Stuart, all agreed.

Stuart moved that the new members be accepted, seconded by Rob.

Treasurers Report

Ken presented a financial report as of Tuesday 14th February 2017.

Accounts for payment of Tractor fuel, name badges, cable ties, mowing, trophies, and tractor puncture repair were presented for approval.

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

Contact is to be made with Kevin at ATC regarding bank account details for payment of donation.

Club Captains Report

John reported that the Warbirds rally was a success, with all involved participating well, and the ideal weather conditions proved a bonus. Letters of thanks to go out to Ryan Cadwallader, Ray McPeake, Dave Cantell, and Marty Hughes. Klaas had already been thanked by Stuart.

Field Officers Report

Stan reported that the field was in good condition, and that there was a roster to be drawn up of helpers for mowing

Next item on the agenda for the field would be the field extension.

General Business

NZMAA fees increase. All fees are going up by \$5.00 with the exception of the junior membership fee, which is remaining the same.

Manz Rally date has been confirmed for the 25th and 26th March.

Trans-Tasman aerobatics weekend 25th and 26th April, a danger zone application is required for this event. Brian to contact Paula Moore (CAA) regarding a late application.

Heather Mardon has come up with an online club management system, which would handle subscription billing, but would require some setup first, so the billing side of things would not be in operation for this year.

Stuart moved that we continue on with this, with a view to setting up a whole club membership management system.

To next page.....



Committee Notes



Meeting of 14th February 2017 General Business....continued from previous page.....

Minutes of the Committee Meeting of "Model Flying Hawkes Bay Inc." on Tuesday 14th February 2017

Mike suggested a working bee for general business; details were posted on the shed whiteboard.

Warbirds next year will be run over Waitangi weekend again. Klaas is to be asked to update the poster for next year, and an application will be made to have the date posted in the Model Flying World calendar for 2018.

The meeting closed at 9:35 pm, thanks to all for their attendance.

Next meeting to be held on Tuesday March 7th 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 7th March 2017

The meeting started at 7.30pm.

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

Apologies - Nil The Minutes of the previous meeting held on Tuesday February 14th 2017 were taken as read. Following, the minutes were accepted as a true and correct record, moved by Stuart, seconded by Rob, all agreed.

Matters arising from previous minutes.

Website hosting investigation. It is now known that the website and weather link are being hosted by "Now", and that the internet provider is "AoNet". A modem upgrade has been recommended. In summary, all is now working as it used too, and the club knows what action to take if it stops in the future.

Heather wants to persevere with Joomla for now, until she completes her investigation into a replacement.

Correspondence

Outwards:

Email to Paula Moore CAA regarding danger area for Trans-Tasman aerobatics 7/8/9 April.

Email to Kevin Corbett ATC regarding bank account number for donation

Email thanks for Warbirds help to Ryan, Dave, Marty, and Ray

Email to all club members. Reminder AGM.

Inwards

Response from Paula Moore: Airways has advised that they can manage the airspace and accept notification by NOTAM only. Paula will attend to when returned from leave.

Response from Kevin Corbett, expressing thanks for our support of 11 SQN. And supplying bank account details. Remit submissions from Ross Brinsley.

Correspondence accepted by Rob, seconded by Stuart, all agreed.

Treasurers Report

Ken presented a financial report as of Tuesday 7th March 2017

Accounts for payment of Tractor fuel, Warbirds expenses, badges, and mowing were presented for approval.

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

It was decided that MFHB club fees would remain the same for this year, and invoices for subs payment would go out before the AGM, so that payments could be made in line with MFNZ deadlines, which had been brought forward from last year.

Club Captains Report

John reported that with the good weather over the last month, there had been more flying, and reminded that the MANZ rally was coming up soon.

To next page.....



Committee Notes



Meeting of 7th March 2017 continued.....

Field Officers Report

The weeds on the shingle will need spraying sometime in the future.
It was hoped that the field extension bulldozing would be carried out next month.

General Business

AONET Website, as mentioned in matters arising.

AGM nominations for committee were processed.

Brett presented a mock-up of the newsletter format.

Discussion prompted by two remits received from Ross Brinsley. What are the club funds for? Main points considered to be, club vision, tractor fund, and contingency fund for unforeseen expenses.

It was brought to the attention of the committee that two club members had recently lost family members.

A discussion followed about how the club was kept up to date with matters like these, and how the club would respond. It was decided that sympathy cards would go out to both members.

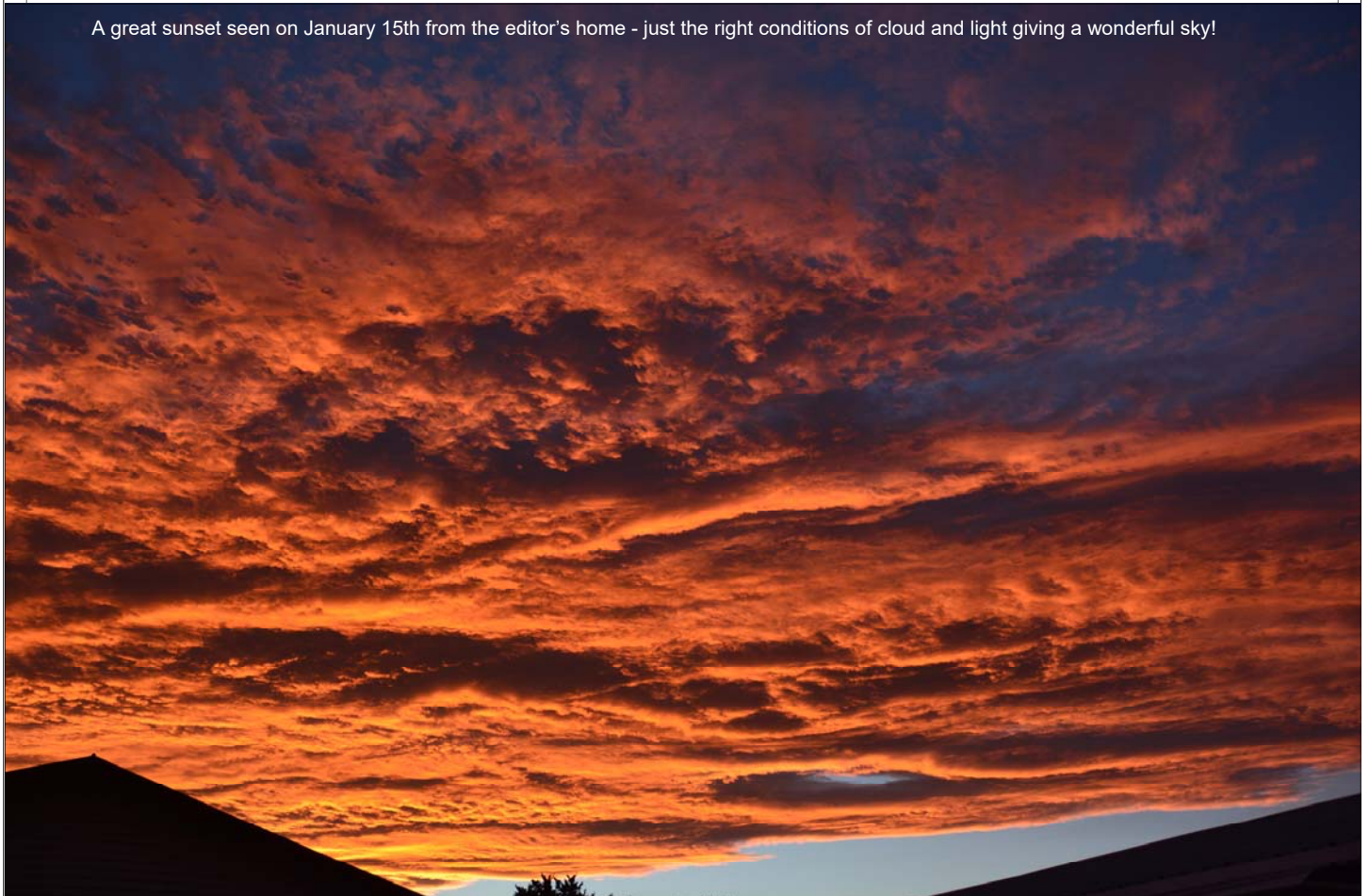
There was a discussion about the club trainer, and was it still required, bearing in mind that some repairs were needed in order to keep it flying. It was decided to keep the trainer, and Rob was going to investigate the cost of repairs.

There are two prospective new club members likely to be joining in the new financial year.

The meeting closed at 9:40 pm, thanks to all for their attendance.

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

A great sunset seen on January 15th from the editor's home - just the right conditions of cloud and light giving a wonderful sky!





Annual General Meeting Notes



Minutes of the Annual General Meeting of Model Flying Hawkes Bay Inc. held on the 22nd March 2017 at 7:45pm at the National Services Club, Market Street, Hastings.

Present: A total of twenty-eight members.

Apologies: Barry Kerr, John Aitken, Brian Voyce, Andrew Stiver, Bob Whitburn.

Moved: Lance Hickey Seconded: Ken Duffell That the apologies be accepted

President Stuart Sturge welcomed everyone to the meeting .

Previous AGM Minutes (2016/2017 - by Harvey Stiver.)

Stuart Sturge also asked those present that seeing a copy of the previous AGM minutes had been circulated, that these be taken as read.

It was the feeling from the floor that the President read out the minutes to the meeting.

This was then done.

Matters Arising

Lance Hickey asked if the current club accounts had, in fact, been audited as yet?

Treasurer Ken Duffell responded by stating that this had not been done as yet.

Moved: Lance Hickey Seconded: Robert Lockyer That the previous minutes be adopted.

Club Officers Reports

President

President Stuart Sturge had circulated a hard copy of his report to the meeting.

He then suggested that his report be taken as read.

Barrie Russell asked that the President read out his report to the meeting.

This was then done.

He also added (not in his hard copy report) that the Club Shed was also being utilised for Committee Meetings now.

He also mentioned the options the club has regarding the possible Tractor replacement; for discussion by those present later in the meeting.

Moved: Stuart Sturge Seconded: Robert Lockyer That the Presidents Report be accepted.

Treasurer

Ken Duffell presented his report and had circulated hard copies to the meeting.

He advised again that due to other circumstances, the accounts had not been audited at this stage, but this was in hand and would be completed shortly.

He explained the current situation against the previous financial period and noted that membership receipts were down and that there were Two Warbirds costs and incomes in the current financial years balance sheet.

He did state that now all the costs are in, the club shed is now a significant club asset.

Also noted that there was an increase in Asset Insurance costs to the club in the last year as the committee had decided to obtain a more comprehensive level of insurance that we had held previously.

This was due to Ravensdown requesting that the club hold a reasonable standard of Public Liability Insurance.

Income on the club's investments were, in his opinion, satisfactory, but interest rates remain low.

There was some asset write-off during the year, mainly for the goods stolen at the shed site and the later break-in.

He stated that the club had made a small profit over the last year, but this was only due to the fact that there were Two Warbirds incomes in the accounts. if this had Not been the case, he advised that the club would have then made a significant loss over the year.

He mentioned that the 2017 Warbirds event yielded a \$2400.00 profit for the club.

There was some discussion regarding both the last and future Warbirds and the related income/expenditure.

Ray McPeake spoke about the event being a showcase for the club and suggested that the 2017 event seemed, in his opinion to have been organised and run more efficiently and with less stress on the membership than those run in previous years.

To next page.....



Annual General Meeting Notes



From previous page.....

Lance Hickey then moved a motion that the club accounts be audited and sent to the Registrar of Incorporated Societies.

There was No seconder for this motion, therefore the motion lapsed.

President Stuart Sturge updated those present on the current situation regarding the MFNZ Insurance cover and the current change

requiring all club subscriptions to be paid by 31st March.

He also mentioned the reason for the subscription accounts being sent out earlier than normal for just this reason and that the committee had taken it upon itself to do so for this year.

He asked those present if they were happy with this process

Robert Lockyer also explained his dealings with MFNZ and that the cover now lapses as of midnight on 31st March from now on.

However, provided your payment is in the club bank account prior to the 31st March, you are deemed to be covered.

The MFNZ current

policy of being deemed unfinancial after three months from the 31st March, is still in force.

Barrie Russell spoke in detail on the discussions he had had with MFNZ President Jonathan Shorer (at a recent flying meeting) as regards insurance. They take a blanket policy and that they are aware that not all membership fees and clubs are paid by 1st April. The current situation is now very much a No pay - No Cover arrangement after 31st March and that any subsequent claims by unfinancial members will now Not be covered by the MFNZ Insurance policy.

On this basis, any claims will then need to be dealt with between the two (or more) parties concerned.

Stuart Sturge suggested that a rule be put in place for the future - No pay - No Fly.

He asked the Meeting for their thought on this.

There was much discussion on this with comments by Joe Wurts, Mike Shears, Ross Brinsley and others.

It was then Moved: Joe Wurts that a one month grace period be put in place for this year only reverting to a No grace period in subsequent years thereafter.

An amendment was raised by Ross Brinsley that a two week grace period be set and then a list circulated of those members that had Not paid.

There was again, some discussion on this and Mike Shears asked how the club would go about policing this at the field and that, as at the 30th April, any unpaid member should have his field key taken back.

Joe Wurts responded by suggesting that at the end of April a list be published of the Financial Members only.

After further discussion it was decided that the incoming committee be charged with sorting this matter out and putting in place a policy to deal with the change in subscription payment dates.

Moved: Barry Russell Seconded: Joe Wurts

That this be adopted with a One month grace period for this year only (so No pay - No Fly after 30th April 2017) and a No Pay - No Fly policy after 01 April for future years. .

This motion was carried.

Joe Wurts also enquired if the club had, in fact, ever had any claims on the Insurance policy in the past?

He was advised that there had only been one.

Ross Brinsley asked that the incoming committee ask MFNZ regarding the setting of the MFNZ Subscription fees and suggest to them that they set their fees as early as practicable.

Stuart Sturge responded to this by suggesting that if it is an issue in the future, then a Special Annual General Meeting will be called to ratify any Membership Fee Increases. Also a matter for the incoming committee to look at was the moving of the MFHB AGM forward in future.

To next page.....



Annual General Meeting Notes



From previous page.....

Club Captains Report

Club Captain John Sutherland read out his report to those present where he mentioned the good participation by the club membership, some overseas events attended by club members, the success of the 2017 Warbirds event and a need for members to look at some of the competitions held on the field with a view to taking part.

He then tabled the hard copy of his report.

It was then Moved: John Sutherland Seconded: Barrie Russell that his report be accepted.

Election Of Officers

President Stuart Sturge advised the meeting that the following Nominations had been received (in writing) as follows:

President - Stuart Sturge

Secretary - Brian Voyce

Treasurer - Robert Lockyer

Club Captain - John Sutherland

Committee Members - Mike Shears, Stan Nicholas, Brett Robinson

It was moved: Stuart Sturge Seconded: Graeme Rose that all the above be elected en bloc.

This was agreed by all and the motion was carried and that the above be duly elected.

General Business

A remit had been lodged by Ross Brinsley and was then read by him to those present.

"That the incoming committee be given the authority by the AGM to look at the feasibility of purchasing a better (new) tractor that has climate controlled cabin for the health and safety of the mower people."

There was a good deal of discussion on this matter.

Lance Hickey asked if the committee had made any enquiries regarding this?

Both Stuart Sturge and Mike Shears responded by outlining in detail the various options that club has. subsequent purchase would then take a large amount away from club funds.

Stuart Sturge outlined possible second hand tractor mower options.

There may also be the possibility of applying to organisations for grants to fund the purchase.

There was no real support for this option.

Jeff Clarkson, having been involved with mowing in the past, gave his views on the matter and the difference in time/costs between the using a two metre mower we have now and a bigger three metre mower. He also advised that he had done some research online as to what was available in the second hand market. The result was that he suggested that there was, in fact, not really that much out there for what we were looking at. His advice on purchasing a second hand tractor was that it be 2000 to 3000 hours and around \$20,000.00 to \$30,000.00 in cost. He also stated that getting a bigger mower will also require a bigger tractor.

Darrall Otter advised that, in his opinion, a 60hp or lower tractor would be very high maintenance.

Graham Rose then charged the incoming committee with looking more closely at the matter, doing a feasibility study and then coming back to the membership with the results.

It was moved: Ross Brinsley Seconded: Jeff Clarkson that this be carried out.

Stuart Sturge wished to take some of the mowing load off the main incumbent Stan Nicholas.

He advised that the mowing (with the current gear) takes around six hours per day to complete and that there was a small remuneration package available to those doing the job.

He then asked the meeting for Four volunteers to be added onto a roster for field mowing.

These were forthcoming and the subject was closed at that juncture.

To next page.....

Annual General Meeting Notes



From previous page.....

Stuart Sturge advised those present of the following events to be hosted at the club field:

MANZ meeting on 25/26 March 2017

Trans-Tasman Aerobatics event on 7,8,9 April 2017

Asia-Pacific F3K bid lodged for March 2018

MFHB Life Membership Nomination

It was Moved: Harvey Stiver Seconded: Barrie Russell

That John Clarke be bestowed with a life membership of the club.

Both Harvey and Barrie both gave short speeches on the roles held and work that John had done for the club over many years.

Mike Shears also told of his association with John going back many years

John Clarke then responded, with emotion, and thanked both the committee and all those associated with the club for bestowing this honour upon him.

There being no further business, the meeting closed at 9:15pm.



Club Life Membership recipient John Clarke congratulated by President by President Stuart Sturge.



Fellow Club Life member Harvey Stiver with New Club Life Member John Clarke

Master modeller John Clarke with his latest creation - a DC-3 (for more pics - see pages 13 & 14)





Annual General Meeting Notes - Presidents Report 2017



During this past year, we saw the completion of the new club rooms/tractor shed extension. What an asset this is proving to be. There is a regular attendance of 8 to 10 members on a Tuesday morning, enjoying the opportunity of building or repairing models amidst the camaraderie of fellow modellers. Others use the shed on other (usually inclement non-flying days) to continue working on their current project. The constant use of the shed certainly confirms that the effort involved in obtaining the shed was justified and totally worthwhile. Whilst I said above that the shed is complete, it continues to amaze me with the number of little extra things that seem to be suggested and often executed to improve the comfort and/or functionality for those that use the shed.

Last year we had to abort our February Warbirds event. Yes, we rescheduled it for April, and while we had a reasonable turnout, the weather was not particularly kind, with significant crosswinds to ground many pilots, leaving only the hardy, or foolhardy, to fly. However, this year our February date proved to be a magical spell of perfect flying weather. Although the number of modellers participating was slightly down on the previous couple of years, there is no question that there were more aircraft flying for longer than in the past. Again, our reputation of providing a great event, on a great field, with great weather was enhanced to all our visitors. This should bode well for next year's event.

It is extremely pleasing that in recent months we have gained a significant number of new members. Some have chosen to relocate to the sunny Hawkes Bay, and join Model Flying Hawkes Bay, transferring from other clubs. Some, both junior and senior are new to the modelling fraternity, and are definite beginners learning from scratch. It is great to have the new experienced modellers in our midst, and it is especially pleasing to see the existing members offering assistance to the 'newbie's' who have recently joined. In addition to being able to welcome new members, it is also great to have watched the progress and continued enthusiasm from a small but determined number of juniors. Some of these juniors are fast becoming recognised as our "experienced" flyers.

With these new members, there is a continuing need for training and up skilling. Barrie Russell has recently encouraged the existing pilots to improve their flying skills, by holding an informal aerobatics training session on a Saturday afternoon. This is open to all who wish to attend. To the 'newbie's', we must continue to offer assistance to help them achieve the standard of flying required, for them to attain their wings badge accreditation.

Thanks primarily to our Soaring members, Model Flying Hawkes Bay achieved creditable results at the Nationals this year, with a third placing in the overall club standings. The challenge is for more members to try and attend the Nationals, and fly in as many classes as possible, and I am certain that our results will improve. We have many very capable flyers in our Club, whether it be soaring with a Radian, or aerobatics, or basic scale. So let's encourage some competitiveness within the Club, with Club competitions. Hopefully if we can whet the competitive appetite, a trip to the Nationals will be an inevitability.

At this AGM, there is a remit designed to spark discussion on a possible replacement of our ageing tractor. Listed below is a number of points that may be worth considering:

1. The current tractor does not get a lot of use. Approx 4 hours per week. Not a lot for a working tractor, so motor wise it may last a long time.
2. The steering on the tractor is difficult at best, with a tendency to want to go where it wants to go, and not necessarily in a straight line. The problem appears to be more than just tightening the linkages. However it is probably repairable.
3. The cab is draughty, noisy, and the glass is becoming opaque and difficult to see through, especially the lower windows that give visibility to where the front wheels are. A rebuild of the cab is a possibility.
4. Mower current is a 2.0m wide machine, and at 6 years old is probably at about half life. A new(er) mower could be 3.0m wide significantly reducing the time required to mow the field.
5. The capital cost of machinery is increasing at a faster rate than our investment funds are accumulating.
6. The number of people volunteering to mow the field does not seem to be increasing. Is this because the current equipment is not particularly user friendly?

This year, after many years as Treasurer, Ken Duffell is standing down, to devote a bit more time to enjoying his new home, relatively new caravan, and very recent retirement. On behalf of the Club, I wish to express tremendous appreciation for Ken's past efforts, and hope that we will see more of him at the field in a flying capacity. To Ken and the rest of the Committee, many thanks for helping keep the Club administration ticking over. The Club is still in a very strong financial position, and with the recent growth in member numbers, our future looks secure.

Safe flying, and successful landings Stuart Sturge President

Annual General Meeting Notes - Club Captains Report



This year has seen good participation by club members at the field in light of mixed weather giving some challenges at times to allow good flying conditions. I see that Kevin and Joe have been busy with overseas gliding competitions and doing very well I hear. I know Rob Wallace has been doing the free flight comps and is about to go to Europe soon.

A small group of us went to the Nats this year and had a great time not sure what the results were but I weakened and bought some pylon gear, Chris Wong had a go at his first Nats and enjoyed himself doing Pylon and aerobatics Rob doing free flight and some control line Joe and Kevin doing well with gliding comps.

This year saw a review of club rules and we have had from the district council a new licence to occupy and been granted the new field extension that is to get underway shortly.

This year's Warbirds was a great weekend with good flying and great weather on both public days and some out of town modelers enjoying the entire weekend flying.

The coming year could see some good competitions being flown at our field this is a good chance for club members who may be interested in competitions to get a closer look at what goes on in these comps.

I look forward to this year's activities and opportunities to enjoy our hobby.

John Sutherland

Support the NZ F3K World Championships Team



Contact Kevin (Rowdy) or purchase at HTL Hardware to help our NZ F3k Team to the 2017 F3k Worlds in Lviv Ukraine - 23-29 July 2017

<p>MODEL FLYING NEW ZEALAND F3K WC TEAM RAFFLE</p> <p>Name:</p> <p>Address:</p> <p>Phone:</p> <p>Organiser: Jonathan Shorer 21 Emma Drive Levin 5573</p> <p>XXXX</p>	<div style="display: flex; justify-content: space-between;"> <div> <p>Model Flying New Zealand</p> <p>Soaring SIG</p> <p>ALL PROCEEDS WILL BE USED TO SUPPORT THE NZ F3K WORLD CHAMPIONSHIP TEAM</p> <p><i>1st Prize</i> Vladimir's Model Snipe DLG glider and wing bags Value \$1,300</p> <p><i>2nd Prize</i> Fire Safe or cash if winner is outside New Zealand Value \$500</p> <p><i>3rd Prize</i> JR Airsail Gift Voucher Value \$250</p> <p>Closes: 7 July 2017 Drawn: 8 July 2017 at the MFNZ Annual General Meeting Winners will be notified by phone and results will be published in Model Flying World</p> </div> <div style="text-align: right;"> <p>Raffle</p> <p>model FLYING</p> <p>\$10 TICKET</p> <p>XXXX</p> </div> </div>
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At the field



Tuesday 14th February

Bit happening in the shed, but a few took the opportunity of the nice calm weather to venture down to the field for a spot of flying. Stan Nicholas flew his Yak to practice more aerobatic flying and Brett Robinson flew his Radian.

Chris Tutton flew his Spitfire, with yet another engine failure and another 'dead stick' landing, done very neatly it has to be said; maybe all the practice he is getting doing them is paying off!



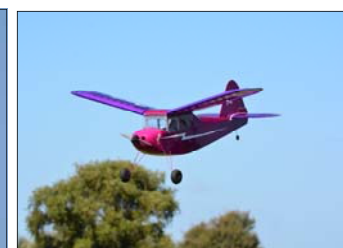
Wednesday 22nd February

Such nice weather... pity to waste it! So a few ventured out to the field to take advantage of the good weather.

Stan Nicholas turned up with a pusher jet type model he had had for years and not flown for some time. He got it into the air and it seemed to fly well, if not a little underpowered. On downwind for landing the model seem to go into a flat spin before disappearing into the long grass. A while later the model was found and brought back - intact! Guess who is buying a lotto ticket on his way home! The model was flown again later on, the lack of 'urge' being that the prop was on the wrong way!!!



Of the others, Des Dew flew his Cub. Phil Sharpe flew his aerobatic model. Gavin Shute had Stan Nicholas tested Gavin's Astro Hog trainer, Barrie flew Both his vintage Slicker and Popsie and Brett flew his vintage T.D. Coupe and his Radian. Chris Tutton gave his Spitfire and other flight and had yet another 'dead stick' landing! Bruce Abbott was also out testing an electric model for commercial use.



At the field



Sunday 26th February

Overcast day and the forecast was Not great, but it was calm and a good crowd turned up at the field. A bit of vintage flying going on by Barrie Russell, John Aitken and Barry Price. A few Cubs got flown as did several Radians. Harvey Stiver and son Andrew flew a very nice Ryan STA . John Clarke got his P-51B Mustang back in the air after an engine issue at Warbirds and was ably test-flown by Jayden Molloy. The forecast wind never came... so a good day was had by all.



Sunday 5th March

Great day at the field, perfect flying conditions, warm and a light sea breeze all day. Good turnout and a very successful Barbecue put on by Rob and Mike with cooking assistance from Bill Roydhouse.



Burke Pits, they brought out the two profile Warbirds purchased from Barrie Russell.



Pits East



Seb Art Katana a nice model flown by a visitor from Cambridge

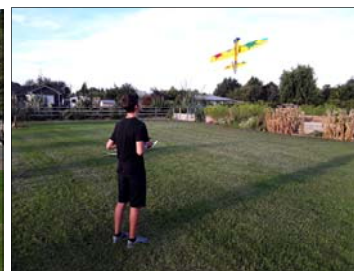
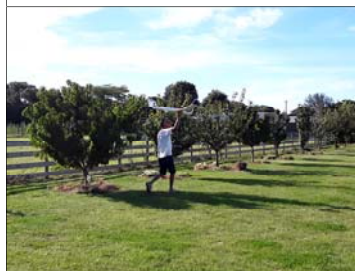


Find Found in the long grass towards or over the river !!



DC3 Pics and Montage..... speaks for itself! Great interest from members, Motor run test were the call for the day with some problems keeping the port motor going once the cowl was in place. John feels it needs more air, so is opening up the dummy motor between the cylinder heads. A magnificent model, with a passenger cast of notables, namely those who have contributed to the project, a nice touch with the Chief pilot in the command seat.

And afterwards..... from a backyard not too far away.....



At the field



Friday 17th March

Seemed like a nice calm day, so a few ventured out for a fly. Barrie Russell and Brett Robinson got in some Vintage model practice for the upcoming North Island Vintage Champs at the weekend. Des Dew flew his now modified (with built-in tip slats) own design he calls it a Dewing. Very stable and simply will Not stall, together with a vastly improved takeoff performance had Des well pleased with the modification. John Clarke had his DC-3 out for more engine trials and some taxi testing. All went well, he even got the tail off the ground during one high-speed taxi run! Some modification to the tail wheel throws is required.



The Dewing in action.



The Dewing slats mod detail.



For an in-dept article on how NASA researched and created this anti-stall system - Click

[HERE](#)



The DC-3 being tested—almost ready to fly!



The DC-3 ground crew bring the model back to base!

Sunday 19th March

Newsletter Editor away at a vintage meet!

But the spies tell me Des Dew flew his Dewing again and gave it to Jayden Molloy to fly and try to stall the model, which he was Unable to do, no matter how little power he used! Good crowd in attendances from all accounts on what was a very nice day weather-wise.

Wednesday 22nd March

A working bee was arranged to to dig out and box up the concrete pads for the new starting poles. A good crowd turned up and the job was done by late morning. The concrete was poured early the same afternoon.



At the field - And the Club Cub rebuild flies.....



Friday 24th March

After a long rebuild (covered in detail in previous Issues) a new wing and incidence changes, the day came when it was time for the Club Cub rebuild to 'Commit Aviation'. It was taken to the field, assembled and using the newly installed concrete starting pads, the usual checks were done by Barrie Russell and Mike Shears.



Mike Shears had the honour of the first test flight.

Barrie Russell did the second one.

Barrie with the Club Cub on approach.

Mike had a couple of goes to get it in the air, but once in the air the model flew well with little or no trim changes required. Barrie also had a flight with it and pronounced the rebuild and flying characteristics far better than the original ever was! Transmitter was then turned over to Prez Stuart Sturge for a fly. All went well until he noticed the model kept trying to turn right. A landing was made and it was found the left aileron had almost parted company with the wing! Reason - little or no glue on the hinges and two of the hinge pins were missing! So it was back to the shed to fix the problem which was then done by Mike Shears and Brett Robinson.

So our Club Cub is all ready to go now!



Club Shed Projects



Tuesday 21st February

Reasonable crowd in, although a few sneaked off down to the field for a fly. Barrie Russell continues on with the Mike Shears P-47 fuselage build (With help from Mike Shears and Mike Harris - who has loaned his spare P-47 fuselage to the cause, so patterns could be made.

Pres Stuart Sturge continues to make progress on his Bucker Jungmeister model. Ray McPeake is working away at getting his new Radian XL ready to take to the air.



Later on in the week Barrie Russell and Mike Shears put some up in the shed. Helps to get models, wings etc. of the benches and off the floor is the reasoning for this. Looks good guys!



Tuesday 28th February

Not a huge crowd today at the shed. The Mike Shears P-47 rebuild is progressing nicely with the 'front' of the fuselage assembly all but done. Barrie Russell, Mike shears and Des Dew were attending to that! After that, just planking is required then the internals can all be installed and hooked up.



Stan Nicholas, Gavin Shute, Tony Ives and Brett Robinson were also there, (briefly) before venturing down to the field for a fly or a look. It was a bit overcast and started to spit after both Stan and Gavin had done some flying, so flying came to a halt and a return to the shed was made to see what progress was being made and for a 'cuppa'.



Club Shed Projects



Tuesday 7th March

Reasonable turnout and progress is being made on the P-47 build. Barrie Russell was working on an aerobatic model (as well as the P-47) Mile Shears also had an aerobatic model on the table and was setting up the controls for it. Dave Cantell and Ray McPeake came in for a look. New member Garry Palmer also came in for a look at what is happening on 'shed morning' A few 'regulars' slipped down to the field for a fly as well.



Tuesday 14th March

Editor had some personal thing to attend to and did not make it. From what I heard there was a good crown in and lots of talking 'shop' and a bit of building was had.

Tuesday 21st March

Good crowd in and progress has and is being made in the P-47 rebuild. Barrie Russell and Des Dew with assistance from Tony Ives were hard at work on getting the wings all seated onto the fuselage and the top wing fillets glued in. Was all done by the end of the morning. Prez Stuart Sturge continued with his Jungmeister build. Mike Shears worked on his aerobatic model that is almost ready to fly. Old member Graham Worsfold called in to drop-off some models and bits for the club / for sale as well that he wished to part with. (See page 25) While Stan Nicholas and Brett Robinson headed to the field to do some Radian flying in what were really perfect conditions!



Club Shed Projects - Another P-47 born again story Barrie Russell



Previously we reported the build of a Hangar Nine P-47 by Mike Shears and the Shed Crew. This AFR model had been around for some years passing through a few hands but never fully set up or flown. Mike re-acquired the model a year or two back, being one of the original owners when a batch of them were imported. The model was assembled and set up during the latter part of last year, and powered with one of Des Dew's magnificent engine conversion/rebuilds including a wrap around custom built quiet muffler.



The test flights went well with grandson Jayden doing the honours and subsequently flown at this year's Warbirds over Awatoto. All went well until the aircraft decided not to flair during a descending high speed run down the strip resulting in the front half of the fuselage being scattered down the runway. Jayden reported that after pulling the turn down to the runway and levelling the wings, he had no elevator control and the rest was history. The subsequent post mortem and debate concluded that the elevator servo rails had come unstuck leaving the two servos floating. Further investigation revealed that these lightly built up models are in some need of strengthening and re-gluing of major joints, too late she cried !!

Mike was all set to chop the back half of the fuselage from the remains and fix it to the workshop trophy wall, however as the wings, canopy and rear half were largely unscathed, reason prevailed and the shed crew embarked on a rebuild. Des had the muffler straightened and re-welded, and John Clarke took the crumpled cowing home and returned a few days later with a magnificent rebuild, stronger than new and ready to mount. Yours truly spear-headed the fuselage rebuild with Mike and Des's help. We retrieved bits from the crash to copy and with the loan of a new fuselage from Mike Harris we have been able to copy and cobble a new front end and marry it to the surviving back half.



The sad sight after arriving. At least Jayden kept the wings level which saved so much of the aircraft.

To next page.....

Club Shed Projects - Another P-47 born again story Barrie Russell



Post mortem at the field, revealed the loose elevator rails. Powerful servos so one would have helped rip out the other. Fortunately sanity and experience prevailed.

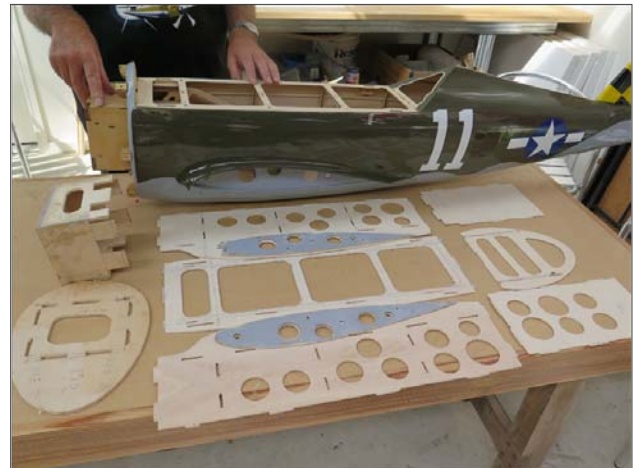


Back in the workshop where a degree of arm twisting was taking place, rubbish tin, trophy wall or rebuild ?

We made a start by scavenging through all the broken pieces and with the aid of them and viewing Mike Harris's model we were able to re-create the internal formers with some modifications incorporated. As has been said, after a crash, keep all the bits and have a cooling down period, it's surprising what you can make use of. The cowling was a prime example, being a crumpled mess, but somehow John managed to use his surgical skills and bring it back to life.



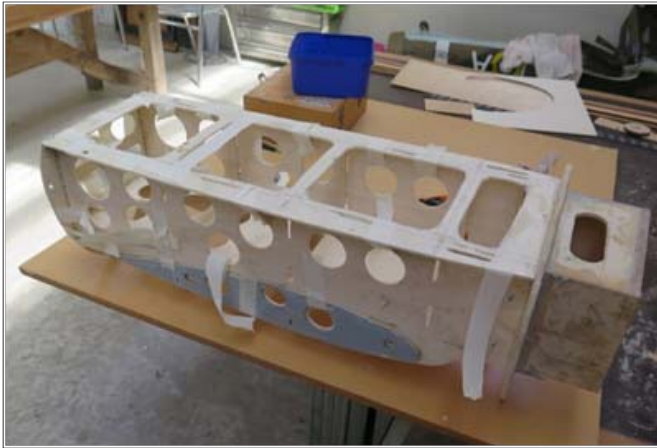
It even arrived back undercoated and panel lined, how good is that!



The major formers were cut and trial fitted, all with interlocking tabs, the only surviving parts here being the wing root formers, very helpful in getting the wing mounting located accurately. Once the fit was established, then all was slow epoxied together and taped to set.

To next page.....

Club Shed Projects - Another P-47 born again story Barrie Russell



Formers then faired and the hardwood longerons fitted. The undamaged canopy and cowl fitted like a glove.

The last construction job is the sheeting, pva and taped sides and the bottom ready to be planked. Then it's re-cover in her new silver livery, fit the gear and go fly ! Roll on Tuesday.

Barrie Russell, MFHB.
March 2017

(All images by Barrie)



Vintage Newz



North Island RC Vintage Championships - Levin, 18 – 20 March 2017

Barrie Russell and Brett Robinson travelled down to the event (early) on Saturday morning. No problem to find the Levin MAC field and upon arrival all had been setup and the weather was also kind Both days with No wind and warm weather. Ideal for Vintage flying! Reasonable turnout/entry, but a number of the more Northerly 'regulars' were missing for one reason or another. The C.D. for the event was Allan Knox, who together with Wellington member Stuart Cox ran a very tight ship. A good time was had by all in very good flying conditions. So here are some pics ... For the meeting report and pictures by C.D. Allan Knox - Click [HERE](#)



A panorama of the Vintage field early on Saturday morning . The Levin MAC main field is beyond the cars in the background.



A panorama of the Vintage field mid Sunday morning. The weather was kind to the event on Both days!



The Allan Knox Cumulus



Allan Knox Skipper and Lancer



Allan Knox Piper Cub landing



Barrie Russell's Super Slicker taking off



Bernard Scott's Frisco Kid



Bernard Scott's Playboy on approach



Bernard Scott launches his Stardust Special



Bob McGrath's Lanzo Bomber



Bryan Trelar



The Trelar landing technique - tail First!



David Thornley's Lanzo Bomber landing



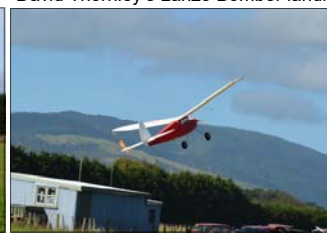
Doug Baunton and his Skokie



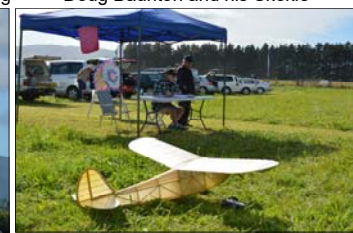
Ian Munro starts his T.D. Coupe



Keith Trillo launches his Tomboy



Stuart Hubbard's Cloudster



Results man Stuart Cox at work

Vintage Newz



North Island RC Vintage Championships - **RESULTS**

Vint E Duration

Position.	Competitor	Total	Model and Year
1	Allan Knox	914	Scram 1938
2	Keith Trillo	856	Stardust Special
3	Bernard Scott	848	RC1 1934
4	Stu Hubbard	709	Cloudster 1940
5	Doug Baunton	707	Miss Arpem 1938
6	Barrie Russell	640	Super Slicker 1938
7	Jonathan Shorer	524	Junior 60 1946

Vint 1/2A Texaco

Position.	Competitor	Total	Model and Year
1	Bernard Scott	1500	Stardust Special 1940
2	Allan Knox	1448	Megow Cub 1940
3	Keith Trillo	633	Skipper 1948

Vint 1/2E Texaco

Position.	Competitor	Total	Model and Year
1	Keith Trillo	3415	Stardust Special 1940
2	Allan Knox	2387	Lancer 1938
3	Bernard Scott	1467	Buzard Bombshell 1941
4	Alan Sissons	721	Viking 1940

Vintage E Rubber Texaco

Position.	Competitor	Total	Model & Year
1	Keith Trillo	1860	Yonder 1940
2	Bernard Scott	1101	Skokie 1934

Vintage A Texaco

Position.	Competitor	Total	Model & Year
1	Allan Knox	1852	Lancer 45 1938
2	Bernard Scott	1849	Simplex 1941

Vintage Open Texaco

Position.	Competitor	Total	Model and Year
1	Allan Knox	1840	Lancer 1938
2	Bernard Scott	1830	PlayBoy Senior 1940
3	Bob McGrath	1480	Lanzo Bomber 1938
4	Ian Munroe	1380	TD Coupe 1936

Vintage IC Duration

Position.	Competitor	Total	Model and Year
1	Allan Knox	773	Cumulus 1937
2	Bernard Scott	770	Playboy 1940
3	David Thornley	696	Lanzo Bomber 1938
4	Bryan Treloar	693	Lanzo Airborn 1938
5	Bob McGrath	629	Lanzo Bomber 1939

Vintage Precision

Position.	Competitor	Total	Model and Year
1	Allan Knox	600	Lancer 45 1938
2	Jonathan Shorer	598	Junior 60 1946
3	Alan Sissons	597	Southener '47 Viking
4	David Thornley	586	Lanzo Bomber 1938
4	Bob McGrath	586	Lanzo Bomber 138
6	Keith Trillo	585	Tomboy 1950
7	Bernard Scott	584	RC 1 1934
7	Bryan Treloar	584	Red Zephyr 1936
9	Stu Hubbard	580	Hepcat 1942
10	Robin King	576	Black Magic 1947
11	Doug Baunton	565	Miss Arpiem 1938
12	Barrie Russell	533	Slicker 1947

Classical Precision

Position.	Competitor	Total	Model and Year
1	Barrie Russell	523	Popsie (Super) 1951
2	Bernard Scott	519	Raider & Frisco Kid
3	David Thornley	510	Satellite 1000 1972
4	Jonathan Shorer	502	R6-B 1950

Classical IC Duration

Position.	Competitor	Total	Model and Year
1	David Thornley	1150	Satellite 1000

Scale Texaco

Position.	Competitor	Total	Model & Year
1	Allan Knox	1860	Megow Cub 1940 Cox

Classical 1/2E Texaco

Position.	Competitor	Total	Model and Year
1	Jonathan Shorer	2751	Jumping Bean
2	Bernard Scott	2600	Jumping Bean

E Tomboy

Pos	Competitor	TOTAL	Model and Year
1	Keith Trillo	1411	Tomboy
2	Jonathan Shorer	812	Tomboy

IC Tomboy

Pos	Competitor	TOTAL	Model and Year
1	Keith Trillo	1116	Tomboy
2	Bryan Treloar	770	Tomboy

The NZ International Jet Spectacular



This annual event was held at the Tokoroa airfield, Tokoroa on 10/11/12 February 2017.

Starting on Friday 10 February this three day event began with the arrival of modellers and helpers to assemble tents and shade shelters. As all models needed to be inspected this took considerable time on Friday and Saturday prior to the start of a great weekends jet model flying. Following the first days flying, the AGM of the NZJMA was held, Chris Pickering was re-elected as President, along with a committee of helpers to run this busy SIG for another year.

Saturday with final inspections completed, saw a steady stream of jet models assembled on the start up grid to fly. There were too many there to describe in this text so we have attached, from various photographers, a collection of photos for you to view. Also Bruce Simpson, a resident at Tokoroa, has produced flying scenes from his "x-jet" "you tube" channel, well worth a look, just search with "2017 Tokoroa Jet Spectacular". I attended Tokoroa, along with son Andrew, with our delta winged Super Rookie and Boomerang Elan jet models.

At the prize giving dinner on Saturday night, Andrew gained a prize for the closest spot landing with the Super Rookie.

This year we had Roger Perrett a Kiwi, now living in Australia, over with his wife, Roger flew a Bob Violett F100 Super Sabre which looked great in a finish which took Roger two years to complete. He received "Pilots choice", a well deserved award. Another superb F100 Super Sabre by Craig Abbott won best of scale, this aircraft was a delight in the sky flying at scale speed. Best sport model went to Scott Purdy flying a Boomerang Elan.

A target speed contest set at 150 kph was won by Stuart Helleyer. A special award was awarded to Dan Scott with an Excalibur for the lowest aerobatic manoeuvre, enough said.

The Sunday was cooler with a wind developing which made modellers seek shelter, finally pack up earlier than expected. Altogether a great three days of non stop flying with over 40 models on display.

Planning for next years event will be underway in the near future with hopefully more overseas participants.



MANZ Rally at Awatoto 25/26 April



Saturday was a bit of a write-off as the clouds were low, it was drizzling most of the day, so the few that turned up stuck to having a 'natter' in the model assembly area on the field. Three out-of-towners turned up and all managed to get a few flight in over the two days! On Sunday, the morning was overcast with a bit of drizzle, but No wind and according to our 'roving reporter' Barrie Russell... "there was quite a lot of flying yesterday, the day cleared up quite nicely."

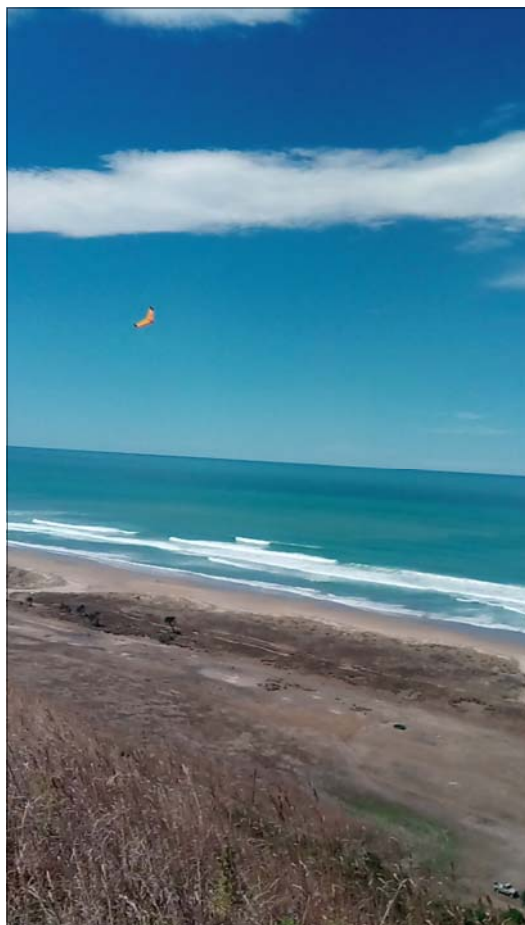
Some pics below of "Cub Mania " from the Camera of Barrie Russell.



Slope Soaring in the Club



On 12th February Mike Shears and grandson Jayden Molloy headed off to Ocean Beach for a slope session.....



Hand Launch Clinic being run in Levin



On Saturday the 1st and Sunday the 2nd of April we are running a hand launch clinic in Levin at the Levin club field . The Saturday will be setting up and checking your hand launch including radio programming followed by launching technique and thermaling tips. This will be one on one coached by the current world champions team of Kevin Botherway and Joe Wurts . There will be a nominal fee to raise funds for the team to travel to the Ukraine in July to defend their title. Sunday will be a competition for every level to have a go at some of the tasks with some more coaching. If you have a hand launch this is your opportunity, it doesn't matter how old or what condition it is in .

We will fly from 9.30 am until 5pm each day. \$20 for world class tuition, Hot Lunch and all day tea and coffee.

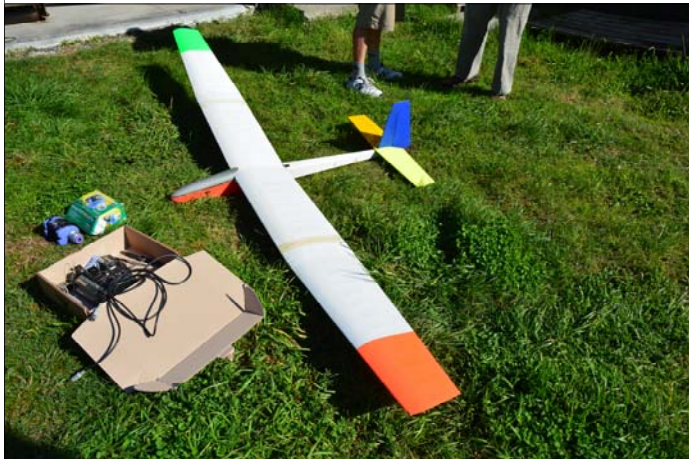
The Levin Club is located at 118 Tararua Road
Email jonshorer@xtra.co.nz if you are coming.



For Sale

FOR SALE

Paragon Glider - 3 metre span rudder and elevator



Futaba FF7 UAPS with three receivers (long wire) 12 volt engine starter (looks to have had little or no use)



\$500.00 The Lot.

Contact Graham Worsfold - 06 835 4760

Vintage Privateer model (2.2 metre) no radio gear, no engine, airframe covered as shown.

FREE to a good home!



From the Web - Is your Servo going bad?



So... is there any way to tell when a servo is going bad. That's like asking your auto mechanic to tell you exactly when your car will stop running. But, just like your car, servos about to fail will give you some warning signs before deciding they've had enough. For example, you may notice slow movement, increased current drain, black residue inside the case under the motor, squealing, jittery movements or jumping during travel, or intermittent lack of response. While none of these symptoms by themselves necessarily indicate a servo about to quit, they do warrant a little extra attention to determine the exact nature of the problems and their repair. The following are some things to check if any of the above symptoms are occurring in your equipment:

Slowing movement or increased power drain	Motor wearing out
Black residue inside of case	Motor brushes worn
Squealing	Worn bushings or gears
Jittering	Pot worn at that point (could also be improper dead band built into servo electronics or a servo incompatible with your transmitter)
Jumping during travel	Bad pot or worn gears
Intermittent movement	Broken wire, short or bad solder joint in wiring of components of amplifier. Bad connection in receiver block or in connectors.

Good maintenance of your servo, care in mounting and of exposed wiring and connectors will all help keep your servo from suddenly quitting in mid-air. If you see any of the above symptoms, pull your servo out of the plane and determine the cause. Get it fixed! They won't repair themselves. As I have said before, the plane you save may be your own!



Post bag



Very atmospheric image sent to me by Clive Barker with the following notes:

Phil Sharps Pup got a lot of interest during the Warbirds. I was lucky enough to be present at its first flight at Kerikeri a couple of years back and took the attached photo. I was lucky to get nice atmospheric clouds in the background which I have treated to make them a bit grainy. I also got rid of the interconnecting strut between the ailerons which is a dead give away that the plane is model.



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 leafs 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 leafs 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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