

Model Flying Hawkes Bay



Club Newsletter # 135 March 2022

APRIL	MFHB Activity Calendar 2021
Sat 2	FIELD CLOSED
Sun 3	FIELD CLOSED
Tues 5	Shed Morning
Thurs 7	FIELD CLOSED
Sat 9	FIELD CLOSED
Sun 10	FIELD CLOSED
Tues 12	Shed Morning
Thur 14	Vintage Awatoto
Sat 16th	Easter Weekend.
Sun 17	Easter Weekend
Mon 18	Easter Week
Tues 19	Shed Morning
Thus 21	Vintage A
Sat 23	
Sun 24	DAY
Tu	Morning
Thu	Vintage Awatoto
Sat 30	
MAY	DUCK SHOOTING FIELD CLOSURE
Closed	Monday 2 nd / Opens Monday 23 May

NDC VINTAGE & SOARING for APRIL 2022

Apr/22	120	VINT	RC Vintage 1/2E Tex
Apr/22	121	VINT	RC Vintage A Texaco
Apr/22	122	VINT	RC Vintage E Texaco
Apr/22	411	SOAR	Thermal J (2,4,6,8,10)
Apr/22	412	SOAR	ALES Radian Class P
Apr/22	413	SOAR	FAI F5J, 4 Rounds

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Contributors to this issue; Brett Robinson / Barrie Russell / Des Dew / Harvey Stiver / Rob Lockyer / Clive Baker / Phil Sharp / Marty Hughes / Gavin Shute / Mike Shears / Dave Cantell / John Clarke / Barry Kerr / Lance Hickey / E & OE

MODEL FLYING HAWKES BAY WOULD LIKE TO INVITE ALL PILOTS TO ATTEND A CELEBRATION OF OUR...

75TH ANNIVERSARY

OF THE HASTINGS MODEL FLYING CLUB

POSTPONED

APRIL 2022

TOGETHER AND FUN FLY TO CELEBRATE THE MILESTONE.
AT OUR AWATOTO FIELD. BBQ LUNCH PROVIDED.
CURRENT, PAST AND AFFILIATED MEMBERS WELCOME

(NOTE: A VACCINATION PASSPORT WILL BE REQUIRED TO ENTER THE FIELD.)

From the Editor's Desk March '22



Top of the Pops this month must be **Anthony** attaining his Wings Badge. **Rob** took him out for a practice and the rest is history, he flew it impeccably. Well done that man, all that practice and attention to detail has surely paid off.

Congratulations Anthony Hales.

Due to Red Alerts and Audits etc, seems like the AGM will be held in May, so that should give you some six weeks to consider what office or responsibility you will stand for to take this club into the coming financial year. The club cannot operate without its designated committee, so could I suggest you all have a read of the Club's constitution and brush up on what's required of the membership. It's all there on your website. [Click HERE](#)

"What about me" you might ask? Well I'll do another stint as Bulletin Editor if that is the wish of membership at the AGM, so what will you do? Please do make sure you turn up at the AGM and tell us what you have in mind to contribute to the club's future and well being, we need you!

My grateful thanks to those who have contributed this month and made this editor's job worthwhile. There is so much knowledge and talent out there in the Bay and further afield, it's just a matter of waking it up, tuning into it and sharing. I look forward to your continuing contributions. **Ed.**



Mr Secretary Says:



220328 Meeting Notes

Greetings to Members. My heading, Meeting Notes, is a bit of a misnomer as there was no March Meeting due to the fact we didn't have a quorum. As the Omicron version of Covid does the rounds in Hawke's Bay and case numbers increase, some Committee Members are reluctant to sit in a meeting in an enclosed space. Personal views are accepted.

As this is likely to occur in the future, and as a way of easing travel to meetings with fuel costs as they are, we are looking at holding a "virtual" meeting in April using Zoom or Microsoft Teams. That will enable us to hold the meeting without leaving the comfort of our homes (not a bad idea as winter approaches) while having access to electronic records and information as we meet.

As indicated in my previous Meeting Notes, a number of resignations from the Committee will take place at the next AGM. Under the Constitution, all positions become vacant at the AGM. However, for the Club to survive and continue to thrive, we do need Members to consider putting their hand up to take on a formal

role within the Club. At this stage, there may be only 3 or 4 people able and willing to continue as Committee Members. We thank Brent Stiver for his contribution on the Committee. Brent is leaving Hawke's Bay to take up a new position "up-country" and will be sorely missed. Please consider this.

There is no date yet for the AGM and as you are aware, the books need to be reviewed prior. This makes May the earliest. Certainly we will keep you informed.

Subscriptions are now due as if they have not been paid by 1 April (read 31 March) you will be unable to fly under MFHB auspices. At the moment, less than half the present Membership has renewed.

Hopefully Barrie's epistle will have reached you prior to the 75th Celebrations on 3 April. A number of out of towners have indicated their wish to attend. Dave and his team will provide a free sausage sizzle on the day, weather permitting!

Fly safely.

Barry Kerr, MFHB Secretary

Club Captain reports. May 2021



Hello fellow club members.

First off, I am sorry for missing last months report but it was a very busy month and with the Aerobatics Rumble on top of it I things just got away from me.

This month I was going to remind everyone that the April is here and our duck shooting closure is looming up fast. Time to get out and make the most of the fair weather, then the 23rd happened. Looking at the photos and web cam Wednesday left me feeling a little deflated. But by Friday I could see grass again so although there will be some silt and very soft ground it's not a catastrophe. I suspect flying may be off the cards for a little while. We will keep you all posted and I'm sure there will be a working be to put things straight again. This might also be the ideal opportunity to do the fence re alignment for the drone racing area.

I would like to thank the club for giving up the field for the weekend of the Aerobatics Rumble. Those that attended thoroughly enjoyed the weekend and although numbers were down a little due to Covid it was a great weekend. The Sig will be booking a date for next year for sure.

There's been good numbers attending the field in the weekends and was great to see Stan and Phil back and enjoy some stick time again. It seems I have a gremlin or two in my own planes. I have been suffering from engine troubles so need to do some work to get things sorted. Nothing worse than taking planes to the field that give you grief.

Although it will be mentioned some where else, I must remind those that have not yet paid your subs to "hop to it". Get your subs paid and keep your options open. You may not be flying at present but when the urge strikes it's great to be a paid up member. Subs are important as the percentage that goes to MFNZ get you the insurance that you need to cover you when your flying. "No Subs, No Fly".

I hope its not to long before we can once again enjoy some air time.
Till then, spend a little time in the shed.
See you all soon.

Derek Whelan. Club Captain

AWATOTO FIELD UPDATES.....

All the above was received and edited before this last flooding issue, Oh the joys of living in a drain ! Now to the present day facts and situation.....

Marty speaks; MFHB 75th Anniversary

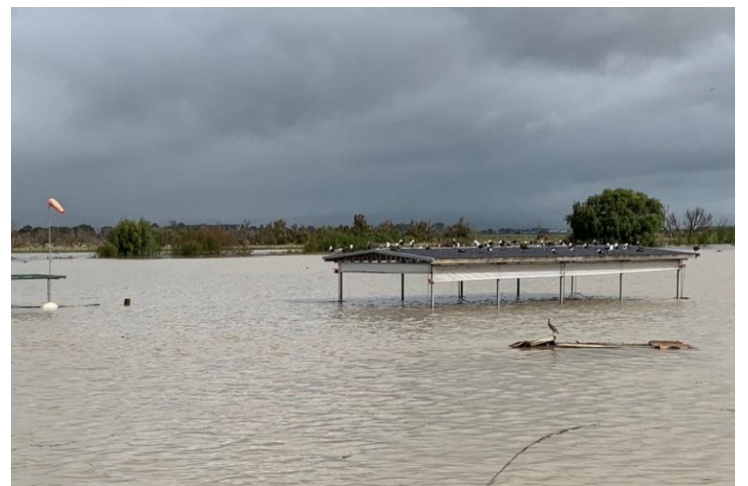


I have spoken to our **Patron Harvey** this evening and he agrees that we have no option but to postpone the 75th celebrations. As long as we do hold it in this 75th year then we are okay.

NOTICE. Due to the recent flooding of our Awatoto field, we sadly inform you that we have had to postpone the MFHB 75th anniversary celebration on the 3rd of April. We plan to celebrate this milestone in October when the weather gets a bit warmer. We will keep you posted closer to the date.



Thursday 24th, Following the view on the Club Field cam, this was the sight that greeted **Mike and myself** as we drove down the stopbank on Thursday afternoon..

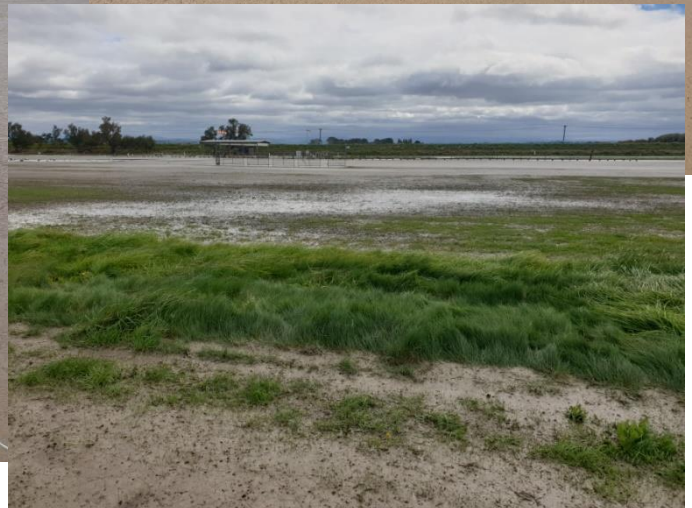




President Lance went on a photo shoot around the boundary on Saturday morning and posted the

flushed Loo, every picture tells a story. Saturday morning, water gone but the silt remains, as even and extensive across the field as I can remember. Maybe we could rename the club.....

"THE MUDLARKS"



following...



Prez Sez. March '22



Greetings Members,

Breaking News, we have been flooded again but you are probably already aware of this, unless you are living under a log.

There has been a big silt drop, which will take a lot of remedial work to get back to the field condition that we had. The first job will be to get the electric fence up and running, this will also involve the relocation of northern fence to give the Quads more room, but first we have wait for the ground to dry enough to work on. When the field is dry enough we will be getting people with knowledge to advise us on the way forward.

Needless to say, it will require working bees and money, the Club has funds aside for such an event, hopefully the members will also be waiting to help. At this point I don't believe we will be back on the field until after duck shooting at least.

On the plus side the Soaring boys have manage to gain access to the Black Bridge site with one working bee. This site is available for silent type flight, please talk with Kevin to access this field, also bear in mind that we need to fit into the soaring activities, the same as they fit in when they use Awatoto.

The 75th celebrations have been put off until around October, the weather will be warmer and we will have a pristine field again, another solid decision by Marty in consultation with Mr Harvey Stiver.

This last month we had average attendance at Club Sundays, but those attending enjoyed themselves and had some good flying, except our Barrie R who found if you don't glue the hinges on your ailerons they fall off in flight. (*Mea culpa, Ed.*) However all returned to earth safely with the lost aileron washing up with the flood !

The Club still needs people to step up for President, Treasurer, and a couple of committee positions filling, without these being filled we don't have a Club, **think about what YOU could do to help.**

Onwards and upwards, we will be on the strip in next to no time.

Lance Hickey – President.

CLUB ACTIVITY March 2022



Sunday 6th March 2022, and what a cracker of a day with a few of the natives venturing out to strut their stuff. The field is an absolute picture thanks to this week's ministrations from tractor-person **Lance**. Interesting to note that he has rough mown the grass outside the north eastern boundary where the proposed fence realignment and field extension will take place. Permission has been granted by the Lessee farmer and the HBRC so now the Drone-persons will have a larger area to fly without impinging on the general flying. It's interesting to note that when we first settled here in 1993, that area was about 600 to 800mm lower and always very wet. As a result when we fenced the field the following year we angled the fence across to cut it off and over the past 25 years, silt deposit from our various flood have significantly raised the surface to where it is now and made it quite useable.



Clive was out with his camera and monster lens (I think he should put wheels on it !) and captured this great shot of **John Clarke's** Chipmunk and **Phil Sharp's** Storch coming round on the downwind turn for a run up



the strip. He assures me there was a bit more separation than appears through the telephoto lens ! **Uncle Bill** came out to play with a pocket full of batteries and STOL model and flying well as long as he keeps it in range.



Good to see **Stan** back on the flightline after his recent surgery looking fit and raring to go, great to have you back **Stanley**. **Mike** was campaigning the hellcat, having a ball burning up glo fuel as if going out of fashion !



Top Left Clockwise; Stu and John discussing the merits of their aircraft / **Vic's Pawnee** off for another top dressing run / **Phil** had some good solo flights with his Storch / A Drone on it's way around the obstacle course / Pits scene looking west.

Clive got some super action shots with his maxi lens;



Top Left Clockwise; **Stan's** DLE35 powered Yak / **Somebody's** Radian gracefully bending it's wings / **John Clarke's** everlasting Chipmunk / **Lance's** petrol powered Calmato.

A great morning was had by all.



Sunday 20th March. Not a bad day, bit of cross wind northerly for a start that may have put a few off, but as forecast it drifted round to the East down the strip and warmed up for a very pleasant day's flying for the limited attendance.

Myles Moloney had his "Cobbled" F5K ship our showing off it's



impressive performance. And he really has cobbled

it

together, the wing is from a **Jo Wurtz's** 1998 F3B model, the body an F3B Eagle hybrid and the tail from an Icon.. **Myles** has built a new interchangeable nose pod for Electric F3J, the motor is a Dual Sky outrunner/inrunner running off a 3 cell 1100mah Lipo.

El Presidente Lancio brought out his inherited basic trainer a SIG Cadet Snr, powered by an ASP 61 Four stroke and we all had a ball guiding it round the sky once he and **Mike** managed to work out how to couple the rudder onto both sticks in his multi-million dollar Futaba Transmitter, the irony being the plane was receiving it's instructions through knock off Citrus receiver, a lemon or something ! Much fun was had by all.

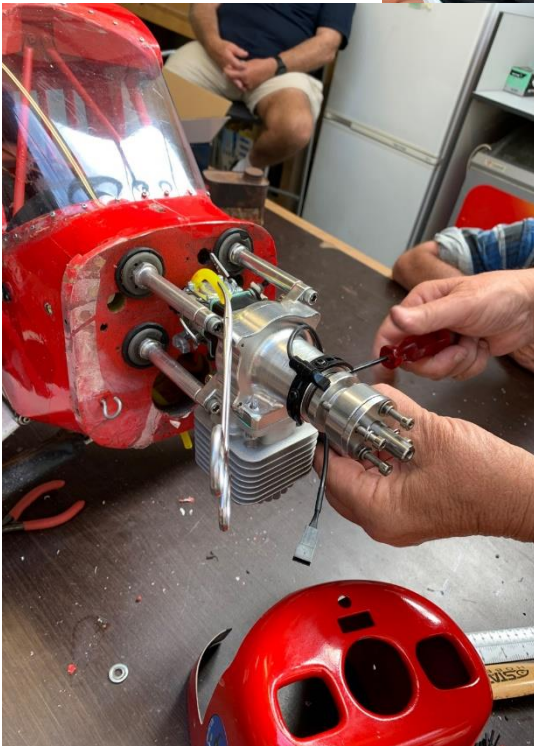
And of course, the story of the day, **Barrie** (the

editor)brought out the newly refurbished "Something Advanced Trainer" for its second test flight, still having a few motor tuning and setting problems, but finally got it airborne for a good ten plus minute flight. We noticed that something appeared to depart halfway through the flight, but no worry it was flying well, though the roll rate did appear to have lessened. On landing and taxiing back, noticed the port aileron was missing, and on closer inspection, the starboard one loose too. Mmmm m'thinks someone forgot to add the glue when assembling the blessed thing. Never done that before .. he says !! Old age is a terrible thing.



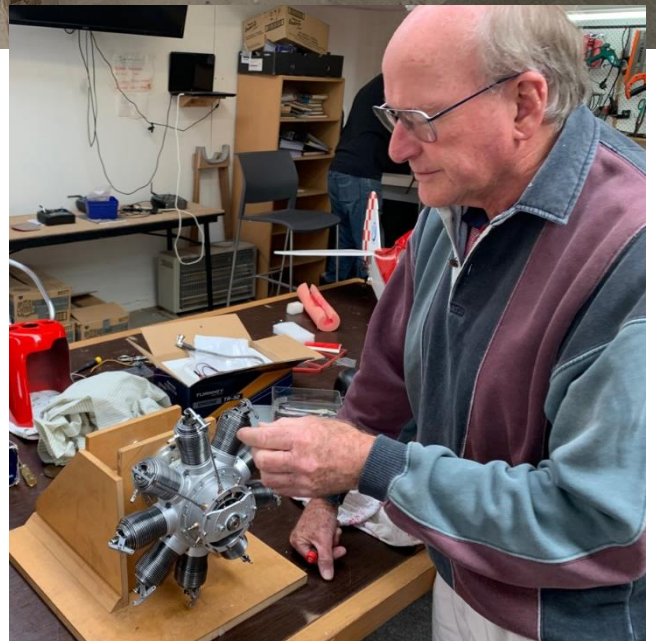
Tuesday morning in the club “Shed” continues to be well supported by the gold card brigade where the world’s problems are discussed and put to rest.

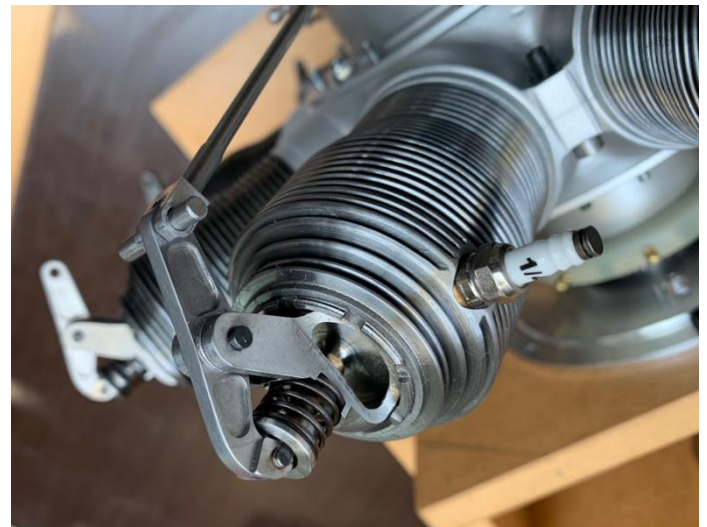
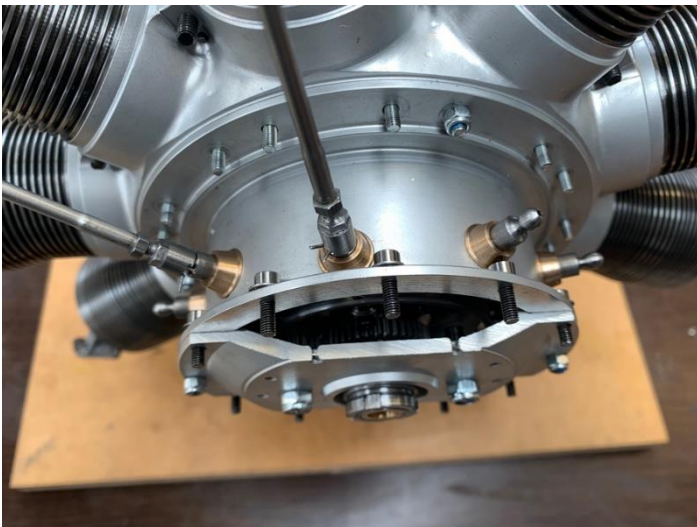
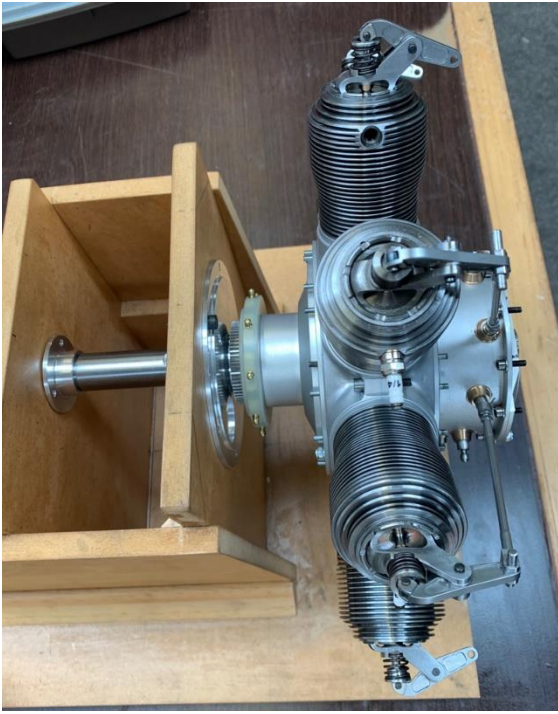
The Club Cub is undergoing a restoration and a motor replacement. A replacement Turnigy 32 for the current one which for various reasons has died. Hopefully we’ll be back in the air for the 75th.



Nev Fargher brought out this very nice Fletcher of unknown origin, that he has lovingly restored for static display in an elderly mate’s home, who was an ex-topdressing pilot, flying this Wanganui Aero Works Cresco. A very nice job and looks like it should be flying !

Tuesday 29th Shed Morning. Quiet morning, but what a treat for those of us there. At my suggestion, **Phil** brought out his Rotary Gnome for a show and tell session, and what a revelation it is. The workmanship is superb (OS standard+plus !) it has to be seen to be believed, all turning over on it’s fixed crankshaft. Still a lot of work in progress but great to see the major construction finished and actually get a hands on, on this wonderful project. What a sight and sound it’s going to be when it’s finally running.





Phil is considering building a Camel rather than his original thought of repowering his present Pup. How exciting is that going to be.

Lucky **JS** who might get to test fly **Phil's** wonderful creations.

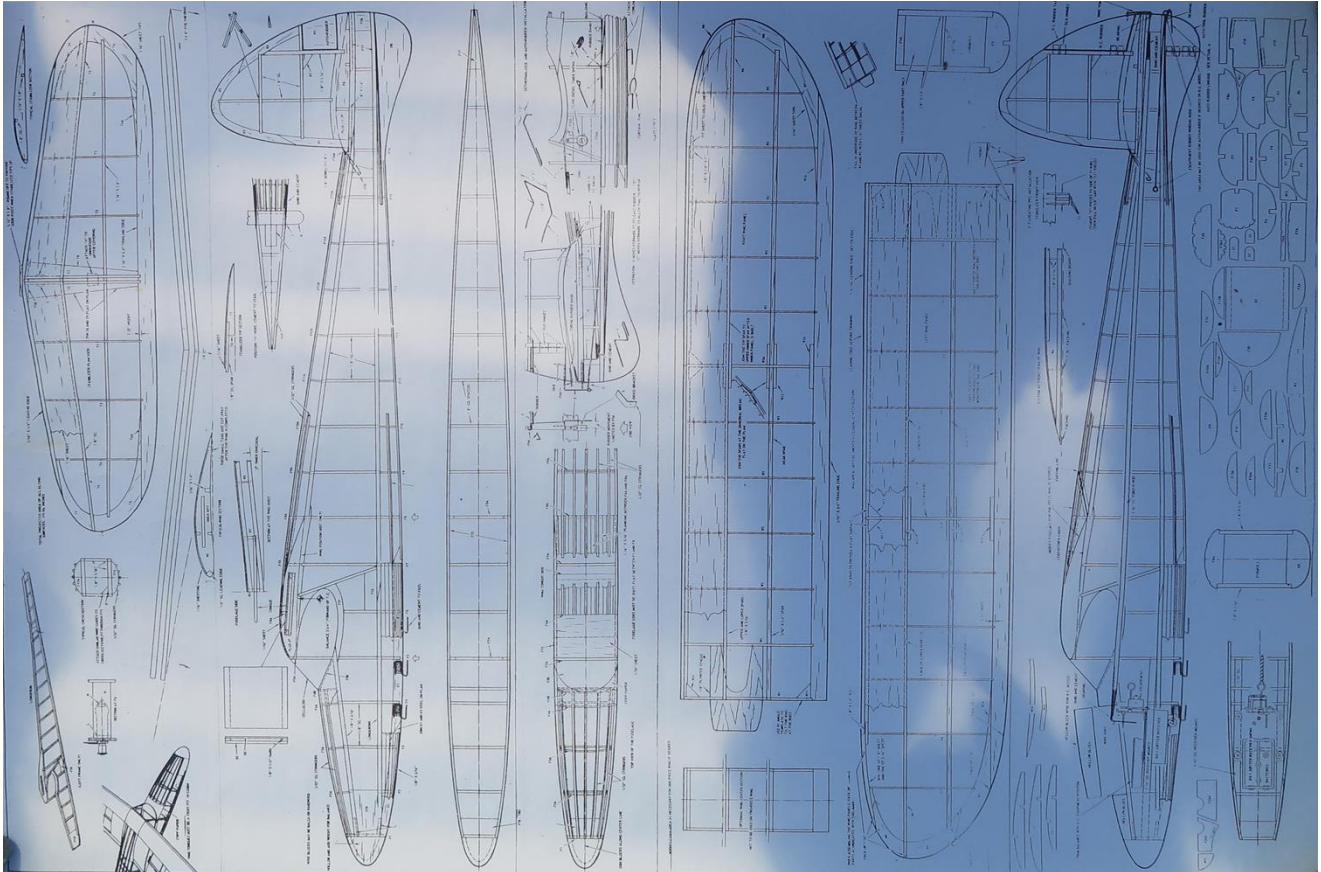
Thanks for sharing **Phil**, great to have you back on board looking fit and positive. Ed.



AROUND the BUILDING BOARDS Mar 22



Joe Connolly is planning his next build and brought the original plan out for a looksee. A Keil Kraft “Chief” [Oz : Chief plan - free download \(outerzone.co.uk\)](http://outerzone.co.uk) a very pretty 64 inch span glider which he intends to build double sized at 124” span and make electric power assist. It’s amazing what **Joe** produces from his studio flat and mini-sized building board ! Watch this space.



Dave Cantell continues to make progress on his Cessna.. He bequeathed me the cowl for fibre-glassing, he’s made a great job of building it in balsa, so just needed skinning. One layer of 6 oz cloth, followed by surface bogging to fair the shape and then two layers of a fine 1.4 oz cloth to finish. He has also made some aluminium side panels to strengthen his engine mount.



. [Frank Jaerschky](#) Our Canadian ex-member pasted these pictures on Facebook of his latest build.

Dog is my co-pilot.

Hoover couldn't go to Run-a-Mutts today because of a minor injury. So he stayed home and helped my ensure the struts on my 1/4 Scale Piper J-3 are being correctly aligned. Always good to have a second set of eyes. I've sort of come full circle. I brought a Bud Nosen 1/4 scale Cub to New Zealand with me when we moved from Canada. It's time now to build another!

Frank has promised to send some more pictures and coverage of his build. An accomplished builder, he gave the hobby away a few years ago, but as he says, he's back ! Welcome home Frank, we look forward to hearing from you and following your progress. Cheers, Ed.



Gavin Shute has finished his Semi Scale RANS RV4



Last month I reported on **Marty's** promises, and in fairness I see he has been selling off some of his fleet Facebook. However he did turn up with yet again a model, one of the latest ARF Foam Trojans, and is he having a ball !

Also last month we reported on the refurbishment of **Daddy Rod's** Tiger Moth that **Rod** built last century from a Pilot Kit. **John Clarke** has been doing a magnificent job of upgrading all the gear, installing new 4/stroke motor and upgrading the wing attachment system. **Marty** had the plane at the field today, **Sunday 20th** for a motor run and photo shoot. And he reports;

*“Just an update on the refurbishment of **Rod and Marty Hughes' Tiger Moth**. It has emerged from the work shop of **John Clarke** with the new NGH 38cc 4 stroke petrol engine. New servos all round and some special **JC** upgrades to help with strength and ease of field assembly. Pictured here on Sunday 20th at Awatoto after the first engine run. **Marty's** starter just wasn't up to the job of getting the four stroke past the compression stroke so it was **Prez Lance** to the rescue.*

*We can report that the motor ran like a Swiss watch. Never missed a beat. No tuning was needed and it ran perfectly straight from the box. All the throws are set and all are satisfied that it's now ready to take to the skies over Awatoto on the next fine Sunday. **Rod and Marty** would like to thank **John** for taking on this project and we are looking forward to many more years of faithful flying.”*



on
new

the



Assembly of the wings under **JC's** watchful eye. The model has an ingenious system of under wing hatches to allow access to the wing fastening bolts which John has upgraded and made more user friendly when rigging the aircraft. The wings detach in pairs and remain fully rigged for storage with just one wooden holding rod.



Left; the access hatch below the upper wing tank. JC has turned up knurled aluminium heads for the Cap Bolts and made a long handled Allan key for easy access and tightening. The wooden strut above is fixed to the disassembled wings to keep them and the rigging in place during storage.

Below, the engine room of the beast the *NGH 38cc 4 stroke*





Marty, John and Rod, looking very pleased with the result. After five years of hanging from the ceiling of a local barber's shop, (the Tiger !), they're itching to get her back in the air following **John's** ministrations.

 Last year we were donated a bunch of modelling gear and models and amongst those was a very tired 60" trainer. It languished in the loft until I decided to take pity on it and try some resuscitation . On stripping the

covering it was evident that the model had been quite extensively “repaired” on at least a couple of occasions, however apart from needing some superficial repair work it appeared quite sound. The wing had a symmetrical aerofoil which put the model into the “Advanced Trainer” category.

**Mike
Shears**



decided it needed to be visible and donated a couple of rolls of blindingly bright yellow and orange film. I added a couple of digital servos for the ailerons rather than the present single one, some newer larger wheels and a good used Enya 60-4C which I just happened to have from an earlier estate purchase. All went together well with a new tank and plumbing and a lithium Fe battery, a new switch and Rx and eight new rubber bands to secure the wing, and a-flying we did go.



The motor started well, but we did have some tuning woes and the first three flights were short with dead stick landings. The model itself flew well with little trim input. We think we have that sorted, and last Sunday managed its first real flight, all of ten minutes with the motor performing faultlessly. The fact that we lost one aileron (because some clown forgot to add glue to the hinges) had little effect apart from slowing the roll rate ! Flying a four stroke motor takes a little getting used to, it doesn't sound as though it is going that fast, but I had no trouble powering up into loops and the like. Now a little more tuning and trying different props. Presently using a 12x6 APC and my next choice will be and 11x8. Watch this space, once we have it sorted and reliable, it will available for sale. Ed. (Work in progress)

Lipo Batteries explained March 2022



This excellent article the original of which appeared in our club newsletter back around 2014, is forwarded by Rob Lockyer with a few updates, is a must read. I know we all know it all, BUT !!! a timely reminder for all of us and some good knowledge and explanation for those of us who didn't know or who just plain forgot! Ed.

Lithium Polymer Batteries: Ratings, Usage & Safety

Voltage and "S" Rating

LiPo battery cells are rated at 3.7 volts per cell nominal and 4.2 volts when fully charged. The benefit of higher voltage is that fewer cells are needed to make up a battery pack, and in micro sized RC aircraft a single 3.7 volt cell may be all that is needed to power the model.

Other than for the smallest of electric RC models, LiPo battery packs have two or more cells hooked up in series to provide higher voltages. For larger RC models that number can be as high as 12 cells.

Here is a list of LiPo RC battery pack voltages for the most common cell counts;

- 3.7 volt battery = 1 cell x 3.7 volts (1S), min 3V max 4.2V
- 7.4 volt battery = 2 cells x 3.7 volts (2S), min 6V max 8.4V
- 11.1 volt battery = 3 cells x 3.7 volts (3S), min 9V max 12.6V
- 14.8 volt battery = 4 cells x 3.7 volts (4S), min 12V max 16.8V
- 18.5 volt battery = 5 cells x 3.7 volts (5S), min 15V max 21V
- 22.2 volt battery = 6 cells x 3.7 volts (6S), min 18V max 25.2V

If you are wondering what the number in parenthesis means, it is how battery manufacturers indicate how many cells hooked in series "S" the battery pack contains.

Battery packs can also be wired in parallel to increase the capacity. This is indicated by a number followed by a "P".

Example: 3S2P would indicate 2 x three celled series packs hooked up in parallel to double the capacity.

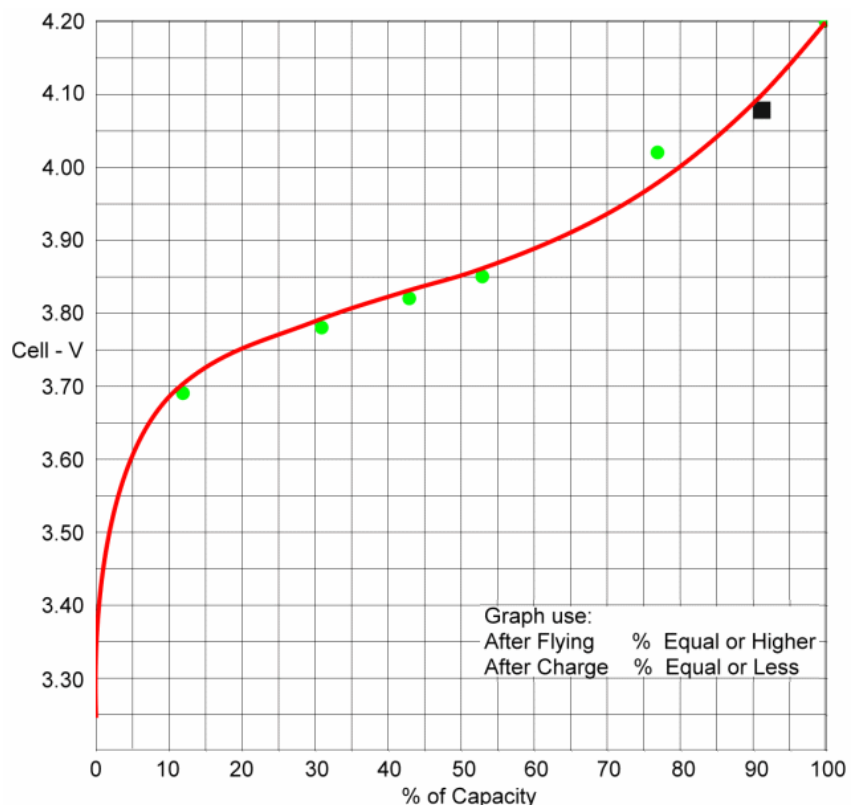
Capacity or mAh rating

Capacity indicates how much power the battery pack can hold, and is indicated in milliamp hours (mAh). This is a way of showing how much current (measured in milliamps) can be taken out of the battery for 1 hour (by which time it will be fully discharged).

For example a battery that is rated at 1000mAh would be completely discharged in one hour with a 1000 milliamp (1 Amp) load placed on it. If this same battery was discharged at 500mA, it would take 2 hours to drain down. If the load was increased to 20A, it would drain in under 3 minutes.

As you can see, for a RC model with that kind of current draw, it would be very advantageous to use a larger capacity battery pack such as 2000mAh or even higher. This larger pack used with a 20A draw would double the run time to about 6 minutes.

The main thing to get out of this is if you want more running time, increase the capacity of your battery pack. Unlike voltage, capacity can be changed to give you more or less running time. Of course because of size restrictions and weight you have to stay within a certain battery capacity range (since the more capacity a battery pack has, the larger and heavier it will be).



"The amount of charge left in a Lipo battery can be accurately determined from its resting voltage.

3.7V a Lipo cell has only about 10% capacity remaining."

Discharge Rate or "C" Rating

This is probably the single most over rated and miss understood of all battery ratings. Discharge rate is simply how fast a battery can be discharged safely. The faster the ions can flow from anode to cathode in a battery will indicate the discharge rate. In the RC LiPo battery world it is called the "C" rating. What does it mean?

A battery with a discharge rating of 10C would discharge it at a rate 10 times more than the capacity of the pack, a 15C pack = 15 times more, a 20C pack = 20 times more, and so on.

Let's use our 1000 mAh battery as an example. If it was rated at 10C that would mean you could pull a maximum sustained load up to 10,000 milliamps or 10 amps off that battery (10 x 1000 milliamps = 10,000 milliamps or 10 Amps). From a time stand point this equals 166 mA of draw per minute, so a 1000mAh pack would be exhausted in about 6 minutes.

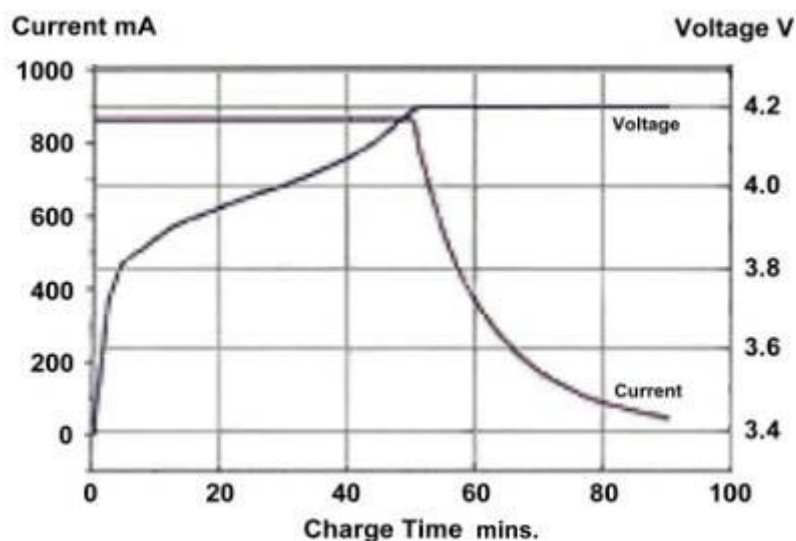
This is calculated by first determining the mA per minute of the pack. 1000 mAh divided by 60 minutes = 16.6mA per minute. You then multiply that number by the C rating (10 in this case) = 166mA of draw per minute divided into the packs capacity (1000mA) = 6.02 minutes.

How about a 20C rating on a 2000mAh battery? 20 x 2000 = 40,000 milliamps or 40 Amps. Time wise, a 40 Amp draw on this pack would exhaust it in about 3 minutes (2000/60= 33.3mA minutes multiplied by 20C = 666mA per minute - divided into the packs capacity of 2000mA = 3 minutes). As you can see, that is a pretty short running time and unless you are drawing the maximum power for the entire flight, it is unlikely you would ever come close to those numbers. Most RC LiPo Battery packs will show the continuous C rating and some also indicating a burst rating as well. The burst rating indicates the battery discharge rate for short bursts of extended power. An example might be something like "Discharge rate = 20C Continuous / 40C Bursts".

Usually the higher the "C" rating, the more expensive the battery. Depending on what application you are using the battery for, this is where you could save some money by understanding all the ratings on a Lipo battery. Getting a high discharge rated pack when there is no way you could possibly pull the full amount of power is not required, but it won't hurt either. The most important thing is not to go with too low a discharge "C" rating, or you may damage your battery.

So how do you know what 'C' rating to get when purchasing your battery pack? The easy answer is to get the largest C rating you can. It will run cooler and most likely last a little longer. However if you are drawing less than half the 'C' rating then you could safely use a lower rated battery, which may be cheaper and perhaps a bit lighter weight.

Of course, as with most performance figures, some manufacturers C ratings are more 'honest' than others. A battery *should* be able run continuously at its maximum rating, but it will get hot - perhaps too hot. The general rule is if you can't comfortably hold a LiPo pack tightly in your hand after using it, it's too hot. This equates to anything higher than about 50°C. If you find your packs are getting warmer than this, it's a good bet that you need a higher 'C' rating.



"Lipo's require a 'constant voltage constant current' (CVCC) charge regime. The battery is charged at constant current until the voltage reaches 4.2V/cell, then current must be progressively reduced to stop the voltage from rising any higher. The battery is fully charged when current drops to zero."

Charging RC LiPo Batteries

LiPo's have very different characteristics from other rechargeable battery types. Therefore, charging them correctly with a charger specifically designed for LiPo batteries is critical to both the lifespan of the LiPo battery and your safety.

Maximum Charge Voltage and Current

A 3.7 volt LiPo cell is 100% charged when it reaches 4.2 volts. Charging past that voltage will destroy the cell, and possibly cause it to catch fire. This is very important to note and keep in mind at all times. A good charger will stop the charge process when the battery reaches 4.2V per cell. A balancing computerized charger will do this for each individual cell.

It is critical that you use a charger specified for Li-Po batteries and select the correct voltage or cell count when charging your LiPo batteries. If you have a 2 cell (2S) pack you must select 7.4 volts or 2 cells on your charger. If you selected 11.1V (a 3S pack) by mistake and tried to charge your 2S pack, the pack would be destroyed and most likely catch fire.

Most good LiPo battery chargers use the constant current / constant voltage charging method (CC/CV). What this means is that a constant current is applied to the battery during the first part of the charge cycle. As the battery voltage closes in on the 100% charge voltage, the charger will automatically start reducing the charge current and then apply a constant voltage. The charger will stop charging when the 100% charge voltage of the battery pack equalizes with the charger's constant voltage setting (4.2 volts per cell). The charge cycle is then complete. Going even a little bit above 4.2V will shorten battery life.

Charging Current

Selecting the correct charge current is also critical when charging RC LiPo battery packs. The golden rule here is "never charge a LiPo or Li-Ion pack greater than 1 times its capacity (1C)". For example a 2000mAh pack would be charged at a maximum charge current of 2000 mA or 2.0 amps.

But times are changing and many battery manufacturers allow higher charging "C" current. Most LiPo experts feel that you can safely charge at a 2C or even 3C rate on quality packs that have a discharge rating of at least 20C or more, with little effect on the overall life expectancy of the pack, as long as you have a good charger with a good balancing system. Suggest that you always charge at 1C to prolong battery life.

Remember, the three main things that shorten LiPo battery life are:

- Heat
- Over Discharging
- Inadequate Balancing

What is balancing and why is it important?

As mentioned, each cell in a Lipo battery pack is 4.2 volts when fully charged. Balancing is required on any LiPo battery pack that has more than one cell, since the charger only sees the whole pack voltage and doesn't know if one cell might be overcharged even though the total voltage of the pack is good.

For example, consider a 3 cell LiPo battery pack (three LiPo cells hooked in series or 3S). This would be an 11.1V battery pack (3.7 volts per cell x 3 = 11.1 volts). The 100% charge voltage of this LiPo pack is 12.6 volts (4.2 volts x 3

= 12.6 volts). Our trusty charger set up for an 11.1 volt RC LiPo battery pack will then stop charging at 12.6 volts. But what would happen if one of those three cells is charging a bit faster than the other two? Two cells might only get to 4.1 volts while the other one gets overcharged to 4.4 volts, before the charger stops at 12.6 volts. That would ultimately damage the overcharged cell, and even perhaps cause the battery to catch fire.

That kind of voltage difference between cells is unlikely with a healthy pack, but even a 0.1V difference between cells can cause damage over time.

At the other end of the spectrum if there is one cell in the pack that is not reaching full charge when the pack is charged, and then gets discharged below 3.0 volts in your model (even though the 3 cell battery pack is indicating a voltage of 9 volts or higher), this could also damage it.

Balancing ensures that all cells are always within about 0.01-0.05 volts per cell. This prevents your battery pack from being damaged by one or more cells getting over charged or discharged, or worse becoming a safety issue.

Balancing can be done either by having a cell balancer working alongside your charger, or by using a charger with built in balance function. How this works is the charger (or balancer) will check each cell in a Lipo battery pack as it is charging/ discharging, and adjust the voltage so that they all charge/discharge equally to end up at the same voltage. Most balancers do this by bleeding a small current of about 0.2A from any cells which have a higher voltage. If the battery is being charged at a high rate then the balancer may not be able to remove enough current to equalize it.

Therefore, if you have a battery that is grossly out of balance then you should charge it a low rate (eg. 0.5C or less) until it gets back into balance. This is important, lower the charging current if your cells are out of balance.

Safety.

There are plenty of warnings on safety measures needed when charging Lipo batteries. Lipo batteries are made from volatile materials and if not looked after and charged / discharged at correct "C" rating as well as charge voltage, they can heat up and in some cases explode. Most fires are a result of wrong charger settings or damaged batteries

Heat and LiPos are usually a bad combination, sometimes very very bad. *Resulting in explosion or fire.* There are plenty of videos on YouTube with LiPo packs exploding and releasing toxic vapors. This vapor is a serious potential hazard that makes the fire look like party time. In a battery fire the most urgent thing is to cool it down to prevent the cells from rupturing, but if its well ablaze, then step back and let it burn!! LiPo cells contain their own oxygen. You cannot smother a cell fire once the pack is ruptured.

- Charge batteries in a fire resistant container. Fire proof bags are a great item to get, and are also useful for safe battery transport and storage.
- After use, let the pack cool down for at least 15 minutes before recharging it. This prolongs the life of the pack and prevents possible overheating and damage.
- Never leave the house or leave a Lipo unattended when charging.
- Install an inexpensive smoke detector close to where you charge your batteries.

The other thing that will heat a pack up fast is if you drag it right down to 3.0 volts per cell under load. Even if you have a 40C pack and only draw half that amount, if you work it hard right down to 3 volts per cell, it may become very hot.

A good rule to follow is the "80% rule". This simply means that you should never discharge a LiPo pack down past 80% of its capacity. For example, if you have a 2000mAh LiPo pack, you should never draw more than 1600mAh out of the pack (80% x 2000). This is assuming a healthy pack as well that has the full 2000mAh capacity (as packs age, their capacity may drop).

This again is where good chargers pay for themselves many times over as you can see how much capacity the battery takes, allowing you to adjust your running times accordingly to stay within that 80% rule to get the most life out of your pack.

LiPo Battery Storage.

How a LiPo battery is stored between uses can greatly affect its life span. As mentioned, a LiPo cell that drops below 3 volts under load is almost always irreversibly damaged (reduced capacity or total inability to accept a charge). 3 volts under load generally equates to about 3.5 volts open circuit resting voltage, so if your batteries are stored for a long period of time below 3.5 volt per cell, you run the risk of permanent damage.

As batteries sit, they will naturally self-discharge. LiPo's are actually very good in this respect and self-discharge much slower than most other rechargeable battery types, but they still do loose voltage as they sit. If you leave them for many months at close to 3.5 volts per cell, they could drop below the 3 volt threshold and be damaged.

However you should not store them fully charged either. At higher voltage the plates oxidise faster, increasing internal resistance and reducing maximum power output. Increased temperature also has a similar effect.

For optimum battery life, store your LiPo batteries at room temperature and at about 40-60% charge. That equates to around 3.80 to 3.85 volts per cell (open terminal resting voltage). A good charger will have a setting where you can charge or discharge your pack for storage.



11-30

© LaughingStock International Inc./dist. by United Media, 2005

"Got any 25-amp fuses?"



6-14

© LaughingStock International Inc./dist. by United Media, 2007

"I'm sorry, sir, you'll have to return to your car. We'll be landing in a few minutes."

Dew's News from Wanganui Mar'22

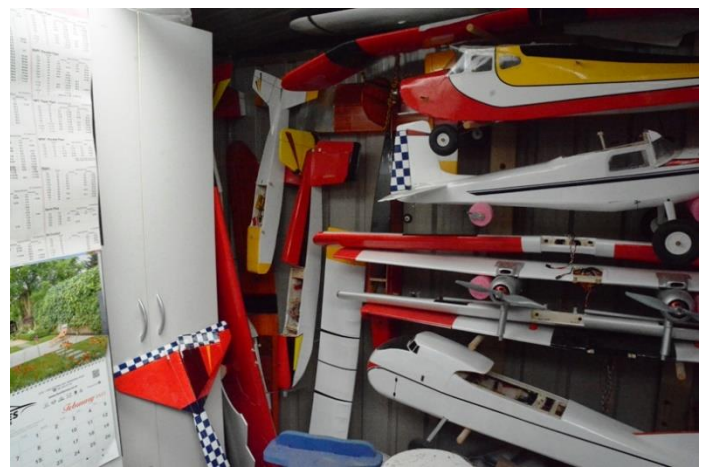


Recently, **Brett Robinson** spent a few days in Waverley helping **Dave Crook** relocate from Hamilton. On the way home he called in to catch up with our popular ex-member, **Des Dew and Joan** who have re-retired to Wanganui. Brett took a few pictures of Des's workshop and models and this prompted me to give Des a call and catch up on his news. In good editorial fashion I asked lots of questions and suggested he write telling us what he's been up to in that part of the world, and of course he obliged.

In the first place, **Brett** reported..... *I Was in Waverley late in February helping a mate shift house from Ngaruawahia to there. After four days there, I was on my way back to the 'Bay' and stopped in to see **Des Dew** in Whanganui. He lives in Springvale, which is a reasonably new suburb West of the main CBD. He and his wife Joan are in a nice new house, all very modern and well looked after.*

*As for his modelling activities, **Des** is a member of the Whanganui MAC and they fly on a site some 10-12 kms to the East of the city off the main highway. The Whanganui club is not that large, but Des says he enjoys the flying site and the flying he does there with the other regular attendees.*

He has modified a good sized garden shed in his backyard to enable him to build and maintain his models. As opposed to when he was in the 'Bay', when he flew almost all I.C./Petrol engined models, he has now 'converted' to an all electric model setup.



As you can see from the photos I took, he has a very wide range of models to fly indeed, but none over 72"span though. **Cheers, Brett.**

Des's News

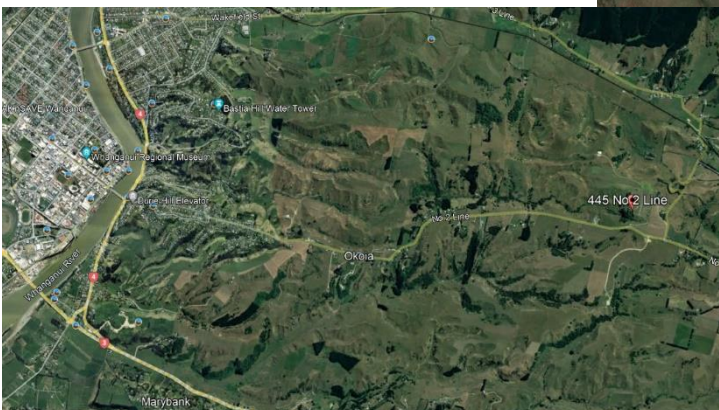
Hi Barrie , You asked about the Bristol Freighter in the workshop picture. It was built out of a Mercury 72" vintage that was never a good flyer, probably me ! So one day I found a nice picture of a Bristol Freighter plus three view out line copies on the Web and worked out proportions to get the sizes. The wing I cut wing tips off and cut middle to alter dihedral plus fit 4 new spars. Motor mounts were made for 2 Racerstar 3536 1200kv brushless motors, ailerons added, engine cowls were 2 bottles of bubble bath from The Warehouse about 3\$ each and right diameter and very thick plastic. The only problem was, Joan found them on front seat of the car and got a shock but when I explained all was well, WHEW !! Fuselage, some extra width was added plus a new front for which I got a foam man's head bust mounted it on frame and then got a hack saw blade and heated with map torch and shaped it after fitting. I carved out inside to take batteries and then strip planked with 2 layers 1/16 balsa then cut over the top and along so it would slide on and off. Undercarriage I had two olios so mounted them up behind motors and they just fit over axle. I will use 2x 4s batteries and control the upper power with radio as I have with smaller planes. That way I can use larger props which are counter rotating. New tail feathers were made. Not flown yet, just waiting for the right occasion.





The Cessna 180 came from a 172 plan but I won't build any plane with tricycle u/c or retracts. So I built a sort of Bird Dog had to cheat on dimensions as I wanted to use 180 wing on it but in the mean time I built a new wing for the B/D and now that wing will stay on it. The wing has a very fat rib 19% height of cord compared with Clark Y 11.7% approximately, but the plane is a real dream to

fly. Good for oldies slow and steady. Both wings fit either plane. **Barrie** I will get more photos of field over the weekend .



Our field (Whanganui MAC) address is 445 no2 line Okoia Whanganui. The gate is between the Blink Bonnie sub station and Okoia Road. It shows up on Google earth, the substation is clear as well as g/ maps. I hope this will help. **Cheers Des.**



The property the W MAC fly on is owned by a noted aviation enthusiast

Richard Harding from **Wanganui Aeroworks**.

The farm has a couple of landing strips and recently Richard did a beat up in his Replica two place Spitfire. An interesting video of the Spitfire is [SPITFIRE HERE](#)

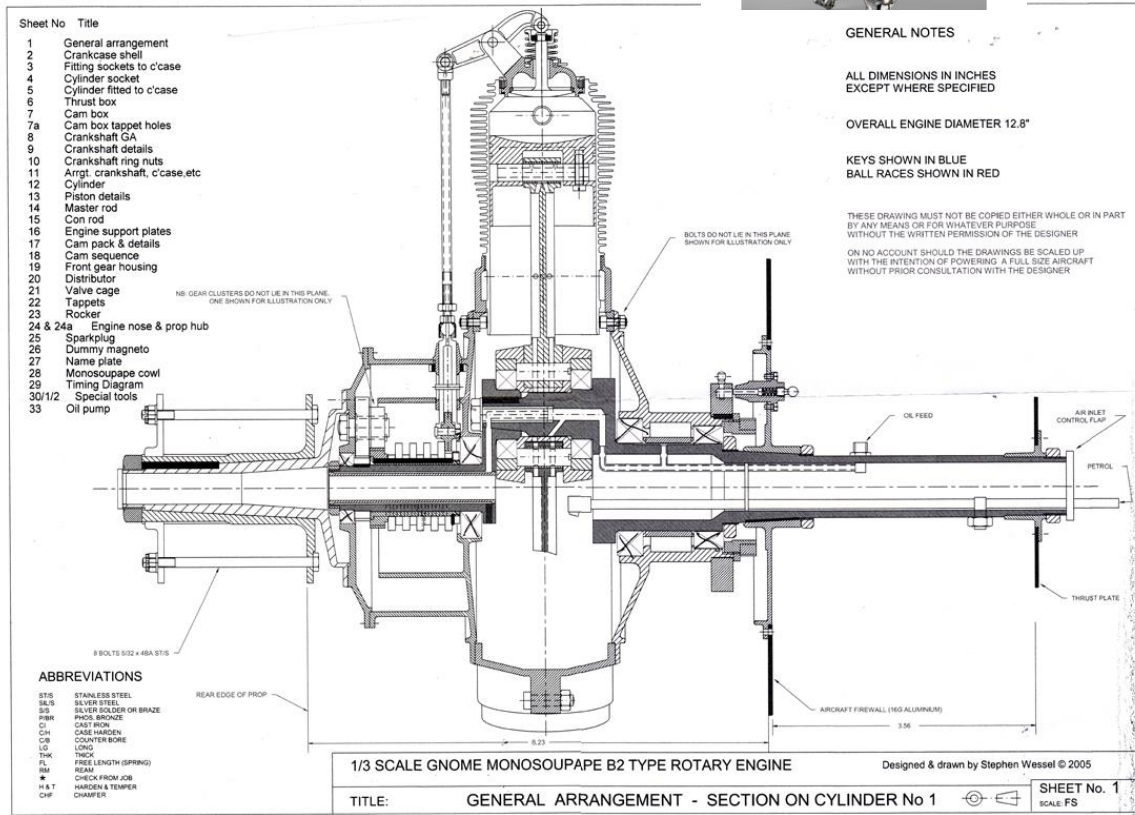


Ps. Today 9th March ... Hi Barrie, Well you can make a silk purse out of a sow's ear as I found out this morning ! It is a magic day very light s/w wind so it was now or never for the Bristol Freighter's maiden flight. I did a trail run and it lifted off gently to about 3metres high and reduced speed and it landed great. After checking U/C, batteries etc was time to fly and it lifted off very smoothly and did everything I wanted. On cruising I used only 50% power did 3 circuits 1 click on rudder, 1 on ailerons and was very stable, did not wander off track at all. The props are counter rotating and I had mixed rudder to ailerons. It is a real dream to fly, if only the Mercury 72 had flown like this. I flew for 6-7 minutes easily. So there hope for everything, sorry no photos but will get some next time. Cheers, **Des**.



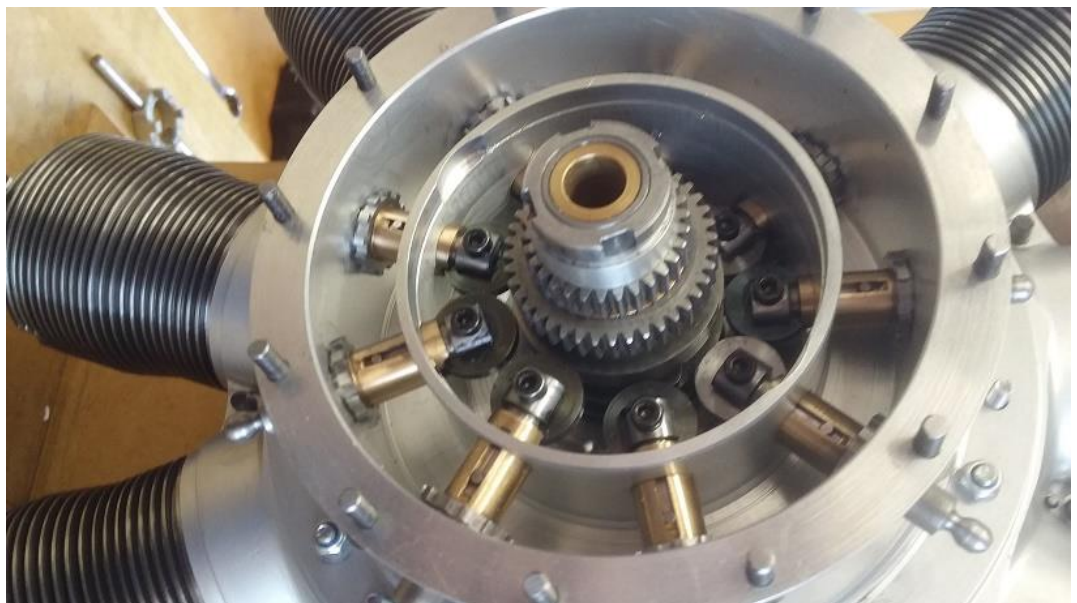
What a delight, only Des Dew could turn a 72" vintage model into a modern day Bristol Freighter with such foresight and success, what a great story, congratulations Des and thanks for sharing. Ed.

Phil's Rotary Magic. Pt 9 Mar 2022



Hi Barrie, Quite good progress this month, helped by crappy weather as well. I guess none of us will be flying for a while looking at the silt on the field. Hopefully it won't be too bad.

I finally got the tappets finished and assembled. **Right.** The hardest part was Loctiting the 1/16 dia guide pin into the tappet body without getting the Loctite between the tappet and the bronze guide. Just enough Loctite to secure the pin without allowing it to wick into the body and seize the tappet. The best part of a day, very frustrating!!



I then did another batch of heat treating the cam followers, pins etc. **Below..**



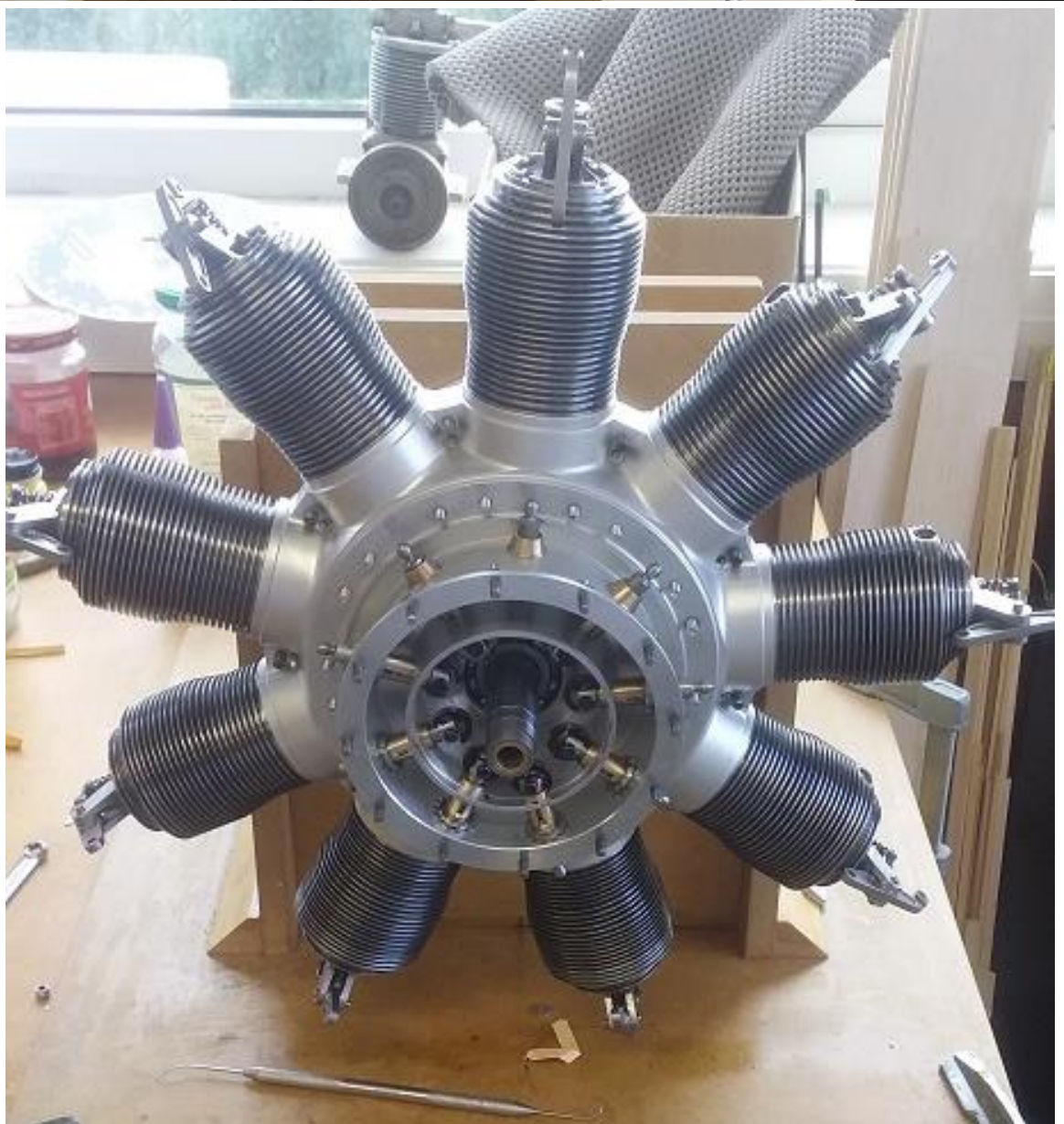
The next task was a trial assembly of the main parts. I started by assembling the conrods/pistons onto the master rod, again with careful use of Loctite on the pins. **Below...**



Then it was time to assemble the crankshaft ,pistons/rods, cylinders, into the crankcase and see if it would turn over! **Below....**



After a few attempts and a little re-machining of the pistons and cylinders, a few thou here and there, it now spins over very nicely. **Right....**





I then made the valve cage gaskets (aluminium) and a tool for tightening the cage locking ring. **Above**



I then made a start on the pushrods and tappet adjusters, more tiny bits but coming along nicely. **Above.....**

The pushrods are K&S 1/8 th stainless steel tube, expanded out on the ends and tapped M3. The adjuster is machined from silver steel with a retaining clip made from .025 piano wire. There are quite a few spread around the workshop now!! The other end is a steel clevis which will have an M3 stud and be silver soldered together. The M3 threaded parts have a 1.2 mm hole up the middle to allow oil from inside the cam box to reach the valve gear. No wonder these engines spray oil everywhere! At least I won't be using Castor Oil.



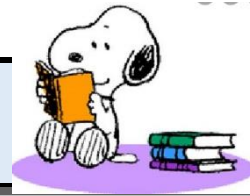
I also made a start on a propeller, laminating a blank from Kauri and Mahogany (thanks Barrie) and cutting the profile. I have made some angle templates at 1 inch stations. A lot of carving ahead! **Above....**



That's all for now,

Regards, Phil.

Info & Things March 2022



How about this for a new scratch build project. Found it in an on line MAP News that turned up on my PC.



The article and video are at this link, worth a watch. [The First Fokker! - Model Airplane News](#) This RC model is a replica of the very first airplane designed by Anthony Fokker in 1911. The multitude of bracing cables gave the impression of a spider, hence its Dutch name, "Spin." Fokker taught himself to fly in his second Spin! Built and piloted by the late Klaus Fischer, this 14-foot-span plane weighs 54 pounds and is powered by a King 95cc engine.

Okay you Hurricane fans, listen up and have a look at this. First up from the ...

HISTORICAL AVIATION FILM UNIT

[Lost Warbird Video Released: The Return Of The Hurricane - YouTube](#) This is one of their daily videos and a trailer for the main event. They go on to say

A film that was almost lost after 20 years, "The Return Of The Hurricane" is the story of the restoration of Hawker Hurricane P3351, one of only a handful of airworthy Hurricanes in the world. The video features some beautiful air-to-air sequences, and also includes bonus footage of the Hurricane's first start-up. Check out the full doco at: www.historicalmachines.tv Built in early 1940, Hurricane P3351 was issued to No 73 Squadron in France and took part in defensive patrols covering the retreat of British Forces to the coast before they evacuated to England. Back in the UK it joined 72 and later 32 Squadron for the Battle of Britain, and after spending some time with an American Eagle Squadron from early 1941, it was modified to Mk IIA configuration. Following an accident and subsequent rebuild the aircraft was shipped to Russia in May 1942 where it served on the Arctic Front ??? this aircraft has

combat history in three major campaigns! Shot down in 1943, the wreck lay undisturbed until recovered some 50 years later and brought back to the UK. New Zealand collector Tim Wallis purchased the remains of the aircraft and joining forces with Tony Ditheridge, formed a new company called Hawker Restorations Ltd, with the goal of returning the Hurricane to the air. Following a momentous effort by the now world renowned Hurricane restoration shop, and upon being shipped to New Zealand for final assembly by the equally professional Air New Zealand engineers, the aircraft took to the sky again on 12th January 2000.

The Warbirds Over Wanaka 2000 airshow at Easter that year was the aircraft's public performance debut where it was presented in its authentic early war camouflage with black & white undersides, and with the squadron letter 'K' as worn in France with 73 squadron in 1940

[The Return Of The Hurricane \(P3351\) | Historical Machines TV](#)



If the above link doesn't work for you, then visit the first link above to the daily Historical Aviation Film Unit, and there you will find a joining link. It was free to subscribe and I can assure you, the hour long video is well worth a watch. Ed.

LANDING / LANDING / LANDING.

Stolen from an email from Hobby King, this comment written by someone called Gozerian I thought reproducing here for your interest. Landing, which in a well controlled situation should be the simplest of manoeuvres seems to cause the most anguish. Why? because most pilots don't practice usually allowing one arrival per flight! Here are a few comments and tips that might help, but nothing beats Practice.

The following are the best tips I have compiled from many sources and contributors.

1.Practice-There Are 3 Organs Involved In Flying.

- **Eyes** - needed for looking at the aircraft
- **Brain** - needed for interpreting what we see
- **Fingers** - Stick action / movements

3D flight is particularly demanding on those organs, so the best tricks bypass the brain so that interpretation becomes automatic. At this point, I believe most movements for me are automatic and the direct result of practice.

2. Landing - Keeping The Plane Pointed At Yourself Until Lat.

- When landing on the final, point the nose of the plane directly at yourself until you get a short distance before the runway begins. It is easy to make a slight left or right adjustment to find the runway center. This is a remarkably good tip that has solved countless landing issues I've had as I trained pilots. Trying to line up straight from a long approach confuses your eye because of perspective issues. Your eye is confused at the plane's actual direction. This is why so many miss the runway.
- Improve the softness of your landings by looking at the wheels instead of the plane as a whole in the last moments of the landings.

3. Take Off Speed - Warbirds And Especially Jets, Do Not Take Off Without Plenty Of Speed, Especially On A Maiden Flight.

- Stay on the runway as long as possible. One of the biggest causes of crashes is lifting off early with scale planes where the initial speed loss of ascent or sharp ascent causes a tip stall.
- Ensuring your plane has plenty of power (even if not scale) allows you to recover. A plane that is about the stall will suffer ineffective control, making it impossible to recover. However, an overpowering plane completely eliminates this. If you like to fly scale, you need only learn to use throttle management.

4. Landing - Elevator For Speed And Throttle For Altitude

- While landing, the elevator should be used for AOA and airspeed, the throttle should be used strategically for controlling altitude during landing. Since you want to stall the plane near the ground to land and not bounce down the runway, you need to be slow.
- All full-scale planes land with power on.
- The biggest and most common mistake I see is when planes just coast to the ground or when landing too fast. Then the plane bounces and lifts off again and causes all kinds of problems.
- Use the elevator to slow down the aircraft and then add a bit of power back to slow descent. Again, full-scale planes do it this way.

The Glider Tow group held a recent meeting in Hawkes Bay at Aorangi Road. Gordon McArthur published this excellent video taken from his Blanik Sailplane. <https://youtu.be/wb3xVoH-8g8> **worth a look.**



Found this USA site recently with some interesting gear.....

MECOA ENGINES. [Model Engine Company Of America - America's largest producer of Model Engines for airplanes boats and cars \(mecoa.com\)](#)

[Cameron Engines](#)

<p>SEARCH OUR SECURE SHOPPING CART by Part Number or Description</p> <p>Model Engines For Airplanes, Boats & Cars</p> <p>Engine Parts Original Factory Replacements</p> <p>Accessories Engines, Airplanes, & Boats</p> <p>K&B, FOX and WEBRA GLO PLUGS</p> <p>Frequently Asked Tech Questions</p> <p>Join or Update our emailing list</p> <p>How to Order & Shipping Cost</p> <p>Repair department</p> <p>Instruction Manuals</p> <p>Warranty/user agreement</p> <p>YouTube LINKS</p> <p>Customer Pics</p> <p>Safety first</p> <p>Contact us</p>	<p>Nylint Rodzy tether car Non running display car Only \$89.99 for a Limited Time That's a \$10.00 savings from the Reg Price of \$99.99 We also have some with moisture damaged at a low price</p>	<p>Brand New Cameron Engines are Available Now</p> <p>Cameron .23 Ignition, 15 and 19 glow and Rodzy Engines VISIT OUR YouTube Channel - See how some of this stuff is made.</p>	
<p>We Have Real Hardwood Maple Zinger Props in stock</p>	<p>WEBRA #3 Standard Long Low Priced GloPlug No rhodium hot plug for .049-.61 engines. WEBRA #3 Glow Plug</p>	<p>We have original display boxes available.</p> <p>For Cameron, K&B, HP, and Webra</p>	<p>We may have fuel available again!</p> <p>Win a MECOA CAP Take our survey</p>
<p>Nylon Boat Props with threaded brass insert</p>	<p>Save \$7.00 on KAVAN Carburetors Only 39.95 Limited Supply</p>	<p>LIMITED SUPPLY ITEMS CLICK HERE We're cleaning out some of the stuff we've had in our warehouse for up to 40 years. When they're gone, they're gone.</p>	<p>USED ENGINE SALE CLICK HERE WE WILL BE ADDING MORE SOON AS LOW AS \$10.00 Each</p>
<p>We have a limited supply of ENYA parts When they are gone, they're gone WE DO NOT OFFER ANY TECHNICAL HELP FOR ENYA</p>	<p>Fits almost all UC engines NEW American Made Fully Adjustable Needle Spray Bar assembly.</p> <p>Used as original equipment on the MECOA .46 Control Line Engine</p>	<p>Click here to see all our plugs. Alert!!! Rhodium cost is skyrocketing from \$2400.00 per oz a 14 months ago, to \$29,800.00 per oz Click here to see current trend</p>	

Check out the current SPECIALS from MECOA's [CLICK HERE](#) **Modeler Direct** [CLICK HERE](#)

CLICK ON ONE OF OUR BRANDS BELOW FOR MORE INFORMATION

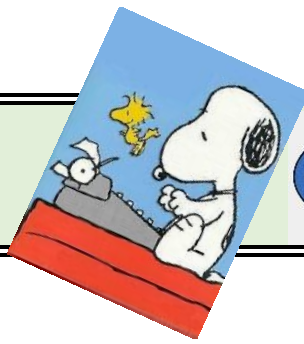
MEASURING UP



Did you ever find it difficult to take inside measurements in confined areas, such as the inside of a fuselage or between wing ribs? You can make a simple measuring gauge using two pieces of telescoping brass or aluminum tubes. Cut suitable lengths of 1/4-inch-o.d. and 9/32-inch-o.d. tubes, and insert the small-diameter tube inside the larger one and then collapse the mechanism. Place the gauge in the area to be measured, and pull the tubes apart until they touch both sides. Mark and withdraw the gauge, and measure its length. You now have the inside measurement that you need.

VINTAGE REPORT

March 2022



Saturday 19th March saw six Vintagers gather at Awatoto Field for a good session of the Monthly **NDC** competition. The conditions were near perfect, warm with moderate high lift, a little cloud around and calm, changing mid-morning to a light sea breeze.



We flew **Vintage Duration** first (Models pre 1951, 20 second motor run and 5 minute flight with age and landing bonus.) Great to have **Anthony** joining in for his first serious comp with his beautiful Playboy and performing so well... see what a wings badge does for you ! Good also to have **Stanley** back in the fold and he out performed us all and went on to have a maximum 10 minute fly-off flight. Our thanks to **Barry Kerr** who took on the roll of official multi-tasking timing. (That's three timers in two hands and a mouth !)

We then graduated to **Classical Duration**, (Models from 1951 to 1975 era) **Derek** joined in and all flew our Night Trains. Here **Mike Shears** came out on top with an excellent nine minute Fly-off flight to take top honours flying **Bill Roydhouse's** N/T. Competition throughout was keen and good humoured with all taking turns timing and giving advice and commentary on others flying and landing prowess.

The NDC results were

R/C VINTAGE DURATION

NAME	MODEL	ROUND												GRAND TOTAL	FLYOFF	LAND	TOTAL
		1				2				3							
		FLIGHT	LAND	AGE	TOTAL	FLIGHT	LAND	AGE	TOTAL	FLIGHT	LAND	AGE	TOTAL				
STAN NICHOLAS	STARDUST	300	20	10	320	300	20	10	320	300	20	10	320	960	600	20	1580
ANTHONY HALES	PLAYBOY SNR	300	0	11	311	300	0	11	311	300	20	11	320	942	-	-	942
BARRIE RUSSELL	STARDUST	216	20	10	246	300	20	10	320	300	20	10	320	886	-	-	886
BRETT ROBINSON	LANZO BOMBER	187	20	12	219	268	20	12	300	245	20	12	277	796	-	-	796

R/C CLASSIC DURATION

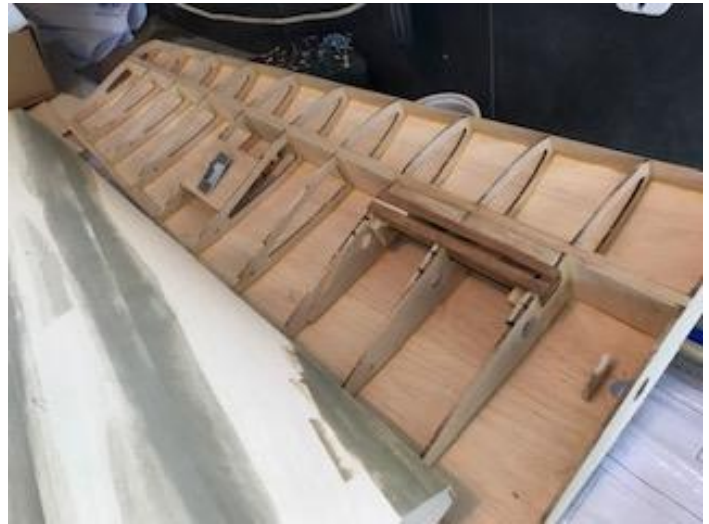
NAME	MODEL	1	2	3	FLYOFF	TOTAL
		FLIGHT	FLIGHT	FLIGHT		
MIKE SHEARS	NIGHT TRAIN	300	300	300	545	1445
BARRIE RUSSELL	NIGHT TRAIN	300	300	300	500	1400
STAN NICHOLAS	NIGHT TRAIN	300	300	300	313	1213
BRETT ROBINSON	NIGHT TRAIN	274	300	300	0	874
DEREK BARBER	NIGHT TRAIN	300	209	300	0	809



Classic Pattern Mar 2022

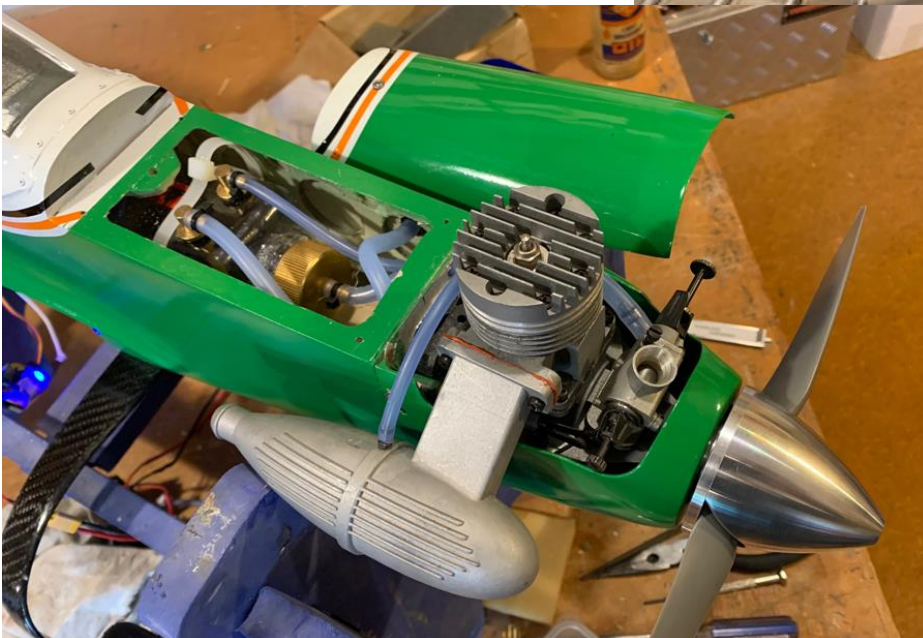


Stanley has been making good progress on his Tiger Tail with help from master builder **Gavin Shute**.



Built from a laser cut Hangar One kit, the wings are built up and sheeted, as opposed to my T/T which has honeycombed foam and balsa sheeted wings. Same result, just a different route to the finish.

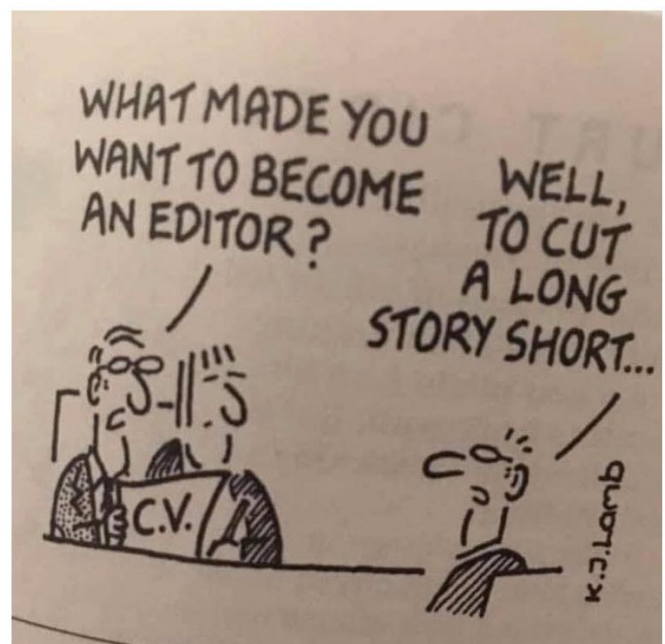
He has bought an OS 61 FSR from **Hamish G** and is just waiting for that to arrive so he can finish and fit out the fuselage.



My Tiger Tail is at the other end of the scale, all ready to run up the motor and go test flying. I've built it the same way as I did Tiporare, with a liteply fuselage box and then sheathed in balsa and shaped as per the original plan. The wings and tail are honeycombed foam core and balsa skins applied with Aliphatic glue. The motor, a FOX Eagle Three is interesting with a split crankcase and

a two needle carburettor, yet to be tested. I do have an adapter to run the Dubb Jet Muffler but will run with the stock muffler initially until we can gauge it's performance. The model is a fixed U/C tail dragger with my molded carbon blank much to **Mike's** chagrin, made on the KISS principle, his classic ideals call for a trike but I ain't goin' there ! AWW has come out at a modest 6lb 12 oz which includes the two LiFe 2100 receiver batteries. If we fit a tuned muffler or a pipe down the track it should have a good power to weight ratio.

Sunday 27th IN THE SHED !! Today was supposed to be test flight day, but the rain gods put paid to that. **Mike and I** ran up the Fox motor and once we got the tuning right (first read the instructions !) and on the second tank it was a real performer peaking at 13,200 on a 11x7 APC prop. Now all programmed up and ready to go. Maybe a trip down to the farm ?



Nostalgia Files

March 2022



Following on from Harvey's earlier report of his youthful entry to aeromodelling in Wellington, he relates further experience of those early days.

A bit of Nostalgia.

My first flight in a powered aircraft Pt 2.

After taking off from Rongotai airport we turned to the port in a NZ Air Force Tiger Moth to reach 1500 feet to pass over Wellington city. We were climbing to pass over the suburb of Karori and start our flight down the west coast. It was a clear sunny day with little wind, should be a smooth trip. On reaching the coast the Tiger Moth turned left traveling south towards Cooks Strait. Ahead in a clear bright view was the top of the South Island and the vast expanse of Cook Strait. Peter asked "how are you feeling" to which I replied "great, what an amazing experience".

Peter said "now if you put your right hand on the joystick I will show you basic movements." "I am going to do a full circle to the left, note the horizon, I will keep the nose up on a steady course" Peter said. I felt the movement of the joystick as the plane did a circuit and also noticed a joystick movement towards me as the circuit was completed. Peter said "now it's your turn, round you go to the left, keep your nose up as she may drop a bit?" To my amazement the Tiger banked turned and came back on a steady course heading down the coast. Peter said "hey! you have done this before, bloody good, a natural pilot."

Peter asked me to do a right hand circuit which I completed and was awarded "great, now you have control, I will control the throttle you keep the wings level and set a course to Lyall Bay".

As Lyall Bay approached I was directed to turn left and head up the bay towards the approaching Rongotai Airport. We were at a steady 1000 feet by then and Peter said "put your left hand on the throttle, which I will control as we descend, I will take over full control as we pass over the threshold".

I must say I was relieved to hear that, as I was wondering if I was expected to land the Tiger.

As we descended I was thinking, "if I don't get into the police force the NZ Air force will be my next aim, this is great". A gentle touch down and a roll over to the hangars completed my flight.

Peter said “the guys will come over and help you out, I will have to head off then, well done hope to meet you again”.

As a footnote Jimmy Evans missed out on his flight on this day, but was soon in the air with Peter over the weeks ahead for many flights, he was hooked, hoping to get into flight training for a promising career. Jimmy went on to flight training first in a Tiger Moth, then the Harvard finally finishing up in the transport wing. Over many years he flew most types of transport aircraft finally as Squadron Leader he took one of the first PT Orion’s for coastal and fishery surveillance. It was sad to hear that only a few weeks ago he passed away after a long battle with cancer, he will be missed, a great mate now above us looking down.

Harvey Stiver Patron MFHB.

Thanks for sharing Harvey, that brings back some great memories. Ed.

Rumour has it that most great men started life as children, so just to prove that theory, here are some images I captured from a 2003 issue of Propwash.....



Kevin Botherway with his 3D flyer Magic.



Stuart Sturge with his Tsunami flyer



John Clarke with his Chipmonk powered by a Zenoah 24 and onboard electric start.



Vic Shaw with his latest project , now if Vic can just sort out which end the motor goes in...



Harvey Stiver seen with his latest aerobatic model at the field

**Five young modellers all in a row,
There ya go, I told yer so !!**

FOR SALE March 2022



FOR SALE;

Gavin Shute has an excess of 1/16th balsa and is offering some 30 sheets of 1/16 x3x36 inch Solarbo balsa \$2.50 per sheet.

Phone Gavin on; 021 656 999





Marty is have an Autumn Spring Clean to create some more hangar room and is offering these goodies **FOR SALE;**



Hi wing trainer . It's a wolf in sheep's clothing. Set up to take a six cell Lipo. It's a rocket ship and will go unlimited vertical . Just needs receiver, 6s batteries and some strong rubbers bands to hold the wings on and you're having fun. **\$150 .** Call Marty on 021427380



For sale . She a little minter . Wing span about 800. (at a guess) even has a Lipo in it (condition unknown) add receiver . Lovely little flyer on a calm day . **\$150.** Call Marty on **021427380**



For sale . 1400 wingspan Piper Cub . Been thrashed , abused but never crashed . Got lots of wear and tear. The under cart need to be glued on. Takes a 4 cell Lipo . I don't know how but it still flies mint . **\$100.** Call Marty on **021427380**

And THE SALE OF THE CENTURY.

Everybody should have one

Brand new in box, a Hangar 9, 15cc Carbon Cub ARF kit . Replacement value including freight is north of \$1000. Grab yourself a bargain and call **John Clarke on 0274347573** and get this one for only **\$750**



90 inch wingspan / one fifth scale (20%)

Phone John on 0274347573

A snip at **\$750.00**



COMING EVENTS

March 2022



MODEL FLYING HAWKE'S BAY WOULD LIKE TO INVITE ALL PILOTS TO ATTEND A CELEBRATION OF OUR...

75TH ANNIVERSARY
OF THE HASTINGS MAC / HBRF / MFHB

POSTPONED

3RD APRIL 2022

**JUST A GENERAL GET TOGETHER AND FUN FLY TO CELEBRATE THE MILESTONE.
 TO BE HELD AT OUR AWATOTO FIELD. BBQ LUNCH PROVIDED.
 ALL CURRENT, PAST AND AFFILIATED MEMBERS WELCOME**

(NOTE: A VACCINATION PASSPORT WILL BE REQUIRED TO ENTER THE FIELD.)

From the PYLON SIG;

Well unlike COVID, the year is passing by rather quickly. There are only three (3) events left for the Pylon season.

26-27 March ~ Kaikohe Far North R/C Flyers, Kaikohe Aerodrome, State Highway 15.

16-17 April (Easter) ~ Central Hawkes Bay. Galloway field, 256 Snee Road, Takapau.

14-15 May (End-of-Season BBQ) ~ Pukekawa Airsail MAC, Native Road.

There are Saturday night dinner plans for all these events. Area is available for camping or motorhomes at all locations. It would be great if you could make it to some, or ALL, of them. So, spread the word and come along and have a go. It is a lot of fun.

Events start at 12.45pm for Pilots briefing on the Saturday and we aim to finish flying by 3pm-ish on Sunday to allow people to travel.

Four (4) classes ~ Q500 Sport, F3R, F3T + F3D will be flown (entry numbers pending). We fly five (5) rounds of each class. Pre-entry is always appreciated but there will be 'Reminder' emails sent prior to each event.

The SIG Committee is looking forward to taking Pylon to new locations and seeing some new faces giving it a go. If you have any enquiries, please feel free to contact us.

Watch this space ! K.Rgds. *Noeline Craighead*

Secretary|Treasurer NZ Pylon SIG E. NZpylonsig@hotmail.com Ph. 0274-873 359

A CLOSING SMILE. Mar'22



Dear Tech Support:

*Last year I upgraded from **Girlfriend 7.0** to **Wife 1.0**. I soon noticed that the new program began unexpected child processing that took up a lot of space and valuable resources.*

*In addition, **Wife 1.0** installed itself into all other programs and now monitors all other system activity. Applications such as **Poker Night 10.3**, **Football 5.0**, **Hunting and Fishing 7.5**, and **Racing 3.6**.*

*I can't seem to keep **Wife 1.0** in the background while attempting to run my favorite applications. I'm thinking about going back to **Girlfriend 7.0**, but the uninstall doesn't work on **Wife 1.0**.*

Please help!

*Thanks, **Troubled User.....***

REPLY:

Dear Troubled User:

*This is a very common problem that men complain about. Many people upgrade from **Girlfriend 7.0** to **Wife 1.0**, thinking that it is just a Utilities and Entertainment program. **Wife 1.0** is an **OPERATING SYSTEM** and is designed by its Creator to run **EVERYTHING!!!** It is also impossible to delete **Wife 1.0** and to return to **Girlfriend 7.0**. It is impossible to uninstall, or purge the program files*

Girlfriend 7.0 because **Wife 1.0** is designed to not allow this. Look in your **Wife 1.0** manual under **Warnings-Alimony/Child Support**. I recommend that you keep **Wife 1.0** and work on improving the situation. I suggest installing the background application "**Yes Dear**" to alleviate software augmentation.

The best course of action is to enter the command **C:\APOLOGIZE!** because ultimately you will have to give the **APOLOGIZE** command before the system will return to normal anyway.

Wife 1.0 is a great program, but it tends to be very high maintenance. **Wife 1.0** comes with several support programs, such as **Clean and Sweep 3.0**, **Cook It 1.5** and **Do Bills 4.2**. However, be very careful how you use these programs. Improper use will cause the system to launch the program **Nag Nag 9.5**. Once this happens, the only way to improve the performance of **Wife 1.0** is to purchase additional software. I recommend **Flowers 2.1** and **Diamonds 5.0!**

WARNING!!! DO NOT, under any circumstances, install **Secretary With Short Skirt 3.3**. This application is not supported by **Wife 1.0** and will cause irreversible damage to the operating system!

Best of luck,
Tech Support.

I hope that helps, thought there was some really interesting information there, just as well I'm computer illiterate and don't understand a word they're talking about !

Well that's goodbye from him and goodnight from me.

Happy modelling and safe flying, See you all next month,... I hope !

Barrie the editor, mfhb March 2022.

