Model Flying Hawkes Bay

PROPWASH

Club Newsletter- issue **# 116 JULY** 2020

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Chris Wong / Marty Hughes / Barry Lennox / Mike Anderson / Russ Nimmo / Bernard Scott / Rob Lockyer / Brett Robinson / Lance Hickey / Kevin "Rowdy" Botherway / John Aitken / Barry Price/ Nev Fargher & others.

From the Editor,

Here we go again, how time flies when you're enjoying yourself. I don't see any more nominations for Newsletter Editor, so if the incoming committee are happy to endorse my appointment, then it looks as though I've bought the farm as they say. Early days, but if the support continues the way it's been over the past couple of months, I'll be over the moon. I can't do it on my own, so if you feel the warm hand of fate tapping you on the shoulder, " Givus a smile an' yer copy an' pictures mate, Ta !"

My plan is to publish on a monthly basis, hopefully during the first week of each month to keep us up to date with club notices etc. Notes from the committee meetings will have to be a month in arrears, being just a summary of the main points of the committee's business from the previous month, just to keep members informed.

Up Coming Events July 2020.
AGM; Wednesday 22nd July National Service Club Hastings.
2nd Sunday Barbecue; Sunday 12th July midday
Barbecue Rain date; Sunday 19th
NDC Vintage; Sat / Sun July
NDC Soaring; Sat / Sun July
Tuesdays; "Shed Morning" Awatoto
Thursdays; Vintage morning Awatoto Field
Sundays; Club Days … General flying.

I'm happy to receive copy and pictures from members about their latest project, feature articles on any modelling or aviation related topics of their choice, (favourite recipes etc), reports, items FOR SALE, letters to the editor, helpful hints, Nostalgia whilst you can still find or remember it, questions and criticism etc etc. This is your newsletter, I'm only the catalyst, ***I DO NEED YOUR HELP , THANK YOU. Ed.***

PREZ SEZ

July 2020

Greetings All

The unrestricted access to Awatoto has unfortunately been tainted by a spell of weather that has not been that conducive with outdoor flying activities.

The committee has reinstated the monthly barbecues, these will be scheduled for the second Sunday of each month. Barry Kerr has volunteered to organise these, so if Barry taps you on the shoulder and asks for a few minutes of your time to assist please help him out. The rain date if the weekend is inclement will be the next weekend. These barbecues are a great opportunity for a bit of a chin wag and socialising, please make everybody welcome.

You may have noticed the access from the road has been resurfaced, this is thanks to the efforts of Mike Shears with the council.

We are still enjoying a steady influx of new members which seems to be across all age groups and levels of experience, please make the efforts to make new members welcome, they are the future life of our Club.

The Clubs AGM is on the 22nd July 2020 7pm at the National Service Club, in Hastings. Nomination forms should be in this Newsletter, don't be shy to fill one out if you think you can add value to the Club we would welcome your participation should you get elected. Please make every effort to attend this Meeting.

Enjoy your flying and the satisfaction of a good landing.

Lance Hickey. *President.*

Notice is hereby given that the 2020 Annual General Meeting of
Model Flying Hawkes Bay Inc. will be held on:

Wednesday 22nd July 2020 at 7:00pm at:
The National Service Club 8 Market Street North Hastings

Agenda. · Welcome · Apologies · Reading of the Minutes from the previous AGM.
· Matters Arising · Club Officer's reports · Election of Officers · General Business.

If you feel you wish to give something back to your club, please download and complete the Nomination Form via the link below and send it to the Club Secretary no later than seven (7) days prior to the AGM.

All members welcome. **Brett Robinson** Secretary

A Nomination form can be downloaded (PDF Format) - HERE

CLUB ACTIVITY. July 2020

Sunday 28th June 2020. Slow start, I think the majority of members are still in lockdown ! I notice talking around that many seem put off by the weather forecast they are using from the TV or smart phone and it's not always what's happening at the field. As a matter of interest, I have installed on my pc as my "go to forecast" ..

http://www.weather-new-zealand.com/Hawke%27s_Bay/Weather_in_Napier/ Which looks like this….

Weather for the next 7 days in Napier, an urban area in Hawke's Bay region, New Zealand, North Island

Weather in Napier - today - Sunday - 28.06.2020

Sunrise: 07:36 Sunset: 16:59

	07:00	10:00	13:00	16:00	19:00	22:00
	partly cloudy	partly cloudy	clear	clear	partly cloudy	partly cloudy
Temperature	11°C	13°C	17°C	16°C	12°C	10°C
Apparent Temperature	11°C	13°C	17°C	16°C	12°C	9°C
Precipitation (mm/h)	0	0	0	0	0	0
Precipitation Probability	13 %	6 %	4 %	0 %	0 %	0 %
Wind Speed	9 km/h	9 km/h	12 km/h	9 km/h	11 km/h	9 km/h
Wind Direction	NE	NW	NW	N	N	N
Cloud Cover	84 %	58 %	22 %	2 %	41 %	74 %
Relative Humidity	91 %	84 %	66 %	68 %	79 %	82 %
Atm. Pressure (hPa)	1005	1006	1006	1006	1007	1007
Dew Point	10°C	11°C	11°C	10°C	8°C	7°C
Summary	Clear throughout the day.					

Hourly weather conditions, Temperature (°C), Precipitation (mm/h), Wind Speed (km/h):

06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23
11	11	12	12	13	15	17	17	18	17	16	14	13	12	11	11	10	9
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	9	8	8	9	11	14	12	10	9	9	10	11	11	10	10	9	9

Weather in Napier - tomorrow - Monday - 29.06.2020

Sunrise: 07:36 Sunset: 16:59

	01:00	04:00	07:00	10:00	13:00	16:00	19:00	22:00
	clear	clear	clear	partly cloudy	partly cloudy	partly cloudy	rain	rain

Weather forecast interval

- Napier - **7 days**
- Napier - **16 days**

Hawke's Bay cities

- Frasertown
- Hastings
- Napier
- Nuhaka
- Otane
- Takapau
- Tuai
- Waipawa
- Waipukurau
- Wairoa

Regions in New Zealand

- Auckland
- Bay of Plenty
- Canterbury
- Gisborne
- Hawke's Bay
- Manawatu-Wanganui
- Marlborough
- Nelson
- Northland
- Otago
- Southland
- Taranaki
- Tasman
- Waikato
- Wellington
- West Coast

And that is a very accurate picture of how conditions were at Awatoto Field this morning. Quite flyable with a mild breeze over the stop bank for part of the morning. **Mark** seen here flying his Bomber under the watchful eye of **Stanley. Barr P** in the background having just completed a successful flight of his big Bomber. Pits were pretty quiet, just Stu's and Stan's and my aerobatic models flying a few routines. The air was good, one just had to be aware of the fence with the cross wind on landing.

Russ Nimmo brought his lovely new Playboy up for a test flight, and being mode 2 we called on Stan to do the honours. Took us a while to sort out the JR system for Rudder / Aileron mixing, go there in the end.(logic prevailed !) The wind made things a little tricky, and it appears to need a bit more nose weight and some more motor down thrust, so Russ will attend to that. It is an immaculate build and with a wing loading just over the 8 oz mark, should be a very competitive flyer, well done Russ for your first Vintage model.

Derek barber arrived with his latest creation, a 1959 Keil Kraft “Halo” putting it into the Classical period and qualifying for the **RC ½ E Texaco class.** The wind was up a bit now so he decided not to test fly today.

Sunday 5th July, fine and cold and the wind (N/E) held off until about midday. A good turnout and we started off with a light southerly drift down the strip. Marty Hughes and his Dad Rod were there early for some FPV practice,

and Chris Wong and Leonard were setting up for the test flight of Chris's latest entry to the Scale fleet, American Jet, a very visible yellow Bearcat.

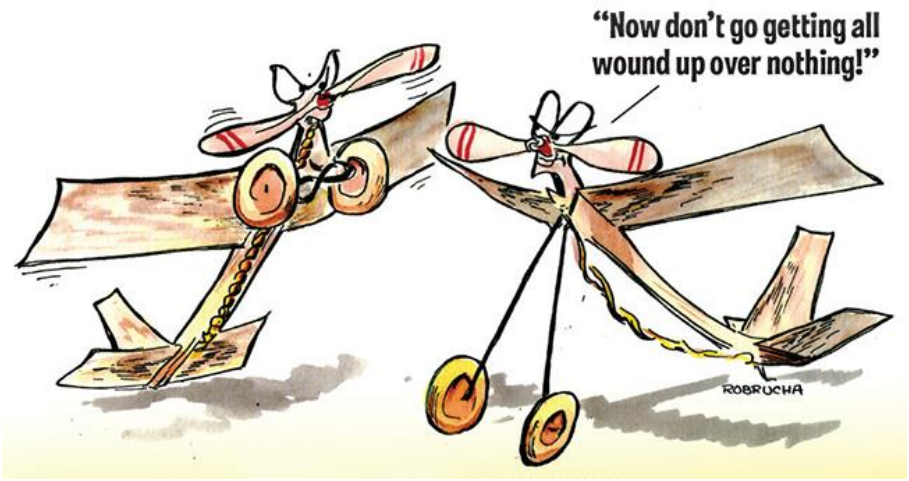
Initial start-up for the Bear and Marty's P-47 which has just undergone a tidy-up by Master Builder John Clarke. Last minute adjustment and motor run up.

And she flies, looks and sounds magnificent. Chris set up the CofG according to specs and needed some tail weight would

you believe. First flight was a bit of a challenge (High rates, they don't call him 3-D Chris for nothing and CofG a bit rearward). Second flight after adjustment was smoothly perfect. Nice one Chris, all your attention to detail has sure paid off.

Pits detail, quite a lot of standing around with hands in pockets… it is winter after all !

Joe Connolly brought his building skills out to Awatoto. Scratch built and enlarged Twin Lizzie. He and Ross spent some time programming the model and then the wind change arrived and flying was not prudent. Nice model Joe, we look forward to it joining our fleet. Joe was a member way back in the early days of Awatoto, prolific builder and club tractor driver, good to see you back Joe. A generally good club morning enjoyed by all.



MEMBER PROFILE

July 2020

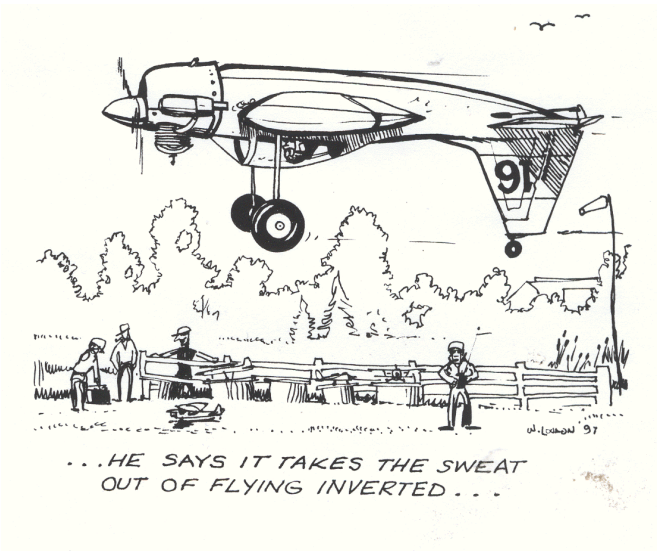
RUSSELL PHILLIP NIMMO.

"Russ" a more recent member of MFHB was born in Auckland in the Vintage year of 1946 when supposedly peace returned to our planet. Educated at Auckland grammar and as a youth he had an interest control line and free flight. The nearest thing to RC in those days he fitted a clockwork escapement to a free flight model which operated the rudder with interesting consequences. On leaving school he took up an engineering apprenticeship with TEAL and in his final year was awarded a scholarship to Rolls Royce in Derby, UK, graduating in aircraft engineering and airframe. At this stage he saw his future as a flight engineer, certifying in 1970 and he joined Air New Zealand in February 1971 and he flew in Electras, DC8, DC10 and 747 and in latter years with BA and KLM and Dragon Air he moved from passenger to freight aircraft.

Pictured here at work in the "Office", said he was trying to work out where all the fuel had gone !

Russ retired in 2008 and lived in Keith in Scotland for three years on a rural property where he and his wife had horses**. He and Johanne** returned to NZ in 2011 to a property in Wellsford, but the Auckland traffic got the better of them and they moved to the Bay three years ago and settled on a 15 acre property in Poukawa south of Hastings where they are still able pursue their equestrian interests.
Russ is a meticulous builder and an emerging pilot who like most of us, just needs a bit more practice. He has a very nice Piper Cub powered by an OS Gemini 160 twin, and is also in the process of building a DH4 which will be powered by a DLE 61. petrol engine. He has more recently shown an interest in the Vintage scene and has almost completed an 84 inch Playboy. (*I think we have him hooked, Ed !)* He has become a keen and contributing club member, joining the mowing team at Awatoto field in the past year and more recently put his name forward for the upcoming election to the committee.

Welcome aboard Russ, we look forward to your company. Ed.



"I thought we'd *never* break through those clouds!"

AROUND the BUILDING BOARDS July 2020

Squadron Leader Johnathon (Squaddie) Aitken has been moonlighting out in the shed again, and look what ……

The DHC-6 Twin Otter is coming together nicely, seen here in a "Trial Fit". Pleased to see that workbench is looking like a real workshop bench again although I can still see some of the bare surface.. give him time Ed !

John brought it out to the "Shed" this morning to get some programming and set up help from **Mike**. Needing seven channels, so an 8 channel Rx is on order.

We have some exceptional craftsmen in the club, and considering he has been an Aeronautical Engineer all his working life, I guess **Russell Nimmo** is no exception. **Russ** has been busy down in that Poukawa workshop on his scratch build of a DH 4 from a Balsa USA Kitset.

Russ writes, As requested, pics of closer views of DH4. Hope it's what you had in mind. First is a front side view with cowls and exhaust positioned for the photo op! (below right)

Second shows the engine room or should I say lack of room (Below)

And third was for a bit of a laugh**, "what I am gunner do without any guns".**

As you have already worked out the DH4 is a balsa USA kit, ¼ scale with a wing span of 126 inches, yes 10ft 6ins. and will be powered with a DLE61.

I decided to build a WW1 aeroplane during the commemorative period 2014-2018. Might have missed the boat there but it is an interesting aeroplane all the same.

The only American built contribution to the WW1 effort, although most were built in UK. A lot of DH4 s became mail planes after the war and indeed a number of startup airlines used them to begin their operations in the 1920s.

Most DH4s were Rolls Royce Eagle powered but the American built aeroplanes were almost exclusively powered with the Liberty V12.

Balsa USA built the aeroplane without rigging other than the cross braces on the cabane and the interplane struts. Partly for authenticity and partly because I believe it will be a sturdier aeroplane, I decided to build a fully rigged aeroplane and also to use external control wires to the elevator and rudder. The other departure from BUSA's build is that they build the top wing in one piece, then cut it in half!! This means you have to bolt the wings to the cabane structure at each pre-flight. I decided to build a separate cabane with centre wing section attached to the fuse and to mount the wings in pairs each time. Having the wings rigged means they are quite sturdy self- supporting structures even off the aeroplane. The separate cabane also means the dihedral break is in the correct position.

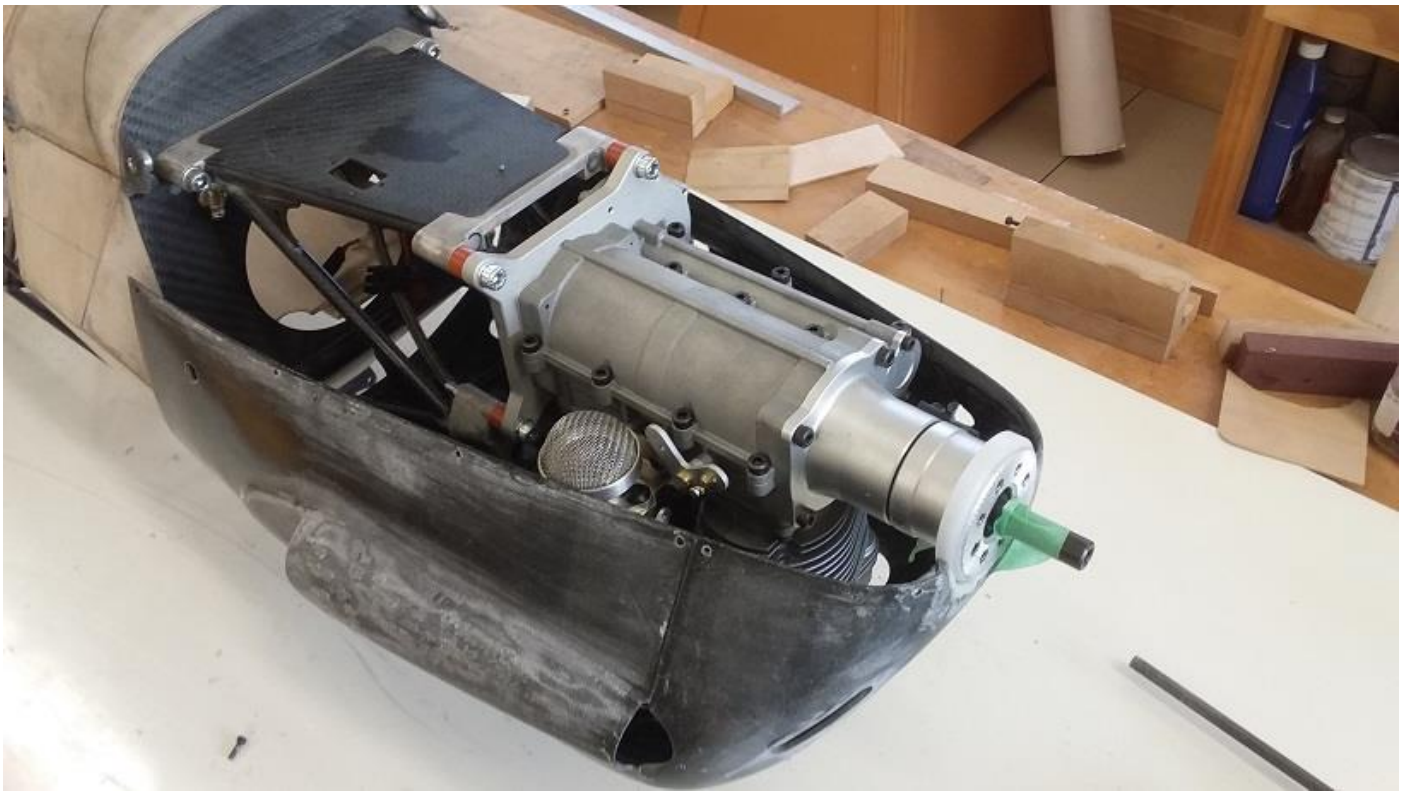
Fortunately, **John Sutherland** who is my Inspector, agreed with what I proposed to do and has been hugely helpful with input on structural matters and how to set the aeroplane up generally. I am working toward having John inspect progress soon, as I have about reached a point where some bits get closed in and I know **John** wants to see what I've done first.

The only woodwork left really is the sheeting in of the fuselage sides from the radiator back to just aft of the gunners cockpit and also a small section under the horizontal stabiliser. The next serious bit is mounting the Horizontal stab and Vertical fin and then running the control runs. I also need to fit the ailerons and make the interconnecting rods.

Thanks Russ, it will be a very worthy addition to the Club's Scale flightline. We will watch progress with awe. Ed.

Phil Sharp's progress on the Storch continues, spending the latter part of the lockdown making the cowling, which is huge ! This necessitated making an accurate Plug, then making a Mould from that plug and finally laying up the cowling. As the critics inevitably say, you make three cowls to get one, but the effort is well worth the result, and remember that you still have a mould in event of the inevitable !!

The mould plug is carved from a moulding polyurethane foam, the Moulds are epoxy/glass, and the cowl is Carbon. A lot of work, but quite pleased with the result! Pictures of below. Regards, Phil.



It's going to be a spectacular model, thanks for sharing Phil. Ed.

SOARING REPORT. July 2020

"Rowdy" Kevin Botherway.....

Hi Barrie, Write up on new competition and the happenings at Black Bridge and the rest of the world!

On a regular basis at least five of us venture out to Black bridge for most of the weekend and fly F3k (discus hand launch) F5J (the new electric soaring event) F3B (go fast winch launch soaring) F3J (winch launch thermal) as weather has allowed for the last month we have been practising and timing / competition against each other.

Well done to **Barry Kerr** – who has been at the field most days improving skills with his radian and now progressing on to a Snipe hand launch glider…

This a new worldwide competition I am running from Hawkes Bay due to limited international travel to competitions already in the month of June we had now 12 people enter as a starter!!! For the month of July already 8 registered online for the competition.

A great competition for a first! With 10 people posting scores for the month of June! We had some pilots from Australia enter and one at least posted scores...Congratulations to;
1st **Joe Wurts** Hawkes Bay.
2nd **Andrew Hiscock** Hawkes Bay.
3rd **John Shaw** Hawkes Bay.

Will start a new round for July from today entry is open NOW!! For anyone in the world! Remember use the F5J Landing scoring NOT F3J good luck and see you in the winners' circle.

https://www.f3xvault.com/… The link (F3X Vault) is a competition we will run for the month of July 2020. You can record 6 rounds you get one dropper through the month of July. You are doing this competition for bragging rights. We will allow as many flights per day as you wish and can resume on another day if all six are not completed. If you declare a flight, score it! Even if you don't make it! Be honest! You need to register before flying some have to register in F3Xvault as a pilot etc. Anyone can enter from around the world!

Remember the 75meter land out measurement and use a proper landing tape and measure to the nose . If you have others at the field you should yell out "attempt" before proceeding with a flight.

June Results:

Preliminary Rounds 6 | Pilots 13 | Position Chart | Rankings | Stats

Preliminary Overall Standings

Add Scoring Round

Rounds (1-6)

#	Pilot Name	Total	Diff	Completed Rounds (1 Drop In Effect) Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Sub	Drop	Pen	Percent
1 2	Joe Wurts	5000.00		1000	1000	1000	1000	~~271.32~~	1000	5271.32	271.32		100.00%
2 4	Andrew Hiscock	4874.18	-125.82	952.57	~~950.91~~	969.05	959.84	995.13	997.59	5825.09	950.91		97.48%
3 5	John Shaw	4654.92	-219.26	~~895.65~~	961.20	917.46	896.06	924.45	955.75	5550.57	895.65		93.10%
4 9	Rex Ashwell	4588.40	-66.52	~~822.13~~	927.16	925.40	902.36	917.95	915.53	5410.53	822.13		91.77%
5 1	Kevin Botherway	4283.07	-305.33	~~317.00~~	961.20	978.57	973.23	1000	370.07	4600.07	317.00		85.66%
6 12	Garry Morgan	4196.62	-86.45	897.23	858.27	876.19	758.27	806.66	~~617.06~~	4813.68	617.06		83.93%
7 13	Phil Elvy	3861.37	-335.25	652.96	858.27	559.52	~~361.42~~	895.21	895.41	4222.79	361.42		77.23%
8 11	Dave Griffin	3840.62	-20.75	~~428.46~~	561.36	911.11	876.38	856.21	635.56	4269.08	428.46		76.81%
9 8	Paul Moorfield	3746.43	-94.19	932.02	~~307.21~~	731.75	672.44	575.95	834.27	4053.64	307.21		74.93%
10 7	Steve Warner	3482.69	-263.74	834.78	667.46	567.46	836.22	576.77	~~409.49~~	3892.18	409.49		69.65%
11 3	Kevin Campbell	0.00	-3482.69	~~0.00~~	0.00	0.00	0.00	0.00	0.00	0.00			0.00%
12 10	Andrew Meyer	0.00		~~0.00~~	0.00	0.00	0.00	0.00	0.00	0.00			0.00%
13 6	Ernst Klein	0.00		~~0.00~~	0.00	0.00	0.00	0.00	0.00	0.00			0.00%

Link to July competition: https://f3xvault.com/?action=event&function=event_view&event_id=1889

From Rex Ashwell in the South Island. Well we've finished the preliminary rounds of your F5J competition. I thought the F3X Vault system was pretty good once I worked out how to use it. I managed to get my flights completely out of order because I didn't notice that the first entry was on Round 5 and that you could change the Round number before inputting the data. I didn't think the order was particularly important so just left things as they ended up.

The three of us that entered from Marlborough almost missed out as the weather has been far from ideal here, in fact Phil Elvy and I didn't see a decent day until the 30th, having devoted the early part of the month to NDC. We had one of those days that are a joy to fly, calm, smooth and chilly with rare little bubbles of low level lift and nothing up higher - a day when making a time was very difficult and equally satisfying. Phil struggled with his Aloha, which is a really good light condition model, indicative of how tricky it was.

You guys must have had a fair day in the Bay the day that you flew as there were some great scores at the top of the chart, and from my calculations there were a lot of launch heights below 50 metres. I don't think that would have worked here - my lowest launch was 92 metres and I was lucky to survive that flight, being down to 25 metres at the 5 minute mark. All good fun and a fine learning experience for us.

Rex Ashwell

Please note; we have a lock change at Black bridge flying site and are waiting for the HBRC authority for us to use the site again, so meantime its back to Awatoto…..

Kevin Botherway

VINTAGE REPORT July 2020

Back at Awatoto Field, Thursday's forecast was inclement so we took advantage of an idyllic **Wednesday 16th June** out of the Lockdown. Welcome to level 1, a nice "Sporty morning", **Stan and I** got some Precision practice with our Stardusts which showed up the need for landing on the spot practice ! Both **Barry** and **Brett** had problems with their big Bombers, both got Arthritis (the planes) I think, dry joints in the wiring looms it seems. Well that was their excuse to sit down and chinwag ! **Gavin** test flew his Viking, a very nice tidy build which I understand went well but needs a little bit of this and a little bit of that trimming.

Graeme Rose's Skipper is just a covering away from getting airborne, neat little model for ½ A Texaco competition.

Saturday 20th. A weather window opened amidst the rain and wind and **Stan and I** got two NDC vintage RC competitions flown in the morning, with the help of **Barry Kerr** who came out and timed for us. We both maxed out in Vintage E Precision and Vintage E Duration but failed rather in the Duration fly off with the cold easterly settling in. **Stan** took the honours there and the results have been submitted to MFNZ NDC.

R/C VINTAGE E-PRECISION

20/06/2020

					ROUND											
					1				2				3			
No	NAME	MODEL	YEAR	BONUS	FLIGHT	LAND	BONUS	TOTAL	FLIGHT	LAND	BONUS	TOTAL	FLIGHT	LAND	BONUS	TOTAL
1	BARRIE RUSSELL	STARDUST	1940	10	180	20	10	200	179	20	10	200	176	20	10	200
2	STAN NICHOLAS	STARDUST	1940	10	179	20	10	200	300	20	10	200	176	20	10	200

R/C VINTAGE E-DURATION

20/06/2020

		ROUND															
		1				2				3				FLYOFF				GRAND
NAME	MODEL	FLIGHT	LAND	AGE	TOTAL	FLIGHT	LAND	AGE	TOTAL	FLIGHT	LAND	AGE	TOTAL	FLIGHT	LAND	AGE	TOTAL	TOTAL
STAN NICHOLAS	STARDUST	297	20	10	320	300	20	10	320	300	20	10	320	312	0	10	322	1282
BARRIE RUSSELL	STARDUST	300	20	10	320	300	20	10	320	300	20	10	320	283	20	10	313	1273

The NDC for July Vintage RC is ;

July 2020	**137**	**VINT**	**RC Vintage and Classical Scale Texaco**
July 2020	**138**	**VINT**	**RC Classical Precision**
July 2020	**139**	**VINT**	**RC Sport Cabin IC Texaco**
July 2020	**140**	**VINT**	**RC Sport Cabin E Texaco**

What can we fly ? **Scale Texaco**, my Aeronca C3 flying bathtub if there is no wind and some massive thermals !
Classical Precision. Night trains to the fore, easy three minute competition.
Sport Cabin IC Texaco, Anyone got an IC Powered Tomboy or the like ?
Sport Cabin E Texaco, Electric Tomboys and the like.

Have a read of the Vintage Competition rules. https://www.modelflyingnz.org/docs/comprules/S04-Vintage.pdf and bring your aircraft out to the field for some practice. These competitions are friendly and fun and can be flown on any weekend during the designated month. Weather permitting, we try and fly them on a Saturday morning so as not to disrupt Sunday club flying and we also have the opportunity to fly at Black Bridge (Electric only), Saturday or Sunday. I will send out notice by email to the Vintage group when we're flying NDC. **Ed.**

Tuesday 30 June. Shed morning, back to normal with about 12 in attendance, I think they all smelt the scones and the cuppa and came for the chat. We scheduled a presentation from Barry Price on his Gollywock build which drew a lot of interest and we now have four members committed to the build. Stan, Tony, Mark and Barr K.

All keen modellers present, from the left Ted Martin (Prospective new member who has just invested in the electric trainer I rebuilt during the lockdown,) Mark Larsen committed to a Gollywock build, Barry Price who did the presentation with his model. Stan Nicholas also committed to a Gollywock, Mike Shears Club Captain supreme and

overseer, Brett Robinson (hiding), Barry Kerr also GW Committed, Tony Ives who is going to spearhead the Gollywock build and work with Stan, and Russ Nimmo who is interested and called in to pick up a Tom Boy plan which "every Vintager should have one." To get the build under way, I have had plans printed and will now do a bulk order of balsa and get the rest of the hardware information out to the concerned members. Barry Price gave us all a good heads up on the requirements and advice on building light, his model getting down to a very respectable 3.7 oz sq ft wing loading. The scones all disappeared and everyone went home sated with modelling enthusiasm and morning tea and we now have four RC Electric Rubber Vintage Gollywocks in the starting blocks, How good is that ?!

Saturday 3rd July. Great forecast and Stan and I posted scores for NDC RC Vintage Classic precision. Cold start but grew into a perfect day, much more perfect than my first landing ! Scores…. **Stan Nicholas** 175/20 = 195 . 173/20 = 193. 179/20 = 199 Total = 587. B**arrie Russell** 179/00 = 179 176/20 = 196 180/20 = 200 Total = 575.

I tried to fly my Aeronca C 3 Cub , it's way over weight and under powered Just managed to keep it airborne for 285 seconds on the first flight but couldn't get it unstuck on subsequent efforts. Mark Larsen, Russ Nimmo and later Barry Kerr came out for a looksee and helped with the timing … thanks. I think the balance of the Vintagers were too warm tucked up in bed, I live in hope that one day they'll all make it out to a competition session.

Vintage Feature Article Pt 2.

"½ A Texaco" Bernard Scott (HAMILTON mac)

As promised, here is the second part of Bernard's excellent article on "1/2 A TEXACO" with emphasis on preparing a Babe Bee engine for 1/2A Texaco, keeping it running well, propellers, and fuel.

EYESTRAIN Following US practice, an 8cc tank was used and each round maximum was an eye-watering fifteen minutes. Most 1/2A Texaco models are quite small at less than 50 inches wingspan so as experience with taming the little Coxes grew, so did eye-strain and the inadvisability of going all-out for altitude.

CHANGE The NZ change to a 5.1cc tank and an eight-minute maximum relieved the stress, though not without some lamentation and gnashing of teeth at our breaking step with the overseas mother organization. A couple of years later, Mother admitted to eyesight problems and also moved to the smaller tank so all was happy again in NZ 1/2A Texaco Land.

The earliest local scores I have 1/2A Texaco records for are from the Ashburton Nationals of 1992. There were only three fliers that year, a small entry not helped by the Southern location, but by the Clareville Nationals of 1998, there were 15 entries, making it one of the more popular RC events.

DECLINE Since the introduction of the Vintage 1/2E (the 1/2A event using electric motors) support for 1/2A has decreased – a decline often blamed on the Cox Babe Bee engine. Tuning this little jewel can be trying, especially when a "perfectly tuned" example decides to quit early in one round and run for an unexpectedly long time in the next. But, this is one of the charms of 1/2A. Unlike electric Texaco where you can flick a switch and off you go, exactly the same every time, exactly the same every time, exactly the same every time, the IC Texaco events, especially 1/2A, can seem to be straight from Forrest Gump … *like a box of chocolates, you never know what you will get.*

In truth, the inconsistency blamed on these little engines can usually be traced to a lack of rigorous preparation. Assuming the engine seals in all the places it should, most difficulties are the result of inappropriate or dirty fuel and incorrect needle setting.

BABE BEE The BB [Fig 1] was made from 1956 until 1996 when production ceased after Cox was sold to Estes. The engine continued to be assembled from stocks of parts, a process that continues today with "new" Babe Bees still available.

Its use in 1/2A Texaco was catered for in 1989 with a variant called, not surprisingly, the *Texaco* that sported a black crankcase and a red anodized 8cc tank. A glow head with five fins was later developed for this engine to dissipate the extra heat from low speed running on a large propeller. After the move to the 5.1cc tank, the *Texaco Junior* was offered - the same engine with the smaller tank.

FIG.1 BABE BEE

FIG.2 TEXACO JUNIOR ENGINE

DESIGNS. The first magazine articles about 1/2A Texaco tended to recommended model sizes between 280 and 300 square inches wing area. This was a safe bet as it was within the wing area range of many free flight models that used the Cox.049 engine. At these sizes, there is plenty of power and the required all-up weights to meet 8oz sq/ft are easily hauled. Experience has shown that larger wing area designs have increased duration, although above 350 sq inches the penalty of escalating minimum weight starts to cancel out any benefit.

A BONUS. A sleek aerodynamic design will perform better than a boxy one, but in 1/2A a sleek model is subordinate to engine management and flying skills. The models fly slowly for much of each flight so drag is less important, and as most of the flight will be under power, glide performance does not have to be great to make the eight-minute maximum.

But, if you need the highest performer, it will be a design with a narrow chord and a wingspan of about 55" wingspan. This should keep the minimum required weight under 20 ounces, about the heaviest at which a model will perform well and be easy to fly. The *Foote Westerner* and the *Stardust Special* are examples of designs that meet these requirements.

GETTING AN ENGINE. The cheapest route is through ex-free flighters who may have a BB or two in a dusty drawer. Engines appear on auction sites but the sellers are often non-modellers judging by their price expectations and overly optimistic descriptions. Buying a new engine is the safer option. Cox International sells BBs but by the time conversion rates and postage are taken into account, the NZ deal from RCNZ is attractive. [See ***Suppliers***]

SETTING UP AN ENGINE. The following comments assume starting with a new or second hand engine in reasonable mechanical condition. It is also assumed that you are familiar with Cox engines or can call on someone who has experience with them.

Having the following items to hand before starting will speed things up:

1. Babe Bee gasket kit
2. Cox .049 piston reset tool
3. Head gaskets
4. Spring starter
5. Cox silencer
6. Propellers 6x4, 8x4, 9x3.8, 9x4.7
7. Fuel 10% Nitro / 10% Oil
8. 1/8 aluminium and brass tubing

- Notes on these items follow.

GASKETS. A used engine, even one that appears to be in tidy condition, should first be overhauled. This is not as drastic as it sounds and disassembly will enable the little-end socket joint to be inspected and tightened if needed. Six dollars spent on a gasket kit [Fig 3] will seal potential leak areas and eliminate many tuning problems.

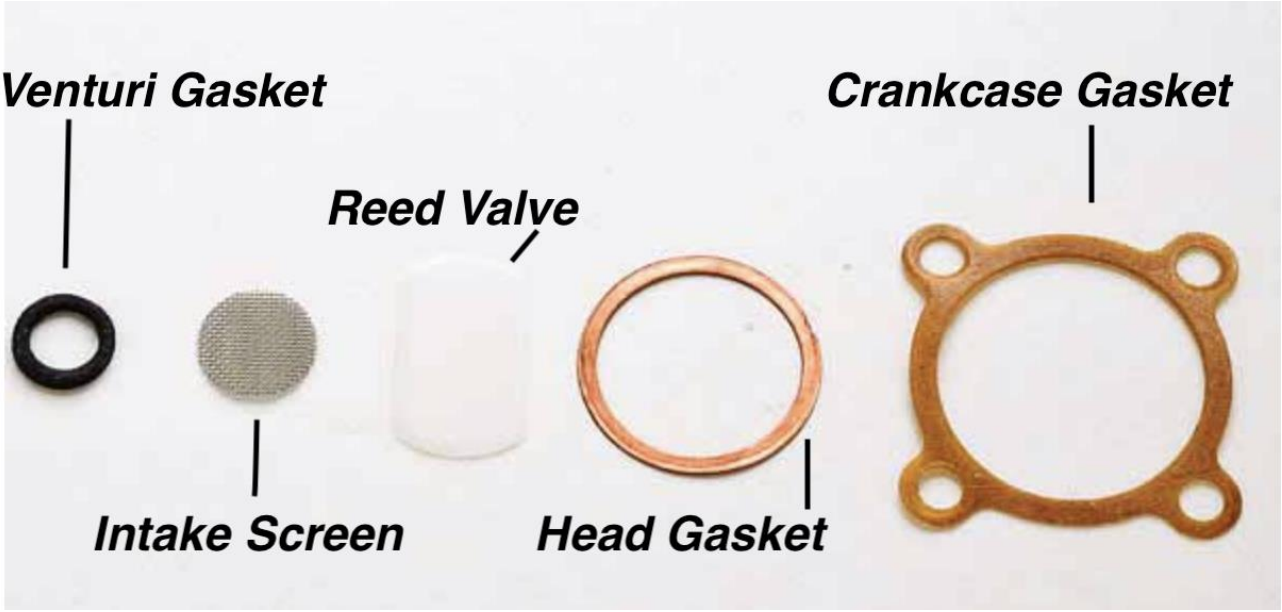


FIG.3 GASKET KIT

SOCKET. The socket joint that connects the piston to the conrod must move freely without any slop. Cox make a simple tool for reducing play in this joint [Fig 4]. It is worth obtaining as regular tightening of the socket is required to keep an engine in top form.

FIG.4 SOCKET RESET TOOL

MORE GASKETS As received, the BB will probably have one or two head gaskets. These serve to seal the cylinder to glow head joint and also adjust the compression. Most engines will need more than two gaskets to reduce compression when run on a large propeller. Some engines have needed six gaskets, so get some spares.

STARTERS Before settings are established, starting an .049 can be troublesome. Even with a correctly adjusted engine, first starts after a period of non-use can be tricky as fuel residue gums up the reed valve.

Flick starting is possible but tedious, so adding a "Snap Starter" [Fig 5] is one answer. The spring starter also ensures that the engine starts in the correct direction, as with reed valve induction it will happily run in reverse.

FIG.5 SPRING STARTER

FIG.6 1/2A ELECTRIC STARTER

An electric 1/2A starter is easiest of all, but avoid an electric starter intended for bigger engines.

SILENCER. Cox made two devices that reduce engine noise. The rules allow the use of only one of these [Fig7]. The second device has a rotating barrel to progressively close off the exhaust ports as it is rotated. This does a good job of slowing and quieting the engine but because it is adjustable in flight it is classed as a throttle and is not permitted [Fig 8]. A muffler reduces engine speed, and in 1/2A Texaco that is a *good* thing.

FIG.7 MUFFLER

FIG.8 SILENCER

PROPELLERS. Babe Bee engines are happy turning a small propeller at high speed. Typical performance might be 15,000 rpm on a 6 x 3 propeller using high nitro fuel. This is all wrong for Texaco where the aim is for low revs on a large propeller.

Once the engine is sorted, three sizes of *well-balanced* propeller cover all conditions. A 9x4.7 for flat calm, a 9x3.8 for when there is a little breeze, and in stronger wind, an 8x4 which gets the revs up for penetration. There is much advice against using electric propellers on an IC engine but on a slow revving Texaco engine they may be considered.

FUEL. Methanol is where the energy comes from, so the best fuels increase this component while reducing oil and nitro. There is always a trade-off. Reducing nitro also reduces reliability, that is, the engine's ability to run the tank dry. 15% nitro fuel is likely to run out the tank, but will do so more quickly than a less reliable 5% nitro fuel that lasts for an extra half minute - all going well. I have ranged between 5% and 15% nitro and have settled on 10% as a compromise between duration and reliability.

As a tuned engine will be running at one third of usual speed, oil content can also be reduced from the typical Cox brew of 18% castor down to 10% of a castor / synthetic mix oil such as Super Techniplate.

80% methanol, 10% nitro, 10% Super Techniplate is a mix that has been used for many years to good effect.

Any foreign matter in fuel will cause at best erratic running, and more likely will stop the engine. The tiniest of particles can restrict or block the fuel jet and damage the reed valve. Fuel should be filtered after mixing, after it has been standing for a week or two, and before use. Coffee filters are effective.

Fully drain and rinse out the fuel tank with a solvent before storage.

BACKPLATE Early engines use a metal backplate while more recent ones are plastic. They are interchangeable although the metal one is preferred as there is no chance of it being compressed by the tank screws. It also gives a more rigid mount to the fuselage.

FUEL PICKUP The standard pickup is a plastic tube that can harden and move so it no longer reaches to the lowest point of the tank. The pickup should be replaced and positioned to the tank bottom. 1/16" aluminium tubing is used, as seen on the right-hand backplate in Fig 9.

The right hand backplate has also had the two vents on either side of the needle extended with 1/16" brass tube for ease of filling. After filling, one tube is blocked off and the other left open. If fuel is pulled out of the open tube when the engine is running, use silicon fuel tube to extend it by an inch.

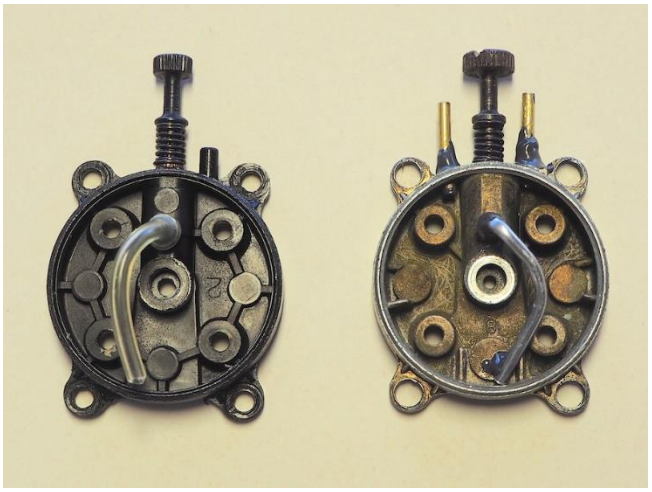


FIG.9 BACKPLATES

Some backplates have just one tube for filling and a hole as an overflow in the position the second tube would be. In this case a second tube is added as without this fuel can be sucked out the hole when the engine is running. Pickup and filling tubes are fixed with JB Weld after drilling their hole or nipple out to 1/16".

NEEDLE. Check that it has not been distorted by being forcibly closed. The tapered tip may be polished by twirling it in a fold of 1200 grade finishing paper. Any imperfection will show up once it is shiny. Distortion or grooves in the tapered tip make precise adjustment impossible. Replace it with a new one.

The needle spring needs to be strong enough to prevent vibration changing the needle setting. Slightly stretching the spring will improve its ability to lock the needle. Some have added silicon fuel tubing over the spring end of the needle to prevent an air leak down the needle threads. I have not found this necessary.

Getting fingers to the needle while the engine is turning a nine-inch prop is precarious. Use a Dremel cut-off disk to make a slot in the top of the needle so it may be turned with a screwdriver. Such a slot can be seen in the right hand needle, Fig 9.

The first start of the day will almost certainly need the needle opened a little. Use a screwdriver to open the needle exactly one half a turn. After warm-up, slowly reset the needle while the engine is running, using the slot to return to the previously determined running position.

GLOW HEAD While the 5-fin Texaco head looks the part, it is not necessary and in cold weather may actually be a disadvantage. This is speculated from having to shield some of the head fins in cold weather to prevent the engine from cooling and stopping mid-tank. The standard 3-fin head [Fig 10] works well.

FIG.10 GLOW HEAD A one-piece head and plug does not allow experimenting with plugs of different heat range but this could be tried by using a plug adapter as in Fig 11. The fact that any plug manufactured for the Cox engine is legal suggests that this type of plug adapter, since it is manufactured specifically for the Cox .049, is also allowed. The benefits and legality of this have yet to be tested.

FIG.11 PLUG ADAPTER

SLOTS Different exhaust slots were used on the BB. For 1/2A Texaco the preferred of the two types in Fig 12 is on the right. It has two thin exhaust slots on either side of the cylinder.

FIG.12 BABE BEE CYLINDERS

The single slots of the left hand cylinder extend about a millimetre extra toward the crankcase allowing the piston skirt to clear the bottom of the slot at top dead centre, allowing air to be sucked into the crankcase. This is not of benefit for slow speed running and if a muffler is fitted, exhaust gases will be ingested.

SUGGESTED TUNING SEQUENCE. You can jump straight in with the propeller you wish to use, but working up to it with smaller propellers gives the chance to get to know how changes to propeller, needle setting and fuel mix affect the run. This makes it much easier later on to diagnose what is needed to get a baulky engine sorted.

Initial tuning trials are done with the engine on a test stand. Once a consistent run is achieved, it is more interesting if tests are continued in the air. Airborne performance is different to that on the ground, which is why an engine that is "perfectly tuned" at home may fail to perform in flight. Tuning at the field is no big deal as all that is being altered is head gaskets, propeller sizes and fuel mix - nothing that requires a workshop.

1. Adjust for best running on a 6x4 propeller.
2. Time run with a full tank. Needle setting will be a compromise. To run the tank out it needs to be a little rich at the start of the run.
3. Add 2 head gaskets, time run on 8x4 propeller. Revs should be down and duration up. Several runs will be needed to make adjustments

4 Move to a 9x3.8 propeller. Experiment with the number of head gaskets to get longest *consistent* run. Again, expect to make many runs to home in on the best settings.

5. Try more or less nitro, always looking for a steady, consistent run at the low speed – 4800-5000 rpm would be good to start with.

A TYPICAL TUNING HISTORY. The engine in Fig 13 was assembled from an assortment of used parts with new gaskets. 80/10/10 fuel mix was used throughout.

6x4 propeller with two head gaskets: First runs were decidedly hairy while the internals cleaned themselves out, then settled to a steady 13,400 rpm and three minutes duration after a half dozen full tank runs.

8x4 propeller and four head gaskets: revs down to 5700 and duration up to six minutes. Again, several tanks were run through before running and duration became consistent.

9x3.8 propeller, five head gaskets, muffler added: revs drop to 4750 and duration up to just over seven minutes. A 9x4.7 propeller may give a further increase of duration but at less than 4750 revs there would be too little power, so this engine will stay on a 9x3.8. Not all engines are created equal so adjust expectations and "know when to fold 'em"

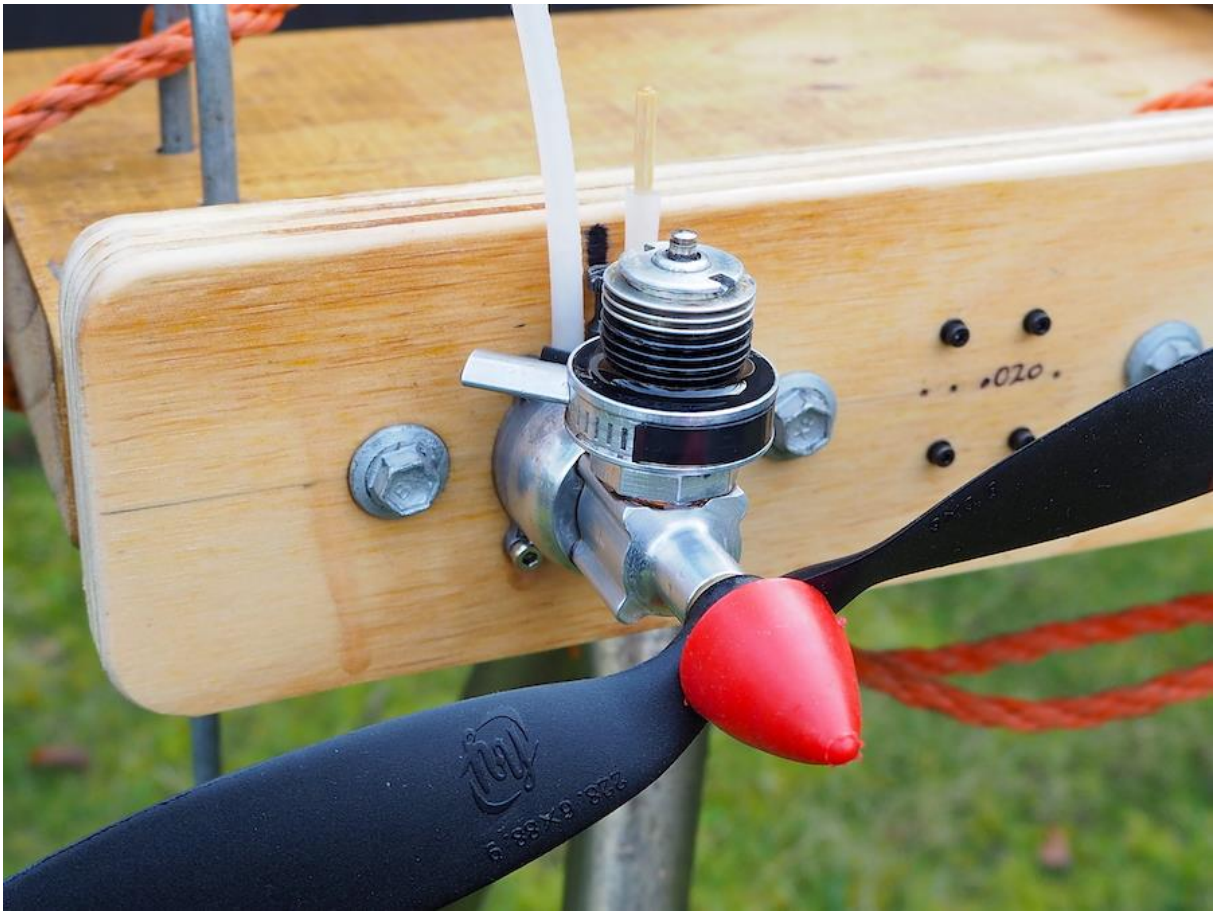


FIG.13 BB

ON TEST STAND

TEST STAND A folding sawhorse makes a handy mount for testing all engines.

CONTESTS.

1 Filter fuel ... again!

2 Ground run two tanks through before flying

3 Fly early as mornings are usually calmer. If the engine is well tuned, thermal assist will not be needed, at least for the rounds.

4 Fly all three rounds. Three average rounds will usually beat two maxes and a zero.

5 In the rounds, climb slowly to your safe maximum height then trim for level circles. Stay off the sticks as much as possible and let the model fly itself.

6 Try for those damned spots. Unfortunately, there is no getting to the flyoff without them.

7 The flyoff is a test of nerve. If going for insane height, do it upwind - at least that way the model may drift back if sight of it is lost. Dark coloured models are easier to see at a distance and some sort of tracker or GPS would be good insurance if you want to go for the stars.

SUPPLIERS.

RCNZ *https://www.rcnz.com* A NZ business based in Rolleston. Cox engines including the Babe bee and useful parts range. Prompt personal service. Orders have a standard postage of five dollars.

Cox International *https://coxengines.ca* Canadian business carrying all the parts to build or repair BBs. Service is prompt and postage is reasonable.

ASSISTANCE.

Some aspects of 1/2A Texaco have been covered only in minimal detail. Contact the author if there are areas on which you would like further information. *scott.scott@xtra.co.nz*

The NOSTALGIA FILES. July 2020

Now doesn't that take you back a bit, Blossom parade Hasting 1957, the Hastings MAC float advertising the National Champs here at New Year '57 / '58.

Marty Hughes has been getting all nostalgic seeing these old pics and sent in the following from his time living in Hong Kong and flying with his Dad.

1985 with his father's plane . Flying of unused highways on reclaimed land in Hong Kong with brother Greg.

Above, Marty Hughes aged about 10 with his glider . Rudder and elevator only and flown from a basic 2 channel Futaba . Photo taken in Hong Kong off a Sloan soaring mountain .

Other models in the family collection.

Rob Lockyer has forwarded some past **Propwash** copies, here is some interesting copy from **May / June 2003** when we were all a lot younger ! Let the pictures speak for themselves…..**Andrew Campbell**, and intrepid scratch builder, he didn't have the right colour camouflage so he tinted the paint with Marmite ! How's that for lateral thinking ?

Andrew Campbell with his WW I Avro flyer.

Kevin Botherway in his "Power Days", did he really ever look that young ? Even then you could always hear where he was !

Kevin Botherway with his 3D flyer Magic.

Committee Members

PATRON:	*Cyril Whitaker*	
PRESIDENT:	*Mike Shears*	843 4675
VICE PRESIDENT	*Kevin Botherway*	844 3259
SECRETARY:	*Grant Fulton*	844 6733
TREASURER:	*Ross Brinsley*	843 3137
CLUB CAPTAIN:	*Graeme Rose*	879 9295
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COMMITTEE:	*Heather Mardon*	878 0000
	Greg Morris	845 1102
	Corey Westhall	878 8018
	Harvey Stiver	877 5800

****

CONTEST DIRECTORS:	Aerobatics	Mike Shears
	Scale	position empty
	Pylon	Greg Morris
	Glider	Garry McAdle
	Control Line	Robert Wallace
	Warbirds Convenor	position empty

****

NEXT COMMITTEE MEETING:

DATE: Tuesday 7:30 pm the 1st July at the home of Heather Mardon
406 Lascelles St, Hastings

Stuart Sturge with his Tsunami flyer

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

I tell you Frank , I thought it was quacking not cackling !

Harvey Stiver seen with his latest aerobatic model at the field.

Recent losses at the field ……

The club trainer bit the dust, appears battery failure was the cause.

Grant Fulton was seen doing the long trudge to recover a write off.

Ian Lewis had a glider to recover from across the river , repairable though.

Barry Price with his beautiful cub with OS160 twin

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

Barrie Roberts with his electric twin, sadly this plane recently took a tumble , but I sure it will be back at the field soon along with Barrie.

Sadly, both Andrew Campbell and Barrie Roberts (Life Member) have both passed away. How lucky we are that Barry Price, John Clarke, Stu Sturge, Harvey Stiver, Vic Shaw and Kevin Botherway are all still fit and active in the club all these seventeen years on ! Ed.

RADIAN REBUILDS

July 2020

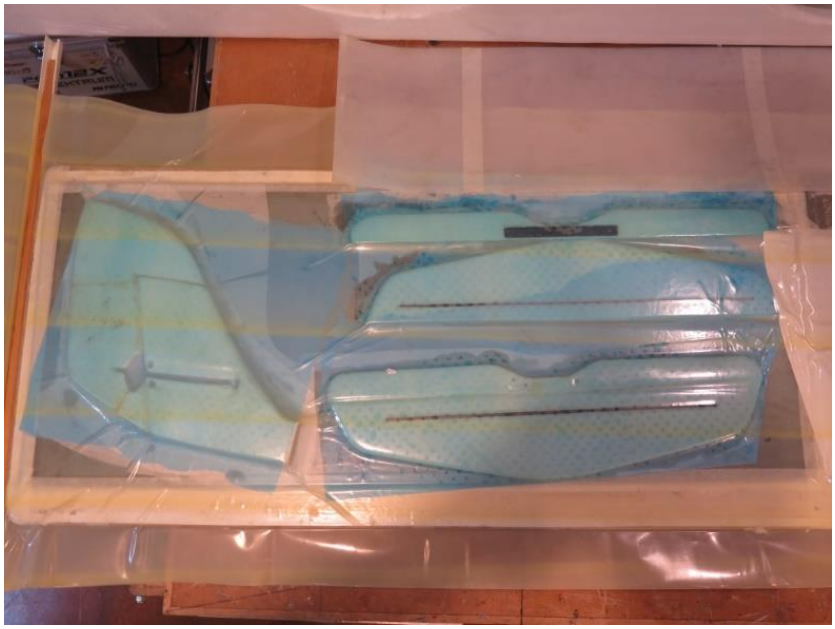
Barrie Russell....

If my history and workshop are anything to go by, there must be a lot of Radian gliders lying around in various stages of disrepair. Crumpled bodies (many times glued) but with wings and tail feathers still in fair condition. I can lay claim to three sets of such carnage, my first Radian, as many just got worn out , a learning curve from all those inept arrivals. My second a beautiful flying model until last year, during a mass flight I lost concentration and decided to fly someone else's and mine left to it's own devices demolished the fuselage over the stopbank. Also have a third set I inherited.

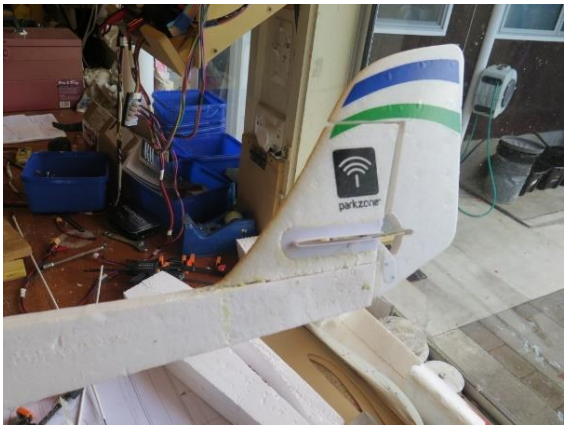
With replacement cost now in excess of $300 and considering I have three perfectly good wing sets and a bunch of bits which after all are the heart of a successful Radian, I set to wondering how I could easily and cheaply rebuild these into new comparable models still faithful to the Radian parameters. Decided to build in foam with an inserted liteply front fuselage box to hold the motor, wing and gear and sheathed in 1.5mm balsa and covered with shrink film. In this first model I was able to use a complete tail assembly. I made a profile template of the fuselage and hot wired a fuselage blank from an 82mm thick sheet of white polystyrene foam, and then plan view, tapered the front and rear. I decided to leave the fuselage cross section square for ease of construction, I doubt that a flying chilly bin knows whether it is round or square ! Next job was to make the liteply fuselage box to hold the wing, motor, cowling and gear. For this first model I'm using a Turnigy Prop Drive motor of similar specs to the Radian motor, the advantage being that it is rear mounted thus easier to build the motor plate onto the box. The radian motor is front mounted into the cowling and I will look to adapting that in the future as I have a surfeit of those motors too.



Fuselage box is cut from 3mm liteply with lightening holes and pva'd into a slot cutout in fuselage foam. The undamaged rudder trimmed and slotted into the rear foam.

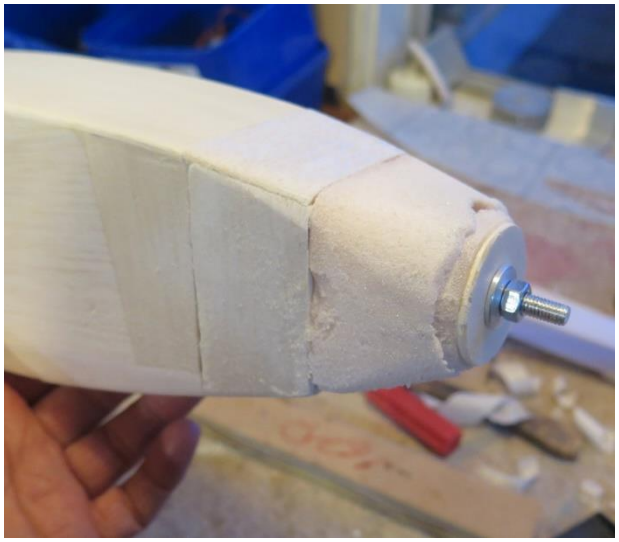



Did an experimental vacuum bagging and glassing of a damaged rudder and tailplane and also mad a new tailplane from 5mm Depron. Used 1.5 oz glass cloth and the result was satisfactory so I'll use the tailplane in this model and the other bits as spares.



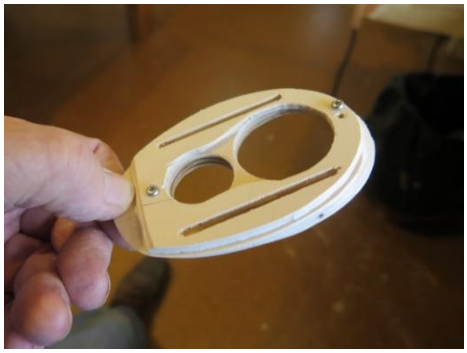
As I was rear mounting the motor I needed to fit a motor mounting plate, set up the motor and mock up a foam/balsa cowl which I then glassed with several layers of glass cloth and epoxy. I'd pre-covered the front of the fuselage in plastic so after a fair bit of heaving and pulling, managed to get the glassed cowl off, dug out the foam and balsa remnants, added some bog and sanding and the end result was okay. Made an access hatch on top battery, and another on the bottom below the wing for future servos and Rx and alt/switch. In In future this case, I used 2x HV mini servos (3kg !) and mounted them at the back. and cut

some channels in the foam for the servo wires. The last job was to sheath in 1.5mm balsa pVA glued on and cover with white iron on film.

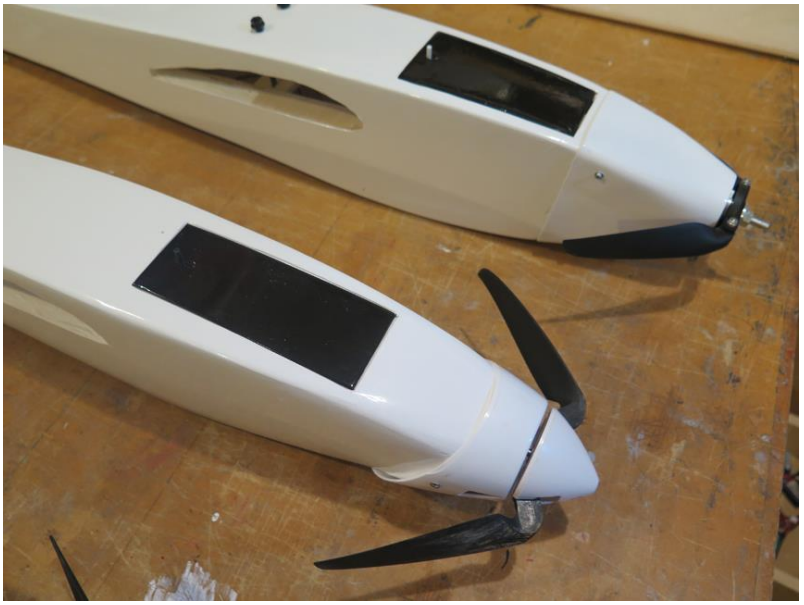


I fitted a couple of wing bolts to secure the wing, that needs a bit more thought, I may join the wing halves permanently with a glass cloth strip and make the bolt holes more rigid. Fitted a Hobby King folding prop assembly of similar specs to the Radian, CofG looked similar to my healthy Radian and went flying. It flies just like a Radian, it is a Radian !! This first rebuild has come out 140 grams heavier flying weight, as a result I think it has better penetration but guess it sinks a bit faster in still air but still seems to perform well. I'm confident I can shed at least half of that extra weight in the next one starting now, watch this space.

MK 2 Rebuild. We all know how difficult it is to lose weight ! Aaaargh ! With this one I want to use the Radian cowl/motor mount and motor so have to make a mounting plate to accept the cowl and fit the front of the fuselage box. To that end I've I used a 6mm marine ply front plate to screw the cowling onto with a 3mm liteply backing plate to glue the 1.5 mm sheeting to, both slotted onto the fuselage box.



An appropriate slot is cut in the fuselage foam and the box fixed in with gorilla polyurethane glue, Job done, now it's just a matter of shaping and sheathing and making hatches. I was going to use the Radian servos, but the HV servos I've used are half the weight, and it's easier to mount them at the rear and cut channels for the leads up to the Rx and set up the linkages. Still nothing wrong with using the radian servos if that is what you have and gluing the control rod casings in the foam under the balsa sheeting.



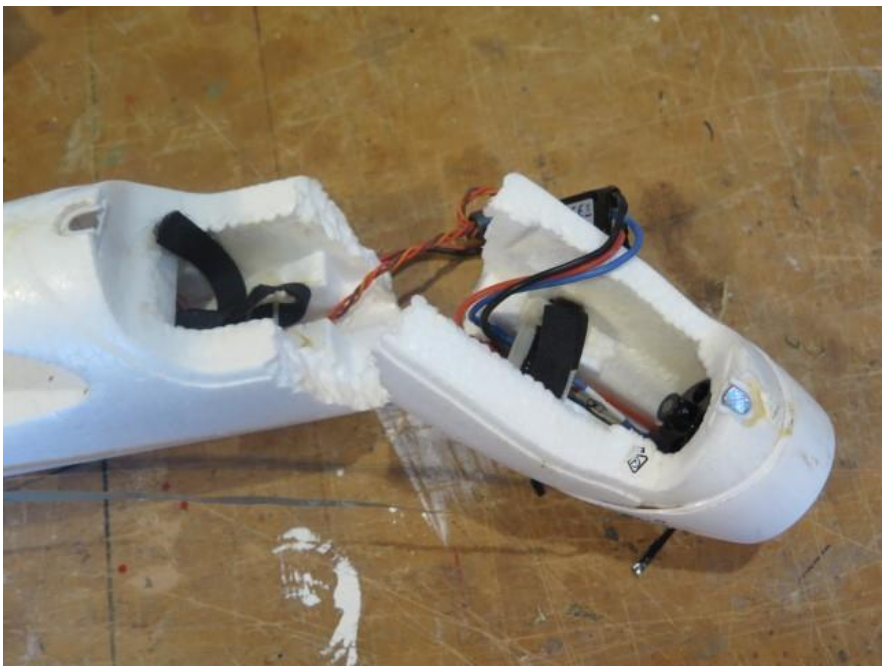
You can see the difference on the right here between the rear mounted Turnigy Propdrive motor and custom cowl in Mark 1, and the Radian cowl and motor in Mark 2. In the lower photo, a real Radian joins the group. Mark 1 is 4&1/2 oz heavier and Mark 2 is 3 oz heavier than an original Radian. I guess they have to be flown in anger in competition to get a true comparison

That remains to be seen and I think the performance will be pretty similar, I know mark 1 flies well. Considering that most Radians are flown for fun and self enjoyment, I doubt that a little performance difference will matter. The essence of the exercise is to be able to make use of all those surviving bits that I know many of us have in our collection "under the bench". Essentially, if the wings, tail feathers and hardware have survived in reasonable condition, then for the cost of four sheets of 1.5 mm balsa and a small amount of liteply a part roll of covering film and some glue and you can be Radian flying again in a short time. What's more, you now have a stiff bodied model instead of an increasingly "floppy" piece of chilly bin !

On the Mark 2 rebuild. I stripped the original covering plastic film off the elevator and vacuum bagged on a layer of 0.75oz glass cloth for a clean and stiff finish and added two carbon plates to join and stiffen the broken elevator halves creating a mounting plate for the control horn. Don't forget, there's life in that old Radian yet !

Now here is the offer, if members or anyone is interested in rebuilding their damaged Radian fuselages, I'm happy to cut and make foam fuselage blanks available. Further I intend to draw up the templates for the fuselage box and front mounting plates and will have them scanned and put into the club downloads on our website, together with a plan of the fuselage foam cutting templates.

Ps. Or maybe that should be Psssst… just to prove a point, accidents do happen. Look what our esteemed treasurer did to his beloved Radian yesterday, and then had the temerity to blame me for enthusing members to get their Radians out and practice ! I won't show you what he subsequently did to his Clubba whilst traversing the field inverted at almost zero feet ? Now I'm expected to fix it ! **Ed.**



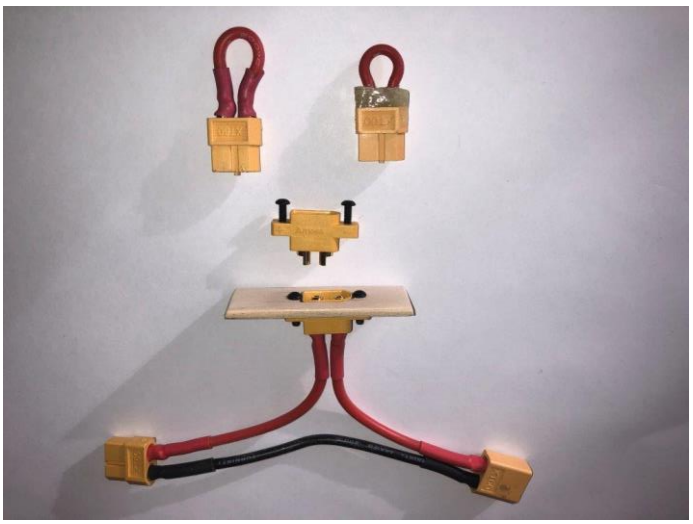
HELPFUL HINTS & INFO JULY 2020

ELECTRIC MODEL ISOLATION PLUGS .

Last newsletter we highlighted the need for fitting an isolation plug/switch system to electric powered models. Received this reply from **Dr Mike Anderson** from Lake Hawea, who flies with the **Wanaka MAC** with his take on the system, he writes..

I enjoyed reading the HBMF newsletter, I read about the safety comments of fail safes etc...
I lost a plane some time back now - I suddenly lost all contact and it crashed - as it was sudden power failure there was no power for the Rx to enter 'safe mode'. I figured that it was switch failure. Fast forward to about 6-7 months ago and a similar thing happened but the plane (a Tundra) was in level flight at the time and glided out of sight ... later to be recovered virtually intact from a clump of wild roses - I suffered more that the plane trying to reach it.

Since the first event I had used only heavy duty switches on my electric planes (which is all of them, having renounced noisy, smelly, oily IC's years ago). However, I had noticed that when the switch was slid to the on position (I used slide switches as they had a low profile and harder to knock off or on accidently) there was a detectable spark as the contacts touched. Over time, I think the contacts "oxidise" from the initial power surge, and the poor contact is exacerbated with any slight switch movement - leading to a break in the circuit.



I made up a harness using XT-60 socket and epoxying it onto a ply strip - which worked - but then came across a proper socket (Photo A) from Pilot Petes in Whakatane. It was easy to make up several harnesses (photo B) and remove the switch and put the harness mounted on a strip of ply in the place of the switch. The plug is a standard XT-60 with a wire across both terminals. The solder is enough but I did try wrapping masking tape around the wire and terminals and filling it up with epoxy, for added strength. (Picture C)

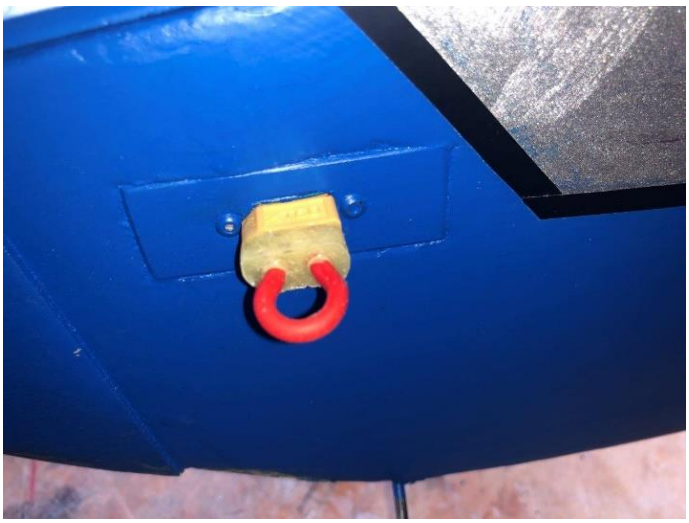


Photo D shows the replacement in my 1980's "Wildthing" and its big brother, and Picture C shows a new fitting in the blue plane (which was my first use of the new Redi-board - prior to starting building a 'Clubba') it doesn't seem to matter which way they face - just fit them in where convenient. They don't seem to alter the aerodynamics!.

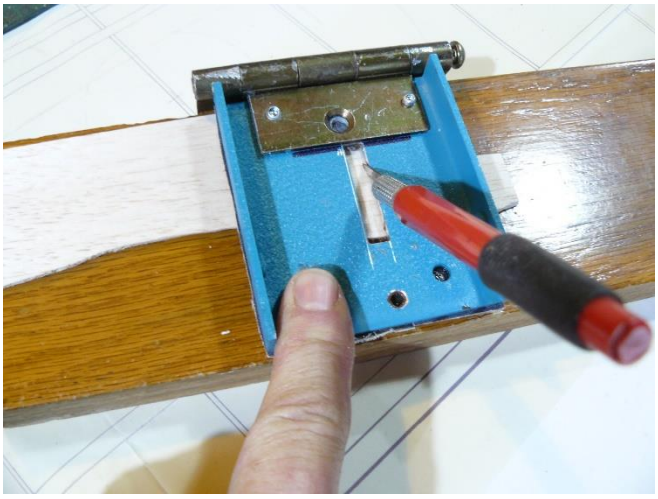
The harness just plugs into the lead from the ESC to the battery ***- I personally think they should be compulsory on all electric powered planes.....***

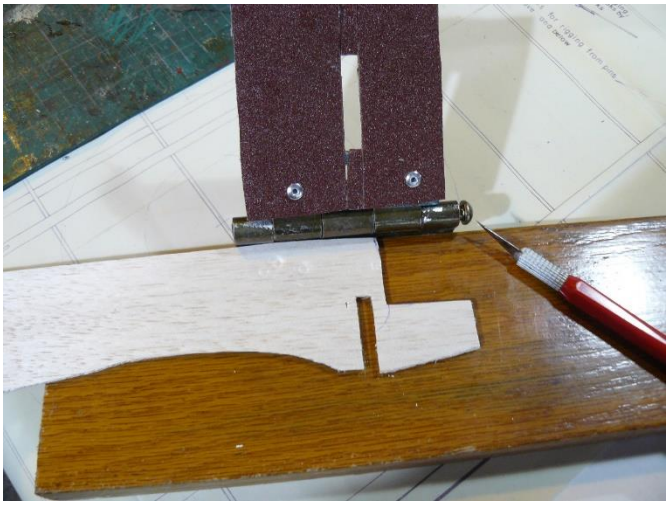
Cheers, Mike

"I see you've fixed the drip!"

Cutting Spar slots.

I guess we all have problems at times cutting deep spar slots in narrow ribbed and suffering all the breakages. Talking this month with Barry Lennox, he has come up with this novel solution. He writes… 'Evening. I decided to do something about cutting these spar slots (per Red Ripper et al) so put this together this afternoon. It works well and it's now easy to cut spar slots without breaking the delicate bits around the slot.





It's a clamp that holds the precut rib very firmly, the notch is 1/4" wide, but you could make it any width. In the second pic, you can see the bottom of the clamp has 80 grit cloth glued to it, and that stops any part of the rib moving about, which is what breaks the balsa***. I commented about cutting on a piece of hard surface and blunting the knife and he came back….*** Aha . great minds think alike, so they say? I was thinking of that mod tonight, ie: routing out a patch a bit bigger than the notch and inlaying a bit of cutting mat.

Well done that man. Thanks for sharing Barry. Ed.

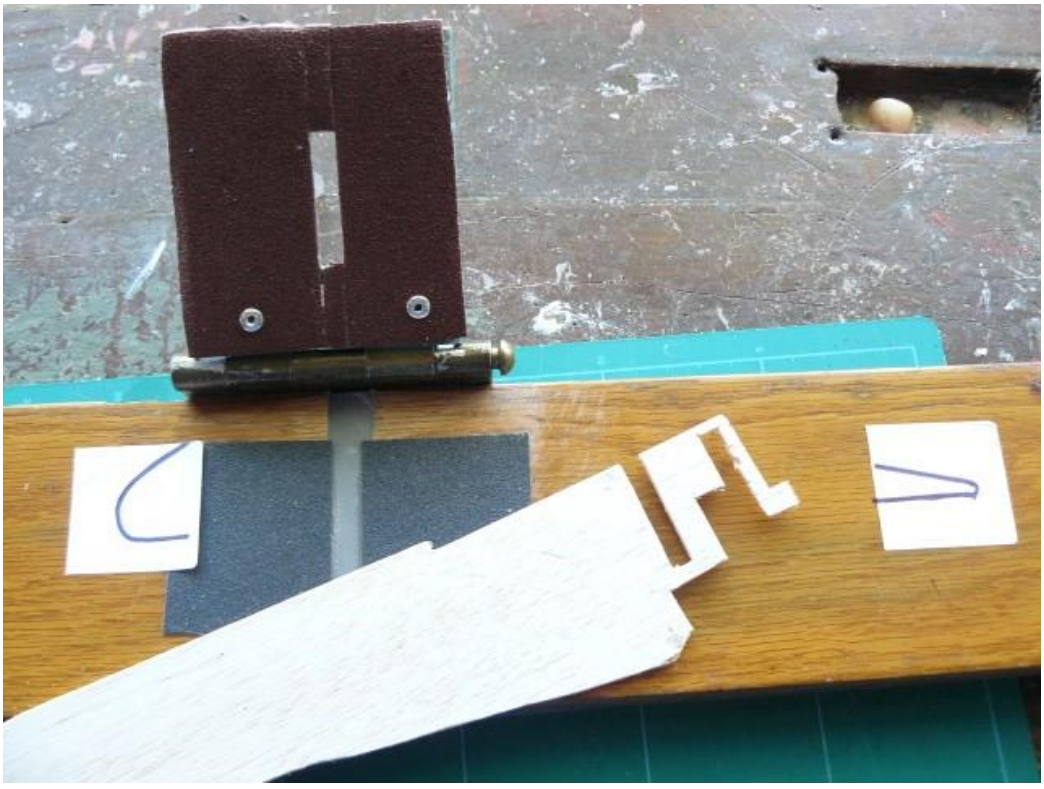
Ps. Now here is the modified version….,

I routed out a small rebate, filled it with a bit of cutting mat, then added a bit of 120grit on the bottom. That really clamps up the balsa firmly.

The white sticky labels carry guidemarks so as to accurately place the rib.

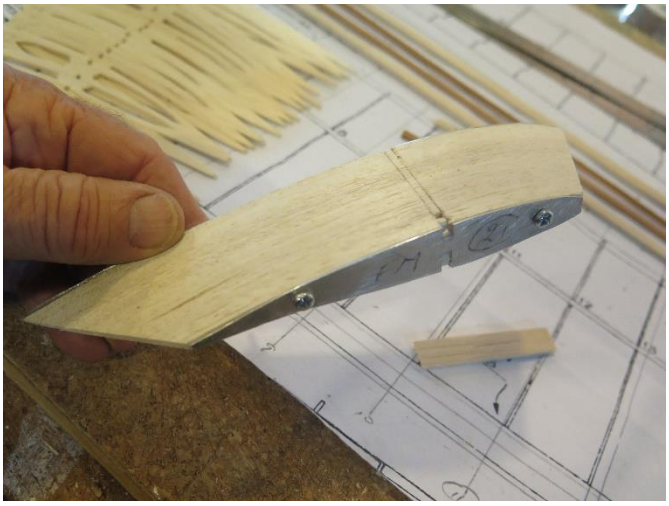
You can see from the test piece that it's easy to cut rather tricky slots, I don't think any other method I've tried comes close.

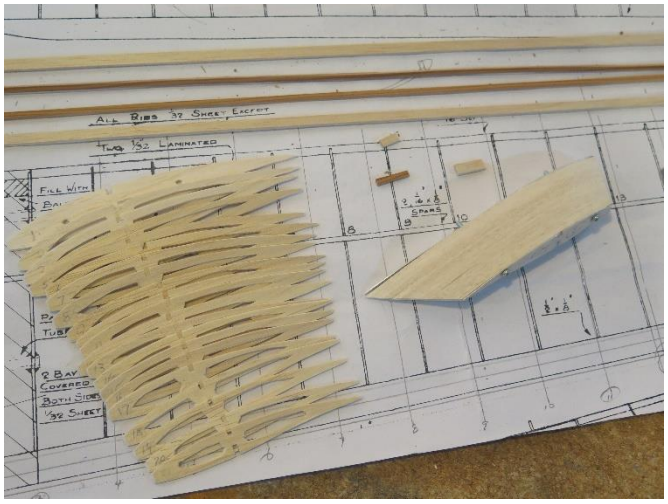
Barry Lennox. Chch.



Block Cutting Ribs. Ed. here…

When cutting multiple ribs for our Vintage builds, I find "Block cutting " works well. If tapered then a root and a tip aluminium template, or two root if parallel chord. With tapered wings, Just add an extra 1.00mm front and back to allow for re-sanding ends to the correct angle. This also makes cutting the spar slots a lot easier and accurate.





Just secure the balsa sheet between the templates with a couple of long 3mm bolts and then shape on a belt sander. Very quick and accurate. Then run a fine panel saw through the spar slots and the job's done. The above were some 40+ that I cut for "Flying minutes

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PVA Adhesives. Among the building fraternity as opposed to the ARF fraternity, the go to choice of adhesive seems to be a PVA with Cyano and Epoxy having their place. Recently, **Don Mossop** put me on to **Weldbond** and I've since spoken to others who recommend it. A very strong PVA type glue which has a quick tack time, a bit more expensive than the usual Aliphatic PVA Gorilla that is my usual source and well worth having in the armoury. Available from the likes of Mitre 10 and Bunnings etc.

NOW READ THIS !!!

PLEASE……. ***What many of us might consider "ho hum, I've been doing that for years" , just remember that there are many newcomers to the hobby who are inexperienced, keen and looking for all the help they can get. Here at Model Flying Hawkes Bay, we've had a profusion of new members, a number inexperienced. Now this***

is a chance to give something back, so if you have a few ideas, or wrinkles (we all have those !), shortcuts, simple methods, how to's, then please let me have them with pictures and comment so we can share and pass this valuable information on. Whether it relates to building, finishing, set-up, flying or just model selection, it's all valuable information in others hands. Remember the help we got when we were newcomers, well then let's do the same for our current newbies (and some of us forgetful Oldbies as well,) who are very important people for the future of Aeromodelling here in the Bay and NZ..

Please … take a few minutes to sit at your keyboard and share… Thanks, Ed.

WOT'S ON THE WEB. July 2020

From Nev Fargher, an interesting "full sized model" or a reduced sized aircraft, take your pick. A 1/3 rd scale B-17 Bomber !

https://www.youtube.com/watch?v=FNLQ3f5JXmg&feature=youtu.be

You've heard of the Spruce Goose ? Yeah, well this is the Flying Goose. Unbelievable / Hilarious !

https://www.facebook.com/madison.crowe.73/videos/10222347502177083

For the WW1 Biplane lovers, the Bristol F2b. An impressive WW1 Fighter.

https://www.modelflyingnz.org/docs/comprules/S05-Soar.pdf

A CLOSING SMILE. July 2020

During taxi, the crew of a US Air departure flight to Ft. Lauderdale, made a wrong turn and came nose to nose with a United 727. The irate ground controller (a female) lashed out at the US Air crew screaming, “US Air 2771, where are you going? I told you to turn right on “Charlie” taxiway; you turned right on “Delta”. Stop right there. I know it’s difficult to tell the difference between C’s and D’s but get it right.”

Continuing her lashing of the embarrassed crew, she was now shouting hysterically, “God, you’ve screwed everything up; it’ll take forever to sort this out. You stay right there and don’t move until I tell you to. You can expect progressive taxi instructions in about a half hour and I want you to go exactly where I tell you, when I tell you, and how I tell you. You got that, US Air 2771??”

The humbled crew

responded: “Yes Ma’am”.

Naturally, the “ground control” frequency went terribly silent after the verbal bashing of US Air Flight 2771. No one wanted to engage the irate ground controller in her current state. Tension in every cockpit at LGA was running high.

Shortly after the controller finished her admonishment of the U.S. Air crew, an unknown male pilot broke the silence and asked, **“Wasn’t I married to you once?”**

And on that note, I’ll leave you to get on with your building and whatever fills in your days. Thanks for listening if you got this far. One final plea, please go through your files and send me some Nostalgia, pictures with copy and accounts of past deeds, relating to our club and aeromodelling of course. Helpful Hints is an area where your input would be most useful, please connect those brain cells to your PC and email me the results. Other than that, just an Editor’s plea for pictures, copy and comment as always, remains. We’ll catch you in a month.

Barrie Russell, Propwash Editor, Model Flying Hawkes Bay.