

Model Flying Hawkes Bay



Club Newsletter #158 April 2024

In this issue

Pages

MAY; "What's On" Activity Calendar

"Duck shooting closure" Awatoto Field closed from Friday 4th May & reopens Monday 13th May then between 9am & 4pm. Normal hours from 1st June.

Sunday's; Club Sundays Awatoto Field

Sunday Barbecues; To be notified by email prior.

Tuesdays; Club Shed Mornings.

Vintage Mornings; Any time as the mood takes

Committee Meetings; Second Tuesday in month.

Club Nights; ?????

Soaring; ?????

Aerobatics; ?????

Please let the editor know if you have events on and want them listed here in a future activity calendar.

RC VINTAGE NDC for MAY 2024

May/24	127	VINT	RC Vint & Clas Scale Tex
May/24	128	VINT	RC Vintage Precision
May/24	129	VINT	RC Classical Precision
May/24	130	VINT	RC Vintage Open Texaco

Opening / Calendar / Contents etc..	1 -
Editorials / Reports / Comment	2 -
Club Activity	3 - 8
Around the Building Boards	9 - 11
Info and Things	12 -13
Shed News	14 -16
Marty's Member Workshop #17	17 -18
Clive's Corner No 16. Sopwith Camel	19 -21
Soaring Report	22 -23
Vintage report	24 -27
Closing smile	28

Contributors to this issue; Brett Robinson / Barrie Russell / Marty Hughes / Clive Baker / Rob Lockyer / Ash / Kev Botherway / Mike Anderson /



A plump visiting kereru in our garden here on Bluff hill

From the Editor's Desk;

Greetings All,

Not a lot to report this month, as usual my thanks to Clive, Brett, Rowdy and Marty for their continuing support. Other than that, little in from the membership so little out. I hope you enjoy the read. **Ed.**

PS. AGM to be notified, maybe later in May. Don't forget to put your hands up for club officer positions.....



Prez Sez;

Hi all.

So much going on at the moment. First up, "Duck Shooting". As we have always done in the past, we will shut the field for the first 2 weekends of duck shooting. So as of 5pm on Friday the 4th of May, the Awatoto field will be closed for flying. What does this mean for members.... It means we need to get our electric flight models ready and I will be organising Sunday flying at Roys Hill as we did last year after Gabrielle. I may even do a BBQ but will advise. So by the time you read this, we would have had our last Sunday at Awatoto. Two weeks at Roys Hill then Awatoto will re-open limited hours from 9am to 4pm from Monday 13th. Then June 1st we are back to normal, all day every day !

A bit also happening at the Club, the toilet shed is nearly finished and ready for painting . Will try and get this completed over the next couple of weeks. The field is looking amazing and will be ready for our return in a few weeks.

Best regards Marty.



CLUB ACTIVITY April 2024



Saturday 6th April. Had an interesting session this morning.

Rob phoned to say he had the ACE single stick radio all installed in the red Clubba #24 and was off to the field to test fly the combination. **Mike and I** turned up and **Rob** got the short straw being a mode 2 pilot, needless to say neither Mike nor I had any intention of taking the first flight !



And all went very well, we had a couple of trimming stops, and then it was my turn. **Rob** took it off and passed the transmitter at four crashes high and I had a ball. Set the throttle at about 75% and then just had to concentrate on the right hand (and the brain) working the elevator and ailerons. Needless to say I let **Rob** land it as he was more adept at twisting the knob for the rudder action. Then it was Mike's turn and he performed admirably as well. We went home with a smile each and four flat batteries, mission accomplished and now Please, can I get back to my DX9 !

It's an interesting scenario as there is no exponential facility, all is flown off the sticks so your setting up of the throws is more critical to avoid over control. Having no mixing facility, the ailerons are controlled through a Y-lead, so any differential has to be achieved mechanically, as do all the throws. WHAT FUN !?!

Sunday 7th; Clear calm day though not a lot of activity, usual few stalwarts only.

Dave Cantel brought out his beautifully finished Cessna for some testin., **He and Mike** had finished all the setting up during the week. Unfortunately the muffler came loose on the engine run up so flying was abandoned. So often the case with these stock aluminium mufflers, they won't tighten



up properly and vibration works them loose.. Fortunately **Phil** was on hand and has offered to deal with it, so all should be well next time out.



Rob had the Ace Single Stick TX and Clubba out for some more flying fun, and **Phil**, another mode 2 finger flyer took it up for a couple of flights and had no trouble controlling it. We did offer it to him for a trial control in the camel, but the idea didn't seem to excite him !

In the meantime, **Marty and Lance** had given up any ideas of flying and were busy tidying up the car park around the new toilet shed, rescuing useable steel and timber and gear from the discard pile and dumping the rest. **Lance and Big Red** managed to find some more shingle to add to the dressing up of our car park. That bucket is a godsend, it is so useful.

There was a noticeable lack of interest from those out flying, sadly it does so often fall to a few enthusiastic and concerned members.





Sunday 14th; The day turned out fine and very flyable after a cool start. An average turnout **with Rod and Marty Hughes** getting in some good air time. **Rod** with his latest scratch build Spacewalker and **Marty** his fan jet Vampire.



Phil had the Camel out for some motor testing as he has now fitted the ignition interrupted unit..

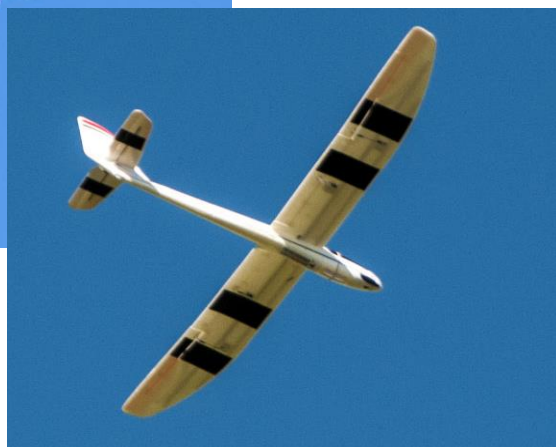


Sunday 28th; Counted some twenty-plus cars in the carpark and pits, a good number of spectators and a busy flightline. **Kim Clarke** down for the weekend to catch up with **Father J.C.** had some good flying with his **Pilot Slick**. Nice to see **Heather** busy on the flightline with an array of models, particularly with her latest venture, a 3-D printed **Hurricane** (no **Rob**, it's not a **Spitfire** !). The detail is incredible and it's a great little flyer. She tells me she has a larger model of a **Warthog** in the planning stage which will sport two EDF units, exciting stuff.

Maybe a build article on that please Heather, keep your camera handy ? Please, please. Ed.



I managed two successful test flights of the foamy rebuilds I'd finished for **Clive**. First up his T-28 Trojan which proved a delightful flier. I got **John S** to do a second flight so I could get some aerial shots. Then I flew the Super Radian (the flaps & aileron model) and that flew well. It's a bit heavier than the standard Radian but it performed well and the flaps made for nice slow controlled landings.



Good to see **JC** back in the pilot's box flying his twin Otter, and **Rod H** was having a ball with his Spacewalker.



To that end, he's fitted out **Clubba 24** with a JR receiver and is using it as a trial workhorse for his JR programming experience.

Nice one Rob, Clubbas reign forever !!

Also great to see **Rob Lockyer** is getting serious about his Aerobatic flying and making good progress. He has opted to change his control to JR so as to align his programming/mixing options with **Hamish G.**



Mid-morning pits scene below, a fabulous calm autumn day in the Bay.



AROUND the BUILDING BOARDS April'24



A few months back we reported on **Rod Hughes** building a third scale model in his quarter scale apartment. His golden haired favourite son, young **Marty** reports;



For the last 6 months or so , my **Daddy Rodney Hughes** has been building a Space Walker .

On Monday the 8th of April on one of those perfect Hawkes Bay Autumn mornings, **Rod, myself and John Clarke** popped down to Awatoto for the maiden flight. We had previously run the engine so knew it was going to go. I hit the DLE 40 twin with the starter and it fired into life. After a range check and a couple of taxi runs up and down the field, **Rod** pointed into the wind and pushed the throttle forward and it all happened so fast but I'm sure it was no more than 6 meters and the Space Walker was airborne. 3 clicks on the right aileron trim and it was flying perfectly. After three flights it's was still running very rich so under the watchful eye and ear of Master tuner **John Clarke** it was re-tuned and sent up for its final flight of the day.





Congratulations **Rod** on the build and a very successful first day out . Now it's time to put the wheel spats and cowl on .

I'm sure the space Walker will be a regular sight at Awatoto on Sundays in the future . **Marty** .

Early in the month **Clive**, our intrepid resident photographer had a mishap with his latest acquisition an E-Flite T-28 Trojan which entered the field at a rather awkward angle of arrival, with this being the result. ! I think he was rather disconsolately heading for the rubbish bin so I suggested maybe I might have a try at some resurrection. I like a challenge !

Most of the "bits" were still there though the front section was well bruised and deformed. I tried some hot air, but that bubbled the surface, and steaming had little effect. Thus it was left to using some gentle persuasion and several mixes and applications of bog made from slow epoxy and micro balloons together with the insertion of a dozen or so toothpicks and stabilized with copious lengths masking tape. It actually went together quite well and the "bog" was sandable with care and



then some red devil lightweight filler finished the job before some test pot paint was applied where necessary.

I used CA in some places, the foam was unaffected by it, but in the main I needed a long working time plus the gap filling properties of the slow epoxy bog cement. One aileron servo and the front U/C steering servo were stripped, so I replaced both aileron servos with a metal geared pair from the Club Shed supplies and then used the good aileron servo for the U/C steering.



The servos in these models are rubbish, they must have very soft plastic gears. Phil tells me they had to replace two from new when they were setting the model up. Now at the shed today, all ready to fly and I find the rudder servo has stripped its gears. I think I'll replace that and the elevator servo with a couple more of the club's metal geared mini servos !



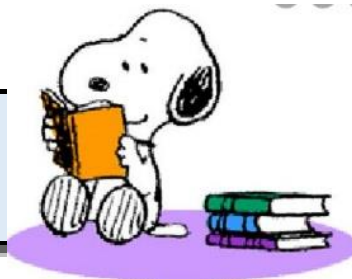
Had to cut away the front of the cockpit area about 7 mm's to get the canopy seated. The front of the fuz being concerned in the crash is that much shorter now !



Back in the land of the living and almost ready to go flying !!



Info and Things April 2024



Rob Lockyer sent in this interesting link..... [① RC 1/4 SCALE 9 CYLINDER BENTLEY ROTARY ENGINE AVRO 504K LMA MODEL AIRCRAFT SHOW RAF COSFORD - 2013 \(youtube.com\)](#)



Ian Redshaw flew the Avro 504 in the video ,the builder and owner Andy Johnston kindly gave me these details - Engine details: ¼ scale 9 cylinder four stroke 33mm bore, cast iron liners of 1mm wall thickness and aluminium finned barrels 45mm stroke 347cc, compression ratio 5.6:1 Super unleaded petrol with belts'n'braces 50:1 oil mix. (I use Bel-Ray HR1 fully synthetic ester 2-stroke racing oil.) Total loss force fed oil system via engine driven oil pump, approx. 30cc per 10 min flight using Bel-Ray Rpm range 700-3500

Prop. is 27 ½" diameter x approx. 23" pitch, period scale blade shape made by EAT propellers, sadly now no longer since the death of Eric Thomas.

Weight 7kg Avro 504K details: ¼ scale David Boddington/Nexus plans scaled up to 27% (to give sufficient cowl clearance for engine) Wingspan 116", 2.95m O/A length 100", 2.54m Covered in Linen Solartex, top surfaces sprayed with Flair Spectrum PC 10 Brown. All markings freehand with Humbrol Two coats Ronseal Diamond Hard Matt varnish brushed on all over (isn't affected by oil/petrol or nitro glow fuel)

All up weight 23kg Futaba 12FG TX 2.4Gig Futaba R-6014 HS RX x 2 SM Services Opto Isolators x 2 Ignition and RX batteries 2000mAh Eneloop Power to servos 3,300 Nimh subC via opto isolators. Servos are a mix of Hitec metal geared and Futaba, all non-digital 16 ferrite rings to combat the interference from the unshielded vintage ignition system

The Avro was designed around the Bentley with the provision for exchanging it for a Zenoah 62. The Avro's maiden flight was on 31st March 2012 with the 62 (and 3kg lead up front, the difference in weight between it and the Bentley) to prove the airframe and it was a great success so a further six flights were made to complete the CAA tests on that day before making the swap and further tests.

The Bentley engine build started in August 2004, it's test run was 9th January 2008 and the maiden flight in the Avro was 6th April 2012.

There are no noticeable effects of gyroscopic precession from the rotating Bentley affecting the handling unduly, just a slight difference in left and right which may be due to torque and the coarse-pitch propeller.

Twenty-two flights with Bentley to date (23/07/2013). Regards Andy Johnston



Came across this interesting Carbon Fibre sailplane build, time lapse recorded on video. If any one wants to have a go, I still have all the vacuum bagging gear !! Been there and done that as they say !

<https://www.rcgroups.com/forums/showthread.php?4529397-Building-the-%C2%91Black-Mamba%C2%92-RC-Electric-Glider-from-Scratch-Carbon-Fiber-3D-Printing>

Our Lake Hawea correspondent, **Mike Anderson** sent this link to the Lidl Model Gliders Facebook page;

<https://www.facebook.com/groups/767212474336094/>

His club, the Southern Lakes Flyers did a great PR job at Warbirds over Wanaka manning a modelling display.



Take a "Toy" glider - \$13 from K-Mart

Add a receiver and turn it into a Radio Controlled glider

Add a motor

Or two

Add undercarriage etc.

Convert other models using the building skills learnt

Go Fly!





Tuesday's continue to be popular and numbers are increasing. Brett now has the Flight Sim working with both Mode 1 and Mode 2 transmitters so it's all go for members practice and enjoyment. He has posted a set of instructions on the wall and here they are for your edification;

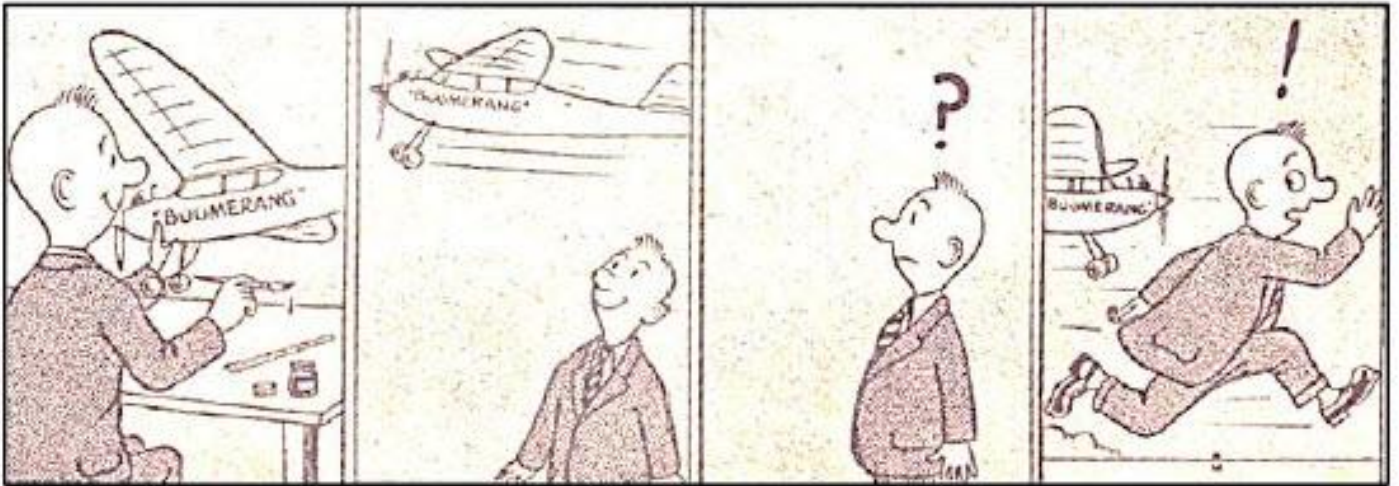


STARTING UP THE PHOENIX FLIGHT SIMULATOR

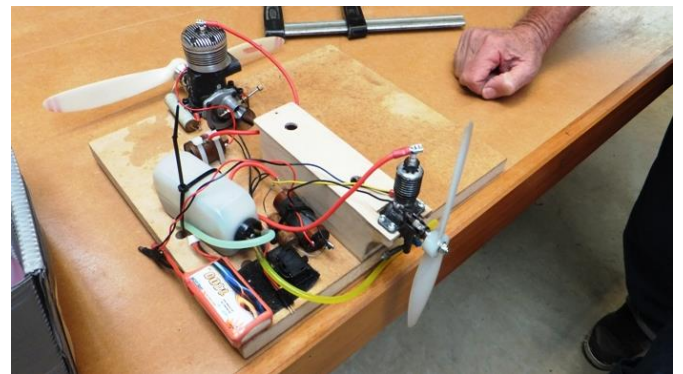
1. Turn the main power on (Switch by the shed door.)
2. Turn on the two switches to the left of the TV.
3. Turn on the TV – when it has power, a red light will glow on the bottom right of the TV. The TV On/Off switch is located on the back of the TV just above the red light. When turned on the light will turn Green and the TV will show a blank screen with a bar at the bottom showing PC.
4. Power up the PC by pushing and holding the on/off switch located on the right side of the PC for a few seconds. A green light should then light and blink.
5. Once the PC is running, a Windows 10 desktop should be displayed on the TV.
6. Logon to the PC – the Password is: **admin**
7. Get the Transmitter you wish to use (Mode 1 or 2) and connect a headphones/earplugs type jack plug to the back of the TX and plug in the other jack plug into the USB dongle. Then plug the USB dongle into any of the front USB sockets on the front of the PC. Once the dongle is plugged in it will flash (blue) a couple of times, then light with a solid blue light.
****Note:** there are Two Transmitters in the right hand draw of the cabinet below the TV:
 - a. **A Spektrum DX4E** – Mode 1 - (only has 4 channels – so Gear and Flaps are NOT useable in the sim using this Transmitter.)
 - b. **A Spektrum DX8** – Mode 2 - this is fully usable in the sim.
8. Click on the Yellow Phoenix RC Icon (Simulator.exe) on the top left of the desktop and the sim will load.
**** If you change transmitters - you will need to change them within the sim. Start the sim and from the Main Menu – select System - then Controls and select the Transmitter you wish to use from the submenu – once you highlight it - Click on the Finished button at the bottom to get back to the main screen.**
9. Go fly....

There is a growing selection of gear and tools as members continue to bring in their excess gear etc which is all available to the membership. **Joe Connolly** brought in a bag of useful tools and gear.

Robert is about to re-install the alarm system, if you've forgotten your 4 digit code, then you will need to contact him to update your memory. Members requiring a shed key and new alarm code need to contact **Robert** direct, the shed key is different from the gate key.



The shed mornings are great for members to bring in interesting "Things" to view and to play with. **Mike Shears** brought in two vintage petrol motors last month, and **Phil** just happened to be there. Of course the inevitable happened, **Phil** took them home, re-furbished and cleaned them up and got both running and brought them back and started them up! Noisy little buggers! The larger more modern one was a Nordic 10cc, and the smaller, a Mighty Atom 1.6cc which ran very sweetly, also loud!



That of course set the ball rolling and last Tuesday 8th, **Tony Ward** arrived with a box of interesting motors and bits he'd been given from an elderly retiring modeller. Some obscure models, amongst them a couple of ED 3.46's a diesel and a glow model. The pick of the crop though was the? Diesel motor.



I gave Phil a Brown Junior, that I'd acquired as did Mike, and with a bit of luck he thinks he might be able cobble the best parts together to make a good working engine. Then there could be just enough incentive to build a "Red Ripper" to take it aloft. Watch this space !



"You're doing some fancy flying today, Gene!"



Marty's "Members' Workshops" #17 April

Who has Marty got for you this month ?

Marty writes;

This month I visited Brett Robinson and as I sat down to type up my notes, I received the following from Brett. Not needing to re invent the wheel, I have included his bio with the photos I took.

Brett writes,

I was always keen on aviation from childhood. Made my first plastic model in 1968 and have been making them... on and off... to the present day.

While I enjoy making (mostly) plastic model aircraft, I also do military, sc-fi, cars, F1 cars and ship models as well.



In my early teens I met and formed a life-long friendship with my second cousin Bruce Keegan, who, both helped me start down the aeromodelling road, but also inspired, guided, assisted and supported my progress in aeromodelling up until the time he passed away in July 2015 aged 94.

Joined the Auckland Model Aero Club in 1973 and began my aeromodelling experience with free-flight models mainly A/1's and A/2's. Entered an Omega A/2 contest run by the Auckland Area Squadrons of the Air Training Corps in '74.

Radio control gear came to the club in late 1974 and in 1975 I received (as a reward to obtaining my School Certificate) a new Teletrol four channel set.

First radio model was a Thermal Rider. I was very fortunate to have some really good fliers in the club at that time who were only too willing to help a 'new boy' get to grips with flying radio gliders. People like Reg Fleet, Angus Macdonald, Henry Grocock, Lee Middleton, Len Perry, Arthur Pearce were some of the many club members that helped me along the road to R/C proficiency!



Attended my one and only 'Nats' in 1977 (the 30th) at Hamilton. Flew free-flight models and helped the club 'guns' at the both the free-flight and soaring fields, during what was a very windy Nats! All this was not in vain as the Auckland Club took out that Champion Club at that Nats that year!



Spent the next few years building and flying a range of thermal soarers from an Olympic 99 to a Graupner Hi-Fly, Aquila Grande, Multiplex Alpha H, Falcon 880's (two) before purchasing my first 'moulded' Esprit model glider in 2004. On the power front I have built a vintage T.D. Coupe (now requiring a refurbishment) electric powered Flair kitset Fokker Triplane, Fournier RF4D and an Airsail kitset Piper Tomahawk. I attended a few NZ Soarchamps and won the 2 Metre class at one held in Palmerston North.

Was a founding member of Auckland Soar when it was formed in 1994.

Held the positions of President (1 year), Club Captain (2 years), Recording Officer (10 years), Webmaster and Newsletter Editor (16 years) until I made the move away from the 'big smoke' of Auckland to the Hawkes Bay in late 2015!

Now living in retirement in Hastings and catching up on all those building projects and flying I always wanted to do!

Cheers, Brett



CLIVE'S CORNER #16 April'24



The Sopwith Camel.

Air Frame and Rotary Engine Built by; Phil Sharp.

Review by; Clive Baker



When I have written one of these histories of a particular aeroplanes, I have chosen one that somebody either in the club has flown or someone who has visited us has demonstrated at something like War Birds. That way it is easy to find information and it almost certain that someone will have a photo of it. I put that information here because it may be useful for somebody taking over from me after the AGM. (Ha ha Ed) .

Specification

<u>Wing span</u>		8.53m
length		5.72m
Empty weight		422 kg
Gross weight		633 kg
Power plant	see note	
Max speed		182 kmph
Stalling speed		77 kmph
Range		480 Km
Armament		Twin Vickers machine guns 7.70mm



Various power plants were used depending on availability; 130hp Clerget / 150hp Bentley B. R. 1. / 110hp or 180hp Le Rhone / 100hp or 150hp Gnome Monosoupape.

These figures for power output are suspect. The fact that they are rounded to even numbers puts them in doubt. Figures for the power output of rotary engines were always suspect because fine tuning of the timing of these engines was not possible.

The Sopwith Camel was designed and built by Thomas Sopwith at a late stage of WW1. It first flew in 1917. Its name is said to reflect the way the twin machine guns were housed in humps in front of the cockpit. But camels with two humps are not common and did not have them side by side. Sopwith's planes tended to get names that were less than apt. The Camel's successor was the Snipe which is a wading bird. But I digress.

The design is said based on the Sopwith Pup but there are many differences. The fuselage was much deeper. It had a unique aerofoil section which was very slender and therefore light. There was no dihedral on the upper wing. Almost all the weight was concentrated in the front 7 feet of the fuselage, that's engine, pilot, undercarriage, armament and fuel.

One of the drawbacks of the rotary engine was that it was lubricated with castor oil. This entered the combustion chambers of the engine as part of the fuel but was not burnt. It was expelled more or less directly into the atmosphere. Pilots inhaled the castor oil reducing their flight time. In the Camel there was a duct that collected the exhaust and it was expelled under the fuselage. Progress.

WW 1 took place a few years after the first plane flew. Much of the technology was not well understood at the beginning of the war. The war itself was a race to master that technology and it seemed the life of a new plane was 12 months. 12 months after it first entered the war the enemy had made improvements to its fleet which made what was a new plane outmoded. Each year it seems that each side made progress in the race a better airplane.



The Camel reached the battlefields in France in early May 1917. Throughout WW1 Britain's aerial fleet was administrated by the Royal Flying Corps and Royal Naval Air service. In the interest of improving efficiency they were amalgamated and became the Royal Air Force on 1 April 1918.

Shortly after the Camel first entered operation in France some of Home squadrons took delivery of their modified Camels to be used against the attacking Zeppelins. It was found that the flashes from the gun muzzle distracted the pilots and these were shifted to the upper wing. They were not the first night fighter used by the RFC, earlier Sopwith One and a Half Strutter (good name?) had been modified. The press wanted better protection for the Londoners and derisively referred to the one and a half strutters as comic air planes. The later Camel retained the comic appellation.

The Camel had always been a "difficult" airplane, particularly on take off and landing. New pilots coming from flying schools in Britain were ill equipped to handle the new fighter. In a 6 month there were 100 crashes thirty of them fatal. Sopwith recognised the problem and at short notice modified a Camel as a two seat trainer. Conditions were cramped and the fuel tank had to be reduced in size so that it could only fly for 30 minutes but that was sufficient for a training session.

The Royal Naval air Service had carried out trials with the earlier Pup to take off and land on a ship. A special Camel was built and was either arranged to take off from for'ard section of ships deck or from a towed lighter. Photos of the lighters at speed look alarming and their crews were not to be envied. The Camels were used to defend the naval fleets from attack from Zeppelins and on one occasion directly attacked a Zeppelin base in Denmark. The Camels used by the navy were modified with a joint just behind the main fuselage and the wing span was adjusted by a small amount. Both modifications were carried out to ease storage on board ships

Trials were carried out with a Camel attached to a British air ship in flight. When attacked the Camel could be dropped to defend the parent ship. Similar experiments were carried out by the Americans during WW2. At the wars end Sopwith had just begun to supply the RAF with a replacement aircraft the Snipe.

Around 5,000 Camels were built mostly under subcontract to other manufacturers in Britain. Like most of the aircraft used in WW1 they were fragile and did not survive for long if exposed to the weather. Two Camels are owned by The Vintage Aviator Ltd and based at Hood Aerodrome.

All the photographs in this article were taken of Phil Sharp's 1/3 Scale Sopwith Camel. This is powered by a fully functional 1/3 Gnome Rotary engine also built by Phil Sharp. **Clive Baker, MFHB April 2024.**



Soaring Report

April 2024 Blackbridge



F3K and F5k North Island Series Round 1

The Invite was sent out to all pilots for a weekend of great weather in Hawkes Bay. The forecast was better than the rest of New Zealand, although rather uncertain for Saturday. We had 7 entries for F3K (discus hand Launch) and 6 entries for F5K with one late withdrawal. We all met at the field early on Saturday morning with Joe doing the competition draw for both events. Joe arrived with a John Deere mower to lower the grass height for a nice launch and landing box area. Everyone got into helping set up the gear and doing test flights before the competition started. The conditions were great although the afternoon was predicted to get quite breezy.



We decided to do two rounds of each class so we didn't have to keep changing between classes every flight. As we had one pilot withdraw just prior to the comp for F5K. We finally decided to fly all up last down 4-minute max with the two other attendees doing the timing for the F5K fliers from the sidelines. That was a bit of a challenge to get right, but Stew Cox and Myles Maloney did an admirable job. Somehow, they sorted out the timing, even when three pilots landed within a few seconds of each other! The first groups in F3k had the usual flight 5mins in a 7-minute working time, these slots had zero thermal activity, as well as sink from being downwind of tall trees. Most managed around one and half to two minutes for a good flight. The next round was last two flights three-minute max and again one and half to two minutes was a good flight. A change to the F5k planes and 4-minute max flights saw a little change in conditions with some thermal activity starting to show up. During the morning the conditions became better for thermals.

The wind eventually arrived, and using ballast became important. We flew until around two thirty in the afternoon before things became rather annoying due to the increasing NW winds. There were some interesting flights with models being tossed around, and quick reactions were necessary to have a safe landing (hence the halt to the event for the day).





We had a team debriefing afterwards and departed the field to meet up at Andrew and Jane Hiscocks for a wonderful evening barbecue and social.

Sunday morning was a better outlook for the whole day with light wind, and a little southerly which meant a bit cooler temperature. One of those days where its jacket on jacket off! Peter Glassey flew the F5K very well although Joe was proving very consistent as usual to take the win after completing 8 rounds for the weekend. Joe did once again "cheat" as he was using Kevs back-up F5K plane despite having two F5K planes in his hangar (they just need servo installation...). F3K was 10 complete rounds with some fantastic flights achieved. One of the most interesting was Stew Cox managed a 3.59 flight with a land out due to a technicality and sadly lost the whole flight time! It was great to see everyone getting 1000 points somewhere on the scoreboard for a flight. A notable slot was Stew Cox putting the hurt on both Joe and Kev to take the 1000. We finished up at 2.00 pm so the visitors could travel home. Thank you so much for coming to the lovely Hawkes Bay!

F3K Results :

1	Joe Wurts	8976.4
2	Kevin Botherway	8830.8
3	Peter Glassey	7827.9
4	Miles Moloney	7447.3
5	Stew Cox	7077.3
6	Andrew Hiscock	7076.9
7	Steve Warner	2948.4

F5K Results :

1	Joe Wurts	6817.4
2	Peter Glassey	6233.9
3	Andrew Hiscock	5691.0
4	Kevin Botherway	5442.4
5	Steve Warner	2608.2

Soaring Rocks!!! Rowdy



Vintage Report. April 2024



Wednesday 3rd April, good forecast so **Stan, Brett and I** met for a morning's flying at Awatoto. **NDC** Vintage ½ E Texaco was on this month's schedule, so Brett and I faced up and flew. Conditions were pretty flat so it was a bit of a struggle to make good times. However at least we got a couple of scores on the board with our 51 inch span Stardusts with the 2S 360 Mah batteries.

Clive captured my 51in Stardust in flight.



VINTAGE 1/2E TEXACO 03/04/2024

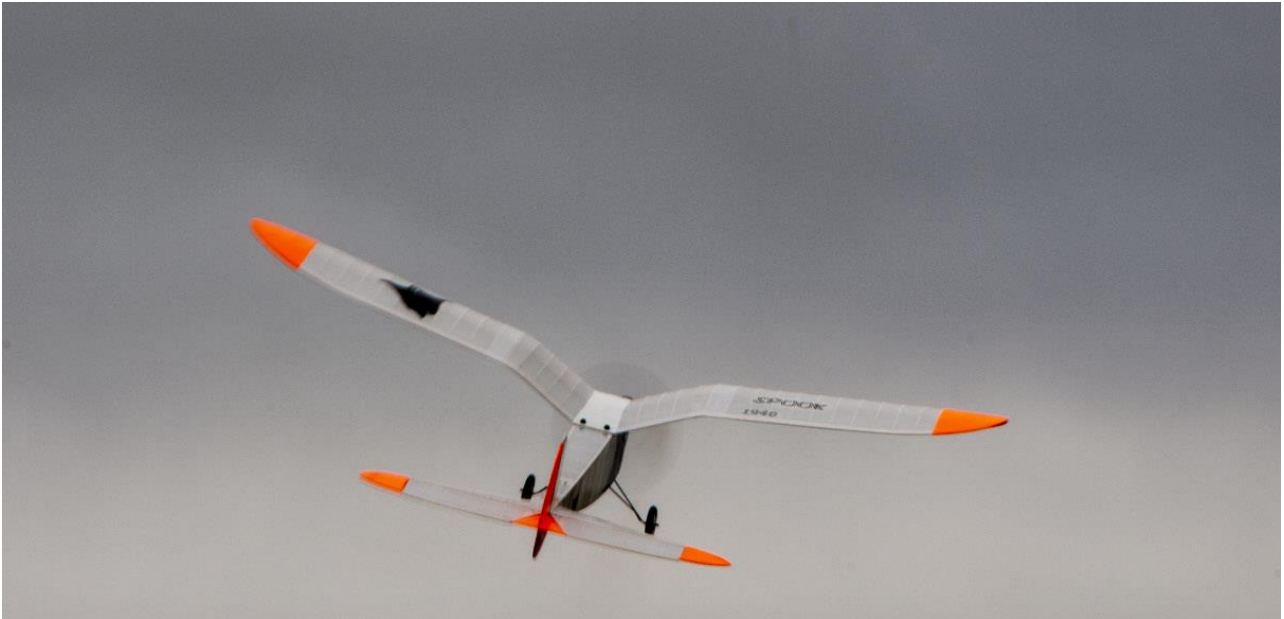
NAME	MODEL	ROUND										GRAND TOTAL
		1				2				AGE		
		FLIGHT	LAND	BONUS	TOTAL	FLIGHT	LAND	BONUS	TOTAL			
BARRIE RUSSELL	STARDUST	856	0	10	866	803	20	10	833		1699	
BRETT ROBINSON	STARDUST	588	0	10	598	492	20	10	522		1120	

Sunday 14th: **Russ Nimmo** brought out his "Spook" for a test flight. This model a 72 inch from 1940, built from a laser cut Hangar One kitset has been two years in the making.



[Spook 72' - Hangar One](#)

A very attractive gull wing design, powered by an OS 56 Four stroke motor retrieved from his Miss America (ex-Harvey Stiver model) which didn't quite make it intact through a fence on the home property !



“Spook” seen here departing on its first successful flight. Flies very nicely, excellent climb rate and a good shallow glide. Should be an excellent contender in the Vintage IC Duration class with a 20 second motor run.

Rob Lockyer has joined our Merry Band of Vintagers and test flew his new 38 inch Courtesan and it performed like a Vic Smeed model should, so equipped with a supply of 2S 200mah lipo batteries, he’s eager for some Sports Cabin Texaco comps. Now we have **Stanley and Brett** with their 36 in Tomboys and **Rob and myself** with 38 in Courtesans and **Graeme Rose** has a Courtesan nearly ready. There must be some other models hidden away in those attics and lofts, get them out guys, get in touch and let’s have some SCT competition. I have another small supply of 2S 200mah lipos coming soon, so let me know if you’re in need and maybe I can help. Twice now I’ve found them in bundles of eight on AliExpress at a good price, and on both occasions when I’ve gone back to re-order more, they’re either not available or the price has escalated ! Guess you just have to keep looking and jump in when you find them suitable !



Kevin “Rowdy” Botherway” will be another serious competitor soon, having just downloaded a Night Train plan from Outerzone which he is enlarging 112% to 74 inch to match our models. Watch out for some serious and possibly noisy competition in the future gentlemen ! **Way to go !! VINTAGE ROCKS !!**

Wednesday 17th. A call to arms answered by **Stan, Brett, Graeme, Barry** (timer), **Clive** (Photographer) and **self**, saw some great flying in idyllic conditions with some good patches of lift. **Stan** flew an **NDC** ½ E Texaco with his Tomboy suitably ballasted to a dry weight of 9.1 ounces thus allowing the use of a 2S 200 Mah flight lipo battery. I flew my Flying Pencil in the Vintage E Texaco **NDC** for it’s first serious competition flights and was well pleased with it’s performance. Found some good lift during the first flight and then the cooler sea breeze arrived later.

VINTAGE E-TEXACO

NAME	MODEL	ROUND										GRAND TOTAL
		1 AGE				2 AGE				GRAND		
		FLIGHT	LAND	BONUS	TOTAL	FLIGHT	LAND	BONUS	TOTAL			
BARRIE RUSSELL	FLYING PENCIL	1910	0	0	1910	830	20	0	850	2760		

And Stan's points as below:

1/2E TEXACO

NAME	MODEL	ROUND										GRAND TOTAL
		1 AGE				2 AGE				GRAND		
		FLIGHT	LAND	BONUS	TOTAL	FLIGHT	LAND	BONUS	TOTAL			
STANLEY NICHOLAS	TOMBOY	690	20	10	720	680	0	10	690	1410		



Top Left; Graeme had some good sport flying with his Simplex and Brett his Lanzo Bomber.

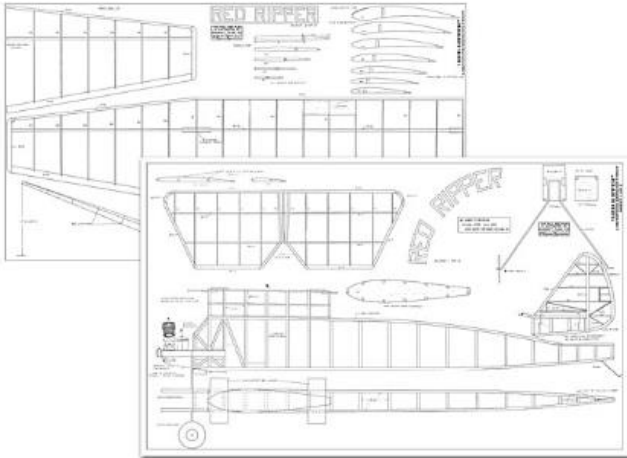
Top Right ; Our intrepid "Timer" Barry and Stanley discussing pre-flight tactics.

Bottom Left: My Flying Pencil climbing out for a Vintage E Texaco **NDC** competition flight.

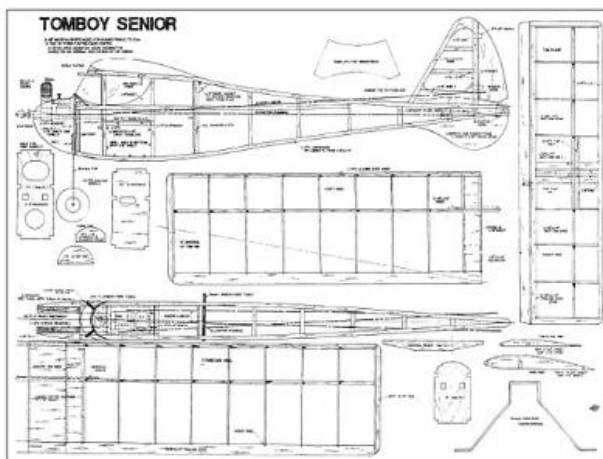
Bottom Right; Stanley in launch mode with his Tomboy heading up for a Vintage ½ E Texaco **NDC** flight.

Some tried and true Vintage models to consider if you're looking for a future build....

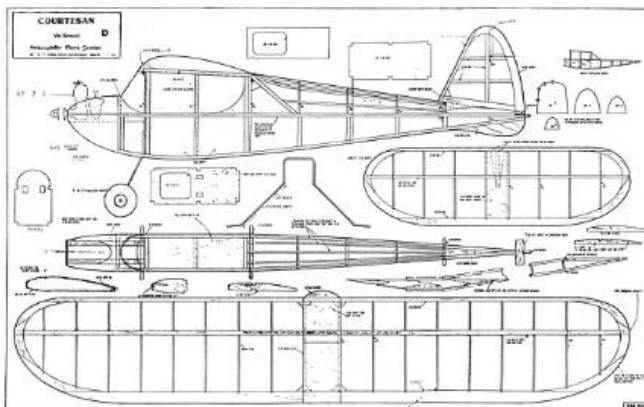
Red Ripper; <https://outerzone.co.uk/search/results.asp?keyword=Red+Ripper>



Tomboy Senior; https://outerzone.co.uk/plan_details.asp?ID=12755



Courtesan; https://outerzone.co.uk/plan_details.asp?ID=294



A CLOSING SMILE. April 2024



A Senior's Version of FACEBOOK

For those of my generation who do not, and cannot, comprehend why Facebook exists: I am trying to make friends outside of Facebook while applying the same principles. Therefore, every day I walk down the street and tell passers-by what I have eaten, how I feel at the moment, what I have done the night before, what I will do later and with whom. I give them pictures of my family, my dog and of me gardening, taking things apart in the garage, watering the lawn, standing in front of landmarks, driving around town, having lunch, and doing what anybody and everybody does every day. I also listen to their conversations, give them "thumbs up" and tell them I "like" them. And it works just like Facebook. I already have 4 people following me: 2 police officers, a private investigator and a psychiatrist.

*And so that's Goodnight from them and Goodbye from me,
We might see you later in the year,
Cheers, Barrie the editor mfhb.*