Model Flying Hawkes Bay

PROPWASH

Newsletter # 170 July 2025

Monthly Activity Calendar

Sundays; **Club days Awatoto Field**

Sunday Barbecue Lunches; **To be notified by email prior.**

Tuesdays; **Club "Shed" Mornings**

Vintage; **Ring around any day the conditions are suitable.**

General Flying; **Any Day the weather's fine.**

Soaring; **Black Bridge. Ph Rowdy or Joe.**

Committee Meetings; **Second Tuesday.**

Vintage NDC August 2025.

Aug/25	143	VINT	RC Vintage IC Duration
Aug/25	144	VINT	RC Vintage E Texaco
Aug/25	145	VINT	RC Classical E Duration
Aug/25	146	VINT	RC Vintage Precision

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Contributors to this issue; Brett Robinson / Barrie Russell / Marty Hughes / Ash / Kevin Botherway / Ross Brinsley / Alan Rowson / Shaun Andrews / Colin Stevens / Barry Lennox / Dave Cantell / Mike Anderson / Phil Sharp / E & OE

From the Editor's Desk;

Greetings All,

I think winter's icy fingers have been taking their toll this month with not a lot of activity to report. There have been some patches of good flying weather during the week and at least our Vintage (older !!) members have been able to take advantage of the conditions.

The Building Board has been a bit more active, and once again a huge thank you to Phil Sharp for his continuing mind blowing report on his latest engine build. My grateful thanks to out-of-towners, Barry L and Mike A who regularly show support with their interesting contributions. Also great to hear from Colin Stevens in the UK who is even older than yours truly and is still very active in his club scene, flying and writing.

I hope you enjoy the read and as usual look forward to your support up coming.

Regards, Barrie the editor mfhb. July 2025.

Prez Sez;

Not long now … It's just around the corner… We are over the hump.

What am I talking about ? The warmer club Sundays of course. If last Sunday was any indication, then I'm looking forward to it.

Even with the other less than fantastic days over the month, we are getting solid numbers on Sundays and the field is being well used during the week and Saturdays as well.

There is a bit of building going on around the place and I was lucky enough to see a glimpse of the **Russ Nimmo / Phil Sharp** Albatros joint venture with the **PS** (Phil Sharp) 6 cylinder complete with gear reduction going up front. **Russ** is making a stunning job on the fuselage. If the D4 was anything to go by then this next venture will be a work of art. **Rod** is still building more planes than he will ever need so watch out later in this propwash for the update.

During the month, our life member **John Clarke** celebrated his 90th Birthday. **Happy Birthday John** and we are glad you enjoyed the surprise. You can't keep a good man down and **John** continues his modelling but just on a smaller scale. Watch this space.

You won't see me at the field for a few weeks as I'm heading north for the winter to get some sunshine. See you all towards the end of the month at a flying field near you.

That's my lot.

Marty.

MODEL FLYING HAWKES BAY PRESENTS

WARBIRDS OVER AWATOTO

MODEL FLYING DISPLAY

FEB 7TH AND 8TH 2026

WAITANGI RD, AWATOTO

$10 PER CAR ENTRY DONATION AT THE GATE

FOOD TRUCKS AND COFFEE CART ON SITE

CLUB ACTIVITY July 2025

Winter is upon us, and your editor is feeling the pinch of the wintery fingers a bit more than usual. I understand there was a big turnout on **Sunday 13th**, but nothing has come in. **Tuesday 15th Shed morning** was busy with our Senior member Joe Connolly's family bringing out all his modelling gear. Joe has moved into care, and the family have asked that we dispose of Joes modelling history either by giving away and /or selling some with the funds going into the club "Shed Fund". It's a sad time when one's history is laid out in this fashion, and should give cause for thought amongst so many of us. Maybe enlightenment should urge some of us to make more provision for disposal of our hobby's fruits before being forced to and left to others to deal with.

We have also been kindly bequeathed a number of good flying models from a gentleman in Havelock North, an ANZ pilot Steve Algar, for the club, so it looks as though the "Shed Boys" have another job of sorting and preparing models and gear for another "Give-away / Donation / Mini Auction / Clubnite in the Shed". **WATCH THIS SPACE.**

Shed morning 22nd July, Too cold out at the field, at least the shed offers some comfort, and camaraderie and hot cuppa. **Rod** brought his Chippie out for a look, (more on the "Building Boards") a very nice model.

JC Turns Ninety

President Marty writes;

So on Thursday the 17th of July , our life member **John Clarke** turned 90 years old . As John had already celebrated the occasion with all of his family the weekend before , It was a great opportunity to surprise him with a dinner at the Duke in Taradale . A great turn out on such short notice and John was totally surprised .

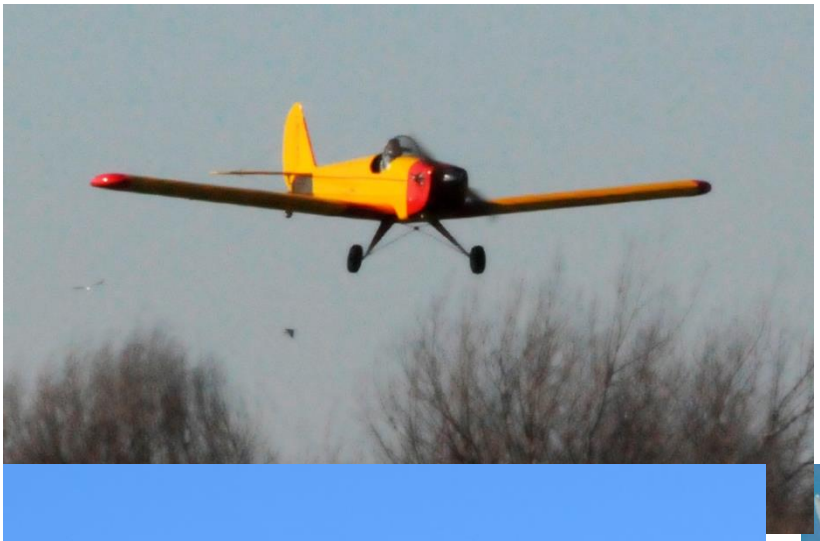
Happy Birthday John from all your friends in the greatest Model Flying Club in the land .

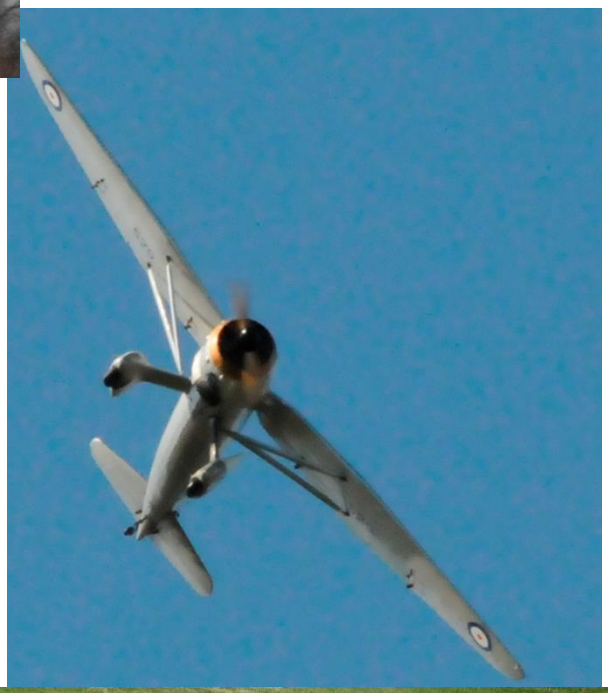
Russ Nimmo enoying some mid week flying with his Great Planes Cub, powered by a Saito 20 four stroke. A nice combination and a very realistic flyer.

Sunday 29th July. What a great spell of weather this past week, and a good number turned out today to enjoy a cloudless and calm day, cool start, but once the southerly drift abated it was a glorious Bay Day.

Clockwise from top Left; Pits scene east / Pits West / **Glen Roberts** brought out his refurbished PT 19, we last saw this flying back in the early 2000's !! Still performs well with **Glen** on the sticks after **David W** tested it out./ **Mike Shears** bringing Rustrix home / **My** Beetle after surviving its test flight which went well, whew !! **Ed.**

Clive B was again busy with his camera for some neat aerial shots….





AROUND the BUILDING BOARDS. July '25

Marty Writes about his Daddy (Sir Rod);

Rod Hughes just can't sit still. With the completion of the SE5, he has wasted no time into diving head first into the Chimpmunk Ghost Writer. It's will boast a new DLE 35RA up the front.

The Chippy is fully aerobatic and will soon be making an appearance at a flying site near you. **M.**

Dave Cantell is just about at the finishing post with his kit build "Butterfly" and reports;

Getting close to finishing, CG test showed needing 260 grams of lead up front to balance. Total finished (Dry) weight is 1.800 kg.

Shaun Andrews reports and the re-engineering of his Pilot Laser 67.....

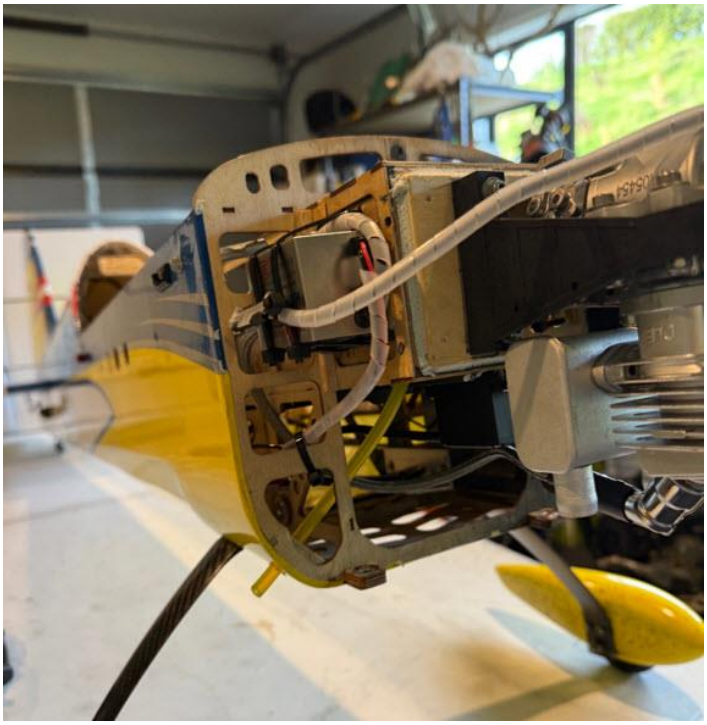
My Laser 67 has been an evolution of my aero modelling of late with the majority of the parts coming from an extra 300 that I purchased 5 years ago. With a crash of the extra, I was left with a JC evo 23cc motor and servos which were put into the laser 67 airframe. Over the last few years it has been a process of ironing out the kinks with new servos, batteries and just recently replacing the JCevo 23cc motor with a new DLE 20RA but not before I had a DLE35RA mocked up for installation.

The JCevo has just never run well and after two deadstick landings as I was practicing for my wings exam I decided it's time to get rid of the old and bring in the new. On a side note given the unreliability of the JC Evo 23 I am confident on my deadstick landings for the wings exam !

3 or 4 days later I had my hands on a new DLE35ra which was exciting as this was my first 'new' motor and I was excited about the reliability I was going to hopefully get. I reached out to Barrie Russell as I was advised he was helpful when it came to DLE motors.
I arrived to Barrie's workshop and showed him my plane, the motor and the dilemma I had where I needed to remove the plastic standoffs with the JCevo and install the new standards off with the DLE35RA. Barrie raised a few concerns with the DLE35, and in particular the weight and COG, the integrity of the firewall and the power the plane would have. I left Barrie's with a plan to attack the above concerns, but I thought, I have got the wrong motor – at the end of the day it's a 20cc plane so we should be putting in a 20cc motor, I was just concerned as it was technically a downgrade from the 23cc I originally had. A quick trip to the post shop and the DLE35RA was in the post back and a few days later a new DLE20RA arrived.

This time back to Barrie's and after the installation of a new firewall we mounted up the DLE20 and it fitted in much nicer. Barrie was a great help in teaching me around offset and how he fixed the firewall and how to set up the motor for mounting.

I left the workshop with a new firewall and a marked location for my standoffs. I mounted the standoffs and then was able to fit the motor. The only issue I had was the JC Evo had the choke on the top of the carburetor and John Clarke had helped me historically set up a very nice JC specially knurled choke leaver that was able to activate the choke with the plane hatch on and a quick flick of the throttle and the choke would switch off.
The DLE20 had the choke on the bottom of the carburetor and it took a bit of thinking at my end and chatting with Chris Tutton (after crossing paths with something completely unrelated to modelling) I managed to set up a servo underneath the fuel tank which I can active on switch.



Finally after a few weeks of back and forth with different motors, changing this and that I finally got the motor fitted up and running. A few ground runs at a richer mixture setting it seems great and a lot more responsive than the JCevo. Another few grounds runs and I think we will be airborne and this time deadstick landings will be by choice and not unpredicted as they were.

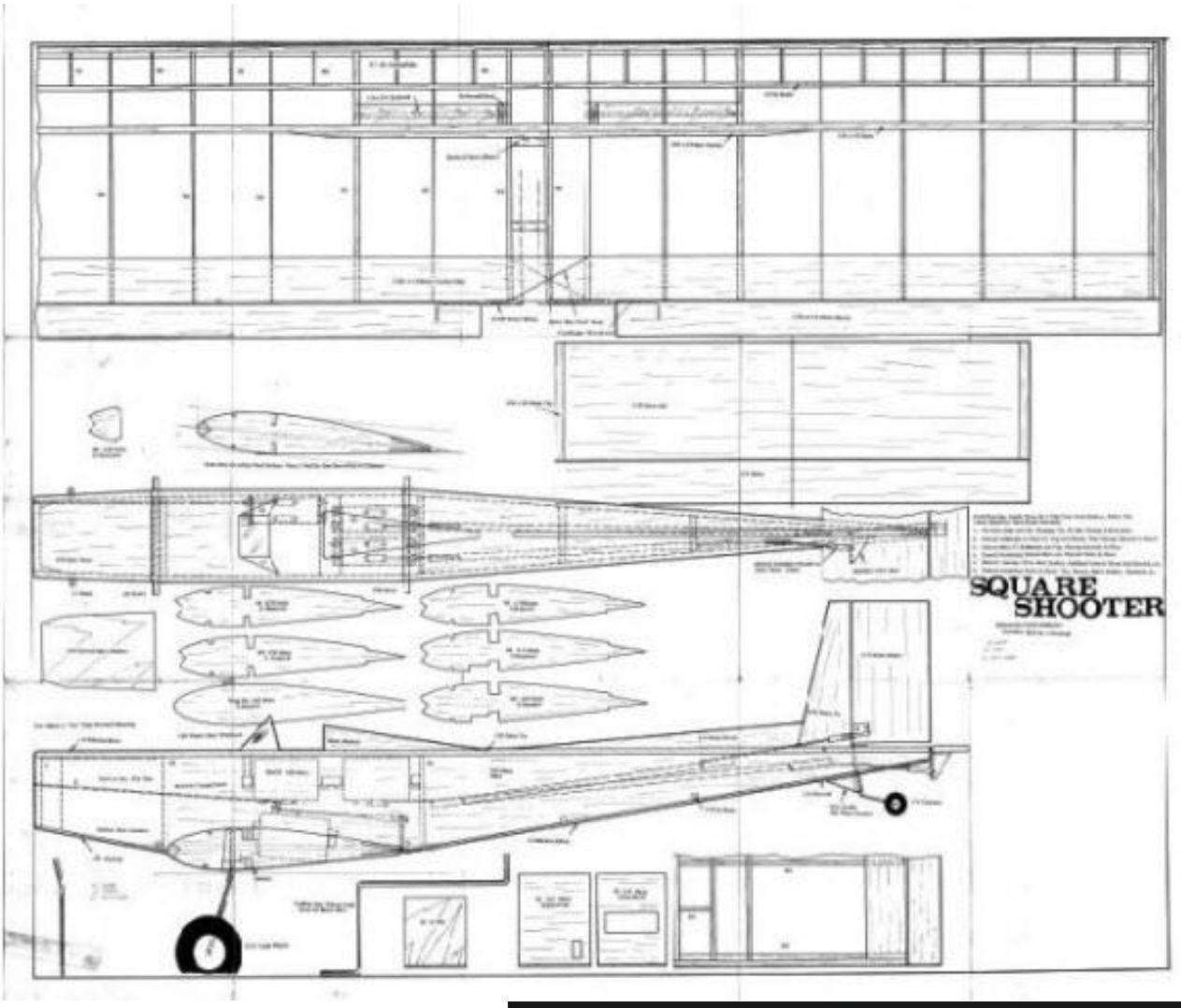
Shaun Andrews.

Alan Rowson sent in these pictures from a recent HMAC clubnite and wrote;

Stan and Kevin Uncles bought this 1/3 scale Spitfire to our club night. It is now finished after a 4year build and is now waiting on a test flight by Grant Finlay.
Has over 4 metre wingspan 350 cc inline Klom motor I think. Stan has put 18000 rivets on the plane.
Kevin Uncles has done the painting and it was painted from the Al Deere Spitfire in Ohakea.
Cheers, Alan.

*From the middle/deep South comes this comment from **Barry Lennox** who is always looking forward to his next build. I think this one lies somewhere between # 23 and # 25 ! Looks like a neat build for those interested in some winter indoor entertainmenmt. Barry writes;*

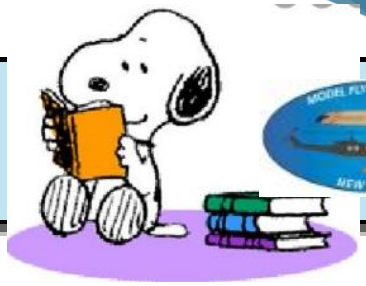
A modelling mate down South says I must build a "Square Shooter" by Dave Robelyn, as it's dead simple, flies beautifully and is just the ticket for keeping your hand in. It was published in MAN July 69 so it is now well and truly "vintage" . It flies well with an elderly 30 and is a bit insane with a modern 46AX. To "help" me, he's giving me the plan (Good grief, it's not on Outerzone) and the alloy rib template.
You can see it at https://plans.modelaircraft.org/product/square-shooter/



Secrets to a long happy marriage

A old woman was sipping on a glass of wine, while sitting on the patio with her husband, and she says, "I love you so much, I don't know how I could ever live without you"... Her husband asks, "Is that you, or the wine talking?"... She replies, "It's me... talking to the wine."

Info, Hints and Things July 2025



Been talking with our South Island correspondent, Barry L and he forwarded these two interesting engines following our discussion about old small motors as reported in past issues of "Aeromodeller"

Holly-Cox 099 Twin

An Ideal Wet Weekend DIY Project

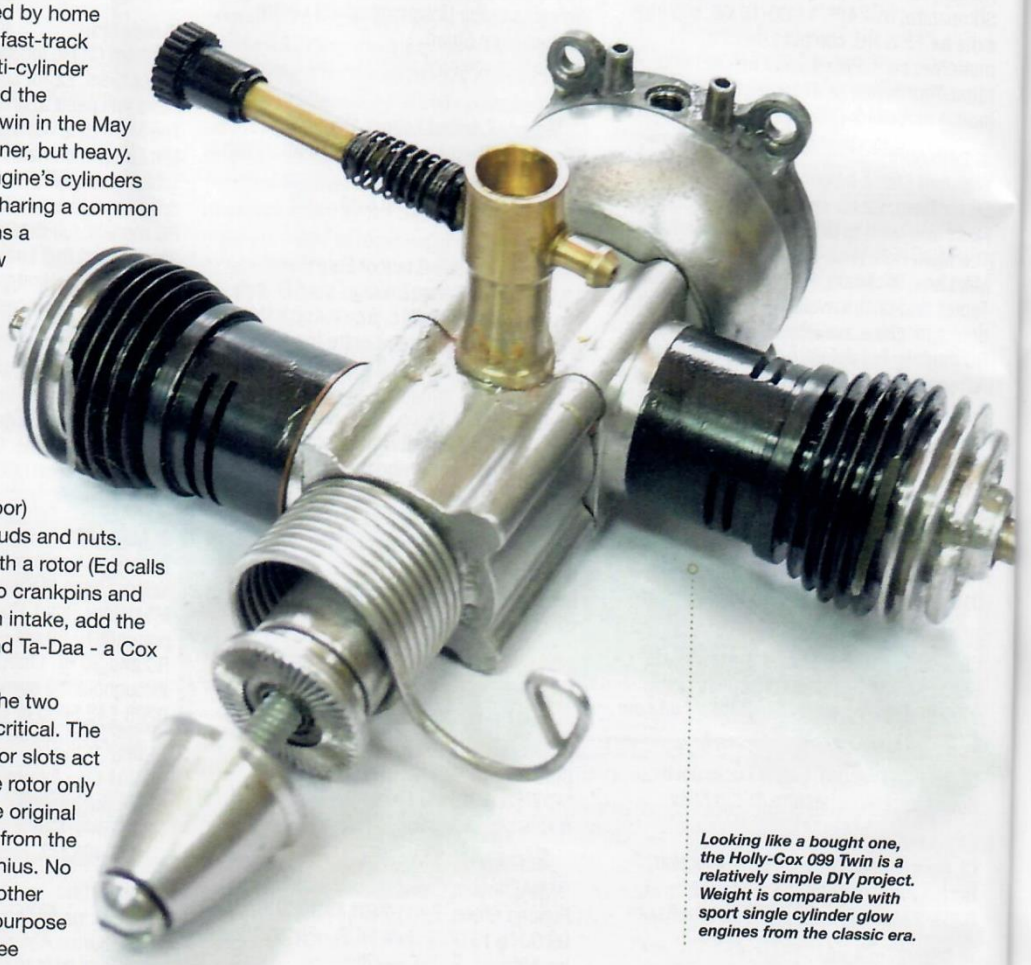
MARIS DISLERS DESCRIBES A FASCINATING FLAT TWIN, BASED ON COX BEE ENGINES, AND SUGGESTS IT COULD EVEN BE A DIY PROJECT

Cox Bee engine parts have long been used by home machinists to fast-track some impressive multi-cylinder engines. We presented the Coholic-Cox geared twin in the May 2022 issue. A fine runner, but heavy. A flat twin 2-stroke engine's cylinders must fire together, if sharing a common crankcase. That means a complex double-throw crankshaft and bespoke crankcase. Few have bothered.

Ed Holly's answer is far simpler. Join two ornery Cox Bee engines back-to-back (minus the fuel tank or plastic back door) using long threaded studs and nuts. Fill the space inside with a rotor (Ed calls it a slug) linking the two crankpins and acting as a rotary drum intake, add the venturi/needle valve and Ta-Daa - a Cox flat twin.

Alignment between the two crankshaft axes is not critical. The crankpins engaging rotor slots act as a universal joint. The rotor only transmits torque, as the original crankshafts bear loads from the reciprocating parts. Genius. No pesky reed valves. His other cunning idea was to repurpose the gutted redundant Bee fuel tank as a radial mount for the new engine. Hiding the rear-facing crankshaft.

This link shows Ed's engine in action and gives a brief how-to guide. *https://www.homemodelenginemachinist.com/threads/cox-049-horizontally-opposed-twin.26860/*

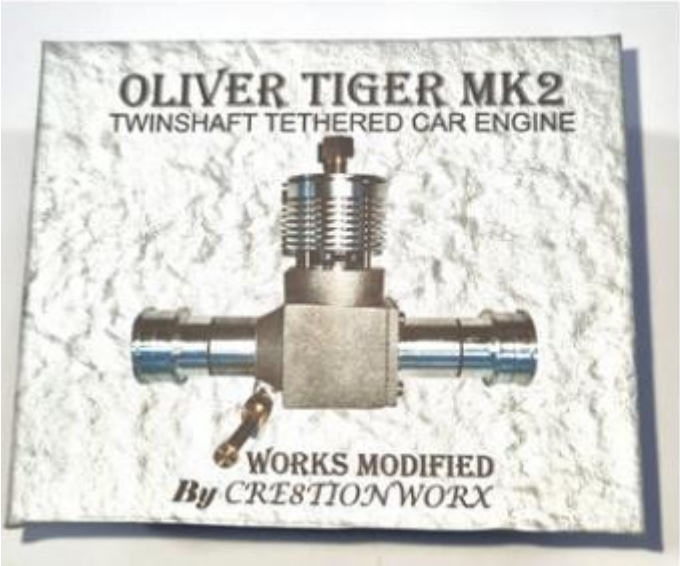


Looking like a bought one, the Holly-Cox 099 Twin is a relatively simple DIY project. Weight is comparable with sport single cylinder glow engines from the classic era.

Bravo Ed, for imagining and proving the concept. My improved version presented here overcomes Ed's prototype shortcomings and makes more power, for a little more effort. Hardly

photos and how-to directions instead. Make rough sketches if that helps. Understanding the next section before cutting metal should make your project enjoyable and successful

And how about this, made for tethered speed racing cars, but might suit a push/pull aircraft ?



OLIVER TIGER 2.5CC DIESEL

$750^{00} NZD

Shipping calculated at c

SOLD OUT

***Mike Harris** has been going through his pictures archive and forwarded this note;*

Hi Barrie, as I was mentioning to you yesterday. This is the aftermath (some years ago) of Rowdy's lovely red white and blue scheme Bi plane, right in the middle of the strip from 100ft, after the mid air collision with Glenn Robert's I think PT29 (could stand corrected on that) but that's the same plane he's back flying at our club now. Glenn managed to dead stick his aircraft back to the field with a broken prop and minor wing damage. The air was filled momentarily with colourful red white and blue confetti . Cheers **Mike Harris.**

Dear Barrie,

I read your plaintive plea for articles etc., for the next newsletter, and I was sorting out my travel log from our recent trip to the UK, Scandinavia, and the Baltic States….I came across this extract, written when we were in Wales….

"We drove to the opposite side of the estuary and out on the peninsular which is known as the Great Orme. The importance of this prominence, several hundred feet above the water, is that the wind comes across the Irish Sea, hits the cliffs and rises vertically upwards, creating a huge updraft which is ideal for "slope soaring" radio-controlled radio gliders. It is the site of the home of the PSSA (Power Scale Soaring Association – worth a look on line, (https://www.pssaonline.co.uk/), and they have various competitions and exhibitions during the year.
Unfortunately, the next one is on 17 May when we will be somewhere in Iceland!

The site is used by locals on the weekends and I spent some time chatting to one individual, and discussing the hobby in general. His glider (1.5 m w/s) was soaring at about 200-300 feet above us, sweeping backwards and forwards in large swathes, looping, rolling etc.
Where the aircraft come into land, the air behind the pilot is actually quite "rough air" meaning it comes downwards in swirls, and this is where the majority of rubbish associated with broken gliders can be found!

Two practical things that I got from this is:
1). The pilots wear heavily tinted ski goggles which prevents the eyes from watering in the wind, (which on this day, was averaging 30 miles an hour). Inevitably the glider goes in front of the sun at some stage, usually during the landing, so they also act as heavy sunglasses, and the pilot doesn't lose sight of the aircraft. Additionally, they can help see the glider more clearly against a grey sky.

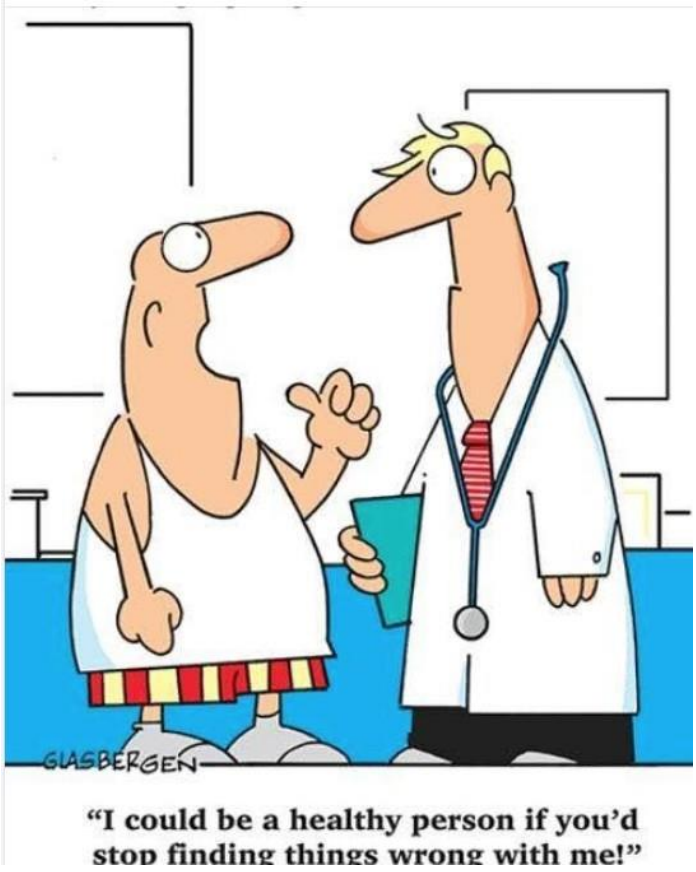
2) . The need for heavy duty windproof gear, such as a jacket with a hood, and maybe leggings. This is to prevent hypothermia from the 'wind chill factor'.

This is something we really must pursue in Central Otago for the many days we don't fly because we are complaining it is too windy!"

Mike Anderson

Lake Hawea

New medical school for Waikato announced…..

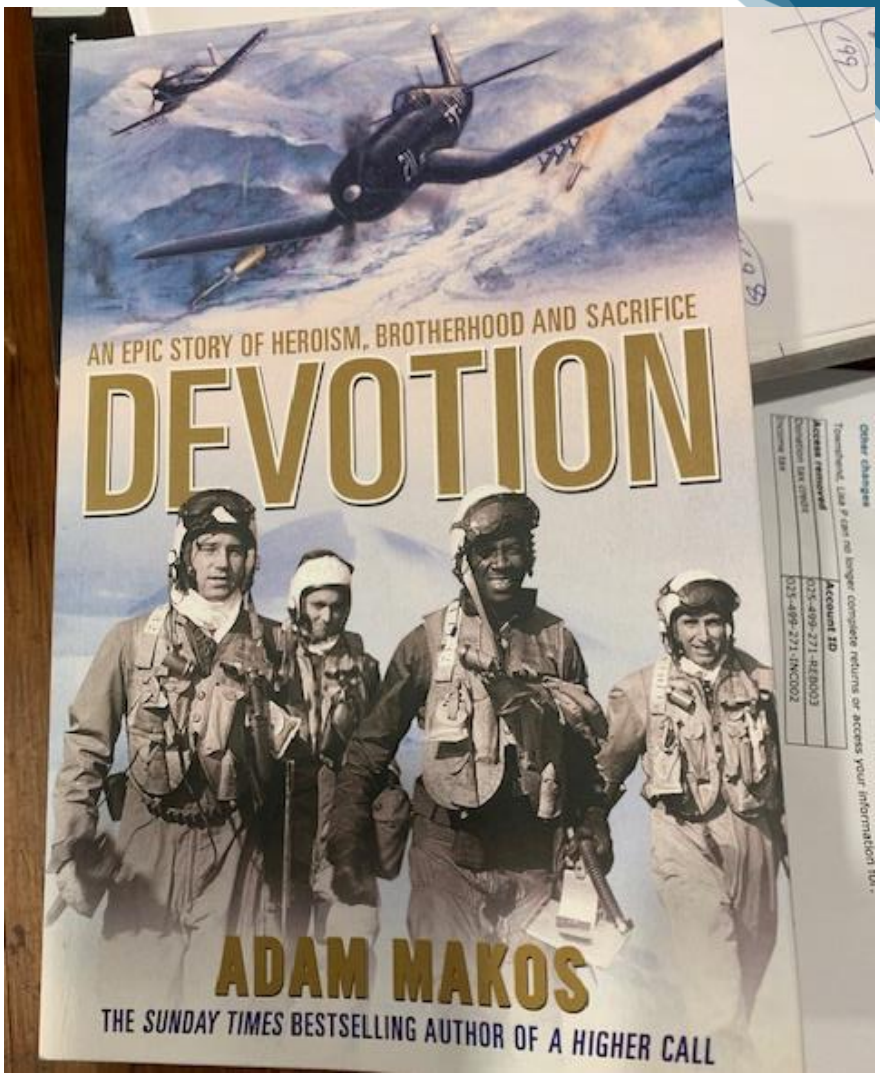


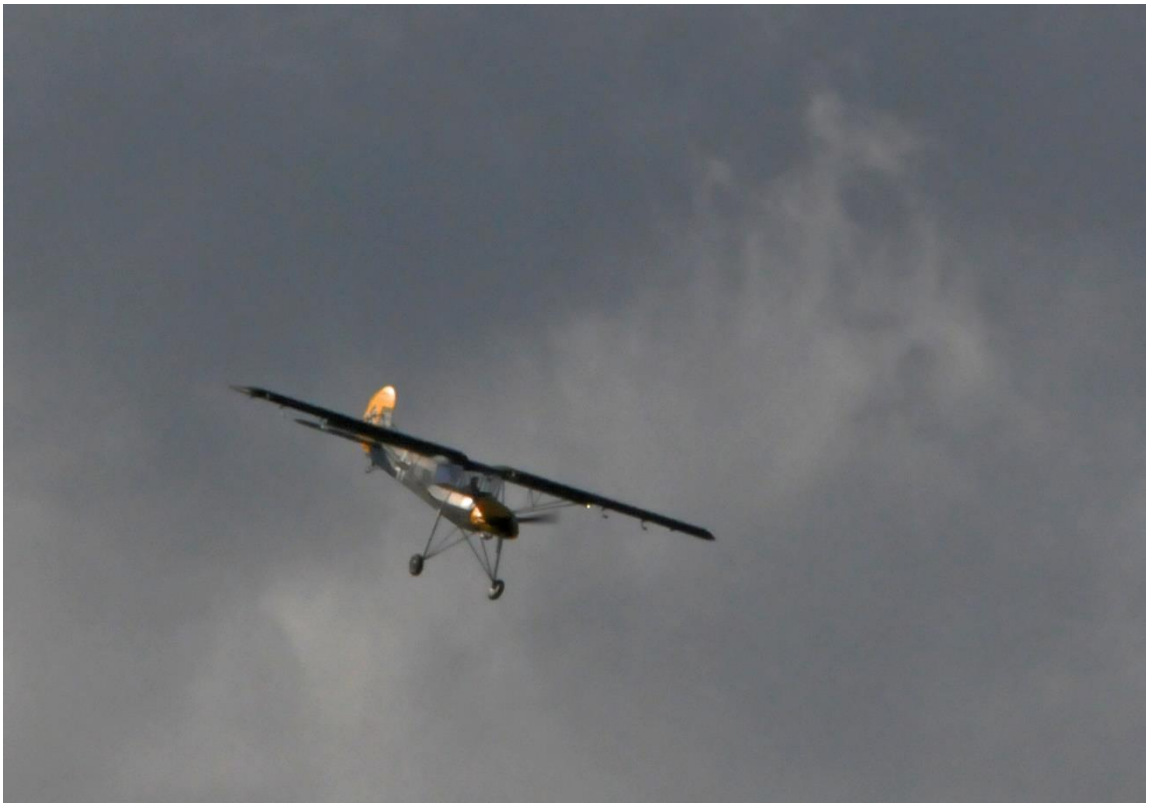
Just read a great book, couldn't put it down till I'd finished it.

Quoting from the cover story;

Devotion tells the inspirational story of the US Navy's most famous aviator duo, Lieutenant Tom Hudner and Ensign Jesse Brown and the marines they fought to defend and their exploits in the Korean War.

Get it from a library near you, or you can borrow my copy on a Must Return basis. Ed.





A photo from Clive he titled;

" Storms"

Capturing Phil's Storch coming home.

EASY AERODYNAMICS - HOW DO WINGS REALLY PRODUCE LIFT?

Ed Here, *In response to my plea for copy, I had this very interesting reply from* ***Colin Stevens****, one of our regular readers and contributors in the UK.* ***Colin wrote;***

Hi Barrie, Thanks once again for the Newsletter postings and messages. First of all, answering your request for Newsletter material, I offer the attachment, if it's acceptable.
Time marches on and I'm not getting much flying done now. (Colin is even older than me !! ED) I recall that I've amassed over 2,200 safe landings now since leaving the slope and returning to power, nearly all of those with a matching number of take-offs. I'm still managing the basic aerobatics with my less demanding models, and greasing the landings, but with some vision difficulties and age, I'm finding it tiring. The dwindling of the craft-based aspect of our hobby doesn't do a lot to inspire, either. Nevertheless, I retain a keen interest in the hobby that has given me so much enjoyment since my short-trousers days, and I hope you can gauge this from the article.
Oh, let me add, I hope in my submission that I'm not teaching grandmothers to suck eggs.
Best Wishes, Colin.

HOW DO WINGS REALLY PRODUCE LIFT?

I offer this contribution as an update of an article I produced recently for my club's magazine ("Clear Dope" - Chichester & District MAC), in which I attempted to put forward a more direct explanation of lift generation using Newton's Laws.

I have no formal qualifications in this subject, but at this level none are needed. Such knowledge I've accumulated has come from much reading and the pain coming from inevitable mistakes. I've been trying to make model aeroplanes fly well since school-days, and those mistakes must have yielded something. For half of that time I was merely asking questions and copying others - "monkey-see, monkey-do", but eventually curiosity intervened.

- - - - - - -

I've headed this item "Easy Aerodynamics" because for some time I've been trying to put across the point that for our purposes, much of it is indeed the case, and only requires imagination, the power to visualise, and a basic understanding of Newton's Laws of Motion - which are common-sense when studied calmly. We now know so much from wind-tunnel testing, that all we have to do is to ask how aerodynamic effects occur.

Probably the most important topic to be pursued in understanding our models is stability in flight, but since this can get more complex, I'd first like to look at something more basic - how lift is produced, and try convince you that the subject is not difficult to grasp. Let's put it to the test.

First, to dispose of early discredited theory: For most of the 20th century, academics were content to assume without any justification that air dividing over-and-under a wing would meet again at the trailing edge at exactly the same time (Equal Transit Time). They also hinged their arguments on the misapplication of Bernoulli's Principle (air speeded-up reduces in pressure), citing just the additional airspeed needed to cover the longer distance over the curved top surface of a wing, and thus couldn't explain how it is that an aircraft can fly upside-down or obtain lift from a symmetrical wing section.

More attention is now given to the application of Newton's laws, but my assertion here is that it's not being done in the best way by merely noting that the downwash behind the wing demonstrates the generation of lift by reaction, according to Newton's 3rd Law. It sells us short in failing to show how lift is initiated and then acted-on by other important factors. I am indebted to Don Farrer, who wrote a little-seen but revealing explanation many years ago in RCM&E magazine, that gives proper attention to the application of Newtonian theory, which I'll try to simplify here.

First, to see what wind-tunnel tests show -

1/ The flow passing over the top-side of the wing does not arrive at the trailing edge at same time as the underside flow - it arrives sooner, whereas the underside flow slows a little. Prandtl discovered this in the early 20th century, when he hit upon the idea of adding pulsed smoke to wind-tunnel tests, and we see the time-related result below.

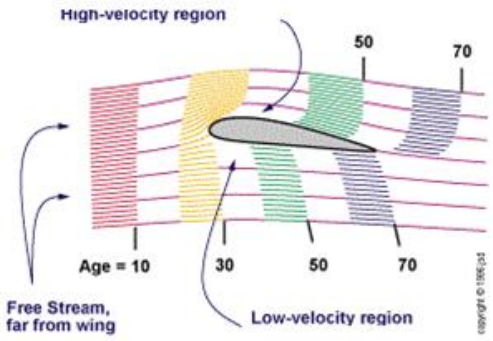


Fig. 1 Pulsed smoke test - acknowledgement to John S. Denker

2/ At the trailing edge we see downwash, representing the reaction to lift generation according to Newton's 3rd Law. Ahead of the leading edge we see upflow of the arriving air resulting from the lowered pressure over the wing and slower-moving air from the underside.
That sets the stage then, so let's see how lift is initiated in the first place, making better use of Newton's laws and starting with the top-side properties.

3/ The flow follows the curved surface under the Coanda Effect, unless the wing is stalled.

4/ The air has momentum because of its velocity and mass, so when it is made to change direction to follow the curve or change speed, a force has to be applied to it - Newton's 1st Law. (An aside, for the purist: The flow is subjected to centripetal acceleration, meaning that it is being forced into a curved flow being part of an imaginary circle, the acceleration being in the direction of the centre of this circle).

5/ It is only the wing that can apply this force - as it were, pulling on the moving air.

6/ If the wing is pulling against the air, then the air is pulling back against the wing, from Newton's 3rd Law (tug-of-war). We have Lift! - at least, the initiating process.

7/ In Fig. 2 we can see the forces surrounding the aerofoil shown as vectors. Note the direction of the vectors. Being in accordance with Newton (Note 4), they are perpendicular (normal) to the surface, apart for effects taking place at the stagnation point at the leading-edge. It can be seen that the greater curvature behind the leading edge creates the greater local force, as the the flow velocity at this region is reaching its maximum.

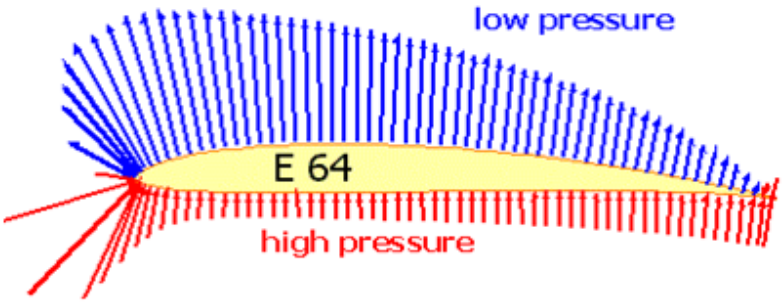


Fig. 2 Pressure profile - acknowledgement to Martin Hepperle

That's enough to explain the basic principle, but other effects arise from this, and they are most important. We now need to take a look at the pressure issues.
An aircraft devoid of other lifting devices cannot be suspended in air without being supported by a vertical pressure-differential, primarily a region of low pressure above it, which is usually accompanied by slightly increased pressure on the under-surface of the wing. We now need to know how these pressure differences arise.

8/ Firstly, the force existing between the wing and the air mass passing over its curved surface lowers the pressure, perhaps a good analogy being a blocked bicycle pump being pulled.

9/ The lowered pressure creates a pressure-gradient that draws-in and accelerates the arriving air to a speed above that of the surrounding (free-stream) air.

10/ Thus with augmented speed, the air's momentum is augmented too, magnifying the force and reducing pressure still further.

Thus the Newtonian process enhances the Bernoullian condition that would have existed with equal transit time. Note that since it is the Newtonian reaction that creates the lowered pressure on the top-side, thus the Bernouillian effect does not contribute extra lift to that generated by reaction.

I think this now ties it up, showing that these processes are not hugely difficult to understand, and that the Bernoullian calculation based on equal transit time ignores the basic physics of Newton's laws and the augmentation of the flow. Illustrating the latter point, someone clever enough to do the maths was able to show that a Cessna 150 would have to fly at about 470mph to sustain its own weight under equal transit time theory!
We really cannot argue against the fundamentals of Newton. Just to think that in the 1920's, academics could have deduced much of this by swinging a brick around their heads.

The Underside Flow:

Not being the main thrust of my submission, I append this for completeness. This topic seems to excite little interest in the text-books, maybe because it's not the main contributor to overall lift. What we do know from wind-tunnel testing is that here the pressure is raised a little, and the flow velocity is lower than the passing free-stream air, meaning that there is an apparent movement of air forwards. This combines with the arriving flow at the leading edge and adds to the upflow (Fig. 1). Once again, how do these effects come-about?

We have a positive pressure derived from air being depressed due to the wing's angle of attack. This is enough to slow the flow a little - thank you, Mr. Bernoulli. Its movement is a more difficult visualisation, and I think it's best tackled by considering the static air mass from a fixed position as the wing passes overhead. Given the means, we would see a moving band of depressed air having raised pressure, headed by air that has built-up due to the slowed flow, and which then augments the upflow.

When now coupled with the topside downwash, it has created an apparent circulating airflow effect around the wing, but which is not continuous. i.e. a molecule of air at the trailing edge does not progress forwards to flow over the top - it gets left behind, having only advanced forward in the receding air-stream. Exploring this further plunges into the complexities of Circulation Theory, something that I didn't want to face for years, and thankfully not of the greatest importance at this level. If you have found this underside process hard to visualise, then I'll admit, so do I. Excellent material then, on which to hone the powers of visualisation.
Perhaps now is a good time to sign-off. - - - - - - -

Believe me, aerodynamics can be really absorbing, but its charm is that no matter how diligently we pursue it, most never totally capture it. But that's a bonus, as understanding all from the beginning would rob us of much of the fun in our hobby.
Thank you to those who have managed to battle-through to the end. Your comments, adverse or not, are most welcome.

Colin Stevens.

"More Sharp Magic" Pt.4 July'25

After another very productive month in his workshop Phil reports progress to date;

Hi Barrie, A much more productive month this time, with good progress made. Nice also to get some good flying weather, if a little cold!! I was very lucky with the Storch last Sunday after attempting a go around, climbed and turned 90 deg and the motor quit!! Fortunately had enough height to just clear the fence***, (by at lease two centimetres from what I saw, Luck wasn't in it, pure skill !! ED)*** and proceeded to use all the considerable travel in the landing gear. The motor started and ran fine afterwards although it was too rich on the bottom end. I adjusted it and had another good flight! Sometimes you are just lucky!

Last month I had just started on the crankcase's by making a fixture to hold them in the lathe to bore the bearing holes and the clearance for the conrods. This was quite unwieldly, and required a 2kg balance weight. Fortunately son David was here so I "borrowed" one of his Go-Kart weights. The lathe ran fairly smoothly after that.

The crankcase halves are 155mm long so a long boring bar was needed, taking fairly small cuts. First I drilled successively larger holes up to 35mm and the finished with the boring bar to the bearing dia of 42mm. There are four bearings per half, which means three "chambers" had to be bored to 52mm dia to clear the conrods. Again quite a slow process. The digital read out on the lathe makes all the difference as you can't see what you are doing inside, so you are totally relying on the numbers.

Once completed I machined a mandrel from steel to mount the crankcase on the mill. All the rest of the machining was done on this fixture. The two halves of the crankcase clamp around this mandrel using a 5mm pin to locate them. There are lots of separate operations, so it's a case of doing one operation then swapping the halves and repeating the operation. Probably 30 or so operations per half! I was very pleased to complete them.

The Solid Works software is very smart, if you put the material in it will calculate the weight. Predicted was 492 gms, actual was 490 gms. Adding up all the components for the engine, the total weight is 6900 gms, plus the carbs and manifolds, not light, but OK I think.

The next job was the prop shaft and bearing support and housings. Fairly straight forward turning, with a bit of milling for the bolt holes etc. The prop shaft is machined from 4140 steel, with ground surfaces for the bearings. The gearbox end has a 15mm by 0.8 pitch lefthand thread, which I screw cut on the lathe, along with the corresponding nut. It was nice to be able to assemble all these parts and do a trial fit in the Fuse that Russell has got well underway. On it's own the engine looks huge, (approx 400mm long) but it disappears in the engine bay of the Albatross!

I had ordered the covering (15m) from Tony Clark in Germany, and noticed that they do a very nice range of large wooden propellers , so I took a bit of a stab and ordered one, a 34 by 16, which hopefully will be OK. With the reduction gear it should spin at about 3500rpm. (5100 engine speed, about the same as the Storch).

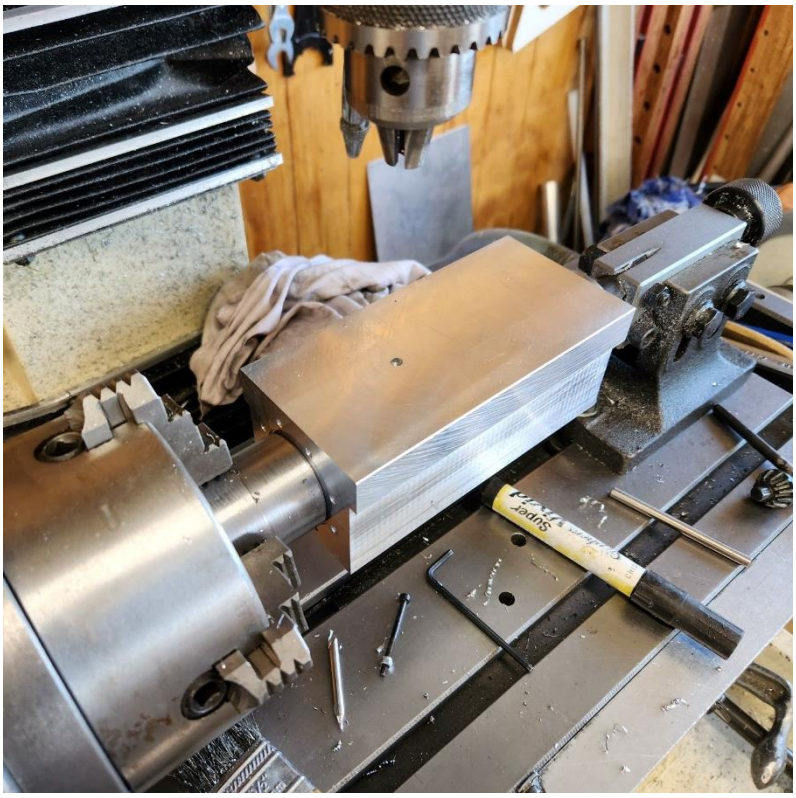
Well that's all for now, next tasks will be the conrods and crankshafts. Pictures attached with legends

Regards Phil.

Crankcase in lathe, note 2kg lead balance weight.

C/case Drilled to 25mm.

Facing the end.

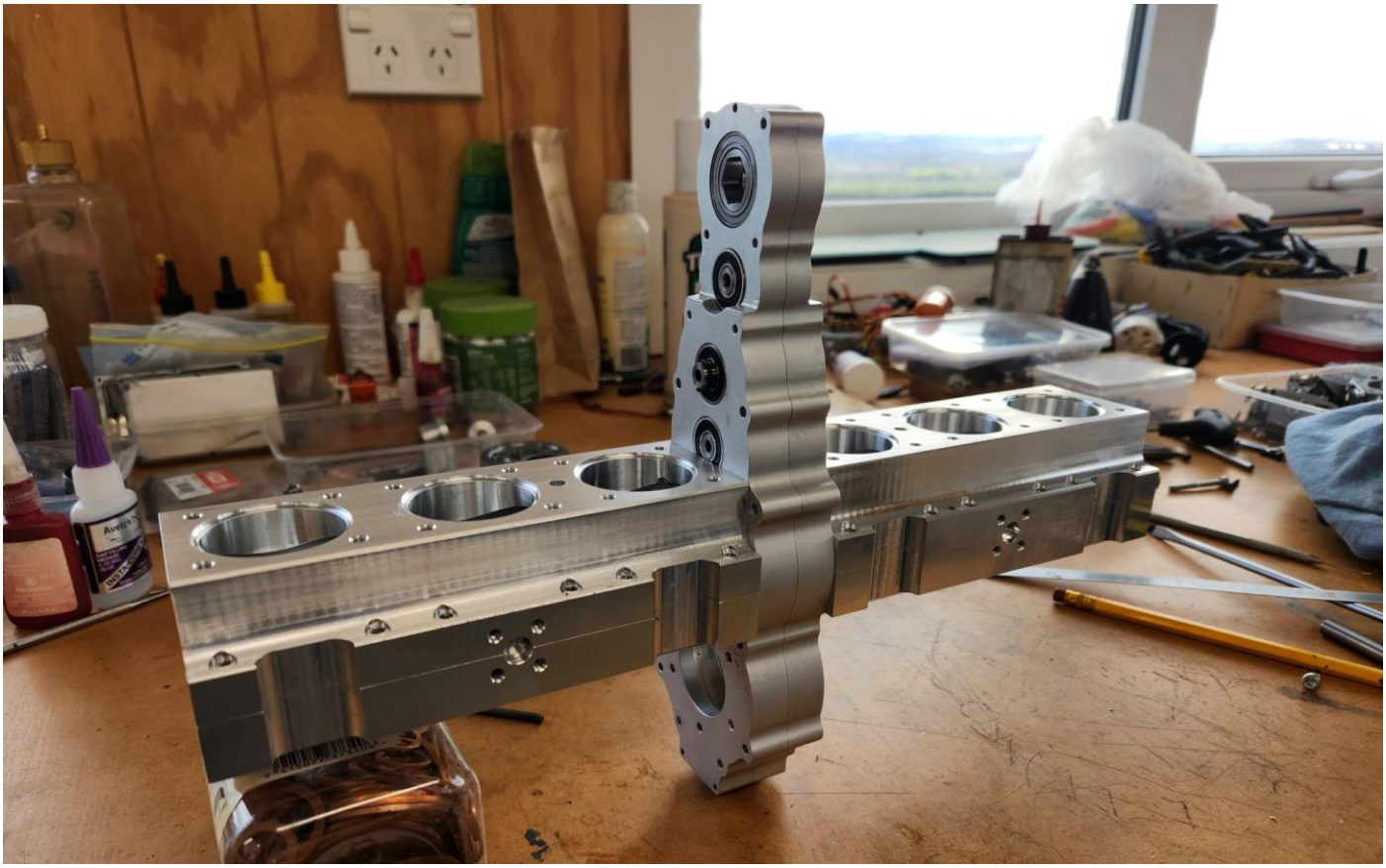


Mounted on the mandrel on the mill.

Initial machining.

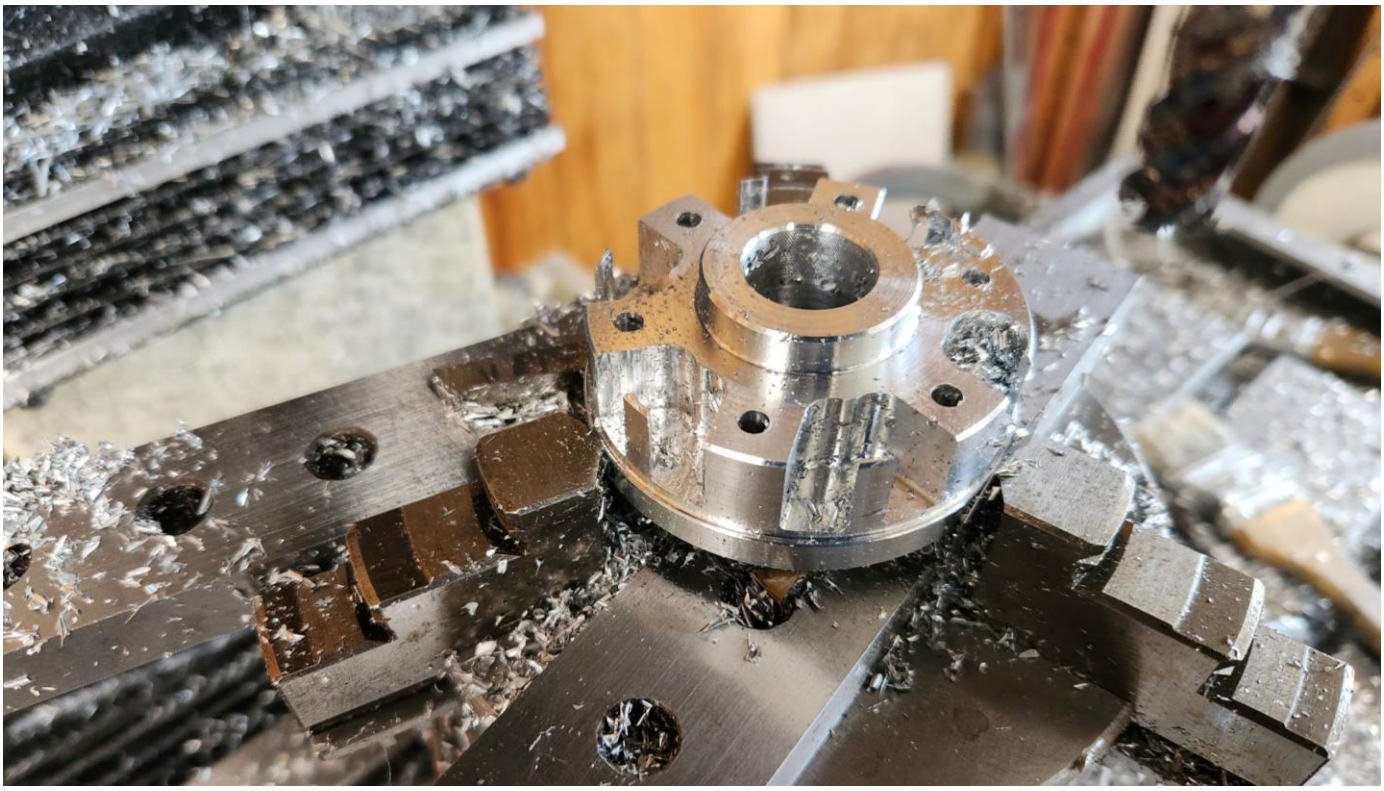
Machining the underside.

Almost done.

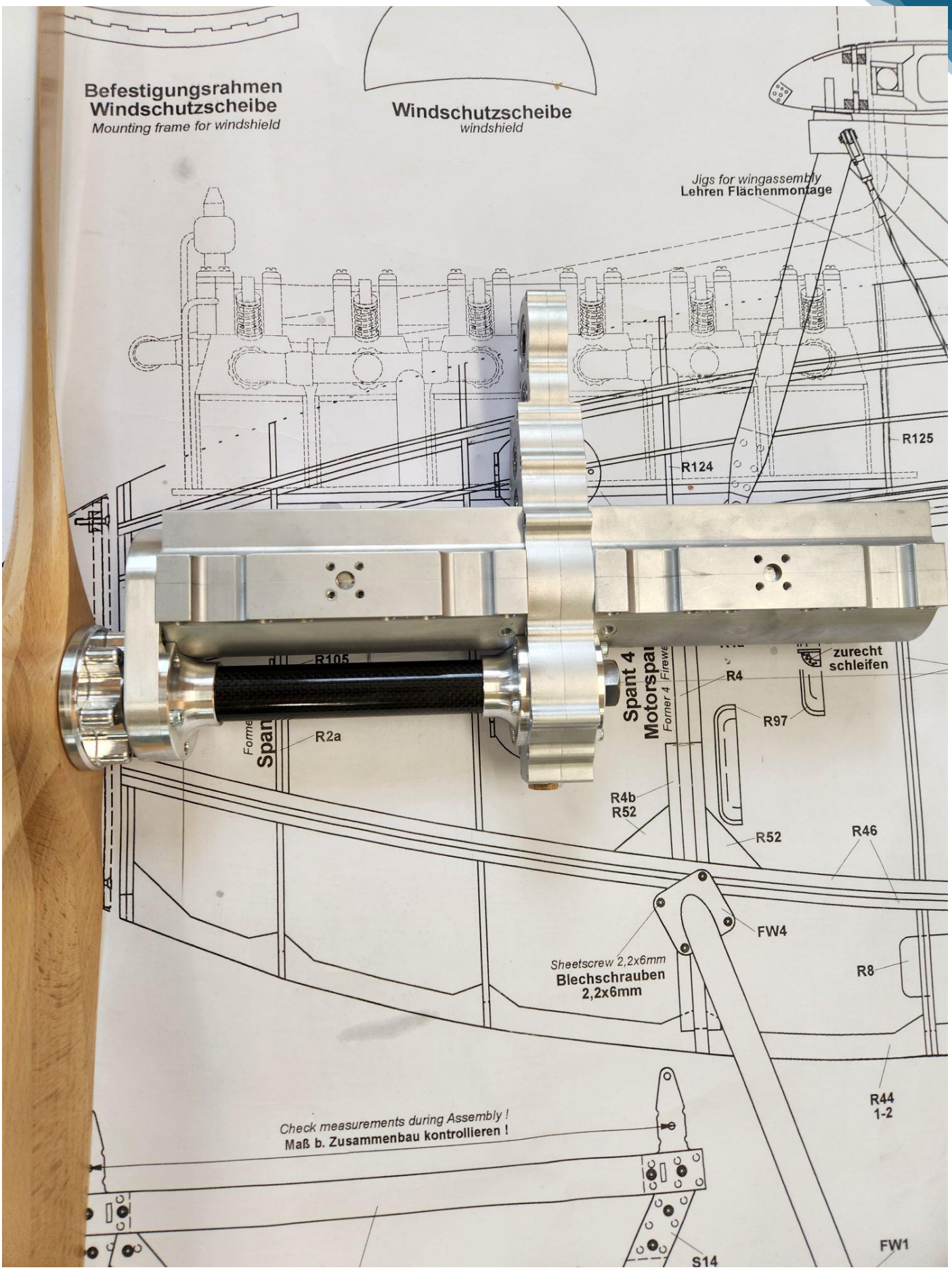


It' getting bigger!

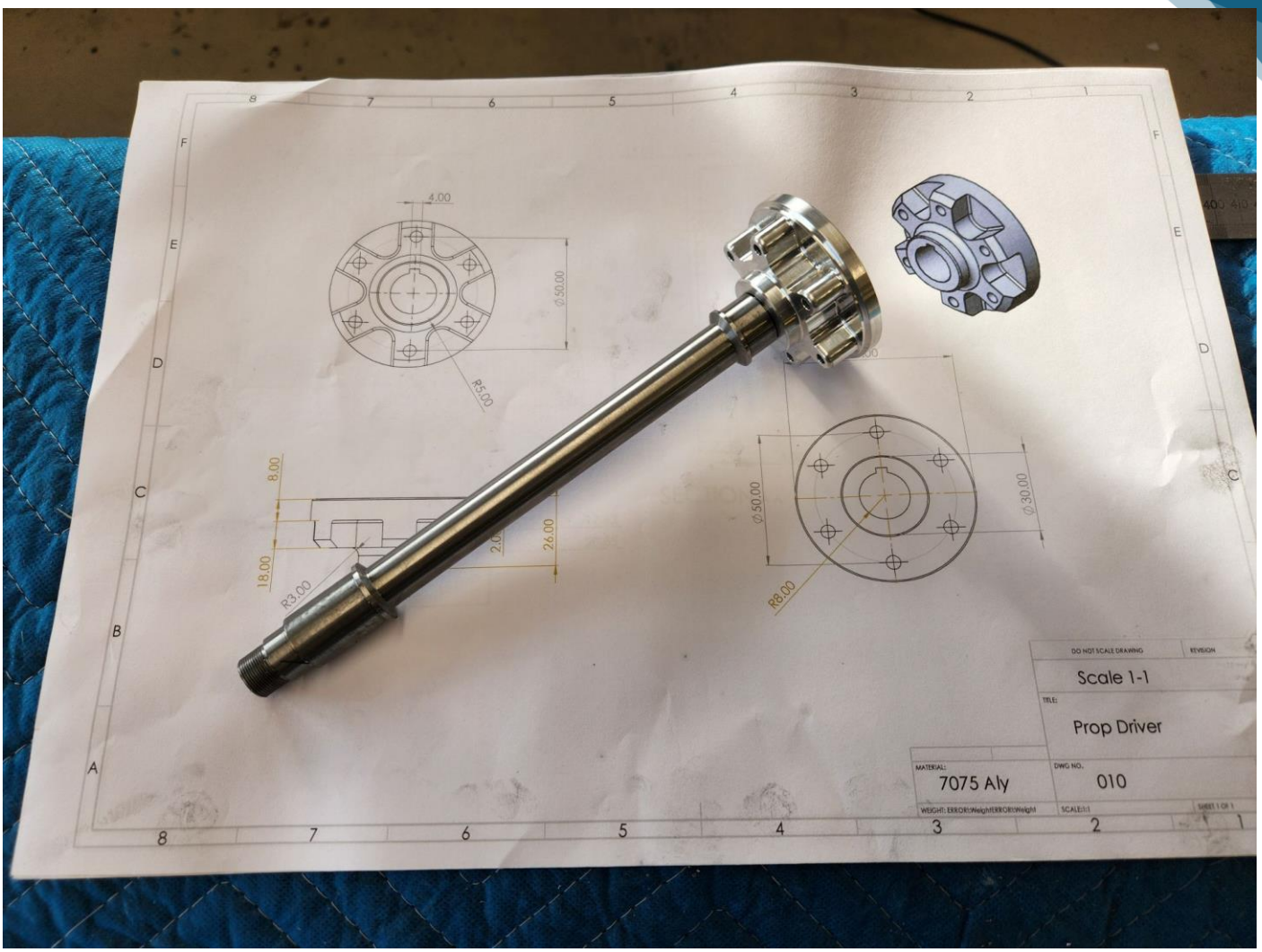
Prop Shaft support.



Taking some weight out of the prop hub.


Befestigungsrahmen
Windschutzscheibe
Mounting frame for windshield
Windschutzscheibe
windshield
Jigs for wingassembly
Lehren Flächenmontage
R125
R124
R105
R2a
Spant 4
Motorspant
Former 4 Firewall
zurecht
schleifen
R4
R97
R4b
R52
R52
R46
FW4
Sheetscrew 2,2x6mm
Blechschrauben
2,2x6mm
R8
R44
1-2
Check measurements during Assembly !
Maß b. Zusammenbau kontrollieren !
S14
FW1

It fits!!!



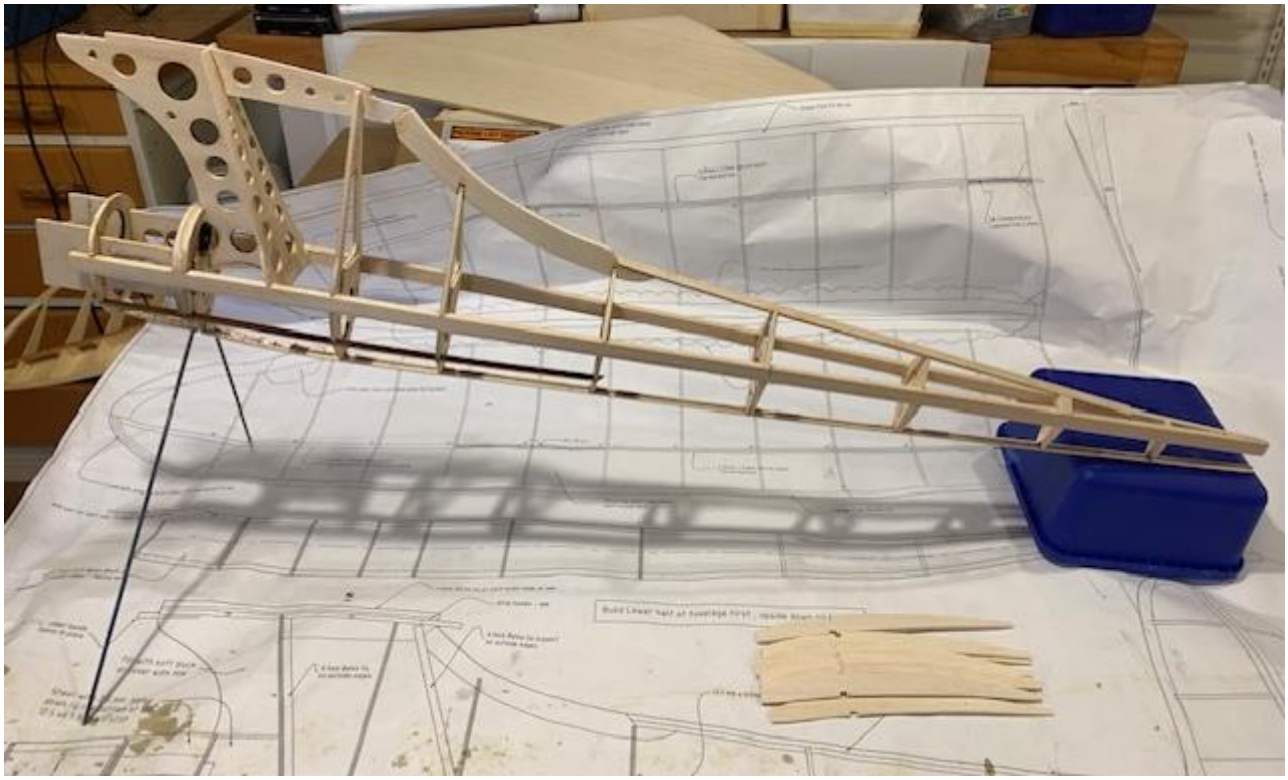
Prop Shaft and hub.

"A couple of years he said", what's the betting we hear it running by Christmas. Watch this space for more magic to come. A huge vote of thanks to Phil for his continuing support of the Club's Newsletter. Ed.

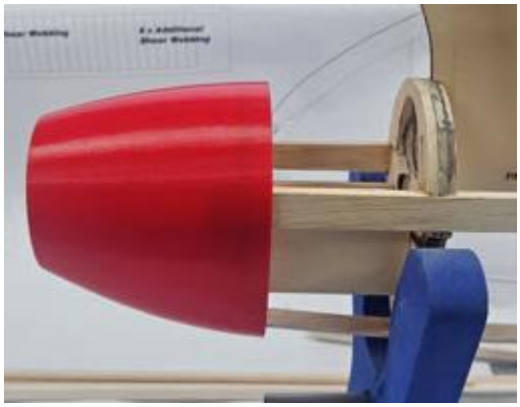
Vintage Report. July 2025

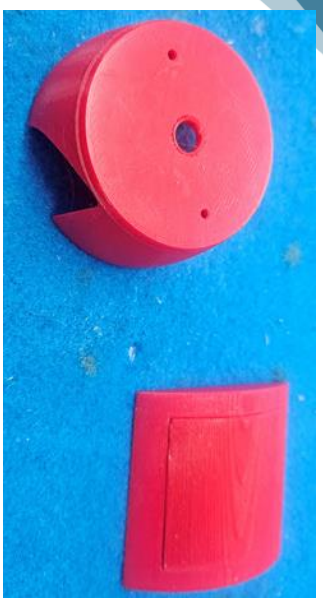
"Rowdy " has disappeared into his workshop taking advantage of the wintery weather and getting on with his Stardust build from a Hangar One laser cut kitset. The first day and a half and he has produced a very nice wing. Rest assured, in his hands, this is going to be one heck of a competitive combination.

Of course, not to be out done, I've made a start on my replacement Stardust, (scratch built from a plan of course !) and at the other end of the build regime starting with the fuselage.



Hey, **Phil S, Rob L and Stu S**, surely now is the time to make your move and get into a Stardust build, one of the best designs to enjoy both building, flying and competition. The perfect winter project that should get you into the air and practised ready for the Nationals. **Grant F** has his kitset and is about to start building, and the good news is that **Rowdy** is now able to produce cowlings, hatches & spinners on his 3D printer, have a look at these !! Ain't that cool !





RC VINTAGE RULE CHANGES.

With a view to simplifying the vintage rules and encouraging more participation, the Vintage SIG have unanimously agreed to and proposed significant changes to the RC Vintage classes and competition rules. These are currently going out to the wider membership to be voted on and if adopted then will be in place for the up coming Nationals here in Hawkes Bay. This year's NDC competitions will not be affected as we will continue to fly under the present rules and the new ones would come into effect next year.

In brief, the proposed changes that will affect MFHB Vintagers are;

- A single class, the Vintage and Classical eras are to be combined and called Vintage including all models designed and published up to Dec 1975.
- No Minimum wing loading, that rule is abolished and you can build as light as safely practical
- No Age Bonus points allowance, they have been removed from all competitions.
- Spot landing to apply to ALL classes with 20 landing points within the 15 meter radius circle.
- Sport Cabin Texaco, both IC and E have been combined into the one competition. In the case of Electric, once the throttle has been reduced or closed, it cannot be increased or opened again.
- Folding propellers available for all classes.

**** STOP PRESS ****

It has just been notified, that voting on the RC Vintage rule changes has been successfully passed with a significant majority. The new rules will now come into effect at the MFNZ NATIONALS to be held in Hawkes Bays this coming January and will be in place for all NDC competitions in 2026.

One ratified by the National Council, a copy of the new rules will be available on the MFNZ Vintage SIG website.

Thursday 24th July, good forecast and **Brett, Barry K, Rowdy and self** met at Awatoto Field for a vintage NDC and Sport session. What started out as cool with a light southerly drift and pretty flat air finished up late morning calm and with some incredible lift around due to the conversion layer once the easterly started to form. A very big

welcome to **Kevin "Rowdy" (and he is) Botherway** who has just finished his Stardust and is joining our happy band of Vintage fliers. Arrived with his old Tomboy and new Stardust.

Kev test flew his new aircraft and after a couple of trimming flight it just got better and better.

*(Note to **Stanley** who is away swanning it in the UK, **I think we have a problem here Stanley !!)*** However, it's great to see some new competition in the ranks, I'm sure looking forward to getting my new Stardust finished and flying against our world class glider pilot !! !

Brett and I started the day with an NDC Classical Precision contest, and then once things warmed a little flew NDC E Rubber Texaco, **Brett** Flying my Flying Minutes and I flew Voodoo. There was some fantastic lift around !

R/C VINTAGE CLASSICAL PRECISION

			ROUND										
			1				2				3			GRAND
NAME	MODEL		FLIGHT	LAND	TOTAL		FLIGHT	LAND	TOTAL		FLIGHT	LAND	TOTAL	TOTAL
BARRIE RUSSELL	NIGHT TRAIN		175	20	195		180	20	200		176	20	196	591
BRETT ROBINSON	NIGHT TRAIN		166	20	186		178	20	198		170	20	190	574

R/C VINTAGE E-RUBBER DURATION

				ROUND									
				1	AGE			2	AGE				GRAND
NAME	MODEL	YEAR		FLIGHT	LAND	BONUS	TOTAL		FLIGHT	LAND	BONUS	TOTAL		TOTAL
BARRIE RUSSELL	VOODOO	1949		1184	20	1	1205		3489	20	1	3510		4715
BRETT ROBINSON	FLYING MINUTES	1939		1500	0	11	1511		2011	20	11	2042		3553

Mike Shears and I sneaked back out later in the week and got Mike's Classical Precision flights in with his Night Train (**Bill's**) and I flew Sports cabin Texaco with my Courtesan.

Classical Precision; Mike Shears. 200 + 194 + 199 = **Total 593.**

Sports Cabin Texaco; Barrie Russell 14.01 (841) + 12.37 (757) **= Total 1598**

A CLOSING SMILE. July 2025

Or Three !!

A wealthy married man was having an affair with a beautiful Italian woman. One evening, she whispered, "I'm pregnant."
Not wanting to ruin his marriage or reputation, he offered her a large sum of money to quietly move to Italy and have the baby. "I'll cover everything until the child turns 18," he said, "but you have to stay there and raise the child."

She agreed, but asked, "How will you know when the baby is born?"

He replied, "Just send me a postcard that says 'Spaghetti.' I'll handle the rest."

Months went by… then one day, he walked into the house and his wife was holding a postcard.

It read: "Spaghetti, Spaghetti, Spaghetti. Two with meatballs… one without. Send more sauce." !!

And on that note, it's Goodnight from me, happy, building, flying and landing.

Barrie the editor mfhb july 2025.