Model Flying Hawkes Bay

PROPWASH

Newsletter # 171 Aug '25

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.**

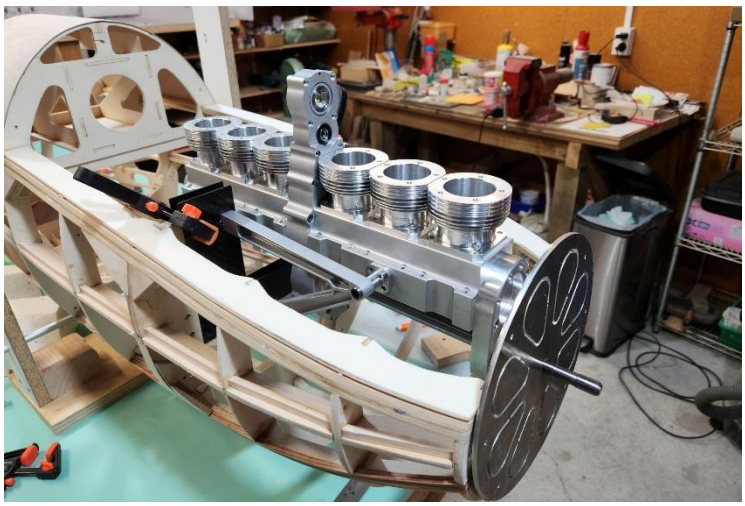
Vintage NDC September 2025.

Sep/25	149	VIN	RC Vintage 1/2A Tex
Sep/25	150	VIN	RC Vintage A Texaco
Sep/25	151	VIN	RC Sport Cabin IC Tex
Sep/25	152	VIN	RC Sport Cabin E Tex

Phil Sharp and Russ Nimmo's exciting Albatross / 6 cyl engine building project really starting to take shape, read all about it…….

In this Issue……	Pages

Contributors to this issue; Brett Robinson / Barrie Russell / Marty Hughes / Ash / Barry Lennox / Rob Lockyer / Mike Anderson / Craig Stewart / Russ Nimmo / Danny Young / Phil Sharp / Kevin Botherway / E & OE /



From the Editor's Desk;

Greeting Members and Friends, A quiet month with little to report activity wise. A sad month however having lost two very respected members.

Vale; Joe Connolly

Joe sadly passed away early this month aged 90, our second oldest member having been a non-stop aeromodeller for over eighty years. Joe, born in Napier, lived his youthful years in Main Street looking out over the old embankment aerodrome and during his lifetime visited most of the aeromodelling disciplines.

An avid modeller, he was still building aircraft until recent months and over the last few years, though a little physically compromised, he delighted in having Ross fly his models at Awatoto Field. Pictured above in 2021 with his scratch built "Twin Lizzie" a long time favourite model having built several of different sizes. **Vale Joe.**

Vale; Mark Larsen

It is with great sadness that we report the passing of our friend and fellow Model Flying Hawkes Bay member ***Mark Larsen*****.**

Mark was a valued part of our club, generous with his time, friendship and always with a smile. His sense of humour and presence at the field will be deeply missed by us all.

We extend our heartfelt condolences to his wife Josie and the Larsen family at this difficult time. Our thoughts are with them as they navigate this loss.

Mark's contribution to our club will not be forgotten. Vale Mark.

Marty , President MFHB.

Prez Sez;

It seems I'm a little bit out of the loop as to what going on at the field as I've been away in search of some sunshine. So nice to be back experiencing these cold days… said me never.

With too many committee members unavailable for the August committee meeting to form a quorum , the meeting was postponed so nothing to even report on that.

The only big news I know of is that Stan Nichols had a birthday in August so Happy Birthday Stan.

It's not very often that I don't have anything to say but sadly… or happy for you guys maybe… This is one of those time so.. Well, That's it.

Marty.

CLUB ACTIVITY August '25

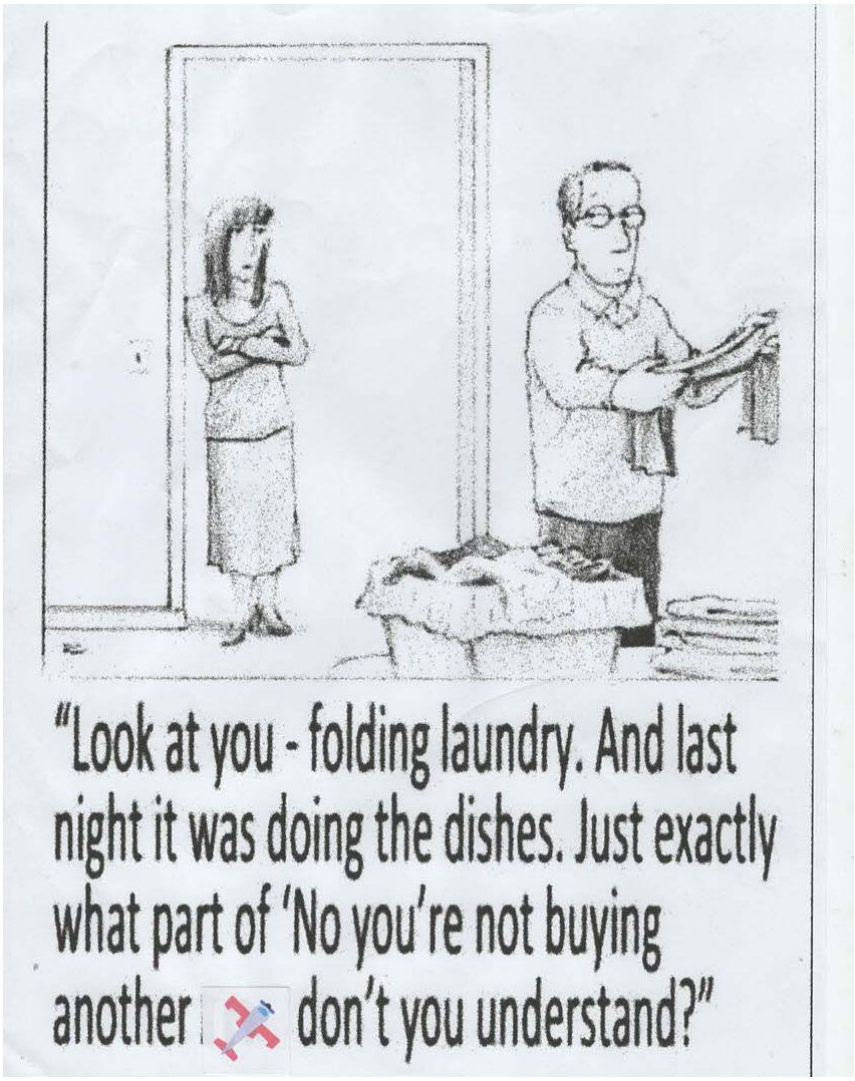
Club Activity, *Not a lot ! The weather hasn't exactly played ball and with the temperatures approaching freezing the incentive seems to diminish ! Nothing to do with advancing age of course ? I've missed a couple and* ***Prez Marty*** *has been "Thailanding" so no news on the early part of the month.*

Sunday 24th **Aug;** **Marty** recorded some activity, fabulous winter's day, mild and light winds and about ten keen members turned up. **Marty wrote;** Sunday the 24th of August brought what was maybe the best Sunday of the month with a foggy start up the river but just a little after 10am the fog lifted and gifted us a glorious sunny day with a light seas breeze down the strip . With the AB's being thrashed that morning many stayed away to watch the game but still the usual suspects were there to make the most of it . The highlight of the day was David Kenright putting on some fantastic displays with the Sea Fury. Some pictures follow from Marty's phone to record the day's activity.

David Kenwright's magnificent Sea fury being pitted and coming home on finals.

A very quiet pits scene, **Phil Sharp** with his aerobatic ship and Club Captain **Rob Mitchell** with trusty helicopter.

John S setting up his aerobatic aircraft but no fly as beset with engine problems, and **Marty tried to fly** his Radial powered Lysander but that was only running on two out of three cylinders. Both motors are now with **Doctor Phil** awaiting diagnosis and contemplative surgery !! Aren't we lucky to have these Specialist services ?!



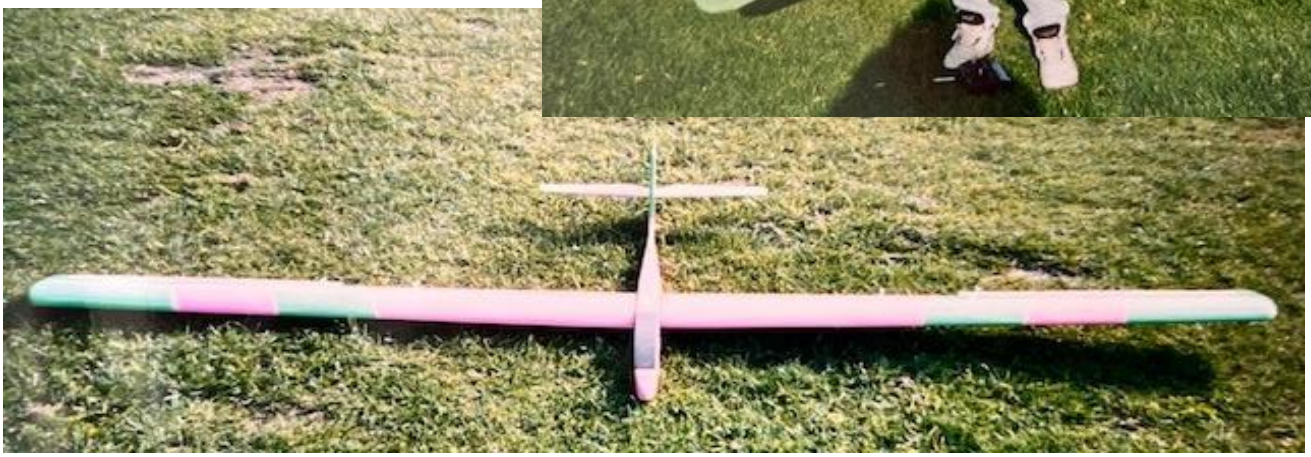
MEMBERSHIP; Re-introducing Craig Stewart.

***Hi Members**, How refreshing it is to hear from **Craig** who is a twenty years ago past member of MFHB and has now re-joined the club, has been mentored by Andrew Stiver and is regaining his building and flying skills. Welcome back **Craig** and thank you for sharing with us.*

Craig writes;

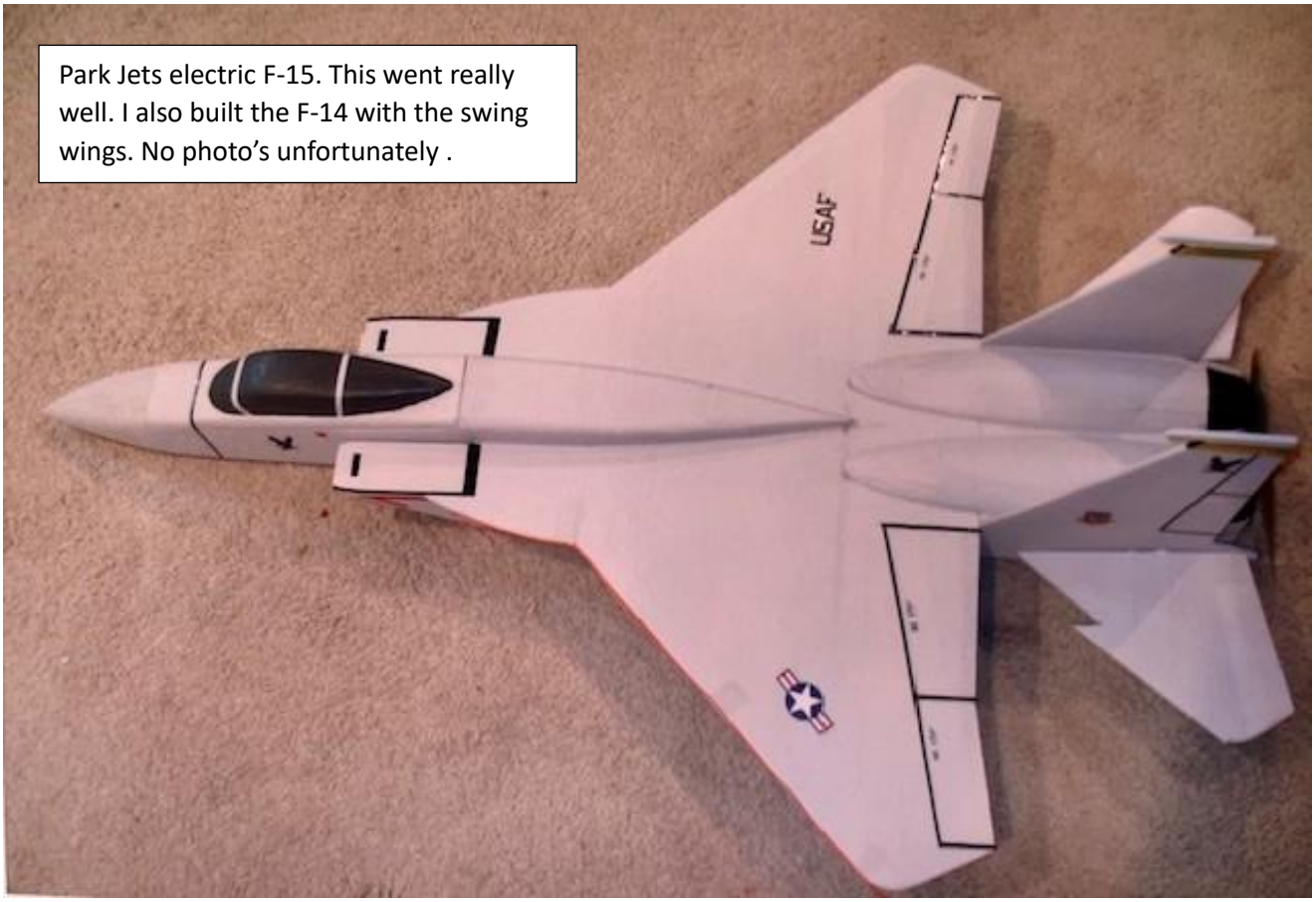
Hi All , Just introducing myself, **Craig Stewart**. I have rejoined the club after a long period away raising a family over the last 20 years, those years seem to have passed extremely quickly. I started many years ago with the good old 2 meter sprit and a 2.5 meter Antares. We certainly had a lot of fun doing glider competitions and flying off the slopes most weekends.

Antares 2.5 meter. My first glider with flaps.



I built a Foam 747, was nice and lite so went very well.

First Nitro plane PT 40. I had a bit more hair back then. Lol



Park Jets electric F-15. This went really well. I also built the F-14 with the swing wings. No photo's unfortunately .

Now I am looking to get back out there flying, I have purchased a 1700mm FMS P51. I haven't flown a tail dragger before so think I will wait until I feel a bit more competent to fly that one.

80mm BAE Hawk running a 6 cell.

A big thankyou to **Andrew Stiver,** he has let me borrow some radio gear to get me going. Andrew has also spent quite a bit time getting the Hawk and P51 set up, ready to go.

I guess it's wait for the nice weather and short grass to give the Hawk a try!!

Look forward to seeing you out there.

Regards, Craig.

Craig Stewart
Terminal Manager
GrainCorp Animal Nutrition

Guppy and the Lemon

Some of us are fortunate, and I'm one of the lucky ones to have as an aeromodelling friend an electronics guru of the calibre of ***Barry Lennox.*** *A couple of years back, having sparked an interest in early days' Single Channel radio control,* ***Barry*** *converted an ancient S/C Pixie Tx to 2.4 modern technology for me. I enjoyed the experience of flying my Senior Tomboy with* ***compound single channel push button*** *until I unfortunately lost the transmitter out of the rear of my wagon. You can read about that conversion in Barry's article* ***" New Lamps from Old"*** *in* ***Propwash # 147*** *https://mfhb.org.nz/newsletter/*

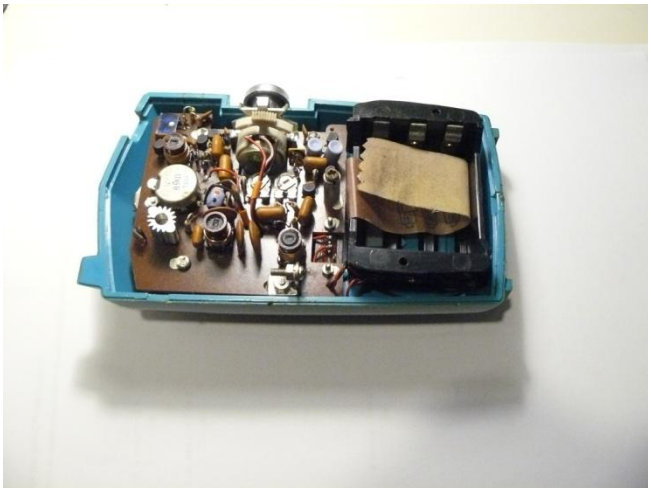
On a recent visit to Christchurch, Barry showed me his own system of S/C flying with a Kraft Single stick TX that he'd converted to 2.4 and added a S/C push button. The idea behind it being that if you get into trouble flying S/C push button, you can have the insurance of a conventional stick control to save the day and get back home ! No matter how hard I pleaded and tried, he wouldn't part with that TX but he generously did offer to have a go at converting an OS Guppy Tx that I acquired a few years previously.

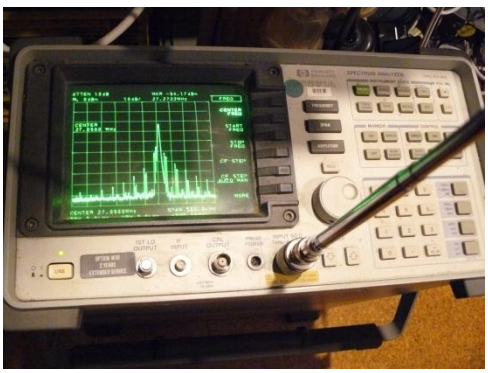
Here is Barry's narrative of that latest conversion of my OS Guppy Tx……

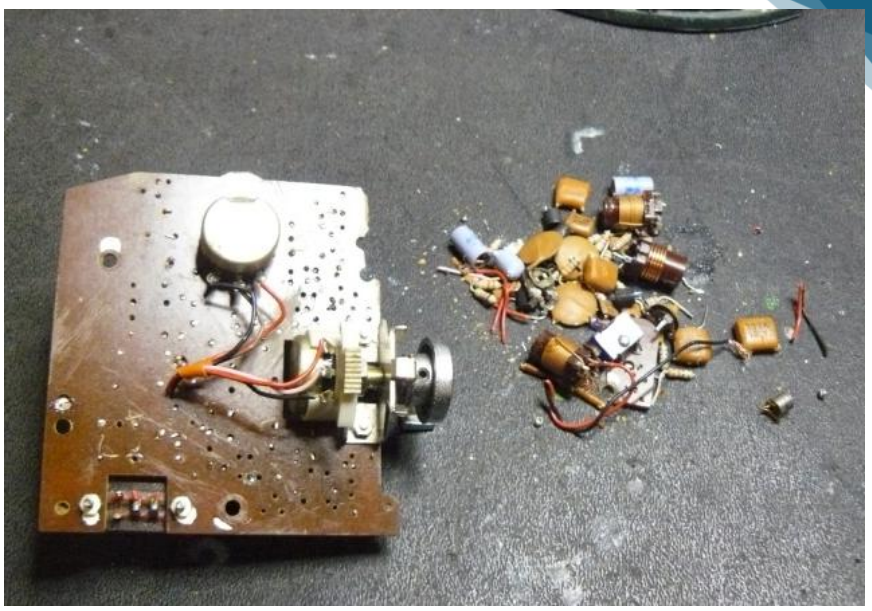
So a couple of months ago, Barrie sent me a quick email, saying he was sending down a Guppy and he suggested it would be good with a Lemon. Well, that sounds tasty, and I just hoped he'd packed it with plenty of ice as the post down here can take a few days.

Well, well, it was nothing like that! What turned up was an ancient OS "Guppy" transmitter and a 2.4GHz Lemon transmitter module, they just needed connecting up somehow.

I opened up the Guppy and it's an old 2 channel early proportional RC set, with transmitter and 2 servos. As far as I can determine, was sold in the mid 1960's or so. It seems that many of them were used for model boat control. They seem to be rather rare these days, so just for fun I plugged in a crystal (27.125 of course) and a 9v battery, and guess what it? it still radiates!







Well, the next step was to see what could fit in, and the best way to start was to remove all the parts that would not be needed. The initial plan was to desolder all the parts on the PCB, however that was foiled by a fair amount of contact goo on the copper track side, that rapidly turned into a sticky foul smelling mess. So it was out with the smallest side cutters and removed everything. I kept them all and posted them back to Barrie should he eventually decide to return it to the original condition. Good luck, Sir!

Then with a bit of measurement and estimation, it was clear that the Lemon RF board and an Arduino-based encoder would fit easily enough, and the original rudder and elevator stick/pots, which were quite complex and unusual, would still operate and drive the Arduino inputs.

To complicate things, Barrie needed a throttle control as well, now the complications became apparent. As the styling of the Guppy resembles a young ladies purse of the 1960's (Recall Mary Quant and Carnaby Street?!) it had nothing at right angles or square, so the new controls had to be at rather strange angles. To compound things, the space available for the throttle control was quite limited, but eventually I found a small one of the correct value, and it's a high quality Mil Spec device to boot

This is Mary Quant, sans handbag, but you get the idea, and many will recall all this malarkey!

Then we required the "Single Channel Pushbutton" which the Arduino encoder supports rather nicely. Older folks will recall these, it operated in one of two modes :

Sequential.. each button push gives left…right….left… right ……etc.

Or

Compound. A single push gives (say) left. Then a quick push-push gives the other direction.

Each had its pros and cons, and followers. As the encoder supports both with a minor pin change, this was implemented as well.

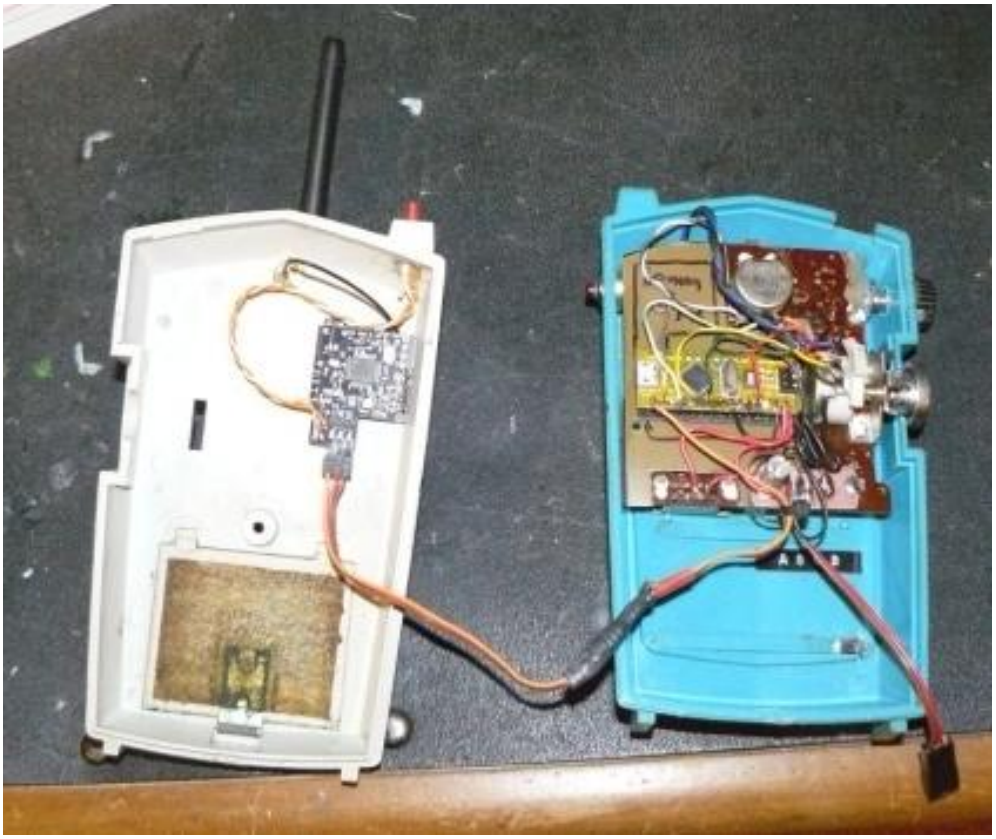
The problem with today's implementation is the tactile feel of the pushbutton. Pushbuttons of old were large, and had a very positive and satisfying feel/feedback "click" to them, The Guppy case did not allow any such thing, so it will be interesting to see how Barrie finds this. Of course, there is a great Emergency Plan B now

though, if this button pushing gets too stressful and panic sets in, you simply ignore it and use the normal rudder stick. Whew!

The Single Channel Pushbutton also does double duty by allowing the control throws to be set and calibrated. To enter this, the button is held down before power on, and held on, while all the controls are moved to their limits. The A to D converter in the Arduino reads all this and stores it. This process can be repeated as many times as desired, until you get it perfect.

Then another useful feature was installed. The Lemon Tx module has a tiny button on the PCB that has two modes of operation. Holding it down, then powering on, enters the bind mode thus allowing extra receivers to be bound. Holding it down at any other time enters the low-power range check mode where the power output is reduced by 20dB, or 1/100th of the normal power.

Unfortunately, it is quite difficult to access but it can be extended to an external button. We had just about run out of real estate by now, but fortunately, there was a spare hole for a tiny pushbutton, the hole on the top where the 27MHz antenna used to fit.



Around this time, it became apparent that a better location for the Lemon Tx module was on the case rear, and this allowed the antenna connector to exit in the rear middle

Then it was necessary to interconnect the various controls and modules, a relatively straightforward job after wrestling with the extra features that were never considered when they designed this thing back around 1962.

Such a lack of foresight!

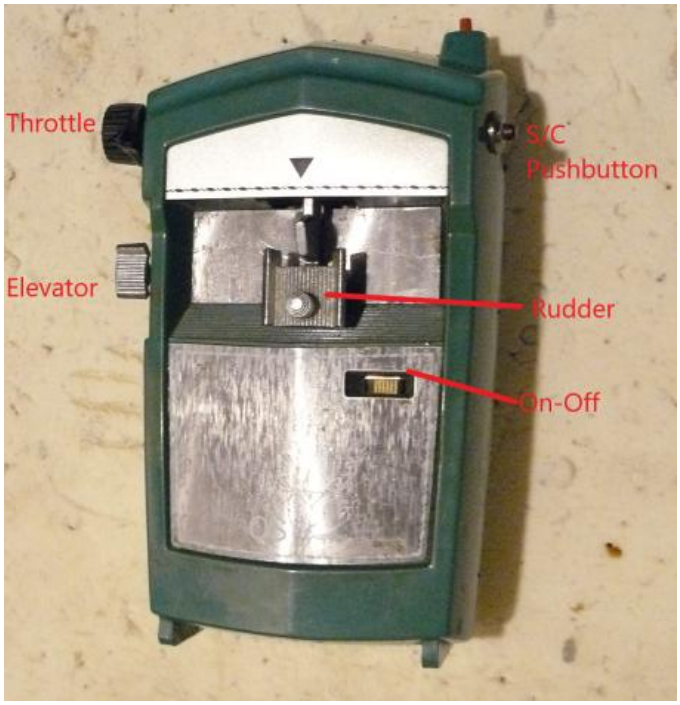
Then, over many years, I have learnt that a wise man sets a thing aside for at least 24 hours, then does an independent review and check of wiring or just plain dumb errors. Great, none were found, so a 2S Lipo battery was connected, and it all worked!!

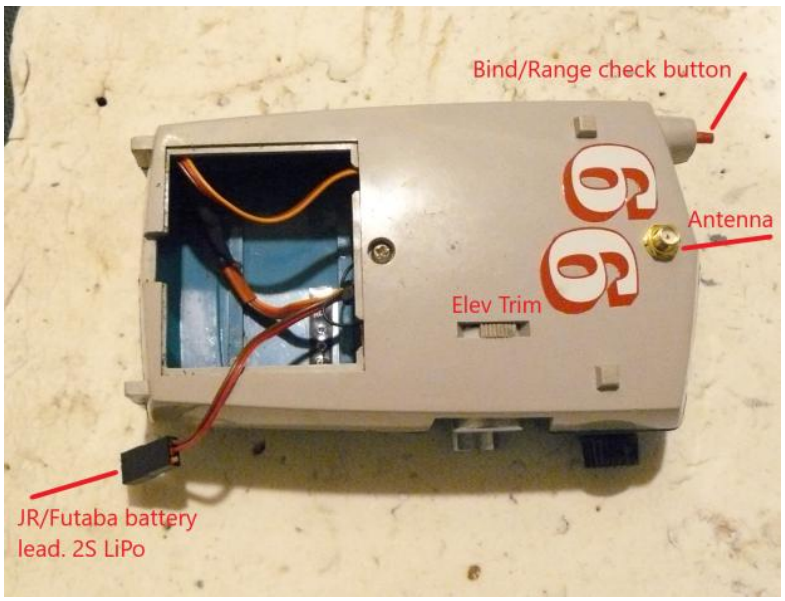
An interesting and straightforward conversion, albeit with more work on the mechanics rather than the electronics.

Of course, a programmed Arduino microprocessor (Usually on Aliexpress for $2-$3) board is required as the “brains” of the encoder. This was covered in some depth in an earlier article a year or so ago “New Lamps from Old’ Sometimes this programming works well, other times it can be a little frustrating, mainly due to the crappy way that “Windoze” supports (or not) ports and drivers. I have 3 PCs or various ages, one generally works, one does now and then, and third simply sulks.

So here’s the final operator’s manual

1. A small black pushbutton on the RH. side It's set for sequential at the moment. ie: each press gives alternately .... left ... right .... left ....right.....left...etc. If you want compound mode, you need to open the case (With care, it's a bit stiff) and move the black contact (It has DATA + on it) over to the other pin.
2. The same button lets you calibrate the stick/control movement. To do this, hold the button and keep it in, turn the power on, and then move all the controls to their limits, and then back to center. Then release the button. You can repeat this as many times as you wish, until you get it perfect.
3. The red button on the top is the bind and reduced power control. If you hold it down, then power on, you enter the bind mode, to add other receivers. (Read the Lemon leaflets on this) If you press it at any other time the power reduces by -20dB for a range check. (Should be 30M+) Release it when done.
4. You get servo reversing by holding the control hard over, then powering on. This only works on Elev and Rudder. It's disabled on throttle for safety (esp for electric)!)
5. There's a 3 pin plug and socket on the Lemon Tx module. If removing it, make sure the red paint patches are adjacent. when reinserting it.
6. Don't turn it on without the antenna connected, Lemon suggests it will damage the Txer module!





All the best, young Barrie with all this new fangled stuff!

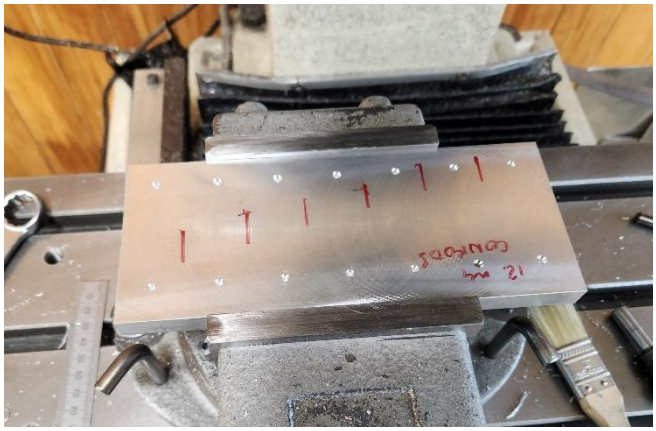
Barry Lennox, Christchurch.

And the good news is it all works, loaded into my Senior Tomboy. You can read all about the successful test flights in the Vintage report, later this Newsletter. **Ed.**

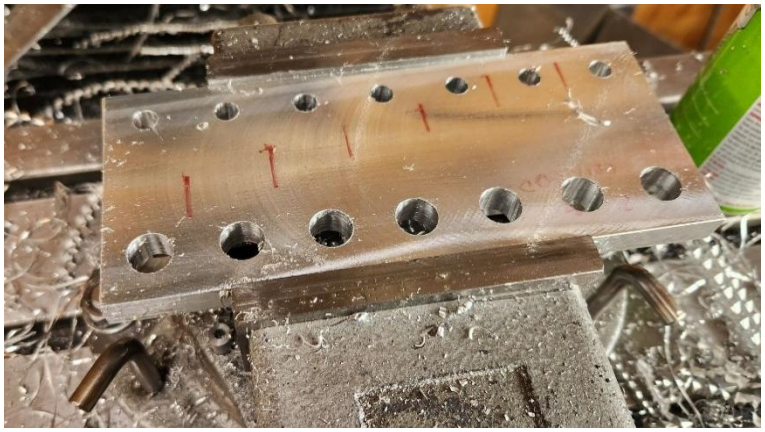
"More Sharp Magic" Pt.5 Aug'25

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

Hi Barrie,
This month's instalment. Another productive month, making use of the winter weather! I had previously machined a plate of 7075 Aly to 12mm thick for the con rods. This was mounted in the vice on the mill, along with another piece of Aly for a fixture for holding the rods on the rotary table.

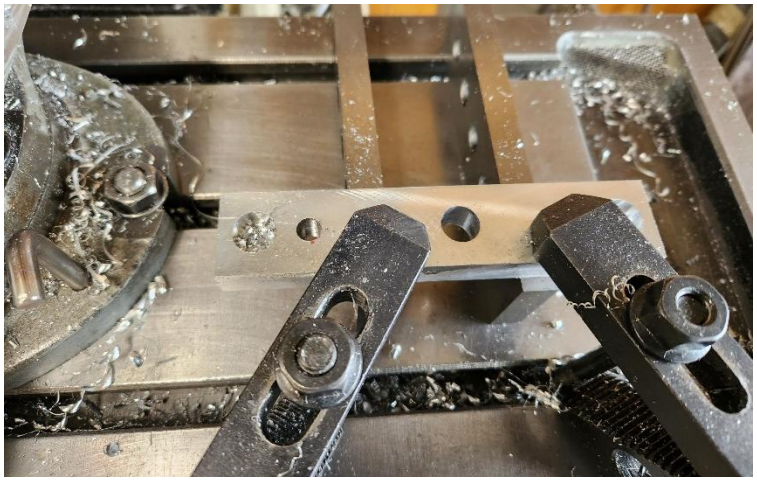


Con rod plate.



Drilled holes.

Fixture.



Big End.

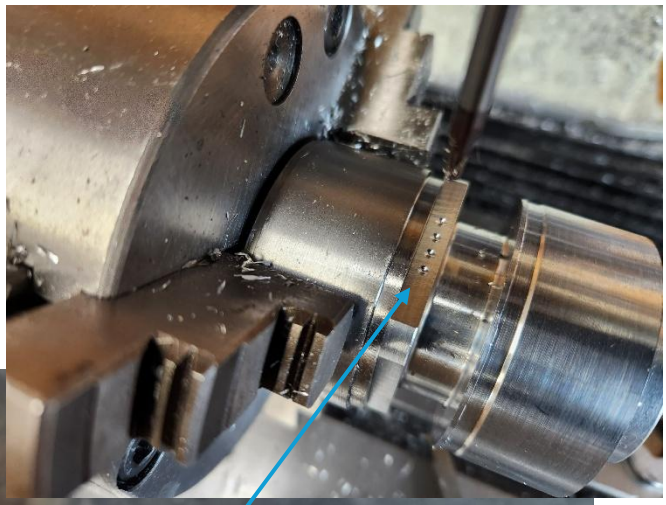
The first operation was to drill and ream the 8mm bores for the little end, a row of seven holes, (one spare rod). Next the big end holes were drilled and then bored to 13.98mm. The needle roller big end bearings are a light press fit, 14mm OD. The same operations were completed on the fixture piece. The plate was then cut into seven, so that the blanks could be mounted on the rotary table.

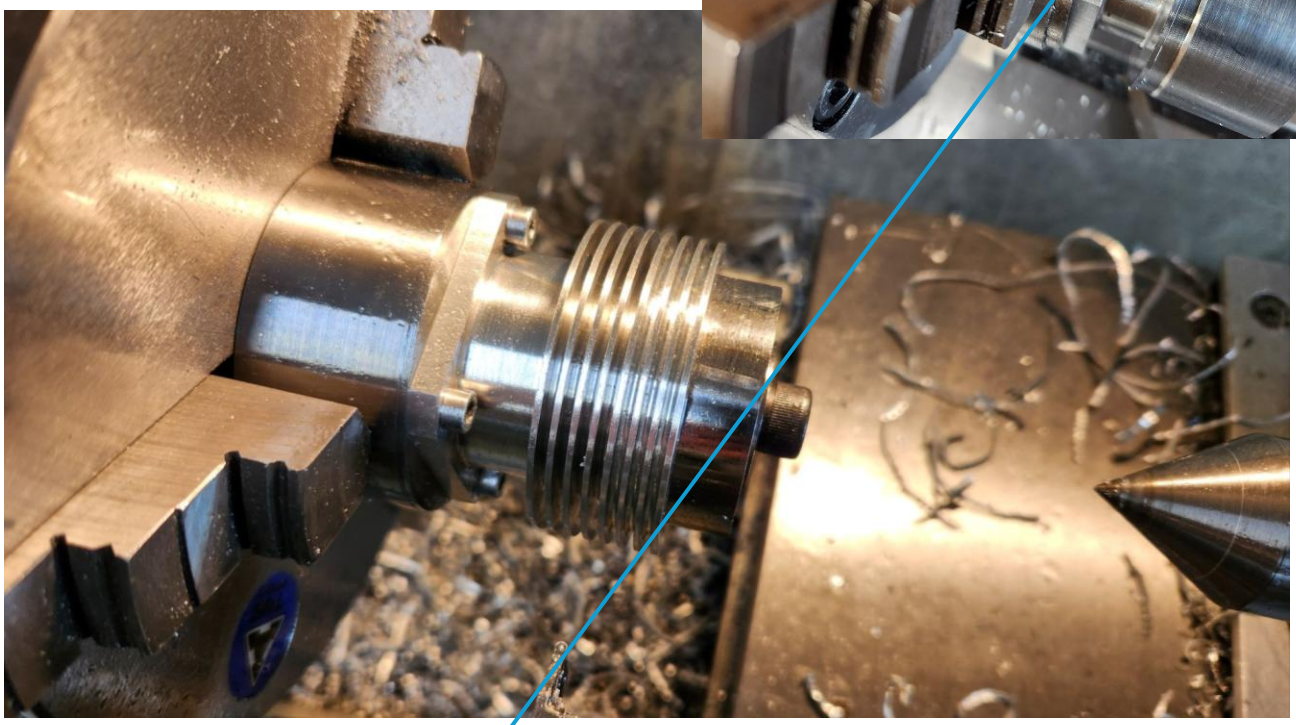
The fixture piece was fitted with two steel pins to locate the big end and little end, and this was centred on the rotary table, starting with the big end.
The operations are as follows.

1. Radius on big end.
2. Angled sides of rod
3. Thickness of rod, both sides.
4. Pocket both sides
5. Radius side to big end.
6. Reset fixture on table to center little end

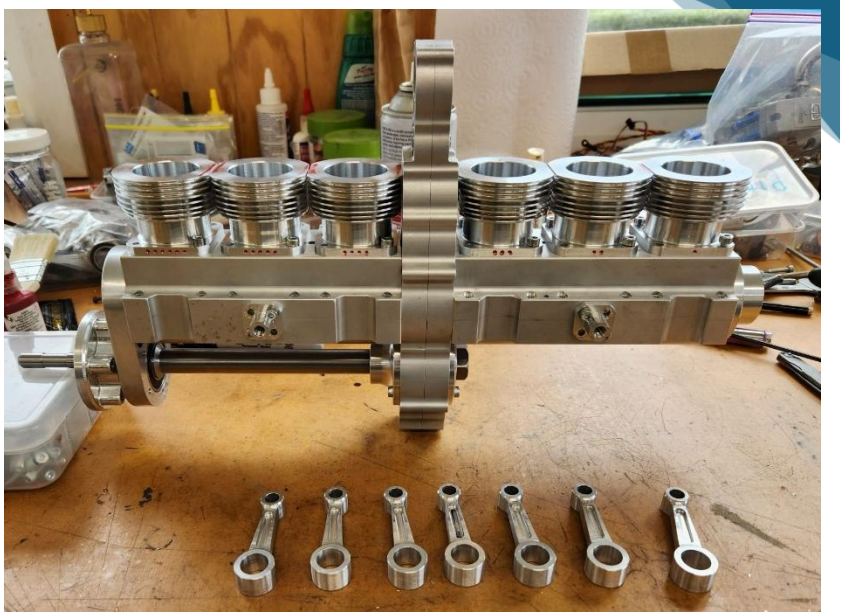
7. Machine little end. 8 Radius side to little end
9. Chamfer little end. 10.Chamfer big end.
Seventy operations in all, the only job left is to make the bronze bushes for the little end and drill a 1mm oil hole after the bushes are fitted. Nice to get that out of the way!

The next job was the cylinders, which are a fairly straight forward piece of turning.
I first bored six blanks to 35mm ID and 1mm longer than the finished length.
I then made a steel mandrel to mount the blanks in the lathe, and machined the bottom flange.
The mandrel was then set up on the rotary table on the mill to drill the four mounting holes, and machine the bottom flange square. Next the mandrel was put back in the lathe so that the OD and the fins could be machined. Once the fins were completed, I machined the overall length to the finished dimension. two more operations to go!

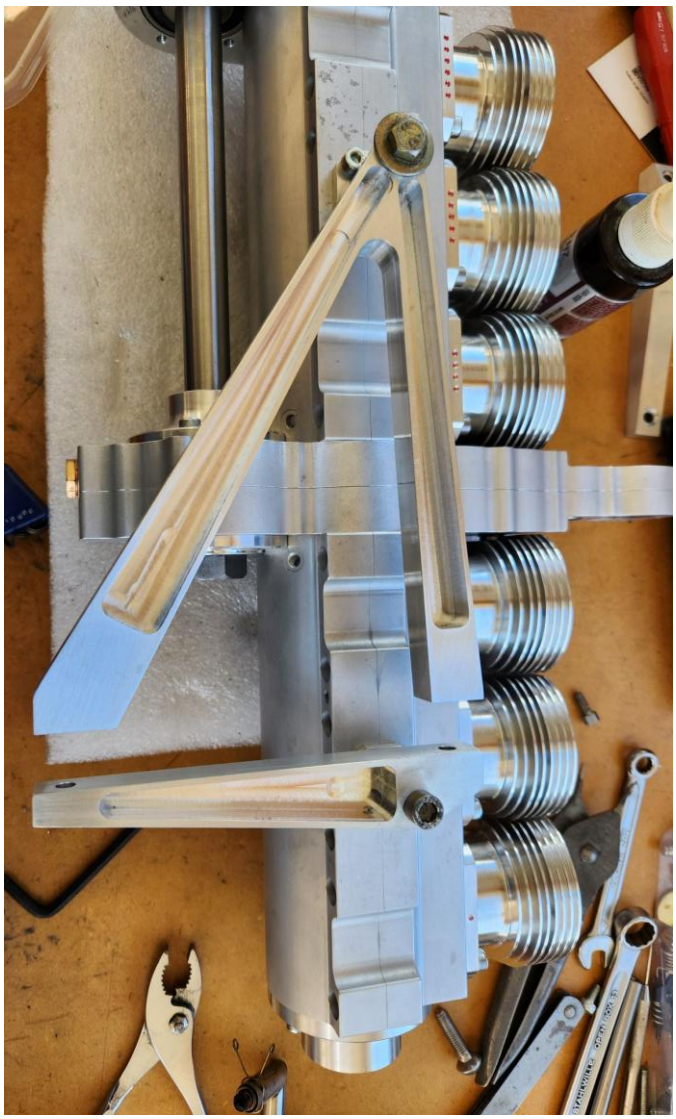




Then back to the mill to drill and tap the five cylinder head holes, and finally number the cylinders by a small indent in the flange one to six.

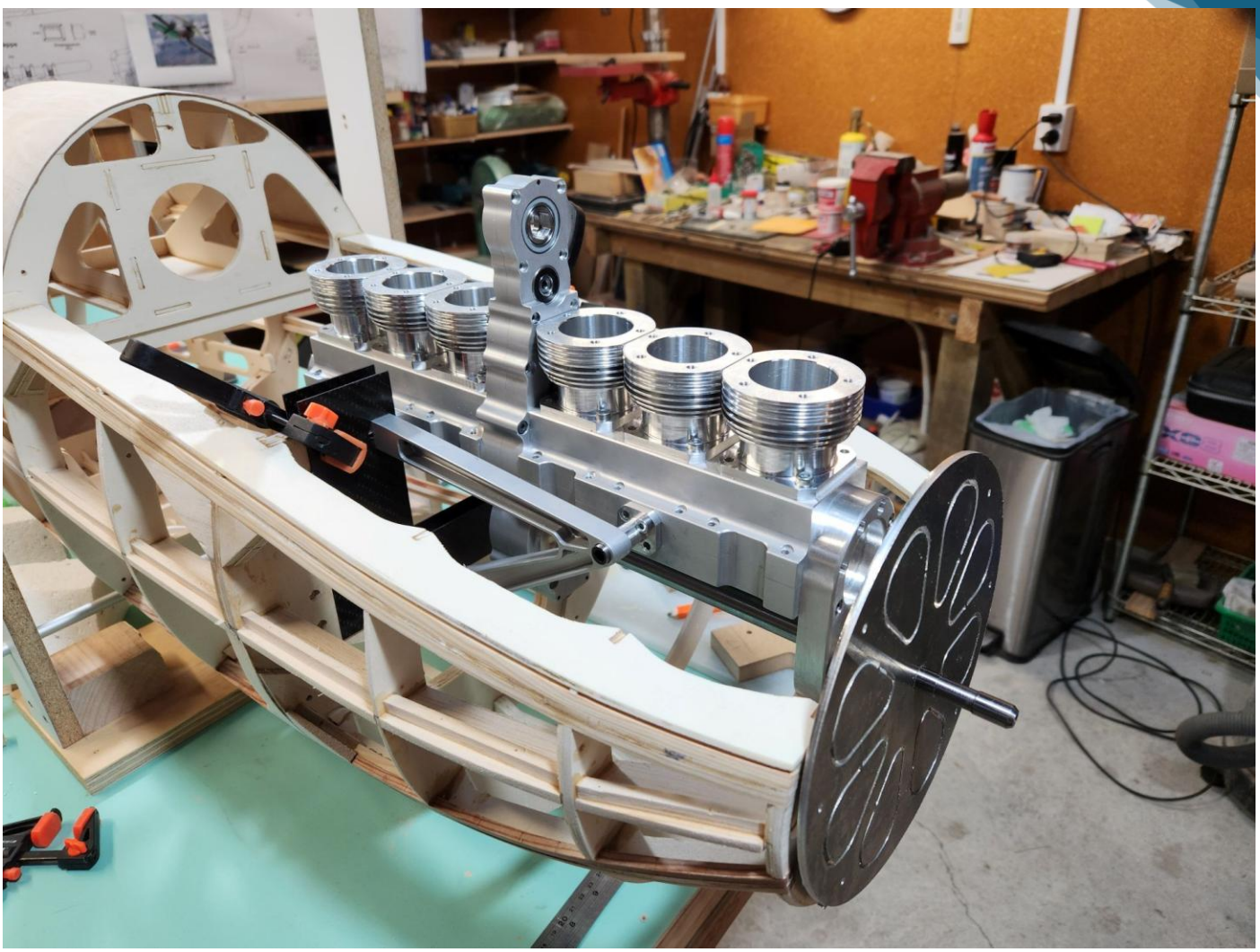


Next were the engine mounts. These are made from 12mm 7075 Aly plate. Again, not difficult but quite time consuming, especially the pockets to reduce the weight. They came out at 130gms per side, so fairly happy with that.



Above; Engine mount roughing.
Right; Finished Engine mounts.

Once they were mounted on the engine it was a trip to Russell's for a trial fit in the fuse.

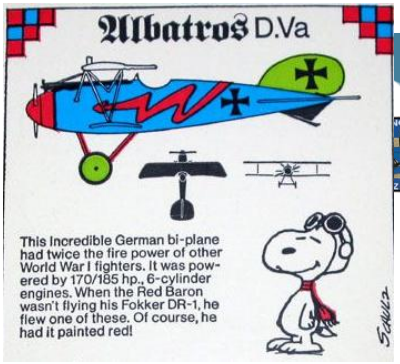


On it's own the engine looks huge but there is masses of space in the engine bay! There will be plenty of room for the two ignition boxes (two 3cyl Rxcel systems) and the two Walbro carbs.

Well that's it for now, onto the crankshaft next. Regards, Phil.

That's why he works with aluminium, 'cos like Phil, rust never sleeps !! ED.

Albatros DV Project. Pt 3. Aug'25

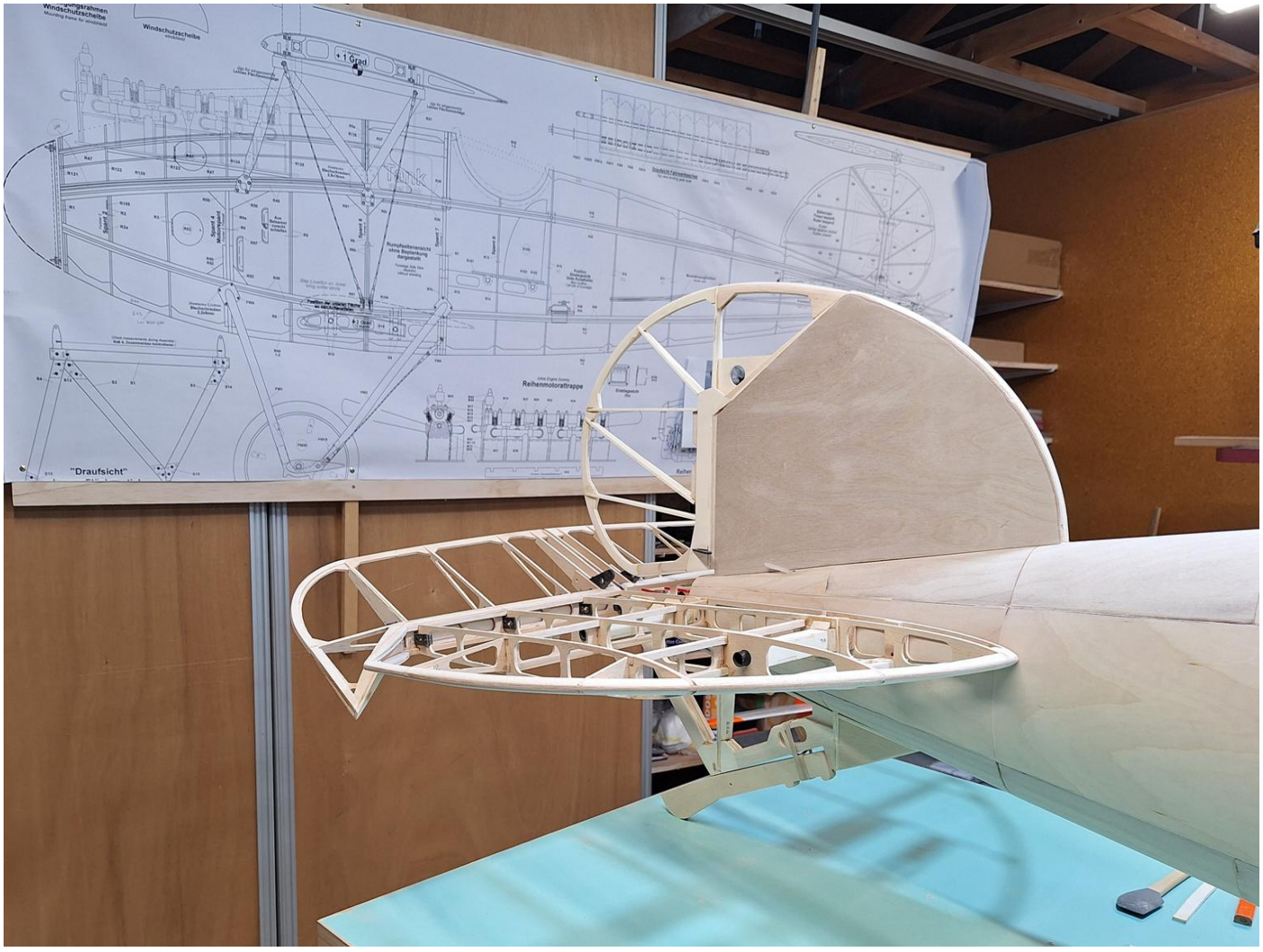


*Welcome to Part 3 of **Russell Nimmo's** exciting build of his DV Albatros, Russ writes;*

Albatros DV build update August 2025

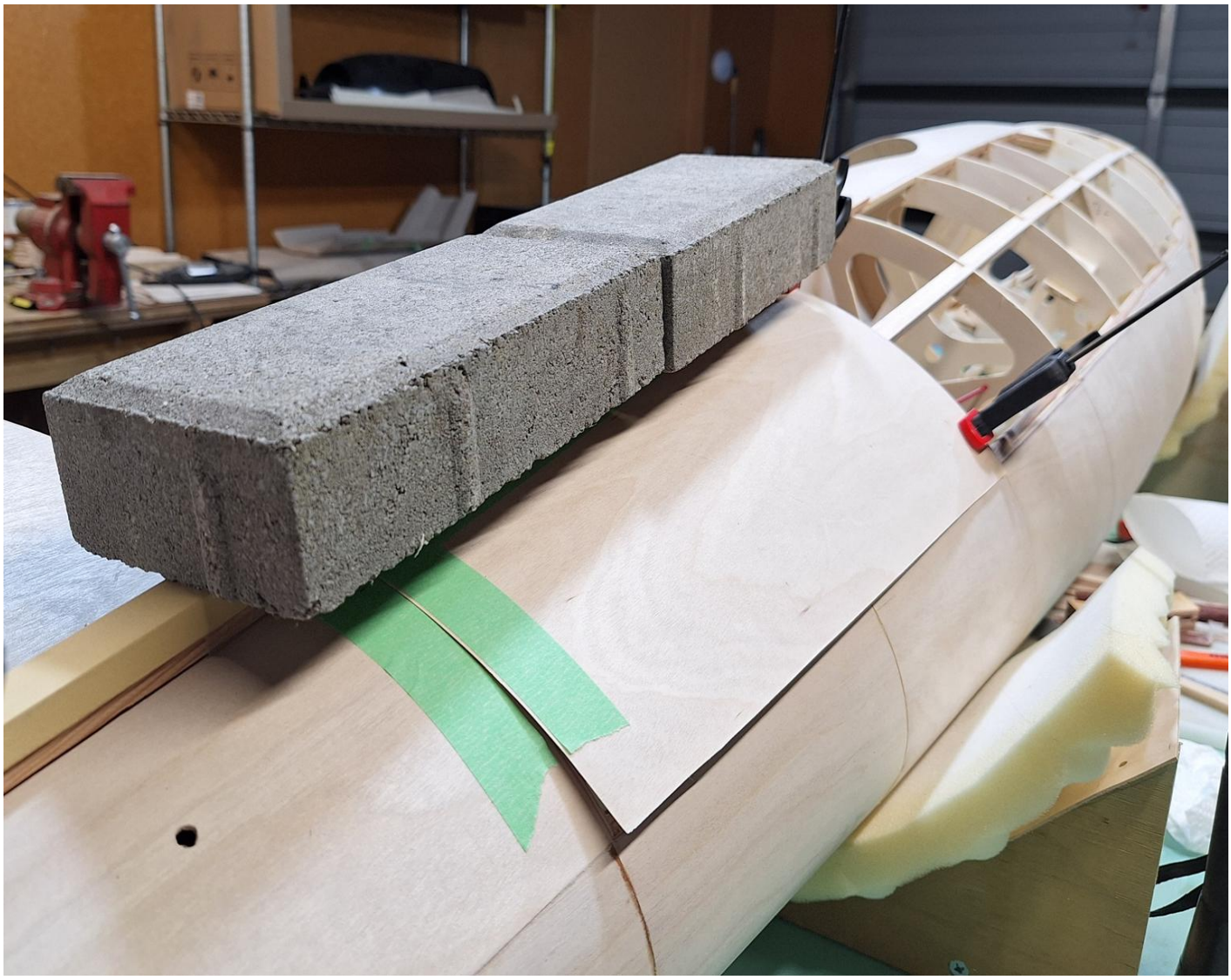
Progress report on the build of a 1/3 scale Albatros DV, a WW1 German fighter plane.

The fuselage has now been removed from the "slipway" which supported the frames during initial construction. Panelling along the top of the fuse is complete and it was simpler to turn the hull upside down to fit the bottom panels. To achieve a clean fit of the horizontal stabilisers I needed to fit the two aft most side panels. Unfortunately they are probably the most awkward on the aeroplane as they have compound curves and quite tight curvature at the tail end. A couple of efforts were just not satisfactory so were stripped, sanded off and redone. Time consuming but part of the learning process. The tail feather assemblies are now mostly complete, just some whittling to do around the fillers at the tail end where the fuse blends into the elevators.



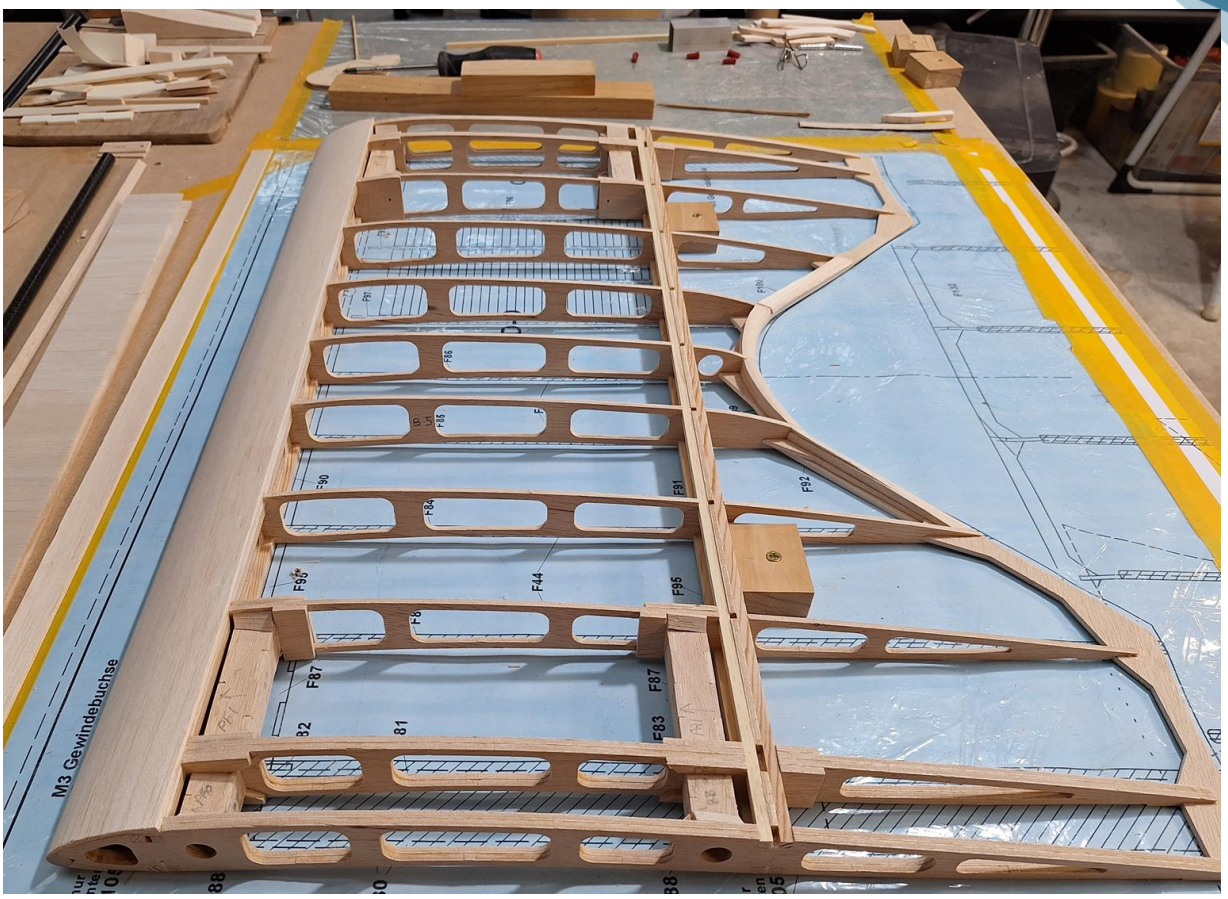
The skin panels are all chamfered at the edges which involves quite a bit of time patiently with the sanding block. I have found that it doesn't pay to sand to a feather edge before fitting as they are too fragile. Better to leave them one ply thick and sand that off after they have been attached.

All the panels require steaming and moulding before attempting to attach them. Finding ways to clamp edges down has proved interesting and my now preferred method is fairly agricultural but it works....see the picture below. The piece of 10 x 15mm timber is wrapped in cling film to prevent it becoming part of the structure. By positioning the blocks carefully it is possible to put the pressure on the outermost edge of the joint. Glue the top edge, go away and do something else for two hours then glue the other side!

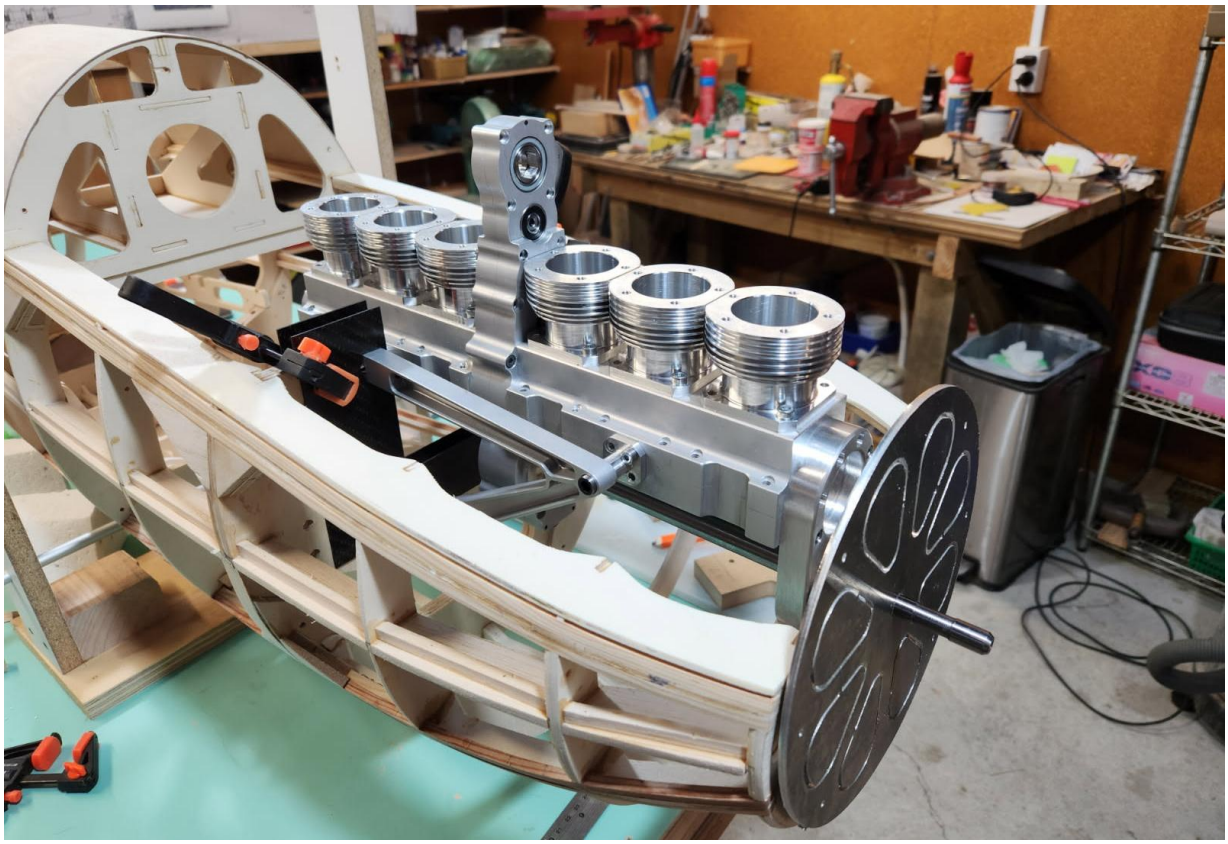


To utilise that time I started on the top wing centre section which will be supported by the cabane struts and be permanently attached to the fuselage. Fairly early in the construction I was concerned that the 10mm square balsa leading edge as supplied was too light for the job. In discussion with Phil we decided to use a light pine 10mm dowling as the leading edge component and Phil also noticed that TVAL when building their replica Albatrosses use a sheeted leading edge back to the front spar. So I have replicated that construction and feel it will make a better wing. I will repeat the construction for all the wing sections and the weight difference will only be about 150 grams. Have also added cross brace wires in the centre section as it was decidedly flexible. It would probably tighten up when fitted to the cabane structure but we've given it some help!

As the temperatures warm up in my shed I will moving on with the fuselage panelling and maybe the landing gear to get the Albtros sitting on it's own two feet. Watch this space for further updates.



Phil did a trial fit of the motor as built so far, a couple of days ago, and it just looks the business.



Look for his report on that elsewhere in the newsletter.
Cheers Russ.

Info, Hints and Things. August '25

Last month, **Rob Lockyer** sadly lost his new IMAC ship on it's maiden test flight. He sends in this report in the hope that it may highlight some of the pitfalls that exist in our hobby and help someone not to suffer the same fate in the future. **Rob** writes;

The 30 second maiden flight

A new build, Seagull Extra 330LX. It looks like my old one but this is / was a new ARF, same colour scheme. Last Sunday was time for the maiden flight. Take-off was fine, climbing a bit, add some down trim. Turned to come back to the field, bang and right wing appeared to come off. At that stage I lost control. I could only watch it spin in.

Pilot error? Builders error? Yes, to both. On recovery, I found the pushrod for the right aileron was not connected to the servo horn, the screw has come out. I suspect that this would have resulted in aileron flutter, breaking the wing at the end of the aileron. I also found that the left aileron servo horn screw was very loose and about to fall out also. I hadn't tightened and Loctite those screws. Stupid is a good word to use. The day before I had the fuselage on the bench checking for any mechanical issues, however for some reason unknown to me, I did not get the wings out of the wing bag and do the same with the wings. About 10 days before, I had changed the aileron servo horns for shorter ones to get better resolution. I now recall doing the screws up finger tight then fitting the wings to the fuselage and setting up the throws. Clearly, I never got back to those screws to tighten and Loctite.

On Sunday some said bad luck, but luck has nothing to do with it. Bad management, yes. I should know better, in fact I do know better, but this time I overlooked a critical step. Guttered to say the least and angry with myself for being so stupid. Lesson learned (I hope), or is this what is called senior moments? Looking on the bright side, I now have some more room in the garage and some nice short servo horns for the next IMAC build.

Rob Lockyer.

Thanks for, sharing Rob, not an easy task. All the best for the replacement build. Ed.

Kermit Weeks flying a Curtis model D; Click to view the video (20+) Facebook

HELP

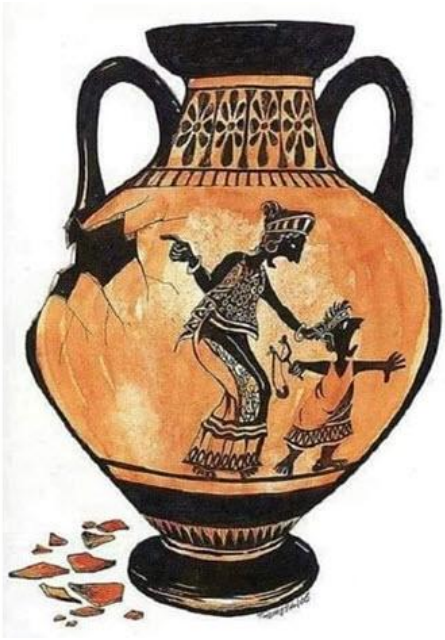
What is it ? Amongst his numerous sheds of collectibles, our South Island correspondent **Mr Barry Lennox** has this "Whatsit" in his collection. He can't remember where he got it and has no idea what it is.

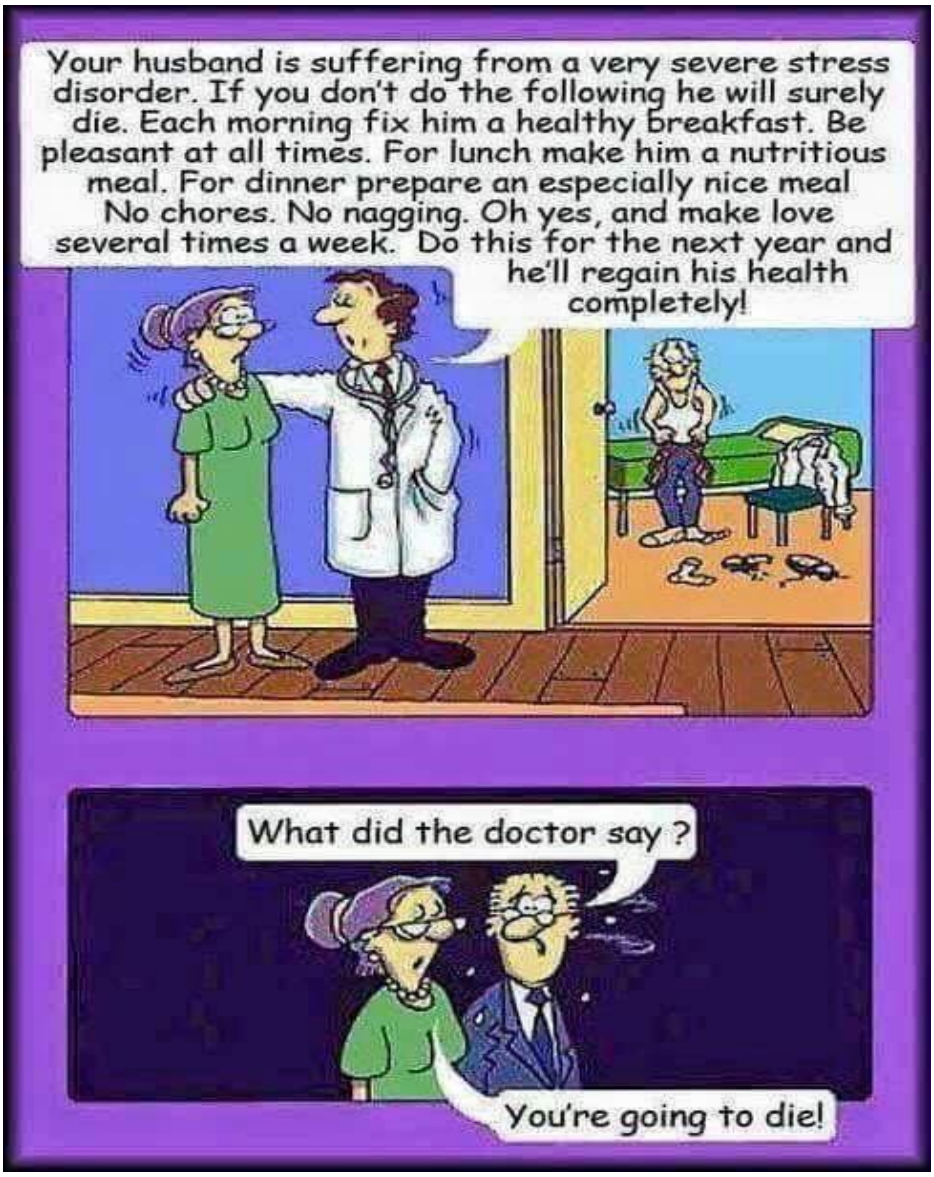
Can anyone shed a light please. On the base is written Palmer, Made in England.

It looks impressive and weighs a ton ! I offered to take it off his hands and he agreed if I was prepared to pay the postage.
Scottish generosity Ha ha !!
Ed.

Could you do this ?? [(20+) Facebook]

A video sequence from the F3P World Championships.





F5J Soaring Report; August 30th / 31st.

FAI F5J Electric Soaring Event- Black Bridge Hawkes Bay

Event Overview and Format

F5J is a competition class focused on flying remote-controlled gliders powered by small electric motors, where pilots aim to achieve a 10-minute flight duration from as low a launch altitude as possible, followed by a precise landing. The motor is limited to a maximum run time of 30 seconds, and take-off altitude is measured with onboard electronics, with penalties for excess altitude. Scoring combines flight time, landing accuracy, and penalties to rank pilots effectively. Typical F5J gliders have wingspans between 3.5 and 4 meters and often use lightweight, carbon fibre construction for optimal performance.

The F5J competition held in Hawkes Bay on the 30th and 31st of August 2025 was a significant event in New Zealand's model gliding calendar, attracting skilled pilots competing in electric-powered thermal duration glider flights. We had eleven competitors overall with the forecast not looking great for the weekend we hoped on things changing which it did for the better and we flew most of the weekend completing eight full rounds with three to four in each group.

Kevin Campbell with his Plus

With a little wind on the Saturday the lighter models were left in their boxes and with a little thermal lift around launch heights were about medium high with most getting the full ten minutes. During the day the lift became a little scarcer and launch height went up along with the wind speed by around three o'clock the wind was getting to model damaging level, so we called the competition off until the next day. This gave us time for an evening meal and a catch up with everyone at the local, also speculate about the Sunday forecast, rain….

Like usual Hawkes Bay came into play with just overcast skies so we setup with the hope of a few more rounds. We had four complete rounds already and manged another four on the Sunday with few small rain showers. The target of around 180 to 200m gave you a full flight time of ten minutes and every now and then a thermal to! Mostly hanging in the wind in a buoyant corridor was the safest answer. Peter Glassey really solved the flight time shortage with a launch of 259 metres which gave him some severe penalties over 200m.

Miles Moloney with his Plus X

Peter McEvoy from Auckland with his Elasto

Results are online : https://www.gliderscore.com/OnLineScores.aspx

#	Name	Ctry	Score	Pcnt
1	Botherway, Kevin	-	7000.0	100.00
2	Wurts, Joe	-	6938.3	99.12
3	Williams, Peter	-	6870.9	98.16
4	Campbell, Kevin	-	6490.2	92.72
5	Hiscock, Andrew	-	6293.7	89.91
6	Moloney, Myles	-	6180.9	88.30
7	Glassey, Peter	-	6158.9	87.98
8	Ackery, David	-	5959.7	85.14
9	McEvoy, Peter	-	5505.6	78.65
10	Morgan, Rob	-	5356.4	76.52
11	Clarke, Bruce	-	5135.0	73.36

Soaring Rocks see you next weekend at F3B!!!!! ***(Rowdy)***

Vintage Report. August'25

Friday 15th Forecast was promising, so an email out to the "Vintage Group" saw a great response, especially as three of our number are languishing overseas in warmer climates. We flew a club Vintage Precision comp, the qualifying scores will go into NDC. A big thank you to **Barry K** for his timing efforts during the morning. The participants were;

From L to R; **Russ Nimmo** / Playboy; **Anthony Hales** / Playboy; **Mike Shears** / Night Train: **Graeme Rose** / Tomboy ; **Barrie Russell** / Stardust; **Brett Robinson** / Lanzo Bomber; **Barry Kerr** / handful of stopwatches.

The conditions were ideal and warmed up as the morning went on with just a light drift from the South West. We flew a three flight Precision contest and **Brett** and I managed maximums and Brett prevailed in the flyoff flight.

Results; All but Mike with Night Train are available for this month's **Vintage Precision NDC.**

VINTAGE PRECISION

				ROUND																
				1				2				3				FLYOFF 1				GRAND
NAME	MODEL	YEAR	BONUS	FLIGHT	LAND	BONUS	TOTAL	FLIGHT	LAND	BONUS	TOTAL	FLIGHT	LAND	BONUS	TOTAL	FLIGHT	LAND	TOTAL		TOTAL
BRETT ROBINSON	LANZO BOMBER	1938	12	178	20	12	200	177	20	12	200	169	20	12	200	179	20	199		799
BARRIE RUSSELL	STARDUST	1940	10	180	20	10	200	179	20	10	200	180	20	10	200	176	20	196		796
MIKE SHEARS	NIGHT TRAIN	1968	0	176	20	0	196	179	20	0	199	173	20	0	193	0	0	0		588
ANTHONY HALES	PLAYBOY	1938	12	173	20	12	200	180	0	12	192	160	0	12	172	0	0	0		564
GRAEME ROSE	TOMBOY	1950	0	162	20	0	182	166	0	0	166	178	20	0	198	0	0	0		546
RUSSELL NIMMO	PLAYBOY	1938	12	180	0	12	200	173	0	12	185		0	0	0	0	0	0		385

Then **Brett and I** flew **NDC Classic Duration** with our Night Trains and I found some strong thermalling conditions as the light drift changed from sou'west to Northerly and finally moving round to a very light nor'easter. By far the strongest lifting conditions I've flown in a duration class. After three five minute competition flights and two ten minute Fly-offs I called time as my neck and back had come to the end of their endurance !!

CLASSIC DURATION

		1	2	3			GRAND
NAME	MODEL	FLIGHT	FLIGHT	FLIGHT	FLYOFF 1	FLYOFF 2	TOTAL
BARRIE RUSSELL	NIGHT TRAIN	300	300	300	600	600	2100
BRETT ROBINSON	NIGHT TRAIN	300	285	162			747

Stardust Mania. Has taken hold with exciting times ahead. I have just finished my replacement Stardust following last month's fly-away. The original is close to having repairs and a replacement wing finished. Today I test flew my new one and must say I'm pleased with the way it's shaping up, built it to an 80 inch wing and it's come out lighter than the original. One problem I've struck is covering it with Chinese shrink film (Alliexpress) that film is very strong and has a high shrink rate and has pulled a significant warp in the wing. I thought I'd got it out, but a small degree was still there today so needs some more attention. However, flying wise it trimmed out okay and is looking very promising. Having lost sight of my previous one, I decided on a different colour scheme this time, solid colour for a change with dark underneath. It's very visible !

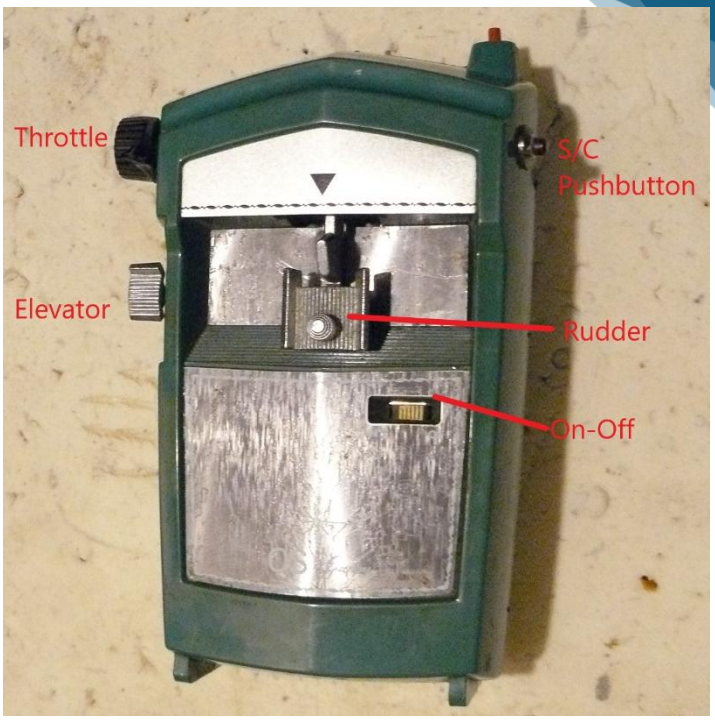
And the good news Is that both **Robert L and Stu S** have ordered their kits, **Graeme Rose** is building his, **Tony Ives** has his ready to fly, he just needs a bit of arm twisting to come out and fly it. **Rowdy** is itching to fly his recently finished one in a competition and show us all how it's done once he can tear himself away from the sun in Queensland and **Stanley** is busy melting in the UK and can't wait to get back to some real Hawkes Bay weather ! **Stardusts ….. Bring 'em on !!**

Saturday 23rd August. Another good forecast, so had **Mike Shears** flying his August **NDC Classical Duration** comp.

Score ; 300 / 300 / 197 = Total 797. Flying his (Bill's) Night Train. There was some good air for the first two flights and the sea breeze arrived and brought a load of sink with it. At least it's a score on the board and we had some fun !

Then for some real fun…… test flying my Senior Tomboy with the Single Channel OS Guppy transmitter that **Barry Lennox** has converted for me, as in the article above. For the test flight, I set the throttle at about two thirds power and trimmed the model out using the elevator and rudder controls (and trims) to get the model flying

straight, and mild climb under power and a reasonably flat but positive glide. Once I had it trimmed and three crashes high I took my hands off the controls and flew the model with the sequential Single Channel push button ..press / left,… release for centre …. blip/ right … blip /left … blip right etc etc ! Once I got the hang of it, it really was quite easy. I even managed to bring it home and land it at my feet without touching the elevator, just blipping for turns. I could hold the rudder in for a while on the right turn, but holding it in any length of time for left resulted in a diving wing over, so just blips were preferable. I'll leave the aerobatics until I'm a bit more proficient and a lot higher !! **Mike** did the second test flight and we had a couple flights each and a whole lot of fun, talk about a couple of kids reliving their past !! Now what did I do with my old Reed set ? **Mike** was getting all excited as I think he still has his stored away up in his attic roof space along with all his other treasures that appear occasionally !



Wednesday 27th. Good forecast and **Brett and I** spent a pleasant few hours at Awatoto Field Vintaging ! I flew **NDC E Texaco** with my Flying Pencil and found some good lifting conditions for the first flight.

E TEXACO

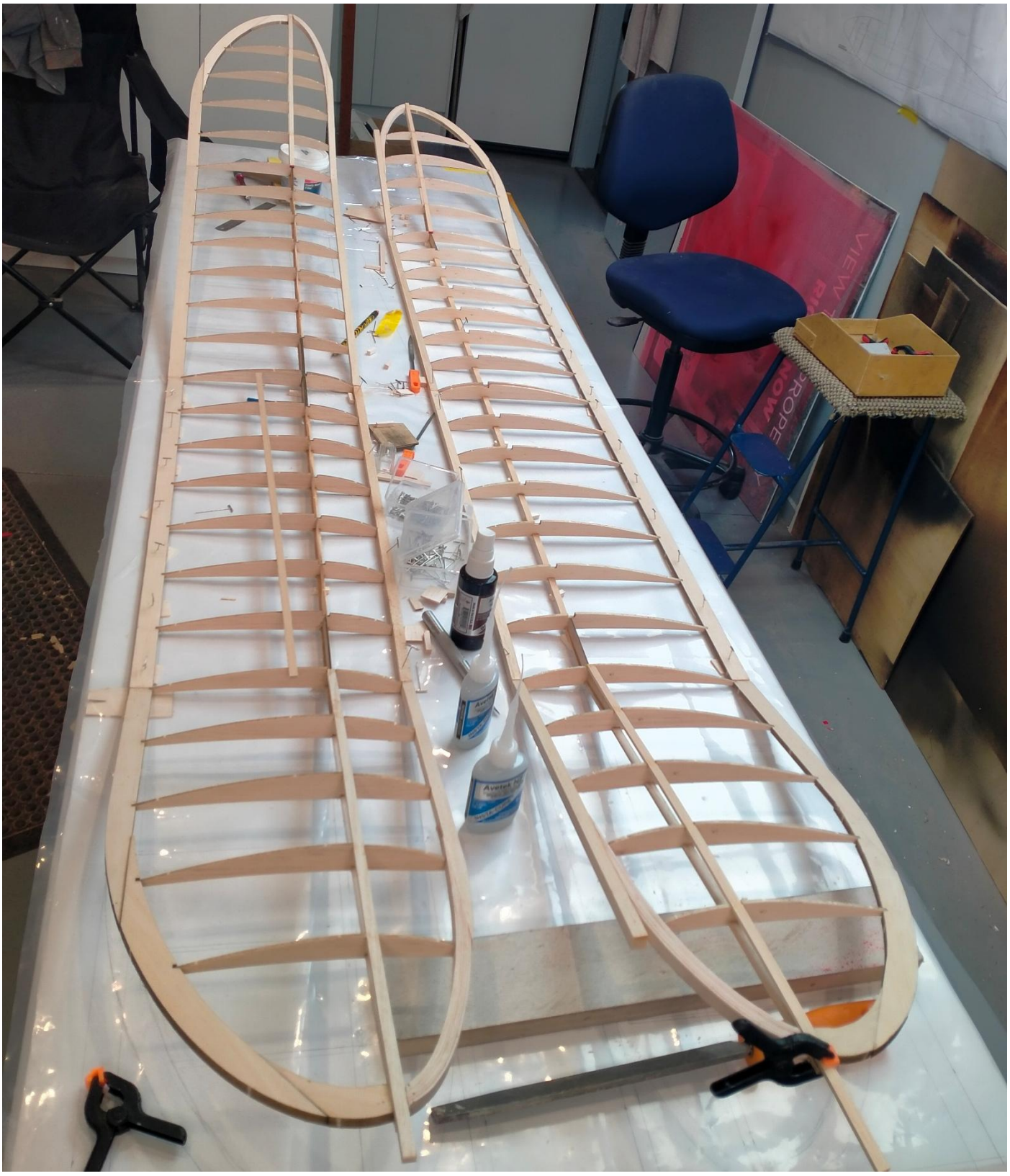
			ROUND									
			1 AGE					2 AGE				GRAND
NAME	MODEL		FLIGHT	LAND	BONUS	TOTAL		FLIGHT	LAND	BONUS	TOTAL	TOTAL
BARRIE RUSSELL	FLYING PENCIL		1494	20	0	1514		873	20	0	893	2407

Stop press !!

Stu S and Rob L have made a start on their Stardusts. Both building the **Hangar One** Laser Cut kitsets.

https://www.hangarone.co.nz/shop/laser-cut-aircraft-kits/vintage-aircraft-kits/stardust-special-76-35-45-size-vintage-laser-cut-s?gn=Vintage%20Aircraft&gp=11

Stu just sent in the picture of today's efforts, too cold to spend much time at the field, and they were the only ones there, so it was back to Stu's nice warm workshop ! Not a bad afternoon's work !



Stardust Special 74. FOR SALE.

I have flown this model for a few years very successfully, but a couple of months back lost it in a fly-away situation when it got too far away in thermalling conditions. It was found a few days later but minus wing and all the gear was U/S having been in water. I have since repaired and rebuilt the model with a new 74 inch wing and fitted all new gear. 50 AMP ESC, a 3542/6 1000kv brushless motor and 2x 5.5 gram HV MG JX Servos. I've had several trimming test flights and it is in new condition and raring to go. Just needs your receiver and a 3 or 4 S lipo battery depending on how competitive you are and you're away flying. (6 Channel Rx available if wanted for an extra $40.)

Just $275.00.

A laser cut kit will set you back $260 so here you get all the gear, covering, prop, spinner plus the build for nothing !! What a bargain. Come and join the Vintage movement and have fun !!

SOLD Phone the Editor. 06 8353896 or 0274 542 523. SOLD

Some WW1+ Aircraft Nostalgia.

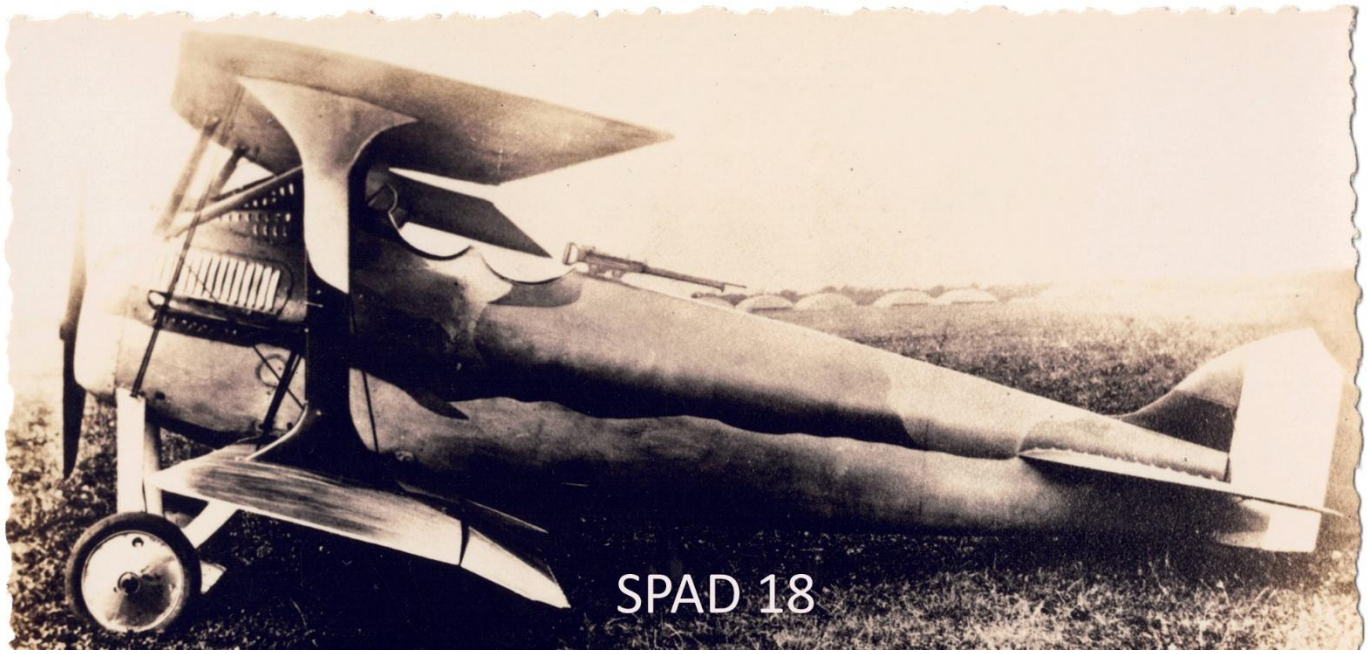
Recently I was searching through some old family papers and came across this series of WW1 aircraft photographs, from whence I do not know, but thought they were of interest and worth sharing; Ed.

The **de Marçay 2 C1** was a prototype single-seat biplane fighter designed in France and first flown in 1919. It did not go into production.

Hanriot of France developed its ***single-seat, single-engine HD.1 fighting biplane*** of World War 1 (1914-1918) for service beginning in mid-1916. ***Single-seat photo-reconnaissance biplane***, powered by a 260 hp Salmson 9Za water-cooled radial piston engine.

Nieuport developed several two-seater trainers, most notably the Nieuport 10 and its variants, the Nieuport 81 (Nieuport 23M), and the Nieuport 83 E.2. The original Nieuport 10 was a 1914 sesquiplane designed as a compromise between a monoplane and biplane, evolving into specialized trainer versions for military use in WWI, while the later Nieuport 80-series were dedicated two-seat trainers.

The **Nieuport 28 C.1**, a French biplane fighter aircraft flown during World War I, was built by Nieuport and designed by Gustave Delage. Owing its lineage to the successful line of sesquiplane fighters that included the Nieuport 17, the Nieuport 28 continued a similar design philosophy of a lightweight and highly manoeuvrable aircraft.



The **SPAD S.XIII** is a French biplane fighter aircraft of the First World War, developed by *Société Pour L'Aviation et ses Dérivés* (SPAD) from the earlier and highly successful SPAD S.VII.

The origins of the SPAD S.XIII lies in the performance of its predecessor, the SPAD S.VII, a single-seat fighter aircraft powered by a 110 kW (150 hp) direct drive Hispano-Suiza 8A water-cooled V-8 engine and armed with a single synchronised Vickers machine gun. The type had good performance for the time, and entered service with the French *Aéronautique Militaire* during August 1916.[3] By early 1917, however, the S.VII had been surpassed by the latest German fighters such as the Albatros D.III.[4]

The SPAD 22 was a radically re-designed SPAD 17. Bechereau left the fuselage and engine unchanged, but the upper wing was strengthened by three main spars. The lower wing was still braced by the landing gear struts.

The "SEA 4C2 ww1 aircraft" is a misremembered reference to the SEA IV aircraft, a French aircraft developed in 1917 that was ordered into production during World War I and planned for operational use in 1919. It was designed in two variants for frontline service: the SEA IV A2 for observation and the SEA IV C2 for fighting.

Plus an Interesting Video …. https://www.youtube.com/watch?v=gf86R1l5sAU

And by comparison in today's modern world https://www.solarstratos.com/en/plane/

A CLOSING SMILE. August 2025

⛳ Two lifelong buddies made a pact back in college:
No matter where life takes them, they'll meet up every 10 years in Florida to play golf and grab lunch.

At 32, they meet up:
"Where you wanna eat?"
"Hooters."
"Why?"
"C'mon... the servers, the shorts, the legs!"
"Say no more." 😎

At 42, after their round:
"Where we eatin'?"
"Hooters."
"Again?!"
"Cold beer, big screen TVs, and sports betting!"
"Fair enough."

At 52:
"Hooters?"
"Yeah, food's good and there's lots of parking."
"Logical."

At 62:
"Hooters - wings are half off and the food's not too spicy anymore."
"Perfect."

At 72:
"Hooters - they've got handicap spots close to the door and senior discounts!"
"Sold!"

At 82, they meet once again.
"Where to this time?"
"Hooters."
"Seriously? Why?"
"Because we've never been there before."
"Good idea. Let's give it a try!" 😄

And that's Goodnight from Him, and Goodnight from me, we're off to Hooters. Seriously ?? Ed.