

ROTORUA MODEL AIRCRAFT CLUB (INC)

May 2025 NEWSLETTER

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AOTEAROA
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Rotorua Trust

MŌ TĀTAU KATOA



Welcome to the May 2025 newsletter

This month Andrew , Andy and Ray have come to the rescue with some interesting content. Thanks guys

ADELAIDE VISIT

Earlier this month we spent a couple of weeks in Adelaide. When we left it was pouring with rain here, Adelaide was enjoying sunny days with 15kt winds. The wind finally dropped so it was time to visit the local model flying club. The Holdfast Club has a site about the same size as ours bordered on two sides by main roads (6 lanes) The third side has footy fields about 500m away and the 4th side has snake infested jungle. Apart from that it was very well set up. They have round 100 members, mainly retired but they never see more than a hand full. My first visit was on a Friday afternoon where five old guys made me very welcome and wanted to know all about XJET!. They were all flying electric foam gliders and sports models. One guy even let me have a fly of his Cub which I thought was very generous!



The Holdfast MAC site. Plenty of blue sky!



Returning on Sunday one of their instructors got me to have a go on one of their trainers. An electric foam job it flew well in the calm conditions.

Everything is Spektrum. It all worked. .Nothing Futaba to be seen anywhere.

My first R/C flight in Australia on an electric Cub





MODEL AUCTION

NEW EARLY DATE



Sunday 25 May 2025

Classic Flyers Aviation Museum

9 Jean Batten Drive, Mt Maunganui

Doors open 7.30 am. Auction starts 10.00am

For more information refer to website:

www.taurangamodelfly.org/annual-auction

or

Contact the Club Secretary - Garry Bentley

Phone: 027 6432103

Email: taurangamodelfly@gmail.com

WINTER PROJECTS

Ray is busy with a very interesting project and has provided the following info.

My winter project, well actually two projects to complete over winter..

This is a Viper jet.. turbine.. Kingtech K102 G5..

It takes an amazing eleven heavy duty (20Kg and 35 Kg) high voltage servos... (Savox).

Ply, Balsa and carbon fibre laminate.

It will use 14 Channels as it has retracts, steering, gear doors and brakes.

Controlled via a Powerbox Pioneer battery distribution system with data (p2 bus).

GPS and Gyro sensor.

Dual receivers.. (26 channel)

It has two Lithium Ion batts for radio gear with full redundancy via the Pioneer system.

There are two LiPo batts one for the turbine and one for retracts and other bits. (Lights etc)

A small 3 litre fuel tank with pump and air trap system.

Only just started so working out the layout of many little bits and how to get wiring past a 700 degree exhaust tube down to the elevators and rudder. Dave Hodges has kindly offered to give some pearls of wisdom on this later today.. Always something to learn in this game..

Expected weight approx 14Kg trying to stay under 15Kg to avoid Part 101 stuff.

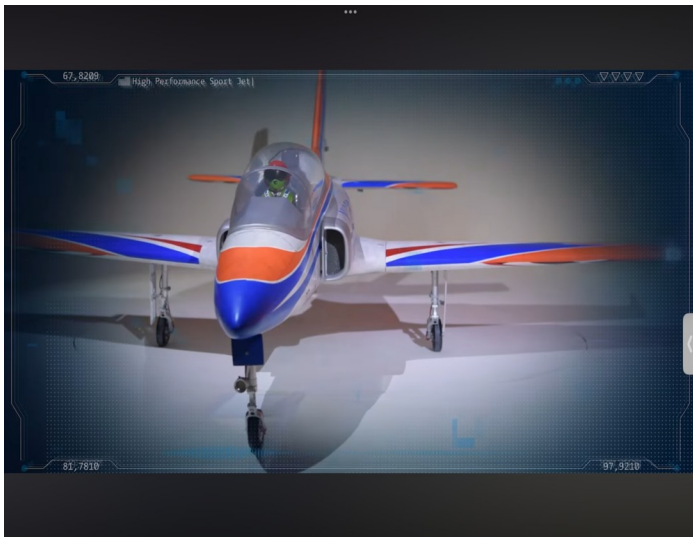
Wing span 2.2mtr length 2.0 mtr approx.

Here are a few shots at this stage..





What an amazing bit of kit!



Andrew's visit to Point Cook Air Museum

Point Cook Air Museum

If you are in Melbourne, it is worth heading 22 km southwest out to Point Cook RAAF Museum, at Point Cook RAAF base. Point Cook base is the original base of the Australian Flying Corps.

Go by car; the Werribee Line takes you to a train station tantalisingly called "Aircraft", next to another RAAF Base called Williams Laverton, and right opposite Point Cook Road. But it is then a long walk through the new suburbs with no public transport. So, car is best. Taxis can take you to the front gate of the base, but you will have to walk 400 metres to the museum itself.

And plan and book ahead, as currently it is only open Sundays and Thursdays, from 10:00 to 15:00. You MUST prebook using Eventbrite and provide your passport (or Australian Drivers licence if you have one) on booking AND on arrival. If you haven't prebooked, or followed the process, you will not be allowed in.

Once I arrived, the guard waved me through but made it very clear that I was to go into the museum and only into the museum, and more guards were at the museum door to make sure no one went anywhere else.

The displays are well presented in a couple of large hangars with good information boards, and access is close, but not unlimited. There are also outside displays of a C130, P-3 Orion, and a replica Spitfire VIII.

For me, the highlights were planes I hadn't previously seen in the flesh: a DHC Caribou, Hawker Demon, CA Boomerang, Maurice Farman Shorthorn, Supermarine Walrus (with one wing covered in a clear film to show the construction) and an AVRO 504K.

I was on limited time; as I was leaving, they announced there was about to be a flying display by a Mustang, which I watched over my shoulder as I walked back to the gate for my ride home. Apparently, there is a flying display most days.

Worth visiting!

Andrew

We visited Pt Cook several years ago and I can thoroughly recommend it (ed)



Hawk Deamon



CAC Boomerang

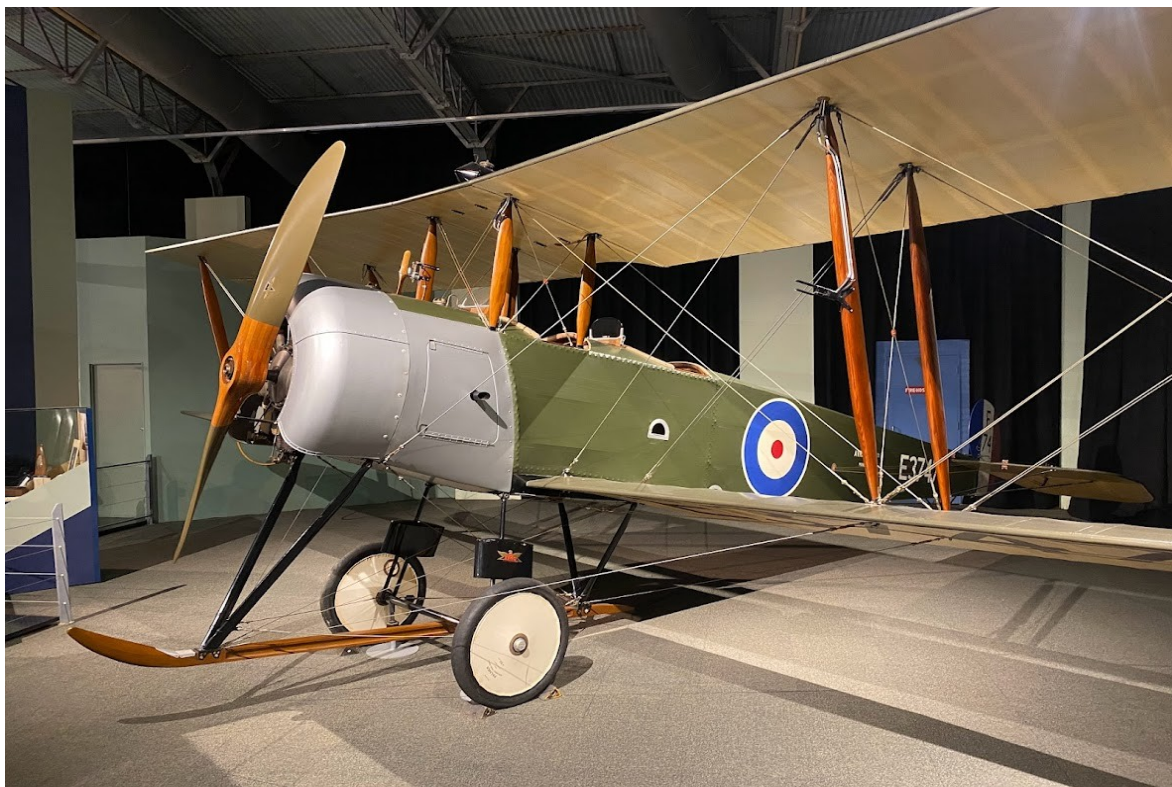


**Maurice Farman
Shorthorn**



**Supermarine
Walrus**

**Walrus wing
structure**



Avro 504K

Ever wondered how the Yanks classify their military aircraft

Andy has the answer for us.

CLASSIFICATION OF AMERICAN MILITARY AIRCRAFT

Have you ever wondered how the American's come up with the various numbers and letters that they use to classify their military aircraft? E.g., 'P51', rather than the simple British method of calling it a 'Mustang'.

Well I have always wondered and one day I discovered an old wartime book whilst browsing in a second-hand bookshop which revealed all. If you are an 'anorak know-all' type then you won't need to read further but for the rest of you I'll share the information as laid out in Mr. Allan R. Bellhouse's excellent publication on Aircraft Identification. I'm sure he won't mind wherever he is now.

The Americans number planes and classify them into types. The type abbreviations most commonly found are these:

P	=Pursuit Plane (=Army Fighter).
F	=Navy Fighter.
B	=Bomber.
PB	=Patrol Bomber.
DB	=Dive Bomber (usually Navy).
A	=Attack Bomber (=Dive Bomber – usually Army).
TB	=Torpedo Bomber.
O	=Observation.
OS	=Observation Scout.
SO	=Scout Observation.
SB	=Scout Bomber.
J	=Utility Plane (Amphibious).
X	=Experimental.
Y	=First Trial Series.

The Army then simply numbers the designs in each type, e.g., the B17 is the 17th

bomber design accepted by the Army. (This is the Flying Fortress). Any minor alterations afterwards made are indicated by a letter. Thus the B17E is the fifth model of the original.

Similarly the Kittyhawk (P40D) is a refinement of the Tomahawk (P40).

However, the Navy added a complication, in appending a letter to indicate the maker's name. The commonest are A = Brewster, B = Boeing, C = Curtiss, D = Douglas, F = Grumman, M = Martin, N = Naval Aircraft Factory, NA = North American, S = Sikorsky, U = Vought-Sikorskey, V = Vultee, Y = Consolidated, etc.

The alterations of the original design are denoted by the Navy by numbers instead of letters. Thus F4U-2 means a Navy fighter, fourth major design, made by Vought-Sikorsky, second model. (Corsair). The prototype was designated XF4U-1.

PB2Y2 means a Patrol bomber, second major design, made by Consolidated, the second model (this is the Coronado. Its small brother, the Catalina, is PBV-5).

F4F-3 means Grumman's third model of the fourth design for a Navy fighter.

Some of the commonest planes with names and numbers are listed below:

Maker	Name	Number
Lockheed	Lightning	P38
Bell	Airacobra	P39
Boeing	Flying Fortress	B17
North American	Mustang	P51
Republic	Thunderbolt	P47
Curtiss	Tomahawk	P40

Curtiss	Kittyhawk	P40D
Douglas	Boston	DB7
Consolidated	Catalina	PBY-5
Consolidated	Liberator	B24
Martin	Marauder	B26
Brewster	Buffalo	F2A-2
Curtiss	Helldiver	SB2C-1

On top of all this, the makers themselves have their own designations. The B25 (Mitchell) was known by its makers (North American) as NA40-C.

Confused? Well don't worry; the system was probably designed to fool the enemy!

Redcat

FOR SALE

The Club has a number of small items for sale like hinges and other small items. Also a couple of gliders and an aerobatic model.
Contact any Committee member for details.

Beginners model for sale

Arising Star

- Complete with servos and ASP 46
- Test flown and ready to fly just requires a receiver and battery pack.
- Another good beginners model.
- Has had a bit of use but has plenty of life left



If you are interested in this model we can arrange a buddy box trial flight.
Contact John on 020 4118 5597

COMING EVENTS

May	NDC RE Glider 2M 16 – 18 Jets at Tokoroa 25 th Tauranga Auction
June	NDC Vintage Precision
August	NDC Vintage Precision and Duration
September	NDC 1/2A Texaco
November	NDC Vintage Precision