

Model Flying Hawkes Bay



Newsletter # 167 March 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.

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Contributors to this Issue ; Brett Robinson / Barrie Russell / Marty Hughes / Clive Baker / Ash / Norris Kenwright / Kevin Botherway / Dave Cantell / Stu Sturge / Phil Sharp / David Kenwright / Russ Nimmo. / E & OE.

Yes it's TRUE, our President did actually start life as a young boy ! (in Honkers last century I think !)



From the Editor's Desk;

Welcome back, hard to believe a third of the year has already been and gone, like climate change, time is speeding up too !

Just a word from the top, and this affects me too, if you have a change of email address or phone number, could you please advise our **Secretary and/or our Treasurer** via mfhbnz@gmail.com
Thank You.

Once again we have been blessed as **Mr Magic (Phil S)** gives us a wrap up of his V4 motor project and signals the start of his next mind blowing effort. A 154 cc straight six with reduction drive to power fellow conspirator's (**Russ N**) 1/3 scale Albatros. Read all about these exciting two projects below. **Rowdy** has given us a great report of his Argentinian adventure flying at the Worlds F5J Championships and a hearty congratulations to **Joe W** for taking out the top spot, World F5J Champion.

There is the usual coverage of club activity and Rumble and Vintage reports and an interesting review from David K on his two mamba aircraft.

I hope you enjoy the rad and as usual look forward to your contribution looking ahead.

Barrie the editor mfhb. March 2025.

Prez Sez;

Well it seems that we are having a good spell of weather and the field has been getting some good use and club Sundays are being well attended. A few nice models are coming out of the woodwork and **Russ Nimmo's** masterpiece DH 4 has undergone all its certification and has passed all its tests. You will have to ask Russ more on this if you don't know as its not my news to tell. All I can say on this matter is that it seems we have another Master Builder in the club who fly's well under the radar.

Rod Hughes has finished his Balsa USA SE5 , it has had the engine testing and ground testing but it seems we have a major hold up before the maiden. He is waiting for the sign writer to print the roundels for the wings and the fuse, a few little cosmetic touches and its ready for the photo shoot.

As for me, I'm still trying to become friends with my new JC built Mustang. We are getting there but the nerves get the better of me as I'm learning to land with a lot more throttle than I'm used to. I'll get there sooner or later.

While we are on the subject of the **JC built Mustang** , check out the article later in this edition. In **John's** building career, he has built 4 Ziroli Mustangs, One has gone to heaven, One is in my hangar, one is now under the ownership of John's son Kim and the other is on permanent loan to MFHB.

The field is still looking amazing, and you will see some of the weeds around the carpark and toilet block starting to die. An on going job but must be done all the same.

Subs... Don't stop reading now ... Subs are now due. You will have received your email invoice on or around the 24th of Feb. Please don't ask **Rob** to resend . If you haven't paid your subs for the next financial year, then please do..... We need your money.... **No money .. No Honey.** (I heard that saying in Thailand ??? never did understand what it meant Haha.)

The clubs in good shape, membership is strong, we don't seem to have any issues. Members seem to be happy enough. If you're not happy and think we need to make changes on how the club is run then please come on the committee. Come on and knock the president off his perch. It wouldn't take much. But seriously, if you think you have something to offer your club , please give the committee some thought as we can't do it all on our own. We don't over think it as I remind members when it gets all a bit dramatic... We are just a bunch of old men and young ladies, flying our toy planes in circles ... but having shit loads of fun doing it.

Marty out.



Marty writes ,

Now in the club shed hangs **John Clarke's P51 Mustang** . **John** started building this in 1991 . It has never flown and has been in storage ever since .

John has donated this model to MFHB on permanent loan but will remain the property of the Clarke family but under the custodianship of Marty Hughes .

Now it can hang in the club house for all to enjoy but will be taken down once a year for a clean and a static display at War Birds .

Thank you John and the Clark family for the privilege of preserving this amazing model for years to come .

This is all on the understanding and promise to John that this model will never be flown . If you have never seen this model, then call into the club shed to have a look .

It's very impressive .



CLUB ACTIVITY March 2025



Shed mornings continue to be well populated, Tuesday 17th Feb saw a lively turnout. Brett bought a box of modelling goodies along from the late Geoff Bartram's estate which was well picked over. There is always a selection of used modelling gear available for members, call in and have a looksee.

turnout. Brett estate which



Whilst the vintage morning was in progress this week, **Mark** brought out his twin engined Transvaal which he purchased as a bare part damaged model for a whole \$20 at the last Club Auction night. What a great rebuild he's done, **Stanley** flew it, goes well, Takes off at 100 mph, flies at 100 mph and lands at 100 mph. Great effort Mark, good luck !!



Sunday 2nd March 2025. Another fabulous day in the Bay in line with these settled weather patterns we've been experiencing. A good pilot turnout in exceptional conditions, the field as usual picture perfect thanx to **Lance's** efforts and a light breeze up and down the strip, WSW early on and an ENE later in the morning.

Good to enjoy **Gwyn Avenall's** company whilst he is house sitting here for a few weeks, he had his Fokker D VIII, whereas yesterday he was flying his Ultimate biplane, both exquisite models. It's a man's job rigging the Fokker !



David K brought out his new 120 sized Mamba for some certification flying and what a piece of kit this model is.



It's the big brother to the yellow one we see him 3-D-ing around the sky. Sadly he suffered an engine cut with his Yellow Mamba whilst hovering low to the ground with the inevitable result ! Under **David's** control, this new Mamba flew on rails, what a sight and sound !

There were the usual suspects at play, **Marty** had his Tiger, **Lance** his large Timber, **Phil** his Storch in which the V-4 is now running perfectly after a fuel manifold re-design.



Mike test flew (for the second time !) **Dave's** Cessna, this time with two fully charged batteries ! and all went very well.

Marty and Rod, had the SE5 out for some engine runs and taxiing trials and that all went well too . One wing low !

Shed morning 4th March. Another good turnout putting world to right and reviewing the latest club happenings. Much of the Tender offering has been taken up, and balance of donated gear together with more promised offerings will be included in the “Donation Give away “ on Wednesday 19th, here in the shed.



Another Shed Morning 11th March. Some fifteen members graced our doors today, some coming and going from the field. Lots of discussion and helping hands and coffee.



Nice to see both **Ray McPeake** and **Gary McCardle** along for a visit. **Gary** was President for a couple years back in the early 2000's before work got in the way. Now he's semi/semi retired hopefully we'll see him back.

The Club Shed continues to be put to good use, **Wednesday 12th** saw **Rod** (Marty's bruvver !) bring the SE5 out for some soldering of the cabane wires and an assembly and CG test. Looks like it will need about of kilo of that heavy stuff up in the nose. A great kit / model and Rod has made a seriously good job of the build.



Sunday 16th, Another boomer of a day in the Bay at Awatoto Field, good turnout though there's always room for more ! Good to see **John C** out to keep an eye on **Marty's** new P-51 steed ! **Marty** claims to be nervous, but he's flying it like a pro, but one can understand how precious it is.

A couple of incidents early one, a newish model taking off with reversed AAAAARGH !! And another taxiing into a red cone and losing a very expensive propeller blade, Bugger !



Mike S was flying **Lance's** aerobatic trainer giving it a check out and lo, suddenly no one home, again with the inevitable outcome. The jury is out, but it seems that the battery backer system might have been at fault. Guess I'm old fashioned, (I know I'm old,) but all these latest fancy electronic gismos leave me wondering sometimes ? And look, the Muppets don't even look unhappy !!

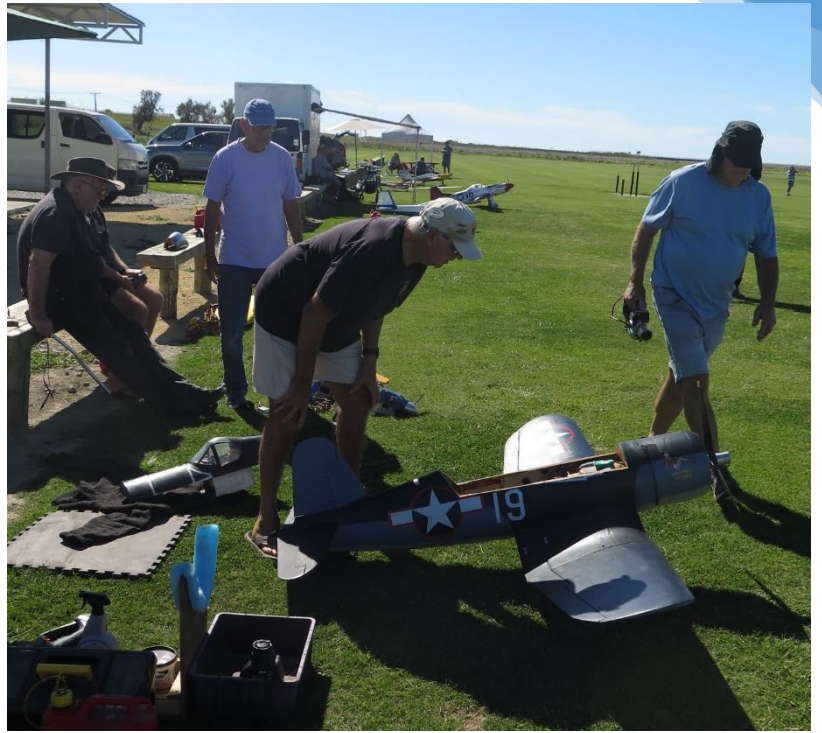
Stu Sturge, recently back from his annual Northern Safari brought his insurance present out for a test fly successfully by **John Sutherland**. A very nice ARF Bird Dog powered by an NGH four stroke petrol motor, looks and sounds great.



Graeme Rose had some nice flights with his recently acquired RV something, powered by a 40cc twin petrol, impressive model.

Bill Roydhouse had the 3 cyl-Radial powered Corsair out for some good air time with **Mike S** on the sticks.

Bill Kershaw had this very nice ARF Cessna 182 OS 50 FSR powered out for some test flying. It performed very well.



David K finished has off his certification flights under Gwyn Avenal's inspectorship and Norris K captured these rather neat shots of the Mamba going through it's paces.



Clubnite in the Shed.

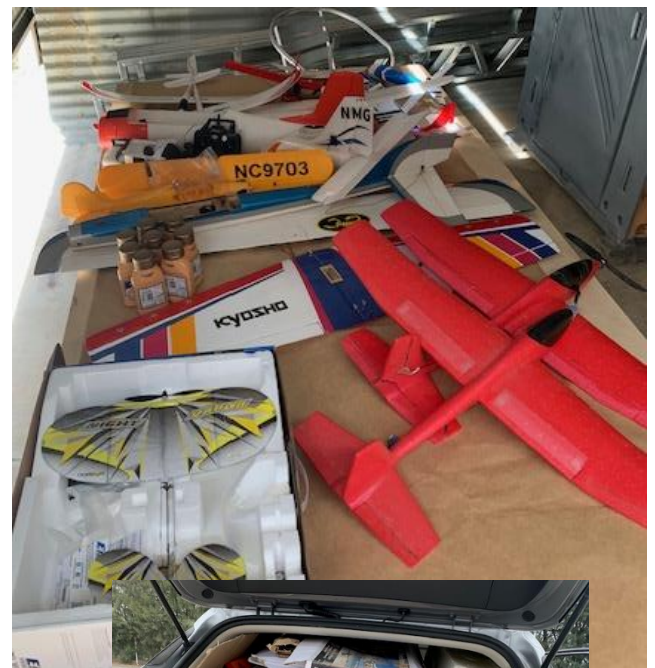
Wednesday 19th March saw a gathering of members for our first clubnite in the Clubhouse/Tractor shed. It was a very successful evening though the turnout was a bit light at 16 members, however we all benefited from an excellent talk and demo from **Mike Shears** on model set-up and Transmitter



programming.

There were lots of goodies on offer which got snapped up by members, all going to good homes. **Marty** ran an Auction for two of the more valuable items and that and some donations contributed a few more dollars to the shed expenses and petty cash.

Refreshments were on offer, and an informative and enjoyable evening was had by all. The club shed certainly proved an adequate venue for a clubnite and hopefully more will follow.



Now it's off to the dump for a final clear out and a new start in the "Shed" ! **Ed.**

Tractor Shed Alterations. Great news, now that **Rowdy** is back from his sightseeing jaunt in Sth America, with help from **Tony Ward, Lance H and Stanley**, the rear wall extension is under way. This will allow the tractor and mower to be reversed into the shed with room to spare. The storage space can also be increased, benefits all round.



Behold, the mower extension !!

You want to get a job done, ask a busy man !!

Fantastic effort guys, **Big Red** is going to be so happy in his new home, and now **Mike S** will be able to give him that long promised polish !!



Ps. Perhaps the Committee could consider buying a battery of clucky hens. That would make a super chicken coop, and we could sell the eggs to buy more club aeroplanes. As long as our Treasure doesn't find out of course !?

AROUND the BUILDING BOARDS. March

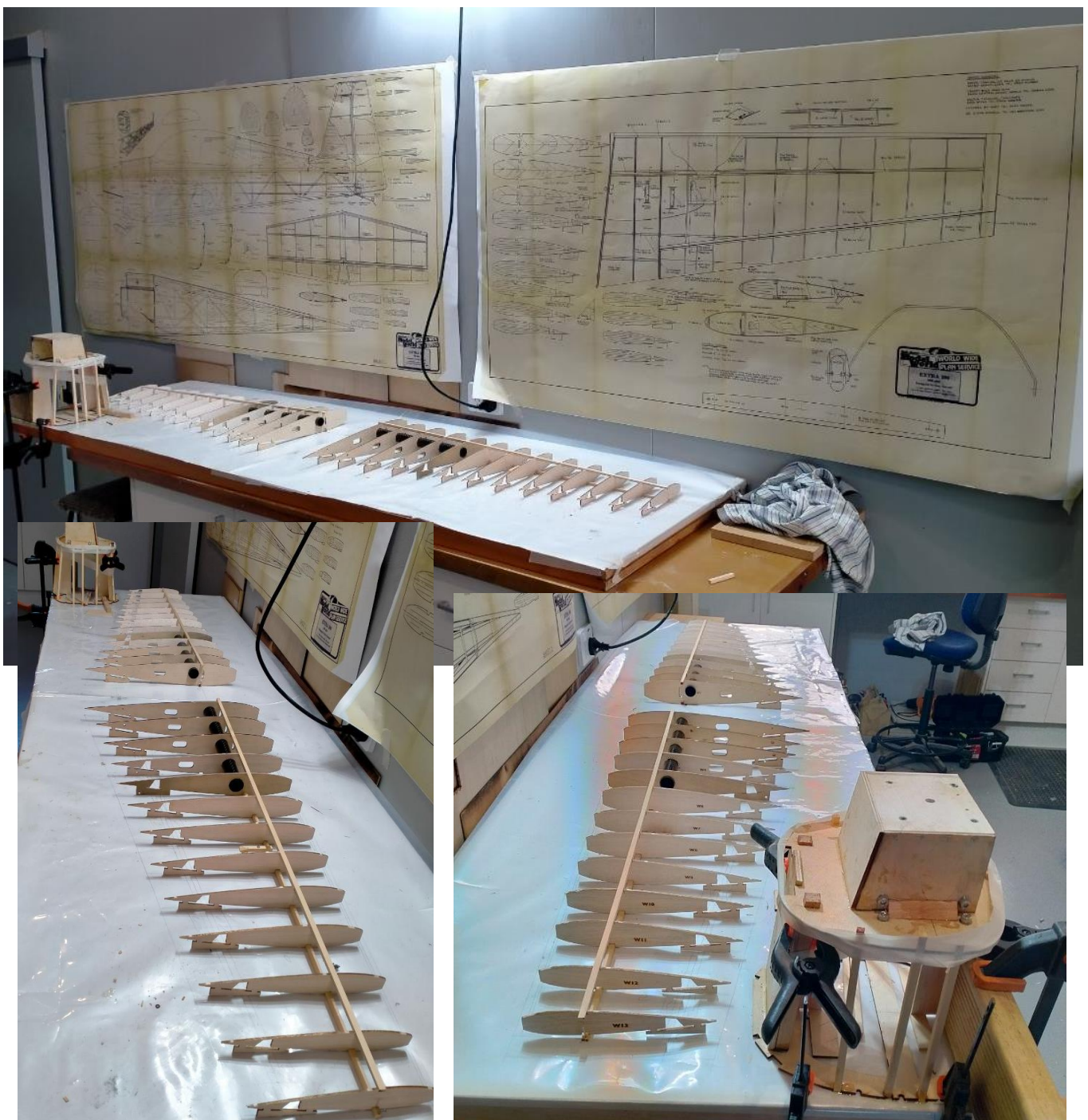


Stu Sturge is back from his Northern Safari and secure in his wonderful new workshop relieving those withdrawal symptoms that have been building since his disastrous fire. He has made a start on his Winter project, a 74 inch Extra 300 which is going to be powered with a 35cc RCGF Stinger engine. He comments,

"This is my first build project in the new workshop, and My, isn't marvellous !!!"

Good on you Stu !!

He sends the following build pictures, isn't it great to see scratch building still alive and flourishing.

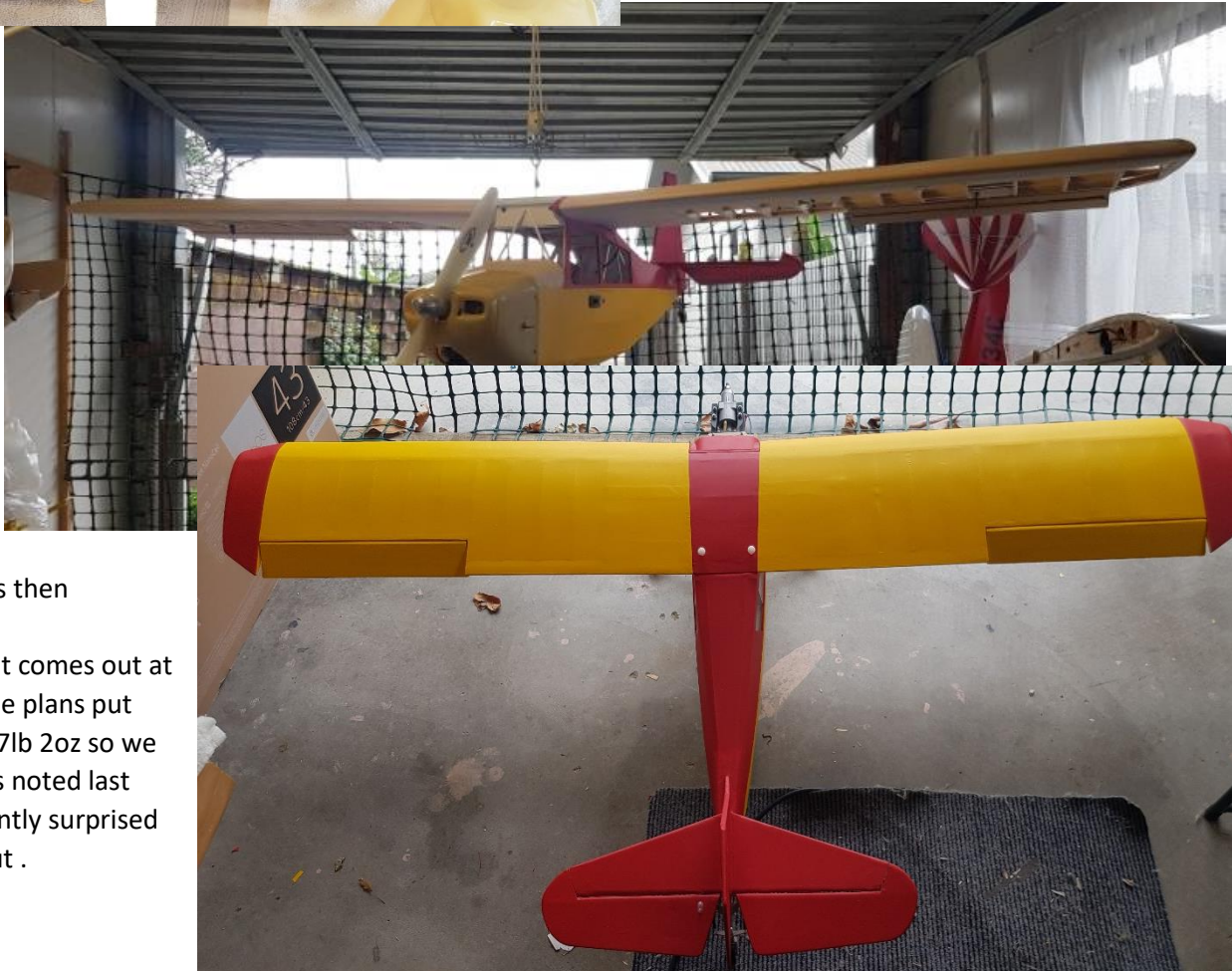


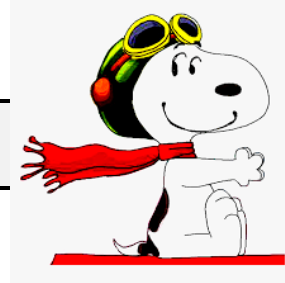
Dave Cantell has taken on the task of finishing a Citabria that **Nev Fargher** had started building some years ago. **Nev** had a change of heart and brought the framed up model along to a shed morning. It caught **Dave's** eye and the plane is now well on the way to completion. It's going to be powered by an Enya .60 four stroke from my collection. **Dave** writes;



Hi Barrie

Have made some good progress over the last two weeks, today I have finally finished covering the wings. Still need to paint the cowl make wing struts and install the windows then rebalance it when completed. Weight comes out at 3.1kg currently, the plans put finished weight at 7lb 2oz so we are pretty close. As noted last week I was pleasantly surprised how it balanced out .
Cheers **Dave**.





The IMAC Rumble at Awatoto

The weekend of Friday 21st thru Sunday 23rd saw Model Flying Hawkes Bay host the annual Rumble IMAC Championship at our Awatoto Field here in Napier.

IMAC is the International Miniature Aircraft Club, which promotes aerobatic competition with scale Radio Controlled model aircraft flying aerobatic manoeuvres emulating their full sized counterparts.



Twenty-nine pilots with their aircraft gathered at Awatoto Field for the event and flew in near perfect conditions over the entire weekend. The event was run under the control of **Frazer Briggs** our National and International Aerobatic Champion and attend by pilots from around the North Island. The aircraft they flew ranged in size from two to four meter wingspan and were powered by petrol engines from 50 to 200 ccs giving them a sparkling performance. **Below;** Local Father and son duo, **Hamish and Sean Galloway**



with their "Slick" one of the few scratch built aircraft amongst all the ARF's.



The pilots fly in five classes depending on their ability and aircraft. Those classes are; Basic / Sportsman / Intermediate, / Advanced / Unlimited.

After two and a half days of flying, the results were;

BASIC: 1. Fraser Brodie, Tauranga. 2. Rob Lockyer, Napier. 3. Mike Shears, Napier. 4. Tony Christiansen, Tauranga.

SPORTSMAN: 1. Cory Westhall, Auck. 2. Jon Berger, Nth Auck. 3. Chris Charlton, Auck. 4. Steve Collins, Hamilton. 5. Derek Whelan, Napier. 6. Myles Moloney, Napier. 7. David Kenwright, Hastings. 8. Andrew Farrow, Kapiti. 9. Brian Hitchcock, Hastings. 10. Chris Wong, Napier.

INTERMEDIATE: 1. Andrew Stiver, Napier. 2. Kaden Newman, Auck. 3. Rod Chave, Auck. 4. Lyndon Perry, Hamilton. 5. John Danks, Waikato.

ADVANCED: 1. Grant Finlay, Hamilton, 2. Ruben Woods, Pahiatua 3. James Farrow, Kapiti.



UNLIMITED: 1. Frazer Briggs, Hamilton. 2. Sean Galloway, Norsewood. 3. Hamish Galloway, Norsewood.

F5J World Championships 2025



In August 2024 the Soaring Special Interest Group held a trial in Hawkes Bay to select the 2025 F5J New Zealand team. There were five interested trialists amongst the competitors, and the result was that Joe Wurts, Peter McEvoy and Kevin Botherway were selected for the NZ team to defend our team gold medals over the prior two F5J World Championships.

We held three practice weekends in Matamata to enable the team to practice together and discuss strategies and best possible solutions. A huge thanks to Bill Derenzy who organized for us to use the “goat farm” field and to those locals who turned up to provide planes in the air so we could get used to flying in a busy sky. All three of the team practiced at home fields before leaving for the event.

The team appointed David Pratley from Australia as team manager. He has helped the NZ team at many world champs in the past and deserved this appointment. All the relevant paperwork, team shirts, model labels, NZL flags, National Anthem, tools, repair kits were all packed into 4 large corflute model boxes along with 14 odd models and spares. We had 5 people in total heading to Argentina including Peter’s Wife - Caroline attending as helper and supporter.

Flights for the Kiwis was a little harder than previous trips to Argentina as Air NZ doesn't go there anymore so it meant a transfer in Santiago, Chile on the way to and from Argentina. With the big aircraft crates as usual the airports were like zoos and had huge queues for customs etc but all in all the transfers went smoothly. Fortunately, the Argentine officials had advised customs that there would be heaps of models coming into the country which were all pre documented etc.

Our first day of practice was at the Salvador Ranch (A bit west of the WC field) with many thanks to Rodrigo Salvador for allowing a few early arriving teams to use this venue to start sorting models and getting used to local conditions.

The World Championship field was approximately 30 minutes away from our accommodation which was in the centre of Cordoba, Argentina. The field was part of an airbase and runway area for the air force. It was nice in that there were no restricted flight areas. There was only one main thermal trigger being a building we called “the circus” right next to the launch lanes, although the mowed grass airstrip did provide good thermal generation.

The main event was a weeklong, preceded by the open event Tango Cup two-day competition. This event allows all competitors, helpers and locals to enter and have some practice flying in the planned competition world championships format. We completed 6 rounds with 92 competitors entered in the preliminary rounds and Joe placed 6th in the preliminary rounds, allowing him to fly the 3 rounds of fly-offs to select the winners of the competition. Joe flew exceedingly well and won this event overall, his third Tango Cup Trophy after visiting Argentina two times prior to the F5J world championships. The Cup event provided us with a bit of practice for conditions to come for World championships.

We had a day's break to register models, along with some more practice. The team was allowed to check in 3 models each in total of which they could interchange parts between planes. After a bit of discussion, Dave Pratley offered up two of his models to Pete so that Pete could also fly Plus X during the competition. This was a very gracious and kind offer. The weather forecast suggested variable conditions from light and fluffy to a few days of strong winds. The mission was to cover all aspects with the three models allowed per pilot.

A technical meeting was then held and an opening ceremony which was as usual well organized by the Argentinian officials. We had long days throughout the event, starting with a 5.15 am alarm, 6:15 breakfast, arriving at the field by 7:30 AM and staying at the field until around 6.30pm. After packing up our models we would arrive at the lodging around 7.30pm. The temperature was unusually hot, with one day topping 41C, and most of the contest days in the upper 30s. It was nice that the awards ceremony and banquet was a bit cooler, around 25C maximum.



Ground Owl seen everywhere

The Circus with Joe at the Tango cup

Monday morning was the start of a long week of endurance, the preliminary rounds, in which there were a total of 15 rounds with up to 14 in a group. We each averaged three to four flights each per day, with five heats per round for the seniors, and two heats per round for the juniors. The air was very unstable at times. In the mornings it was light and fluffy, and topping out not as high as we are used to. Many were caught out with thermals dissipating during the 10-minute flight and many not making the full 10-minute slot. Landings were pretty controlled. A few competitors had their first zero in the first round! Team NZ was in tidy shape with consistent scores for day 1.

The second day we had fog and had to wait until it cleared as models disappeared at about 100m into the sky. Once we started flying it was a nice light wind day building up to a breeze in the afternoon. Joe managed to bag a couple of 1000's and again the kiwis were consistent. Many teams and pilots already had some serious damage on the scoreboard. The day ended quite early as we had a fantastic weather spectacle with a nearby supercell thunderstorm providing a lightning show and a cloud formation that looked like a large hurricane forming in the sky.



The third day had strong wind predicted in the afternoon. We started off in calmer conditions in the first round. Unfortunately, Joe and Kev got their first zeros with Kev landing out and Joe losing control of his model on launch, crashing into a large brush area away from the field. Peter was flying very conservatively and was putting some scores in for team Kiwi. There were usually up to two or three usable thermals on the field, and many had lots of planes in them to avoid mid-air's. If a mid-air happened (there were about 10 in all) you had an option to re-fly in the next group so long as you called it out and landed immediately. The wind really came on in the afternoon and was strong. It was launched as far upwind as you could see and, in most flights, stayed upwind in a good corridor; very few were successful taking thermals and getting back from anywhere downwind, as an example one pilot went down wind in good lift and still ended up landing more than 1km downwind. We were certainly carrying some ballast with heavy brass rods in the wings and some lead in the fuse so we could drive our models. Again, there was some carnage on the scoreboard and few planes receiving damage just when trying to land.

The day four -Thursday again wind predicted for the afternoon which wasn't quite as strong as the day before and thermals were able to be taken downwind but height was essential to get home. By the end of the day the team could see a third place or bronze on the horizon if we got lucky. Most of the week the thermals were unstable, and you didn't climb very high but today they were strong enough to get some good return height if you were in the right place, although you needed stepping stones of lift to get home.

The final day consisted of the last flight of the preliminary rounds in the morning again there was still a glimmer of hope that team Kiwi could get to the podium but sadly not to be and we remained in 5th place for the team overall Joe had come out overall in 4th place and moved through to the fly-offs with still only two models (one still in the heavy brush). The schedule was to have two rounds of flyoffs on the Friday and two on the Saturday, but the organizers wisely wanted to push on as the forecast for the following day



wasn't great. So, we started the four-round final with a break in the middle of juniors. The final was a 15-minute round of torture and Joe came out on fire and in round one bagged a 1000 followed by a close 997 points. Everyone was being very aggressive on launch and many (half the pack) out of the 14 finalists failed in this one with some huge landouts. We had a little break and then a rinse and repeat for round three with the wind picking up. Joe went a little more conservative but was still by far the lowest launch of the group. Joe landed a bit early in round 3 after having to leave a very good thermal due to vision issues and could not find anything but sink on the way upwind. The final round had the wind pick up considerably, with many landings downwind due

to the challenging conditions. Kev really had his work cut out for him when calling Joe due to simultaneously attempting to find air as well as being a backup pair of eyes due to Joe's poor eyesight. Only three made the full time and Joe was one of them which clinched his individual World Champion title for 2025 with a margin of about four minutes of flight time compared to the second-place finisher.

While Kev and Joe were dealing with flyoffs, Peter went with the local army in a Unimog to find Joe's model and arrived back about an hour later with most of it intact and repairable excluding the fuselage. On the next day, we had prize giving, closing ceremonies, and then an unbelievable banquet. Once again, a well-organized event with some fantastic food. This was an awesome time to catch up with all our regular friends and make some new acquaintances.

Overall, the NZ team performed to the best we could under the conditions and left the field very happy with our overall performance. We all played well together and Dave our team manager did a fantastic job and beyond the call of duty. A little team but a great team!



Results are found here:

https://f5jargentina.com/official_results

<http://gliderscore.com/OnLineScores.aspx>



A super thank you to Model Flying New Zealand, NZ Soaring and Rex Ashwell who helped support the team with funds that assisted the large costs of entering the event with entries (\$400.00 euro each) rental cars, accommodation, lunches - the list goes on!

Kev, Dave, and Joe stopped over in Chile, Santiago for a couple of days to see the sights and city. Valparaiso was a very interesting visit. Joe was very fortunate and spent his last afternoon soaring in the Andes, many thanks to Andres Cordova. Next 2027 World Championship F5J has been announced in Muncie Indiana USA.

Thank you to the Argentina officials, timekeepers and all involved in a well organised world championship - fantastic effort!

The A Team - Peter, Joe, Kev, Dave and Caroline - **Soaring Rocks!**



“Sharp Magic” March 2025



Join me for some more magic from our motor genius, with a wrap up of his latest V-4 build and some insight of exciting things to come. WowWee Read On! Ed. Phil writes;

Hi Barrie, Well the last report was November and here we are April already! After the reasonably successful running of the engine, I made some mounting plates for the Storch and fitted the engine ready for some testing. I had to do a small amount of work to the cowl to clear the front plug leads, and fill in the bottom where the NGH heads poked through. I ran a few tanks thru, but seemed to run fine, although very "oily". The piston rings are steel and need a lot of bedding in.

As Christmas was approaching I was keen to get it flying and get the five certification flights ticked off. Unfortunately, the first flight was a bit of a mess, totally my fault! I had leaned the motor off, a bit too much as it turned out, and it stopped about five meters in the air. My reactions resulted in a heavy "landing". Fortunately the only damage was a somewhat broken undercarriage which again fortunately only took a few days to repair, and was soon ready to go again.

I was a lot more careful second time round, but it flew beautifully, and I completed five flights in the day under the watchful eyes of Barrie, John and Russell.

Rene Redmond processed the paperwork and we were good to go for Warbirds.

Although the engine ran OK, and had plenty of power for the Storch, it had a persistent "rich" backfire during flight, and occasionally on the ground. It never showed any signs of stopping but wasn't right.



The weather was beautiful for Warbirds with some stunning planes and flying. I only had one flight each day due to the uncertainty with the engine, and it was during Sunday's flight that we got a clue as to what was happening. This flight was the longest I had done, eight circuits, and after landing

Lance commented that halfway through it stopped misfiring and ran perfectly. Talking it over with Lance we concluded that the fuel was condensing on the inside of the manifold, and every now and then the engine would swallow raw fuel, causing a backfire. Back to the workshop!



I replaced the boxy inlet manifold with a much simpler one, basically a 16mm tube with the carb at one end and four 12mm tubes at right angles. Probably not as good airflow wise, but it fixed the problem. Several good flights since, with one small problem which I am in the process of rectifying. I had taken the engine apart to check everything and noticed that one of the exhaust valves was a little sticky. We had noticed that the engine always revved higher after a flight than before, about 200rpm

gain, and I think it probably freed up in the air. I now have some stronger springs from Merve at Simply Springs and will fit them this week.



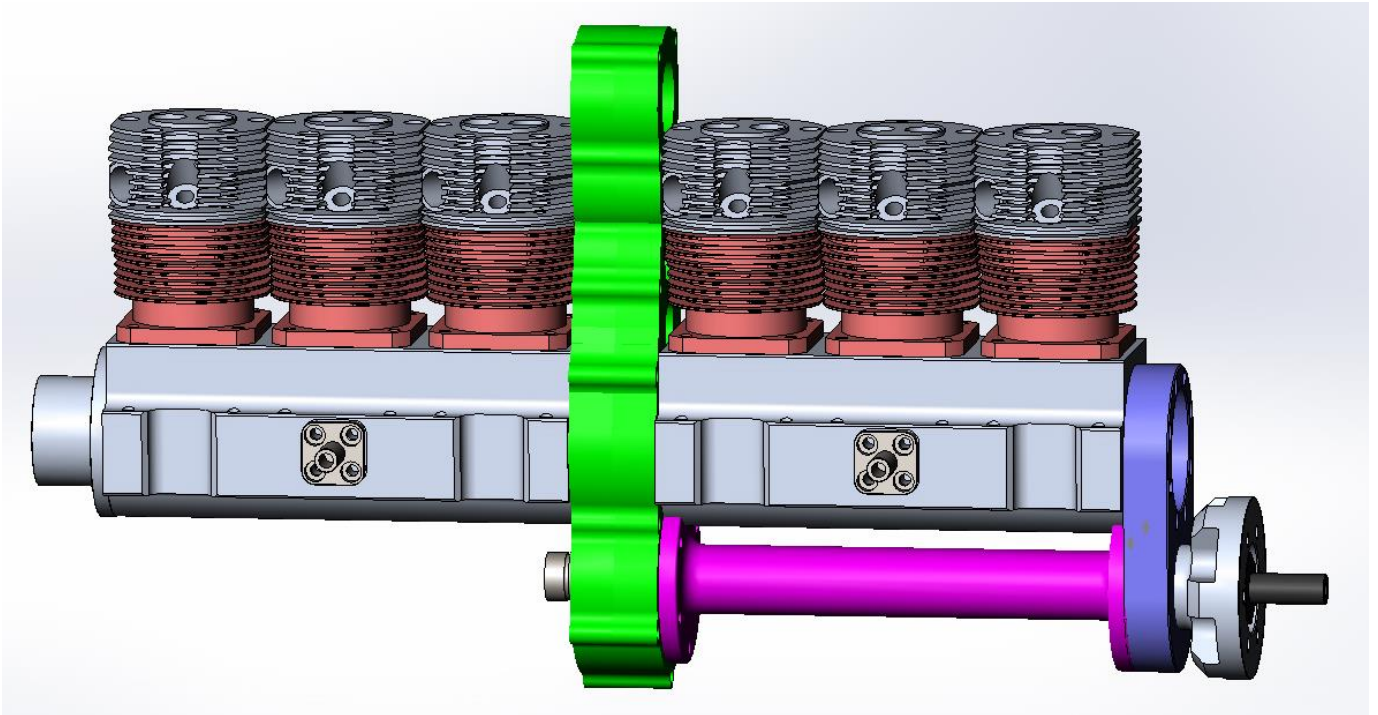
The other change has been some new camshafts to correct the mistake on the first set, which were 0.3mm short on valve lift. The lift is only 2.2mm so it made quite a difference. The engine pulled another 200rpm and about an extra 1kg in static thrust. I am very pleased with the way the engine runs and sounds, it will idle at 1000rpm and pulls a 26 x 10 prop to 5000 rpm. More than enough for the Storch. It is 400gms heavier than the NGH, which has moved the G of G forward 15mm. It is a much nicer plane to fly now! Well that's about it for the Storch. In amongst this and Christmas I assembled my MXS replacement, a Pilot Extra NG. A few teething troubles with the C of G and removing a twist from the wing, but it is now flying well. It is a more lively plane due to a thinner wing section, but I'm getting used to it. Lot's of help from club members getting it sorted, Thanks to all!

I have been asked a few times "what's next", and the only reply was that I would like to do another engine, but I didn't know what. Russell came to the rescue! Some time ago he had shown me a beautiful JW 1/3 scale Fokker D V Albatross kit that he had. We both like the plane, certainly one of the prettiest WW1 biplanes, we both use JR, we are both Mode 2, so it seemed a good idea to do a joint project!

Then we started talking engines. First of all I thought of tacking on two cylinders to the V4, but a V6 has inherent balance issues, and besides the Albatross had an inline six, a Mercedes D111A. Initially I was put off by the length of the engine, about 350mm long, machining the crankcase etc, and the torsional problems with a crankshaft that long. We also wanted a reduction drive so that it would swing a large prop. The Albatross has a huge engine bay so space is not a problem.

We decided to try to make effectively two three-cylinder engines joined to a central gear case, which will have the reduction gear and drive the camshaft.

It will be based on the V4 drawings but everything is different! 33mm bore 31mm stroke gives 154cc. The V4 is 32mm bore 27.4mm stroke, giving 88cc.



I have started modelling the engine using Solid Works, (3D CAD) and have made reasonable progress so far. It's a steep learning curve, but very enjoyable, certainly keeps the "grey matter" active.

A big thankyou to Derek Whelan for his tuition and encouragement. Another few weeks of drawing before I can make a start cutting material. I can see some long winter days coming along!!

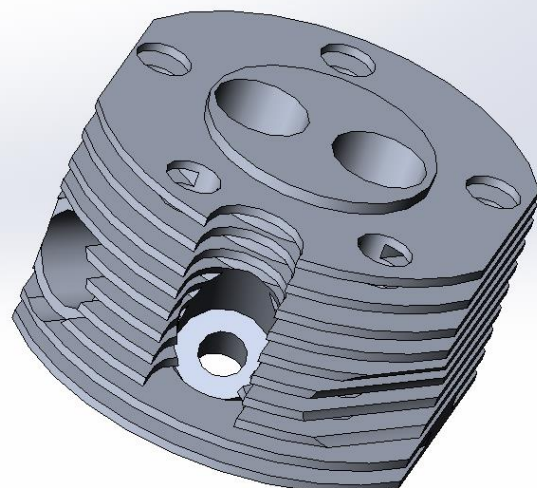
No particular time scale, but sometime next year!

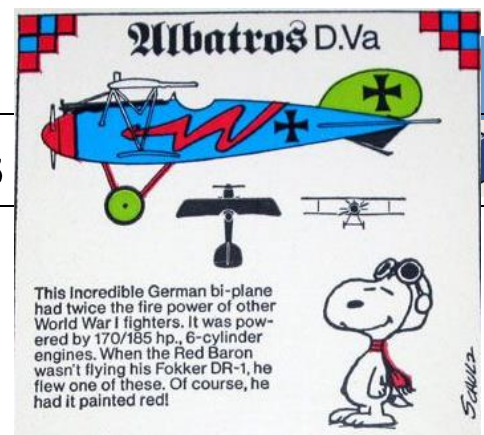
(He sez, Ha ha, Ed !)

That's all for now.

Regards,

Phil.





Albatros DV Project. Pt 1. March'25

Welcome to this exciting new build article from **Russell Nimmo** about his DV Albatros that he's building as a joint project in conjunction with **Phil "Magic" Sharp** who is building the engine. **Russ writes;**

Albatros (no you don't get wafers with it!....apologies to Monty Python)

I guess it started for me back in 2014 when Matamata Piako Club set a challenge to all modellers to build a WW1 scale model which was to be completed by 2018. My short list came down to the Albatros DV or the Airco DH4. The Albatros for its sheer good looks, all curves and streamlines and the reputations of its pilots versus the DH4 with its box fuselage, solid bomber appearance and something about its usefulness post war as a mail plane etc. The DH4 won on the grounds of being a more straight forward build but it has only just been certified as a Cat 1 airplane (thank you **John Sutherland**). Needless to say, I missed the 2018 deadline!



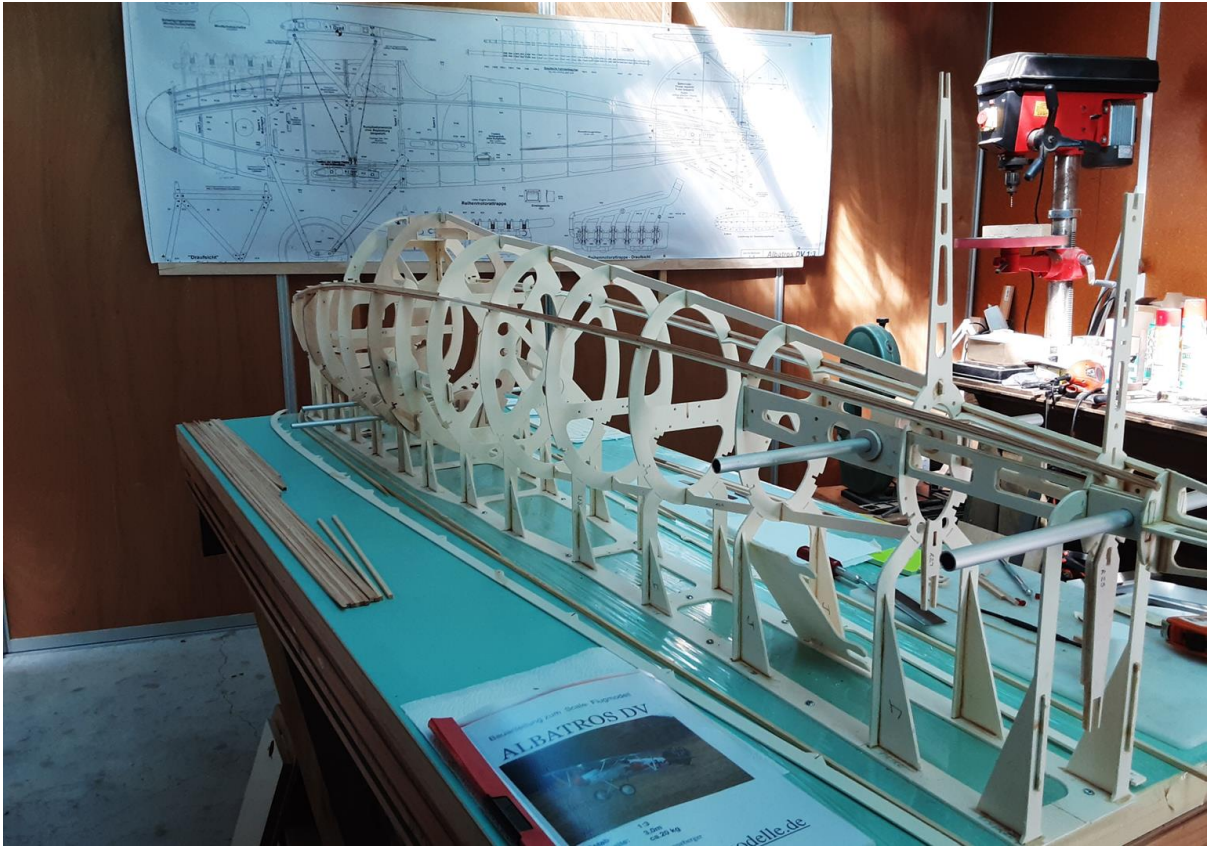
As that project has been coming to fruition I had been wondering if I still had the motivation to build an Albatros DV. With some encouragement from our mate **Phil Sharp**, I ordered the 1/3 scale DV kit from J Wonneberger in Germany but it has been laying forlornly in my storage container for some 18 months.

<http://www.jwflugmodelle.de/index.php/flugzeugmodelle/albatros-dv>

Meanwhile, **Phil** had completed his magnificent Gnome Rotary Monosoupape engine and built a superb scale Sopwith Camel to put that motor into and gone on to build an 88cc V4 engine which he has installed in his immaculate Feisler Storch. **Phil** doesn't sit still for long and was looking for another project. So I was delighted when he suggested we build the Albatros as a joint project and he would build the engine, not just any engine mind you, but an inline six cylinder with reduction gearbox! I'll leave it to **Phil** explain more in his accompanying articles.

The Albatros kit from J Wonneberger is a definite step up from your usual box of spruce and balsa and a couple of drawings to work from. All the components are CNC machined in sheets of the finest light ply or balsa and the detail and precision is something to admire. It sort of inspires you to make a good job of

putting it together. Decided to build the fuselage first so as to give **Phil** some idea of alignment and mounting requirements for the motor. Because there are no straight lines on the Albatros the designer J Wonneberger, has developed a clever method where the main fuse frames all have legs which attach to a slipway which is screwed down to the build table as shown here below;



Albatros DV 1/3 scale, 3 metre sesquiplane wing, 2.35 metre plywood fuselage,

Progress to date has been setting up the frames and starting on the fitting of longerons. The instructions are all in German and even after running them through Google translator they still require interpretation! Watch this space for further development.

Russ Nimmo. MFHB.



Tale of two Mambas.



David Kenwright Writes;

I've been a fan of models developed by Quique Somenzini, a multi-time F3A aerobatics world champion, who has designed models for Hangar 9 and more recently Flex Innovations. After flying his Inverza 33 monoplane for several years, I decided to build the Mamba 70cc 3D biplane. Just like the Inverza, the Mamba was co-designed with a full-size aircraft designer, Kevin Kimball. Starting with the Pitts Model 12 as a basis, they made some changes to the size of the tail feathers, control surfaces and interplane struts to improve the model's flying characteristics. In spite of the changes, the Mamba still closely resembles the Model 12.

One of the unique features found on the model that always draws a lot of questions are the "shark teeth" protrusions on the outer leading edge of the top and bottom wings. In aerodynamics circles,



these are called Turbulators and prevent the formation of a "laminar separation bubble" which can lead to a sudden stall and loss of control. What they actually do is generate small vortices in-between each tooth when the aircraft is flying slowly with its nose up in a "high-alpha" position, more commonly known as the harrier by aeromodellers. I can attest to the fact that the sharks' teeth really work. The Mamba can be flown at walking speed with its nose pitched up at 70 degrees and not a hint of stall. It's also just as happy hanging off its nose doing torque rolls and off-axis pirouettes. Of course, the 2:1 power to weight ratio of the DA70 twin on a canister muffler ensures that power is on tap to get out of these hovering manoeuvres when required. In normal flight and IMAC-style aerobatic manoeuvres, the presence of the sharks' teeth does not appear to have any adverse effects.

My Mamba 70 has had a couple of incidents over the past two years. The first happened on the 7th flight the Galloways' field in 2023. I was flying straight and level after doing some IMAC aerobatics when the top wing suddenly departed the model. To my amazement, the model flew fine with absolutely no trim change and circled around to land safely on the runway. Brian who was watching called this an "in-flight Gee Bee conversion". The top wing fluttered down and was also undamaged. The cause of the problem was the Tee Nuts buried in the centre section of the wing, all of which have since been replaced with lock-nuts. The second incident happened some 200 flights later when I was hovering at 10m above the ground and the engine cut. I managed to get the plane level, albeit inverted, but the airframe nevertheless sustained some significant damage and has been placed in the "to repair" collection.

Around the same time, I spotted a listing for the Mamba 120cc on Trademe so I quickly snapped that up. The 120cc airframe is considerably larger than its sibling and carbon-fibre/plywood laminates are used extensively in place of ply and balsa. The airframe retains the ultra-light wing loading and flying performance



of the original but the sharks' teeth have disappeared. Apparently, the Mamba 120cc was already stable enough flying harriers and didn't require the novel turbulators. I've recently completed the five large-model certification flights with the Mamba 120cc and can confirm that it is as graceful and capable as the Mamba 70cc. However, low-level hovers are off the table for now. **David.**



Vintage Report. March 2025



Wednesday 26th February saw a great gathering at Awatoto Field for an extended morning of NDC and Sport Vintage flying. Both Classical Duration and E Rubber Texaco **NDC** comps were in order and we had the additional bonus of the company of **Bernard Scott** who drove down from Hamilton, leaving at 3.30 am to spend the day with us and over nighted at home here. Conditions were great with some good lift around mid-morning, especially when **Stan** had his Gollywock up for it's second flight. It weighs nothing and flies like a feather in hot air !

The February NDC results were as follows;

Classical E Duration; Three 5 minute flights and if Max, a fly off.

1. Barrie R. Night Train 900 + FO 394 = Total **1294**
2. Mike S. Night Train 900 + FO 382 = Total **1282**
3. Stanley N. Night Train **860**.

E Rubber Texaco; Total of two unlimited flights + age bonus & Landing points.

1. Stanley N. Gollywock **3226**
2. Barrie R. Voodoo **2807**
3. Mike S. Flying Minutes **1491**



We were joined by our sport flyers for the day, **Brett R** with his large Lanzo Bomber, **Anthony H** flying his Playboy and **Bernard Scott** with a Van full of his Vintage collection including his Playboy, an RC1 and his Mini Stardust and Senior Tomboy to name just a few. What a great morning's vintage flying was had by all.

The flightline was also busy with **Mark L, Danny Y and John W** boring holes in the sky.



From left, Anthony, Brett, Stanley, Mike, Barrie & Bernard. (A Vintage collection !!)

Graeme Rose also joined us and did a sterling job officiating with Brett as time keeper and photographer and building up courage to start bringing out some of his vintage collection. Now that March is upon us, this month we'll be flying **NDC** this month ;

Mar/25	115	VINT	RC Vintage IC Duration
Mar/25	116	VINT	RC Vintage E Duration
Mar/25	117	VINT	RC Classical E Duration
Mar/25	118	VINT	RC Classical E Texaco

Friday 14th. Super morning, went out to test fly the adjusted Sine 46 and the adjusted Heron !! The sub fin I put on the Heron made all the difference reducing the Dutch roll tendency and flew nicely until the sub fin fell off ! All will be well with some better gluing and attachment technique ! **Graeme and Ross** came out and **Graeme** flew three rounds of **NDC Vintage Duration** with his large Tomboy which performed well in good conditions until the cooler sea breeze settled in. This model is ex-late **Barry Price** and then ex-late **Harver Stiver** and majorly refurbished by **Graeme**.

Had one flight with Sine 46. I've reset the tailplane to increase the wing incidence to 2.5 degrees, added 1.5 oz lead to the firewall behind the motor and increased the downthrust to 3.5 degrees. CG is at 68% !! Great result, the model has some promise, now just need to get the pilot in tune !



Sat 15th. NDC with Stardusts in Vintage RC E Duration. Conditions were mint for a start and then a Northerly came through and for our third flights it all turned to sink ! So no maximum but Stan flew a fourth flight and managed to nail a 10 minute flight off a 20 second motor run, sadly not eligible for the competition !!

Result, **NDC RC Vintage E Duration;**

- | | |
|--------------------------------|-----------------------------|
| 1. Stanley Nicholas / Stardust | 320 + 320 + 289 = Total 929 |
| 2. Barrie Russell / Stardust | 320 + 300 + 281 = Total 901 |
| 3. Graeme Rose / Super Tomboy | 320 + 300 + 209 + Total 829 |

Saturday 22nd, Another great turnout for a vintage NDC and Sport fly. Only one problem we were beset by FOG !! so the start of proceeding was somewhat delayed.



Eventually we got under way with **Stan, Mike and myself** flying Classical E Duration with our Night Trains, **Anthony, Russ and Graeme** flew in Vintage E Duration with Playboys and a Tomboy , and **Russ** in Vintage IC Texaco flying Spook. Some excellent flying by all in some good buoyant conditions and later great lift. We just need to get out and practice those landings as the landing points are valuable and are not offset by the age bonus points if the landing is missed.

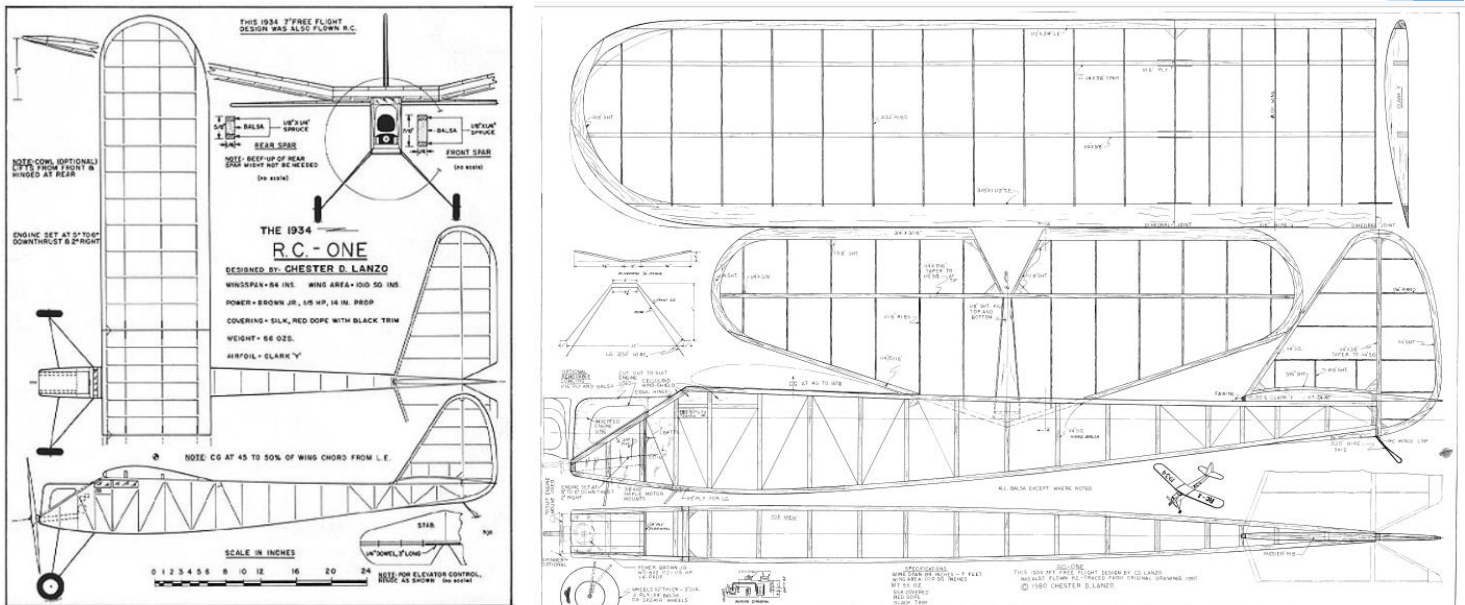
Results of the Morning's adventures were;

NDC Vintage E Duration; Anthony Hales 911 / Russ Nimmo 900 / Graeme Rose (Sport Flying) 401 +
NDC IC Duration; Russ Nimmo 203
NDC Classical E Duration; Mike Shears 1414 / Barrie Russell 1293 / Stan Nicholas 819

NDC for April 2025 coming up this next month.

Apr/25	121	VINT	RC Vintage 1/2E Texaco
Apr/25	122	VINT	RC Vintage A Texaco
Apr/25	123	VINT	RC Vintage E Texaco

How about this for an idea members ?????



Outerzone. https://outerzone.co.uk/plan_details.asp?ID=12778

RC-ONE designed by Chester Lanzo back in 1934, I guess a forerunner of the famous Lanzo Bomber. A well tested and good flying Vintage model, with 1934 allowing 16 bonus points in Vintage E duration and Precision NDC flying comps. It's a straight forward and relatively easy build and would make a great entry level Vintage model for either Sport or Competition flying. The original model was 84 inch wingspan, but I have downloaded the plan and printed it at 64 inches which makes for a more manageable sized aircraft which should retain its good flying characteristics.

In the past we've run some interesting club build projects both in members own workshops and in the club shed which also included a very successful club sponsored Junior program building the now famous "Clubbas". We once again have a growing number of Juniors in the club and I wonder if the committee would give thought to sponsoring a Junior club build (with mentors) of the above RC1 to introduce them to both building and vintage flying. Perhaps members with a similar interest could join in and tackle the RC1 build as well as an introduction to Vintage. I'd be happy to make the plans available and lend assistance if there was interest in such a project. **Ed.**

Anyone with an interest in such a project can contact me on 0274 542 523.



On behalf of Club Member; Trevor Doig.

Hardly been used RC 240 charger, and unused 12 volt charger and one unused battery. No boxes, but half new price. I will sell separately at the prices shown or 100 bucks for the lot. Phone me on 027 444 0336. (Trev)

240v charger cost \$119.00, no box. Selling for \$60.

12v charger cost \$45.00. Selling for \$22.50

Battery 3S 1300 cost \$48.00, selling for \$24.

For more information, or to buy, ring Trevor on 027 444 0336



FOR SALE;

Mike Harris is offering this Spektrum DX9 Transmitter for sale. **\$350.00 ONO.**

In excellent condition;



You can contact Mike Harris at majjharris@gmail.com or phone 06 844 3168

A CLOSING SMILE. March 2025



A man walks into a restaurant with a full-grown ostrich following closely behind. The waitress approaches and asks for their order.

"I'll have a hamburger, fries, and a Coke," the man says. Then, turning to the ostrich, he asks, "What about you?"

"I'll have the same," the ostrich replies.

A short while later, the waitress returns with their food. "That'll be \$9.40," she says. The man reaches into his pocket and, without hesitation, pulls out the exact amount.

The next day, the pair returns. Again, the man orders a hamburger, fries, and a Coke, and the ostrich echoes his choice. Once more, the man reaches into his pocket and produces the exact change.

This routine continues daily until Friday night. As they walk in, the waitress greets them, "The usual?"

"Not tonight," the man replies. "It's Friday, so I'll have a steak, baked potato, and a salad."

"Same," says the ostrich.

The waitress serves their meals and says, "That'll be \$32.62." Without missing a beat, the man reaches into his pocket and hands over the precise amount.

Unable to contain her curiosity any longer, the waitress asks, "Sir, how do you always have the exact change, no matter the price?"

The man smiles. "Years ago, I was cleaning out my attic and found an old lamp. When I rubbed it, a genie appeared and granted me two wishes. For my first wish, I asked that whenever I had to pay for something, I could just reach into my pocket and always pull out the right amount."

"That's incredible!" the waitress exclaims. "Most people would just wish for a fortune, but you'll never run out of money!"

"That's right," the man nods. "Whether I need a gallon of milk or a luxury car, the money is always there."

The waitress glances at the ostrich. "And what about your second wish?"

The man sighs, shaking his head. "I wished for a tall chick with long legs who agrees with everything I say."

On that note, just be careful what you wish for,

Happy building and flying,

Barrie the editor mfhb. March 2025.

