

Model Flying Hawkes Bay



Newsletter # 168 Apr/May '25

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.

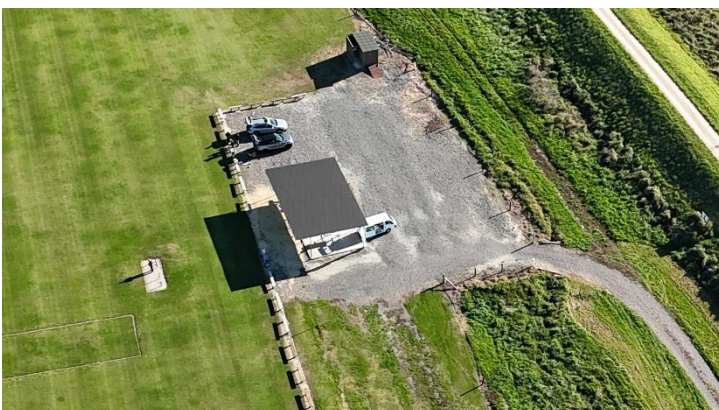
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Contributors to this Issue ; Brett Robinson / Barrie Russell / Marty Hughes / Ash / Clive Baker / Barry Kerr / Phil Sharp / Kevin Botherway / Barry Lennox / Grant Fulton/ John Williams / Jerry Chisum / Nev Fargher / Dave Cantell / E & OE /

NDC RC Vintage June 2025.

Jun/24	135	VINT	RC Vintage Precision
Jun/24	136	VINT	RC Vintage E Duration
Jun/24	137	VINT	RC Vint & Clas Scale Tex
Jun/24	138	VINT	RC Vintage E Texaco



MFHB AGM

7.30 Wed 11th June

National Services Club

Hastings.

From the Editor's Desk;

Hi Members, I trust you find this offering of interest, my thanks to those few who have contributed. I'm thinking the time is coming when maybe we need to conduct a survey of the membership to find out who actually reads these pages, and who just look at the pictures. What are your thoughts on the worth of the newsletter and whether or not you're prepared to contribute and how many are prepared to provide feedback. My time like yours is valuable and I hate to think I might be wasting it !

As has been said before, if each member was prepared to submit one article a year then I would have eight to nine articles an issue. Wow, wouldn't that be an editor's dream. On that note I'll leave you to contemplate and look forward to being showered contributions in the future.

Barrie the editor.

Prez Sez;

We are back... Yay. The annual duck shooting closure of the field has been and gone and we are open for business.

The first club day on Sunday the 25th was a fantastic day. We had 24 pilots arrive for the re-opening. The sun was shining, The BBQ was cranked up, the Burgers were plenty and the flight line was busy. Was so nice to see the usual suspects back at the field.

Now that we are back, just a couple of friendly safety reminders. The Pilots box safety fence works better if you keep it between you and your model. **Please stand behind it when flying.** And the other one that we are all guilty of (Me included) is flying behind the flightline. If you do this , please be prepared for our Club Captain Rob Mitchell to tear you a new a**hole as he did to me when I flew behind. He's doing his job and doing it well so let's all try and keep to the rules and keep everyone safe.

AGM. Yes the Annual General Meeting of Model Flying Hawkes Bay is nearly upon us. Wednesday the 11th of June at the National Service Club in Hastings at 7pm. Please put in your calendar and come along. It's important that you have your say in how you want your club to be run. We will be voting on the different roles in the committee and if I'm doing a cr*p job as your President then this is a great place to let me know why .

Right now, is the first time since Gabrielle that I can think that yes, we have done it. We have recovered and come back even stronger as all that needed to be done has now been completed. The last job was the Tractor shed extensions to get the tractor inside and spreading the metal in the front of the shed. Now we get to enjoy the fruits of our hard labour.

As we come to the end of this term, I just want to say **Thank You** to you the members who turn up time after time to all those working bees we have had over the last couple of years. Without your continued support we would not be able to call Awatoto the best club in the land.

See you at the AGM .

Vote for Marty.

MFHB AGM Notice



Model Flying Hawkes Bay
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Hastings
New Zealand mfhbnz@gmail.com
www.mfhb.org.nz

Model Flying Hawke's Bay Incorporated

Notice of Annual General Meeting

7.00pm Wednesday 11 June, 2025

(Meeting commences 7.30 pm)

Hastings National Service Club

Corner Market Street & Avenue Road, Hastings

Agenda

- Welcome
- Apologies
- Minutes of AGM held 5 June 2024
- Matters Arising
- President's Report: Marty Hughes
- Treasurer's Report: Robert Lockyer
- Confirm fees or levies for the coming year
- Appoint 2025 / 2026 Reviewer for Financial Report
- Club Officers' Reports
- Election of Officers
- Adoption of Constitution

"That the Constitution (Version 2) as circulated to Members and approved by the MFHB Committee be adopted"

Moved: Kevin Botherway

Seconded: Barry Kerr

- General Business

All current financial members are encouraged to attend.

Barry Kerr, Secretary, MFHB

(On behalf of MFHB Committee)

CLUB ACTIVITY April 2025



Sunday 6th April, another classic Hakes Bay Day. Moderate turnout for these days but thinking back when the club was smaller the turnouts on a Sunday would have been more than double today's numbers. Sign of the times I guess with all the other pressures society brings to bear. Plenty of time for talk and relax !



The **Hughes** family had a field day, **Rod** test flew the SE5 very successfully, a little trimming and maybe a bit more weight up front. Looks great in the air, Nice one **Rod**, I think you two might be needing a new hangar soon ?

Marty has had a replacement aerobatic ship sitting on the shelf for a year or two since he re-kitted his previous one in Taupo a year or two back. He finally got the urge to put it all together, assembled it and brought it out for a test fly under the watchful eye of **John C.** It's an ARF Slick and flies on rails with a 55 DLE.



Stu's Grasshopper above is now flying well under his control, looks and sounds great in the air.

Phil has the V-4 engine in the Storch just purring now. He's fitted slightly heavier valve springs and says it's made all the difference to the performance of the motor



Tuesday 8th. The "Shed" was a hive of activity with the wind roaring outside. Lots of discussion and "advice".

We enjoyed the company of David Lambert a prospective new member who found us and brought his small scratch built electric model in for some advice and comment.

Friday 11th, Whilst a Vintage Fly-in was happening, **Mike** flew his patternship Rustrix and **Rod** got some more good air time on his SE5. Archie flew his motor glider with Mike on Buddy and was flying well.



Sunday 13th, Good weather but a quietish Club Morning.

Welcome to **Gareth Williams**, a new member just joined having shifted here from Kaitaia. Seen below with his small scale electric Tiger Tail.



And Hello to **Shaun Andrews** a more recent club member who flies both aircraft and helis. Below with his 23cc petrol powered aerobatic Extra..



Well as Confucius says; *“When something needs doing, Ask a busy man to do the job”*

Tuesday 15th, whilst all us age concern members were languishing in the club shed, **Kevin B** turned up complete with concrete mixer and trailer load of shingle and cement and proceeded to mix concrete and lay the floor to the tractor shed extension. I guess that’s what you get for being the youngest retiree ? **WELL DONE THAT MAN, YER BLOOD’S WORTH BOTTLING ROWDY** . Now there’s every chance the tractor will be under cover by Christmas ?



And the good news is, Big Red (Lance’s office) now lives in the tractor shed. Well done those men.

Sunday 25th May. McMarty Burgers Barbecue Day, Ideal conditions, modest turnout and some good flying. Let the pictures tell the story.....



Colonel McMarty of burger fame with his newest acquisition of an Extra, with it he loves boring holes in the sky!



Feeding time at the zoo !



Clockwise from Top Left;

Vic with his No2 Leprechaun/ **Phil & Russ** prepping the Storch/ Mix and Matched Radian/ Pits scene with **Rod's** spacewalker/ My Super cub back in action after fitting a new carb and a replacement plug !/ **The Brains Trust** sorting out motor problems./ **Phil** had his Sopwith Pup out for some good air time and giving **Russ** some stick time on buddy.



AROUND the BUILDING BOARDS. April



Marty writes on the success of his and brother-father Rod's new aircraft;

So Sunday the 6th of April bought the Father son team of **Marty and Rod** to Awatoto, both with models for their maiden flight.

Rod's SE5 that was completed over 6 months from a Balsa USA builders kit. Powered by a 38 cc NGH four stroke motor.

Rod had done an amazing job of the build and its as straight as an arrow. It flew perfectly from start to finish and Rod had it well under control.



Then was my turn with the Firebrand Phoenix Slick 580 with the DLE35ra. This is the first model of put together totally by myself without the help of good friend **John Clarke** so I was hoping everything would be ok.

WOW, What a model . Perfectly straight , 3 clicks of up trip and it was faultless. Two successful flights before taking it home for the first check over of nuts and bolts. I'm thinking this might be my new Sunday flyer.



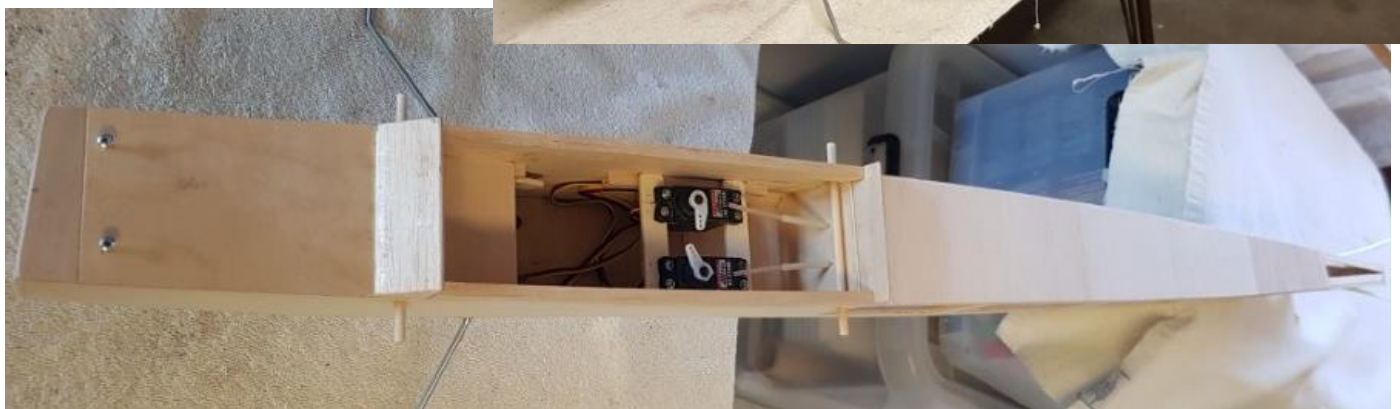
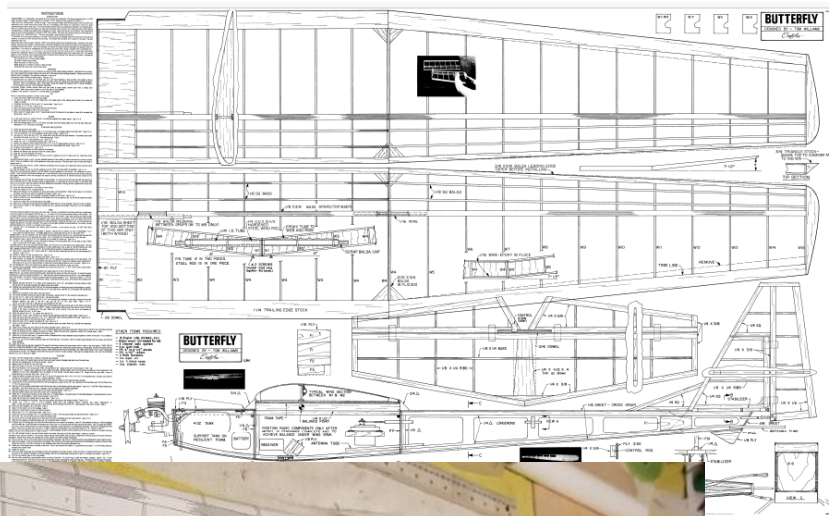
Recently in the “Shed” we had been given a “Butterfly” kitset complete in it’s original box.

https://outerzone.co.uk/plan_details.asp?ID=5815

Dave Cantell took a liking to it and is now well on into the build mode.

Dave reports;

Progressing well on the build so far, currently working on the wings. The right one is at the stage where I need to consider the joints and dihedral. To ensure I get both wings the same, I have just started the left wing. I did some research on Tom Williams 100 inch butterfly and found that it was designed in Feb 1982. This kitset was produced by Craft Air about then, notably it shows on the box it was purchased for \$59.95. The kitset is complete.



Nev Fargher is making good progress with his 104 inch span DH Beaver, a kitset from the Canadian firm of MR AeroDesign. <https://mraerodesign.securicom.ca/en/products/>



De Havilland DHC-2 Beaver 18% (Full kit)

Full kit (Plan, wood, fiberglass, landing gear and hardware)

Wing span : 103 3/4"

Scale: 18%



Power is from an RCG 40 cc twin petrol motor.

Covering to be in white film.



“The Parasol” Clive’s story.



As somebody who only speaks one language, I sometimes get pleasure when I have been able to translate a foreign name into English. So I was pleased when Rod Hughes introduced us to a Sun Umbrella.



The one thing about designers of planes is that they have tried every possible configuration in the search for a better design.

Earlier this year we had not one but two flying “parasols” at Warbirds. This surprising conjunction of generic designs might suggest that parasols represented an important point in the progress of aviation design. Especially so when there has been a plethora of model parasol designs available. RCM&E featured one a year or two back. I built a Dick Boddington version a lot of years ago.



So what was the appeal of this design. The Fokker D8 appealed to German pilots because of the good forward visibility. There were no structural features in front of the pilot which could hide a potential target.

The Morane Saulnier ML4 was designed for the French air force quite early in the war, but for some reason it required considerable development before it was put into service. Rod's ML4 has so many small struts between fuselage and wing it looks like a good place to hide a pet cat. In fact it was only put into production to cover if another design failed against the enemy.

The RAF (it was the RAF by the end of the war) were also impressed by the Fokker D8 and its improved forward visibility. they redesigned the Sopwith Camel as a monoplane parasol. I suppose the weight of the fuselage acted as a pendulum to improve the planes stability.

Sopwith produced other conventional fighters in the last months of WW1. But there is no real evidence that the three "parasols" represented a major step forward. Once fighting stopped in November 2018 the aviation industry was focussed on development of planes to carry people around. The parasol has no advantages in peacetime.

The allies had one small point to make in the treaty of Versailles. They insisted that all Fokker D7 aircraft be handed over to them.



Lipo Battery Fire. John Williams MFHB



John Williams shares with a recent lipo Battery charging incident.

READ AND TAKE NOTE !

Hi everyone.

I cannot emphasise enough the importance of using LiPo charging bags.

I was at my work bench charging a LiPo 2200mAh battery. This battery was in good condition with no bulging or damage.

Everything was going well, the battery was charging with the cell voltages a little different and the current slowly dropping.

All good, then I noticed the charging current jump up to 2.2 volts. A couple of minutes later, poof , bang and smoke.

I immediately turned off the power, disconnected the battery from the charger and took the bag with battery outside and placed it on the concrete driveway.

I gave it a few minutes then opened the bag and emptied the battery onto the driveway. The following photos show what I found.



One cell had given up.

All I can say is, don't leave your LiPo batteries charging unattended.

Safe Flying, **John Williams. MFHB.**

How fortunate that John had not left the battery unattended whilst charging. However, I have to say, from experience, even a charging bag will not contain the eruption if it is violent enough. How often do we hear ***"I never leave the battery on charge unattended"*** !! All I can say is ***"Rubbish"***, we can all get distracted, get a phone call or just plain forget. There have been far too many Lipo battery fires, some with devastating results, all well documented.

The only tried and true method is to charge your batteries **OUTSIDE**, the only safe way to avoid a devastating fire or contamination. I now know of five separate battery fire incidents involving Model Flying Hawkes Bay members and many others who have not been so fortunate.

If you're still charging batteries inside, then NOW IS THE TIME TO CHANGE YOUR ROUTINE, YOUR luck could be RUNNING OUT. ED. Mfhb.

“More Sharp Magic” May 2025 Pt.2

Yes, it's started, more Sharp Magic. Our motor genius has made a grand start on the straight six engine for his and Russell's Albatross adventure.

Phil reports;.....

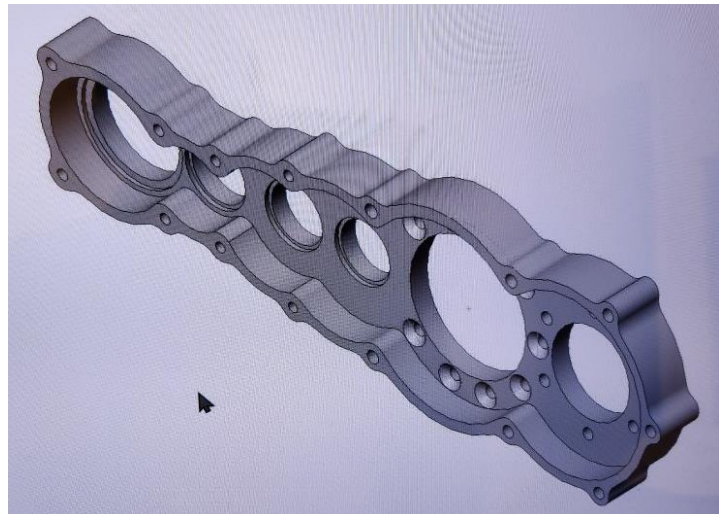
Well it's been a busy couple of months since the last Propwash, a fair bit of flying with the good weather we have been having, and also a lot of time on the computer finishing the drawings. All the models apart from the crankshaft are completed and have been turned into 2D drawings ready for production.

I did a lot of assemblies and section views, to check fits and clearances. This is one of the big advantages of 3D modelling, it's almost like having the actual parts!



I got to a stage where I was happy to start "making swarf".

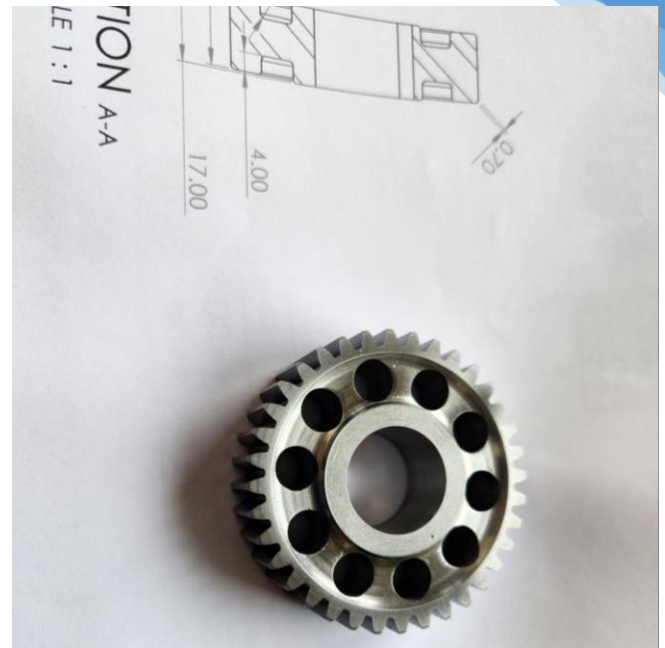
The first job was to machine the gears, seven of them, all from 4140 high tensile steel. These will be nitride hardened, once the mesh is checked. The main and reduction gears are Module 1.5 (tooth size) and the rest are Module 0.7, the same as the cam gears on the Gnome. The Module 1.5 cutters arrived from Aliexpress as well as a 6mm broach to cut the keyway in the large gear. It took a couple of days to machine the blanks, and another few days to cut all the



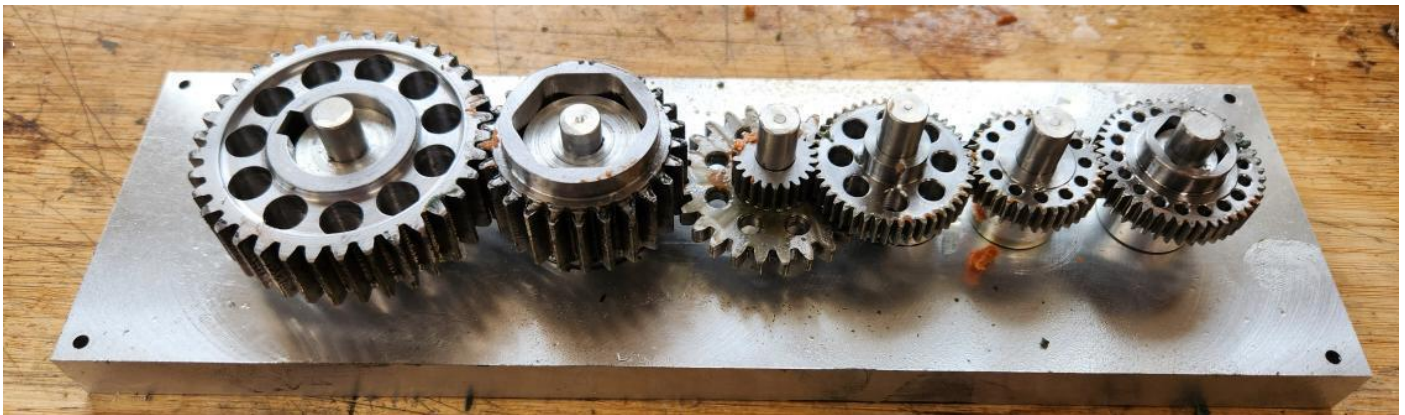
teeth. I then machined a plate with the correct center spacing to check the mesh and backlash. This was also useful to lap the gears using a very fine grinding paste.



Above; Gear Cutting.



Finished reduction gear.



Above; Assembled gear train with reduction gears and timing gears.

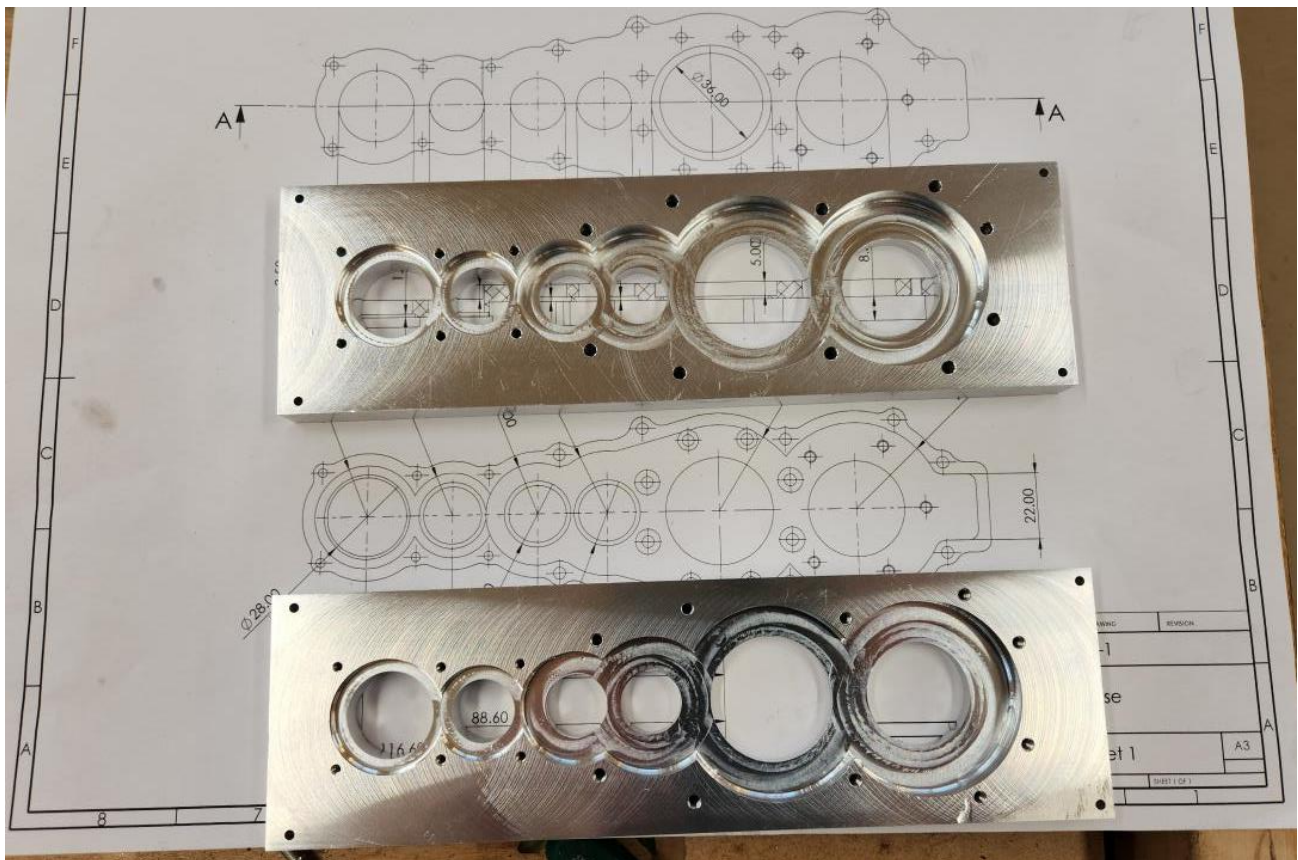
I had ordered all the 7075 aluminium from High Grade Metal in Auckland, and looking at the pile I think I will need a skip for the swarf.

The first job was to machine flat, and to thickness, the two plates for the gear case, as well as rough machining the four crankcase blanks.

A couple of days later I drilled and tapped the holes to bolt the two halves together, and then bored the plates for the ball bearings. So far so good.

The next step was to machine the inside to take the gears, and then start the outside profile.





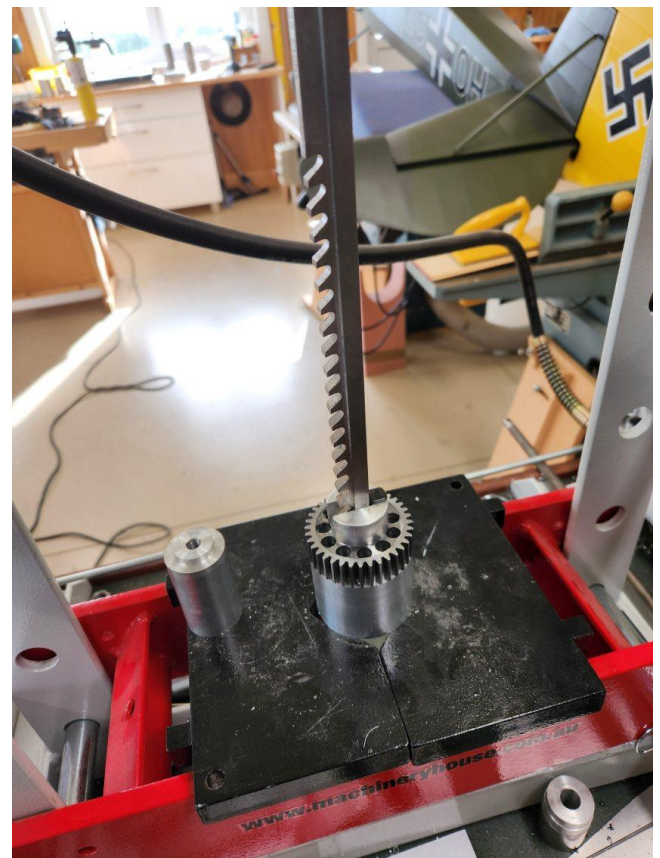
This is all done on the rotary table, with lots of different set ups. A CNC mill would be nice!
 It is almost finished now, just a little more machining around the bolt holes, some hand finishing and bead blasting to give it that 'cast' look.



Above; Boring bearing holes. Right; broaching tool

Once the gearcase is finished I will start on the crankcase halves.
It is nice to get some of the more complicated parts out of the way.

Regards
Phil.



This Editor's South Island Ramble



Early this month, I was fortunate to have my son James's company on a drive around the South Island. A new car and a chauffeur made it all the more enjoyable on a journey to visit his friends on the West Coast, an absent friend at Lake Hawea, relations in Wanaka, my 95 year old sister in Mosgiel and Mr Lennox esquire in Christchurch. All packed into a 3,600 K fortnight made for an epic journey.

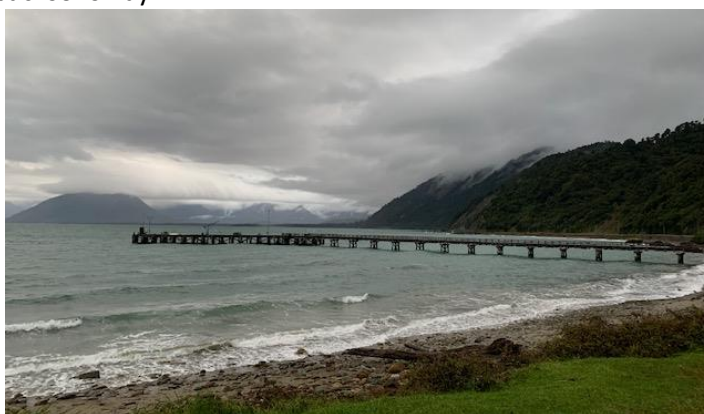
First stop was at Kumara just south of Greymouth to enjoy some special West Coast hospitality with some good friends of James. There I learnt to make Sourdough bread and tried my hand at gold mining, needless to say I'm not giving up retirement any time soon ! Being an ardent watcher of the TV Gold Rush series, it was interesting to see a real live mine in action, just the same except here they don't leave the landscape in waste but restore the contour and replant the vegetation.



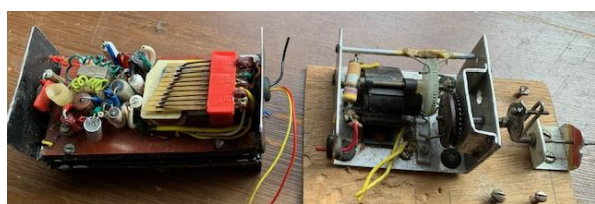
From there to Haast and down to the West Coast's road end Jacksons Bay.



Then across the Haast Pass to Wanaka for a couple of nights. Paid a visit to the local Toy and Transport Museum, and impressive multi complex.



Three nights in Mosgiel/Dunedin with family and then up to Christchurch to spend a couple of nights with Di and Barry Lennox at Ohuka/Kaiapoi. Barry was in the process of "Decluttering" his three shed workshop, Ha ha. I offered to help but he mysteriously lost his key before we arrived. However, after some Lock picking instruction, we managed to break our way in again and go on a tour of inspection. He has an interesting collection of old TX's some of which he has converted to 2.4mhz. A particularly interesting one being this Kraft single stick model to which he has added a left/right push button control. The beauty of it being that if you get into the inevitable trouble, you can go back on the right stick and return to normal control. Throttle is on the left slider. As they say, the best of both worlds. Mmmmm m'thinks I feel another conversion coming on as no matter how hard I tried hinting, he wouldn't part with it! Mind you, if by the time I pay a return visit in the spring I might just be able to twist his arm on a loan basis? Wish me luck! More of his old toys below...



I did however come away with some treasure, Barry presented me with a Tomboy that he acquired from the late John Ensol's estate, what a beautifully built model,

workmanship is exquisite. It has never been flown and the tissue covering had deteriorated being very light and brittle, so I have since stripped it and will recover in light weight film. It's future awaits.



That afternoon we paid a visit to the Wigram air museum, what a great complex that is. For me the standout was this Avro 504 which originally



came from here in the Bay. I remember seeing and hearing it flying back in the early 1950's at an airshow at Napier Aerodrome.

Before leaving, we paid a visit with Barry to his weekly fly in at the Kaiapoi MAC at Kendall Park. A smallish club which flies on the local Council sport ground

amongst the soccer nets and goal post! A coolish morning and the wind later curtailed activity.



A very smart ARF electric cabin model flying on 5S.

Alan Stevenson's Vintage Bowden Special



Barry amongst his motor collection, had this rather rare and interesting Webra twin diesel motor

From there we decided to head back to Kumara over Arthurs pass, another interesting drive, no snow at this time of the year.



Paid a visit to Shantytown at Westport to visit the old gold mine village and ride on the train.



And then to home some 3,600 k later after a very enjoyable Father and Son voyage.

Barrie the editor, mfhb.



Perth GPS Report

May 2025



Kevin Botherway, Rob Johnson and Dave Griffin headed over to Perth recently to compete in the Australian GPS Triangle Racing Nationals.



The event is in its 3rd year having been flown previously in WA and South Australia. The flying site was atop gently rolling hills near Toodyay - about an hour Northeast of Perth. The field had been prepared with a huge effort by the locals and great shaded area as the pits with a good working layout for all competitors. Again, the locals Steve Maitland and Simon Watts had gone to a huge amount of preorganization even to the course and field layout. The interesting one when we arrive a large aerial mast in our view and included as a little danger area which proved to be unnoticeable although very intimidating before flying for a first time. But not as bad as one of the trees as one unfortunate pilot found out about!

Once our entries were logged, we were also entered into a chat group and a few Australians arrived from all over the country one from Melbourne drove 146km in a straight line! It was great to meet up with all guys with a very similar interest. We spent a day on the Tuesday with practice in both classes.

We flew over on the Tuesday for ready for practice on Wednesday with the competition scheduled for Sport Class Thursday Friday and Light Class Saturday and Sunday.

As well as the three Kiwi pilots there were a further 10 Australians from across the nation with three of them having competed at the world level in the past. With up to six planes in the air at once on each heat it meant for exciting racing and some great strategies. Do you get as many laps as possible losing height or do you try and thermal out while on the course and maybe get more laps?

Well, this proved so interesting and many times the answer was different with conditions although being warm days were fickle as far as thermals go. One slot you could get our well ballasted models out in some thermal action and the next slot circling in a light thermal wasn't good enough and all that was achieved was time spent doing this and maybe staying at around the same height! There was always a possible tactic that may work and sometimes different at the

start of the slot compared to the end. Air reading skills were required and a clear understanding of the rules necessary. Average laps in light class were 2 two three over 20mins and in sport class up to 7 in 30mins although a bigger triangle course and higher first entry.

Speed task was a new thing for most contestants and not many had practiced this one which happens after 5 complete rounds in sports class only. Very similar to F3B with entry speed and height being very important to have some where near the target (120km/hr and 400m) and getting the glider up to a speed with height management to complete one whole lap of the course – a quick task but fun for all with a real challenge.

Sports class features models of 5m wingspan up to a maximum weight of 7 kg. Light class, 4 metres and up to about 3kg depending on the wing area. Typically these are F5J type models fully ballasted up to the maximum weight to enable faster flying.

The GPS competitions use an onboard GPS and Altitude sensor with data transmitted via a separate RF link to a tablet mounted on a tripod close the pilots line of sight. On the tablet the data is presented as a location in relation to a competition defined Triangle with 3 turn points 250m away for Light class and 350m for Sport class. Also presented are altitude, airspeed, lap times and task time remaining – 30 min for Sport and 20 min for Light class. Maximum altitudes and illegal motor running are also monitored. At the completion of the flight the data is uploaded securely to rcmodelsport.com for scoring.

Models flown included our Nan models -the Compass in the sports class and the Explorer Q5 in the light class with Rob Johnson flying a Maxa. Most of the Australians flew Samba such as the Philip Kolb designed Pike 2PK

Conditions were quite variable with high winds and a little bit of rain, this lead to some lost time and changing of the order of events. At times the wind – often generated by strong thermals – enabled only 1 lap to be flown – but those thermals presented opportunities for some of the braver pilots. Several climbed out from just a few metres to enable further laps to be flown, and a better score achieved. John Copeland and Rob Johnson teamed up together with Dave and Kev in the other NZ team. John C has always supported NZ with super help on initial setups for GPS and also helping us with seminars being available to offer his very experienced knowledge. It was so cool to have him helping the Kiwi team. Thanks John! And congratulations on winning the light class event!



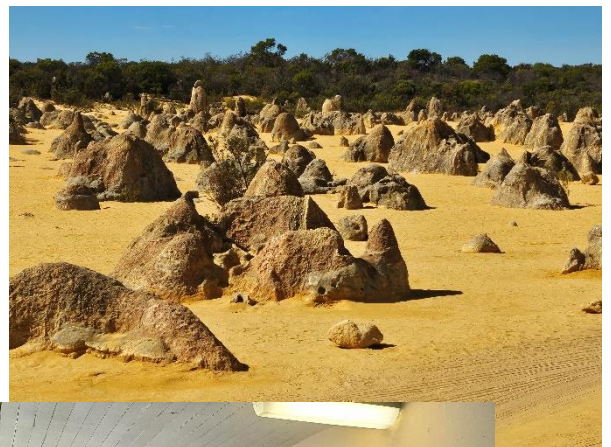
The Kiwis did well in Sport Class with Dave winning and Kevin in third place. The Australians took out the major placings in the light class. It was such a nice place to visit and the other pilots were great people and very helpful. To the organisers - thank you so much it was certainly an experience to be remembered.



Coming home with super enthusiasm for more we have organised a GPS weekend in Matamata on the 14th and 15th June and there will be more events and online info posted soon. We have a complete Soaring SIG page on GPS racing: <https://www.mfnz.org/members-pilots/gps-triangle/> Also, our soaring Calander online : <https://www.mfnz.org/members-pilots/mfnz-events/>

Team Kiwi Soaring Rocks!

ps. During his extra curricular activities, **Rowdy** managed to spend some quality time , gold prospecting, ballooning and a couple of days in jail !
Ed



Vintage Report. May 2025



Friday 11th April saw a vintage morning at Awatoto Field.: **Rob L. Self. Stan N, Brett R, Mark L and Barry K** all getting some good air time in pleasant conditions. We flew a couple of **NDC** competitions. Stan and I flew **Vintage E Texaco** a duration comp with battery capacity based on aircraft dry weight.

E Texaco

			ROUND								GRAND TOTAL	
			1 AGE				2 AGE					
NAME	MODEL		FLIGHT	LAND	BONUS	TOTAL		FLIGHT	LAND	BONUS		TOTAL
BARRIE RUSSELL	FLYING PENCIL		947	0	0	947		668	0	0	668	1615
STAN NICHOLAS	STARDUST		128	20	10	158		558	20	10	588	746

We then flew **Vintage ½ E Texaco** again battery capacity based on dry weight and wing area limited to 350 sq ins.

½ E Texaco

			ROUND										
			1 AGE					2 AGE					GRAND
NAME	MODEL		FLIGHT	LAND	BONUS	TOTAL		FLIGHT	LAND	BONUS	TOTAL		TOTAL
ROBERT LOCKYER	COURTESAN		765	20	0	785		1119	0	0	1119		1904
BARRIE RUSSELL	SINE 46		694	20	4	718		854	20	4	878		1596
BRETT ROBINSON	STARDUST		650	20	10	680		543	20	10	573		1253
STAN NICHOLAS	TOMBOY		484	20	10	514		570	0	10	580		1094

Rob flew well with his Courtesan, but as his battery capacity was over the limit we're unable to submit his score for **NDC** ! Sorry Rob !!



Clockwise from top left; Mark & Gollywock / Stan & Stardust / Barry (Timer) & Rob mit Courtesan / My Flying Pencil

A very pleasant and busy fun morning was has by all.

Friday 23rd saw a gathering at Awatoto Field for **NDC Vintage and Classical Precision** with some lively competition in superb conditions. The precision events are always fun as timing that spot landing right on the three minute mark is forever a challenge and one's judgement needs to change as the conditions of wind and lift/sink change. Results;

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	175	20	12	200	180	20	12	200	180	20	12	200	179	20	199	799		
STAN NICHOLAS	STARDUST	1940	10	177	20	10	200	179	20	10	200	180	20	10	200	175	20	195	795		
BARRIE RUSSELL	STARDUST	1940	10	176	20	10	200	177	20	10	200	168	20	10	198	0	0	0	598		
MIKE SHEARS	MAMSELLE			153	0	0	153	178	20	0	198	176	20	0	196	0	0	0	547		

CLASSIC PRECISION

		ROUND											
		1				2				3			GRAND
NAME	MODEL	FLIGHT	LAND	TOTAL		FLIGHT	LAND	TOTAL		FLIGHT	LAND	TOTAL	TOTAL
BARRIE RUSSELL	NIGHT TRAIN	178	20	198		171	20	191		179	20	199	588
STAN NICHOLAS	NIGHT TRAIN	158	20	178		180	20	200		178	20	198	576
MIKE SHEARS	NIGHT TRAIN	178	20	198		177	0	177		178	20	198	573
BRETT ROBINSON	NIGHT TRAIN	159	20	179		179	20	199		180	0	180	558

A Happy band of Vintagers, Stanley / Brett / Mike / Barrie and assembled aircraft.



As usual, a big thank you to **Barry Kerr** who filled his timing (and photographic) duties with distinction. **Mike's** Mamselle score was unavailable for the Vintage Precision NDC Comp as the model is a 1955 plan.

Received this update picture from **Barry Lennox** of his Buzzard Build. The fuselage painting is complete and **Barry** managed to paint himself into the bargain when the top of the spray can malfunctioned !!



Grant Fulton who is now one fifth retired (his weekends now start on Friday !) is busy building up his vintage fleet in readiness for the up coming Nationals here in Hawkes Bay. He is currently building a Courtesan for Sports Cabin Texaco, and has purchased a Stardust kitset from Hangar One which he wants to campaign in Vintage Precision and Duration.



He also visited the Tauranga Auction and came home with a couple of vintage treasures, a Cumulus and aa elliptical winged "Cabin Job" which he would like to identify, name and year ? **Can anyone throw a light on it please ?**



Club Member; Jerry Chisum offers the following;

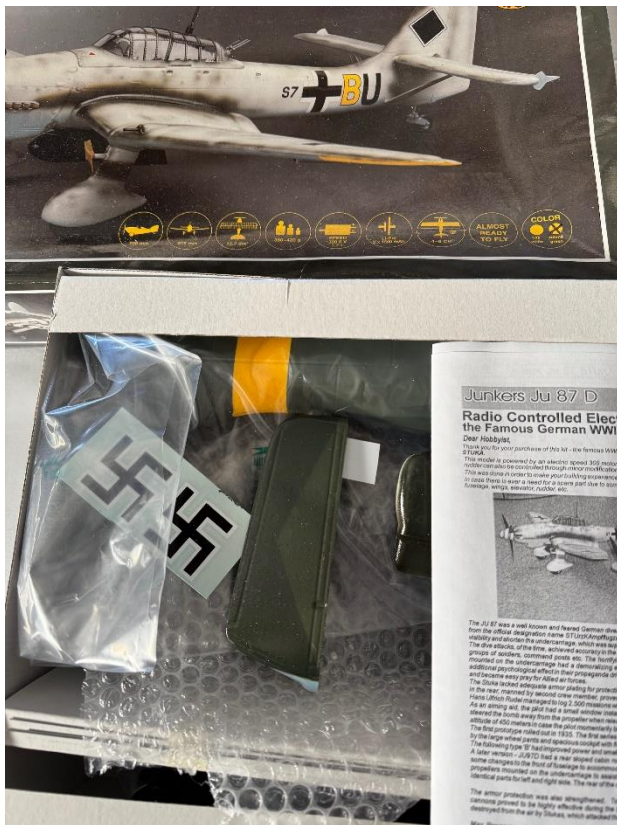
Piper Cub aircraft.

No servos, but has pilot.
1.93 metres (76") span with fiberglass Super Cub cowl.
Offers considered.



OS Gemini 11 120 Four stroke twin glow engine.

\$1,000 or will trade for Laser V-Twin



I have 3 Flying Styrofoam ARFs new in box. 810 to 870 mm span, complete with 300/6v brushed motors. Spitfire / Zero / Stuka.

Price; \$150 ONO each

Contact; Jerry Chisum ; ph 021 490 172

Email; Jerry Chisum jerryc1131@rocketmail.com



A CLOSING SMILE. May 2025



Murphy was overweight so his doctor puts him on a diet.

"I want you to eat regularly for two days, then skip a day and repeat for two weeks and you'll lose at least five pounds."

When Murphy returns, he's lost nearly 20 pounds.

The doctor exclaims, "That's amazing! Did you follow my diet?"

Murphy says, "YES" "But, I thought I was going to drop dead every third day from all the skipping!"

And that's it from me,
Look forward to hearing from you all.

Barrie the editor mfhb may 2025.

