

Model Flying Hawkes Bay



Newsletter # 169 June 2025

Monthly Activity Calendar

Sundays; Club days Awatoto Field

Sunday Barbecue Lunches; To be notified by email prior.

Tuesdays; Club "Shed" Mornings

Vintage; Ring around any day the conditions are suitable.

General Flying; Any Day the weather's fine.

Soaring; Black Bridge. Ph Rowdy or Joe.

Committee Meetings; Second Tuesday.

Vintage NDC July 2025.

Jul/25	139	VINT	RC Vintage E Rubber Tex
Jul/25	140	VINT	RC Classical Precision
Jul/25	141	VINT	RC Sport Cabin IC Texaco
Jul/25	142	VINT	RC Sport Cabin E Texaco

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Contributors to this Issue ; Brett Robinson / Barrie Russell / Marty Hughes / Ash / Kevin Botherway / Dave Cantell / Russ Nimmo / Phil Sharp / MFNZ / Stu Sturge / John Sutherland / Mike Anderson / E & OE /



"And there go all of us"



From the Editor's Desk;

Greetings All, Another month and good building time with the shorter days and lower temperatures. A quieter issue this time with activity at the field seemingly constrained by weather and winter temps. Against that trend, the Glider boys have been busy and Rowdy has graced us with three great report/articles. Phil Sharp again plies his Magic and Russ Nimmo has joined the band with a report on his Albatross build which will accommodate Phil's 6 cyl motor. What a great joint project that is turning out to be. Also an interesting piece of nostalgia from Mike Anderson whilst overseas.

Shed mornings continue to be well populated, if you have a couple of hours to spare on a Tuesday morning, come along and enjoy a cuppa and some camaraderie. Help is always available.

Once again may I put out the plea for copy, comment, pictures and articles, apart from the few who regularly contribute, the editor still craves contributions. The maxim still applies, "Use it or Lose it" I look forward to hearing from you.

Regards, **Barrie the editor mfhb.**

Prez Sez;

Well, the AGM has come and gone. Thanks to all that attended. There didn't seem to be many applicants for the committee and no one putting their hand up for the Prez seat so I guess I'm it for another term. Rob L remains the Treasurer, Barry Kerr the Sec, Rob Mitchell Club Captain. Committed committee we have the big cheese of MFNZ Rowdy on board as the voice of reason. Gus Black is our man in the sky looking after all that Air traffic, Notams and all the legal stuff. John Sutherland returns to keep an eye on all the large model certs and always on hand to help with new builds and maiden flights. Miles Maloney is our glider contact and all round engineer.

Outside of committee we have Lance H our field officer keeping the field up to scratch. Barrie R as club editor and if you're reading this then he's just published yet another edition of Propwash. Brett R is looking after the web site. Stan continues his role as club adviser to all of us less amazing than he is. With the sunshine hiding away, Sundays haven't been as busy as normal but the usual suspects are usually there braving the wind, rain and cold. We are now past the shortest day so we are on the way to some nice days in the future.

Roll on Summer.

Marty.

Committee Notes.

Hello Secretary and Committee members. It would be so nice to have regular reports from our committee this new club year on what you're doing and planning and what assistance you need to keep this great club running smoothly and providing for members needs. I'll keep this space reserved for you and look forward to once again receiving monthly reports as we used to in the dim past !

Regards,

Your Club Bulletin editor, mfhb.

CLUB ACTIVITY June 2025



Welcome to June where winter's fingers are biting !

Tuesday 3rd; Shed Mornings remain popular with good company and a chat and a cuppa and the odd show and tell and/or plea for help. Nice to see **Ray McPeake** along for a visit and will hopefully become a regular, seen here sitting below his magnificent **Taube** creation.



Graeme Rose brought out this neat Vintage model that he "acquired" at the Tauranga Auction during his and **Ross's** recent foray there. **Does anyone know what it is ??** They came home with a few goodies, **Ross** I'm told with a rather large "Mystery Ship" because he mysteriously nodded at the wrong time ??

Sunday 8th at the field turned out a great flying morning despite a dodgy forecast that kept most members home tucked up in bed !

Grame R had this interesting gyrocopter though didn't see it flying as the wind got up a bit. It has a separate motor to spool up the rotor operating through a one way bearing.



Baron Von McMarty braved the early chill flying his little red F**ker !

Good to see **Glen Roberts** returning to the fold and re-acquiring his piloting skills flying his newly purchased Conscendo motor glider which **Rob L** helped him set up. I had the pleasure of doing the test flight, (Mode 1 yay !) it's a nice flying model.

Stu S had some good air time with his Calmato.

Wednesday 11th June 2025, at 7.30pm saw the holding of our **Annual General Meeting** at the National Services Club in Hastings.



Chaired by **President Marty Hughes**, in conjunction with **Secretary Barry Kerr** and **Treasurer Rob Lockyer**.



Twenty-five members attended (just under a quarter of our membership made the effort) however there was good general discussion, with reports from the top table on another successful year for the club. Members endorsed the committee who were all re-elected apart from Ross Brinsley who has stepped down and was thanked for his past and ongoing help and participation. The committee for this year 2025/26 are;

President; Marty Hughes.
Secretary; Barry Kerr.
Treasurer; Rob Lockyer.
Club Captain; Rob Mitchell

Committee Members; Gus Black.
 John Sutherland.
 Kevin Botherway.
 Myles Moloney.

The new Club Constitution was put before the meeting and adopted unanimously.
 Meeting closed at 8.35pm and members adjourned for refreshments. **Ed.**



Sunday 15th. Where have all the fliers gone, too chilly and still in bed ? A cool light sou'westerly drift for a start, but a calm sunny winter's day at Awatoto Field with the usual hardy suspects turning out. **John**

Sutherland had the FW Dora out with it's new quietening mufflers fitted, but an air leak in the fuel system put paid to **John's** flying for the morning.



I had **"BEETLE"** out for a test flight, but a total lack of compression in the motor I'd fitted put paid to that, m'thinks I feel a new OS65 AX coming on ?

Beautiful day, field conditions were perfect thanks to **Lance** and **Big Red's** grooming. The **Brains Trust** were in session.



Sunday 29th and that's half the year gone and the days will be getting longer ! Rain forecast and cool and only half a dozen hardy souls turned up. I had one flight of my hot liner, first for a couple of years but cloud and conditions weren't inviting for pleasant flying.

We had a prospective new member (William) arrive, complete with a new foam model an FMS Ranger complete with Flysky 4 ch Tx radio asking for help and guidance. Stu and Rob came to the fore, checked the model over and adjusted the set-up and Rob took the model (Mode 2) aloft for a couple of test flights, did well and all were happy.



All were of the opinion that if William is serious about the hobby, then he might be wise to consider buying a good second hand Spektrum set so he can be buddied and learn to fly without risk. If anyone reading this has a spare late model DX6, 8 or 9 at a reasonable price, perhaps they could get in touch with Rob Lockyer.

I must say I do have some misgivings about these Ready To Fly packages available to inexperienced pilots. Watching Rob's first flight in not the most ideal conditions, in the hands of a newby, I have no doubt the result would have been a very expensive arrival. Certainly William has done the right thing seeking advice and help. Ed.

Received this snippet from Russ Nimmo regarding a Web experience, Russ Writes;

Beware **rcplanetoy.com**

Should you be searching the intergoogle looking for some obscure part for your latest aeroplane, say like Robart 3/16 Hinge Pockets (which are no longer made) you may chance upon a site called

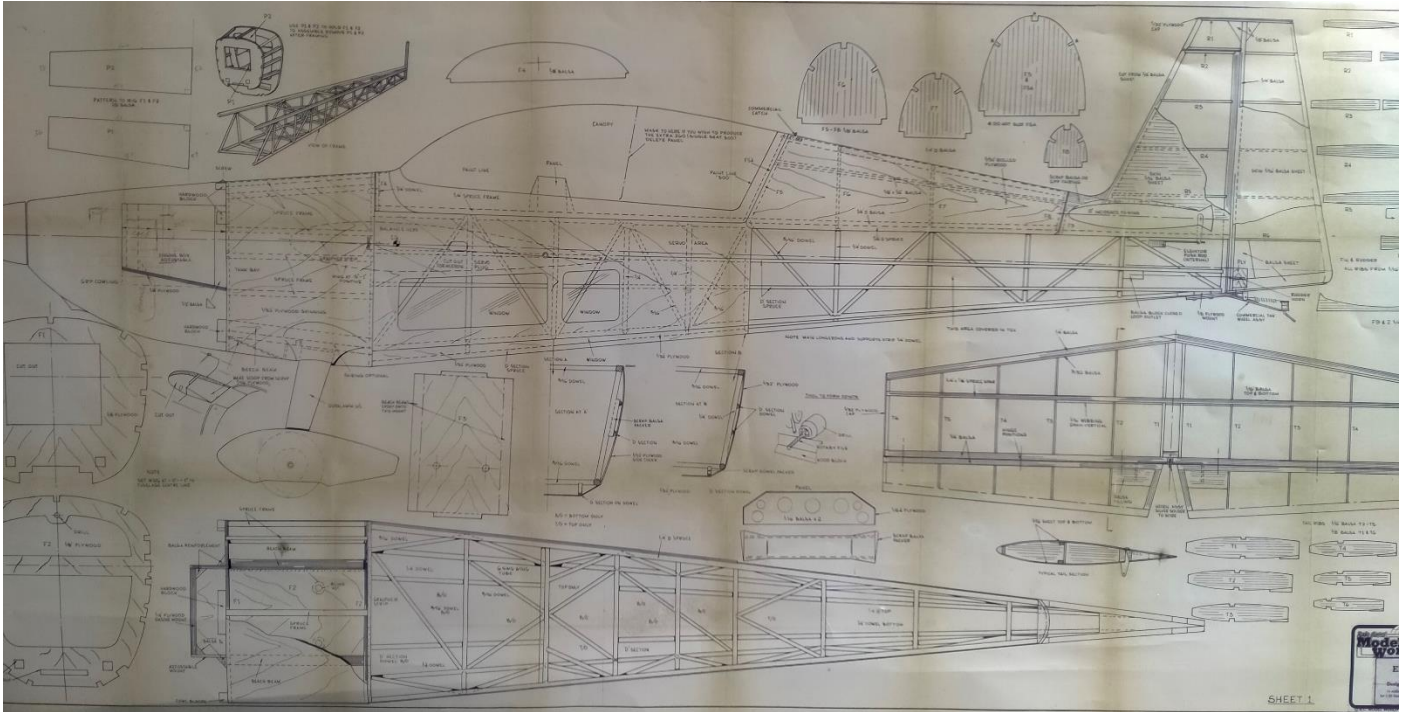
rcplanetoy.com It looks legit, has an interesting selection of bits and bobs, seemingly has a physical address in Midwest USA and fortunately accepts Paypal. Starts to look a little bit suspect when your Paypal payment goes to one of several payment proxy addresses notably in Hong Kong and then the item is allegedly shipped from China, not USA. Despite tracking showing the item as eventually delivered the item never turns up, either at your mail forwarding box in USA (if you have one) or at your home address in NZ Which is where Paypal comes in handy as they refunded without any question. Further googling found the apparent physical address in USA does not exist on Google maps! So just a word to the wary...

Russ Nimmo. Mfhh.

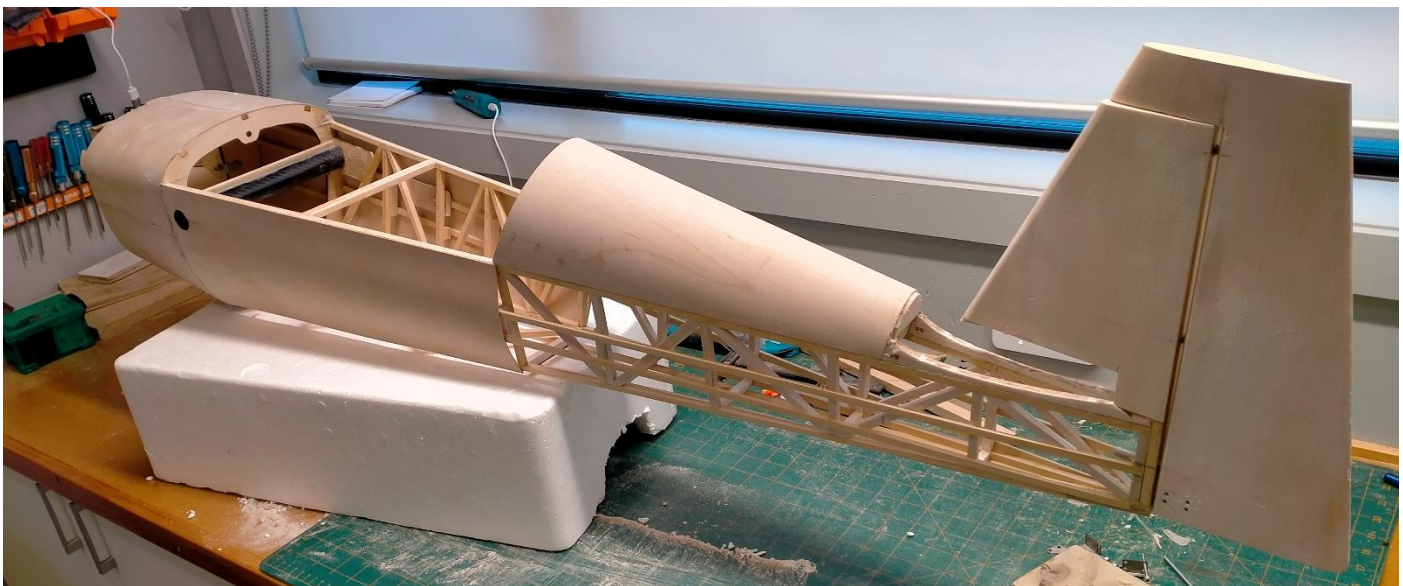
AROUND the BUILDING BOARDS. June '25



Stu Sturge reports on the progress of his Extra kit build;

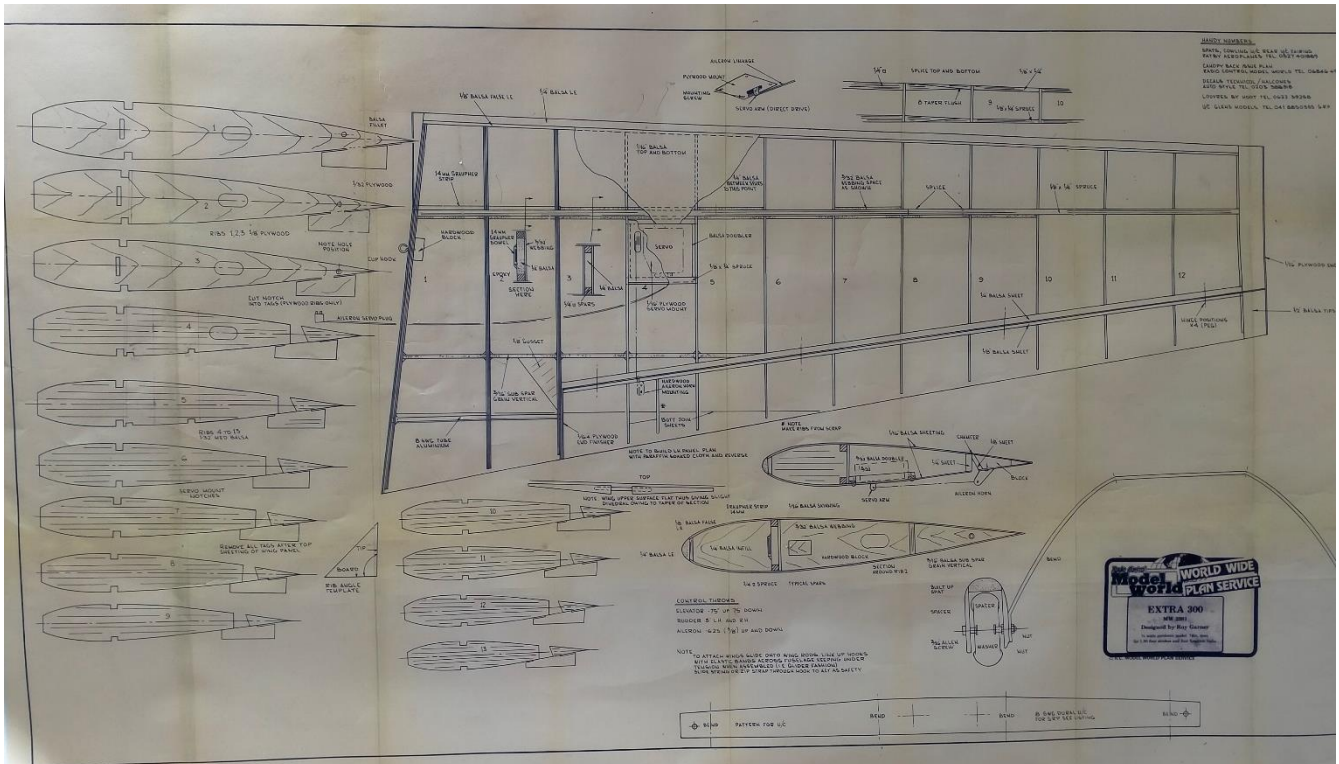


Extra 300 project. After the fire, I recovered my RCGF Stinger 35cc RA motor, (ex the ill-fated Sukhoi) and after buying a new carburettor and ignition unit. **Phil Sharp** cleaned the motor up and got it going. So the quest was on to find a suitable model to put it in. As luck would have it a, a short kit became available on Model Aircraft Traders, for the 74" Extra 300. The kit included the plans, laser cut formers and ribs, plus canopy, cowl, aluminium wing tube and aluminium undercarriage.

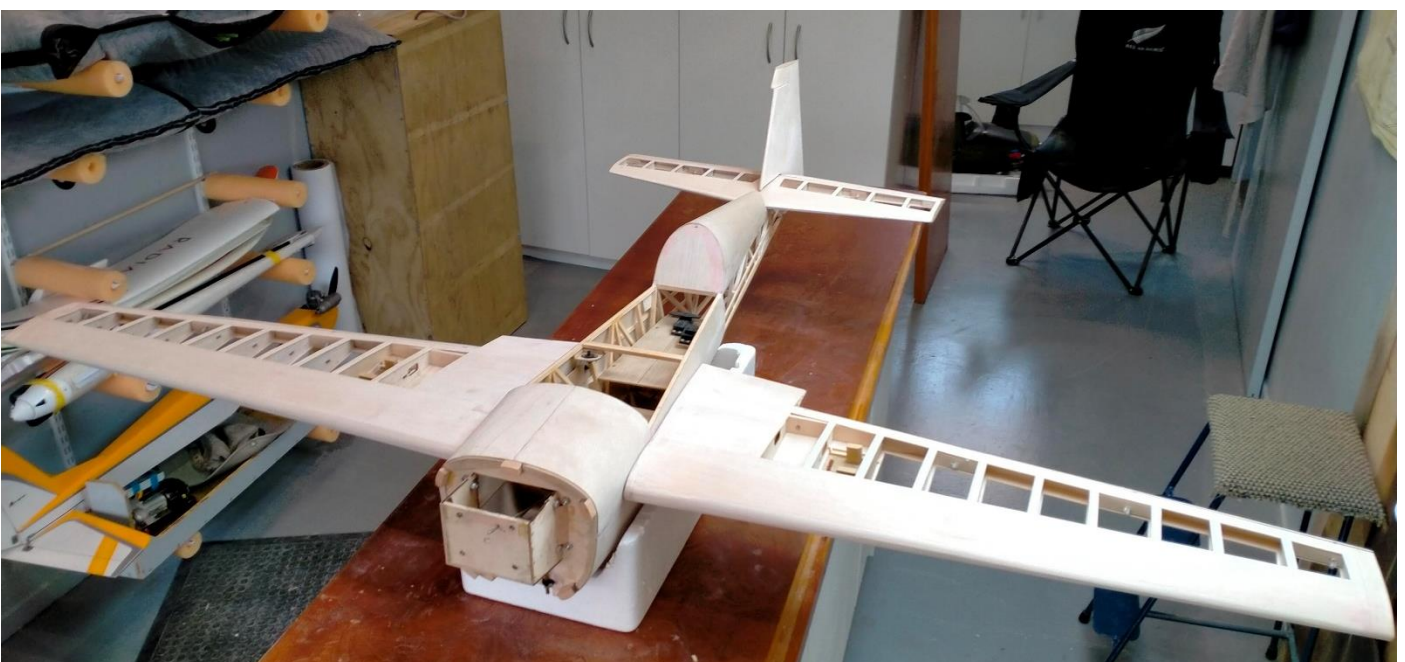


Phil Sharp kindly ran some yellow cedar spars and stringers for me, and I ordered all the balsa and ply sheeting from Hangar One. I decided to change the dowel stringers on the plan to 1/4" square cedar for ease of construction. I don't think it will detract from the finished appearance, and it sure simplified the

construction. The wings and tailplane were shown as fully sheeted, but I have chosen to partially sheet them, with a D-box spar and cap strips.



I started it back in March, and am making steady progress. Along the way we have changed the wing tube and the undercarriage to carbon fibre, but otherwise sticking basically to the plan. Perhaps could have, should have changed to two elevator servos, as it would have made setting up a little easier. To date the flying surfaces are complete ready for covering, and the fuselage is ready for the tail feathers to be attached. The wings have been fitted to the fuselage, and the servo installation started inside the fuselage. The canopy hatch is yet to be started.



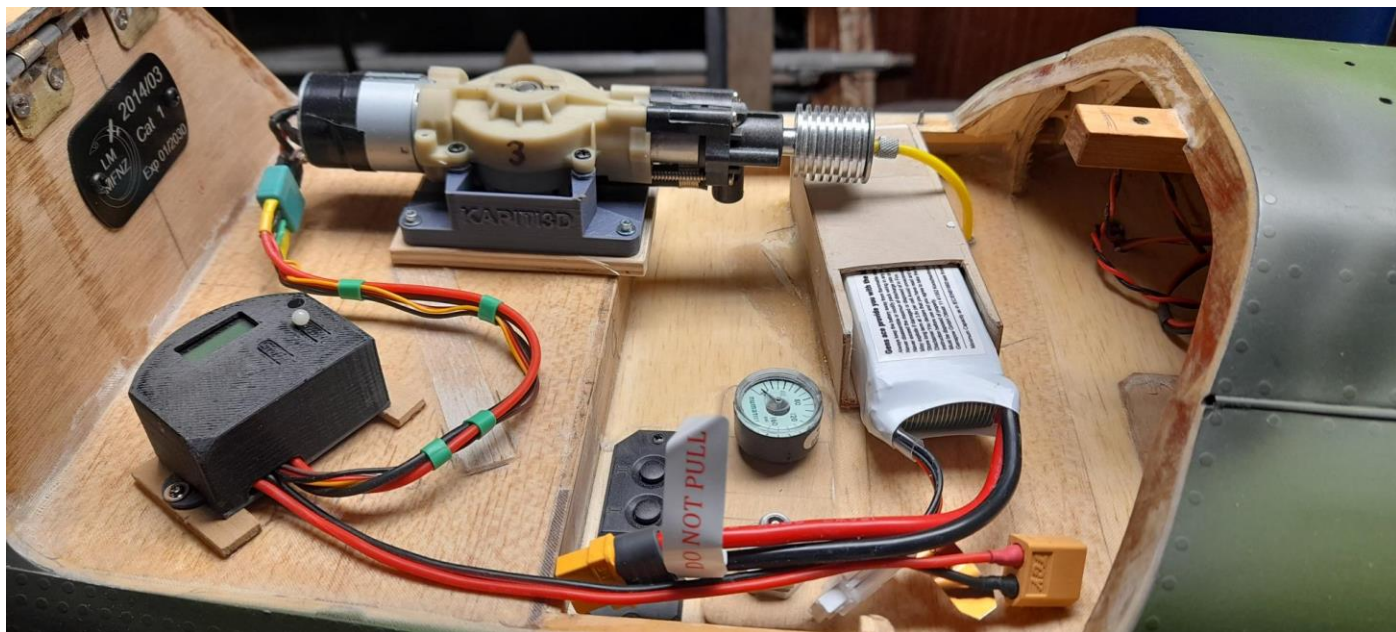


*I had the pleasure of visiting **Stu** in his new workshop and seeing the build and his other creations first hand. What a transformation after the disastrous fire, Nice one **Stu**, I can imagine you spending many comfortable hours in those nice surroundings and we look forward to seeing all the results. **Ed**.*

***John Sutherland** has been making some modifications to his new FW Dora. With the help of **Phil Sharp**, they have rebuilt the exhaust system resulting in a much quieter aircraft. **John** writes;*

Hi Barrie this is the new exhaust for my FW190 D13 . The first on was too noisy so **Phil** has kindly made the canister which is able to be disassembled to make any alterations required to improve performance. Tested currently giving around 6000 rpm would like a little more but will see how it goes.





This is my new onboard air compressor , something I have wanted to have on my warbird for a long time. This was originally from Robart but the battery was not adequate so a modification was made using a 3 cell lipo to give more power. It pumps up to 105 PSI and restarts at 75PSI. Keeping the air onboard up to pressure.

Regards John.

Just in from **Dave Cantell**, he has made good progress on his “Butterfly “ build from the kitset. Now at the sanding and covering stage. This one’s going to be electric. With that high aspect ratio wing, it promises to be a nice flier.



Shaun Andrews arrived in my workshop seeking help with an engine conversion in his Pilot aerobatic Extra aircraft.

He has had a 23 cc petrol something in it which has been unreliable and wants to fit a new DLE RA35. The fuselage and engine box are of a very light construction and the firewall needs to be set back about 17 mm. I’ve suggested we cut the front off the present engine box and fit a heavier firewall and add some strength all round with some epoxy glass cloth.

Maybe then it might be a good idea to fly it on half throttle !!



What are the benefits of MFNZ membership?



Each year we pay our club fees and perhaps question what is the value of the \$105 that we pay to Model Flying NZ and where does it go? This article aims to outline the work of MFNZ, its costs and the benefits of belonging to the larger model flying community in New Zealand.

MFNZ is our national body that we as club members elect to conduct business on behalf of all our clubs – from the biggest to the smallest, from those flying on or near aerodromes to those flying in remote farm fields.

Together our numbers make a significant portion of the NZ aviation community. This enables us to be heard at aviation forums and with CAA and other government departments.

Some of the benefits we enjoy as individual members;

- Insurance for our model flying all over New Zealand. Claims are made each year for damage to cars and recently a full size aircraft on the ground. Our insurance policy also stands as a guarantee to land owners who grant clubs access to their land. Negotiations of policy conditions and cost are on-going – for example current negotiations to find a new lower cost insurer.
- The Wings program provides a qualification to enable you to fly alone, unsupervised at most clubs and also provides a recognised qualification to fly within 4km of an aerodrome.
- The ability to fly at other clubs, events and other flying sites negotiated and approved by CAA and Councils. MFNZ maintains a database of approved flying sites.
- Support for clubs with large purchases such as new mowers, sheds and other site assets, repairs after natural disasters.
- Ability to fly outside of some 101 rules like over 15kg, at night unshielded, 1km range Beyond Visual Line Of Sight (BVLOS), within 4km of an uncontrolled aerodrome and above 400ft.
- MFNZ members are viewed favourably by CAA due to the level of control MFNZ has to ensure safe operations.
- The Fliers World Magazine
- Competition flying both in NZ and Internationally. About 25% of our members regularly compete in NDC, Nationals or internationally. The skills those modellers learn and bring home benefit those around them.
- Health and Safety and education on best practices to avoid injury and insurance Claims
- Promoting our hobby and sport to the public at events, airshows and via our website.
- Supporting the Special interest Groups within MFNZ that support and promote specific areas of our hobby.
- Free membership for under 25's has encouraged 150 to join recently.

Some members and clubs have low needs for support, insurance claims, or don't fly in competitions, but we all benefit from collective representation on issues such as;

- MFNZ make representation to CAA on behalf of ALL model flyers to have the best possible and least restrictive outcome. *While we all would like to fly in the unrestricted world we remember from our youth, the reality of today is that the rules around aviation are getting tougher*, the MFNZ committee works hard to ensure those rules are reasonable and also to educate our members how to comply with as little burden as possible.

- MFNZ is certificated under CAA rule Part 102. This allows all our members to fly large models, operate above 400ft, conduct unshielded night flying, and perform Beyond Visual Line of Sight shielded operations. By flying under the MFNZ Part 102 certification, members avoid the need to apply for individual 102 approvals with the CAA, simplifying the process while maintaining compliance through some basic guidelines.

- MFNZ is responsible to CAA through our Prime Person. The Prime Person is ultimately responsible to CAA for the scope of our operations. Note that Individual flyers can be prosecuted by CAA, Health & Safety etc for breaches of rules or responsibility.

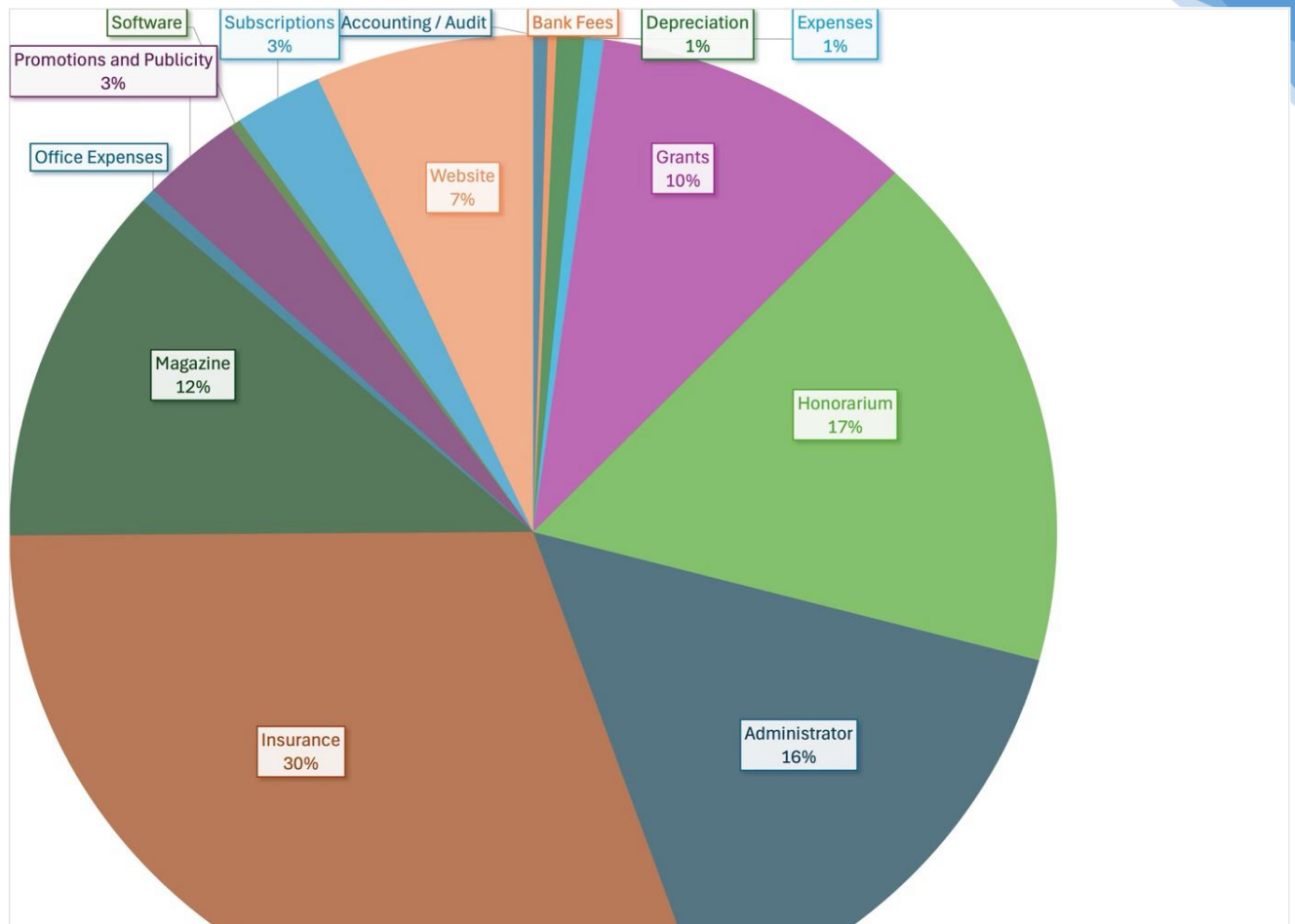
- MFNZ provides education on CAA rules through the magazine and our Wings program. To safeguard the future of model flying in New Zealand, it is crucial that we comply with the rules we have negotiated and agreed to. Doing so not only strengthens our ability to demonstrate compliance but also keeps CAA on our side, allowing our members to continue flying without unnecessary obstacles.

- Membership in the Aviation Federation affords MFNZ a recognised and influential presence within the wider aviation sector. This affiliation ensures that the interests of model aviation are considered in national discussions and policy development alongside other key aviation stakeholders. Through the Federation's active lobbying of government ministers and engagement with regulatory bodies, MFNZ is able to contribute to shaping the future of aviation policy and regulation in New Zealand. This representation enhances MFNZ's ability to advocate for regulatory frameworks that support the continued growth and safe operation of the model flying sport. Furthermore, it reinforces the legitimacy and standing of MFNZ as a professional and accountable representative body.

- Representation to the FAI (world aviation sporting body) on rules, records and achievement awards.

The committee of Model Flying NZ spend many hours each month working with Clubs, individuals, our insurer, CAA, organising the Nationals, NDC, administration of membership and the Wings program. Much of this is volunteer work. Our President and Secretary receive an Honorarium for their time. The MFNZ Administrator and web manager are contracted to supply their services.

Here is a breakdown of where our fees went last year...



Clubs or individuals that decide to disassociate from MFNZ would lose these benefits and likely have issues such as;

- Arranging individual insurance policies – potentially impact agreements to flying sites that rely on such insurance.
- Making airspace arrangements with CAA or Airways.
- Fliers would not be able to share our hobby with like-minded individuals at other MFNZ clubs or organised events.
- No longer able to fly Large models over 15kg

While it may seem that MFNZ imposes rules and costs on you and your club, the MFNZ council has put a lot of work in to ensure that we can still operate our models with a lot of freedom, while maintaining safe operations and as cost effective as possible.

In conclusion, MFNZ membership offers numerous benefits, including essential insurance coverage, representation to the CAA, educational resources, and promotion of safe flying practices. Members also enjoy competition flying, support for clubs, and public promotion of the hobby. By being part of MFNZ, members gain access to valuable resources and contribute to the collective strength of the model flying community in New Zealand. The dedication and volunteer efforts of the MFNZ committee ensure members can enjoy their hobby with freedom, safety, and cost-effectiveness. Ultimately, MFNZ membership fosters a vibrant and supportive community for all enthusiasts.

Together the members of MFNZ form a great community and have a much stronger voice. \$105 a year is actually good value.

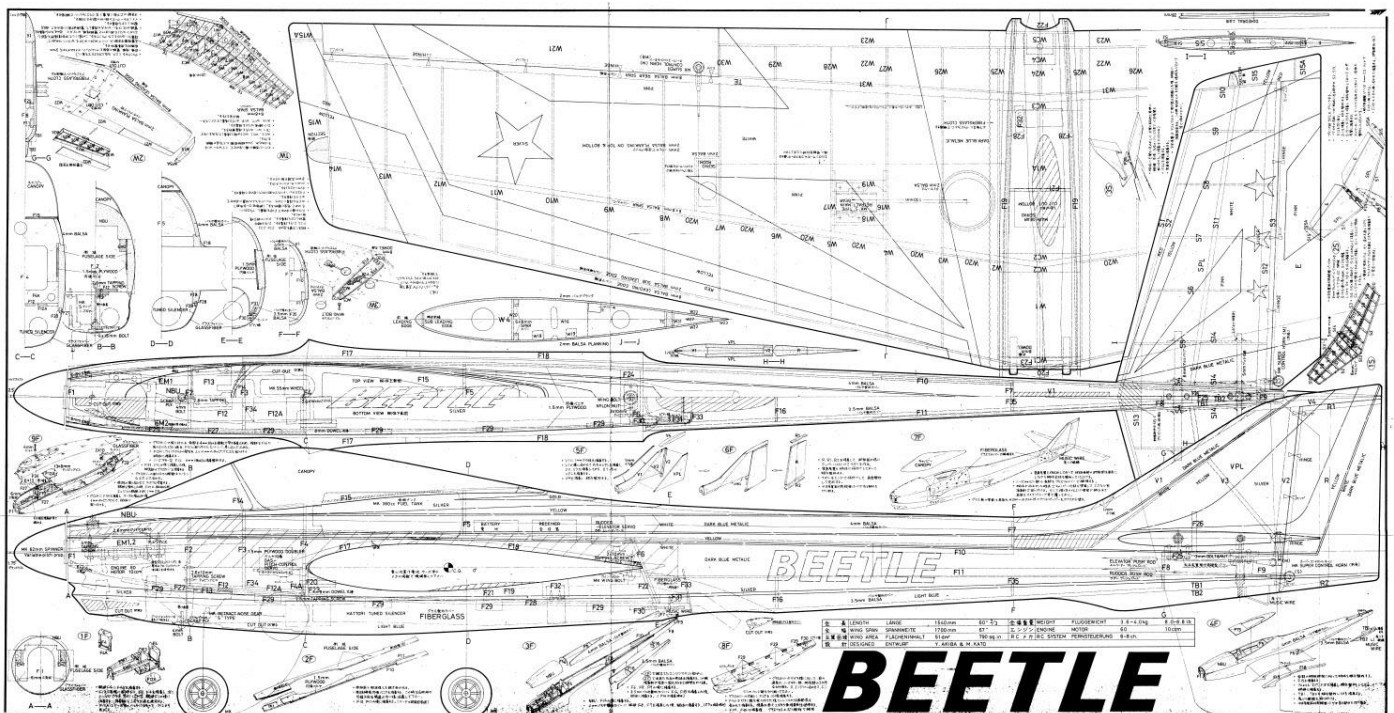
Ed's Classic Pattern Build **"BEETLE"**



A few years back I finished a partly built Beetle (a 1985 design by MK of Japan) that **Derek W** brought back from an estate sale in the South Island. **Mike Shears** was the recipient of that aircraft and although I finished the build some time back it's still waiting to have it's retracts fitted and feeling the air under it's wings!



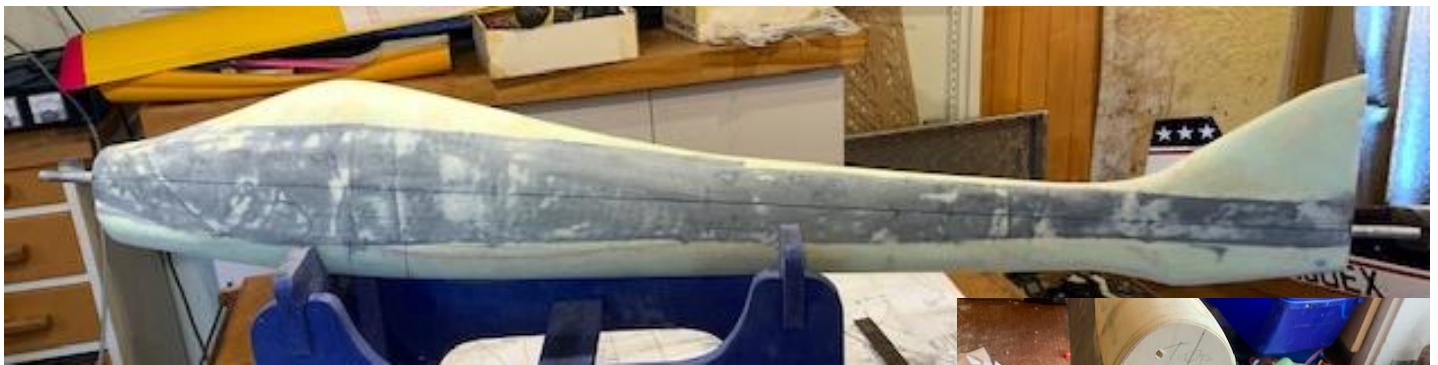
I was so taken with that model that I decided to scratch build one of my own, got the major construction finished and then it too got put aside whilst vintage and other projects prospered !



Recently I got the urge to finish it and the following is pictorial summary of that build process for those interested. First job was to block up two sheets of blue foam and cut the profile and then just a matter of carving and checking with templates and more carving and sanding and eyeballing until I was happy with the shape.



I then epoxy/glassed the foam plug with a layer of 6 ounce fibreglass cloth, a strengthening cum stiffening layer of carbon/glass cloth along both sides with the carbon thread running lengthwise. Then over all, a layer of a fine 2.5 ounce glass cloth with more bogging and sanding until a satisfactory surface and finish emerged.



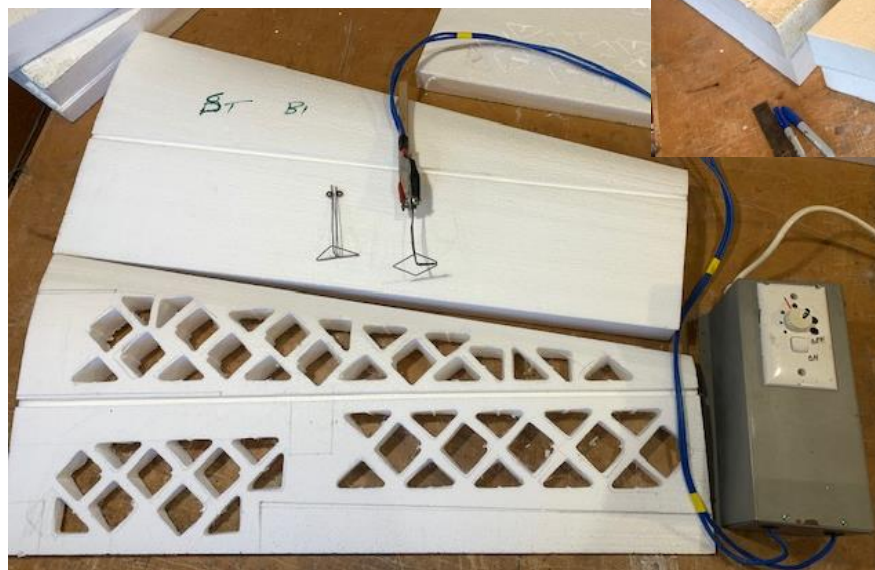
I then cut out the cockpit access hatch, the engine opening and the wing seat and lower wing hatch cover. Then the messy part, digging out all the foam. Some do melt it out with a solvent, but that can be an even worse messy and smelly task. I prefer to chip away with knife, chisel and sandpaper etc. The



necessary formers and fixing points were then shaped and epoxied into place. I made an MDF model to lay up the epoxy carbon undercarriage on, and this was cured over the mold in a vacuum bag.

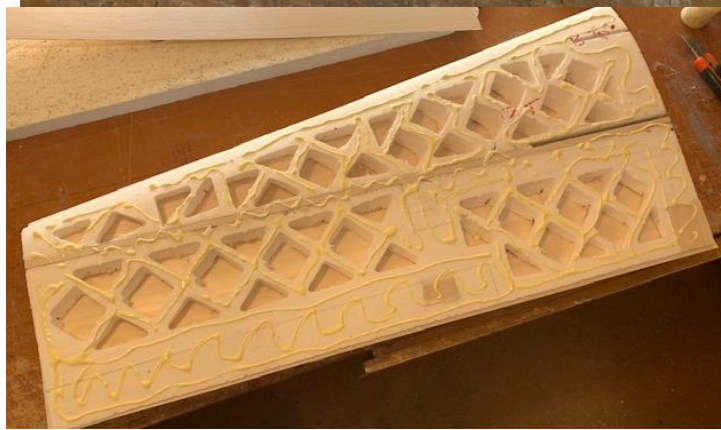


The foam wing and tailplane cores I cut from white polystyrene using my auto foam cutter and the cutting formers. Then honeycombed the cores for weight reduction using a homemade hot wire plunge cutting tool.



A groove was cut along the spar line and some strips of carbon uni-fibre epoxied in capped with a balsa strip which is then sanded down flush. Hard points are fitted and wing joiner socket built at spar root.

The wing skins are prepared from 1.5mm light/medium balsa (1.5mm x 915 x 100 = average 16 grams a sheet.) Sanded and glued on with aliphatic pva and pressed back in the outers to secure and dry.



The servo wire access hole is drilled in the core.

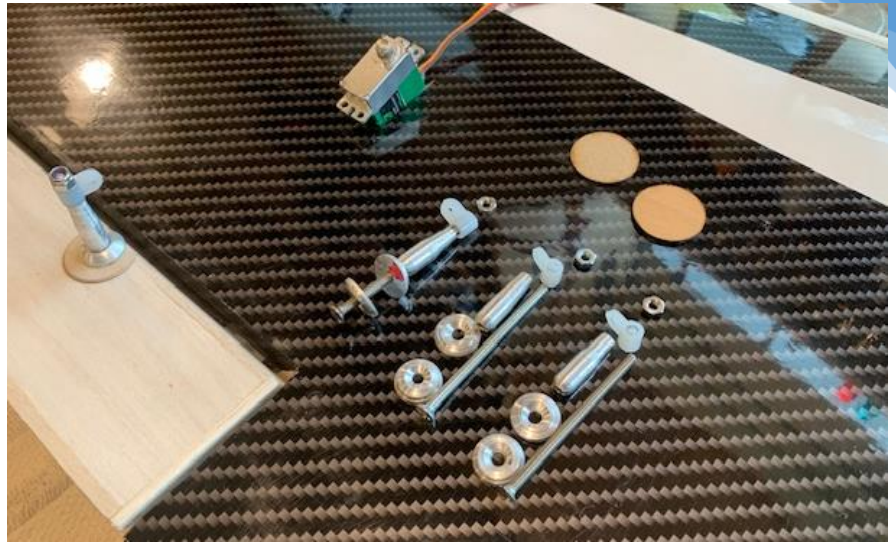


The flying surfaces and rudder are covered in Chinese film with vinyl striping, and the fuselage is painted 2K base coat/top coat. Lettering and striping cut from vinyl and the graphics printed on clear laser water transfer paper. You can have all sorts of fun making the appropriate art work with the waterslide transfer paper !

Servos 6x (2x elevator, 2x aileron, 1x Rudder & throttle) **PTK 9497 servo MG-D 20g size Digital mg 9KG @ 7.4 V.** **Spektrum** 8 channel Rx Telemetry. 2x 850 mah Life batteries through separate switches.

Motor, **OS 61 Max** with 11x7 APC propeller. The plan shows for retracting tri-U/C but I prefer to keep it simple and have configured it as a tail dragger.





I didn't have any satisfactory long control horns, so decided to turn up some shaft and washer sets on my small lathe using long 3mm stainless countersunk headed bolts. They have been easy to fit and work well.

Sunday 15th. Well, anticlimax, the motor wouldn't start, once I introduced the fuel, the compression dropped away to nothing, suspect a stuck ring. I've been lucky enough to purchase a NIB OS65 AX off **Stu Sturge** who had it under the bench, surplus to present requirements. Being a no ring ABC type motor the first couple of tanks through using the correct running in procedure are important. Running at full throttle but richly four stroking and then ten seconds at a leaned out full speed, then again rich and four stroking to cool down. Needed to richen the low end $\frac{1}{4}$ turn and it's now running like a dream, just awaiting some suitable flying weather. Ed.



“More Sharp Magic” June’25 Pt.3



*Here we go, another month and more magic as shiny new parts appear in the Sharp workshop. **Phil** has been a bit constrained these past few weeks with a recurring back problem, not helped by standing at the lathe or mill for hours on end. He reports significant improvement however and has been in the good hands of Anne-Marie and of course his deputy chief nurse, Miss Burmese. Like all geniuses he needs specialised care and attention !! **Ed.***

Phil writes;

Not a huge amount of progress due to my back issues. The good news is that it is slowly coming right, and I am back in the shed, just not seven hours a day!! This will be a bit brief as sitting is still a bit hard.

I have finished the gearcase and all the bearings arrived, so it was nice to be able to assemble and check the meshing before sending the gears away for Nitride hardening.

I managed to machine the outside profile without resorting to a CNC, not particularly difficult but a lot of patience required! It is certainly one of the most complicated parts of the engine, so it's nice to get of out of the way.

I then set the crankcase halves in the mill, and drilled and tapped the M4 bolt holes. I am in the process of making a fixture to hold these blocks on the lathe faceplate, so that I can bore the inside for the main bearings (42mm dia.) and then they will be able to be mounted on a mandrel in the mill to machine the outside.

I used the same process on the V4, and it seemed to work well. Hopefully next update I will have two completed crankcases!



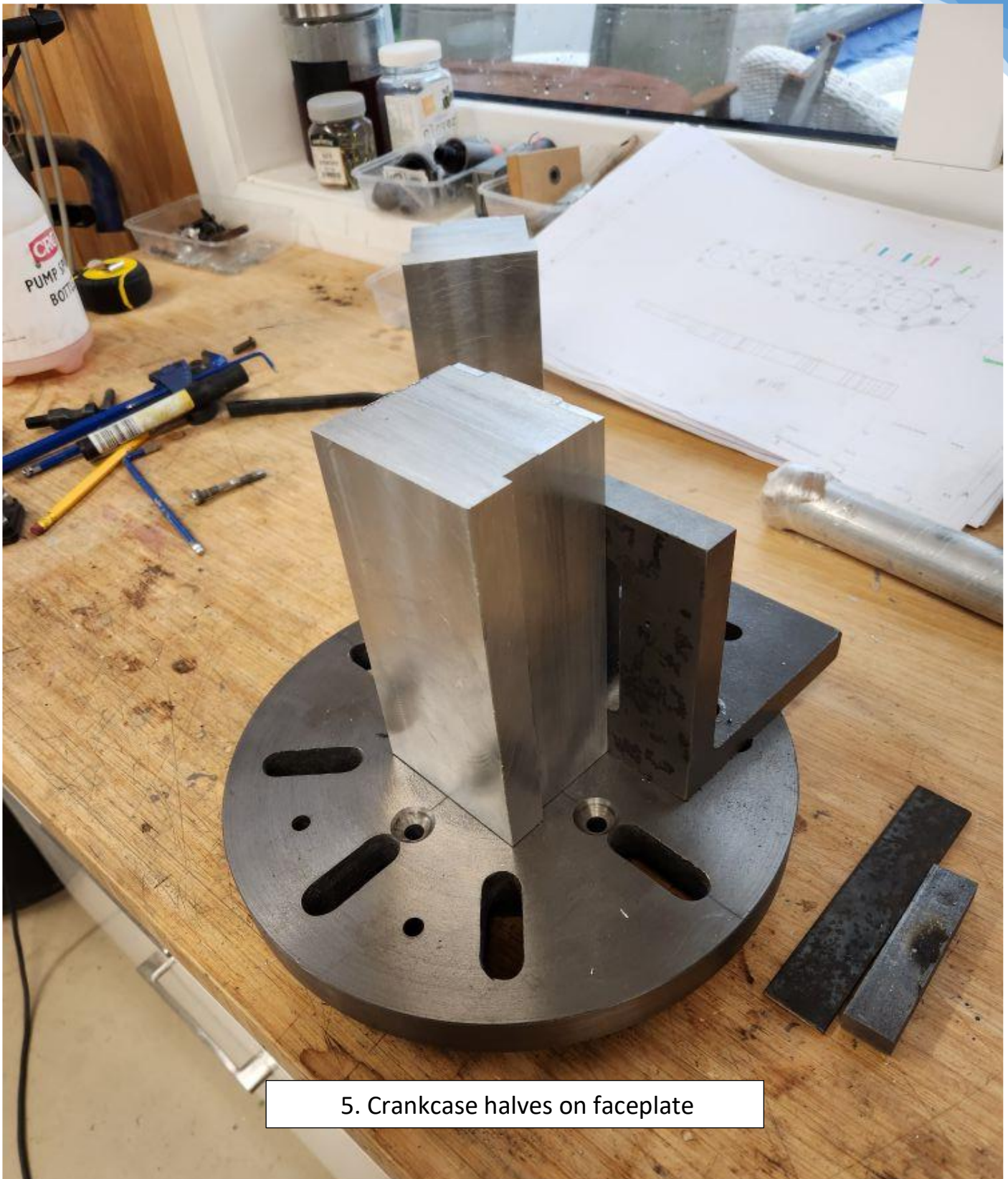
2.Completed gearcase



3.Gears in case



4.Setup for machining inside of gearcase.



5. Crankcase halves on faceplate

That's it for this month.

Cheers

Phil

*It's mind blowing for normal mortals like me (and that's doubtful ?) when you look at that gearcase and realise that **Phil** has made all those gears as well as the case, the only things he has purchased are the bearings. Watch this space for more magic to come. **Ed.***

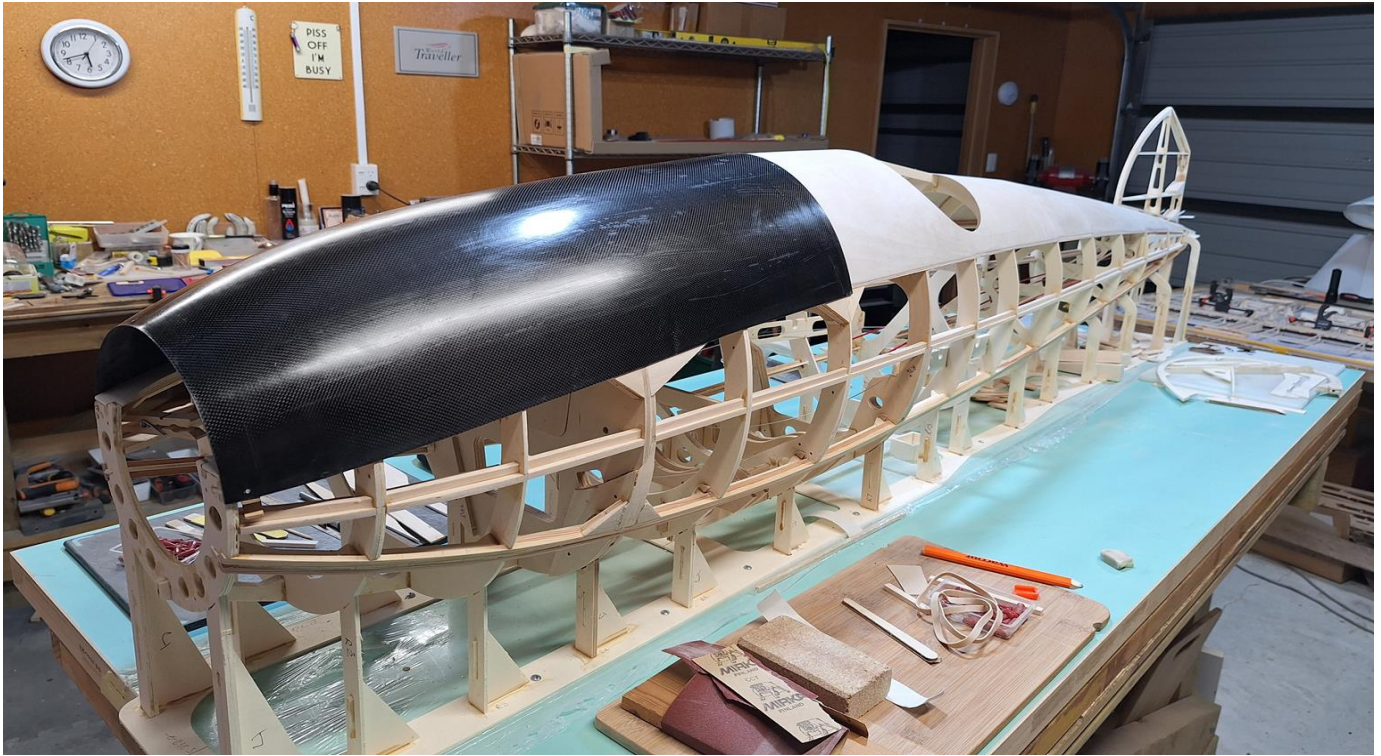
Albatros DV Project. Pt 2. June'25

Welcome to Part 2 of Russell Nimmo's exciting build of his DV Albatros, Russ writes;



25

Albatros DV build update June 2025



Since my earlier report on this project there has been a bit of progress! Top and bottom longerons laminated from 4 pieces of spruce 5mm square and a supporting 3mm ply contour have been fitted. We decided to fit a false centreline longeron in 5mm balsa to support the ply skin panels as some experimenting showed the panels were liable to pant or oilcan without the extra support. The engine cowl was built in the kit timber materials and then used as a blank for Phil to mould the fabulous carbon cowling in the picture above.

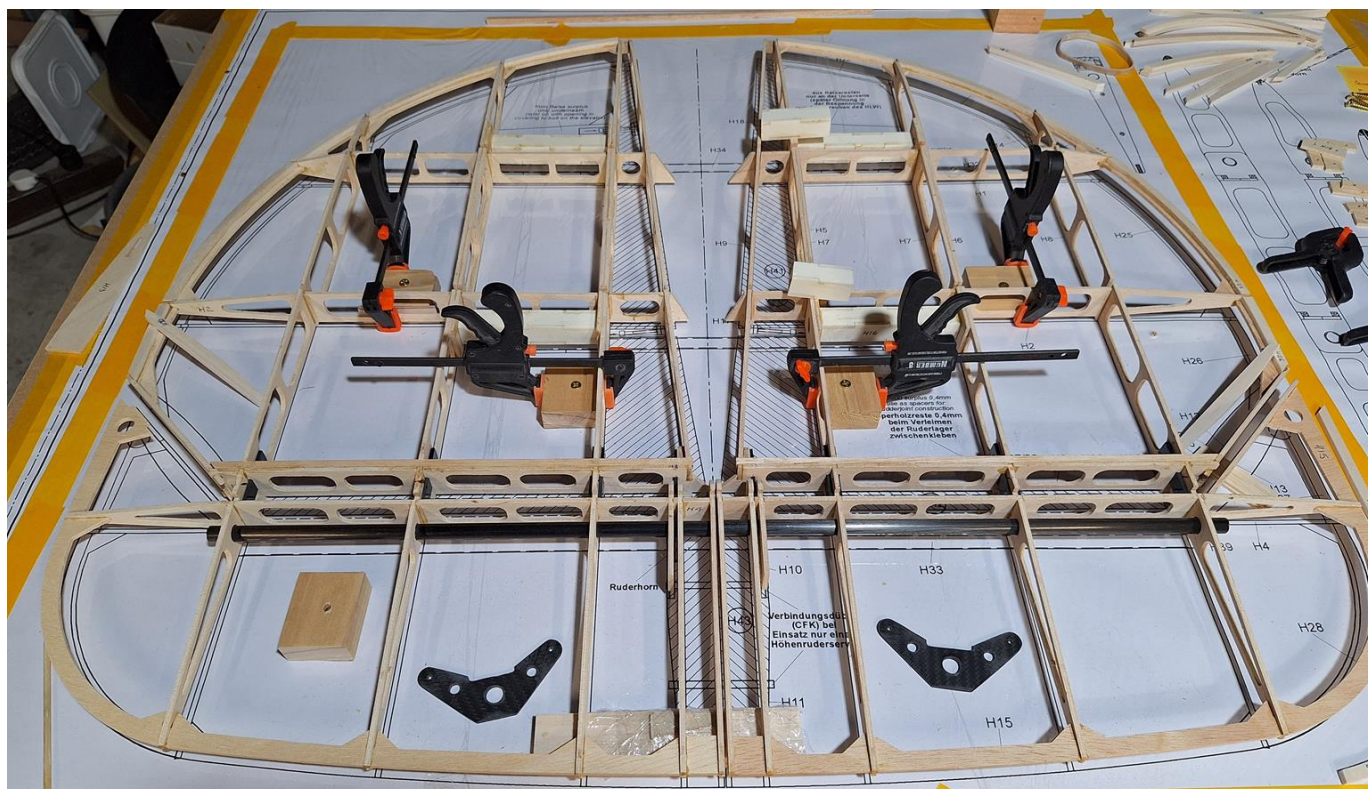


The ply panels require careful shaping and chamfering of the joint edges but have gone on OK so far. The rearmost panels top and bottom require considerable steaming and forming to obtain a reasonable fit before glueing inplace. The vertical stabilizer assembly was fairly straightforward but we have added an extra rudder hinge for comfort!

To make the most of my build sessions I have started on the horizontal stabilizer and elevator so I have something to do while Titebond is drying on fuselage panels. I have remanufactured the elevator control horns out of 2.5mm carbon fibre as the kit supplied 2 piece tufnol parts were unimpressive. Have done the same with the rudder control horn.

The stabilizer is designed to be removeable for transport hence the gap you see between the elevators, but ours will likely remain permanently fitted. The carbon tube you see is a torque tube for rigidity. The elevator hinge is a 5mm carbon tube just in front of the elevator spar.

The stabilizer and elevator ribs are connected in one length pieces at the moment for build purposes which keeps things nicely lined up. Now that I have the hinge tube and supports in place the elevators can be carefully separated from the stab.



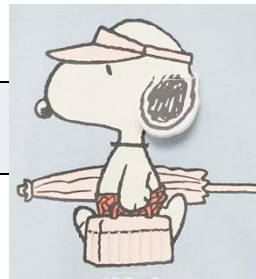
Our Pilot "Fritz" arrived recently and complained that his cockpit is not ready....



Next steps will be to remove the back 3 fuselage support legs and fit ply panels to the lower rear fuselage and the sides before fitting and fairing the stabilizers to the fuse. I'll let you know how that goes in a month or so!

Cheers. **Russ.**

Letter from Helsinki



*Last month, whilst on my South Island Safari, I called in to Lake Hawea to pay our South Island correspondent **Mike Anderson** a visit only to find he's scarpered ! Turned out he and Di were on an extended travel journey in the Northern Hemisphere, then in Edinburgh and heading to Iceland ! This morning, I received an interesting email from him in Helsinki, Finland and would like to share his nostalgia with you, read on; **Mike writes;***

Hi Barrie

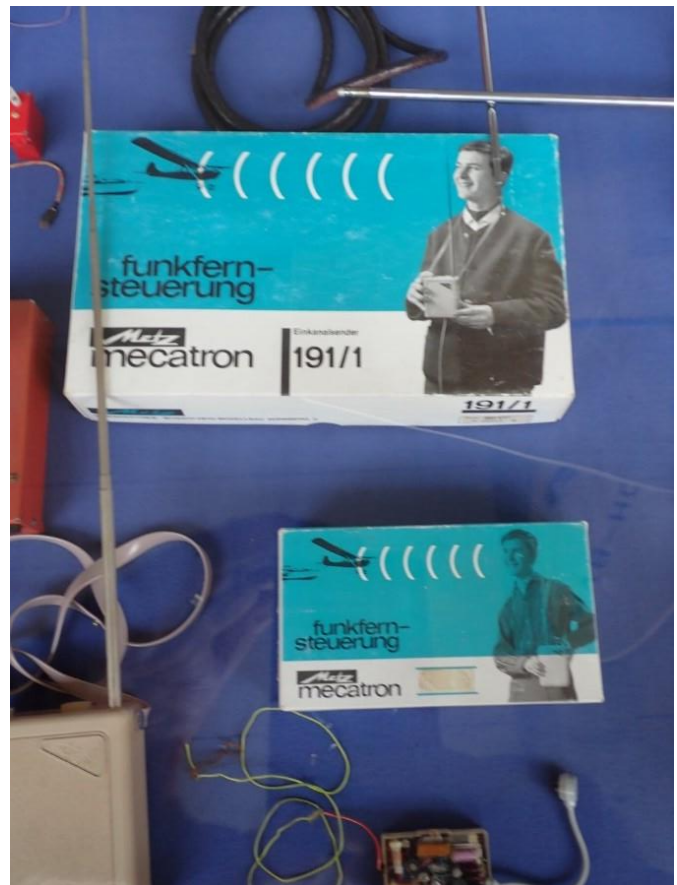
Today we are in Helsinki, and as it was raining this morning I went to the Finnish Aviation Museum (while Di went shopping).

This was quite different as aviation museums went, as most of the 90 aircraft that they had on display were pre-WWII, and although they were built in France, Italy, Russia, or Finland, they had a swastika on the tail, - all part of the complex military history, and alliances that Finland has had. (even the PoliKarpov had a swastika on it's tail....!)

There was a nice Fiesler Storch there (that made me think of Phil)

There were a large number of gliders on display - from very early, frail wooden things, through to the latest high performance ones, and the original 'folding motor" development. Hundreds have been manufactured for export.....

There were cabinets devoted to aeromodelling as well, and one was full of early RC gear - just like I was trying to build in late 50's....!







Several other cabinets had model engines on display - ED Bee, ED Racer, Mills 0.75 - all my early motors, that we saved pocket money like crazy to be able to afford....

There was a Super Tigre there - I went to school with Brian Borland, - same class, (he got me signed up with Roskill Model Flyers on my 1st day at Mt Roskill Grammar) ! and his father bought him two Super Tigres! - We raced 1/2 A team Racer - me Pilot, him Mechanic / Pit man - he was the only one who could get them to start first flick....(and he could change a broken wooden prop real fast.....developed having the new, balanced prop strapped to his wrist with rubber bands, ready...)

....no crash helmets in those days!..... The range of motors evolved into cabinets of glow plugs, and one pulse jet....

The air was quite soggy with nostalgia by the time I caught the train back to Helsinki.

Cheers', Mike Anderson.



Red Sky in the morning.

"Shepherd's Warning"

Red Sky at night,

"Shepherd's Delight"

Vintage Report. June 2025



Wednesday 25th June, good forecast and we had a good turnout of Vintage flyers at the field. We got through two NDC competitions, Vintage Precision and Duration which made for a busy morning in some light and buoyant conditions. Some good lift up high in a Northerly drift whilst down around ground level there was a light sou-easterly tending east.



VINTAGE PRECISION

				ROUND															
				1				2				3				FLYOFF 1			
NAME	MODEL	YEAR	BONUS	FLIGHT	LAND	BONUS	TOTAL	FLIGHT	LAND	BONUS	TOTAL	FLIGHT	LAND	BONUS	TOTAL	FLIGHT	LAND	TOTAL	
BARRIE RUSSELL	STARDUST	1940	10	180	20	10	200	177	20	10	200	178	20	10	200	180	20	200	
STAN NICHOLAS	STARDUST	1940	10	178	20	10	200	180	20	10	200	180	20	10	200	179	20	199	
ROBERT LOCKYER	COURTESAN	1952	0	180	0	0	180	158	20	0	178	167	0	0	167	0	0	0	
MIKE SHEARS	TOMBOY	1950	0	176	0	0	176	177	0	0	177	152	0	0	152	0	0	0	
BRETT ROBINSON	LANZO BOMBER	1938	12	179	20	12	200	179	20	12	200	0	0	0	0	0	0	0	

FLYOFF 2			
NAME	FLIGHT	LAND	TOTAL
BARRIE RUSSELL	180	20	200

FLYOFF 3		
NAME	FLIGHT	TOTAL
BARRIE RUSSELL	177	197

GRAND
TOTAL
1197

Vintage Duration was going well until I lost sight of my Stardust and even with six pairs of eyes, we couldn't find it again. I live in hope but I suspect it was heading for Havelock North. I think my phone number is inside I hope

VINTAGE DURATION NDC.

		ROUND																	GRAND
		1				2				3									
NAME	MODEL	FLIGHT	LAND	AGE	TOTAL	FLIGHT	LAND	AGE	TOTAL	FLIGHT	LAND	AGE	TOTAL	TOTAL	FLYOFF	LAND	TOTAL		
STAN NICHOLAS	STARDUST	300	20	10	320	300	20	10	320	300	20	10	320	960	397	20	1377		
BARRIE RUSSELL	STARDUST	300	20	10	320	300	20	10	320	300	0	10	310	950	0	0	950		
MIKE SHEARS	TOMBOY	90	20	0	110	88	20	0	108	114	20	0	134	352	0	0	352		

Brett had an arrival with his aging Lanzo Bomber which shook a few joints loose so is now back in the workshop for a refurbishment. Brett is making serious progress with the task and reports;

Hi Barrie, After my 'arrival' on my second Precision flight yesterday, I managed to crease the rear fuselage & the motor box came off on the Lanzo. Did a bit on the repairs yesterday and started by taking most of the rear fuselage structure away!! The only thing then holding the two 'bits' of fuselage together were the control nyrods running to the rudder and elevator!

Given the abuse I've given it over the 8-9 years since I built it, I'm amazed it lasted this long. Anyway, have stripped off all the rear covering and almost completely redone all the structure, from the back of the wing to just forward of the tailplane. Will also redo the firewall and straighten the undercarriage as well.

Update; . The fuselage is back in one piece, just needs a good sand and then covering. The original firewall has been cleaned up and a new (thicker) one made to glue to the back of the original.

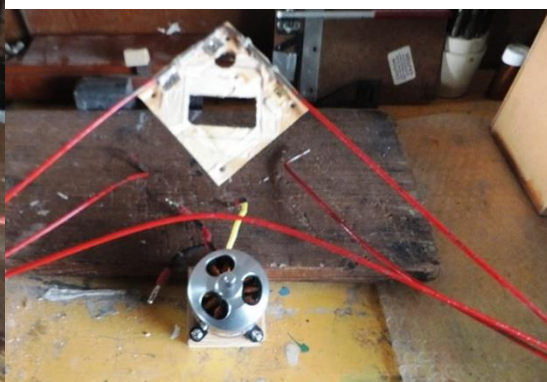
Will make the current square recess in the original firewall bigger, to enable me to then inlay the motor box.

A few pics attached of progress.



Cheers, Brett

We live to flight another day. Ed !!



STOP PRESS **Stardust** returns !!

I had a phone call this morning Saturday, (lost the model last Wednesday) from a Clive Resident who was walking along the Clive River and found it on the bank this morning and brought it home and phoned the number in it ! I learnt my lesson from a previous lost model, it sure does pay to put your phone number in your aircraft.



No wing unfortunately, but it must have spent the past three days floating around the Clive river/estuary system. It was thoroughly saturated the frame will take some time to dry out. Very little structural damage only a broken longeron on the fuselage which I suspect might have been caused by the wing departing when landing in the water somewhere, so it must have been still flying. I plugged a servo in and it smoked ! so I guess the gear will be U/S but will try the motor and ESC later after a good clean and dry. However it's great to get it back, the elevators will need rebuilding, the original have melted in the water! I do have a spare slightly smaller wing 70 inch as opposed to 72 inches which I should be able to refurbish and fit. I've already started on the replacement Stardust, at 79 inches, so this one I'll get back to flying condition and maybe a budding vintager somewhere could be interested. Ed.

46th Jerilderie 2025



Two of us from NZ (David Griffin and Kevin Botherway) planned to go the largest soaring competition in Australia with 35 odd pilots entered for F5J. They had two competitions scheduled one f3J (winch Style launching) and F5J (electric powered gliders) and travelling across from NZ we could only fit enough models for one event, so we picked on the most prestigious event of the two – F5J.

The day before leaving David decided to withdraw so it was down to a NZ team of one, but not to worry we had a great friend over at the event David Pratley and as usual provided all the extra gear required for charging etc and we also teamed up together. As I have travelled to the competition a few times previous it wasn't too hard to get there in one day from Hawkes Bay NZ, ended up at the field at 4pm after leaving at 6am Napier.

Travelling with one large plane box with 5 planes packed (one DLG model) and suitcase with backpack makes things quite manageable through airports, rental cars. This included ballast, gumboots, chargers, timing gear, beanie, gloves, Jackets and of course suntan lotion!



Forecast wasn't looking nice from the Saturday onwards (three competition days) Friday was the F3J competition and F5J practice day which was quite nice although with a cool breeze and into the afternoon it dd show some thermal action. About 10 of us meet up at the opposite end of the field for F5J practice. This was so we didn't interfere with the F3J competition that was underway of which they managed 8 rounds with 17 contestants. This was a trial for the Australian team to go to Switzerland next year.

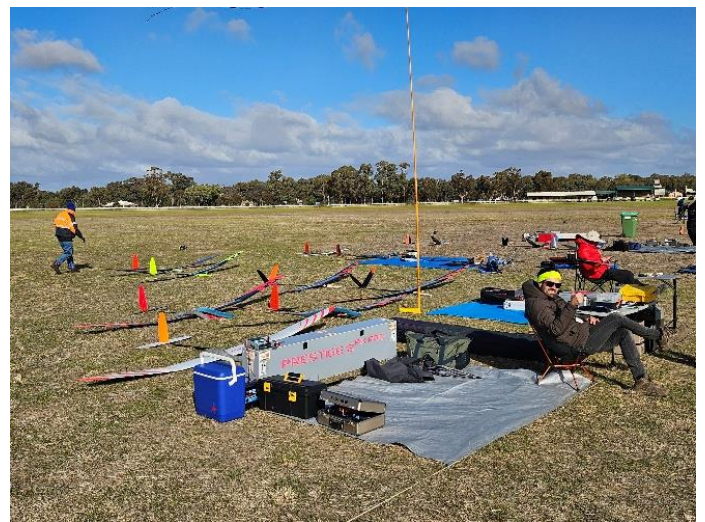
Saturday was the start of the F5J competition of which we completed 7 rounds. Thermal activity was there but took some finding and with a good breeze the chill factor well down. Most were targeting around the 200m launch mark and it took most of that height to make the 10-minute flight. I had my Plus X storm with light ballast in for most of the day. There was a no flight zone over the town setup which did narrow down choices a little but over the whole competition only about 3 planes got close or into the zone, so it didn't really affect things overall. On the first day we managed almost seven rounds and were pleased to be packing up as it was getting cool being out there all day.



Great night was had by all meeting up for dinner with everyone again looking at the forecast for next day wasn't great with both wind and rain. We assembled at the field the next day with a bit of a slow start, and it was predicted to have heavy rain by around lunchtime. The cold wind was already up there so brass ballast in the wings, and we continued the competition up until the end of 10 rounds an attempt was made on round 11 but the rain started becoming quite heavy so finish time for the day was around 2 o'clock. Most planes were just holding in the breeze and finding suitable lift corridors with some finding enough for a complete 10-minute flight. Landings were a little doggy, and many missed the spot as turning into high wind took them too far away to return. Dave Prately had some bad luck with a model cross over and lost his model, lucky he maintained a 11th position to make the flyoffs. Results of the finished ten preliminary rounds gave me a 400-point margin in 1st place into the flyoffs to be held the following day. Everyone was keen to pack up as more rain was due. The locals held their AGM for LSF (League of Silent Flight)

The following final day was flyoff day and we were split into 3 groups ranked on position of the preliminary rounds. These flights were to be 15 minutes long and a total of three flights each. The day was little better and some managed to get up to an 11-minute flight but there was plenty of people well over the 200m limit and an average flight of 8 odd minutes was normal. Thermals did arrive but with

the wind climb rate wasn't usually good enough to get back from far downwind and carnage happened in the last round 7 out of 12 pilots landed out! I got lucky and managed a 500-point margin to take first place and Dave Pratley finished 5th overall!



I forget every time how brutal Jerilderie description is honestly bloody cold with the wind taking all the feeling from your fingers. But there are so many great things and number one is comradery! It was so cool to catch up with everyone again and would love to make the effort to do a few more comps over the ditch now I have the time. Super thanks to David and Mandy Pratley who have always been there for me.

Thank you to my kiwi friend Ken Fox who called me in the flyoffs group fantastic job, and we hooked up together well like usual. As usual the whole competition ran like a clock with 35 odd pilots in the conditions





Thank you so much to the LSF organizers once again a great 46th Jerilderie!
Soaring Rocks, Rowdy.

Soaring Report F3K & F5K in the Bay



F3K and F5K NI series Hawke's Bay May / June

The event was set on the calendar for the Kings weekend which meant we could have a spare day if required. Entries were a little lower than usual and the weather for the Saturday forecast wasn't great, but we planned to push on anyway. There were a total of 6 pilots in each class: discus hand launch and electric hand launch. Due to work commitments Peter Williams had to withdraw his entry at the last minute, we were disappointed but got over it and the show went on.

Saturday was a great day when we started out but we were aware wind was forecast. 2 1/2 rounds of F5k were managed before it really blew for the rest of the day. Pack up was around 11ish which freed the pilots to pursue less competitive activities - lunch out! Meanwhile the ladies were enjoying a long morning tea at Birdwood Cafe in Havelock North thus regrettably missed making it to the field.

Saturday was the last day of May which allowed all of us to enter NDC scores for F5K all be it a little short with the last round not possible due to the increased wind speeds. The evening meal was held at the Hiscock's. It was a great catch-up as most of us had travelled overseas together for recent (Japan) and past (Singapore) APO's (Asian Pacific Open competitions)



The grand spread presented by the Hiscocks and Campbells, dessert by Steve Warner

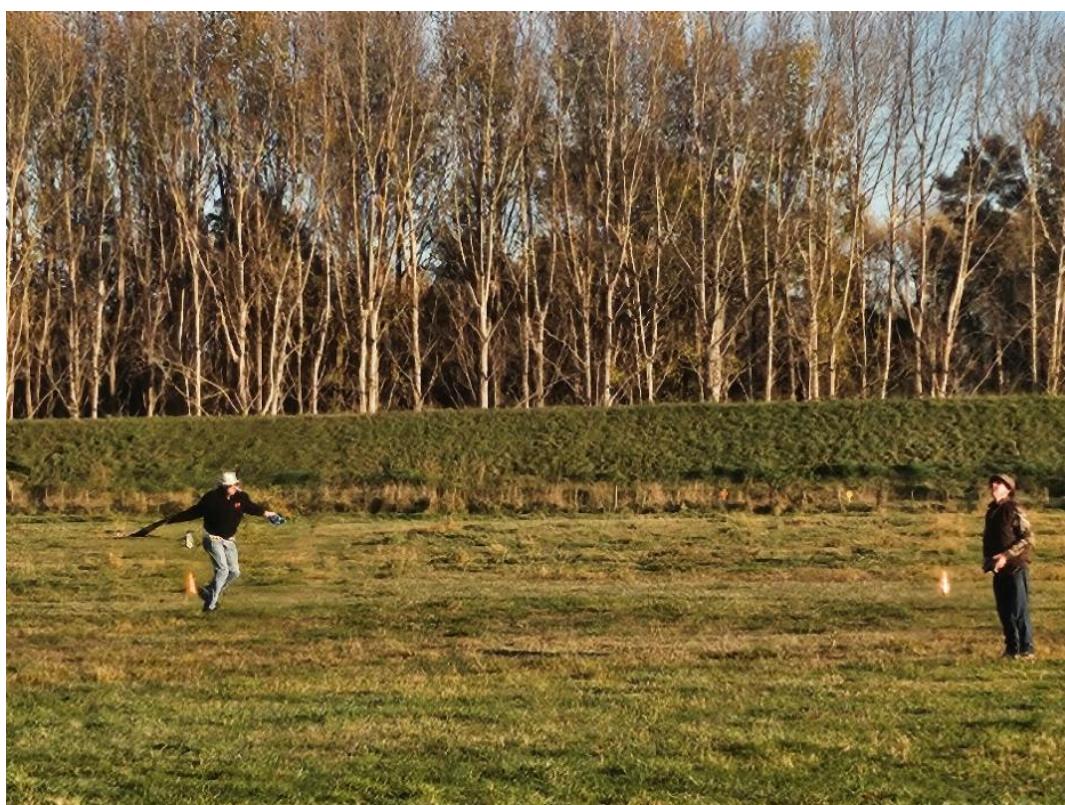
The next morning Hawkes Bay weather was back in order with a spectacular day. We decided to carry on with Electric hand launch until we completed 8 full rounds. The conditions were some of the best we have had for this discipline, and it was great to fly electric for a complete day without chopping and changing. We didn't bother setting up the timing boards and just ran manual working time which allowed us heaps of flying and fun for all.



F5K Yoda electric model

Preparing to launch into blue sky!

The following day (Monday) we started out changing to F3K (discus hand launch) with an almost frosty, wet grass morning. Launching in gumboots was a little challenging. The day was spectacular but lift was very light. Early flights were around 2 minutes and there was not much action in thermals until about round three. With the small number of entries, we powered through the rounds and got to round eight just before lunch. During the day the air became better for lift although still fickle at times. With our fantastic planning we were able to once again put our Hand launch scores into NDC as it was now June for event #420.



Steve Warner in full wind-up launch mode



Come to the Bay!!!!!!



Lunchtime in the horrible Hawkes Bay weather, note the long shadows 1st day of winter

After the events on both days, we had heaps of all up last down practice which really added to mix of competition and fun!

Thanks so much to everyone for making the effort – full results on Glider score:

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

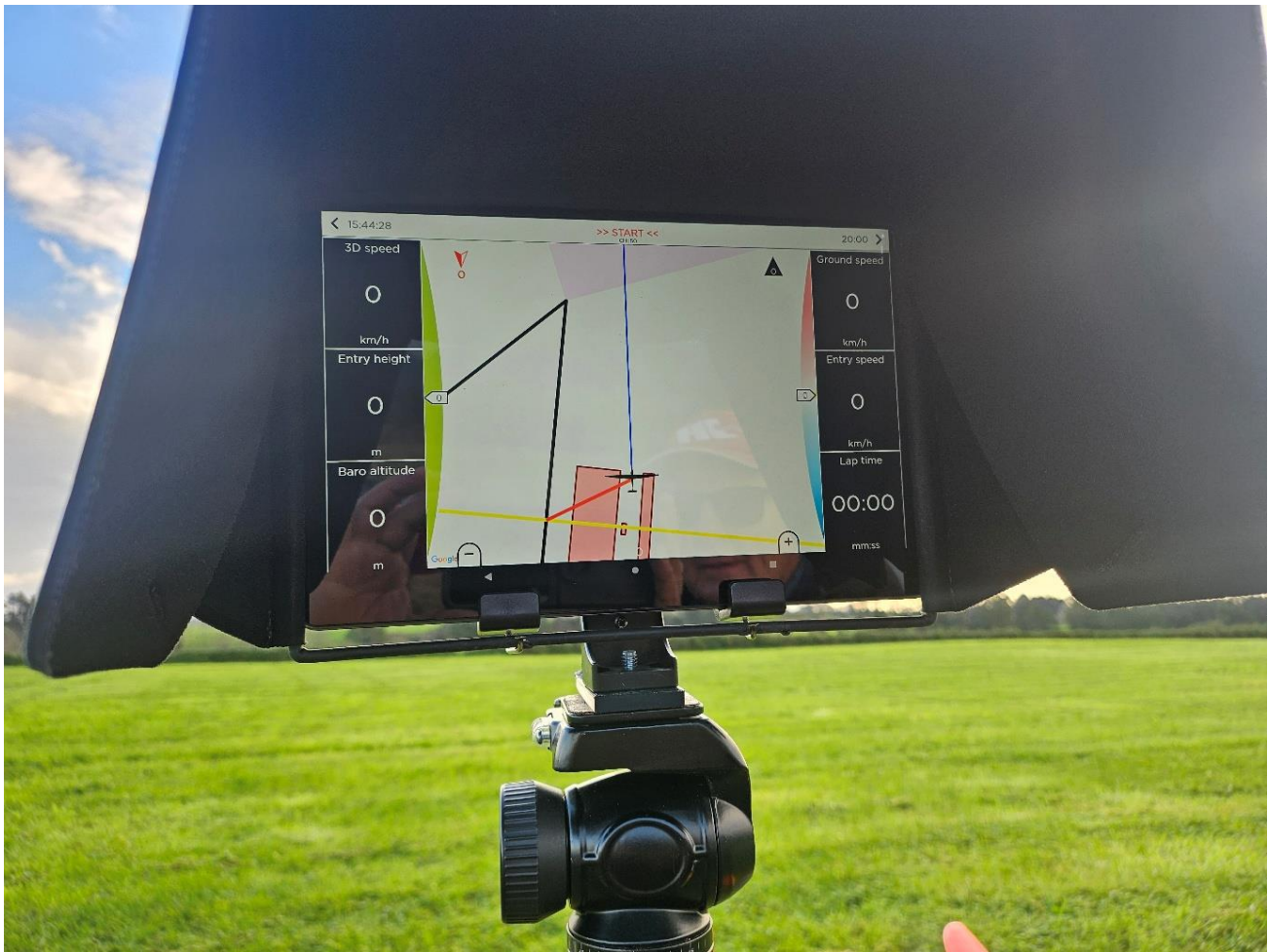
We will take into consideration the long weekends when setting next years calendar as this worked as a huge advantage having a one day as a reserve.

Soaring Rocks! Rowdy.

New Zealand's first GPOS Triangle Competition



Matamata 'the Goat Farm' - June 13-15 2025



Our first national GPS competition with heats and rounds was flown recently at the Goat Farm near Matamata. 8 keen fliers plus several visitors keen to learn more joined in from around NZ.



The weather forecast had been fluctuating between good and NOT over the week before the event, as it turned out we had a few light showers early Friday afternoon, some fog Saturday morning and eventually too much wind on Sunday morning, in between some great flying, learning, troubleshooting talking and teaching occurred.

The fliers included Rob Johnstone, Kevin Botherway and David Griffin with some prior competition experience. Kev and Dave setup and ran the event. Locals, Bill Derenzy, Bruce Clark and John Shaw, Wayne Bilham from further south were there to experience their first GPS competition and more importantly get gear set up and running reliably and tuned to provide the right information to the pilot.



Models flown were mostly from Nan Models of Bulgaria – the Compass and Explorer Q5, plus Rob's Maxa. The Goat Farm is set on a large open space close to the Kaimai Range. The Goats are all in sheds and the lush grass they crave is regularly harvested and taken to them, leaving a lovely site for us to fly from.

GPS events are run to a set of rules which can take a while to understand well. Scoring is done online via the rcmodelsport.com website. Each competitor downloads the same triangle task before the event, flies and records their flight on a tablet which shows where they are in relation to it and adds speed, altitude and other data. At the end of each flight, it is saved automatically and then uploaded to RC modelsport. Organisers can then download all the scores and see results. Once we figured all this out it worked well.

Most of Friday afternoon was spent doing one on one training and equipment setup, so all had some form of reliability in their systems and understood how the various little quirks were overcome.

As this was our first time running an event both the organisers and competitors had a lot to learn, patience and asking

questions was the order of the day as we all figured what was needed.

Eventually we got some rounds underway with 3 or 4 models in each heat. It was great to be trying to fly GPS triangles with other models around, seeing where they found lift, hearing the callers offering advice and trying to find the balance between riding thermals for more height or getting on with the laps. In one heat John and Dave were the last two



flying – both achieved 9 laps with average speeds of 31.1 and 31.3... with the same number of laps the fastest flier wins the heat, Dave got 1000 points and John 999. This was great fun and left both fliers stoked for more. We all met for the evening at a restaurant, and everyone was involved in a debriefing all filled with enthusiasm for the new discipline.

Sunday was for forecast as another nice day and once done assembling models, we held a seminar explaining the tablet and Snipe setup preferences and explained the techniques we have already discovered. Also going through the process of maximum ballast with wing loadings on models in the Light class. As most had Q5's we also compared CofG to get the most out our models for setups.

Sunday mornings first round was flown in booming lift so much so that Dave hit the competition max of 350m – this earns a penalty which can only be cleared by landing, repowering the model and starting again... only Dave didn't realise this until it was too late. Still 9 laps were flown, while Rob managed 10, the weekends record laps. The next heat was met with strengthening wind and no lift, 2 laps were flown.

Kev and Dave also flew a round of sport class later Saturday when the air was quite quiet. Only 2 laps were achieved. This class has a little larger triangle, higher entry height and entry speed.

A fantastic weekend of flying and absorbing information we managed three full rounds of Light class with congratulations to John Shaw who flew well into 1st placed and got the golden chocolate easter egg!



All results and details of the event on Modelspot : <https://www.rcmodelsport.com/>

Click on rankings, GPS Triangle cups, Local Events, past events, New Zealand Light Class, New Zealand Sport Class. We also have a page on MFNZ website under the soaring SIG, GPS Triangle

<https://www.mfnz.org/members-pilots/gps-triangle/>

This also has links to recommended GPS equipment & systems. Super thanks to everyone for attending and thank you to Bill Derenzy for the flying facilities and organizing the Notams etc. Next GPS event is scheduled at **Matamata 1st to 3rd August.**

Cheers, Kevin "Rowdy" Botherway. MFHB.



A CLOSING SMILE. June 2025



SINGLES AD

The following advertisement appeared in the Atlanta Journal:

SINGLE BLACK FEMALE seeks male companionship. Ethnicity is not important. I'm a very good-looking girl who LOVES to play. I love long walks in the woods, riding in your pickup truck, hunting, camping, fishing trips, and cozy winter nights lying by the fire. Candlelight dinners will have me eating out of your hand. When you get home from work, I'll be at the front door wearing only what nature gave me. Call (404) 555-1212 and ask for Daisy.

Over 1500 men found themselves talking to the Atlanta Humane Society about an 8-week-old black Labrador retriever.

Daughter's text to Dad:

Daddy, I'm coming home to get married soon, so get your checkbook ready. LOL! As you know, I'm in Australia and he's in the US. We met on a dating site, became friends on Facebook, and had long chats on WhatsApp.

He proposed to me on Skype and now we've had a 2 month relationship through Viber. Dad, I need your blessing, good wishes, and a really big wedding. Lots of love, Lilly.

Dad's reply: My dear Lilly, Like Wow! Really? Cool! Whatever... I suggest you two get married on Twitter, have fun on Tango, register for your stuff on Amazon, and pay for it all through PayPal. And when you get fed up with this new husband, sell him on eBay. Lots of love, Dad!

Catcha next month,

Barrie the editor mfhb.

