Model Flying Hawkes Bay

PROPWASH

Newsletter # 172 Sept '25

Sundays; **Club days Awatoto Field**

Sunday Barbecue Lunches; **To be notified by email prior.**

Tuesdays; **Club "Shed" Mornings**

Vintage; **Ring around any day the conditions are suitable.**

General Flying; **Any Day the weather's fine.**

Soaring; **Black Bridge. Ph Rowdy or Joe.**

Committee Meetings; **Second Tuesday.**

VINTAGE NDC OCTOBER 2025

Oct/25	155	VINT	RC Vintage Open Tex
Oct/25	156	VINT	RC Classical 1/2E Tex
Oct/25	157	VINT	RC Classical E Texaco

Spring is Sprung

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Contributors to this issue; Brett Robinson / Barrie Russell / Marty Hughes / Ash / Phil Sharp / Stephen Wessell / Kevin Botherway / Rod Hughes / Dave Cantell / Stu Sturge / Alan Rowson / Clive Baker / Danny Young / Mike Anderson / Wayne Cartwright / E & OE /

From the Editor's Desk;

Greeting Members and Friends of MFHB, a mixed bag for you this month, not much happening on the club scene apart from the Soaring and Vintagers and the weather not playing ball. A few building projects reported, and the Tuesday "Shed Mornings" are well populated and covered. **Phil** continues to amaze us with his 6 cyl engine build and an interesting letter from **Stephen Wessel,** UK engine builder supreme who supplied Phil's Gnome Rotary plans. What do we do with our treasures ? Something we could all well give thought too considering our aging persona. Mike Anderson from Lake Hawea in the deep South has responded to my call for copy with an interesting dissertation on his foam glider building techniques. Rowdy as usual keeps us up to date on Soaring news and the up coming Nationals to be held here in Hawkes Bay. Vintage is there and **Brett** reports on the annual NBHS model expo. My grateful thanks to those others who have made the effort to contribute this month. And a late entry from Wayne Cartwright reporting on last weekend's very successful Big Model Rally at Matamata

Apropos to my above comments about dealing with our treasure, **Danny and Anthony** have been helping deal with the late **Mark Larsen's** modelling estate. There are numerous items on the For Sale page for your consideration. Danny would dearly like to hear from you.

As well as loading the Newsletter link onto the club Website https://mfhb.org.nz/ as usual I've decided to include the Newsletter Pdf file in my monthly notification email to members and Associates. This means you can load it directly onto your desktop and have it available at any time and thus not be reliant on the club website. Because of the size of the file, sometimes this might impact a few users, but the Newsletter will still be available as usual from the club website once Webmaster Brett loads.

I hope you enjoy the read and look forward to your future contributions.

Barrie the editor mfhb September 2025.

78th MFNZ Nationals are ON!

The Nationals Team are delighted to announce that the coming 78th Nationals are ON! We have a new venue and location for the 78th Nationals and have been working very hard on sorting logistics. Our goals were to find a better location that is easier to find fields nearby, with all the functionality we need, in fantastic condition and which provides for closer accommodation, allowing everyone to mix-n-mingle more easily.

First, the dates. To hopefully hit a more reliable weather pattern and easier travel and allow new year celebration and family time, the dates will be :

- 3rd January (Saturday) Registration Day
- 4th January (Sunday) 1st days of flying events
- 8th January (Thursday) Final day of competitions
- 8th January, Prizegiving at 7.30pm

The venue is in Waipukurau, Central Hawkes Bay. Not only have we found an awesome site, but there are many activities and attractions in the region for those not actually competing, wineries, beaches, and more. Napier is less than an hour away. Waipukurau is an easy location to get to from North and South.

Highlights of the location include:

- A great sports complex with the facilities that we need for indoor flying, meetings
- Administration including meeting room for SIGs and most important, socialising. Baldrick's Burgers and the Prizegiving will be here.
- Right across the road is the local camping ground with facilities far exceeding what we have had in recent times including a very good Kitchen and dining area complete with freezers and fridges plus a laundry
- The camping ground has power sites and tent sites and some cabins
- There are three motels in town
- Fields are expected to be easier to find as this region peaks at a different time compared with the central Wairarapa. It's also Hamish Galloway's local area and he knows it and its Farmers.
- All the venues are within a block of each other so we can attend all functions with ease!

Charges will be reduced this year, reflecting the savings we are making in the venue costs. Full registration will be reduced by approximately 50%, that is $30-$40. Also, we are instituting a "Day fee" of $20/day for those who expect to attend up to two days.

Waipukurau Holiday Park

This time, we will not be managing camping, the Holiday Park is an independent organisation, and we urge you to make your bookings as soon as possible, They are expecting us in large numbers; quote "MFNZ Nationals" so they know you are part of us. Look them up on this link. https://waipukurauholidaypark.co.nz/

Motels

There are three motels available: two are within 5 or 6 minutes walking from the venue, and another further away on the main road south. They are expecting us in large numbers; Look them up on these links; Close by are:

- Tukituki motel on SH2: https://www.tukitukimotel.co.nz/ Have 14 units, they have booked all of them for us, and if you quote "MFNZ Nationals" they will offer a $10 discount
- Fergusson motor Lodge on Peel St: https://www.fergussonsmotorlodge.co.nz/ and quote "MFNZ Nationals" so they know you are part of us.

Also in the town, a couple of km away

- Thornton Lodge Motel: https://www.thorntonlodge.co.nz/ is on the main road south toward Dannevirke, they have 16 units. Quote "MFNZ Nationals" so they know you are part of us.

We repeat, note all accommodation needs to be booked directly and we would suggest that you start planning for this now.

The facility includes the Sports ground on the junction of SH2 and River Terrace adjacent to the Tukituki River and in this image includes those labelled as Russell Park and if we need, the CHB A&P Assn.

The town hall will be used for prizegiving supper and all functions after field functions with the availability for SIG meetings (in separate room). As things develop we will keep you all posted via the Nats website

Get booked in NOW! January 3rd to 8th 2026 . We have booked Hawkes Bay Weather….

CLUB ACTIVITY September '25

And the wind blows, and the wind blows, and still the wind blows. This editor hasn't been very busy, have you ? Nothing organised so this is what I've come across;

Tuesday 23rd September. I had an email from a visiting UK aeromodeller **Mike Edgecombe**, who wanted to meet and have a look at our field etc. An email out to the membership and we had a dozen or so turn up at the shed this morning for a Devonshire tea. Scones, raspberry jam and cream and a very pleasant morning was had by all. **Mike** has promised to send us information on his club in the Midlands UK. **Rod H** brought along his Dancing Wings Tiger Moth, what a delightful build that is, all laser cut and wicked together with thin cyano. A builder's dream ! A goodly turnout with lots of chat and lies !! Good to see **Barry Kerr** back on his feet after some shoulder reconstruction, to be known in future as **"Titanium Man "**

Sunday 28th September. Well at last made it to the field for a club Sunday. The forecast was a bit confusing and the northerly set in early confining flying to the brave. Once it went round to a sea breeze there was more activity and then later back to the north and we all went home !

Clockwise from top left;

Phil's Extra NG now fitted with wing tip whatevers which he feels significantly improves the stability and performance. **/ Rod H** flew his Cub immaculately in the early trying cross wind / **Phil and Russ** tuning and running up the 4 cyl motor in his Storch / Visitor, **Shaun** from Central HB early on flew this immaculate "Huey" Iriquois helicopter, powered by 12S lipo battery. / **David K** with his Mambo which made short work of the wind conditions under Dave's piloting skills.

AROUND the BUILDING BOARDS. Sept'25

Rod Hughes has started an interesting new project returning to more of his grass roots building as revealed at the shed on Tuesday morning.

https://www.dwhobby.com/products/dw-hobby-new-arf-balsawood-airplane-rc-model-800mm-32-de-havilland-dh82-tiger-moth%EF%BC%88scg39%EF%BC%89

A full build kit of an 800mm DH82 Tiger Moth. This is an exceptional laser cut kitset with all hardware, motor, ESC and servos included. Rod is quite excited especially as the mini size of the model is more suited to his mini sized lounge building table !

Dancing Wings Hobby.

Specification:

Wingspan:800mm
Length:690mm
Flying weight: about 420g
Suggested Power:
Motor:MM1908 1500-2000KV / Prop:7inch
ESC:20A /
Servo:3.7g*4pcs

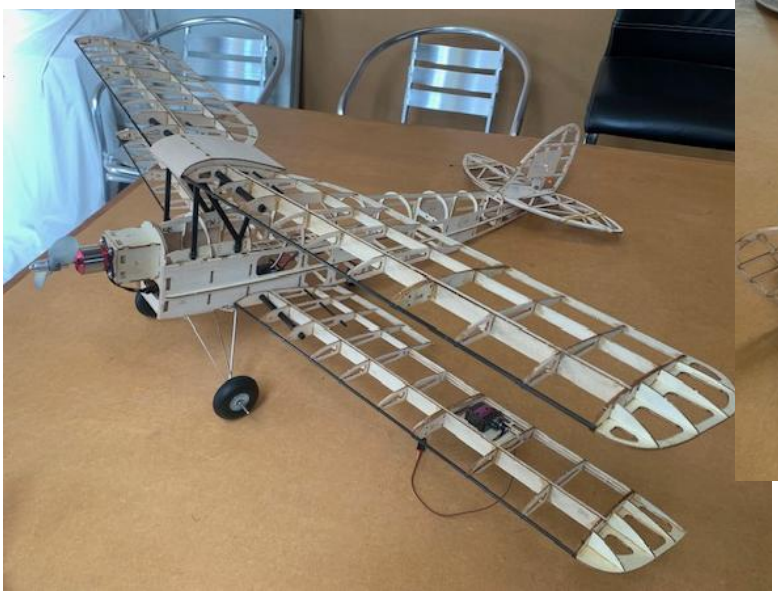
Features: As wooden airplane model, 420g flying weight, super light,almost same with foam airplane models which with same wingspan. Our Tiger Moth as the most famous airplane in the world, exhibit the best flying feeling.

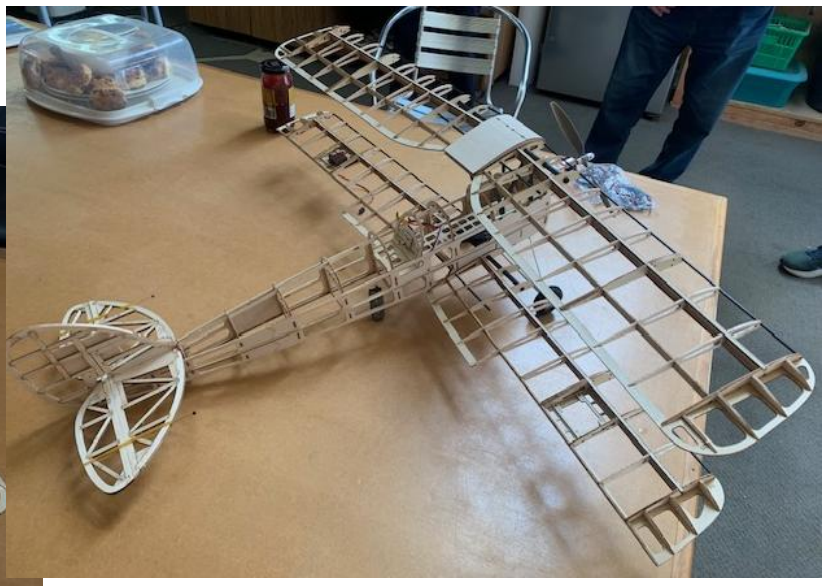
And what's even more exciting is that **Rod** is going to put aside his beloved Futaba Radio and command the flight with a **Spektrum DX8 Transmitter**. How good is that.

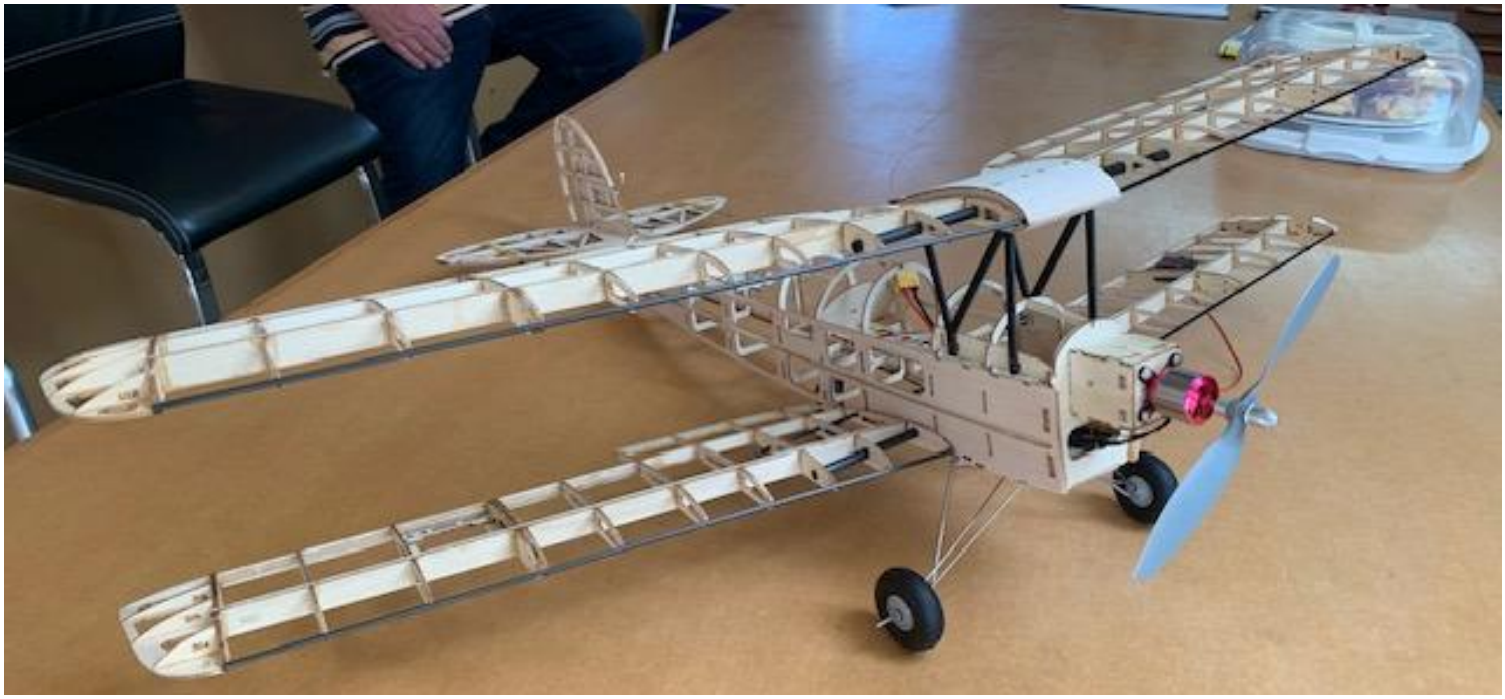
Nice one Roderick. ***Ed.***

Tuesday 23rd Sept.

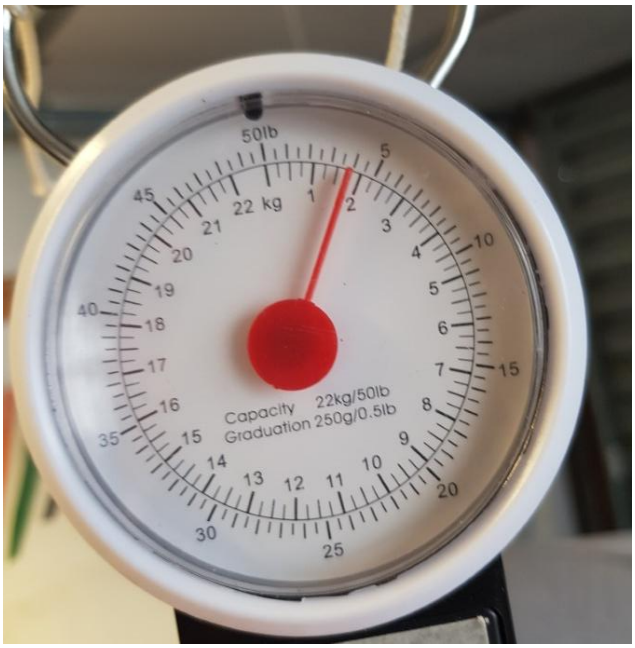
Great progress;

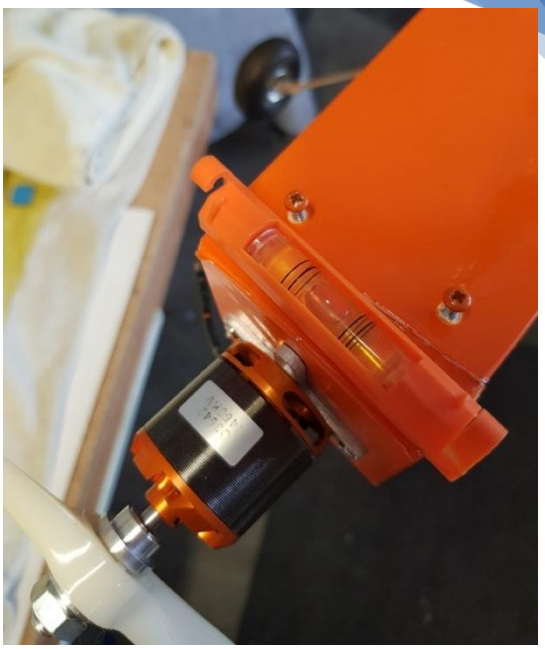






Dave Cantel has finished the Butterfly build and been busy adding colour and decals. The test flight is imminent, **Dave** reports*; just about to start balancing, have set up servos for elevators and rudder and have run the motor (without the prop)* 😅 *and it runs well.*
Hopefully all going well we should be able to have its maiden flight next week.





I am happy with final results and pleased with the 1.75kg (4lb) total finished weight. That is just above what the kit said however that was with .15 glow motor. Cheers Dave

Our old friend and long time member Alan Rowson writes from Hamilton about his latest conquest;

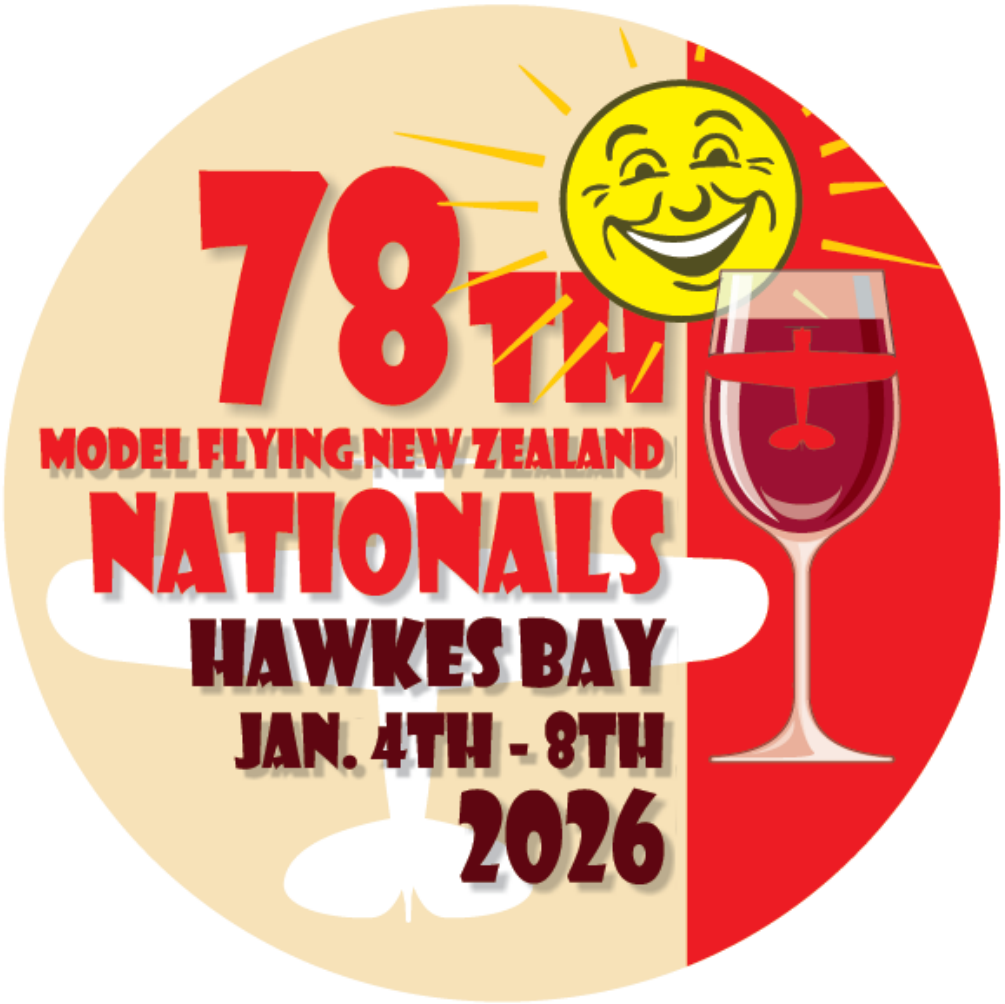
Hi Barrie, I notice that you want some more items for the MFHB newsmagazine..
Over the last 6 months I have been building a Balsa USA kit called a **Smoothie XL.**
This model has a wingspan of 88.75in with a wing area of1396 sq inches with a fuselage of 72inches 14 to 16lbs. I have powered it with a DLE 30cc
It took nearly 10 Meters to cover.

The build was very straightforward with excellent die cut parts and every piece fitted perfectly, **Gordon Meads** has a cutting machine so he cut the lettering for me.

This model is meant to have nice big spats but I cut off the wire too short by mistake and was unable to fit the spats. Never mind they can be a nuisance when the grass is wet.

I Now need an 18x10 prop so will have to wait for the test flight until I can get one.
Sending a couple of photos.

Cheers, **Alan Rowson. HMAC, ex- MFHB.**



Info, Hints and Things. September 25

Don't believe everything you see on social media.

Aren't we fortunate to have Mr Engine Fixit amongst our membership. I had this interesting email from Phil Sharp commenting on his latest project. Phil writes;

A tale of two engines.

I was recently asked to look into two four stroke engines that were not running properly. The first was an NGH 38, bought second hand and then flown for some time, but in the words of the owner, ran "like a bucket of s...t", and hard to start etc, etc.

The first suspect is always the carb, but apart from a slightly stiff diaphragm, it seemed OK. I did the usual rebuild just to make sure. The spark plug and ignition timing were also OK.

The next check was the tappet clearance, and that revealed the problem. The clearance should be .03 to .08 mm (1.2 to 3 thou) but it measured almost 1.5mm!! It was a wonder it ran at all! One rocker pivot was badly worn, and the push rods were approximately 1mm shorter than spec. The ends of them were worn down by hammering from excess gap. I checked the cam and that was OK.

New rockers and push rods had the engine running sweetly again.

The second engine was a Saito 3 cylinder radial, again purchased second hand, along with the aircraft, and flown very successfully for some time. The initial problem was a broken spark plug (1/4 32 type), obviously causing it to run on two cylinders. This was replaced, but the engine would still only run on two.

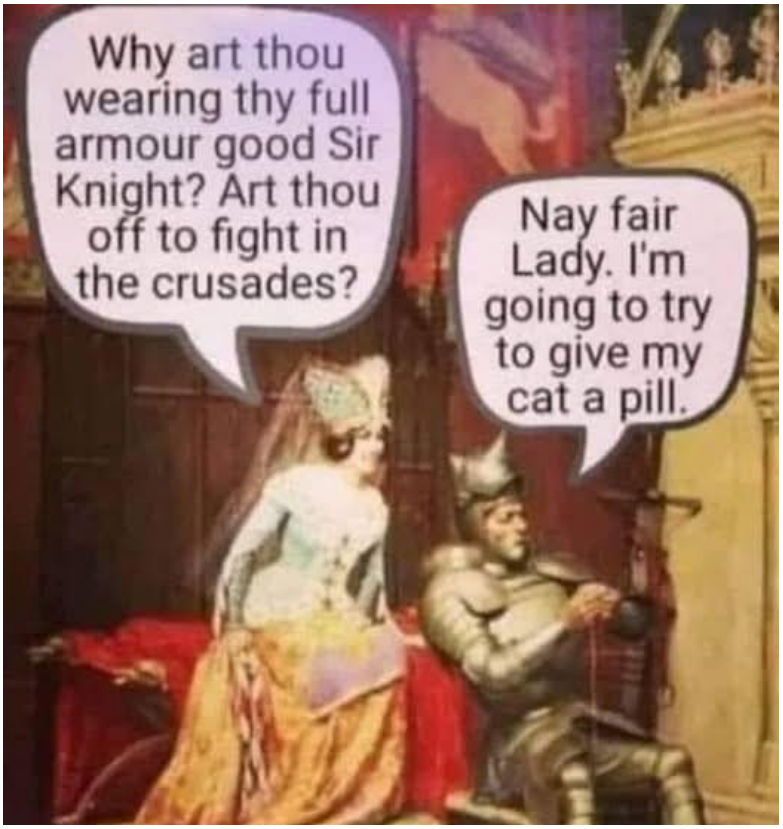
Sometimes the ignition can break down if it is powered up without a spark plug in the cap, (if you are testing an ignition system always have a plug in the cap), but this was not the case, as all three plugs tested OK.
Further investigation revealed that one cylinder had very low compression, and a very oily exhaust.
I then removed the exhaust ring and the cylinders for a good clean, and a check on the valve seating.
They looked reasonable but I reground the valves to make sure. I reassembled them with new gaskets and O rings.

I was cleaning the exhaust ring when I noticed that the pipe from the cylinder to the ring on the problem cylinder was almost completely blocked by carbon buildup. The ID of the pipe should be 8mm, this was about 3mm, no wonder it wouldn't run! I cleaned out all three pipes and re assembled everything. There was a big improvement in compression on all cylinders, and although not flown yet due to weather, it is running smoothly again.

They are both good engines but like all four stroke's they require a little "TLC', particularly regular tappet adjustment.

I am very happy to help at any time. Regards, ***Phil***

Join the queue Guys, This editor is about to visit Master Phil's workshop this week to have an engine problem sorted. Ed.



Our UK correspondent Colin Stevens just sent me this latest piece of local news;

NEWSFLASH ! "The Chichester Bypass is currently blocked after a collision between a milk tanker and a lorry carrying cornflour, both vehicles spilling their loads. Apparently, the vehicles were engaged in a race, and the drivers are now held in custardy."

"**Groan"**

"More Sharp Magic" Pt.6 Sept 25

Again, another productive month in his magic workshop
Phil reports progress to date;

Hi Barrie,

A lot of work, but not a lot to show apart from a couple of bins full of swarf!
Still that's the nature of machining steel compared to aluminium.

I made a start on the crankshaft by machining a piece of 4140 steel bar to the correct OD, making sure it was exactly the right diameter over the full length (350mm).
This was then cut into 12 pieces for the crank journals.
The next operation was to turn these to take the 30mm double row main bearings, and to machine them to the correct thickness.

These were then mounted in a fixture on the rotary table on the mill for the rest of the operations.

First was to drill and ream the crank pin holes. The crank pins are made from 10mm hardened dowel pins, with a 5mm hole drilled thru the middle. Although the pins are approx 60 Rockwell a carbide drill will cut it, but only just! Three drills to do six pins, and a lot of patience. The hole in the journal needs to be 0.08 under 10mm for the press fit, (three to four tons pressure). The V4 had the same system and I bored those with the boring head. This was very difficult to do accurately, and I wasn't entirely happy with the result. Ideally a reamed hole would be better. After some searching on good old AliExpress, I found a carbide reamer 9.92 dia, perfect! ($25 delivered!!!) This was a much easier way of machining the holes, and much quicker.
This was duly completed, and it was on to the next step, which was to mill the counter weights. I am part way through this process, with probably another weeks work to complete. I also machined some tooling to press the crank together, again similar to the V4.
I finished off the con rods by fitting a bronze bush in the little end and drilled a small hole for lubrication.
I am waiting for some 7mm dia silver steel for the gudgeon pins, to arrive, and once all the journals are completed, I will, hopefully have a finished pair of cranks.
Once the cranks are finished it will be onto the cylinder liners and pistons.

Regards
Phil.

A Future for My Engines;

Stephen Wessel

Readers may recall a series I wrote for your Newsletter about 4 years ago about my three large aero engine models. One of them, the Gnome 'Mono', was designed to fly, which it did very successfully until the pilot and aircraft builder decided he was more interested in fast jets. So the engine came home and has been bench run from time to time, along with the other two, the big radial and the V8, giving occasional pleasure and opportunities for tinkering. No thoughts of flying these as they are too precious, large and heavy, apart from the fact I have no personal experience in aeromodelling.

So what am I doing writing again in your magazine? Well as the years advance, like a lot of model makers I wonder and worry about the future of these things, awkward to move around and vulnerable to accident as they are. Unlike model aircraft or steam locomotives, aero engines, however rare and true to scale they may be, are hard to sell. There is no ready market. The big auction houses in the UK that once had model engineering departments such as Bonhams or Dreweatts no longer do. They would say there is no serious money in it for them and one of the reasons for that is that there are so few true, *unique* models being constructed. Without them a solitary builder like me has no access to the tiny handful of specialist collectors around the world that might, just might, offer a sensible price.

For a long time I drew a blank. No one in my family has either the interest, knowledge or space to accommodate them. I felt it important that although not ready to part with them immediately I should have a plan for their eventual disposal, mainly to save my wife from having to deal with the issue should the worst happen.

I phoned many of the aviation museums around the country, some of which showed interest only to explain quickly that actually they had no room, or didn't "do" models. On this latter subject one might sympathise: a model is after all just a copy of an original prototype. It might be a really superb copy, exact in every detail, a 'work of art' you might say (mine incidentally are not!). But try asking an art gallery to accept your beautiful copy of an old masterpiece! Laughter and probable arrest would quickly follow. Museums are constantly being offered model collections once owned or built by someone now deceased, yet I am told that the vast majority are to commercial designs and carry little or no provenance. As exhibits therefore they are meaningless.

It appeared increasingly likely that the engines that had given me so much fun in the building, the running, the tweaking, would, with no indication of a fairy godmother lurking in the shadows, be without ceremony taken to the local dump. People quite naturally expressed horror when I voiced this thought and yet, what do you do? Nowhere to keep them outside the workshop, no market, no family takers nor any real interest from fellow model engineers who seem exclusively interested in steam.

I had another go with the museums. Suddenly my luck changed. One that had escaped my original list was the Avro Heritage Museum sited on the old airfield at Woodford near Manchester. This was the home of all those famous aircraft from the very first Avros, through the 504s, the Lancasters and Vulcans. All famous. The museum responded quickly and positively to my email while it became clear

that it is run by enthusiastic volunteers many from an engineering or aviation background (unlike the bureaucrats who tend to be in charge of the larger institutions). All three engines have strong Avro connections, the Siddeley Lynx having being the RAF choice for the 504N. They would be presented as a donation in return for mindful and knowledgeable curation. There is even talk of the possibility of running them occasionally with or without my attendance.

From my point of view this is an excellent result because it means the models will be seen by the public, many of which are going to be university engineering students, given the proximity to Manchester.

Supposing I had managed to sell them via auction: an anonymous buyer probably from overseas, a sum of money less than I had hoped minus seller's premium of course and then? I should never know who or where or ever see my work again. That would be tough.

So last June no less than four museum staff made the 6 hour journey to witness a run of all three engines, then take them away. Their enthusiasm was tangible, confirming that I had made the right decision. Preparations for display later this year are going on now. *Stephen.*

ENV Type F 60Hp

Gnom9-B2(Monosoupape)

Armstrong Siddeley Lynx IV

Letter from South Pole or Somewhere

Our South Island Correspondent Mike Anderson has again come to this Editor's rescue with an interesting report on his foam glider conversions, he writes;

I received an e-mail (as all readers of the HBMF "Propwash" did) from the editor, threatening me with withdrawal of reading privileges (i.e., the next issue would either be late - or not happen at all) if we, the potential readers, did not submit something [or anything!] by the next publication date.
Coincidently, that morning, I was doing a 'clean install' on my laptop and was discarding 'stuff' that had no longer had any value whatso-ever.
Now, also coincidently, I recognised the arrival of the editor's email as an example of *"synchronicity".* I have saved any reader who has stayed on this page so far from rushing into Google, by going there for you:

Noun: Synchronicity is the phenomenon of experiencing two or more seemingly related events that appear to be meaningful but lack a clear causal connection. Coined by Swiss psychiatrist Carl Jung, it's defined as "meaningful coincidence" where the subjective meaning an individual finds in the connection between an internal experience and an external event is key. While most scientists view these as coincidences, Jung believed they represented a non-causal principle linking the inner and outer worlds.

So there! What was even more of a coincidence, was the concept of '**synchronicity**' was introduced to me by the editor's wife, on one of my visits to Hawkes Bay to learn from the Master…… So rather than just discard the article that I wrote nearly 2 ½ years ago, what better way of passing on lessons learnt than daring the editor to publish it.

I had used the Covid lockdown time to build more planes, all based on the low-cost glider made by ANCO and sold throughout NZ by K-Mart. During a post-Covid pause, I had tried converting other gliders, using techniques learned along the way with the ANCO glider.
The original conversion of "Cheetah" was written up, and is reproduced here – Editor willing…... Since this time my fleet has continued to grow, and the ANCO glider, and when I can obtain them, the ALDI version of the glider available intermittently from Australia, have served as 'testbeds' for several different aircraft design, and propulsion methods.

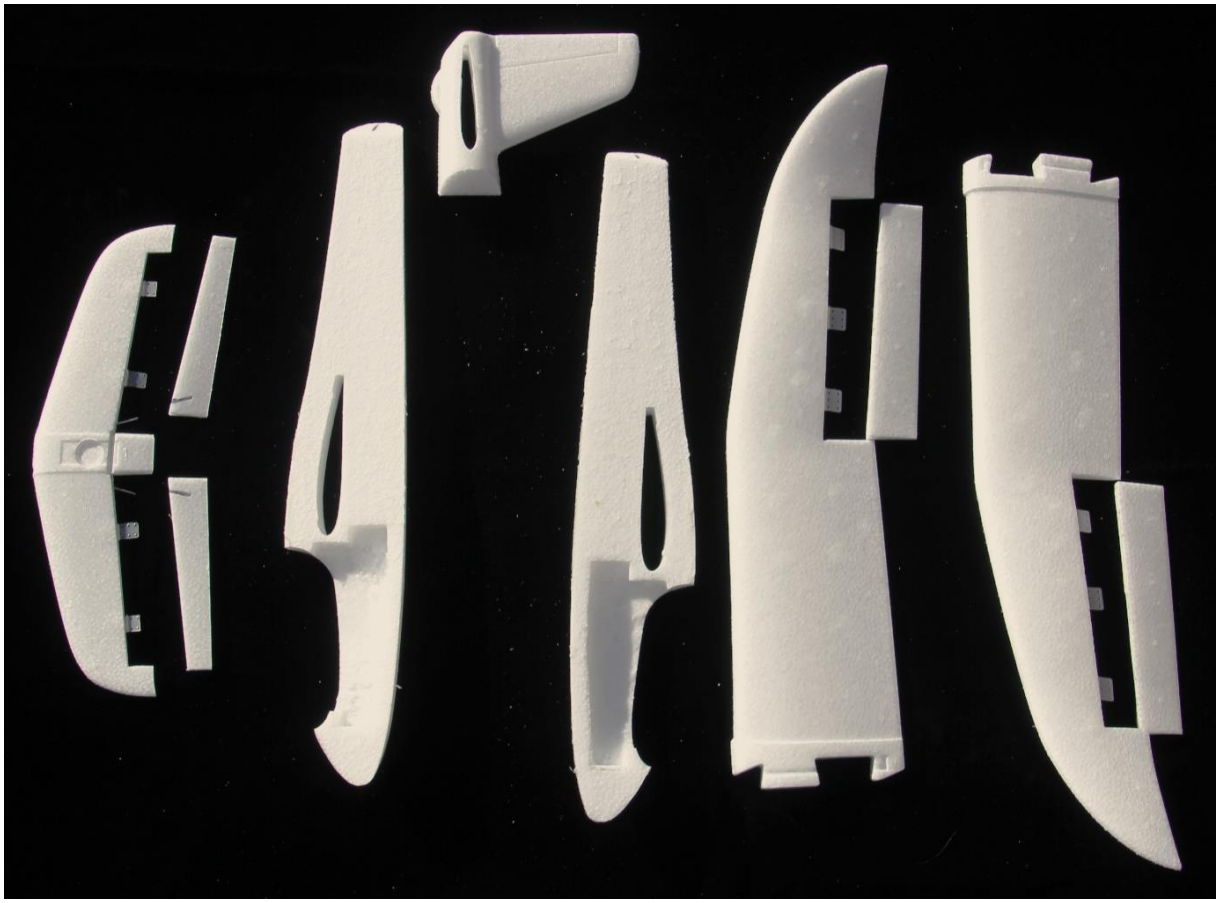
Converting "Cheetah"

Moving on from ANCO (Lidl) glider conversions. The 'lockdown' was a good time for me as a model builder. It coincided with the opportunity to obtain the "Lidl lookalike" glider (sold in NZ by K-Mart as ANCO), and experiment with various modifications, guided by designs published on the Lidl glider Face Book page. The result, to date, is my 'squadron' - all have flown successfully.
The front one is the original glider - converted for slope soaring, followed by front mounted motor, an

EDF, and a "P-38 lookalike". The twin boom pusher, the standard twin, and the pylon mounted motor

version have all been fitted with drone motors with small 3 blade props. I find that these motors have more ‘grunt’ with lower weight when they run on 3S (the others were all designed around an 800mAH 2S battery). I have experimented with various combinations of dihedral / no dihedral, and ailerons in the original place, or in the outer wing panel. Any, or all the changes, has resulted in quite different flying characteristics of the final version.

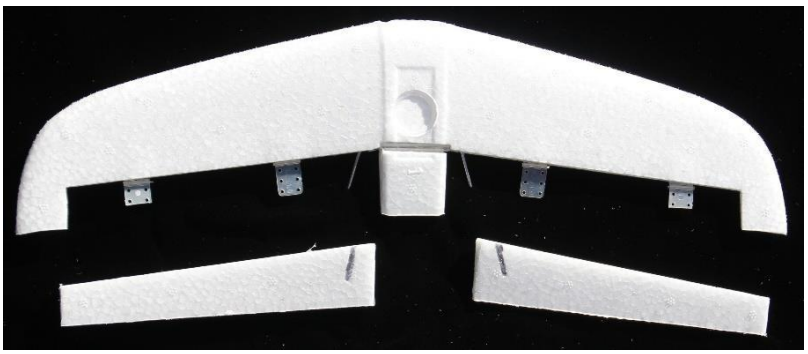
I live across the road from Lake Hawea, and the presence of calm water has led to a float plane version being almost finished and ready for trials. When the wind blows down the lake, there is an updraft against the cliffs (about 500 meters along the road) which is ideal for slope soaring! This has naturally led to looking at other gliders that can be easily converted. Adverts on the Internet had already suggested the “Cheetah” (also referred to as Styrofoam “Model Glider”) as a possible candidate. I bought 3 from Banggood, for about NZ$15 each, but currently they seem to only be available from Amazon or EBay at a much-inflated price. The most obvious feature when first obtained was its very flat glide path. The wing/airfoil design is much better than the ANCO models, and while the wing has a longer wingspan (99cm) it is more flexible.
I converted my first one as follows: Following the techniques, I had developed for the ANCO, I removed the tail section (using a ‘V’ cut – more surface area when regluing) and split the fuselage longways with a hot wire. I then hollowed out the cockpit area. Usually, with the ANCO model I would also reinforce the rear of the fuselage with a 4 mm carbon fibre tube, extended into the tail section, but found that this glider was made of different, stronger foam, and has a greater cross-sectional area, which made reinforcement unnecessary. Similarly, I didn’t need to reinforce the cockpit area with 1/32” ply as I usually did. However, I may reinforce around the nose/cockpit area when I fit a motor to future models….

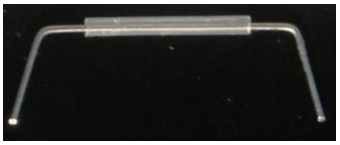


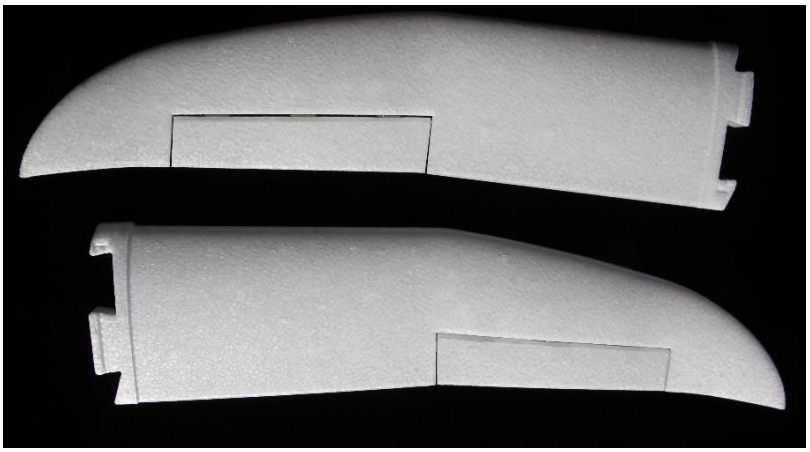
I cut out the ailerons, and elevators, and reattached using nylon hinges, fixed in place with 5 min. epoxy. (protecting the hinge from the epoxy by painting with liquid petroleum jelly Vaseline)

There are interesting discussions on the Lidl Face Book pages about the benefit of using tape for the hinges (and on the bottom surface only!), rather than creating a gap when using nylon hinges, all relating to airflow and turbulence. However, the overall finish of these small gliders with their thick trailing edges etc., in my opinion doesn’t justify that degree of ‘technical’ innovation!

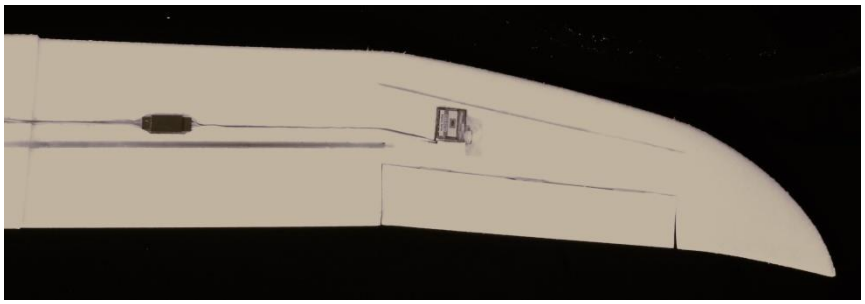
The tailplane deserves special mention with respect to the elevators. I placed a piece of wire in a plastic tube and then bent the ends. I cut a groove through the rear part of the centre part of the tailplane.
After attaching the elevators to the hinges, I cut a small groove for the wire ends to sit in the elevators. I then glued the tubing, and the wire ends in place, making sure all were on a level, flat surface.



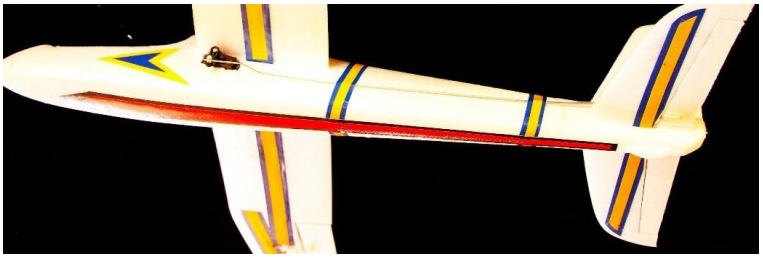


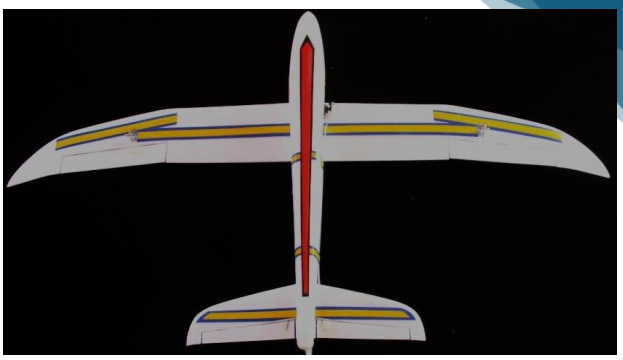


The wings were joined at their centre section and then a 4mm CF tube was inserted out as far as the start of the dihedral, to reduce the flexibility of the centre section. There was still more flexibility than I wanted in the outer panel(s), so I reinforced this with 2 mm CF rod.
The wing servos were 4 gm miniature ones, and these were fitted next. I elected to use extension leads rather than make up a 'wiring harness' and solder a new length, because I find it easier to replace a servo if they can be detached from their lead-in wire. The fuselage was glued back together, and the wings and tailplane fitted.

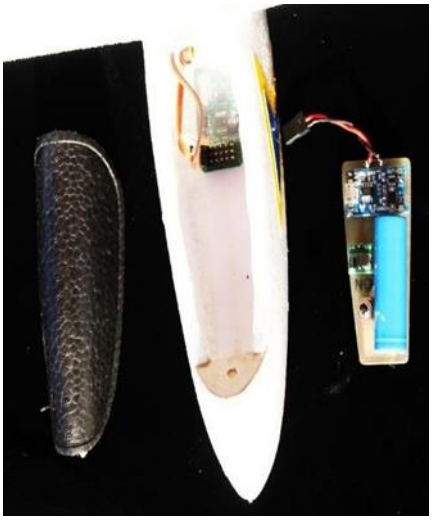


I have been in the habit of fitting the elevator servo in the tailplane / rudder area, but it was evident that this model will be tail heavy (I was taught as a rule of thumb that 1 gram in the tail needs 6 grams in the nose), so I elected to fit a 9 gm servo in the fuselage near the CoG. and run an external pushrod along the fuselage and held in place with tape.
The areas reinforced with the CF were covered in tape for appearance, and I also added more trim using Bear cloth tape - mainly to help with orientation





The cockpit cover was hollowed out and restrained in the front by a peg made from a meat skewer.
I also add a piece of 1/32" ply to reinforce the front of the cockpit, where the peg inserts.
The rear of the cockpit cover is restrained by a magnet.



Finally, I inserted the receiver, and the battery.
For my gliders I have prepared a pcb using a 3.7V Li-ion battery, a switch, and a small 3.0V to 5 V converter.
This arrangement gives me about 10 hours of flying time, and acts as nose weight for the CoG.
I have included a battery charger on the pcb, which will recharge the Li-ion back to its max 4.2V via a 5V USB connection, with a red light changing to green when the battery is fully charged.
The lot is held in place with Velcro, and I just swap the boards when recharging is due.

What have I learnt from this exercise….?

1. Different gliders are constructed from different foam! I didn't need to split the fuselage (although this technique I find makes it easier to remove the unwanted foam from the cockpit area.) However, in future conversions involving a motor I may reinforce the cockpit area with 1/16" ply as I have done in the ANCO models.

2. Styrofoam is nicer to work with than the foam the ANCO gliders are made from.

3. The stronger foam and thicker regions in the Styrofoam model, that were a potential fault with the ANCO, eliminated the need to reinforce the fuselage/tailplane region.

4. The techniques that I learnt when converting these foam gliders have made me an expert in putting any crashed foam plane back together - a bit like doing a 3D jigsaw!

5. I read recently, in one of the Face Book pages, a comment from a flyer ridiculing the need to reinforce the planes at their vulnerable points, saying that he "built his planes to fly, not to crash". I have given this statement much thought and have decided that I "build my planes to last", as the plane's flying ability always seems to exceed my flying ability!
   Mike Anderson 2025.

f- F3B – Round 4 Black Bridge Hawkes Bay

Dave Jame's Shinto

Andrew Stiver with his Fosa

The event was planned for the first weekend of September on our busy soaring calendar. The forecast wasn't exactly brilliant, but we had good entries and wished to push on, hoping for flyable weather. The Hawkes Bay boys had secret practice on the Friday with Andrew Stiver test flying an all new Fosa he had just purchased and Kevin Botherway sorting out his Shinto on his new Jeti radio. The wind was blowing quite hard but good enough for some testing and launches. Andrew Hiscock and Myles Moloney joined in as well for some practice.

F3B is a demanding discipline within radio-controlled gliding, testing pilots across three distinct tasks: Duration (Thermal), Distance, and Speed. Each round challenges competitors to extract the best performance from their gliders, balancing precision flying with tactical judgment.

Action at Base A with Kevin Botherway and Andrew Stiver competing in distance. Saturday started with clear skies, ideal for early thermals but by midday, the wind picked up a little and remined fairly constant for launching into a slight side on breeze. Some epic distance slots were flown with some great total laps over the 20's.

Our new F3B system worked flawlessly, and we got 2 rounds of distance and duration away with 3 rounds of speed. As usual the thermal slots first up did do some damage to the scores as these planes aren't the greatest for thermaling. And thermals were on then off with some short flights. We had a turnout of 10 entries with a bit of downtime during the day. Speed runs were slow for most and the average time was way slower than usual

We had a great lunch break with Joe on the Barbecue. That evening we had a meal at the local pub and watched the All Blacks win against the Springboks (the serious comp for the weekend!).

Peter Williams helping with lunch

Robert Morgan also helping with lunch

Sunday was looking quite windy in the forecast, but we hoped we may get lucky and some flying away. We assembled as usual in the morning and set all the gear up with the weather suggesting it may get a little breezy. First round of duration started then the real wind arrived with the four contestants having serious trouble getting their planes back to the ground in one piece. After this slot we decided to hold off. Unfortunately, the wind strength continued to increase which resulted in the end of the competition.

There is no doubt that the flying quality has been improving. It certainly gets tough towards the sharp end of the scoreboard – Thank you so much to everybody with heaps of help all round in setting up and especially Jane Hiscock who did approximately 25,000.. steps fetching winch lines!

Jane Hiscock winch line fetching

A fantastic result for Richard Thompson, flying really smooth and controlled although he did dispose of 3 winch lines for the weekend! Rowdy and Joe were virtually tied, with the smallest of margins between them.

Best distance was 23 laps by Richard Thompson

Best speed was 16.62secs by Joe Wurts

All scores online : https://www.gliderscore.com/OnLineScores.aspx

Results To Round 3

#	Name	Ctry	Score	Pcnt
1	Thompson, Richard	-	6791.53	100.00
2	Wurts, Joe	-	6745.71	99.33
3	Botherway, Kevin	-	6745.50	99.32
4	Williams, Peter	-	6687.24	98.46
5	Glassey, Peter	-	6430.71	94.69
6	Stiver, Andrew	-	6308.12	92.88
7	James, David	-	5896.76	86.83
8	Moloney, Myles	-	5561.03	81.88
9	Hiscock, Andrew	-	5544.48	81.64
10	Morgan, Rob	-	4844.09	71.33

NZ SOARCHAMPS 2025 - October 16th <> 19th.

Event Timing: October 16th <> 19th
Event Address: Black Bridge, Hawkes Bay
Contact us at 0275 570470 Kevin Botherway

Soarchamps 2025 October 16th to 19th in the sunny Hawkes Bay! 7 Various events stacked up for some great Model Glider Soaring. F3B F3J F5J F3K F5K Radian and the new eRES. We plan to have evening meal on the Saturday with a seminar from Joe on model overall setups.

Enter Here: https://forms.gle/aySKX3rvkcbhq3h6A

Vintage Report. Sept'25

Saturday 20th, Reasonable forecast and a chance to fly this month's **NDC Sport Cabin Texaco** competition. **Dave Crook** was visiting **Brett** and brought a bunch of models with him **and Rob Lockyer and I** joined in for some sport and NDC flying.

The morning started with a cloudless sky and a light southerly drift. Quite early on this changed to a light nor'easterly and at times there was some good lift up high at the seaward end of the field. As usual it is a challenge with these small models and the limited 2S 200 mah lipo batteries and we had some interesting flying with flights varying from seven to fifteen minutes depending on the conditions. Results for NDC;

NAME	MODEL	1 FLIGHT	2 FLIGHT	GRAND TOTAL
BARRIE RUSSELL	COURTESAN	835	939	1774
ROBERT LOCKYER	COURTESAN	781	437	1218
BRETT ROBINSON	TOMBOY	648	465	1113

Above, **Rob** launching his Courtesan into the building north-easterly. Myself running up my John Ensol Tomboy with a Cox 0.49 that Bernard Scott has very kindly set up and given me. A bit windy now to make the test flight, but with a six to seven minute motor run (no throttle control) it should perform nicely in ½ A Texaco and Sport Cabin Texaco. It will be a new experience, I'm looking forward to it. **Ed**.

Our Vintage community within the club is building nicely with Rowdy joining the group having finished his Stardust, re-furbishing his Tomboy and about to start a Gollywock build for Vintage E Rubber. Stu S and Rob L are at the covering stage with their new Stardusts and Stu is viewing a small vintage build for Sports cabin Texaco. I think I'm well on the way to convincing Phil that he needs a diversion from building motors and vintage is just the ticket ! Russ N, Graeme R , Mike S, Ross B and Anthony H all have competitive models and Stan, Brett and I are loaded ! Next years NDC and Vintage sport flying should be well represented and a load of fun. We just need to convince Tony I to bring his treasures Stardust and Gollywock out for some test flying and well have a Dozen !

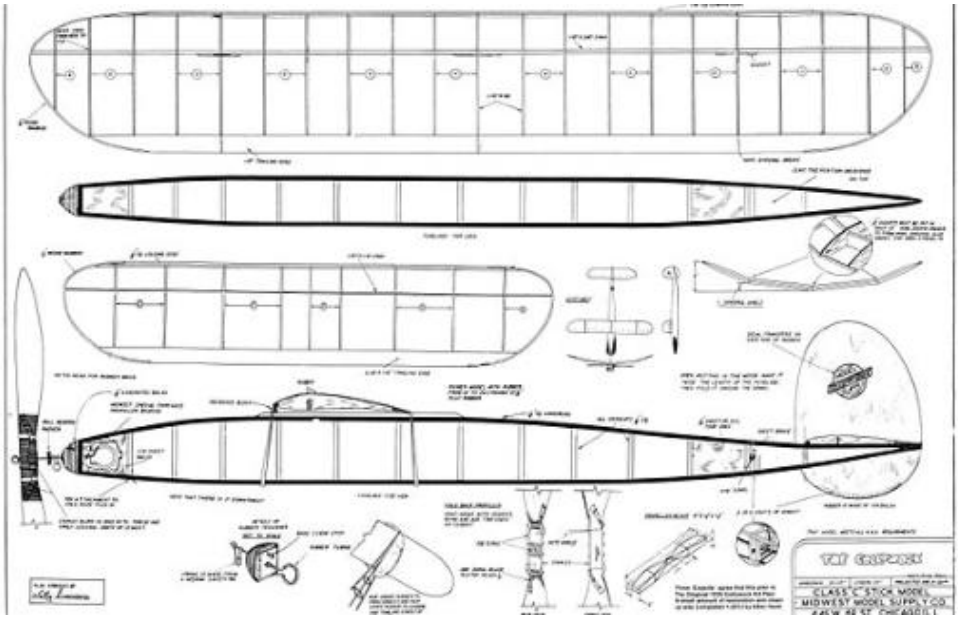
The New Vintage rules combining the present Vintage and Classical and other changes reducing the number of classes from 16 to 9 are available on the MFNZ website .

https://drive.google.com/file/d/1L2IguIfhgJvMDBu_MkcoA64Vvsf31FLd/view

One rule I believe might need a little refining is that of Vintage Sport Cabin Texaco where IC and Electric have been combined to help with the reduction of classes. The new rules state;
(e) The two separate types of models;
(i) Models have IC engines up to 1cc (0.61 cu. in.) nominal capacity.
Maximum fuel tank size is 3cc. The fuel tank is either integral of the correct capacity or a separate commercially available unit, or a home-made tank that is approved by the Vintage SIG Committee.

(ii) RC Sport Cabin E Texaco. Models have any electric motor with direct drive.
The motor battery is a 2 cell LiPo with maximum capacity 200 mAh.
Throttle control may be used only to decrease motor speed in flight: it may not be used to increase motor speed. This moves electric powered models closer in thermal influence performance to IC powered ones as IC engines cannot be stopped when in thermal lift and then restarted.

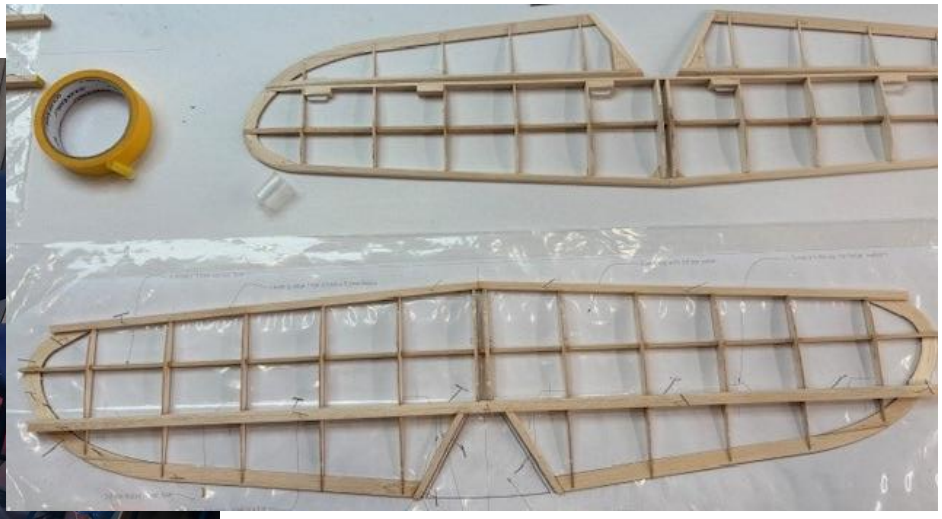
I believe with the electric motor control on the throttle stick this could be very difficult to achieve, not ever increasing the motor speed. Maybe putting the motor control on a three position switch might be more suitable, position 1; Full throttle, Pos 2; Cruise throttle and Pos 3; motor OFF. This would leave the throttle stick for Rudder/Aileron control alone, just as the electric sailplane flyers do. **Your thoughts ??? Ed.**

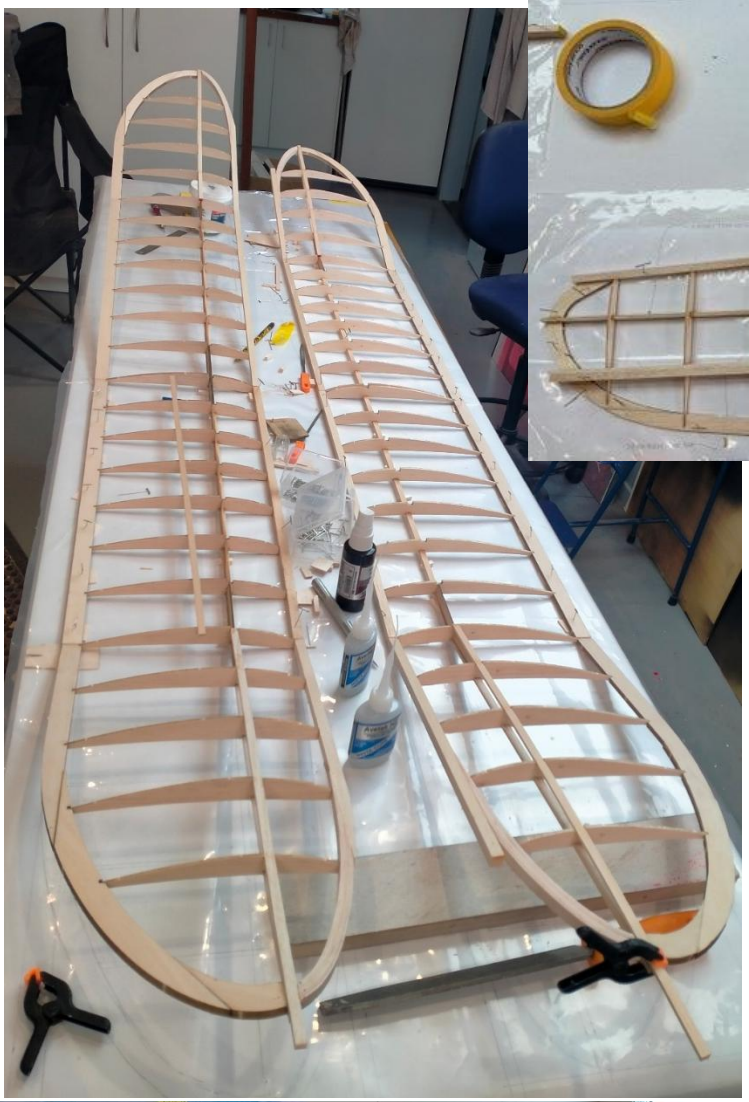


Gollywock

A Tale of Two Stardusts

Stu Sturge and Rob Lockyer have set up a joint project building two Vintage Stardusts in Stu's new workshop. The build is progressing great guns with **Stu** the experienced building master and **Rob** the keen self confessed apprentice. The models are built from **Hangar One** Laser cut kitsets.





The kits are well engineered with all the formers and ribs laser cut and accurate and with the judicious use of cyano go together well and at quite a pace. These guys are having a ball in Stu's nice new work place. Both models have a plug in undercarriage wire, a much more convenient setup when fitting gear and covering as opposed to working around a fixed undercarriage. They have fitted two 5.5 gram HV servos in the rear of the fuselage which allow for short linkages, and the models will be powered by DYS 3542/6 1000kv brushless motors.

NBHS MODEL & HOBBIES EXPO 2025

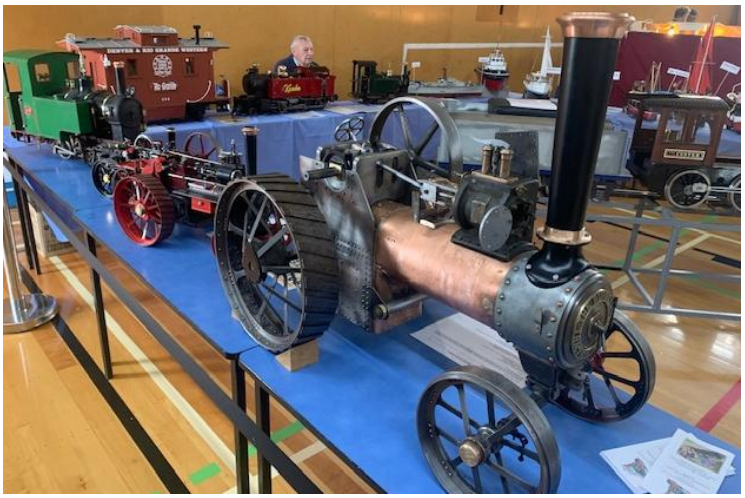
NAPIER BOYS HIGH SCOOL – Brett reports;

This annual event was held at the school once again on 20/21 September 2025.
Setup day was Friday evening, with all manner of plastic models. R/C trucks, steam engines, model boats, gemstones and others all arriving and stalls and displays being setup.
Saturday morning from 9:00am, the rush was on, with public numbers coming through the doors at a rate that exceeded past events by a good margin. After lunch it slowed a bit, but the public still kept coming in right until the 4:00pm closing time.

The plastic models, a retailer (Boathouse Collectables) and War Hammer gamers were located in the small gymnasium.

While the R/C Trucks, Gemstone exhibition and Model Engineers where housed in the large gymnasium'

A good range of plastic models were on show by the Hawke's Bay Plastic Model Group, NBHS schoolboy's and the R/C Trucks and Machinery were amazing to watch. The Model Engineers had steam engines and other machines there, both inside the hall and outside displayed, the Gemstone display was also interesting. The Hawke's Bay Model Boat Club also had a display in the entrance hallway, with some impressive hydroplanes and scale boats being displayed.



Sunday was a bit quieter, but a good number of the public also came along, until around 3:00 pm when everyone packed up and departed for home.

Thanks to organiser Robert Arrell and his boys for assisting before, during and after what was a very successful event!

See you again at the 2026 edition; **Brett Robinson.**

Big Model SIG Rally Waharoa 20/21 September

Report by Wayne Cartwright, photos by Grant Finlay

This rally was hosted by Matamata-Piako MAC at their site on Jaggers Road, Waharoa. It was very attended, with 30 pilots and 49 aircraft, as well as many spectators. Flyers came from Palmerston North, Taupo, Rotorua, Hawkes Bay, Auckland, Tauranga, Hamilton, Cambridge and Matamata. The rally demonstrated that interest in Big Models is strong and that the simplified rally format is enjoyable in terms of both flying and socialising.

Twelve models had been certified by the Large Model Programme and therefore flew under CAA Part 102. The other 37 models were Big Models according to the MANZ Classic size specs and flew under Part 101. There was no confusion regarding these two categories of models.

Most flying took place on Saturday which had excellent weather. Sunday was overcast and quite windy. Some of the highlights were: The overall feeling of relaxed enjoyment and fellowship.

Stan Hodson's recently-certified 4 meter Cessna 185 built from a TMMY Composites kit. It was ably flown by Grant Finlay, who commented that it 'needs to be flown like a full-size.' As expected, this big and heavy model coped well with the wind on Sunday.

Phil Churchill's very realistic low-level flying of his 'Dusty' (modified Pawnee) powered by a King Tech turboprop.

Gordon Mead's fleet of four models over the two days. Two had belt-reduced Zenoah G62s – a 40% Pober Pixie and 1/3 Stampe S4B. The others were a 1/3 Smith Miniplane and a 1/4 Stinson Sentinel. Gordon probably did more flying than anyone else.

Dennis Clark's 1/8 scale DC3. It has a lot of detail, with thin aluminium covering showing countless rivets. This model was certified way back in 1993 but had not been flown again until recently, with Colin Austen demonstrating it very nicely at the rally. It was also great to see Colin's own venerable Beech C18 (twin Zenoah 62s) being flown again.

Two very large but nimble aerobatic biplanes. One was David Kenright's Flex Innovations ARF Mamba 120 (DA 140 with pipes).

And the other a 47% Pilot ARF Pitts Challenger (DA 240) flown by Adam Butler.

Mike Brigg's grandsons helping (?) him to start his Ugly Stick. Great to see.
Also, three scale sailplanes were being aero-towed.

The 'Balbo' concept was trialled on Saturday. This idea was borrowed from the Duxford airshows (UK), where the last event of the day is a balbo – getting as many planes into the air as possible for a mass formation fly-by. At the rally, we tried a 'Biplane Balbo' over a 30 minute period. Six models were started and five flew. (See photo of the models intact after the balbo – Mamba, Pup, Miniplane, Fokker D7, Tiger Moth.) Pilots said that the sort-of coordinated flying was fun. The idea worked well enough to do it again. At the March 20-21 Rally in 2026, the balbo will be for Stick-type models, including modified versions of the great old Ugly Stick design. It is great to see the Big Model movement in good heart again. In 2026 there will be two rallies at Waharoa, and rallies at two other NI sites are expected.

Wayne Cartwright HMAC Sept 21025.

2026 NATIONALS VRC and VFF PROGRAMMES

The 2026 Nationals programs for Vintage Radio and Vintage Free Flight will follow the expressed preferences of fliers.

Vintage Radio uses the newly voted-in changes. For each entry the flier decides the day on which it will be flown.
Note that once an event is started, all flights for that event and fly off if needed must be done on that day.
Day 5 will be used only at the discretion of the CD if other days are "rained out".
Radio events: Precision, Duration, 1/2A Texaco, A Texaco, Open Texaco, 1/2E Texaco, E Texaco, E Rubber Texaco, Sport cabin Texaco.

Vintage Free Flight events with 3-minute maximums will be combined according to era, as voted for. Note that this method of combining events has always been allowed under Rule 9.2. For each era (Vintage, Nostalgia, and Classic) there will be one "Combined" event that includes Glider, Power and Rubber designs of that era. To illustrate this - on Day 3 the Nostalgia Combined event will have Nostalgia Glider, Nostalgia Rubber and Nostalgia Power models flying in a single event. As only one entry per flier is allowed in each of the three Combined events, competitors choose one class (Gilder, Rubber or Power) for each of the Combined events.
Free Flight events: Listed below. Must be flown on the timetabled day as there is no rescheduling or rain date.

DAY 1 3rd JANUARY	DAY 2 4th JANUARY	DAY 3 5th JANUARY	DAY 4 6th JANUARY	DAY 5 7th JANUARY	DAY 6 8th JANUARY
Registration	RADIO All Events	RADIO All Events	RADIO All Events	RADIO Rain date only	Prizegiving
	FREE FLIGHT 1. Vintage Combined 2. Vintage Precision	FREE FLIGHT 1. Nostalgia Combined 2. Vintage HLG 3. Vintage CAT	FREE FLIGHT 1. Classic Combined 2. Vintage/Nostalgia Small Power	No Events	Prizegiving

Danny and Anthony have been helping deal with the late **Mark Larsen's** modelling estate.

The following items are offered for sale. To find out more, arrange a viewing and /or purchase, please contact **Danny Young on mobile 02102712864.**

E-FLITE EXTRA 330 SC 3D **1.3M BNF BASIC W/AS3X AND SAFE SELECT.**

REPLACEMENT COST $1099 ! **HTTPS://WWW.RCHOBBIES.CO.NZ/E-FLITE-EXTRA-330-SC-3D-1-3M-BNF-BASIC-W-AS3X-AND-SAFE-SELECT/**

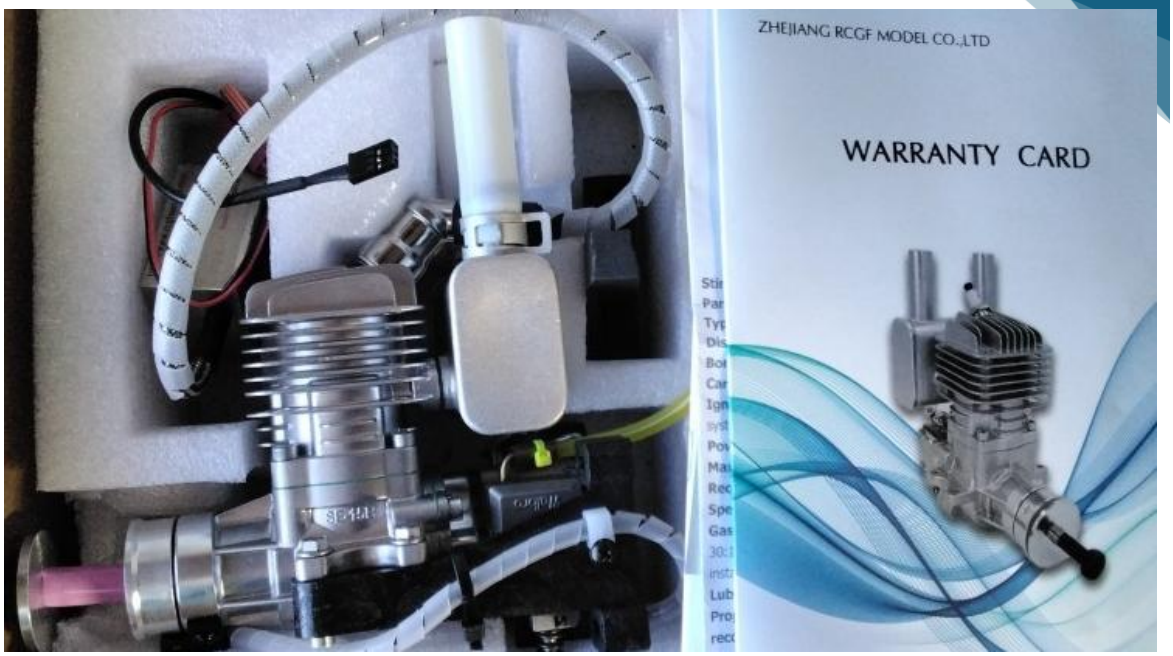
Come and view and make an offer over $400.00

Radian. Some Hangar rash, but in good flying condition. Latest model.

$300.00 Ono.

****Petrol Engine****
(New in Box)

15cc RCGF Stinger (Current replacement price $499.00)
$300.00



****Spektrum DXS Transmitter ****
including an **AR6100 Receiver** **$80.00**

****FLYSKY Paladin Transmitter **** **Unused +2 sensors plus 2 receivers.**

A snip at $400.oo

CUB l-4 GRASSHOPPER. 2.35 METER W/SPAN

Electric 435 kv brushless motor. **$400.00**

***Ben Buckle Vintage Model** Complete. $150.

Christen Husky A – 1 IC Powered

The Christen Husky has a Magnum XL RFS Series four stroke motor as per photo

$200.00

All enquiries to Danny; ph 02102712864.

A CLOSING SMILE. September '25

Just for a change, This month the smile is on Stu Sturge's face this. He's finished the build of his Stardust and just awaits an ESC to go test flying

Have a look at this beauty.

Doesn't that make you want to join in the vintage scene. Come and have a look and some fun both building and flying, sport flying or competition. We're radio controlling and flying models from the free flight era up to 1975. There are myriads of plans available and kits as well, so if you think you might like to have a go, come and talk to us at the club or in the shed. Help and advice is always available.

We'll see you next month. Please keep those reports, articles, comments and pictures rolling in and make this editor's life an easy one.

My thanks to all the above contributors,

Barrie the editor mfhb september 2025.