

# Model Flying Hawkes Bay



**PROPWASH**



## Newsletter # 174 Nov '25

**Sundays;** Club days Awatoto Field

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

**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.

## In this Issue.....

Pages

<b>Opening / Calendar / Contents</b>	1 -
Reports, Notices etc	2 - 4
Club Activity	5 - 18
Around the Building Boards	19 - 20
More Sharp Magic Pt 8	21 - 24
Albatross DV Build Pt 4.	25 - 26
Glen's Tiger Moth Build Pt 1.	27 - 28
Building a Profile Carbon Cub	29 - 31
Clive's Corner "The Canberra"	32 - 35
Model Flight F5J Midway Cup	36 - 37
Vintage Report	38 - 40
A Closing Smile	41

**Contributors to this issue;** Brett Robinson / Barrie Russell / Marty Hughes / Ash / Phil Sharp / Mike Anderson / Kevin Botherway / Glen Roberts / Clive Baker / Russ Nimmo / Rob Lockyer / Barry Kerr / E & OE

## THE 78TH NATIONAL AEROMODELLING CHAMPIONSHIPS

Hawkes Bay January 4th - 8th 2026



- Free Flight
- Control line
- Vintage
- Soaring
- Scale
- Aerobatics
- Pylon
- Heli Fun Fly

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ALL ENQUIRIES WELCOME

www.modelflyingnz.org

## From the Editor's Desk;

### Greetings Members and All our Friends,

That time of the year again when the "Silly Season" is upon us and 2025 comes to an end. We have a slightly lessor content this month but of interest I hope as members attention focuses on the upcoming Christmas and holiday celebrations. Club activity as reported has been a bit up and down, though this last month we have had some good weather flying days at Awatoto Field.

There are some interesting building projects reported on and Phil the Motor Man once again has been busy. I think I might have lost my bet that he would be up and running by Christmas, however considering the work involved progress has been amazing and we look forward to seeing the six cylinder masterpiece running early in 2026. Clive joins us again with an interesting look at aircraft and the Canberra. Vintage and Soaring reports as usual.

Well, that's it for this year, hopefully we'll be back in print again some time earlyish in the New Year, maybe after Warbirds. Until then, may I say a very big Thank You to all those of you who have made the effort and contributed to Propwash during 2025 and wish you all a Very Merry Christmas and a Happy, Healthy and Prosperous New Year.

**Barrie the editor MFHB Dec 2025.**

## Meeting Notes;

**MFHB** remains in a healthy position financially and we have approved the application of a new Member this month. We had an intersting invitation from the HB Aero Club to put on a flying display in January. However that has proven too difficult to carry out in conjunction with the airshow, however a large **Aircraft Static Display** will take place instead. **John Sutherland** is to CD the event at Bridge Pa on the day and a call will be made to members for aircraft and support. This should prove an excellent PR occasion for our hobby.

Wings Badges testing and renewal is on-going following MFNZ's intent to ensure all clubs are up to date.

The HBRC has given the Club approval to leave the entry gate unlocked from 0900 to 1200 hrs on Sunday mornings. This will enable visitors to come and spectate. The gate needs to be closed (but not locked) after entry and exit.

The Club Auction was very successful. Thanks to the auctioneer, organisers Barrie Russell and Mike Shears and to those who attended. Warbirds organisation is well in hand with vendors arranged as in past years. We need to organise signage and a call for gate volunteers will be made in the near future.

Treasurer Rob reports that the final washup of our recent Auction and associated sales was **\$2,684.00**, a very satisfying result for the club.

**Barry Kerr, MFHB Secretary**

## Prez Sez;

**Seasons Greetings** to you all, This is the last Prop Wash of the year as our editor takes a well earned break.

What a year it has been . Nearly three years on from the cyclone, the field and the infostructure is about as good as it gets , thanks to the hard work of you all.

We are about to trial a new gate entry system at the boom gate by the tractor shed. A sign will soon be placed right by the gate allowing the gate to be unlocked between the hours of 9am to 12pm on Sundays only. The Gate must be swung closed after entry or exit but does not have to be locked. Basically, the first one through on Sunday morning can leave the chain off but still pop the lock back into place and the last one out can lock it behind them. This will allow us to invite friends, visitors and prospective members to the fields on Sunday. Reminder this is a trial basis, so we don't want to mess it up and let the Regional Council see the boom gate wide open.

Well I finally put my big boys pants on and got the JC Mustang out for its first flight for the summer. A stunning flying aircraft and the only damage suffered was to the inside of my knees from knocking together. I just need a lot more stick time on this to overcome the nerves. Other planes being flown mid week in War Birds Prep is Russ Nimmos big Bi Plane, John Sutherlands massive Folk Wulf and the JC DC3 . great to hear the field is being well used.

Thanks to all who came the MFHB Christmas function at the National Service club . We had the whole restaurant booked out. The food was amazing . Thank you to our guest speaker **Gus Black** who spoke with a slide show about his time flying the RNZAF Hercules in and out of Antarctica.

War Birds is fast approaching so if you can spare an hour or two over the weekend to help on the gate roster, please get in touch with Barry Kerr.

To you and your families , a very Merry Christmas and hoping that something with wings may appear under your tree. I know my new one is on its way and will soon be joining the Chip Munk gang with Rod and Stan.

Happy Flying.

**Marty**





MODEL FLYING HAWKES BAY PRESENTS  
**WARBIRDS OVER  
AWATOTO**  
MODEL FLYING DISPLAY



**FEB 7TH AND 8TH 2026**

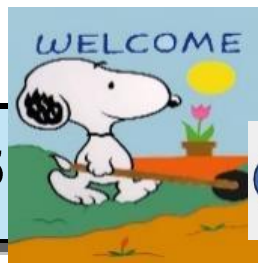
**WAITANGI RD, AWATOTO**

**\$10 PER CAR ENTRY DONATION  
AT THE GATE**

**FOOD TRUCKS AND COFFEE CART ON SITE**



# CLUB ACTIVITY November '25



**Friday 30<sup>th</sup> October.**

Spent the afternoon at the field with **Brett R** flying some NDC comps, last chance this month.

Had the pleasure of meeting a recently joined new member **Ryley Flemming** who came out to test fly a newly acquired creation !

The Nor'wester at Awatoto doesn't seem to bother him as he's used to landing at Wellington in up to 40 knot cross winds !

**Ryley** is a commercial Pilot flying the King Air "Air Ambulance" here in Napier. He is a competent RC flyer with a collection of aircraft. He was testing the model above which has been cobbled from a Dancing wings "Lighting" flying wing and has differential motor control.

**Welcome to the club Ryley, nice to have you aboard.**

## WINGS BADGE RENEWAL PROGRAM

Congratulations to **Brett Robinson** and **Rod Hughes** who have recently completed their Wings Badge Renewal, both the on-line Test and the proficiency Flying test.

**All pilots who have NZMA numbers between 0 & 5000, are required to sit their renewal test this year. Have you done yours ?**

**Sunday 2<sup>nd</sup> November** A fine and sunny and reasonably calm day, not a great turnout but okay maybe they were all watching the AB's Beat the Irish in Chicago ? I was and arrived late and a few had departed including Mr Pressie and Daddy Rod who I understand were having fun tearing up the sky with their biplanes. A couple of pictures tell the story when I arrived !

**Busy pits !!**







A bit more promising activity here with **John Sutherland, Phil Sharp and David Kenwright** all getting good air time.

I had a bit of fun as the wind got up, some years ago when Depron was the rage I build a profile Cub with a rolled Depron wing and it proved a very good flier with a 3S 1250 lipo. Not flown for some years, I had it out for another project and decided to bring it out for some fun. I fitted it with an Orange 3 axis receiver and as an



experiment, I turned the gain up and flew it in the lumpy semi-cross wind. I have to say it was just amazing the way it tracked so smoothly, I feel some more investigation and fun coming on !

Maybe all my aircraft need 3 axis gyros ?

**Ed.**





**Rod** continues to show us how to fly in the wind with his SE5a, and **David** too demonstrates the extreme antics of his 120 powered Mamba.



**Sunday 9<sup>th</sup>**; Average turnout, condition were great early on followed by a moderate sea breeze when I arrived out late after watching a replay of the AB's surviving a Scottish onslaught !



Pits scenes during the morning with the usual suspects. **The Hughes Father 'n Son Duo** were out in force as usual claiming good air time







**Rod** brought his newly completed Chipmunk out for its maiden flight which was completed by **David Kenwright**. Not without a little drama as the elevators became a bit uncoordinated after take off. The model flew well but a few gremlins in the control system need sorting out !

Welcome again to "Newish" Member **Gareth Williams**, recently joined being previously flying with the Kaitaia MAC.

Gareth, a competent RC pilot, serves with the New Zealand Police Force and is seen here with his Patriot IC powered model.





## CLUB NITE / AUCTION SALE NITE.

**Wednesday 12<sup>th</sup>** November saw another gathering of members and guests for a club auction of aircraft and gear at the National Services Club in Hastings.

Under the hammer of our favourite auctioneer, **President Marty**, some thirty-eight watchers and bidders enjoyed an evening of fun and some spirited bidding as Marty extracted the last few dollars and the odd moth from the wallets of those present.



There were some excellent offerings thanks to the generosity of those members past and present and friends who gave to the club. Thank you all without mentioning any particular names but you know who you are and we're very grateful. The bidders got great value for money on their purchases. The final wash up looks as though we have raised around \$2,400 dollars for the night's effort. An entertaining and value filled evening and a fun night all round. It's the old story, these treasures are only worth what someone is prepared to pay for them and it's great to see them recycled to new and enthusiastic homes. **Ed.**



**Sunday 16<sup>th</sup>** A cracker Hawkes Bay Day, middling sized crowd and great conditions.



A good line up of aircraft with **Jerry Chisum's** "Air Force" in the foreground. **Stan** was still having engine troubles but **Motor Master Phil** gave it a tweak and away Stanley flew very happily! **Jerry** took a rest from flying "full size" and flew this very nice Sparrow Hawk and a WW1 look alike "Antic". **Rod H** brought his Chippie out, re-programmed but still with a few teething troubles. Survived the flight but needs some C&A. **Mike Shears**

brought his auction purchased RV7 out for a test flight, it performed well in the strengthening easterly.





Had a visit from our South Island correspondent, Past NZMAA President Barry Lennox and his wife Di. We went visiting around the club members meeting friends and past acquaintances. **Wednesday 19<sup>th</sup>**, first stop was to **Phil Sharp's** workshop and a demo of his engine collection being fired up.





Then took a drive down to “**Henry’s Family Pie Shop**” in Otane. Wow, worth a visit, their pies are something to behold and eat. We now have a bunch in the freezer awaiting consumption !!



**Thursday 20<sup>th</sup>** We paid a visit to Awatoto Field where we had a flying session on my profile Cub and Stardust. **Rowdy** came out to renew acquaintances, they served on Council together some years ago and gave **Barry** a demo of his computerised sailplane racing. “**Great to catch up again, welcome to Hawkes Bay, Barry.**”





**Sunday 23<sup>rd</sup> Nov.**

## **“Ode to Yesteryear ”**

**Spring is Sprung, The Grass is Riz,  
I Wonder Where the Pilots Iz ?**

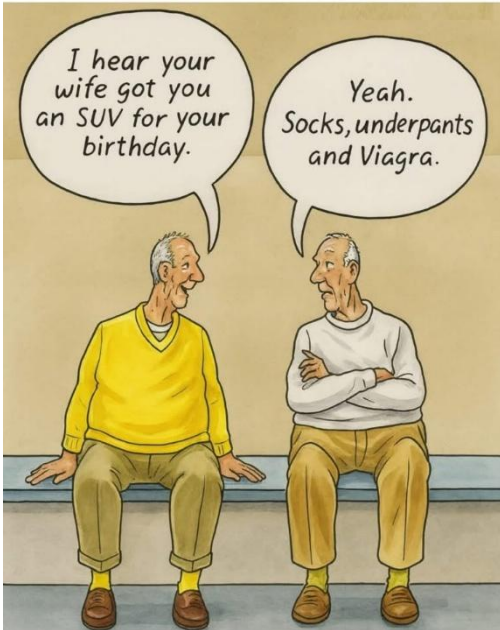
**They're not at the Field,  
and I know they're not Dead,  
They must be at home,  
Still Lounging in Bed !**

**They look out the window,  
And see a leaf move.  
Then Roll over again  
Saying “I've nothing to Prove”**

**Gone are the days,  
When they were fearless and young,  
Age must have caught up  
And their swan song's been sung.**

**It's now left to us few  
Some Old and some New  
Who turn up on Time  
Come rain, hail or Shine.**

**Here's Wishing you Merriment  
This Christmas and Cheers  
Much flying without crashes  
And Many Happy New Years.**



**ED. mfhb Sometime Dec 2025.**

*Great morning at Awatoto Field, light sea breeze and only moderate activity. It's amazing, at Highway 50 and the early days at Awatoto, we had to limit the number of pilots flying at once to four and sometimes five. These days, Club Mornings see maybe a couple, occasionally three and often only one or none when the chatting takes over ! Such are the changes, I wonder why ? Nothing to do with age of course ?*





**Clockwise from top left;** Rob L with his new 70 twin powered aerobatic ship./ Pits line-up. / **Kris Pawson** with his Auction purchased Paraglider / **Norris Kenwright** with his refurbished Barnstormer / **My Beetle** Classic Patternship / **Andrew Stiver** flew his Drago (a previous auction purchase !) early in the day, flies well, but a surprisingly heavy model. He says it flies much more happily when the three axis receiver is installed the right way up !!



**Sunday 30<sup>th</sup>.** Well a nice change with a busier turnout. And a lite sea breeze down the strip.



Congrats to both **Mark Davis** and **Kris Pawson** who have just gained their respective wings Badges.



A good mixture of activity, helicopter pilots **Brett Jeffairs** and **Rob Mitchell** were busy carving up the eastern sky.

**Mike Shears** had his newly acquired RV7 out for some flying, weighs dry 41.6 ounces, flies well on a 3S Lipo and is a bit of a beast on 4S ! At the other end of the scale my Voodoo which I flew in **NDC** **Vintage E Rubber Texaco** has a wing loading of just under 4 ounces sq ft and performed well in today's rising air.





There was some nice kit in the pits/flightline. **Russ Nimmo's** Spook in the foreground, another Vintage entrant which he has recently converted from IC to electric and fitted a carbon folding propeller.



A handsome line-up of both aircraft and members ! **Marty** brought out his **J C Clarke** built **P-51 Mustang** and once he got his nerves back under control put in a very nice flight in front of **John C** who spent the morning at the field.

**Rob Lockyer's** new IMAC Pilot Extra is well commissioned now and performing like it should.





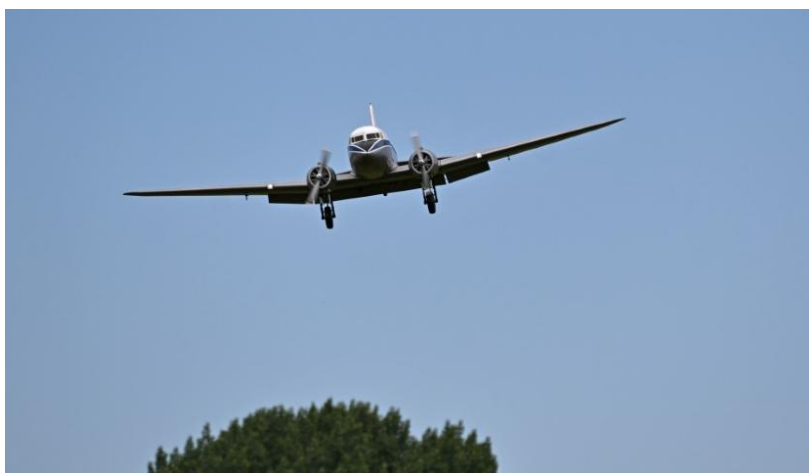
This year's Christmas Party was held at the Hasting national Services club ( Our alternative Clubrooms ! ) on Thursday evening 4<sup>th</sup> Dec. Thirty-seven members, wives and partners attended for a thoroughly pleasant evening . Some early drinks and get together followed by a good "Club Meal" and we were well entertained by Gus Black during/after dinner speaker who gave a very interesting talk about his days in the New Zealand Airforce flying Hercules to Antarctica.



A very pleasant club get together and a thoroughly enjoyable evening was had by all. Ed.

**Sunday 8<sup>th</sup> Dec**, Your editor was otherwise engaged, but our erstwhile roving reporter/photographer **Clive** was busy and here is what he had to say and photograph.

*I went to the field last Sunday just to try out my camera. I sent you one photo but I never know with my computer if I have sent them successfully or not. I went again this morning. Also there this morning were **Phil and Russ Nimmo** and DH4, **John Sutherland** and Folk Wulf and **John Clarke** and DC3. The sky was not cooperative as there was thin cloud at a low altitude.*



*I remember getting on a DC3 at Wellington Airport and realising that earlier in the week I had a nightmare in which I was on a DC3 in the same seat as I was sitting in on the real plane. The trouble was that in the dream the starboard propeller came off and sliced through the fuselage just in front of me and I was left over Cook Strait with no pilot.*

***The question was did I tell the pilots?***



*On last Sunday **Stuart Surge** shortened his Radian flight vertically which shortened his Radian !*



**Monday 10<sup>th</sup>**. Congrats to Glen Roberts who has successfully attained his Wings Badge.



## AROUND the BUILDING BOARDS. Nov'25

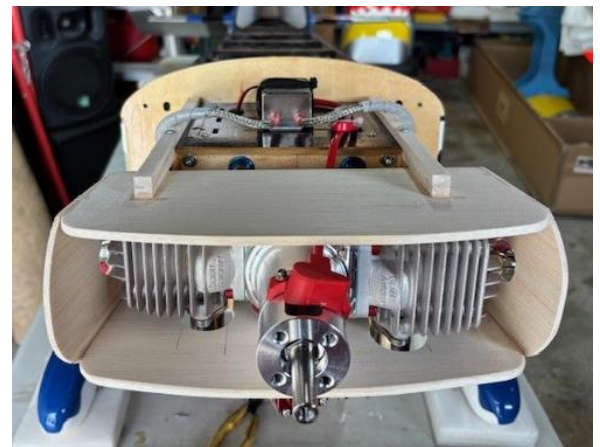
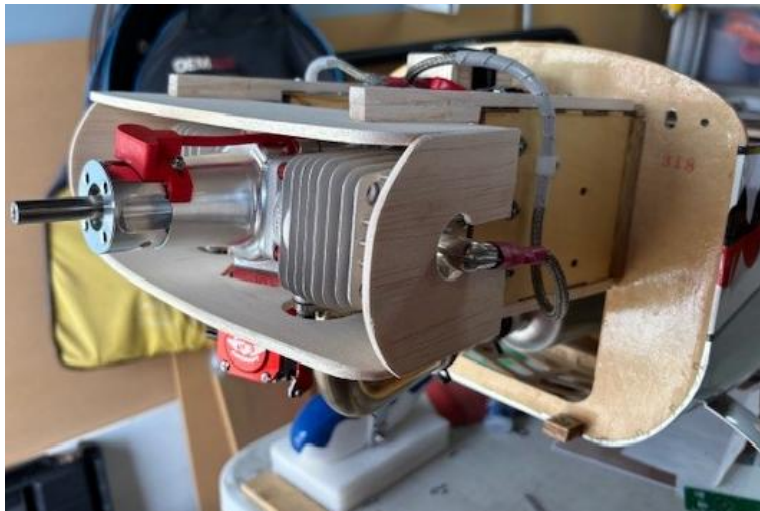


From Rob Lockyer regarding his new Extra IMAC Moel set up with the DA 70 twin installation.  
Rob Writes;

*This may be of interest.*

*The Pilot RC Extra LX has small air intakes and I was a little concerned about motor cooling.*

*DA recommend baffling. I have made up a baffle using balsa and then glassed it.*



I'm Baffled !! looks like a great fix  
Rob. Ed.



Guess who's gathered some new toys to put under Mary-Anne's Christmas tree.



Soon to be gracing the Hawkes Bay skies, in the foreground an ARCUS 6.6 meter sailplane. And behind it an ASW 127 self launching sailplane

[https://www.fw-models.de/models/asw17\\_gallery.php](https://www.fw-models.de/models/asw17_gallery.php) I guess he's got gliders in his system





# “More Sharp Magic” Pt 8 Nov’ 25

*Once again, Phil reports on another productive month in his magic workshop, here is the progress to date;*

Another month and a bit more progress!

The cylinders went off for honing so it was onto the pistons, rings and gudgeon pins. These are the last items to complete the bottom end.

The pistons were made the same way as the previous engines. First a bar of 7075 Aly was machined parallel to 34mm, 1mm over the finished size.



*Start of pistons*

again 1mm oversize. The inside diameter of the skirt was then machined to a depth of 6mm.



This was then set in the mill exactly square to the bed of the mill in both directions.

Next the 7mm holes for the gudgeon pins were drilled and reamed. The bar was returned to the lathe and the blanks were parted off,



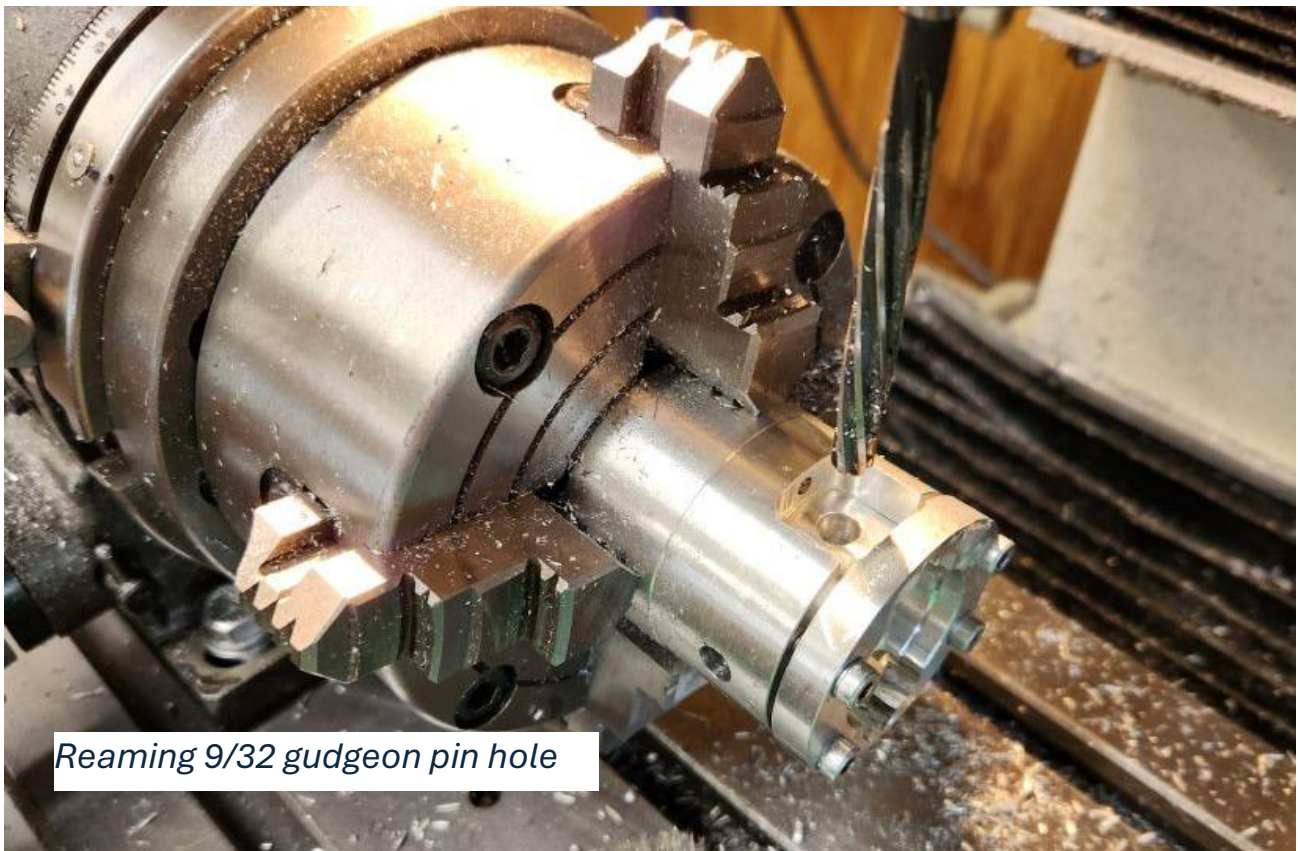
*Fixture for holding piston*





*Milling inside of piston*

Back to the mill, they were mounted in a fixture on the rotary table, to complete the rest of the inside. I have made eight pistons, to have a spare, and to allow for mistakes!



*Reaming 9/32 gudgeon pin hole*







That was it until I get the cylinders back from honing, and then I can finish the OD and the ring groove. I have left the top of the piston slightly over size, to allow for final machining and matching to the top of the cylinder liner.

I then turned some 1045 steel for the rings. These were parted off and ground to 1.5mm thick. The OD and ID were made over and under, to allow for a 2mm gap in the ring, to create the "spring". The blank rings were then compressed into tube, and then clamped onto a mandrel for final grinding to the correct OD and ID. The final operation is to fit to the cylinder and set the ring gap, approx 2 thou.



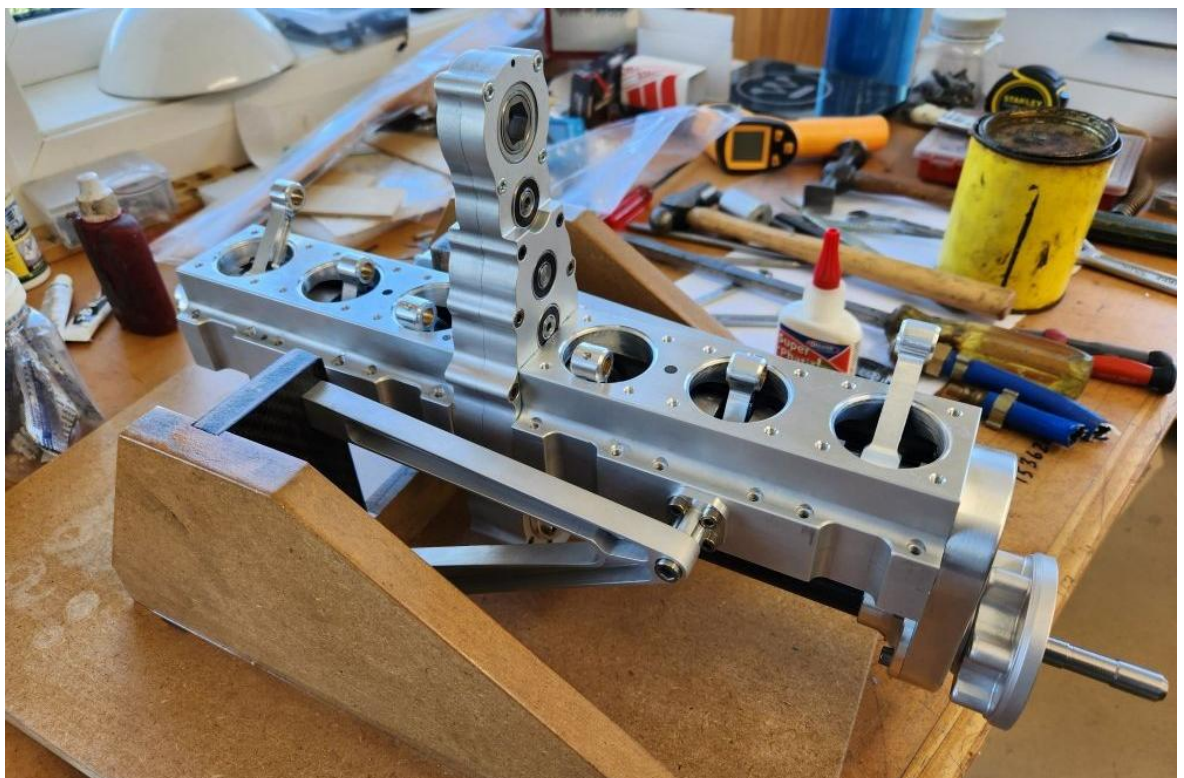
The gudgeon pins were machined from silver steel and hardened and tempered in the oven. They will have PTFE end caps as the V4.

After finishing the insides of the pistons ( a lot of work!) I discovered that the 7mm reamed holes were slightly oversize, not sure why, and not very satisfactory. I certainly didn't want to remake all the pistons, so after a bit of head scratching, I realized that 9/32 inch is 5 thou over 7mm ( imperial has some uses!). A new reamer and a little work recovered the situation. The only difficult bit was reaming the bronze bushes in the con rods, as the crankshafts were fully assembled. A clamping fixture in the mill solved the problem.

While I was waiting for the pistons I assembled the bottom end, and mounted it in the test stand ready for the cylinders and pistons.

So far so good, cylinder heads next, sometime in the new year!

**Regards,  
Phil.**



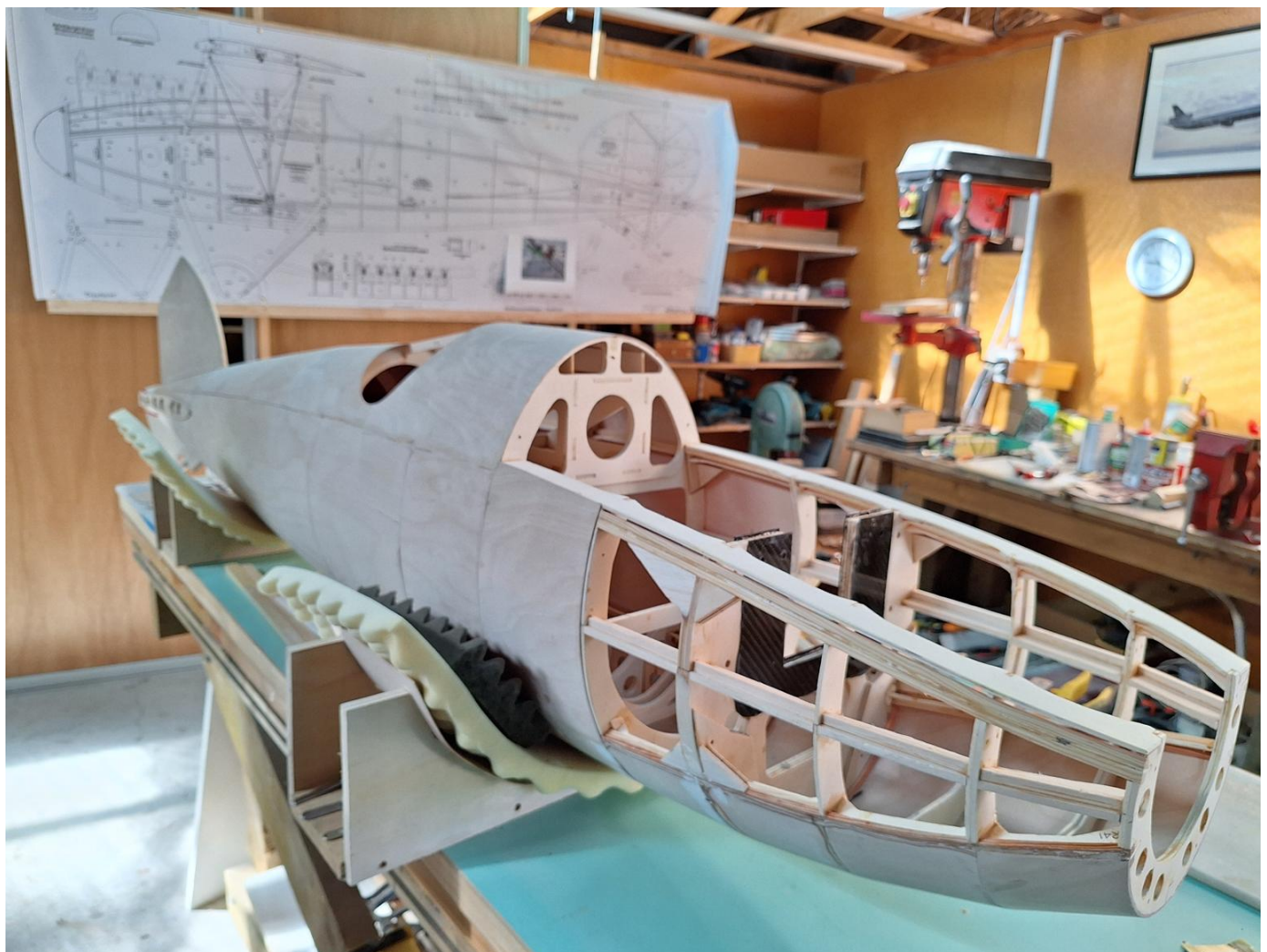


## Albatros DV Build update. Pt. 4.

*Russ Nimmo reports on his continuing WWI Albatros build, he writes;*

Not a lot to report since my last update. I have struggled for a while with the panelling of the fuselage especially the more forward panels which have compound curves. Herr Wonneberger, who designed and cuts the kit, states in the google translation of the build notes that the panelling is the most difficult part of the build and he's not wrong. He emphasises that the panels should be overlapped with 8mm wide fine scarf joints, which means the very edge of the panels are wafer thin and very easily damaged. I had tried various methods and processes to attach panels and at one point had removed more and redone them than I had achieved overall!! So I've taken Phil's advice (what took you so long, I hear you say!!) and have been making butt joints. It is a bit more time consuming but is achieving a better contour at the joint line and overall better construction.

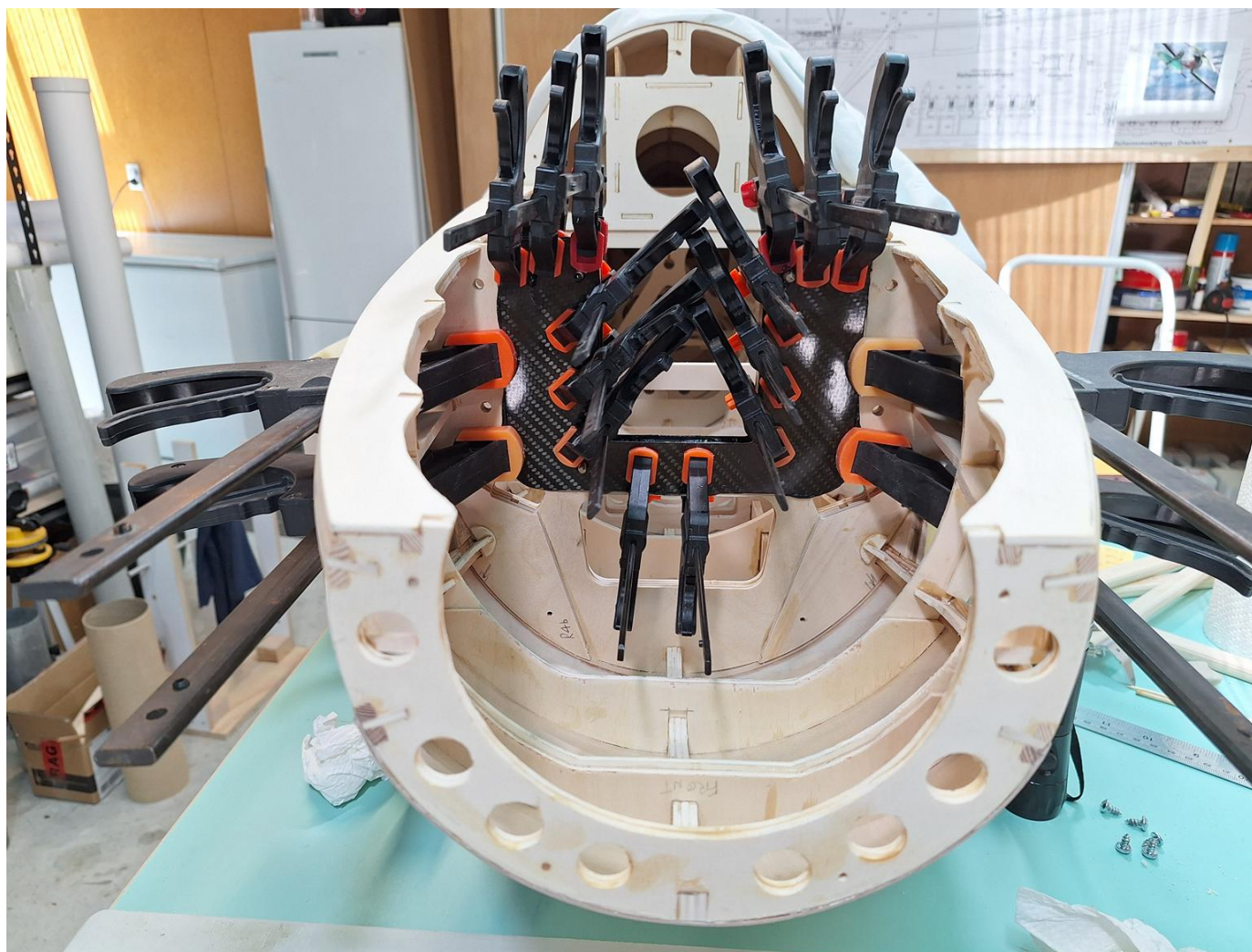
Also, finally hit on a trick from John Sutherland to apply the white glue to fuse and the panel, position the panel accurately, then tack with a dab of medium cyano. You can then work to the next corner and tack down again. It is important to "massage" the ply panel along the joint line as you work from corner to corner. Use medium cyano, the thin stuff goes off too quickly and you find your fingers have become part of the aeroplane !! But the process is much more successful than trying to clamp or hold down panels with bricks! Only four small panels each side of the nose to go, but they are very compound curves so I'll need a cool day in the shed with plenty of time.....



More recently I have fitted the carbon fibre cheek plates for the engine mounts. We had to remove the top



portion of frame 4 to accommodate Phil's engine, so he made the carbon plates to give extra support to the frame.



And this is what we're aiming for..... Russ.



Albatros D.V 2065/17  
Oblt. Richard Flacher  
Jasta 5, Boistrancourt  
February, 1918





## Glen's DH82a Tiger Moth Build Pt 1.

**Glen Roberts**, an active past member of our club and recently returned to the hobby has found that aeromodelling is a bit like riding a bike, somehow you never forget ! He has embarked on an exciting new project of a very large DH 82a Tiger Moth, built from a Value Planes laser cut kitset supplied by Grant from Hangar One in Whangarei.

<https://www.hangarone.co.nz/shop/rc-aircraft/value-planes>

*Glen Writes;*

Hi Barrie, The Tiger Moth photos are attached. Specs; Wing Span 2.360 mts, current weight 6.9 kg plus motor, covering etc. The motor is an NGH 60cc in line twin. ( ex Phil Sharp's Storch). Weighs 3kg so quite a beast. Its a very tight fit and I need to do a visit to Phil to tweak the exhaust to fit in the cowl.

The latest project has been getting the rigging wires correct to hold incidence and dihedral. Will be looking at covering shortly. I expect finished weight to be 12 to 13kg. It has been an interesting build , almost finished apart from installing motor, gear etc which will probably take longer than the build.

Regards Glenn.







*Nice one Glen, Thanks for sharing, we look forward to watching your progress and eventually seeing it flying at Awatoto Field. Ed.*





## Building a Profile Carbon Cub

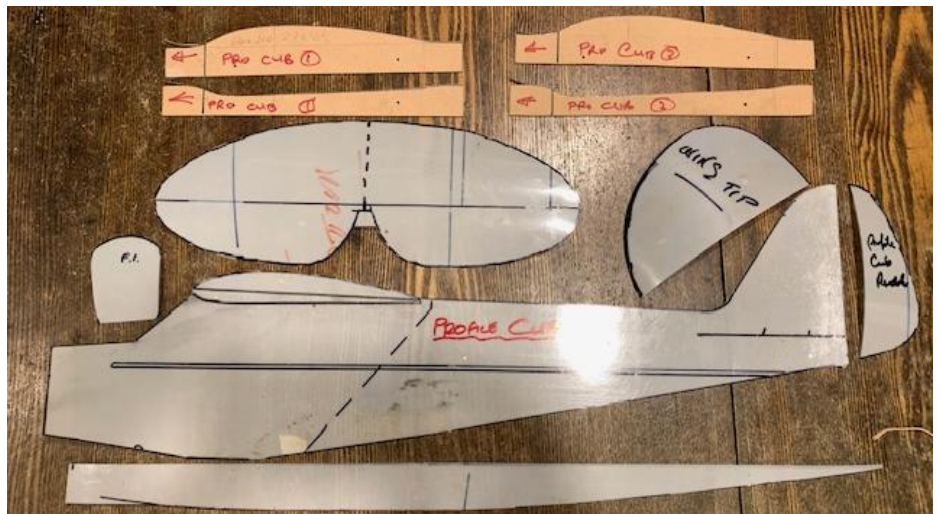
Some years back when light weight building with Depron was all the rage, I had to have a go and built a profile Piper Cub entirely from 3 & 6mm Depron. It was quite light at 47 inch wingspan and 18 ounces dry weight and with a 3S 1250 Lipo flew well and was quite agile and aerobatic. I fitted it with an early generation Orange 3axis Gyro Receiver which made it fairly stable in turbulent conditions. Not flown it for some time I got it out recently and have enjoyed and been surprised at it's airworthiness! It's getting a bit battered now so the thought of building a new one crossed my mind as these things do !



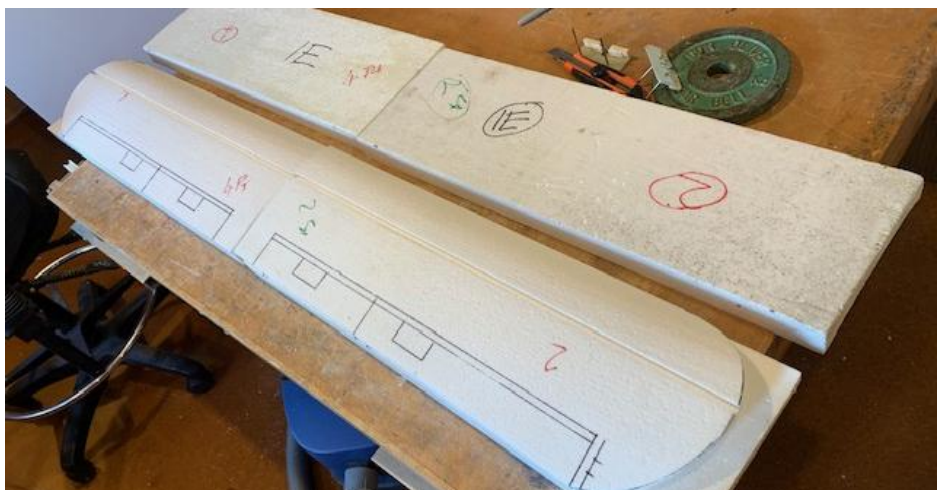
A search for Depron sheets brought up a supplier in the Manawatu; **Insulation Wholesalers** in Tokomaru, Palmerston North, who had stocks of 5mm Depron sheet. <https://insulationwholesalers.co.nz/depron-modelling-foam/>

Decided to build the replacement as a Carbon Cub, a little bigger, more powerful and with flaps. Instead of a folded Depron wing I'd use a brown paper covered foam wing, built to a 54 inch span. A look on Outerzone found a plan for 52 inch Cub [https://outerzone.co.uk/plan\\_details.asp?ID=2467](https://outerzone.co.uk/plan_details.asp?ID=2467) which I tile printed to 54 inch span so that I could use the outlines to make my cutting templates.

I used my ancient "automatic" foam cutter, made some Clark-y type airfoil cutting templates and soon had four wing panels as I decided to make two models, one for the visiting Mr Lennox to take home in kitset form. ( He enjoyed flying my early one so much ! ) I just hope it flies !!

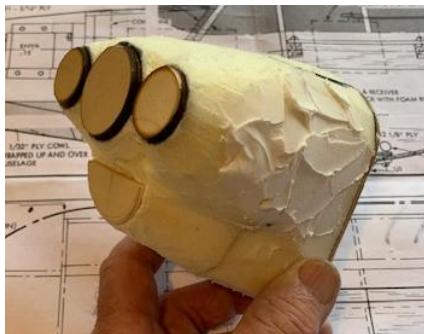


I cut 8mm sq grooves along the spar line top and bottom and epoxied in a couple of strips of carbon unifibre and capped with a square balsa strip which was then sanded down flush. Ply servo trays were glued in as were the horn hard points and a socket between the spars at the root to receive the wing joiner. A trailing edge balsa strip and a shaped leading edge were added, the surface sanded and filled where necessary with light weight filler and then one layer of medium weight brown paper glued on with a watered down aliphatic glue. Once dry, the ailerons and in my case flaps were cut out and balsa leading and trailing edging glued in and horns fitted.

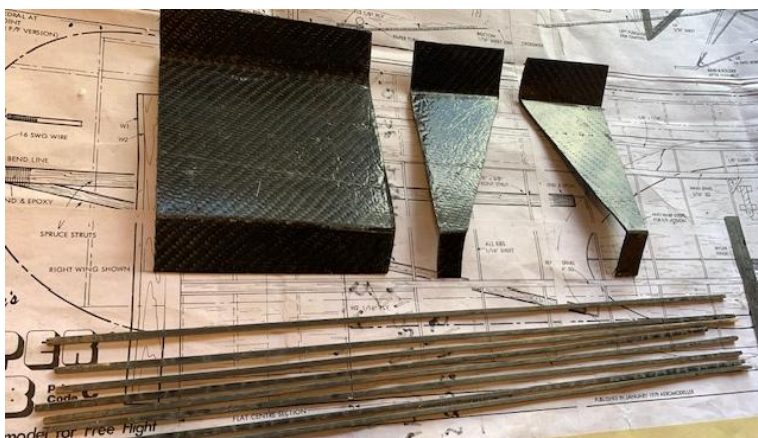




The fuselage is built from two full lengths of 5mm Depron and two front pieces back to the dotted line, all glued together with Gorilla polyurethane glue. The side profiles were added with poly glue and rudder and elevator also cut from 5mm Depron. The rest of the construction was pretty standard, a Firewall glued on in a guesstimate position ( got it right ! ) with a couple of degrees of down thrust. They needed cowls, in my case a Carbon Cub, and Barry's a J3, so we set together carving from a couple of templates and some blocks of extruded polystyrene and produced some look alikes that were then epoxy glassed using the lost foam method. On second thoughts, next time a phone call and a visit to Rowdy's 3-D printer might be an easier solution, but don't tell him I said so !



Needed an undercarriage, so made a mold to lay up on and vacuumed a shaped carbon sheet, enough to make two U/C sets. At the same time made some wing strut strips from cedar and carbon-uni, light and strong.





I bound the bare edges of the Depron with some hair dressing (Pinking shear edged) flexible tape that I found in Walmart USA a few years back ! All went together quite easily, the wing halves were joined through the fuselage with a ply joiner and an epoxy bog. I made up a water based primer filler using a mixture of gesso, grey test pot paint and Bars Bugs to thin sufficiently, it brushed on easily, dried quickly and was quite sandable. Painting was done with Resene test pots thinned with Bars Bugs which is a good wetting agent and helps the paint flow nicely.

The power plant is a DYS 3530 1700kv brushless motor (Aliexpress) and a 50 amp ESC. Battery is a 2200mah 3S Lipo and 9x4.5 APC propeller which pulls around 37 amps. I made a battery socket by cutting out two layers of Depron up to the firewall and lined with a layer of thin ply and Velcro. With the battery in the forward position the CofG is at 65mm back from the L/E at 29.5 % which I felt was a good starting point.



Come the day when we see if the effort was worth while and it all works. **Wednesday 10<sup>th</sup> Dec**, a warm morning at Awatoto Field with a light sea breeze. The flight was pretty uneventful, needed a good amount of right rudder on take off and then just a click of right aileron and a few clicks of down elevator and we're flying straight and level. It certainly flies with more authority than the lite Depron profile cub, is significantly heavier ( 37 ounces dry as opposed to 18oz) and way more powerful. At this stage I'm flying with around 40% expo and low rates and had two thoroughly enjoyable flights. GofG seems about right, maybe just a little sensitive so if I sneak the battery 20 mm forward right up to the firewall, that would give me about a 27% setting. I need to explore the flight envelope further with more flights before making decisions on the final settings, but as of now I'm pleased with the result. As a one piece aircraft that you can grab a battery and go and have a fly with I think it will be a winner.

Most members have an abundance of spare gear, motors/ servos ESC's etc so the cost of a sheet of Depron and a phone call to Rowdy for a cowl is negligible and if you're into a bit of building, the sky is the limit. Should anyone want to have a go, I'm happy to share the templates and help with foam cutting and advice etc., just give me a call.

Once I'm at peace with the settings and flight envelope, then I'll activate the 3 axis gyro settings in the 7 channel Lemon receiver I'm using, ( [https://lemon-rx.com/index.php?route=product/product&product\\_id=269](https://lemon-rx.com/index.php?route=product/product&product_id=269) ) that should be interesting and hopefully will make it an any weather flyer !

**Barrie the editor**, MFHB December 2025.



# Clive's Corner “The Canberra”



## English Electric

It was 1923 and the aircraft industry was in the doldrums. The Duke of Sutherland had had a bright idea. “Let us have a slow flying competition”. We could call the competitors powered gliders although somebody pointed out that is what you could call an aeroplane.

The Minister said, we could have it at Lympne beach, that is close to London. So in October 1923, twenty-seven powered gliders arrived at the beach to see who could fly the slowest and longest.

The British entry comprised a wooden structure with a light fabric covering and a 398cc engine. Hey they made a Radian but they had already called it a Wren.



Without a pilot it weighed 105 kg and it won the competition by flying 137 km on one gallon of fuel.

Slow flying is not very exciting but when I first read about the Wren I was intrigued by the fact that it was built by English Electric who made electrical components and you wouldn't expect them to build very light aeroplanes.

Advancing history to 1941 and a squadron of Westland Lysanders from Lympne flew out each morning to check that the Germans had not invaded England overnight. They and some Tiger Moths and continued to make these checks every day until they could say with confidence that the Germans had given up on the idea of invading England. The Tiger Moths were sent back to training pilots while the RAF looked for a task for a plane whose biggest advantage was that it could fly slowly.

It was decided that the Lysander could be used to fly spies and fly spy material into France. To do this effectively it was realised that if they could do this without landing it was more likely to be successful. A short ladder was installed on the side of the Lysander which flew slowly in the dropping zone. At the



appropriate moment the spy dropped to the ground. They wore protective clothing but the stalling speed was 58 kmph.



Hmmmm.

Anyway what is this got to do slow flying Wren's built by English Electric. Well when I first went to live in Wellington I was intrigued to find that the two and three carriage units used on the suburban railway in Wellington were made by English Electric.

Another interesting fact was that RAF Meteors operating from Biggin Hill flew down to the Coast off Lympne to set the first high speed record of over 1,000 kmph.



Meantime a young aircraft designer got a job with English Electric working as part of the team working on the new twin engine bomber. His name was W.E.W. Petter and his previous job was with Westland and the Lysander.



English Electric were in the aeroplane business but they were building aircraft under license for the RAF. If they had designed anything there is no record of it But at the end of WW2 the Air Ministry Issued a design requirement for a replacement for the Mosquito. Westland Aircraft had already for begun design work on a jet powered fighter bomber.

Petter was transferred to English Electric and work started on the construction of 4 prototypes for the RAF on 4 January 1946 a few months after the formal end of WW2. There was strong interest in the new aircraft and when the first orders came from Australia English Electric named it Canberra in response. In total 901 Canberras were built in the UK. A further 1325 were built under license in the factories of the customer countries. Typically in America and Australia Canberras were initially built to the UK specification. Later aircraft were modified to meet local requirements.



English Electric were nothing if not flexible in accommodating the customer's requirements. It was built in 27 versions that equipped 35 RAF squadrons and was exported to more than 15 countries; Australia, Argentina, Chile, Ecuador, France, India, New Zealand, Pakistan, Peru, Rhodesia ,South, Africa. Sweden, Venezuela, and West Germany. In a period of uncertainty many Canberras operated in countries other than the owners, for example, New Zealand's Canberras were occupied in eliminating communist insurgents in Malaysia.

In fact with so many countries involved some accidents occurred. During the Suez crisis a Canberra was shot down by a Syrian Meteor. And there is some strange detail which reflects present day international politics in Wikipedia when it states that some versions of the aircraft were fitted with Orange Putter radar warning receivers, surely worth some tariff points.

A Canberra took part in the 1956 London to Christchurch Air race winning by 14 hours. It could have led to some strange headlines "Canberra's arrival in Christchurch causes excitement."

My only experience with the Canberra was at the opening of Wellington Airport. I was a pupil at Victoria university at the time and had exams on the Tuesday after the opening of the airport. I took the risk and went out anyway.

I arrived after the Sunderland scraped its way along runway, but was there when the Vulcan put it's undercarriage into loose soil alongside the runway, the noise of the four Olympus is something I imagine I can still hear as it departed to Ohakea.



Then the programme was filled with a Canberra doing tight turns. In the muggy wind the smooth uninterrupted upper surface of the wing was often out of sight in a sheet of moisture.

But the worst moment was still to come. The RNZAF Vampires finished their exhibition with a loop down to the runway. To clear the runway two of the flight had to pull up very sharply to clear the hills on each side of the runway. I watched the plane going North (the one trailing blue smoke!) I saw the flash of the shadow of the Vampire as it just cleared the hill over Miramar.



A few years later I saw a film on TV of the Wren flying at the Old Waldron exhibition. I wondered if anybody else knew that this barely powered plane was the parent of the Canberra ( I always thought that this was a stupid name) and the Lightning (somebody else already used that name.)



Cheers, Clive B.



# Model Flight F5J Midway Cup



*Kevin "Rowdy" Botherway sent in this report following a recent trip to the Land of OZ;*

## Model Flight F5J Midway Cup – Horsham Victoria

The event was hosted by Wimmera Model Aircraft Association in Horsham, quite a sizeable town about 4 hours drive from Melbourne. The club offered a fantastic venue and flying field for the event. We had 30 odd entries which was a great turnout by the keen soaring guys in Aussie.



It was easy to travel to from NZ. As usual I left Hawkes Bay early morning and arrived all the way through to Horsham that day by about 8.00pm, ready for Friday practice at the field the following morning. The conditions were great for soaring with light wind and great thermal activity and many of the pilots started to arrive during the day. Quite a few stayed at the field in caravans with a neat facility setup. I went through all four of my models and test flew double checking set-ups and trialling various sectors around the field. It was low launch practice with heaps of little thermals, then moving on the afternoon with more flat lift as it really warmed up. Quite a bit of time was spent meeting up with everyone and exchanging ideas on model setups, radio programs, and flying procedures. We moved through the day until a quiet beer at the clubrooms then off for a meal at the local.



**Morning Pilot's Briefing 1**

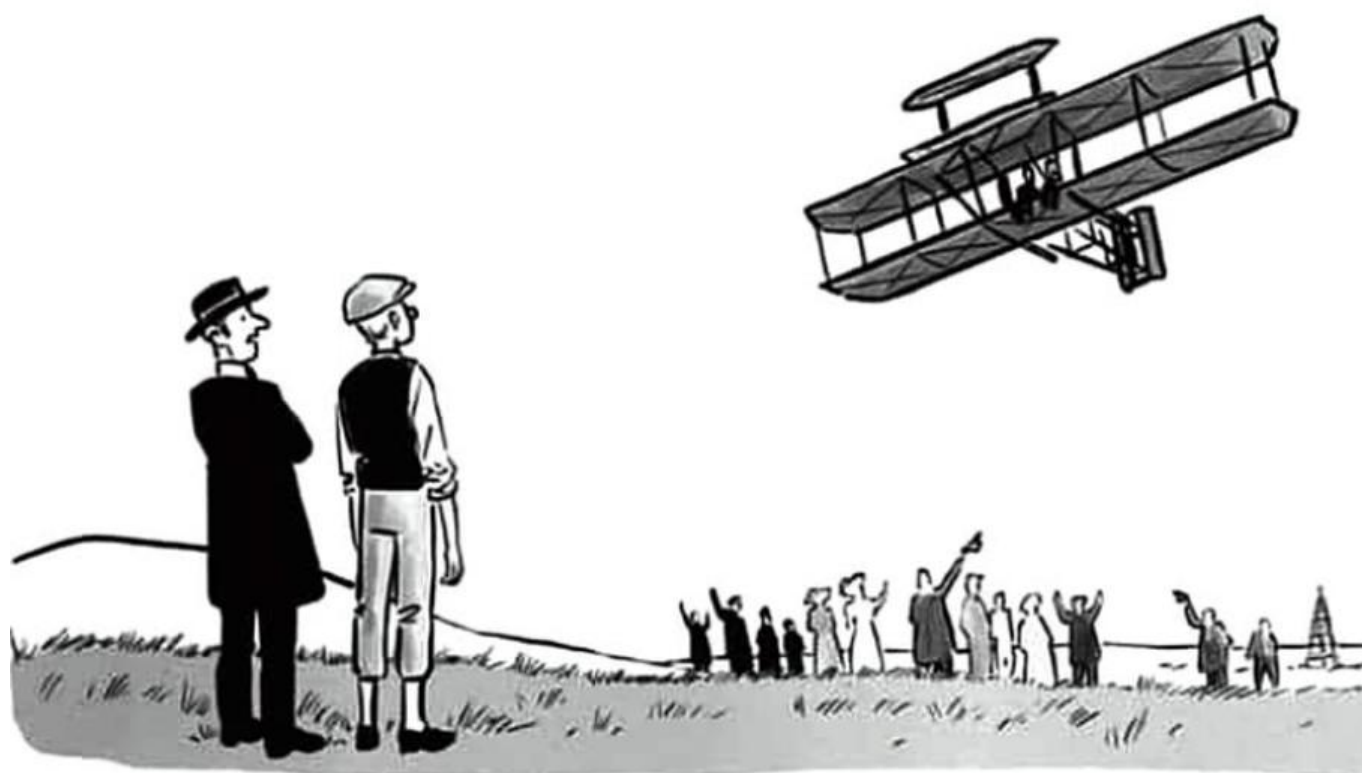


Saturday dawned with light wind and we were in three groups per round, with team protection setup in pairs. Robert Gunn was our Contest Director and managed to push us into 10 complete rounds for the day. The air was a little nasty at times with the wind increasing all day. Thermals were there but some only offered light lift and it was hard to ensure you were consistently climbing enough to get home to the landing spots. I managed two land-outs for the day which didn't do the scores any good at all and there were quite a few collecting models from down the road or out of trees directly behind the landing area. Results for the day had Marcus Stent (Cinderella) well ahead by 500 odd points on the scoreboard and had flown so very well in every round, his dropper for the day was 937! My team mate Mike O'Reilly who I had the privilege of calling and helping managed third place with Bruce Clapperton in second. We all were pleased to pack up our gear after a great days flying and all met for an evening at the local sports club for a meal and a catch up.

Sunday's forecast wasn't great and setting up at the field a couple of models on trim flights disappeared into the low clouds. There was also quite a breeze building but there was thermals or lift passing by quite rapidly. Once we were ready to go a light shower came through which was expected for most of the day, but it was the only bit of wet stuff that arrived and we continued to fly all day. The wind was slowly increasing, it was 4 rounds for the fly-offs. There was 15 minutes each flight working time though not that many achieved this in the first few rounds. With my land-outs the previous day I still only missed the A Main group by only three points and plan was to try and move Mike up the podium. Well what an interesting day, some sectors worked for lift and some didn't. Thermal circles worked and some didn't. Hanging in corridors worked and some didn't. Wow what a mixed bag, certainly had to be on the ball with ballast and strategy. A few still managed to park planes in the trees behind or miss the landing spot. It was really hard to calculate if you were climbing as it was was only incremental.

All up Results are on glider score online and congratulations to Nick Chabrel 1<sup>st</sup> Mike O'Reilly 2<sup>nd</sup> Daniel Haskell 3<sup>rd</sup> The Midway Trophy was handed over to Victoria – A super thanks to Wimmera Model club for the fantastic facility and huge effort put in by the helpers for BBQ lunches and hospitality, especially Rolf Hedt who really went out of his way to help with anything. Robert Gunn – contest director for well organised event schedules. To my teamy Mike O'Reilly who flew so well and really deserved his placing – a great fun guy to fly with and offers so much experience – also the sponsor of the event. To everyone new I met and all my existing friends thank you so much for the fun times – I will be back!

## Rowdy



It may look like history in the making to you, but to me it means I won't be getting my bike repaired anytime soon.....



# Vintage Report. Nov'25



**Saturday 29<sup>th</sup> Nov.** Last chance for **NDC** this year. Finally a good forecast saw six of us, **Brett, Stan, Rob, Graeme, Rowdy and Self**, turn out for a final NDC romp, and did we have fun ! Rowdy flew his first NDC comp and managed a very creditable 1<sup>st</sup> in **Vintage Precision** with three max's and a Flyoff flight only 1 sec short of another Max ( No Bonus points in the flyoff).

All was not without a bit of Drama, **Rob L** managed a nose touch on landing which jostled his Stardust engine mount loose and split his "Rowdy" magnificent 3-D cowl, another one was ordered on the spot ! My new Stardust suffered a mid air wing failure when 2/3 rds of the port wing folded up during climb out ! I almost got it home doing a "Frazer Briggs" knife edging it back, but it all got a bit much in the end without the help of ailerons ! At least the long grass cushioned the arrival and amazingly there was no other damage. I was hoping for a rest this coming month but now feel a new wing coming on !



## VINTAGE E-PRECISION

				ROUND																GRAND TOTAL
				1				2				3				FLYOFF 1				
NAME	MODEL	YEAR	BONUS	FLIGHT	LAND	BONUS	TOTAL	FLIGHT	LAND	BONUS	TOTAL	FLIGHT	LAND	BONUS	TOTAL	FLIGHT	LAND	TOTAL		
KEVIN BOTHERWAY	STARDUST	1940	10	180	20	10	200	174	20	2	200	179	20	10	200	179	20	199		
BARRIE RUSSELL	STARDUST	1940	10	173	20	10	200	177	0	10	187	173	20	10	200					
STAN NICHOLAS	STARDUST	1940	10	179	20	10	200	163	0	10	173	178	20	10	200					
GRAEME ROSE	TOMBOY	1950	0	176	0		176	119	0	0	119	110	0	0	110					
BRETT ROBINSON	LANZO BOMBER	1938	12	165	0	12	177	179	20	12	200	0	0	0	0					
ROBERT LOCKYER	STARDUST	1940	10	178	0	10	188	0	0	0	0	0	0	0	0					

Following the Precision Comp **Rob, Brett and I** flew a **Vintage 1/2 E Texaco** two flight round in interesting conditions with the sea breeze building. Rob found some excellent air under Rowdy's guidance, how these soaring guys read the air is still a mystery, but it sure works !

## VINTAGE 1/2E TEXACO

			ROUND										
			1					2					
NAME	MODEL		FLIGHT	LAND	BONUS	TOTAL		FLIGHT	LAND	BONUS	TOTAL		TOTAL
ROBERT LOCKYER	COURTESAN		1560	20	0	1580		627	20	0	647		2227
BRETT ROBINSON	STARDUST		1067	20	10	1097		544	20	10	574		1671
BARRIE RUSSELL	SINE 46		816	20	4	840		773	20	4	797		1637





**Above; The Vintage Family lineup.** I too received some great advice from my **Timer-person**. Never ceases to amaze me how these glider-guys can read the air the way they do. Guess that's why they become World Champions !

**Sunday 30<sup>th</sup>.** Didn't have time for **NDC Vintage E Rubber** yesterday so I snuck out early, found timer **Lance** and got two flights in with Voodoo. The first was average but the second was great as the conversion set in with the sea breeze coming in under the remaining northerly and there was some amazing lift around. The birds found it and I joined them ! On the second flight I used six minutes of battery time and some 29 minutes just soaring for a thirty-five something minute flight ! Woohoo Voodoo !!

Well that wraps it up for NDC Competition for this year, next on the agenda is the NZ Nationals in Central Hawkes Bay. The RC Vintage classes can be flown "Rally Style" from the 4<sup>th</sup> to the 6<sup>th</sup> January 2026. **Be aware that you have to have registered and paid your various entry fees, either on-line or at the Waipukurau HQ before you can turn up at the Vintage field and fly/compete.**

Registrations; [https://nats.mfnz.org/Admin/Nats\\_entry.php](https://nats.mfnz.org/Admin/Nats_entry.php)

**I've registered, have you ?????**

### **Breaking NEWS !!!**

Two more Stardusts are due to hit the air, **Phil Sharp** has his fuselage completed and as you would expect it is finished to Concours d'elegance standard and he's made a start on the wing.





**Glen Roberts** has returned to the hobby with gusto and has just ordered his Stardust kit from Hangar One and will be joining our happy band of Vintagers.

Now the really good news is that **Rob Lockyer** has offered to set up a Watts App Vintage group which should be a very useful tool, great help to us all. Just a quick message on the app to all, we will be able to;

1. Advise you're going flying, where and when and invite others to join
2. Report weather conditions at the field.
3. Ask for advice on any Vintage subject.
4. Call for help with a building problem or rule interpretation
5. Chat Vintage.

If anyone does not want to be part of the Vintage App please let me or Robert know, otherwise we will set it up over the coming days/weeks and have it fully operational for the Nationals and ensuing year. **Ed**

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Here is the NDC Program for 2026.

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Month	Event #	SIG	Event Name
Jan/26	103	VINT	RC Vintage 1/2E Texaco
Jan/26	104	VINT	<u>RC Vintage</u> Open Texaco
Jan/26	105	VINT	RC Vintage Precision
Feb/26	110	VINT	RC Vintage 1/2A Texaco
Feb/26	111	VINT	RC Vintage E Rubber Texaco
Feb/26	112	VINT	RC Vintage Duration
Mar/26	116	VINT	RC Vintage 1/2A Texaco
Mar/26	117	VINT	RC Vintage Precision
Mar/26	118	VINT	<u>RC Vintage</u> E Texaco
Apr/26	121	VINT	RC Vintage 1/2E Texaco
Apr/26	122	VINT	RC Vintage Precision
Apr/26	123	VINT	<u>RC Vintage</u> A Texaco
May/26	127	VINT	RC Vintage and <u>Scale</u> Texaco
May/26	128	VINT	RC Vintage Duration
May/26	129	VINT	RC Vintage Open Texaco
Jun/26	134	VINT	RC Vintage Precision
Jun/26	135	VINT	RC Vintage and <u>Scale</u> Texaco
Jun/26	136	VINT	RC Vintage E Texaco
Jul/26	138	VINT	RC <u>Vintage</u> E Rubber Texaco
Jul/26	139	VINT	RC Vintage Duration
Jul/26	140	VINT	RC Sport <u>Cabin</u> Texaco
Aug/26	144	VINT	RC Vintage scale Texaco
Aug/26	145	VINT	RC Vintage Duration
Aug/26	146	VINT	RC Vintage A Texaco
Sep/26	149	VINT	RC Vintage 1/2A Texaco
Sep/26	150	VINT	<u>RC Vintage</u> 1/2E Texaco
Sep/26	151	VINT	RC Sport Cabin Texaco
Sep/26	152	VINT	RC Vintage Precision
Oct/26	155	VINT	RC Vintage Open Texaco
Oct/26	156	VINT	RC Vintage Duration
Oct/26	157	VINT	RC Vintage E Texaco
Oct/26	158	VINT	RC sport Cabin Texaco
Nov/26	161	VINT	RC Vintage E Rubber Texaco
Nov/26	162	VINT	RC Vintage A Texaco
Nov/26	163	VINT	RC Vintage Precision





# A CLOSING SMILE. November '25



## Trump in editing scandal shock

THE White House spokesperson Karoline Leavitt today furiously attacked the failing news media for editing together two clips of Donald Trump in order to try and make him look like a misogynist bully.

The clip, which appeared on live television, shows the President of the United States snapping at a female reporter "Quiet, Piggy!"

Said Miss Leavitt, "This was two separate sections of the President's reply spliced together into a disgraceful and defamatory soundbite.

"He firstly said, 'Quiet please, everyone, I'm trying to listen to this excellent female reporter's very good question about the Epstein files.' He later made a key policy statement in which he said, 'Fozzy Bear is okay, Kermit not a nice frog, but the only Muppet character I have any time for is Miss Piggy'."

Miss Leavitt continued, "Quiet Piggy is the worst piece of malicious editing I have ever seen in my life. President Trump will be suing the Muppets for up to \$100 billion."

*See you Next Year !! Ed.*

