

Model Flying Hawkes Bay



Newsletter # 175 Feb '26

Sundays; Club days Awatoto Field

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

Tuesdays; Club "Shed" Mornings

Vintage; Wednesday mornings at Awatoto Field and any other time, contact via "Watts App"

General Flying; Any day the weather's fine.

Soaring; Black Bridge. Ph Rowdy or Joe.

Committee Meetings; Second Tuesday.

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Vintage & Soar NDC Feb / March'26

Feb/26	110	VINT	RC Vintage 1/2A Texaco
Feb/26	111	VINT	RC Vintage E Rubber Tex
Feb/26	112	VINT	RC Vintage Duration
Feb/26	404	SOAR	Class R, eRES 2M
Feb/26	405	SOAR	ALES 123 Class N
Feb/26	406	SOAR	X5J Unlimited Class O
Feb/26	407	SOAR	NZ F5K CLASS Q, 4 Rnds
Mar/26	116	VINT	RC Vintage 1/2A Texaco
Mar/26	117	VINT	RC Vintage Precision
Mar/26	118	VINT	RC Vintage E Texaco
Mar/26	408	SOAR	Thermal H (2 Metre Glid)
Mar/26	409	SOAR	F3K Tasks B,D,G,H only
Mar/26	410	SOAR	ALES 200 Class M
Mar/26	411	SOAR	ALES Radian Class P

Contributors to this issue; Brett Robinson / Barrie Russell / Marty Hughes / Ash / Barry Lennox / Kevin Botherway / Rob Lockyer / Barry Lennox / Clive Baker / Mike Shears / Grant Fulton / Facebook / E & OE.



Warbirds over Awatoto .. WOW !!

From the Editor's Desk;

Greetings All, Hard to believe we're well into the second month of 2026 already, whoever said time passes quicker as we get older certainly knew a thing or two ! I know good editors should always be positive, well at least we've had two outstanding events here in the Bay with the Nationals and Warbirds, both reported on by yours truly in the pages to follow. We start with a remembrance of John Clarke, Life member and builder supreme who will be sadly missed and long remembered for his contribution to aeromodelling and Model Flying Hawkes Bay.

We were invited to display our wares at a Bridge Pa Open day which John Sutherland CD'd, which proved to be a very successful PR event. And there is an interesting contribution from Rowdy on Competition Timing Duties of interest to both the Soaring and Vintage disciplines. As usual a Vintage report which not only covers competitions within the club, but highlights changes to our vintage Club day and the creation of a WhatsApp communication tool.

On the negative side, club activity is pretty light and member contribution almost nil which makes me question the value of these pages for club communication and interest. It's been said many time before, "Use it or Lose it" editors can't keep creating copy out of thin air !

Next issue, well we'll just have to wait and see. Barrie the editor, mfhb Feb 2026.

Meeting Notes;

Prez Sez;

Currently writing this report sitting with a cold Peroni at the 2 Mile Bay sailing club Taupo. The lake is like glass, the sun is warm and the sky is blue. Reflecting on what is maybe the best Warbirds I have experienced since I have been running it. I can't speak of the ones before me but I understand we have had some big ones over the years.

I won't go too much into it as I understand Barrie is doing an article on it . I just want to thank all the people who were involved. The pilots. The ones who travelled from five minutes up the road to 5 hours up the road. You guys are the stars of the show. Weather it's flying, displaying or just catching with your mates. It's all part of it. To all the spectators who came along to support our show a big Thank you. Rob Lockyer who put in all the hard administration work behind the scene. All the stuff that had to be done but no one sees. He was also the sound tech and setting all that up. Miles was the resident DJ to give Rob a break.

Lance and big red for the countless hours on big red getting the field to pristine condition. Thanks to the group who helped set up and the much smaller group that helped pack down.

Gus Black for our Notam and keeping the weekend communication with the Napier Control Tower. Big shout out to our vendors and contractors. Mr Whippy, Gala Catering, Wild Rose Coffee and Rebecca the face painter. Porta loos from Wee Doo Loos and wheelie bins from Bay Environmental. Everything went like clock-work except only one gripe, the gate roster. We have 108 members and we can't even get enough volunteers to man the gate. Barry Kerr and Tony Ives and their small team need a medal for what they achieved but lucky was Myles Moloney to the rescue with his contacts to get the traffic light system in to get us through.

You guys did amazing. Yes I know gate duty is a thankless job but it needs to be done. If only we could get a few more members to help to lighten the load.

Any way all in all a fantastic show but my Peroni is now empty so I'm signing off as it's nearly swim time.

Marty

Vale JC



*It is with great sadness that we note the passing of our dear friend and life member of MFHB, **John Clarke** .*

John passed away peacefully at 6:30pm on Saturday the 10th of January in the Hastings Hospital with daughter Yvonne and sons Bruce and Kim at his side . John was a member of MFHB for over 50 years and was a hugely respected and admired figure within our club and the wider community . He was a true master scratch builder , with a remarkable talent and passion for the hobby . Many of the Aircraft John built over the years can still be seen flying and displayed around

the country , a lasting testament to his skill, dedication and love of model aviation .





Beyond his craftsmanship , John was always generous with his time , knowledge and encouragement and he made a lasting impression on countless members throughout the decades . His presence at the field , his willingness to help others , and his quiet passion for model aviation will be missed .

John's contribution to MFHB cannot be over stated . He leaves behind a legacy that will continue to inspire present and future generations of model flyers.

Our thoughts are with John's Family and loved ones at this difficult time.

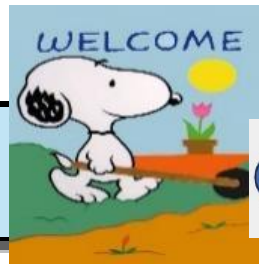
He will be sadly missed by all who knew him .

Marty Hughes

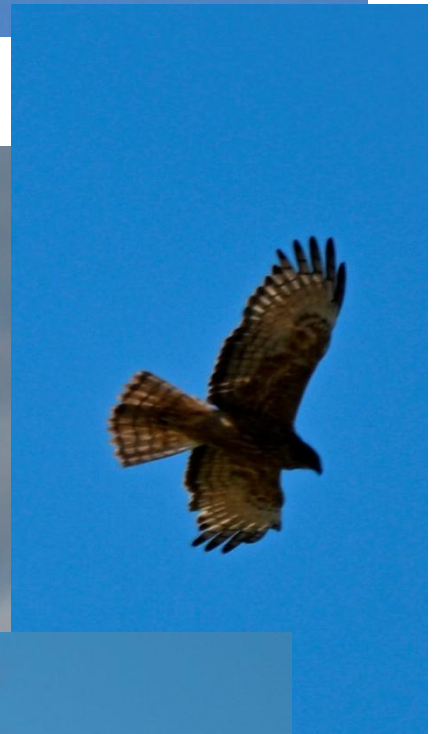
President MFHB



CLUB ACTIVITY February 2026



Not a lot to reports so far what with celebrations, holidays, Nationals (reported on elsewhere) and strange up and down weather. Clive was on the job and shot these rather nice aerial photos of a fine day's activity.



Sunday 31st, last one for the month !

Great HB weather and a goodly turn out prior to Warbirds, general club flying and a few planes having the cobwebs dusted off prior to next weekend. No "incidents" and a new and a re-new aircraft being test flown successfully.

Stanley maidenized his Seagull ARF Chipmunk and it flew on rails with **Stan** giving a very commanding performance for it's first flight. On his second flight however, part of his canopy flew off and fluttered down by the river and whilst he and Gavin Shute were recovering the pieces, they came across this sad looking Vintage model which had obviously been swimming at some stage and cast up above the high tide mark ! If I'm not mistaken I think it is a Southerner ex-**John Aitken** which was purchased at a Club Auction by **Joao Dib**.



Clockwise from top Left;

Stanley posing with his newest creation, a Chippy to pair with Rod's ! / A sad Southerner / Phil setting off for a test flight of his restored Pup. / Pretty Chippy Pair / Stinky barrelled around the sky with his new (My ex scratch built) Tiger Tail classic patternship.

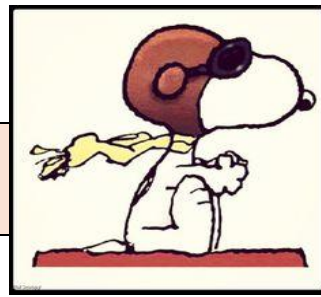




Clockwise from Top Left;

Ed Beethem from the Wairarapa brought his Mosquito up so John S could test and fly, another J C Clarke build. / Ed's Corsair / Master Chef Marty preparing lunch for the multitude / Stu's Grasshopper now tamed and flying well / John Sutherlands FW190 coming home from a pre-warbirds flight / Pits View with Marty's aerobatic model in the foreground.

Warbirds Over Awatoto 2026



Another year and another Warbirds over Awatoto, “number 28” in fact and what a stunning rally it has been. Spectacular weather, a spectacular venue, a spectacular turnout of the public and members and a spectacular registration of pilots and their wonderful machines. Well done all those concerned for another stunning success here at Model Flying Hawkes Bay 2026. Once again we were well supported by pilots from around the country and all eras of Warbirds and the aircraft just keep getting bigger and better.

It's been an interesting journey over the past thirty plus years watching the evolution of the warbirds aircraft at our rallies. In the early days perhaps the majority were scratch built and glo engine powered, then petrol powered two strokes around 30 to 50cc and ARF's became the order of the day. Now 50cc is at the bottom of the scale which reaches as far as 300 cc, two, three and four cylinders and 5 cyl radials, add in the jet turbines and wow, what a melting pot we have. The size and standard of ARF's is constrained only by the capacity of one's credit card and fortunately we still have that cadre of scratch builders who lovingly turn out some magnificent creations.



We are all only too aware of the fragility of our masterpieces, as were the full sized counterparts when things didn't go according to plan and our thoughts go out to builder supreme Stan Hodson, his co-builders and pilot Grant Findlay after the loss of this wonderful 1/3 scale 3.9 metre span Mark IX C Spitfire due to engine failure beyond the river with no hope of making it back to the strip. Talking to Stan today, he was still up beat enough to say it is repairable and he plans to have it back in the air by Christmas !

Good on you Stan, thanks for sharing and we wish “Spity” a speedy recovery back to full flying health.

Our thanks must go to our **Field Officer Lance and Big Red** for tailoring the field and out-lying parking areas to perfection and having the weather gods on our side for the three days making this Waitangi weekend all that more memorable. **Our President and CD** of the Rally **Marty Hughes** and participating members deserve a huge vote of thanks for their organisation, you know who you are, thank you one and all. **Marty's** determination to increase our advertising and signage certainly paid off judging by the large public attendance with cars parked the full length of the access road and beyond the field almost constantly over the two days. This certainly has proven to be one of the country's premier rallies and continues to contribute huge PR value to our sport.

And of course, the biggest thanks of all must go to the visiting pilots who bring their magnificent machines and flying skills and make this great annual occasion possible.



Following is a pictorial coverage of the weekend from my camera with a few of the better pictures stolen from the lenses of Brett and Dev, thanks guys !



“The Magnificent Three”

A tribute to the late John Clarke who passed away just a few weeks back. John was a revered Life Member of our club, a dedicated scratch builder with a penchant for P-51 Mustangs. Above in the foreground was his pride and joy “Bird of Prey” (never flown). Centre his P-51 B, which he built from “scraps” in his workshop ! a lighter model and great flyer. At the rear, his latest triumph “Maverick” which built last year for our President Marty Hughes.

The show kicked off with the usual Welcome and Pilots' Briefing with some 40 plus visiting airmen in attendance



President Marty welcomed all and gave an over view of proceedings, **Ryan** our flight line Boss set out the field and flying procedure, and **Mike Shears** spoke about Club rules and Safety.



The public arrived in droves and parking space was at a premium. It was interesting to note how many visitors asked to pay their entry donation of \$10 per car by FPos and had no cash with them! Changing times I guess, in the hour I was on the gate on Sunday morning I would guess some twelve to fifteen came through on a promise of paying later, I hope ! I guess next year we will have to have FPos available. **Starting Box WW1 below.**





Left; Rene's Pup, interestingly this aircraft was built by **Rod Hughes, Marty's father** over twenty years ago from a Balsa USA Kitset and powered by a Quadra motor. **Rod** still gets a kick out of watching it fly.

Right, Phil Sharp's Pup performing well with a belt reduction drive.



Left; Gordon Meads' Stampe, a regular airshow performer, always looks great in the air.

Right;

Great to see **John Doherty** back on the flight line again after a few years absence pursuing other interests. Seen above his WW1 Albatross on fly past, a kit built model which has been some years in the making.



This year the turbine powered aircraft had a huge presence at the rally. Some very large and very powerful and requiring top pilot skills. Seen below **Paul Buckrell's** Raptor which was piloted to perfection by **Andrew Stiver**.



Perhaps the star of the jet show was **Paul Connor's** Starfighter, this magnificent "Beast" was huge, loud and **Paul** presented it so well in the air it wowed us all pilots and public alike. Built from an Airworks it is 5.9 metres in length and weighs in at a modest 78 kilos ! It is powered by twin King tech 450 turbines.





Great to see **Colin Austen** scratch builder supreme back again with his "Large" models, seen above bringing his L39 Albatross to the flightline, about to give another polished performance solo flying display.



Pete Brown never fails to impress and as always had his beloved Vampire flying as well as ever. This model has been seen here regularly over the past ??? Years ! This year he brought his F1 Super Sabre and put on some great display flying even if one overhead loop got a little too close for comfort in the cross wind ! Nice one **Pete**.





Paul Connor also flew this ME 163 Komet a German ww2 Rocket plane, King Teck K240 turbine powered with a sparkling performance and launching off a dolly.



Seen below; **Paul Connor** gave some great displays with his turbo-prop Pilatus PC-21 powered by a King Tech K100 turbine and the smoke trail and great turbine whine in the air was impressive



Our Lunch time displays this year were flown by **James Farrow** from Wellington who put on polished displays with his IMAC aerobatic aircraft and gave several display flights with his big radial powered Corsair.



A big nod to Club member **Kris Pawson** who set up a flight simulator in the Deans Shelter and spent all of Saturday encouraging and helping the public and many children to have a go. Each time I looked there was a crowd there. A great PR effort
Thankyou Kris.





Above; John Sutherland's DA100 twin powered FW190 Dora on finals

Scott Purdy preparing his "Speed machine" for another speed attempt at the radar gun, and maxing at 495kph !



And there many more pictures on the Model Flying Hawkes Bay Facebook page;

<https://www.facebook.com/groups/www.mfhb.org.nz> See You there !!



By Mid-afternoon Sunday, the cross wind was becoming more significant and the decision was made to conclude with the usual prizegiving. And those recipients were;



WW1: **John Doherty** with his Albatross biplane.



WW2: **Craig Abbott** Komet Me163



Modern Military: **Colin Austen** with his L39 Albatross



Pilots' Choice: **Paul Connor** with his Starfighter.

I think our hard working CD Marty Hughes summarised the event perfectly, with these his closing words. Ed.

Well, what a wrap. Warbirds 2026 is done . A massive Thankyou to the team that helped put this on, the field prep, the behind the scene admin, the gate control team, the DJ ,The trophy maker, The flight simulator operator, the flight line controller, the food and coffee vendors, the pilots who displayed and flew and to the public who came to support this event .

Let's do it all again next year 2027 .

I'm now on holiday .

Marty.

RC Vintage at the Nationals & NDC 2026



After an indifferent long range forecast, the weather for this year's Nationals turned out picture perfect. The flying field for the RC Vintage classes on Hobin Road at Ongaonga was easily accessible and as good as we've experienced thanks to the generosity of local farmers Lester and Callum Gray who made their magnificent property available.

Three days of sunshine, light wind, thermals and sun screen lotion made for some interesting flying. The conditions were variable, one minute you could be in massive lift and then fly into sink and I think most pilots suffered the same fate. For sure, I know I did ! A total of Twelve pilots flew across the nine vintage classes with the reduction in classes and the combining of the old Vintage and Classical being well received. The Rally style was similarly embraced making for a relaxed and pleasurable competition and allowing some vintagers the freedom to be able to contest other disciplines as well.



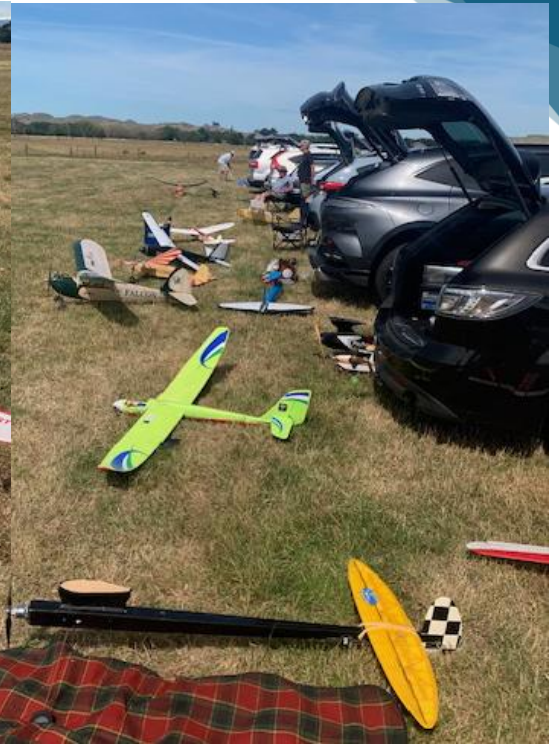
Vintage pilots from Left to Right;

Allan Knox / Stew Cox / Barrie Russell / Robert Lockyer / Mike Shears / Grant Fulton / Trevor Glogau / Ian Munro / Stu Sturge / Terry Beaymont. & (missing in action, Alan Baker & Martin Evans).

Twelve pilots completed 48 class entries and amassed 125 competition flights across the three days, a noble effort. There were some excellent flights, some shoulda done better flights and only the occasional woopsie and no carnage. I'm sure all those attending and their supporters left with a feeling of satisfaction, having thoroughly enjoyed the experience, good competition and the strong feeling of camaraderie throughout the event. Suffice to say it was a little disappointing there were not more vintage flyers competing especially considering the central location, reduction in fees, excellent venue and a more suitable date line. However those that did were well rewarded and hopefully the overall success of the event might inspire a bigger turnout for Nationals 2027.

The prizegiving was held at 2.30pm on Thursday 8th at Waipukurau HQ and a full list of results can be found on the NZMAA website at https://nats.mfnz.org/Admin/Event_Results_Detail.php?eventdisp=Flown

The following is an eclectic range of photographs covering some of the competitors and their aircraft.



Clockwise from top left;

A collective Vintage model selection /
Pits scene / Terry Beaumont with his
twice sized model Courtesan and a
Lanzo Airborne / Trevor Glogau's
Falcon and his air force / 2x Night
Trains and a Stardust from HB /



Top; Terry Beaumont's "Hangar" / Barrie Russell's hangar/pits with "Stardust"

Middle; Trevor Glogau's E/Rubber "Streamliner" and my E/Rubber "Flying Minutes" flown by Mike Shears.

Bottom; Stew Cox's lovely New Ruler & "Cavu ?"

Once again, Allan Knox took out Champion Vintage modeller with another solid performance. Allan a stalwart competitor travelled from Christchurch and CD'd the event as well as competing in other disciplines. He also does a sterling job running the NDC program. and is seen here presenting the RC Vintage Duration Trophy to long time modeller and debutante Vintage flier **Mike Shears** from Hawkes Bay. As a teenager, Mike was his father Barry's pilot and its only taken him another sixty years to see the vintage light !



Rob Lockyer too gave a creditable performance taking out first place in Vintage Precision. I even managed a bunch of Seconds !

2025 was an excellent year for the NDC competition where modellers compete nationally without leaving their home base. Sadly, amongst the majority of our national membership, "competition" seems to be a bit of a "no go" unless there is a driver. **Frazer Briggs** in Aerobatics, **Kevin Botherway** in Soaring and **Allan Knox** in Vintage are outstanding examples of successful "Drivers"

Vintage modelling is unique in that it offers a low cost opportunity to return to our roots and gain pleasure from both building and flying aircraft from yesteryear which can be both relaxing and at the same time challenging for those who are competitively minded. The National Decentralized Competition (**NDC**) provides an excellent platform to encourage and reward both sport and competitive flying.

If just one vintage modeller from each area in the country could showcase his skills and encourage others to build and fly both sporting and competitively and take the opportunity to organise some monthly NDC competitions, I believe we would see an unprecedented growth in our national hobby. As an example, here in Hawkes Bay amongst some fifteen like minded club members we are doing just that and currently setting up a "Watts App" Vintage Group to communicate easily and have a regular weekly Club Vintage morning. Due to members seeing what fun we're having we now have seven Stardusts being flown and an eighth under construction as well as a couple of new ½ E Texaco models being built. How good is that It would be wonderful if more could take a leading role in their area and join the Vintage and NDC revolution, 2026 is going to be a FUN Year! We are really looking forward to it, come and join in the fun.

Barrie Russell MFHB. January 2026.

H.B. & East Coast Aero Club, Bridge Pa, Open Day



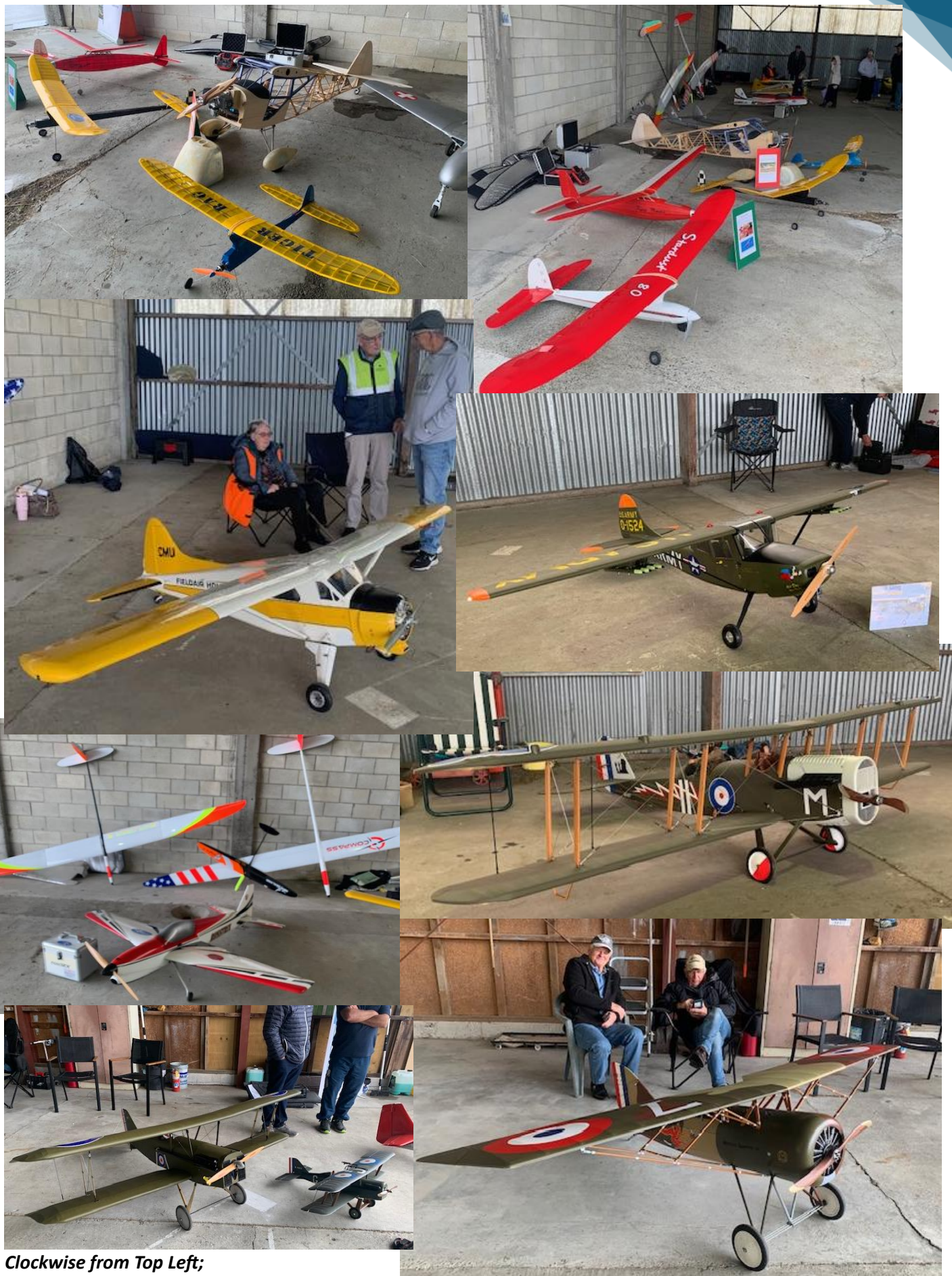
Sunday 18th January. Our Club was invited to mount a static display of aircraft at Bridge Pa as the HB & EC Aeroclub was holding a free Public Open Day to promote all things Aviation. They were offering half price aeroplane rides and had all their club aircraft out on display as well as the local helicopter operators.



It was a great PR opportunity to display our models and we were allotted a large empty hangar adjacent to the clubhouse which suited our needs well. The weather was a bit inclement with light misty rain showers most of the morning which cleared to broken cloud and the odd shower during the afternoon. A good number of the public turned out and the conditions meant a lot of people spent time under shelter passing through our display which was well received. Club members present were busy with their models talking to the public and National President "Rowdy" was busy handing out MFNZ badges to all and sundry. All in all, considering the conditions the day went well and it proved to be a very useful PR effort for the Club, our Hobby and Warbirds on the 7th & 8th of Feb.

The following is a pictorial coverage of the event through my camera lens.





Clockwise from Top Left:

Vintage display / Vintage & Taylorcraft Fuz /

Stu's Grasshopper / Russ's magnificent DH4 / Rod's Moraine / Rod's SE5a and junior / Mike's Rustrix aerobatic and some of Andrews soaring machines / Norm Murton joined us with his Beaver built some 15 to 20 years ago.



John Sutherland CD'd the event and contacted various members to bring their aircraft for display. The central collection of warbirds pictured above, John's two Focke Wulfs, Dora and 190, my Curtis Wright 19R and JC's DC3 Dakota gave good impetus to the upcoming "Warbirds over Awatoto" publicity.

Below a few more "Aeroplane shots"



Overall a very enjoyable and worthwhile PR day out for those visiting members. **Ed.** Jan 2026.

AROUND the BUILDING BOARDS. Feb'26



There is a growing interest in the E RES competition which runs along side the Radian comp, however Radians are seemingly no longer produced and the E RES models are superior flyers. As expected Rowdy is a leading light here and has just completed a new build of a Hyperflight Eli E RES sailplane. Picture below.

<https://www.hyperflight.co.uk/products.asp?code=ELI&name=eli-f3l-2m>



This is a high performance laser cut kitset model, electric powered, with rudder, elevator and spoilers and Rowdy says an easy and very accurate build.

Word has it that already Stu Sturge and Rob Lockyer are on board with models "Prime Q Electric" coming from Hyperflight UK.

Interested ? Give Rowdy or Stu a phonecall.

Prime Q 2m Glider & Electric F3L F5L

Product Code: **PRIME-Q**

☆☆☆☆☆ (add a review)

Price: **NZ\$457.50**

5 in stock

Add to basket to see shipping cost

Available Options

* Glider/Electric, Tail type:

☒ F3L Glider, X tail (4 in stock)

☐ F3L Glider, V tail (1 in stock)



Being A Timer / Caller. notes from "Rowdy"



After recently doing an experiment during an F3k competition where we had no favourite timers/caller and had to draw a timer out of a hat showed that we lack in training and helping people become good callers for the soaring discipline here in NZ.

I will write a few of my thoughts and experiences calling for various people over the last few years. I have been lucky over the last few years to have called for lots of world class pilots too many to rank or name so I can offer some suggestions but none of its fact and others may like to do things different or a better suggestion which I hope at some stage to learn about.

Check your flight task and check you are in this group!

Stop watches: There's heaps of different timing units around I find the best to date is the Seiko stopwatch as you can preset a flight time on it and have the last three seconds bleep with your call for precision landing and they are correct. (some even expensive stop watches are one second out!) More than one stopwatch on hand or a board is best so you can run a working time and maybe time another contestant if you need to or use for the next quick turnaround flight. You should always have a working time. Cell phones are NOT an answer to this!

Timing board: this is handy to have I have an aerial attached with a small wind indicator on it to help some pilots the aerial I use more for pointing out stuff to the pilot like air or other planes etc. I also have attached paper on a bulldog clip and a pen! All must have tools if you are a timer/caller and you need to know your own gear and how it works – believe me the last thing you want do is make a timing mistake on operating a watch or timing someone incorrectly it's what we all fly competitions for – the best result we can achieve.



Pilot/Caller:
From when you walk out as a timer/caller you need to have clearly discussed with the pilot the task and or any possible other intentions such as if its F3J get ready it may be a Zoom launch or rocket launch be ready to get the time

started! If its F3b and distance some like the on course time and each turn how the time is winding down...Do not pre-empt the watch look at the watch and ensure a smooth call voice at very regular time calls (some pilots even carry their own watch on the transmitter) which is a good idea as a double check on time and also if the timer is busy say clearing a winch the pilot can take care of time if it allows so.

Landing: The caller needs to ensure he is regularly advising pilot of time to go I start from one minute out to advise the pilot every 5 seconds down to 30second to go then count clearly down to zero every second. I believe the caller/timer must always count down to zero so practice this it's a very clear thing to the pilot (counting up to some unknown number is not a great thing to understand while trying to land an aeroplane on zero?)

Calling: One of the most important jobs firstly is to try as a caller timer to ensure you have your eye on all the aeroplanes in the sky especially the ones behind the pilot (he will never see these!) I usually watch the pilots plane very little and feed information to the pilot to filter out what he needs. You need to try and be aware of everything ground signs (trees grass flags bugs etc) also advise on wind shifts and anything else going on. There are heaps of great videos on this this stuff from radiocarbonart.com

If as a caller, you have made a timing mistake tell the pilot earlier than later ensure you are honest about it to him, so things don't go south later.

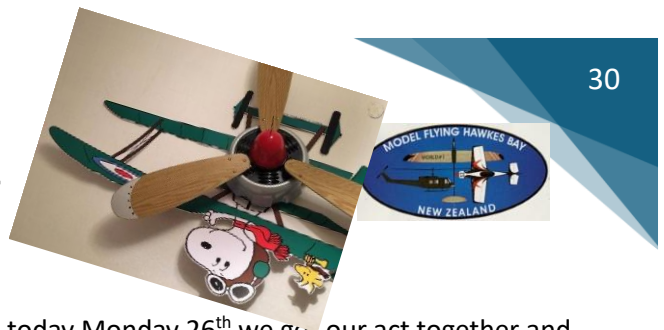
One of your last jobs as a caller / timer is to ensure the pilots time / landing and height(if F5J) is recorded clearly in the correct column, group, pilots name - Again clearly remember someone else must transpose this result to a computer or something and it needs to be very legible.

Most of all Have Fun!!!!!!

Soaring Rocks. "Rowdy" MFHB.



Vintage Report. Feb'26



The RC Nationals Vintage are reported elsewhere in this issue, but today Monday 26th we got our act together and had a great club **RC Vintage & Radian NDC** morning at Awatoto field.



The field is picture perfect, all the water incursion last week has disappeared, access is clear and the light conditions were just great. Rob and Mike both elected to use their nationals RC Vintage Precision scores for NDC, so Brett, Stu, Stan and I battled it out and the overall club January NDC result is as follows;

Nationals January 2026; RC VINTAGE PRECISION; NDC.

Rob Lockyer; Total 592.

Mike Shears . Total 574.

Grant Fulton; Total 560.

Today at Awatoto Field;

			ROUND												
			1				2				3			GRAND	
NAME	MODEL		FLIGHT	LAND	TOTAL		FLIGHT	LAND	TOTAL		FLIGHT	LAND	TOTAL		TOTAL
BRETT ROBINSON	NIGHT TRAIN		180	20	200		179	20	199		176	20	196		595
BARRIE RUSSELL	STARDUST		177	0	177		179	20	199		178	20	198		574
STAN NICHOLAS	NIGHT TRAIN		176	20	196		179	0	179		179	20	199		574
STUART STURGE	STARDUST		176	20	196		169	0	169		167	20	187		552

A great result all round and as usual, always room for improvement, I can talk !!!



Clockwise from top Left; Pilot Parade / **Stu** about perform mouth to mouth on his Radian after an arrival stripped the rudder servo gears ! / **Rob and Mike** a picture of concentration / **Stanley** and timer **Brett** about to depart on a precision flight.

ALES 2000 Class M NDC There seems to be quite a cross over with Vintage and the Radian ALES classes and five of our Vintagers flew in this month's **NDC** class **Robert** is the motivator here. Results:

ALES Radian Class P

Date	26/01/2026	Round 1					Round 2				Round 3			
Pilot	MFNZ	Total	Min	Sec	Landing	R1 Score	Min	Sec	Landing	R2 Score	Time	Sec	Landing	R3 Score
S Nicholas	10922	1026	5	28	50	378	4	18	25	283	5	40	25	365
R Lockyer	10072	931	5	34	50	384	4	34	25	299	4	8	0	248
B Robinson	2980	823	4	18	50	308	3	16	50	246	4	4	25	269
M Shears	6533	804	4	31	25	296	4	15	25	280	3	23	25	228
S Sturge	7487	247	3	42	25	247				0				0

Wednesday 28th, we assembled again for our vintage morning and flew the last of the RC Vintage ½ E Texaco NDC event. Rob elected to use his Nationals entry; Score;

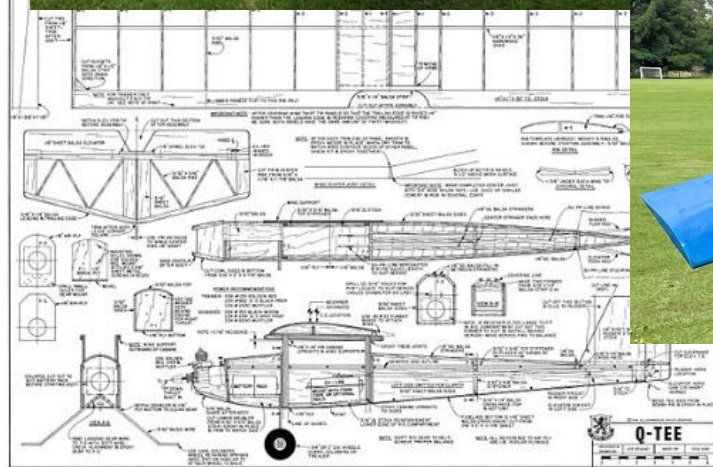
2. Lockyer, Robert Mr. (10072) [MFHB]

1537.00

1/2 E TEXACO

NAME	MODEL	FLIGHT	ROUND 1			FLIGHT	ROUND 2		GRAND TOTAL
			LAND	TOTAL			LAND	TOTAL	
MIKE SHEARS	STARDUST	836	20	856		815	20	835	1691
BRETT ROBINSON	STARDUST	956	20	976		477	20	497	1473
BARRIE RUSSELL	TIGER RAG	448	20	468		666	20	686	1154

Graeme Rose brought out his newly finished Stardust, but test flying was delayed due to a Radio problem. It should be another successful addition to our fleet.

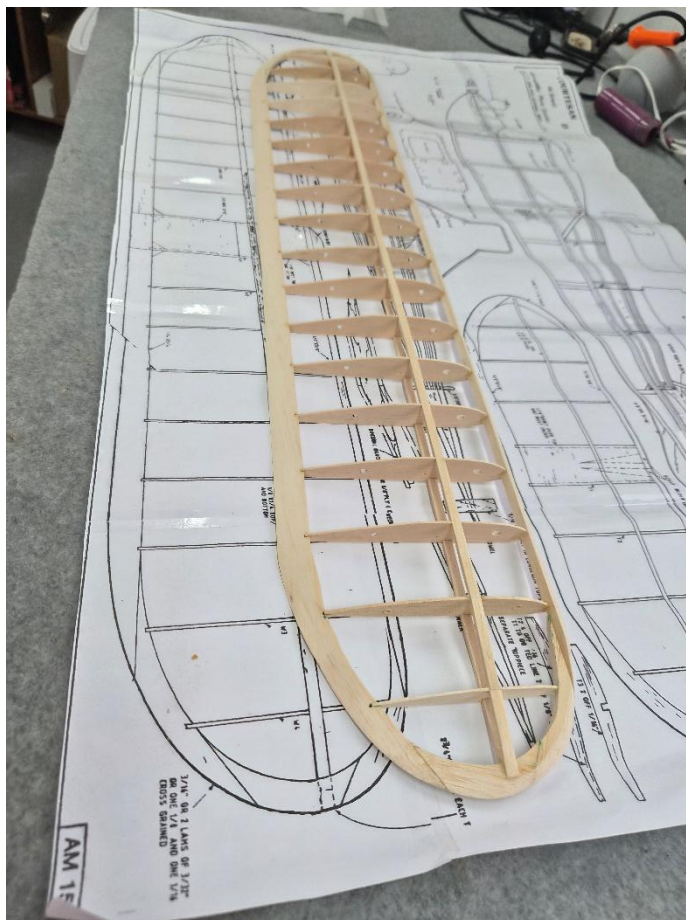


Our Sth Island correspondent **Barry Lennox** sent in this picture of his latest accomplishment, a "Q-Tee". Be aware the name applies to the aircraft in the picture, not the holder ! He built the model many years ago and it's been

linguishing hanging from the roof of his workshop emporium. Finally taken to the air and he reports it is a nice flier. Seen here, he is controlling it with one of his 2.4 single stick radio conversions, the one he wouldn't part with (TO ME !!) it has a single button control option so he can relive his early RC experiences ! (Crash, repair, crash, repair etc !!)

Q-Tee ; <https://outerzone.co.uk/search/results.asp?keyword=Q+Tee>

Rowdy has taken to this Vintage thing like a duck to water and he's currently building a Courtesan so he can show us how to fly "Sports Cabin Texaco" He's got pretty serious about this building lark and decided to 3-D print of the necessary fuselage and wing templates. Wing is done and now he's gone Fishing !!



The plan is one that I have printed, so when he's finished, the plan and templates will be available to another keen Vintage builder. It's a great flying model, currently **Rob** and **I** both have one, ideal for **NDC Sport Cabin Texaco**. Give **Rowdy** a call on 027 557 0470 if you're interested.

Club Vintage Wednesdays and Watts App

At a very unofficial meet at the field, the majority (all !) decision was to make Wednesday mornings our regular Vintage morning. The good news is that Rob Lockyer has set up a Vintage Watts App group to make communication between interested members much easier. If you are going flying, want vintage help, planning some NDC competition, need a timer or just reporting conditions from the field, then communication between group members is instantaneous. To date we have; **Rob L / Barry K / Brett R / Danny Y / Dave C / Graeme R / Kevin B / Mike S / Ross B / Stan N / Russ N / Barrie R / Stuart S / Glen R**. If you want to have your name added to the WA communication group then please contact **Rob Lockyer** or myself.

With the new Vintage rules and reduced (combined) number of classes, it looks like being a busy and interesting year ahead for those interested in NDC competition. And if you're not into competition, then come along for some relaxing sport flying. The interest in Vintage building and flying is growing within the club and we welcome members to our group. We are only too happy to help with advice, building assistance and coaching etc, so come along and see what we're getting up to.

Vintage Rules available on the MFNZ website in their Documentation section under Competition Rules....

https://drive.google.com/file/d/1L2lgulfhgJvMDBu_MkcoA64Vvsf31FLd/view

Wednesday 11th February. A short note out via Watts App on Monday evening re a good forecast and reminding about month's **RC Vintage E Duration NDC** and we had Nine turn up this morning and seven flew the **NDC Duration** comp of three rounds of 5 minute flights and landing points (320 max). A great result with **Rowdy and Stanley** both maxing out and **Rowdy** went on to take first place with a max 10 minute fly off flight. Well done that man, he has an uncanny ability to find that rising air.

1. Rowdy.	320 / 320 / 320 / Foff 620 = Total 1580	
2. Stanley.	320 / 320 / 320 / Foff 451 =	1411
3. Mike.	320 / 320 / 300	940
4. Anthony	319 / 320 / 300	939
5. Barrie	278 / 320 / 320	918
6. Stuart.	320 / 279 / 300	899
7. Phil	183 / 269 / 286	738

It was a fabulous morning, warm and light wind, if any ! and a really good start to our vintage season. Wednesday morning seems to suit all at least most of the time, and the WattsApp group contact system seems to be working

Great to see **Anthony** flying so well and a big Welcome to **Phil** who is getting his Stardust trimmed out and learning about the vagaries of spot landings ! He had a big smile on his face after he flew a couple of max's after the competition ended, there's lots of potential there !



Once again, the **NDC schedule** is printed here below, take a screen shot and paste it on the workshop wall ! **ED.**

VINTAGE NDC Calendar 2026 for Barrie

Month	Event #	SIG	Event Name
Jan/26	103	VINT	RC Vintage 1/2E Texaco
Jan/26	104	VINT	RC Vintage 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	RC Vintage E Texaco
Apr/26	121	VINT	RC Vintage 1/2E Texaco
Apr/26	122	VINT	RC Vintage Precision
Apr/26	123	VINT	RC Vintage A Texaco
May/26	127	VINT	RC Vintage and Scale 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 Scale Texaco
Jun/26	136	VINT	RC Vintage E Texaco
Jul/26	138	VINT	RC Vintage E Rubber Texaco
Jul/26	139	VINT	RC Vintage Duration
Jul/26	140	VINT	RC Sport Cabin 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	RC Vintage 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

FOR SALE February 2026



Spektrum DX9 Transmitter & Case



Grant Fulton is offering this Spektrum DX9 Transmitter, complete with charger, neck strap and spare TX battery (currently has SPEKTRUM 2000 mah LiFe installed)

It comes complete with a robust transmitter case (Repl cost \$75)

He has currently upgraded to a newer model Spektrum TX and is offering this immaculate unit **For Sale at \$325.00**

This is an ideal set for a new person to the hobby or for someone who wishes to upgrade from a smaller TX.

To view the TX, contact me; (Editor 0274 542 523).

To get more information or purchase, contact Grant Fulton on 022 162 2154

A CLOSING SMILE. February 2026



**Paddy goes to the doctors with
two burnt ears.**

**The doctor asked him, "What
happend?"**

**Paddy says, "Well, the phone
rang and I accidentally picked up
the iron!"**

**Doctor replies, "And what about
the other one?"**

**Paddy says, "The bastard's
phoned back!"**

