

Model Flying Hawkes Bay



Newsletter # 176 Mar '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.

Vintage & Soar NDC Mar/April '26

Mar/26	116	VINT	RC Vintage 1/2A Tex
Mar/26	117	VINT	RC Vintage Precision
Mar/26	118	VINT	RC Vintage E Texaco
Mar/26	408	SOAR	Thermal H (2 Metre G1)
Mar/26	409	SOAR	F3K Tasks B,D,G,H
Mar/26	410	SOAR	ALES 200 Class M
Mar/26	411	SOAR	ALES Radian Class P
Apr/26	121	VINT	RC Vintage 1/2E Texaco
Apr/26	122	VINT	RC Vintage Precision
Apr/26	123	VINT	RC Vintage A Texaco
Apr/26	412	SOAR	Thermal J (2,4,6,8,10)
Apr/26	413	SOAR	ALES Radian Class P
Apr/26	414	SOAR	FAI F5J, 4 Rounds

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Contributors to this issue;

Brett Robinson / Barrie Russell / Ash / Clive Baker / Allan Baker / Stan Nicholas / Peter Robinson / Russ Nimmo / Phil Sharp / Stu Sturge / Mike Shears / Kev Botherway / E & OE



From the Editor's Desk.

Greeting All,

Well what started out as a cupboard bare has blossomed thanks to a few dedicated contributors. Hence we've been able to publish up to date just three weeks after our last late issue.

Since Warbirds member activity has been surprisingly quiet, last Sunday 1st March on a glorious Hawkes Bay day at a picture perfect field meticulously prepared by **Lance and Mr Red**, there were but seven members present and a couple flying helicopters. My mind casts back to when we would have had twenty to thirty and a continuous flight line in use. Where have all the pilots gone? I posed this question to **Clive B** who replied "Maybe It's because we are no longer week-enders. When I was flying, Sunday was my only free day. Also with the variable weather people have to grab their opportunity." Food for thought, maybe some "Theme Days" might encourage more participation?

What have we got this month, well a sad start remembering our friend Nev Fargher who passed away this last month. Allan Baker from Blenheim (Clive's Bro and Phil's cousin) has contributed a great reprint of his V1 experience at Omaka in 2015, makes for exciting reading and showcases just how far our hobby extends. Once again, Phil the Motorman has brought us up to date on his 6 cyl engine build. Now that he's a confirmed Vintage convert one wonders does he ever have time to sleep? Russ has chimed in with another update on the Albatross build, looking great. We have our usual Hints etc and Clive's Corner and this month a lengthy Vintage Report covering our happy band of "Vintagers" activities. We round off with a healthy FOR SALE column stacked with some delicious goodies. I hope you all enjoy the read.

Barrie the editor mfhb.

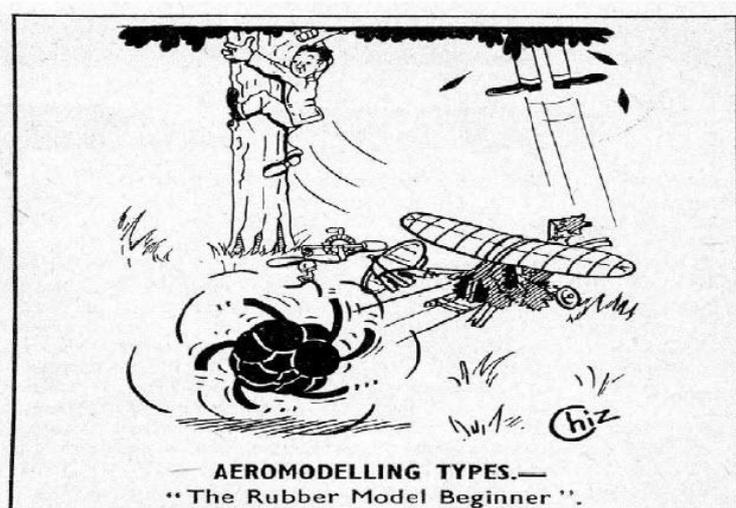
Prez Sez

It only seems like yesterday I was writing a Prez Sez report but I'm now back from holiday and back into reality. I must confess that I have not stepped foot on Awatoto since War Birds but weather permitting this coming weekend that will change.

With that being said I haven't really got anything to report but just wanted to pop up and say Hi.

See you on the green stuff

Marty.



Vale Nev



It is with sadness that we note the passing of **Neville Fargher**, a well liked and much respected member for the past twenty-five years. Nev had a colourful history in contracting, heavy machinery, and farming throughout Hawkes Bay. After his wife Marjory passed away he sold his farm in Tamumu and retired to a life style block on Rosser road, Mangaroa, just south of Hastings.



He had a life time interest in aviation, modelling as a youngster and a continuing involvement in the top dressing industry through his contracting interests. Hence the majority of his aeromodelling skills were directed towards top dressing aircraft. In latter years he spent many hours making scale static models for his retired friends in the industry.

Nev arrived at Awatoto Field around 2000 complete with a very nicely built 4Star 120 which he wanted test flown and then help learning to fly. Though we spent many hours on Buddy, somehow his flying skills never quite matched his building skills as was evidenced by the small model litter around his workshop that showcased his attempts in the back paddock at Rosser Road.



He had considerable mechanical skills and a penchant for restoring trucks, tractors and heavy machinery and his property was well stocked with evidence of his ability, Masterpieces and To Dos!



He also used those skills generously to the benefit of our club helping with building, fencing, maintenance and welding up and donating a trailer and mobile model tables, always on hand for a working bee.



Nev's Mates at Rosser road, Maggie who arrived every morning for breakfast and often brought his/her mates ? And his soul mate Nelson, a huge Rag Doll who also pre-deceased Nev by a few months and his urn was laid to rest with his master at Mangaroa.

I had to include this picture of Nev at a young age just to show that all our great men started life as children ! You can see how his dress code of shorts and jandles started at an early age !

Neville was sadly pre-deceased by his wife Marjorie and both his sons but remained a stoic gentle giant who will missed by all those who were lucky enough to have him as a friend. He was laid to rest after a graveside ceremony at Mangaroa Cemetery, just a few hundred yards away from his home, on Saturday 20th February 2026 and was farewelled by his Daughter-in law Heather and Grandson Josh and a large group of friends on a beautiful sunny Hawkes Bay afternoon.



A fitting tribute to our Mate "Nev".

CLUB ACTIVITY March 2026



Not a lot to report since the staging of Warbirds, some good flying days more mid week though. Club activity seems to have centred more on the Vintage group's activities reported elsewhere.



I had an interesting visitor last week, working in my workshop one evening, looked out the window and on the shed a few feet away and eyeballing me was our old "friend" Stephen. "Steven Seagull" named by Rhyno after his favourite movie star Steven Seagal ! He first visited us on the day of our son Robert's garden wedding at home here some 17 years ago.

He was quite sociable and enjoyed our club Christmas party here mixing with the members on our pool deck. After time he became a damn nuisance wandering inside to check out the cats feeding bowl and leaving the odd calling card.

He even turned up in our lounge one afternoon and started squawking at the TV. Sadly he became quite aggressive and we had to dissuade him from visiting !



I heard a number of accounts of people being befriended by him around the city, I'm amazed to see him still around and remembering his visiting spots. He must be well in his twenties by now.

MFHB Club Christmas Party. December 2009.





Left;

Dave Cantell is the proud owner of this 1/4 scale J3 Cub, acquired from a friend in Gisborne. He and Mike have been setting it up these past couple of weeks and Mike test flew it this last week and with an OS 120 FS on board it performed faultlessly.

Below, Pits Sunday 1st March.

My Carbon Cub and **Phil's** Extra.

Dave and Rob on assembly duty

Mike's Rustrix and the others !



“More Sharp Magic” Pt 9 March '26



Once again, Phil reports on another productive month in his magic workshop building his 6 cylinder motor, here is his progress to date;

It's been a while, Christmas, a holiday in the South Island, and Warbirds, meant I didn't get going again until early Feb. It has been full bore on the cylinder Heads (excuse the pun!), and now all eight of them are 80% done. I have made eight to have one for proof machining and one spare. So far so good, with just the fins to complete.

Going back a little the last job before Xmas was to turn the PTFE end caps for the gudgeon pins, and assemble the pistons and cylinders onto the crankcase. This was done, and the bottom end spins over very nicely. I keep running it with the battery drill to help bed in the rings.

Then it was onto the heads. There are about 40 different operations to each head, so it is a case of one set up, 8 times, then another set up, 8 times, and so on . I'm glad it's not a 12 cylinder!!

There are also some holding fixtures, which are a very important part of the process.



1. Turning start of combustion chamber

2. Rotary table holding fixture

First a piece of 7075 Aly was machined to 60mm dia, and parted into 34mm lengths. These were then faced off to 33.5mm. This allowed 1mm for final machining.

These were mounted on the rotary table, and the head bolt holes drilled.

It was then back to the lathe, on another fixture, to turn the recess for the combustion chamber. Although only 1.5mm deep, the diameter is critical as this needs to be exactly the same dia as the cylinder liner. There is no gasket between head and liner so the sealing relies on a good fit.

Back to the mill, to drill and bore the holes for the valve seat/guides. Again important that they are

bored accurately. The bronze valve seats are machined to a press fit (0.04mm interference) and pressed in with the hydraulic press.



3. Head blank clamped for drilling



4. Drilled blanks



5. Boring for valve seats



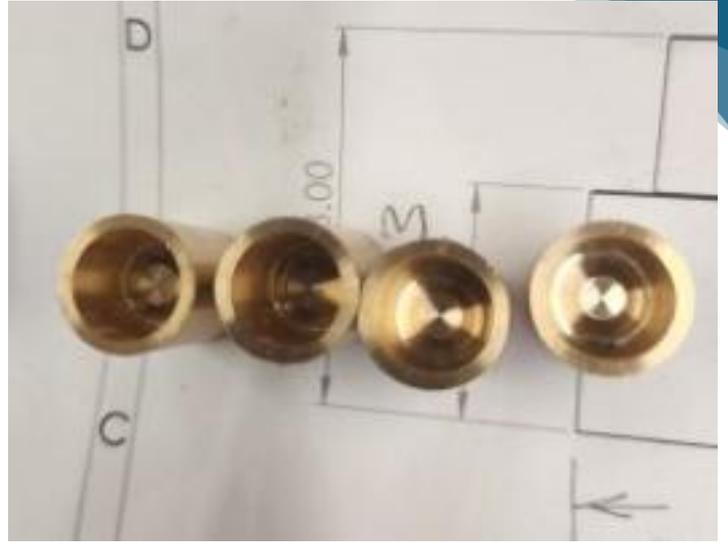
6. Combustion Chamber.

Next was to machine the rest of the combustion chamber, sort of triangular shape.

The bronze valve seats were turned and drilled and reamed for the valve guides. These were then pressed in to the heads.



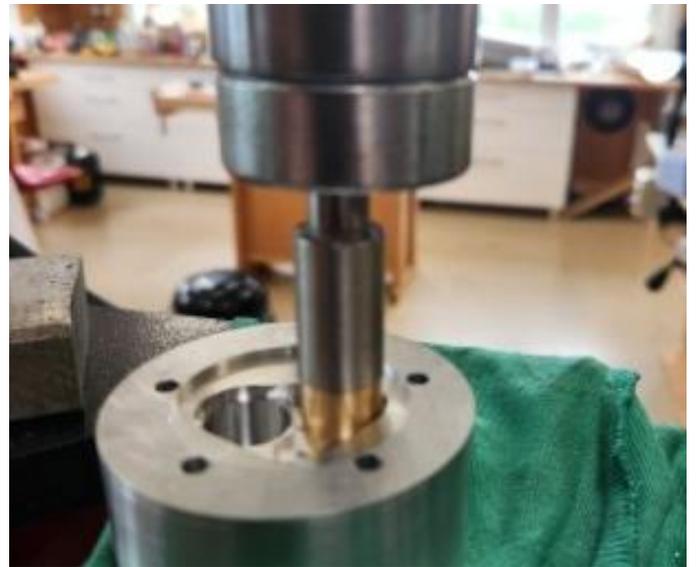
7. Valve seat



8. Valve Seat



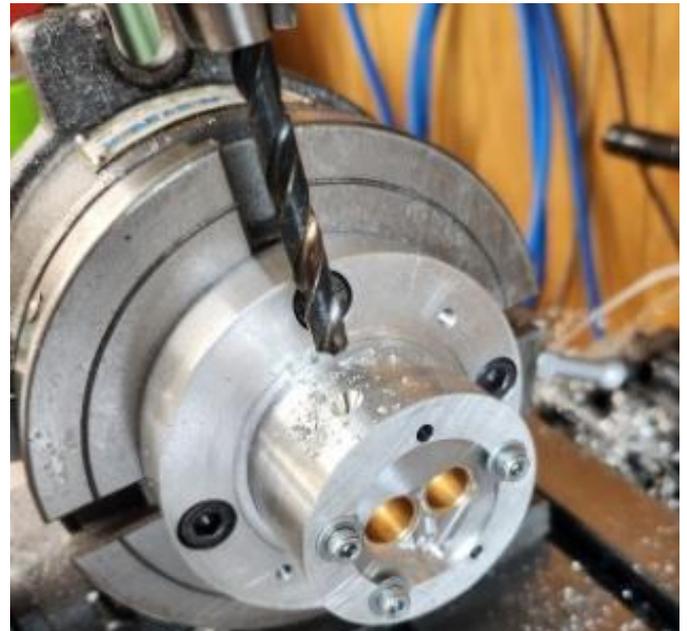
9. Valve Seat face at 45 deg



10. Valve Seat OD



12. Eight complete with seats.



13. Machining Ports



14. Machining Ports again

15. Machining spark plug holes.

The rotary table was then mounted upright on the mill so that the inlet and exhaust ports could be drilled and tapped, (13mm by 1) It is an odd size, but no problem to Aliexpress!

Once these were completed, the rotary table was mounted on the angle plate to drill and tap the spark plug holes.

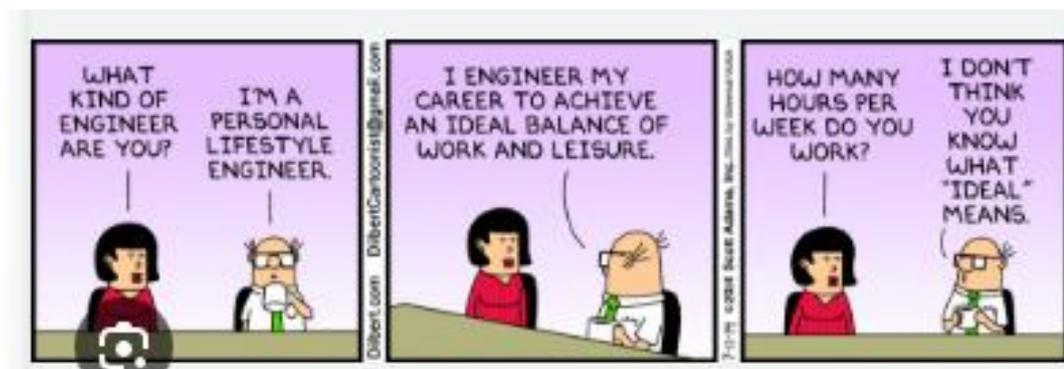
The head was then flipped over on the same fixture to counter bore 12mm dia. This only leaves the fins to machine, and a little hand finishing. Another week or two!!

Phew!

Regards,

Phil.

“Philbert!”





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

Since my last report, some progress has been made, fuselage panelling/planking is complete and a light glass skin applied to the forward section. Undercarriage support legs are complete and fitted temporarily. It was interesting to see John Doherty's Albatros DV at Warbirds (also a J W kit) and to discuss some of the "awkward" bits of the build, one of which was where to position the undercarriage bracing wires. I have copied John and attached them to the outer ends of the horizontal strut.

The centre wing section supports (cabane struts) have been built and the centre section fitted. Despite using plywood jigs supplied in the kit the correct positioning of the wing centre section took a lot of fiddling and a fair bit of taking the designer's name in vain...



I have completed one lower wing including our own modifications, light dowel rod for the leading edge rather than shaped balsa, closed in the leading edge on the top surface from the dowling rod back to the front spar with 2mm balsa sheet and added a 2mm carbon rod along the trailing edge as the 3 mm ply section was as wavy as a lets just say it wasn't straight. The second lower wing is on the building table.



Always keep the goal in sight..

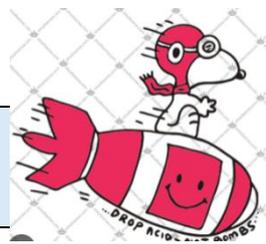


Albatros D.V 2065/17
Oblt. Richard Flischer
Jasta 5, Boistrancourt
February, 1918

DAVE DOUGLASS

Till next time, **Russ.**

V1 at Omaka 2015



Introduction

I'm most grateful to **Allan Baker** for his permission to reprint his article recounting the building and flying of a Replica WW2 V1 flying bomb "Doodlebug". Allan a dedicated modeller living in Blenheim has a long time association with the Omaka Classic Fighters Airshows having been chairman of the 2003/5/7 airshows. He has a personal background in Aviation Psychology and in his early years with the NZ Airforce did his pilot training in Harvards. Most notable, he was awarded the Jim Collins Memorial Award know as the "Erebus Award" for Excellence in Aviation Safety.

This fascinating account highlights the abilities of a number of our dedicated modellers and other interested parties whose collective ability and professional approach made such a project possible. Some of you will know the story but for those who do not, I commend the read which opens up an interesting side of and shows the far reaching effects of our great hobby/sport. Ed.

Allan writes;

Classic Fighters has been on the air show scene since the '90's and has grown to be recognized internationally for an ability to present interesting aircraft and accompanying theatre in ways that play to the unique environment that is Omaka near Blenheim. The airfield is blessed with an orientation to the almost completely undeveloped hills to the south, which creates a natural amphitheatre, just cries out drama. The Classic Fighters organising committee has been fortunate in that Omaka is now home to an enviable collection of historical aircraft spanning pre WW1, WW1, the golden age of the '30's and WW2 giving weight to the brand "Only at Omaka". It was with this ethos that I boldly told the Committee that a small team could build a near scale flying V1 for the 2015 Air show – all within a budget of \$10,000.

We started building it in August 2014 and knew the timeframe was going to be a bit pressured. **Greg Trought and I** did most of the work. But we did have further help from **Allan Knox** who did the design calculations, **Chris Brew** (fiberglass), and **Trev Trevelean** (electrics) and **Safe Air** who skinned the wings and created the carbon fibre main spar. We could have started it earlier but we needed a place at Omaka in which to build it and that took a while to find. We also needed a substantial bench to lay it out. I did originally intend to build it for a turbine but about July decided it wouldn't work. A number of reasons. The most important is that the full size V1 configuration, and more to the point, it's CoG location, depended on a huge weight up front. Of course we neither wanted nor needed a dead weight up front as that restricted the size we could build. We were limited to under 100Kg under the Large Model rules negotiated by MZNZ with CAA. Also, turbines chew through a lot of gas and that meant it had to have fuel tanks located on the CoG. That would have required about 40Kg of dead weight in the nose giving an all-up weight of well over 100Kg. So all in all turbines were a no go. Batteries on the other hand can be used as ballast in the nose.

However, as one problem was solved another replaced it; just like most of life! Our headache was

how to shift 600 amps available from batteries in the nose to give us 30 Kilowatts at the five motors over 3.5 metres away. Again weight was our enemy and copper cables were just too heavy. Young graduate engineers at Marlborough Lines dusted off their DC theory and calculated voltage losses and heat dissipation for various options. In the end we used inch square aluminium bent to shape in **Mike Nicholls'** hanger. Another aspect in favour of electric power is the need at an air show to be able to fly in a very small time window. In general model aircraft don't work well at air shows and one reason is to do with timing, especially if you are mixing your display with full-size aircraft. I was able to launch within seconds of getting the green light. We had intended to be able to fly with a spitfire and on the day we couldn't quite achieve the realism we wanted, but in 2017... ??

Of course understanding risk displaying in front of 25000 people is obvious and high in our thinking were redundant control authorities as well as a display regime that ensured all high energy manoeuvring was always away from the crowd. The control link is on 2.4 GHz with each flying surface having its own Rx, battery and servo. There are two separate control links from the ground to the model, and we can fly it on each link. No internal wiring apart from the power reticulation, which is by way of two-inch square aluminium bars, chosen as compromise between weight and voltage loss. The control surfaces have Kevlar hinges and are all mass balanced for flutter elimination. We designed it with both flaps and ailerons, although the V1 had neither. Our intention was to end the display by deploying full flap and achieving a very steep angle of decent. However, the Hobby King servos, although rated at (remember we had a budget of 10K) couldn't counter the airflow at anything other than approach speeds. **Andrew Palmer**, who was the display pilot, has supplied JR servos, which we will fit for 2017 to enable a more dramatic display. Be there !!

It has a thrust to weight ratio of 1:3, which can give it quite a good performance especially launched off the ramp. It has flight duration of about 3 and half minutes. This from a bank of ten LiPo batteries pulling 600 amps at the motors at 50 Volts. 30 Kilowatts for those of you who can do the math's. The batteries are probably only good for 20 cycles at this level of abuse. The motor pod is further mounted forwards than scale; again a compromise to effect the CoG. We had to settle on a profile pod because our experiments showed us that with static thrust at least, forcing the efflux down a tube caused such turbulence that we lost 25% of the potential thrust. As it was we still lost about 15% over what we could expect from a single fan. However, I think we can solve these issues and enclose the pod.

The launch ramp is an engineering epic in its own right. It started life as a Marlborough Lines power pylon, now suitably braced and fitted with a ramp into which the launch dolly runs. The dolly is powered by eight rubber bungees stretched only to a factor of three. The powered dolly slots into a spigot on the V1 belly and pushed the aircraft up the ramp until it stops and the V1 flies on. We pull 350 Kg from the bungee at launch and still pull 200Kg at the end of the ramp. Acceleration is up the ramp in just over a second so the aircraft has to absorb that. The release mechanism is quite clever to ensure a positive release at the end and an inertial flywheel takes up some of the energy from the rubber bungee so as to reduce the violent force on the dolly. I was always concerned about the initial pull from the bungee and quite literally came up with the inertial absorption device in a dream. Something from my experience flying Harvards all those years ago where the starter is an inertial flywheel. The residual energy at the end of the ramp is taken up with a set of nylon ropes, which stretch about 20%.

We had enormous fun proving the entire mechanism. This in the context of just a few weeks to run before going public in front of 25000 pundits who were used to our displays, like V2's and Natters blowing up, but never actually flying. We used a 100Kg log from a nearby vineyard to prove it all. I have enduring memories of that flying log and the vineyards in the background. We were not brave enough to test fly the V1 from the ramp but with hindsight knowing how it performs it would have been the least risky option. Instead we built a fixed undercarriage strapped to the fuselage and very early one February morning just as dawn was breaking we flew it for the first time without any spectators so as to minimize our embarrassment should that be needed. **Allan Knox** accomplished the first flight, which involved a very long take-off run, circuit, and landing, which was about as long as the take-off run. Clearly, while it was not overly imbued with surplus power, it was easy to build up energy on the approach. However, **Allan** reported it as quite stable, just like a big trainer. **Andrew** who flew it off the ramp for the first time reported the same, even though on that flight half the motors went into fail safe as a dodgy Rx lost its link with the Tx. But from a systems perspective that was a good occurrence.

The required flight regime was completed in time and in cooperation with MFNZ (thanks **Mark Brill**) and **Rod Ford** who did the build inspection), CAA (who continued their delegated authority to MFNZ), **Wayne Cartwright** who seemed to believe in the project enough to facilitate help from the various authorities, The Marlborough Aero club (thanks **Sharn**) our insurers (**AvSure**), **Paradox Team Palmer** (thanks **Suetonia**) and **Rene Redmond** (certification). The displays all worked despite some challenging weather conditions and the crowd loved it. Most pundits were not expecting it to fly and even some of the international display pilots present had some pretty complimentary things to say. All that remains now is to make some mods for 2017 and eclipse this project with another crowd pleaser.



A pleased and relieved Andrew Palmer after the first ramp flight.

The 100Kg log in full flight off the ramp





The Battery Power pack. This was the set that was retained right in the nose. Arranged for 48 V. Drained in 4 minutes.



Greg Trought and Clive Baker at work on the ramp



Oberleutnant Von Baker prior to a launch at the show



Early days – what were we thinking?



Static motor runs to determine thrust



Rear flight controls



The launch dolly



Wing skinning at SafeAir



Allan and Greg



Suetonia, Andrew (who refused to trade his hat for an authentic one), Greg, and Carl Newman. (when he wasn't aide to GG)





This shot shows me loading up the inertial energy absorber which took some of the sting out of the buggy at launch. But it's a good shot showing the size of the v1 and the apparatus that was the launching pad.

Postscript; In 2023 we intended to fly it again. At that time we had had about 20 flights without problems. Andrew felt it was quite easy to fly, pretty much like a big trainer. However he wasn't available and we needed to change pilots to Alex Hewson who was a world champ to replace him. But because at this weight certification Part 102 requires a pilot and model to be joint certified we had to go down the path of re-certification. MFNZ declared it needed to fly for 60 minutes. I argued that airworthiness is based on cycles not absolute times. While we could achieve cycles, 60 minutes was difficult given the beast had a duration of 4 minutes. Achieving 60 minutes of flying was always going to be difficult but we devised a plan only to have the duration time increased to 90 minutes. I was about to have open heart surgery and put out the white flag in surrender.

Will it fly again? Gavin the Airshow CEO is keen. We can meet the certification requirements with enough lead time. The question is there is enough enthusiasm for it.

Kind Regards,

Allan.

Video Ref; Control/click
<https://www.youtube.com/watch?v=zy03UVxfxqg>



Info, Hints and Things. March 26



Andy Dodson has put together two excellent Videos of Warbirds over Awatoto, Saturday and Sunday 7th & 8th February 2026. Control/click on the links below to View.

Saturday; <https://youtu.be/Qgk0iJgGzhc>

Sunday; <https://youtu.be/cAkJ595ZYEE>

Mike Shears sent in these pictures of his handy clevis opener/removers.



A twisting tool and a pair of C-clip pliers, both do the job well and save the finger nails !

Clive Baker writes; *At the end of WWI the participants met together in the Palace of Versailles. They drew up the treaty of Versailles which included one specific condition regarding aeroplanes and that was that the Germans were to locate every Fokker V8 and hand it over to a member of the Allies whatever its condition. It was a tribute to the aircraft as no other plane was similarly treated.*

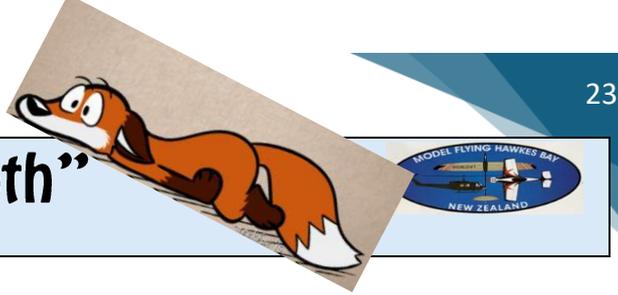


In the years I have been going to Warbirds Alan Rowson's is the only one I have seen



Haven't seen that at the flying field, perhaps they must be Coaching a train ? . Clive B.

Clive's Corner "The Fox Moth"



On one of my trips to Omaka airfield near Blenheim there was a plane that looked like a Tiger Moth that had been modified. The fuselage was a bit longer, with a cockpit which was fully enclosed and further aft. There was a bulge ahead of the wings which accommodated a space for passengers. Not many and not big ones.



The wings, undercarriage, tail plane and rudder looked the same as the Tiger Moth without the sweep back on the wings. The rudder shape looked like the one de Havilland used on many of their aircraft.

This plane was the DH 83 Fox Moth, which had first flown in the UK on the 29 January 1932. Construction of further Fox Moths was continued in Canada using English flying surfaces and Canadian fuselages. A total of 153 Fox Moths were built of which 98 were sold in the UK, 2 in Australia and the rest in Canada.

In England they were used for short haul or feeder flights. One achieved fame by being flown the Duke of Windsor. In Canada the Fox Moths were further modified to carry stretchers. Two of these aircraft went to Australia. One became the inaugural aircraft of Qantas and the other one on the Flying Doctor Service.

In 1934 in New Zealand the Government approved the Transport Licensing Act controlling the establishment of regulated airlines here. The first was Air Travel (NZ) limited which began operation from Hokitika in December 1934 using a Fox Moth.

The one I saw in Blenheim was subsequently sold to America. **Clive Baker.** mfhb.

Vintage Report. March²⁶



Wow, the Watts App Vintage group is working a treat, Wednesday morning is now our confirmed Vintage morning at Awatoto Field, and these last two weeks communication by the App has been very successful. Today 18th February saw about nine of us turn out for a fly, catch up on some NDC, some sport flying and some practice. Warm conditions with a very light sea breeze. **Russ, Rob and Brett** flew their NDC RC Vintage Duration flights to be added to our previous scores, the club is performing well. Lift was good early on, but proved difficult to find as the morning progressed. Results;

VINTAGE E-DURATION

NAME	MODEL	ROUND									TOTAL
		1			2			3			
		FLIGHT	LAND	TOTAL	FLIGHT	LAND	TOTAL	FLIGHT	LAND	TOTAL	
ROBERT LOCKYER	STARDUST	300	20	320	251	20	271	253	20	273	864
RUSSELL NIMMO	SPOOK	153	0	153	202	20	222	189	20	209	584
BRETT ROBINSON	NIGHT TRAIN	169	0	169	168	20	188	214	0	214	571

Stanley and I flew an NDC RC E Rubber Texaco comp, me with my Voo Doo and **Stan** with his Gollywok which is a great performer. He spent so long staring skyward on his first flight that his back was giving out and he had to resort to lying on the ground!! (*The jury is still out as to whether this is allowable in the rules !!*)

His second flight got away high and far and sadly he lost sight of it. There was good lift up high and a light easterly, so hopefully someone in Taradale or maybe Taihape might phone to say they found it !!

OH my aching back !!



E-RUBBER

NAME	MODEL	ROUND						GRAND TOTAL
		1			2			
		FLIGHT	LAND	TOTAL	FLIGHT	LAND	TOTAL	
STAN NICHOLAS	GOLLYWOCK	2150	20	2170	1099	0	1099	3269
BRETT ROBINSON	FLYING MINUTES	1363	20	1383	1302	20	1322	2705
BARRIE RUSSELL	VOODOO	1413	20	1433	960	0	960	2393



Stu has just finished this very nice Courtesan and test flew this morning. It promises to be another good contender in the Sport Cabin Texaco Vintage Class.

Wednesday 25th Feb.

Another great HB flying day at Awatoto Field. The Watts App tool once again is working well for a good turnout.

Robert organised a **Radian 123 (NDC)** contest which was very successful. Conditions variable and there was some great lift around if you could find it. A couple of hawks knew where it was ! Results;

RADIAN ALES 123 CLASS N

NAME	ROUND									GRAND TOTAL
	1			2			3			
	FLT	LAND	TOTAL	FLT	LAND	TOTAL	FLT	LAND	TOTAL	
STAN NICHOLAS	357	25	382	140	25	165	359	50	409	956
BRETT ROBINSON	348	0	348	145	50	195	255	50	305	848
BARRIE RUSSELL	350	25	375	98	25	123	356	0	356	854
ROBERT LOCKYER	178	0	178	217	0	217	359	25	384	779
MIKE SHEARS	158	25	183	195	50	245	346	0	346	774
PHIL SHARPE	186	0	186			0			0	186

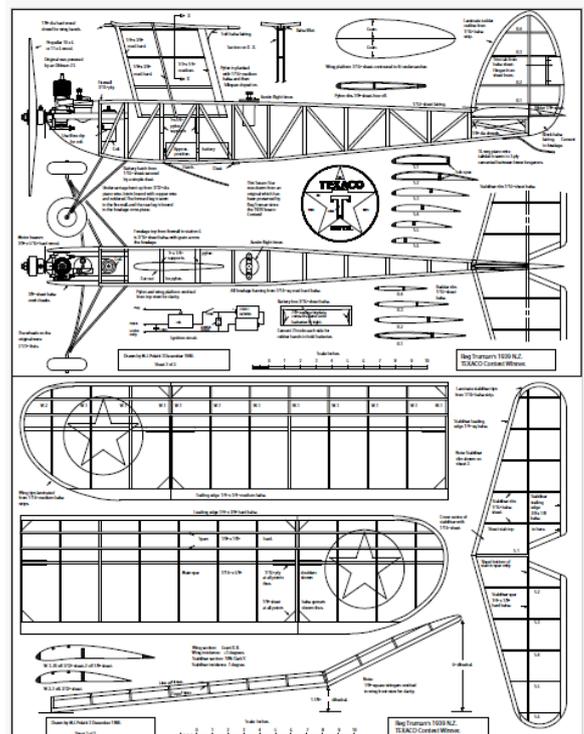
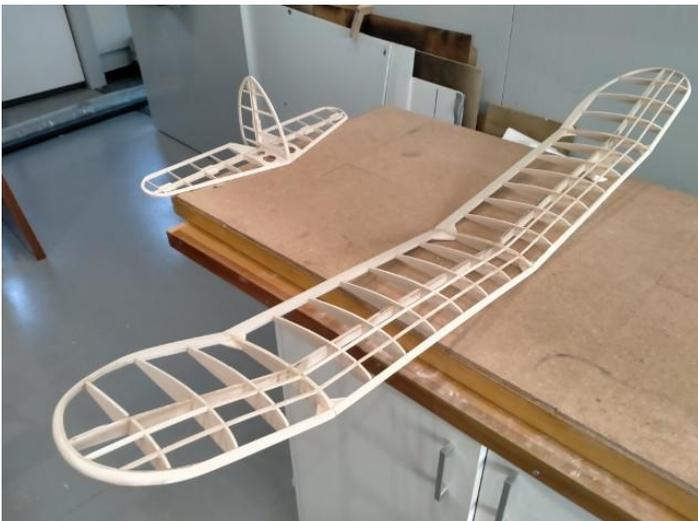
The landing scores showed up the need for more practise, but it was a pretty good effort all round considering it was a first comp for most for some time.. The competition was flown with the height limiters in place for 123 meters (400 ft).

Brett flew my Flying Minutes in the NDC E Rubber Texaco comp and made two very creditable flights for a total of 2705 points. (listed above in the NDC results.)

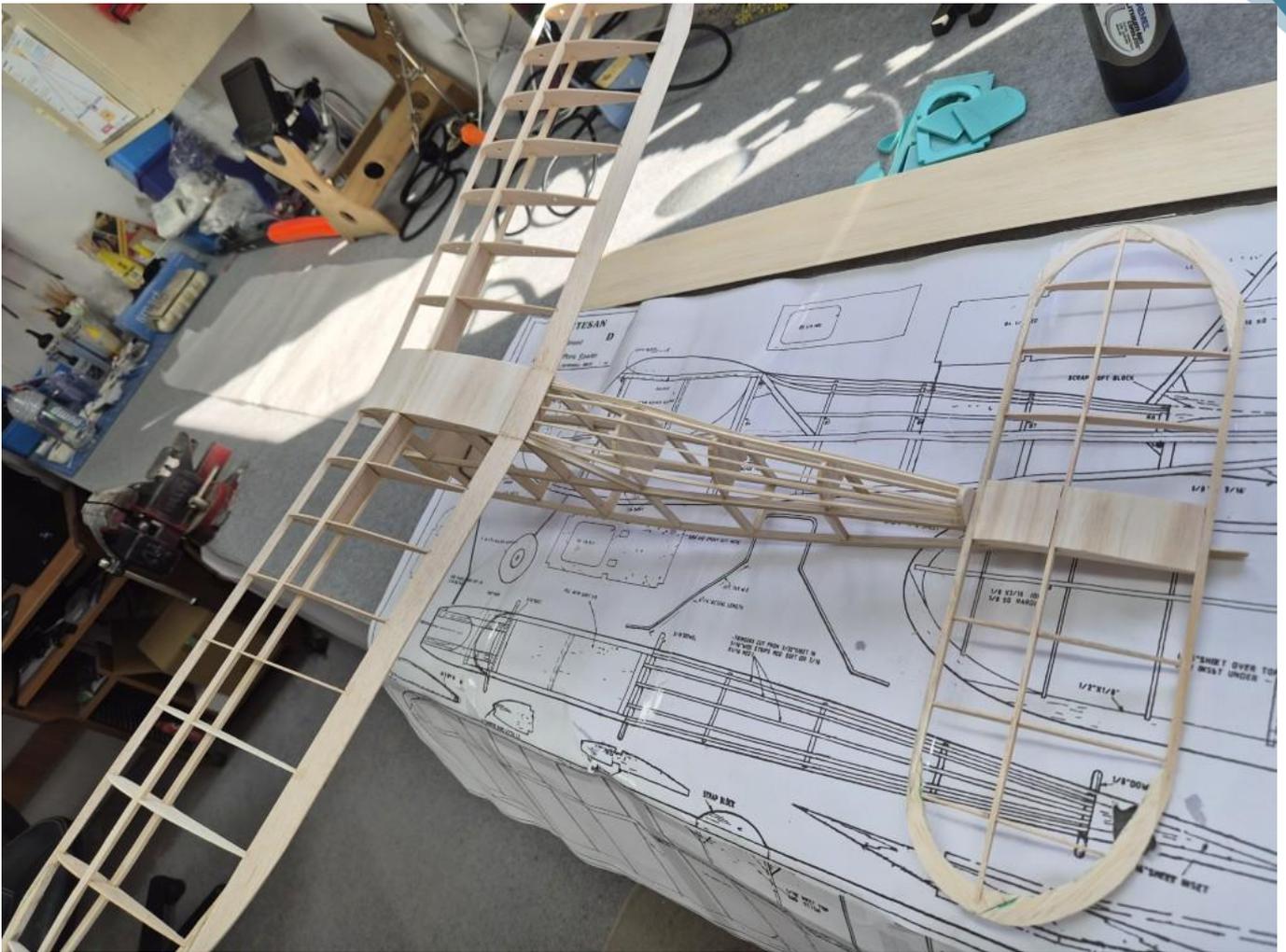
Editor's Note " Flying Minutes is now owned By **Brett Robinson**, purchased from yours truly"

Stu Sturge has really gotten bitten by this vintage bug which is great to see. He writes;

*" My next vintage model. It is a Reg Truman Special from 1939. I have scaled it to 51" span to make sure it is under 350 sq in, and I think/hope it will be ideal for 1/2E Texaco. It is a pylon model with a box section fuselage, which should not take long to complete when I get back from our South Island holiday. Cheers **Stuart**.*



AND !! Here comes Kevin again.... Another Vic Smeed **COURTESAN** well on the way for Sport Cabin Texaco



Watch that weight Rowdy !!!??

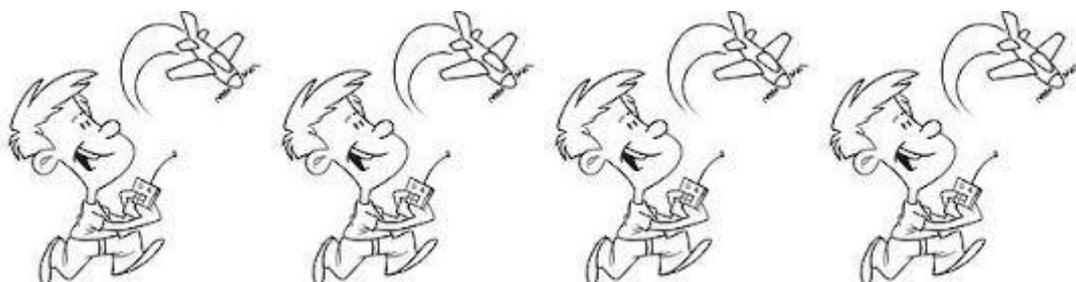
Post Script.



Our newest Vintage member;

Baron Von Stanilov Nicholovflyoffsky seen at Awatoto Field modelling his latest creation which was influenced by his WW1 fighting experiences.

He said; *“Vat looks soo goot, it shood fly vree times higher !”*



FOR SALE March 2026



For Sale Tiger Tail. \$650.



Engine is a OS 60MAX. Has had very few flights, flies straight and true.
All servos included, just add receiver and fly:) A bargain at this price.
A very successful Classic Pattern aerobatic model.

Phone Stan 027 353 8106

FOR SALE; E-Flite Conscendo Evolution 1.5m powered glider.



An ideal glider trainer, this model has taught me to fly over the last couple of months and I have been able to step up from it to F5J. And it now deserves a new home and my wife wants the storage. Never crashed or repaired and just a few scuffs on the underside from landings in the paddock.

Made from moulded EPO, the model includes servos (ailerons, rudder and elevator), a 30A telemetry-capable ESC, motor and folding prop. it just requires a receiver and LIPO to fly.

Complete with user manual, spare wing attachment screws and original box. Demo welcomed. \$120.

Also, two 3S 2200mAh (recommended size for the model) Lipo batteries that I have been using in the model in perfect working order/condition and only used for a few months (approx 7 mins motor run time at 50%) **for an extra \$50.**

Tel: Peter Robinson 027 249 0223



Further; Two brand new, unused and still boxed 5S Lipo batteries.

I made a mistake with the dimensions and they does not fit my model.

GNB 850mAh 5S 80C 160C 18.5V XT30 LiPo.

Capacity: 850mAh

Cell Configuration: 5S1P

Nominal Voltage: 18.5V

Dimension: 38 x 31 x 65mm (H*W*L) Appr.

Net Weight: 130g (+/-4g)

Charge Rate: 1C to 5C

Discharge Rate: 80C

Connector: XT30

\$40 each or make me an offer.

Phone; Peter 0272490223

FOR SALE; OS 56 alpha Four Stroke model aircraft engine, glow fuel powered, used in a vintage model. Good condition and was running like a swiss watch when last used. Has been oiled and stored last 2 years. Slight damage to 3 cooling fins just by inlet manifold left side, see picture

Offers over \$225

Contact Russ 022 3155905 send a text if I don't answer.



FOR SALE; A magnificent LASER 240V model aircraft glow engine, **NEW**, Never been run.

Engine purchased approx 12 years ago for a project which didn't get off the ground (bad pun intended) Very collectible engine for Laser Enthusiasts or modelers who admire exquisite engineering . No glow plugs fitted or included in the sale. Engine has been kept oiled and admired.

Offers over \$700 **Contact Russ 022 3155905** send a text if I don't answer



A CLOSING SMILE. March '26



An Amish family decides to take their first trip to a bustling downtown district. While the Amish wife browses through a department store, her husband and their teenage boy linger near a shiny pair of sliding metal doors they've never seen before.

They stare as an elderly woman slowly shuffles inside the doors. The panels slide shut, and lights above the frame begin to change numbers. After a short pause, the numbers reverse and count back down.

The doors open again - and out steps a stunning young woman.

The Amish father gives his son a gentle nudge and murmurs softly,

"Son, go and get your mother!"

That's it for another month, I look forward to your feed back and copy.

So it's Goodnight from me.

Barrie the editor. mfhb. March 2026.



Sunday 24 May 2026
Classic Flyers Aviation Museum
 9 Jean Batten Drive, Mt Maunganui
 Doors open 7.30 am. Auction starts 10.00am

For more information refer to website:
www.taurangamodelfly.org/annual-auction
 or
 Contact the Club Secretary - Garry Bentley
 Phone: 027 6432103
 Email: taurangamodelfly@gmail.com