

Model Flying Hawkes Bay



Newsletter # 177 April'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 April/May '26

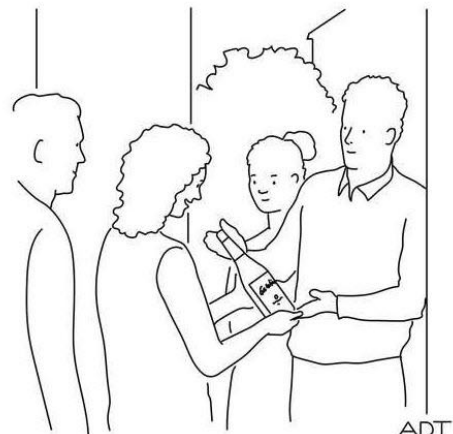
Apr/26	121	VINT	RC Vintage 1/2E Texaco
Apr/26	122	VINT	RC Vintage Precision
Apr/26	123	VINT	RC Vintage A Texaco
Apr/26	412	SOAR	Thermal J (2,4,6,8,10)
Apr/26	413	SOAR	ALES Radian Class P
Apr/26	414	SOAR	FAI F5J, 4 Rounds
May/26	127	VINT	RC Vintage and Scale Texaco
May/26	128	VINT	RC Vintage Duration
May/26	129	VINT	RC Vintage Open Texaco
May/26	415	SOAR	Thermal D (F500)
May/26	416	SOAR	Class R, eRES 2M
May/26	417	SOAR	ALES 123 CLASS N
May/26	418	SOAR	NZ F5K CLASS Q, 4 Rds)

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Contributors to this issue;

Brett Robinson / Barrie Russell / Robert Lockyer / Ash / Marty Hughes / Kevin Botherway / Brian Hitchcock / Barry Kerr / Clive Baker / Phil Sharp / E & OE

"A Sign of the times !"



"Oh, wow! A bottle of gasoline!"

From the Editor's Desk.

Greetings All, Autumn showers, and it's bucketing down out there as I write this. Club Sunday weather has been a bit offing this month so not much activity. However some good mid-week stuff and the Vintage boys have been busy, reports included. Thanks to "**Rowdy**" we have some interesting soaring info and a Wings over Wanaka report. Clive's contribution again is thankfully received. **Phil Sharp** as usual graces us with his wonderful 6 cylinder motor build, his prowess never ceases to amaze.

Sadly again this month we say another farewell, this time to **Rod Hughes, Marty's beloved Dad** and our very popular and enthusiastic member. **Marty** has some very nice words to say.

We have an AGM coming up soon once all the books are done and again it is time for the membership to be looking ahead positively, and that means putting your names forward for the committee and club officers positions. This is a critical time for our club going forward and the running of our affairs should not be just left to the faithful and hard working few. We should ask ourselves the question, "***Do we want MFHB and Awatoto Field to become just a facility where individuals just pay their sub and come and fly their aircraft ? Or do we want a club where club spirit prevails and members interact, compete and socialise ?***" It would be a sad day if the former prevailed, but to ensure the latter then an enthusiastic member participation in club affairs is paramount.

Once the AGM notice goes out, please support the club with your attendance and give serious thought to putting your names forward.

Barrie the editor MFHB April 2026.

From the Treasurer's Office.

Hi Members, **Subs are now due.**

I would like to thank all the members of the club who have paid their subs on time by the 1st of April. Thank you very much, as this makes my job so much easier.

There are still a number of members who have not paid and I would appreciate if those payments could be made as soon as possible.

If you no longer wish to continue your membership with MFHB then I would appreciate a short reply by email confirming your resignation. Payment notices were emailed out in early March. If you are in any doubt, then please contact the treasurer.

Please be aware, according to the Club Rules, **If you haven't paid your subs for this next financial year by the 30th May 2026, you will be unable to fly at Awatoto Field as you are no longer covered by the Club's National Insurance.**

Regards, **Robert Lockyer.** Treasurer. Model Flying Hawke's Bay.

MFHB Meeting Notes April 2026.

The MFHB Committee had its first meeting following "Warbirds Over Awatoto" and has begun preparing for the upcoming AGM, probably to be held in June.

I can report that "not a lot is happening!" The weather is playing its part and flying days have been limited. The Committee noted the sad passing of both Neville Fargher and Rod Hughes.

Work on raising the concrete starting pads will proceed, with Rob Mitchell leading the organisation. The grounds continue to be immaculately up-kept by Lance Hickey. Work on raising the stop-bank will proceed during winter and

will likely impact the access for Members and for the tractor. Members will be kept up to date with this, as they will be for duck season closures. **SEE NOTES THAT FOLLOW**

The Committee continues to reflect on and review the operation of WoA, and will survey this year's pilots to inform us of any changes we might consider. Again, our profit for the weekend's operation was a significant factor which contributes to the club's ability to maintain current subscriptions.

The Committee approved Constitutional Amendments to go to the AGM. These are concerned with categories of membership statements ensuring they are in line with MFNZ and our Constitution.

Barry Kerr. Secretary, MFHB.

HBRC Stopbank Upgrade Report;

The Club is represented on the Stake Holders Advisors Group by **Rob Lockyer and Stu Sturge** who are able to liaise with the Regional Council during the proposed stopbank upgrade . Rob reports hereon the latest news;

Stop bank upgrade and pump station replacement Hawke's Bay Regional Council have 2 projects starting soon that will impact us. The stop bank that runs along the Tutaekuri River from the old Brookfields Bridge down to SH51, and the replacement of the Mission (Awatoto) pump station.

The stop bank upgrade was going to start in late February but has been delayed and is now due to begin in Late May, from the Brookfields end.

The stop bank is to be raised from 0.3m to 1.1m, with the major increase occurring adjacent to our field. The base foot print of the stop bank is to be increased. This will impact on our access road. We have been advised that the road will be reinstated, similarly with any of our structures.

However there may be times during construction when we may not have access. We will keep members informed as we get advised.

The Council are keeping us well informed and both myself, Robert Lockyer and Stuart Sturge are members of their Stakeholders Advisory Group and will be meeting regularly.

For more information, follow this link Presentation (Control Click) <<https://govt.us7.list-manage.com/track/click?u=dbe5c7234bd5d8831ea2e146c&id=6775eb8623&e=1d7efc70dd>>

NOTICE TO ALL MFHB MEMBERS



The Model Flying Hawke's Bay Committee advises all Members that, as in previous years, Awatoto Flying field will closed for DUCK SHOOTING due to the conditions of our HBRC Licence to Occupy . The lock will be changed on the field gate and your MFHB key will not open the flying field gate during that closed period.

Total Closure dates: After club day Sunday 26 April through until Sunday 17 May 2026. (inclusive)

Awatoto Field reopens on **Monday 18 May 2026.**

Field open hours until end of June 2026 for the remainder of the duck shooting season. Weekends (Saturday and Sunday), 9:30am to 4:00pm. Weeks days no restrictions.

Marty Hughes. President, MFHB

Vale Rod



Dear members and friends of MFHB,

It is with incredible sadness that I inform you all of the passing of our club member, friend and my Father Rod Hughes.

Rod lost his battle at 3.41pm on Thursday the 2nd of April in hospital with me at his side.

Rod got the modelling bug in 1979 while we were living in Hong Kong. It started with two channel rudder and elevator gliders that we would fly from a mountain not far from where we lived. From there it progressed to the four channel nitro planes and the passion grew from there.

Rod moved back to Auckland New Zealand in the early 90s and became a member of the Mount Roskill model club and became the chief flying instructor.

He then moved to Japan where the hobby stopped completely and when he moved back to NZ he was slow to return to the hobby. Then came the ARF foamy craze and he re entered the hobby through the goggles of FPV (First Person View).

In 2020 Rod retired back in Hawkes Bay and became a member of MFHB. He soon realised that flying FPV at Awatoto and breaking all the rules possible was probably not the best idea given that his son was the President of the club.

So in his half-sized lounge Rod began building third sized Aircraft. He loved the building , he loved the flying and he really loved breaking the rules and I love him for all of that.

Those of you that knew him will know that he was always happy, always had a joke and had time for everyone. We will miss him terribly. For the last 6 years he has been my wing man and always by my side when we are flying.

Miss you Pops, I know you will be watching my landings and I will make sure I fly your planes for you.

Your son and President.

Marty.



CLUB ACTIVITY March/April '26



Sunday 8th March.

What a cracker of a morning, pilots from MFHB turned out in force, great variety of aircraft and planes in the air all morning, just like the "old days !" Great conditions turning to a light sea breeze.



Pits views looking east and west.



Andrew Stiver arrived with this very nice ARF Tiger Moth, recently purchased from Mikey Wison. Electric 10S Lipo, flew great but needs a noisy IC fourstroke to complete the scale presentation !!



Ian Lewis flew his Harvard, testing out a 3 axis guiro Tx with mixed results and was going home to read the manual and do some programming !

Phil Sharp on he way to do some circuits and aerobatics.



Derek and Mike viewing the scene from the pits.

My Carbon Cub (Clive's pic)



Above; Heather's hot liner.

Above Right; Mike's Rustrix patternship

Right ; David's 3-D flight

All aerial pictures from **Clive's** camera.



Sunday 29th March. Another fabulous Hawkes Bay Day. A big Congratulations to our newest junior member **Johaun John**, who passed his wings badge today with flying colours.



Johaun has been flying at Roys Hill with **Ian Grant** and is becoming a very adept pilot. Welcome to the club **Johaun**.





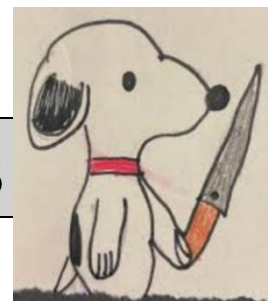
Clive captured these pics of Kim Pawson doing the discus launch dance.



And look what we have here, after spending the past few weeks residing in the top of an apple tree over at Brookfields, **Stanley** has got his beloved Gollywok back with only minimal front end damage though the batteries were flat ! I suggested that we could give the batteries a boost and bring them back to life, but his dog found them first ! We live to fly Vintage E Rubber Texaco once again !

Mike about to launch my "Flying Pencil" for an RC Vintage Texaco NDC flight.

“More Sharp Magic” Pt 10 Mar '26

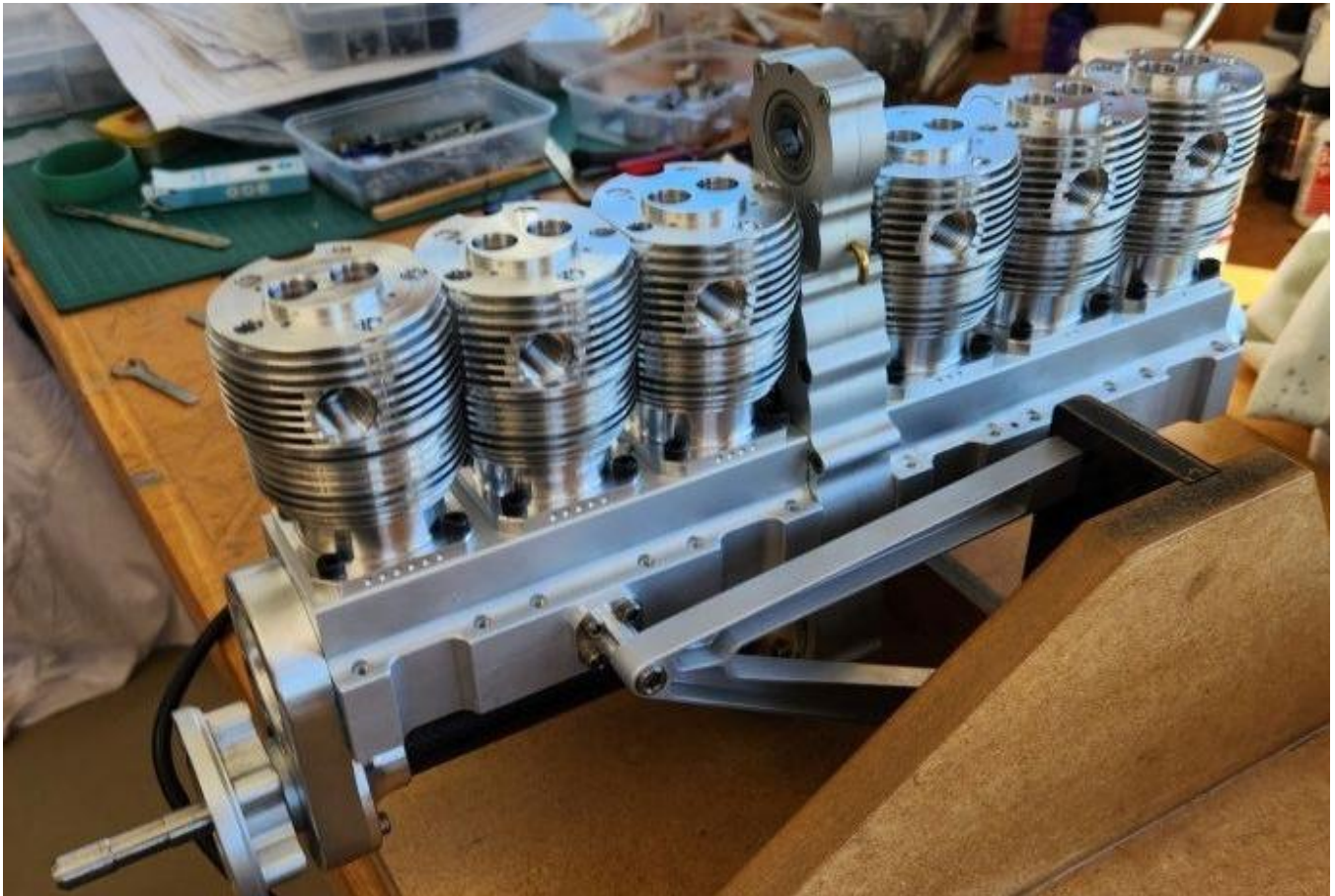


Once again, Phil reports on another productive month in his magic workshop building his 6 cylinder motor, here is the latest progress to date.

Hi Barrie,

Here is the latest instalment, on the last legs now, so I am very pleased with the progress.

Last time I just had the fins to finish on the cylinder heads and this was duly completed. I now have six good heads, one that could be used, and one scrapper!



Above; 1. Finished heads. It was then a toss up between doing the manifolds or the valves, cam followers etc. The manifolds won! I had been pondering how to make the exhaust for some time. It is a tapered cone 28mm down to 13mm and about 350mm long. the outlet end has a 45 degree bend, and it has six 12mm tubes from the heads. I ended up machining the cone from a piece of stainless bar, in three sections a little over 100mm long. It is 0.5 mm wall thickness, so a bit fragile! These were then silver soldered together. Fortunately Fraser had a 28mm bend which worked perfectly. I then machined a piece of Aly bar with the exhaust port holes at 37 degree, threaded 14mm by 0.75. This bar also had the inlet holes, but at 90deg. This was done so I could do all the silver soldering off the engine. Quite a bit of work, but well worth it!

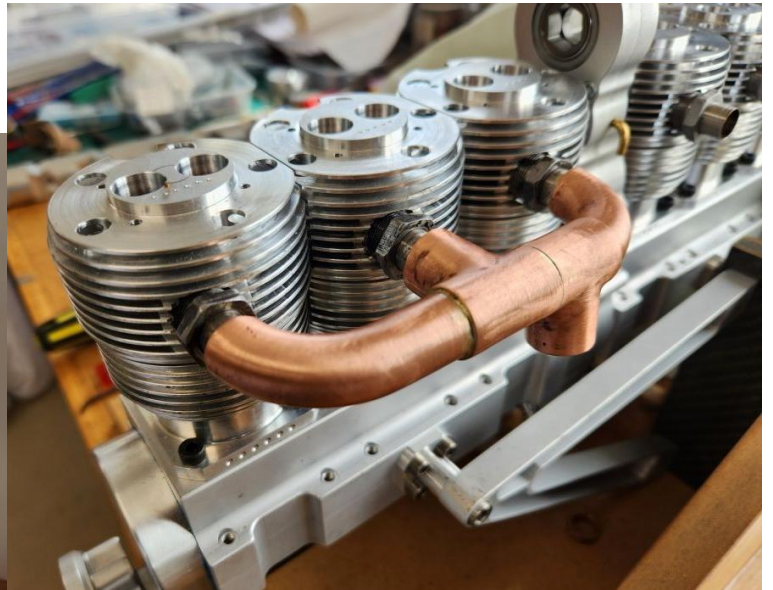


Above; 2. Exhaust nuts and stubbs

I machined the inlet and exhaust nuts, and the straight portion of the manifolds from stainless steel, and after some hand fitting of the pipes it was ready to silver solder. It took a few goes, and a fair bit of cleaning up, but I am happy with the result. It also looks fairly like the full size!.

The inlet manifolds were easier as I used copper plumbing bends (thanks Brent at AW Holder), which again turned out to be very scale like. The engine will have two Walbro 962 carbs. Same as the one on the V4.

Right; 3. Inlet Manifold.



Above; 4. Trial fitting of the Engine in the fuselage of Russ's Albatross



Above; 5. Ignition leads, two 3cyl Roxel units.

It was then back to the valves, spring caps and cam followers.

The valves are made from 316 stainless bar, and I managed to get some free machining material from Steel and Tube in Napier. Definitely a bit easier to work with! Fairly straightforward machining, but time consuming because of their size. The stems are 3.125 mm (1/8th inch), and need to be very accurate. The spring caps are also stainless, and are retained by a 3mm E clip, the same as the V4

The cam followers are machined from silver steel, and after hardening and tempering, they are finish ground to 12mm dia. I made a couple of spare valves and followers just in case!

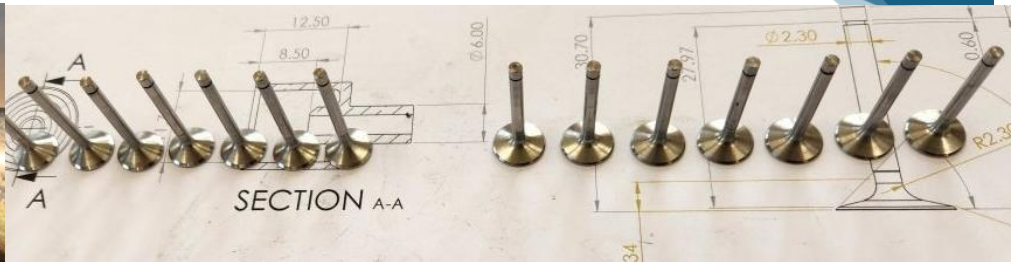
At the moment I am half way through grinding the valves, and the I will assemble the heads.



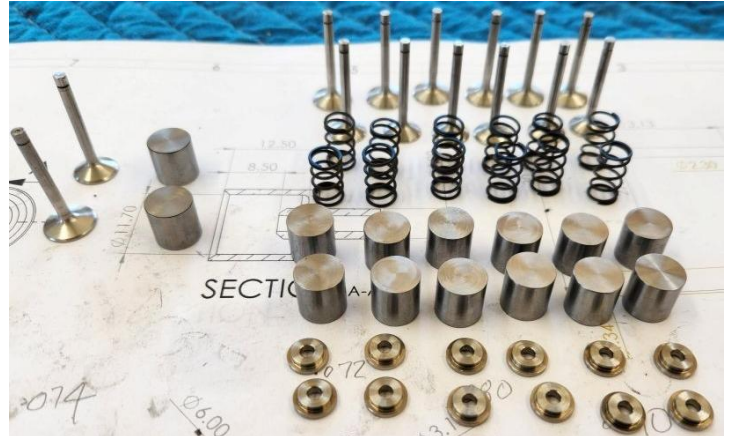
Top Left; Completed Exhaust Manifold.

Top Right; Valve blanks.

Bottom Left; Rough machining the valves



Left; Machining the E clip groove, 0.6mm by 0.4 deep.
Right; Completed Inlet and Exhaust valves



From Top Left Clockwise;
Grinding the cam follower with a diamond wheel.
Completed set.
Valve grinding! fuel tube and battery drill.
Inlet and exhaust jig for silver soldering.
Checking the valve seating.

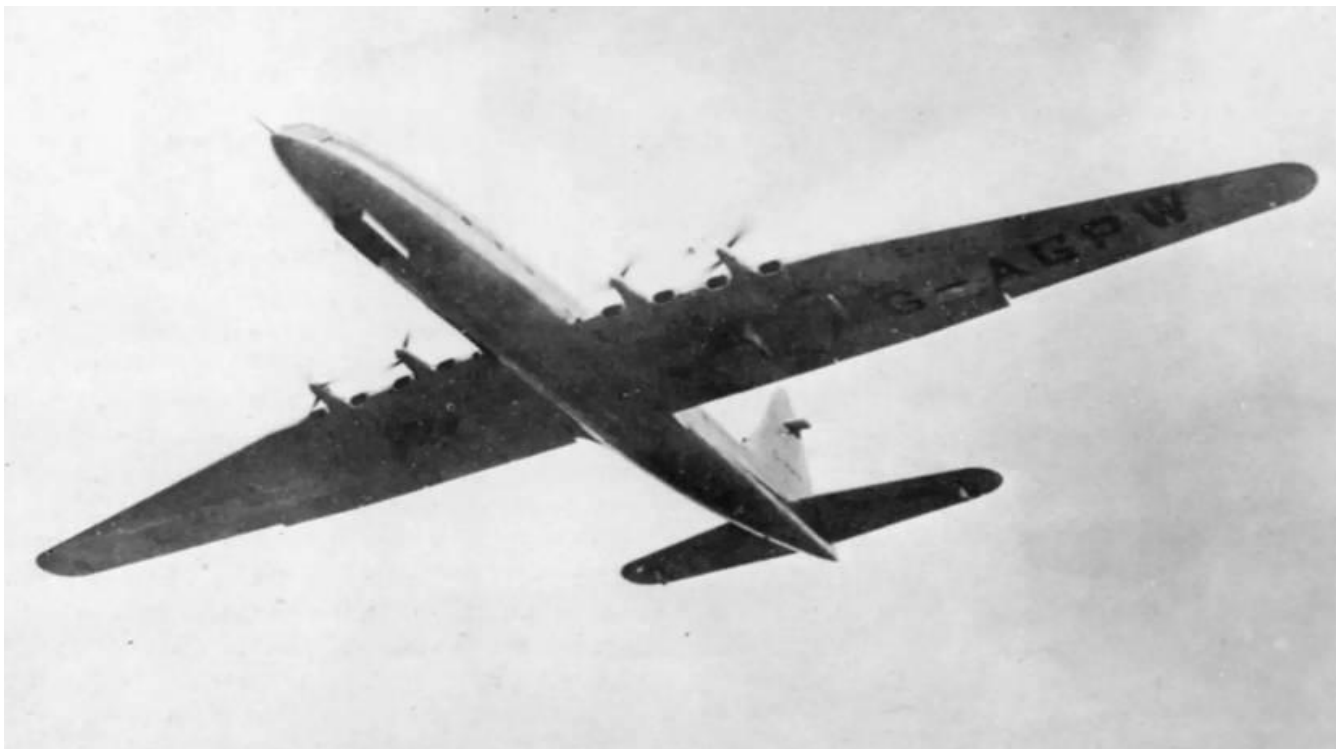
Jobs to do..... Finish the inlet manifolds, make the Hall sensor bracket, make the camshafts, make the cam bearing carriers and covers, so not too far away!!!!

Cheers, Phil



A BIG Article

I don't know if anybody is aware that I come under a modest level of pressure from the editor of Propwash to produce an article each month for the Magazine. So this month I was looking around my facsimile copy of Janes All the Worlds Aircraft dated 1945 and a half and I found something a bit different. A big subject for an article.



I sent that description off to the Editor, who came back with the comment "a subject for a big article would be very acceptable." Nothing gets past him.

In that issue of Janes were advertisements for the Bristol Type 167 and Type 170.

The type 167 was a redesign of a big bomber Bristol had been working on. It was to be powered with 8 Centaurus piston engines and have wingspan greater than a Boeing 747. Two versions would be built. One a luxury type with sleeper suites seating 90 passengers. The other more conventional with seating for 300. Suites were big enough to accommodate a small car. Bristol made big cars !

The design philosophy was based on the assumption that the well to do would consider a long flight uncomfortable. A level of luxury was needed that compared with steam ships. As the chairman of the board of Bristol Corporation was Lord Brabazon the new aircraft was called the Brabazon.

The Centaurus engines producing 2650 HP each were buried in the wings and drove the contra rotating propellers in pairs through gear boxes. Meals would be taken in a separate dining area, and passengers could use the additional ci facing rearwards cinema.

Technically the Brabazon was advanced. It was fitted with 100% powered flying controls and electric engine controls. It had a *gust-alleviation* system. It was claimed that the use of non-standard thicknesses of aluminium saved several tons in overall weight.

However the design of the Bristol 170 Freighter took place at the same time as the Brabazon ahead of the de Havilland Comet. While the Brabazon did not have the tight corners in the windows of the Comet, and Freighters operated in the turbulence of Cook Strait it is possible the Brabazon would have fatigue problems in operation.

Availability of suitable buildings for the construction of the Brabazon at the Yeovil site delayed construction as did the need to extend the runways for flight testing. However the larger buildings were invaluable for the construction of Concorde. I was lucky enough to visit Yeovil in 1995 and see the long runways which ironically enough was being used for testing Harrier jump jets.

But back to the building of the Brabazon. Hanging over the construction of the Mark 1 was the M 2. The operational airlines of BOAC and BEA far preferred the prospect of Turbo prop version. The only problem was that the development of the Proteus was proceeding slowly. On 4 September 1948 the the Centaurus powered Brabazon flew for the first time.

Four days later it was presented to the aviation world at the Farnborough Air Show and began its flight testing schedule with a landing and take off at Heath Row. Flights around the British Isles followed. But the airlines showed no interest and on 17 July 1953 the minister of Supply announced the cancellation of the Brabazon project. The 2 aircraft were broken up for scrap.

Apparently the air lines didn't want luxury, they wanted to cram as many people on board carrying their own lunches.

Clive Baker.



<https://www.facebook.com/watch/?v=743282484668091>

Ed here,

Guilty as charged. I wonder if I'd asked for a small article, Clive might have done one on the Flying Flea ? (Hint, no pressure ha ha)

AROUND the BUILDING BOARDS. March/April 26



Rob Lockyer is making progress with his new Prime RES Glider. Laser cut kitset from Hyperflight UK. This is a very precise and accurate kit and after dry assembly the parts are wicked together with thin cyano. <https://www.hyperflight.co.uk/products.asp?code=PRIME-RES3&name=prime-res-iii-2m-glider-electric-f3l-f5l>



The tailplane is always a good place to start and get all your ducks in a row! then, an inner wing panel set up and about to be glued together.

Rowdy in between flying around the world to Soaring competitions and being forever busy with NZMAA business has at last found some home time to get his Courtesan almost complete.



Looking very smart with his 3-D printed cowling and wheels, there's no end to this young fellow's talent! And boy oh boy, is he competitive, sharpen up yer acts vintagers, welcome Kevin!!



Above, the wing and tailplane extensions add to my Tomboy taking it up to the 44 inch span specs. I've covered the bottom of the wing and a solid colour dark green so it will be more visible at height!

Refurbishing a RADIANT



Brian Hitchcock arrived at the field last week with his re-furbished Radian which he successfully test flew, and it went well. I thought it looked a bit familiar and turned out it was one of the half dozen rebuilds I'd done a few years earlier building new fuselages and using the original gear, wings and tailplanes. These were the parts that seem to survive all those wayward arrivals !!



Brian had made a nice job of the refurbishment, his wings were rock solid, so I asked him for a report on the rebuild, and here is what he had to say:

Approximately a year ago, one of **Barrie's** refurbished balsa and foam Radians came my way. The fuselage was cleverly constructed and in reasonable shape except for numerous holes up front where it appears that various bits ? cameras had been attached. The rudder assembly was flopping around freely and the stabs were barely hanging on. The wings were able to move in their fuselage slot very freely almost resembling the rearward rake of a F14 Tomcat! So essentially we had a project on hand. The wings also had extensive severe hangar rash — painting for sure.

1. Cut off the rudder and stabs and glass them — easy job resulting in much stiffer structure for maybe 8gm weight gain.
2. Re-hinge the rudder and elevator with pin hinges.
3. Repair the fuselage holes and recover the fuse. Reattaching the rudder assembly was a challenge as I had no idea what stab incidence to use, but made a good guess I think. Used foaming gorilla glue.
4. What to do with the wings. I did not want to add too much weight and after considering beefier wing bolts, tightening up wing slots etc. I thought to try a simple former resting against the fuselage side. This was simply constructed with scrap balsa, the wing shape being dremelled out and then tacked in place with Ca when the wings were slotted into their place in the fuselage and squared off. Since the wing was quite uneven in this area from all the back and forth movement, I finished the adhesive job with foaming gorilla glue. This would look horrible on a white Radian but since I was painting, this did not matter. The wings now sit rock solid in their slot once the wing bolts are tightened down.
5. Some lightweight spackle to the wings, a good sanding and then spray painting with some test pots and all that changed was about 15gm in weight and superbly flying Radian that also looks good in my opinion. **Brian.**



The temptation was too much, my wings were flopping about so a "Brian" FIX was needed and the result is rock solid. Whilst about it, I hinged the rudder which was threatening to depart and fitted a replacement tailplane and now she's better than new ! **Ed.**



Ed here again, well my little sequel had an unplanned arrival. The first few flights we very successful but sadly on a subsequent launch the elevator failed to work and it disappeared over the stopbank ! The front end was mangled and the elevator loose. I think the tapes fixing the elevator in place must have loosened allowing it slide back, effectively pulling full down, and that's where it went !

Now after the third refurbishment, its been re-test flown and flies as well as if not better than ever !

I had to rebuild the nose and motor mount and fit a new motor, so used one of our standard brushless 3530 1100kv motors, similar specs to the original Radian motor. Then modified one of Rowdy's 3-D printed Stardust cowls and it all went together splendidly. The elevator servo was bust, so fitted two new servos a bit further forward as the rudder and fin rebuild was a tad heavier. Fortunately the new elevator I'd fitted was unscathed !



Chilly Bins to the fore !! We live to flight another day I hope, I sure ain't rebuilding it again I says !! **Ed.**

Warbirds over Wanaka 2026



“Model Flying NZ at Warbirds over Wanaka” Report from Kevin Botherway.



Warbirds over Wanaka went extremely well with the help of Southern Lakes Model Fliers Club combined with MFNZ, at times it was three deep with the public on our large stand. With the help of some great table displays, TV, Models, badges and promotional material, we met with heaps of existing members. Also saw lots of new people with many varying enquires especially requiring knowledge on club locations and training or learning to fly, build etc. It was amazing the interest our stand had created and heaps of improvements moving forward on the promotion of our hobby. Our very own Alex Hewson put on 3 amazing displays in harsh conditions which turned out to be very popular flights in front of the main grandstand. The amount of enthusiasm our team put in as a personal effort was very satisfying.



We had a 3D printer running live at the stand which provided lots of interest luckily most of us were very conversant with the various newer options that can now be involved in our hobby such as printing aircraft wheels and cowlings right up to complete aircraft. Peter Randerson had prepared four diorama's which added a professional appearance to our stand and helped explain various extensions to our hobby. Along with this we had Alex's Xtra on display (when he wasn't flying) and many other models. As normal never enough room for all of the range of various disciplines. During our busy periods it was really hard work to ensure we had spent enough time promoting our free membership offer to all and covering all of the topics spectators were interested in. There was no doubt after three days constantly standing and conversing a break from the stand was really important. It was also interesting to try and understand our target market as it was a vast range of people showing interest from very young to not so young. Certainly the very keen people appeared be the 40 to 50 year old bracket that were now working towards having time and financial well being. We plan a debrief soon and there are some great improvements to the stand for the future.



The local Club "The Southern Lakes MAC" had an excellent model display.



Vintage Report. March April'26



The Wednesday mornings seem popular with a good turnout on **Wed 4th** following a WhatsApp call for some Practice and some Sport flying. I test flew my 1/2A Tomboy with the increased wingspan 44 inches as opposed to the original 36 in and slightly increased tailplane. It has tamed it down a bit and managed around eleven minutes out of a Cox 0.49 tankfull of fuel so a satisfactory result so far.



Wednesday 11th March; Saw just four of us flying **NDC RC Vintage Precision** and then **Stan and Rob** flew the **NDC Class P ALES Radian** competition. Good lift early on which got a bit harder to find once the light Northerly set in.

Cloud cover, and again the odd hawk seemed to find lift that wasn't apparent to us vintagers !

NDC VINTAGE PRECISION; (Results from Wed 11th & 18th.) **8 entries, how good is that !!**

NAME	MODEL	ROUND									GRAND TOTAL
		1			2			3			
		FLIGHT	LAND	TOTAL	FLIGHT	LAND	TOTAL	FLIGHT	LAND	TOTAL	
BARRIE RUSSELL	STARDUST	177	20	197	179	20	199	180	20	200	596
KEVIN BOTHERWAY	STARDUST	177	20	197	180	20	200	179	20	199	596
MIKE SHEARS	NIGHT TRAIN	180	20	200	176	20	196	179	20	199	595
STAN NICHOLAS	STARDUST	176	20	196	178	20	198	180	20	200	594
PHIL SHARP	STARDUST	172	20	192	171	20	191	174	20	194	577
ROBERT LOCKYER	STARDUST	178	0	178	176	20	196	178	20	198	572
GRAEME ROSE	STARDUST	176	0	176	175	20	195	162	20	182	553
BRETT ROBINSON	NIGHT TRAIN	167	20	187	179	20	199	166	0	166	552



RADIAN ALES 123 CLASS P
11/03/2026 & 18/03/2026

NAME	ROUND									GRAND TOTAL
	1			2			3			
	FLT	LAND	TOTAL	FLT	LAND	TOTAL	FLT	LAND	TOTAL	
KEVIN BOTHERWAY	419	50	469	417	50	467	419	50	469	1405
ROBERT LOCKYER	407	25	432	405	50	455	397	25	422	1309
STAN NICHOLAS	418	50	468	420	25	445	272	25	297	1210
BRETT ROBINSON	316	25	341	315	50	365	418	50	468	1174
MIKE SHEARS	414	50	464	0	0	0	0	0	0	464
BARRIE RUSSELL	315	50	365	0	0	0	0	0	0	365

Wednesday 18th March. Saw a goodly number roll up for some more **Vintage NDC** and some Radian **Class P NDC**. Had trouble finding the field in the sea fog that had rolled in, but by 10.00am it cleared and we were left with another perfect HB day with some good lift around. **Rob** got in an **RC E Texaco** round and a number completed the monthly Vintage Precision comp with some good scores. Good to see **Graeme Rose** back in the scene with his new Stardust which he is getting trimmed out and learning it's capabilities. Also great to welcome **Rowdy** to our growing band who we'll be lining up for some thermalling coaching when we all get a free day and suitable weather.

The **Radian NDC** comps seem to fit well with our vintage persona and are being well supported under **Robert's** encouragement. Sadly we had a couple of disasters, my refurbished "Russell Radian" suffered an elevator malfunction, they don't fly very well with full down elevator. **Mike** lost sight of his over the river and it returned to earth vertically somewhere? As expected, **Rowdy** gave us all a lesson and others put in some good flights, the signs are all promising. Scores posted above.

E TEXACO

NAME	MODEL	ROUND								GRAND TOTAL
		1			2					
		FLIGHT	LAND	TOTAL	FLIGHT	LAND	TOTAL			
ROBERT LOCKYER	STARDUST	324	20	344	450	0	450		794	



Wednesday 18th in the Pits. A burst of Stardusts !

Wednesday 25th March. Another great morning, misty start which lifted to a light cloud cover and good air after about 10.00am. Good turnout via Watts App so we decided to run an **Impromptu RC Vintage Precision** competition. Everyone is showing a lot of promise with some good steady scoring., Results;

1. Stanley; 187 / 198 / 197 = 592
2. Barrie; 198 / 194 / 199 = 591
3. Mike; 195 / 198 / 197 = 590
4. Phil; 196 / 190 / 172 = 578
5. Graeme; 171 / 196 / 193 = 560
6. Robert; 191 / 179 / 158 = 528

Some good close scoring with just the odd wayward landing, as they say, practice makes perfect ! I'm going to keep a running total of all the results from both NDC and monthly impromptu competitions run (as long as there are three or more in the club ones) A Chocolate fish for the winner at the end of the calendar year !



I flew an **NDC 1/2A Texaco** with my Cox 049 powered 44in Tomboy for a Max 500 / 500 / 500 = Total 1500.

Tuesday 31st March, last chance for this month's NDC RC Vintage E Texaco. **Mike, Stan and Rowdy** fronted up in slightly challenging conditions with a light cool sou'easter blowing.

Question: How do you make a **Soaring Guy** squeal ?

Answer: Make **Rowdy** add 2.5 ounces of lead ballast to his Tomboy !

Rowdy brought out his ancient Tomboy (Club build 2014 !) to fly in E Texaco but found out to be able to use a 2S 200 mah lipo power battery he need a dry weight of 11.76 ounces so we had to ballast him,... Tough !! All had mucho fun and some more scores for this month's NDC. **Graeme Rose** flew his Kerswap but not competing as he didn't have suitable batteries.

NDC RC Vintage E Texaco Results; 29th & 31;3;26 for the March C competition.

Barrie Russell;	Flying Pencil	17.02 + 20 = 1040 / 15.19 + 20 = 939 = Total 1979 (flown Sun 29 th)
Mike Shears;	Night Train	11.01 + 20 = 681 / 10.41 + 20 = 661 = Total 1342.
Stan Nicholas;	Night Train	7.39 + 20 = 479 / 7.39 + 20 = 479 = Total 958
Kevin Botherway	Tomboy	7.11 = 431 / 7.31 = 451 = Total 882



Above Left; My Flying Pencil. **Above Right,** Graeme Rose's Tauranga auction vintage model purchase, does anyone know what it is ? **Ed.**



Rob Jess F5J Challenge

Horsham, Victoria

Once again off to Aussie for a weekend competition in Horsham a fantastic location in between Melbourne and Adelaide. The field is a premium set up with club house and a large open paddock with very few trees or obstacles around. I was teamed up with my good friend David Pratley and Gary Whitfield for the weekend. Travelling to the event Air NZ managed to divert me to Sydney for six odd hours which made drive out to Horsham from Hawkes Bay in one day quite long and arrived at 12.30am with a quick sleep and out to the field for some practice on the Friday along with catching up with all the other competitors. Many had come from the Melbourne or Adelaide area temperature was forecast for about 28 degrees with light winds. A first in Aussie for a while was the plan not to fly my Plus X storm and possibly no need for ballast! Practice day was great with heaps of time spent comparing notes and setup tips with everyone.



Saturday was the start of the competition with lanes and landing spots marked out setting up before sunrise with a slight dew on the ground. We kicked off at 9.00am planning for 9 rounds and managed 10! With 18 competitors we flew through to 5.00pm a long day and during the afternoon it got quite warm with predicted light winds. The thermal action had a "top" on it for the first few rounds and it was launch quite high to make your time in minimum sink mode as usual most started circling as they got low but there were very few climbing. Early on only ½ the flight groups made their times, but it was still hard work to manage the full 10 minutes. Landings are certainly starting to become exceptional for most competitors with most arriving close to the planned time. Thermal action was around for most of the day and slowly a regular pattern started developing on the field for their locations but sometimes not! They disappeared and things got hard, with few landings early. Paul Moorfeild led from the start flying and competing by far the best and by the end of the day was at the sharp end of the list with Nick Chabrel following by 10 points and third Andrew Meyer in a very handy 3rd place. The top six moved on to take the fly-off one group for Sunday's competition with Marcus Stent really showing us some fantastic flying skills to make the group along with Hugh Blackburn and Mike O'Reilly. I was lucky to help call and team up with Gary and Dave who both flew very well, and we certainly had some great fun and all worked well together. The evening format was at the Horsham sports club out for a meal and a few beers with the usual catch up with everyone.



Nick Chabrel and Beth Loveday

The Sunday it was time for setting up and preparing for 3 groups of six and four rounds for each at 15-minute working time. This made things very hard work and many started with short flight times as the lift just wasn't there even though most averaged 175m launches. A few Skylab launches but not many during the early morning and as the day progressed launch heights came down to suit the light lift conditions, then it moved to really strong thermals with medium wind speed and some planes got very high which then became a game of trying to see the model in the clouds for 15 minutes! What a fun weekend of full-on flying. I was lucky once again to get to call Mike O'Reilly in the group as usual he certainly showed his skills we struggled to get the full time in the first two slots which all the participants in round one had problems with and became a bit of a lottery as to how the points for this round ended up. Andrew Meyer ended up taking the overall event out with Paul Moorfeild coming 2nd he flew fantastically all weekend with Mike O'Reilly 3rd. Congratulations Andrew Meyer!





A super big thankyou to Marcus Stent who ran the competition so smoothly and managed to fly well all weekend. Of course, to all the helpers and club members at Waimmera Model Aircraft Assn and especially Rob Jess – **THANK YOU**

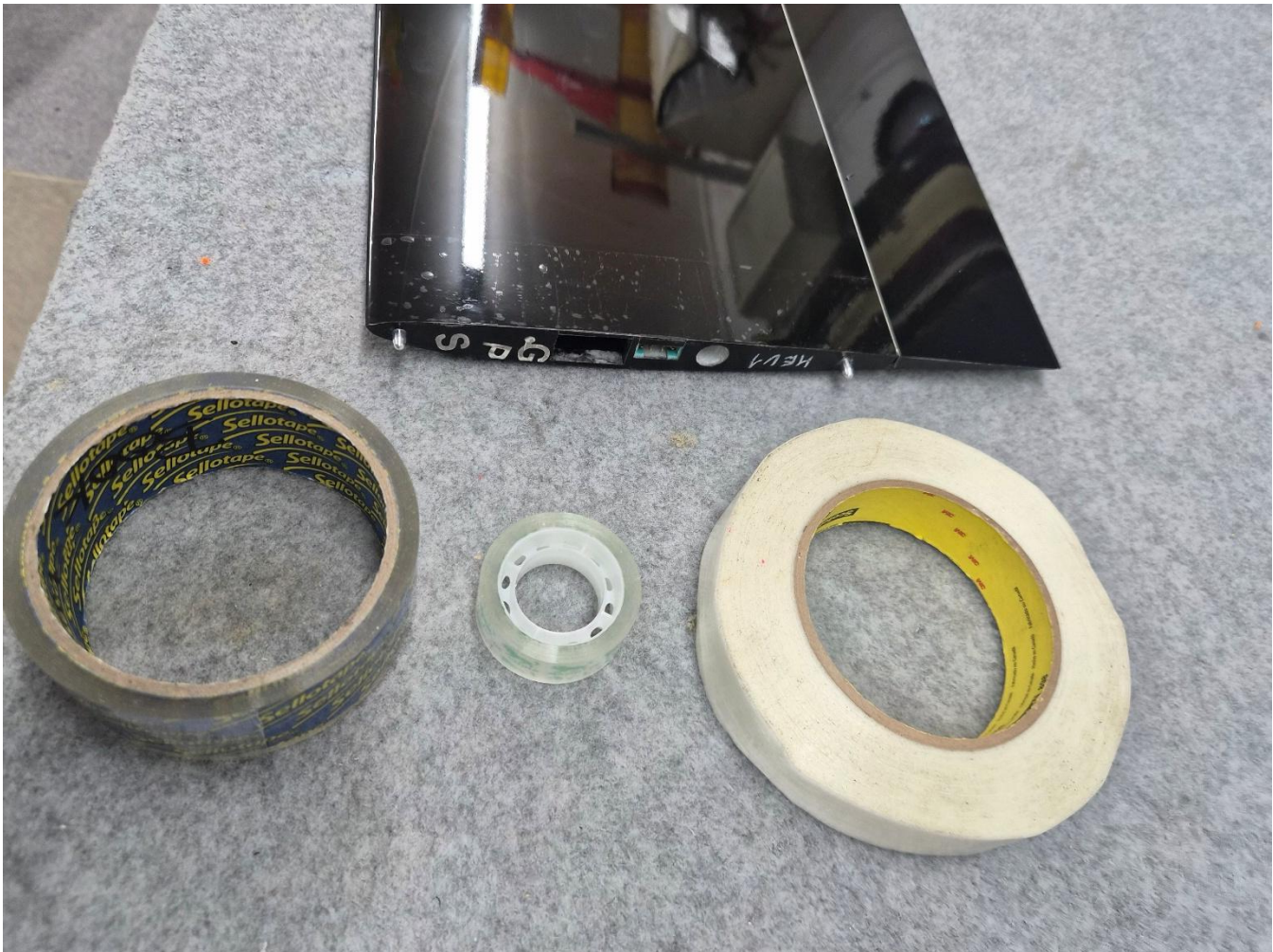


***Soaring Rocks!!!
Rowdy***

Attaching / Taping composite Wings

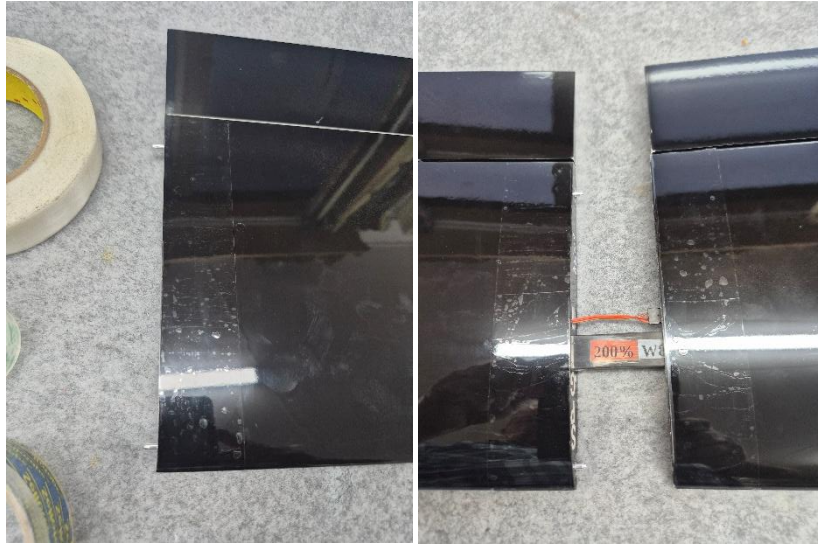


This article outlines suggestions of the method we use which over the years to reduce to forces on the wing joiners when landing. If one uses only light tape such as electrical tape, a hard landing can crack or fracture the joiner when the wing tip rotates forward and can be undetectable by the pilot until the next or last launch.

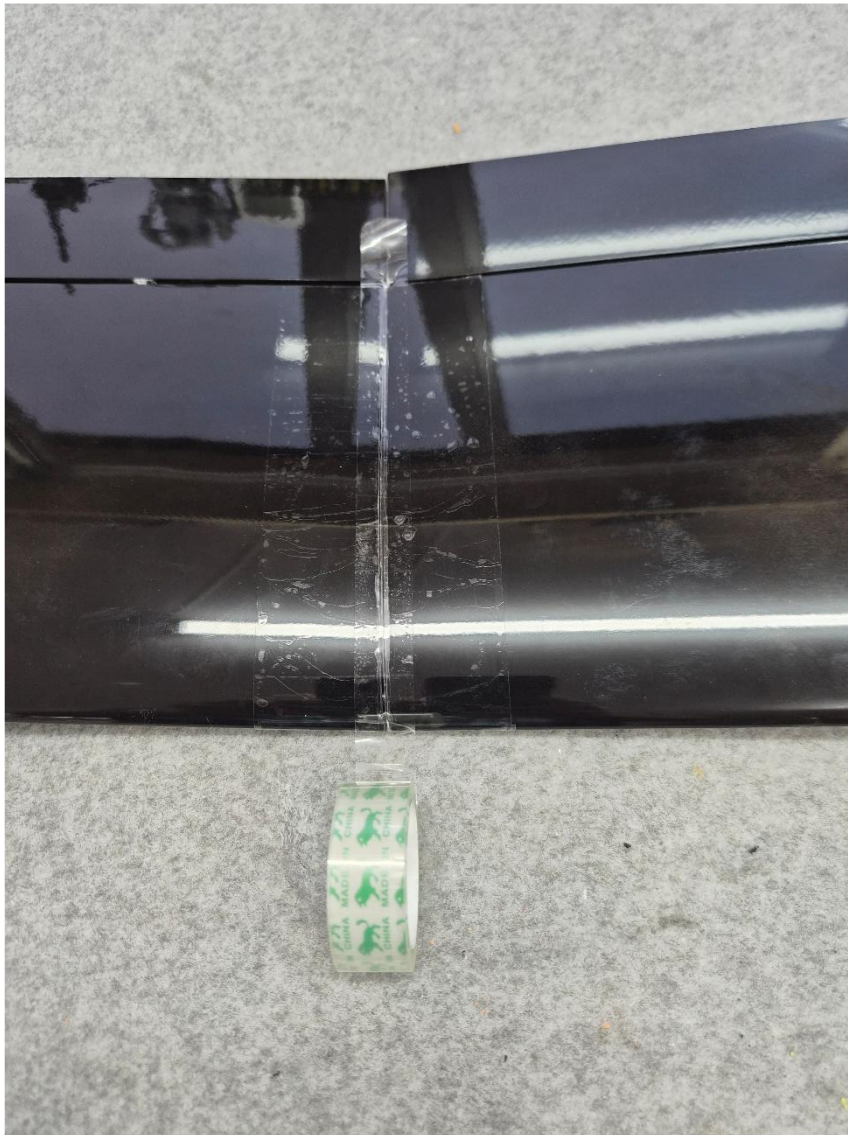


Three various rolls of tape are used:

1. Book spine or Book end tape (Joe uses Sellotape) This is stuck on the top and bottom permanently, so no other tape residue is left on wings etc during disassembly
2. Sellotape. A good quality sellotape with no stretch is over join top first then bottom
3. Fibreglass Tape a good quality approx. 18- 25mm wide (NZ – Blackwood's)

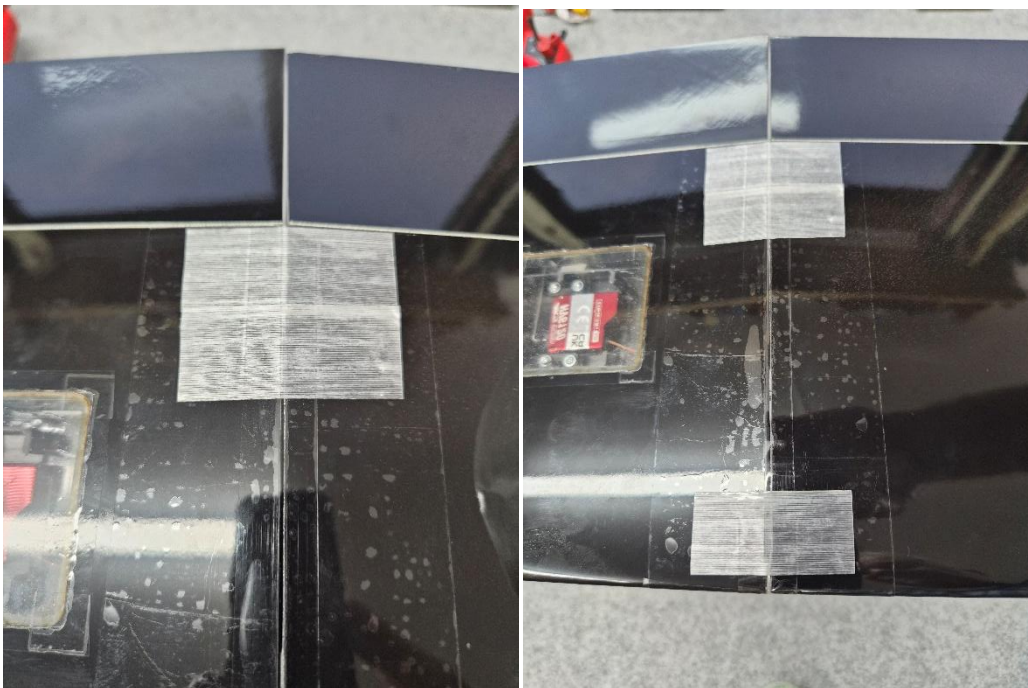


Clean wing first than stick sealing tape on wing underside first working air bubbles out so it all looks pretty turn wing over and do topside wrapping leading edge around over bottom.

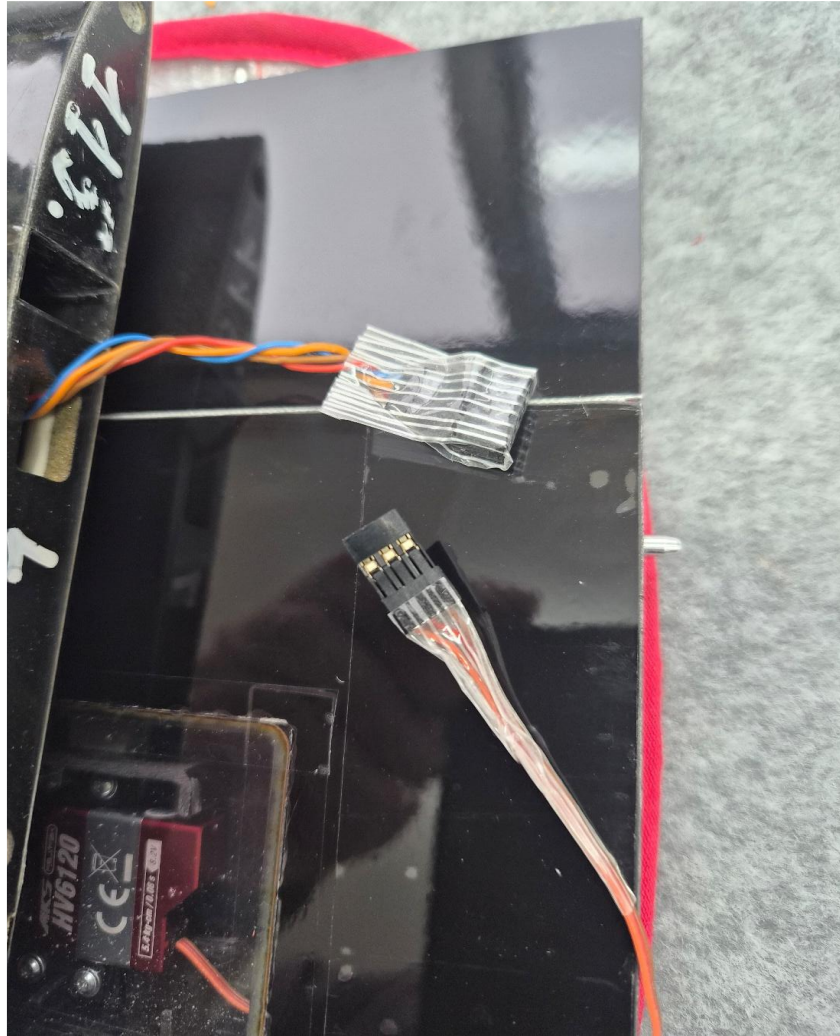




Join wings and tape joint with sellotape over topside first then repeat on bottom side wrapping up over topside (This allows you to pull off topside tape on disassembly and it peels the bottom off as you slowly pull tape off)



The final procedure is important to use the tensile strength of the fibre glass tape cutting two pieces towards the trailing edge and if needed (best to do this) one piece at the leading edge ensure its well stuck down rubbing on with fingers. For f3J model dork style landings we do put on the topside as well. This tape does break down under UV light so it's a daily thing only. If you wish to make it look pretty, then put some coloured tape over this....

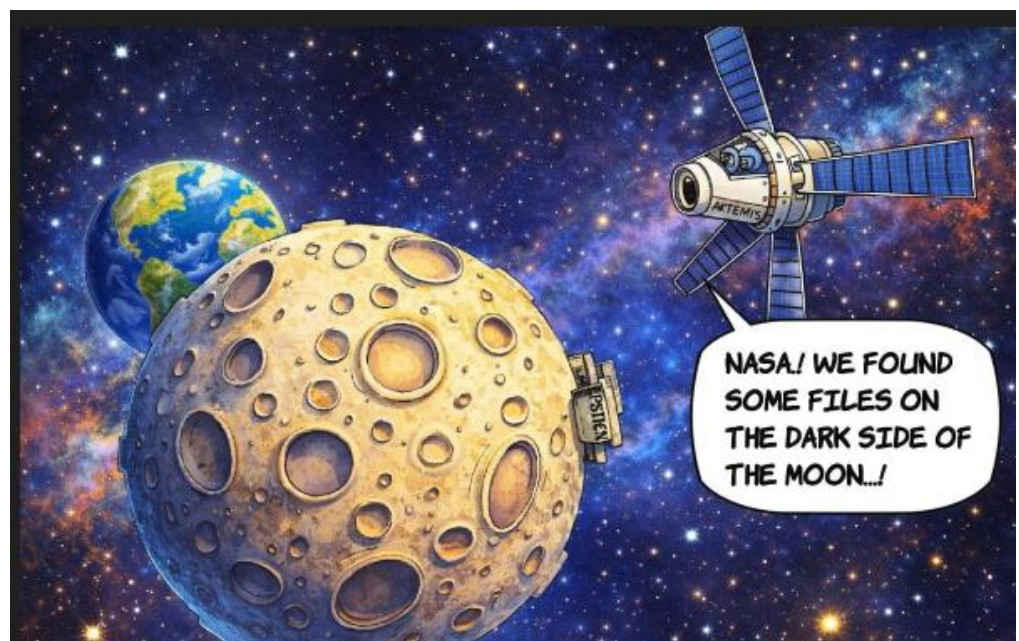


The last thing we recommend preparing your model is to protect wires and plugs from us people with fat fingers when removing plugs on wing connections. This is a must do as a loose wire can help towards the last flight of your lovely model...This photo shows JR style plug on a 3PK and a micro plug used on PlusX, Maxa etc. This is wrapped right around with pin holes pricked out. Simple so you pull on the tape not the wires!

Soaring Rocks!

Cheers

Joe and Kev



FOR SALE March / April '26



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 \$300.00 ONO**

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. April '26



A Texan walks into an Irish pub and clears his voice to the crowd of drinkers.

He says, "I hear you Irish are a bunch of hard drinkers. I'll give \$500 American dollars to anybody in here who can drink 10 pints of Guinness back-to-back."

The room is quiet and no one takes up the Texan's offer. One man even leaves. Ten minutes later the same gentleman who left shows back up and taps the Texan on the shoulder. "Is your bet still good?" asks the Irishman.

The Texan says yes and asks the bartender to line up 10 pints of Guinness. Immediately the Irishman tears into all 10 of the pint glasses drinking them all back-to-back. The other pub patrons cheer as the Texan sits in amazement.

The Texan gives the Irishman the \$500 and says, "If ya don't mind me askin', where did you go for that 10 minutes you were gone?"

The Irishman replies, "Oh...I had to go to the pub down the street to see if I could do it first."

Time for my G&T, but only one, well ?? I hope you've enjoyed the read. We'll see you all sometime if and when there is something more to write about.

Barrie the editor mfhb. April 2026.