

Model Flying Hawkes Bay



Newsletter # 178 June'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 July/August '26

Jul/26	138	VINT	RC Vintage E Rubber Tex
Jul/26	139	VINT	RC Vintage Duration
Jul/26	140	VINT	RC Sport Cabin Texaco
Jul/26	422	SOAR	Thermal H (2 Metre Glid
Jul/26	423	SOAR	Thermal A (Open)
Jul/26	424	SOAR	FAI F5J, 4 Rounds (
Jul/26	425	SOAR	ALES 123 Class N
Aug/26	144	VINT	RC Vintage scale Texaco
Aug/26	145	VINT	RC Vintage Duration
Aug/26	146	VINT	RC Vintage A Texaco
Aug/26	426	SOAR	Class R, eRES 2M
Aug/26	427	SOAR	X5J Unlimited Class O
Aug/26	428	SOAR	NZ F5K CLASS Q, 4 Rds
Aug/26	429	SOAR	Thermal D (F500)

In this Issue.....	Pages
Opening / Calendar / Contents	1 -
Reports, Notices etc	2 -
Club Activity	3 - 5
Round the Building Boards	6 - 7
More Sharp Magic pt 11	8 - 11
Milang "Soaring" May 2026	12 - 14
The ERES Revolution	15 - 17
Clive's Corner "Flying Flea"	18 - 21
Vintage Report	22 - 26
A Closing Smile	27

Contributors to this issue;

Brett Robinson / Barrie Russell / Ash / Clive Baker /
/ Kevin Botherway / Stu Sturge / Rob Lockyer / Phil
Sharp / Rob Mitchell / E & OE

IMPORTANT NOTICE

AGM

This coming Wednesday 1st July.

National Services Club, Hastings.

7.00pm Social / 7.30pm Start.

From the Editor's desk

Greetings All,

A rather truncated issue this time I'm sorry to say. Club activity has been rather light and with my less frequent attendance there has been little else incoming so not much to report.

Requests for news and reports has brought no fruit so you'll have to attend the upcoming AGM for any club news and updates. I hope there is a good turnout for the AGM, word on the grapevine is that we have a good interest from the membership prepared to stand for committee. Let us look forward to a revitalised and busy club year ahead.

Once again we have Kev's interesting Soaring report from another of his forays across the Ditch. I've submitted a lengthy Vintage report which highlights how well the Vintage movement in the club is building and this is spilling over into the Radian and ERES gliders. Wednesday morning is our unofficial Vintage morning at Awatoto field weather suitable and due to our Watts App group communication tool any other days are good too !

We're treated to the final part of Phil's latest motor build. I was fortunate to be there for the first test run, and what an occasion. Needless to say it ran like clockwork with that throaty 6 cylinder rumble. What a sight and sound that will be when it's mated up with Russ's Albatross, exciting times await !

Clive joins us again with another interesting aircraft commentary and Stu updates us on the Building Board with his latest project.

We'll see you in the spring ! Barrie the Editor MFHB.

**Notice of Annual General Meeting
7.00pm Wednesday 1 July 2026
(Meeting commences 7.30 pm)
Hastings National Service Club
Corner Market Street & Avenue Road, Hastings**

Agenda

- Welcome
 - Apologies
 - Remembrance
 - Minutes of AGM held 11 June 2025
 - Matters Arising
 - President's Report: Marty Hughes
 - Treasurer's Report: Robert Lockyer
 - Confirm fees or levies for the coming period 2027 / 2028
 - Appoint 2026 / 2027 Reviewer for Financial Report
 - Club Officers' Reports
 - Election of Officers
 - Adoption of Constitution, Committee Motion:
"That the Constitution (Version1.1) as circulated to Members and approved by the MFHB Committee be adopted"
 - General Business: feedback on 12 month's free MFHB Membership on joining; feedback on MFHB Competitions' Manager/Team
- All current financial members are encouraged to attend.
 Notice of Motion: Constitutional amendment to include introductory and family membership"
 Notice of Motion: Constitutional amendment to enable the Treasurer to be outside the Committee"

Barry Kerr, Secretary, MFHB (On behalf of MFHB Committee)

CLUB ACTIVITY May/June '26



Sunday 26th April. Last chance before the duck shooting closure. Lovely autumn Bay day, mild and just a light southerly drift turning later to a sea breeze. BUT, where have all the pilots gone, must be away for Anzac weekend.

Slim pickings late morning, with Stanley, Mike H and Rob L having aircraft in the pits and Rob doing his helicopter thing at the seaward end.



Father and Son "Team Kenwright" were on the job after some initial motor tuning work. The aircraft flew magnificently under Dave's control until a loss of power brought it home early. Two or three of the five cylinders had dropped out due to the breakage of valve springs, it will live to flight another day after a motor upgrade !

Duck Shooting Closure.

MFHB Awatoto Field is now closed, re-opening Monday 18th May.

Club Captain Rob Mitchell has been busy rebuilding our starting pads. With the buildup of silt during flooding over the past ten plus years they have finished up below the surrounding grass level. **Rob** has re-boxed them 200 mm higher and with the help of **Stu Sturge, Rob Lockyer and Kevin Botherway** each pad now has a reinforced 200 mm thick block of concrete on top and **Lance** and **Big Red** are filling and resowing the surrounding area.



A great effort from the Maintenance team, “ Thanks Guys “

Sunday 14th June saw some increased activity at Awatoto Field with a nice day bringing the members out.



I had occasion to be in Katikati the weekend of the famous Tauranga Auction. On the way home, I called in to have a look and what an experience. I thought our club auctions were quite large but they're just a pin prick compared to the Tauranga effort.



Above is just a small panorama of some models on offer !



The "Bidding Arena" somewhere in there are **Ross and Graeme and Stinky and Tony** and ?? As expected there were many huge bargains to be had. As the man said, "**Your treasures are only worth what someone will pay for them**"

Shed Tuesdays continue to be well supported with discussions, show and tells, helps and a cuppa. **Tony Ward** brought along one of his acquisitions from the Tauranga auction, a nicely built 60 something inch Extra. He didn't admit to what else he brought home, but I know there was at least one 50cc motor ++ ??? **He's is looking for a good 20cc petrol motor to power it, anyone interested give him a call on 027 425 5447.**



AROUND the BUILDING BOARDS June 2026



Stu Sturge is revelling in his new workshop, it is so well organised being purpose designed and with more room, he is now able to have at least two if not more projects underway at the same time !! In response to my plea for copy, **Stu** has generously shared the following.....

1/3 Scale BU-133 Bucker Jungmeister.

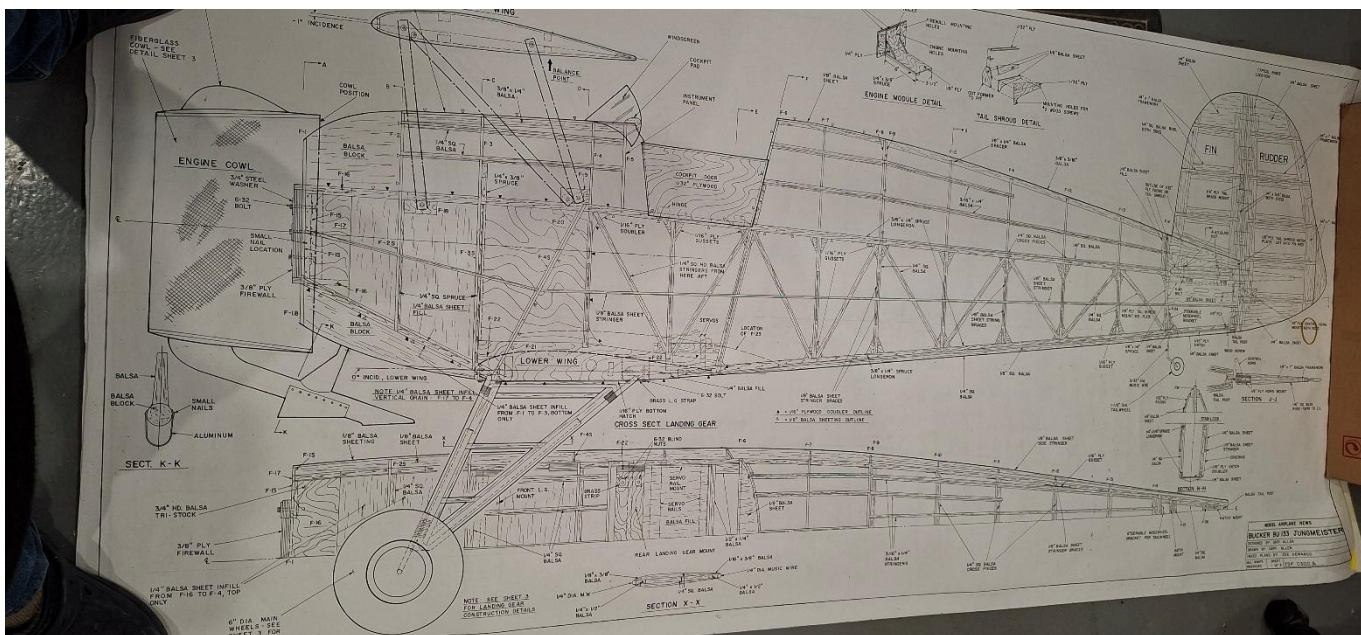


Earlier this year, Dave Cantell became the beneficiary of some models and modelling gear, from the estate of Ernie "Spud" Tait from Gisborne. This was facilitated by Phil Goodwin who was assisting Spud's widow dispose of his modelling gear. In amongst the goodies was a yellow (is there any other colour) Cub which Dave has repowered with a DLE 20 and hopes to get flying soon. Also included was a short kit, from Arizona Models of the 1/3 scale Bucker Jungmeister, which Dave offered to me to build. The kit includes laser cut plywood ribs and fuselage formers etc, and all the balsa ribs, plus a lovely fiberglass cowl, wheel spats and pneumatic wheels. There is also a 3 page set of drawings from Arizona Models, and another 3 page set of drawings from the designer Garry Allen, along with a reasonably comprehensive build article from Model Airplane News. Being 1/3 scale the model is quite large, with a wingspan of 86.5" (2.2m) and a length of 77.5" (1.97m) and total wing area of 2086sqin. Anticipated weight will probably be around the 15kg, so it will possibly fall within the Large Model category 1. Current thinking is that it will probably be powered by a 60 or 70 cc twin.

After discussing the project with Phil Sharp, I decided to give it a go, so having contacted John Sutherland to make sure he would help out by being my inspector, I sent off the application to Rene Redmond and the model has the certification number 2026/10. All I have to do now is build it.

So I have made a start. To date the fin and rudder are basically complete, and stabilizer and elevators are well underway. Next month we may see some progress on the Fuselage.

Cheers, **Stuart**



Above; Cowl,spats etc / Lasercut components / Construction article.

“More Sharp Magic” Pt 11 June '26

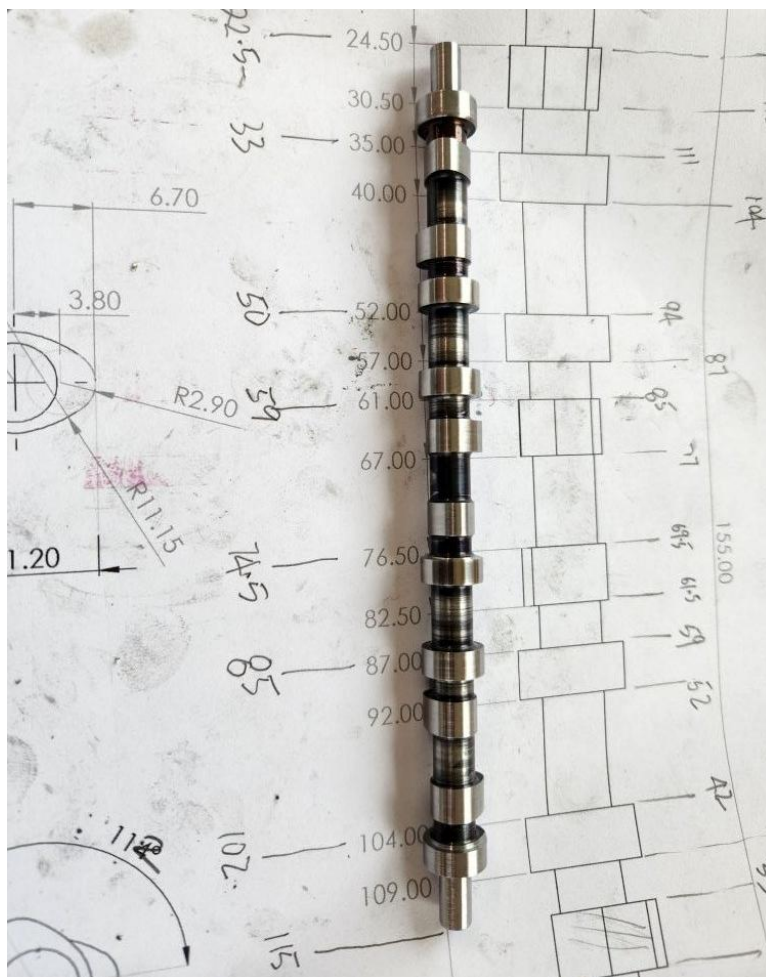


Once again Phil reports on more productive work from his magic workshop building his 6 cylinder motor, here is the latest progress; Phil writes.....

Following on from last time, I machined the camshaft blanks from 14mm silver steel, and then hardened and tempered them prior to grinding. I have used the same cam profile as the V4. I made a small modification to the cam grinder by adding a geared electric motor to drive the cam around. This turns at 3 RPM and is much better and easier than turning by hand. It takes about one hour per lobe!



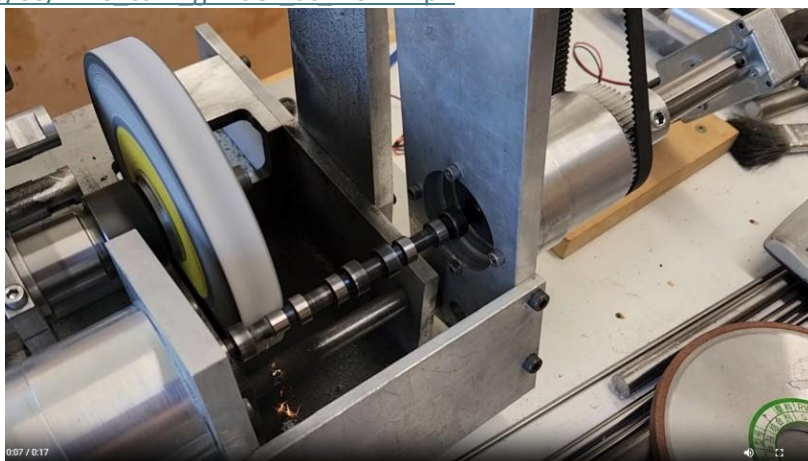
1. Cam Blanks



2. Finished Cam

https://mfhb.org.nz/wp-content/uploads/2026/06/Phils_cam_grinder_at_work.mp4

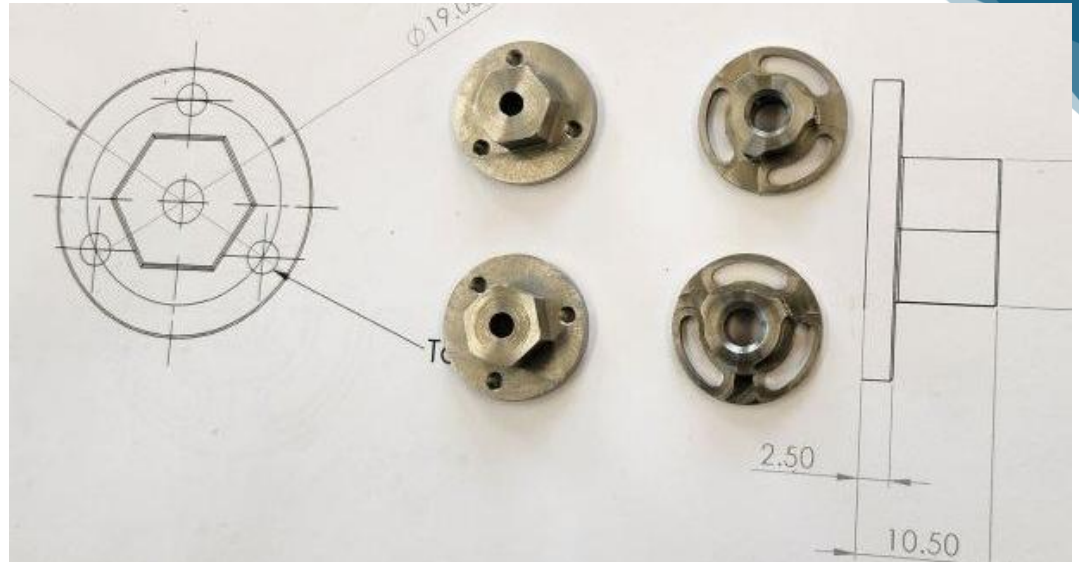
Click on the link above to view the video of the cam grinder at work



I also made the cam adjusters and the hex drive plates from 4140 steel.

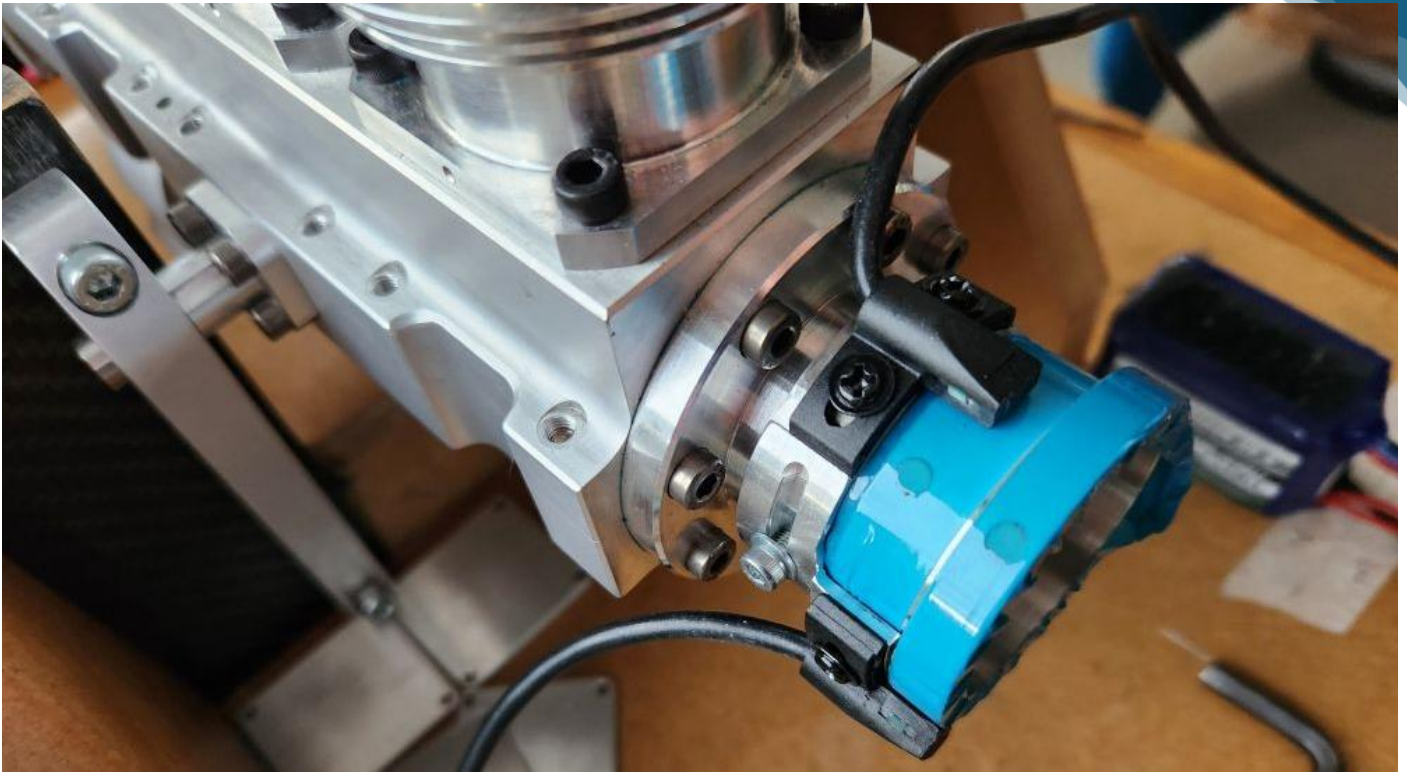
4. Cam Adjusters

I finished off the cam box covers and then assembled the cams and heads only to discover that one of the cams was incorrect! A stupid mistake with the cylinder order, but it happens! A couple of days to re make correctly.



5. Assembled Cam Adjusters

The hall sensor bracket and magnet hub were next. It uses two hall sensors, (two 3 cylinder ignition units) and a hub with two rows of magnets. Once the two sensors are set on the ring, the whole ring can be adjusted as a unit.



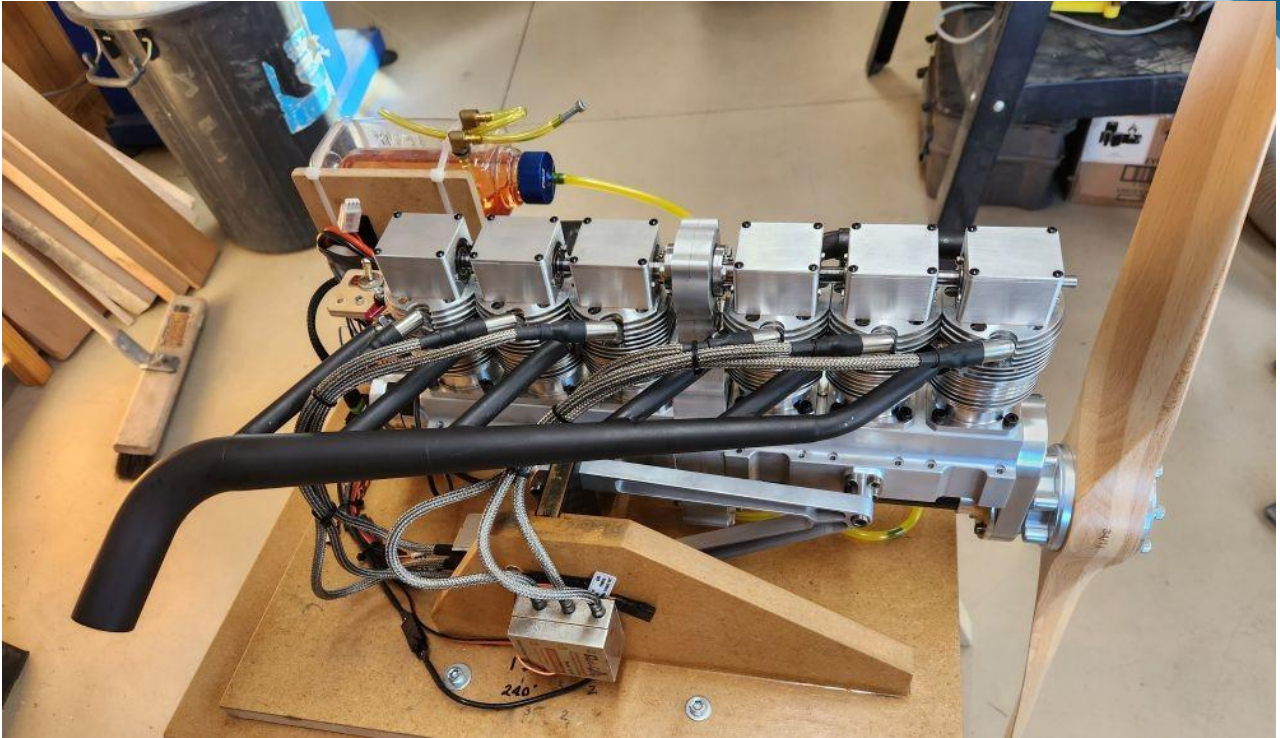
6. Hall Sensor Bracket.

The last job was to finish the inlet manifolds, making the carb flange and a nylon spacer bracket, and also the throttle linkage. **Finally it was finished!**

I made a wooden test stand, which later will be fitted with some linear guide rails so that I can measure static thrust, and start up day arrived.



7. Inlet Manifold and Throttle Linkage



8. Ready to go on the stand.

Sunday afternoon, Russell, Barrie, John, Rob, Clive, and Derek arrived to observe and encourage!

Russell was chief starter, and after a couple of hard pulls it burst into life. It sounds wonderful, typical 6 cylinder, and seems to run very smoothly.

Early days but I have briefly run it over 5000rpm, which in theory is about 22kg of thrust, and there is more to come! I don't think the Albatross will be under powered.



9. In bits again !!

After three or four tankful's, I have now stripped it down to check the internals, and fix a couple of minor issues, and I am looking forward to getting it running again for some further testing.

Click here to see the video of the first engine run. https://mfhb.org.nz/wp-content/uploads/2026/06/Phils_Motor_Test.mp4

Thanks to everyone for your interest and encouragement.

Regards, Phil.

Milang Open F5J International 2026



Kevin “Rowdy” Botherway reports;

We planned a trip to this event for late April in Milang located about an hour out of Adelaide. Our team of three consisted of two from NZ, Joe Wurts and Kevin Botherway plus one Australian David Pratley. The event also included the first round for the Australian team trials for the F5J World championships in the USA in 2027. Boxes were packed with four 4M Plus X planes for each of us and all the gear. Getting to Adelaide was a little awkward for Air NZ flights and required an overnight in Auckland to catch our early morning direct flight to Adelaide. We arrived with enough time to get to the field in time for a few hours practice on the day before the contest start. Forecast for the weekend was great consisting of three days competition (two days of Preliminary rounds and the final day for Flyoffs). We got some models sorted on the Friday and met up with the locals on the field. A fantastic location and setup with two model sheds on site complete with power, loos, showers and model storage for the weekend ahead. We were invited out for a meal with Mike O’Reilly (Australian Model shop owner – Model Flight) and met up with GPS guru – John Copeland.

Mike O’Reilly in pilot mode

Launch time on the horn



The next day Saturday was the first rounds of preliminary rounds which had 27 pilots divided into 3 groups for the next two days. Suntan lotion was required and temperature was around 25 degrees so very comfortable conditions. Team kiwis game plan was “have fun” which the three of us achieved for the 15 rounds over the next two days. The Saturday was hard conditions in the early morning with very little lift around so launching was quite high for most up to the magic 200 metres, with a few super high achievers in the pack. By lunchtime the wind was starting to build, and it was time for the heavy planes and for ballast options to be considered. After lunch the wind got quite gusty, and the organisers proposed and extended break for an extra hour which was a great decision and I am sure it saved some carnage. We were back into it after this, and the wind slowly eased with

some great flights had by all. Most of the time it was corridor style air and if you got these right ten minutes flight time was achieved. If you flew in the wrong vector or corridor the flight was a lot quicker five to seven minutes. With us Kiwis still in NZ time (2.5 hours difference) it was great to finish, have a meal option then an early night ready for day 2.

The next day was another direction for wind and launch landing options-which did make it hard work for the organisers having to change lanes around to suit. With so many lanes they had a sound unit in every lane which was broadcast over a radio frequency, again heaps to organise and get things running efficiently. It was quite light and fluffy early on with a little wind then for difference we had small showers with light drizzle and rain for a while. Launching was medium height early on and then working towards that 200m later in the day with some great real buoyant air rounds. Then when the sun disappeared at time things got a lot harder. Most landings weren't too bad, and many kept a straight line and in their own lane or line to the spot – however there were a few uncontrolled arrivals usually due to the odd wind gust etc. It was so good just putting planes in the storage and not having to pull down and reassemble the next day! Results for prelims were a happy ending with Joe 1st Kev 2nd and Dave 10th **Team Kiwi won first team!** The aspirants for the WC were what I consider all great close mates and top pilots - Nick Chabrel, Andrew Meyer and Marcus Stent but TBC with two more events to complete the scheduled F5J trials.



Team Kiwi Kevin Botherway, Joe Wurts, Dave Pratley

The final day was fly offs with great forecast of light winds. We arrived at the field with another lane change required and then some fog rolled in for about an hour delay. The blue sky opened, and we were into it with some great conditions although considerations had to be taken into achieving a full 15-minute flight. The first round was fluffy with the second round becoming difficult with very little lift on the field and it was hard to keep our planes in the air for 15 minutes. By the third the thermals had become reasonably solid. With some shuffling around lift was located and after a long time in the air it was time to land.

So many people to thank for the competition the event organisers, the club members and preparation of the Barbecues by many people during the weekend. Like usual the comradery is number one, just real great friends to meet again. We invited everyone to come to NZ Nationals in January the 3rd to the 8th In Hawkes Bay NZ outlining we had 6 odd different disciplines scheduled to compete in.

Overall results for team Kiwi Kev 1st Joe 5th and Dave 10th all results on glider score online:

<https://www.gliderscore.com/OnLineScores.aspx>

2026 Apr 25 – Open F5J Int ANZAC (Sky Park)

2026 Apr 27 – Flyoff A Monday (Milang)

2026 Apr 27 – Flyoff B Monday (Milang)

2026 Apr 27 – Flyoff C Monday (Milang)



We stayed on for the afternoon in Milang then a 3.30am (half past) drive to the airport the next morning and home by 7.30pm that night ready for flying at our club Black Bridge site Hawkes Bay the next day!

Once again – Thank you soo Much – I will be back!

Soaring Rocks – Rowdy.

The ERES Revolution @ Awatoto Field



Kevin "Rowdy" Botherway's Prime Q

Thanks to "**Rowdy**" there is a very contagious strain of **Eresavoidifucan virus** doing the rounds here in the Bay at present. As reported last month with the revitalised interest in Radian comps led by **Rob Lockyer** and **Rowdy**, interest has shifted to the very competitive class of ERES 2 metre gliders with various laser cut kits available from Hyperflight in the UK and elsewhere.

<https://www.hyperflight.co.uk/products.asp?cat=RC+Models&subcat=2m+F3L+RES+Thermal+Soarers>

Currently we have three under construction with **Stuart and Robert's** Prime RES 111's almost at the flying stage and mine making moderate progress.

Rowdy has just finished his second which is flying well and I understand **Andrew Stiver** has a couple in his collection. **Phil** reports he has just placed the order for his Prime Q model and further interest is brewing amongst the membership.

I've had little experience in building laser cut kits and have to say I'm most impressed with the quality of these from **Hyperflight**. The accuracy of the laser cutting and the standard of materials is outstanding making for a



speedy construction, in most cases just wicking together with thin cyano, another first for me (Ed). There is a very comprehensive on-line step by step building manual and every part is numbered. Each wing is built in three pieces and there is supplied an excellent laser cut ply building jig for each section. The ribs have tabs underside which locate in the jig.



Above, the port centre section assembled ready for cyano gluing using thin cyano for all the wood joints and medium for the carbon spar and leading edge. Once off the building board the gluing process is repeated for the under side.



Above, the starboard centre panel finished with the spoiler fitted.

Rob has just got his Prime RES 111 to the covering stage seen here below posing in Stu's workshop !



Stuart's Prime RES 111 has now been test flown and he is thrilled with the result, flew away with very little trim input, an exciting prospect. Roll on the competition.





The Flying Flea

Barrie has asked me to pad out my article on the Flying Flea for the next issue of Propwash. (Ha ha, Ed !)



The Flying Flea was intended to be aviation's equivalent of the Model T car

In writing these articles I rely on my very long term memory of the monthly Aeroplane Magazine. Aeroplane was a survey of the British aero industry in the 1950s. It featured an article called "Propwash," I wonder sometime if this was origin of HBMF magazine.

I also rely on a book called High Adventure by Ron Alexander. Ron Alexander was a pilot with SAFE Air who flew cargo across Cook Strait. Ron flew a Tiger Moth in his spare time often carrying a passenger in a frame on the upper wing. He was gifted cartoonist and High Adventure is a history of aviation in NZ, illustrated with his drawings. I was working for SAFE in the School holidays which is how I got a copy.

His drawings appear in Propwash from time to time. So when I was asked to do an article on the Flying Flea I looked up Propwash and sure enough it is there. I think he is a bit hard on the Flying Flea when he says that the Flying Flea was designed to be everyman's flying machine but not everyman had the skill to fly it.

After all Gareth Newton built a scale Flying Flea from a plan in the Aero Modeller Magazine which flew very well. Gareth was the President of the Levin Club at that time.

The name High Adventure is popular amongst NZ historians. Motat issued a book with that name and John Stannage also wrote a High Adventure. John Stannage was a radio engineer selected to fly with Kingsford Smith on his flights across the Tasman. I liked his description of how he kept control of altitude. They trailed a 500 foot long aerial below the Southern Cross. If it jerked they were too low over the sea, if it pulled out they were over land.

Stannage also has an anecdote about the Flying flea. He describes how there was one at a flying meet in Auckland that was available for people to try their flying skills. He says It was noisy but nobody managed to fly it. He looked more closely after people had gone home and found 2 inches had been sawn off the prop. A guarantee that it wouldn't fly. Safety first.

The Flying Flea was mentioned often but it was never a success. A Club was formed in New Zealand and a section was set aside in the registration system for Fleas.

Well firstly the Fleas rudder was large but they flew only slowly. The result was that the flying fleas could not undertake a predetermined course but were limited to large circles.

The other problem was with the twin wings in area. Vertical control was effected by rotating the front wing around the leading edge. The rear wing was fixed. As the controls were moved by the pilot to raise the nose by moving the trailing edge downward this closed the gap between the two wings. Airflow over the rear wing was accelerated increasing lift over the rear wing negating the pilot's action to pull the nose up with catastrophic effects.

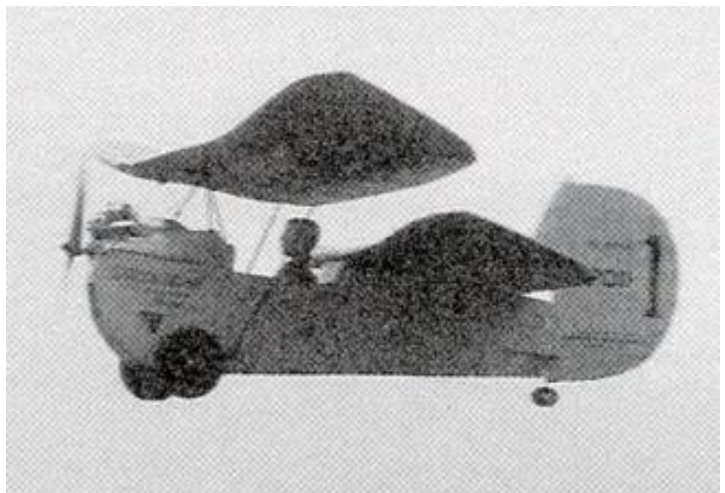
Model Fleas in Levin were free flight models. The wings were fixed.

The French authorities withdrew approval for the Flying Fleas to continue to fly and in any case WW2 intervened.

Wikipedia goes on to explain;

Also some homebuilders attempted to simplify construction by modifying components such as the wings tips curving up, resulting in extremely dangerous airplanes and deadly accidents that forced the air authorities to ban building more of them.

Studies in the UK and France revealed the problem (the HM.14 was small enough to fit in wind tunnels in both countries usually used for scale models of larger aircraft) and corrections were made to the design. Unfortunately, the wave of bad publicity created by the crashes dogged Mignet for the rest of his life and continues to be associated with the design today despite the fact that the basic Mignet configuration has proven to be safe in hundreds of successful homebuilt aircraft and factory built microlights.



Design. *Side-to-side movement of the stick controlled the large rudder. This produced a rolling motion because the wings both had substantial dihedral, through yaw-roll coupling.*

The rudder had to be quite large not only to produce adequate roll but also because the fuselage was very short, reducing the leverage of the rudder. The Flying Flea, being a two axis aircraft, could not be landed or taken off in substantial crosswinds. This was not a big issue when the aircraft was designed because at that time aircraft were usually flown from large open fields allowing all take-offs and landings into wind. The result was an aircraft that was substantially simpler to build (just two wings and a rudder, two of which moved, with no ailerons or other control surfaces) and easier to fly (just a control stick, no rudder pedals at all) than a conventional aircraft. Mignet claimed, only half jokingly, that anyone who could build a packing crate and drive a car could fly a Flying Flea.



A Flying Flea at Awatoto taken back in early 2000. If my memory serves me correctly, I think the model was originally built by Bruce Abbot and purchased and finished by Alan Rowson. How it flew and what happened to it I know not, maybe someone out there knows the answer ?

***If a flea and a fly pass each other, what time is it?
Fly past flea.***



FLYING FLEA (EV)

Vintage Report. May 2026



& Some Gliding !!

Great to see the growing interest in RC Vintage building and flying, we now have more than a dozen members actively participating and a number more in the wings. Whether your interest is just Vintage building, sport flying or NDC competition there is a lot of pleasure to be gained in any part of the RC Vintage discipline. The move to a Wednesday club morning seems to be suiting most and the Vintage Watts App that **Robert** has set up is working very well. Any club members that are interested in the Vintage movement are welcome to join the group, just give **Robert** a call on **027 448 3559** and he will add you to the contact list and you can keep up to date with our activities and join in anytime.

Our activities are now encompassing Radian / ALES / ERES flying and NDC competitions adding another string to our bows as most members seem to have a Radian or similar model. There are a number of electric ERES 2 meter models under construction presently with the push being led by **Rowdy** who is always available for help and advice **ph 027 557 0470**

Wednesday 29th April '26. Saw ten of us turn out at the club Black Bridge soaring field for a fabulous day's flying, NDC comp and fun. The conditions were superb, so we flew RC Vintage **NDC Precision** and **½ E Texaco** and **Robert** organized the **NDC ALES Radian class P**, with results as follows;

Results; RC Vintage Precision.

1= Stanley Nicholas	199 + 200 + 200 = 599
1= Barrie Russell	200 + 199 + 200 = 599
3. Kevin Botherway	200 + 190 + 200 = 590
4. Phil Sharp	193 + 197 + 196 = 586
5. Mike Shears	198 + 176 + 199 = 573
6. Stu Sturge	179 + 191 + 196 = 569
7. Robert Lockyer	178 + 178 + 194 = 550

Results; RC ½ E Texaco.

1. Mike Shears	767 + 637 = 1404
2. Robert Lockyer	738 + 594 = 1332
3. Barrie Russell	633 + 557 = 1190

Results ALES Radian Class P.

ALES Radian Class P

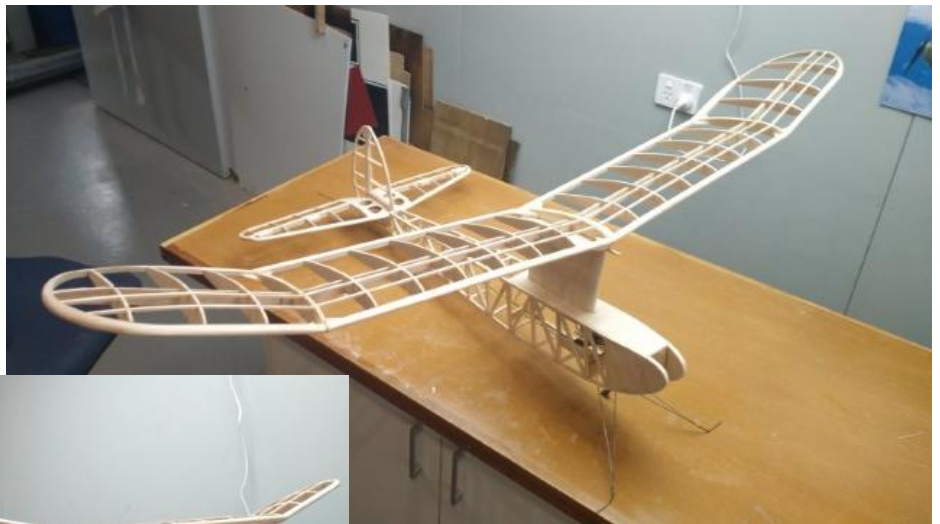
Date	29/04/2026	Round 1					Round 2				Round 3			
Pilot	MFNZ	Total	Min	Sec	Landing	R1 Score	Min	Sec	Landing	R2 Score	Time	Sec	Landing	R3 Score
Kevin Botherway	7554	1400	6	57	50	467	6	57	50	467	6	56	50	466
Stuart Sturge	7487	1236	7	0	25	445	6	59	0	419	6	12	0	372
Phil Sharp	8719	1234	7	7	25	438	6	8	50	418	6	18	0	378
Rob Lockyer	10072	1227	6	22	25	407	5	50	0	350	7	0	50	470
Barrie Russell	2287	1221	5	19	50	369	5	59	50	409	6	58	25	443
Stan Nicholas	10922	1128	6	48	25	433	5	31	25	356	4	49	50	339
Mike Shears	6533	1060	5	37	50	387	7	30	25	415	4	18	0	258
Barry Kerr	11756	275	3	45	50	275	0	0	0	0	0	0	0	0

And **Archie** flew some Radian training flights with **Mike**. How good is that.



A day at the BB Vintage Picnic meeting, we even had a sausage barbecue set up to provide sustenance. **Ed.**

Stu Sturge now back from his South Island Odyssey is making good progress with his 1939 51" Truman Special which he is building to fly in Vintage ½ E Texaco.



Wednesday 6th May.

Here we go again, and what fun we're having, great weather, great Black Bridge site, great attendance, great competition and great camaraderie. **That's GREAT !!**



A dozen of us Vintagers and Gliderers assembled at the BB entrance at 9.30 and by 10.00am it was all on. Conditions were near perfect and we started with **NDC RC Vintage Duration** (3 rounds of 20 second motor run and 5 minute flight). Seven Stardusts, a Spook and a Night Train. 9 in total, how good is that. For all the good conditions it was still a challenge with the only Max achieved by **Graham Rose** and thus a fly off flight, congratulations ! I dipped out by 3 seconds on my third flight Grrrr, and others managed Max flight times but the challenge of three spot landings eluded them. More practice needed in that department, those spot landings can be very elusive, especially when there is a slight change in conditions! **Mr "Build 'em light Rowdy"** had a slight woopsie on his third flight when the elevator departed under full power just after launch ! I know you want that back end light **Kevi**, but a little more sheeting and glue may be a good compromise ? Still some good scoring and we had a blast. Good to welcome **Glenn Roberts** into the Vintage fold with his new Stardust which he is trimming out well. (He showed considerable skill on the first test flight when he managed to complete the mission with a reversed rudder !! Whew !!) Pilot control check before flying **Glenn** aye ? Good to see **Russ Nimmo** coming to terms with his Spook and completing three flights. **Well done Vintagers, what a great effort all round. Results below.**

May NDC RC Vintage Duration;

- | | |
|--------------------|---|
| 1. Graeme Rose; | 320 / 320 / 320 / = 960 + Fly Off 248 = Total 1208. |
| 2. Barrie Russell | 320 / 320 / 317 = 957 |
| 3. Phil Sharp | 300 / 320 / 300 = 920 |
| 4. Stuart Sturge | 320 / 320 / 267 = 907 |
| 5. Mike Shears | 288 / 298 / 276 = 862 |
| 6. Robert Lockyer | 320 / 22 / 267 = 812 |
| 7. Kevin Botherwat | 320 / 320 / = 640 |
| 8. Russ Nimmo | 177 / 235 / 205 = 617 |
| 9. Glen Roberts | 300 / 146 / = 446 |



Assembled crew with an assortment of their weapons of choice ! Stardusts, Night Train, Spook, Radians and a Big Max ! From the left; **Glen Roberts, Phil Sharp / Russ Nimmo / Stu Sturge / Graeme Rose / Barrie Russell / Kevi Botherway / Mike Shears / Robert Lockyer**. And Photo taken by **Archie** who was great help with timing duties.

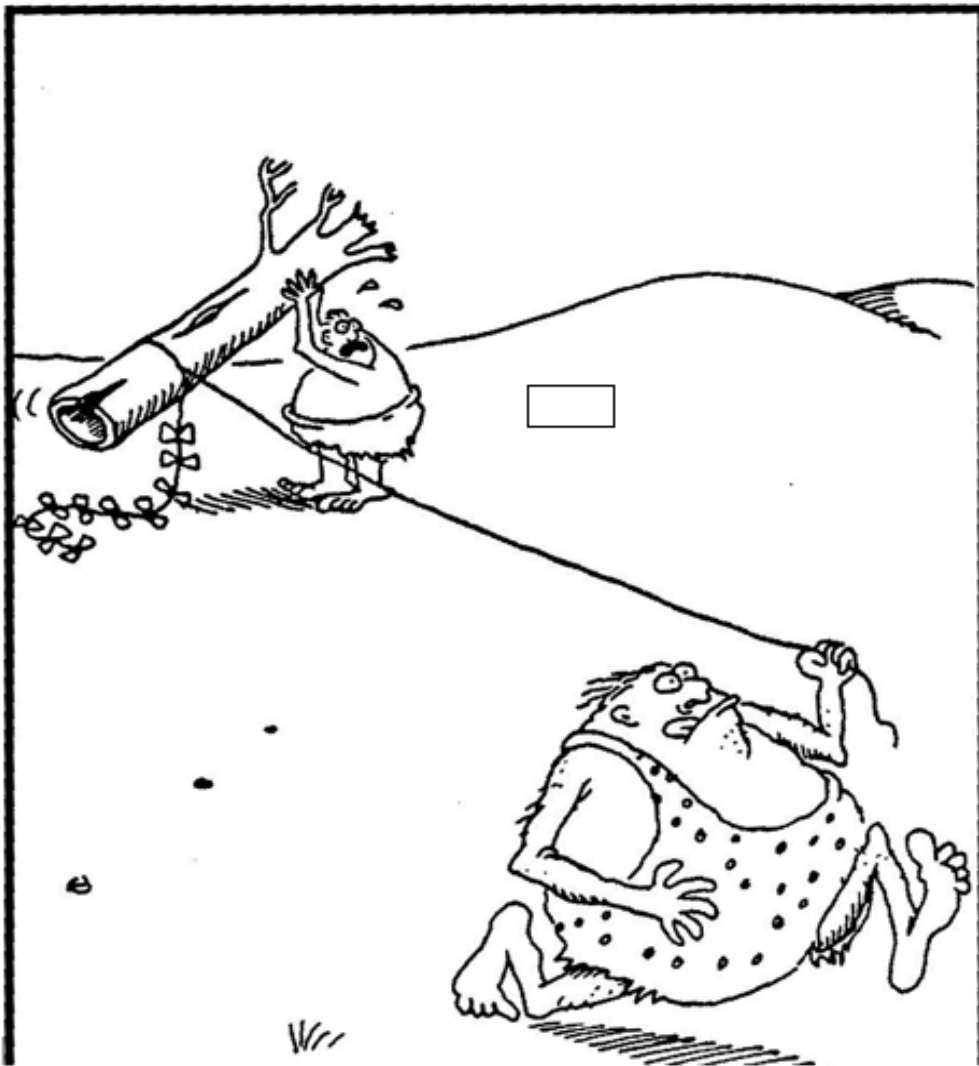
We had a lunch time barbecue of sausages, sauce and onions in bread which seemed to go down well and then it

was into the gliding session of **NDC ALES 123 Class N**. A 123 metre (400 feet) an electric power launch and a 6 minute flight and spot landing. In this class there is no restriction on motor, plane or battery.

ALES 123 N

Date			Round 1				Round 2				Round 3			
Pilot	MFNZ	Total	Min	Sec	Landing	R1 Score	Min	Sec	Landing	R2 Score	Time	Sec	Landing	R3 Score
Kevin Botherway	7554	1225	6	2	50	408	5	57	50	407	6	0	50	410
Kevin Campbell	12139	1065	4	25	50	315	5	57	50	407	4	53	50	343
Stuart Sturge	7487	972	3	56	50	286	3	52	50	282	5	54	50	404
Barrie Russell	2287	947	5	9	25	334	4	35	50	325	4	23	25	288
Robert Lockyer	10072	747	3	49	25	254	3	19	50	249	3	39	25	244

As expected, the Cream rises to the top with the soaring boys showing us the way with their skill and superior machines. However we will continue to sharpen our skills with our flying chilly bins so when our new ERES machines take to the air, as they say, "The Sky's the Limit !" A beaut day's flying was had by all and to field the numbers we did today was heartening and is sending very positive vibes for the future of Vintage in the Bay !



“Okay, Rowdy! Go! Go!”

June's Wednesday weather has been a bit tricky, we finally got a window on Friday 19th and Stu, Rob, Graeme and I flew NDC Precision, E Texaco and a Radian P Comp in some nice air at Awatoto Field.

Vintage E Texaco

Jun-26			Round 1				Round 2			
Pilot	MFNZ	Total	Min	Sec	Landing	R1 Score	Min	Sec	Landing	R2 Score
Barrie Russell	2287	1327	10	36	20	656	10	51	20	671
Stuart Sturge	7487	1195	7	16	20	456	11	59	20	739
Robert Lockyer	10072	1151	8	40	20	540	10	11	0	611

RC Vintage Precision

Date			Round 1				Round 2				Round 3			
Pilot	MFNZ	Total	Min	Sec	Landing	R1 Score	Min	Sec	Landing	R2 Score	Time	Sec	Landing	R3 Score
Barrie Russell	2287	599	3	0	20	200	3	1	20	199	3	0	20	200
Stuart Sturge	7487	591	3	6	20	194	3	2	20	198	2	59	20	199
Robert Lockyer	10072	572	3	0	20	200	3	7	0	173	3	1	20	199
Graeme Rose	7774	541	3	22	20	178	3	19	20	181	3	18	20	182

ALES Radian P

Date			Round 1				Round 2				Round 3			
Pilot	MFNZ	Total	Min	Sec	Landing	R1 Score	Min	Sec	Landing	R2 Score	Time	Sec	Landing	R3 Score
Barrie Russell	2287	1282	7	10	0	410	7	0	50	470	5	52	50	402
Robert Lockyer	10072	1158	7	3	50	467	6	59	25	444	4	7	0	247
Stuart Sturge	7487	292	4	27	25	292				0				0



Stu had an interesting time with his Radian, his FRSky transmitter has an altimeter/timer facility built in and somehow things went wrong. The motor stopped at 200 meters and he found some good lift, but shock and horror, it went to full throttle once he came below 200 and couldn't be turned off ! He flew some interesting aerobatic sequences until he got it tamed and then flew around like a pylon racer until the battery drained and then came home safely and got his blood pressure back under control ! Whew !!

A CLOSING SMILE. May/June'26



Seeya, Ed.