

Model Flying Hawkes Bay



PROPWASH



Newsletter # 179 July '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 Aug / Sept '26

Aug/26	144	VINT	RC Vintage scale Tex
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
Aug/26	429	SOAR	Thermal D (F500)
Sep/26	149	VINT	RC Vintage 1/2A Tex
Sep/26	150	VINT	RC Vintage 1/2E Tex
Sep/26	151	VINT	RC Sport Cabin Tex
Sep/26	152	VINT	RC Vintage Precision
Sep/26	430	SOAR	ALES 200 Class M (
Sep/26	431	SOAR	ALES Radian Class P
Sep/26	432	SOAR	Thermal J (2,4,6,8,10

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Contributors to this issue;

Brett Robinson / Barrie Russell / Ash / Clive Baker /
/ Phil Sharp / Kevin Botherway / Stu Sturge / Rob
Lockyer / Andrew Hiscock / Leonard Poon / E & OE

Ed's Profile Warbird P-51 prototype.....



From the Editor's desk

Greetings All, The 2026 Club year has finally made it under way and we have coverage of a very successful AGM. Club activity has been a bit quiet but your new committee has plans for an interesting year ahead. My plea for copy though largely unheard has brought forth a few interesting notes. **Andrew Hiscock** reports on his daughter **Esther's** future in aviation and **Leonard Poon** offers a generous help to new entrants to the hobby.

As reported in the Profile Warbirds article, our committee has wholeheartedly supported a club build of twelve brown paper and foam electric Profile Warbirds. Read all about it and come and join the fun in the Awatoto clubrooms. **Clive** joins again with an interesting aviation titbit and **Rowdy** highlights the ERES revolution. **Motor Man Phil** gives us a wrap up on his current 6 cylinder build and we can only ponder on what comes next from that **Magic Workshop** ?

As usual we finish with a Vintage report, highlighting another successful and busy month on the NDC schedule. Combining this with the Radian and ERES comps is well supported. I hope you all enjoy the read and I continue with my plea for comment and copy. Just one contribution from each member once a year would be overwhelming and make this editor's life so much easier and worthwhile.

Fly safe, Barrie the editor MFHB July 2026.

Secretary's Committee Notes

July 2026. This month's committee meeting was delayed a week, so as not to clash with Model Flying New Zealand AGM.

Our new committee as voted on at the AGM included the following:

President.	Marty Hughes
Secretary	Kevin Botherway
Treasurer	Rob Lockyer
Club Captain	Rob Mitchell
Committee	Kris Pawson
	Andrew Stiver
	Stuart Sturge

However at our last meeting, **Kevin** advised that he wished to attend as many national, and international soaring competitions as possible this year, and as a consequence felt that he may not be able to do justice to the secretary roll. Accordingly he tendered his resignation. **Stuart** was then nominated and elected by the committee to become the secretary forthwith. However Kevin has agreed to stay on as a committee member so there is no change to the personnel, only the responsibilities shared.

Talking of responsibilities, **Kris** was quickly given the dual tasks of being responsible for looking after new members, and the club's digital presence by looking after our Facebook page.

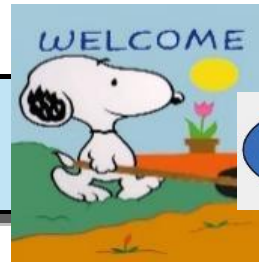
With regard to new members, the committee have formalized the agreement from the AGM, that we offer free membership for the first year, and part to the end of the next financial year, to both adult and junior members, replicating the MFNZ policy.

After looking after the administrative nuts and bolts we discussed the issues raised at the AGM, and you will be pleased to learn that **Kevin and Rob Lockyer** have agreed to become our competition co-ordinators. So watch this space. With regard to the newly revised constitution, we have agreed that there is some re-wording required around the committee make up, and possible use of officers (primarily Treasurer) outside of the committee. This work is currently being worked on.

Some months ago the committee agreed to reinstate in part the shade shelter above the seats, and after some delays we have agreed to get on with it. When the materials are available and ready, and we need help on the field to erect the frames, and fit the roof, we will let you know.

Cheers, **Stuart**, Secretary MFHB.

CLUB ACTIVITY July '26



July got off to a good start with the holding of the **Club's AGM** at the National Services Club in Hastings on Wednesday 1st July. 23 members were present and due meeting process followed. Apologies accepted and minutes read and passed. **President Marty** gave his Presidential Report printed here for your information.



Model Flying Hawke's Bay

President's Report – Annual General Meeting

Good evening everyone, and welcome to the Model Flying Hawke's Bay Annual General Meeting.

It is a pleasure to see so many members here today, and I would like to thank you all for your continued support and commitment to our club over the past year. As we reflect on the last twelve months, it is fair to say it has been another busy and eventful year, with many achievements, some challenges, and sadly, some significant losses.

On a personal note, this year has been particularly difficult for me with the passing of my father, Rod. Many of you knew him not only as a long-time club member, but also as my wingman and constant companion at the flying field. Flying without him by my side will never quite be the same, and he is greatly missed. I know many of you have also felt his loss, and I sincerely appreciate the support and kindness that has been shown to my family over the past year. While we miss those who are no longer with us, we move forward carrying their passion for the hobby and the friendships they helped create.

Our Awatoto flying field continues to recover well following Cyclone Gabrielle, and I am pleased to say it is looking better than ever. Thanks to the efforts of many dedicated members, along with ongoing maintenance, the field remains one of the best flying sites in the country. You'll also notice that our starting pads have now been raised and future-proofed to better withstand any future flooding events, ensuring the field remains usable for years to come.

Looking ahead, the Hawke's Bay Regional Council's stopbank project is expected to commence in the near future. The proposal includes raising the stopbank alongside our section of the river by approximately 1.3 metres. While this is an important project for flood protection, it may temporarily affect access to our flying field. It is likely we will need to relocate our access road closer to the fence line during the works. We are maintaining regular communication with the relevant authorities and will keep members informed as plans develop and if any temporary changes to access become necessary.

One of the highlights of the year was undoubtedly Warbirds over Awatoto. Once again, the event was a tremendous success, attracting a large number of visiting pilots from around New Zealand along with an excellent public attendance. The event continues to grow in reputation and is becoming one of the premier model flying events in the country.

This year we introduced the traffic light system to help manage flying operations and public safety, and I believe it proved to be a great success. It also helped compensate for the ongoing challenge of finding enough member volunteers to assist with gate duties and other event responsibilities. Events such as Warbirds only happen because of the willingness of our members to volunteer their time. To everyone who helped with organising, setting up, catering, parking, gate duties, flight operations, pack-down, or in any other way contributed to making the weekend such a success, thank you. Your efforts are very much appreciated. Planning for next year's event is already underway, and I'm sure it will be another fantastic weekend.

This year also marks the end of an important chapter for our committee. Barry Kerr has decided to step down as Club Secretary after several years of dedicated service.

Barry, I would like to publicly acknowledge and thank you for everything you have done for the club. Your organisation, attention to detail, and sound advice have been invaluable. Personally, you've done your best to keep me on the right track during committee meetings and have always been available whenever I've needed guidance or a second opinion. Your commitment has made my role considerably easier, and I know the committee shares my appreciation. Thank you, Bazz—you are a legend, and your contribution to Model Flying Hawke's Bay will not be forgotten.

Financially, the club remains in a healthy position, and I will leave the finer details for Rob to cover in his Treasurer's report. It is encouraging to see that while we have unfortunately lost a few members during the year, we have also welcomed several new ones into the club. Maintaining a membership of more than 100 members is something we should all be proud of. It shows that model flying remains alive and well in Hawke's Bay—and of course, having Stanley around probably counts as another member or two on his own!

As President, it continues to be both a privilege and an honour to serve this club. I am happy to continue in the role for the time being—or at least until you decide someone else would do a better job! However, leadership renewal is important for any organisation, and the time will eventually come for someone else to take the reins. I encourage members to consider becoming involved in the committee, as fresh ideas and new perspectives are what keep a club moving forward.

Finally, I would like to thank every member who has contributed to the success of our club this year. Whether you've helped maintain the field, organised events, served on the committee, volunteered at Warbirds, mentored new members, or simply turned up each weekend to enjoy the camaraderie, you have all played a part in making Model Flying Hawke's Bay the strong and welcoming club it is today.

I look forward to another successful year of flying, friendship, and continued growth for our club.

Thank you all for your ongoing support, and thank you for listening.

Marty

President

Model Flying Hawke's Bay

This was followed by the election of officers for the incoming year with a vote needed to determine the three committee positions with six nominations received. The following is your committee for the ensuing year;

President;	Marty Hughes.
Club Captain;	Rob Mitchell.
Secretary;	Kevin Botherway.
Treasurer;	Robert Lockyer.
Committee;	Stuart Sturge, Kris Pawson, Andrew Stiver.

The meeting continued with Marty's nomination of Club Patron.

Nomination of Barrie Russell as Club Patron

Tonight, I would like to nominate **Barrie Russell** to become the Patron of our Model Flying Club.

Before I do, I think it's important that we take a moment to remember our previous Patron, **Harvey Stiver**.

Harvey was much more than our Patron. He was a Life Member, a past leader, a mentor to many of us, and someone whose passion for model flying and dedication to our club helped shape it into what it is today. Although Harvey passed away a little over four years ago, his contribution to this club has never been forgotten. His friendship, encouragement, and willingness to give his time so generously left a lasting mark on us all. We owe Harvey a great deal, and I know everyone here joins me in remembering him with respect, gratitude, and affection.

As time moves on, there comes a point where it is fitting to once again appoint a Patron who reflects the same values of commitment, service, and dedication that Harvey embodied.

For me, there is no one more deserving than **Barrie Russell**.

Barrie is already a Life Member of our club, and that recognition alone speaks volumes about his years of service. But anyone who has spent time around our field knows that Barrie is far more than just a Life Member. He is the driving force behind so many of the projects that keep our club thriving.

Whether it's organising repairs after bad weather, improving our facilities, maintaining the flying field, or quietly getting on with the jobs that need doing, Barrie is nearly always there. He gives countless hours of his own time, not because he seeks recognition, but because he genuinely cares about our club and wants to see it continue to prosper.

Many of the improvements we enjoy today exist because Barrie had the vision, determination, and willingness to roll up his sleeves and make them happen. He leads by example and inspires others to lend a hand.

The role of Patron is about more than holding a title. It is about representing the spirit of the club—its history, its values, and its future. I believe Barrie represents those qualities exceptionally well.

Therefore, it gives me great pleasure to formally nominate **Barrie Russell** as Patron of our Model Flying Club.

Thank you.

President Marty Hughes.

Carried Unanimously Thankyou, Ed.

The **Treasurer's** report was received and passed, this was circulated to all members. General business and discussion followed as will be reported in the **AGM minutes and Secretarial report**.

Marty then made the following Nomination for a Club Life Membership;

Model Flying Hawke's Bay have the facility to recognise outstanding service to the club by awarding Life Membership.

Recipients to date have been the late Barrie Roberts, Harvey Stiver, John Clarke, and the not so late Barrie Russell and Mike Shears.

All notable for their service and efforts to our club over many years.

*Tonight, it's my privilege to nominate for the outstanding contributions to this Club, National and International Aeromodelling, **Kevin (Rowdy) Botherway**.*

Kevin's achievements on the world stage are well known, but for Model Flying Hawke's Bay his involvement goes back many years.

He has held most committee positions within our club, including, Secretary twice, vice President, President, Club Captain and Committee member several times over the years.

Kevin also setup our first website in 2006 and has been club Newsletter editor. Kevin is a motivator and enthusiastic competitor.

Members, it's my privilege, on behalf of your committee, to nominate, Kevin Botherway as a Life Member of Model Flying Hawke's Bay.



This was carried unanimously and with acclimation. Congrats Kev, Ed.



The three "Lifers"

Barrie, Kevin & Michael.

Club Activity;

Sunday 12th July.

Where have all the pilots gone ? Matariki weekend so guess they're all on holiday. Cool start but a magnificent flying day with some good thermal activity during the wind change from south to North-east. A couple of pilots using the flight line and the balance of us flying radians and vintage at the sou-west end of the field.



Sunday 26th,

Another very flyable but quiet Sunday. Of note was the successful test flying of my prototype Profile P-51 Mustang. It flew off a hand launch and with very little trimming proved a very successful model for our Club Build. After my test flight, **Stinky** wrung it out and passed it with flying colours.

A more notable event was the testing and certification flights of President Marty's latest acquisition, the DH100 Vampire.



This is a Der Jet model <https://www.derjetmodel.com/home> beautifully crafted model from Taiwan and has been set up and test flown for **Marty** by **Andrew Stiver**.

Specs; DH 100 Vampire. 1/5th Scale

Wingspan 2.30 m Length 1.88 m Weight 16.1 Kg

Power; JetCat RX90 Turbine running on A1 Jet Fuel



Just Pondering, Should I tell her ?

Sunday 2nd August, cool start but developed into a beaut day and more turned up as the morning warmed. Phil brought his new motor out for some test running which as usual created a lot of interest. There is so much thrust developing at full speed (in excess of 6,000 rpm) m'thinks he'll need a bigger aircraft ! It sounds magnificent.



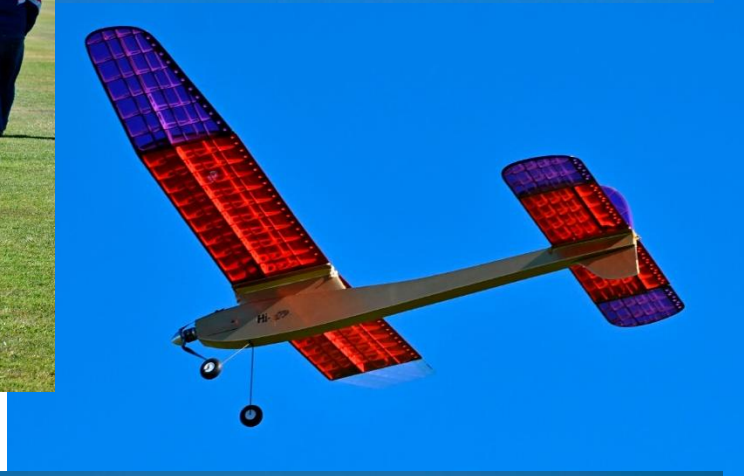
A real mixed bag of flying, **Stu, Rob and Phil** were having a lot of fun with their ERES gliders, relishing in the conditions. I found some good air for my Hi Fly vintage model. The flightline was busy with aerobatic models, **David, Stan, Phil and Rob**. **John S** was still having engine problems, sounds like there might be a heart transplant on the way ?? Rob Mitchell was busy boring strange shaped holes in the sky, and **Bill Kershaw** arrived with some very nice miniature/medium sized electric helicopters which flew most realistically. **Bill Roydhouse** brought his out too, great news that his eyesight improvement is allowing him to start flying again, **Go Bill !!** **Mike Harris** had his Profile Mustang from our 2013 club build, and I had a good flight with my new Prototype P-51. **Dave Cantell and Mike S** had their Cubs along, unfortunately Dave's suffered a dead stick down wing and clipped the fence for a little damage. Back to the workshop !



Clockwise from Top Left;

Electric helis / Hovering / Bill R was feeling generous last week so he bought the Heuy for Nan !!/ Cubs and.. / Hi Fly in the pits looking seaward. / Mike's Profile Mustange and T-28 foamy.

Clive was back and busy with his camera and whimsical captions, here are his captures from the day;



Clockwise from top left; Clive's Captions !!

1. Health and Safety !
2. A Pup, well just a little Cub.
3. Hawk.
4. Treasurer.
5. Yours, Ed.
6. Looks like the real thing .
7. Looks like a flying field again.
8. Secretary (Clive called this one Dementia, said 'cos he couldn't remember whose plane it was)???



“Profile Warbirds” ... Club Build.



Our Committee has given the go ahead to fund a Club Building Program for the construction of twelve profile Warbirds in the Clubrooms at Awatoto. Back in 2013, I ran a similar successful program which saw some eighteen models being built in both my workshop and the tractor shed as it was then and all taken home by the members to be finished, gear installed and painted. Participating members shared the cost of the build and supplied their own gear and fittings. This time, we are using all new gear, motors, servos, ESC's and fittings and once the aircraft are finished they will be offered for sale to the membership at cost. A significant amount of building material has been donated. At the conclusion of the build, these models will be offered to club members for sale at an anticipated cost of \$160. You will just need to fit your own 6 channel RX and a 3S 2200 lipo battery and go fly.

At this stage we are building three each of P-51 Mustangs, Hawker Hurricanes, Fock Wulf 190's and Mitsubishi A6M Zero's. Construction is essentially polystyrene foam and brown paper. The fuselages are a tapered sheet of foam with balsa sheet each side. The wings are hot wired from foam, have a balsa spar and ply dihedral brace fitted and like the fuselages are covered in one layer of brown paper applied with watered down Pva aliphatic glue. The elevator is from Coreflute sheet and the models are painted with a filler/primed undercoat and finished with Resene test pot paint, decals and panel lines applied and a clear spray finish coat.

The models are all around 1200 mm wing span and 940 mm length. Motors are electric brushless DYS (or similar) 3536 1250kv with 50 amp Skywalker V2 ESC. Servos (4x) are PTK 7462W MG 9g 5kg. All up flying weight with 2200 3S lipo is around 36 to 38 ounces. Below is pictured the first model off our production line which is the test prototype P-51 and I'm please to say it passed the test flights with flying colours !!



The build is taking place in the Clubrooms at Awatoto and is based around our Tuesday “shed mornings” as well on other days when members have the time and inclination. It is also considered that inclement weather Sundays could be a good time to join in. This is a “Club Build” and as such our **Committee** is keen that members are encouraged to come along and help or at least just drop in to view and have a chat and a cuppa and see what and how we're doing things. For those of you not used to building with foam and brown paper, come along and learn some new skills, it's a great way to have fun creating a quick build and inexpensive model aircraft.

Shed mornings have been busy to date with the building of the prototype Mustang and making a start on the general build. Dave Cantell has taken a leading role and Archie, Tony Ives, Tony Ward, Mike Shears, Stan Nicholas, Mark and Phil Sharp are regular participants to date. We have had significant donations of balsa sheets and some gear from Archie, Phil and Don Mossop (Katikati) as well as accumulated workshop supplies, also polystyrene foam from self, Andrew, Robert and a large cache from Graeme Rose. Kevin "Rowdy" Botherway has been a huge supporter of the project and has designed and 3-D printed the twelve spinners needed for the aircraft making a big saving.



At the conclusion of the build, all the models will be offered for sale to club members and it is the committee's hope that they will be used in proposed "Fun Days" with Streamer Cutting and Reno Racing events etc. Hopefully this could lead to some demonstrations at Warbirds where in 2015 they were enthusiastically received after our previous Club build.

Let the build continue, come and get involved. Ed.

“More Sharp Magic” Pt 12 July'26



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This month we hear from Phil at the successful conclusion of his latest motor building escapade. Phil writes;

Hi Barrie,

A little update from last time. A little short this time!!

After an initial couple of runs and a strip down and inspection, I have now run approximately three litres of fuel at various RPM's and settings. I have mounted the engine on some sliding rails and attached my trusty fish scale, to get some static thrust readings.

Now that the engine is bedded in, some brief full throttle runs at 6400, produced 31.5 kg of thrust, which equates close to 11 horse power! Safe to say the Albatross won't be under powered!

I must admit I am quite surprised how powerful it is. Pleasingly it idles below 1000RPM as well.

One simulated flight ran 11 minutes on 400cc, so the 1000cc tank in the Alby will be fine.

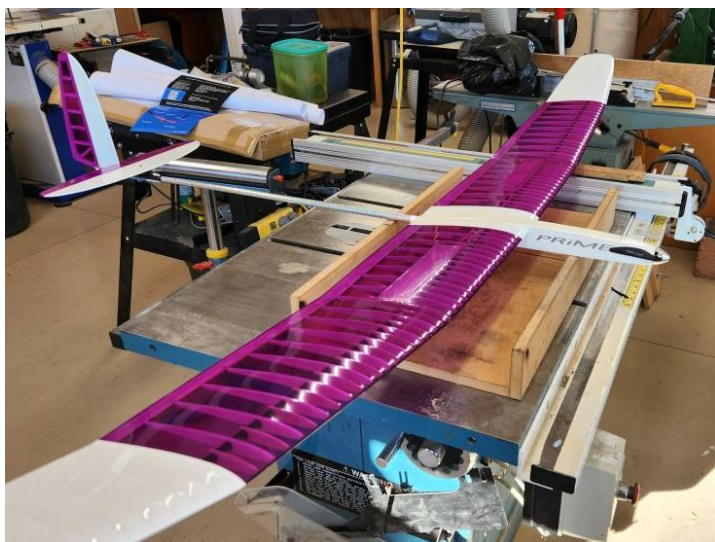


There are one or two small issues to fix, mainly some slightly larger cam adjusters with M4, instead of M3 bolts, and a little too much end float in the rear crankshaft. So far nothing major, however I will strip it down next week for a full inspection.

Russel is getting on really well with the Albatross, and the plan is to mount the engine in the fuselage once I have it back together.

It seems to have good throttle control, steady running at 3000RPM is about 10kg thrust, which should be more than enough for cruising about.

In between engine work I spent some time building a Prime Q RES electric glider, which so far is flying well, the pilot needs a lot of work though !



On wards and upwards, as they say.

Regards

Phil.

We have come to think of Phil as a specialist metal worker which he is of course, but his wood working skills are equally impressive. Of late he has taken a little light relief and joined the emerging band of ERES glider builder and fliers.

Where to from here, you may well ask, well Phil has iron in his system and as they say, "Rust never sleeps" Watch this space, I'm sure those brain cells are thinking and planning ! This editor eagerly awaits ?

Thank You Phil for sharing another great motor project. Ed.



Another research aircraft.



In the 1950s Avro were considering the development of a high-speed bomber capable of Mach 3 but there was much that was not understood at that time. The Royal Aeronautical college requested the Bristol aircraft company to produce a twin jet-propelled aircraft which would capable of flying on a sustained basis at speeds of Mach 2 to measure the rise in the temperature of the structure of the plane at that speed. Bristol designated it as the Type 188

It was constructed using stainless steel and titanium and it was expected that the outer skin of the plane would reach 300°C. No paint was applied.

Considerable effort was made to build flexibility in the structure so that engines could be changed, and this facility was used early in the project to abandon the Rolls Royce Avon engines for De Havilland Gyron Junior jets which saved a ton in weight. Despite this saving the plane was heavy. Take off was only achieved at a speed of 480 kmph.

The fuel consumption of the De Havilland engine was high and. It took 70% of the plane's fuel to reach its operational altitude of 36,000ft. This was a severe limitation on a research aircraft as it was mandatory that any plane flying over the UK declare an emergency and begin descent towards a landing if its remaining fuel dropped to 25%.

This would disrupt the research programme, and it was stopped. The information determined so far was useful in the design of the Concorde which retained a conventional aluminium structure and limited its speed to Mach 2.2. It was also useful in making the decision not to proceed with the Avro bomber and the BAC TSR2 .

“Esther Hiscock” A letter from Andrew.



From High Wing Trainer to High-Tech Industry: How Model Flying Launched a Career in Drone Aviation

By Andrew Hiscock

Many people enjoy model flying, but few can say it has shaped their career. For Hawke's Bay-born Esther Hiscock, the skills learned at the Model Flying Hawke's Bay club have taken her from the flying field at Awatoto to operating sophisticated survey drones in the remote mining regions of Western Australia.

Today, Esther is a Senior GIS specialist (Geographic Information Systems) with the Environmental Team at Liontown Limited's Kathleen Valley Lithium Operation. Her workplace is now surrounded by the vast Australian outback rather than the green paddocks of Hawke's Bay, but the enjoyment of flying remains very much the same.

Learning the Basics

Esther's introduction to aviation came through her father, Andrew, an enthusiastic aeromodeller who was only too happy to share his hobby with the family.

Esther began with an electric, high-wing trainer called Happy Boy before progressing to the virtually indestructible Canterbury Sailplanes Eraser 60 slope soarer/combat glider. She later built her own aerobatic model designed by Barry Russell, proudly naming it Lady Penelope. Of all her models, the Eraser 60 became her favourite. Flying alongside her father Andrew and brother Daniel, they enjoyed spirited combat sessions on the slopes around Napier, although..... Esther's flying style was to climb to altitude, park the model into wind and calmly watch the boys attempt to knock each other from the sky.

Looking back, perhaps it was an early sign of the careful risk management that would later become essential in her professional career.



Esther at Model Flying Hawke's Bay field "Awatoto" about 20

A New Direction

Leaving Hawke's Bay, Esther attended the University of Canterbury, completing a Master of Science in Geology, specialising in disaster management while also studying geospatial science and Chinese and Asian languages.

It was during university that she discovered drones were becoming valuable tools for collecting aerial survey data. "I am sure I can fly these," she remembers thinking. "Thanks Dad!"

After re-charting her career with a move to Perth, Esther found her current role at Liontown Limited, in the environmental team as a GIS specialist. Here Esther was tasked with bringing aerial data acquisition in-house, this required obtaining a drone licence.

Becoming a Professional Drone Pilot

Flying a drone commercially in Australia involves considerably more than simply buying one and taking off. Commercial operators must hold a Remote Pilot Licence (RePL) issued under the Civil Aviation Safety Authority (CASA).

Esther's intensive week-long training covered:

- Australian airspace classifications
- Aviation weather
- CASA rules and regulations
- Safe operating procedures
- Flight planning
- Emergency procedures

The practical assessment required students to demonstrate precise control, including flying accurate figure-eight manoeuvres and inspection-style flight paths similar to those used when surveying bridges or infrastructure.

A second course followed shortly afterwards, qualifying Esther to operate multi-rotor aircraft weighing up to 25 kg, the category required for her work.

Flying at Kathleen Valley

Today Esther operates a DJI Enterprise Matrice 400 equipped with an L2 Zenmuse LiDAR and RGB imaging system.

With batteries and payload installed, the aircraft weighs almost 5 kilograms, with a maximum take-off weight approaching 10 kilograms.

Rather than simply capturing photographs, the drone collects enormous quantities of geographic information that can be processed into:

- High-resolution maps
- Terrain models
- Cross sections
- Vegetation monitoring
- Environmental assessments
- LiDAR point clouds
- Photogrammetry products

Because Esther manages both the flying and the data processing, she has complete control over the finished products. Her work supports environmental monitoring, mine planning, rehabilitation projects and engineering surveys across the operation.

A Typical Mission

Before the drone leaves the ground, considerable preparation takes place.

Every mission begins with a flight plan of areas to be photographed, or terrain mapped then a thorough inspection of the aircraft. Batteries are checked, propellers inspected, and the payload confirmed serviceable.

Although Kathleen Valley is outside controlled airspace, other drone operations may be occurring across the mine site, so flight coordination with other teams is essential.

Weather is equally important as frequent thunderstorms are common in the region. A storm cell even 30 kilometres away is enough to cancel flying operations.

Working in remote locations also introduces personal safety considerations unfamiliar to most recreational flyers. Before leaving site, Esther's colleagues know exactly where she will be working, when she is expected back and that she has sufficient water and communications for the harsh environment.

Esther's colleagues get behind the new arrival at Kathleen Valley



Esther preparing for the maiden flight



Esther and her drone "Simba" named from the movie Lion King



Esther's typical work environment with "Simba" and GNSS antenna

*Thanks for sharing **Andrew**, I'm sure all our members would like you to pass on our congratulation to **Esther** for her achievements in the "Drone Industry". She joins a notable band of youth who have been encouraged during their time as junior members of Model Flying Hawkes Bay and gone on to pursue a future in aviation. Ed.*

Leonard's Project

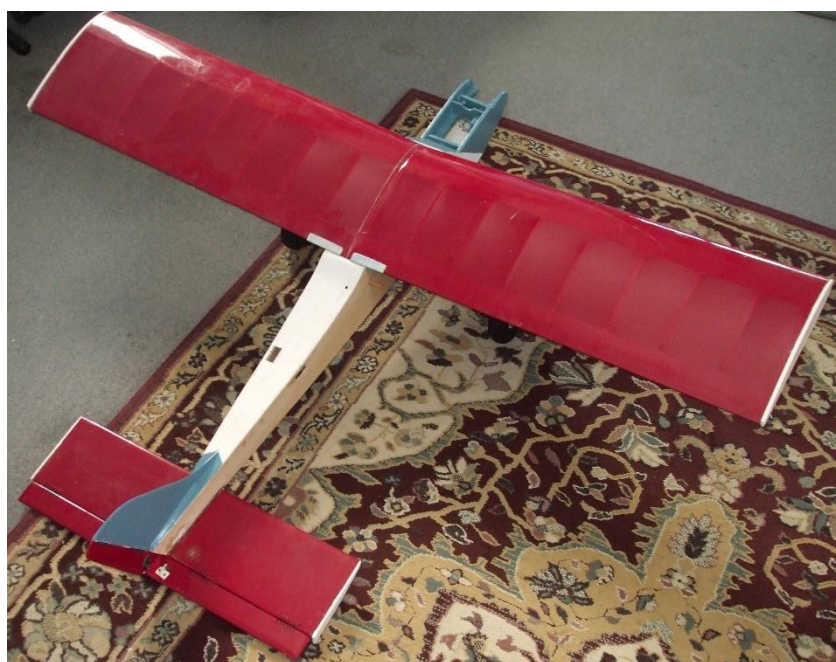


Leonard Poon, one of our Associate members sent in this copy of his latest interesting project which I would like to share with you members.....

Hello Barrie,

I've attached two photos of a 1.2 metre wingspan vintage style high wing trainer aircraft that my flying friend Owen Broom had in his garage as an unfinished project at the time of his death in April this year. He had a keen interest in aircraft, aeromodelling and flying from his younger days living close to the Harewood Aerodrome in Christchurch and I believe he had intended this to be his own training aircraft (having taken up the hobby again after a break of many years) until a friend gave him a ready to fly E-Flite Sportsman. The Sportsman became his mainstay aircraft, which he flew with me off the artificial turf cricket pitch of the Lindisfarne College Ranui playing fields (very close to both our homes) for about eight years.

Owen's plane originally had provision for an OS Max 20 glow engine; I am in the process of converting it to (beginner-friendly) electric, with a brushless 3014 size motor of 1020kv kindly supplied (together with helpful advice) by club member Bruce Abbott. Wings and tail were completed and fuselage largely done when I inherited the plane; my contributions so far have been an extra bulkhead in the nose to mount the motor, main undercarriage wheels, servos, ESC and Spektrum-compatible Lemon Rx receiver. It will be a three channel setup (throttle, rudder, elevator), keeping things simple. I plan to paint the fuselage a different shade of red from the wings.



I feel that Owen would be quite happy that I am finishing his plane for him and that it will be able to fly as he no doubt wished. Since I know he would have liked to have someone new or returning to the hobby make use of the plane to further their training, I propose to lend it to a beginner who would like to try a different training aircraft and is able to buy or borrow a 2200mAh 3S LiPo battery with an EC3 connector. I will maiden and trim out the plane myself, so it will

be ready to fly, complete with its own dedicated Spektrum transmitter. Anyone interested please e-mail me at gylencath@actrix.co.nz

Best wishes, Leonard Poon.

ERES Gliders

by Kevin Botherway



These are simple 2 metre wingspan eRES contests. 'E' means electric powered, 'RES' means Rudder, Elevator and Spoilers. Other controls are not permitted.

The models are light, typically about 300-450g unballasted and have excellent thermal characteristics. The Motorised (eRES- FAI F5L Class) and Non-motorized (RES- FAI F3L Class)) models share the same construction rules, ensuring that the structure is 'predominantly wooden (usually balsa)' with exceptions for spars and the fuselage boom, where composite materials (typically carbon fibre tubes) can be used. This keeps the cost down – these 2 metre models are far cheaper than the moulded models flown in most other classes. Kits and ARTF aircraft are readily available from a number of suppliers. Kits usually feature laser cut parts and build quickly and very accurately. Modern aerofoils enable them to penetrate into wind surprisingly well for such light models.

The simple technology rules also enable many pilots to design and build their own models. Events always have a number of different designs present. There is no one 'killer' design. Ultimately, results of any contest depend on pilots' skill on the day.

Recommended motor power set up:

Dual Sky XM2527EG motor

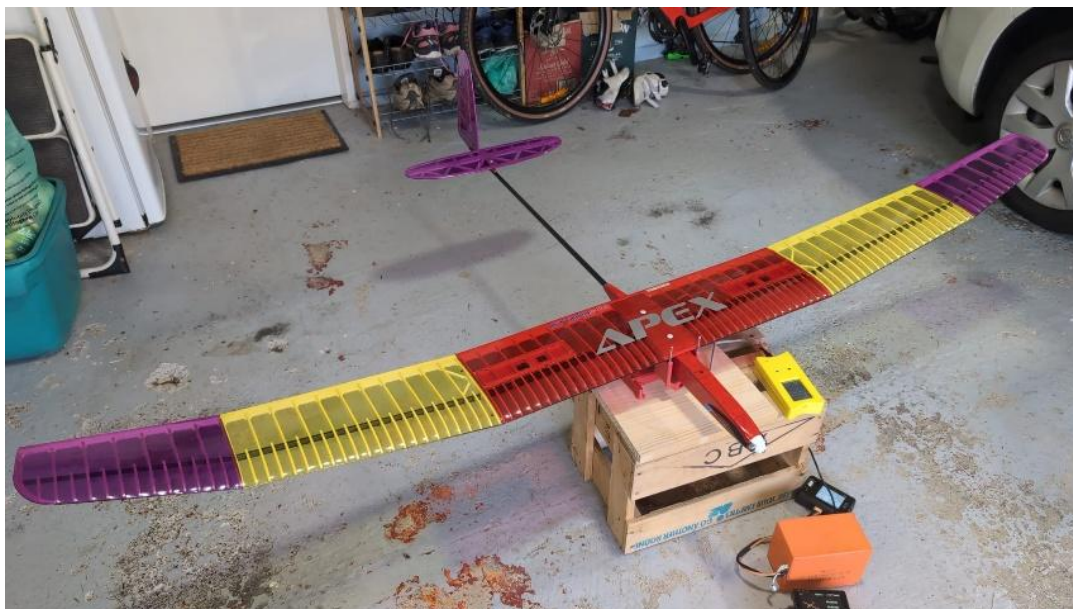
30 Amp Dual sky esc 30 summit Slim

Dual Sky 8 x 5.5 Propeller

Dual Sky FPS 30Z.32 spinner

Battery 550mah 3 cell

It is always helpful to have ballast options available for these models as they a light and penetration into wind on those windy days allows you get back from downwind to the landing area. The NZ rules state a 3 cell battery and with a 550mah its more than enough for three good flights before charging.



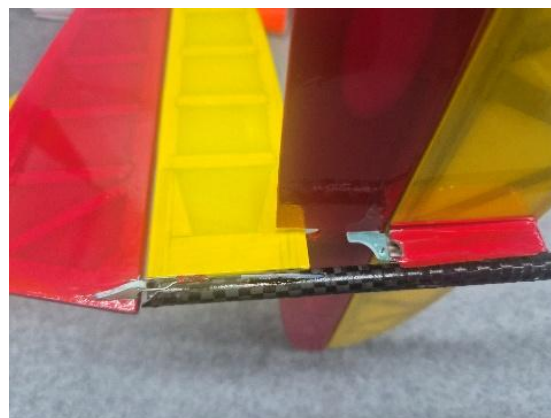
Peter Glassey's Apex AUW 442g CG came out at the centre of the range at 69.5mm



Eli eRes model



Medina ARF model



Rudder and elevator on Prime Q

There are quite few different style of spoiler setups featuring single and double spoiler systems, closed with rubber bands or magnets.



Prime Q and flap setup with magnets



John Shaw's Prime Q

The joy of catching thermals with these gliders is outstanding. An Altitude limiting electronic device must be fitted that will stop the motor either when the aircraft reaches 100m, or the motor has been running for 30 seconds, whichever comes first.

The soaring SIG has scheduled quite few of rounds of this event in NDC (National Decentralized Contest) for the year – we do allow Radians or similar to fly the class to help stimulate possible building of an eRES. The landing is fun and lets you practice the precise finish you need to all good flights with time precision and a landing measurement it really helps refine pilot skills with co-ordination of both.

Practice - Practice – Practice. **Soaring Rocks, Rowdy!!!!**

Vintage Report. July 2026

& Some Gliding !!

A great patch of light winds weather for the start of July saw some good NDC flying in the Vintage Duration monthly competition. To date, Phil, Robert, Stuart, Mike and self have scores in and hopefully we'll have a number more before the end of the month.

The good weather continues and Wednesday 15th saw a number of vintagers out there flying NDC, brushing up their skills and some ERES flying.



Sports Cabin Texaco, Vintage E Duration and ALES 123 Class N were all flown with some great air later in the morning.

Results to date;

Sports Cabin Texaco

Date			Round 1			Round 2		
Pilot	MFNZ	Total	Min	Sec	R1 Score	Min	Sec	R2 Score
Barrie Russell	2287	1194	10	0	600	9	54	594

Sadly, **Rob Lockyer** had a fly away with his Courtesan so no SCT result there. **Rowdy** has spent several batteries searching for it with his drone to no avail so let's hope the return to sender address in it works.

Vintage E Rubber Texaco

Date 12/7/26			Round 1				Round 2			
Pilot	MFNZ	Total	Min	Sec	Landing	R1 Score	Min	Sec	Landing	R2 Score
Barrie Russell	2287	2691	26	13	20	1593	17	58	20	1098

Vintage Duration has seen some spirited competition so far this month with three maxing out and needing a fly/Off. Great to see the all round interest in these NDC Competitions. The red numbers are just later entries during the month..

RC Vintage Duration

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	960	5		20	320	5		20	320	5	32	20	320
Keven Botherway	7554	960	5	0	20	320	5	0	20	320	5	12	20	320
Phil Sharpe	8719	960	6	43	20	320	6	9	20	320	5	37	20	320
Mike Shears	6533	879	4	4	20	264	4	35	20	295	5	37	20	320
Robert Lockyer	10072	869	5	29	20	320	3	32	20	232	4	57	20	317
Stuart Sturge	7487	855	5	26	20	320	6	29	20	320	3	15	20	215

Fly-Off		Single 10 min. fly-off with landing bonus					Rounds
Pilot	MFNZ	Total	Min	Sec	Landing	Score	Total
Barrie Russell	2287	1580	10	11	20	620	960
Keven Botherway	7554	1580	10	5	20	620	960
Phil Sharpe	8719	1258	4	38	20	298	960

Plus, **Graeme Rose and Stan Nicholas** also have posted results also in Vintage Duration though I don't have them to hand but they have been submitted to the NDC data base.

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
Robert Lockyer	10072	1189	6	7	50	403	6	22	50	388	5	48	50	398
Keven Botherway	7554	1176	6	1	50	409	5	9	50	359	5	58	50	408
Stuart Sturge	7487	1069	4	36	50	326	5	58	50	408	4	45	50	335
Mike Shears	6533	1012	3	50	50	280	4	58	50	348	5	59	25	384
Barrie Russell	2287	704	2	54	50	224	3	12	50	242	3	33	25	238



My Hi Fly out for some trial flights. I originally built it for Classical E Texaco but as this class has now been combined with Vintage E Tex, I've repowered it with a bigger motor and 4S battery and will give it a go in the next Vintage duration NDC. It's a big model and could still do with a bit more grunt so need to try some bigger props m'thinks. **Ed.**

A CLOSING SMILE. July '26



And that's it for another month, I look forward to hearing from you ALL.

Regards,

Barrie the editor Model Flying Hawkes Bay. July 2026.