

Model Flying Hawkes Bay



Newsletter # 180 Aug'26

Sundays; Club days Awatoto Field

Sunday Barbecue Lunches; ****2nd Sunday, Rain**
date third Sunday, to be notified. *********

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.

NDC Vintage & Soaring September / October.

Sep/26	149	VINT	RC Vintage 1/2A Texaco
Sep/26	150	VINT	RC Vintage 1/2E Texaco
Sep/26	151	VINT	RC Sport Cabin Texaco
Sep/26	152	VINT	RC Vintage Precision
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)
Oct/26	155	VINT	RC Vintage Open Texaco
Oct/26	156	VINT	RC Vintage Duration
Oct/26	157	VINT	RC Vintage E Texaco
Oct/26	158	VINT	RC sport Cabin Texaco
Oct/26	433	SOAR	ALES 123 Class N
Oct/26	434	SOAR	ALES Radian Class P
Oct/26	435	SOAR	F3K Tasks B,D,G,H
Oct/26	436	SOAR	FAI F5J, 4 Rounds

Meet **"Mr Stretch"** one of our local tui's at our feeding fountain, handsome fellow that he is, and he knows it !!

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Contributors to this issue; Brett Robinson / Barrie Russell / Ash / Clive Baker / / Barry Lennox / Russ Nimmo / Phil Sharp / David Kenwright / Marty Hughes / Stu Sturge / Rob Lockyer / Mike Edgecombe / Wayne Cartwright / Heather Mardon / E & OE



From the Editor's Desk.

A week ago I considered not publishing this month as the cupboard was bare, but as they say, "Don't count your chickens" and they have well and truly hatched ! Some years ago, **Grant** ex-editor of Hamilton MAC told me the only way to get feedback from the club was to make a mistake, he is so right ! My humble apologies for past and future sins, memory doesn't improve with age, but be well aware though, this job is yours anytime you wish to take it over !

So what have we got for you this issue; My thanks All, to "**Ash**" for his continuing encouragement and humour, **Russ** brings us up to date with his magnificent Albatross build and more support from the **Magic Motor Man Phil**. **Clive** adds his whimsical comment and **Marty and Stu** bring us up to date on club matters. We have a welcome letter from **Mike Edgecombe** a frequent visitor from the UK on his foamy glider conversion. **Barry Lennox** has contributed an interesting dissertation on Black Wire Disease (BDW) in our Info section.

An interesting "Big Model SIG " report is in from **Wayne Cartwright**, the old Large Model group being revitalized. Some member building projects and **Heather Mardon** tells of her interesting experiences in 3D Printing. The Profile Warbirds are growing well in the Club Shed with a report of our activities and we have our usual **Vintage report** with Vintage, ERES gliding and NDC alive and flourishing in the Bay.

I hope you enjoy the read and really, really look forward to hearing from you all again!

Barrie the editor mfhb. Aug '26

Prez Sez;

I'm back!

Yes, I've been a bit quiet as of late, with a bit going on behind the scenes. But the days are getting a little longer, the temperatures are slowly creeping up, and we're starting to see a few more of those days that make you think, "*Yep, I should probably be at the flying field instead of doing jobs around home.*"

The Awatoto grass is about to start growing and the sea breeze is about to start blowing, so that can only mean one thing — it's time to dust off the models, charge the batteries, check the fuel cans and give the BBQ a decent clean. And judging by the state some BBQs get into over winter, that last job might require a water blaster and possibly a Hazmat suit!

More importantly, it's time to get our **Sunday Club Days** back to where they used to be before winter. There's nothing better than a good Sunday at Awatoto — plenty of models in the air, a bit of friendly banter on the flight line, something sizzling on the BBQ and, of course, plenty of expert advice being handed out whether you asked for it or not!

Firstly, I'd like to welcome our new committee. Everyone is motivated and looking forward to navigating the club through the coming year. We've got a good bunch of people involved, plenty of enthusiasm and lots of ideas being thrown around. I'm looking forward to seeing what we can achieve together over the next 12 months.

There are already plenty of great things happening around the club.

The **BJ Russell Profile Warbird Project** is well underway, and it's been great to see the interest this has created. I'm sure it won't be too long before we have the skies over Awatoto full of these new

builds. I can already picture a whole squadron of them heading down the strip together. Whether they all come back in the same formation — or with the same number of pieces they started with — is another matter entirely! That's all part of the fun.

My own latest adventure is taking me into slightly faster territory. My **first venture into jets** is well underway with the purchase of the **Vampire**, and this certainly wouldn't have been possible without the help and support of **Andrew Stiver and Rob Lockyer**. A big thank you to both of them for their time, knowledge and assistance in getting me this far.

The Vampire has now been inspected and certified as a **Cat 1**, and has successfully completed all of its certification flights under the very capable control of Andrew. So now things are getting serious.

It's getting closer to the point where the training wheels come off and I get behind the controls myself. I'm looking forward to it... although I suspect the first flight will involve slightly tighter gripping of the transmitter sticks than usual!

There's something pretty special about seeing a jet tearing down the Awatoto strip, and I'm looking forward to joining that club. Hopefully the first flight finishes with the Vampire sitting back on the runway, the pilot smiling, and no need for rubbish bags, glue or an emergency search party in the long grass.

As we head into the warmer months, I'd really encourage everyone to get involved. Bring those models that have been hiding in the shed all winter, finish off that project that has been "nearly ready" for the last six months, and come along to the Sunday Club Days.

Whether you're flying something big, small, fast, slow, electric, glow, petrol or something held together with more glue than timber, bring it out and have some fun.

At the end of the day, that's what the club is all about — **flying models, helping each other out, having a laugh and enjoying the company of a great bunch of people.**

There's plenty more happening and plenty more to come, so charge those batteries, fuel up the models, check your control throws twice and start clearing those winter cobwebs.

Summer flying is on its way, and I reckon it's going to be a good one.

See you at the field — and remember, any landing you can walk away from is good... but if you can fly the model again afterwards, that's even better!

Prez Marty.

Secretary's Committee Notes

Not a lot to report this month. Apart from the usual nuts and bolts, some discussion took place about the intended changes to the Constitution. These have now been circulated to all members, and a date of **16th September** has been set to hold a **SGM** in conjunction with a club night, with a guest speaker.

The format for the upcoming Scale club competition event was discussed and Rob Lockyer will be programming that for late September or early October, when he returns from his winter retreat to Fiji.

All will be pleased to learn that we are intending to schedule a monthly BBQ event on the field for the second Sunday of each month, with the following Sunday a rain date if needed.

Since our last meeting, we are pleased to advise the return of **Jose Cerezo** as a fully paid up member, and we look forward to seeing Jose back on the flying field.

Cheers, **Stuart.** Secretary



Model Flying Hawkes Bay Inc

Club Competitions

This is the first of what's hopefully going to be a regular event. We need members support. It will be a casual event, and we will all have fun.

When; [Sunday 20th September at 10:30am](#), normal club flying before competition. Pilots briefing at 10:30, wheels up by 10:45. Club flying will resume when competition completed. Rain day, the following Sunday 27th.

Where; [Awatoto Field](#). No entry fee.

Marty's Burgers will be on sale at lunch time. These are proper burgers, Brioche buns etc and [Free for all competitors](#).

Fly or come and support. But we really want you to have a go.

Club Scale Competition

Any recognisable scale model, including foam moulded aircraft can be flown.

The judging will be:

1. Take off and complete one circuit and over fly the take-off point. 10 points.

Take off should be straight, circuit can have oval or square corners, downwind should be parallel to the runway. No flying behind the judges line.

2. Pilot to display the model for 3 to 4 minutes in a scale type manner. 10 points, K2 So max points of 20.

Judging will be on, Realism and Smoothness of flight. Flight presentation is up to the pilot in the manoeuvres chosen. No flying behind the judges line.

3. Approach and landing. 10 points with a X 2 bonus.

Approach (5 points) starts downwind directly in front of the pilot. Base leg can be either straight or curved with a continuous smooth descent.

Landing (5 points) Starts short finals. Aircraft should be on centre line and land smoothly without bouncing and remain straight until coming to a stop. (Landings ending on its back, is considered a crash landing and will score zero landing points)

Approach and landing bonus of doubling the points achieved for Approach and landing if a) the aircraft touches down Infront of the pilot gates and b) without bouncing and c) remain straight until coming to a stop.

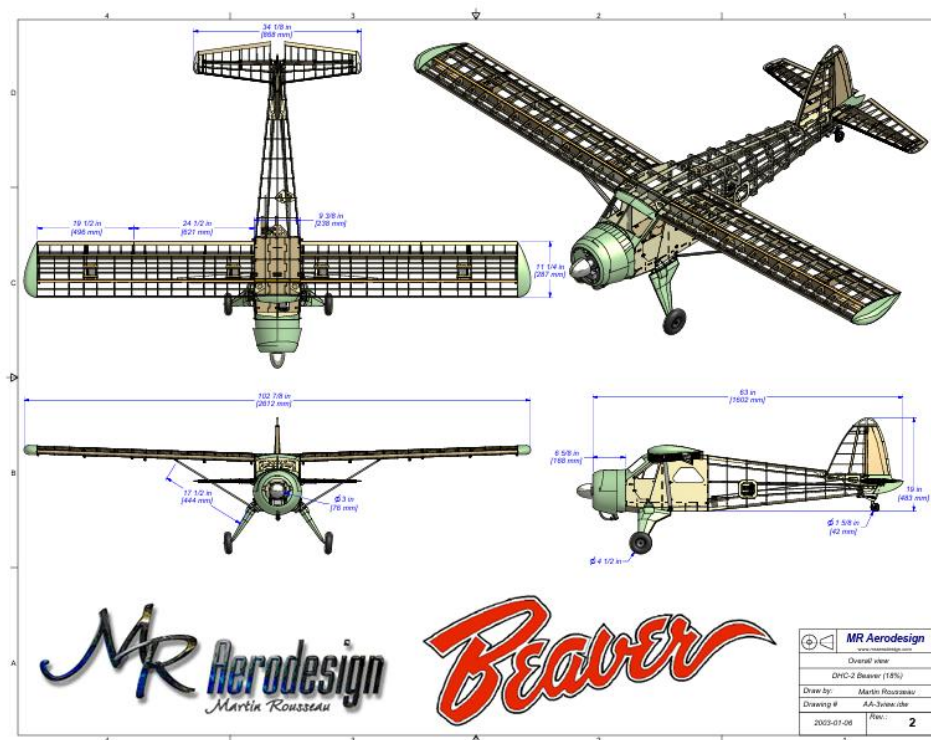
If you are keen to enter, please reply to mfhbn@gmail.com [soon](#) so we have some idea of potential numbers flying.

Rob Lockyer, Competitions CD MFHB.

**** DON'T FORGET ****

SPECIAL GENERAL MEETING

The committee hereby gives notice that a SGM will be held in conjunction with a Club Night to be held on Wednesday 16th September 2026, at National Services Club, 201 Avenue Road West Hastings, at 7.00pm. The SGM will be followed by a guest speaker and a light supper.



Partially build MR Aerodesign **DH Beaver** for **Sale by Tender**. See page for details.

CLUB ACTIVITY August '26



With the weather being a bit inclement these last few Sundays things have been a bit quiet at Awatoto Field. Above a photo taken by **Dave Kenwright** of a flock of Cubs that descended on Awatoto field with their pilots, **Rob Lockyer, Stu Sturge, Mike Shears and Dave Cantell**.



Activity seems mainly confined to the Club Shed where the **Profile Warbirds** build progresses well. Above, the two **Mikes** at work building coreflute tailplanes, whilst **Dave, Archie and Stan** work on fuselage construction.

Wednesday 26th. Bit of a sad day today, some time before **Nev Fargher** passed away, he asked me to take care of all his modelling gear and aircraft and dispose of it all as I thought fit for the club's benefit and his heritage. His modelling room has been locked since his passing in March of this year. Today, **Mike Shears and I** cleared out the room for the family and transported four vehicle loads of aircraft and gear back to our club shed for sorting.

It all brought home our mortality and the consideration we should be giving to our "treasures" before it's too late and leaving the task of handing on or disposal to our successors and others. Our day started at 9.30 and finished around 4 o'clock, and that's just the start. Now all the gear needs sorting and getting ready for just passing on or sale, the work has just begun. I don't say this by way of complaint, we're only too happy to do this for our old friend. But more to raise awareness, if we have time to plan, then we should give it some serious thought.



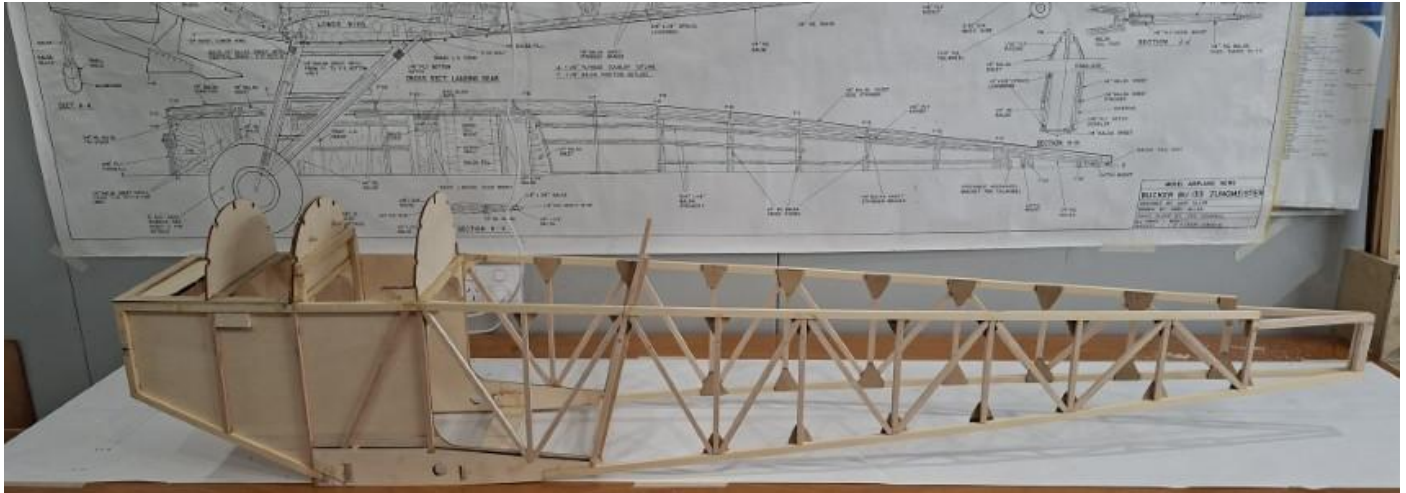
The Tiger Moth pictured above in particular has quite a history, built back in the 1990's by the late **Keith Ansell** and originally powered by a Super Tigre 2000. **Nev** purchased it from their estate, the motor was tired and with **Mike's and my** help repowered it with an OS 4 stroke 32 petrol motor. It test flew well but on it's last flight the motor went off song and I had a dead stick landing. **Neville** was bringing it out to the shed for some motor runs and adjustment, but on carrying it to his ute he tripped and fell on it needless to say doing some damage to both himself and the aircraft! It has lain in his workshop since, so now we need to set it up and see what needs doing. It was Nev's wish that we retain the Tiger in the club, re-furbish it and keep it flying so as not be just a roof hangar, and as promised we will do just that.

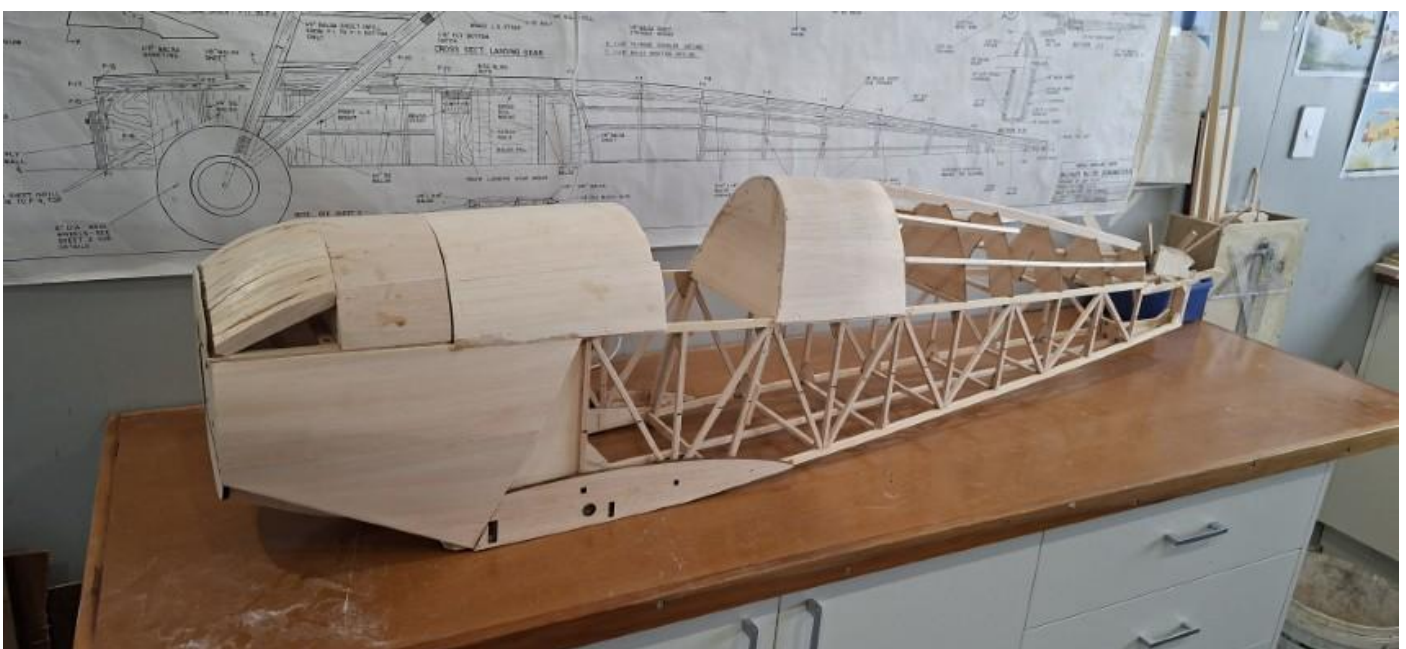
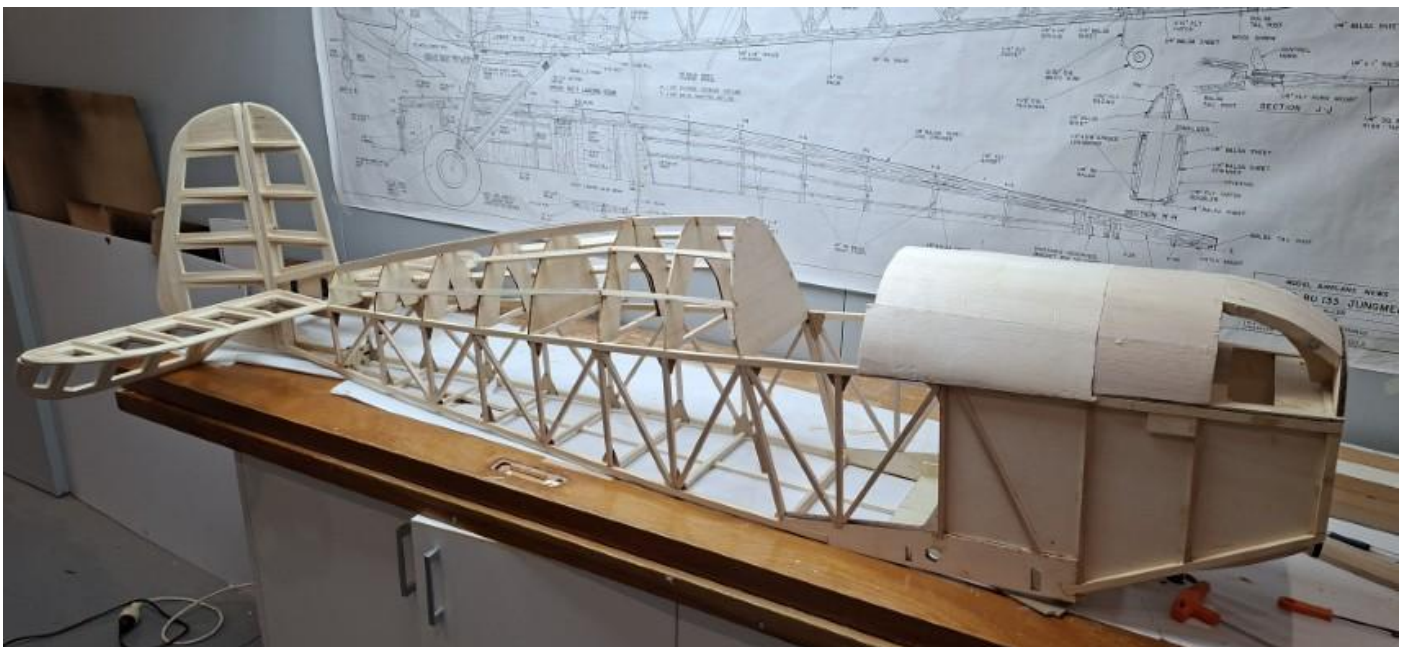
VALE NEV.

AROUND the BUILDING BOARDS. August 2026



Stu Sturge brings us up to date on his serious 1/3 scale Jungmeister build. The following is a pictorial coverage to date. Last covered in the June #178 Propwash.





Further to last month's article and generous offer from Leonard, He writes;

Hello Barrie

The model I was completing for my late friend Owen Broom just had its maiden flight; as expected, it was slow and floaty on takeoff, flight and landing on its 8x6 propeller. Very responsive to rudder and elevator, needs a little up elevator to unstick on takeoff but then rises slowly to altitude, landing just involves cutting the motor, gliding into the wind and flaring just before touchdown so the main wheels hit first.

Will not loop; just stands on its tail then flops over (however, not expecting learners to be doing aerobatics).

Very suitable for a learner wishing to try another training aircraft, only need to provide a 3S 2200mAh LiPo with EC3 connector and four AA batteries for the dedicated Spektrum DX4e transmitter.



I am willing to lend the plane to interested learners, please contact me on gylencath@actrix.co.nz

Best wishes,

Leonard Poon.

“Profile Warbirds” ... Club Build. Pt 2.



The club build of the profile Warbirds is proceeding well with good support from a small number of members. Tuesday Shed Mornings have been particularly busy together with the occasional Friday and inclement weather Sunday.



Above, Dave, Archie and Stan have been regulars with support to date from **Mike Shears, Mike Harris, Tony Ward, Tony Ives and Mark Davis**. **Dave Cantell** has been a huge supporter, finding time to spend several extra hours during the week catching up on jobs. **Rob Lockyer** has contributed soldering plugs on twelve new ESCs.



Barry and Di Lennox from Christchurch were visiting for a few days so I enlisted **Barry's** help for the morning. Seen above discussing transmitters from the early days with **Mike**, both re-living their past with the early push button controls ! **Mike Harris** is busy building tailplanes from coreflute whilst **Di** has a cuppa and looks on.



Above; The finished P-51 prototype which has had half a dozen successful flights to date and performs very well. In front are sets of wings in various stages of finishing with spars fitted. Once the leading and trailing edges and tips and hard points are installed and shaped they will be brown papered, joined and fitted to the fuselages.



Profile fuselages under way having been laminated with balsa sheet and the various ESC, RX, servo and battery recesses lined. Now ready to have rudder posts inserted and hinged, motor mounts fitted and then brown papered. Most of the gluing is done with Aliphatic PVA which allows a good working time and great adhesion and not at a huge cost! Wing joining and elevator fitting and fillets are all done with an epoxy box which is strong, mouldable and again gives a longer working time.

As said previously, you are all invited to the shed, all welcome, come and join the fun. **Ed.**

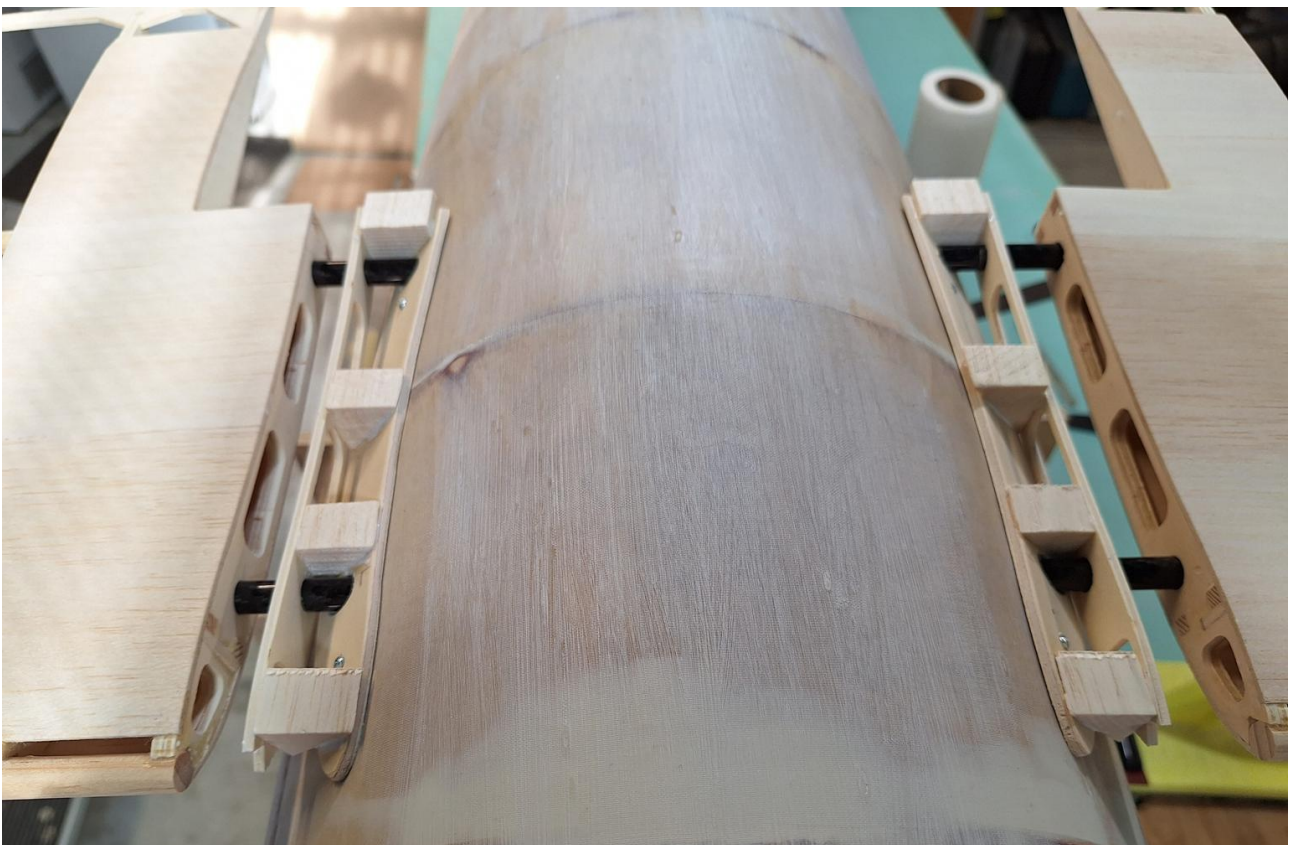
Albatros DV progress report;

Greetings fellow modellers. Barrie has asked me to give you a bit of an update on the Albo build and I must admit it seems a while since I put fingers to keyboard.

Have to say that building a plywood airplane is a bit ho hum compared to the high tech stuff going on in Phil's engine department, I mean a six cylinder inline 156cc rip snorting 6400 rpm and pulling the scales at near 30Kg model aircraft engine has to be the dog's what's it doesn't it. I just hope I've built the wings strong enough !

So grab a cold one and try to stay awake while I relate what's been going on in the airframe department.

We were up to where I had finally panelled the front end of the fuselage, bit tricky, several rip off and redo panels. So we gave it a fibreglass skin from the nose, back to behind the rear gear mount positions. I then built the bottom wings and the mount connection for the wings to the fuselage



This was the basic framing which was then skinned with 0.8mm ply

Then when you were all feeling frustrated because the flying field was closed for duck shooting, Phil, John and self went down to Hood Aerodrome for their Open Day. Highlight of the day was when John and Phil smooth talked our way into a personal tour of the new TVAL hangar where amongst other amazing historic aeroplanes were not one but two Albatros DV a , live reproductions as TVAL like to refer to them, they are not just replicas.

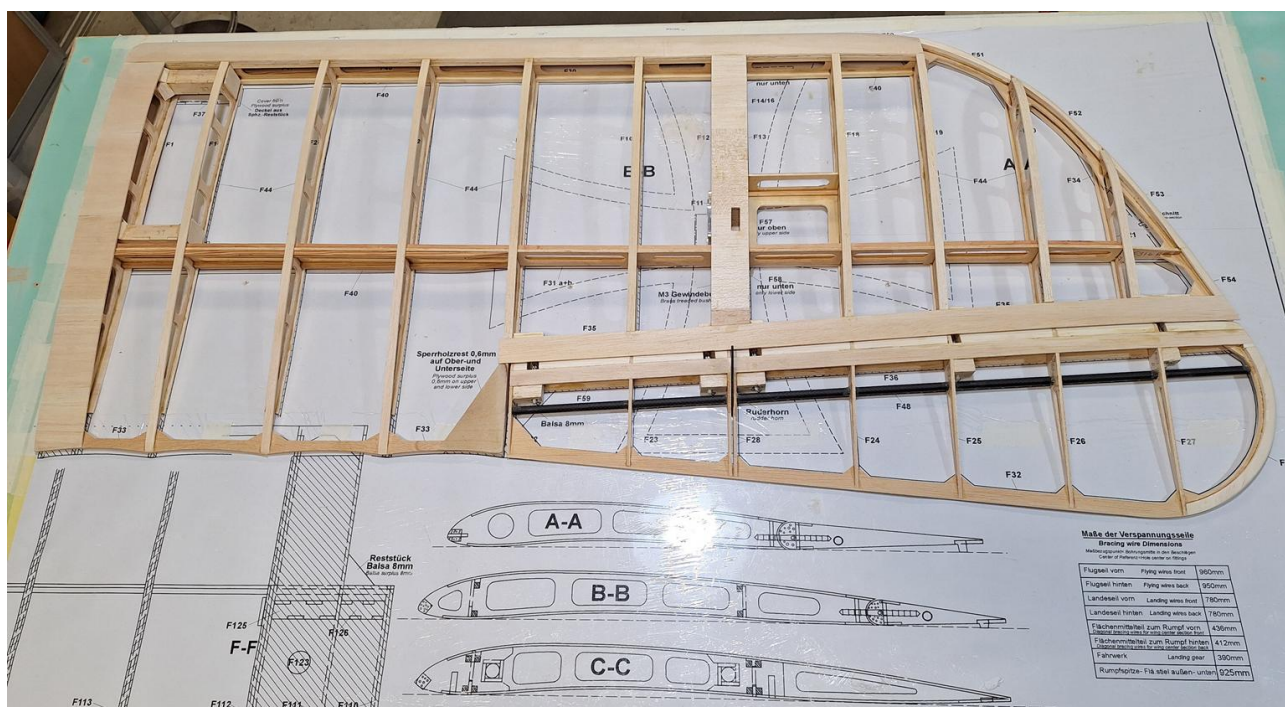
It was magic to get up close to these aircraft and take lots of pictures of detail stuff that was eluding me.

Had a few trips over to Phil's for trial fit of the engine and to see where his exhaust system was going to sit



June and July have been spent building the two top wings. We decided to make a few changes, first was to replace the soft balsa leading edge with a 10mm light pine dowling rod

and to sheet with 2.5mm balsa from the leading edge back to the front spar. The bottom wings were built the same way. While the CNC precut ribs and spar supports are easy to work with, it would be a mistake to just slot them together, so I spent a lot of time making sure every component was square and aligned as a dry fit before applying the mighty Titebond



The two outermost ribs have a thick entry airfoil with a lot of undercamber for low speed high lift and which effectively builds in washout. I used a longer carbon torque tube in the aileron so that the tube runs full span and I made a slightly larger version of the control horn from carbon fibre and fitted it so that the control horn drives directly onto the torque tube. The servo sits in the box section and the drive horn comes up through the slot. The frame for an access hatch to the servo was also added.

Coming up to present day, the build work is complete, except for the outboard V struts (V shaped interplane struts). The fuselage has been painted in camo grey and I am working on the graphics. We want to get the paintwork all finished and a coat of clear polyurethane over the whole fuselage before I hand it over to Phil to start fitting and testing his magnificent engine in situ.

If the paintings done before Barrie's next issue I'll show you a preview. Thanks for watching. Cheers **Russ**.

Albatros DV 1/3 scale, 3 metre wingspan,
estimated weight 23Kg engine thrust approx 30Kg Ooooooooooh dear !!

Russ Nimmo, August 2026.

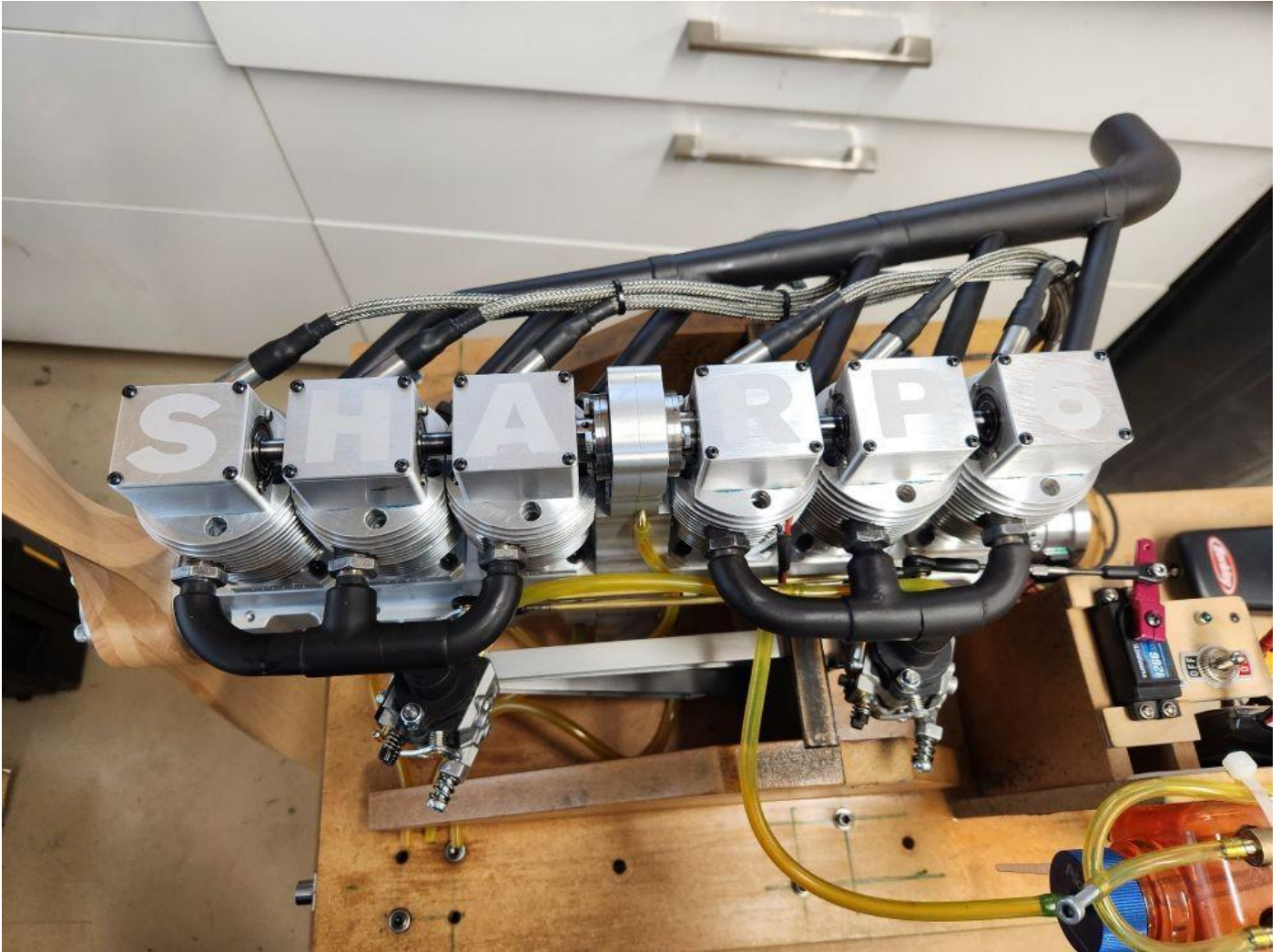
“More Sharp Magic” Pt 13 Aug‘26



16



Another interesting update from our Motor Man.....



Somebody went mad and put a name on it!

A little more on the engine. Last week I stripped it down to have a look inside and fit the new cam drive units. Everything looked fine apart from the key on the main reduction gear, which was a slightly loose fit. This was a lot of the cause of the backlash in the prop shaft.

A simple job to remake that with a much better fit. I also redrew and made the cam drive, a larger diameter, and with M4 bolts instead of the M3. I also had to machine a little of the cylinder head fins for more clearance.

New Cam Drive.....



I tidied up the exhaust manifold with some reinforcing on the joints, and painted it with high temp black paint, supposedly good for 1000degC.



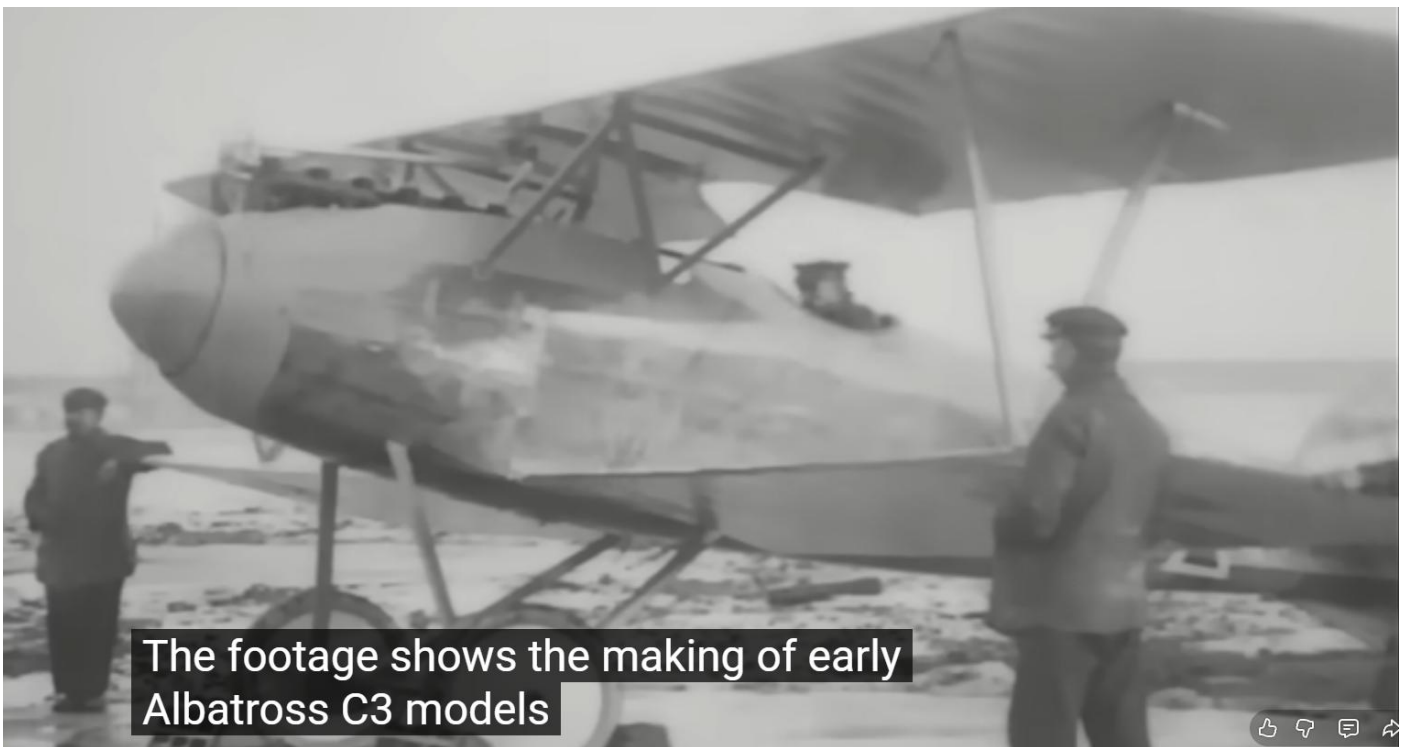
The engine is now running again, and the next stage will be to fit it to the fuse, for some more tests. So far so good, the tests today produced a good idle at 900rpm, and 18kg of thrust at 3900rpm (2700 prop) which should be fine for flying.



Albatross from Hood aerodrome (Peter Jackson collection) although an earlier version to ours.



I found this on You Tube, about the Albatross build, the real one <https://youtu.be/i9TdUIGiZZU>



Cheers, **Phil.**

Really worth a look if you have a few minutes to spare. Ed.

Big Model News No. 3

“Big Model SIG”

Compiled by Wayne Cartwright (rwcartwright4@gmail.com) for the Big Model Rally SIG.

Reminder about the next Big Model Rally

This will be at **Waharoa, September 19-20**. Let's have another great turnout!

Notice of AGM

The 2026 AGM of the Big Model Rally SIG will be held at the Matamata Piako MAC site, Jagers Rd, on 19 September 2026 at 3.30pm.

Progress with the Kwik Fli III project

Andreas Gabler (Avetek NZ) has produced short kits for two prototypes of the 2 meter Kwik Fli III for construction by Kevin Uncles and Phil Churchill. It is expected that they will be flown at the September Rally. If there is sufficient interest, Andreas will then make short kits and full kits available to Big Model SIG members at discounted prices. Canopies and tricycle undercarriage legs will also be available.

The red model below is Phil Churchill's. The covering is Oratex. Phil has fitted taildragger undercarriage rather than the original tricycle. The model is powered by a Stinger 20cc twin. Weight is 5.9 kg. The unpainted model is Kevin Uncles'. It will have a tricycle undercarriage. Both look like excellent models.



Electric motors with equivalent power to IC petrol motors for Big Models

Electric systems that have power equivalent to IC petrol motors are now readily available for Big Models. Improvement in motor design and materials over the last few years has increased performance and reduced weight. High-capacity speed controllers are now easy to use.

The weight of a motor/ESC/ battery combination is about the same as the equivalent IC motor plus a full tank of fuel, so there are no CG issues.

The cost of an electric system without battery is close to the cost of an IC motor of equivalent power and quality. The up-front outlay on batteries may seem daunting but the cost per flight can actually be less than \$1.50 for 6 cell systems and \$5 when 12 cells with higher Mah capacity are used.

Two manufacturers have ranges of motors that are equivalent to IC petrol motors in the range 20cc - 120cc. These are **Bad Ass** (Google: Innov8tive Designs or RC Dude) and **Scorpion** (Google: Scorpion Power Systems). Both manufacturers publish reliable and detailed performance tables that enable choice of the voltage and prop size that will deliver the required power. Both also have a range of matching speed controllers that operate out of the box at default settings – no fiddling with programmers is needed.

Each series of motors has several alternative Kv ratings that enable choice of prop sizes that deliver about the same power. This means that a Kv can be selected that allows a prop that suits undercarriage length, or appearance, or preference for lower or higher RPM.

The IC-equivalent motors in the Bad Ass and Scorpion ranges are:

IC 20cc – 26cc

Bad Ass 4530 series and Scorpion A2-43 series which deliver 1500 – 2500 watts (approx 2.0 – 3.3hp) on 5 or 6 cells
IC 30cc – 60cc

Bad Ass 5340 series and Scorpion A2-50 series which deliver 2500 – 4000 watts (approx 3.3 – 5.3hp) on 8 – 12 cells
IC 50cc – 80cc

Bad Ass 6245 series and Scorpion A2-65 series which deliver 3500 – 5500 watts (approx 4.6 – 7.3hp) on 10 – 12 cells
IC 80cc – 120cc

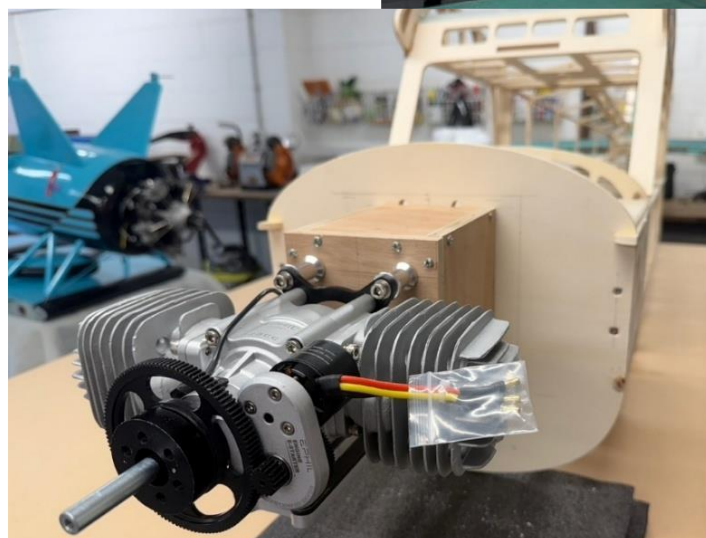
Scorpion A2-74 series and A2-100 series which deliver 5900 – 9500 watts (approx 7.8 – 12.5hp) on 12 cells

Phil Churchill's 45% scale Carbon Cub project.

Phil Churchill has been working on another project - a 45% scale Carbon Cub. It is being built from a kit manufactured by Badan Airplane Kits in Czech Republic (Google: Badan.cz).

The wingspan is 4700mm and length is 3200mm. The kit can also be built as a Clipped Wing Cub with wingspan 4300mm.

The model is designed to be very light but strong. The weight is expected to be approx 20kg which compares to the 34kg weight of Phil's slightly



smaller (40%scale) Hangar 9 Carbon Cub. If 20kg is achieved, the wing loading will be only 25oz/sqft, which is very low for a really big model. The engine is an Ephial 123cc with auto start. The model has 19 inch tundra wheels. Fuselage structural stiffness is achieved by use of Kevlar cord.

Big Model Rally Kapiti 11/12 April 2026 – from Steve Hutchison

Last year we were asked if we would host a Big Model Rally. We agreed and so set a date for April 2026.

The last time Kapiti hosted a large model rally was some 10 years ago, under the then LMANZ organisation. That was a very successful weekend, and we were hoping for the same sort of response this year.

As we were unsure what the response might be, the strip was not closed to members for general flying, but anybody with a large(ish) model was encouraged to bring such models out.

The forecast for the weekend was for a great Saturday and a crap Sunday, but we elected to carry on. Visitors from out of town were expected from those relatively close clubs such as Levin,

Fielding and perhaps Wellington, for whom a one-day visit would be feasible. Whilst Saturday dawned bright and inviting, it was disappointing that no visitors from out of town ventured forth.



From the club perspective, we had a great flying day with a number of larger models in the air.

Ryan Groves brought his beautiful CARF Blue Angels jet.

This was impressive both in the sky and on the ground.

Pete Brown brought his Gee Bee. A beautiful model powered by a Saito 60 R3 radial. This model looked the part on the ground and in the air. Sounded gorgeous.

Andrew and James Farrow ventured forth bring their Extra as well as the Focke Wulf. The Focke Wulf has been campaigned by Andrew for many years, looks delicate on the ground fantastic in the air. Also powered by a Saito. I flew my well-travelled Smith Miniplane.



Info, Hints and Things. Aug '26



An Interesting piece from Barry Lennox for your information.....

About a week ago I was asked.. Where has black wire corrosion (BWC) gone, we don't see it these days?

Quite true, but firstly what was BWC and what caused it? Well in our case it's the action of a corrosive substance on a vulnerable metal (copper and nickel) and accelerated by an external voltage. Unfortunately there is more than one mechanism at work.

The first part of this was the electrolyte in Nickel based cells. This is Potassium hydroxide (Caustic Potash) and as the name suggests, is quite corrosive. As NICAD cells age, tiny amounts of this can seep out, aided by moisture and some level of electrochemical action, and will start to corrode copper wires, The electrochemical reaction starts it at the negative terminal and it will migrate along the wire and eventually onto the printed circuit board and other wires.

A secondary cause was the wire insulation. It is nearly always PVC (PolyVinylChloride) in low cost and consumer applications and equipment. This material has the unfortunate characteristic of having trace amounts of sulphur and chlorine in it. With age and elevated temperatures, these can migrate out and attack copper, resulting in Copper Sulphide (Black) and Copper Chloride (Green/blue) Both are terribly hostile to safe operation of our RC models, and have resulted in a significant number of crashes.

It's an interesting but academic experiment to "recover" the wire by soaking in a mixture of hydrochloric acid and copper sulphate. After 30 minutes or so, after a wash, and some good flux, it can be soldered again. It would be foolish beyond belief to try this "for real"

Why use PVC wire then? Because it's very cheap, moderately strong, and easy to work with, no special tooling is required. But it is prohibited in more critical applications. There are a large number of MIL-STDs, FAA and CAR documents that generally prohibit the use of PVC insulated wire in most military, maritime, aviation and critical commercial applications. The reasons are the above-mentioned migration, additionally:

- If it burns it releases toxic gases
- Its temperature limit is about 105 Degrees C. PTFE or other modified fluoropolymers are rated to around 200 Degrees.
- With age, temperature variations, and vibration, the plasticizers leach out with the insulation becoming brittle.

For just one example, **MIL-DTL-76E**: Explicitly prohibits PVC-insulated wire from use in aerospace applications or aboard Navy ships. And there are many more such documents. However, for some very specific low-temperature, non-aerospace, or non-tactical applications, the use of PVC wire is still permitted.

In my early days as an RNZAF Avionics Technician, there was another wire before PTFE was introduced. That was a hybrid known as Nyvin. It had an inner insulation layer of higher temp PVC, an intermediate layer of nylon, and an outer woven glass fibre braid. It was strong, heavy, heat resistant and a pain to work with. It's still available for some specialized applications, and for some reason, most of it seems to be manufactured by 3 companies in India.

There was an amusing episode in "RCM&E" about 30 years ago. A UK chemist, who was working in Japan, wrote a short article on how BWC was caused by the black insulation, possibly because of the colouring compounds used.

The next issue of “RCM&E” had an urgent plea... “Please stop sending us samples of corroded wires in, blue, green, white, purple and anything else !!”

So, BWC is relatively rare nowadays for two main reasons

1. Lithium based batteries . While Lithium battery chemistries have their own special and well-documented problems, corrosion of wires from the internal chemistry is not seen.
2. The use of silicon rubber insulation. This wire has many advantages: it's inert, very flexible, and not prone to leaching out undesirable chemicals, is a better insulator, with an outstanding thermal range of -90°C to over 200°C+. But of course, it also has some disadvantages. It's more expensive, much more prone to damage by piercing or cuts, and is prone to generating static-electricity, so it has a tendency to collect dirt and grit

Good Luck!

Barry Lennox, Chch.

Barry wrote on to include a picture of his Wright Transmitter collection after his discussion with mike in the shed earlier in the month whilst here on a visit;



Anyway, here's a pic of my "Wright" collection of 4 transmitters and about 8 receivers, plus a few relaytors. Note that one of them bears the "HMV" logo. It's one of the first batch. Les Wright used to work for HMV, and the manager was fairly relaxed about allowing him to build a few of these. But it started to take off, and the boss got a little concerned, so Les left and ran "Wright" from his own home in Newlands until it folded up.

I found this rather neat video of Kermit Weeks flying his Curtiss Pusher at Fantasy of Flight.

Curtis Pusher flight [CURTISS PUSHER FLIGHT - Air-to-Air Footage](#)

The **1911 Curtiss Model D** (or frequently "**Curtiss Pusher**") is an early United States pusher aircraft with the engine and propeller behind the pilot's seat. It was among the first aircraft in the world to be built in any quantity. It was originally fitted with a foreplane for pitch control, but this was dispensed with when it was accidentally discovered to be unnecessary. The new version without the foreplane was known as the Headless Pusher.^[1]



Like all Curtiss designs, the aircraft used ailerons, which first existed on a Curtiss-designed airframe as quadruple "wing-tip" ailerons on the 1908 June Bug to control rolling in flight, thus avoiding use of the Wright brothers' patented wing-warping technology.

And a neat Spitfire video of John Romaines superb airshow routine. **Control Click here;** [\(20+\) Facebook](#)





Saunders-Roe SR .A1



My first memory of the Saunders Roe seaplane-based fighter in the Aeromodeller. At least I thought I did. It seems unlikely that Aeromodeller would have produced a scale model of a plane as complex as this. Anyway if my memory is faulty I would have seen it in an Aeroplane magazine report of a the 1948 Farnborough show. It flew there in 1948

Saunders Roe appears in my Janes All the Worlds Aircraft with an advertisement for their Princess very large passenger carrier. I remember being surprised that they had enough staff to handle a jet fighter as well.

When I saw Barrie's plea for articles for his magazine, I had a look at Wikipedia to see what they said about the sea borne fighter. Somebody once told me that you couldn't believe about anything in Wikipedia. Guess who?

Britain had not taken much interest in converting Hurricanes and Spitfires to seaplanes at the beginning of the World War 2. I have seen photographs of these aircraft standing on floats, but then I have seen photos of DC3s on floats. They feature long legs to keep props out of the water. A real Propwash

Wikipedia says that Saunders approached government officials in 1943 with a design proposal for a jet powered flying boat fighter. It was thought it would be suitable for use in the South Pacific where it could land in the lee of atolls. They could be designed with a low CofG as no propellor was needed.

At that time, it was expected to be difficult to clear the Japanese troops from Australia, and New Zealand and even harder to force them back on Mainland Japan.

However, what was not expected was the dropping of atomic bombs on Hiroshima and Nagasaki in April 1945. A rumour spread through Japan that a further that a third bomb would be dropped down the throat of Mt. Fujiyama. It is dormant and it was impossible to predict the outcome of an atomic explosion deep in a mountain.

The Emperor negotiated a surrender. VJ Day was in August 1945.

Design development continued and in July 1947 three aircraft took part in the Farnborough Airshow. No name was ever given to this plane SR. A/1. Wikipedia suggest that company workers called it Squirt. An observer's position was added, and Martin Baker ejection seats were added to both positions. An automatic mooring system was added which allowed the pilot to moor the aircraft without leaving the cockpit.

Saunders Roe continued interest in the concept of the SRA/1 through to the outbreak of hostilities in Korea, but no orders resulted. One problem was that Metropolitan Vickers had ceased development of the Beryl engine.

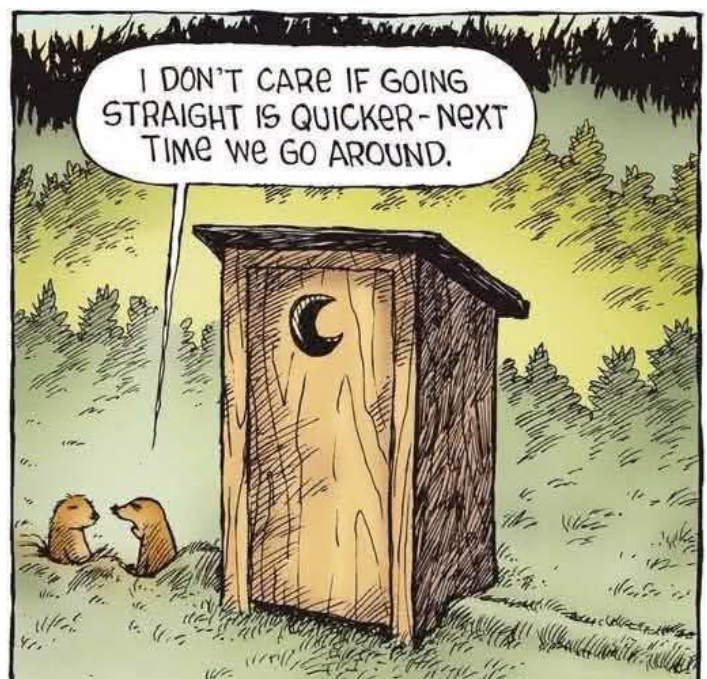
They continued interest in military seaplanes and developed some radical concepts including Hydroskis. These placed no added stress on the fuselage. I remember that Convair produced a delta on hydroskis in America.

Data for the SR A/1 is (just in case you want to make a model)

Crew	2
Wing span	14.02m
Length	15.42m
Take off weight	8633Kg
Power Plant	2x Metropolitan Vickers turbo jets 3850 Lb each
Maximum Speed	805 kmph
Service ceiling	15,000 m

If you happen to be in Southampton an SR A/1 is on display at the Solent Sky Museum.

Clive B.



Bombs on Planes

Clive Baker..



What to do in Nandi when you have some time on your hands.

From 1978 to 1994 I made 38 trips to Japan on business. In the early days these flights were in DC8s and went via Fiji. Later trips were in Boeing 747s but the stop over in Nandi was retained until quite late.

One flight sticks in my memory. The weather was good and we left from Auckland around 2 o'clock. I was seated next to an Air NZ cabin attendant, male, fairly senior. He left his seat during the approach to Nandi. He had commented on the paucity of comments from the flight deck and the landing was strange. We rolled well down the runway, stopped and the engines shut down

We sat there for a few minutes until one of the crew made an announcement. Air NZ had received a message that there was a bomb on our plane. They had ways of assessing the seriousness of our message and we could be assured that in our case it was not critical but they were going to carry out a search of the plane.

A fleet of buses arrived and the bloc of seats including me were assigned to a specific bus. I wasn't sure why but we were taken to the fire station. There was nowhere to sit and the bus disappeared. The standard of graffiti was not high and the bus had gone. A few ladies sunbathed.

There was a coffee machine but no instructions and there were no magazines. One of the people on board that I knew slightly had a mobile phone. They offered to ring my wife and tell her what had happened but I thought that she would prefer not to know.

Finally the bus trundled back and we were taken to one of the luggage ramps. We were told to find our suitcases and take our things through to check in. I had a fairly new Oyster and so did other passengers. I was pleased to find mine. Check in assured themselves that it was mine and I got back on the plane and off we went.

I had a beer and sat there thinking as we climbed out "so far so good." When we settled into cruise mode I relaxed a bit. It seemed likely that a bomb on board would be triggered by changes in altitude.

I thought that when we started our descent into Narita would be another time for the bomb to go off but I was asleep. If it did go off it was very small.

Clive Baker.

A military aircraft had gear problems on landing, and as the plane was skidding down the tarmac the tower controller asked if they needed assistance. From the plane came a laconic southern voice: "Dunno- we ain't done crashin' yet."



My Adventures in 3D Printing Model Aircraft.



Our Past President Heather Mardon writes about her latest modelling adventure.....

After a Club night a couple of years ago where Graham Dawson demonstrated his 3D printing work I was inspired. A bit more research was done and I splashed out and bought a Bambu Labs X1C printer.

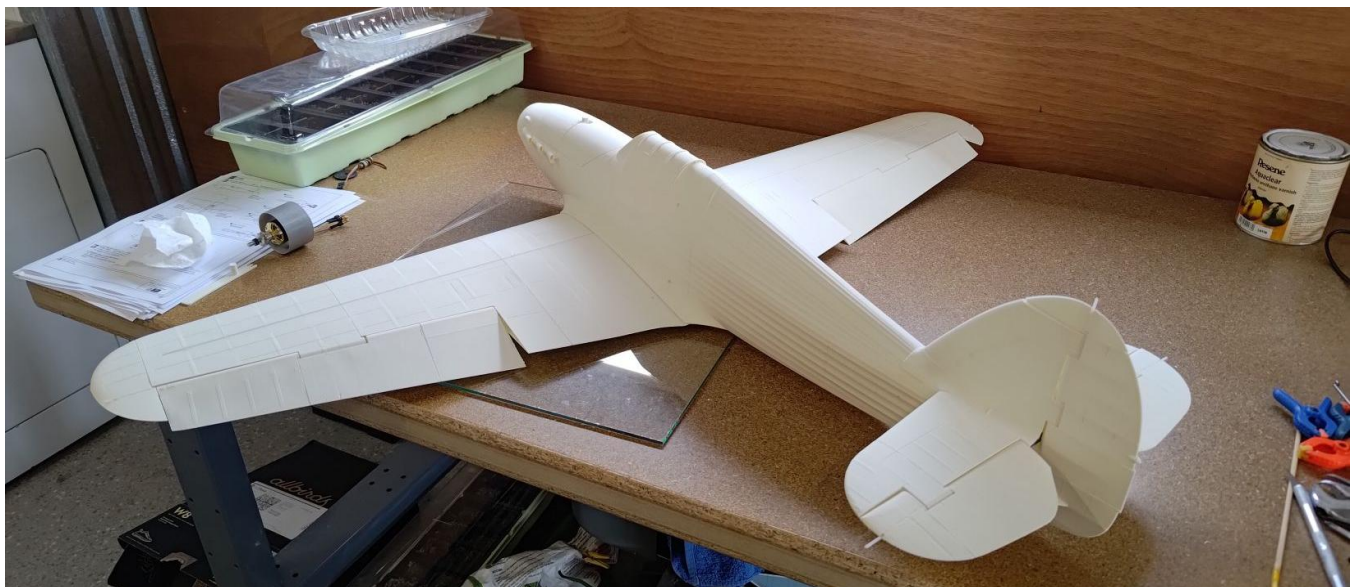


I chose this as it was fully enclosed and has a hardened print nozzle so gave more options of filaments that could be used as well as it having excellent reputation for high print quality. My first model to build was a Hawker Hurricane although was distracted over Christmas printing decorations!



The Hurricane design was from <https://3dlabprint.com/shop/hurricanemkii/>

It uses a type of filament called "Light weight PLA" This is a challenging filament to print with as it is a "Foaming" type which expands when heated so ends up half the weight of the non foaming type due to the internal tiny air bubbles. This property means that the print process can't really stop/start as the filament will keep "Oozing" out. Lots of online resources helped tweak settings to finally get a workable output. The parts were all glued together with medium CA. A few carbon rods/tubes were used for strength and alignment.



The model was then painted with Resene test pots. Mine is just hand launch, I thought retracts on a model this size were a liability. Power is from a 3s-2200 lipo and motor is a Scorpion 2215 from memory. It flies very well but have found it pretty delicate when handling and need to make sure landings are smooth to avoid damage.



The A-10....

My next project was fairly ambitious, an A-10 from 3D labprint designed for x2 70mm EDF fan units. With a 1.56m wingspan it was much larger but still used LW-PLA filament. This time I used a different brand (Colorfabb) which was already grey in colour so thought that would save me some painting time. There was a lot of parts...



The model had a lot of scale detail in the print.



After a lot of printing I finally had it together and ready for its first outing.



First time out started badly when it got damaged in the car on way to the field by heat from the sun. I had covered it with a sheet but this did not prevent one side getting a few wrinkles. LW-PLA is quite sensitive to heat and will soften at about 55C.

The damage was only cosmetic so I went to fly it regardless. Full power was applied and it headed off down the runway, but before rotation the right hand wheel did a Kenny Rodgers and left (*you took a fine time to leave me loose wheel*). The remaining strut bit into the ground and model then cartwheeled over. The wing was severely damaged but the rest of the model was ok. I ended up making almost a whole new wing (One wing tip was saved) over the next few months.

Off we went back to the field to try again (This time with washers and loctite on the wheels).

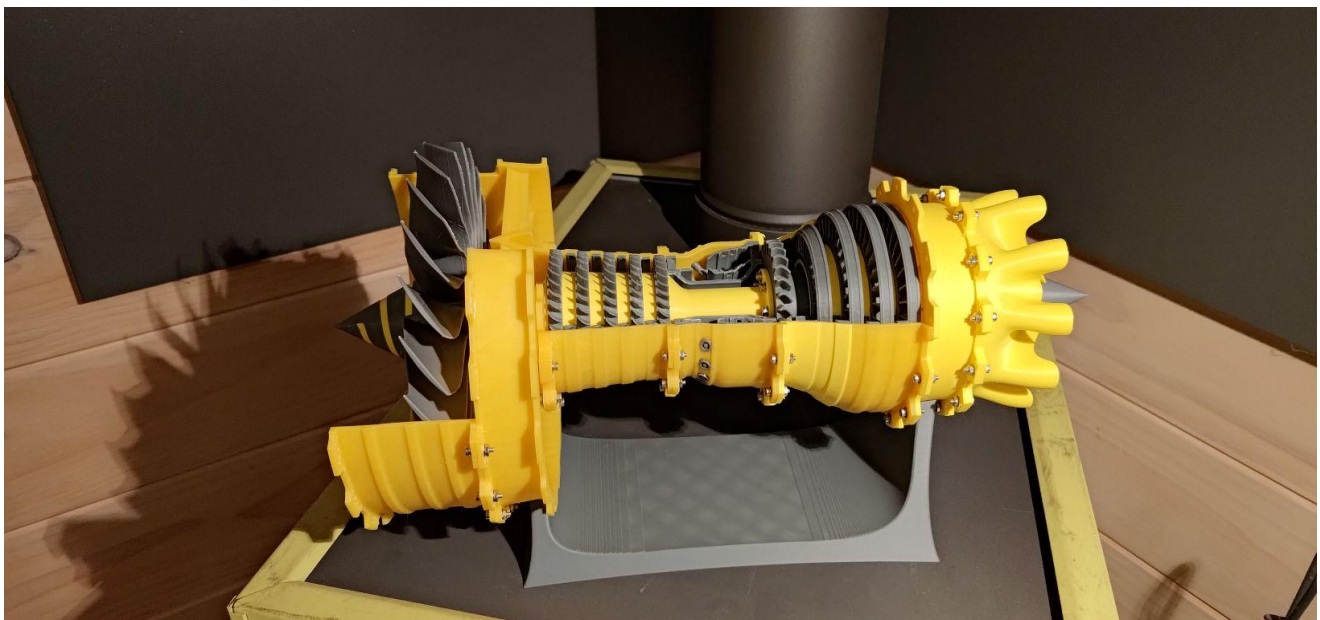
No wheels were left behind but the model required nearly full up elevator to break free and then still bags of it to stay in the air. Along with a roll to the right it was a handful. I managed to throttle back some and trim out ailerons which improved things and was then left with the elevator. I thought I had plenty of height and made the fatal mistake of letting go of the elevator to reach the trim buttons. In a heart stopping instant the model dove for the deck. Full up was applied but it was too late. The lazy recovery began but was short about 80 feet. Impact!

It may not have flown well or for long, but that was the most impressive crash I have ever seen. Plastic models disintegrate like the full size and all that was left was a smear in the grass.



I suspect the CG was too far forward causing the major trim issue. In the 20/20 vision of hindsight I could have put the flaps down to full which might have improved the lift but will never know.

For a change in pace and distraction I printed a Jet Engine model for a friend who had worked for Rolls Royce at one time. At least this one was not going to crash.



I was not deterred and soldiered on. Decided to print a couple of sportjet designs that looked strong and many other people had had success with. I printed the 90mm Venom for Ian to build and the smaller Venom-S for myself. I experimented with some different filaments that handle heat better but can be trickier to print with. The larger Venom 90 used LW-PLA-HT from colorfabb and the smaller jet was printed in LW-ASA from bambu lab. The ASA filament requires an enclosed printer to keep things hot while printing so they don't warp.

Sorry I did not document the construction but here is the finished Vensom-S. It's running a Wemotec MiniFan-Pro (68mm), a HET2W27 motor on 5s-1800mah battery. It weighs about 1300g ready to fly. Model is hand launched and has finger slots to hold it so launches are predictable. It's a great flying little jet and I have about 6-7 flights on it so far. Hope to bring it out to the club soon.



Its larger sibling was assembled by Ian and is running a Wemotec 90mm fan on a HET motor. Battery is 6s-5000. This larger model has retracts and flaps and again is a very smooth flyer.

Whats next? I am finishing a twin prop model - a Grumman Tigercat, but this has an issue with the tailplane so not sure how that will go.

As soon as the designer of the above Venom finishes his scale MB-339 Airmachi for 90mm fan I will be printing it for sure.

Another 3D printed design in the queue is a 1.5m Mosquito.

Heather M.

Letter from Britain



Mike Edcombe, our sometimes visitor from the UK, in answer to my plea for copy writes;

Hi Barrie

It's almost a year since we met....where has that gone? You'll be past the worst of winter, while we are not looking forward to ours!

As you may have heard, we in the UK have had two months of drought, temperatures reaching 37deg C, and at last some decent flying time. Although I've managed to fly in every month, it's not been ideal, and even the heat has stopped play!! I'll send an article submitted to our magazine, and I hope it's of interest to you.

Not the sort of model I usually build, but I'll explain why, A couple of years ago, Lidl (supermarket more Pak'n save than New World) were selling small foam chuckie gliders, about 500mm span, and our club decided to make a mass project of R/Cing them. We didn't know that many other clubs were also doing it,

Some were ok, but a bit small. Last year while on holiday in Cromer (Seaside East coast), I found the larger version, and now almost ready to test fly.

See what you think, Mike E.

At one of the last Friday evening club meeting, I showed a foamy glider, bought at a beach ware and toy shop in Cromer, with intent to make it 4 channel.

It's like a bigger(860mm) version of the Lidl glider, attempted by many, not only in our club.

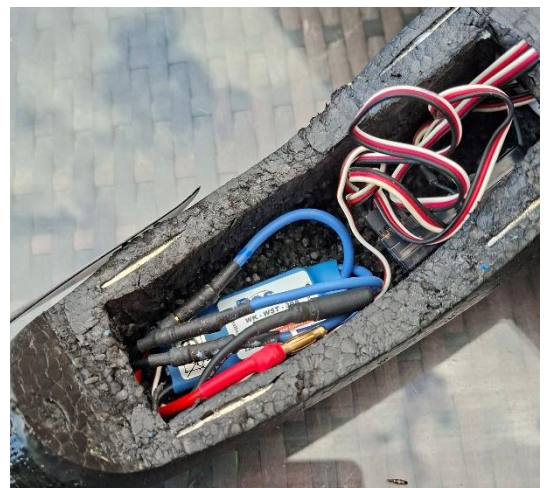


Above; Comes in two colour schemes, first attempt with the black and white one.



Left; Cut off the canopy, and remove some foam.

Right; Scoop out black foam for electronics....just random at this stage!



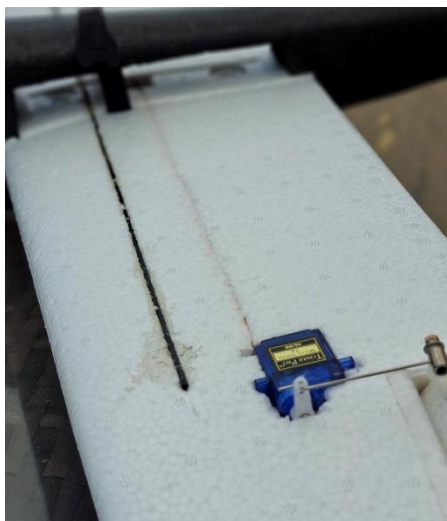


Above; Using workmate, bits of foam, set square and clamp, attempt to set up thrust line, and saw off nose.

Right; Moving on a few steps, motor mounted on 5mm ply firewall, secured with carbon stakes and epoxied glass mat . Washers used to give down and side thrust.



Above Three pics; Show battery mounted under wing, with Velcro strap holding it all together.



Above; Moulded control surfaces cut out, chamfered and hinged with Blendederm tape. Rear servos helped to get C of G. Carbon spar and aileron servo wires installed.



Left; Magnets glued into fuselage and canopy, now looking evil with cooling hole eyes!

Right; Pic 16
Ready to chuck!

Supplied stickers are not in the best of taste, so I'll wait till it's flown to decide on any decor.

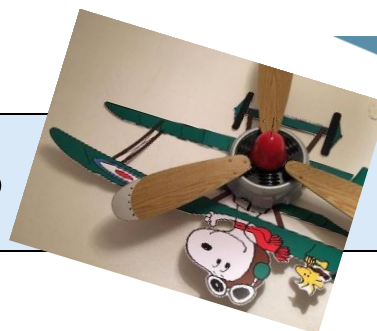
'Best,

Mike E. UK.

Many Thanks Mike,
will look forward to hearing how the flight testing goes. Cheers, **Ed.**



Vintage Report. Aug' 2026



& Some Gliding !!

A bit of a late start for NDC this month with the weather only just playing ball.

Friday 21st was the first suitable day and what a beauty, light wind all day and warming up nicely.



Stuart, Rob, Phil, Graeme myself, and with Archie on timing duty saw a good morning's activity. We started with three rounds of Vintage Duration with **Phil** missing his third flight Max by just three seconds ! **Stu and I** maxed out and went on to flyoffs where I managed to find some good air and managed a ten minute max with my Hi Fly. The others were all flying Stardusts.

RC Vintage Duration

Max Motor Run 20 Seconds, 5 (or over) Min, flight

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	6	5	20	320	6	49	20	320	6	46	20	320
Stuart Sturge	7487	960	6	50	20	320	7	24	20	320	5	29	20	320
Phil Sharpe	8719	957	6	46	20	320	5	51	20	320	4	57	20	317
Graeme Rose	7774	837	3	38	0	218	7	12	20	320	4	39	20	299
Robert Loc														234

Fly-Off		Single 10 Min. fly-off with landing bonus					Rounds
Pilot	MFNZ	Total	Min	Sec	Landing	Score	Total
Barrie Russell	2287	1580	11	21	20	620	960
Stuart Sturge	7487	1255	4	55	0	295	960



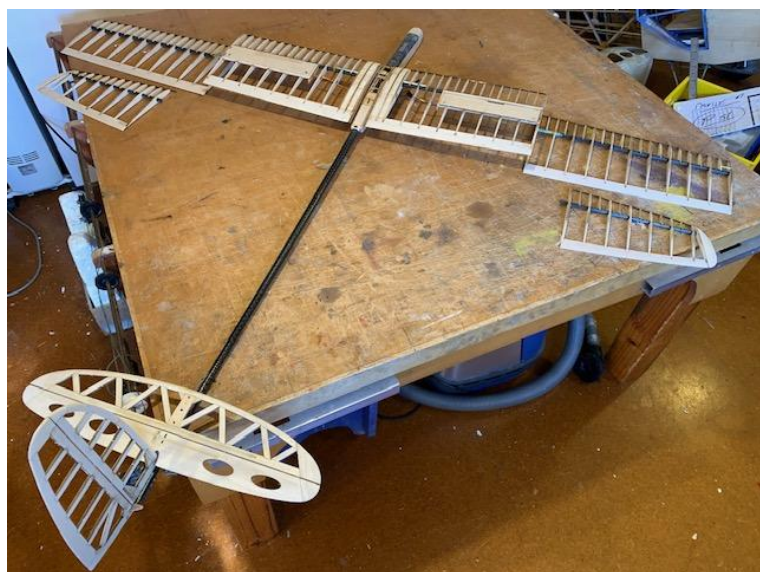
Graeme brought out his recently finished Courtesan for a test flight, only to discover he'd brought the wrong wing !! Nice build **Graeme**, better luck next time ! We now have three Courtesans for Sport Cabin Texaco and still waiting for **Rob's** to be found !

The ERES revolution is going well with **Rob, Stu and Phil**, all performing well with their new mounts. I'm close to the finishing line with my "Prime Q", construction is almost finished, just a little more fitting and then covering. **Ed**.

eRES

Max Motor Run 30 Seconds, 100M, 5 Min flight

Date			Round 1					Round 2					Round 3					Round 4				
Pilot	MPNZ	Total	Min	Sec	Time	Landing	R1 Score	Min	Sec	Time	Landing	R2 Score	Min	Sec	Time	Landing	R1 Score	Min	Sec	Time	Landing	R2 Score
Phil Sharpe	8719	1188	4	31	7	20	311	4	27	3	40	307	4	56	0	0	296	4	4	5	30	274
Stuart Sturge	7487	1185	4	48	5	30	319	4	40	2	45	325	4	33	5	30	303	3	58	0	0	238
Robert Lockyer	10072	1165	3	48	0	0	228	4	57	2	45	342	4	39	5	30	309	4	6	3	40	286



FOR SALE August '26



On behalf of the Club, we are offering **FOR SALE by TENDER** this unfinished DH Beaver model aircraft. This is an MR Aerodesign laser cut kitset from Martin Rousseau in Canada. The late Nev Fargher imported the kitset a few years ago and was well on with the building when he sadly passed away early this year.



<https://www.mraerodesign.com/en/product/beaver-18-full-kit>

The specification of the model are; Drawn from original De Havilland plans.

De Havilland DHC-2 Beaver Landed cost in excess of \$1000.00 NZ

Scale : 18%

Wing span: 103 3/4" (2.63m)

Length: 65 1/2" (1.66m)

Wing area: 1,025 in² (0.661m²)

Recommended engine: 38cc gas

Weight: 19 to 21 lbs (8.6kg à 9.5kg)

The model is well built so far and all servos are installed. As far as can be determined the balance of the kitset is complete, but needless to say it comes as is. The following is a pictorial summary of the model showing it's present level of construction.







For any further information and/or viewing, please contact;

“the editor” on 0274 542 523, or email me at barrierussell@xtra.co.nz

This is a one off opportunity to purchase an excellent model at a very fair price.

Please email your tender offers to barrierussell@xtra.co.nz by Monday 21st September’26

A CLOSING SMILE. '26



This might make you smile, Many of my cartoon quips and jokes come from **Ash**, my very good friend and a bridge partner, bless his soul !

I'd been extolling our pet Burmese cat "Rosie" at length, so in defence he sent me this note and picture.....



Our Pet. Doesn't need feeding; no fur to vacuum up; doesn't scratch the furniture; doesn't take the best seat in the lounge; no expensive trips to the vet

Listening to that diatribe, you'd think he must have once owned a Burmese cat ! Turns out, five years ago he dismantled the family basketball hoop (they're all over 6 ft !) on the back lawn which left this "hole", and when he came to remove the base and repair the lawn he found **Frog** living in it ! He or She has been living in there ever since. Ash even has to get his neighbour to come in and replenish the water if they're away for any length of time. Such dedication ! During winter, **Frog** hibernates in one of their pot plants. On that Happy Note it's **Goodnight from Frog and Rosie and Me**, I look forward to your Copy, Comments and Contributions,

Cheers, **Barrie the editor, Aug 2026.**