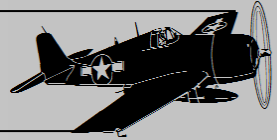


June  
2014

# *Flight Lines*





**IN STORE NOW!**

**SPEKTRUM**

# THE NEW SPEKTRUM™ DX9

NOW PRECISION  
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From its beginnings, the people behind Spektrum technology have constantly sought new ways to make the RC experience simpler, safer and, most of all, more fun. The new DX9 transmitter is proof positive that this relentless spirit of innovation lives on.

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**Wireless Trainer Link.** While the DX9 does have a trainer cord jack, instructors will have the option to wirelessly "buddy box" with another DSM2®/DSMX® transmitter. Once bound to another transmitter, ModelMatch™ technology will allow the DX9 to re-link without having to go through the bind process again.



Available from your local specialist RC Store or phone 0800 62 82 63 for your nearest dealer.

**Cover;** NZ Team at the Asian-Oceanic F3A Aerobatics championships in Thailand.

# ***FLIGHT LINES***

HAMILTON MODEL AERO CLUB INC.

June 2014

[www.hamiltonmac.org.nz](http://www.hamiltonmac.org.nz)

PATRON	Stu Rogerson	
PRESIDENT	Grant Finlay	027-273-7461
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## COMMITTEE:

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Gordon Meads	021-1252-911
Mike Sutton	854-1413
Lyndon Perry	
Julian Thornton	
Sell Melville	
Andrew Ferry	847-2259

WEB SITE	Mikey Wilson
CATERER	James Danby

CLUB NIGHT	Wednesday 11th June	7.30 pm
VENUE	Beerescourt Bowling Club	
	68 Maeroa Road - Hamilton	

THEME: Asian Aerobatic champs & USA Airshow

**Bulletin Printing** *Compliments of Racing Type. Ian Innes, Hamilton.*

# *Presidents Report*

Here we are, the first week of June and Winter is officially here now. Mind you, with a stunning Queens Birthday Weekend just gone, I don't think we can really complain about the start of Winter just yet. The field got a lot of use over the three day weekend which is great to see, and the light winds made for perfect flying conditions for those that went out. Away from the field, my attempts at building have suffered from cold night syndrome with the temperature in my shed dropping to 8 deg C last week during the frosts. Enthusiastic building is not my strong point and these cold nights sure don't encourage me to leave the warmth of the lounge room heater.



We recently held a committee meeting and compiled a number of dates for events for the rest of the year. We've also come up with a couple of ideas for Club nights too. However if you have any ideas on things you'd like us to cover, then get in touch with me , or follow up with a committee member and let them know. Due to clashes of events around our area it's often hard to fit everything in. Do keep an eye on our Web calendar though as we do post notices of event changes and cancellations there when we can.

Our May fun fly was a great day with Scale Aircraft being the theme for the day. The weather couldn't have been better and the skies certainly got somewhat crowded at times. It was undoubtedly one of the busiest days we've seen in a while. As such it was a good reminder that we need to communicate our intentions and pay far more attention to what's going on around us when it gets that busy. Circuit type flight paths are essential to keep things safe when the maximum five aircraft are in the sky at once. All in all though, a really awesome day.

On the calendar this month you will see we have pushed our Club Fun Fly day back a week due to the clash with the Tauranga Clubs Model Auction. The Auction generally draws a lot of our membership away for the day, so we've moved our event date to suit. Our club day will be a Fun Pylon event & just how it will work we don't know, but it should be simple and definitely not serious and you certainly won't need the fastest model to win!!! Also, this coming weekend (8th June) is our monthly Glider Day, so see you there too.

Club night last month got very busy with a number of items, models and event reports. This was followed up with some lively discussions and good hints and tips centered around adhesives and glues. I'd think that most of us got some useful information out of the evening. It's heartening to see we are averaging around 30 or so people turning up for our club nights most months, so if you haven't been along you are definitely missing out on some good nights. This month we will have James Danby talk about and show some photo's from his recent trip to Pattaya Thailand to compete in the Asian-Oceanic F3A Aerobatics competition. This will be followed by myself with a Photo & Video show from my recent trip to Los Angeles to watch the Chino Planes of Fame Airshow plus visit a number of airfields and museums.

Now on a very serious note, a couple of weeks back, one of our members arrived at our field on a Wednesday afternoon to find half of the runway fence lying on the ground and not a club member in sight. This is very distressing to hear. My guess is that a Non Member has been out to use our field and arrived after a club member has taken the fence down. Our club member has then left and assumed the other bloke will put the fence back up. The other bloke not knowing any different has simply packed up and left. Therefore, I can only ask that before leaving a lone pilot at the field, please ...yes please ensure that he knows to put the fence back up before departing. Everyone needs to adopt this practice or suffer the potential consequence !! As a result we will be looking to improve our signage at the field, but as we know,

signs have to be read to make a difference, thus we will be relying on everyone to play their part.

Finally, a quick reminder that our maximum height of operation is 400ft above ground, so please try to observe this and as always, remain well clear & below this height when any full size aircraft are in the area.

Ok, that's my lot for the month, safe flying and happy fence minding !

Grant.



**Jack Godfreys Magnificent Demoiselle flown at the HMAc Scale FunFly**

# *Captains Ramblings*

Hi Everyone,

Winter, calm days and cold weekends but perfect for flying so make sure you make the most of it. On Saturday we had scale day and it was good to see a large turnout of members and a huge variety of models and a lot of fun had.

With this comes the yearly club captains rule reminder or rant as some of you may call it, so on goes the serious hat that only comes out normally during work hours. These reminders of Good Flying Safety Practice are required especially with the busy HMAC aerodrome in full use. At these times we always have a lot of people wanting to fly at once and in these cases it's good to remember our club rules as this maintains a safe and fun environment. If you can't remember what these are have a look at the website but today I will cover the few simple ones that if followed will minimise moments where we have those close calls and will keep everyone happy:

1. A maximum of five aircraft can operate from the main runway at any one time. Just make sure you count how many people are flying before taking off. Now for the glider guiders and heli flyers flying behind the cars you do not count in the 5 but just think of the airspace you are using. Stay separated if possible.

2. On weekends make sure the direction sign is out and look for it. This is basically so we minimise the chance of nasty collisions. Take off the direction of the arrow and try to keep your beat ups down the strip in that same direction.

3.Talk to each other. This is the key. If landing or taking off (or even doing a low pass) make sure everyone knows. This just keeps it safe and reduces the chance of harm to your model.

4.Finally just a reminder about the fields height limit – We do this well. 400ft is not very high. If you want to have a look exactly how high this is ask me or Grant to demonstrate so you have a basic idea.

5.Linked to this make sure someone is looking out/ spotting for full sized aircraft. If one approaches land or get below 100 feet. Full size aircraft have 100% right of way in the airspace above us. This is harder when flying by yourself during the week so just be aware.

So with that in mind happy and safe flying.

Wings badges are also going to be a focus for the coming year. If you are not sure what this is basically it is to provide certification of a basic proficiency level for Radio Control model pilots enabling them to operate unsupervised and to meet the requirements of Civil Aviation Rule 101 for flying within 4km of aerodromes. The wings badge is compulsory for all new members.

The testers for a wings badge are currently Gordon, Grant and soon myself. If you would like to know more ask one of us what you need to do to gain your wings.

See you at club night,

Mikey.



# ***ASIAN-OCEANIC F3A AEROBATRICS COMPETITION 2014, Pattaya, Thailand***

***10<sup>th</sup>-17<sup>th</sup> May***

***By James Danby***

I departed NZ on the 6<sup>th</sup> of May for Thailand via Sydney with no issues at check in. Whenever you travel internationally with models you're always nervous about whether or not the box will get loaded on the various flights and arrive at the final destination with you!... With this in mind it was a relief that while sitting on the plane in both cases I witnessed the box been loaded, good job Qantas ground crew. The box been unloaded upside down in Bangkok did make me nervous however...

Newie Seight, a member of the organizing committee, was on hand to greet myself and all the competitors/teams as they arrived. This is always much appreciated and Newie throughout the comp ensured that everybody was well informed and had everything they needed.

The Avis crowd were great and I had organized for two HiAce Hi top Commuter vans with GPS. The Galloway's somehow managed to downsize theirs upon arrival the following day to a corolla wagonish thing... Really Hamish, HiAce in Thai is the same as HiAce in English... There was some amusement when I was asked if I had a driver, "No", "How are you going to get to Pattaya?" "That's why I got the GPS!" "Have you ever driven a van before?" "Oh just a few in the last 20 years", "You can drive a manual?" "Pretty sure"... Anyway, I'm certain everybody including Newie thought I'd be returning a wreck in 13 days' time. Well they are a pack of mad bastards on the road as I found out on the rather smooth straight motorway out of Bangkok. Slightly wet,



flashing 90Kph sign and a Ferrari flashes by doing at least 200 with an old EP Starlet glued to its bumper... Was wishing I had the Z about now! Our accommodation for the competition was the Casuarina Jomtien Hotel situated on Jomtien beach just south of Pattaya and an hour and a half's drive from Bangkok International airport. The signs aren't always in English or actually there so the GPS is invaluable so long as you have the coordinates.

The hotel rooms were huge, the staff brilliant, the food magnificent and the swimming pool and fans really are man's best invention when you're dealing with 40 degree heat and 100% humidity. All of this added up to a very enjoyable stay. The next day while Anthony, Hamish and Ewan winged their way from NZ I headed to the competition site which was the Eastern National Sports Training Center situated about 10 Km from the Hotel. The site has a very large car park out front, an indoor arena and an outdoors stadium that was unused. Off to the side of all this was a 100m bitumen runway running north to south. The runway was built by the Pattaya city council specifically for model aircraft competition/events etc... At this stage the site was still been prepped so there were graders, rollers etc... levelling and clearing the surrounding area.

Thailand's junior pilot Kasama was out practising already so upon final assembly I put in two flights, nothing fell off so all good. Off in the distance a huge thunder storm had been brewing, massive lightning strikes (the ones in NZ are quite pathetic by comparison).

I watched Kasama's second flight, it looked pretty good. I then watched with amusement him run out, retrieve his model, run back to his car, remove the quick release wings and sling it in. It dawned



on me just then that he knew something I didn't re the distant storm so prudently I followed suit. Sure enough 5 minutes later it was bucketing down, oh well time for lunch.

The deluge lasted an hour so a while later I headed back out. By this time a few more of the Thailand team had arrived along with the individual Japanese competitor and Michael Ramel whom I hadn't seen since the W/C's in France and the only other contra-drive user there.

Michael is now the Chairman of the FAI's CIAM F3 Aerobatics Subcommittee. This is the crowd the FAI charges with control and direction of the aerobatic portion of our hobby/sport. Where FAI F3A is concerned there are 3 Class 1 competitions, The W/C's every two years and an Asian continental Championship and European Continental Championship in the between years. Annually there is also the World Cup (this is also considered to be a Class 1 competition) of which they are hoping to hold at least two events in the Asian region as part of the series in the coming years. There is also the expectation that a Pan American Championship will get under way, probably in two years that will stand alongside the Asian and European Championships. In Michael's words; "F3A is the largest discipline within the FAI administered competition groups and continues to grow and evolve despite economic disruption."

A few flights later and back at the hotel the others are soon to arrive. Anthony was relieved to arrive as he spent an hour and a half basically stuck in the passenger's foot well under two HUGE model boxes HiAce Hamish, HiAce!... Turned out their trip over went without a hitch...almost... Ant left his togs at home so they had to detour back to his place on the way to the airport, Ewan likes to leave bags unattended at airports while he wanders and apparently discussions of what possibly happened to flight MH370 should not be had with nervous X-Ray operators while going through the Sydney International Transfer Check-point... Thanks again to Newie for making sure they arrived at the hotel in one piece.

After a few beers and a Chicken Pad Thai it was off to bed. The second day was much like the first but without the thunder storm, a few morning practice flights then back to the hotel for lunch and a swim and out to the field again. Because the runway was north/south it meant the flight line was split for a morning and afternoon session. The morning session saw us facing west and flying almost over the indoor stadium at the left end of the box and the outdoor at the right end with a small hill and trees through the centre, all in all quite scenic. The afternoon line faced east and was over reasonably open ground so was somewhat easier to pick the line and distance you wanted to fly at.

The third day saw the Japanese team arrive first thing in the morning while the other teams arrived later that evening. Onda's gotten a bit taller, Naurake a bit older and Hirose a bit greyer, Heneda was calling for Akiba-san when we last met and is now on the team and flying very well indeed. Practice was going well with no equipment issues but they were to come later, Hamish was doing that much flying and charging he went through an entire tank of gas in the car. Ant and I were pretty comfortable with where we were at and made good use of the pool. That night at dinner we caught up with the other new arrivals, most I hadn't seen since Japan which was a few years ago.

Saturday rolls around and it's time for pilot registration which took place at the hotel and model processing to take place at the field. All of this was at the teams leisure, Glen Orchard, the Australian Team Manager, had kindly brought me across some 4600mAh Lipo packs as I wasn't comfortable using the 4200mAh due to the capacity left and the fact there is a compulsory noise check before each flight. While I spent the morning soldering connectors to the batteries the others spent the time making sure the aircraft certificates were correctly filled out, FAI stickers were in the correct places and Googling to figure out what a decimetre really is!...

Registration went without a hitch apart from shirt sizing but that was easily sorted so it was off to the field for model processing. The ol' stomach was a bit upset by this point in the trip so I recce'd the toilet truck that was now a feature at the comp site and unlike Hamish the following day, I worked out where the toilet paper was, I think he was thankful for the black uniform... ;)

Hamish was looking pretty worked up by the time Ant and I arrived, it turned out they wanted to do a fail-safe engine kill check as part of the model processing. His TX wasn't playing the game, the two models had different operating systems or some such and since Hamish was using that other brand Ant and I couldn't help. No problem I'll go get Hajime Hatta (This bloke is JR's #1 ranked Pilot world-wide). It happened Hatta-san had just left but Nuttawut was around so in two minutes the problem was sorted and a very relieved Hamish headed for processing.

All the models met the weight and measurement checks. Surface voltage checks of the batteries was done and it was off to do a fail-safe and engine noise check. Turns out we had the quietest noise average with Ant at 86db (there were a few cheeky comments about how much power it might have considering the noise level), Hamish at 90db and

my contra clocked 92.4db. As Ant and I were comfortable with the practise we had done and not wanting to fly on a different field which might upset our orientation we headed back to the hotel to charge batteries and to cool off in the pool. Hamish and Ewan wanted to do more practice so headed out to one of two alternate sites and went flying with the Aussies and others.

There was a team managers meeting followed by the opening ceremony that evening, which is a grand affair as they always are. Ant's comment to me was, "Geez, I feel like a rock star, all these people taking photos of you!..Do you think I can get a photo with Onda?", with a smile, "No problem Ant, I can sort that, you want his autograph too?"

Noeline Craighead who had been invited along to judge had arrived just prior to the opening ceremony. Turned out the \$18 NZ flag care of the Warehouse wasn't required as she had brought along one that, everybody was certain, had come off Captain Cook's ship... The stitching on that thing was incredible. Off to bed and up again the next day for official practice.

It's not often you feel sorry for the Aussies, but been the country that starts with A means they're in the first time slot so the wheels leave the ground at 6am sharp.

We were slated for around 10am, Hamish was off first with a good solid flight, Ant second again a solid flight and myself third and again looking good. Ant seem to think his throttle stick is a bit gritty like it's not getting full travel on the pot...

Batteries charged and a few hours later we are into the afternoon flight lines official practice. Ant up first this time, Hamish second again both with solid flights and myself issues with the ESC. As I armed the ESC I knocked the throttle stick of course it didn't arm so unplugged, switched off the RX and restarted. Everything armed so off to noise check and there is a hesitation/jump in the throttle. Go through the flight and I'm wondering if it's going to keep running, finish the flight and drag the plane around the back to do some run ups. Plug in the programming box and settings seem fine. Change batteries, do some more run ups, seems to be clean. Oh well maybe a slight spaze with the pulse width and it took a flight to sort out. It's after 5 by this stage so no chance to go to the practice field for a quick flight.

Back to the hotel and we've got new dinner companions in the form of Derek and Herb the individuals from the USA. Two very interesting individuals and as Herb fly's a contra back in the states it was a great opportunity to pick his brains and get the low down on developments up there.



Competition day dawns

Ant's up third, I'm up eleventh and Hamish is twenty eighth so an early breakfast and off to the field. Ant finishes setting up and before he knows it we're on. He had an absolute blinder of a flight that was well positioned, proportioned and smooth with the only major being a box infringement on the stall turn. Unbeknown to him everybody watching was on the edge of their seats, it was that good and as I was calling I was wondering (like everybody else) if he would keep it up or go to pieces. Upon landing there was an eruption of applause led surprisingly by the Aussies!... The score was low considering how good it actually was.

As the flights were been run through quickly and the North Korean team hadn't arrived as yet so I was up 20 min later. It turned out the batteries I had used the day before only got charged 50% so I had to use the 4200mAh packs. This combined with the ESC issues from the previous day was really making me nervous. To add to this between official practice the day before and the competition day the organizers had placed and secured a raised square where the pilot stands to bridge the bitumen and dirt. The square was the wrong size for my flying stance, rocked when you stood on it and aided to further unsettle the nerves. Several other pilots had the same issue and were pulled up for moving off it to inside the lines which is not allowed, the judges were also the minimum distance behind this point so moving back was a no go.

The flight was average at best with zeros in both stall turns. Hamish was up an hour and a half later and put in a solid flight placing him up the

field. He did have a concern regarding aileron servos not feeling smooth through their range of movement.

Due to the two flight lines the draw was a bit strange meaning the groups Ant and I were in flew twice on the first day and once each the next two days where Hamish's group flew once on the first and third days and twice on the second day.

Ant had a good flight on the afternoon line with minor positional and geometrical errors that cost points but still a good flight with no zeros or box infringements.

My flight was actually pretty good, the proper batteries were installed, no odd sized squares in sight, I was coming to grips with the fact the ESC, while not quite right, wasn't going to blow but still some nerves and like Ant I suffered positional errors. The big oh dear was the well-executed Top Hat with  $2\frac{1}{2}$  turn Inv spin, Ant's trying to work out what to do as I execute  $3\frac{1}{2}$  turns due to a brain fade...well Ant you just keep going as if nothing happened. Turned out Ramel did the same thing in his flight. Ant's reaction after I landed was pretty funny, he was watching the judges as they had a rather animated discussion amongst themselves. Three had scored 7's & 8's and two had scored 0's. It's interesting that the judges are now allowed to confer with each other after a flight as this had previously been a big no-no and judges had to stand by the scores they had given. Anyway it would seem I'd thrown away 30 or so raw points on that flight (each maneuver has a K factor, this one's is 4) so the flight would have been well over a 400 raw score, ah well can't change it now so it was back to the hotel for a dip in the pool, a meal and cold beer then on to the next round.

For Hamish's first flight for the second day, which was actually his third round and one of the first of the day, Ant and I got there as he was taking off so we watched the flight from underneath the plane's flight line. This is always an interesting perspective as you can see just how much the distance changes both throughout each maneuver as it's been flown and between consecutive maneuvers. Hamish was moving in and out about 30m or so which was pretty good considering the turbulence created by the in-door stadium and the cross wind. The flight again looked like it was well positioned, placed and sized with no zeros. There were three hours or so before Ant was due to fly his third round flight which was just before the lunch break so back to the hotel for a

cool off in the pool and a rest. Ant powered through his flight but his geometry and positioning wasn't as good as the previous two flights and he was starting to look a little nervous.

As I was up just after lunch we thought it best to hang around, get the airframe set up and go and sit in the judges chairs that had now been moved to the other side of the runway, relax and talk about sizing and positioning etc... This is always a good idea as you pick up what perspective each judge has relative to the maneuvering area. You will see judges before a flight wander up to where the pilot stands and orientate themselves with what the pilot perceives the maneuvering area to be.

Onda-san was first up after lunch with a very tidy flight. A few flights later I was up for my round four flight and although there were a few line

changes and roll speed variations there were no zeros even with an ugly stall turn...

Hamish was up again for his second flight of the day and his round two flight. Again it was a clean flight and while he thought the servos still weren't quite moving cleanly it didn't show.



## ***To Be Continued...***



# ***JR Airsail Pukekawa RC Vintage and Classical Contest and Rally 10 May 2014 – Wayne Cartwright***

This was the last Vintage event of the 2013/14 season. Because it was rescheduled for one day numbers were down a little but there was a lot of flying – 12 contestants, 39 entries and 110 recorded flights. After the fog cleared at about 10.30, conditions were superb – a slight breeze and generally smooth air. Although substantial lift was rare, some excellent scores were achieved.

Team Hamilton was there in force – Rex Anderson, Rex Bain, Gordon Meads, Bernard Scott, the writer, and it was especially good to have Graham Bradley back in the fold. He flew well – fifth in Precision - although Gordon's repeated calls for him to 'focus' seemed to have the reverse effect! Rex Anderson and Gordon were again well up the results list in Precision – second and third. Bernard won both A Texaco and Open Texaco, one of them with a very nice MG2. I had a good day with the old Lanzo Bomber in IC Duration – maxes and a respectable fly-off – and also won E Texaco and 1/2E Texaco. Rex Anderson and Rex Bain both had good fights in IC Tomboy – first and second. Rex Anderson got his Babe Bee on song, for a good win in 1/2A Texaco.

This was an excellent final event in the NNI season. I thank John and Sharon Danks for their hospitality – cream scones and BBQ again!

Several new models are being built in the club over the winter, so entries for the 2014/15 season are already shaping up well.

## ***SUBSCRIPTIONS***

I have received half the 2014/15 subscriptions and thanks to those members for payment. If you paid in April your new membership card is taped to this bulletin. May payers will get theirs in the July bulletin unless I have caught up with you earlier. For everyone else this is your last Fliers World and your affiliation with HMAC and MFNZ has lapsed. If you do not plan to re-join please send an email to me at [philhall@ihug.co.nz](mailto:philhall@ihug.co.nz).

Details of the subscriptions are in the April and May bulletin and on the website.

Phil  
Treasurer

## ***FOR SALE***

Older members will remember George Lelieveld who passed away a couple of years or so ago. His widow has asked me to sell George's models and gear and this is mostly associated with electric flight.

I will bring these to the next club night and will be sold on a best offer basis.

The main items are:

Futaba 6X transmitter on 40.810, 3 receivers and aluminium case.

Foam striker and flying wing including motors, ESC and servos

Three planes, 2 with motors, ESC and servos and in good order.

Transformer

Lipo and Nicad chargers

Fuzzy covering iron

Electric motors

Miscellaneous bits and pieces.

Bring some cash and you might get a bargain.



**Hamilton Model Aero Club**<sup>INC</sup>  
Waikato, New Zealand

**&**

# Hobby Hangar



FOR ALL YOUR HOBBY NEEDS



## **Dey St Indoor Flying**



**Dey St Indoor Flying**  
**Friday June 20th 8-10pm**  
**Please support this event!!**

***All non members welcome to spread  
the word!***

## ***Pylon Racing ; Paul Clausens***



Another great day's racing at Puketaha on Sunday, numbers were down again due to yet another clash, with the Warbirds in Waharoa this time, but this didn't dampen the enthusiasm of the pilots and callers who turned up to race. Also tested for the first time was the new light system arranged by Marcel LaGrande, they worked perfectly and are a credit to Marcel. Another member of the LaGrande team is Marcel's wife, Jacqueline, she also had some input into the lights system. Jacques came to lend a hand with timing and working the lights at No.1 pylon, did a great job and we would all like to thank her very much for her time. Great to see Paul's neighbor, Nelson, AKA Biggles, there to give a hand, he ran the start line when not calling for Paul.

Another influence which could have had a huge impact on the event was the weather, after high winds and rain all Saturday right through to Sunday morning it dawned calm and overcast, perfect for flying.

As usual the Sport Quickie class had the highest entrants with seven, no real incidents apart from Ron running out of everything necessary for flight (airspeed, altitude and engine) on landing, resulting in a close encounter with a fence. However he was soon repaired and finished up in 4th overall. Paul was showing

everyone the way with consistent times under 1.40, his best a 1.35 to take the honors, followed by Grant Finlay and Marcel.

Paul and Marcel were both using their own design Sniper, an own designed fuselage and V tail with a Viper wing, to good effect. The rest were all Vipers with one exception, a Predator. Two engines were used, the OS .46 AX and Thunder Tiger .46 Pro. The OS seems to have the edge being able to swing the 8.75x8.75 prop., however as always in pylon the one with not only the fastest model but also the cleanest, tightest flying style will always come out on top.

Electric sport had three entries with myself scoring the most cuts (again), and Brian Harris taking out the honors.

F5D had Brian and myself, Brian flying yet another new model of his own design and getting down to a 1.11, his fastest ever. Unfortunately I ran out of airspeed whilst landing after the first race and tip stalled into the ground, my own fault, a L.O.F.T. issue. With a damaged fuselage that left me sitting the rest out. The decision was to put Paul, with his Q500 up against Brian (F5D) to get some laps in, Brian's times went from 1.34 - 1.21 - 1.11, obviously he needs the practice and it won't be long before he's into the 60's. My time before the incident was a 1.07. All in all a great day for late Autumn, we are looking at another in late June to wrap up the season so stay tuned.



**Marcel with his own custom built Sniper Pylon Racer.**

## **Results;**

Q500 Sport;

1st. Paul Clausen 394.4

2nd Grant Finlay 421

3rd Marcel LaGrande 424

4th Ron Stone 443

5th Gordon Meads 460

6th Graeme Duncan 574.7

7th James Danby 615

E Sport;

1st Brian Harris 362

2nd John Danks 371.5

3rd Graeme Duncan 442

F5D;

1st Brian Harris 447

2nd John Danks 667

Cheers John Danks



**Gordon holding down Granny's Viper while he clips into his transmitter.**

# ***Coming Events***

- June 8th**      HMAc Glider Day 9:30am
- June 11th**     HMAc Club Night: Asian Aerobatic champs & USA Airshow
- June 15th**     Tauranga MAC Model Auction. 8:30 am - @ Classic Flyers Museum, Jean Batten Drive, Mt. Maunganui
- June 20th**     Indoor Flying 8:00 pm - @ Waikato Tennis Centre, Dey Street, Hamilton East
- June 22nd**     HMAc Fun Pylon Racing 9am start
- June 28-29th** F3K DLG Competition Tararua Rd, Levin 9am start.
- July 6th**        HMAc Float Plane Day Lake Puketirini, Huntly, Rotowaro Road.
- July 13th**      HMAc Club Day : FPV & Electric Day
- July 20th**      HMAc Glider Day

## **Flight Lines Deadlines 2014**

May Bulletin – 28 April

June Bulletin – 28 May

July Bulletin – 28 June

For further up to date event info please visit:  
**<http://www.nzmaa.org.nz/calendar.htm>**

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