December
2021

Flight Lines

HAMILTON MODEL AERO CLUB INC.

Cover Page: If you don't receive any presents this year, you'll know why. Merry Christmas everyone

FLIGHT LINES

HAMILTON MODEL AERO CLUB INC.

December 2021

www.hamiltonmac.org.nz

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WEB SITE Grant Finlay

CLUB NIGHT: Wednesday 8 December, 2021 7.30 pm
VENUE: Beerescourt Bowling Club
68a Maeroa Road - Hamilton

Club Night Theme: Eat, Drink and be Merry. (Don't forget your Vaccination certificate)

Club Themed Flying Day: Christmas BBQ and Fun Fly

Presidents Report
Grant

Well here we are in December with Xmas just a few days away. The year has gone as fast as ever, even though we seem to have been locked down for a good part of it. Lock down provided a few extra hours in our sheds and a lot more model building got done over the year I feel, well it did for me at least.

Now with the move into the traffic light system, hopefully we will see a lot less disruption to our flying activities as we move into another phase of restriction.
The first item to note this month is our up coming Xmas Club night. **Unfortunately, due to covid framework Orange, the bowling club who administer the building we use feel it necessary to restrict access to their facility to those holding a Covid Vaccine Pass**. Therefore if you intend to come to the Club Night meeting you will need to be able to show your Vaccine Pass at the door, as we have been advised a member of their club will be on site to check people in. Thus if you haven't yet obtained your pass or printed it out, this is your friendly reminder to do so before Wednesday. You can request your Vaccine Pass in digital and hardcopy through https://mycovidrecord.health.nz/

The Club night will be a wrap up of the years activities and a chance to tell a few stories. You are encouraged to bring along some of those lockdown build projects and any other items of interest. If you have items to sell like Alan, feel free to bring them along too.

Flying at the clubs flying site under Covid Protection Framework Orange. A number of members have expressed concern about covid and how the new Orange Level affects our flying activities. At this point the current status quo remains in place with the field open to all members,

vaccinated or not. Under Orange we understand that we can accommodate up to 50 people on site at any time being both Vaccinated and Unvaccinated. However, in response to membership concern we have scheduled a Committee meeting this coming week to discuss the Clubs operation under Orange. Any response changing the current situation at our flying site will be conveyed ASAP after that meeting via Email and the Website. For now we ask you to continue to observe our Covid Guidelines published on the website and comply with the Government guidelines at https://covid19.govt.nz/traffic-lights/

Our final flying event for the year will be our Christmas BBQ Lunch out at our Reekers flying field. As in past years, the club will be putting on a BBQ for members and supplying meats and soft drinks, tea and coffee. We will organise some low stress flying events to keep you Pilots amused as well. If you have a fold up chair, table, spare chilly bin, Gazebo for shade or other useful item, then please bring them out with you if possible to help us through the day.

Flashback to Christmas 2020

A reminder that we do not hold a club night meeting nor any flying events throughout January. Our first 2022 club night will also be our AGM on Wednesday Feb 9th 2022. Please take the time to consider your position in the club and whether you feel you can contribute more through joining the committee or standing for a position. Some of us have been in there a long time and it would be nice to get some fresh ideas coming through.

The 74th MFNZ Nationals is on once again over the new year period down in Carterton, Wairarapa. We wish all of our members taking part a great nationals and wish them all well. As HMAC won the Champion Club points trophy last year, we have a lot to fly for again this year. Please note that the Nationals event has been deemed a mandatory Vaccine Pass event.

Well that's pretty much all I have for this year. I'd like to take this opportunity to wish you all a Very Merry and Safe Christmas shared with friends and family. At this time I'd like to give a special mention to Jan Reekers , his family and the Reekers Farm management team for their continued support of our club and its activities, a very Merry Xmas to you from us all. I would also like to acknowledge our neighbours, the Farm management team of The Land Farm Group next door. We simply couldn't have better people supporting us, so thank you all.

Merry Xmas one and all, Grant

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Important Notices

Christmas Club Night

Beerescourt Bowling Club Club Rooms
Wednesday 8th December
7.30pm-10pm

Note: Your Vaccination Pass is mandatory for entry

HMAC XMAS BBQ LUNCH

Reekers Flying Field
12pm Sunday December 12th
Meats and Soft Drinks provided

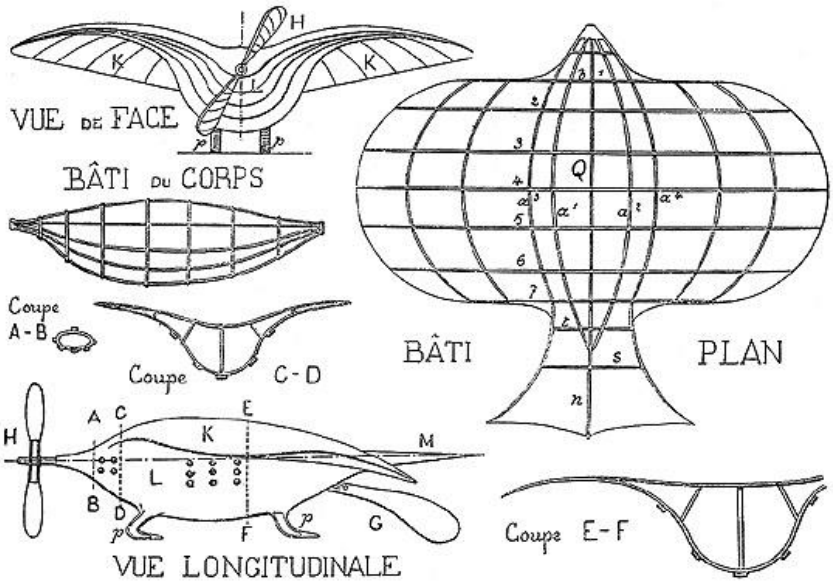
If you have a fold up chair, table, spare chilly bin, gazebo for shade or other useful item, please bring them out with you if possible.

Annual General Meeting
of the Hamilton Model Aero Club Inc.
8pm
Wednesday February 9th 2022
Beerescourt Bowling Club Club Rooms
68A Maeroa Road (behind the tennis pavilion)

Aircraft I Dream About— the Curtiss-Goupil Duck

Bruce Pickering

In 1883 a French engineer named Alexandre Goupil developed a final design for a flying machine that resembled a bird. His first design was basically a wing, with a span of about six metres, mounted on a tall frame suspended by wires which could carry a man. Two wheels in tandem supported it on the ground and the pilot stood on two pedals connected to the front wheel. A large propeller at the front was connected to a steam engine housed in the bulbous bird-like body above the pilot.

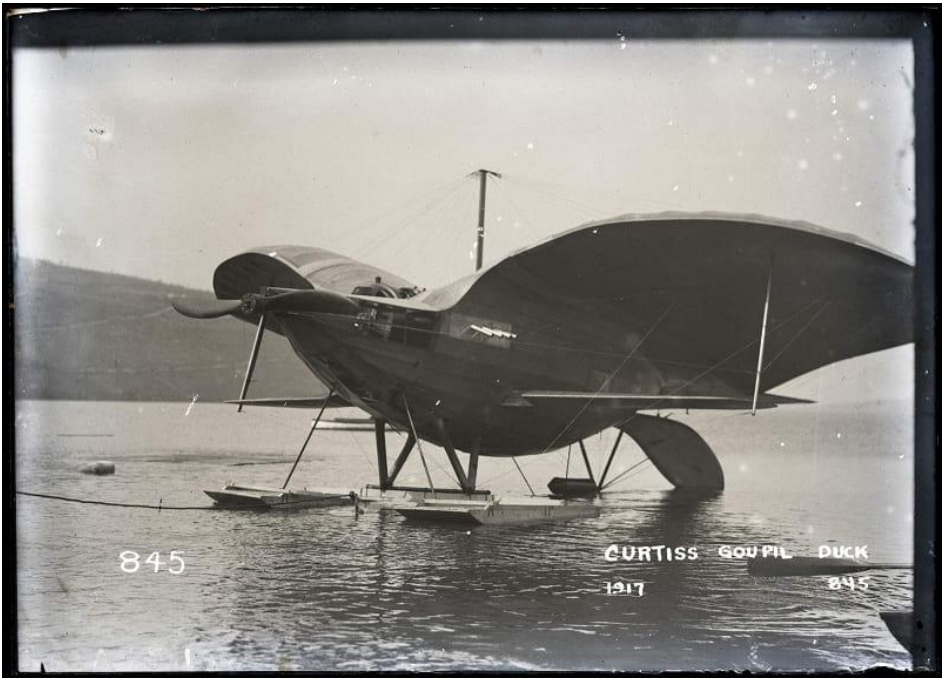


Considering that the engine weighed about 450 kg, plus the weight of wood or coal to fire the boiler, this was an optimistic project, to say the least. Looking at the picture, it's hard to imagine how the single pilot could feed the fire while in flight. But it must be remembered that, as with all inventions at any time in history, one can only work with what is available.

The final development was designed with a sesquiplane; the small wing had movable flaps attached that were to provide both pitch and roll control—what we today would call elevons. It also had a separately controlled rudder. The pilot was housed inside the fuselage, which had been increased in size while retaining the birdlike shape.

It is reported that in a suitable breeze (22 kph) Goupil did manage to successfully perform unpowered test flights. On one occasion the machine lifted into the air with two men aboard. No doubt buoyed with success Goupil would have been glad his idea proved his thinking to have merit. In 1884 he published a book in which he expressed his ideas, particularly regarding the study of birds, air flow and wing design. Included were examples of his flying machines, with comments on what did and didn't work. The book was well received. In many ways he was ahead of his time. However, for some undisclosed reason he did not pursue the project. And that might well have been the end of the Goupil Duck if it wasn't for the intervention of aviator and aeroplane designer Glenn Curtiss.

About thirty years after Goupil's efforts, Curtiss decided to build a replica of the Duck. His motive was not entirely altruistic though. It centred on lateral control of an aircraft. In 1906 the Wright brothers were granted a patent for their method of lateral control, which was wing warping; cannily they added that other methods could also be used. They were a secretive pair and were obsessed with preventing other would-be aviators from getting ahead of them.



Wilbur Wright strongly opined that "morally [and legally] the world owes its almost universal use of our system with lateral control entirely to us." Clearly, they hoped to gain a monopoly on aviation, even requiring that anyone building an aeroplane owed them royalties. The maverick Curtiss was not about to take this claim lying down.

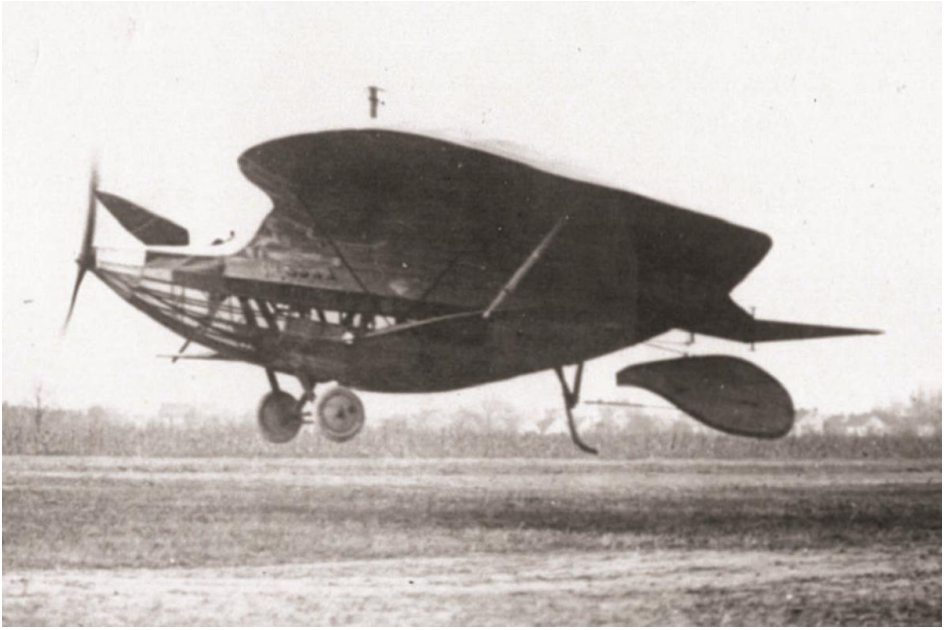
Coincidentally, like the Wrights, Curtiss began his career in the bicycle business, earning fame as one of the leading cycle racers in New York. It didn't take him long to make lightweight engines for motor cycles. In 1907 he became the fastest man on earth when he reached a speed of 220 kph on one of his motor cycles. He embarked on aeronautics the year after the Wrights first flight.

Refusing to accept the Wrights assertions, he started designing aircraft of his own. When he fitted ailerons to one of them, the Wrights brought a lawsuit against him for using lateral control, which they argued was their idea. Curtiss started researching early efforts of budding aircraft designers and came across Alexandre Goupil's Duck, designed and 'flown' over thirty years earlier. He hoped that by successfully flying the

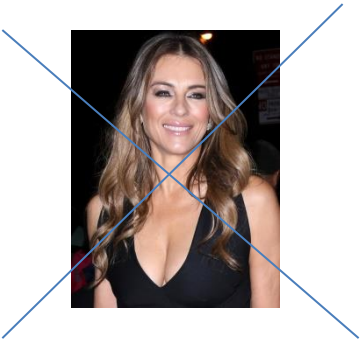
Duck he could prove that the Wright patent was not definitive. It flew in 1917, but the lawsuits (nine of them all told) had gone on for years until Curtiss finally lost. Paradoxically, soon afterward the US government persuaded Orville Wright to release the patent, so aircraft could be built to fill the need for the war effort. Unfortunately, Alexandre Goupil died soon after his experiments with the Duck, so never saw its success.

A short video discusses the purpose of Curtiss' building of the Goupil Duck: https://www.youtube.com/watch?v=BdjyTg11KbQ

What about a model? Well the original did fly—Curtiss proved that, but an RC model? Maybe not.



Model of the month



Wrong

Lyle with his stunning Seagull Raven

If you get the chance check this model of Lyle's out, beautiful aircraft….Ed

Jeremy has sold the T28 but still has both the FMS J3 Cub and Great Planes Revolver to sell including a Hanger 9 Twist 40

Check them out

Hanger 9 Twist 40.

Ready to fly, add your Rx.
Has a great Thunder tiger 46 motor, not seen a lot of work and was new to the model.
5 JR Servos, 2500mah Eneloop NIMH battery.
Only thing needed is a bit of covering tidy up, some seams loose.
$295 Firm. Note, pics are off the net, not my machine. Gives you the colours.

FMS J3 Cub

15 Flights, Damaged, I cartwheeled it, some foam needs gluing, a easy repair,

A new spare set of wings and struts, prop and prop hub with it, some glue, a Rx, and 3 cell lipo to fly. $150.

Great Planes Revolver 70"

OS904T, Hyperion servos, Emcotec mag switch/reg with twin Life4 batteries, In flight mixture control,

All new on assembly, Mint unmarked condition.

Had 4 flights, flew straight and smooth, Ready to go, add Rx to fly. $750

Contact Jeremy Madley, 021 289 4889.

So what happened during the month:

The boys were seriously thinking about building an Ark

Warren with his Shock Cub

Once the lights came back on Sel went flying

It always amazes everyone what Gordon turns up with at the field

Grant has finally finished his Funky Cub

Bryce with his Aces Stik and Tundra

Brian's super sized Lazy Bee

Lyndon prepping his X Cub and coming in for another successful landing

Scale Aerobatics (IMAC)

By Grant

Last weekend saw Frazer & Jarrod Briggs, Lyndon Perry and myself head down to Galatea to fly an IMAC Aerobatics competition. This place is miles from anywhere, around 2.5hrs travelling time from Hamilton, through Rotorua and beyond…! The best part is the flying site is a full size airfield and with some preparation mowing to shorten the runway grass length, the place is awesome to fly from.

With a 2000 foot Notam, the sky is the limit, and being so far away from anywhere, there's hardly any full sized aircraft traffic to speak of. In fact we only saw three aircraft all weekend and one of those was the same aircraft flying back the way it had come!!

With around 13 or so entries over three classes we managed a good two days of flying. With everyone getting four flights each, and each flight containing two aerobatic sequences, there was plenty of competition nerves.

The weather was hot both days with Galatea having its own micro climate. In fact on Sunday afternoon I measured the air temperature at around 31 degrees, very hot and muggy… a lot of rehydration required!!

There were a few minor computer glitches to start the weekends flying, with the Electronic scoring system software having been recently upgraded. With NZ being the first country to test out the update, it seems we were the guinea pigs! None the less, Frazer got it sorted and all was well.

I had a minor issue during my third flight when the Canopy & Pilot decided to depart the aircraft during a negative snap. Fortunately we were able to retrieve it from the paddock and with only minor damage to the frame, it was able to be taped back on and I could finish off the competition. That was probably the only real drama, oh…excepting a

muffler that fell off a model in flight and that was found 200 meters away and returned as well.
So all in all, a great weekend flying of flying out of lockdown. The scores ended up with Frazer & Jarrod 1st and 2nd in Unlimited, I was 1st in Intermediate and Lyndon was 2nd in Sportsman behind an up and coming Junior from the Hawkes Bay.

Frazer and Jarrod

Grant

Lyndon placed second in Sportsman.

Galatea IMAC – November 2021

And from the HMAC Drone department

I went out to the strip on Saturday with a mate (Ewan) who has just splashed out on a drone for fishing. We were doing some tuition and he grabbed a few shots which you might like to use. Not bad photography for a first attempt I thought.

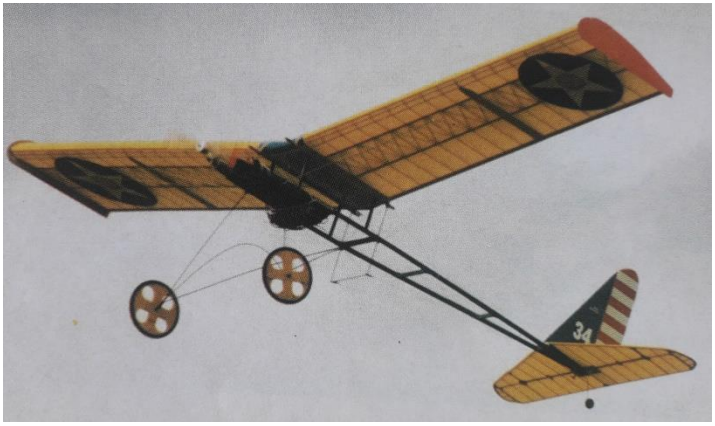
Cheers
Brian


THEY SAY SMOKING IS BAD...
DUST ON!!!

And from the Archives

Impressed with your Flying Aces Stik, then check this out.

Definitely the biggest at the KRC 95 Electric event – Jesse Burgin, from Georgia USA, sails the skies with his twelve feet span "Flying Aces Stik". Other vitals – 2,880 square inches lifting 13 Ib, an Astro 40, 21 cells and 3:1 gearbox churn the air via a 24 x 16 prop. The wing loading is all of 10.4 oz/sq. ft. Jesse claims a stall speed of 12 MPH and a nominal power on duration of 20 minutes



MFNZ Nationals Covid-19 Announcement

Model Flying New Zealand Council held a meeting 29/11/21 to discuss the impact of the new Traffic Light system on the 74th National event.
After examination of the guidelines on the Government website www.covid19.govt.nz the MFNZ Council unanimously agreed that Vaccine Passes would be required by all participants in the MFNZ 74th Nationals.
This action will allow the Nationals to proceed under Orange without limitations on the numbers of participants at the event and help protect all participant's health and safety.
In the event of Carterton being at Red, MFNZ Nationals will proceed, but will have a limitation of 100 people in venues at one time (for instance the main building)
All participants over the age of 12 years old will be required to show the Vaccine Passes on registration. It was also noted that anyone travelling over the Auckland "border" will require a Vaccine Pass as well those travelling on the Cook Strait ferry.
You can request your Vaccine Pass in digital and hardcopy through https://mycovidrecord.health.nz/
QR code scanning will be mandatory under Orange or Red, and mask use encouraged, in line with the NZ Governments guidance.
Thank you for understanding the challenges associated with organising a national event in the current pandemic and changing response framework. Our goal is to make sure we have a fun, successful and safe Nationals. See you there!

Regards
Chris Jackson
President, Model Flying NZ
email : president@modelflyingnz.org
phone : 021 072 9458

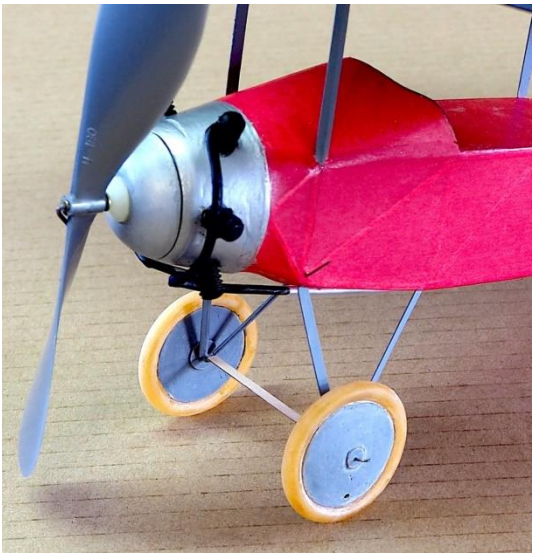
And how's the Spitfire coming along Stan ?

The panel lines are being applied and canopy fitted and ready to paint. Need to build a stand so I can turn the plane over and fit the radiators. Rivets, all 70,000 of them due on 29 th from America to apply cheers

Two out-of-the-ordinary free flight models.

Bernard Scott

The Carte Postale of 16” wingspan is for Indoor Open Rubber Scale. Restrictions have meant it is still to be tested. Despite the strange wing, it did exist as a full-size aircraft, being an experiment in which part of a larger aircraft’s wing was fitted to the smaller fuselage of another design. Its name means post-card and refers to the shape of the wing. The wing on my model is removable, although to maintain trim I will fix it once settings are finalised and at this time struts will be added at the four points where wires are exiting the fuselage under the wing. Tyres are from rubber tubing which bonds well with cyano glue. Documentation has proved difficult although I have a Carte Postale framed print as shown in one photograph, but it's not a very good likeness with its added handle-bars and cane basket.



The Oddie certainly is odd. It does not have a purpose in competition but is a "fun-flyer" - type of model that I am favouring more these days. It has been flown using a Mills 1.3 rather than the Mills .75 on the plan - extra weight at front was needed for balance. With the Mills just ticking over on an 8x4, the Oddie cruises around very serenely. My version has some extra "oddie" features. The dethermaliser is operated remotely with the receiver situated under the "pilot's" cockpit cover. The receiver

aerial is positioned so that when the cover is closed it is inside the pilot's (Mr. Pong) head for a clear signal. Rather than the rear of the tailplane rising for dethermalization, my Oddie has its wing pivoted at the trailing edge and the front pops up for DT. This brings it down in a hurry !

HMAC's Whoops oh dear of the month

Two photos of Gordon's ex Brad GeeBee.
Gordon was flying around and gave Brad the controls and when handing the transmitter back to Gordon the left wing snapped and the model did a dive from about 200ft into the ground.

Gordon is going to have a bomb fire tonight.

Cheers Alan

Bogans F3A Bipe Project !!

Frazer

I've been busy working on a new 2m F3A model. It's an Allure Bipe. The design is by CK Aero. I'm already flying the mono plane version for the Allure, with a YS185 4 stroke. It flies great, but the F3A "Finals" schedule has a lot of rolling / knife edge looping type manouvres, and a Biplane make these easier. Actually what they say about Bipes, is they make the easy stuff hard, but the hard stuff easy !!

The fuselage comes from Extreme Composites in Thailand, painted. Some finishing off required. This was a fuselage I got off Hamish Galloway, and Ewan had already done the engine mount fit out for the YS, so that saved me some work.

You can get the composite wings from those guys in Thailand too, but I've decided to make my own from scratch. I toyed with the idea of doing balsa and foam wings. I also thought about doing my own plug and mould, and then doing composite wings. But F3A is a 5kg max deal, and these things are right on the weight limit, so everything has to be super light. Any grams you can save, must be done.

In the end, I settled on the bipe wing kit, supplied by Jason Arnold of Precision Aero Products in Australia. The kit is a box full of balsa parts, all laser cut. The kit is actually made by CA models in Argentina. Good quality, things fit together well, although in some areas the balsa supplied for things like leading edge and trailing edge were slightly under size due to the way the laser had cut them. A bit annoying to keep having to reach into my own balsa draw a few times for the right size wood that was going to do the job properly. The 1.5mm balsa "mega" stack you get for making the wing skins out of was really good quality. The only problem is, making a biplane takes twice as long. At one point I thought they had sent me too much balsa for the skins, as I had this massive stack left over. Then I realised I'd only made half of what was required. Bugger !

You get a jig to make the wings on, and a diagram of how it all goes together. It's made from 3mm MDF. Slots together, and I tacked it to the building board with some hot glue. When you're done making a wing panel, you pull it apart and flip it over to do the other side. Top wing and bottom wing are slightly different, and the jig sets the dihedral, sweep etc. Since doing the build, I reckon it would be bloody handy if they gave you 4 jigs instead of 2. It would make doing the centre wing join a lot easier. Its cheap MDF, so wouldn't add too much to the material cost.

Wing panel assembled and on the jig. With the leading edge at the front, and the trailing edge at the back. Ask me about that at club night !!

Now the first thing I did on this project, was make a new building board, in the shape of a wing panel, but slightly bigger all around by about 50mm. 12.5mm MDF white sheet, with some vertical MDF rails screwed under it to keep it straight. A pretty quick job with the skill saw to knock this up. This was a master stroke, I found it very handy to be able to pickup the entire operation and move it to another area of the workshop, while something dries, knowing its perfectly flat.

Wing construction is 1.5mm balsa ribs, with a spar down the middle, vertical shear webbing etc. The wing is only about 40mm thick at the high point. These wings are thin !!! The panels went together fast with CA glue. After assembling the ribs and spars on the jig, and picking up the "bones" of the wing panel, I'm starting to think ... where does the carbon go ? Quick message to the designer in the USA, Bryan, hey mate what stops the wings on this Bipe from clapping hands when I pull a hard radius ? ... reply: Bogan there should be some 3/4 ounce glass cloth in the kit, you join the panels with a strip of that, and that's all you need .... hmmm really that's all ? yep … that's all. Well I think I'm going to add some carbon for piece of mind. So I got some 0.8mm x 4mm carbon from the local hobby shop. Used the router depth tool on my Dremel (thanks Sel !!), and a router bit, to carefully mill out a 1mm channel off the top and bottom spars, leaving the shear webbing sticking up either side. Glued the carbon on top and bottom, full length, with good old gorilla glue. Probably added a few grams per panel, but worth it for a massive amount of strength. If it was a composite wing, it would have a spar capped with uni directional carbon tow top and bottom, so this is no different.

Wing Skins. Who hates this job ?? It's mind numbing stuff making balsa wing skins up. I did this using the old tape technique Aunty taught me in the 90's, and aliphatic glue. There must be a clever way to stop the join from giving a "raised glue edge" of PVA that sometimes spills out on the balsa, and ends up under the tape. Did my best to wipe that off before taping. The problem is when you go to sand your sheets, this glue on the surface can really be a bugger to sand off, and I ended up sanding my skins a bit to thin in a few places !! Hmmm … lucky I put that carbon spar in ay.

Time to skin the panels. Did this with aliphatic PVA. I put lots of nails in the edges of my building board, and a lot of rubber bands across the wing panel, with it sitting in the jig of course, and the bands holding the skins in place. I also used some lengths of 3mm x 10mm aluminium, under the bands, to stop them from cutting into the balsa leading and trailing edge. See photos.

Wing panel getting the skins glued on. Photo shows the rubber bands holding it all in place.

Making the first wing was a bit slow and painful, but the second wing came together really fast, as all the learning had been figured out.

I used the jig to help join the panels, while I ran a digital incidence meter making sure they were at zero zero zero !!! Lets twist again, like we did last summer, by Chubby Checker. Not in my workshop thanks. Got them joined within 0.1 of a degree, which is as good as I could get !!

Now onto the job I was dreading. Rigging the dam thing. Never done a Bipe before, this could be fun. Actually it was easier than I thought. The fibreglass fuselage has normal saddle wing mounts top and bottom. I decided to go for the “Pylon Model” technique of holding the wing to the fuse, with those 1/4" counter sunk nylon bolts. 2 up front, and 2 at the back. So yes that 8 wing bolts !! but with an electric screw driver, actually the wings go on and off really fast. Once I got the wings all on, and bolted up square, the next mission was to get the interplane struts sorted. The kit comes with some nylon “rails” that stay permanently attached to the wings, with tiny self taping screws. These rails have a

couple of knobs on them front and back, that slot into the wing struts. The idea is your struts are held in place with a wire that pushes in from the front, through the strut, and the nylon rail. Makes for quick assembly at the field.

Here she is all rigged up. Initially I was not so sure about the orange, but its growing on me.

Plus if it's done right, the struts can stay attached to one wing panel, because they will pivot / and fold flat. Imagine if you got to the field, did all 8 wing bolts up, while on lookers drooled over your new model, and then you realised the wing struts were on the bench at home !!! Prior to wing skinning, where the struts attach, this part of the wing has a number of balsa doublers to fatten up the rib, and I'd also put some 3mm ply mounting points flush into the rib. There goes that Dremel milling tool again. I milled the wing panel off so the nylon rails sit down into the wing a little …. looks very guuci. The struts were made from light ply,

glassed and painted. The thing goes together quickly, and by now its starting to look pretty bloody good on my model stand in the workshop !!!

A brand new shiny YS 200 arrived from Japan a couple of months ago, along with a new muffler and header. I had it at the club night a couple of months ago. It's all mounted and ready for action.

YS 200 mounted. YS header and muffler. Prop is carbon, 22x10. Super light prop, only 60 grams. Massive saving over the usual APC.

The funny thing is, RC Japan who sells the YS and all the other bits I needed, bladder tanks etc, also sent some typical Japanese complimentary "thanks customer" items in the box. In this case a small packet of RC Japan "tissues" in shrink wrap sealed with their logo on. Nice touch. I think it's so if you have motor trouble at any stage, and it costs you the contest, at least you can dry your eyes !!! I wonder if they send those same tissues out to the electric guys ? Maybe a mini key ring sized fire extinguisher would be more appropriate ? Or even just a few bits of coal that can be

converted to power station etc. I've already run the motor in on a test stand, and put about a gallon through it in my mono Allure. Its awesome. 22x10 prop, very low revving, quiet, and tons of power at a constant speed. Slooooooow on the downlines too. The problem is, now the 200 is in the Bipe, I've had to put the YS185 back in the monoplane, flown it again, and thought …. hmmm … gee that YS200 was bloody nice. I can see me ordering another one.

The project is nearly done. I can feel a test fly coming on really soon. I've finished the fuselage off, everything bar running some leads to the elevator servo's, it's all done.

My current mission is getting the wings covered. I've left this till last. Early on I was thinking it would be really nice to have a painted finish on the wings, I hate wrinkly film !!! But that 5Kg max weight limit thing is lurking in the back ground, and it looks like I might come in 100g under at this stage. 4.9 would be nice !! The scales are sitting on the workshop floor, and I keep having a weekly "weight watchers" meeting to see how I'm tracking. I've started covering the wings, and I'm trying Ultracote "Park Lite". This stuff is lighter than std oracover by about half. 12g per square metre. I used some to recover my aggy model with, just before last years nats, and it went on well. Its super thin and very fragile !! The white colour is not opaque, when applied to sheet balsa you can see the balsa grain underneath. But I don't care. Actually I quite like to see my building work under the film !! From a few metres away, you can't tell. Darker colours are opaque. From what I've done so far, it looks like I will save approx. 100g by using this lighter film.

I will bring the project to the xmas club night. By then it may have flown. Cheers, Frazer

XMAS Club Night – Vaccination Pass Requirement

This is a letter received from the Beerescourt Bowling Club Executive:

Hi Alan

Just to let you know, that after 2nd December anyone entering our facilities will need to have received their double vaccination and be able to show their vaccination pass. This means that at your meeting on Wednesday, 8th December someone from our club will be present to check the passes of all those attending.
Perhaps you could make this clear to your group and ask them to ensure they have their passes with them.

Thanks
Diane Lawson
Beerescourt Bowling Club

Editor's Ramblings

By Dave

Well, that's me done for another year. I now get a month off and "We'll do it all again in February"

Thank you to everyone who has contributed to the newsletter this year, it has made my life a lot easier and what you have forwarded in both words and pictures has been well received, even if no one has said as much. Such is the life of being a newsletter editor.

Special thanks must go to our Northland correspondent Bruce Pickering who has forwarded many fascinating articles of unusual aircraft for the newsletter. Would I build any of them ? Maybe if I had the time. Sorry Bruce, a few other projects on my building board to get sorted first I'm afraid.

I'd also like to thank Barrie Russell, the Editor of MFHB's fabulous newsletter who has allowed me to use some of his copy when appropriate from time to time. Also to Frazer whose Aerobatics reports I have plagiarized occasionally and included from the MFNZ Aerobatics SIG reports. It all helps. Which reminds me I must get that Edge finished before Frazer chews my ear out !! I have to keep reminding myself, 3 loops and 3 rolls.

Even though the next newsletter is due out February I am still available at the Editors desk where you can send through articles, photos and anything of interest on any aeromodelling subject. I don't discriminate, unlike the Government. Remember, don't think that what you build and what you fly is of no interest to others. You'd be surprised.

Even though you have to wear a mask, keep smiling. Till 2022.

Coming Events 2021 and 2022

December 2021

- HMAC Xmas Club Night Meeting (Vaccine Passport Mandatory)
  December 8, 2021 7:30 pm - @ Beerescourt Bowling Club Club Rooms, 68A Maeroa Road (behind the tennis pavilion)
- Glider Aero Tow Event - Matamata
  December 10, 2021 - December 12, 2021 @ 1031 Old Te Aroha Road.
- RC Pylon Racing Series (Xmas BBQ)
  December 11, 2021 - December 12, 2021 @ JR Airsail Airfield, 299 Native Rd, Pukekawa
- HMAC Xmas BBQ and Funfly
  December 12, 2021 - @ HMAC Reekers Field, 231 Collins Road Hamilton
- JR Airsail Xmas Aerobatics
  December 18, 2021 - @ JR Airsail Airfield, 299 Native Rd, Pukekawa.
- HMAC Xmas BBQ and Funfly (Raindate)
  December 19, 2021 - @ HMAC Reekers Field, 231 Collins Road Hamilton Rd, Pukekawa
- HMAC Xmas BBQ and Funfly
  December 12, 2021 - @ HMAC Reekers Field, 231 Collins Road Hamilton

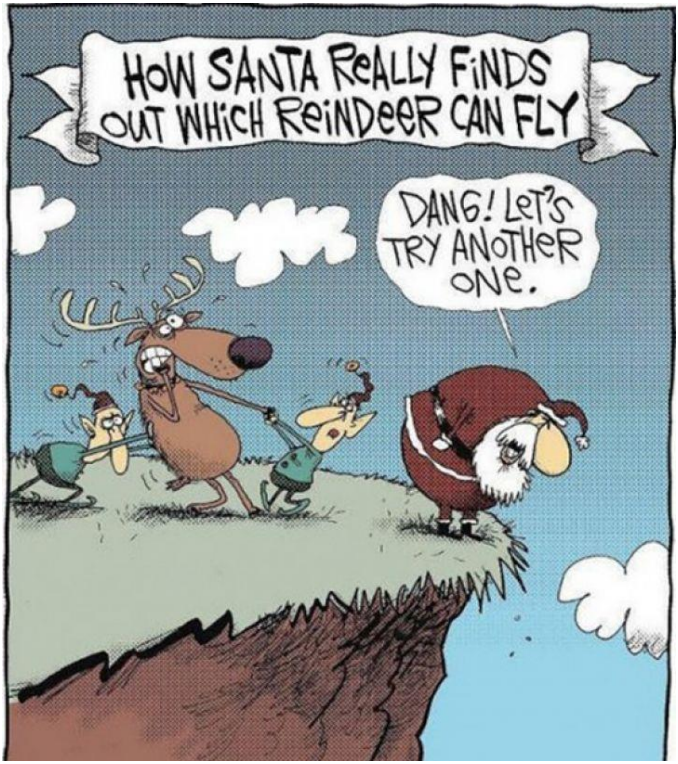
January 2022

- Model Flying New Zealand National Championships
  January 2, 2022 - January 7, 2022 @ Clareville - Carterton
- LMANZ Large Model Rally
  January 29, 2022 - January 30, 2022 @ North Shore MAC, Green Road, Dairy Flat, Auckland

February 2022

- Club Night Meeting AGM
  February 9, 2021 7:30 pm - @ Beerescourt Bowling Club Club Rooms, 68A Maeroa Road (behind the tennis pavilion)
- RC Pylon Racing Series (Waikato Champs)
  February 12, 2022 - February 13, 2022 @ JR Airsail Airfield, 299 Native Rd, Pukekawa
- RC Pylon Racing Series (Waikato Champs) Rain Date
  February 20, 2022 - February 13, 2022 @ JR Airsail Airfield, 299 Native Rd, Pukekawa

- Vintage RC Contest and Rally
  February 26, 2022 - February 27, 2022 @ JR Airsail Airfield, 299 Native Rd, Pukekawa



Please refer to the clubs website for any cancellations to programmed events

Next Flight Lines February 2022
February Newsletter deadline – Wednesday 2 February 2022

For further up to date event info please visit:
http://www.hamiltonmac.org.nz/