

October
2021

Flight Lines



DRACOS

PNP
PLUG N PLAY

BNF
BASIC

SAFE

AS3X

Smart
TECHNOLOGY

Eflite
FLYING



BEST TUGS



THE ULTIMATE BUSH PLANE

NEW

E-FLITE DRACO 2.0M SMART BUSH PLANE

ETA: JUNE 21



Premium
VTOL Aircraft

VISIT
www.hotr.co.nz

CLICK
www.hotr.co.nz

CALL
0800 437 437

WHERE TO BUY
www.hotr.co.nz/buy-fly-race.html

Cover Page: Bryce England and family enjoying a pleasant Sunday picnic at the field.

FLIGHT LINES

HAMILTON MODEL AERO CLUB INC.

October 2021

www.hamiltonmac.org.nz

PATRON Graeme Bradley – Retired and living a well-deserved life of luxury

PRESIDENT	Grant Finlay	027-273-7461
VICE PRESIDENT	Gordon Meads	021-125-2911
SECRETARY	Alan Rowson	07-843-3889
TREASURER	Alan Rowson	021-025-93002
CLUB CAPTAIN	Sel Melville	027-482-3459
BULLETIN Ed.	Dave Crook	021-123-6040
(Editorial Email:	send to: chloecat@xtra.co.nz)	

COMMITTEE:

Mike Sutton	022-353-9231
Chris Tynan	027-482-3459
Sel Melville	021-123-6040
Dave Crook	021-0251-8474
Lyndon Perry	022-1534-679
Wayne Cartwright	

WEB SITE	Grant Finlay
CATERER	Colleen Tynan

CLUB NIGHT: Wednesday 13 October, 2021 7.30 pm
VENUE: Beerescourt Bowling Club
68a Maeroa Road - Hamilton

Club Night Theme: Buy Sell and Swap evening

Club Themed Flying Day: No themed day this month - Warbirds at Waharoa.....Be there

Presidents Report

Grant



October, and so the Covid restrictions continue. It was nice to have a couple of weekends of flying between lockdowns and I did manage to take advantage of a few of the weekend flying hours. It all seems to blur itself at present and keeping track of what's been and gone is a constant struggle. None the less, I have been making good progress with the Decathlon pictured in last month's newsletter. This should only be a couple of weeks away from test flying, but first it must be certified to fly as it falls under the large model category with it's 76cc engine. So here's hoping that we will be back out of level 3 sooner than later.

Club night for September was cancelled due to Covid and Octobers Club night is in doubt at present too. As I write this I article we are waiting to see whether we get back to level 2 this Friday night or not. If we do go down to level 2, then it's anticipated that Club night will be on, and if not, well you know the rest! Hopefully we will have the answer by the time the Newsletter is emailed out.



Assuming the club night goes ahead, the theme for the night is our annual Buy, Sell & Swap night. As always, feel free to bring along any modelling related Items you no longer have a use for, eg planes, books, plans, surplus tools and whatever else you need to get rid of to make more space. Alan is

moving house and I know he has some stuff to fill the tables, so don't miss the opportunity for some bargains. Remember that the club will not handle any money on the night, so make sure you have a fist full of cash or a note of your bank account number to settle the debts. As covid is still a hot topic, I would hope that people can make an effort to follow

the guidelines and keep the evening as safe as we can and of course feel free to wear a mask.



Alan has plenty of stuff on offer

During the month we did manage a successful days flying at Lake Kainui with our float planes on the 12th September . The weather turned out to be pretty good and there was a good number of pilots present even with the Auckland border closed to visitors from up north. Gordon has written a report elsewhere so I won't steal his thunder.

Septembers Fun fly and BBQ became just a Fun Fly, but with the added bonus of the extended height limit for the day. A few members took the opportunity to fly a little higher than usual and practice aerobatics etc plus a couple of Gliders got some extra use out of the height limit too. As one or two suggested though, they reckoned they got too scared when they flew up high! (...ah Gordon?).



*You don't get to fly
much higher than this
puppy*

Note there are a couple of changes to the events calendar since last months Newsletter came out. We haven't planned a Themed flying day for October as the weekend we would have opted for now clashes with the Waharoa Warbirds Flyin at the Matamata club.

Thus, this will be a great opportunity for members to fly from a different airfield and if not, just get along there for a good looksee at what everyone else is flying in the way of warbirds (which reminds me...if you go to the USA



anytime in the future, don't say to a customs officer that you are going to a Warbirds Airshow...that don't seem to like that...ask me how I know!) The other addition to the calendar is an RC Precision Aerobatics competition at our field on Saturday 30th October. This competition is being run by the Aerobatics SIG and they have exclusive use of the field for the entire day. They will be running the Clubman Aerobatics class which is a great opportunity for those that have not competed in an aerobatics competition to give it a go and test their skills. Or for those that have flown an event previously, it provides a good opportunity to see if you have improved since last time!

Well that's all I have for this month, hopefully the Covid outbreak in the Waikato will be sorted quickly so that we can get back to flying again. Remember to keep an eye on the club website, as that's where the most up to date information is posted.

Til next time, keep safe and be kind to one another...and remember to Scan

Cheers Grant.

HMAC's 2 I.C.
Gordon reports on



Float Planes September 2021

After being locked in jail..(Covid level 4 lockdown) for several weeks there was a relaxation of restrictions so it was great to get out to do some flying and see some of our club mates face to face again. Good for the “soul”!

As the weather had been shocking the week prior it was a pleasant surprise to see it come good for our float plane day.

There was a little extra work to be put in to comply with the current covid regulations (from central government and district council) which really only involved putting a temporary fence (to exclude the public) around our flying activities & having a QR scan poster as well as a sign in book for those not so technology advanced!

Apart from that everything went off as normal with no disruption to our flying activities.



Wait and thy shall float back

The wind direction was not perfect but pretty good being an onshore breeze which made most “oopsies” float back into shore which lightened the load on the rescue boat which again was gratefully provided by “Phil. the boatman”!



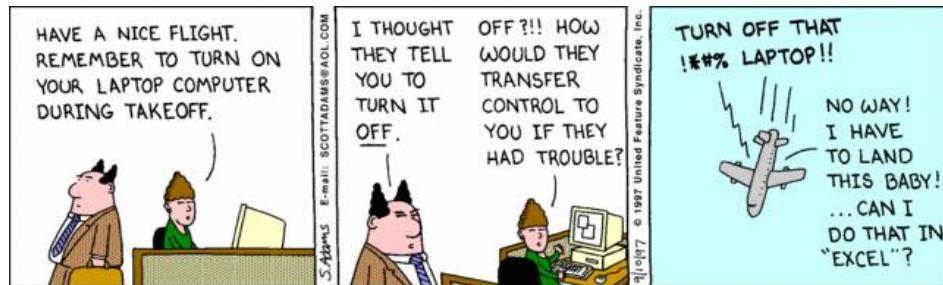
Phil looking for work

new models which debuted well and of course plenty of the usual suspects in their usual or modified form. The “modified form” is the code word for getting rougher & rougher!

However it is all about getting out, having some fun and perhaps improving your skills as well. Flying off water is a bit of a different skill set but it will definitely improve your general flying skills as well, so well worth the effort. I would encourage any of our other members who have not tried it to have a go, it is not as daunting as you may think and most any type of model can be used... electric, IC, small, large, etc. You are guaranteed to have a laugh!

Late afternoon everyone was either flown out or broken down so we all packed up and went home to prepare for another day. Good to get out and about after a lockdown!

Gordon



There were only HMAC members attending this time but still a fantastic turnout which shows flying off water still has its appeal! There appeared to be no major carnage although Wayne was observed to be flying a model for a full circuit with no elevator until finally a shameful descent into the tide but not too much damage.

There were a couple of

More action from Float Plane Day.....



*Rex Anderson's
Flying Aces Stik takes
flight*

*Below: Gordon on his
way*





Phil gainfully employed once again



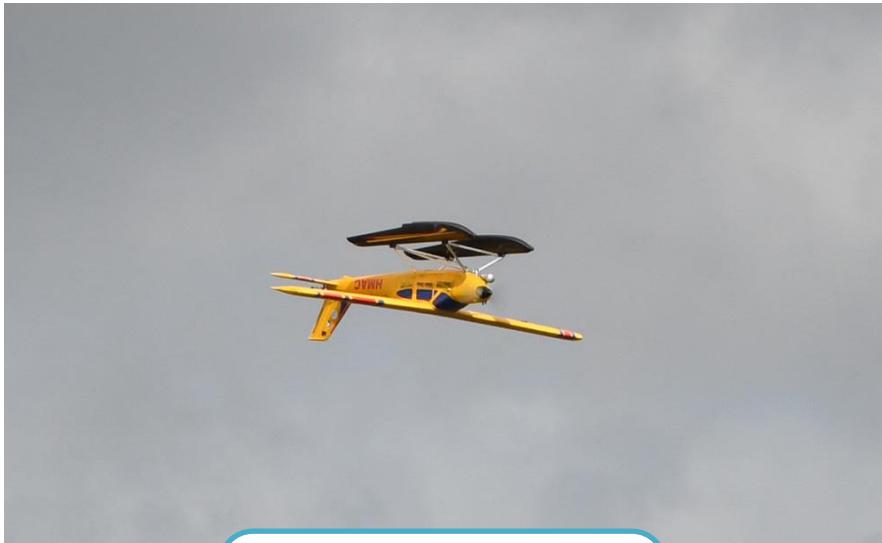
Mikes Mate, Mike and Alan



*Oh dear,
there's an
Oopsie*



And here's another



*Grant: Wrong way up
and
Right way up*





Top: Bryce off to the flight line



Below: Wayne will be doing the same shortly



Pit lane action



Al – “Hey Brad I’d tell you a Covid joke but it would take you two weeks to get it”



Lyle with his Flying Aces Stik



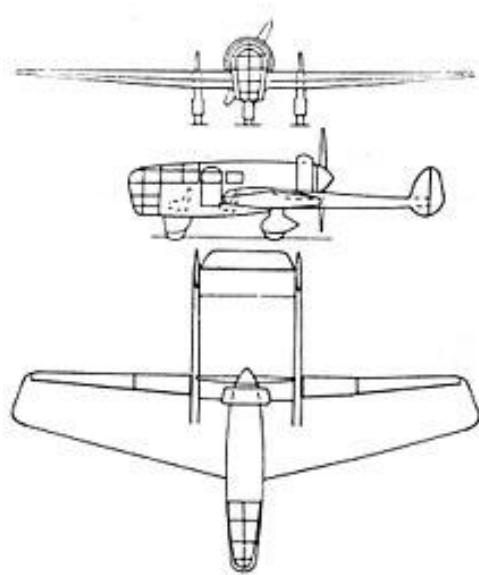
*Warren, Lyndon
and Gordon*



Aircraft I Dream About—the Abrams P-1 Explorer

Bruce Pickering

Born in 1895, Talbert Abrams learned to fly at the Curtiss Aviation School while working as a mechanic for Curtiss. During World War I he was an aerial photographer and this experience stimulated his interest in the potential of aerial photography. After the war he purchased a war surplus Curtiss JN-4 and founded a small airline he called ABC (Always Be Careful). But his interest in aerial photography grew to the point where, in 1923, he bought a Standard J-1 aircraft, fitted it with a homemade camera setup and founded a new company, the Abrams Aerial Survey Company.



However, the single front engined aeroplane common to the era was not ideal for good scientific photography. While they flew well and safely, they were not designed for the kind of stability required for accurate photography. Added to that was the noise, making communication in the cockpit difficult, as well as the problem of leaking engine oil getting on the camera lens. What to do? Design a purpose built aircraft for the job, naturally!

In 1937 the Abrams Aircraft

Corporation was formed to design and build a specialized aircraft for aerial photography. And so the Abrams P-1 Explorer was born. Considerable thought went into its design: a rear mounted engine would obviate the problem of leaking oil and keep the camera lens clean. The rear engine should also reduce noise in the cockpit. A swept wing was

envisioned to give greater side vision. Abrams hired two engineers, Kenneth Ronan and Andrew Edward Kunzl to put his ideas on paper. Both well qualified, they operated an aeronautical repair station nearby; their experience and careful planning resulted in a design promising more efficient and economical aerial photography. Construction began in a factory previously belonging to a company that made buggies and ten months later this unusual aircraft was complete and ready for trials.



The Explorer was a low wing monoplane with twin booms and central nacelle or pod, which contained the pilot and camera gear. A relatively small aeroplane, 8m long, with a wingspan of 11.18m, its maximum take-off weight was 1542kg. The tricycle fixed undercarriage was contained in fairings and wheel pants. For unobstructed photography extensive use was made of Plexiglas, invented about 4 years earlier by German company Rohm and Haas. Forming the nose of the central pod in this optically clear plastic provided an excellent view. Abrams contracted the creators of Plexiglas to fabricate the transparent nose section, which they did by drape moulding the heated plastic over a wooden former—a method still in common use today. Hermetically sealed camera ports maintained cabin pressure up to 6000 metres. The

swept back leading edge of the wings added extensively to sideways visibility, placing everything well aft of the cameraman's line of sight. The original Wright Whirlwind nine cylinder 330 hp radial engine was considered to be underpowered and was later replaced with a 450 hp supercharged Wright.



The added power required some airframe strengthening, including braces from the wing top to the fuselage. No doubt Abram was pleased with this new aircraft and probably envisaged many hours operating his camera aboard it. He planned to market the aircraft to the US armed forces for survey work, map making and photography, and for a short while it was used successfully for government contract survey work. Using the Abrams Instrument Corporation C-3 camera, 650 nine by nine photos could be made per flight. But then World War II happened, the military decided to use faster, more survivable aircraft, and the P-1 Explorer was put into storage for the duration. When the war was finally over, the Explorer was deemed to be obsolete.

Only one of this uniquely designed aircraft was ever made. In 1948 it was lent to the US National Air Museum, where it was on display for 20 years. In 1968 a number aviation friends thought it would be a good idea to restore the aircraft to flying condition. With the help of a friend of a friend the aeroplane was released to a group of enthusiasts and work began. Before anything was disassembled many detailed photos were taken and carefully catalogued. Careful tracings were even made of all lettering so that it could be repeated on the finished aircraft. The wings

and instrument panels were the first to be restored, but after a number of moves to different sites work slowed to a point where it was felt that the project should be cancelled and the aircraft should be returned. Like so many good ideas, time and circumstances are the ultimate masters of inventions.

So, the inevitable question: would the P-1 Explorer make a good model? The twin boom, pusher configuration is interesting, and assuming that one has a good vacuum moulding facility it would not be a difficult aeroplane to build. It certainly is unique.

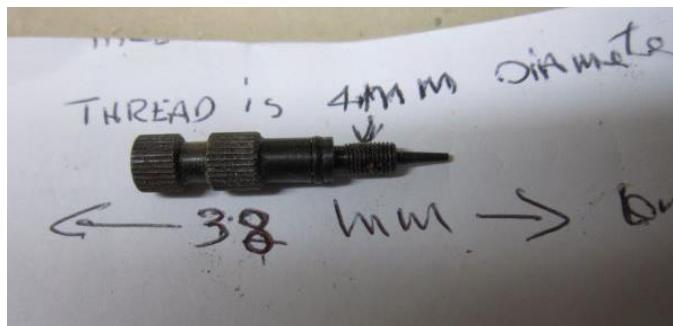




Needle to fit Chinese carby as used on GMS, Magnum, ASP, Super Custom, JBA etc

It's an OS knock-off/copy but thread is smaller. Needle length is 38mm & thread diameter just under 4mm, Thanks in advance.

Please call Allan Ward 027 274 1327.



Three wise men just chilling one Sunday morning



Parkzone T28 Trojan

50 flights, no crashes or damage. Add Rx and 3 cell lipo to fly. \$175



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.

\$175.



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. \$890





Contact Jeremy Madley, 021 289 4889.

Macdonald Memorial Award nominations close soon.

Dear Club Secretary,

My name is Rob Macdonald. I have stepped in as the Macdonald family representative and chairman on the Macdonald Memorial Trust after my father Angus passed away last year.

Those are big shoes to fill! I am keen to keep the tradition of the Macdonald Memorial Award going strongly, to honour the legacy of my father and his father Fred, as well as those who continue to do great work for the aeromodelling community.

After being involved in Bill McGarvey's presentation early this year and reading about some of the previous recipients' achievements, I am very aware that there are amazing people in the nations clubs generously giving their time and effort doing great work to support NZ aeromodelling at a club and national level. It is important that we continue to recognise and celebrate this effort, so I encourage you to promote the award within your club.

Nominations for the Macdonald Memorial Award for this year close on 1st November.

Please visit the MFNZ Web Page (under Library) for the nomination form and information on how to register a nomination.

For guidance on what the Trustees are looking for, read the comments beside the previous recipients of the Award found in the same location. Historically, the Trust receives a very low number of nominations each year although there are very many modellers amongst the MFNZ membership who would qualify for this historic and prestigious honour. The Trustees would like to receive a large number of nominations. If your nomination was not successful in the past you are urged to register it again.

Key criteria the Trustees are looking for:

- Administration service at Club, Council, National and International competition levels
- Innovative model aircraft design, including radio
- Technical achievements
- Participation in National and/or international competitions
- Outstanding achievements such as International Records
- Work to foster model aviation

Please ensure your nomination includes as much information as possible as it is often all the Trustees have to go on in reaching their decision. The nomination must be endorsed by a member Club or can be forwarded by a SIG. All nominations are to be sent to the Trust Secretary.

All correspondence regarding the Award should go through the Trust Secretary, Mike Fairgray, at the following email address: mmtrust1@outlook.com

Please do not hesitate to contact Mike for any advice concerning the nomination procedure.

Thankyou for your continued support of NZ aeromodelling through your club.

Rob Macdonald,
Chairman, Macdonald Memorial Trust.



Another Lock Down Project

A couple of wings & a tail-section from 2 different crashed models given to me by Alan Rowson & a bit of imagination reveals an.....
" Extra Bitza Mk1.".

Regards Allan Ward..



PRODUCT ADVERTISING ...



*Anyone else
notice the
front wheel ?*

John's 800th Mustang Flight

Photos :Brian Holden

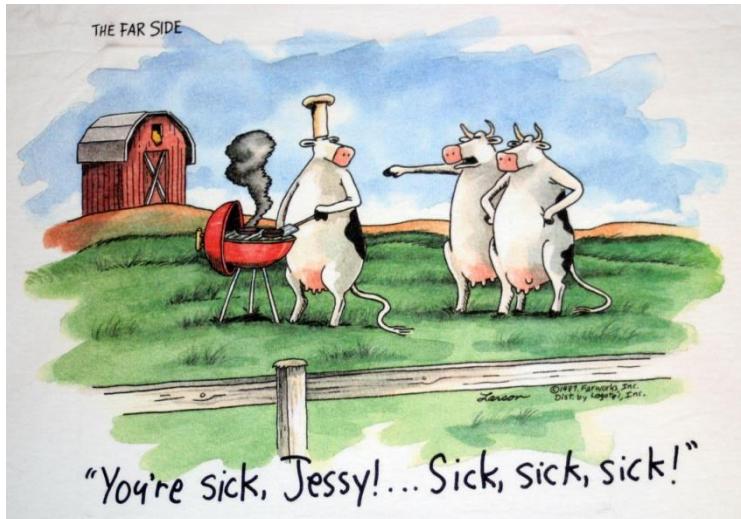
Congratulations this month to John Dawkins who I'm told has managed 800 flights with his Mustang. A fantastic achievement indeed.







*Flight 801 coming up.
"No reference to Korean
Airlines Flight 801".*



And now for some field day (out of lockdown) action



Standing around is good.....



Wayne with his airforce



*Aidan Cartwright
(Wayne's grandson)
thumbs up after his flight*



Sel and Cub

Chris attending to Brad's Aces Stik. Al looking on



Lyndon and Yak





Grant with his Aces Stik



Dave with 1938 Lanzo Bomber

*Jeff, You gotta make
sure your son's seat
belt is done up before
you take him up*



*Warren (with Brian) assessing whether there is enough
room to take off*



*Wynn Robins with
his gorgeous BAMF
DLG butterfly layout*



Alan with his Aces Stik



Rex with his Eindecker



*Erl's Lazy Bee
got lazy*



James Danby's F3A Fantasista Pattern ship



Nice to see Kevin Foote make an appearance

Parting “Shots”

Gordon’s Corsair smudges the ground at Waharoa with the usual consequences.



*Don't worry Gordon,
we'll have this back
together in no time*



Coming Events 2021

October 2021

- [HMAC Club Night – Buy sell swap meeting](#)
October 13, 2021 7:30 pm - @ Beerescourt Bowling Club Club Rooms, 68A Maeroa Road (behind the tennis pavilion)
- [RC Pylon Racing Series](#)
October 16, 2021 - October 17, 2021 @ JR Airsail Airfield, 299 Native Rd, Pukekawa
- [Waharoa Warbirds Flyin](#)
October 16, 2021 - October 17, 2021 @ Matamata-Piako MAC, Jammers Road, Waharoa (Matamata)
- [Indoor Free Flight Morrinsville Day](#)
October 17, 2021 - @ Westpac Stadium Hall, 21 Ron Ladd Place, Morrinsville
- [Vintage Competition and Rally](#)
October 23, 2021 – October 24, 2021 @ Tuakau MAC, Alexandra Redoubt Road Tuakau
- [RC Precision Aerobatics](#)
October 30, 2021 - @ HMAC Reekers Field, 231 Collins Road Hamilton

November 2021

- [RC Pylon Racing Series](#)
October 16, 2021 - October 17, 2021 @ JR Airsail Airfield, 299 Native Rd, Pukekawa
- [HMAC float plane day @ Lake Kainui \(confirmed\)](#)
November 7, 2021 9:00 am - @ Lake Kainui (D), Lake Road, Horsham Downs.
- [HMAC Club Night](#)
November 10, 2021 7:30 pm - @ Beerescourt Bowling Club Club Rooms, 68A Maeroa Road (behind the tennis pavilion)
- [Vintage Competition and Rally \(rescheduled date\)](#)
November 13 and 14, 2021 9:00 am @ JR Airsail Airfield, 299 Native Rd, Pukekawa
- [HMAC Monthly Themed Flyin – Aces Stik Aerobatics \(rescheduled date\)](#)
November 14, 2021 - @ HMAC Reekers Field, 231 Collins Road Hamilton



Friendly Reminder:
There is to be no flying at the field if at Covid Level 3

Please refer to the clubs website for cancellations to programmed events

Next Flight Lines November 2021
September Newsletter deadline – Wednesday 3 November 2021

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