

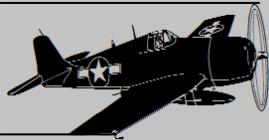
Be like Darth Vader



- Wears a mask
- Doesn't visit his son and daughter
- Socially and emotionally distant
- Follows orders

September  
2021

# Flight Lines



*Ummm,  
anyone  
in there ?  
I need  
balsa*



**DRACOS**

**PNP**  
PLANE N PLAY

**BNF**  
BASIC

**SAFE**

**AS3X**

**Smart**  
TECHNOLOGY

**Eflite**  
FLYING



**BEST TUGS**



## THE ULTIMATE BUSH PLANE

**NEW**

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*Cover Page: Ever get that feeling of *deja vu*? Hobby Hanger forced to close again just when you need stuff.*

# FLIGHT LINES

## HAMILTON MODEL AERO CLUB INC.

September 2021

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

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

<b>PRESIDENT</b>	Grant Finlay	027-273-7461
<b>VICE PRESIDENT</b>	Gordon Meads	021-125-2911
<b>SECRETARY</b>	Alan Rowson	07-843-3889
<b>TREASURER</b>	Alan Rowson	021-025-93002
<b>CLUB CAPTAIN</b>	Sel Melville	027-482-3459
<b>BULLETIN Ed.</b>	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**      **CATERER**

**CLUB NIGHT: CANCELLED**

**Club Themed Flying Day:** Float planes & Fun Fly, September 12 subject to Covid level 2 being in place

# *Presidents Report*

## *Grant*

Deja vu .... back in lockdown and consigned to the workshop at weekends... well at least I am getting some construction time instead of flying, mind you, working from home is still taking up the rest of the week.

With Covid Level recently at 4 and now Level 3, this means that flying from the club field is off the menu for the time being. We will open the field up again once we move into Level 2, as that gives us the freedom we need to operate safely. We have also organised with our mowing contractor to have the field ready within a couple of days of moving into Level 2.

After a bit of discussion, it has been decided that we will be cancelling our September Club night. The committee feel that even if we go to Level 2 on the Tuesday night, it would be better and safer for everyone if we do not run a club night this month. **So...Club night is CANCELLED.**



no longer have a BBQ, so remember to bring your own lunch! We still plan to apply for a NOTAM for the Fun Fly event, so that means we can fly with a higher height limit for the day. Keep an eye on the clubs web calendar and members posts for any updates on these events, especially cancellation information.



If you are wondering about our flying events, yes our September Float plane day and Fun Fly event the following week are still on the calendar at present. Obviously, holding these events will be dependent upon the Covid Level being at 2 or 1. The Fun Fly will

Thanks to Frazer and Grant for their presentation at Augusts Club night on Power Systems for your RC aircraft. Frazer provided some history on the development of power systems over the last thirty years including the benefits and drawbacks of these items. With a good selection of items on display, we got a good idea of what was “state of the art” at the time and this was balanced against some of the latest components and systems including batteries available today. Thanks guys for an interesting discussion topic.

Augusts themed flying day was a re-run of our previous attempt to hold a Warbirds day. I’m told there were a handful of warbirds on the field and a good spread of our usual aircraft on site. I was away for the weekend but I understand the day was pretty good.

The same weekend as our Warbird day, we also held a small working bee to re-lay the pavers around the starting Poles. Thanks to all those that turned up to provide a hand and especially Gordon and Sel for doing the organisation. Unfortunately thanks to Covid, I haven’t been able to get there to see the handy work. Well done all, a small article features elsewhere.

Advanced warning, Octobers Club night will include our annual Buy, Sell and Swap evening. Now’s the time to look through your gear and see if there’s things you’d like to move on to a new home. Don’t forget that the Club does not handle any money on the night, so it’s up to you and the buyer to do the deal.

Right O, that’s my lot for the Month. In summary, no September Club night, float planes and fun Fly are still go if we are at Covid Level 2 or 1



otherwise they will be cancelled, and check out the website for the latest updates.

Stay safe and be kind to one another ...now where have we heard that before!

Grant.

---

## ***Editor's Ramblings***

***By Dave***

Oh dear, here we go again.

It was always a case of when but regardless of the timing, there is never a good time, especially when the sun is now shining and you can't get out and play.

This month's newsletter is a bit light in content, no surprises there when everything has gone to hell in a hand basket. Fields closed, no contests, shops just starting to open (but you can't go in) unless your north of the Bombay's of course. Don't even think of dying as you'll get bugger all people turning up to your funeral.

I'd like to thank all those who made contributions to the newsletter this month, every little bit helps so thank you everyone. I'm sure there are a few lockdown projects happening at the moment and I therefore look forward to all those reports and photos next month.

---



# *Aircraft I Dream About—Grumman American AA-1*

## *Bruce Pickering*

It was late in the afternoon on the 26<sup>th</sup> of May 1978 when I soloed in a Grumman American AA-1A Trainer—ZK-DKX. After a couple of circuits with instructor/owner John Reid, he got out of the aircraft and said “Righto, one circuit and come in to land, just remember that the aeroplane is a lot lighter without me in it.” After a sprightly take off I rapidly reached circuit height; upon calling the tower downwind I received the laconic reply, “Roger, Delta Kilo Extra, clear to land number five behind the Beaver.” In the golden evening sun I couldn’t even see the yellow Fieldair Beaver, let alone three other planes. Then suddenly the air was full of them, all scurrying home to roost after a hard day of topdressing. I landed successfully, and that first solo has been indelibly imprinted in my memory for the last 43 years.

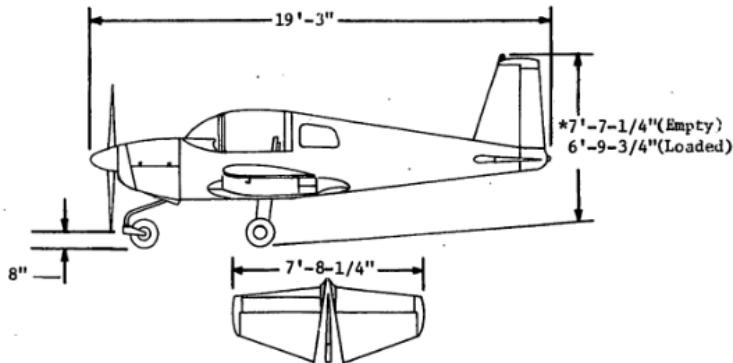


Photo Copyright Peter Verbruggen

AIRLINERS.NET

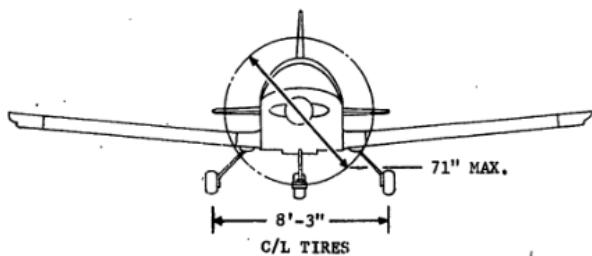
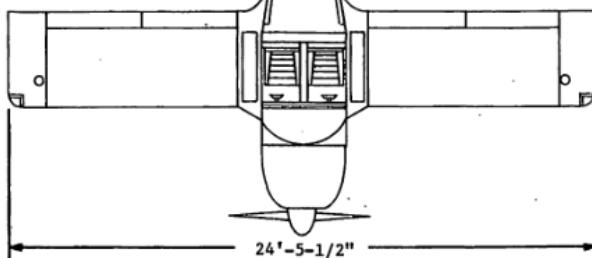
The AA-1 was originally designed by Jim Bede, who later designed the popular little BD-5, and was intended to be produced as a kit built aircraft with folding wings so that it could be towed on a trailer.

Designated BD-1, it was to be an aeroplane for every man, easy to build, fun to fly and able to be taken home. The prototype's first flight was on July 11 1963 but the aircraft never entered production, partly because the folding wings made certification difficult. Added to that was constant disagreements between Bede and other shareholders, eventually resulting in Bede being ousted by his partners, whereupon the company was renamed American Aviation.



## Yankee

### PRINCIPAL DIMENSIONS



The new company reworked the wing design, making certification easier. Other refinements included extending the wing tips to improve rate of climb, an anti-servo tab and spring centring system on the elevator to reduce sensitivity and increase longitudinal stability, and stall strips to improve handling in a stall. The resulting aircraft was designated AA-1 Yankee Clipper. Following certification the first production AA-1 flew on May 30, 1968. Selling cheaper than competitor aircraft, 459 examples were built by 1971. That same year they developed the AA-1A Trainer.

Concerned about the stall characteristics and approach speed, American Aviation modified the wing airfoil (originally NACA 64-415). Apparently this softened the stall, though in my memory it wasn't anything like the gentle stall of the Cessna 172 that I later got to fly. In practicing fully developed stalls the wing drop was quite vicious, which I suppose was not a bad thing when learning how to handle stalls. However, if held in the stall too long it rapidly flipped over on its back. Interestingly, the modified wing reduced cruising speed by 16 kph. Still, the Trainer was quite popular and in the two years following its first flight 470 were produced. They were exported all around the world.

In 1971 American Aviation was purchased by Grumman and the company was renamed Grumman American Aviation. They further developed the AA-1, designated as the AA-1B, and during the following three years 680 AA-1B's were produced. 1977 saw another change of ownership and Grumman's light aircraft line was acquired by Gulfstream Aerospace who developed a major redesign. Included in the changes were a larger horizontal stabilizer and more powerful Lycoming engine that brought the speed back up to that of the original Yankee. This aircraft was called AA-1C Lynx, which designation reflected the names of larger (four seat) variants called AA-5A Cheetah and AA-5B Tiger. Air Gisborne acquired an AA-5A Cheetah with long range tanks in which John Reid used to do fish spotting for Watties Canneries. With seven hours endurance fish spotting made for a long day. But John was generous and I was often invited to go with him and log PIC (pilot in command) time. Besides the extra flying time he used the opportunity to provide some valuable lessons.

The AA-1 two place seating is side by side under a sliding canopy. One unusual characteristic is that it, along with its AA-5 siblings, has no rivets whatsoever. The aircraft features a unique adhesive bonded aluminium honeycomb fuselage and a bonded wing that completely eliminates any need for rivets. Its wide track fibreglass undercarriage legs, designed for shock absorption, was marketed as the “Face Saver” design—something I can attest to after a particularly hard landing early in my training, in which the temporary (thank goodness) instructor accused me of thinking I was “Driving a bulldozer!” The tubular wing spars also doubled as the fuel tanks, with simple sight tubes on each side of the cabin.



Simplicity was a key ingredient in the design of the AA-1, resulting in a minimum number of airframe parts. Having no washout, the straight wing with non-tapered tubular spar could be used left or right. The vertical and horizontal stabilizers were interchangeable, as were rudder and elevators. The ailerons and flaps were the same part. Although the concept made production much easier and less expensive the design philosophy produced many aerodynamic compromises. Because flaps were the same as the ailerons they tended to be too small to be very effective. The lack of wing washout, making wings interchangeable, meant that stall strips had to be fitted to make the stalls acceptable for

certification. In time, compromising aerodynamics in favour of minimal parts was considered to be unacceptable and was eventually abandoned by Gulfstream Aerospace. Correcting these issues, along with other changes, increased cruise speed twenty percent faster than the original Yankee.

The original AA-1 Yankee earned a poor reputation for safety in its early years. Although the aircraft was designed for personal transport, touring and fun flying it quickly became popular with flying schools. The appeal to schools was obvious; compared to the competition it was cheaper to buy and maintain. Its sporty appealing lines and the sliding canopy made it popular with students. However, there were accidents, many of them related to spinning. The aeroplane I learnt in had a placard prohibiting spins. The reason was that following a fully developed stall it was easy to enter a spin and once the spin exceeded three turns it was usually unrecoverable.

Although it had been spin tested as part of its certification spinning was not desirable (actually downright dangerous) in the hands of an inexperienced student. In fact, it is reported that NASA did a spin test during certification but had to use a ballistic parachute to get it to stop! Other accidents related to its high approach speed, light payload and inability to use short grass strips compared to other training aircraft of the early 1970's. Ultimately it lost out against competitors such as the Cessna 150 and Piper Tomahawk. However, the AA-1 series is still popular with private owners and if the pilot is properly trained and stays within its limitations the aeroplane has proved to be as safe as any other light aircraft.

So to the question, would it make a good model? Yes! The simple design makes it very easy to build. I built one many years ago and actually added the AA-5 to Horizon Mouldings' list of semi kits. The only suggestion I would make is to incorporate some washout in the wing. If you want a model that is easy to build and fly, go to it. David Anderson in the US built a third scale AA-1C Lynx that can be found on this site: <http://tcrcconline.com/movies.htm>





## *Ian Sweeney*

Saturday August 14th saw a short break in the rain, enabling a small group of professionals to set about marginally lowering and expertly levelling the Starting Pole Station pavers, and those in front of the club's shed.

A trailer of sand was brought, with people providing their own tools. Sel and Gordon donned the garb that quickly identified them as leaders in their field, both providing instructions for the day i.e. dig a hole and fill it back in again.

Splitting into three competitive teams for the starting pole stations, Stan provided unbiased and knowledgeable judging, deeming our middle station as being the most worthy of first place in the starting grid.



The team regrouped and then powered into the pavers in front of the shed, while Sel and Gordon pointed out tips to keep people moving in the most health and safety conscious manner. We're glad to report there were no injuries. Post Project Review; clearly things would have run more to schedule if Sel had been emailed instructions before project start - describing how to put on a high-vis vest!



A Worker Bee's Home Life



*Clearly the workers are the ones not wearing the high vis*

## ***News Flash. Avetek and Hangar One.***

Like some of you, I'd heard that Avetek had been sold but seen no formal announcement. So our intrepid reporter, Barrie Russell from MFHB took the bull by the horns so to speak and put the hard questions to Grant at Hangar One what the situation was. I know he has a lot of customers amongst us so I thought I would share his reply and that from Avetek.

Grant replied;

*Hi Barrie,*

*You are correct Avetek has been sold by Gwyn and Christina.*

*The business has been purchased by Andrea's and Alex Gabler here in Whangarei. Andrea's is our club sec at present and we have known each other for a number of years now. (he was with our Northern contingent at Warbirds over Awatoto this year flying a little Fieseler Storch and Hind heli).*

*As Andreas gets his feet under the table we will work closely together in much the same way Pete and Gwyn did with the Hangar One branded kit side of things to develop new products for the international site Andreas runs and our domestic base that I take care of.*

*I am popping over to raid the Balsa supplies this afternoon so will forward Andreas a copy of this and see if he would like to put a bit of further info together on their plans for the future. It's really kind of neat how all this has worked out, we all know or have known each other pretty well for many years and still have plenty of passion for the hobby coursing through our veins!*

*Long may it continue!. ☺*

*Kind Regards,*

*Grant (Chief Pilot & Floor Sweeper "First Class")*

[www.hangarone.co.nz](http://www.hangarone.co.nz)

Following that, Barrie received this email from Andreas;

*Hi Barrie, The new spreads fast. Yes, Gwyn and Christina have sold their business in its entirety to Alex and myself. We have kept the brand Avetek NZ, but our company is called Gabler Limited. Also we hold the brand Hangar One Kits.*

**Avetek NZ**  
A GABLER Ltd. brand

*I'm a long time model builder myself and have been building a wider range from Gliders, planes and helicopters, including scratch build scale models. We live up here in Whangarei, where we made our new home, after we immigrated 2003 from Germany. I'm an engineer by trade and have extensive knowledge in designing and manufacturing products using all kind of methods, from classic laser cutting, CNC routing and 3d Printing.*

*We continue being a wholesale provider of Balsa wood, plywood and hardwood sticks to the model shops, but also continue with providing laser cut kits to the market here through Grant and overseas through [Hangaronekits.com](http://Hangaronekits.com) .*

*Grant and I have a long list of projects we want to build, but really I would like to hear from the clubs out there what they are looking for, which models and which sizes, so we can produce the right kits.*

*I'm looking forward to coming down to your famous event next year again, until then, if you have any questions or requests, let me know.*

*Regards, Andreas Gabler. Director Gabler Ltd.*

*Phone: 09 553 3500*

*Visit us at [www.gabler.co.nz](http://www.gabler.co.nz)*

*For International Customers go to:*

[www.hangaronekits.com](http://www.hangaronekits.com)

## *And if you have a couple of hours to spare:*

You need to click on the link below and have a listen to this very informative and at times hilarious radio pod cast from Flat Out RC in Australia. This is an Australian Podcast and the interview is with our very own **FRAZER BRIGGS**. It's quite a special interview with quite a special guy.



Click on the link below and enjoy.

[https://www.facebook.com/100001149393381/posts/4226393294075609/?substory\\_index=115&sfnsn=mo](https://www.facebook.com/100001149393381/posts/4226393294075609/?substory_index=115&sfnsn=mo)

*If you have trouble with this link which I did, simply go to the Flat Out RC website....Ed.*





"Mayday! Mayday! This is flight 97! I'm in trouble! ... My second engine's on fire, my landing gear's jammed, and my worthless co-pilot's frozen up!"

# *Cloud Tramps at 4am*

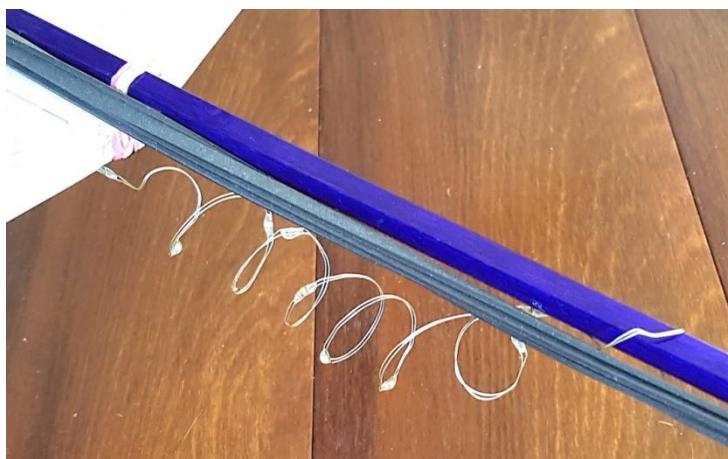
## *Bernard Scott*

The annual Memorial International Mass Launch of Cloud Tramp models (MIMLOCT) celebrates the work of MAN Editor C.H. Grant. I have been flying this event for about eighteen years, not through any great appreciation of CHG but simply because it is such a zany concept - fliers all around the world launching at exactly the same moment whether that be morning, noon, or night. The MIMLOCT guidelines have been modified to allow flying at any time on the appointed day but the original idea of simultaneous flying around the world appeals, so I flew at 4am on Sunday morning. The evening before the flight morning was wet and windy and it looked like it would be a grim affair ... and then, between 3am and 6am the skies cleared, stars came out, and the wind did not blow, a little window of opportunity had opened to fly at the early hour.



To reduce model weight, the LED beacons on the Cloud Tramp had been replaced with lighter ones and the sound beacon had also been removed. Not good decisions, as the smaller LEDs were barely adequate to follow the model and I needed to keep right under it while it was flying, with turns limited to a few hundred to keep flights low and short. The CT performed well, judging by the steady circling patch of dim light against the black sky. The novelty of night flying and the calm conditions meant more than the usual couple of flights and I stopped only when fingers became too numb to wind safely.

Activating the flash on my cell phone in the dark was beyond my technical capabilities, so there is only a home photo of the CT. Later, as brain cells returned to optimum operating temperature, some scraps of doggerel came to mind to account for (if not excuse) my early morning activity.



# **THE THINGS WE DO FOR C.H.G.**

MIMLOCT moment comes to pass  
As frost is crisp upon the grass  
For timing here in our En-Zed  
Is when the sane are warm in bed.

Yes, I know they've changed the rules  
But there are some, perhaps just fools  
Who like to play the harder part  
And choose to suffer for their art.

Spurn the early morning start ?  
That's what sets MIMLOCT apart !  
Sadly, up in Auckland town  
They all prefer their eiderdown.

On appointed winter's morn  
Cold and bleak, but ne'er forlorn  
I cross the empty local park  
To meld into the icy dark.

A bright headlight upon the hat  
Helps with winding, and all that  
Then, by following beacon flashes  
Off on blind retrieval dashes.

What do neighbours make of this  
Surely something is amiss?  
The Police at 4am are slow  
There's time to fly, retrieve and go.

So will it be, again next year  
Facing another morning drear  
To honour the glorious C.H.G.  
(However dubious *that* may be).



## UDIT FLAMINGO 1/3 SCALE AIRCRAFT



I AM ONLY SELLING THIS KIT DUE TO MOVING FROM A 3 THREE CAR GARAGE TO A SINGLE GARAGE AND IT NOW HAS TO BE SOLD.

THIS KIT WAS A GERMAN CNC CONSTRUCTED KIT AND THE COST IN THE USA WAS US\$1925 BACK IN 2015.

IT NEEDS TO BE FINISHED WITH 3 AILERONS STILL TO BE BUILT..

THE WHOLE AIRCRAFT IS BUILT FROM PLYWOOD.

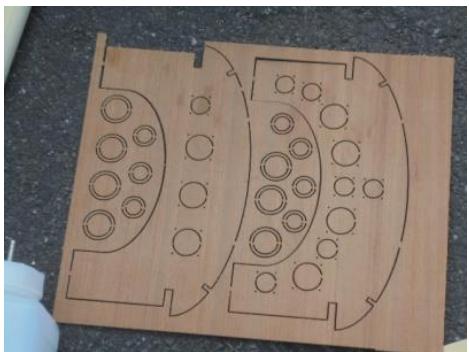
THE WINGSPAN IS 3.3MM 130IN  
LENGTH 2.30MM 90IN

THE MOTOR IS A SHVETSOV 103CC 5 CYLINDER RADIAL. THE  
ENGINE IS ACTUALLY GEARED AND SWINGS A 30X12 PROP.  
FULL INSTRUCTIONS FOR THE MOTOR AVAILABLE..  
ALSO IT COMES WITH Mc DANIELS R/C FIVE CYLINDER  
PULSED ON BOARD GLOW SYSTEM.  
THE UNDERCARRIAGE IS VERY LARGE AND SCALE WITH  
WIRE WHEELS.  
ALSO HAS A PHOTO ALBUM WITH PHOTOS OF THE BUILD  
THIS AIRCRAFT WAS DESIGNED AND BUILT IN THE 1920S AND  
WAS DESIGNED FOR AEROBATICS.  
THIS WILL BE A GREAT FLYING MODEL WHEN COMPLETED.

SELLING FOR \$1100

PHONE ALAN 02102593002









## 1/3 SCALE STAMPE SV 4 B

WINGSPAN 3.1MM

LENGTH 2.450

WEIGHT APPROX 21KGS





POWERED BY ZENOAH G 62 WITH A TONI CLARK 2.5 : 1 REDUCTION DRIVE THE ENGINE IS NEW AND HAS NOT BEEN RUN

PROPELLER 34X20 AND ANOTHER TWO SPARE PROPELLERS. HAS A POWER BOX FITTED WITH 2 LIPO BATTERIES, EXCLUDES THE 14 CHANNEL FUTABA RECEIVER.

20KG SERVOS ARE IN AIRCRAFT ALSO HAS A FULL 1/3 SCALE PILOT

THIS KIT WAS SCHLUNDT MODELLBAU CNC MILLED FROM GERMANY.

THE AIRCRAFT HAS BEEN COVERED IN SIG COVERALL AND PAINTED IN THE FRENCH AIR FORCE SCHEME AND USED AS A TRAINER.

VERY RELUCTANT TO SELL BUT DUE TO MOVING INTO A RETIREMENT VILLAGE i WILL NOT HAVE THE ROOM.

THIS MODEL HAS BEEN REGISTERED BUT WILL BE REQUIRED TO BE RE-REGISTERED WITH THE LARGE MODELS AND AN INSPECTION CHECKLIST TO BE COMPLETED.

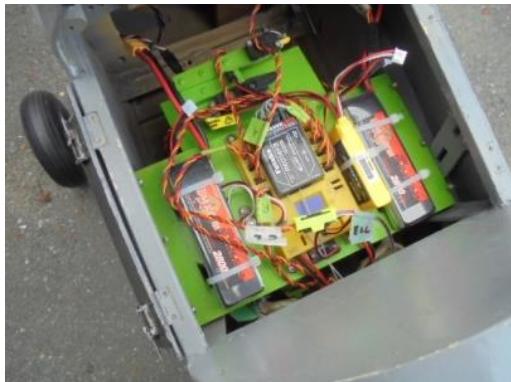
THE MODEL HAS BEEN BALANCED AND NOW NEEDS TO BE TEST FLOWN.

THE PAPER WORK I HAVE SHOWS THAT OVER EU2000 HAS BEEN SPENT ON THE KIT AND MOTOR. FROM GERMANY.

SELLING FOR \$1500

PHONE ALAN 02102593002





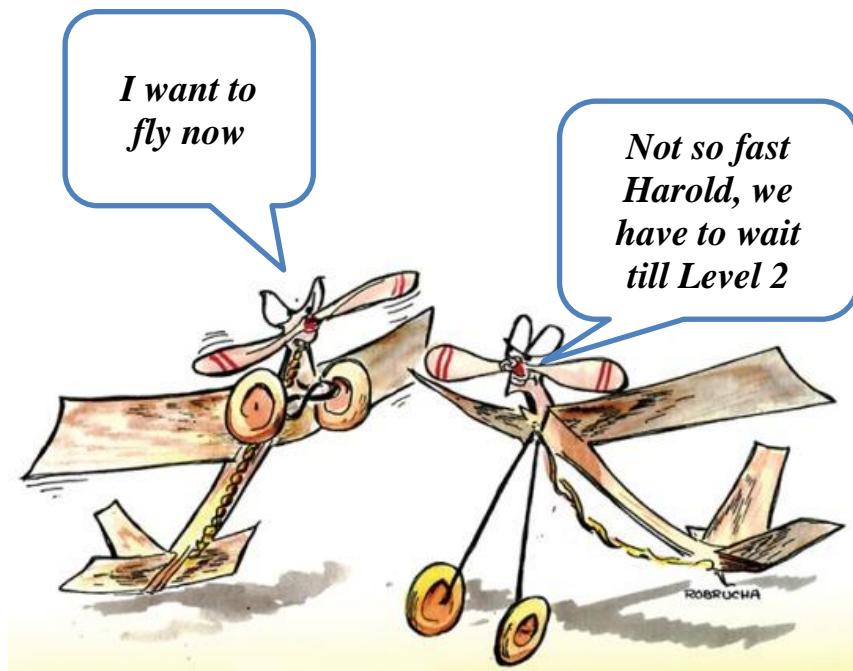
## **Indoor Hanger Rat Update**

Following on from our very successful Indoor evening last month there have been a number of people wanting to know when the next one will be.

Frazer has been looking into this and has advised that the HBHS (Hamilton Boys High School) Gym would work for us at a less hourly rate than previous.

Unfortunately Delta has come along and played havoc with the timing so at this stage nothing will happen till we see Level 2. We'll keep you posted on this one.

Dave



## ***Stan's Spitfire - Update***

Engine Exhausts and cooling baffles are done.

Canopy plug finished, man there was heaps of work with 150/400/1200 sand paper then painted. I'm using balsa for the plug.

I've also ordered custom Navigation Lights which grant should be able to see with his new Sun glasses when it comes time for the test flight!





*To give you a sense of scale  
This is a real cat*

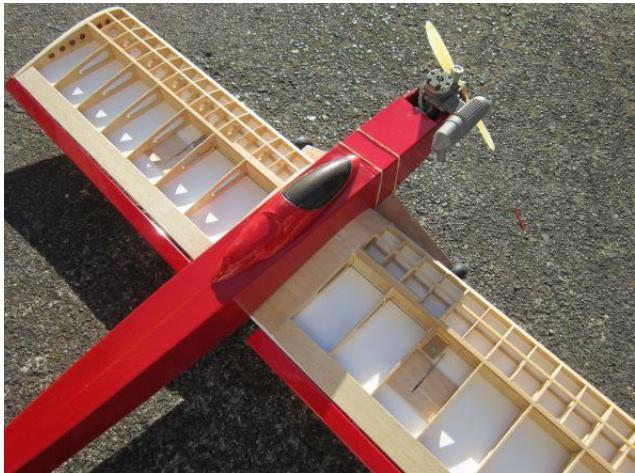


# ***Lockdown Project 1***

## ***Al Ward***

Lockdown project nearly finished. A modified 70's Joe Bridi Super Kaos Pattern ship scratch built from original Plans in the kit that I have. ASP 61, original Carl Goldberg aileron pushrods replaced wheel position to tail dragger, & canopy made from helicopter body...





---

## *Grant --- busy during Lockdown*



*Birthday Boy...needed a Fire Extinguisher for that lot!*

*The Aces Stik is ready to Fly,  
just needs a few more Stickers!*



Grants busy assembling Warrens 3m Seagull Models Decathlon...should be fun to fly.





## 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.**

# **Lockdown Project 2**

## **Dave**

A 1936 Miss America Vintage aircraft which was purchased at the Awatoto Warbirds meeting in February and kitted by Hanger One as a short kit has been making ever so slow progress on my building board. Lockdown has been quite fortuitous in this regard as what better way is there but to spend a few hours in the man cave every day once I get home.

While I am considered to be an essential worker (don't know why) my hours have dropped off considerably, enough to make me wonder if it is even worth the effort to get out of bed. Work at 7.00 a.m. and home by 1.00 p.m. It does have its benefits.

I'm looking forward to the days when I can sleep in 7 days a week like some people I know, Gordon, Sel, Alan etc. but I digress.

Wing span is 84 inches and the fuselage is highly modified up front to take an OS 5025-375KV motor instead of the original 1936 0.60 Brown 'B' or the current crop of I.C. engines. A 15" prop up front along with a 60A ESC on 4 – 6 cells to power the motor. A UBEC Voltage Regulator is tucked in there also with a separate receiver battery to drive the 3 servos, one on rudder, two on elevator. Should be finished hopefully before I retire.



***Before Lockdown***



*During Lockdown - It's amazing what a couple of weeks can do*

## Parting Shot(s) - Covid style



THE ONE THING THE CORONAVIRUS HAS TAUGHT US IS,  
THAT IT'S AMAZING HOW DEEP INTO SOMEONES HEAD,  
YOU CAN REACH WITH A COTTON SWAB THROUGH THE NOSE



# *Coming Events 2021*

## *September 2021*

- [HMAC Club Night – Guest Speaker](#)  
September 8, 2021 7:30 pm - @ Beerescourt Bowling Club Club Rooms, 68A Maeroa Road (behind the tennis pavilion)
- [HMAC float plane day @ Lake Kainui \(confirmed\)](#)  
September 12, 2021 9:00 am - @ Lake Kainui (D), Lake Road, Horsham Downs.
- [HMAC BBQ fun fly with extended height limit](#)  
September 19, 2021 - @ HMAC Reekers Field, 231 Collins Road Hamilton
- [Vintage Competition and Rally](#)  
September 18 and 19, 2021 9:00 am - @ JR Airsail Airfield, 299 Native Rd, Pukekawa
- [RC Pylon Racing Series](#)  
September 25 and 26, 2021 - @ JR Airsail Airfield, 299 Native Rd, Pukekawa

## *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)
- [HMAC Monthly themed flyin – Aerobatics with Aces Flying Sticks](#)  
October 17, 2021 - @ HMAC Reekers Field, 231 Collins Road Hamilton

**There is to be no flying at the field until we move down to Level 2.**  
**Please refer to the clubs website for cancellations to programmed events**



**Next Flight Lines October 2021**  
October Newsletter deadline – Wednesday 6 October 2021

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

