



December
2023

HAMILTON MODEL AERO CLUB

Flight Lines



NEW

NX20



20-CHANNEL 2.4GHz
DSMX® TRANSMITTER

SMART
TECHNOLOGY

PRO CLASS PROGRAMMING

- SMOOTH, PRECISE, GIMBALS
- OPTIMIZED FOR FATIGUE-FREE CONTROL
- SMART TECHNOLOGY READY



In The Box

- (1) NX20 20-Channel DSMX Transmitter Only
- (1) 10500mAh LiPo Transmitter Battery with Magnetic USB Cable and Micro USB Adapter for USB Charging
- (1) NX20 Transmitter Neck Strap
- (1) NX20 Decal Sheet
- (1) NX20 Carrying Case
- (1) Orange Grip Set
- (Optional-use Short and Long Stick Ends
- (1) Product Manual


SPEKTRUM

NX20 Transmitter only #SPMR20500 SRP\$1899

HOT R/C

Premium
Radio

VISIT
Visit your local dealer

CLICK
www.hotrco.co.nz

CALL
0800 500 500

DEALER LINK

www.hotrco.co.nz/buy-fly-race.html

Distributed by H.O.T. LTD, Hamilton, New Zealand, www.hotrco.co.nz, proud sponsors of many RC events

*Cover Page: Even Santa needs refueling.
Merry Christmas everyone*

FLIGHT LINES

HAMILTON MODEL AERO CLUB INC.

December 2023

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

Wayne Cartwright 022-1534-679

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:

Bernard Scott

027-482-3459

Sel Melville

027-482-3459

Bryce England

Brendan Robinson

Wayne Cartwright 022-1534-679

Lyndon Perry

021-0251-8474



WEB SITE

Grant Finlay

NEXT CLUB NIGHT: Wednesday, December 13

VENUE: Beerescourt Bowling Club

68a Maeroa Road - Hamilton

Club Night Theme: Wrap up of the year's activities, tall stories and a shared supper

Club Themed Flying Day: Sunday 10 December - Potluck Christmas BBQ Lunch & Fly-in

Presidents Report

Grant

Well, here we are in December with Xmas just a few days away. The year has disappeared as fast as ever!! True to form, the weather leading up to Xmas has been all over the place with rain, wind and fine days all in the mix. I managed to get down to the Wairarapa Airshow at Masterton and over to Waharoa for the Scale Competition, plus across to the Slope Soaring event at Matamata for a day, so I did manage to get a small aviation fix for the month.



Some of the action from the Wings over Wairarapa Airshow. Read Grants report on page 30 for more

Unfortunately, the weather gods didn't shine on our final float plane day for the year and that event had to be cancelled early Sunday morning. It's always a gamble as to whether to run an event or not when the weather is looking a bit uncertain. Fortunately we made the right call this time with rain, wind and passing showers all day. Fingers crossed for the 2024 events.

Our final flying event for the year will be our shared Potluck Christmas BBQ Lunch & Fly-in out at our Reekers flying field on Sunday 10th Dec.

Get cooking lads, we expect nothing less



10 POTLUCK FAVORITE *recipes*



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. Note there will be a Notam in place for the day so that means we can fly higher than usual, so pack in those gliders and other models to make the most of the extra airspace height.

We didn't hold a Club night in November, but December will see our final one for the year. Hopefully you can make it along for this final get together before the real Xmas rush of functions kicks in. This is a nice opportunity for us to hold a shared extended supper, so any contribution to the eats will be appreciated. The Club night will include a wrap up of the years activities and a chance to tell a few stories. As always you are encouraged to bring along some of those build projects and any other items of interest. A reminder that we do not hold a club night meeting nor any club flying events throughout January. Our first 2024 club night will also be our AGM on Wednesday Feb 14th 2024



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 76th MFNZ Nationals is once again on 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 and good success.

Well, that's pretty much all I have for this month and for the year that's been. I'd like to take this opportunity to wish you all a Very Merry and Safe Christmas shared with friends and family. I'd also like to make a special mention to Jan Reekers & his family for their continued support of our club and its activities, a very Merry Xmas to you from all of us.

Merry Xmas one and all,
Grant



Important HMAC Notices

HMAC XMAS FLYIN & BBQ LUNCH

HMAC Reekers Flying Field

Sunday December 10th 2023

Potluck Lunch from 12pm

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.

Christmas Club Night

Beerescourt Bowling Club Club Rooms

Wednesday 13th December 2023

7.30pm-10pm



Annual General Meeting of the Hamilton Model Aero Club Inc.

8pm

Wednesday February 14th 2024

Beerescourt Bowling Club Club Rooms

68A Maeroa Road (behind the tennis pavilion)

Editors Ramble

Dave

We are now into the second week of summer, & temperatures are starting to ramp up. I love the sun, but I'm mindful of the other issues at play. Cap or floppy hat? Sunscreen or zinc? Water or other "hydration"? Oh, what lovely problems to have. Whatever your choice, be careful in the sun, and keep the fluids up.

We've now gone full circle once again from not a lot happening over winter to multiple events everywhere, every weekend. It's hard to cover all the bases and ultimately you'll have to choose which event(s) suits your aviation tastebuds. Unless of course family make the decision for you which means sometimes you have to miss out. This happens to us all and we end up thinking about all the air time we're missing. Whatever your situation have a great Christmas and we'll do it all again next year. Cheers all from the editors desk.



INDOOR FLYING

Bernard Scott

Someone who has never flown free flight models indoors may wonder whether there is any point to it when they could be in the big outdoors on flying areas with space for the largest of models and longest of flights. Why cram into a rented, enclosed hall with a ceiling that restricts height? The most obvious benefits, those of all-weather and night flying, are not primarily why indoor remains popular, rather, it is because an enclosed area allows flights that are unaffected by the thermals that often, more by luck than by skill, decide the winners of outdoor duration contests. Indoors, the calibre of the design, building accuracy, and flying skills are all that determine flight duration.



From the 1930's, delicate microfilm covered models like the one below have dominated indoor duration events. Today, the King of indoor events is F1D, the international shorthand for models powered by 0.6 grams of rubber with a 1.2 gram minimum airframe weight. To envisage these weights, an F1D rubber motor weighs one third of a single No.64 rubber band, and the three paperclips exceed 1.2g.

F1D is no longer flown in NZ contests, it's just too demanding for most and we do not have enough large indoor spaces. The NZ record is 32min 45sec, being the sum of the best two of six flights - a commendable score considering the hall in which it was set. Elsewhere, where there is access to large spaces such as airship hangars, the class is flown to world class level. The ultimate F1D site is in a disused salt mine in Romania, the lowest level 327 metres deep, where in 2022 a world record of 57min 10sec was set with a model tuned for the stable temperature and 65 metre ceiling.

This video was made at the 2018 F1D world champs and in just 90 seconds it gives an excellent overview of some of the technicalities of the models and the event itself.

<https://www.youtube.com/watch?v=sVaDvS33Z5Q>

Fragile craft that explode if you sneeze near them are not to everyone's fancy. Certainly not for this guy who is stretching indoor model size to the limit with his RC Hercules H4. The video drags on a bit but the first couple of minutes are enough to show the model's capabilities.

<https://www.youtube.com/watch?v=DeWkDgVrsDY>



Falling somewhere between these extremes of weight and size are the indoor aircraft that most modellers fly. Micro RC craft like the *Vapour* appear at indoor meets, but most models are rubber powered scale models such as those for the “Peanut” class, or simple and easy to fly duration designs such as the well-known Hangar Rat.

Hangar Rat is a closely prescribed event with no deviations from plan allowed, while the Peanut rules are very open - so long as the wingspan is a maximum of thirteen inches, everything else is up to the builder.

Both challenging in their own ways.

Peanut Scale: Luton Minor



Question Time

In the past, the Club held regular indoor flying sessions, and in 2020 there were several meetings to fly the Hangar Rat design that many members had built. Quite a few previously RC-only members (to their surprise and pleasure) got their Rats going very well and made flights in excess of 60 seconds. Covid put a stop to that and the indoor meetings never got going again after lock-down.

Do we still have a club interest in free flight or radio control indoor flying?

I am checking for suitable locations, without success at the moment, and will continue to do so if there is interest. If you would like to continue/start indoor flying, please email “Indoor –

Yes” to scott.scott@xtra.co.nz



Scale Competition - Waharoa 2/12/23

Gordon

There was an average entry for the last scale comp of the year prior to the nationals.

The weather forecast had been quite good but the day turned out a bit poor with gusty easterly winds and a very grey sky.

However, we got underway with the Notauamatic scoring system getting the final bugs shaken out! This seems to be a great setup once running correctly. The 22nd. Century beckons fellas!! Ha ha.

Challenging conditions were mentioned by several pilots after completing their flights, but hey, don't we already fly in these conditions week in week out??

Anyway, we got through 3 rounds without any drama's so everyone well pleased, I think.

Great to see Scott Purdy from Auckland down here and flying a, a.. yes, yes, you called it, .. a jet!!! Flew fantastic for a well deserved win in the intermediate class.

The rest were most of the usual suspects with Lyndon Perry & Fraser Brodie being a newcomers to scale and going very well. Fraser won clubman class. Good work!

Some pilots decided to not fly the third round preserving their models for the Nats.

The day wound up with "jet plane" lollies all round, happy times!

Thanks to Gynn & Christina for their untiring work in organising these things. Also, thanks to the judges Kevin Uncles & Dave Nielson, a thankless bloody task, hopefully made easier by the new system!

Full results, can't remember, but these are posted on the RC scale website and other stuff..

Gordon





*Fraser Brodie
Tauranga*

*Tony Christiansen
& Mike Briggs*



*Gwen Avenell
(comp director)*





Scott Purdy
Auckland

Scott Purdy Auckland



Gordon



Lyndon



Grant



*Judging – It's a thankless task
but someone has to do it*

Coastal Aeromodelling News Report

Malcolm Foster, the Marine Modeler

Not much new to report from up the Thames Coast - I am still getting lots of flying sessions in, mainly governed by whether the model can safely fly in a forwards direction given the wind strength at the time.... breezes from seaward are always much more enjoyable to aviate in due to smoothness.



This time of year, several species of seabird seem to take more interest in the planes. Pied and variegated oystercatchers and red-billed gulls are the main culprits. It's not that they're protecting their nests, as I am flying several hundred metres away from them, and high. Just curious, maybe.

Anyway, I missed the latest Floatplane day due to a house pre-moving trip to Whakatane, and I've been doing a MAJOR cleanout of my garage/workshop, several vanloads to the local dump, including old plane carcasses..... but in the immortal words of Arnie: "I'll be back!"

An old cartoon of mine for the Christmas edition attached.

Cheers and safe flying,
Malcolm.



Aircraft I Dream About—the Planet Satellite

Bruce Pickering

On October 4, 1892, Englishman John Nelson Dundas Heenan was born. Upon qualifying as an engineer he worked for the family firm Heenan & Froude. In 1935 he left the firm when it went bankrupt and joined the Air Ministry. After the Second World War he cofounded the engineering consultancy firm Heenan, Winn and Steel (HW&S).

Along with others of his day Heenan anticipated a boon in civil aviation, with a subsequent vast need for light aircraft. At HW&S he led a group to design an aircraft that could carry up to five passengers. He decided that the aircraft should be made of magnesium alloy with zirconium, but due to his lack of experience with the metal he approached Magnesium Elektron to build it. Curiously, Magnesium Elektron was owned by the Distillers Company. Subsequently, a partnership company was formed, named Planet Aircraft Company—the aircraft was to be called *Satellite*, so it became known as the *Planet Satellite*.



The *Satellite* was a low winged streamlined monoplane with tricycle undercarriage. A pusher arrangement was decided on to reduce cabin noise, with the engine mounted behind a firewall in the rear. The monocoque fuselage was built in two sections, forward and rear, split just behind the wings, so access could be easily afforded to the engine. The prototype was riveted together, although the production aircraft were to be welded. At its widest point the fuselage was 1.42 metres in diameter.



An expansive windscreen that extended to the nose gave the pilot excellent visibility. A bench seat behind the two front seats could accommodate three persons. Access to the cabin was through two doors that folded down, one each side of the pilot's seats. As the doors were opened the armrest folded down to act as a step. The window above each door slid up toward the centre of the fuselage.

The eight metre long fuselage was reinforced with an inverted U shaped magnesium keel that formed into a flat plate across the wing—this plate acted as the main attachment point for the wing and the undercarriage. The retractable undercarriage was pneumatically operated—the nose

wheel retracting to the rear and the mains retracting forward into the fuselage. The 10.21 metre wing incorporated two degrees of dihedral and had a main spar at its centre, with a secondary spar that supported the ailerons and flaps, each control surface extending halfway along each wing.

A choice of power plants was offered; buyers could have either the 250hp deHavilland Gipsy Queen, or the 145hp Gipsy Major. The engine was mounted on rails and could be slid out 450mm from the forward fuselage section for maintenance once the rear fuselage was disconnected. An engine driven fan directed cooling air via a duct on top of the fuselage; the air, along with engine exhaust, was then expelled out of the lower fuselage.

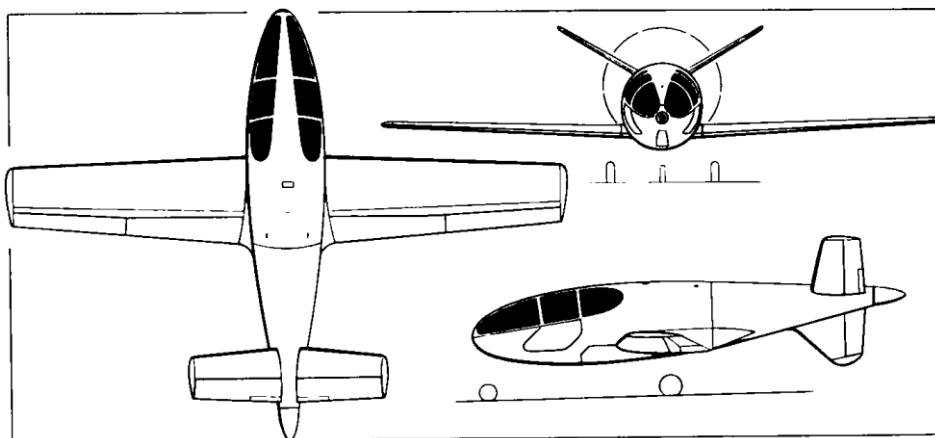
The two fuselage sections were joined via a quick release locking ring, of Heenan's design (which he patented). Control cables were somehow connected and disconnected in combination with the locking ring. The rear section incorporated a hollow extension shaft, about three metres long, to the propeller. Innovatively, the hollow shaft also acted as an oil reservoir for the shaft bearings. A V-tail was mounted on top of the fuselage, with a vertical ventral fin and rudder mounted below. The fin was fitted with a spring loaded bumper to prevent the propeller from striking the ground. The 30 degree 'horizontal' stabilizers were said to increase the aircraft's directional stability.

Detailed design work began in April 1946. Neither Planet Aircraft nor Distillers Company had facilities to manufacture the prototype, so Redwing Aircraft Ltd was contracted to accomplish this. Construction started in 1947 and testing the *Satellite* began in 1949. Following some high speed taxiing and a tentative hop, the undercarriage collapsed. It was repaired and trials started again, only to discover that the magnesium internal keel had cracked and need extensive rebuilding. This appears to have been the beginning of the end for the *Satellite*. Although Heenan was an engineer, he was not qualified in aeronautical engineering, and the *Satellite* was his first aircraft design. He once mentioned that only four hundred drawings were made during the design stage, whereas for contemporary comparable designs around three thousand drawings would be produced.

Still, the aircraft did have respectable performance. With the Gipsy Queen engine the aircraft's top speed was 335 kph, stalling at 100 kph. Initial climb rate was 1,450 feet per minute (7.4 metres per second), with a ceiling 6,707 metres. But the necessary rebuilding and stress testing required by the British Air Registration Board halted any further flights. By now the project had gone well over budget and the Distillers Company withdrew further funding, no doubt to invest more money into their pharmaceutical, plastics and chemical production, as well as their Scotch Whisky. As a matter of interest, in 1986 Guinness purchased the company

The first *Satellite* prototype was finally scrapped in 1958. The second prototype was never completed, but the mostly finished fuselage was later used as the basis for the twin rotor Atlantic helicopter, built in 1952. However, it never flew and was scrapped in the 1960s. Coincidentally, or by design—we do not know which—the basic layout of the *Planet Satellite* was resurrected in the late 1970s as the Lear Fan 2100, another unconventional aircraft made of unconventional materials, in hopes of revolutionising private air travel.

Would the *Satellite* make a good model? I think it might—could be worth dreaming about, anyway.



2 DAYS OF
FLYING ACTION



NEW PLYMOUTH MODEL AERO CLUB

ANNUAL MEMORIAL FLY-IN

2ND and 3RD MARCH 2024

SPORT FLYING and FLOATPLANES

All pilots must hold a current wings badge qualification



SPORT FLYING
RC STRIP



FLOATPLANES
LAKE RATAPIKO

Saturday: Pilot Briefing 10:00am
FERNDENE
\$5 Burger Lunch

Sunday: Pilot Briefing 10:00am
\$20.00 Landing Fee
Includes Burger Lunch

For more information
please contact

www.npmac.org.nz

Mike Pillette
0274623200
mikelynn@xtra.co.nz

Steve Blackman
0274812575
sblackman@pandp.co.nz



Pattern and Pylon – Airsail

4 November



Frazer

Hi all

If you weren't at Airsail this weekend, you missed a bloody good event. Pattern and Pylon worked well again. Good numbers. Good times. Limited parking space. I can see this becoming a regular November fixture.

Pretty good weather on Saturday for Pattern. Bit breezy at times, but overall not too bad. Warm too. 15 guys ready for action, we had a busy day. JD's 70th Birthday bash on Saturday night was well attended, and a good time too in the Sports Bar. On Sunday ... it was time to go fast and turn left !! More fun here was had in great weather too, and good numbers. By 4pm Sunday it was time to take a breath !!

Our roving paparazzi man Anthony Wright has posted a heap of photos on the Aerobatics Facebook page, so check it out.



Results are as follows:

Clubman – this was done on good old fashioned paper and clipboards, and what a battle !! 5 pilots, and after 3 rounds, 3 different people with round wins to their name. Chopper was winning by a slim margin with Big Bruce and Corey right on his tail. So it went to a 4th round flyoff to determine the winner, and the “I used to fly this in the 70’s” man prevailed, while the rest crumbled under the pressure. Unfortunately in the pack down, I’ve got know idea where the manual calculated sheet ended up, with the actual scores on a clipboard somewhere ? Can’t find it in the box of gear, but I can remember the order !!

Clubman Results

1st Brian Chopper Harris ... flew an electric pylon model that handled the wind well !!!

2nd Corey Westhall ... DA70 powered IMAC Extra

3rd Big Bruce DeChastel ... the bent and twisted Kwik Fli with a YS on the front

4th Chris Charlton ... an assortment of 30cc IMAC models.

5th Anthony Wright ... his new electric 90 size “Fantasy About Ya Sister”

Great to see these guys having such a blast in Clubman with such a close fought battle.

Expert saw Les King move up and have a crack at the entry level turnaround sequence, following his Clubman win at the Nats. Ryan Berger and Jon Berger were very close flying their DA35 Genesis ... sharing the 1000 points in the last round. Dad said, I paid for the plane, and the fuel, so it’s time to go home, cause if we fly a 4th round he (Jnr) is going to beat me watch this space. Its inevitable.

Masters saw Rod and JD have a close battle too. 4 raw points separating them at the end for 1st vs 2nd.

F3A P class. Dave Wilkins had this one under control, but Paul Tomlinson with some tidy flying with a few too many zero’s. New F3A P

sequence has these guys on their toes. Andrew Stiver getting the Chiro bill from the judges was 3rd.

F3A P + F ... Bogan and JK flying 2 rounds of F3A P and round of the F class at the end of the day, made for some entertainment.

Thanks to Gwyn Avenell who assisted with running the scoring system. The Aerobatics SIG purchased 3 more notaumatics just recently, and Gwyn is getting up to speed with the system so the Scale guys can use it.

We have another Airsail Pattern event on the calendar just before Xmas, so keep an eye out for that one.

Cheers
Frazer





Expert
 Airsail - November
 04 2023
 F3A - Aerobatic
 Aircraft - F3A APA
 3FlightDiscard
**Preliminary
 results**



[Simplified results](#) [Results with percentage](#) [Detailed results](#) [Recalculate Preliminary](#)

Position	Competitors	Total	Flight no 1 Finished		Flight no 2 Finished		Flight no 3 Finished	
			Net	Norm	Net	Norm	Net	Norm
1	BE RG ER Jon (984)	S n r NZ L	200 0.0 0	<u>34</u> <u>8.0</u> <u>0</u>	<u>100</u> <u>0.0</u> <u>0</u>	<u>40</u> <u>8.2</u> <u>5</u>	<u>100</u> <u>0.0</u> <u>0</u>	<u>40</u> <u>1.0</u> <u>0</u>
2	BE RG ER Rya n (983)	J n r NZ L	197 7.0 2	<u>34</u> <u>0.0</u> <u>0</u>	<u>977</u> <u>.02</u> <u></u>	<u>34</u> <u>8.2</u> <u>5</u>	<u>853</u> <u>.04</u> <u></u>	<u>40</u> <u>1.0</u> <u>0</u>
3	KIN G Les (959)	S n r NZ L	135 7.6 7	<u>28</u> <u>6.7</u> <u>5</u>	<u>824</u> <u>.00</u> <u></u>	<u>20</u> <u>0.2</u> <u>5</u>	<u>490</u> <u>.51</u> <u></u>	<u>21</u> <u>4.0</u> <u>0</u>

Masters

Airsail - November
04 2023

F3A - Aerobatic
Aircraft - F3A APA
3FlightDiscard
Preliminary
results



[Simplified results](#) [Results with percentage](#) [Detailed results](#) [Recalculate Preliminary](#)

Position	Competitors	Total	Flight no 1 Finished		Flight no 2 Finished		Flight no 3 Finished	
			Net	Norm	Net	Norm	Net	Norm
1	CH AV E Ro d (97 4)	200 0.0 0	<u>37</u> <u>9.7</u> <u>5</u>	<u>100</u> <u>0.0</u> <u>0</u>	<u>38</u> <u>6.7</u> <u>5</u>	<u>957</u> <u>31</u>	<u>39</u> <u>0.0</u> <u>0</u>	<u>100</u> <u>0.0</u> <u>0</u>
2	DA NK S Joh n (95 8)	199 0.3 9	<u>35</u> <u>5.7</u> <u>5</u>	<u>936</u> <u>81</u>	<u>40</u> <u>4.0</u> <u>0</u>	<u>100</u> <u>0.0</u> <u>0</u>	<u>38</u> <u>6.2</u> <u>5</u>	<u>990</u> <u>39</u>

F3A P

Airsail - November
04 2023

F3A - Aerobatic
Aircraft - F3A APA
3FlightDiscard
Preliminary
results



[Simplified results](#) [Results with percentage](#) [Detailed results](#) [Recalculate Preliminary](#)

Position	Competitors	Total	Flight no 1 Finished		Flight no 2 Finished		Flight no 3 Finished	
			Net	Norm	Net	Norm	Net	Norm
1	WIL KINS Dave (934)	S n r NZ L 00. 00	20 00. 00	<u>35</u> <u>6.</u> <u>75</u>	<u>10</u> <u>00.</u> <u>00</u>	<u>33</u> <u>1.</u> <u>00</u>	<u>10</u> <u>00.</u> <u>00</u>	<u>38</u> <u>1.</u> <u>25</u>
2	TOM LINS ON Paul (918)	S n r NZ L 21. 76	19 21. 76	<u>29</u> <u>5.</u> <u>75</u>	<u>82</u> <u>9.0</u> <u>2</u>	<u>32</u> <u>5.</u> <u>50</u>	<u>98</u> <u>3.3</u> <u>9</u>	<u>35</u> <u>7.</u> <u>75</u>
3	STIV ER Andre w (Stink y) (912)	S n r NZ L 06. 64	18 06. 64	<u>27</u> <u>4.</u> <u>75</u>	<u>77</u> <u>0.1</u> <u>5</u>	<u>32</u> <u>6.</u> <u>25</u>	<u>98</u> <u>5.6</u> <u>5</u>	<u>31</u> <u>3.</u> <u>00</u>

F3A P + F

Airsail - November
04 2023

F3A - Aerobatic
Aircraft - F3A APA
3FlightDiscard
**Preliminary
results**



[Simplified results](#) [Results with percentage](#) [Detailed results](#) [Recalculate Preliminary](#)

Position	Competitors	Total	Flight no 1 - P Finished		Flight no 2 - P Finished		Flight no 3 - F Finished	
			Net	Norm	Net	Norm	Net	Norm
1	BRI GG S Fra zer (Bo gan) (91 1)	S n r NZ L 200 0.0 0	<u>48</u> <u>5.5</u> <u>0</u>	<u>100</u> <u>0.0</u> <u>0</u>	<u>48</u> <u>8.5</u> <u>0</u>	<u>100</u> <u>0.0</u> <u>0</u>	<u>54</u> <u>8.7</u> <u>5</u>	<u>100</u> <u>0.0</u> <u>0</u>
2	KN OX Joh n (91 7)	S n r NZ L 185 8.7 9	<u>44</u> <u>7.2</u> <u>5</u>	<u>921</u> <u>.22</u>	<u>45</u> <u>8.0</u> <u>0</u>	<u>937</u> <u>.57</u>	<u>45</u> <u>9.2</u> <u>5</u>	<u>836</u> <u>.91</u>

Wings over Wairarapa Airshow 2023

Grant

Photo credits: Gary Mildenhall & Grant Finlay

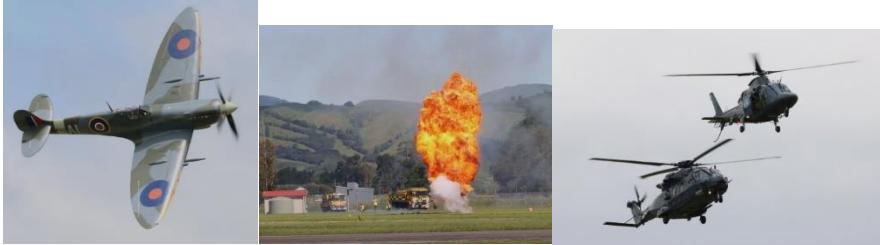
The airshow had been postponed from February to November due to Cyclone Gabrielle and wider ranging effects on the community. Unfortunately, the weather didn't really play the game this time around either. Friday was pretty wet with the scheduled afternoon flying cancelled, whilst Saturdays flying was cancelled right from the start. Sunday dawned overcast and we thought a cancellation notice was highly likely, but thankfully the organizers ran with it and the weather improved throughout the day until the point where I actually ended up slightly sun burnt!



The major downside was with the poor weather leading up to the event, this meant a number of the expected aircraft displays were unable to make it through to Masterton. Also, the windier conditions prevented any of the World War One aircraft from getting airborne.

Despite this, the airshow organisers still managed to fill a fair good chunk of the day with flying displays, so not all was lost and we didn't walk away feeling cheated out of our days entertainment. Roll on 2025 and fingers crossed for better weather.

Cheers
Grant





NTPL/POL
SANTA'S WORKSHOP INTL

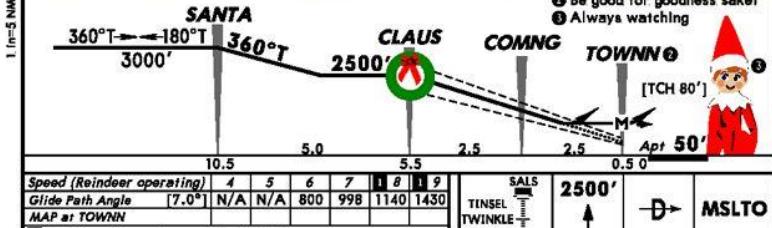
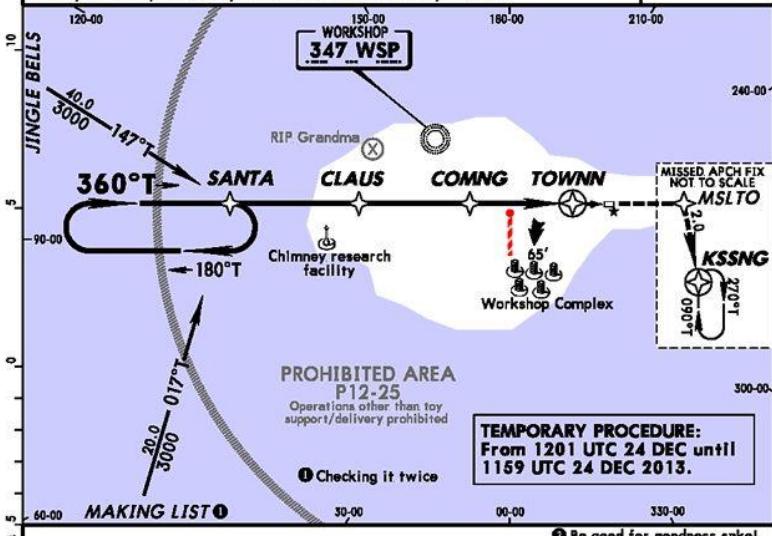
JEPPESSEN

(12-25) 25 DEC 13

24 Dec 12012

NORTH POLE VILLAGE
RNAV (GPS) Rwy 18

ARCTIC Center		NORTH POLE Approach		WORKSHOP Traffic	
122.8		122.8 when ELCOM Inop.		122.8 when ELCOM Inop.	
RLS (Reindeer Landing System)	Final Apch Crs 360°T	Minimum Alt CLAUS 2500' (2450')	RLS (DA/H) CONDITIONAL 250' (200')	Apt Elev 50' Rwy 18 50'	
MISSING APCH: Climb to 2500' direct MSLTO, then RIGHT turn direct KSSNG and hold.					
Alt Set: INCHES Trans level: Fl 180 Trans alt: 18000' CAUTION: Departures may be illuminated by blinding red nose. CAUTION: Supersonic heavy departures; non-sleigh traffic discouraged. 1. Reindeer practice flights year-round. 2. Flights in the vicinity may be conducted under the influence of egg nog. 3. No unapproved winter operations. 4. Postal flights with letters to Santa receive priority sequencing. 5. Reindeer and Elves are on and in vicinity of runway. 6. Runway does not maintain stationary location.					
1000' MSA WSP NDB					



MERRY CR	RLS DA/H 250' (200')			LOC (Rudolph Out) DA/H 400' (350')			LOC MDA/H 500' (450')			CIRCLE-TO-LAND	
	FULL	TINSEL out	TWINKLE out	TINSEL out	TINSEL/TWINKLE out		TINSEL out	TINSEL/TWINKLE out	Rdr In Svc	MDA/H	
6									6	500' (450')-1	
7	RVR 0	RVR 40 or 1/4	RVR 50 or 1	RVR 40 or 1/4	RVR 50 or 1	RVR 60 or 1 1/4	1	1 1/4	7	550' (500')-1	
8									8	650' (600')-1 1/2	
9									9	750' (700')-2	

CHANGES: Noel procedure.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

Reproduced with permission of Jeppesen. FOR REINDEER NAVIGATION ONLY. © Jeppesen, 2013.

The North Shore Model Aero Club is again running a Scale Open Day. It's been a while for various reasons but we are excited to be doing this again. The attached flyer has all the details so please feel free to distribute it freely.

AUCKLAND SCALE DAY
January 28th 2024 Gates Open at 0830
NSMAC Green Road Dairy Flat Auckland
Sponsored by Hobby City

SPONSORS
Hobby City
Avetec NZ
North Shore Aero Club

CONTACTS
Robert 021 969 159
Roger 021 072 3956



Great Airstrip, Easy Parking, Toilet
BBQ & Cold Drinks (Pilots FREE)
Any model, Military and Civil
IC or Electric or Turbine
Noise and height limits
Normal safety rules
Pilots MFNZ members
Trade Stands Welcome

NSMAC are holding a Scale Fly-in at their Green Road Club Site
The plan is to cram as much (safe) flying as possible into the day
Open to any R/C scale aircraft so bring your new projects, big and small, flying or not. Landing Fee \$10 includes BBQ & Special Prizes
PILOT BRIEFING 0900 hrs



Spektrum Sky Transmitter and Receiver Firmware Update

If you own a Spektrum Transmitter and have it registered with Horizon Hobbies you should have received this in your email box. If not, have a read as it may be of interest to you.



Update Your Transmitter and Receivers for Sky Remote ID Compatability!



Dear registered Spektrum user,

This message is to inform you that there is a new update for Spektrum NX transmitters (3.12), iX Transmitters (iX12 1.20.09, iX14 1.02.09 and iX20 1.10.09) and various receivers that you have registered on SpektrumRC.com. This new firmware update corrects various bug fixes and add several new features, such as

compatibility with the new Spektrum Sky Remote ID Module. Some of the new features include:

- **Remote ID:** NX and iX transmitters will now support the Spektrum Sky Remote ID device (SPMA9500). When reporting as a telemetry device, the Sky status is shown on the Main Screen as a check mark (“searching for GPS”) or an animated-up arrow (“ready for takeoff”) or an airplane (“flying”).
- **Servo Cycler and Sequencers:** transmitters with more than 2 sequencers, sequencer 3 is now defaulted to a repeating cycler.
- **New BNF Model Files:** new BNF model files to support new aircraft releases.

Note that some of the new improvements applies to the Spektrum NX20 transmitter (SPMR20500) and iX Transmitters only.

Please visit the change log for the full list of fixes and new features

[NX TRANSMITTER](#)

[CHANGE LOG](#)

[IX12 TRANSMITTER](#)

[CHANGE LOG](#)

IX14 TRANSMITTER

CHANGE LOG

IX20 TRANSMITTER

CHANGE LOG

Learn how to update your NX Transmitter via USB:

USB UPDATE

Learn how to update your NX Transmitter via Wi-Fi:

WI-FI UPDATE

As part of the Spektrum Sky release there are new receiver updates that are required to allow Sky telemetry message to display on the Spektrum transmitter. To update your receiver, download the Spektrum PC Programmer and follow the instructions.

DOWNLOAD PROGRAMMER

Please note that these updates are not required to use the most basic features of Sky. Sky only requires power and to be registered with the FAA to be compliant with remote ID regulations.

If you have questions or need assistance, please reach out to our support team via the chat interface on SpektrumRC.com

JOIN THE SPEKTRUM COMMUNITY



Follow our hashtags: #SpektrumRC | #HorizonHobby



So, what's been happening at the field

First off, a warm welcome to Bruce McKay who visited our field from the Christchurch Model Aero Club. He called into the field the other week with this ME232 and also a big electric Helicopter. He is currently working at the Prison at TeAwamutu so if you misbehave at least you'll know someone there.



The following photos are a series of Gordon and friends retrieving Gordons crashed “Hots” which went into the very deep drain in the Chinese farm paddock. The reason for the crash was a flat battery, so says Gordon.



This next group of pictures were shot by Brian Holden of the grass cutting, Gordon's 'Frank' rebuild doing aerobatics and a caption competition.





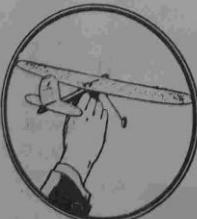
The Idea Xmas Gift



For
Him

Dad, what more appropriate gift could you make to the boy than a plane that actually flies, obeying the same aerodynamic principles as a big plane.

The plane is followed by a year of education in the new science of aeronautics in America's dominant Aviation Magazine. Let your boy keep abreast of aviation progress in the JUNIOR ACTIVITIES department of AERO DIGEST.



GIVEN with each Subscription
to AERO DIGEST—A
GENUINE DOWAE STUNT PLANE
It takes-off, climbs, spirals, rolls and loops

O. G.
ERICAN
a pro-

YOU
red
Jones'
plane
Jones
Beach,
the Cl

hub
prop
Mi
wing

A
build
vari
hub
and
the
to t

M
plea
dire
A.
Tre
was



PBG Ph: 021 288 9455
Frazer@pbgrc.co.nz
www.PBGRG.co.nz

Desert Aircraft Motors and spares.
MTW Silencer systems, Tech Aero
Ignition IBEC, Falcon & XOAR props.
Foamies & Lipo. Methanol, Nitro,
Coolpower & Redline Oils, and more !!
Check the website, or ring Bogan.

DESERT
DA
AIRCRAFT

SILENCER
MTW
SYSTEMS

Whats Stan been up to?



*My new toy with a
Kolm 240 four
cylinder fitted*



*Here is the engine
installed*



Thanks for sharing Stan. That's one big Cessna



Remember our caption competition from last month?

Thanks to those that sent in comments but as this is a family show it's best that we just leave this one alone.

You can use your imagination on this one if you want to.



TIME TO CLEAR OUT SOME STUFF

Bruce Pickering

021 238 3572

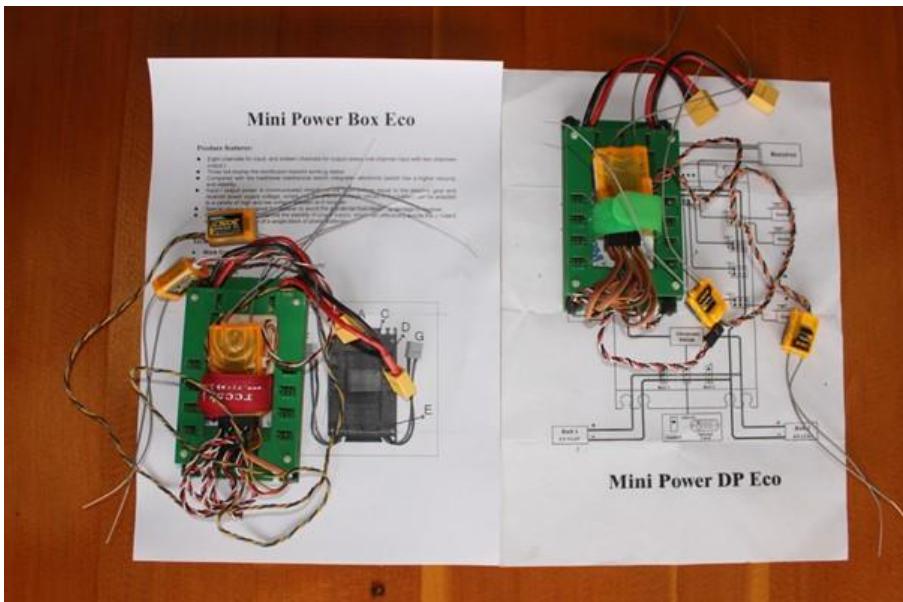
brucepicker0@gmail.com

I used these items in my bigger models, but it was time to scale back.

Turnigy Mini Power Box Eco (green)

Power distribution box, complete with Orange R920X receiver with two satellites. Just requires two 2-3S Lipos or similar. 8 channels, with two ports for each output.

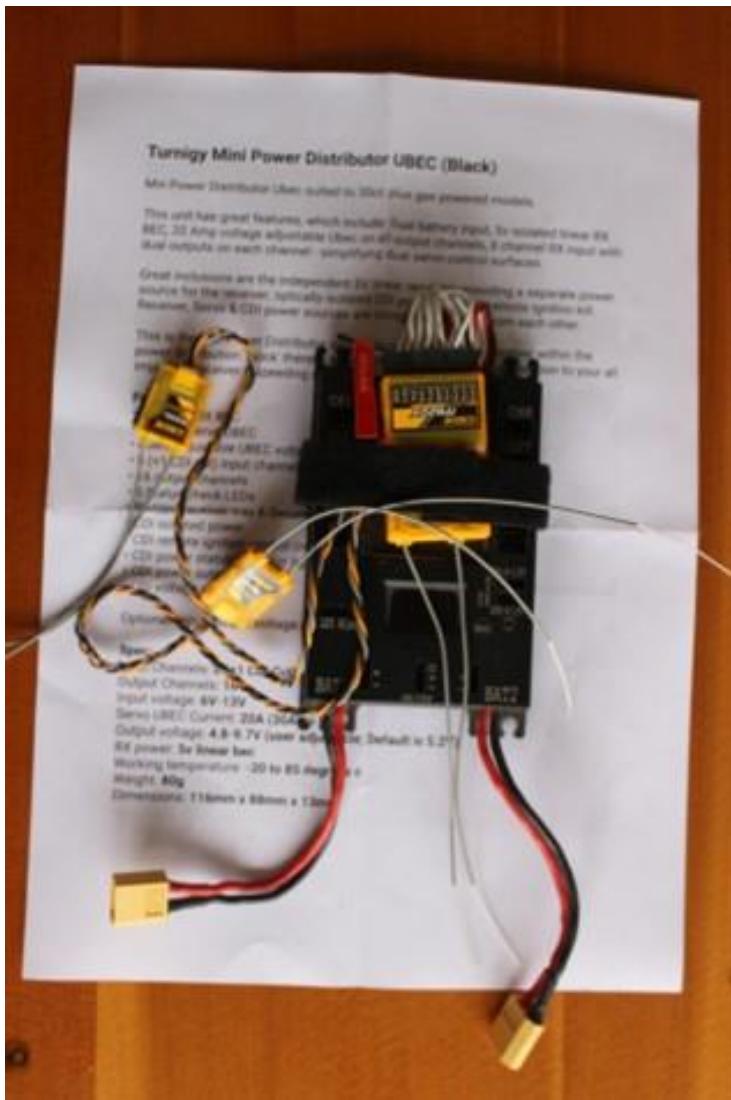
\$65 each or both for \$120.



Turnigy Mini Power Box Eco (black)

Similar to the green ones with some upgrades. Also includes Orange R920X receiver with two satellites.

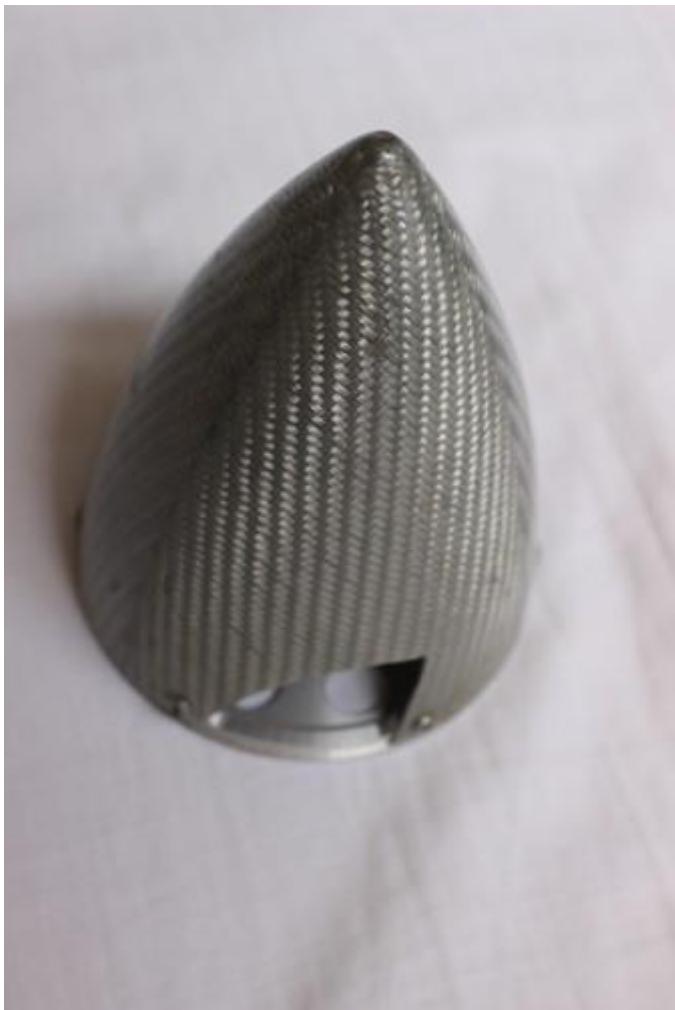
\$75



Siver Carbon Fibre Spinner 100mm

Cut out for two-blade propeller.

\$38



Bush Tundra Air Wheels

By Positive Reproductions. 1.6 in (295mm) diameter.

I mounted them on my X-Cub

\$35



Coming Events 2023

What's On, When and Where



December

Time	Event
	Saturday, December 9
all-day	<u>RC Pylon Racing Series - Xmas BBQ, Airsail MAC</u>
	Sunday, December 10
all-day	<u>RC Pylon Racing Series - Xmas BBQ, Airsail MAC</u>
all-day	<u>HMAC Xmas BBQ & Funfly</u>
	Wednesday, December 13
all-day	<u>HMAC Xmas Club Night Meeting</u>
	Saturday, December 16
all-day	<u>CANCELLED: LMANZ Large Model Rally (TBC)</u>
	Sunday, December 17
all-day	<u>CANCELLED: LMANZ Large Model Rally (TBC)</u>
all-day	<u>XMAS Aerobatics @ Airsail MAC</u>

January

Monday, January 1

all-day [MFNZ National Champs - Clareville/Carterton](#)

Tuesday, January 2

all-day [MFNZ National Champs - Clareville/Carterton](#)

Wednesday, January 3

all-day [MFNZ National Champs - Clareville/Carterton](#)

Thursday, January 4

all-day [MFNZ National Champs - Clareville/Carterton](#)

Friday, January 5

all-day [MFNZ National Champs - Clareville/Carterton](#)

Saturday, January 6

all-day [MFNZ National Champs - Clareville/Carterton](#)

Saturday, January 20

all-day [Bay of Plenty Aerobatics Champs](#)

Sunday, January 21

all-day [Bay of Plenty Aerobatics Champs](#)



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

Next Flight Lines February 2024
Newsletter deadline – Wednesday 31 January 2023

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