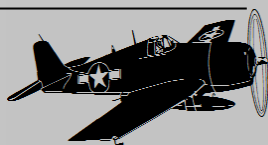


February
2024

HAMILTON MODEL AERO CLUB

Flight Lines



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*Cover Page: Always a crowd when there's food around.
Christmas BBQ and fun fly day*

Photo: Brian Holden

FLIGHT LINES

HAMILTON MODEL AERO CLUB INC.

February 2024

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
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COMMITTEE:

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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, February 14
VENUE: Beerescourt Bowling Club
68a Maeroa Road - Hamilton

Club Night Theme: 8.00pm AGM. Don't shy away, please attend.

No Club Themed Flying Day this month as HMAC will be hosting the Trans Tasman Pattern Aerobatics competition on 16th through 18th February. Offers of help appreciated, contact Frazer

Presidents Report

Grant

Well it's hard to believe, but here we are two months on since our last newsletter and the editor is chasing up another presidents report. It's been a busy couple of months with some good flying weather mixed in with some not so good, but I guess we've had to take what we got and use it when we could.



***February
already!***



Way back in December we held our Christmas BBQ fun fly & Christmas club night. Both of these events went well with good attendance at both. The weather for our fun fly event was a little windy and overcast, but that didn't put off too many and we still managed to get in some good flying and of course a great BBQ lunch. A huge thanks to Lyndon for organising the bulk of the food and drinks and for not turning the sausages into charcoal, which was a major bonus of course. Great work thanks.



***Everyone is happy
to watch Lyndon
do all the work.
Well done that
man***

The Xmas club night included a bit of a wrap up of the year, a bunch of photos and some show and tell of models.



Sel brought along his new Tiger model which looked great and promised to be a good flying Aircraft.

Frazer brought along his Pylon racing model with an associated story, whilst Gordon debuted his latest addition to weird and wonderful flying machines.



Part of Gordon's weird and wonderful collection

Over new year, a handful of our members attended the Model Flying New Zealand Nationals Competitions in Carterton in the Wairarapa. The word is the weather was pretty much okay for the duration of the Nats with only a little bit of rain to start and finish the week. From what I've heard it sounds like the boys had a good time with lots of laughter and some good flying. Headlining in the results we had Bernard Scott take out Free Flight Champion, Frazer Briggs RC Aerobatics Champion whilst former club member Kevin Barnes was awarded Senior Champion of Champions. Our



club points showing this year wasn't quite as strong as in past nationals and therefore we didn't feature on the Club Champion points trophy this year, that was taken out by Model Flying Hawkes Bay, so congratulations must go to them.

Back home at HMAc, the field is looking great with just enough rain to keep the grass growing and in good condition. The mowing team have been tinkering with the mower settings and it's doing a great job. Unfortunately, due to ill health Phil has retired from the mowing team and Brian Collins has stepped up to keep the team numbers strong. Thanks Brian and the others for giving up your flying time to keep the field in great shape.

Coming up in the middle of this month, HMAc will be hosting the Trans Tasman Pattern Aerobatics competition on 16th through 18th Feb. This means the field will be reserved for competition and practice flying during that time. Feel free to come on out and see what's going on at any point and I'm sure Frazer who is the contest organiser would appreciate any offers of help with the likes of cooking the BBQ food etc. Please touch base directly with Frazer if you can spare some time. (Frazer – 021 288 9455)

Early in January you will have received an email from the club detailing the requirements for an observer whilst flying. The committee are currently exploring what that can and will mean for our flying activity in the future. In the meantime, please take it that there should be at least one person acting as an observer for all and any models being flown. This in essence means no flying alone. Remember you can sign up family and friends as Observers through the MFNZ website which may ease the requirement. Further detail will be coming out in the next month.

A reminder that the upcoming club night meeting on February 14th is our scheduled Annual General Meeting. Please make the time to come along and add your input to the clubs running and activities. Future club nights are scheduled for May, July, September and December.

There are a number of flying events coming up in the next couple of months, so keep an eye out for these on the club web calendar and also

via the MFNZ web site too. I myself have a full schedule of flying planned, so here's hoping the weather plays a favourable game!

Well, that's all I have to start off the 2024 year. I'd like to thank the committee for their input throughout the past 12 months and wish the incoming committee a successful year ahead.

Signing off as always, remember... Safe Flying is NO Accident 😊

Cheers

Grant

**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



Welcome all to 2024 and I certainly hope all your Christmas and New Years festivities went to plan. And by that, I mean the plane from Santa you have always longed for arrived and second you hadn't crashed it by the new year.

There's lots happening all over the country at the moment which is great to see. You have summer to thank for that. Speaking of, thanks to everyone who has contributed to this month's newsletter, in fact I was inundated with so many photos that unfortunately I don't have the space to fit them all in. This is of course wonderful. However, if I receive a large number of photos of one particular aircraft then I'm only going to grab what I think is the best of the batch. Also, a number of pictures I received were once again still way too high in resolution and I'm only able to reduce them by so much. So, if you sent me a number of photos and only one or two of those are in the newsletter you'll know why. If you're unsure as to what to do please ask someone to help with your phone settings and adjust that resolution of your pictures.

Right o, I have a newsletter to attend to as I'm off to Warbirds over Awatoto this coming weekend to support team Hamilton. For those that will be heading there also, see you then. Happy reading.



HMAC Christmas BBQ

Just in case you weren't at the Christmas BBQ here's a little pictorial of what you missed







Lyndon and Warrens joint operated DH Beaver

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



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Saturday: Pilot Briefing 10:00am
FERNDENE
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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

December Christmas Club Night



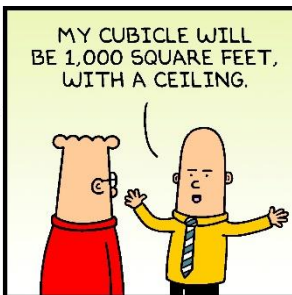
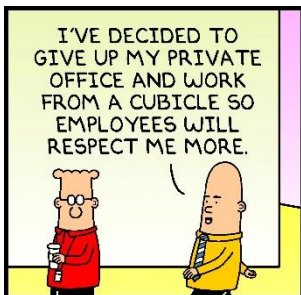
The model tables



***Frazers Pylon model -
not sure what class but still quick***



Sel's brand new Tiger



Wings and Wheels – Thames Airport

Grant

Saturday 27th Jan saw the Wings and Wheels show at Thames get underway in the mid morning with overcast skies and a 40min Traffic queue to get into the parking lot!! Nonetheless, once into the airport and past the Sir Keith Park Memorial Hurricane gate guard, there was plenty to see for both car and aircraft enthusiasts alike.

The public attendance steadily grew throughout the morning despite the poor weather forecast. As it turned out, there was only a light bit of drizzle after lunch which didn't seem to upset anyone.

There were plenty of vehicles on show with specific car type & brand groups displayed together, & ranging from the very old to some of the newest super and muscle cars. There was also a good spread of commercial trucks, motor bikes and some oddities too!!

The Military re-enactors group put on a loud shooting match between the Germans and the Allies which was popular with the crowd, resulting in the Allies reigning victorious of course!

As for aircraft, there was a reasonable selection of private planes that had flown in for the event and these were on public display. For the airborne flying show the NZ Warbirds Association brought down three WWI fighter aircraft from Ardmore plus the Roaring 40s Harvard display team. There were also the Yak aerobatic team, an Extra, a Pitts Special, a DH Chipmunk and of course the major drawcard for the event, the Vought FU4 Corsair.

All of the aircraft displays looked really good, but the Corsair beating up the airfield took the prize for the day.

So despite a slightly dodgy weather start to the day, the organizers would have had to have been very happy with how the event went. The huge public turnout & support from the display participants made for a really good relaxing event. Make sure you don't miss the next one, but go early to miss the traffic queue!!



Some Wings and Wheels
action

Aircraft I Dream About—the 28VD Air Racer

Bruce Pickering

Prior to World War One, Société Kellner was a French luxury coach builder operated by Georges Kellner. Perhaps due to a downturn in sales, during the war the company turned its hand to manufacturing aeroplanes. Under licence they produced aircraft for SPAD (Société Pour L'Aviation et ses Dérivés). Following the war, Kellner returned to coach building and SPAD went out of business. SPAD's designer, engineer Louis Béchereau, progressed through a number of companies until 1926 when he founded SRAP (Société pour la Réalisation d'Avions Prototypes).



Following the death of Georges Kellner his son Jacques took over Société Kellner. Jacques was a devotee of aviation and he wanted to steer the company back into the aviation industry. In 1931 he joined with Louis Béchereau to form Avions Kellner Béchereau. They immediately began design work and one of their first models was a racer intended to compete in the 1933 Coupe Deutsch de la Meurthe. This was a challenging race covering 2000 km, with a mandatory stop of 90 minutes at the 1000 km point. Competitors were limited to a single engine with a maximum

displacement of eight litres. The race consisted of ten laps of a 200 km circuit and although other stops were permitted, they were not mandatory and would be included in the total race time. The prize money of four million francs (more than 67,000 NZ pounds at the time) was well worth competing for.



The aeroplane designed by Kellner-Béchereau was a low wing tail dragger of mostly metal construction, developed from testing done in a wind tunnel. Designated 28VD, its slim monocoque aluminium fuselage sloped up from the spinner to the open cockpit, fairing into a turtle-back behind the pilot. Forward visibility was limited but a reasonable view could be had from each side. The horizontal stabilizers were on pivots and the incidence could be altered to trim the aircraft in flight. Everything possible was done to streamline the aeroplane, even down to an aerodynamic fairing to the tailskid.

The relatively short semi elliptical cantilever wings attached to the fuselage by the main spar. A secondary rear spar carried the large ailerons that ran almost the entire length of each wing. Fuel tanks were situated in front and behind the pilot as well as three in each wing. For some unstated reason the wings tanks had large 100 mm dump valves; carbonic gas was

fed into a space that blew out a seal and plug, allowing the contents to drain quickly. Presumably, the pilot had control of the fuel dumps.



A complicated system of radiators covered the top surface of each wing and around the leading edges. Water was piped back to the engine via a tube along the main spar. Louvres for hot air off the radiators were situated in the large fairings at the wings trailing edge to the fuselage. Also complicated was the partially retractable undercarriage—too complicated to describe here. It consisted of cables, drums, pistons, compressed air, up locks, and down locks. But it worked, apparently.

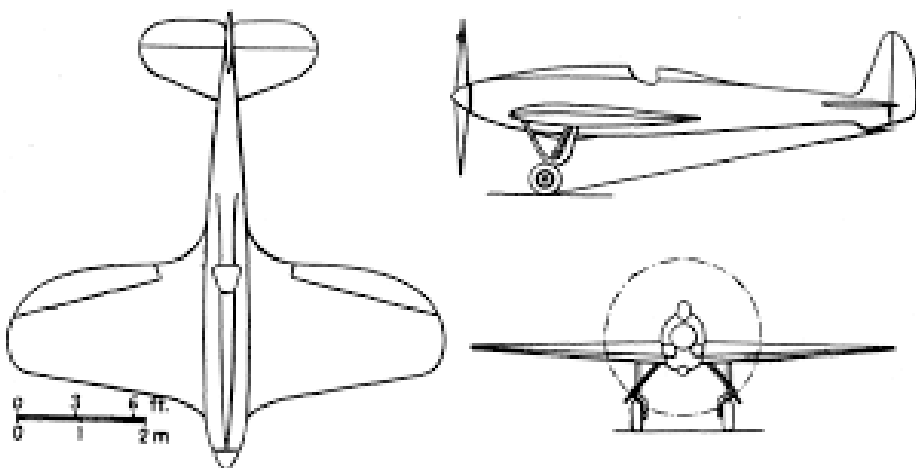
The Delage Automobile Company (Société des Automobiles Delage) built the engine especially for the race. Housed in a streamlined, close fitting cowl it was a twin supercharged water cooled V-12, displacing just under the allowed limit at 7.92 litres. Exhaust was expelled through individual stacks, six each side. A two blade propeller 2.37 metres in diameter provided the thrust.

The 28VD had a wingspan of 6.65 metres, was 7.16 metres long and was 2.64 metres high. Empty weight was 987 kg, with a maximum take-off weight of 1,600 kg. Design calculations anticipated a top speed of 400 kph, cruising at 345 kph. Completed only days before the race, there was

little time for flight testing. Qualifying flights were to take place during May 8-14, 1933; the 28VDs first flight occurred on May 12. Maurice Vernhol conducted very brief flight tests, which revealed no significant issues. Refining and preparing the aircraft took up most of the qualifying time.

During a final flight on the last day of qualifying Vernhol added full power. The engine revved to over 4,400 rpm—over 600 rpm more than its maximum limit. A coolant hose burst, and the pilot was enveloped in a cloud of steam and hot water. Blinded, Vernhol attempted an emergency landing. With his sight impaired he misjudged his landing and the aircraft hit the ground hard. The undercarriage broke off and the aeroplane flipped onto its back, ripping off the engine and breaking the fuselage in half behind the cockpit. Fortunately, Vernhol escaped with minor injuries, but the aircraft was completely destroyed, a sad ending to a promising, if over complicated, design. Kellner-Béchereau went on to design a fighter along similar lines to the 28VD, to be powered by a 11.97 litre Delage V-12, but it never materialized.

So, would the 28VD make a good model? Probably, as a racer it would certainly look the part.



Notification of Flight Observer Requirement

Unmanned Aircraft (Model Aircraft) Operations from HMAK Reekers Field: Flight Observer Requirement.

Recently HMAK were made aware by Model Flying NZ that our HMAK Reekers Flying Field lies just within 4Km of the Waikato Hospital Heliport.

Contained in the MFNZ "CAR102 Unmanned Aircraft Operations Manual", there are a number of operating procedures that we must follow when operating within the specified 4Km radius of the Heliport. Those requirements are imposed in order that our flying operations comply with NZ Civil Aviation Authority (NZ CAA) rule requirements.

Documented under MFNZ CAR102 Manual Section 8.7, are the instructions for Unmanned Aircraft Operation within 4 km of an uncontrolled Aerodrome or Heliport.

- The first point to note is, in order to operate an unmanned aircraft, the Pilot must hold, or be under supervision of the holder of, a MFNZ Wings qualification. This requirement is documented Under Section 8.7.4 (e) of the MFNZ CAR 102 Manual. (refer document link below)
- The second point to note is the requirement to have an observer present while a UAV (Model Aircraft) is in flight. This requirement is documented Under Section 8.7.5 of the MFNZ CAR 102 Manual. (refer document link below)

Note, there is also observer training guide & certification available for non MFNZ members (eg spouse, friend etc) - (refer document link below)

Thus in summary, all unmanned aircraft (ie model aircraft) being operated from our HMAK Reekers Flying Field must be by:

- 1) A pilot with a Wings Badge certification (or be under direct supervision of a wings badge holder) and**
- 2) With an observer(s) of flight operations present to convey all applicable safety information to the pilot(s) whilst aircraft(s) are in flight.**

We appreciate the observer ruling may cause some inconvenience to regular users of our field, however this is a requirement imposed by Civil Aviation Authority Rule Part 101 and cannot be ignored.

If you have any uncertainty about these rules, please contact Grant, Gordon or a member of the Committee.

Further information can be obtained directly from the Model Flying NZ web pages and from the following web page links:

Model Flying NZ web pages

<https://www.mfnz.org/members-pilots/>

MFNZ CAR102 Unmanned Aircraft Operations manual:

https://drive.google.com/file/d/1b_yQyCR9m32EthnxjND66JMwEt3U2TDx/view

MFNZ Wings Program & Qualification:

<https://www.mfnz.org/members-pilots/wings-programme/>

MFNZ Observer Training Guide and Form:

<https://www.mfnz.org/members-pilots/wings-programme/observers-qualification/>

CAA Rules Part 101:

https://www.aviation.govt.nz/assets/rules/consolidations/Part_101_Consolidation.pdf

HMAC Field - Collins Rd Roadside

Access Gate exit after 4pm

HMAC have recently been notified by the adjoining farm management who own the access track into our flying field that for security reasons, the Collins Rd Roadside Access gate will be **locked each day from around 4pm.**

In order to leave (or enter) the HMAC flying field after that time it is recommended that you follow the alternative farm race as indicated on the attached aerial photo.

Please respect the owners property and requirements. There are no restrictions on using this access after 4pm, either leaving or arriving.

Also: Flying Field Electric fence currently removed.

Currently the HMAC Flying Field Electric fencing has been removed to allow for hay making in the adjoining paddock in the coming week or so. Once the surrounding paddocks have been mowed the electric fencing will be erected again and normal fence operation and rules will be back in force.



Classics of the Sky (Tauranga Airshow)

Grant

Held on Saturday 20th January at the Tauranga Airport and hosted by the Classic Flyers Museum, this was a one day Airshow and ground display. The weather started off fairly overcast but cleared to a hot and fine day. There was a large public attendance throughout the day with quite a lot to see and do.

The airshow component was limited in its content with the RNZAF Black Falcons flying the Beechcraft T-6C Texan II being the highlight of the show. There were also displays by the NZ Warbirds Roaring 40's Harvard aerobatic display team and the Red Stars

Yak 52 aerobatic team. Unfortunately, there was no actual flightline to view from for the enthusiasts, but the nature of the air displays meant this didn't matter all that much.



The recently returned to air 'Vought FU4 Corsair' was the main static display, but this wasn't flight displayed except for a couple of fly pasts before returning to Ardmore.

Ground displays included the engine run ups of the Museums Aermacchi MB-339, Grumman TBF-1C

Avenger, Curtis Kittyhawk P40-E & de Havilland Vampire. This made for some cool sounding engine runs throughout the day. The museum was also open, so all of the aircraft were easily accessible.

The Tauranga Model Aircraft Club also featured a nice array of models on display spanning a number of disciplines, with the guys on hand to answer questions and promote our hobby.



All up, a pleasant day out with a couple of nice flying displays and a good selection of ground displays and noise makers!





From the Ooops Oh Dear Department

My sources tell me that Gordon had a serious crash one Saturday not long ago with his Herschell.

It appears that Gordon took off and “*may*” have had a problem with his rudder. The witness said that the said aircraft went to the left, was given some right rudder but then was seen going up before it spun in and of course came to a sudden stop after it clobbered a fence post and broke it clean in half. It came down close to the field in the ditch by the corn field. The plane was demolished and considered to be not repairable.

Cheers

*Name
withheld
to protect
his
identity as
a whistle
blower*



WW I v WW II

Alan

Sending a picture of the Albatross with the new spinner that Dean Clarke spun for me. He has done a beautiful job so the Albatross is now ready for a test flight. I can now take it to the Warbirds.

The spinner has been made heavy so I do not have to put much weight up the front.



The Mustang is the one I got from the HBRF auction. I flew it last weekend and it flew really nice.

I had to purchase a new 80amp ESC plus a new control board and also a new tail wheel retract, but in the end it was worth it. So hope that nothing else goes wrong.



News from the North Shore Model Aero Club

Hi All,

Well, the weather is just not playing ball for tomorrow, so **the event is postponed**. I would like to thank the many people that contacted me over the last 48 hours with the suggestion to postpone the event. I never realised how many weather forecasters there were in our club.

We are hoping that **Saturday February 24th** will be a better weather day and that as many of you as possible can attend this full day of Scale Model Flying.



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

SPONSORS	CONTACTS
Hobby City	Robert 021 969 159
Avetec NZ	Roger 021 072 3956
North Shore Aero Club	

***Please Note new date:
Saturday February 24th***

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



This is going to be a great day and the aim is to fly your scale model or models as much as you can. All pilots will receive, for their \$10.00 landing fee, a burger and one entry into the draw to win a 30 minute "Trial - You - Fly" with North Shore Aero Club in one of their trainer planes. If you want to fly a full size plane, this is your chance. The draw is only for pilots that pay a landing fee and fly their model, which greatly enhances your success in winning the trial flight. There will be other prizes that are kindly supplied by Avetek NZ

This is a Scale Model Event so your models will need to be scale or at least resemble a scale model (a Cessna foamy for example is ok)

What I would like you to do now is reply to this email and register for the event. This will help to know the number for catering etc. Even if you have registered for the postponed event, please email back to re-register.

Our venue has good sun shelter and a clean toilet.

Burgers, Sausages in bread and drinks will be available for sale.

Regards

Robert - Event Coordinator.



Heli News

Hamish Evans

One of our club members who is a Heli Pilot has sent in some pictures of projects he is currently working on...Ed

I'm a heli guy... here's a couple of things I've been working on -

- * Rebuilt Roban BO105 - modernising electronics running gear etc
- * Rebuilt NH90 in NZ squadron colours - blade strike almost destroyed it
- * Westland AH101 - awaiting all new running gear
- * TREX blackout Turbine, starter failed sent back to England for repair
- * Jet Ranger finished and flies!
- * EC130 boxed and needs assembly

Scale Helis are mostly around 1/8th, majority of my flying had been done in a paddock off the back of my property but have moved into town now.

A few things to do, all part of the fun!





So, whats been happening at the field

Club Action over Summer



*Grants Piper Pawnee
& the
Gordon/Warren/Alan
Stampe*



*Lyles new
Decathlon*



*Grant and Lyles
Decathlons*



***Martin and Son
Rory Pike from
Wales (UK) visiting
over Xmas/New Year***



***The Three Amigo's led by Kevin Foote (Centre) doing some flight
training***



Alan Rowson's Chipmunk and Gordon Meads Sopwith Pup



Gary Mercer and the Classic Aurora Patternship



Gordons Gloster Gladiator



Gordons Glider



Sel's aircraft featuring Mark Sainsbury & Helen Clark



Alan Rowsons new Typhoon powered glider – flies surprisingly well

Stevens highly uprated “Beast” of a mower clearing up the roadside verges. Give that man an award!



Gary Mercer



Gordons “A-Maising Landing” in the corn (but more aptly described as an arrival)

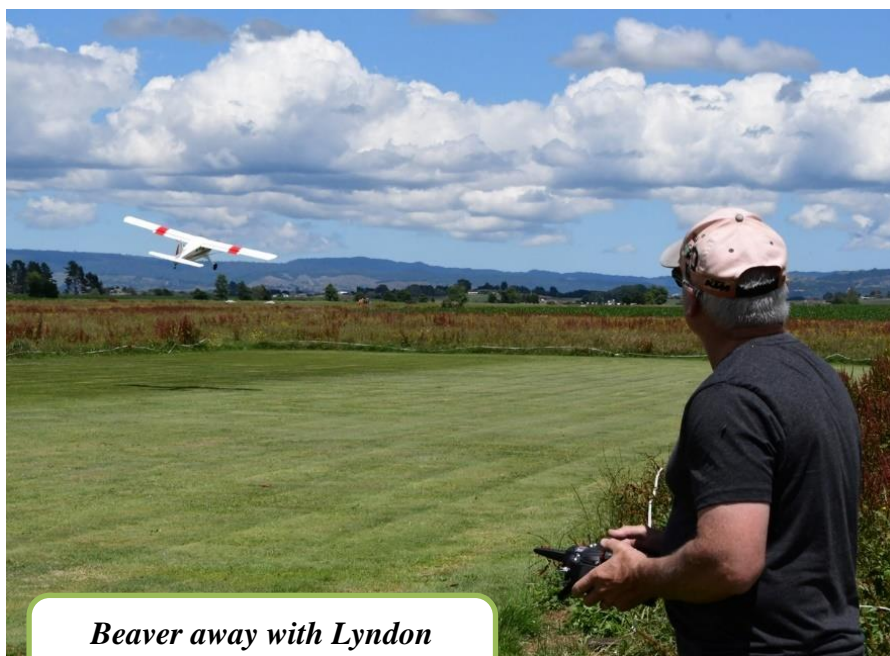
Rex Anderson - Yak



***Gordon's Pup on
finals***



Grant's Piper Pawnee



*Beaver away with Lyndon
piloting*



Ryan's Pilatus Porter – Beautiful aircraft



Airsail MAC Aerobatics Meeting

17 December

Frazer

Hi

Well we had a superb day at Airsail MAC on Sunday 17th Dec. Nice weather, sunshine, not too windy, it was a cracker. About bloody time too !!

XMAS Burgers for lunch in the botanical gardens was great, and after the comp we had a few quiets in there too.

Couple of people couldn't make it on the day with various excuses, market days, airport runs, covid, etc etc, but those that had their leave pass sorted made up for that.

Couple of rounds of Pattern in the morning, and then because the first two rounds of IMAC had been washed out this season, we also got some IMAC flying in the afternoon, with a round each of Basic and Sportsman. Lots of rust showing there !!

Scores are posted below, things will be a little out of whack on the 3rd round of pattern with some guys flying IMAC instead.

James Danby ... couldn't contain his excitement and flew Basic with his Pattern model ... remember you can fly anything in Basic IMAC, its only Sportsman and up that needs to be scale. You do need enough juice to do 2 sequences back to back though.

The day ended with a round of F3A F schedule, and I think it was 6pm by the time we wrapped things up.

Have a good Xmas, we've got the Nats starting 1st January. Then later in January, Tech Park in Tauranga.

Cheers

Frazer

Clubman Pattern (1)

Airsail MAC - December 17 2023

F3A - Aerobatic Aircraft - F3A APA 3FlightDiscard

Preliminary results

Position	Competitors	Total	Flight no 1 Finished		Flight no 2 Finished	
			Net	Norm	Net	Norm
1	HARRIS					
	Brian Sn Chopper r (980)	NZ 1929.6 L 0	<u>178.2</u> <u>5</u>	<u>929.60</u>	<u>204.7</u> <u>5</u>	<u>1000.0</u> <u>0</u>
2	CHARLTON					
	N Chris Sn (978)	NZ 1895.0 L 0	<u>191.7</u> <u>5</u>	<u>1000.0</u> <u>0</u>	<u>183.2</u> <u>5</u>	<u>895.00</u>
3	BAJAN					
	Behram Sn (973)	NZ 1426.7 L 8	<u>145.7</u> <u>5</u>	<u>760.11</u>	<u>136.5</u> <u>0</u>	<u>666.67</u>



Ph: 021 288 9455
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www.PBGRC.co.nz

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Foamies & Lipos. Methanol, Nitro,
Coolpower & Redline Oils, and more !!
Check the website, or ring Bogan.




Expert Pattern (2)

Airsail MAC - December 17 2023

F3A - Aerobatic Aircraft - F3A APA 3FlightDiscard

Preliminary results

Position	Competitors			Total	Flight no 1 Finished		Flight no 2 Finished	
					Net	Norm	Net	Norm
1	BERGE R Jon (984)	Sn r	NZ L	2000.00	<u>380.25</u>	<u>1000.00</u>	<u>401.25</u>	<u>1000.00</u>
2	BERGE R Ryan (983)	Jnr	NZ L	1822.12	<u>355.25</u>	<u>934.26</u>	<u>356.25</u>	<u>887.86</u>

Masters (3)

Airsail MAC - December 17 2023

F3A - Aerobatic Aircraft - F3A APA 3FlightDiscard

Preliminary results

Position	Competitors			Total	Flight no 1 Finished		Flight no 2 Finished		Flight no 3 Finished	
					Net	Norm	Net	Norm	Net	Norm
1	CHAVE Rod (974)	S nr	N ZL	2000.00	<u>375.50</u>	<u>1000.00</u>	<u>380.25</u>	<u>1000.00</u>	<u>0.00</u>	<u>0.00</u>
2	DANKS John (958)	S nr	N ZL	1939.21	<u>366.25</u>	<u>975.37</u>	<u>366.50</u>	<u>963.84</u>	<u>0.00</u>	<u>0.00</u>

3	PERRY Lyndon (936)	S nr	N ZL	1912. 79	<u>342.</u> <u>75</u>	<u>912.7</u> <u>9</u>	<u>324.</u> <u>75</u>	<u>854.0</u> <u>5</u>	<u>363.</u> <u>00</u>	<u>1000.0</u> <u>0</u>
4	NEWM AN Kaden (943)	Jn r	N ZL	1807. 67	<u>325.</u> <u>00</u>	<u>865.5</u> <u>2</u>	<u>358.</u> <u>25</u>	<u>942.1</u> <u>5</u>	<u>0.00</u>	<u>0.00</u>

F3A P (4)

Airsail MAC - December 17 2023

F3A - Aerobatic Aircraft - F3A APA 3FlightDiscard

Preliminary results

Positi on	Competitors			Tota l	Flight no 1 Finished		Flight no 2 Finished		Flight no 3 Finished	
					Net	Nor m	Net	Nor m	Net	Norm
1	BRIGGS Frazer (Bogan) (911)	S nr	N ZL	2000. 00	<u>486.</u> <u>25</u>	<u>1000.</u> <u>00</u>	<u>523.</u> <u>00</u>	<u>1000.</u> <u>00</u>	<u>0.00</u>	<u>0.00</u>
2	DANBY James (905)	S nr	N ZL	1823. 02	<u>449.</u> <u>00</u>	<u>923.4</u> <u>0</u>	<u>470.</u> <u>50</u>	<u>899.6</u> <u>2</u>	<u>0.00</u>	<u>0.00</u>
3	TOMLIN SON Paul (918)	S nr	N ZL	1821. 08	<u>399.</u> <u>25</u>	<u>821.0</u> <u>8</u>	<u>422.</u> <u>00</u>	<u>806.8</u> <u>9</u>	<u>367.</u> <u>50</u>	<u>1000.0</u> <u>0</u>

F3A F (5)

Airsail MAC - December 17 2023

F3A - Aerobatic Aircraft - F3A APA 3FlightDiscard

Preliminary results

Position	Competitors			Total	Flight no 1 (F) Finished	
					Net	Norm
1	BRIGGS Frazer (Bogan) (911)	Snr	NZL	1000.00	554.00	1000.00
2	DANBY James (905)	Snr	NZL	658.40	364.75	658.40



Basic IMAC

Airsail MAC - 2023-12-17

Classification

Competitors	Cat	Country	Total	Position	Flight 1 Known Finished		Flight 2 Known Finished	
					Net	Norm	Net	Norm
DANBY James (905)	Senior	(NZ L)	2000.00	1	<u>1289.50</u>	<u>1000.00</u>	<u>1295.00</u>	<u>1000.00</u>
CHARLTON Chris (978)	Senior	(NZ L)	1501.20	2	<u>1010.50</u>	<u>783.64</u>	<u>929.25</u>	<u>717.57</u>
HARRIS Brian Chopper (980)	Senior	(NZ L)	970.51	3	<u>542.00</u>	<u>420.32</u>	<u>712.50</u>	<u>550.19</u>
BAJAN Behram (973)	Senior	(NZ L)	817.50	4	<u>508.50</u>	<u>394.34</u>	<u>548.00</u>	<u>423.17</u>



Sportsman IMAC

Airsail MAC - 2023-12-17

Classification

Competitors	Category	Country	Total	Position	Flight 1		Flight 2	
					Known	Finished	Known	Finished
					Net	Norm	Net	Norm
NEWMA N Kaden (943)	Junior	(NZ L)	2000.0 0	1	<u>1616.0</u> <u>0</u>	<u>1000.0</u> <u>0</u>	<u>1653.0</u> <u>0</u>	<u>1000.0</u> <u>0</u>
CHAVE Rod (974)	Senior	(NZ L)	1951.2 2	2	<u>1588.2</u> <u>5</u>	<u>982.83</u>	<u>1600.7</u> <u>5</u>	<u>968.39</u>
DANKS John (958)	Senior	(NZ L)	1899.1 4	3	<u>1573.5</u> <u>0</u>	<u>973.70</u>	<u>1529.7</u> <u>5</u>	<u>925.44</u>
BERGER Jon (984)	Senior	(NZ L)	1506.5 0	4	<u>1190.0</u> <u>0</u>	<u>736.39</u>	<u>1273.0</u> <u>0</u>	<u>770.11</u>
BERGER Ryan (983)	Junior	(NZ L)	1179.9 0	5	<u>857.00</u>	<u>530.32</u>	<u>1073.7</u> <u>5</u>	<u>649.58</u>



VINTAGE RC and FREE FLIGHT at the 2024 NATIONALS

Bernard Scott

A new flying site at Matahiwi Road, north of Masterton, had space enough to allow both Vintage RC and Free Flight to use the same farm. There was so much space that from the mid-farm FF area, binoculars were needed to see RC flyers at the top end of the farm. No drainage ditches, electric fences that were easy to cross, and few animals to eat wayward models ... a free flight heaven!! The irrigation arms that swept the farm in kilometre wide semi-circles were no threat as their GPS-controlled arcs were performed so slowly that the outer section moved at just a few metres per hour.

Vintage RC had a great turn-out and the rally-style program that allowed fliers to choose when they would fly was popular. Free flight attendance was a bit sparse as some fliers had cancelled when a flying site had not been secured by mid-December. It took nerve to hang in there when it seemed certain that free flight would be a repeat of the previous Nationals, with events held on an inappropriate area that ruled out serious flying. Two days before Christmas, those that took a gamble got their present, but leaving major Nationals decisions to the last moment is a tardy way of operating and those who decided against attending were well justified.

Only three HMAc flyers recorded official scores in free flight. Brendan Robinson was 5th in Aggregate and 11th in Catapult Glider. I ran, sometimes limped, a marathon of 15 free flight events, recording three flights in 14 of them and getting a polishable object for the effort. A case of age and experience beating youth and inexperience, although in free flight today, “youth” means anyone who is yet to receive their Gold Card or knows that Meatloaf with a capital is not a culinary experience. Indoor Glider defeated me and I left, shamefaced, having made times that the judges took for no-flights. The third HMAc member to record in free flight was Margaret Cooke who managed to get a Hangar Rat propeller

hooked on a ceiling electric cable. The model rotated slowly on the prop shaft for many minutes before being dislodged with a 7-metre roach pole. It was a trying time for Margaret in Catapult Glider as well with a couple of lost models, but good to see a lady flier no matter what the result.

Owen Dewe, a very competent amateur photographer, has made available his images of the Nationals. Photographs in this report are from Owen.

Bombshell A 1940 design about to be fired aloft with a section of the irrigation rig in the background. I hope he extended that aerial before launching!



Allan Knox was Vintage Champion yet again. Here his *Cumulus*, a 1937 design, starts its climb. It's a heavy model, but Allan has glider flying experience and gets it into lift on most flights.



When someone asks the sort of model with which they could start out in outdoor free flight, the answer is often “A P-30”. This is a rubber class that uses models of 30” maximum wingspan and a commercial 9” plastic prop. P-30 is popular because carving a propeller is not, and the bought propeller also helps give3 a level playing field. The P-30 event was won by a clunky 1978 design, showing again that launching into good air is as important as a good model. In this photo, Graham Lovejoy launches his *Crackerbox*, another oldie-but-a-goodie.

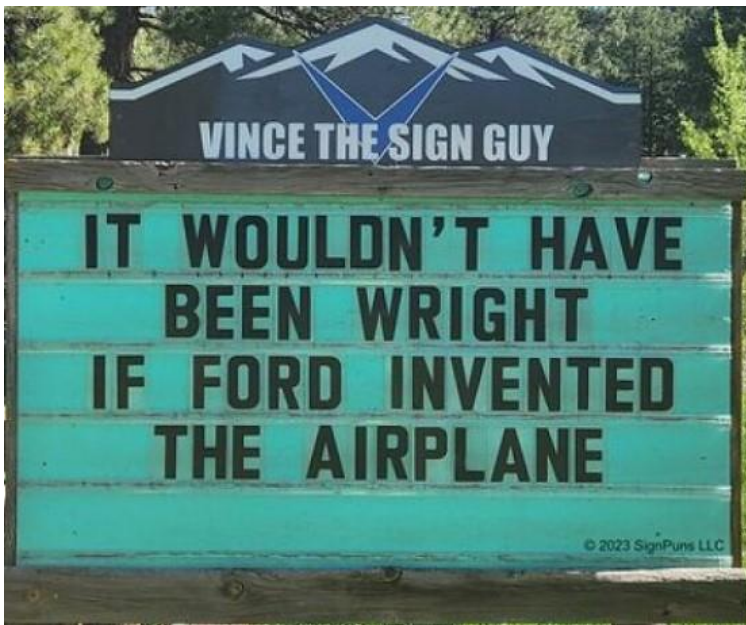


Most Vintage classes require a minimum of 8-ounces per square foot wing loading. This rules out super light models that could be dangerous. There are a couple of exceptions to the loading rule, and Vintage E-Rubber Texaco is one. Below is a 1940 Earl Stahl *Hurricane*, an example of a *vintage rubber* model that has been converted to use an *electric* motor. That explains the first three parts of the competition name, and the *Texaco* bit means it is an endurance event with a limited energy supply.

Size of the motor battery is determined by wing area using a formula that ensures fair competition. With no upper time limit to each of the two required flights, you need a timekeeper who has an hour or two to spare: *"I Need a timer for Rubber Texaco"* will clear the area.



As an aside, this was Bernard's P30 being crushed by a tractor because he couldn't get to it in time. Joys of Free Flight I guess. Here's the Dusty Demolisher fleeing the scene.



Indoor Free Flight Practice Day

Morrinsville

Saturday March 9, 2024

An opportunity to trim your indoor free flight models in the open space of the Events Centre from

10.00am until 4.00pm

Morrinsville Events Centre, 21 Ron Ladd Place, Morrinsville

Contact Stan Mauger 09 575 7971, stanm09c4@gmail.com for more information



Organised by the Auckland Model Aero Club Inc
in conjunction with the Scale Free Flight & Control Line SIG



A Stampe flies at Hamilton

Alan

Sending some photos of the Stampe having its first flight at the Hamilton field.



Guess who's joined the dark side?

Purchased a yacht from an estate and have now got it sorted for sailing on Hamilton Lake.

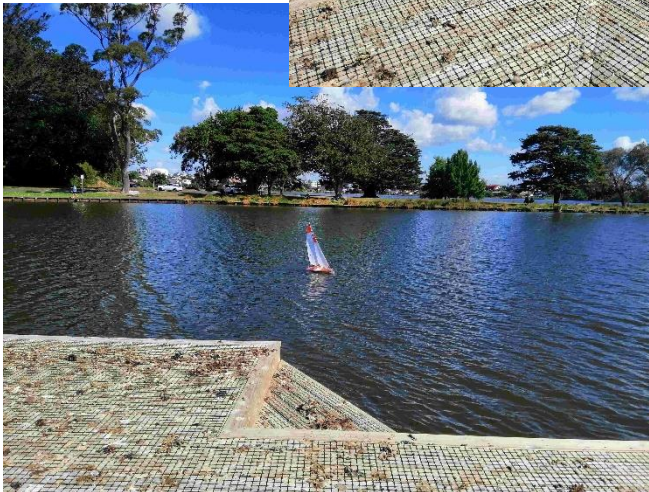
My brother in-law got it sorted and we went down to Hamilton Lake on Tuesday and Wednesday afternoon and had a hour and half with a nice breeze and sailed around the model yacht buoys.

It was really enjoyable. If the wind is too strong at the field for flying I can now go sailing.

I am not giving up aircraft. If it is too windy at float planes this will be in the water!!

Cheers

Alan





Estate Items for Tender

The items on the following pages are to be sold on behalf of an Estate. To give everyone a fair chance to purchase, we offer these items up for tender under the following conditions:

- Tenders via email only to hamiltonmaclub@gmail.com
- Tenders close on the 29th February 2024
- Successful tenderers to be notified via Email by 8th March.
- Collection of items by arrangement.
- Tenders to include the
 1. Item Number,
 2. Your Tender Price per Item,
 3. Your Name,
 4. Your contact Phone number and
 5. Contact Email.
- Items can be paid for by Direct Bank Funds transfer to HMAc Account prior to, or cash on collection.

Submit your tender via email only to the HMAc Club email address:
Email: hamiltonmaclub@gmail.com

Tender Item “Feb 01”

Piper Super Cub.

68 inch (1.7m) wingspan, Electric motor included. No ESC Speed Controller. No Servos. Some cosmetic work required, but overall condition is good and sound.



Tender Item “Feb 02”

Hangar Nine Slow Fly Mustang.

58 inch (1.5m) Wingspan. Fixed Undercarriage, mechanical fixed (adjustable) Flaps, Slow fly Plastic Wing Extensions, Glow Engine, but is gummed up solid and will need some work to get it running, likely new bearings! JR 537 servos all round on all control surfaces and throttle. No belly Pan, unsure if it ever had one! Some minor cosmetic work required but aircraft appears original and undamaged.



Tender Item “Feb 03”

Hydroplane Boat ... (ok so we know it's not a plane!!)

As per the pictures, not sure about anything to do with this. The engine is a Magnum GP 40 side exhaust which doesn't match the Tuned Pipe header! Will require a good bit of work and some boatie knowledge I suspect!





TIME TO CLEAR OUT SOME STUFF

Bruce Pickering

021 238 3572

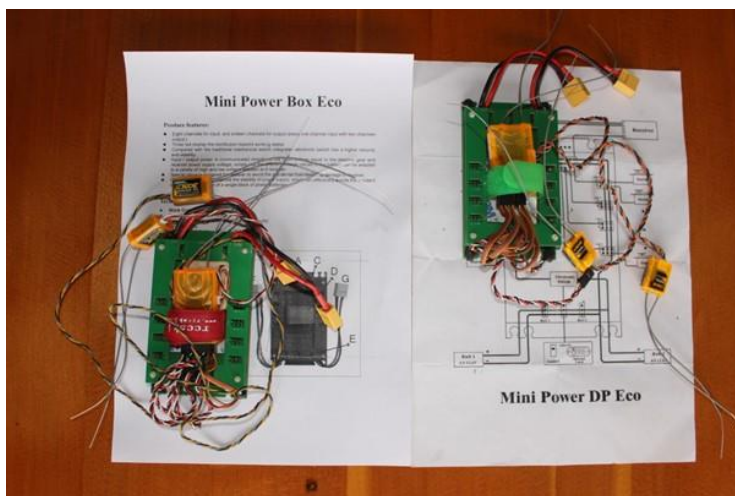
brucepickering0@gmail.com

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. Each servo is driven directly from the distribution board, only the signal comes from the receiver, avoiding high power demand through the receiver.

\$55 each or both for \$100.



Similar to the green ones with some upgrades. Also includes Orange R920X receiver with two satellites.
\$70



Siver Carbon Fibre Spinner 100mm

Cut out for two-blade propeller, with backing plate.\$35



Parting Shot

**WHEN YOU SEE YOUR CRUSH
WITH SOMEONE ELSE**



Coming Events 2023



What's On, When and Where

February

Time

Event

Saturday, February 10

all-day RC Pylon Racing Series -
Waikato Champs @ Airsail
MAC

all-day Warbirds over Awatoto

all-day Clubman Aerobatics - North
Shore MAC

Sunday, February 11

all-day RC Pylon Racing Series -
Waikato Champs @ Airsail
MAC

all-day Warbirds over Awatoto

Wednesday, February 14

7:30pm - HMAC Annual General Meeting
10:00pm

Friday, February 16

all-day Trans Tasman F3A Aerobatics
(HMAC)

Saturday, February 17

all-day Trans Tasman F3A Aerobatics
(HMAC)

Sunday, February 18

all-day Trans Tasman F3A Aerobatics
(HMAC)

Friday, February 23

all-day [Aerobatic Rumble - Hawkes Bay](#)

Saturday, February 24

all-day [Aerobatic Rumble - Hawkes Bay](#)

Sunday, February 25

all-day [Aerobatic Rumble - Hawkes Bay](#)

March

Friday, March 1

all-day [New Plymouth MAC Memorial Weekend Flyin](#)

Saturday, March 2

all-day [New Plymouth MAC Memorial Weekend Flyin](#)

all-day [RC Pylon Racing Series - Kaikohe](#)

Sunday, March 3

all-day [New Plymouth MAC Memorial Weekend Flyin](#)

all-day [RC Pylon Racing Series - Kaikohe](#)

Saturday, March 16

all-day [LMANZ Large Model Rally - Tokoroa](#)

Sunday, March 17

all-day [LMANZ Large Model Rally - Tokoroa](#)

Saturday, March 30

all-day RC Pylon Racing Series -
 Norsewood

all-day RC SIG Scale Competition

Sunday, March 31

all-day RC Pylon Racing Series -
 Norsewood

Also coming up later in the year:



Sunday 16 June 2024
Classic Flyers Aviation Museum
9 Jean Batten Drive, Mt Maunganui
Doors open 7.30 am. Auction starts 10.00am

For more information refer to website:
www.taurangamodelfly.org/annual-auction
or
Contact the Club Secretary - Garry Bentley
Phone: 027 6432103
Email: taurangamodelfly@gmail.com

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

<p>Next Flight Lines March 2024 Newsletter deadline – Wednesday 6 March 2024</p>

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