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*Cover Page: Team New Zealand stands on the podium
victorious once again after the F3A Trans Tasman
challenge. Well done team!*

FLIGHT LINES

HAMILTON MODEL AERO CLUB INC.

March 2024

www.hamiltonmac.org.nz

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

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Brendan Robinson	
Wayne Cartwright	022-1534-679
Lyndon Perry	021-0251-8474



WEB SITE

NEXT CLUB NIGHT: Wednesday, May 8

VENUE: Beerescourt Bowling Club
68a Maeroa Road - Hamilton

Please note there is no themed Flying Day this month

Presidents Report

Grant



Well another AGM down and I'm still here!! Clearly no one else wanted the job badly enough, so you are stuck with me for another year!! Actually, the AGM turnout was a little disappointing, maybe because it was Valentines day, but nonetheless we still rolled over the committee without change, so I appreciate their commitment to the cause.

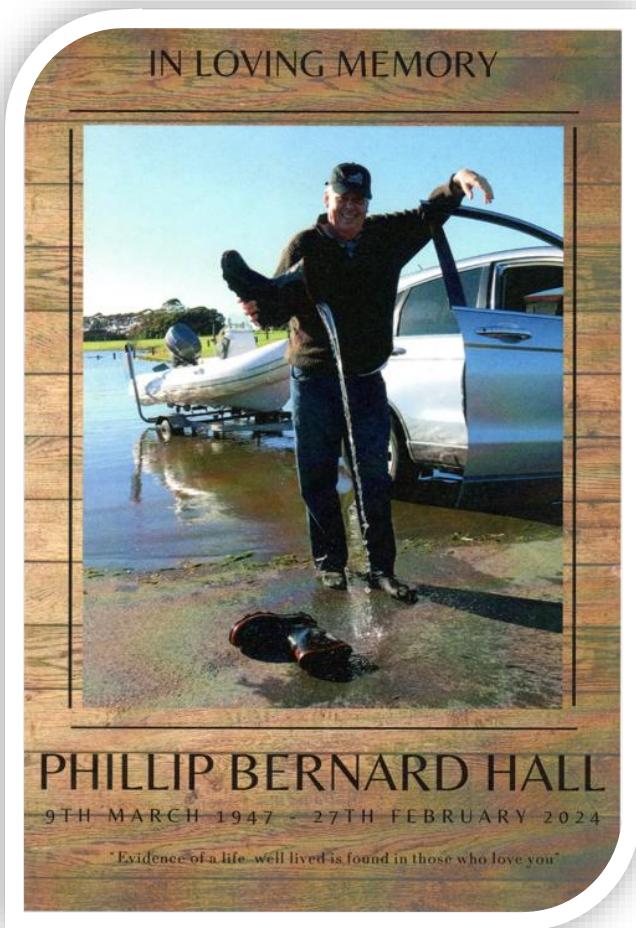
My month since the AGM has been full with flying events, firstly down to Napier for the Warbirds over Awatoto Rally, then back competing in Hamilton in the Masters Aerobatic Class held in conjunction with the Trans Tasman Aerobatics Event at HMAC and then finally down to Awatoto again for the NZRCAA Aerobatics Rumble Competition. I had also planned to go to the New Plymouth Memorial Flyin, but that was unfortunately cancelled due to poor weather. So all in all, a very busy month with a lot of Km's travelled. Hence, other than attending the Trans Tasman competition, I haven't really caught up with the club action.

February's Club night was the AGM and our next club night will not be until May 8th. That's plenty of time for you to send us your ideas and wish list of things you might like to see or do on Club night. If you have any ideas, please get in touch.

We currently don't have any club events scheduled for March at our field due to plenty of other events and activities on, plus an early Easter. At this point we hope for approval of a Float Plane day in late April up at Lake Puketirini in Huntly, however this is only tentative at the moment, so keep an eye on the web calendar for updates on that.

A few days ago, a large number of club members attended the funeral of Phil Hall. Phil has been a main stay of the club for more years than I can count, and he certainly left his mark. Phil was Secretary/Treasurer for a lengthy period from around 2006 and had also held other positions over the years prior to that. Phil was always keen to try out new technology, so it was no surprise when he jumped into FPV and Drone flying in recent years, which also proved a source of interest and entertainment for the rest

of us. Our deepest condolences go to his wife Margaret and family at Phils passing, he will be missed by many.

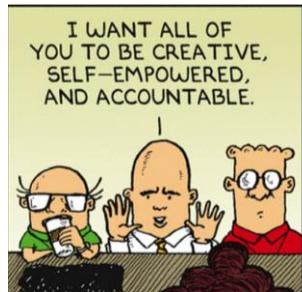


With the AGM now passed, that signals the end of another subscription year, hence you will find elsewhere in the newsletter a reminder that Annual Subscriptions are now due. There are numerous subscription options, so please get these paid asap prior to the 1st of April. Ensure you add your name and subscription type to your bank transfer please.

Finally, news from the AGM: The major discussion point put forward to the AGM was a proposal to slightly alter the cub executive structure to

remove and replace the role of Club Captain. The proposal is to introduce three new task related positions that better spread the load and hopefully provide better support to our clubs activity. The roles are tentatively labelled RC Site Coordinator, Social Media Coordinator & Events Coordinator. The RC Site Coordinator is currently performed by Sel Melville and is aligned with maintaining our flying facility (eg coordinating mowing etc). Social Media is about maintaining & managing our outward facing contact through Facebook & our website etc. The Events coordinator would look after club flying events, event-hosting arrangements, rallies and potentially public open days. At this point we would like to trial these positions and are currently seeking anyone interested in taking on either the Social Media or Events roles. The proposed change to the Captain role can potentially be implemented now as a trial and then incorporated as part of the re-write of the Club Constitution that we are currently required to update by law. The change would need to be voted on at the next AGM to become official and carry forward. Please give some thought as to whether one of the positions mentioned might suit your skills.

Events Coordinator



Social Media Coordinator RC Site Coordinator



Right, that's it from me for March. Hopefully some flying action this weekend plus a trip up to the Warbirds on Parade Airshow at Ardmore this Sunday 10th March.

Cheers
Grant.

In Memory of Phil Hall - RIP

It's with much sadness that we acknowledge the passing of long time fellow member of HMAC, Phil Hall.

Phil has been part of the back bone of HMAC for many years and will be dearly missed by his many friends in our club and across the wider model aviation community.

Our thoughts and sympathy are with Phils wife, family and friends at this sad time.







The passing of any fellow club member is always a sad occasion.

Here's a few pictures of Phil whom we will be remember fondly.

Whether it be driving the boat to rescue our planes, trying to get his own planes started or simply having a yarn with the boys. Top bloke who will be missed.

Presidents AGM Report 2023-2024

Welcome to the 2024 Annual General Meeting of the Hamilton Model Aero Club. It's nice to see you turn out for this evening's meeting. This is another "Déjà vu" moment from previous AGM's, so once again this is going to sound very familiar, but that shouldn't be a surprise.

It was suggested I copy and paste last years report, but there have actually been some pretty significant issues faced over the past year which I will mention further on. These challenges put in front of the committee have been handled and dealt with in a capable and appropriate manner by our team.

The club continued to promote flying activities for our members with Float plane days, Fun Flies, Vintage and Glider being the key activities for the RC group. Other activities such as Free Flight, Control Line, Pylon, Aerobatics and Scale were also supported by our club membership with flying occurring throughout the country. It's these events that continue to offer an outlet for a much wider variety of membership participation and/or competition in our hobby. The MFNZ Nationals also provides a goal for our competition minded members with congratulations going to those attending over New Years and placing in their events.

Club nights were reduced this year to four evenings plus the AGM. Numbers attending have remained steady, but these have been reduced from pre covid years to about two thirds. A thank you to members for their presentations & show and tell sessions that were given at these meetings. The decision to reduce club night numbers does not appear to have had any significant or detrimental effects on membership and with climbing venue costs this has likely been an appropriate move which will be continued into the coming year.

The club's monthly newsletter has continued to be a great source of entertainment and value to members throughout the year. Daves skills as editor have grown considerably since taking on the job and I'm personally very proud of his efforts each month. Of course, a big thank you must go to those that regularly contribute, (you know who you are) & especially

Bruce Pickering who continues to provide some very informative and interesting reading. Our Editor Dave Crook deserves the biggest thanks for pulling all the material together and also bringing in additional reports from elsewhere that we would otherwise miss out on. Our newsletter goes much wider than just our club membership, and it continues to be nice to hear and receive positive feedback from fellow modellers and associated aviation folk from around the country.

The year started with a significant challenge for committee around Club finances. With an ever increasing, progressively expensive economy, our regular outgoings rose accordingly. However with careful budgeting and some smart decisions we have managed to stay ahead of the game to this point. We were fortunate to receive a donation of a Ride on Mower & cash from the disestablished Cambridge Model Aero Club which has allowed us to reduce our mowing costs substantially. Bearing in mind that this mower will not last forever, the committee are well aware that if we continue with our current mowing approach, a replacement mower will be required sometime in the near future. A huge thanks to the mowing team for making this work.

A big thank you to our treasurer Alan Rowson. Alan continues to work relentlessly to ensure that we remain within our budgeting figures. Balancing the years expenditure against income is always difficult when you run with very little surplus. As you should be aware, MFNZ receives a large proportion of the annual subs we collect, so on the whole, our club portion of the annual fees paid remain very reasonable and great value for money.

Our membership renewal was pretty static for the year with some members dropping off and a handful of new members joining. I again put a call out to everyone to work towards increasing our club profile and ultimately increasing our membership numbers. New members bring both questions, answers, new ideas and increased motivation across the board.

As we ended 2023, we were made aware by MFNZ of our field being situated within 4km of the Waikato Hospital heliport. This has brought about the need for compliance with the Observer rule imposed by CAA

under rules part 101. At this point there does not appear to be any alternative and we are required to comply. Please obey with this rule and take advantage of the available mechanisms to make this work for you.

To wrap up, I would like to acknowledge the following for their support and work:

- Our farm owner, Jan Reekers and family for their continued support of our Flying Club and our club activities. Likewise, the adjoining The Land Farm which we overfly.
- Dave Crook for our Newsletter.
- Lyndon & Tory Perry for catering.
- Our HMAC committee members doing the thankless tasks.
- And everyone else who has contributed to keeping the club alive and well

As we look forward to the coming year's events and flying activities, we see the calendar quickly filling up across many disciplines and venues. I encourage you to take the opportunities as they arise, travel and give things a go where and when you can.

So that's it, the end of my 2023-2024 report. I wish the incoming committee a successful 2024-2025 year....!

Thank you
Grant Finlay
President HMAC 2023-2024



Editors Ramble

Dave

It looks like its been a very busy month for a number of people. And a sad one as well with the passing of Phil Hall.

Unfortunately, we had a couple of key events cancelled due to the forecast, New Plymouth's Memorial weekend and the Gareth Newton Vintage Memorial event in Levin. Both of which would have attracted large numbers I'm sure. On the bright side we had the Trans-Tasman at our home field, Warbirds over Awatoto, The Rumble, also at Awatoto, Waikato Pylon Champs, Waikato Stunt series, Tarmac Champs, Indoor at New Plymouth and a fun Gliding day in Levin to name a few.

So, a big thank you to everyone who contributed to this month's newsletter by way of event reports and also to our regular contributors. I'd especially like to thank once again MFHB's editor Barrie Russell for allowing me to copy his Warbirds article for which I'm very grateful.

The only event not reported on this month is the Glider Day from Levin as their clubs photographer Ross Gray has not yet downloaded all his photos from that day. I'll endeavor to have a report for that done in time for next month's newsletter. Suffice to say it was a fantastic day and a large turnout.



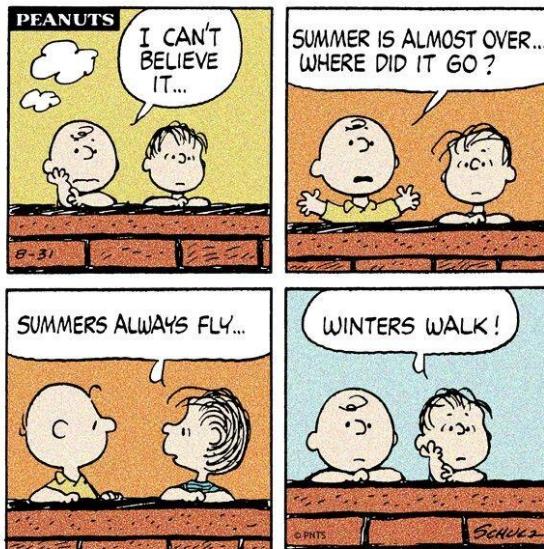
I did finally manage to maiden my Kappa 35 F5J glider and I must say that after that first heart in the mouth moment after the initial hand launch it went surprisingly well and better than expected.



Kevin assembling his Plus X

Kevin Botherway (Rowdy) had travelled to Levin from the Hawkes Bay and was flying both his 4m Plus X and DLG's alongside Peter Williams in an impromptu hand launch competition. More to come on this event next month.

Happy reading.



Treasurers Report

Alan



Hamilton Model Aero Club Annual Subscriptions 2024-2025

Please note that HMAC subscriptions & membership renewals are due for the period 1st April 2024 through 31st March 2025. Existing members must renew their membership before 1st April 2024 to continue flying at HMAC or other MFNZ club venues and to benefit from our included insurance. Note that the following fees include your membership fee associated with our National body, Model Flying NZ (MFNZ).

2024-2025 Fees are as follows:

Senior R/C \$210 (now from 26 years of age or greater at 1st April)

Family R/C \$220 (includes partners & immediate junior family members up to and including age 25 as at 1st April)

Retired R/C (70yrs+) \$190

Free Flight & Control Line \$140

Junior \$40 (must be 25 years of age or less as at 1st April (MFNZ Affiliation is Free of Charge)Associate (all flying) \$80 (joined with MFNZ through another Club)

Newsletter/Club Night & Non Flying membership \$25

Existing members may pay by Bank Funds Transfer to the following account: 03-0314-0215645-00. **Please include your name details and subscription type.** An email to the treasurer (alan48linda47@gmail.com) to let me know you have paid is also very helpful. You may also pay by visiting your local bank and completing a bank deposit.

I thank you for attending to this as early as you can before 1st April.

Cheers
Alan





Trans Tasman



F3A Trans Tasman @ Hamilton MAC



The F3A Trans Tasman was held at the Hamilton MAC field, 16/17/18 February 2024.

This is the first time NZ have been able to host a Trans Tasman since 2017 due to covid interruptions. A Trans Tasman was held in Australia at Tin Can Bay in 2019, and in 2022 a TT result was combined into the Australian Masters held in Casino.

So great to be able to run a TT back on NZ soil, with both F3A and Masters pilots flying, 20 pilots all up.

The Hamilton site was chosen for its great setup, south facing, superb runway, and not too far from the Auckland Airport for easy pickups. It ticked all the boxes.

When the Australians found out we would pick them up at the airport & accommodate them, it was an easy and a couple of guys from Tasmania signed up right away. By the time the event week came around, we had 6 Ozzy pilots on their way !! It was a bit of a squeeze at Bogans house, but with some local billets sorted out too, we got them all fitting in, with over flow pitching tents on the lawn.

The event was immediately followed by the Rumble in Hawkes Bay, allowing the visitors to double down on their trip, and fly in two events. Shane & Claire Suffolk did exactly that, with some mid week “Tiki Touring” on the way to the Bay via Rotorua and Taupo.



The new Marquee!!

Thursday was setup day, Dave Wilkins, Derek Whelan, Lyndon, Bogan and club local on the spot Sel Melville, stood the new NZRCAA 10×5 marquee up, in about 90 mins. Followed by an armada of gazebos for the judges to sit under, lines painted on the runway, and the poles stood up, things were looking good !! Putting the centre marker out in the maize crop was a bit of fun for Dave and Bogan, but with the GPS box marking app “F3A Zone Pro” locating the right spot was a piece of cake. Then it was off to the airport to pick up a bunch of visitors who had all landed late in the afternoon. Scott Kay and Mike Ralph from Tasmania, Shane and Claire Suffolk from Queensland, were all propping up the bar by the time the pickup van and trailer with Bogan at the wheel pulled into the terminal. Steve Johnson from Brisbane had already been collected by Paul Tomlinson and was attacking the duty free bag. John Knox had some fun in the night, two late arrivals at midnight, namely Jason Arnold and Shayne Lysaght, with model boxes too big to fit their rental vehicle. By 4am it was all sorted !!

Friday – official practise day and arrival of the kiwi fliers. By midday a long queue to fly was forming, and in perfect weather too !! The kiwi and Ozzy flags had been raised, and they showed a light breeze from the west as the occasional thermal moved through. By 6pm it was time for refreshments, pizza, and then Steve J reminded us we needed to get on with some fun, so let’s fly some Classic before it gets dark !!

Saturday – Day 1 of competition started at 8am. First name out of the hat, Bogan !! The sun was like a laser beam on the horizon, directly over the left hand marker pole. Sun spot required, and by 9:30 / 10am the sun was moving out of the box. Competition flying for the F3A TT class, the F3A “Locals” class, and the Masters class, went on all day, with little time for breaks, to make sure we got through 3 rounds of flying. By 6pm we were all done, and then before the Saturday night function in Te Rapa at the Foundation Bar and Restaurant, there was just enough time for the official boat race. Won by the slimmest of margins by the kiwis, and the brand new boat race trophy was held aloft by the wining team. An F3A stab half mounted on a timber base, the Norm Morrish trophy, what a prestigious award. Saturday night doo at the Foundry was a cracker, with 25 people

in our own room, constant supply of platter food, and plenty of banter. This is what the TT is all about.



Sunday – Day 2 of the competition, and once again we had an early start. Perfect weather again, with a slight westerly breeze building during the day. By midday the finals rounds were being flown, with the top 6 F3A pilots working their way through the tricky F sequence. Late afternoon Jarrod Briggs put on a demo with his 120cc freestyle machine, and before long it was time for the prize giving ceremony.

Team NZ took the top spot for team standings, making this win the fourth win in a row for the kiwis. Looking on the trophy, this event has been run since the late 60's and the name Australia features on the trophy lots up till about 1998, when the kiwis won for the second time ever.



Team NZ win the 2024 Trans Tasman Team event

An interesting bit of info, visiting flier Mike Ralph from Tasmania, his father Steve Ralph flew in the first ever Trans Tasman, held in Australia back in 1967. His father had found some old photos from the event and scanned them for us to see. Names like Paul Lagan, Alf Leong and Don Putt feature back in those days.

The Trans Tasman was a huge success, fantastic weather, great location, lots of fun. The Ozzie's went home all smiles.



Team Australia – L to R – Scott Kay, Jason Arnold, Shayne Lysaght, Mike Ralph, Shane Suffolk

Time for some thank you's. During the course of the weekend Andrew Stiver assisted by Shelly Knox and various other helpers ran a canteen in the marque that kept everyone fed and watered. Plus also John Danks who loaned us his eftpos machine, it got a bit of a workout over the course of the weekend. Derek Whelan was the CD and kept the Nortymatic scoring system ticking over. Hamish Galloway, with graphics man Steve Johnson on hand, had gotten a range of really nice looking pine laser cut trophies made, and everyone went home with something for the mantle piece. Ryan

Cadwallader and Grant Finaly hosted / billeted a few people. Lyndon Perry was a main local helper, and Bogan connected all the dots. Also of course a big thankyou to Trina Briggs who coped with so many visitors over the weekend, and kept things running in the back ground.



Team New Zealand – L to R – Steve Johnson, John Knox, Hamish Galloway, Frazer Briggs, James Danby (Reserve Pilot), Sean Galloway, James Farrow (Reserve Pilot)

Last but not least, a big thanks to the Hamilton MAC, the field was superbly mowed, and their club gave up a perfect weekend of flying weather. Good to see a few of the locals came out for a look, and at times the “peanut gallery” was the length of the marquee. I’m sure the local club were proud to have hosted such a major event at their site.

Congratulations to all competitors, it was a busy 3 days, lots of flying, lots of judging, hardly time for a rest. And we were so lucky with the weather. Monday was really windy !!!

By Tuesday night, almost all of the ozzies had packed their models back into boxes, and were on their way home. Shelly Knox did a couple of final airport runs on Tuesday to get the last of them on their way. Thanks Shelly.

Next Trans Tasman ? Australia in 2 years time, the Tazzie boys reckon they could do it. Watch this space !!

Results



Masters - A25 F3A APA 3FlightDiscard

Hamilton MAC - from February 17 2024 to February 18 2024

Preliminary Results



Pos	Competitors	Total	Prelim /1000	Flight no 1	Flight no 2	Flight no 3	Flight no 4	Flight no 5
1	FINLAY Grant (Aunty) (952)	3933.13	1000.00	971.69	1000.00	1000.00	923.53	961.44
2	CHAVE Rod (974)	3881.97	986.99	1000.00	824.21	949.45	990.77	941.75
3	WOODS Ruben (954)	3863.88	982.39	976.92	886.96	849.16	1000.00	1000.00
4	NEWMAN Kaden (943)	3842.56	976.97	991.29	945.85	863.25	931.13	974.29
5	DANKS John (958)	3681.78	936.09	945.56	868.38	924.17	918.11	893.94



F3A - P F3A APA 3FlightDiscard

Hamilton MAC - from February 17 2024 to February 18 2024

Preliminary Results



Pos	Competitors	Total	Prelim /1000	Flight no 1	Flight no 2	Flight no 3	Flight no 4	Flight no 5
1	TOMLINSON Paul (918)	4000.00	1000.00	1000.00	1000.00	996.63	1000.00	1000.00
2	WILKINS Dave (934)	3711.58	927.90	899.57	933.98	1000.00	878.03	818.99
3	STIVER (STINKY) Andrew (912)	3613.84	903.46	863.98	773.37	952.29	950.91	846.66



F3A - Trans Tasman F3A World Cup 4P2F

Hamilton MAC - from February 17 2024 to February 18 2024

Preliminary Results



Pos	Competitors	Total	Prelim /1000	Flight no 1	Flight no 2	Flight no 3	Flight no 4
1	BRIGGS Frazer (Bogan) (911)	1000.00	1000.00	1000.00	1000.00	1000.00	1000.00
2	GALLOWAY Hamish (Worms) (907)	959.03	959.03	914.90	938.40	980.60	958.10
3	LYSAUGHT Shayne (224)	955.07	955.07	930.99	954.53	959.03	951.65
4	KNOX John (917)	952.50	952.50	917.04	954.83	946.27	956.40
5	JOHNSON Steve (465)	944.21	944.21	939.08	899.78	953.77	939.77
6	GALLOWAY Sean (908)	941.56	941.56	931.44	926.22	935.63	957.61
7	RALPH Michael (711)	925.56	925.56	858.71	928.46	920.71	927.52
8	ARNOLD Jason (200)	924.21	924.21	883.77	939.09	927.73	905.82
9	DANBY (GRANNY) James (905)	913.54	913.54	890.43	917.71	932.47	887.46
10	SUFFOLK Shane (467)	911.32	911.32	904.76	924.00	894.25	905.19
11	KAY Scott (708)	886.62	886.62	860.80	879.46	857.51	919.59
12	FARROW James "Slim Jim" (926)	851.85	851.85	835.04	869.54	850.96	799.46

While the top half of the F3A class went on to fly 2 rounds of F schedule, the bottom half got their own P schedule fly off. Made for a great finish with the top 2 pilots separated by only 1.5 points.

As the nortymatic system only deals with a top half fly off, we used an excel sheet to tabulate the P Final scores.

F3A P Final	Prelim Total	R1	R2	R3	Total
Mike Ralph	2776.69	1000	999.56	1000	2000
Jason Arnold	2772.64	998.5414	1000	995.67	1998.541
James Danby	2748.61	989.8872	985.47	972.55	1975.357
Shane Suffolk	2733.95	984.6076	921.08	848.03	1905.688
Scott Kay	2659.85	957.9211	923.84	839.85	1881.761
James Farrow	2555.54	920.3548	883.39	810.35	1803.745



**F3A - Trans Tasman
F3A World Cup 4P2F**

Hamilton MAC - from February 17 2024 to February 18 2024

Final Results



Pos	Competitors	Total before final	Total final	Flight no 5 Finished BE	Flight no 6 Finished TBL
1	Frazer (Bogan) Briggs (911)	4 000.00	2 000.00	1 000.00	1 000.00
2	Hamish (Worms) Galloway (907)	959.03	1 931.98	823.56	972.95
3	Shayne Lysaght (224)	955.07	1 908.03	934.55	952.96
4	John Knox (917)				
5	Sean Galloway (908)				
6	Steve Johnson (465)				

Team Scores calculated from final rankings.

NZ 18

AUS 37



[F3A Trans Tasman @ Hamilton MAC – NZ RC Aerobatics
\(nzrcaa.co.nz\)](http://f3atranstasman.hanmermac.co.nz)





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26





Aircraft I Dream About—the Jabiru

Bruce Pickering

One sunny day last century while I was working briefly in Tumut, NSW, I had the opportunity to get a flight in a Jabiru J430 that was being ferried from Wagga Wagga back to Tumut. Somehow the owner, who was also a flight instructor, had learnt that I used to hold a private licence. So in true Australian style, as we approached the aeroplane, he said, “Righto, you’re in the left-hand seat!” I was worried that I had become too rusty since I had not flown for ten years, but it did not take long to feel at home at the controls, apart from the heavy boot-full of rudder required to balance the turns. Anyway, as we landed in Tumut he kindly remarked, “You see, you never really lose it!”

In 1988 Rodney Stiff and Phil Ainsworth formed Jabiru Aircraft Pty Ltd in Bundaberg Queensland to manufacture affordable light aircraft in kit form.



The aircraft was named after the large black necked stork native to Northern Australia and was first certified in October 1991. It was originally fitted with the KFM 112M aero engine, manufactured by Italian American Motor Engineering, but they ceased manufacture soon after production of the Jabiru began. So, again in true Australian style, the company decided to make their own engines. By 1995 they were producing the Jabiru 2200, a four cylinder horizontally opposed air cooled purpose made engine. Later, they added six- and eight-cylinder engines to their range. That same year the Jabiru was made available as self build kits for amateur and experimental builders. They estimate that it takes only six hundred hours to assemble a kitset. Today Jabiru Aircraft is one of Australia's leading recreational aircraft manufacturers, producing and exporting worldwide over two thousand aircraft and seven thousand engines so far.



Early versions were produced as tail-draggers, but mostly they have tricycle undercarriage. Built out of composite materials the aircraft are conventionally designed high wing monoplanes; wings can be removed for easy storage or transport. Composite construction techniques provide a strong but light structure. The unusual "tadpole" shape is the result of designing around the pilot and passengers, allowing plenty of space and comfort for touring, yet with small profiles. Versions include two seat training and recreational models, as well as four seat types. Controls are simple, with a centrally mounted column, brake, and trim lever.

There are several variants, including the J230 two-seat version that was a development of the four seat J430, built to satisfy the US light sports category, which is restricted to two seats. To accomplish this, they simply removed the two back seats, providing extra large luggage space. With a wingspan of 9.55 metres, the J230's composite construction has a standard dry weight of only 370 kg, with a load capacity of 229 kg including fuel, people, and luggage. Its standard 120 hp engine gives it a respectable climb rate of 1300 ft/min and a maximum speed of 222 kph (120 knots), stalling at 84 kph (45 knots).

To describe their aircraft, Jabiru's slogan is "The Goldilocks Wing Effect: Not too big, not too little, just right." Development has been ongoing, responding to needs and requirements of various customers and countries. The early model I flew had the throttle mounted on the floor between the pilot's legs. As someone said, this was "like asking pilots to copy an ATC clearance and chew gum at the same time." The central control column, mounted between seats, is connected to the elevator via a push-pull cable. I seem to remember it had a "spade handle" grip that could be held by either occupant.

The Jabiru would make an attractive RC model, but I think because of its strongly curved lines it would have to be moulded out of fibreglass, requiring time and patience.



Warbirds over Awatoto

*Kindly reprinted with
permission, Barrie Russell –
Editor MFHB*



Warbirds is done and dusted for another year. After a damp and indifferent Friday morning start when setting up the field, Saturday dawned sunny and warm with a mild sea breeze. During the day the Nor’Nor’Easter kicked in adding a moderate cross wind component, but all seemed to cope and the flying was continuous throughout the day.



Some 30+ pilots registered for the rally and the line up of models was quite spectacular. Down a bit on numbers as the date clashed with some other events and our South Island visitors didn’t make it this time round. It’s interesting how the standard and size of models has increased over the years. We held the first Warbirds back around 1997 (?) at the request of **Maurice Job** from the Palmerston Nth MAC. They had been washed out twice whilst trying to hold it I think at Ohakea and it’s been here ever since. **This is our 26th Warbirds over Awatoto.** The pits in those days often held a lot more models, but they were mostly smaller and mainly home built. What a difference today, overall the models are larger and more powerful with the majority from an ARF stable, and the few scratch built one being something to behold making up an impressive array of military aviation modelling history.

Members and the public were well catered for with the three food trucks on site, a step up from the sausage sizzle and hamburgers previously produced by members. **Convenor and Club President Marty Hughes** did a sterling job of motivating the troops and the field presentation was picture perfect. Once again **Tony Ives** undertook the onerous task of the entry and traffic control and with his band of helpers did a magnificent job which frankly no-one else wants to do but is such an important part of proceedings. The public attendance was down this year, in some part due to the weather conditions on Sunday, and maybe a lesser effort in the PR and advertising department. A little unfortunate, as this is a once in a year opportunity to not only add to the club's coffers, but possibly the biggest PR event for aeromodelling in the country. Having said that, all those who did attend, pilots and public alike were well entertained and from comments received, thoroughly enjoyed the event which was formally opened by **President Marty** with the pilot's briefing Saturday am pictured below.



Following is a pictorial study of the Rally, largely through the lenses of **Brett's**, **Clive's**, **Heather's**, Facebook's and my cameras.



Clockwise from Top Left: **Ryan Groves** (Ex Tony Withey) Aermacchi Jet flew some great display flights / **Pete Brown's** long standing Vampire / **Lance Hickey's** Mustang / **Phil Sharp's** Tempest / **Scott Purdy's** ultra fast turbine / **James Farrow's** (ex Mike Harris) Bearcat DA 100 twin powered, flew and presented well in all conditions / **Stan Nicholas's** P-51 Mustang / **John Clarke's** DC3 flown by John Sutherland.

Some interesting drone shots of Awatoto Field and set up taken early on Saturday morning;



The 50ccers about to take to the air for a multi-warbird beat up display much to the delight of the public.

As was the Lancaster seen coming home below. Built originally by **Alan Rowson** from a Tony Nieuwuis part kit started in 2007. Finished but not flown and sold to **Steve Blackman** in New Plymouth in 2021 who re-powered it with four OS 46 two strokes. It has a wingspan of 134 inches and **Steve** flies and presents it very well.



Ryan Grove's Aermacchi was impressive in the air, this being the ex-**Tony Withey** aircraft that suffered a flame out and a dip in the river at Warbirds a few years back.



This one third scale Yak 11 from a German Airworld ARF kit, with exceptional detail finish is co-owned and campaigned by **Grant Plaisted and Carl Hansen**. Powered by a 5 cylinder Moki 300 engine it looks and sounds magnificent in the air.





*Views of the pits together
with a P-51 carrying out a
landing strip inspection*



This stunning shot of James Farrow's radial powered Corsair in flight. "Slim Jim" put in numerous flights over the weekend with some very impressive displays. He also campaigned his Bearcat with some great flying



Alan Rowson's hardy annual Fokker DVII flown in the windy conditions by Grant Findlay as always look great in the air



Phil Sharp's Rotary powered Camel was on static display as was Gwyn Avenall's magnificent Fokker D

The official proceedings were wrapped up early Sunday afternoon with the usual prize giving ceremony. The recipients were;

WW1; Alan Rowson with his Fokker DVII.

WW2; Grant Plaisted from Whangarei with the Yak12.

Modern Military; Ryan Groves from Wellington with the Aermacchi.

Pilots Choice; Phil Sharp from MFHB with the Rotary powered Sopwith Camel.



Another enjoyable Warbirds over Awatoto, great conditions, though this time the weather was a bit trying at times with a number departing early on Sunday. **Marty** promises perfect Hawkes Bay weather next year.

W o A will be bigger, brighter and better.

Waikato Balloon Festival

Not to be missed

Special Advertisements.



TO-DAY !

SATURDAY,
MARCH 24.

MISS LEILA ADAIR,
Will make a

BALLOON ASCENSION
AND
THRILLING
Parachute Jump !

AT
SYDNEY SQUARE,
HAMILTON,

(Weather permitting).

The process of inflation is marvellous,
even to scientists.

UNIQUELY INTERESTING.

Inflation, 3.30; ascension, 4 p.m.

ADMISSION, ONE SHILLING.

CAMBRIDGE,
In connection with Athletic Sports in the
Government Paddock.

EASTER MONDAY.

NO EXTRA CHARGE.

Under the management of

FRANK H. CORNELL,
Aeronautic Expert.

Coastal Aeromodelling News Report

Malcolm Foster, the Marine Modeler

Greetings from the coast....but not the Thames coast - the Whakatane coast! My better half and I have made the big break, and after having our lovely place at Waiomu for nearly ten years, we've downsized and bought a townhouse in the Whakatane township. So I've been very busy, not so much with flying, but with unpacking, building, renovating, gardening, and that sort of thing. I have had a few little park flights, but I plan on joining the Whakatane model flying club, and then I'll be able to fly out at their field, as well as keeping up my marine modelling nearby. I've sussed out some nice estuaries, like Ohiwa and Thornton beach, which will be great.



That way I can keep my marine waterplane skills up so I can come up and see you all on your floatplane days and fly the pants off you! Luckily our new place is two storey with high ceilings, so I can haul my planes up to the ceiling (like a chandelier) out of harm's way.



There was an open pergola here with electricity already installed, which I have been converting into a workshop, which has been great fun - planning out workbenches, etc. and building everything. I hope you are all well, and I look forward to making regular pilgrimages up to the Waikato to floatplane days.

Keep your fingers out of props,

Malcolm.



Waikato Champs Pylon

Alf Leong Memorial Trophy

Airsail MAC, Pukekawa / 10-11 February 2024

The Waikato Champs this year were a little light on entries with Gary Mercer and Chris Charlton both unable to attend after major operations and Clive Peachey, one of our reliable No.1 pylon helpers, being not well.

On Saturday afternoon there was 11 Pilots along with valuable Helpers, Tania Danks, Johnno and Corry Krook, who turned up at the field. The weather was overcast with moderately light NW wind.

Using the newly acquired mats, for take-off, Q500 Sport was first up. The two seasoned pilots, Len Krook and Ron Stone battled for top place. Dave Coleman, Antony Wright and Richard Thompson all flew consistently with only one second separating Antony and Richard in the final results.



home the happiest pilot of the weekend, achieving 3rd place, by 1.5 seconds over Len Krook.

Congratulations Antony.

You're finally rewarded for all your dedication.

The Alf Leong Memorial trophy was being contended for in F3R. Calling for both Stephen Collins and Ross

Craighead, Noeline guided Stephen to victory over Ross, to take home the trophy for the second year running. Well done, Stephen. Antony Wright went



Sunday was strenuous flying conditions with the wind changing to a very breezy SW. As flying was to get underway, John Danks checked his weather station and reported the wind was gusting to 58km at times and steady at 53-54km, with threatening rain all around.

F3T had three entries, Les King, John Danks and Len Krook. All pilots took the start line for the first flight. Unfortunately, Les had a problem on take-off, flipping and severely damaging his model. John and Len managed to put in times and get their models back on the ground. In the second round, Len was a little late getting away and unfortunately, he and John collided on taking off, so they were unable to complete flights. Len's model sustained significant damage; John, luckily, only had a broken prop. With the wind not abating, both pilots opted to conclude flying.

The consensus from the F3E pilots was that the wind was too 'difficult' to fly.

Ross Craighead opted to 'save' his models and not fly F3D. Len wanted to get his model in the air. After three attempts to start his motor on the start line, he managed to get a time on the 4th round, then called it a day while he still had a model.

With the weather not looking to improve, it was an early finish for the day.

After packing up, it was up to the Danks "Sports Bar" for a cup of tea or coffee, results and prize giving.

Thank you to everyone for helping on the field. Thanks to Airsail MAC for the preparation and use of the airfield and to Sharon for the tea and coffee at the completion of the day.

The Kaikohe meet has been cancelled due to the NZTA closure of SH1 Brynderwyns. The Norsewood Easter event has been rescheduled to 23-24 March at Airsail MAC.

Happy Flying ~ see you in March.

Noeline

Napier Art Deco Weekend

Napier Art Deco weekend 17th & 18th February was blessed with some great weather. The skies were busy with the Harvard aerobatic team, the P-51 Mustang, Vampire jet, Chipmunk , Gypsy Moth and some Tigers. Also performing were the NZRAF Turbine Mustangs putting on some great displays over the city foreshore. All this activity behove a visit to the HB Airport and the Napier Aeroclub on Sunday morning as they were hosting the Art Deco air display.



The Harvard aerobatics team
over the skies of Napier

Waikato Stunt Series round Saturday 27th January at Meremere Recreation Ground

Brendan Robinson

Both Kevin and myself prepared the circle on the Friday in fine hot conditions.

Saturday however dawned overcast with intermittent drizzle a little wind during the day.

F2B, F2b Intermediate (F2B Stunt Without Manoeuvre K Factors), Sportsman and Classic Aerobatic were all flown during the Saturday.

Also CL Sport Scale was flown on the Saturday afternoon

OVERALL RESULTS Waikato 2024					
F2B FAI STUNT (Open)					
NAME	Round 1	Round 2	Round 3	Best 2	Place
Kevin Barnes	1,096.5	1,110.3	1,120.0	2,230.3	1
Owen Rogers	1,063.5	1,078.3	1,104.3	2,182.5	2
Adrian Hamilton	939.8	1,064.3	1,070.0	2,134.3	3
Kim Webby	1,032.0	1,023.8	1,067.0	2,099.0	4
Roscoe Smith	737.8	917.5	828.5	1,746.0	5
F2B FAI STUNT (Intermediate)					
NAME	Round 1	Round 2	Round 3	Best 2	Place
Roscoe Smith	87.3	108.0	97.8	205.8	1

OVERALL RESULTS Waikato 2024						Number of Jud	
Sportsman AEROBATICS							
NAME	Round 1	Round 2	Round 3	Best 2	Place	Model	Normalised
Dave Ackery	332.5	321.5	340.5	673.0	1	0	1,000.0
Chris Chambers	305.0	322.0	340.0	662.0	2	0	983.7
Chris Renton	313.0	292.5	329.0	642.0	3	0	953.9
Stu Bell	307.5	318.0	314.5	632.5	4	0	939.8
Gerald Wimmer	248.0	287.0	296.0	583.0	5	0	866.3
Otto Wimmer	248.0	280.5	278.5	559.0	6	0	830.6
David Thornley	194.5	279.5	226.0	505.5	7	0	751.1
Max Wimmer	162.0	168.5	-	330.5	8	0	491.1
Nathan Walker	-	-	-	-	9	0	-

1
2
3
4
5 **OVERALL RESULTS Waikato 2024**

6 **Classic AEROBATICS**

7 NAME	8 Round 1	9 Round 2	10 Round 3	11 Best 2	12 Place
1 Kevin Barnes	2 370.0	3 356.0	4 401.0	5 771.0	6 1
7 David Ackery	8 332.0	9 317.5	10 -	11 649.5	12 2
8 Roscoe Smith	9 272.0	10 256.5	11 334.5	12 606.5	1 3
9 Chris Chambers	10 287.5	11 296.5	12 309.0	13 605.5	2 4
10 David Thornley	11 238.0	12 303.5	13 283.5	14 587.0	15 5
11 Owen Rogers	12 317.0	13 257.0	14 -	15 574.0	16 6
12 Adrian Hamilton	13 284.0	14 -	15 -	16 284.0	17 7



Overall view of the Recreational Ground at Meremere



*Dave Thorley with his
Gee Bee*



*The Wimmer entries Skyraider, P40
and Twin Mustang
Sport scale Photos by Gerald
Wimmer*

Waikato Grass Racing Meremere

Recreation Ground Sunday 28th January

2024 Brendan Robinson

The Weather forecast was not flash for the grass racing day but we arrived to fine but overcast conditions. There had been rain overnight but the ground was still firm and a good surface to race on. We managed to get the first 3, 2 up heats run before a band of rain saw us stop until it cleared. We resumed after the rain with another 2 heats before the rain set in for the day and we called off the rest of the day.

The rain was substantial but the field still was firm but the wet grass really slowed the models on landing. This site is excellent and if we can get fine weather for the competition days we will be using it to the full potential. Big thanks to the judges for the Stunt on the Saturday and the Timekeepers on Sunday.

Also Thanks to the Waikato District Council for the venue and the Meremere Community centre for the Use of the toilet Facilities.

Racing results Sunday 28th January Meremere

Slow Goodyear

Entrant	Heat 1	Heat 2	Place
A Robinson	<u>4:00.95</u>	4:18.95	1
S Hansen	<u>4.20.35</u>	4.32.31	2
A Hamilton	<u>4.22.52</u>	4.29.44	3
S Bell	<u>4.35.91</u>	4.46.44	4
B Gibson	<u>4.48.70</u>	<u>DNS</u>	5
C Chambers	<u>31 Laps</u>		6



**Chris Renton and
Andrew Robinson
Flying before the rain
came thru.**

2024 Waikato Tarmac Champs - Results.

Brendan Robinson

Below are the results for Team Race and Speed for the 2024 edition.

Great weather for all three days. Some highlights were,

It was a pleasure to have in attendance on Saturday of 2016 F2A World Champion [Paul Eisner](#) who has been touring New Zealand and spent time imparting his knowledge to Adrian for his F2A effort.

[Brendan Robinson](#) winning Sport Jet again.

Don Robinson becoming the 2nd person in NZ to break 200mph in Jet with 209mph running on Hot Fuel. Andrew also doing 216mph, but [Adrian Hamilton](#) again won Percentage Speed by breaking his 2.2cc record again by a tenth of a second. 203.5km/h is now the benchmark.

Some great racing in Slow Goodyear TR. Stu Bell setting another personal best of 4-16.75 with his Mk3 Oliver. The final was won by Nats Champ Alec Fuller.

Five entries in Open Goodyear and some good races. Bryce again adding some excitement by lunching his HGK into the water tank.

Thanks to all the contestants and timekeepers and to Rod Brown and Jonathon Allen for the site prep and NPMAC for the use of the Site.



Stu Bell warming up for a Heat of Slow Goodyear (Photo Adrian Hamilton)

RESULTS - Waikato Tarmac Champs, NPMAC Flying Site - 16-18th Feb 2024

F2F / Classic FAI Team Race		Round 1	Round 2	
1st	Andrew Robinson	3-58.18	5-34.41	(F2F)
2nd	Andrew Hanson	4-25.00	4-28.88	(F2F)
3rd	Brendan Robinson	4-29.57	5-07.69	(F2F)
4th	Steve Hanson	4-42.85	4-38.19	(F2F)
5th	Adrian Hamilton	5-57.01	---	(FAI)
Class B Team Race		Round 1		
1st	Don Robinson	4-42.66		
F2C Team Race		Round 1		
1st	A. & B. Robinson	3-30.47		
Slow Goodyear Team Race		Round 1	Round 2	Final
1st	Alec Fuller	4-04.45	65 Laps	8-14.12
2nd	Andrew Robinson	4-02.20	4-04.12	8-25.09
3rd	Adrian Hamilton	4-02.22	4-02.38	8-32.62
4th	Stuart Bell	4-21.04	4-16.75	
5th	Bryce Gibson	58 Laps	4-58.31	
6th	Andrew Hanson	6-09.36	63 Laps	
7th	Martin Szeto	49 Laps	---	
Open Goodyear		Round 1	Round 2	
1st	Rod Brown	4-14.24	4-07.37	
2nd	Martin Szeto	4-12.72	4-13.77	
3rd	Steve Hanson	6-30.32	4-51.47	
4th	Adrian Hamilton	7-08.66	76 Laps	
5th	Bryce Gibson	5 Laps	---	

RESULTS - Waikato Tarmac Champs, NPMAC Flying Site - 16-18th Feb 2024

NASS Sport Jet	(mph)	Round 1	Round 2	Round 3	km/h
1st	Brendan Robinson	147.06	147.97	149.32	240.30
2nd	Andrew Robinson	147.60	147.00	143.43	237.54
3rd	Don Robinson	147.48	146.76	147.24	237.35
Percentage Speed (mph)		Round 1	Round 2	km/h	Percentage
1st	Adrian Hamilton	126.45	---	203.50	100.57%
2nd	Andrew Robinson	193.01	216.76	348.84	98.45%
3rd	Don Robinson	187.35	209.26	336.76	95.04%
4th	Brendan Robinson	190.38	---	306.38	86.47%
					2.2cc
					Jet
					Jet

Indoor Night TSB Stadium New Plymouth

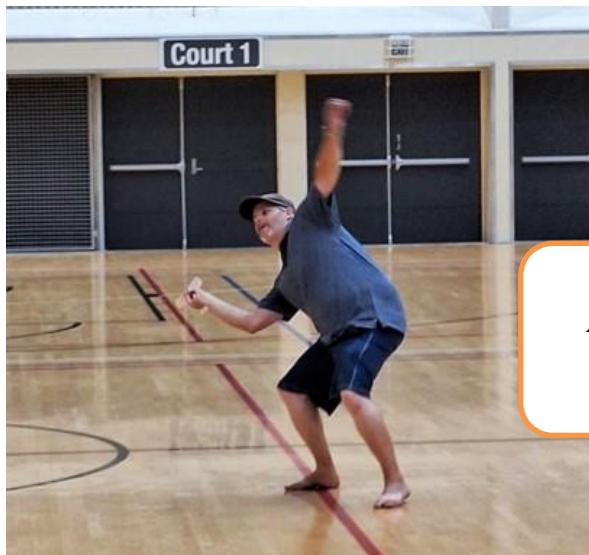
16 February 2024

Brendan Robinson

While down in New Plymouth for the Waikato Tarmac Champs there was an opportunity to fly indoor at the TSB stadium. So, I put in my hanger Rat and indoor HLG to make the most of it.

My indoor HLG didn't want to fly consistently so I borrowed a small 6 inch mini sting Len Surtee's designed model and managed some reasonable times with it.

On with Hanger Rat next and I tested the model with a few turns and seemed to fly well. I wanted to get a flight time of more than a minute and with the motor I had selected it powered it's way towards the roof nicely but ran out of turns with plenty of height left, making a rapid decent to the floor once the motor was expended. A bit of experimenting with different rubber sizes got a couple of times in the 1 min 40 sec range. Showing a lot of promise as I'm not too far behind in flight duration. (Photos from Alec Fuller)



Launching the 6 inch glider



Winding up for a flight, Brendan on the left and Alan Reed on the Right.

ENTRANT	1	2	3	4	5	6	7	8	9	10	Best 2	PL
Hand Launch Glider												
Andrew Robinson	21.1	5.1	21.1	21.3	18.7	20.1	3.0	11.8	3.7	23.6	> 44.9	
Allan Lawrence	18.4	22.6	3.4	18.1	9.8	15.8	22.9	20.3	21.8	20.8	= 45.5	
Brendan	9.5	8.5	17.1	17.4	17.5	16.4	17.1	5.2	18.6	18.4	= 37.0	

FF RESULTS SHEET.		DATE: 16-2-24		EVENT: ● ● Hanger Rat					
ENTRANT	Fit 1	Fit 2	Fit 3	Fit 4	Fit 5	Fit 6	TOTAL	PL	
<i>Hanger Rat</i>									
ALLEN LAWRENCE	2.21	2.11	1.54	2.10	5.5	2.19	= 4m 40	2	
ALAN REED	1.42	1.49	2.06	2.09	1.48	1.43	= 4m 15	4	
BRIAN ROBINSON	1.16	4.93	1.15	1.14	1.37	1.39	= 3m 16	5	
Alie Fuller	2.03	1.55	2.13	2.03	1.55	—	= 4m 16	3	
Jo Fuller	2.35	2.72	2.35	2.23	—	—	= 5m 10	1	
<i>Hornet (Hornet)</i>									
Target Time: 25.0sec									
LEN KEECK	17.6	24.6	28.7	28.2	—	—	12.7	0.4	3
JO FULLER	25.4	29.3	27.1	—	—	—	+2.2	0.4	2
ALAN LAWRENCE	20.4	34.6	24.9	—	—	—	0.1	1	

The Rumble

This years NZ Aerobatic “Rumble” was again held here in Hawkes Bay. Conditions were excellent for Friday 23rd and Saturday 24th. Although Sunday 25th forecast was rain and wind, the rain abated and the wind didn’t stop flying and the weekend was wrapped up with prize giving mid afternoon. From all reports another excellent event enjoyed by more than 20 competing pilots.



Group photo with as many planes and pilots as we could find. It was pattern and classic flying today. All the IMAC planes in trailers.



The new RCANZ Marquee set up at Awatoto





RC Aerobatics NZ

Home from the Rumble. Photos from prize giving. Last night it was windy and looking bad. Woke up to dark skies and rain. But no wind. By 9:30 we were flying classic. By 10:30 signs of sun. And then in came the wind. Was all wrapped up by 3pm. Tons of flying.



Waka Topa Topa Adventures

Brian

I haven't been out to the club strip this month, but here's some photos of from a couple of lessons I have just done in a Cabri G2 Helicopter. A brilliant morning in Mount Maunganui with a 7am start before the wind gets up. The sky is the limit - only restricted by the size of one's wallet!

Cheers Brian





Some nice views



Parting Shot



Coming Events 2024

What's On, When and Where



March

Time	Event
	Sunday, March 10
all-day	Warbirds open day - Ardmore airfield
	Saturday, March 16
all-day	LMANZ Large Model Rally - Waharoa
	Sunday, March 17
all-day	LMANZ Large Model Rally - Waharoa
	Tuesday, March 19
all-day	Waikato Balloon festival starts
	Wednesday, March 20
all-day	Waikato Balloon festival
	Thursday, March 21
all-day	Waikato Balloon festival
	Friday, March 22
all-day	Waikato Balloon festival
	Saturday, March 23
all-day	Waikato Balloon festival

all-day Hawkes Bay Aerobatic Champs (Norsewood)

all-day RC Pylon Racing - Airsail MAC

Sunday, March 24

all-day Hawkes Bay Aerobatic Champs (Norsewood)

all-day RC Pylon Racing - Airsail MAC

Saturday, March 30

all-day Cancelled - RC Pylon Racing Series - Norsewood

all-day Cancelled - RC SIG Scale Competition

Sunday, March 31

all-day Cancelled - RC Pylon Racing Series - Norsewood

April

Saturday, April 20

all-day RC SIG Scale Competition

Friday, April 26

all-day IMAC Scale Aerobatics (Galatea)

Saturday, April 27

all-day IMAC Scale Aerobatics (Galatea)

Sunday, April 28

all-day IMAC Scale Aerobatics (Galatea)

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

Next Flight Lines April 2024
Newsletter deadline – Sunday 7 April 2024

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