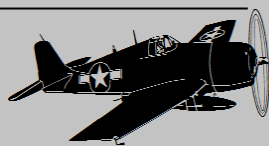


April
2024

HAMILTON MODEL AERO CLUB

Flight Lines



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Cover Page: Ryan Cadwallader (Rhino) on his way to the flight line with his Pilatus Porter P-6 at the recent Waharoa Large Model Event

FLIGHT LINES

HAMILTON MODEL AERO CLUB INC.

April 2024

www.hamiltonmac.org.nz

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

PRESIDENT	Grant Finlay	027-273-7461
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WEB SITE Grant Finlay

NEXT CLUB NIGHT: Wednesday, May 8 @ 7.30pm

VENUE: Beerescourt Bowling Club
68a Maeroa Road - Hamilton

Club Night Theme: Your latest models, new or partially built for show and tell.

Club Themed Flying Day: Float plane day confirmed at Lake Puketirini (Huntly) on Sunday 21st April from 9am - 4pm

Presidents Report

Grant

Well, I have to say it's been a very busy month for me, but alas most of that time hasn't been at the HMAC flying field. Since the March newsletter I've been to Ardmore for the Warbirds on Parade (full size) airshow, spent two days at the Large Model (LMANZ) rally fly-in at Waharoa, taken a heap of Photos at the Balloons over Waikato festival, visited the Annual Jet Rally at Tokoroa, attended the Warbirds over Wanaka Airshow and wrapped up the month flying at the Glider Aerotow event at Matamata. Hence, it's no surprise that I've been relying on our committee to keep an eye on the flying action at HMAC and 'in the loop' as the saying goes. As daylight savings has come to an end, so the coming events are also slowing down for the winter months. However, I am pleased to confirm that the dates for our ever popular Float Plane days have been approved and confirmed by Council. Thus we have our first float plane day confirmed at Lake Puketirini (Huntly) on Sunday 21st April from 9am - 4pm.



***Lake Puketirini is the
venue for the first Float
Plane Day.
See you all there***

The remaining four events are scheduled in June, August, October & November all at Lake D (Kainui) Horotiu. Hopefully the weather gods are kind to us and provide calm waters and still air.

A reminder that the next Club night is scheduled for May 8th from 7:30pm. Start thinking about bringing along your latest models, new or partially built for the show and tell. If you have anything in mind for Club night let me know and I will see what we can do.

Also, I mentioned in the last newsletter that we are proposing a change to the committee structure with the introduction of RC Site Coordinator, Social Media Coordinator & Events Coordinator to replace the current Club Captain Role. As yet, apart from Sel taking on the role of Site coordinator, there has been no interest shown towards the remaining two roles. Please get in touch if you feel you could contribute towards either of these now or in the near future.



For those that have questioned the instigation of the Observer Rule when flying, I have been investigating our options through MFNZ. For the moment it seems we are stuck with the CAA Rule, but there's always hope that changes can be promoted in the future. Remember that you can also have friends and family act as observers, you just need to register them with MFNZ through the website to be recognized as such.

Annual Club Subs. Thank you to all those that have rejoined the club for the coming year and paid your fees before the close off date. This is especially appreciated by Alan our Treasurer. If you are still thinking about rejoining, then I can assure you that we are all set for another good year of flying at HMAc and we'd love you to be part of that.

Well, that's all I have for the month. I've included a few pics from my travels elsewhere in the newsletter, so in the meantime, stay safe, fly safe and above all else, remember...safe flying is no accident!

Cheers
Grant

Treasurers Report

Alan



Hamilton Model Aero Club Annual Subscriptions 2024-2025

Please note that HMAc subscriptions & membership renewals were due by 1st April 2024 to enable continued flying at HMAc or other MFNZ club venues and to benefit from our included insurance.

As of the 2nd April I have received renewals from 50 members who are now financial for the coming year.

I still have some 20 members who have not yet sent in their subs.

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

Please send your subs to Hamilton Model Aero Club account no 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 would like to thank all those members who paid their subs by the 1st of April as requested. It certainly makes my job as Treasurer of the club so much easier.

Thank you for your attention to this matter

Cheers Alan



Editors Ramble

Dave

Apologies for lateness with the newsletter this month. My fault, so I guess I have to take ownership of this one.

Once again, thanks to everyone that has sent articles and pictures through. Special thanks this month to Stewart Cox who allowed me to publish his Levin Glider Report which was flown last month and to Ross Gray for the camera work. It certainly was a great day out and well worth the trip if your main interest is gliding.



Speaking of tripping around, looks like Grant has been everywhere except the field so check out his whereabouts starting on page 32. Brian Holden has kept us up to date with some photos from the field that included some unwanted visitors. These little critters turn up every year by the thousands and really do ruin what would be a good days flying.

Bruce Pickering has this month highlighted the history of the Stinson Aircraft Company. So, if you fly a Stinson, either ARF or one you've built from a kit you may be interested in its history. Thanks Bruce, always a good read. And how Malcolm Foster's planes fly is a mystery to me but they all fly well and he does a wonderful job of them.

We also have a Large Model Report from Gordon and an update from Stan regarding his Spitfire progress. So hopefully there's a bit of everything in this newsletter to keep you interested.

Oh, and if you're wanting to rejoin, how about getting those subs to Alan ASAP. It may be a bit embarrassing if you're turned away from the field.

That's all from me, happy reading.

Aircraft I Dream About—the Stinson's SR9

Bruce Pickering

I know I am not alone in thinking that the *Stinson Reliant* Gullwing is one of the most attractive aeroplanes ever made, alongside the Spitfire and Concorde perhaps. In 1911 Edward Stinson learned to fly with the Wright Brothers. Nine years later he established the Stinson Aircraft Company in Ohio USA, moving his company to Detroit in 1925. Over the next 30 years more than 13,000 aircraft came out of the Stinson factory. 1933 saw the first of the *Reliant* series and during the following 11 years 1,327 of them, from the *SR-1* to the *SR-10* were produced. Each variant improved on its predecessor with design refinements and upgraded engines.

Three versions of the *Reliant SR* series were produced: *SR-1* to *SR-6* were known as the “Straight wing” type, of which 287 were built. *SR-7* to *SR-10* were called the “Gullwing” series and Stinson built 488 of them. The final type was the *V-77*, a modified *SR-10*, so named because by this time Stinson was owned by the Consolidated Vultee Aircraft Corporation. A total of 500 *V-77*'s were produced during World War II, primarily for the British.

The *Stinson Reliant* had a reputation for its rugged construction, being fabric covered welded steel-tubing structure, faired to shape with wood formers and fairing strips and with strut-braced wings. The fuselage forward of the doors was covered with duralumin sheet with removable engine accessory panels. Besides the obvious difference in planform a straightforward way to tell the difference between a Straight Wing and Gullwing are the wing struts: Straight Wings have two struts and the Gullwing has a single strut.



The *Gullwing*'s double tapered wing consisted of a girder spar with ribs fabricated from square aluminium tubing riveted to the spars. The leading edge was wrapped with duralumin sheet; the ailerons and flaps were similarly constructed. Some early versions had vacuum operated flaps, but later models employed electric flaps. The welded steel tail was covered with fabric and featured an adjustable horizontal stabilizer and aerodynamically balanced control surfaces.

With each variant extra options were offered and choices for the *SR-10F* included a twelve volt battery, electric starter, navigation and landing lights, blind flying instruments, cabin heat, ash trays, roll down windows and leather upholstery. Stinson's factory had a reputation for their remarkable paint finishes—vivid colours in high gloss.

The combination of a rugged airframe and nine cylinder Pratt and Whitney Wasp Junior radial engine that developed 450 hp made the *Reliant* an aeroplane of choice for early Alaskan bush pilots. The large flaps enabled a pilot to take off with heavy loads and land on primitive strips, such as sand bars. The wide cantilever undercarriage, low-pressure tires and hydraulic disc brakes gave good ground handling.



One novel use of the *Reliant* was for in-flight mail pickup employed from 1929 to 1939. Called the Adams pickup system, this method required an attendant to place out-going mail in a shockproof container attached to a rope line stretched between two poles. The pilot flew low over the rope and a hook on his aeroplane snagged the rope. The early shock absorbing system was later replaced by an electric winch which absorbed the shock more efficiently. It is reported that pilots could perform this spectacular pick up at 300kph!



The *Reliant* has been modelled many times and various kits and ARF's have been available for years, so clearly it is well proven. One concern for model makers is the higher possible likelihood of a stall with those sharply tapered wings. One pilot who flew the full sized *Gullwing* had this to say: "Although highly tapered wings supposedly lead to tip stall you cannot prove it by the *Reliant*. Its stalls are super benign and well mannered." Another pilot said that stalling a *Reliant* is "Like stalling a house. The nose comes up, the airspeed goes down, the airplane shakes, the nose drops, and forward pressure and power remedy the situation. No sweat! Old-time bush pilots used to be able to land *Reliants* in unbelievably tight corners, partially because of its power and the absence of low-speed tricks." I believe that with some adequate wing tip washout, a model should behave similarly. The aeroplane certainly has the looks and presence to warrant consideration as a model. There are a number of plans available, including free ones on the Outerzone Plans site.

https://outerzone.co.uk/plan_details.asp?ID=5680

Coastal Aeromodelling News Report

Malcolm Foster, the Marine Modeller

Greetings from the "Marine Modeller" in the Bay of Plenty.....Plenty good flying!

I have been having a great time flying with the local Whakatane Model Aero Club, which I've now joined.

They have a nice strip in the middle of farmland near Otakiri, so it takes me 20 minutes to drive there, and there are always a few regulars to fly with. Most of the club seems to fly electric, (Sticks and Tundras, etc) but there are a few who prefer fuel powered, and I am rediscovering my "oily hand" roots, and bringing out more and more glow-engined planes to fly. Having been mostly a lone wolf flyer of electric planes by the seaside for ten years or so, there are a few skills to rediscover. One that comes to mind is solo hand-launching my planes without undercarriage, such as the ubiquitous "X-Plane". I've also made a detachable undercarriage so I can fly my flying boats at the field. That turns some heads, I can tell you. So does my flying carpet, and flying saucer and paper dart.

The X-Plane is doing really well, flying smoothly and reliably. The same can't be said for some of my older electric models, such as the 60" yellow high-wing plane I have flown for many hours. It slowly fell from the sky a few weeks ago and I had a "six-inch rebuild" to do on the nose. I believe the cause was dirty battery connectors. So, having rebuilt it, I had several successful flights, then again, it slowly nosed down and fell from the sky! This time it was looking more like



Rebuild required

a "Nine-inch rebuild" on the nose, and I thought "bugger it, I'll convert it to fuel-powered, and to hell with all this electrical uncertainty...."



So I rebuilt the nose and bunged an OS 25LA and fuel tank up front, and resurrected the high-wing as a Shoulder-wing, with a strange-looking agricultural canopy somewhere in the middle. I'm still to do test flights, but I know it'll be fine. I'll let you know. And as I have a spare brand new OS 65LA lying around, I bid for a warbird on Trade Me, and am now the proud owner of a 63" Seagull models P47 Thunderbolt, which, if memory

serves me, was what Gordon was flying when he downed my Kawasaki "Hien". Well, alright, we were both carving up the sky pretty heavily at the time. It sure was spectacular, wasn't it Gordon?

I'll need to fit out the P47 with servos and motor, but it has nice shock-absorbing electric retracts already fitted, and fuel tank and plumbing. More photos to follow.

I'm also in the middle of building my new shed/workshop to take all my stuff, so it's pretty busy at the moment. Roll on the next floatplane day, when I hope to see you then!



LMA Waharoa 16 - 17th. March

Gordon

Finally, after many cancellations due to bad weather, etc. the Large Model Association was able to hold a rally. As the LMA has been “reformed” the format is now slightly different, in that things are a lot simpler & streamlined than in previous times.

It turned out to be absolutely stunning weather for both days which made a welcome change and put a smile on everyone’s faces! The turnout was in my opinion a bit disappointing, but what else can you do? Perfect weather and a perfect venue...? There seems to be less people prepared to travel these days?

However this made for very relaxed flying over both days with no long waiting to get into the sky.

There was a large range of models, fast, slow, old & new. Alan R. had a bad day on Saturday with equipment problems keeping him grounded most of the day. Most everyone else had a strong day of flying with the only drama being Mike Briggs 1/3 Camel struggling on takeoff & doing a nasty right turn towards the pits. He fortunately was able to plonk it down into the long grass before it got too close and only suffered very minor damage.



Sunday saw a couple more pilots and some great flying all day. There was the odd pulled out undercarriage & broken prop but no disasters.

From HMAc over the weekend, Wayne flew a vintage Powerhouse, Alan a Chipmunk & glider, Lyndon a Beaver & Extra. Grant was a major disappointment & embarrassment to us all, electing to fly a couple of foam gliders under the excuse of testing some suspect radio equipment! Mind you, he did find time to fly everyone else's planes as well so nothing changes! Ha ha.

I flew the Stampe & Sopwith Pup. Both performed faultlessly all weekend. (Burnt about 5 litres of petrol so that's a good sign!)

To top things off we had the world famous "Baldrick Burgers" for lunch both days...Yum!

Gordon M.









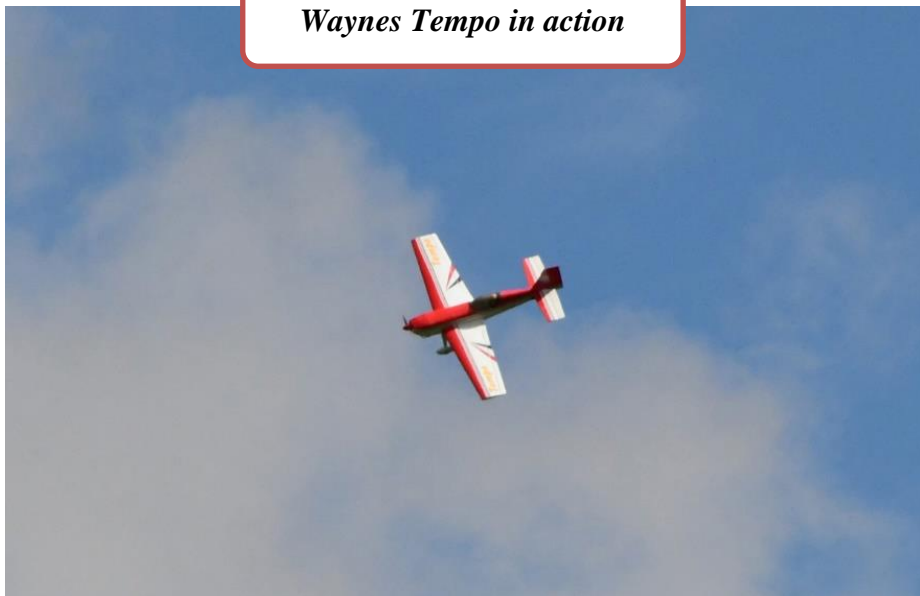
And whats been happening at the field

Wayne with his Aces stick and his first flight with his Tempo, that has had its OS engine swapped for electric. All went well apart from hordes of flies and other beasties which forced him to terminate his flight prematurely. Gordon is seen here frantically trying to keep the flies at bay.





Waynes Tempo in action





*Swarms of insects
visited to ruin the fun*



Off the (Plastic) Building Board

Dave

Some of you may be aware that apart from flying RC Gliders and Vintage, which has been my main interest over the last 30 years or so, I also indulge in a bit of plastic modelling, or plastic bashing as it is also known. Given that sometimes you just can't fly when it's raining, or too windy or it's dark outside this little side venture is what keeps me off the streets.

This one is a 1/48 scale Apache AH-64D diorama, based on the British Army's forces at Camp Bastion, Afghanistan in the early to mid 2000's.



Stan's Spitfire Progress



A wise man (Stan) is quoted as saying "Only old fools try building two planes at once"



The top coat and details are currently being done. The wings are now on and fitted and checked. **15700 rivets and 600 screw heads later.** Never want to see another rivet !



The real thing

Spektrum Update

Once again, for those of you who own and use Spektrum Transmitters our friends at Horizon Hobby have been at it again.

More updates than you can poke a stick at, but only if you feel the need.

Sky Remote ID Module Support For DX Transmitters!



Dear registered Spektrum user,

This message is to inform you that there is a new update (V2.10) for various Spektrum DX transmitters that you have registered on SpektrumRC.com. This firmware update now adds support for the new

Spektrum Sky Remote ID module which provides compliance with the FAA for Remote ID. This update shows GPS status which you can access simply by moving the transmitter roller to the right. This update also includes many corrections and improvements such as:

Corrections and Improvements:

- Improved Smart Battery reporting by filtering bad data pockets.
- Corrected ESC alarming for situations where no data is provided for certain fields.
- Corrected Channel Input Assign
- DX6e, DX8e Only: corrected Timer alarm behavior so that if you inhibit the alarm, then later enable it, it enables correctly.

Please visit the change logs for more information and a complete list of new features and improvements:

DX CHANGE LOG

Get Your DX Airware Updates Here:

MY SPEKTRUM

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

Balloons over Waikato

Here's a handful of photos from the first two stunning mornings of this year's Balloons over Waikato Event in Hamilton

Cheers

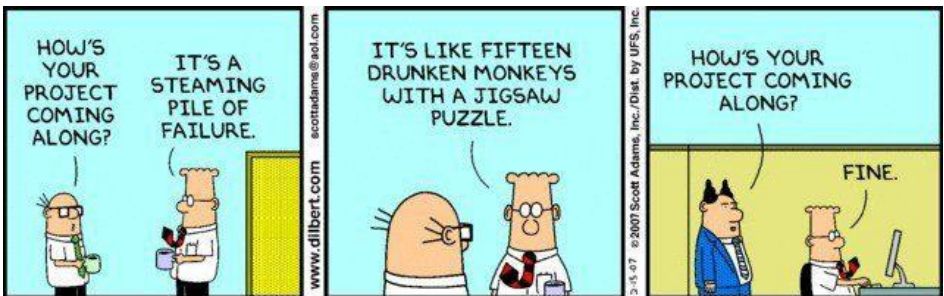
Grant







A stunning display and well worth getting out of bed for. If you live out of town it's worth putting this event on your list of things to do. Not necessarily a bucket list item.



Grant's month of Travel in Photos:

From the North to the South and back again:

Ardmore for the Warbirds on Parade (full size) airshow



Large Model (LMANZ) rally fly-in at Waharoa,



Balloons over Waikato festival



Annual Jet Rally at Tokoroa



Geraldine Vintage Car & Machinery Club Museum & their 1929 Sparton Biplane ZK-ABZ



Richard Pearse Memorial – Waitohi



Warbirds over Wanaka Airshow





Wings and Water Float Planes, Te Anau with ex HMAAC member, Ivan Krippner



Glider Aerotow event at Matamata.



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Levin Glider Fun Fly – 9 March 2024

Stew Cox

Photos by Ross Gray

This was the third Levin Glider Fun Fly and the second of this summer. Attendance was again excellent with thirty two fliers present on the day plus a number of spectators. Fliers came from seven different clubs including Palmerston North Aeroneers, Ashurst, Hawkes Bay, New Plymouth, Kapiti, Wellington and Levin. It was great to see strong support for the event from Kapiti (9 attendees), PNA (5) and Ashurst (6). It was also pleasing to welcome twelve fliers who had not previously attended the two previous Levin Glider Fun Fly's.

**Stew Cox and
E Medina**



Levin was well represented with ten members flying and a number coming along to watch or help which was appreciated. It seems that there are a lot of people who have gliders tucked away and are welcoming the opportunity to join with others to fly them in a low key fun environment.

**A fantastic turnout.
Check out that line of cars!**



I suspect that Glider Fun Fly's would be a success in other regions if clubs put them on and promoted them well to other nearby clubs – something for other clubs in the country to ponder. The intention of these Glider Fun Fly days is to encourage people to pull out gliders of whatever shape, size or level of sophistication and come and fly and mix with like minded people from Levin and other clubs. There were relative beginners there right through to two of NZ's RC soaring World Champions, Kevin Botherway and Peter Williams. Everyone is welcome at these events.

One of the really pleasing things that was evident on the day was the amount of helping and mixing going on between members of different clubs along with the amount of sharing of knowledge and experience that was informally taking place.



The weather was flyable all day with plenty of thermal activity from the get go. The expected sea breeze swing didn't happen until mid-afternoon which produced a spectacularly nice period of convergence with the whole sky seemingly going up for an hour or so for those that were still flying.



There were at least half a dozen models in the air continuously through the day, often more given the ample airspace at the Levin Club field. The range of models on display was quite extensive. Given that most people had two or more models, it is estimated there were at least 70 gliders at the Levin field through the day. While not a complete list, to give a flavour of the wide range of models present the writer observed

foamies including several Radians, Multiplex Easy Gliders, Phoenix's, Bixlers, ASW 28's, an Excalibur and an FMS 2200; discus launch gliders including a 1 metre Hobbyking DLG, an Elf, numerous Snipe variants including the electric version, a Yoda and a BAMF 2; two metre models including Gentle Ladies, Olympics, Spirits, a Paragon, Challenger, Tori, Goldberg Electra, Sigma and two Oz eRES models which were what the numerous Medinas present were derived from; larger RES (rudder, elevator, spoiler) models included an Aquila's, Super Aquila, a Skytech, Sagitta 900's and a huge 10 foot plus Sunbird; full house soarers included a Topmodel 2.7m Marabu, 2.7m Hyper by Vladimir's models, Topmodel 3.5m Gracia, 3.5m Kappa 35 and a 4m Plus X. 22 Electric soarers outnumbered unpowered gliders by a significant margin which is a reflection of the strong growth of electric soaring. In the spirit of bringing out older models, Kevin Daly flew his Super Aquila which he built in 1976 as a sixteen year old. He built it well as it looks just as good today as it did back then and is complete with its original covering.

Dave Crook got a full day of flying in with a number of very nice models. In particular Dave maidenized his 3.5m span Kappa 35 which showed great potential.



John Ellison from Kapiti flew his large Sunbird with a revised CG and more battery cells than when it was maidenized at a previous Levin Glider Fun Fly. The model flew brilliantly in the new configuration and had great character in the air.



MFNZ President and Soaring SIG Chairman Kevin Botherway (Rowdy) came down from Napier for the day and flew a number of models. His very low launches of his 4M span Plus X only to thermal away each time showed how the top fliers with modern designs can use the favourable conditions we had on the day.



Kevin Botherway's 4m Plus X



Above: Plus X
Below: Gracia





**The editors
Gracia.**

The Levin Club again turned on a sausage sizzle at lunch time and with the BBQ positioned upwind of the flight line, a queue soon formed. Linda Lambess had things well organised and Brian Stewart did a great job cooking for the large numbers.



**The lunch queue.
Worth the wait.**

The next Levin Glider Fun Fly will be in Spring or early Summer with the date to be advised.



Not strictly a glider. Actually, far from it but hells bells, could these guys fly FPV drones!



Parting Shot



Coming Events 2024



What's On, When and Where

April

Friday, April 12

all-day [Tokoroa Jet Meeting](#)

Saturday, April 13

all-day [Tokoroa Jet Meeting](#)

Sunday, April 14

all-day [Tokoroa Jet Meeting](#)

Saturday, April 20

all-day [RC SIG Scale Competition](#)

Sunday, April 21

all-day [HMAC Float Planes @Huntly
\(Confirmed\)](#)

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
\(Galatea\)](#)

May

Saturday, May 4

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

Sunday, May 5

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

Wednesday, May 8

7:30pm - 10:00pm [HMAC Club Night Meeting](#)

Friday, May 10

all-day [Tokoroa Jet Meeting](#)

Saturday, May 11

all-day [Tokoroa Jet Meeting](#)

Sunday, May 12

all-day [Tokoroa Jet Meeting](#)

Friday, May 24

all-day [IMAC Scale Aerobatics
\(Galatea\)](#)

Saturday, May 25

all-day [IMAC Scale Aerobatics
\(Galatea\)](#)

Sunday, May 26

all-day [IMAC Scale Aerobatics
\(Galatea\)](#)

Friday, June 7

all-day [Tokoroa Jet Meeting](#)

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 May 2024 Newsletter deadline – Wednesday 1 May 2024</p>

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