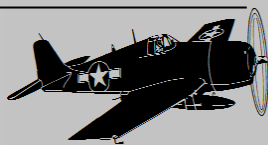


May
2024

HAMILTON MODEL AERO CLUB

Flight Lines



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*Cover Page: Ivan Krippner (ex HMAC Club member)
performing at the recent Wings over Wanaka Airshow*

Photo: Grant

FLIGHT LINES

HAMILTON MODEL AERO CLUB INC.

May 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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CLUB CAPTAIN	Sel Melville	027-482-3459
BULLETIN Ed.	Dave Crook	021-123-6040
(Editorial Email:	send to: chloecat@xtra.co.nz	

COMMITTEE:

Bernard Scott	
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, 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: May 19 - A fun, skills-based event day

Presidents Report

Grant

So last weekend I managed to get out to the field for the first time in quite a while and since I was there last, the maize has gone, a few of the neighbours' trees have gone and even the scrub and long grass along the access track has gone. A big thanks to Steven Wharepapa for that last bit, it makes a huge difference to the neat appearance of our site. With our last newsletter published only a couple of weeks ago I don't have much to report in the way of flying activity since then. I did get to the float plane day at Huntly, which despite the windy weather still added a good bit of entertainment to the day. Gordon has covered that event off elsewhere in the newsletter. Our next float plane event will be at Lake Kainui (Lake D) on Sunday June 23rd.



Oh, that's just Bruce
with his latest design...

This month we finally have our first general Club Night meeting of the year scheduled for Wed 8th May. The night is for you guys to bring along some models to talk about plus anything else that might be of interest. I will have a few Photos from the Warbirds over Wanaka Airshow at Easter plus a catch up on a few other things of interest. Also at the club night will be a selection of bits and bobs for sale from our recently passed club member Phil Hall. Bring along some cash to take away items of interest.

Note, Phils Planes and Radio gear will be up for sale at a later date.

Club day, Sunday 19th May. It's been a while since we have held an official club day at the field, so this is the day to show off your skills in a couple of easy events that everyone can take part in.



"It'll do loops, wingovers, slow rolls, Immelmans, lazy eights, spins and snap rolls . . . if and when I can get this engine started."

If you can take off, count up to 2 minutes in your head then land, then that's an example of how easy the events will be. We will also have a notam for the day so some extra height will be available for the likes of aerobatics and gliding activity.



For those that may be wondering, club membership & renewal is slightly down again on last year. This does make it difficult to predict finances and work out budgets etc. If you are still considering rejoining, then please do so as soon as possible and take advantage of as much of the good

flying weather as you can. For existing members, please take the time to encourage new members and welcome people into the hobby when you have the opportunity to do so. As with all clubs, it's all about new members coming on board to enable us to continue to provide the best possible facilities and support we can.

Well for now I can't think of anything else for this month, so I will leave it at that. Remember as always, practice safe flying and look to help & prevent others from making serious mistakes.

Cheers
Grant

Editors Ramble

Dave

Not a lot to ramble about this month as the last newsletter was slightly late and this one has a deadline due to the club meeting next Wednesday. So, a bit of a quick turnaround I'm afraid. We've now lost daylight saving, the sun sets at around 5.30pm and the weather is fast getting miserable. None the less we have managed to fill a few pages for your reading pleasure so many thanks to those who have sent articles and pictures through once again. Till next month, happy reading.



CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER



Aircraft I Dream About— the Beech Starship

Bruce Pickering

No treatise on unusual aircraft would be complete without a mention of maverick designer and builder, Burt Rutan. Born on June 17, 1943, in Oregon, USA, Rutan obtained a degree in Aeronautical Engineering at the age of twenty-two and became an entrepreneurial aerospace engineer. He designed 46 aircraft during his career, including the well known homebuilts, Quickie, VariEze and Long-Ez, as well as the famous Voyager—the first aeroplane to fly nonstop around the world without refuelling. In 1982 Rutan founded Scaled Composites, which became one of the world's top design and prototyping facilities in non-metal construction. In 2004 he designed the successful sub orbital SpaceShipOne, along with its carrier White Knight. In 2018, his design of the gigantic twin fuselage Stratolaunch was vindicated when it took to flight for the first time. An innovative pioneer of the use of composites, he gained much experience with model aircraft (control line and RC) during his youth. In the movie *The Black Sky*, a documentary about the development of SpaceShipOne, he is seen chucking a foam model of the spaceship off the hangar roof to check centre of gravity. This was the man largely responsible for the development of Beechcraft's *Starship*.

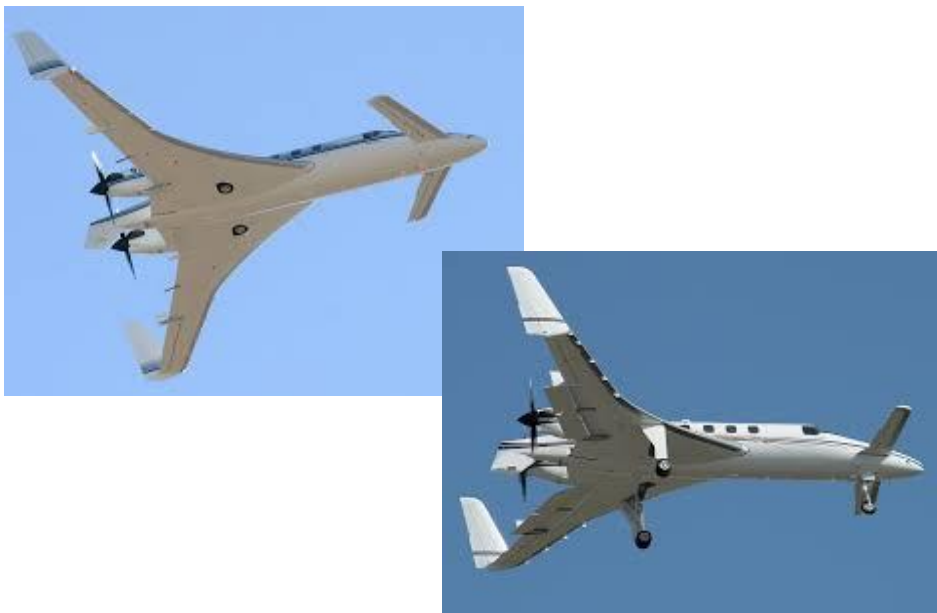


In the late 1970's Beech was working on a new concept for an aircraft to replace the 15 year old King Air. During this time Raytheon bought the company. In 1982 this new company approached Scaled Composites and contracted Rutan—the acknowledged world expert in tandem wing, all composite construction—to share in the final development. While Beech proceeded with preliminary design of a full sized aircraft, Scaled Composites was engaged to build an 85% scale proof-of-concept prototype for flight testing. The following year this as yet uncertified aircraft, named *Starship*, made its first flight. Described as a “large flying wind tunnel,” it spent five hundred hours in the air in proving flights. In February 1986, the first full-sized *Starship* made its maiden flight. One of Rutan's unique contributions was the addition of his patented variable geometry to the canard.



The three year delay was due to various complications; it was the first composite aircraft to be certified and the FAA required more than the usual data. Because there were no established design life criteria for the type they put together a rigorous test programme that required cycling the test frame through damage that would be expected over two anticipated

airframe lifetimes—40,000 hours. A pitch damping problem needed correcting and the FAA insisted on a stall warning system—on an aircraft that was designed not to stall. Additionally, Beech needed time to gain experience in composite construction, requiring knowledge in the use of resins, fibres, adhesives, honeycomb material and sealants that are unique to composite aircraft. Although these materials were used to some degree on military aircraft, they had never been used so extensively on a civilian aeroplane.



Curiously, one of the major challenges was lightning protection. It was found, somehow, that unprotected composite material could be severely damaged by lightning strike. Considerable research and testing was done, including Raytheon subjecting a fuselage section to a simulated 200,000 ampere lightning strike. The solution was to embed a mesh of fine wire under the first layer of the composite skin; lightning current was able to flow through the mesh and out, leaving only minor surface damage. More than any other general aviation aircraft at the time, *Starship* was the product of computers in design, development, and manufacturing. Without computers it may very well have taken much longer to produce.

Finally, *Starship* was certified, and the first production aircraft made its maiden test flight late in 1988.

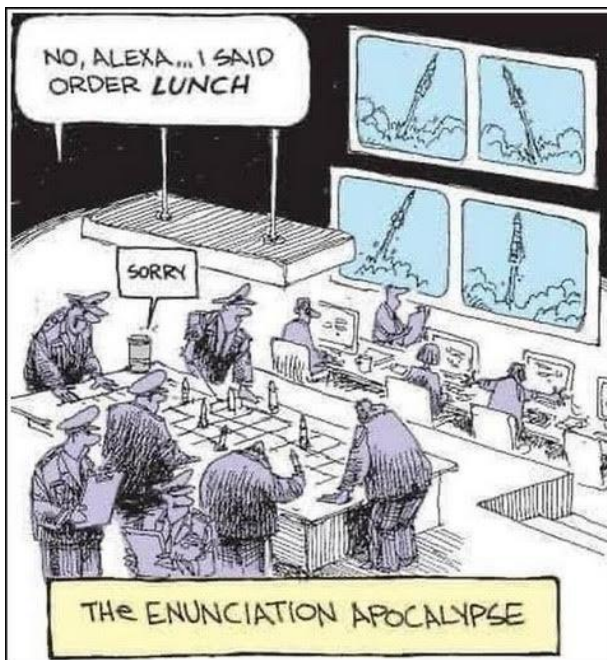
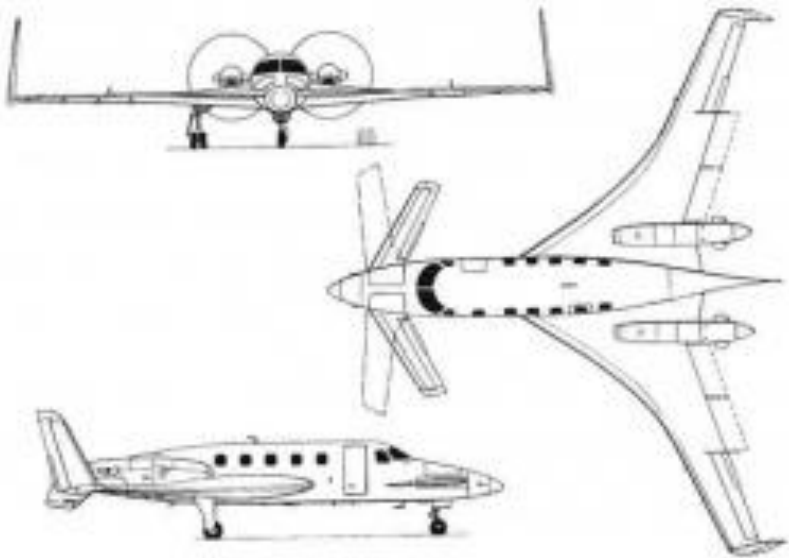


Beechcraft had invested a third of a billion dollars, and millions of man-hours into the project. The resulting sales must have been extremely disappointing, only 53 were produced. Of those, only eleven were sold in the three years following its production. In an effort to justify production costs, a number of the aeroplanes were leased. They blamed the economic slowdown in the late 1980s, the uniqueness of the *Starship*, and the tax on luxury items in the US. It has been asserted that if they had hung on until the mid 1990s, when corporate expenditure for new aircraft was in a cyclical upturn, they could have been more successful. In 2003 Beechcraft decided that the aircraft was no longer popular enough to justify support costs and they recalled the leased aircraft to be scrapped. By 2008 only six remaining aircraft were certified airworthy.

Despite its failure, *Starship* was a remarkable aircraft, with many desirable features. Using carbon fibre instead of aluminium made it free from corrosion, and lighter, although the additional strengthening requirements of the FAA meant that it exceeded its design weight by about ten percent. The two vertical stabilizers at the swept back wing tips put them far behind the centre of gravity. The pusher engines are installed very close to each other—the propeller arcs are only 200mm apart—resulting in barely perceptible asymmetric thrust on one engine. Potentially, the aft mounted engines give a quieter ride, but the turbulent flow off the wings and the jet exhaust being directed through the propellers negated some of that advantage. Notably, *Starship* is extremely difficult to stall, due to the fore planes losing lift before the main wings. In fact, the canard has almost twice the loading of the main wing, at 72.68 lbs/sq ft. The initial design programme called for a cruise speed of 645 kph, weight of less than 5,670 kg loaded and a capacity for ten passengers. The production aeroplane weighed 6,760 kg at take-off, carried eight passengers and cruised at 620 kph.

But what was it like to fly *Starship*? One pilot waxes lyrical: “Flying a *Starship* is a wonderful experience. The voluminous flight deck is beautifully laid out for single pilot operations. The sound and feel of the engines and airframe are at once powerful and poetic. The composite structure and the twin 1200hp Prattis sing a duet of strength and security. A *Starship* pilot feels as safe as a babe in his/her mother’s arms. The machine feels like the melding of a magic carpet and a Mercedes Benz. She’s strong, smooth, and majestic.”

Would *Starship* make a good model? Many have been built, which clearly attests to its suitability as a model. After all, it was designed by a man who was a prolific model builder in his youth.



And whats been happening at the field



*Poor Alan having yet
another mis-adventure
with a new model*



*Ethan & Andrew
Mullans lineup of
Electric models*



*Graeme Bradley's Little Stik... originally Alf Leongs
I'm told*



*Dennis Raynel was at it
again with this creation
from his scrap bin of
parts!*





Gordons new Ultra Hots – flies well too



Lyles Cub



Lunch time yet again!

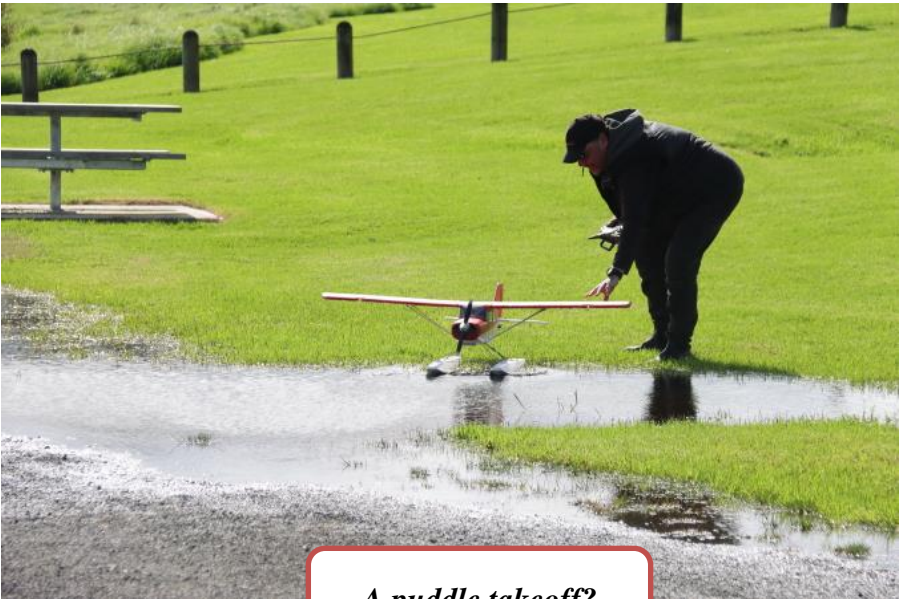
Float Plane Time

Gordon

The first float plane event for 2024 was held at Lake Puketirini at Huntly. There was a smallish turnout probably due to the dubious weather in Hamilton but it was a lot better at Huntly. Unfortunately, the wind got up late morning making the lake a bit rough so curtailing the flying to only the brave or the stupid (or both)!

Most got in a couple of good flights early morning without drama.

Lyndon had a whoopsy out in the middle of the lake doing minor damage, but boy, the all composite Cessna can take some punishment! Grant also managed to end up in the reeds a couple of times as well. Both Alan & Wayne had problems with their electric foamy's, stopping further action there. However, Ryno was having a blast with his Maule getting talked into doing some very short takeoffs from a puddle in the lawn! Well, it WAS water!



A puddle takeoff?



Lyall got in a couple of good flights before deciding the wind was a bit much.

I was able to maiden my new North Star which has been completed for 6 months, but of course there has not been an opportunity to try. It flew like a dream from the get go and handled the wind very well. It got in several flights during the day so I am extremely pleased with it.

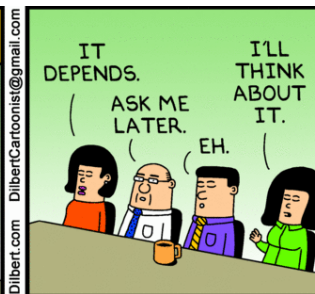


Then it was time for Alan to try out his Yacht. Out from the bank and off she goes....in a straight line across the lake...and straight...and straight! Getting a long way away Alan,...it won't turn was the cry!! Several others had a go...nope! Fetch the binoculars, is it coming towards us or going away...don't know! Only one thing for it, get the rescue boat going. Grant did the rescue deed; he was that far away you almost needed the binoculars to even see him with the boat let alone the model yacht. It was a bit rough on the water way out there and Grant was complaining of seasickness when he eventually returned. Gave us all a good laugh!!
So, better luck next time with the wind at Lake Kainui (D) on June 23rd.

Gordon



*Alan's Yacht last seen
disappearing on its way
across the lake*



Tauranga Model Aircraft Club Model Auction

The Tauranga Model Aircraft Club Model Auction is set for Sunday 16th June so is only 46 days (6 weeks + 4 days) away!

We have updated our website with current information about the auction. There is even a nifty countdown clock! Check out this web link <https://taurangamodelfly.org/annual-auction/>

Our auctioneer this year is Tony Christiansen who is well known in the modelling community. Our auction attracts model flyers from all around the country and is a great social gathering as well as a place to buy and sell. People are already contacting us with plans to bring their models to sell. It looks like this year could be a record breaker!

The auction will be held at Classic Flyers Museum, Mt Maunganui on Sunday 16th June 2024. Gates open 7.30am, Start at 10.00am



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

Greetings from the UK

Just in case anyone is missing Brian Holden and has been wondering where he is, then look no further.

Brian, along with wife Ngaire are currently on holiday in Norfolk England. Brian is best known as HMAc's resident drone pilot and photographer so of course just had to take his drone on holiday with him. The best of both worlds.



In Brians own words:

Here, I'm flying my 1KG registered projectile usually at around 200-300 feet, with little chance of slamming into an RAF F-35 Lightning jet flying at 20.000 feet. Yes, there can be surprises with low level sweeps out of the blue from time to time, but not around here. My wife spotter keeps a constant eye open for light aircraft about. My largest concern is having my drone suddenly going to sleep, tumbling down and crashing through

someone's skylight or Porsche and getting an angry phone call (my number is labeled on it). So for that reason - and of course for public safety, I stay well clear of such obstacles.







Some fantastic pictures Brian. Thanks for sharing

Galatea IMAC

Frazer

Hi all

A superb weekend in Galatea just held.

Great weather, hardly any wind to speak of all weekend. A good turnout of pilots too, including 5 juniors flying. There is only one more GTown IMAC to go this season !! (End of May)

Big thanks to Mark Newman who was hopping around on one foot all weekend, and did lots of work keeping the catering going. We had Lasagne on Friday night, and Scotch Fillet on Saturday night !!

Good to be back in GTown, after what was almost a year not being there due to Oct and Nov washed out. All the usual suspects were there, plus we had a new junior flying, Tom Li from the Northshore MAC club, with his parents Frank and Lucy. He was flying well. Best landing award went to Derek Whelan, who had a dead stick way out towards the mountains, and he headed home as everyone held their breath to see if he would clear the fence. Andrew was in his ear, just keep heading this way, little bit more ... and he “just” made it over the fence it was looking like it was going to be shredded by number 8 wire for a moment !!

Lots of great contest flying over the weekend, the closest was in Sportsman IMAC. Not many points at all separating the top 4 pilots going into the final round of unknown. Jon “Hamburger” was sitting in first, but only just, and a couple of minor mistakes soon opened the door for Rod Chave and Ryan Berger to swoop on in. Rod Chave won the unknown, but it was Ryan Berger who flew well enough to finished first ahead of his dad for the first time. Well done that man. If you look at the scores below you will see the top 3 pilots were all swapping round wins as the weekend went on.

The AGM was held on Saturday night, in the lounge room at the lodge. Hamish Galloway is the new Chairman. Many thanks to Andrew Palmer for his work in this role over the last many years, he has stepped down but still remains on the committee. John Knox is still sec/treas, and I am once again the CD. Minutes from the AGM will be published soon. We already have some new ideas, so watch this space.

I had a couple of thoughts on the way home, we might look at running some of the classes unknown rounds on the Saturday, rather than doing them all at the end. It might help to space things out a little. It's tricky trying to judge unknowns, while trying to learn your own. This is assuming the weather is looking good for both days. And the other thought is we might change to doing a pilot draw for the flying positions in the unknowns. For a while we have been making the current winner go first, second goes up next etc. I think a random draw done on Saturday night will add a bit of spice, and it levels the field a little. It can be done as the unknowns are handed out. Open to comments on these ideas.

Ok ... Next event on the calendar. It's a one day pattern comp at Airsail. 11th May. The Pukekawa Pattern Champs. This is the last pattern comp for the season, and the season winners for pattern will be presented at the end of the days flying. There are still some podium spots up for grabs in the series.

Here is a link for the Airsail comp. [Pukekawa Pattern Champs @ Airsail MAC – NZ RC Aerobatics \(nzrcaa.co.nz\)](http://www.nzrcaa.co.nz/Pukekawa-Pattern-Champs-Airsail-MAC-NZ-RC-Aerobatics)

Please click and register now if you are coming. Remember it's just Pattern, so that means we will be flying Clubman, Expert, Masters, F3A P, F3A P + F

The final event for the season is IMAC at Galatea, last weekend in May.

Finals results from GTown follow below.

And one last thing. I updated the series table with the points from Galatea too, so if you want to see that, or get more details of the scores,

just go to the www.nzrcaa.co.nz website, go to the downloads page, and there is a link to the results library right at the bottom of the page. All the results for this season are sitting there.

Looking at the series tables, we've had about 40 individual people flying some of aerobatics across the season.

Cheers
Frazer

NZRCAA

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Clubman (6)

Galatea - April 27 2024

F3A - Aerobatic Aircraft - F3A APA 3FlightDiscard

Provisional results

Position	Competitors			Total	Flight no 1 Finished		Flight no 2 Finished		Flight no 3 Finished		Flight no 4 Finished		Flight no 5 Finished		Flight no 6 Finished	
					Net	Norm	Net	Norm	Net	Norm	Net	Norm	Net	Norm	Net	Norm
1	GALLOWAY Cormac (953)	Jnr	NZ L	5000.0 0	<u>201.2</u> <u>5</u>	<u>1000.0</u> <u>0</u>	<u>208.7</u> <u>5</u>	<u>1000.0</u> <u>0</u>	<u>205.0</u> <u>0</u>	<u>1000.0</u> <u>0</u>	<u>193.7</u> <u>5</u>	<u>1000.0</u> <u>0</u>	<u>191.2</u> <u>5</u>	<u>1000.0</u> <u>0</u>	<u>203.0</u> <u>0</u>	<u>1000.0</u> <u>0</u>
2	LI Tom (807)	Sn r	NZ L	3819.2 5	<u>135.7</u> <u>5</u>	<u>674.54</u>	<u>154.7</u> <u>5</u>	<u>741.32</u>	<u>136.5</u> <u>0</u>	<u>665.86</u>	<u>144.0</u> <u>0</u>	<u>743.23</u>	<u>167.0</u> <u>0</u>	<u>873.21</u>	<u>159.7</u> <u>5</u>	<u>786.95</u>

Basic IMAC

Galatea - from 2024-04-27 to 2024-04-28

Classification

Competitors	Cat	Country	Total	Position	Classification															
					Flight 1 Known Finished		Flight 2 Known Finished		Flight 3 Known Finished		Flight 4 Known Finished		Flight 5 Known Finished		Flight 6 Known Finished		Flight 7 Known Finished		Flight 8 Known Finished	
					Net	Norm	Net	Norm	Net	Norm	Net	Norm	Net	Norm	Net	Norm	Net	Norm	Net	Norm
CHARLTON Chris (978)	Senior	(NZL)	6000.00	1	<u>1004.25</u>	<u>1000.00</u>	<u>1049.00</u>	<u>1000.00</u>	<u>1022.25</u>	<u>1000.00</u>	<u>987.50</u>	<u>1000.00</u>	<u>983.75</u>	<u>1000.00</u>	<u>952.25</u>	<u>994.00</u>	<u>1017.25</u>	<u>1000.00</u>	<u>1034.75</u>	<u>1000.00</u>
GALLO WAY Cormac (953)	Junior	(NZL)	5680.40	2	<u>907.75</u>	<u>903.94</u>	<u>986.25</u>	<u>940.18</u>	<u>839.25</u>	<u>820.98</u>	<u>905.25</u>	<u>916.71</u>	<u>937.00</u>	<u>952.48</u>	<u>958.00</u>	<u>1000.00</u>	<u>976.75</u>	<u>960.19</u>	<u>942.50</u>	<u>910.85</u>
BRODIE Fraser (971)	Senior	(NZL)	5638.94	3	<u>907.25</u>	<u>903.41</u>	<u>975.50</u>	<u>929.93</u>	<u>913.25</u>	<u>893.37</u>	<u>928.50</u>	<u>940.25</u>	<u>941.00</u>	<u>956.54</u>	<u>821.25</u>	<u>857.25</u>	<u>966.75</u>	<u>950.36</u>	<u>991.75</u>	<u>958.44</u>

Sportsman IMAC

Galatea - from 2024-04-27 to 2024-04-28

Classification competitors	CoC	Cat	Country	Total	Position	Flight 1 Known Finished		Flight 2 Known Finished		Flight 3 Known Finished		Flight 4 Known Finished		Flight 5 Known Finished		Flight 6 Known Finished		Flight 7 Unknown Finished	
						Net	Norm	Net	Norm	Net	Norm	Net	Norm	Net	Norm	Net	Norm	Net	Norm
BERGER Ryan (983)		Juni or	(N ZL)	4935. 97	1	<u>1489.</u> <u>50</u>	<u>917.0</u> <u>4</u>	<u>1601.</u> <u>25</u>	<u>1000.</u> <u>00</u>	<u>1337.</u> <u>75</u>	<u>827.9</u> <u>4</u>	<u>1568.</u> <u>00</u>	<u>1000.</u> <u>00</u>	<u>1669.</u> <u>25</u>	<u>1000.</u> <u>00</u>	<u>1631.</u> <u>50</u>	<u>954.7</u> <u>9</u>	<u>1524.</u> <u>75</u>	<u>981.1</u> <u>8</u>
BERGER Jon (984)		Seni or	(N ZL)	4834. 58	2	<u>1528.</u> <u>75</u>	<u>941.2</u> <u>0</u>	<u>1562.</u> <u>75</u>	<u>975.9</u> <u>6</u>	<u>1615.</u> <u>75</u>	<u>1000.</u> <u>00</u>	<u>1561.</u> <u>50</u>	<u>995.8</u> <u>5</u>	<u>1574.</u> <u>00</u>	<u>942.9</u> <u>4</u>	<u>1708.</u> <u>75</u>	<u>1000.</u> <u>00</u>	<u>1340.</u> <u>75</u>	<u>862.7</u> <u>7</u>
CHAVE Rod (974)		Seni or	(N ZL)	4796. 60	3	<u>1624.</u> <u>25</u>	<u>1000.</u> <u>00</u>	<u>1568.</u> <u>75</u>	<u>979.7</u> <u>0</u>	<u>1190.</u> <u>25</u>	<u>736.6</u> <u>5</u>	<u>1380.</u> <u>00</u>	<u>880.1</u> <u>0</u>	<u>1391.</u> <u>00</u>	<u>833.3</u> <u>1</u>	<u>1600.</u> <u>75</u>	<u>936.8</u> <u>0</u>	<u>1554.</u> <u>00</u>	<u>1000.</u> <u>00</u>
COLLINS Steve (804)		Seni or	(N ZL)	4307. 76	4	<u>1381.</u> <u>25</u>	<u>850.3</u> <u>9</u>	<u>1340.</u> <u>00</u>	<u>836.8</u> <u>5</u>	<u>1350.</u> <u>00</u>	<u>835.5</u> <u>3</u>	<u>1383.</u> <u>25</u>	<u>882.1</u> <u>7</u>	<u>1492.</u> <u>75</u>	<u>894.2</u> <u>6</u>	<u>1527.</u> <u>50</u>	<u>893.9</u> <u>3</u>	<u>1223.</u> <u>00</u>	<u>787.0</u> <u>0</u>
BRIGGS																			
Mike (Baldrick) (930)		Sen ior	(N ZL)	4288 .32	5	<u>1488</u> <u>.75</u>	<u>916</u> <u>.58</u>	<u>1379</u> <u>.25</u>	<u>861</u> <u>.36</u>	<u>1425</u> <u>.00</u>	<u>881</u> <u>.94</u>	<u>1398</u> <u>.00</u>	<u>891</u> <u>.58</u>	<u>1535</u> <u>.75</u>	<u>920</u> <u>.02</u>	<u>1527</u> <u>.00</u>	<u>893</u> <u>.64</u>	<u>1035</u> <u>.75</u>	<u>666</u> <u>.51</u>
WHELAN Derek (925)		Sen ior	(N ZL)	4073 .41	6	<u>1307</u> <u>.75</u>	<u>805</u> <u>.14</u>	<u>1499</u> <u>.50</u>	<u>936</u> <u>.46</u>	<u>1133</u> <u>.50</u>	<u>701</u> <u>.53</u>	<u>1253</u> <u>.50</u>	<u>799</u> <u>.43</u>	<u>1251</u> <u>.75</u>	<u>749</u> <u>.89</u>	<u>1196</u> <u>.00</u>	<u>699</u> <u>.93</u>	<u>1216</u> <u>.00</u>	<u>782</u> <u>.50</u>

Intermediate IMAC

Galatea - from 2024-04-27 to 2024-04-28

Classification

Competitors	Category	Country	Total	Position	Flight 1 Known Finished		Flight 2 Known Finished		Flight 3 Known Finished		Flight 4 Known Finished		Flight 5 Known Finished		Flight 6 Known Finished		Flight 7 Unknown Finished	
					Net	Norm	Net	Norm	Net	Norm	Net	Norm	Net	Norm	Net	Norm	Net	Norm
STIVER (STINKY) Andrew (912)	Senior	(NZ L)	4929. 78	1	<u>2145.</u> <u>50</u>	<u>1000.</u> <u>00</u>	<u>1880.</u> <u>25</u>	<u>875.3</u> <u>5</u>	<u>2112.</u> <u>00</u>	<u>929.7</u> <u>8</u>	<u>2256.</u> <u>25</u>	<u>1000.</u> <u>00</u>	<u>1921.</u> <u>25</u>	<u>887.0</u> <u>0</u>	<u>2244.</u> <u>50</u>	<u>1000.</u> <u>00</u>	<u>2163.</u> <u>00</u>	<u>1000.</u> <u>00</u>
NEWMAN Kaden (943)	Junior	(NZ L)	4807. 84	2	<u>2003.</u> <u>00</u>	<u>933.5</u> <u>8</u>	<u>2128.</u> <u>50</u>	<u>990.9</u> <u>2</u>	<u>2271.</u> <u>50</u>	<u>1000.</u> <u>00</u>	<u>2178.</u> <u>00</u>	<u>965.3</u> <u>2</u>	<u>2166.</u> <u>00</u>	<u>1000.</u> <u>00</u>	<u>1824.</u> <u>25</u>	<u>842.7</u> <u>6</u>	<u>1842.</u> <u>00</u>	<u>851.6</u> <u>0</u>
GALLOWAY Ewan (906)	Senior	(NZ L)	4671. 03	3	<u>2095.</u> <u>75</u>	<u>976.8</u> <u>1</u>	<u>2148.</u> <u>00</u>	<u>1000.</u> <u>00</u>	<u>1559.</u> <u>25</u>	<u>686.4</u> <u>4</u>	<u>2108.</u> <u>00</u>	<u>934.2</u> <u>9</u>	<u>1138.</u> <u>25</u>	<u>525.5</u> <u>1</u>	<u>2011.</u> <u>25</u>	<u>896.0</u> <u>8</u>	<u>1868.</u> <u>50</u>	<u>863.8</u> <u>5</u>
PERRY Lyndon (936)	Senior	(NZ L)	4031. 24	4	<u>1834.</u> <u>25</u>	<u>854.9</u> <u>3</u>	<u>1706.</u> <u>50</u>	<u>794.4</u> <u>6</u>	<u>1734.</u> <u>50</u>	<u>763.5</u> <u>9</u>	<u>1702.</u> <u>50</u>	<u>754.5</u> <u>7</u>	<u>1951.</u> <u>50</u>	<u>900.9</u> <u>7</u>	<u>1667.</u> <u>25</u>	<u>743.0</u> <u>4</u>	<u>1551.</u> <u>50</u>	<u>717.2</u> <u>9</u>

Advanced IMAC

Galatea - from 2024-04-27 to 2024-04-28

Classification

Competitors	Category	Country	Total	Position	Flight 1 Known Finished		Flight 2 Known Finished		Flight 3 Known Finished		Flight 4 Known Finished		Flight 5 Known Finished		Flight 6 Known Finished		Flight 7 Unknown Finished	
					Net	Norm	Net	Norm	Net	Norm	Net	Norm	Net	Norm	Net	Norm	Net	Norm
GALLO WAY Hamish (Worms) (907)	Senior	(NZL)	5000.00	1	<u>2876.00</u>	<u>1000.00</u>	<u>2815.75</u>	<u>1000.00</u>	<u>2721.25</u>	<u>1000.00</u>	<u>2784.50</u>	<u>1000.00</u>	<u>2768.50</u>	<u>1000.00</u>	<u>2745.25</u>	<u>1000.00</u>	<u>2570.00</u>	<u>1000.00</u>
GALLO WAY Sean (908)	Junior	(NZL)	4755.82	2	<u>2749.25</u>	<u>955.93</u>	<u>2512.25</u>	<u>892.24</u>	<u>2626.75</u>	<u>965.27</u>	<u>2767.25</u>	<u>993.80</u>	<u>2593.50</u>	<u>936.79</u>	<u>2727.50</u>	<u>993.53</u>	<u>2177.50</u>	<u>847.28</u>

Unlimited IMAC

Galatea - from 2024-04-27 to 2024-04-28

Classification

Competitors	Cat	Count	Total	Position	Flight 1 Known Finished		Flight 2 Known Finished		Flight 3 Known Finished		Flight 4 Known Finished		Flight 5 Known Finished		Flight 6 Known Finished		Flight 7 Unknown Finished	
					Net	Norm	Net	Norm	Net	Norm	Net	Norm	Net	Norm	Net	Norm	Net	Norm
BRIGGS																		
Frazer (Bogan) (911)	Senior	(N ZL)	5000.00	1	<u>4088.00</u>	<u>1000.00</u>	<u>4287.25</u>	<u>1000.00</u>	<u>3824.50</u>	<u>1000.00</u>	<u>3979.50</u>	<u>1000.00</u>	<u>3600.75</u>	<u>957.20</u>	<u>3574.50</u>	<u>933.53</u>	<u>3172.75</u>	<u>1000.00</u>
KNOX																		
John (917)	Senior	(N ZL)	4829.82	2	<u>3766.50</u>	<u>921.36</u>	<u>3831.50</u>	<u>893.70</u>	<u>3680.25</u>	<u>962.28</u>	<u>3636.25</u>	<u>913.75</u>	<u>3761.75</u>	<u>1000.00</u>	<u>3829.00</u>	<u>1000.00</u>	<u>3002.00</u>	<u>946.18</u>

To HMAc Members and all interested RC Pilots

Event notice forwarded from Mike Briggs @ Matamata Piako Model Aero Club (MPMAC)

Hi All

I am proposing to hold a Scale Primer on Saturday 11th May at Waharoa (MPMAC).

I'm hoping to attract some new interest into Scale flying and scale competition.

It's going to be a fun day, no stress, lots of help.

If you don't have a scale model, bring your Semi Scale Little Stick or Cadet.

No landing fee, \$5 burger for lunch.

Further details to follow depending on interest shown.

Please contact me if you have any questions.

Mail or text me if you are coming.

Cheers Mike Briggs

mikebriggsnz@gmail.com

Mob 027-2891350



Warbirds over Wanaka

As Grant was lucky enough to make it to Wanaka last month for the Warbirds event, he has kindly furnished us with a few more photos just to make us all jealous.

He'll rub it in even more at the club meeting on May 8, I'm sure.





***Points scored if you can
spot the following:***

***Sir Tim Wallis's first
ever Helicopter,
the new RNZAF Boeing
P-8 Poseidon
USAF C-17
Globemaster III
Ivan (Krazzy) Krippner
(Ex HMAc)
The Mosquito on debut***





HOME SECURITY FOR SENIORS!!!

Now that I'm old and slow and on a fixed income, I've disconnected my home alarm system.

I also decided to turn off my external lights and resigned from Neighbourhood Watch.

To save money I've raised 2 Pakistani flags in my front garden, one at each corner and have the black flag of ISIS in the centre.

It's so good now, my neighbours, Local Police and the Armed Forces are all keeping watch on the house 24/7. In addition, I am followed & watched everywhere I go.

I've never felt safer, and I'm saving \$149.50 a month!

GO SENIORS!!

The F5K Fury

Dave

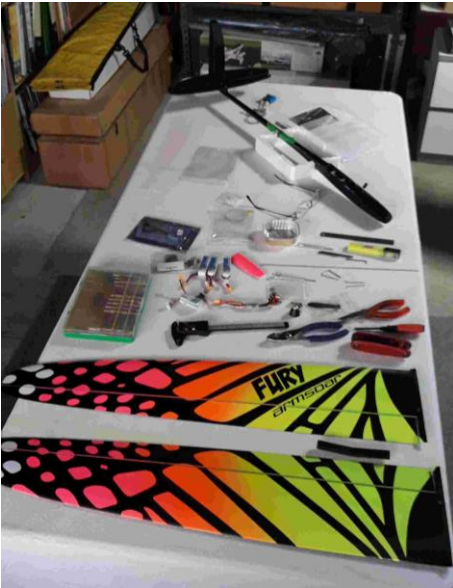
First off, I have to thank Wynn Robins for this purchase. This came about as I'm currently having knee issues and hence trouble launching my DLG Snipe. So, it's off to the doctors I go. "Can you fix my knees" I ask. "No, sorry it's an age problem. That'll be \$17 please".

So, to get around this little hiccup I decided I would look around and see if there was anyone selling F5K gliders. I.e. electric assist. Luckily enough, Wynn was wanting to sell his which meant I didn't have to go shopping abroad.

Not so much a build project, more of an assembly really, but with no instructions provided you do need some experience to put it all together.

Having said this both Google and You Tube came in handy.

To date I've managed a few trimming flights over at the local rugby field in order to set all the control throws how I prefer them. So far so good with only a few minor tweaks now required. Now the weather has turned to custard I'm going to have to wait a few more days before getting airborne again and really enjoying what this plane can do.





Three Channel Taube Balsa USA Plan

Scratch built - 60" wings 46" fuselage length,
OS 80 Four Stroke,
3 servos, Receiver, spoked wheels etc.
Never flown \$ 450

Contact Al Ward 027 274 1327







Kanga 2 1934

1600mm wingspan, 3 channel, with servo's powered by an OS 48 four stroke. A little work is needed to get flying again. \$150.
Pick up for the Kanga is at Te Aroha.



OS Wankel engine, new never run. \$500.



OS 60 four stroke, open rocker, new bearings, very tidy \$200.



Please contact Lew Hale on 078848046 if you want to discuss prices for any of the above.



Piper Cub for Tender

The following Piper Cub was built and flown by our late Club Member Dr Bob Kyd.

To give everyone a fair chance to purchase, we offer this item up for tender under the following conditions:

- Tender via email only to hamiltonmaclub@gmail.com
- Tender closes on the 31st May 2024
- Successful tenderer to be notified via Email by 3rd June.
- Collection of item by arrangement.
- Your Tender to include the

1. Item Number.
2. Your Tender Price.
3. Your Name.
4. Your contact Phone number and
5. Contact Email.
6. Tender offers only over \$100 accepted. Tender Funds are being donated to HMAC.

- Item 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 “May 01 – Piper Cub”

Aircraft: Piper Cub.

64 inch (1.6m) wingspan

Covered in a shrink material with paint finish

Laser 70 Four Stroke Glow Engine

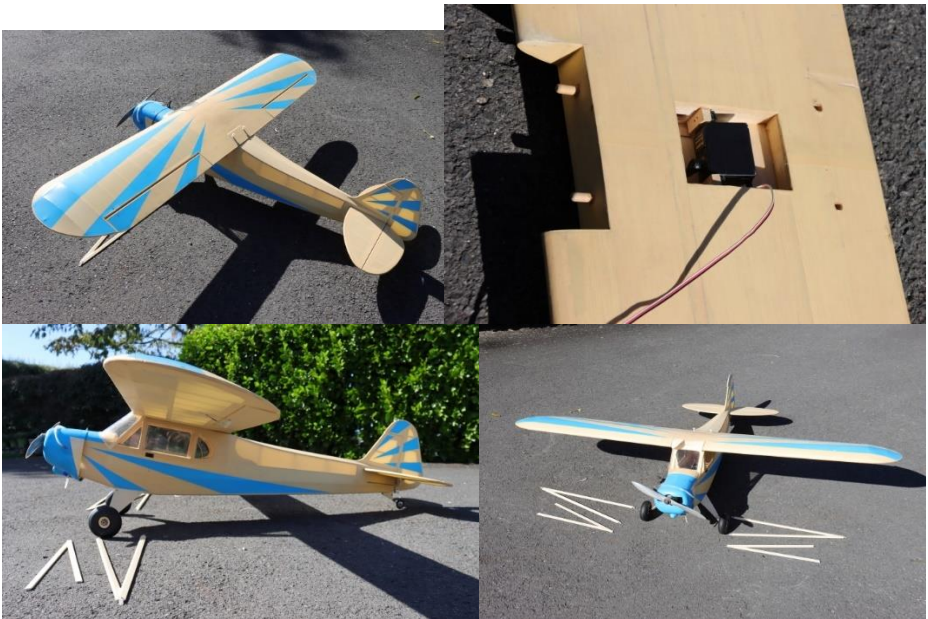
Four Futaba S148 Servos installed

Fm Receiver (not checked, presumed to be working)

Battery (Type & state unknown)

Note:

The Model will be available for viewing at the May Club Night meeting.





Parting Shot

What you think a 50 year old plane looks like



The reality



Coming Events 2024



What’s On, When and Where

May

Time	Event
	Saturday, May 4
all-day	RC Pylon Racing Series - Airsail MAC
	Sunday, May 5
all-day	RC Pylon Racing Series - Airsail MAC
all-day	MPMAC AGM
	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
all-day	Pukekawa Pattern Champs @ Airsail MAC
all-day	RC Scale Primer @Waharoa
	Sunday, May 12
all-day	Tokoroa Jet Meeting

Sunday, May 19

10:30am
- 1:00pm [HMAC CLUB DAY - Fun Fly events](#)

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 \(Galatea\)](#)

June

Friday, June 7

all-day [Tokoroa Jet Meeting](#)

Saturday, June 8

all-day [Tokoroa Jet Meeting](#)

Sunday, June 9

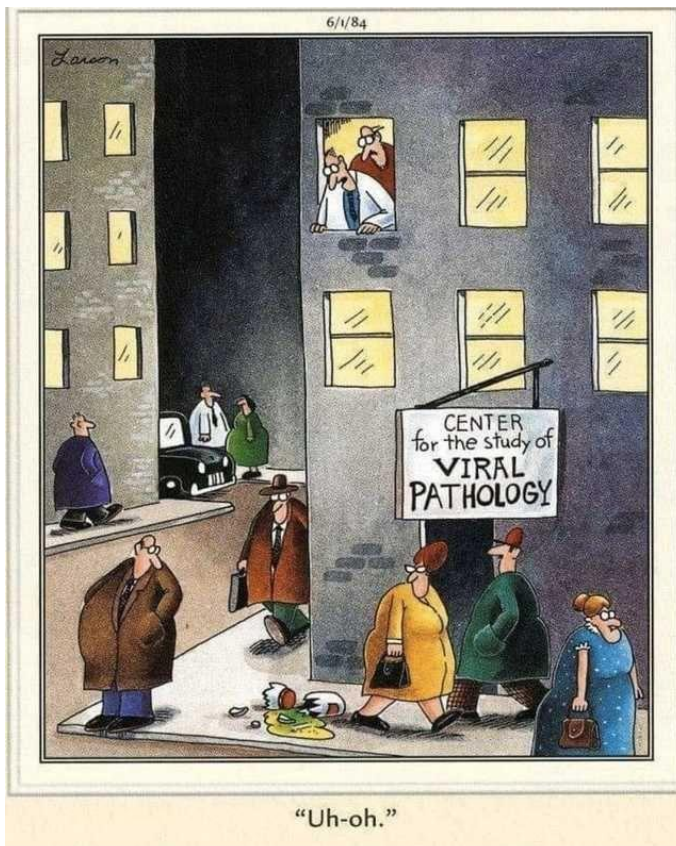
all-day [Tokoroa Jet Meeting](#)

Sunday, June 16

10:00am
-
11:00am [Tauranga Model Auction](#)

Sunday, June 23

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



Till next month, stay safe

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

Next Flight Lines June 2024

Newsletter deadline – Wednesday 5 June 2024

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