



June
2024

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Cover Page: Frazer Briggs and John Knox. First and second respectively at the recent G Town IMAC unlimited class show down

FLIGHT LINES

HAMILTON MODEL AERO CLUB INC.

June 2024

www.hamiltonmac.org.nz

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WEB SITE

Grant Finlay

NEXT CLUB NIGHT: Wednesday, July 10 @ 7.30pm

VENUE:

Beerescourt Bowling Club

68a Maeroa Road - Hamilton

June Club Themed

Flying Days:

June 16 - Aerobatics Training Day and
June 23 – Float Plane Day @ Lake D.
Take your pick or why not do both

Presidents Report

Grant

So winter is officially here as I'm putting this report together. According to the weather people, Hamilton had its coldest average May daytime temperatures for some years and I'm not going to dispute that! Despite the cold though, I have been able to get out and do some flying during the month, so that has been a relief. Also, Frazer has managed to shoehorn me back into flying F3A Pattern Aerobatics with one of his older pattern models that's been converted back to Electric.



Grants latest acquisition

I can see Wayne now rubbing his hands together thinking he has yet another convert to Electric over Gas... well that may be true in part, at least for Pattern Aerobatics that is, I'm not done with gas guzzlers just yet Wayne!!!

Mays Calendar was quite full, with a number of events taking place around the local area such as Pylon Racing, Pattern Aerobatics, IMAC and the Matamata Clubs AGM. But for Hamilton Club, our event of the month was our all-comers Fun Fly Competition and BBQ Lunch. A big thanks to Lyndon for organizing all the BBQ bits and pieces and doing a great job cooking up a storm with the Sausages & Onions etc. I ran the competition side of things, and it was good to see most people giving the two tasks a go. I believe there is a short report further on, so I will leave the details to that, except to say there were some mighty fine attempts and skills displayed in the Landing competition.

This month there are a couple of events of note. Firstly, there has been a late addition to the club calendar with a Classic Aerobatics Competition being run by the Aerobic SIG (Frazer's in charge) at HMAC on Saturday June 15th. The field will not be closed for the day, so you will still be able to fly on that day, you may just need to take your turn around whatever's happening at the time. Sunday 16th, the Aerobic SIG (Frazer) will be back again for a training day, and again the field will be open to club members for flying in and around what's going on at the time. There's not a huge turnout expected, so there shouldn't be any issues still getting in plenty of flying on both days.

That same Sunday 16th is the World Famous in Tauranga, TMAC Model Aircraft Auction held at the Classic Flyers Aviation Museum at the Airport. The doors open at 7:30am and the Auction kicks off at 10am, so make sure you get there nice and early to size up all the potential bargains there are to be had.



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



The other event for the month will be our first float plane day at Lake D (Kainui) for 2024. As usual the gates will be open at 9am and the Club rescue boat will be on hand for retrieving wayward models. Hopefully the weather will be a little more kinder to us than our event in Huntly, however July can often bring calm fine weather, so fingers crossed.

Our May Club night was a cracker with a good turnout of both club members and models. It was good to see a number of guys participating in the show and tell and a few stories were shared with what's been happening over the previous months since our AGM back in February.

There are a handful of pictures elsewhere, but the highlight had to be Stan Hodson's giant Cessna being wheeled through the door and assembled. Needless to say, there wasn't a lot of spare room left around it!!



Stans giant Cessna

Reminder, there is no Club night in June, our next meeting is scheduled for Wed July 10th. At this point we are looking to have you bring along a tool or some item that makes your modelling jobs a whole lot simpler. Plus, we welcome a demonstration or two in using these items. If time allows, we will also show some pics from this year's Warbirds over Wanaka Airshow, plus as always, we encourage you to bring along those latest models and projects to talk about and display.

Finally, from the committee meeting last week, one of the main discussion points was our toilet facility. The lack of a water supply is causing issues & this means we are now considering different options in providing a suitable rest room! So watch this space and whenever possible for now, do your business before driving to the field!!!

On that note, I will bring this month's report to an end. Remember the Model Auction at Tauranga is only a few days away, but above all else, remember that 'Safe Flying is No Accident'!

Grant.

Editors Ramble

Dave

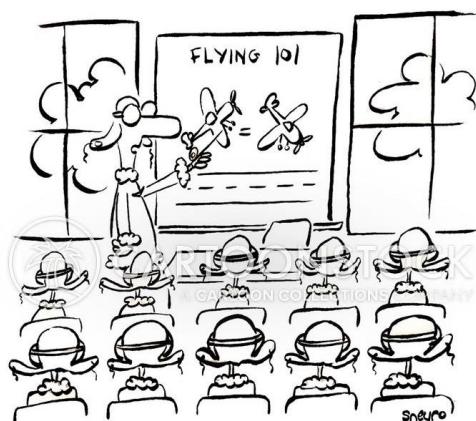
This month amongst other things local we have an international flavour happening. Many of you will or should remember Rory Pike and his father Martin who visited us from the UK over Christmas and came out to HMAC to fly with us.



It's now summer back in the UK so Rory gets the best of both worlds and gets to fly another summer season while we all hunker down and get cracking on those winter build projects. A bit of what Rory's been up to later in the newsletter. Also, our roving drone pilot come photographer Brian has arrived back in Godzone from the UK and has provided us with some more stunning shots of the British countryside before he left. I bet he wishes he was still there

First off however is Bogan's report from G Town with the IMAC Season Closer. A brilliant report with lots of excellent photos. Thanks Frazer. Our coastal modeler Malcolm Foster is back once again keeping us up to date and has some suggestions with what to do with baking powder that doesn't involve cooking. And Bruce Pickering is dreaming this time of the Bristol Type 138A.

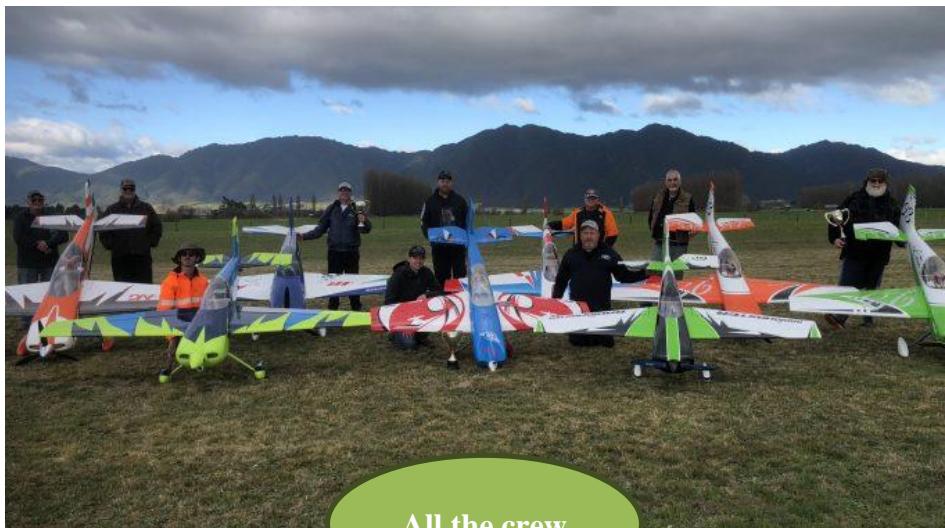
A big thanks to everyone that has contributed and till next month, happy reading



"Remember, always try to keep the number of landings you make equal to the number of take offs you make."

IMAC Season Closer @ GTown

Frazer



A super end to a great season, we had a good weekend of flying down in G-Town over 3 days.

Friday morning, Lyndon and I set off at half past. Driving through Rotorua it was cold and windy. Hmm ... what are we in for this weekend ?? 1 hour later standing on the airfield in Galatea it was warm and dead calm !! amazing how that place has its own little micro climate.

The usual suspects had arrived early, and as well as some practice flights, we got a round of Intermediate in. Back to the lodge to hit the happy hour on the bar for the first time ever, and to warm up in front of 20,000 kw of diesel heater that Bogan had brought down. Mark Newman aka "Moonie" had rustled up another spectacular meal for us ... this time a huge dish of mac n cheese, with bacon, beer and wine chaser. Friday night went a little later than we had planned in the Taniwha bar. Last event of the season, why not !!



Friday night antics in the Taniwha Bar

Saturday morning, we had a scheduled interruption to the weekends proceedings. From 9:30 am, approx. 30 full size light aircraft descended on Galatea in the space of an hour, landing on the runway right in front of us. Their mission was a spot landing, then morning tea. About 50 aviators were treated to an IMAC Unlimited demo by John Knox, followed by a Jet demo by

Bogan. They were well impressed to say the least. A good “PR” opportunity for us, and we scored some really good brownie points on this one. By midday the field was cleared of Cessna’s and Cubs for some real action, and we ripped into what was left of the day, completing 2 full rounds before dark.

Back to the lodge and on the menu tonight thanks to the masterchef Shelly Knox, slow cooked beef, fancy potatoes that look like you needed a jig to cut them on so accurately, winter veggies glazed with a pesto sauce. Some mushrooms that Lyndon and I both dodged. Oh, and how about that Thai Pumpkin Soup!! Where was Baldrick ? Nowhere to be seen. Goneburger. He loves the stuff, and he missed out this time.

Sunday morning, dead calm, not too cold, and at 8:30am everyone was at the field, assembling models and ready for action so early really ?? yes, due to the fact we had such a good night on Friday, we decided to try and set a record on Saturday night. You wouldn’t believe it, but by 11pm the lights on the Taniwha bar were out, not a sole could be seen, in fact all you could hear was Rod Chave working on his snoring, in the “non snoring” cabin #1 !!

A bit of a crosswind breeze started to blow in mid Sunday morning, and it looked like the day might get really cold and windy, but nope, it soon settled down to a gentle light breeze from the west., and at times, dead calm. Meanwhile it was hosing down in Hamilton and Auckland, and reports from Norsewood where it was gale force.



Derek Whelan
ready for action

Onto the flying.

Basic was contested by Mr Fraser Brodie and Chris Charlton “Gerr”. Mr Brodie was only there for one day, so we managed to get 3 rounds

of basic pushed through before he left. On Saturday night, after a few of the right refreshments, Chris was soon convinced that tomorrow it was time for him to fly Sportsman !! So he flew the Sportsman Unknown in the last round of the day, with some not too bad scores in their either.

Sportsman, four pilots. Derek Whelan was all smiles after round 1, having scored the 1000 points on his second sequence. A first for him, well done that man. Pretty soon it was an all out battle for the top spot between Jon Berger and Rod Chave, with the season series result on the line. Great to see this go down to the final round of the season, with a very close result in the end. Baldrick was a Saturday only flyer, so didn’t get to fly the unknown and ended in 4th.

Intermediate, four pilots. These guys made a start on Friday afternoon for the first round. Lyndon Perry was smiling at the bar having won both sequences of the first round. In his practice flight only moments earlier, Kaden Newman aka “The Hairy Gerbil” had a bit of a problem with his motor stopping while having a cheeky end of flight “high hover”, and

ended up doing a dodgey cross country dead stick trough dodging landing, causing some minor damage to his model. 1000m of runway from right to left, but he decided attacking it on a 45 degree angle was far more spectacular. Suffice to say he got the “best landing” award for the weekend !! Later turned out to be a tank issue. If you are running an ARF fuel tank, check it out closely, this thing had a split in the brass tubing in the tank, causing it to suck air instead of fuel. So he was on his backup model while Moonie lept into action on repairs duty, moon boot and all. Stinky was up to his usual antics, providing lots of entertainment on the 90 degree rolling turns, that were more like the old roller coasters on Statton Island, up and down and up and down and whoops was that almost the ground ?? John Danks was at Galatea for his first time, all set up with this Caravan, awning, fully plumbed, cups of tea at the ready. Ah the life if only he upgraded from Merlot to Shiraz !! By the end of the weekend Kaden had the old blokes well and truly sorted out to take out first place, but the race for 2nd was only 5 points apart in the end, with Lydon just managing to pip Stinky for the glory. JD had some plumbing issues with his big Raven on Sunday, and was last seen asking if there was a model shop anywhere that sold those neat little Dubro 5/32” barbs you solder onto the brass tubing, stops the tygon falling off.



**Big Slick ready
for test flight**

Due to the absence of the Galloway team, and Aunty who's 120cc Yak is still getting its 10 year anniversary retro fit, we didn't have anyone flying Advanced this weekend.

Unlimited was flown by John Knox and Bogan. Not too much to mention here, the most exciting thing was Bogan landed half way through a round with his canopy holding on by thread. Fully hinged over to one side halfway through the sequence. The bolts were in, but all 3 mounting points on one side vibrated out. Super lucky, it would have ended up miles away. Out with the 100mph pylon tape !! John managed to win a round off Bogan who had a senior moment on one round, but we are both happy to say the 2023 sequence is behind us. No more figure P with the lazy 2 of 4 on top !!

Sunday's unknown rounds flown across all classes was actually the new 2024 sequence handed out the night before. Now that the season is over, we start flying the 2024 sequences throughout the winter time, and will see them in action when we crank it back into life in October.

Right, so that was the final event for the 2024 season done and dusted. Final series points were quickly tabulated, and the final prize giving was soon underway.

As usual there are some people we need to thank. Mark Newman aka "Moonie" is looking a lot healthier than he was a few months ago, and back to his usual helpful self, doing catering, and runs to the local shop for supplies etc. Shelly Knox who knows what she's doing more than John and looks after us well !! And a huge thanks to Tony Christiansen who once again went all the way to Galatea and mowed the strip for us, despite not being able to come to the event on the weekend again. Tony you will need to pull finger now, cause Chris is moving up, and Mr Brodie needs you.

Congratulations to the IMAC series winners for 2024:

Basic – 3rd Cormac Galloway, 2nd Steve Collings, 1st Chris Charlton

Sportsman – 3rd Ryan Berger, 2nd Jon Berger, 1st Rod Chave (by 1 point !!!!)

Intermediate – 3rd Lyndon Perry, 2nd Kaden Newman, 1st Andrew Stiver

Advanced – 3rd equal Shane Suffolk, Ruben Woods and Hamish Galloway, 2nd Granny, and 1st was Sean Galloway. (We need more people flying advanced, have a look at the series table, its bleak !!)

Unlimited – 3rd James Farrow, 2nd John Knox, 1st Frazer Briggs





**Rod Chave wins
Sportsman series for 2024**



**Rod Chave with his 50cc
Extra**



**Stinky wins the Intermediate
Series for 2024**



**Stinky with 120cc
Laser**



No doubt over the winter there will be some movement as guys start to practise and progress up to the next class.

Ok, here come the rest of the photos





**Laptop on the Bar
Chiefs vs Hurricanes**



**Gerri polishing up
the series cups**



Kaden goes flying !!



Models waiting



Chris Charlton



Jon Berger next up



Shelly

Shelly in the boomer bus

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Rod Flying, Gerbil calling. Judges ... judging



Chris Chalton wins Basic

Stinky 3rd in Intermediate



**Kaden first in
Intermediate**



**Lyndon second in
Intermediate**



Kaden gets the new landing award



**John Knox second in
Unlimited**

Bogan and Knoxy



Derek Whelan 3rd in
Sportsman



John Danks 4th in
Intermediate



Jon "Cookie"
Berger second in
Sportsman



Rod Chave "I don't
snore" first in
Sportsman

Results from the weekend

BASIC IMAC

Galatea - from 2024-05-24 to 2024-05-26

Classification

 Simplified results  Results with percentage  Detailed results  Recalculate

Intermediate IMAC

Galatea - from 2024-05-24 to 2024-05-26

Classification

 Simplified results Results with percentage Detailed results Recalculate

Competitors	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										
NEWMAN Kaden (94)	Junior	NZL	4996.53	1	1000.00	1000.00	2400.00	2400.00	2019.50	998.53	2020.00	1000.00	2005.00	1000.00	1709.00	1000.00	1658.75	1000.00
PRYER Lydia (95)	Senior	NZL	4631.06	2	1000.00	1000.00	2116.75	2000.00	2003.50	981.00	1004.00	1000.00	1011.75	1000.00	1024.00	1000.00	1158.75	1172.00
STAVIS (STAVS) Andrew (92)	Senior	NZL	4616.54	3	1000.00	1000.00	1998.00	1998.00	2001.50	981.00	2003.25	982.00	2004.00	981.75	1452.00	1452.00	1455.75	1455.75
DANES John (95)	Senior	NZL	3384.02	4	1000.00	841.49	1000.00	2993.00	2974.00	1138.00	1001.75	700.00	1000.00	2000.00	2000.00	1624.75	1624.75	1624.75

Sportsman IMAC

Galatea - from 2024-05-24 to 2024-05-26

Classification

 Simplified results  Results with percentage  Detailed results  Recalculate

Competitors	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										
CHAI'S Real (974)	Senior	🇳🇿 (NZL)	5000.00	1	1400.50	1000.00	1400.00	999.99	1700.50	1000.00	1500.15	1000.00	1400.00	999.99	1400.00	1000.00	1400.50	1000.00
BERGER Jon (984)	Senior	🇳🇿 (NZL)	4889.31	2	5500.00	5500.00	1800.00	1800.00	1800.00	1800.00	1800.00	1800.00	1800.00	1800.00	1800.00	1800.00	1800.00	1800.00
WILSON, David (921)	Senior	🇳🇿 (NZL)	4710.47	3	1337.75	983.77	1800.00	1800.00	1800.00	1800.00	1800.00	1800.00	1800.00	1800.00	1800.00	1800.00	1800.00	1800.00
BRIGGS Mike (Balance) (933)	Senior	🇳🇿 (NZL)	3327.87	4	1400.00	1400.00	1400.00	1400.00	1500.00	1500.00	841.12	1500.00	771.70	1500.00	841.12	1500.00	841.12	1500.00

Unlimited IMAC

Galatea - from 2024-05-24 to 2024-05-26

Classification

 Simplified results Results with percentage Detailed results Recalculate

In order to view the full results please go to:

[IMAC Season Closer @ GTown – NZ RC Aerobatics \(nzrcaa.co.nz\)](http://nzrcaa.co.nz)

May Club Night

Are the planes getting larger or is the venue getting smaller?



Peter looking over Frazer's Alure which is shortly to be Grants new F3A Electric Model !! "Woo Hoo" says Grant

Alan with his new Trojan





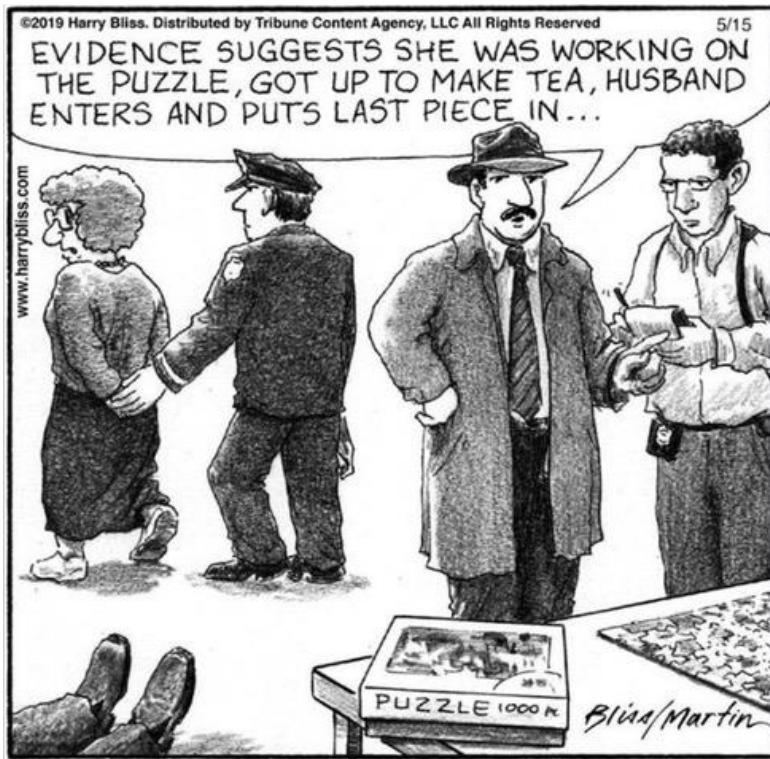
The Big Cessna is Stan Hodsons latest project



Sel and his
new Nemesis
Scale Pylon
Racer



Frazer's new Proteus F3A Electric Bi-Plane

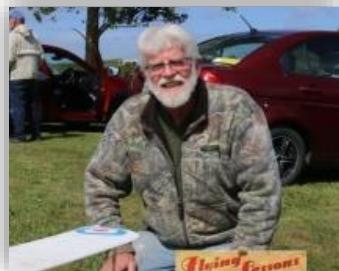


Coastal Aeromodelling News Report

Malcolm Foster, the Marine Modeler

Greetings from the Bay of Plenty.

I have finished building my workshop/shed and already filled it up with useful crap; tools, glues, paints, motors, wood, foam, etc. Great fun. Now I am using it to refurbish and create new flying fun-machines. Some in the Hamilton club may remember my 70" Kawasaki Hien which I built after the demise of my venerable Zero. I have removed the floats from the Hien now, and refitted the electric retracts. Now it looks like it should, and it flies superbly.



Admittedly, I pulled one side of the undercarriage out yesterday with a rough landing, but repair work is all part of the game we love so well. The local Whakatane club guys have been great to fly with- seeing my interest in Japanese WW2 planes, one of them very kindly gave me the remains of a pranged Aichi Val dive bomber. (the VQ models version). It is a sweet looking aeroplane, and I am enjoying rebuilding it, discovering hidden cracks and reinforcing them, designing and adding missing structure, etc.



I thought I'd share a tip in case not all of you know it - when using superglue and wanting to fill gaps and maintain strength, you can use common old baking powder as a quick-hardening filler. The glue wicks it up quickly, after soaking into the surrounding structure, filling gaps. I found this helpful with the three-part wing, which had been strained and cracked with impact damage. (I know you'll be thinking "wait til you see if it flies first, but it definitely is really strong").

I've designed a new firewall, and will be fitting an ASP .52 four-stroke under the cowl. I have also been ungumming and running my old glow engines from HMAC days, so I also have an OS40LA, OS 25LA and ASP15 ready and raring to go in new planes in the future. I have looked at but respectfully retired my vintage Frog 500 glow engine from about 1950. It's viciously powerful, but I can't throttle it..... So, I have morphed back from an electric aeronaut to an genuine oily-hand dude. Have you ever noticed the subtle differences in the odour of different people's glowfuel exhaust? Weird, but interesting.... I was sad to miss the last float-plane day, but I've had a couple of long, heavy colds (not Covid) and the long drive was looking daunting. I still hope to get to one soon. May your glowplugs burn brightly and your props start the right way round - till next time,

Malcolm



Aircraft I Dream About— the Bristol Type 138A

Bruce Pickering

Early in aircraft development intense competition arose between aviation manufacturers. Many developing and aspiring companies vied for the prestige of breaking major aviation records that contributed useful technological progress. Airspeed, distance, and altitude were among the favourite records receiving attention. However, by the 1930's the resources required to develop aircraft to achieve the records became beyond the ability of most companies, requiring increasing government assistance. It was in this climate that the Bristol Type 138 was designed and built.

The Bristol Aeroplane Company started out in 1910 as the British and Colonial Aeroplane Company and served as one of the first and most important British



aviation companies. Manufacturing both engines and airframes it was involved in designs as diverse as the Boxkite and Concorde. The company was founded by Sir George White following a chance meeting with Wilbur Wright in France in 1909. Unlike most other aviation companies of the period, which were typically started by enthusiasts with little or no business experience or financial support, Bristol was well funded from the

outset and run by a group of experienced businessmen. Even so, in time they found themselves lagging behind other companies from Europe, America and United Kingdom.

During the early 1930's rival aircraft were setting altitude records, including one flight over mount Everest. In ten years the altitude record was broken ten times, notably all with aircraft powered by Bristol engines. Noticing the Air Ministry's interest in high altitude flight, particularly the flight over Mount Everest, aeronautical engineer Frank Barnwell proposed building a purpose designed high altitude research aircraft.

Designated *Type 138*, this low wing cantilever monoplane had a wingspan of 20.12 metres, a length of 13.42 metres, and an empty weight of 1992 kg. At the time it was noted that "the machine is the largest single-seater aeroplane ever built". Originally equipped with retractable main wheels and a Bristol Pegasus radial engine, the design was not developed. In 1934 Italian pilot Renato Donati set a new altitude record of 14,433 metres in a Caproni CA114. This achievement sparked public interest in favour of a government sponsored record attempt. The same year the Air Ministry issued specifications for a pair of prototypes capable of reaching an altitude of 50,000 ft (15,240 m). Bristol was among those invited to tender proposals.





Frank Barnwell revised his original *Type 138* proposal, creating designs for the *Type 138A*. This aeroplane was the same size and general configuration of the *Type 138* but to save weight the retractable undercarriage was replaced with a fixed one, since weight was more important than drag. Other than a steel tube engine mount the entire aircraft was made of wood. A plywood skin was glued to mahogany longerons and struts to produce a light but strong structure. The wings were in three sections, with the centre section integral with the fuselage. Built around three spars the wing was covered with plywood.

The *Type 138A* was powered with the two-stage supercharged Bristol Pegasus engine. The first stage compressor was permanently engaged, while a clutch was manually operated to engage the second stage upon attaining a specified altitude. This arrangement was necessary to avoid an excessive charge at low altitudes. An intercooler was fitted between the compressors.

Extensive research was carried out by interested parties to fine tune the design. Work was also done on developing a reliable pressure suit and helmet; in trials the suit was tested to the equivalent of 24,000 metres (80,000 ft). Also, provision was made for an observer.

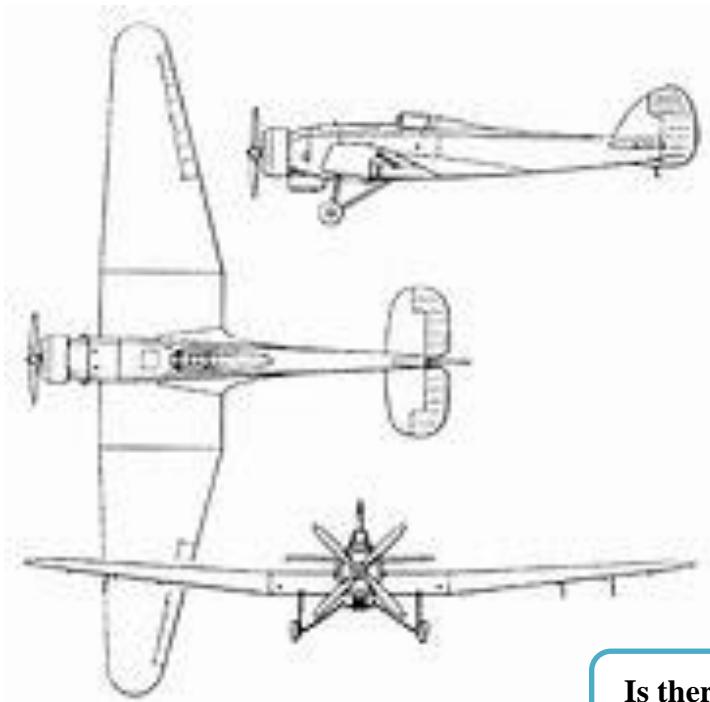
The spacious cockpit was heated by air directed from the oil coolers placed in the wings. Purpose designed altimeter recorders were housed in the wings, in addition to the altimeter installed in the cockpit. Other instrumentation included oil pressure gauges, airspeed indicator, fuel gauge and engine rpm indicator.

A fuel was specially developed for high altitude flight, being derived from standard grade Ethyl aviation petrol. The high degree of supercharging caused considerable increase in fuel temperature, which, in turn increases the potential for detonation, so a high value was placed on anti-knock qualities.

On May 11, 1936, the *Type 138A* was flown for the first time. In September that year, pilot F.R.D Swain reached an altitude of 16,000 metres (51,000 ft). Subsequent flights resulted in some minor modifications to the aircraft, primarily in weight saving efforts. In June 1937, in a two and a quarter hour flight, M.J. Adam took the *Type 138A* to a record breaking altitude of 16,440 metres (53,970 ft). Research flights continued thereafter, although no more record breaking attempts were made. According to the British aerospace company BAE Systems, the test flights provided invaluable flight data, especially in the field of pressurisation.

During 1935 a second aircraft was ordered, designated *Type 138B*. It was to be a two seater powered by a Rolls Royce Kestrel, engine, developing 500hp. In 1937 the airframe was delivered to Farnborough Airfield for completion, but the engine was never installed. The *138B* was not flown and spent the rest of its life as a ground instructional trainer.

So, the inevitable question: would the Bristol *Type 138A* make a good model? With its proportionally large wing area, resulting in low wing loading, it would no doubt make a good model for someone transitioning from their first model into scale.



Is there any you
have to ask?



Greetings from the UK

Rory Pike

Summer is starting on this side of the world and I have successfully flown my favourite plane for the 2nd time. It is a 48inch Over lander Extra 260 which I bought at a swap meet. It flies amazingly but probably not as well as your 100inch Yak or something like that. I did manage to do some prop hanging with it at the top of a climb.



Last weekend I went to an RC event. There were a lot of large and interesting planes, all rather expensive but I did manage to snag a used warm liner for £15.



And more from the UK

Brian

Here are a few more drone shots guys.

Over 40 flights have been logged during my two months here.

The low level photo of the Hawk jet is not mine but I've included it because it looks so good!

You get a fair few low flying military aircraft here in the UK. So often I've been startled by an aircraft appearing from nowhere and flashing past with wing tips seemingly at tree top height. Whooooosh – then they're gone.

I've just googled the Royal Air Force website and came up with these facts:

Military low flying (250 ft AGL) is for the purpose of training military aircrew. Low flying by military aircraft e.g. Hercules and Jets is carried out across all of the UK, but mainly confined to Central Wales, Scotland and Northern England.

Excluded areas are usually areas around airports and towns and cities with populations of more than 10,000.

All flights are subject to Operational Low Flying Timetables, weekdays only.

250 feet AGL. That's *low*.

Cheers

Brian Holden

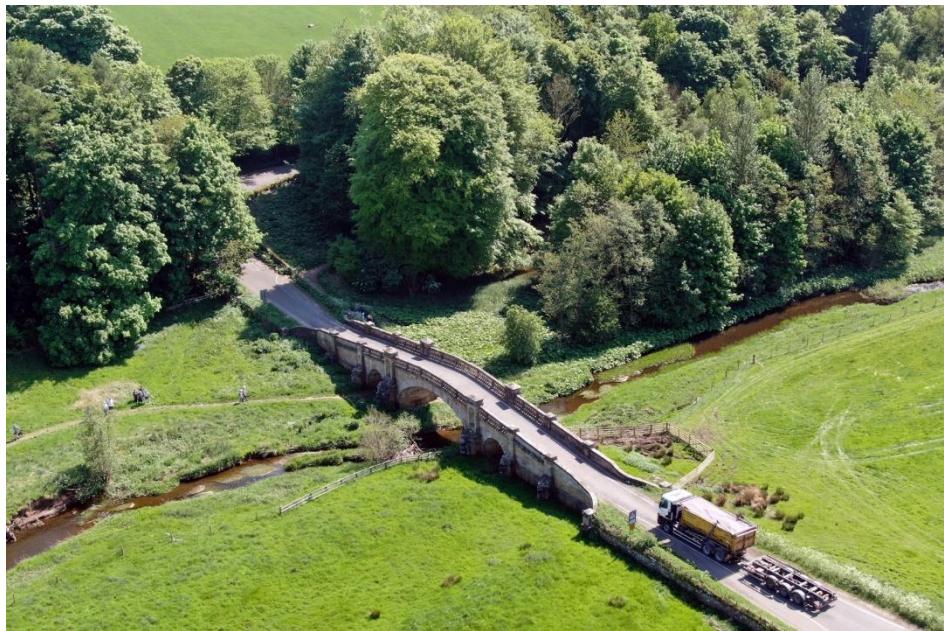


WALTER BAXTER

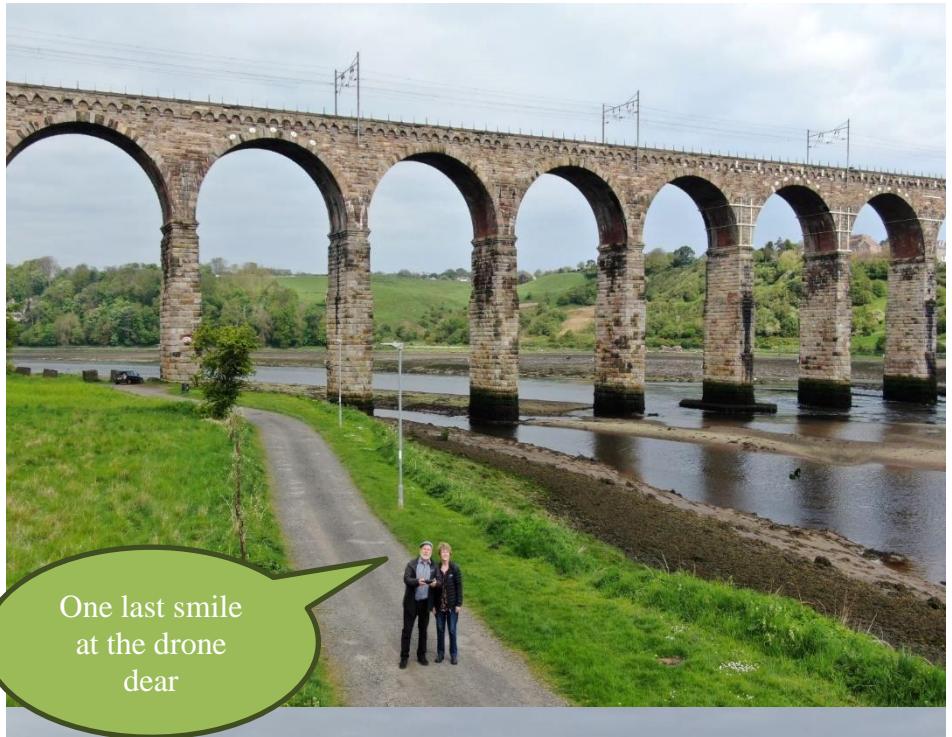
Walter Baxter caught this RAF training Hawk flying through Yarrow in the Borders on a low level flight.

Now for the scenic photos:









Awesome photos Brian. Thanks for sharing

If you own a large model then you need to read this

STAN !

Model Flying New Zealand
Large Model Certification



MFNZ Large Model Inspection fee

MFNZ Large Model Inspection fee effective from January 1st 2024 are as follows:

- \$95 Cat 1&3 at point of registration **One-Off fee**
- \$150 Cat 2A at point of registration **One-Off fee**
- \$200 Cat 2B at point of registration **One-Off fee**
- \$75 Cat 1&3 every 5 years
- \$75 Cat 2A every 3 years
- \$75 Cat 2B annually

Large Model Registration Fee Explanation

The LMC role has taken on increased importance (and time) as the regulatory framework we work within has grown and indeed continues to grow.

On average the LMC processes 40>50 new registrations a year additionally a large number of older registrations, inspections and flight testing are also carried out.

Couple this with re-inspections for Cat 2a (every 3 years), Cat 2b (every year) and Cat 1&3 (every 5 years) numerous emails and phone calls answering a range of questions plus producing documentation to meet the regulators expectation is very time consuming, on average up to 15 hours/wk.

MFNZ relies on volunteers to operate but feel the time has come to introduce a funding stream "user pays" framework around our LM operation and the people that support it.

When the LM scheme was first introduced some 25 years ago the aircraft were far less costly/complex and the regulations around them even simpler, but times have changed!

We now have Imac style LM aircraft that require many thousands of dollars to complete and jets upwards of \$50k plus all the scale subjects in between bristling with current day power plants and avionics...big \$\$\$\$!

The registration fees are really a pittance of what these aircraft cost and we believe to retain the service provided to LM operators by MFNZ and IAW regulation it is time to introduce a "user pay" cost to assist those who provide you the service.

It must also be remembered whether we like it or not we operate entirely by the grace of CAA Part 101/102. Without the approvals and concessions CAA regulation grant us our LM's would in the stroke of a pen cease to legally fly. This would see an end to all model cops over 15kg and aircraft that have more than 88cc size engines, 142n turbines or 5kW electric motors gone!

It therefore follows that the very people that on behalf of all LM operators ensure these concessions continue to exist are in some way reimbursed for their time and effort.

The registration fee first raised in the November 2022 MFW and reminded as recently as the November 2023 MFW magazine came into effect from January 1st 2024.

The fees set sees the Large Model Controller receiving a modest honorarium and inspectors that complete 3 or more inspections a year receive free MFNZ annual membership.

This move to user pays has not been taken lightly by council, but the unanimous feeling is the partial User Pays model saves the wider membership having to meet the admin costs for LMs and needs to be introduced to help secure the future of Large Model operations.

Tauranga Model Aircraft Club Model Auction



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

Waharoa Scale Primer Event

Alan

Last month Mike Briggs organized a Prima Scale meeting to get more people interested in Scale competitions.

Fourteen flyers turned up and we had two rounds each in novice and intermediate.

Everyone who entered and had not flown in scale before really enjoyed the day so hopefully we may get a few more entries at the next scale day. Mike put on his world famous hamburgers for lunch and it was most enjoyable.



Grant setting up





4 metre Carbon Cub



Pit area



Matamata Clubs AGM Fly-In

Grant

A handful of us from Hamilton who are also Associate MPMAC members went over for the days AGM and Flying entertainment.

None of us were co-opted onto their committee, but they have a good crew in charge of things and their team rolled over into the upcoming year.

Flyins and coming events were discussed with HMAC members committed to support these events whenever possible. We also committed to work together to ensure event dates did not clash.

All in all, a productive day with some nice flying conditions and a successful AGM.



And what's been happening at the field

Club Day Fun Fly Competition

We all had a great day at the flying field.

Grant organized some competitions. One whereby each competitor had to guess when their two minute flight was up then land without the use of a timer.

The next round of three flights was to land within parallel ropes on the ground that narrowed until the last round was only 1 metre wide.

Everyone got a chocolate mini bar at the finish.

A BBQ cooked by Lyndon for lunch which everyone enjoyed. Plenty of flying was done late in the afternoon.

Results from the Clubs Fun Fly Competition on 19th May

Two Minute Flight and Landing without using a timing device.

1st Place Equal: Lyle B. and Dorian D. with 5 seconds over 2 minutes

2nd Place: Alan R. with 6 seconds over 2 minutes

3rd Place: Wayne C. with 8 seconds under 2 minutes

1st Junior: Ethan M. with 9 seconds over 2 minutes.

Last place: Gordon M. with 50 seconds over 2 minutes... (definitely needs a watch)

Landing between the Parallel Ropes which got closer together each successive round.

1st Place: Ryan Cadwallader

(the only one to complete the final landing task with ropes 2m apart...but then he does fly his foamy off the back lawn, so we expected great things!!)

2nd Place Equal: Alan, Gordon, Lyle & Bryce...(pretty good efforts completing the second to last challenge)

3rd Place: Wayne ... (an entertaining yet elegant effort all round)

4th place: Dorian... (and what a spectacle that was !!!)

Great time had by all; more practice required by some though 😊

Warren with his Cub



Ethan and his father Andrew with their collection of electric models

Frazer flew his Jet







Alan Rowsons latest
2nd hand acquisition!!



Frazers F3A Proteus



Ethan Mullan &
Dad Andrew





I am a member of AMAC and have the following engines available

OS 61 FS. 4 stroke. Has had many years, not run, appears ex cond.

Mills .75. This is a really good one. Comes attached to a Tomboy. Has been to 940ft agl.

Magnum XL 91-14.95cc. Purchased new, never run

PAW 15 mk1. 2.5cc diesel. Not much use, runs well.

I am open to sensible offers to these.

Wings and tail plane assembly for a Red Zephyr. free to a good home.

I live in Pukekohe, and can be contacted on this email Brendon Neilson,
2neilsons@gmail.com or phone 09 2393204

If you would be so kind to share this amongst your members

Thanks. Brendon Neilson

Parting Shot

What better way to finish off our British and aerobatic theme for this month then with a display from the Red Arrows.

Jolly good show what.



And for all of those that got a day off work last Monday
God save the King

Coming Events 2024

What's On, When and Where



June

Time	Event
	Friday, June 7
all-day	<u>Tokoroa Jet Meeting</u>
	Saturday, June 8
all-day	<u>Tokoroa Jet Meeting</u>
	Sunday, June 9
all-day	<u>Tokoroa Jet Meeting</u>
	Saturday, June 15
all-day	<u>Classic Aerobatics Competition - HMAC</u>
all-day	<u>Rc Glider Aero-Tow (Matamata Goat Farm)</u>
	Sunday, June 16
all-day	<u>Aerobatics Training day - HMAC</u>
10:00am - 3:00pm	<u>Tauranga Model Auction</u>
	Sunday, June 23
all-day	<u>HMAC Float Planes @Lake D (Confirmed)</u>

July

Wednesday, July 10

7:30pm - [HMAC CLUB NIGHT MEETING](#)
10:00pm

Friday, July 19

all-day [RC Glider Aerotow-Matamata](#)
[Goat Farm](#)

Saturday, July 20

all-day [RC Glider Aerotow-Matamata](#)
[Goat Farm](#)

Sunday, July 21

all-day [RC Glider Aerotow-Matamata](#)
[Goat Farm](#)

Till next month, stay safe
Keep fingers out of props

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

Next Flight Lines July 2024

Newsletter deadline – Wednesday 3 July 2024

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