



August
2024

HAMILTON MODEL AERO CLUB

Flight Lines





*Expansion
Firmware*
free update



NX6 & NX7e
Firmware Update to
14 Channel Support



NX8 - NX10 - NX10SE - iX14
Firmware Update to 20 Channel Support

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Cover Page:
***Fantastic flying conditions for the HMAC mid winter
float plane day***

***Photo:** Brian Holden courtesy of his DJI Mavic*

FLIGHT LINES

HAMILTON MODEL AERO CLUB INC.

August 2024

www.hamiltonmac.org.nz

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Grant Finlay

NEXT CLUB NIGHT: Wednesday, 11 September, 7.30pm

VENUE:

Beerescourt Bowling Club
68a Maeroa Road - Hamilton

Club Night Theme: Buy, sell and swap night

Club Themed Flying Day: Sunday 15 September, Electric Models.
I.C. – Have the day off

Presidents Report

Grant



Well, last month I started out by lamenting the relentless Fog and I guess I can only say that at that point we certainly hadn't seen the last of it either!! Last weekend I made the trip across to the Glider Aero-Tow meeting at Matamata and on both days the fog hung around until nearly midday before any serious flying could take place. Mind you, on the upside, once the fog lifted the air was lovely and calm and the air warmed up enough for a few good thermals.

I also got out to the Bi-plane day at the club field the previous weekend, and the Float plane day today. Therefore, when it's all added up, I guess I did actually manage to commit aviation a few times this month.

Our monthly themed flying event for July was our Bi-plane and multi wing day. This event went off pretty well I'd say, considering it was set smack bang in the middle of winter.



A good turnout of models and relatively kind weather meant there was a good amount of flying throughout the day.

Of course, the highlight for some was still probably the BBQ Sausages at lunch time which were expertly cooked by our own Master Chef Lyndon... Master Chef??? ..well he didn't burn them, so I'm happy to give him that title...plus we don't want him to chuck in the job ah!!!



This weekend just gone we held our Float plane day at Lake Kainui (Lake D). This was our main club event for August, and we had a blast. Gordon has written a roundup further on, so I won't steal his thunder. Our next Float plane day is scheduled for Oct 6th so lock that in your diary now.



July saw us hold a club night meeting. This was well attended with a number of models for show and tell. We also included a "show us your favourite tool" section, however the selection was a little sparse this time around!! Amongst the show and tell session though, Brendan Robinson

gave us a run down on Control Line Team Racing. We wished Brendan and his brother well for their upcoming trip to the USA Nationals Competition, which they were about to head up to shortly.



Frazer also gave a us an update on his pending trip to China to compete in a heat of the F3A World Cup Aerobatics series. We wish both these guys all the very best in these events. One other item for the night was the presentation of a new club trophy.

This will be covered in full in next months newsletter.

Our next Club night will be in September, and this will include our annual “buy, sell and swap” night. Now’s the time to start thinking about what you may want to part with and send off to a new home, and of course maybe make a few dollars along the way.

Also coming up in September we have another themed club flying day. This time around the theme is Electric models, so keep that in mind for next month. There appears to be a growing number of electric models turning up, including foamies, aerobatic models and scale. The day could turn out to be our quietest day yet, but with the most plentiful of models...(Wayne could yet be impressed).

Finally, a warm welcome to some new members to the Club, James & Maie Cockram and Jono, Philippa & Emma Bailey. We hope you enjoy being part of our club and model flying family.

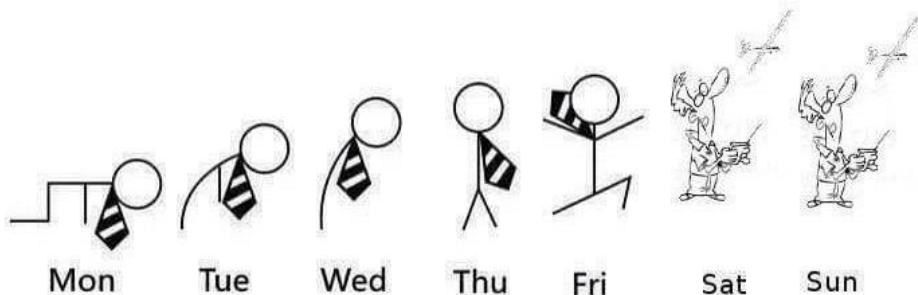
And on that note, I will end this report for the month and cross my fingers for some good flying weather for all.

Cheers
Grant

Editors Ramble

Dave

Other than waking up to freezing cold temperatures and not being able to see 10 metres in front of you for half the day, you wouldn't pick it was winter. There have been some glorious days to fly so in true fashion the gold card brigade has been making the most of it while the ever suffering slaving tax payers still have to hope for a fine weekend.



With all the air that's being beaten to death at the moment I'm sure it would be just easier for our field to have a permanent NOTAM set to say 1000 feet over it and this would save Wayne some work. And yes, I know that a red and yellow helicopter flies overhead every now and then. Maybe one day?

So, what have we got for you this month?

For starters, Malcolm, our currently rehabilitating modeller over east has been beavering away building yet another "different" electric plane. A Piper Chub to be exact. Check it out.

And Bruce Pickering has been checking out Bristol Freighters so if you're thinking of building one, this one's for you.

Gordon has conjured up some diatribe about the float plane day, thank you once again Gordon (someone else's turn next maybe?) and if you weren't able to make it, perhaps next time.

And Grant wandered off to the Glider Aero Tow meet in Matamata, and while it sounds like he would have preferred to have been a spectator he ended up doing most of the towing.

We also had a club night and lots of other action in the form of either general club flying days and the club themed Bi-Plane Day.

Thanks to all that contributed to this edition, my 75th to be precise so happy reading and we'll do it all again next month.



Thermal coming through

Coastal Aeromodelling News Report

Malcolm Foster, the Marine Modeler

Hi from the sunny Bay of Plenty.

Well, sunny sometimes, wet and windy a lot of the time too, this being the depths of winter. Some personal news to preface my modelling remarks:



About four weeks ago I slipped on a muddy walking track and fell heavily on my right arm, tearing several rotator cuff muscles in the shoulder and dislocating the biceps tendon. Talk about painful! Even more painful than crashing a lovely new model on its maiden flight! Luckily, I am married to a physiotherapist, so I am doing lots of rehab, but I can't lift a heavy model, flick a motor to life or drive my manual van, etc. so I thought I'd build another electric model. It might look like a heavyweight, but it tips the scales at a pound and a half with the battery in ready to fly, and spans 1.2 metres. With that fat fuselage, it gives new meaning to "trimming flights" eh?



Malcolm's Piper Chub

Being a cheeky bugger, I thought I'd call it a Piper "Chub". And I finished it in flouro yellow, so it should be easy enough for even the visually challenged to see. (or in Gordon's case - aim for!) It's mostly Depron, with a reinforced balsa wing spar. I raided the local Bike shop for spokes for the aileron torque rods, and discovered they also stocked stainless steel spokes, so I got them. Wish I'd known this back in my saltwater flying days, as the

aileron torque rods were usually the first thing to rust and seize up, even with lots of Vaseline thrown around.

Our field at Otakiri was under water for a while during the monsoon, but it's flyable now. And nose-in prangs tend to end up with limited damage due to the mud-cushioning effect. My 72" Kawasaki Hien is awaiting further undercarriage-proving flights, and I have a shiny new P47 Thunderbolt hanging up ready to be run in and test flown. As soon as my body lets me. So look after yourselves guys, be aware of your footing on tricky ground, and learn to fall like a parachutist, and roll on your side and shoulder, don't stick an arm out to save yourself, you might regret it, like me.

Safe flying,

Malcolm.



News flash - Maiden flights have happened today! (Sunday 4 August) It flies well. Very sensitive on the ailerons, now tamed. Seems to wander around the sky - not exactly directionally stable. But FUN to fly! Gives you a lot of feedback keeps you on your toes!

Aircraft I Dream About— the Bristol Freighter

Bruce Pickering

When I was a boy the *Bristol Freighter* was frequently seen flying into Paraparaumu airport, not far from where I lived. From the early 1950's Straits Air Freight Express (later renamed Safe Air) flew cargo across Cook Strait until after the Inter Island Ferry service was established. The Aircraft was also used in a service from Blenheim to the Chatham Islands. Safe Air ceased flying in 1990 and concentrated on their expanding aircraft maintenance interest; the company subsequently being bought in 2015 by the Australian arm of Airbus. The main aircraft used was the Bristol Type 170 Freighter Mk. 31.



Safe Air moved rail freight across Cook Strait in their purpose designed patented 'cargons.' These large cargo pallets were loaded at the rail yards, with the load carefully calculated and arranged to remain within the aeroplane's centre of gravity limits. They were then trucked to

the airport and loaded onto special roller decks; the pallets then being rolled into the aircraft. For transporting people to the Chatham Islands, Safe Air developed a soundproof passenger container that could be rolled into the aircraft, taking up half its interior.

Twelve *Bristol Freighters* were brought to New Zealand in 1951 by the RNZAF as a replacement for the C-47 Dakotas. Over the next 22 years they were flown extensively in South-East Asia, operating out of Thailand, Borneo, Brunei, Malaysia, and South Vietnam. And of course, some were used in a civilian role. I remember on one visit to Paraparaumu, being invited to climb the internal ladder to the cockpit while the

aeroplane was being loaded. I believe one can also clamber around the one located at MOTAT.



The *Freighters* were retired from military use in New Zealand in the 1970's when they were replaced by the Hawker Siddeley Andover. Some were sold to Canada, one is at Blenheim, where it can be taxied but not flown. Another is at the RNZAF Museum in Christchurch, and one is on display at a Nelson park.

The *Bristol Type 170 Freighter* was designed as a stop gap to provide work for the Bristol Aeroplane Company while the Brabazon was being developed. The Air Ministry expressed interest as they were seeking a rugged vehicle capable of carrying cargo. Designed as both a freighter and a passenger airliner (known as the *Wayfarer*) it is well known as an air ferry to carry cars and their passengers over relatively short distances. With its wide, robust fixed undercarriage it could be operated out of unimproved airstrips. Later, in response to civilian customers demand for greater vehicle carrying capacity, an enlarged version was produced, known as the *Superfreighter*.

The aircraft was an all metal, twin engine high wing monoplane, based on the pre-war Bombay, having wings of the same section but with a swept leading edge and straight trailing edge. The square section fuselage was clear of any internal obstructions with wide clamshell doors in the front. This allowed maximum use of the space, although the big doors and unpressurised fuselage caused the space to be a ‘bit airy in flight.’ The flight deck was located over the load space and was accessible via a ladder on the side of the cargo bay. Power was provided by a pair of nine cylinder Centaurus engines, each producing 1,150hp. The first prototype flew on the second of December 1945. Apparently, the only requested change was to lower the tailplane and increase its span to enable the aircraft to be flown hands off over a wide range of centre of gravity positions.



aircraft.net.nz © Richard Dernham

The *Freighter* was designed for high frequency short distance operations. Slow speed and short duration flights determined the design criteria. Any fuel economy improvements provided by a retractable undercarriage was offset by the increase in structural weight; therefore, it was decided to use a fixed undercarriage. This also resulted in reduced production and maintenance costs. The very strong undercarriage legs consisted of struts

from the lower edge of the fuselage and to beneath the engines. The airframe design was deliberately simple, many components were standardised and identical where possible. Components requiring frequent maintenance were kept to an absolute minimum. Where necessary, they were made easily accessible and serviceable as possible. All flight control surfaces were fabric to ease maintenance and for the same reason control systems were operated by cables where possible. The only elements needing hydraulic systems were the clamshell doors and flaps

The front clamshell doors opened to a main hold with an internal volume of 2,020 cu ft (57.28 cu m). It was capable of being loaded with heavy payloads, up to a maximum of 5.7 tons. On the passenger-carrying *Wayfarer* variant, the nose-mounted doors were



substituted by a fixed shell and the area immediately behind would be used either as a cargo hold or galley. The flight deck, positioned directly above the clamshell doors, gave the pilot superb visibility. *Flight* magazine said about the cockpit: "The control and instrument layout is quite the best we have seen in any Bristol aircraft". Typically operated by a two man crew, space was provided at the rear for a third crew member.

Wingspan was 32.92 metres, length 20.83 metres and height 6.56 metres. It weighed 12,351 kg empty, while maximum take-off weight was 19,958 kg. Maximum speed was 362 kph, while normal cruising speed was 264 kph—going fast was not a design criterion. Service ceiling was 7,000 metres at maximum continuous power and a weight of 17,000 kg. Prototype number one first flew in December 1945; the last of the 214 aircraft built was delivered in 1958—the second to last was delivered to New Zealand in February of that year. During the thirteen years of production ten variants of the aircraft were sent to twenty two different

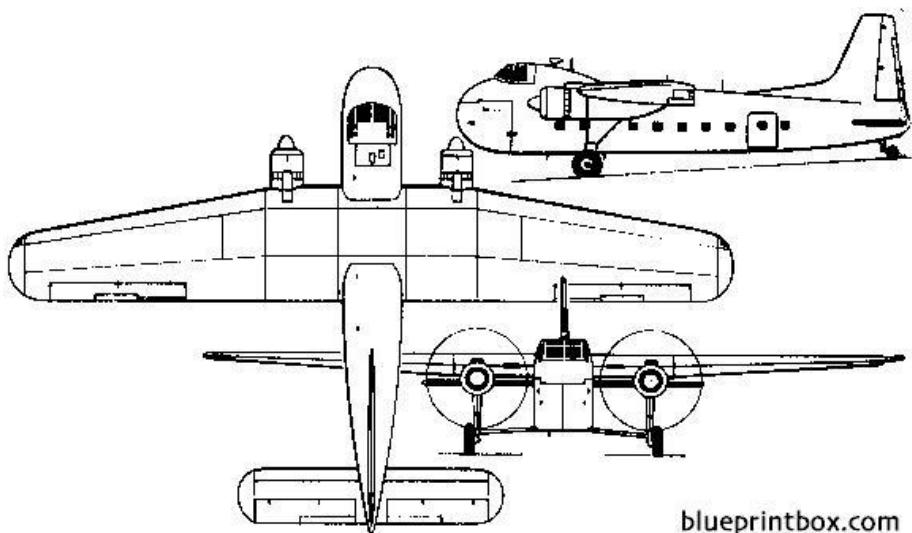
countries. They were used to carry cargo, military supplies and spares, cars, passengers, and various shuttle services. They were even adapted for aerial topdressing experiments.

While not renowned for speed or comfort, the *Freighter* proved to be a reliable, but slow and noisy, workhorse. Those who flew them generally regarded them with some affection. It earned a variety of nicknames—Bristol ‘Ugly’, ‘Bone-shaker’, ‘Frightener’, ‘Bulbous-nosed bumblebee’ and the evocative ‘40,000 rivets flying in close formation’—to name a few. Those brought to New Zealand had a varied career, both in military and civilian use.

If you think you would like to make a model of this aircraft, have a look at the two sites below.

Full size https://www.youtube.com/watch?v=LKH_-WD75Lw

Model <https://www.youtube.com/watch?v=pjNmBTqSTW0>



August Floatplanes

Gordon

Here we go again!

First off, weather report, good weather this time in depths of winter, awesome!

Pretty good turnout, most of the usual suspects plus some visitors who have not flown from water before.

Also, there were very few mishaps resulting on low hours put on the rescue boat and “salty old sea dogs” to man it! Good news all round.

Ryno was at it again with the experimental petrol/glow engine seaplane. After an eternity of mucking around by “Team Hamilton” it finally took to the air and staggered around the sky like a wounded duck! We tried different props and about 500 different carb. settings to no avail. Finally decided it just needs a BIGGER engine! 10 cc. just don’t cut the mustard!



Maybe next time Ryno?

Ethan Mullan had a great takeoff with the amphibious Seawind?, going down the boat ramp then off the water, very cool!

Lunchtime entertainment was kindly provided by Alan with his yacht. Off he went, Alan at the helm, with about ten other useless buggers in the background giving worse than useless advice! Only one or two of the “advisers” had even been on a yacht before, but I guess watching Sail GP on TV qualify’s you as an expert!! However, I learnt the difference between a tack & a jibe!! You learn something new every time you go out flying!!



**Alan provided the
lunchtime
entertainment**



Ray Baxendine from MPAC was there with a Carbon Cub that he purchased recently; a few engine problems prevented it from taking to the air but at least he got a picture of it in sitting in the water!



Wayne had a issue with his foamy Seawind, ended up on the water way across the lake and could not turn, just kept getting further away. On doing the recovery it was discovered the rudder was broken & the motor was still pulsing on and off. Back to the workshop with that one.



John Dawkins seemed to have engine issues so back to the workshop for him too.



Also, Sel complaining about a lack of power, just give it the beans mate!
So, a good day without anyone going home with a bag full of bits!

Next time at Lake D on Sunday 6th. October, same venue. See you there.

Gordon



Brian's Mavic was busy



A bit of a pictorial of the day's action





Yes Grant, we know you can fly upside down





DX Air Transmitters Firmware V2.11 Now Available!

This message is to inform you that there is a new update (V2.11) for various Spektrum DX transmitters that you have registered on SpektrumRC.com. This firmware update corrects GPS data, restored Trim Setup Screen functionality and captured Telemetry and Forward Programming correctly. This update also includes many corrections and improvements such as:

Corrections and Improvements:

- DX6e / DX8e Only – Telemetry is now captured correctly, enabling use of all telemetry and Forward Programming
 - GPS Processing for distance, degrees, speed and altitude are now properly calculated.
- Added Sky Remote ID Module status icon to the Heli, Sailplane and Multirotor main screens.
- Restored functionality of the Trim Setup Screen to allow full access to trim steps 0 to 10.

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

[**DX CHANGE LOG**](#)

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FIND IT LOCAL

RC Glider Aero-Tow: Matamata Goat Farm

A couple of weekends ago I ventured across to the Matamata Aero Tow event driving through foggy conditions pretty much all the way. For much of the trip I was wondering if we were even going to get to fly. Fortunately, as I travelled the last few Km's, the fog had pretty much cleared across from that side of the Waikato Basin, next to the ranges.

On arrival I found out that I was the only one to potentially supply a serviceable Tow Plane, the regulars either leaving there's at home or in the case of Bill's Pawnee, suffering a wing strut mounting and engine prop issue. We were also missing our usual Tow Pilot Rob Johnston whom pulled out at the last minute I'm told.

Despite a lack of tow planes, the glider pilot turnout was pretty good for a winter event, with a handful of keen glider guys travelling up from the lower north Island to boost the locals and Aucklanders in the mix.



Once I got my Pawnee bolted together and airborne with a shakedown warmup aerobatics flight, we started into the serious business of the towing action. I must admit, my towing technique was a little rusty and my first attempt at a full circle tow

came a little unstuck when I flew pretty much overhead myself. This lead to me losing the aircrafts flight attitude and subsequently politely suggesting to Tony Christiansen to bail off the line before we both came to untimely grief!! Politely suggesting Tony bail may be understating it just a little, nevertheless, all's well that ended well and both aircraft parted company safely.

After that failed circle tow attempt, I adjusted my flight pattern and the rest of the tows went pretty smoothly, even if I say so myself. With my altimeter telemetry working, I towed most flights up to around 1000ft before the gliders popped off the line, leaving them another 1000ft of Notam'd height to go and look for thermals.

As the day remained calm after the fog cleared, this meant I was able to takeoff away from the sun and land back towards myself. This also meant we didn't have to take off from this strip looking into the sun which lies basically on a north south line.

Saturdays flying came to its natural conclusion basically as the sun was setting on the horizon after a great afternoons flying with some warm air pockets providing lift that saw some better than expected flight times.

The following day I was back over there again with pretty much the same weather conditions. Unfortunately, on Saturday my engine appeared to be getting a little more difficult to start each time, not to mention my arm was starting to ache just a little as the flights and engine starts mounted up. Sad to say, after three of four engine starts on the Sunday, the motor just didn't want to play the game anymore and with no other tow planes available the event rolled to a stop. Mind you, by that stage most had had their fair share of flying for the weekend anyway.



A diagnosis of the engine's starting problem has not yet been looked into, but one possibility is the sensor pickup for the spark timing may have moved and could now be slightly advanced. Once I get the cowl off, I will have a closer look and a bit of a play. Bill also has the same engine in his Pawnee and when he was test running it, it was repeatedly starting first flick, so there's still hope yet for mine.



So, all in all, a pretty relaxed weekend of aerotowing with only one serious mishap recorded. This occurred when a pilot who shall only be known by his nick name ‘Woo’ decided to perform a low and high speed pass down the strip. Needless to say, both speed, altitude and talent all ran out at the same time resulting in a glider that could only be described as slightly worse for wear!!! Nonetheless, Woo did say it would “Buff Out” as he has done so, more than once before!!!!

Cheers
Grant



Unlike “Woo”,
Otto’s glider
didn’t “Buff
out”. Neither did
Otto.

July Club Night

July saw us hold a club night meeting. This was well attended with a number of models for show and tell. We also included a “show us your favourite tool” section, however the selection was a little sparse this time around!! Amongst the show and tell session though, Brendan Robinson gave us a run down on Control Line Team Racing. We wished Brendan and his brother well for their upcoming trip to the USA Nationals Competition, which they were about to head up to shortly.

Frazer also gave us an update on his pending trip to China to compete in a heat of the F3A World Cup Aerobatics series. We wish both these guys all the very best in these events. One other item for the night was the presentation of a new club trophy. This will be covered in full in next month’s newsletter.



Good luck at the USA Nationals from all of us at HMAC



Another eventful gathering of
the clan



PBG

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**And good luck
Frazer**

Zhu ni hao yun

And what's been happening at the field

Here's a selection of pics from across the various weekends of flying days for the month of July



**Top – Lyle
Middle – Alan and support crew
Bottom L – Brian and Cub
Bottom R – Gordon and Rex**





Lyndon



The pit area

One Draco



Stephen and Yak

Rex and Calmato



Top L – Alan (no support this time)

**Top R – Tug assembly area
Right – Committee meeting**



Where's lunch?

Bi Plane day

Bi-Planes and Gordon eating all the sausages. It was all happening on Bi-Plane Day.

Too much going on so here's another pictorial for you.



Always a crowd when there's food around



More Bi-Planes than sausages.
A great turn out



WANTED

Single model plane
collector in search
of intelligent attractive
woman. Send a picture
of your planes.



Parting Shot



"-Dad, you need to come home"

"-Son I can't, I'm in hospital!"

"Mum is trying to sell your rc stuff"



Coming Events 2024

What's On, When and Where



August

*No known events scheduled at this time.
Please see the club's website for any additions.*

September

Time	Event
------	-------

Wednesday, September 11

<i>7:30pm</i>	<i>HMAC Club Night</i>
<i>-</i>	<i>Meeting</i>
<i>10:00pm</i>	

Friday, September 13

<i>all-day</i>	<i>RC Glider Aerotow -</i>
	<i>Pukekawa Onion Farm</i>

Saturday, September 14

<i>all-day</i>	<i>RC Glider Aerotow -</i>
	<i>Pukekawa Onion Farm</i>

Sunday, September 15

<i>all-day</i>	<i>RC Glider Aerotow -</i>
	<i>Pukekawa Onion Farm</i>

Saturday, September 21

<i>all-day</i>	<i>RC Pylon Racing -</i>
	<i>Airsail MAC</i>

Sunday, September 22

*all-day RC Pylon Racing -
 Airsail MAC*

Friday, September 27

all-day Tokoroa Jet Meeting

Saturday, September 28

all-day Tokoroa Jet Meeting

Sunday, September 29

all-day Tokoroa Jet Meeting



Till next month, stay safe



Fly from behind bars

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

Next Flight Lines September 2024
Newsletter deadline – Wednesday 4 September 2024

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