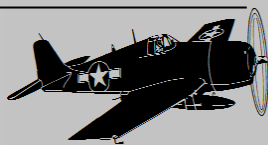


September
2024

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

Additional Programmable Mixes
Advanced Wing & Tail Types
Sequencers
10 Flight Modes
AS3X+ Forward Programming
SMART Transmitter file capability
and much more

Login into www.spektrumrc.com/MyAccount/ for your Expansion Firmware

HOT R/C Premium Radio	> VISIT Visit your local dealer	> CLICK www.hotrc.co.nz	> CALL 07 850 0877	> DEALER LINK www.hotrc.co.nz/buy-fly-race.html
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***Cover Page: The Yak 110 at the Pacific Airshow putting on
a terrific display. I know, I saw it on You Tube....Ed***

Photo: Grant

FLIGHT LINES

HAMILTON MODEL AERO CLUB INC.

September 2024

www.hamiltonmac.org.nz

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

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WEB SITE 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: Anything Electric

Presidents Report

Grant



Well, I'll kick off this report by saying I'm sorry to advise I don't have much to report from our flying & club activity side of things this month. And the reason for that, well it's because I spent a good chunk of the month swanning around in the warm sunshine of the NSW & Queensland coasts and hanging out at their beaches. But on the bright side, elsewhere in the newsletter you will find a bunch of photos from the Pacific Airshow Gold Coast event that I attended for two days plus a quick look through the RAAF Williamtown Fighterworld Museum. So not all is lost as I have plenty of photos to share if the editor can find the space.



August's themed flying activity day was centered around the float plane day at Lake Kainui and that event was covered off with an article and photos in last month's newsletter.

For September, our themed flying activity day is going to be centered around Electric Aircraft. That includes fixed wing, powered gliders and electric Helis (if there's anyone still flying them). So, if you have an electric "anything" get ready to charge up the batteries and have a day of fun flying without the noise!!

"Electric aircraft

An electric aircraft is an aircraft powered by electricity. Electric aircraft are seen as a way to reduce the environmental effects of aviation, providing zero emissions and quieter flights. Electric... blah blah blah. You get the picture".

Okay, so that doesn't mean you can't bring out the noisy gas models as well, everyone is welcome to fly whatever they bring.

Our last club night was way back in July and now we have just two club nights left for this year. The next one is coming up on Wednesday 11th September and it's a biggy on the HMAAC Calendar of Club nights!! Yes, it's that time of year when we host our Buy/Sell & Swap night.

It's time to rifle through all that old gear you don't need or want anymore and maybe make some cash to buy the things you really do want. The doors will be open from 7:30 and there'll be plenty of room on tables etc. Remember, HMAAC don't offer any money services so come prepared with cash or an account number.



Access to HMAAC Field. As you will recall from our February 24 newsletter, the roadside access gate into the driveway to our field was to be locked by the adjoining farm staff around 4pm each day. This left us with alternative access routes in and out as detailed in our Feb newsletter (you can find that in our website newsletter archive)

However, this arrangement seems to fluctuate somewhat with the gate being randomly left open and/or locked throughout the day. The alternative access routes are still an option, but there is also now a third alternative via that gate even if it's locked. To get the full detail, please call your friendly committee member to find out how to obtain gate access, if you haven't already been advised by the regular fliers.

Congratulation to Frazer Briggs on attaining 7th place in the recent round of the F3A Pattern Aerobatics World Cup held in Datong China.

With an entry field of 36 pilots spanning Finland, Japan, Spain, Australia, Korea and of course China, this would have to be classed as an excellent result considering the caliber of the pilots taking part. Hopefully we can get some input to club night or a newsletter once Frazer's caught up on all his chores!! Frazer had a number of photos on Facebook including his sight-seeing tour afterwards, so I'm sure he will have some interesting things to share in time.



Also, a mention for Brendan Robinson who was competing at the recent USA Nationals in Control Line events.



Brendan's report on this event can be found on page 12 in the newsletter. Well, that's my lot for this month. I look forward to catching up at our Buy/Sell/Swap club night. See you there

Grant.



Editors Ramble

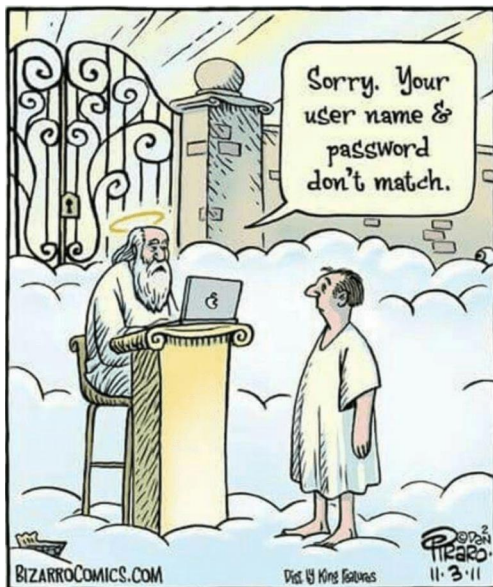
Dave

Amazing how once the sun comes out everyone seems to get a smile on their face and all of a sudden club fields everywhere get busy and more flying events start to take place. No complaints from me and I doubt anyone else is going to complain either. Roll on Summer



Alongside our regular contributors Bruce Pickering and Malcolm Foster, this month the club is proud to announce receipt of a new club trophy. You'll have to read on for more details about that.

Brendan Robinson reports from the recent USA Control Line Nationals, I've been flying F5J in the Hawkes Bay and Grant has been a bit further afield taking in both airshows and museums in Australia.



Also, if you're interested in giving a new lease of life to your beaten up EPO planes then Wynn Robins has got that covered off with some fantastic transformations. And it looks like both Alan Rowson and Ivan Krippner have new planes in their hangers.

Hopefully plenty to keep you amused. Till next month, happy reading

Ron Henneker Memorial Trophy

HMAC is proud to announce receipt of a new club trophy gifted to our members by the family of the late Ron Henneker.

The Trophy is to be awarded annually to the “HMAC Club Member who earns the most points towards the champion club at the NZ Nationals Competitions”.

The Trophy was recently presented at club night to its first HMAC recipient by our members Brian and Helen Howser on behalf of the Henneker family, Brian and Helen having been long-time & close friends of the Hennekers.

Thus, it is with great please that we can announce that **Bernard Scott** was awarded the inaugural recipient of the Henneker trophy for his efforts at this year’s Nationals where he not only earned the most points for our club, but also took out individual Free Flight Champion.

Congratulations Bernard on your Award (& we know you were surprised receiving it) and a huge thankyou to the Henneker Family for your donation.





So who was Ron Henneker?

The Hamilton Model Aero Club was founded in 1933. It went into recess during the Second World War and was reformed again in 1946 to 1947 with a lot of new members.

Amongst these new members was one Ron Henneker

Ron was an avid aviation buff for most of his life, which included both modelling and full size.

Ron flew free flight and control line models and was a very enthusiastic builder, flyer and keen competitor.

Along with others, Ron attended the very first NZMAA National Championships in Wanganui in 1947 - 1948. They travelled by train to get there and stayed in a hotel.

Ron remained a very active member of our club until the mid 1950s.

Ron had taken up full-sized flying at about that time and was to soon distinguish himself flying aerobatics.

In 1955 he won the New Zealand Championships flying a de Havilland Tiger Moth.

Ron worked for James Aviation based at Hamilton airport for most of his life and in retirement was a founding member and flyer of the Hamilton of Hot Air Balloon club.

Ron remained a member HMAAC from 1948 through to 1980



WHEN: Wednesday September 11, 2024 7.30 pm

WHERE: At the Club rooms: Beerescourt Bowling Club
68a Maeroa Road - Hamilton



PLEASE:

We would prefer there are no Carpark Sales/Deals done prior to the end of the formal meeting, that way everyone has a chance to do a deal once everyone's there.

Thank you

US NATS 2024

Brendan Robinson

I attended The US Nationals in Muncie, Indiana which were held over the period of 4 – 7 August 2024.

Whilst there, I flew Sport Jet and Fast Jet. I convincingly won the sport jet, but narrowly missed out on winning the fast jet by 0.01 seconds.

Sport Jet is a class that uses basically a unmodified pulse jet like dyna, OS, Hobby King , Bailey, Jet Bill, on suction that produce 4-6 pound of thrust



The Sport Jet Top 3 – Dave Fisher 2nd Brendan Robinson 1st, and Steve Perkins 3rd.

Fast Jet is the class where the intake is a modified longer and the tailpipe is also larger and run on pressure producing about 10 pounds of thrust See attached photos for the speed results of the competition.

All the Speed are in M.P.H as the we are in the US.

While we were there, we caught up with several US friends and gave them a run for their money.

The International Modelling Centre in Muncie is the home of the Academy of Model Aeronautics (AMA) and the site is a 1600 acre site owned by the AMA and boasts no less than seven different flying fields. It is able to host all the disciplines of control line, free flight and RC.

Large portions of the site are cropped to generate funds to support activities on the site.

AMA boasts a significant museum with artefacts that date back to the early years of aeromodelling.



EVENT <i>Sport Jet</i>						
CONTESTANT	1	2	3	4	BEST	
Dave Rigotti	144.07	144.11	—	—	144.11	5
Mike Hazel	135.86	—	—	—	135.86	9
Andrew Robinson	144.19	144.11	142.99	—	144.19	4
Brendan Robinson	ATT	146.12	148.13	143.87	148.13	1 ←
Steve Perkins	141.03	144.59	146.93	—	146.93	3 ←
Patrick Hengle	ATT.	136.12	122.88	140.38	140.38	6
Crist Rigotti	139.79	—	—	—	139.79	7
David Fischer	ATT	147.02	—	—	147.02	2 ←
Aimee Olson	ATT	136.98	—	—	136.98	8
Steve Wilk	ATT	ATT	—	—	—	
Bochy Wilk	ATT	ATT	—	—	—	



Fast Jet Top 3 – Brendan Robinson 2nd, Steve Perkins 1st, Andrew Robinson 3rd.



Septzilla the 7 engine Combat model – Fly's well with lots of line tension with all seven engines running



James Van Sant and me – My body double



See we are body doubles !

Coastal Aeromodelling News Report

Malcolm Foster, the Marine Modeller

Well, for a "marine modeller", I haven't felt the salty kiss of the sea under the keel of a flying boat for some time now - hopefully as the weather improves this will happen. As I'm still recovering from a shoulder injury I am building and flying lighter electric-powered models, and enjoying the new learnings they bring.



For example, my Piper Chub, discussed in the last newsletter CAN fly very nicely. But it doesn't want to. With the right power setting and flying speed it can look so pretty chugging along. It doesn't give a damn about its ailerons, but the rudder can make it turn on a dime. Some of my Whakatane clubmates have likened it to a bumblebee, and one keeps asking me: "When's it due?". But I can cope with all this, as I am concentrating SO HARD to keep it in the air. Last Sunday it tucked under on a go-round following an aborted landing and rolled into the ground like lightning, and it seems to have been a combination of full power (and possibly torque) and a hint of rudder at the same time. Well, we live and learn. It's all patched up again, but in the spirit of experimentation which gave birth to the Chub in the first place, I have now built an alternative "slim" fuselage for the Chub wing, which is quite benign as wings go.

This new plane flies well, it has a bit more power with a Hobbyking "Donkey" up front, and 40amp ESC. And continuing with the mix-and-match theme, I have now put an old floatplane wing on the new fuselage. It's about 1.2 metres span. I took it for a fly out at the field recently when the rain had just lashed the strip and the wind was still strong. (strong enough to bend the prop, if you look at the photo....) Joke. It flew well, battling the wind well, and doing what I wanted.



Another project has been rebuilding the front of my ancient own-design electric cartoon-scale Spitfire. I made this back in the old days when I was flying with HMAC and Dallas used to love it. Well, I've been having teething troubles with the power train. Vibrations at a certain speed, even with a well-balanced prop, finally led to the motor popping free of the two retaining grub screws and hanging down like some virile stallion..... still landed ok though.



So, I tried a different setup, and found the Parkzone Mustang spinner I was using didn't seem to be balanceable. So, I took it off and carved a new light spinner from polystyrene, which was "finish sanded" while the motor was going. Made for perfect symmetry, and the problem was solved! I have had lots

of successful flying using light, home-made polystyrene spinners on electric motors - you should give it a try. If you aren't confident with your carving skills you can start with a piece of polystyrene "egg" of the size you want - they sell them in the craft section of Two Dollar shops.



May your balsa dust settle on your workroom floor long before it reaches your lungs....

Malcolm

*And whats been happening at the field
this month?*

Unfortunately, not a lot it appears.



**Maybe some photos next month. It's up to you.
Don't assume the guy standing next to you will do it.**

Aircraft I Dream About— the Goodyear Inflatoplane

Bruce Pickering

An inflatable rubber aeroplane, really? I suppose it had to come sooner or later, and it came sooner—sixty eight years ago in fact. Designed and built in only twelve weeks in 1956, the *Inflatoplane* was the brainchild of Goodyear Aircraft Company, a subsidiary of Goodyear Tire and Rubber Company. Goodyear had already developed the blimp, so they had some experience in gas filled rubber flying machines. The original concept, however, was based on Taylor McDonald's inflatable rubber glider experiments in 1931.



The idea was that the military would be interested in the aircraft as a way of rescuing downed pilots from behind enemy lines. It was to be dropped from the air in a cylindrical container of about 1.25 cubic metres. The stricken pilot simply had to remove the folded rubber contraption, inflate it,

start the motor, and fly back to safety. It was said to be inflated in about five minutes. I imagine that being behind enemy lines would have ensured the quickest possible set-up time!

The design was quite innovative; the structural surface of the device consisted of two rubber-like materials connected by a mesh of nylon threads, which, when inflated, served as a strong I-beam, giving the aircraft its shape and rigidity. Symmetrical aerofoil NACA 0015 was employed. Structural integrity was retained in flight by air being continually forced into the aircraft from the motor, driving a Pesco compressor. It was demonstrated that as little as 8 PSI was enough to

inflate the craft. This continuous supply of pressure enabled a degree of puncture proofing. It was demonstrated that pressure was preserved even when penetrated by up to six .30 calibre bullets.

In spite of its apparent improbability, the aircraft actually proved capable of fulfilling its design criteria. The first flight was on 13 February 1956. Twelve prototypes, in two main variants, were built between 1956 and 1959. It was considered to be suitable for both land and water use. Testing was continued right up to 1972, when the project was eventually cancelled. Incidentally, the military, who were considered the prime potential users, never submitted any orders.



Variant GA-468 was a single seater. Five minutes of inflation time raised the pressure to 25psi (170kPa), ready for take-off. This resulted in a plane that was 5.97 metres long, with a wingspan of 6.7 metres. The pilot would then hand-start the two stroke 40hp Nelson engine and take off with a maximum load of 110 kg. Carrying 76 litres of fuel provided an endurance of six and a half hours, covering up to 630 kilometres. Maximum speed

was 116 kph, with a respectable cruise speed of 100 kph. Take off from grass required 76 metres; landing needed 107 metres. It had a climb rate of 168 metres per minute and an estimated ceiling of 3000 metres.

Variant GA-466 was a two seater version, 50mm shorter than the 468, but with a 1.8 metre longer wingspan. A 60hp McCullough could then power the maximum all up weight of 340 kgs at 110 kph. However, the range was reduced to 445 kilometres.



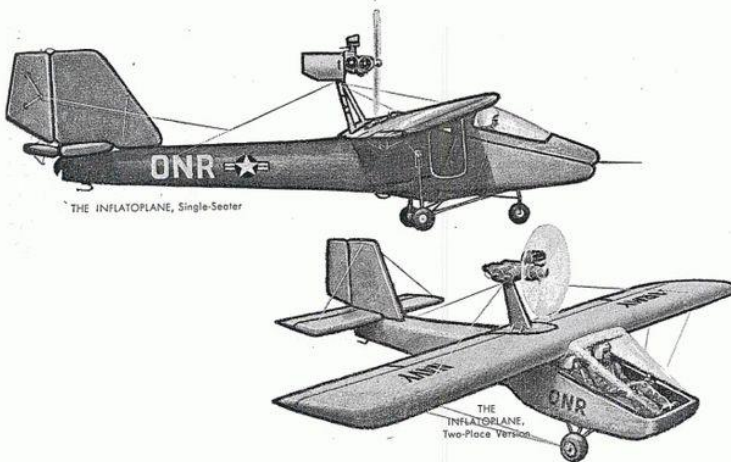
Testing was carried out at Goodyear's facilities in Ohio. There was one fatal accident during the testing programme. The report states: "The aircraft was in a descending turn when one of the control cables under the wing came off the pulley and was wedged in the pulley bracket, locking the stick. The turn tightened until one of the wings folded up over the propeller and was chopped up. With the wings flapping because of loss of air, one of the aluminium wing tip skids hit the pilot in the head, as was clear from marks on his helmet. Wallace was pitched out, over the nose of the aircraft and fell into the shallow lake. His parachute never opened." This tragedy presaged the end of the *Inflatoplane*.

Goodyear had considered promoting the Aircraft for use during the Vietnam war. The practical application of the aircraft in those

circumstances faced criticism as a slow-moving rubber plane could be an easy target for jet fighters inside enemy territory. Consequently, Goodyear scrapped the *Inflatoplane* concept. Today only few *Inflatoplanes* remain in museums. Still the whole idea was worth pursuing, I suppose.

The question is: would this aircraft make a good model? It certainly would be a challenging project, not for the fainthearted—what if you glued a couple of pairs of rubber gloves together....?

Addendum: I read with great sympathy Malcolm Foster's account of his accident, with damage to his shoulder. Four months ago, I suffered right shoulder rotator cuff damage—two tendons completely torn off and one partially torn, but as the nurse doing the scan cheerily said, “The fourth one is still intact!” It is incredibly painful and debilitating; the surgeon said it might need shoulder reconstruction but because of my “age” he is hesitant to do that, so will try and stitch the tendons back—soon, I hope. He said that most eighty year old men are content to sit in their chair knitting, in which case he wouldn't do anything. Believe me, I quickly disabused him of any idea that I am a knitter!!! Anyway, all the best Malcolm, I know what you're going through.



F5J Hawkes Bay and Team Trials

Report: Kevin Botherway (Rowdy)

Photos: Dave

I was fortunate enough to be able to attend and compete in the recent F5J event held on the last weekend of August. Thanks to my timers and also to both Joe and Rowdy for the organizing and running of the event. To Joe for providing lunches both days and to the birthday boy Andrew Hiscock for dinner at his home on Saturday evening put on by both Andrew and his wife Jane. A fantastic weekend. Now over to Rowdy....Dave

We were happy to have had a total of 16 pilots competing at the 2-day competition over this past weekend. There was a fairly good weather forecast compared to the rest of NZ, although a bit of wind was predicted for the afternoons. By the end of the weekend, we managed to complete a total of 10 rounds and complete a successful team trial for the upcoming F5J world championships in Argentina in February 2025 next year. A huge welcome to 2 new pilots to the NZ soaring arena – Dave Crook and Peter McEvoy (well, they are not new pilots, but great to see them on the soaring field in Hawkes Bay!).



Setup time in great conditions



Flight line with 5 to 6 pilots per heat

We had 2 South Islanders, 4 from Auckland, 1 from Tauranga, 3 from Wellington 1 from Wanganui and 5 Hawkes Bay locals – so many travelled for this competition from all around the country.



***Left: Rob Johnston and David Ackery
Right: Kevin Campbell and Miles Moloney***

We all assembled models and set up at the field on Saturday under the usual calm Hawkes Bay conditions (!) and then started the first round after sorting some contest equipment issues. It was amusing in that for the first day, the auditory count was provided manually as the automated sound system was still safely stored away.

The launches were not low, with most targeting the 200m mark as there wasn't much thermal activity. There were some short flights despite the high launches due to the difficult conditions. There weren't many pilots who achieved much more than launch height all weekend, and heaps of rounds where people found a corridor of lift which was sufficient to almost sustain altitude for the full 10 minutes. By 2.30 on the Saturday, we had completed 5 and bit rounds with the wind building to unbearable strength for most, so we went on pause for a little while hoping it would drop down but not to be and that was it for the first day.



David Griffin about to launch Rob Johnston's Plus

Sunday was a rinse and repeat with conditions really settled in the morning and by around lunchtime the wind started building again. Despite the occasional very strong winds, we managed to complete 10 full rounds in total and pack up at the targeted 2 PM finish so as to allow the many who

had travelled from far away to depart and hopefully arrive home at a somewhat reasonable time.

Landings were great with many certainly getting a lot more accurate on the finish of their flights. The launch height judgement was challenging as many were targeting the 200-metre mark. The Skylab award for the highest launch of the weekend goes to David Ackery with a stellar 266 metre launch (That's 873 feet). That said, there were a total of 41 launches (out of 147 scoring launches) during the weekend that were greater than 200 metres, so the competition was fierce for the highest launch contender! The average launch height for a scoring flight was 190 metres. Another way to look at is that the lowest launch for the weekend that also made full time was Peter Glassey with a 148-metre launch (485 feet). This demonstrated that conditions were challenging, and when there were thermals, the wind and turbulent air still made it difficult to make full time. There were only a few slots during the weekend that had good thermal conditions, and nobody was willing to risk a launch that was suitable for the conditions during these few slots. The final group on the Sunday was won with a 3:43 flight with a 188m launch! – it was very tricky to say the least.



Precision landings

Super thanks to Joe who provided hot lunches on the field for both days (brisket on Saturday and pulled pork on Sunday). There was also a fantastic barbecue and social on Saturday night that was provided by Andrew and Jane Hiscock, that was not to be missed!

This really completed a fun weekend with everyone coming out with a little more experience in challenging conditions and pushing their own personal envelopes.

Full results

1 st	Joe Wurts	8721.2
2 nd	Kevin Botherway	8581.9
3 rd	David Griffin	8522.5
4 th	Peter McEvoy	8460.2
5 th	Andrew Hiscock	8385.9
6 th	John Shaw	7999.3
7 th	Peter Glassey	7893.1
8 th	Peter Williams	7883.6
9 th	Aneil Patel	7717.9
10 th	Stew Cox	7136.2
11 th	David Ackery	6913.9
12 th	David Crook	6733.2
13 th	Myles Moloney	6558.3
14 th	Rob Morgan	5990.6
15 th	Rob Johnston	5990.6
16 th	Kevin Campbell	2170.9



NZ team for Argentina 2025 – Congratulations!!!!

The selected team is Joe Wurts, Kevin Botherway, Peter McEvoy, with reserve pilot Aneil Patel. It is promising that we have more than three pilots that are wanting to represent NZ at a World Championship event! Like usual, soaring has a busy calendar. We have F3B next weekend, 7th & 8th September. Six pilots and six family members are then off to Japan to experience the APO (Asia Pacific Open) in the second half of September, hoping to continue NZ dominance at the APO. Soarchamps is the following main feature on 17th to 20th October in Hawkes Bay.

Soaring rocks!!!!



Peter Glassey and Andrew Hiscock

Joe Wurts provided yummy hot lunches both days. Can fly pretty good too.





Are VQ Kits any good?

Alan seems to think so

Sending photos of my new VQ Fokker DVII 1/6 scale I think and an old photo from 2007 when I finished my 1/4 scale Balsa USA model.

The VQ model has an OS 120 FS engine getting that sorted for its maiden flight.

The VQ models are well finished, but the only thing I am not keen on is the inside of the covering is sticky. They make some great kits.

Cheers

Alan



How to Paint EPO Planes

Wynn Robins

Here are a couple of projects I've been working on in the shed while the cold and nasty weather is has bene around.

Mostly just painting Foam EDFs

First one is a 90mm FMS viper that originally had the Chinese domestic colours (Dark blue and orange) which was a little hard to see – and being dark blue, was affected by the sun. So I stripped this back and painted it to be more visible can't beat PINK!!!



Second is an FMS F16 that I painted for a friend of mine – he works for FMS, so got a clean model (no paint) -which made life easier as no stripping required – however, it had its own issue (mould release etc) still, he gave me a picture of how he wanted it to look see below – and how it turned out. Not too bad right?



Last one is my Freewing A6 intruder – the original scheme below, I never liked, so googled schemes and came across the VA-65 scheme which I liked - so painted it to match that – bit of weathering on this one too as have been getting into airbrushing a bit more



Next is either an F4 Phantom or F7F Tigercat - will see.

If anyone would like to know how to paint foamies without pulling all the paint off when you remove tapes etc – how to prep them and what paints to use – I have a decent process now and happy to do an article on that.

Anyone with an EPO aircraft that is thinking about giving it a new lease of life with an updated colour scheme give Wynn a call. I'm sure he is more than willing to help.

RAAF Williamtown 'Fighterworld' Aviation Heritage Centre

Grant

On my recent holiday in Aussie, I was fortunate enough to find time for a short visit to the RAAF Williamtown 'Fighterworld' Aviation Heritage Centre & Museum. This is located adjoining the RAAF Williamtown Airforce base, just a few minutes north of Newcastle (NSW). This is a great little museum, very tidy, clean and well laid out.

Exhibited over two hangars and some outdoor space, visitors can get up close to some of Australia's most iconic fighter and training aircraft.

At Fighter World there are more than 15 aircraft and replicas on display, including a hand built Sopwith Camel, the Australian designed Avon Sabre, the French lady, the Dassault Mirage III and the last Australian aircraft to shoot down an enemy jet fighter, the Gloster Meteor, A77-851.





The collection also contains the first jet engine aeroplane built in Australia; the deHavilland Vampire A79-1 and their latest addition, the recently retired F/A-18A ‘Worimi’ Hornet with an array of ordnance demonstrating its awesome capability.

Learn about the ground hugging radar of the mighty F-111C and its ability for pin-point accuracy using laser guided weaponry and how modern warfare is made safer by integrating with Forward Air Controllers in the PC-9A(F) FAC aircraft.

For a close up view you can sit in the cockpit of a Macchi jet trainer and a Mirage jet fighter.



If you're over that way, I absolutely recommend setting aside some time to visit the centre and even have a coffee and relax in the adjoining 'Fighter Beans café' whilst watching the aircraft activity from their outside garden area.

(Museum Information & Credit: <https://fighterworld.com.au/>)





Pacific Airshow Gold Coast 2024

Grant

So I've just re-read my article about the PA Airshow in 2023 and at the end of the article I summed it up by saying I would be back. And you guessed it, I was in 2024.

Pretty much everything I wrote in last year's September article could be repeated again here, as this year's show was a very similar format with a large number of the same aircraft and aerial acts. But you know what, the airshow was not only just as good as last year, in fact I would have to say it was better than last year.

There were a handful of additional acts including fly pasts by two USAF Lockheed Martin F22 Raptors,



a demo flight by the RAAF Lockheed Martin F35A Lightning II, an English Electric Canberra Bomber, a Lockheed T-33 Shooting Star,



a demo of Firefighting capability with two Air Tractor AT802F's and a Bell 314B heli, and the US Navy Seal and Royal Airforce Falcons Parachute Display teams.

Throw these additional aircraft acts in with pretty much everything else that was displayed last year and it all added up to two full days of great aerial entertainment. The American Commentator added a unique flavor to the show and filled the gaps nicely between the individual acts.

Sitting on the beach in our \$12 camp chairs from Bunnings meant we had a pretty nice and comfy day in the sun to the point I might have even got a little sunburnt ... oh what a sacrifice we have to endure!!

Of course, there were also all the community/commercial displays along the back of the viewing area including RAAF & Police recruitment, Air Cadets, an Army Drone display, Local Aviation training groups, Westpac Rescue Heli and an Airport Firefighting truck plus a lot more.

At AU\$90 per person for three days entry, I reckon it was all excellent value for money. And the best thing of all, our apartment was only a 100m walk from the entry gate, it couldn't have got any better!!

So if you are at a loose end and looking to combine a Holiday on the Gold Coast with a bit of sunshine and an Airshow, then I reckon you can't go past next years PA-GC event....see you there 😊

<https://pacificairshowaus.com/>















Midget Mustang *Grant*

From Ivan Krippner in Te Anau, a model Midget Mustang that he purchased and refurbished. The model now replicates the full size aircraft “DDC” that Ivan owned for many years from when he was flying it here in Hamilton and still an HMAAC Member. Ivan continued to own the full sized Midget Mustang when he moved south and only just sold it recently when he purchased a Pitts Special. As yet the model is still awaiting its re-maiden flight.



Parting Shot

**THE IDEA HAD TO
COME FROM SOMEWHERE**



Coming Events 2024



What's On, When and Where

September

Wednesday, September 11

**7:30pm -
10:00pm**

HMAC Club Night Meeting

Friday, September 13

all-day

RC Glider Aerotow - Pukekawa Onion Farm

Saturday, September 14

all-day

RC Glider Aerotow - Pukekawa Onion Farm

Sunday, September 15

all-day

RC Glider Aerotow - Pukekawa Onion Farm

all-day

HMAC - Electric Aircraft Fun Fly

Saturday, September 21

all-day

RC Pylon Racing - Airsail MAC

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

October

Sunday, October 6

all-day

HMAC Float Planes @Lake D (Confirmed)

Saturday, October 12

all-day

Scale Aerobatics (IMAC) Comp - Galatea

Sunday, October 13

all-day

Scale Aerobatics (IMAC) Comp - Galatea

Friday, October 18

all-day

Tokoroa Jet Meeting

Saturday, October 19

all-day

Tokoroa Jet Meeting

all-day

MANZ Large Model Rally - Waharoa

all-day

RC Pylon Racing - Airsail MAC

Sunday, October 20

all-day

Tokoroa Jet Meeting

all-day

MANZ Large Model Rally - Waharoa

all-day

RC Pylon Racing - Airsail MAC

Saturday, November 2

all-day

Warbirds Over Waharoa

Till next month, stay safe



Avoid setting your Li-Po Batteries on fire

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

Next Flight Lines October 2024

Newsletter deadline – Wednesday 2 October 2024

For further up to date event info please visit:

<http://www.hamiltonmac.org.nz/>