



November  
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/](http://www.spektrumrc.com/MyAccount/) for your Expansion Firmware



*Cover Page: Hang on to your hats people. The next 4 years could get interesting*

# FLIGHT LINES

## **HAMILTON MODEL AERO CLUB INC.**

November 2024

[www.hamiltonmac.org.nz](http://www.hamiltonmac.org.nz)

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

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Brendan Robinson	
Wayne Cartwright	022-1534-679
Lyndon Perry	021-0251-8474



## WEB SITE

**NEXT CLUB NIGHT:** Wednesday, 11 December

**VENUE:** Beerescourt Bowling Club  
68a Maeroa Road - Hamilton

**Club Night Theme:** Xmas Wrap up and supper

**Club Themed Flying Day:** Sunday 8 December - Xmas BBQ & Flyin

# *Coming Events 2024 - 2025*



## *What's On, When and Where*

### *November*

#### **Saturday, November 9**

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

#### **Sunday, November 10**

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

all-day      [HMAC - Scale Model](#)  
[Day \(& Scale Primer](#)  
[Competition\)](#)

#### **Saturday, November 16**

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

#### **Sunday, November 17**

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

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

#### **Friday, November 22**

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

all-day [Tokoroa Jet Meeting](#)

**Saturday, November 23**

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

all-day [Tokoroa Jet Meeting](#)

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

**Sunday, November 24**

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

all-day [Tokoroa Jet Meeting](#)

***December***

**Sunday, December 8**

all-day [HMAC XMAS BBQ  
FLYIN](#)

**Wednesday, December 11**

7:30pm [HMAC XMAS CLUB  
NIGHT](#)

-  
10:00pm

**Friday, December 13**

all-day [Tokoroa Jet Meeting](#)

**Saturday, December 14**

all-day [Tokoroa Jet Meeting](#)

all-day [Rc Pylon Racing & Xmas BBQ - Airsail MAC](#)

**Sunday, December 15**

all-day [Tokoroa Jet Meeting](#)

all-day [Rc Pylon Racing & Xmas BBQ - Airsail MAC](#)

**Sunday, December 29**

all-day [MFNZ Nationals \(Clareville\)](#)

**Monday, December 30**

all-day [MFNZ Nationals \(Clareville\)](#)

**Tuesday, December 31**

all-day [MFNZ Nationals \(Clareville\)](#)

***January***

**Wednesday, January 1**

all-day [MFNZ Nationals \(Clareville\)](#)

**Thursday, January 2**

all-day [MFNZ Nationals \(Clareville\)](#)

**Friday, January 3**

all-day [MFNZ Nationals \(Clareville\)](#)

But wait, there's more: Get your accommodation booked now for these two great upcoming events

**NEW PLYMOUTH  
ANNUAL MEMORIAL FLY-IN**

All pilots must hold a current wings badge qualification

**Saturday - Sport Flying**  
Ferndene RC Strip - \$5.00 Burger Lunch

**Sunday - Float Planes - Lake Ratapiko**  
\$20.00 Landing Fee (Includes Burger Lunch)

**1st & 2nd March 2025**

**Sport Flying and Floatplanes**



For more information please contact

Mike Pillette 0274623200 mikelynn@xtra.co.nz	Steve Blackman 0274812575 sblackman@pandp.co.nz
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**NPMAC**  
MODEL AERO CLUB  
[www.npmac.org.nz](http://www.npmac.org.nz)

**Model Flying Hawke's Bay Presents....**

**WARBIRDS**

**Over**

**AWATOTO**

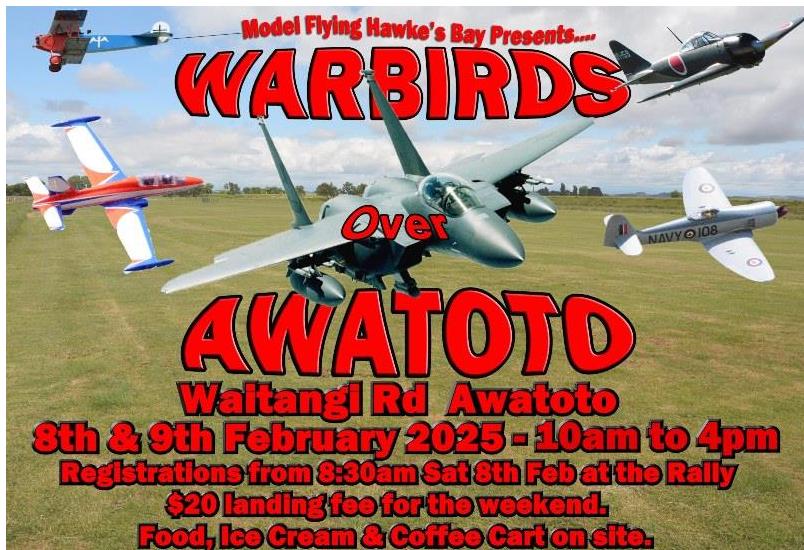
**Waitangi Rd Awatoto**

**8th & 9th February 2025 - 10am to 4pm**

**Registrations from 8:30am Sat 8th Feb at the Rally**

**\$20 landing fee for the weekend.**

**Food, Ice Cream & Coffee Cart on site.**



# **Presidents Report**

## **Grant**



It's been a very busy flying month for me with most it spent away from HMAC field. There was the Pattern Aerobatics competition at Waharoa, Float planes at Lake D, Scale Aerobatics at Galatea, the Large Model Rally at Waharoa and this weekend just gone, the Warbirds over Waharoa event. So apart from some time travelling away for Labour Weekend, I have attended a flying event every week for the last month. Consequently, I haven't set foot at our field for a few weeks now & the coming month seems like it will be equally as busy and then it will be Xmas!!

It's been nice seeing other club members attending most of these events too, plus it adds both variety to the aircraft being flown and the opportunity to watch other pilots from around the countryside demonstrating their skills.

October's club flying event was our second to last Float plane day for the year at Lake D. True to form, the weather forecast promised pretty much less than favorable conditions for flying, but once again we ignored that forecast and went ahead as scheduled anyway! The wind was generally from the north which meant easy takeoffs straight into wind, but the landings were a little trickier being either a cross-wind arrival and dunking, or a touch down out in the middle of the lake.

*While Bryce flies,  
everyone else is  
waiting for the sun  
to shine and the  
wind to change  
direction*



At least the dunked and drowned models got to be blown back into shore pretty quickly with the rescue boat not seeing a lot of use.

The turnout was a little lower than usual, probably due to the forecast and the fact that some of the regulars consequently hadn't bothered to charge models at all. When we will learn not to trust the weather until after it's been and done!! So after a few good hours of flying we packed up in the early afternoon and headed for home.

So, if you were one of those that stayed in bed that morning, your final opportunity to do some **flying from the lake is only a couple of weeks away on the 17<sup>th</sup> November**. The gates will be open from 9am, visiting pilots are welcome and club members, lets make the most of the final float event of the year (ignore the weather forecast).

We also have another club event this month in the form of Scale Day and Scale Primer Competition this coming Sunday. Don't be scared off by the word competition as the intention is to simply introduce those that may not have entered a scale event before to get a taste of what it's all about.



*Your scale aeroplane doesn't have to be this big to impress the ladies, but it helps*

A scale competition has four compulsory flight maneuvers, being a figure 8 and a descending circle plus of course the takeoff and landing, all of which are judged. Thus, we will be using these maneuvers to give pilots a taste of competition plus describing a little bit more about the scale event. If you don't wish to take part in the comp side of things, then still bring your scale or other model out as there will be plenty of time for general club flying too.

A reminder that there is no club night for November, our final club night for the year is scheduled for Wednesday 11<sup>th</sup> December with this being our Xmas Wrap up and supper.

Also, advanced notification that we will once again be holding our annual Xmas BBQ & Flyin at the field on Sunday 8<sup>th</sup> December. We hope that everyone that can make it, does so, as it's a great time to catchup before the Xmas holidays and before the country goes into crazy silly season.

Well that's all I have for now, I note the calendar is full of events so take a look and see if there's something there of interest, even if just as an observer.

As always, take care to play safe.

Grant



## *Editors Ramble*

### **Dave**

While some clubs have been fortunate enough to hold their scheduled events, it seems in other parts of the country some haven't been as lucky. While the rain is slowly abating it is the wind that is now causing all the grief.

Take for example the John Selby Vintage Memorial event held in Levin. Notice has recently come through again that this event is once again postponed, for the third time by my reckoning and probably won't be held now till next year. This is unfortunate for all those wanting to attend and meet up with friends and go fly. Other fields I know of have been affected by lambing so unless your club has an alternative field available you are basically shut down for 5 – 6 weeks unless you have the means to travel.

And if you can't always get away then I suggest one of these puppies. This is a little quad/drone thingy I purchased a few months ago from Temu that I can go fly in my back yard. The object of the exercise is to keep twiddling the sticks without the need to go reaching for the antidepressants. It works to an extent but is not a substitute for going flying with your mates.

Enough rambling from me.

Many thanks once again to all those that have contributed to the newsletter, it is very much appreciated.

Happy reading.



**STILL**

**MISSING**

**Remember this notice from last month?**

**MISSING COX BABY BEE .020 AT CLUB NIGHT SEPTEMBER**

BRING BUY AND SELL EVENING

I BOUGHT ALONG SOME ITEMS TO SELL ON CLUB NIGHT

INCLUDING THE COX MOTOR SELLING FOR \$40.

IT HAD NOT SOLD BY THE TIME WE WERE HAVING A CUP OF TEA ETC.

I STILL SAW IT ON THE TABLE AND AROUND 10.15 PM I DECIDED TO

PUT MY UNSOLD ITEMS BACK IN THE VAN TO GO HOME.

BY THAT STAGE THE MOTOR HAD DISAPPEARED FROM THE TABLE, NO PAYMENT WAS MADE TO ME.

I DO NOT WANT TO KNOW WHO TOOK THE MOTOR IF IT WAS BY ACCIDENT, BUT I WOULD LIKE EITHER THE MOTOR RETURNED BY POST OR PAYMENT OF THE \$40

THANK YOU

ALAN ROWSON

As a follow up Alan has still not had any reply to this article of the Cox Motor uplifted from the Sale table at the September Meeting without payment.

The motor has not yet been returned either by post nor has Alan received the \$40 he had on it.

**It would be appreciated if the person responsible did the right thing**

## **HMAC's 2 I.C. reports on the 2024 Warbirds over Waharoa (Drum roll please) Gordon**



Well, the weather forecast was looking sketchy for the proposed day of Saturday the 2<sup>nd</sup> so the decision was made to postpone to the following day (Sunday) as the prospects looked better.

This was probably a good decision as the Sunday weather ended up pretty good improving all day long. There was a steady crosswind in the morning to make things interesting but it turned down the strip in the afternoon. The pits soon filled up with a very good amount of models, pilots, and spectators. There was often two to three up at once so plenty of action. The World War 1 boys were having a ball with some spectacular dogfights going on but no clear winner on either side! A truce was finally called so that we could all fight another day.



*Chris Tynan (alias The Red Baron)*



*Gordon's Pup*

*Chris Verrall and  
one very nice  
Eindecker*



Alan was having numerous mechanical issues until later in the day when he got some issues sorted out. Grant flew Alan's smaller Fokker D7 sorting out the trim etc. Upon landing he said, is there enough fuel for another circuit & landing? Yeah, should be plenty was the chorus from the peanut gallery of all & sundry... so, upon taking off again the engine promptly dies from lack of fuel necessitating a downwind out landing about a kilometre away (exaggerating here but never let the facts ruin a good story!). Only minor damage but a very long walk of shame!



Antony re- maidened his SE5A (ex Alan) which had been repowered, it went well until a wheel parted company so the TX was passed to Grant to do one of his fabled one wheel landings. On the second attempt it came in very nicely, so well done that man



*Antony Wright with Alans old model SE5A*

World War 2 and all others were tearing up the sky with Damo putting out some very smelly smoke from his P40. Chemical warfare I think! The Briggs fleet was out in force but unfortunately the mosquito had a problem so was unable to take to the air. It was good to see Jared giving the Lavochkin a good thrashing.



*The Lavochkin about to get a good thrashing*

Colin Austin had his Beech out and proceeded to put on a fantastic display, man he chuck that thing around with great gusto!



*Colin Austen and Beechcraft*

It was good to see such a large range of models both small, large, old, new, twin, electric, glow & petrol. Anything warbird is welcome at these events and appreciated by all.

The club put on the world famous burgers for lunch which went down very nicely indeed! So, a great day and roll on next year.

Gordon



*Gordons Spitfire*



*Mike O'Grady*



*The Mossie had the day off*







*Left: Stan's new Cessna which did some taxi runs, went very well*

*Right: Stans Cessna and Gordons Sopwith Pup*



*Left: A selection of Team Hamilton's planes on Sunday*

*Right: Tony Christiansens new Stuka which Grant test flew on Saturday (below)*



# *Coastal Aeromodelling News Report*

## *Malcolm Foster, the Marine Modeler*

Greetings from the Bay of Plenty.

It's mostly been a nice, flyable month here in the Bay. I tell you what though - it's a bit exciting trying to fly fast grey warbirds against a low, grey sky! I'm starting to enjoy my new Thunderbolt, but even its silver scheme doesn't show up well against a dull sky, and I find myself doing more rolls and reversals to bring the black and white invasion stripes on the wings into view.



And the Aichi Val divebomber is VERY grey - it looks mostly like a collection of red meatballs flying in formation in a grey sky. Another Whakatane club member is readying one for flight soon - same colour scheme, so when we take to the sky together it will look like a proper Italian restaurant orbiting above - all those meatballs..... His is powered by a Saito 52 4 stroke, and mine has a SC 52 4 stroke, so they'll sound nice together.

I've been flying the carpet and X-Plane quite a lot. I did a silly thing recently and hit my hip with the X-Plane's wing while hand-launching it. It couldn't recover from being knocked out of line, and hit the ground and broke the whole nose off. Bugger. Still, while doing repairs I was able to swap out the flying battery for a nice new one - the old one had been tucked in there since I made the plane back in 2010. I always checked it, but it wasn't lasting very long at the end. The X-Plane is back flying well again, I even cleaned out the carbie and fuel filter for good luck.

And my favourite plane currently? like I've said before - it's always the latest one. In this case the colourful little own-design biplane, now re-engined with a reliable old OS10Max.

**PROFILE**  
PUBLICATIONS

The  
Fokker  
D.VII

NUMBER 25  
TWO SHILLINGS



In fact it's inspired me to build something similar and bigger - so I have my sights set on a colourful Fokker D7. Glow-powered, about 60" wingspan. It's just great fun flipping all over the sky, and then throttling back and coming in for a nice slow landing and even taxiing back to the pits.

A couple of photos from my workshop. One shows my favourite tools - a little home-made brass plane made by my big brother while he was working in Price's Foundry in Thames, and my favourite 3M sanding pads, and the other photo is my "flying inspiration" window..... Maybe because I love Japanese warbirds so much?



Until next time - may your plane and sandpaper remove just enough balsa without making extra unscale windows in your fuselage.

Malcolm.

## October Floatplanes

*No report from anyone on this event unfortunately, so Grant's comments in his Presidents Report are reproduced herewith.*

October's club flying event was our second to last Float plane day for the year at Lake D. True to form, the weather forecast promised pretty much less than favorable conditions for flying, but once again we ignored that forecast and went ahead as scheduled anyway! The wind was generally from the north which meant easy takeoffs straight into wind, but the landings were a little trickier being either a cross-wind arrival and dunking, or a touch down out in the middle of the lake. At least the dunked and drowned models got to be blown back into shore pretty quickly with the rescue boat not seeing a lot of use.

The turnout was a little lower than usual, probably due to the forecast and the fact that some of the regulars consequently hadn't bothered to charge models at all. When we will learn not to trust the weather until after it's been and done!! So after a few good hours of flying we packed up in the early afternoon and headed for home.







*What better location could you have than to run up the new engine in Tony Christiansen's Stuka than at the lake*



*Alan's new float plane, a Hansa Brandenburg W29 that all going to plan should get a test fly next float plane day in November.*

# *Aircraft I Dream About— the PZL M-15 Belphegor*

**Bruce Pickering**

In a country with a high dependency on aerial topdressing, we are used to seeing a variety of purpose built agricultural aircraft in our skies. But even with the New Zealander's innovative can-do, number-eight-wire spirit, who would have dreamed of a jet powered top dresser, especially one that used a high speed turbine to power a craft that flew no faster than the average car? Not only jet powered, but a biplane at that! Behold, the *PZL M-15 Belphegor!*



Initiated in the 1970s, *PZL M-15* was part of a Soviet economic plan to replace the Antonov AN-2 biplane for fertilizing and spraying the vast wheat fields of Ukraine and Poland, critical to the USSR's food supply. In setting their requirements the Politburo (Political Bureau of the Central Committee of the Communist Party of the Soviet Union) placed extraordinary constraints on the design. In their wisdom, or ignorance,

they insisted that state of the art technology would be implemented, and it would have to be jet powered because jets were to be the future of all aviation.



Unfortunately, the powers that be did not realize that jets would be highly impractical for agricultural tasks like crop dusting. And the Polish engineers tasked with designing and building the aircraft were not inclined to go against their superiors by producing an aircraft that did not meet specifications. After all, being forcibly relocated to Siberia is not the most inviting prospect. The result was the ungainly monster of the M-15. Incidentally, the nickname Belphegor comes from Jewish legend of a demon who is said to “help people make discoveries, seducing them by suggesting ingenious inventions that will make them rich.” One would think there could be a more appropriate nickname, but that is probably better left unsaid!

PZL (Państwowe Zakłady Lotnicze - State Aviation Works) was the main Polish aerospace manufacturer of the between wars period. The engineers recognized that using a jet engine would make it difficult for the aircraft to fly low and slow. However, they took a common jet engine that powers the Czechoslovakian Aero L-39 Albatros and designed a crop duster

around it, hoping that it would perform better than the AN-2 it was replacing. Taking a lesson from the AN-2 they decided on a biplane to provide sufficient lift.

The *PZL M-15* was an all metal twin boom sesquiplane. The upper and lower wings were linked by two unusual large elliptically shaped hollow pillars. These columns contained the chemical tanks made of a laminate to prevent corrosion. A compressed air system dispersed the chemicals. These tanks, along with a fixed tricycle undercarriage, must have provided a drag that was highly unusual for the average jet powered aircraft. Designed for single pilot operation, provision was made for two additional aircrew to serve as 'technicians' when needed.

There was concern that operating from unsealed farm airstrips could expose the engine to rubble being tossed into the air. To protect the engine intake from ingesting debris they placed it centrally, elevated between the top wing and the fuselage. This was also thought to have the added advantage of avoiding the engine exhaust interfering with the dispersal of chemicals during release.



Unfortunately, as well as being described as the heaviest biplane ever produced, the *PLZ M-15* did not have the classic biplane aesthetic appeal of its predecessor, the AN-2. In fact, it was so ugly that it wasn't considered suitable for a place either in the sky or on the land. As someone understated, "It wasn't a great start for the new workhorse of the USSR's breadbasket."

In its role as a crop duster the aircraft could carry a payload of just under three tons of pesticides. Whereas the AN-2 that was being replaced could be used for a variety of purposes, the *M-15*'s design did not have the same flexibility and this severely limited alternative uses of the aircraft. A large and heavy aircraft, at three tonnes empty, it had a wingspan of 22.33 metres, was 12.72 metres long and 5.34 metres high. Maximum speed was 200 kph, cruise speed around 150 kph, stalling at 108 kph.



Soviet agricultural aircraft mechanics were accustomed to the AN-2, so they found the jet engine much more difficult and demanding to maintain. Even when they were properly trained, often spare parts for the *M-15* were hard to get, due to systemic problems associated with the Soviet supply chain. Consequently, the aircraft spent many hours on the ground rather than working above the crops. Being used to the forgiving propeller driven AN-2, many pilots found it difficult to transition to the more sophisticated systems of the *M-15*. This resulted in unnecessary abuse, therefore higher maintenance, which added to the time spent on the ground rather than in the air.

Of the thousands of aircraft planned, only 175 were produced. It became clear that design driven by politics is not the best basis for an efficient, purpose-made aircraft (who would have thought?). When it was in the air performing its task the *M-15* was an expensive, loud, and over engineered crop duster that was constantly compared unfavourably to its predecessor. After only eight years from its first flight production ceased in 1981. To fill the growing need, more and more of the ‘obsolete’ AN-2 were ordered and produced for the role. It is unclear whether there are any *M-15s* still operating today, but it seems unlikely.

Would any self-respecting aeromodeller want to build a model of the *M-15*?



# *Waharoa report .... One day Pattern Aerobatics Comp, Saturday 5th October.*

## **Frazer**

16 pilots ready for action, we got started with Clubman. Good to see a newbie Richard Cook having a go, and doing well. Forecast for the day was going to be full on rain from around 1pm, so we got as much through as we could in the morning. Sun was shining and at times it was nice and warm, but it was getting windy. The rain stayed away but by 2pm it was starting to get really windy. Had the wind been down the strip we would have kept flying for sure, but by now it was blowing almost a true northerly which means things started to get pretty tricky on landing.

Expensive gear was going to start getting broken with guys having to land almost directly across the runway at themselves. We had a meeting and it was voted to quit while you are ahead. 2 rounds had been completed by all pilots, plus some good burgers on the BBQ, it was what was needed after the long winter break.

Massive thunderstorms passing by to the west as we left the field. So good numbers for the first event, Waharoa always gets a good turnout. Thanks to the MPMAC club for use of the field, and especially the Club Pres Tom who mowed for us on the Friday, the strip is like a bowling green, and its massive.



Great to catch up with all the guys again, roll on the rest of the season!!

If you are one of these people who likes to drill down into the full statistics after an event, the results will also be posted on the NZRCCA website, on the downloads page. Look for the link at the bottom for the results library.

<https://www.nzrcaa.co.nz/>





## ***Historic Aerobatic Competition Results***

On the subject of Results.... through winter I was trying to find out as much history from our IMAC Scale Aerobatics series results in the past, so we can get some of our trophies updated. In particular, the Sportsman IMAC series trophy is still missing, and we are going to have to have a new one made at our cost. That's the easy part, getting the engraving history right is the problem. I've got a CD with an archive of Fliers World history thanks to some patient scanning by Ken Buckley many years back before the MFNZ mag we went digital. I ended up creating folders all the way back to 1982, and there are snippets from Fliers World mags, for just the Pattern and IMAC related stuff dating way back then. The bonus is, I've done the hard work looking for info, you don't have to scroll through the whole mag to read the relevant articles. If you have been flying for a while, you will really enjoy reading some of this old stuff, because you will be in there somewhere for sure.

Here is the link:

<https://www.dropbox.com/scl/fo/xz7lxwa91yq23lkbne2e/h?rlkey=8qd54yqq7nch40phjks08t7bs&dl=0>

Interesting facts from the first folder, 1982. The editor of the Fliers World Mag was Ken Buckley (Rocky). Brian Borland was President. The 34th Nationals were in Clareville. Novice Aerobatics had 10 pilots (now of course we call it Clubman) and it was won by none other than John Knox. Mike Shears who we know from the Hawkes Bay was 4th. In the F3A event, it says 14 pilots entered, and Ross Craighead was 2nd flying a Curare. This would have been before turnaround, centre manouvres only, a bit like what we fly now in Classic. Gary Mercer 4th. In that year there was a Trans Tasman hosted in Hamilton, with both Pattern and Pylon combined. A cyclone passed through on Thursday night wiping out any chance of flying on Friday. NZ won the Pattern TT, but it looks like AUS won the Pylon. And elsewhere in another 1982 magazine, I saw a notice to all R/C Aerobatic Fliers, with an invitation from the All China Sports Association to send an NZ team to China for the Asian Open Champs ... so how about that .... history repeating itself in more ways than one .... over 40 years later!!

# *A Day of Thrills: Flying RC Aircraft*

## *The Joy of Remote Control Aviation*

There are few hobbies that can match the sheer exhilaration of flying remote control (RC) aircraft. On a beautiful, sunny day, I had the opportunity to indulge in this pastime, and it turned out to be one of the most memorable experiences I've ever had.

### **The Preparation**

The day began early, with the anticipation palpable in the air. I meticulously checked my RC aircraft, ensuring that every component was in perfect working order. From the transmitter to the servos, every part had to be functioning flawlessly to guarantee a smooth flight. I packed up my gear, including spare batteries, tools, and a folding chair, and headed to the local RC flying field.

### **Arriving at the Field**

Upon arrival, I was greeted by a community of fellow enthusiasts, each as passionate about RC aviation as I am. The field was a flurry of activity, with various aircraft types on display, from sleek gliders to robust quadcopters. The camaraderie among hobbyists was evident; everyone shared tips, stories, and a mutual appreciation for the intricacies of RC flying.

### **The First Flight**

With my aircraft assembled and pre-flight checks completed, it was time for the first flight. As I powered up the engine and taxied to the runway, I felt a rush of adrenaline. The aircraft took off gracefully, climbing steadily into the clear blue sky. Controlling the plane with precise movements of the transmitter, I performed loops, rolls, and other aerobatic maneuvers. The thrill of seeing the aircraft respond seamlessly to my commands was unparalleled.

### **The Learning Curve**

Despite the excitement, flying RC aircraft is not without its challenges. It requires a keen understanding of aerodynamics, quick reflexes, and a steady hand. Throughout the day, I encountered a few mishaps, including a rough landing that resulted in minor damage to the landing gear. However, these obstacles only added to the experience, teaching me valuable lessons in patience and perseverance.

## **Engaging with the Community**

One of the highlights of the day was engaging with the RC flying community. I had the chance to interact with seasoned pilots who generously shared their knowledge and experiences. We discussed various aspects of the hobby, from building custom aircraft to fine-tuning flight controls. These conversations were not only educational but also inspiring, reinforcing my passion for RC aviation.

## **A Special Demonstration**

In the afternoon, a seasoned pilot performed a special demonstration with a scale model of a World War II fighter plane. The level of detail on the model was astonishing, and watching it take to the skies was like witnessing a piece of history come to life. The pilot executed complex maneuvers with incredible precision, leaving the audience in awe.

## **A Moment of Reflection**

As the sun began to set, painting the sky in hues of orange and pink, I had a moment to reflect on the day's events. Flying RC aircraft had provided not just an adrenaline rush but also a sense of tranquility and fulfillment. The combination of technical skill, creativity, and community spirit made it a truly enriching experience.

## **Looking Forward**

With the day's flying activities coming to an end, I packed up my equipment with a renewed sense of enthusiasm. I was already planning my next visit to the field, eager to apply the lessons learned and continue improving my skills. The joy of RC aviation is that there's always something new to discover, whether it's mastering a new maneuver or building a more advanced aircraft.

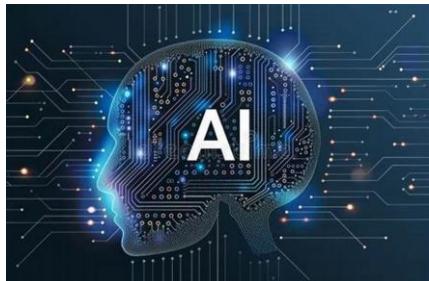
## **Conclusion**

In conclusion, my day flying RC aircraft was a perfect blend of excitement, learning, and camaraderie. It's a hobby that offers endless possibilities and a unique way to connect with others who share the same passion. For anyone interested in aviation or looking for a thrilling pastime, I highly recommend giving RC flying a try. It's an experience that is sure to leave you with lasting memories and a desire to return to the skies again and again.

**And now for the Spoiler, that entire story was constructed by AI (Artificial Intelligence) when I asked it to create a story from the sentence.....“ I had a great day Flying RC Aircraft”**

**I think I'm Redundant now!!!**

**Grant.**



***It's high mating season and this is how little aeroplanes are made***

# *Soar Champs 2024*

## *Dave*

For those interested in Soaring you would have been aware that the Soar Champs were recently held in the Hawkes Bay. This championship covers seven events over a four day period which is pretty full on if you endeavour to compete in all of them. While a good number of people did, there were others, myself included, that could only get a leave pass for a couple of days.

My main objective was to compete in F5J and to gain more experience flying in this category. I have to admit that the difference between a casual fun fly on a Sunday and competition flying with undoubtably the best RC soaring pilots in the country is night and day. I have a lot to learn. While my Kappa aircraft flew well and I'm getting more comfortable flying it, there are still a number of trim changes to be made in all flying modes.

I also competed in the F3K and F5K classes but the least said about that the better. Nothing broken, just a bad day in the office.



*The Kappa flew well, shame about the pilot*

The full report that follows gives you an indication and puts into perspective just how good these guys are.

***Take it away Rowdy:***

What a wonderful four days of weather for flying Soarchamps this year in Hawkes Bay! We had an ambitious schedule for this year's Soarchamps, with a total of seven events scattered over four days. We flew all events, with zero weather issues, other than a winch change on the first day, which was expected due to the weather prediction for the day. It was very nice to see a couple of new faces to Soarchamps, as well as a few that had not been for a few years.



*David Ackery*



*Peter McEvoy & Joe Wurts*



*Aneil Patel & Chris Kaiser*

**Day 1 Thursday F3B** the Formula 1 of Soaring! The weather forecast had SW winds in the morning, changing to NE around 11 AM. When arriving on the field, the SW wind was moderately strong, so we set up to launch into the wind, knowing that we would be changing later. Everyone was helpful in getting the sighting bases set up, and we started with flying duration, with 11 competitors. After a single slot, the wind changed as per the weather predictions. So, we flipped the winches 180 degrees, and the sighting base A became base B and vice versa. We flew two rounds of duration, then broke for lunch which was catered by Joe with smoked brisket sandwiches. Rowdy got the perfect flight award for an exact 10 minutes and a 100 landing, taking some points off Joe.



**Peter Glassey & Peter Williams   Andrew Hiscock & Richard Thompson**

Rowdy procured a new wireless signal system for distance and speed, which was used for the first time in this event. There were a few niggling issues, but the consensus was that it will be a far superior system once we get a couple details sorted. Thanks Kev! After lunch, we flew two rounds of distance. It was very surprising that we had so many ties in distance, so many 1000 scores! David James did the highest number of laps during the two rounds with 24 in the second round, with Stew Cox getting 20 laps. Stinky did a great job taking a lap off Joe for one of the few non-tied slots in the first round. Then we flew two rounds of speed. Joe flew a clean

16.64, with Richard Thompson doing 18.01, Peter Williams with 18.20 and Andrew Stiver at 18.76 for the sub 20 second flights in the first round. In the second round, Joe did 17.53, with Peter Glassey close at 17.73, Kevin Botherway at 18.64, and Peter Williams at 19.68.

## **F3B Results**

1. Joe Wurts 5942
2. Peter Williams 5795
3. Kevin Botherway 5729
4. Peter Glassey 5693
5. Richard Thompson 5691
6. David James 5576
7. Andrew Stiver 5168
8. Stew Cox 5126
9. Pete Brown 4471
10. Andrew Hiscock 3878
11. Rob Morgan 3273

***Day 2 Friday eRES and F3J.*** We started the morning with flying eRES, with 11 competitors. The conditions were nice with little wind. That is, after the first slot which had some very difficult light thermals. After a couple of rounds, it was apparent that landing accuracy in both time and position were going to decide the results. Joe ended up with two perfect flights (5:00 and 50 landing), with Kev having one perfect flight. Friday's hot lunch was pulled pork with various sides and was well received.

**eRES Results.**

1. Joe Wurts 4000
2. Kevin Botherway 3994
3. Peter Williams 3980
4. Richard Thompson 3962
5. Wayne Bilham 3829
6. David Ackery 3824
7. Stew Cox 3817
8. Andrew Hiscock 3788
9. Rob Morgan 3638
10. Peter Glassey 3601
11. David James 3508



It was nice to return to flying F3J. There is something special about executing a high tension F3J launch correctly, followed by a change of pace to doing efficient thermal flying. There were thermals around, so launch time was important. Landing accuracy was also very important. For landings, Joe dropped five points over four rounds, Rowdy dropping fourteen points, and Peewee dropping eighteen points. Joe had the two longest flight times of the contest, with a 9:56.8 and a 9:56.9, securing the win. Rowdy was close behind in second, with Peter Williams in third and Peter Glassey close behind him in fourth. It was nice to have a newcomer to F3J, Pete Brown flying in his first every F3J event. He isn't a newbie, just new to these fancy composite soaring planes. If only he did not have to depart a couple of rounds early to burn kerosene, he could have finished much higher!

### **F3J Results;**

1. Joe Wurts 4000
2. Kevin Botherway 3991
3. Peter Williams 3977
4. Peter Glassey 3949
5. Richard Thompson 3695
6. David James 3617
7. Andrew Hiscock 3567
8. Stew Cox 3309
9. Wayne Bilham 3262
10. Rob Morgan 3160
11. Pete Brown 1926

Friday evening had a very nice BBQ and social hosted by Andrew and Jane Hiscock. They always provide an excellent feed that should not be missed.

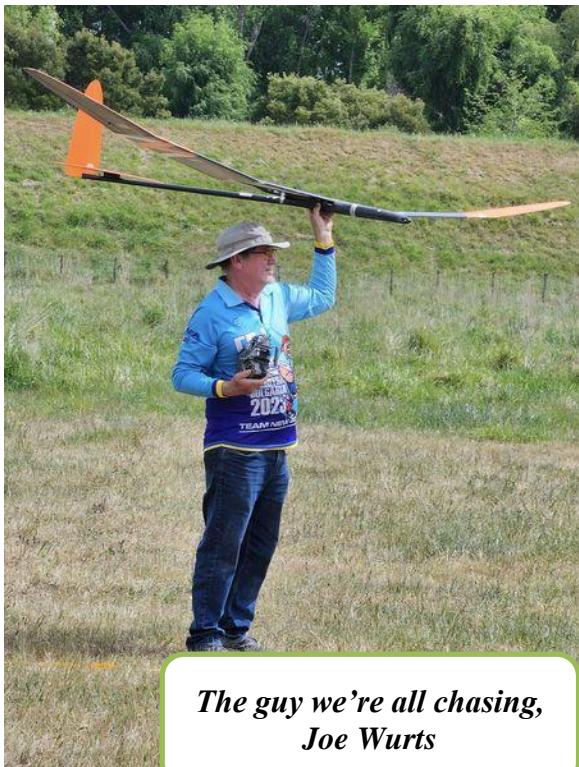


**Day 3 Saturday Radian and F5J.** Time for the events that are most hotly contested. It is interesting in that one event is the most low-tech event with aircraft that have not been in production for quite some time, and the other event is a rather high-tech event with fancy composite aircraft. We started in the morning with Radian, with good conditions, light winds, sunny, and fluffy thermals. It once again became apparent that both timing and landing accuracy would determine the results. After the first round, Stew Cox was in the lead with a perfect flight, followed by Joe, Rowdy, and Andrew Hiscock with a single second error in landing. In the second round, Joe was the only person to get a perfect flight, with Rowdy a single point behind, with Richard Thompson and Andrew Hiscock just three points behind Rowdy. Both Joe and Rowdy had perfect flights on the third round so they finished 1st and 2nd, with Richard Thompson pipping out Andrew Hiscock by a single point in the last round. It was a great morning to fly Radians!

### **Radian Results;**

1. Joe Wurts 1409
2. Kevin Botherway 1408
3. Richard Thompson 1404
4. Andrew Hiscock 1403
5. Peter Williams 1396
6. David Crook 1379
7. Stew Cox 1370
8. Peter Glassey 1351
9. Rob Morgan 1147
10. David James 1119
11. Wayne Bilham 1022

After the Radian event concluded, we flew two rounds of F5J before lunch. The first two rounds had low wind, but the thermals were a bit difficult to sort out. There were a few sub-100-meter launches, with Joe doing a 44m launch in the first round, followed by a 33m launch in the second round, with Peter McEvoy doing a 55m launch in the second round and Rowdy doing a 95m launch in the first round. The hot lunch was smoked chicken with streaky bacon. After lunch, the sky turned cloudy, and the wind off the ocean picked up. There were only a few sub 100m launches in the last four rounds as the wind picked up and the cloud cover increased. It even got kinda cold! Rowdy did an excellent 49m launch in the third round, which unfortunately ended up as his dropper due to a late start from technical issues. Joe did an 89m launch in the fourth round against Rowdy's 114m launch, with Joe and Rowdy doing 78 and 82m respectively in the fifth round when flying against each other again (both received 1000 points in round five as Rowdy had two more seconds flight



*The guy we're all chasing,  
Joe Wurts*

time). Round six had Joe with a 91-meter launch with a full time with nobody else getting more than six minutes. Rowdy launched to 94m in round six which was a challenging slot. Chris Kaiser showed fortitude in this slot, climbing out from a rather low height while being rather downwind. There were many memorable flights from many pilots. It was a fun flying day overall. After the flying concluded, most of the pilots met up for a social and meal at the Dukes in Taradale.

## F5J Results

1. Joe Wurts 5000
2. Kevin Botherway 4982
3. Peter Glassey 4874
4. Peter Williams 4850
5. Andrew Hiscock 4792
6. Dave Larsen 4788
7. Peter McEvoy 4756
8. Stew Cox 4621
9. Chris Kaiser 4470
10. David Ackery 4164
11. Rob Morgan 4005
12. David Crook 3974
13. Wayne Bilham 3705
14. Richard Thompson 3548
15. Aniel Patel 2837
16. David James 1564

## **Day 4 Sunday F3K (Discus hand launch) and F5K (Electric Hand Launch)**

This was again another stunning Hawkes Bay forecast with light winds and sea breezes. The plan was to run 2 rounds of each discipline back-to-back. Miles Moloney entered for only Sunday as he had the flu during the early days of **Soar Champs**. With a short day scheduled, we managed four rounds for both F3K and F5K. There were nine entries in F3K and eight in F5K. Thermal action was weak at the start in F3K, Despite that, six of the pilots managed to get a 5-minute flight in 7m working time. Another short task was then flown 2 x 3-minute flights in 7m working time which half of the field achieved. F5K was the same first task as F3K, although launch height came into play to provide an extra differential on the results. Round two of F5K was a 1,2,3,4 flight which as the wind built was proving tricky to get a three- and four-minute flight. Then back to F3K for 3 x 3minute flights with Joe, Peewee and Andrew Hiscock full flights, and scores were starting to separate. Then the 1,2,3,4 for round four, which had much more score separation. Lunch was prepared and served by Joe (pulled pork returned by popular demand), a great spread as usual. The wind was getting stronger, which made for a bit more challenges in the last two rounds of F5K. The third round was all up last down four minutes and three flights. There was heaps of score separation. The fourth round was three flights with 3, 3, 4 minute maximum in challenging conditions, providing even more score separation. Stinky did extremely well, finishing in second place only a wee bit below the first place position. Final flights were around 2.00pm on Sunday in time for pack up refreshments and prizegiving.

**F3K Results**

1	Joe Wurts	4000	2	Peter Glassey	3930.5
3	Andrew Hiscock	3890.2	4	Richard Thompson	3674.0
5	Peter Williams	3669.5	6	Miles Maloney	3581.4
7	David James	2998.4	8	Stew Cox	2373.1
9	David Crook	2079.4			

## **F5K Results**

1	Joe Wurts	3979.1
2	Andrew Stiver	3939.1
3	Kevin Botherway	3825.7
4	Peter Williams	3771.1

- 5 Richard Thompson 3224.7
- 6 Peter Glassey 2987.3
- 7 Andrew Hiscock 2794.7
- 8 David Crook 766.9

**Joe** had flown very well throughout Soarchamps and had well deserved wins in all the events cleaning the complete table of trophies, including **Soarchamps Champion!**

Thank you so much to everyone for a great turnout with lots of enthusiasm and fun throughout a great weekend of soaring.

## ***Soaring Rocks***



**Control: You're unreadable, say again.**

**Motor-glider: I've turned off the engine, is that better?  
Control: L.o.n.g pause...**

# *Galatea IMAC Scale Aerobatics Comp*

A pictorial of the recent Scale Aerobatics Competition held at Galatea





*Father and son, John and Ryan Burger from North Auckland*



*Lyndon Judging*



*Frazer on the Scoring Computer*



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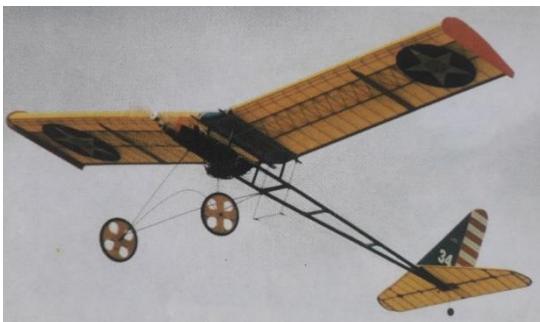


## **And from the Archives**

For those of you with a good memory this article appeared in the December 2021 newsletter. This was propagated by the clubs interest in Aces Stik aircraft at that time with a view that some brave soul would actually take up the challenge and build one similar to this. Alas, no takers thus far. So, who's going to be first?

**Impressed with your Flying Aces Stik, then check this out.**

*Definitely the biggest at the KRC 95 Electric event – Jesse Burgin, from Georgia USA, sails the skies with his twelve feet span “Flying Aces Stik”. Other vitals – 2,880 square inches lifting 13 Ib, an Astro 40, 21 cells and 3:1 gearbox churn the air via a 24 x 16 prop. The wing loading is all of 10.4 oz/sq. ft. Jesse claims a stall speed of 12 MPH and a nominal power on duration of 20 minutes*





The following aircraft and transmitter are being offered for sale.

Anyone interested please contact Noel by either phone or text for more information. Noel is located in Raglan.

Contact number is 021 644 785





**Till next month, stay safe**



**Stay away from Dreamliners**

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

**Next Flight Lines December 2024**  
Newsletter deadline – Wednesday 4 December 2024

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