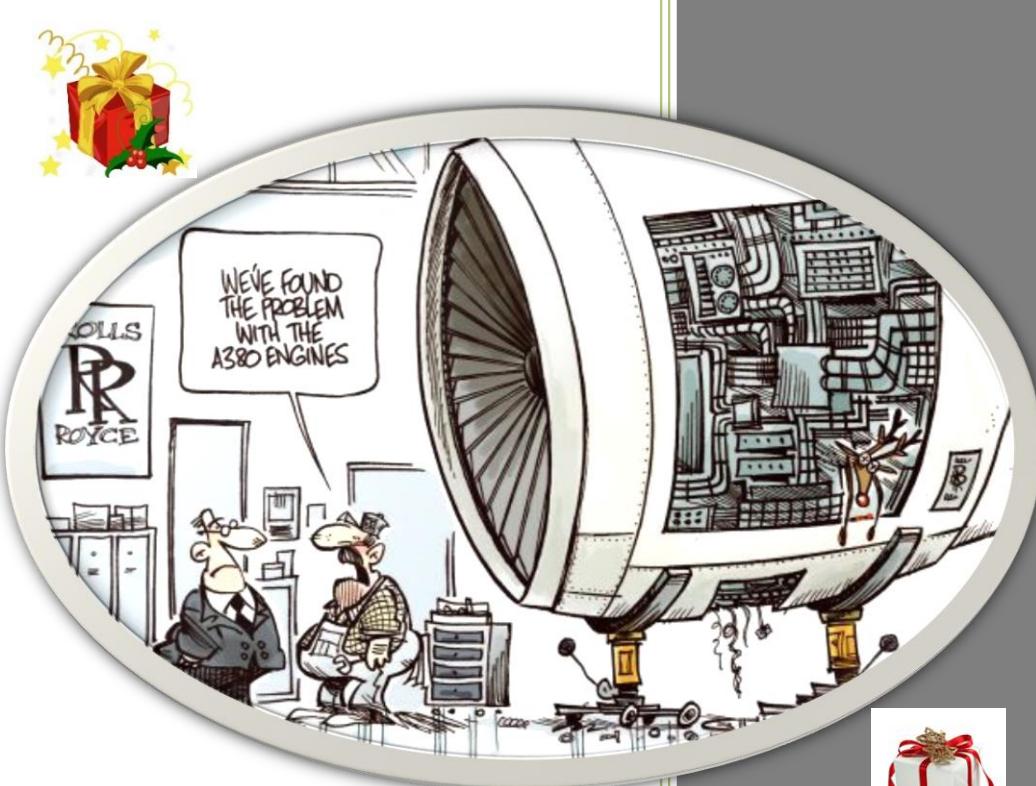
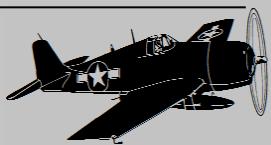




December  
2024  
Christmas  
Edition

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: From all of us here at HMAC, Merry Christmas, Happy New Year and of course safe travels***



# **FLIGHT LINES**

**HAMILTON MODEL AERO CLUB INC.**

**December 2024**

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

**PATRON**

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

**PRESIDENT**

Grant Finlay 027-273-7461

**VICE PRESIDENT**

Gordon Meads 021-125-2911

**SECRETARY**

Wayne Cartwright 022-1534-679

**TREASURER**

Alan Rowson 021-025-93002

**CLUB CAPTAIN**

Sel Melville 027-482-3459

**SOCIAL MEDIA OFFICER** Dorian Darby

**BULLETIN Ed.** Dave Crook 021-123-6040

(Editorial Email: [chloecat@xtra.co.nz](mailto:chloecat@xtra.co.nz)

**COMMITTEE:**

Bernard Scott	
Sel Melville	027-482-3459
Bryce England	
Brendan Robinson	
Wayne Cartwright	022-1534-679
Lyndon Perry	021-0251-8474



**WEB SITE** Grant Finlay

**NEXT CLUB NIGHT:** Wednesday, 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 & Fly-in



# *Coming Events 2024 - 2025*



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

### *December*

#### Time              Event

**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  
\(Clareville\)](#)

**Friday, January 17**

all-day [NZ Masters Aerobatics  
Competition - @HMAC](#)

**Saturday, January 18**

all-day [NZ Masters Aerobatics  
Competition - @HMAC](#)

all-day [Classic Flyers Aero Day  
\(Full Size\) - Tauranga  
Airport](#)

**Sunday, January 19**

all-day [NZ Masters Aerobatics Competition - @HMAC](#)

## *February*

**Saturday, February 1**

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

**Sunday, February 2**

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

DC9



A320



*And don't forget to put these dates in your aviation diary also*

## 2025 New Zealand Masters

January 17/18/19  
Hamilton MAC

Marquee + Onsite Catering  
Accommodation & Airport Transfers  
Saturday Night Function



Following a successful F3A Trans Tasman at this awesome central North Island venue in 2024 ... The 2025 NZ Masters !! International Pilots already signed up for this 3 day event. This event serves as the 2025 NZ F3A Team Trial

Classes: Clubman, Expert, Masters A25, F3A P25 - Seniors \$50 - Juniors \$25  
F3A P25 + F25 (and NZ Team Trial) Seniors \$100 - Juniors \$50

More info + register now at [www.nzrcaa.co.nz/event/2025-nz-masters/](http://www.nzrcaa.co.nz/event/2025-nz-masters/)  
Fine Print: Entries close 12th January 2025. Rain Date for Team Trial - February @ The Rumble.



# NEW PLYMOUTH ANNUAL MEMORIAL FLY-IN

All pilots must hold a current wings badge qualification

**1st &  
2nd  
March  
2025**



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

## Sport Flying and Floatplanes

### Saturday - Sport Flying

Ferndene RC Strip - \$5.00 Burger Lunch

### Sunday - Float Planes - Lake Ratapiko

\$20.00 Landing Fee (Includes Burger Lunch)



For more information  
please contact

Mike Pillette  
0274623200  
[mikelynn@xtra.co.nz](mailto:mikelynn@xtra.co.nz)

Steve Blackman  
0274812575  
[sblackman@pandp.co.nz](mailto:sblackman@pandp.co.nz)

## MERRY CHRISTMAS!



# Presidents Report

## Grant



Well good grief, it's just rolled into December and the year has pretty much been, done and gone! The last few weeks have been a blur for me, attending Warbirds over Waharoa, our clubs Scale day, Float planes, Glider Aero-tow and Pattern Aerobatics. I'm not going to say much about any of these events as they are pretty well covered elsewhere in the newsletter.

This might just be my shortest column yet if I try hard enough, so here goes at keeping it brief... 😊



Xmas BBQ: This weekend we have our Annual Xmas BBQ lunch and Fly-in at the field. If it turns out wet and horrible, we will postpone it on the day and try again for the following Sunday. Check the web page Sunday morning for any updates. This is a potluck BBQ lunch, so feel free to add a contribution to the lunch

table. The club will sort out the meats, soft drinks and bread etc. If it's a hot day, sunshades may be useful as well as chairs if you can fit them in. Flying will be an all day affair with potentially a couple of activities to get involved with. Hope to see you there.

Club night: Our final club night is scheduled for next Wednesday 11<sup>th</sup>. This will be similar to previous years with a potluck supper for those that may wish to contribute to the evening. Hopefully you can make it along for this final get together before the real Xmas rush of functions kicks in.

Annual General Meeting: Our Annual General Meeting will be our first meeting for 2025 and it's set down for Wed 12<sup>th</sup> February. Please take the

time to consider your position in the club and whether you feel you can contribute more through joining the committee. Hopefully we see a good turnout.

Committee news: Currently your committee (mostly Wayne & Bryce) are working on a couple of items of interest. One is our Danger Area proposal to identify our model flying operations to full size aircraft. The other is a renewed Club Constitution to comply with regulation changes. A huge vote of thanks to both Wayne and Bryce for their efforts. Both of these subjects will be covered off in more detail at the AGM.

HMAC Newsletter: This will be our last newsletter until February next year.

Model Flying NZ Newsletter: The December issue of Model Flying World just arrived in our email inboxes this week, if you didn't receive your copy, then check with MFNZ that they have your current email address.

Flying over the Xmas Break: a lot of the working crew will be trying to get some flying in across the Xmas break. Remember to use the Messenger group to share your intentions of going flying, it encourages others to come out as well.

My last topic of the month is the Model Flying NZ Nationals Competitions taking place at Carterton from New Year. I would like to take this opportunity to wish all of our club members taking part in the 77<sup>th</sup> MFNZ Nationals a successful event.

Well, that pretty much wraps it up for 2022 from me and my trusty well tortured keyboard. All that remains is for me to wish each and every one of you and your families a safe and enjoyable Xmas and a Happy New Year. And most important of all, a very special thanks and Merry Xmas to the Reekers family from all of our membership for yet another great year as your guests.

Merry Xmas, Happy New Year and safe travels to all.  
Grant



## **Important HMAC Notices**

### **HMAC XMAS BBQ LUNCH**

Reekers Flying Field

**Sunday December 8<sup>th</sup> 2024**

Potluck Lunch from around 12pm

Meats and Soft Drinks provided

If you have a fold up chair, table, spare chilly bin, gazebo for shade or other useful item, please bring them out with you if possible.

### **Christmas Club Night**

Beerescourt Bowling Club Club Rooms

**Wednesday 11<sup>th</sup> December 2024**

7.30pm-10pm (Potluck Supper)



### **Annual General Meeting**

of the Hamilton Model Aero Club Inc.

**8pm**

**Wednesday February 12th 2025**

Beerescourt Bowling Club Club Rooms

68A Maeroa Road (behind the tennis pavilion)

## *Editors Ramble*

### **Dave**



Well, that's me done for another year. I now get a month off and "We'll do it all again in February"

Thank you to everyone who has contributed to the newsletter this year, it has made my life a lot easier and what you have forwarded in both words and pictures has been well received, even if no one has said as much. Such is the life of being a newsletter editor.

Special thanks must go to our President of course, Grant, whom I doubt you would even have a newsletter if it wasn't for his contributions. Our Northland correspondent Bruce Pickering continues to forward many fascinating articles of unusual aircraft for the newsletter. Many thanks Bruce. Would I build any of them? Certainly, if I had the time.

I'd also like to thank Malcolm Foster, who has become a regular contributor with some wonderful articles and builds, as well as Barrie Russell, the Editor of MFHB's fabulous newsletter who continues to allow me to grab some of his copy when appropriate from time to time. Also, thanks to Ross Gray from Palmerston North whom I get to nick photos from his Flickr account and also to the many other newsletter editors and people out there that give me their kind permission to pinch their stuff and make this newsletter what it is.

Even though the next newsletter is due out February I am still available at the Editors desk where you can send through articles, photos and anything of interest on any aeromodelling subject. Remember, don't think that what you build and what you fly is of no interest to others. You'd be surprised.

Keep smiling and keep flying. Till 2025 then.

# *Coastal Aeromodelling News Report*

## *Malcolm Foster, the Marine Modeler*

Greetings from the Bay, where the days are sunny, the wind is light, and flying calls - except when it's very occasionally blowing sixty buggers and pelting down.... In true aeromodeller fashion, I talked about a certain project in the last newsletter (A 60" span Fokker D7) and ended up getting seduced into making something else, just because I "got the urge". A kind ex-modeller down here had given me a couple of dusty old wings when I bought an engine off him, and my imagination was immediately fired - I had to build something for one of these wings and get it in the air. The wing was about 55" span, balsa and Solarfilm, semi-symmetrical, low wing with two interesting built-in rubber shock absorber undercarriage mounts.



I cleaned it up, did some balsa sheeting and painting to make it complete again, fitted an aileron servo and two wheels, (about 4" to replace the 2" ones) Then I did some BAD modelling

- (remember, - Balsa, Aluminium, Depron) I like designing as I go, so the fuselage came together pretty quickly from Depron and hot melt glue, with balsa doublers where it counts, and aluminium sheet turtledecking (beer cans) Depron tail feathers with balsa spars completed

the build, quick, cheap, and wow, does it fly! Really nicely, which of course is mostly courtesy of the wing I was given.

The project went wider, of course - I needed an engine, so I resurrected an old OS 40LA which last saw service over a decade ago when I flew with HMAC. So, it was well and truly gummed up with castor oil residue. This was before I started using synthetic oil. After

treatment with petrol and my butane torch (not at the same time, silly) things started to move again. The rear needle valve assembly had a broken feed line, so I drilled out the plastic, and inset a metal piece of tubing, positioned with multiple layers of Superglue and baking soda. The end result is functional, and appears fuel proof. It won't be as strong, so I'll have to treat it gently. Also, the muffler only had one mounting bolt that



fit - the other one I had available was slightly smaller. As I live quite a distance from a model shop, and don't always want to wait for postal deliveries, I did some more "bush mechanics" and belted the end of the small bolt on my vice (judiciously, of course) until the wider (now oval shaped) end gripped tightly into the muffler thread. Sacrilege you say? no, improvisation. The ends justify the means, and in this case the needle valve and muffler have been working perfectly for a few flights.



40 or 72 MHz)

Thanks for reading this far, it's a privilege writing this stuff for those few and far between folk who share our interest in model aviation

Best wishes,  
Malcolm



# *Aircraft I Dream About— the Dunne Tail-less Biplane*

**Bruce Pickering**



Automatic inherent stability was the driving force behind this unusual aircraft designed by John William Dunne, an Irish-born British aeronautical engineer, pioneer aviator, soldier, and philosopher. The year was 1911, and Dunne, who formerly was employed as a kite designer by the Army Balloon Factory (later RAE Farnborough), had recently come under the aegis of Blair Atholl Aeroplane Syndicate Ltd. His first aircraft that actually flew was the Dunne D5, but it crashed early in its testing. In Pioneer Aircraft 1903–14, Kenneth Munson described an earlier effort: “Dunne himself regarded the D.4 as ‘more of a hopper than a flier,’ and its best effort was a mere 120 ft. on 10 December 1908.”

Rebuilt in 1912 as the Dunne D8, certain improvements were made. Short Brothers, of Northern Ireland, were heavily involved in the construction. Although having similar wings and the same engine as its predecessor, the D8 had a single pusher propeller instead of the chain driven twin propellers of the D5. The fuselage and undercarriage were also different. Described as a tailless swept wing biplane the aircraft surely was very different from its contemporaries, even in those early stages of aircraft experiments and development.



Dunne's unusual design was arrived at after lengthy observation at close quarters of various birds in flight. As a result of his observations, he came up with what he considered to be an aeroplane that was practically

incapable of being capsized in flight. Perhaps, a case of wishful thinking, but it does appear that the design did give greater stability



The constant chord wings of this four-bay unstaggered biplane were swept back at thirty two degrees. Two spruce spars formed the backbone of each wing, the front spar also acting as the leading edge. To help achieve stability the interplane gap decreased toward the wing tips, and washout was incorporated in both wings. This negative incidence behind the centre of gravity provided longitudinal stability, in a similar way to a conventional horizontal stabilizer set at a lower incidence to the wings. However, wing camber increased toward the tips.

Fixed 'side curtains' were fitted between the wing tips, to help provide yaw stability. Elevons were installed on the upper wing tips of the D8, and rectangular cutouts in the side curtains allowed for their movement. Control of the elevons was effected by two levers, one on each side of the pilot. The complicated undercarriage was comprised of a pair of narrow track sprung wheels, with wingtip skids and a complex anti-nose-over skid.



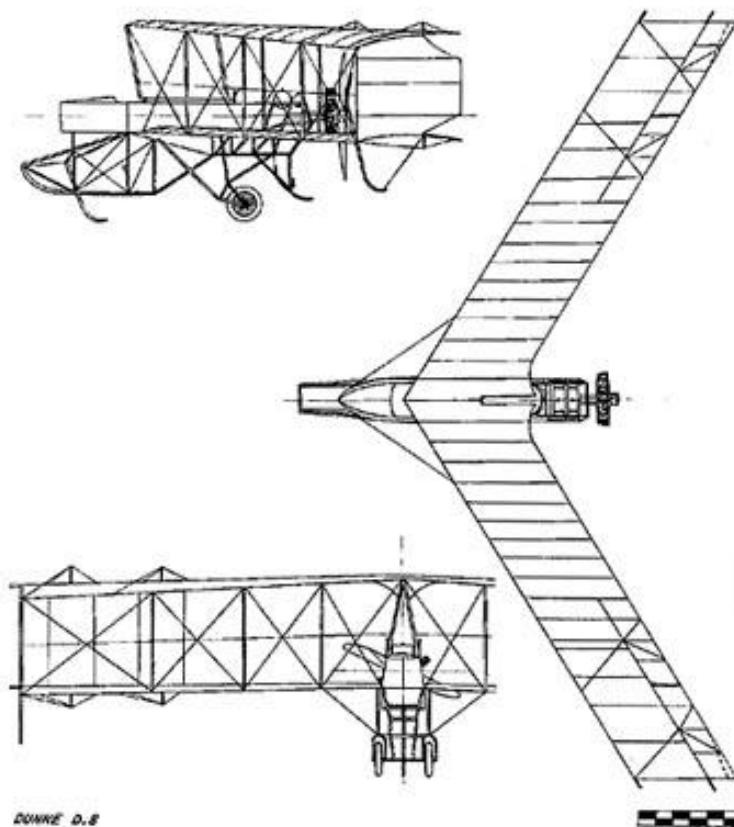
The first prototype was initially fitted with a water cooled four cylinder Green engine, producing 60hp. On the second aircraft this was replaced by an 80hp seven cylinder Gnome rotary engine. The second aircraft was a two-seater, with the pilot sitting at the wing leading edge and the passenger situated at the trailing edge. There were now control surfaces on both upper and lower wings, with each of the upper wings now sporting a pair of elevons, substantially increasing control surface area.



With a wingspan of 14.02 metres, and a wing area of 50.6 square metres, the aircraft's empty weight was 635 kg; gross weight was 862 kg. Maximum speed was 90 kph—quite respectable considering this was less than ten years after the Wright Brothers' first flight.

The maiden flight was conducted in June 1912. By mid-1913 Dunne's innovative aeroplane was gaining wide interest in Europe and America. A number of trials were made, and a successful cross channel flight was made to Paris, where it remained for some time. A French Army pilot made many flights in it, until engine trouble forced the pilot to land in a small field. As a result, the aircraft

sustained some damage. Reportedly, because it could not be repaired and flown out for some days, to prevent anyone accessing the secrets of the design the engine was removed and the airframe was smashed up.



Although it had been the only *D*8 in existence, Dunne retained the plans, so three more machines were built in England. Additionally, a Nieuport-built Dunne was manufactured under licence and appeared at the Paris Aero Salon in December 1913. It was a Gnome powered two-seater, but it displayed notable differences both aerodynamically and structurally. The twin upper wing elevons were combined into single units and the wing tips were rounded. The fuselage and interplane struts were built from steel tube instead of wood, and the undercarriage design was simplified.

In America the Burgess Company obtained manufacturing rights and built a series of aircraft based on the *D8*. Called the Burgess-Dunne aircraft, Burgess discovered that the land prototype was very stable but could not perform in a cross wind, even ten degrees of cross wind would make for a difficult landing. So he decided to convert it into a sea plane, so cross winds would not affect its landing path.

The revised fuselage had a distinct single step flat bottom, and the fuselage nacelle contained an enclosed cockpit. Wing tip floats were installed on the standard wings. A single seater, it had the more powerful 100 hp water cooled Gnome engine positioned further forward on a shortened fuselage. It was claimed that the aircraft performed very well, both on the water and in the air. Although various iterations were designed, it seems that only four Burgess Dunne aircraft were produced.

I believe an electric powered model of the *D8* could well be a viable project.



# *Matamata Aero Tow & Slope weekend*

## *Grants Version*

Saturday: The day dawned windy and I knew that hurrying over to the Aerotow at the Matamata Goat farm was probably not such a high priority! I figured from the forecast that the wind would be a definite 90 degree crosswind across the runway. Taking my Piper Pawnee as a tow plane, the thought of cross wind landings didn't appeal all that much at all.



Thus, on the drive across I decided to drop in at the MPMAC club to see how the Scale Comp that Gordons written about elsewhere was going. Needless to say, the wind was straight down the strip which confirmed even more so that the wind at the goat

farm was going to be bad!!

Continuing on, I arrived at the Goat Farm to find that the only Glider Towplane flown that morning was out of action due to an onboard fire. That had been caused by a servo being jammed and stalled which then overheated and caught alight. A good lesson to be learnt here!

I pulled the Pawnee out of the trailer and assembled it in the vain hope that the wind wasn't that bad. However, after a couple of flights requiring numerous landing attempts, I called off any idea of towing that day and suggested we all head for the hills to go slope soaring.

The slope was only a couple of Km's along the road and after skidding and sliding the van up the farm track to the top of the hill, we were there. The wind was straight onto the hill face and provided some really good lift. The landing site was equally as smooth and simple to land on (well that's except for one chap who didn't quite read the landing memo - no, it wasn't me). Nonetheless, we had a great hour or so zooming back and

forth along the slope face before everyone headed back to Bill Derenzy's for a cuppa.

Sunday: The weather shaped up well over Saturday night and by Sunday morning had cleared to a fine, warm sunny and most importantly, a calm day. I took up tow duties with the Pawnee, taking off one way with a glider in tow and then landing back the other way... gotta love those calm wind conditions.

Again, I had the only Tow plane in action for the day, so got a good number of flights under my belt for the day. All of the tows were to at least 1000ft on my telemetry altimeter and most dropped off the line shortly after that. It's surprising how small a 3m wingspan Pawnee looks at 1000ft, however the 5m+ gliders were no problem!!

There were no incidents for the day which was great to see, although I did have to admit to hitting the tow release switch rather than the flap switch on one of my first tows as we rumbled

down the runway. That left me to fly away whilst the glider skidded to a halt at the end of the runway...doh!! Everyone's allowed at least one dumb thumb event for the day!

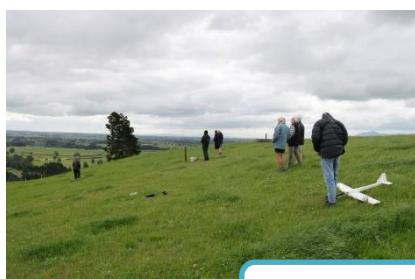
So as a number of the visiting pilots had driven from far and wide, we started the pack up around 2pm. This was followed by a quick trip across the road to Bill Denrenzy's house for Burgers & lunch before hitting the road home.

All in all, a successful weekend both for aero towing and slope soaring, it doesn't get a lot better than that, especially when you can use the weather to your advantage rather than detriment!

Grant.







*The slope got a good work out*



# *Glider GPS Race practice and Aero - Tow at Matamata*

## *Bill Derenzy's Version*

We held an Aerotow weekend at the Goat Farm at Matamata. Friday saw a small amount of flying, but it was windy. Saturday morning it was calm and everyone put planes together. We almost lost a tow plane with a servo fire. The servo stalled & cooked itself and there was smoke coming out of the fuselage when it was pulled apart. It had a full fuel tank as well, so a lucky save. *See photo.*



enjoying their flying. Bruce Clark is the luckiest pilot in NZ at the moment. I was calling for him and he had just started on the GPS course and gone around the first turn point when I said we have the tablet telling us "Bad RF Signal". No matter what I did I didn't seem to be able to fix it, however Bruce was climbing like a rocket in a truck lifter thermal. With Rowdy watching the plane the tablet flashed red and the alarm went off saying he was over height at 350 mtrs. Rowdy called that something had fallen off the model and Bruce said I don't have any control. The nose had fallen off the new Explorer Q5 composite Glider and it was now flying on its own. This plane was brand new. Bruce was dumb founded and in obvious shock by now.

The plane was not coming down but continuing to climb in the thermal with all sorts of flight inputs of its own. Long story short, we headed off

The wind got up around lunchtime, so we all adjourned to the slope down the road where a great afternoon was enjoyed.

Sunday morning was magnificent - calm and thermals galore. The GPS guys were into it and the aerotow fraternity were

in a vehicle to chase it because it looked as though it was heading over the Kaimai ranges. It flew for twenty minutes on its own before crashing not too far from the car where we were waiting. The speed and angle it went down did not look good. We headed to the farmer to ask if we could retrieve the wreckage and headed up the farm track to the point of impact. The model did not have a scratch on it. One wingtip had moved out a few millimeters and split the tape, but that's all. It had missed fence' and ended up in long grass.

We searched extensively but could not find the nose cone which was bright orange and had all the good bits inside.

The model flew and landed 1.88 Km from the launch point.

Bill Derenzy.



***GPS Glider Racing. The latest craze***

# *Levin Glider Fun Fly*

## *30 November 2024*

**Report by Stew Cox**

**Photos by Ross Gray**

*I had the pleasure of attending the Levin glider fun day and what a day it turned out to be. Wonderful flying conditions, with gliders of all ages and sizes occupying the airspace all day. But enough from me as Stew Cox's abbreviated report says it all.*

After an extended wet and windy spell in the lower North Island, the meteorological last day of Spring brought with it quite a change in the weather pattern as La Nina type conditions appeared to be developing. Summer was effectively announcing its arrival and the fourth Levin Glider Fun Fly looked to be in for a good day.

Attendance was great with 28 flying and quite a number of people spectating over the course of the day. Clubs represented included Wellington, Kapiti, Palmerston North Aeroneers, Ashhurst, Wanganui and of course Levin. The host club had 15 members fly on the day which was very pleasing. There were also eight fliers from several clubs who hadn't attended the previous Levin Glider Fun Flys. One of the really nice things that was again apparent at this event was the mixing and sharing of knowledge and experience that was going on between members of different clubs.



Numbers soon swelled and after a briefing by Kevin Daly, the sky began to fill with gliders of all shapes and sizes.

***There were often 10 or more gliders in the air at the same time***

Most people were having no problem finding lift and some long flights ensued. At one stage the writer walked past Gary Wilson of Ashhurst who was relaxed lounging in a chair looking upwards to his model high above that had already surpassed the hour mark. Many others also enjoyed very long flights in the perfect thermal soaring conditions. Models in the air at the same time often exceeded ten but there was ample airspace and landing area at the Levin site to enable this.

Aircraft types were largely electric although there were a number of winch launch gliders in cars that didn't get an airing as their owners were getting heaps of flying in with their electric machines. Most people brought more than one model with them and there must have been at least 50 different models actually flown on the day.

Maurice Job brought along a very nice K3600 and an equally large electrified Nimbus with a very high aspect ratio.



*Maurice Job's K3600  
Looks better in real life*

While there were no competitions, prizes or landing fees, as we were nearing Christmas there was a prize draw from the list of fliers for a bottle of wine which Peter Randerson ended up walking away with to put under his Christmas tree.

The club plans to run a second Glider Fun Fly later this Summer or early Autumn on a date to be advised in the club calendar. It was great to see the support for the event from both Levin and PNA members. If you haven't been to one of these Glider Fun Flys at Levin, dust off a soarer and come along next time. Everyone is welcome.





# ***Galatea IMAC Nov 16/17***

## ***Frazer***

Another great weekend in the GTown (Galatea) valley with good weather considering its that windy time of the year.

Friday, absolutely hosing down as a front passed over the North Island. No flying, only people escaping traffic and heading to GTown. By 10pm it had cleared.

Saturday morning the strip was mown by Tony Christiansen, and I guess by 10:30am we were under way. By 7pm we were all back at the lodge, sitting in the Taniwha bar talking about how great the day was, while master chef's Shelly Knox and Mark Newman got the dinner sorted in style.



Sunday morning, pretty windy at the lodge but down on the airfield, actually not too bad. As the day went on there were patches of in your face crosswind as a big thermal went through, or dead calm if you were lucky !! By 2pm we had all the unknowns flown and soon it was time to hit the road.

Best landing award went to yours truly, what was thought to be birdstrike was actually my 60oz fuel tank exiting the fuselage by punching its way through the canopy. How it managed to do that is beyond me, but luckily it was up high when it happened. Kaden Newman was happy to hand over

the award, having been the last holder, as Mr Fraser Brodie also hid behind his car after his landing approach that morning had visited the “hogs and hefers” !!

Really good to finally see Tony Christiansen flying in Basic. Overall, we managed a really good number of flight rounds. The next Galatea IMAC is a while away now (2025), but there are plenty of other events in store. Frazer





Ooops – See text

# *Float plane report November*

## *Gordon*

The last float plane event of the year was held at Lake D under sometimes trying conditions but only because of a tricky wind direction coming through the trees behind, creating some nasty turbulence down low, however once above that the air was smooth.

With the wind blowing offshore the rescue boat was soon busy and gainfully employed.



*I wonder who  
this could  
be...GCM!*



There were no major disasters though, just tip overs, engines stopped, etc. One pilot who shall remain nameless did manage to have a “whoops” moment, doing an unscheduled “landing” in the paddock on the hillside behind trees across the lake. No major damage though.

Technical issues dogged a few on the day which resulted in some unable to get into the air but... that's nothing new I suppose!

Phil's Seamaster was doing some magnificent doughnuts on the water looking like he was in a jetsprint race, well done!

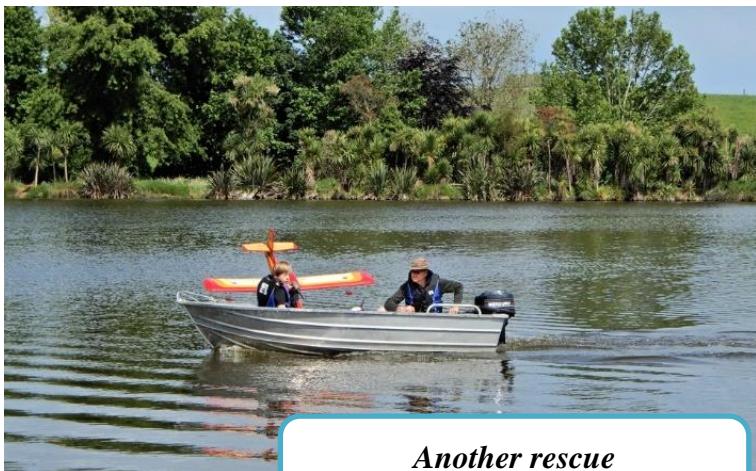
Of course, as we were loading the boat onto the trailer late in the mid afternoon the wind died completely off leaving the lake like a sheet of glass. As Basil Faulty would say....TYPICAL!!

The dates for next year are still to be confirmed but will probably follow a similar schedule to this year just gone.

Gordon







*Another rescue  
and another satisfied customer*





*Aerial shots: Brian Holden*

## *Scale event November 2024*

### *Gordon*

There was a scale competition in November at Waharoa this being the last before the Nationals. Weather was quite good but the turnout was very low for various reasons. Then to make things worse two pilots were non starters because of technical and other issues.



#### *Gwyn Avenell and Rex Baxendines Trojan were unfortunately non starters*

However, we got underway and completed three rounds by lunch time. Then it was some great burgers and a good yarn before retiring from the field of battle!

The day was also a chance for Gwyn to get the Naughtimatic scoring system all sorted out prior to the nationals. It was working well on the day. We will require a new organiser next year if this is to continue as Gwyn & Christina are moving to the South Island to live. Best wishes to them both and many thanks for the hard work & dedication they have put into the scale scene making these things happen.

Gordon



*Judges Wayne and Dave Neilson*

*Tom MPMAC*



*Fraser Brodie – Tauranga*



*Gordon HMAC*



# ***RC ERA Bell 206 Helicopter***

## ***Brian Holden***



**You know you want one for Christmas**

My RC ERA Bell 206 helicopter arrived a couple of weeks ago, hastily unboxed and airborne! At last - model flyers, experienced or beginners can now easily fly a realistic miniature single rotor machine without the thing crashing seconds after the skids leave the ground.

Technology has finally cracked the stability barrier enabling a *single rotor* (as opposed to the unwieldy coaxial) machine, to fly realistically with minimum input.

The machine you see here is a meticulously designed 6CH 1/33 scale, no flybar RC helicopter that combines realism with advanced flight technology. With its single-rotor design, 6-axis gyro stabilizer, and barometer for altitude holding (optional), this model is super stable, durable and with a 10 minute flight time. What a machine! It is so cool - not a toy but a remarkable piece of up to the minute engineering. With the heli's 1/33 scale design, based on the iconic Bell 206 Jet Ranger, it looks as good displayed on the shelf as it does flying. I snapped up this one from Banggood for NZ\$160. A similar blue and white Bell 206 has just been added to the fleet!

Brian Holden





And while we're on a Helicopter theme....

**Why do people bend when the blades are evidently higher than them?**



Xavier 

Because they show respect to the helicopter.

*And a few highlights from the field*

*Brian Holden*

*Below: Rudi's impressive Cessna 185*



*Above: Bryce with his cute little red and yellow aeroplane*



*Bryce's real plane this time. The mighty Transall C-160. Drops parachutes but Brian wasn't quick enough when they left the plane. Next time.*

# *Levin Vintage – John Selby Memorial Event – 16 November 2024*

*Report by Stew Cox, Photos by Ross Gray*



**Organiser: Stew Cox**

After five postponements, the organisers were sweating leading up to Saturday 16 November which was the last postponement date available to us for this event. Typical of the particularly wet and windy Spring in the lower North Island, the weather leading up to 16 November was also rough although an incoming High was forecast by MetService to arrive

in the weekend – would it arrive in time for our Saturday event.....?



Attendance was understandably down with the mixed weather leading up to the event and all the postponements. Eleven people flew with ten recording scores. We also had a few spectators including an old school friend of Kevin Daly's who brought along a Junior 60 he was looking to restore. It was also great to see Allen Teal come along and show great

interest in the vintage models that were on show. Allen is a former President and Life Member of the Papakura Manukau Aeromodellers Club and has recently moved into Speldhurst. It will be great to have Allen joining us flying at Levin in the future.

There was one new model flown at the event which was a stunning Comet Sailplane, very well built as always by Trevor Glogau. The Sailplane is an iconic vintage model that was designed by Carl Goldberg and kitted by Comet. Trevor has powered the model with an electric motor and he even has a retractable single wheel working well as per the original.

Farthest travelled was Dave Crook who got a lot of flying in as well as his contest flights and enjoyed his day.

Fliers coped well though until the wind came up a bit after lunch which made the spot even more elusive. Only twelve of the twenty-five competition flights landed on the spot and most of those were flights before lunch.

In Precision, Levin locals Kevin Daly and Joe Bradbury shared the win, both making all their flight times and only missing one spot each. Dave Crook was a close third being a bit short of both the time and spot on his third flight.



# *A Tiger Rag, built for Classical 1/2 E Texaco.*

**Barrie Russell - MFHB**



Making progress with my Tiger Rag, just about at the covering stage. The bare model with servos and undercarriage pictured below at its first assembly weighs in at 7.7 ounces. 29 I used 3mm square carbon tube for the fuselage lower longerons and the wing spars and tailplane lower spar, making it very stiff with not much weight penalty. I've had to move the wing spar line back a few millimeters so as to comply with the no additions to the top wing surface in the front 33.333%! I plan to use this model in the Classical 1/2 E Texaco competition (Post Jan 1951) but haven't decided on a motor and battery combination yet until I see how the finished weight comes out. The battery allowance is dependent on the dry weight of the model (ie. without the motor/ flight battery pack). The competition formula for a 2S lipo battery pack is;  $Mah \text{ (Capacity)} = \text{dry weight oz} \times 22$ . It's a bit of a conundrum, build light and you get punished by having to use a smaller battery, use a bigger battery and you get punished by having to build heavy!!

*Either way Barrie, It'll look and fly great however you do it*



# ***Pattern and Pylon at Airsail MAC -***

## ***9-10 November***

### ***Frazer***

Pattern and Pylon at Airsail MAC was well attended. 17 pilots flying Pattern on the Saturday and I think there must have been about a dozen flying Pylon on the Sunday. Saturday's weather was pretty good, a bit crosswind blowing out in the morning, but it soon turned round to a westerly down the strip. A lot calmer than the winds we have been getting in the past 6 weeks that for sure. Lots of flying, we got 3 rounds in and had it wrapped up by 5:30pm. A busy day of flying, judging, bbq'ing, everyone had a job, well done. Thanks to John and Sharon of Airsail MAC who hosted the event.

Saturday night dinner was in Mercer at the Muddy Waters Bar and Bistro. 12 people in attendance and no fires !!

Results for the Pattern event can be found in the results library on the NZRCAA website. We now have 3 events completed for the 2025 season, so I will need to get the series results table underway soon.

Sunday morning, Pylon got started with a hiss and a roar, 6 guys flying in the Quickee 500 class, and 4 flying F3R. But dark skies were coming from the north west, and by midday it was threatening to start hosing down with rain, as showers started going past us to the west. After a break for rain, we got one more race in, F3D this time, and then rain set in for the rest of the afternoon. At least everyone had gotten a fly, and so we adjourned to the Sportsbar for a few hours while it passed through. I drove home at 5pm in bright sunshine, as the front had now gone through and was moving down the country.

For this combined Pattern and Pylon, we are trying to get as much cross over as we can. I think we had 5 or 6 that flew on both days. So its getting there, but we want to try and get more cross over if we can. Two day events, if you can get away for the whole weekend, are a great social occasion especially as you get to meet up for dinner on Saturday night and share a few stories. In an effort to help boost the event, we are going to make up a Pattern and Pylon trophy. At this stage we've got a stab off a

pylon racer, and a stab off a pattern model, and we will mount them on a base. “Pattern and Pylon”

We have used the same scoring system as is used at the Nationals, basically you get more points for the more people you beat. If there are 6 or more in an event, the winner gets 10 points, next down gets 9, and so on. If there are less than 6, last place gets 5 points, 2<sup>nd</sup> to last gets 6 points, and up the scale. The up shot of this is that a flyer having a go at both Clubman Pattern and Quickee 500 has a good chance of winning if they do well in both, as we usually get good numbers across those two classes. There is a bit of a technicality in that some guys fly more than one class of Pylon, but of course you can only fly one Pattern class. This means we just count your best score from Pylon. If we flew Classic Pattern, we would do the same.

The combined results for this years Pattern and Pylon are follows:

3<sup>rd</sup> Equal on 13 points John Danks and Chris Charlton

2<sup>nd</sup> on 14 points. Frazer

1<sup>st</sup> equal on 16 points Anthony Wright and Ross Craighead !!

So there you go, Anthony flew both Clubman and Quickee 500, and he tied with Ross who flew F3A and F3D. We posted a photo of these two on the Aerobatics Facebook page receiving the start parts of the trophy, and the big box of chocolates !! That’s right .. they got more than just one choc fish.

Good luck to everyone competing in this years upcoming Nationals  
See you there !!!

Cheers

Frazer



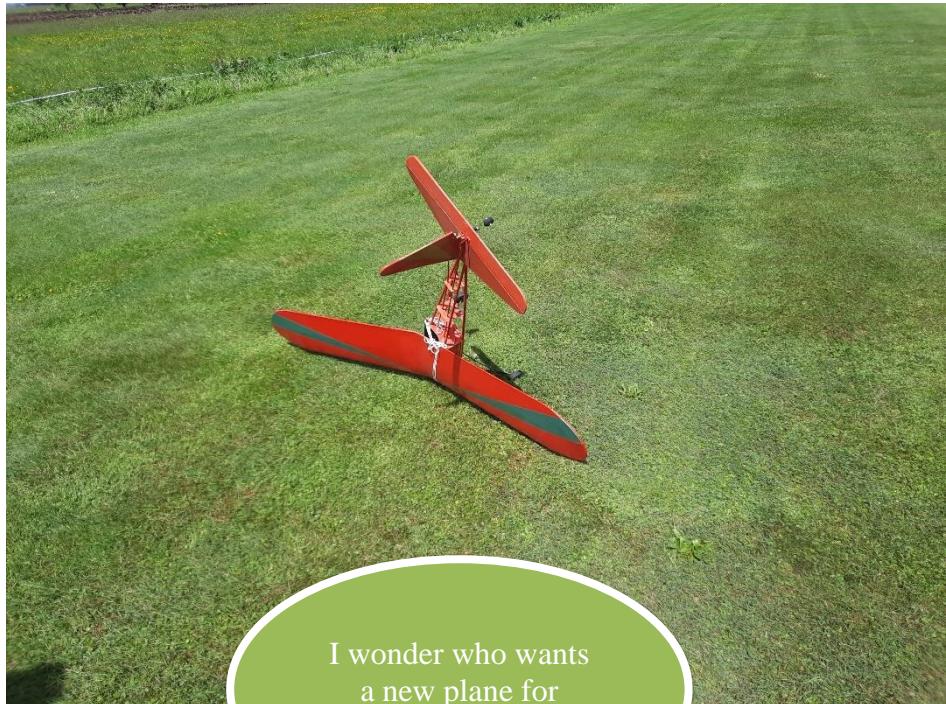


*Pattern and Pylon*  
*Always a popular event*





# *Parting Shot*



I wonder who wants  
a new plane for  
Christmas?



*Never  
grows old*

**Till next month, stay safe**



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

**Next Flight Lines February 2025**  
Newsletter deadline – Wednesday 5 February 2025

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

The Editor would like to thank all those who have contributed articles and photos throughout the year to help make the HMAC Newsletter one of the best in the country

(Editors view is final and no correspondence will be entered into)

