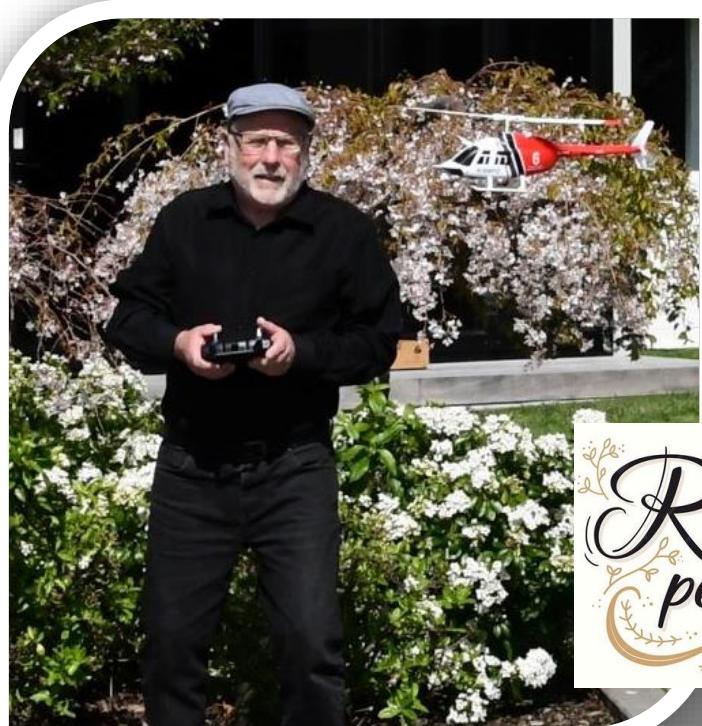




February
2025

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



Cover Page: Vale Brian, you will be missed.

FLIGHT LINES

HAMILTON MODEL AERO CLUB INC.

February 2025

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

COMMITTEE:

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Bryce England

Brendan Robinson

Wayne Cartwright 022-1534-679

Lyndon Perry 021-0251-8474



WEB SITE

Grant Finlay

NEXT CLUB NIGHT: Wednesday, 12 February

VENUE:

Beerescourt Bowling Club
68a Maeroa Road - Hamilton

Club Night Theme: AGM

Club Themed Flying Day: None scheduled – Fun fly at the field

Presidents Report

Grant

It's hard to believe that we are one month into 2025 and it's already time for the HMAC AGM in just a few days! I hope everyone had a safe and enjoyable Xmas and New Year break and that flying was high up on the list.

I managed to get a couple of days flying here and there, plus I competed in the NZ Masters Aerobatics competition held at HMAC field. This was a great event and well run by Frazer and his crew of willing helpers (especially Lyndon). All things being equal, hopefully we will have the opportunity to host this event again next year.

Our Xmas Fun Fly & BBQ saw a successful day of flying accompanied by ever tasty BBQ food masterly cooked by Chef Lyndon. Thank you to everyone who brought along the extras for a great pot luck lunch. The flying weather was good and an excellent day was had.



We wrapped up 2024 with our final club night of the year full of the usual entertainment, photos and discussions.



The MFNZ National Competitions were held over the New Year period with a couple or more of our Club members attending. Apparently, the weather wasn't too flash, with much of the flying impacted. However, HMAC still did well with Bernard Scott bringing home Free Flight Champion, Frazer Briggs RC Aerobatics Champion, and Bernard tied for Senior Champion Modeler. Great effort guys. Sadly, HMAC did not feature in the Club points this year, that honor being taken out by Model Flying Hawkes Bay.

Looking forward now, we start our year with our annual general meeting (AGM). This will be a great opportunity to reflect on the past year, discuss new ideas, and plan for the future. We encourage all members to attend and participate in shaping the direction of our club. Note we are in the process of reviewing our Club Constitution as part of the changing laws around incorporated clubs. This will be a chance for you to express any views or areas of concern with the draft version that has been prepared on your behalf.

Additionally, this coming year we will work to have several fun fly days, and social events on the calendar, ensuring there's something for everyone to enjoy. Our commitment to fostering a vibrant and inclusive club community remains strong, and we are always open to suggestions and feedback from you, our members.



On a sad note, I would like to mention the passing of Brian Holden in early January. Brian was a jolly ol' chap with plenty to add to a conversation, always good for a laugh and opinions like no one else. A huge thank you to the people who supported Brian on his final day, we know you did all you could, and no one could ask for more. We will certainly miss his photo contributions for the newsletter, Brian loved his Nikon!!

Well, as we head towards the AGM, this is officially my last bulletin report for the Club Year. I hope you have enjoyed my ramblings over the last 12 months and that there's been something of interest or of information in what I've written. Thanks to all those that have contributed to the bulletins and also the wider club activities. Without other people working behind the scenes and doing stuff, we wouldn't be able to enjoy the hobby and facility's we have. Sel Melville has advised he will not be standing for committee this year (thanks for all your hard work Sel) so there are spaces on committee for anyone willing to put their hand up.

Finally, a special vote of thanks to John Reekers and family for their continued support of our club and our activities, it's greatly appreciated. So to wrap it all up, let's make 2025 an unforgettable year for HMAC, filled with camaraderie, skillful flying, and memorable moments. Happy flying! And remember, let's play it safe out there!

Grant.

**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)**



*In memory of
Brian Holden*





Assembling his Cub



Learning bad habits from Gordon

One of the many aerial shots Brian was famous for





On holiday with his wife in England, 2024





Brian was best known as HMAC's resident drone pilot and photographer and of course just had to take his drone on holiday with him. The best of both worlds.





Having a break with Wayne



Believed to be the last photo of Brian taken at the field on the 29th December just before Brian passed away at the field on that day. Photo: Rex Davies

Editors Ramble

Dave

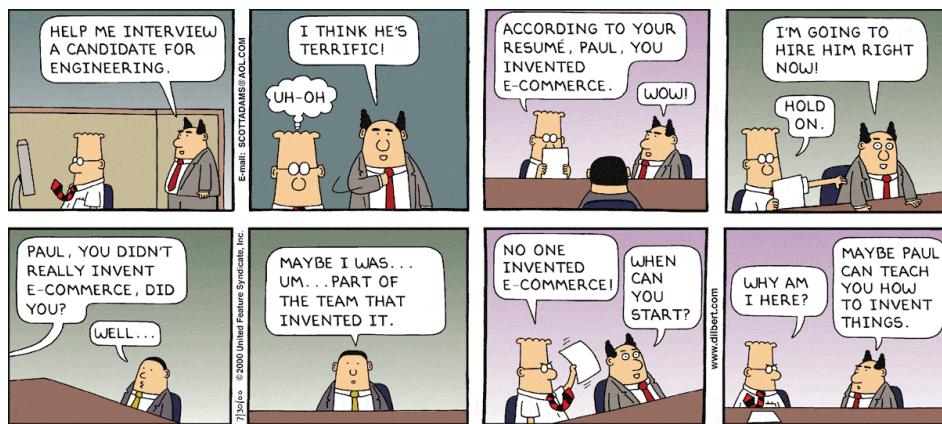
Welcome to 2025 and I'm pleased to say that summer has finally arrived. Now most people I speak to are moaning that it is too hot. You can't please everyone I guess but it's better to go flying in this than wind and rain.



Our treasurer is after your money once again so best pay up sooner than later. Keeps Alan happy and you don't risk the dreaded shoulder tap telling you to vacate the premises until you do. You have been warned.

Thank you again to our regular contributors, Bruce Pickering and Malcolm Foster and we also have to thank Grant and Alan this month for their input otherwise this newsletter would be rather minimal. I'll certainly miss Brian's contributions and the banter we had over email.

Right o, I'm off to pack my bag as I'm heading to Awatoto for a long weekend. Enjoy the read everyone.



Treasurers Report

Alan



Hamilton Model Aero Club Annual Subscriptions 2025

Please note that HMAC subscriptions & membership renewals are due by 31st March 2025 to enable continued flying at HMAC or other MFNZ club venues and to benefit from our included insurance.

The only change is that MFNZ have increased their subs by \$10.

Note that the following fees include your membership fee associated with our National body, Model Flying NZ (MFNZ).

2025-2026 Fees are as follows:

SENIOR	\$220	INC	MFNZ	\$105
70 PLUS	\$200	"	"	\$105
FAMILY	\$230	"	"	\$110
C/L F/F	\$150	"	"	\$105
ASSOCIATE	\$ 80			
NON FLYING	\$ 25			

MODEL FLYING WORLD: \$25 FOR NON MFNZ MEMBERS

JUNIOR \$40 - MFNZ FREE UNTIL UNDER 26 YEARS

JUNIORS UNDER FAMILY MEMBERSHIP DO NOT PAY THE \$40

SENIORS OVER 18YEARS AND UNDER 26 YEARS ARE MFNZ FREE BUT CLUB FEES ARE \$115

Please send your subs to Hamilton Model Aero Club account no 03-0314-0215645-00

Please include your name details and subscription type. An email to the treasurer (alan48linda47@gmail.com) to let me know you have paid is also very helpful. You may also pay by visiting your local bank and completing a bank deposit. Cash is not accepted.

I would like to thank all those members who have already paid their subs. It certainly makes my job as Treasurer of the club so much easier.

Thank you for your attention to this matter

Cheers Alan

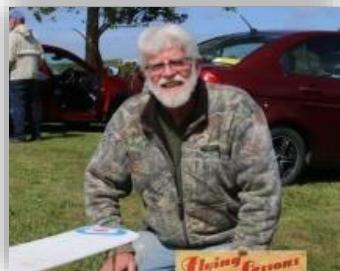
Guy lives next to airport. Painted this on roof to confuse passengers as they fly overhead. He lives in Milwaukee.



Coastal Aeromodelling News Report

Malcolm Foster, the Marine Modeler

I was saddened to hear of Brian Holden's death, and I had a lot of respect for his photography skills and outlandish sense of humour - clear skies, Brian.



It's been very interesting flying here in the sunny Bay of Plenty. Two of my warbirds have been rendered Hors d'combat - the Kawasaki Hien had a strange radio glitch and couldn't be persuaded to deviate from her path fifteen feet up into a tree near the airfield. That did a bit of damage - fuselage broken in two, wing somewhat minced up, at least the faithful old OS 65LA seems to have escaped unharmed.



I can tell you now, I used to love climbing trees as a kid, but as a 67 year old kid it was pretty challenging. I finally got the wreckage to fall unceremoniously on my poor mate Jim down on the ground, who was kindly helping me. (Personally, I think he might have been waiting for me to fall out of the tree, so he could call the ambulance)

And this happened, mind you, on the date of the anniversary of the attack on Pearl Harbour, how's that for a strange fact? The next unplanned arrival was also a Japanese warbird, my Aichi Val, but I can't blame the radio, I blame my poor tuning of the motor, as it was sluggish on take off, and got more sluggish, as I cavorted all over the place close to the ground, and ended up wearing a barbed wire fence. Not too much damage, but enough to be getting on with.

O.K., now for some more optimistic news - I have been rebuilding a little own-design biplane (did I mention that I had been progressively overpowering it, starting off with a 15, then an OS 20, then an OS 25?). Well, as most engineers will know, you have to adjust EVERYTHING when you adjust one parameter. It was flying better and better, more and more sprightly, until the top wing folded in half at speed. You know, for about three or four seconds, I thought I was going to get away with it, half a top wing, and both bottom wings were still doing their job, but as I turned into final approach, she rolled gracefully into ANOTHER barbed wire fence.





I blame the glow engines - see, I've been designing and building electric for a decade or so, and been getting away with very light construction. Well, I've learned my lesson. The latest biplane has the old one's tail feathers,

(suitably beefed up with struts all round, now) and a longer fuselage, thicker cabane struts and undercarriage, a nice new OS 25LA up front, and two strong foam wings with balsa spars having carbon fibre top and bottom, and covered in coloured paper PVAed on, then fuelproofed with clear acrylic varnish.

The maiden flight went perfectly, with the big wheels handling the rough stubble well, and just some downtrim needed, so the incidences and decalage were good. Loops are nice and tight, but with ailerons only on the lower wing, rolls take some time. I like it, it's fun to fly, and I've tried pulling the wings off and they didn't - yay! The lads have started mowing a cross-wind take off strip into our existing strip, which should be very helpful. And we've been asked to put on a static display of model aircraft an upcoming Whakatane Aero Club open day. I'll send photos and talk about another recent project, an own-design delta, next time.

May your PVA stay runny, and your epoxy always go hard when you want it to, 'til next time,

Malcolm





Model Flying World March 2025 edition - Copy needed now!

Could you please pass this around your members.

Also have a look in your club magazine to see if there's articles that may interest all MFNZ fliers.

The Deadline for copy is Friday 14th February

If you're going to put an article in the magazine, please inform Murray (editor@mfnz.org) as soon as possible and he'll book you space in the layout

If you want the magazine on time, please send your articles on time!

Regards

Paul Clegg

Administrator, Model Flying NZ

email : admin@mfnz.org

phone : 021 986 566

Aircraft I Dream About— the IAI Arava

Bruce Pickering

In the late 1960's in Israel there was a growing recognition of the need for a versatile aircraft that could fulfil a variety of roles. In a programme launched by Israel Aerospace Industries (IAI), the development of the *Arava* (meaning Willow), was driven by a clear vision for a reliable, robust aircraft capable of operating in the diverse and challenging landscapes of Israel. An aeroplane was needed that could conduct rescue operations, transport troops and supplies, and be able to take off and land on very short unprepared air strips.

To add to the challenge, it was expected that the aircraft could be competitive in the international market. IAI had forecast the market for this type to be massive and that if only obtaining twenty percent of the international market share, the company could sell between four hundred and six hundred aircraft. The *Arava* took to the skies late in 1969, demonstrating its unique capabilities and establishing its role as a versatile asset for a variety of uses and operators.



Photo by Airlnikon

Designed for efficiency and reliability, the *Arava* features a short but wide barrel type of fuselage, with seating for twenty passengers. The rear hinged door allows access and room for carrying bulky items of cargo, up to 2,300 kgs, with easy, rapid loading and unloading. A 20.96 metre long span strut-braced high wing carries two engine nacelles which extend into twin booms that carry the tail surfaces. To save weight a fixed undercarriage was chosen. Power is provided by a pair of turboprop engines, either the Pratt and Whitney Canada PT6A-27, or Garrett AiResearch TPE 331 turboprops.



Focusing on its STOL capabilities meant some compromises in other areas. With a maximum speed of 326 kph, and a cruising speed of 259 kph, high speed

transit was sacrificed for low speed performance and short field capabilities. Operating at a maximum altitude of 7,620 metres, and with a range of 1130 kilometres, it was well suited for short to medium distance undertakings. Its ability to take off and land in distances as short as 190 metres, means it stands out among its competitors, offering unique advantages over other transport aircraft of the time.

The *Arava* was developed in several variants to suit the specific needs of different operators. The initial production model, the *Arava 201* was built to military specifications. This was followed by an improved *Arava 202* which had better payload and performance capabilities. The *Arava 203* was a specialised version, featuring advanced avionics. It was followed by the *Arava 204* and *205*, which were proposed variants with further refinements to enhance STOL performance, versatility, and cargo capacity, although these saw limited production.

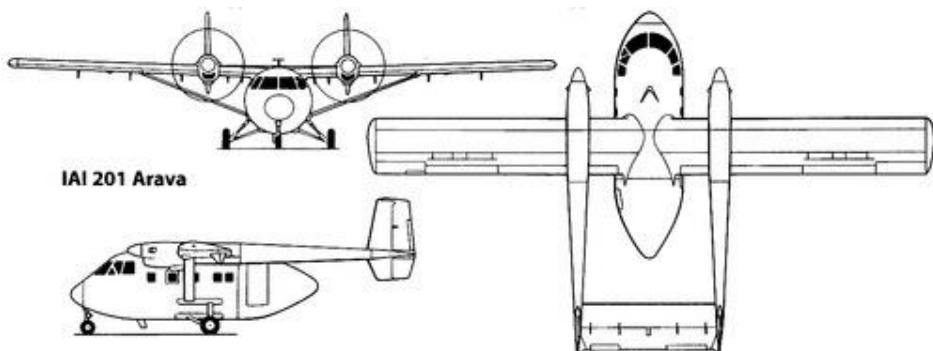
The *Arava* first flew toward the end of 1969, followed by a second prototype eighteen months later. Progressive development was clearly evident in the large winglets and boundary layer fences inboard of the wing tips, among other improvements.



Despite its promising start only ninety *Aravas* were built. Apparently its appeal was not enough for many potential operators who saw more advantages in several other existing market entrants. By 1973 the *Arava* programme and the IAI were being heavily criticized for over optimistic sales forecasting. An aggressive marketing campaign, and new pricing strategy, subsequently resulted in some sales to other countries, especially Central and South America. Production finally ceased in 1980; however, it seems there still are some aircraft operating around the world.



So, would the *Arava* make a good radio controlled model? Why not?



NEW PLYMOUTH ANNUAL MEMORIAL FLY-IN

All pilots must hold a current wings badge qualification

**1st &
2nd
March
2025**

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)



www.npmac.org.nz

For more information
please contact

Mike Pillette
0274623200
mikelynn@xtra.co.nz

Steve Blackman
0274812575
sblackman@pandp.co.nz

And a few highlights from the field

Juicy tit bits from Alan

Gordon purchased a 3D printer so he made a Pylon racer. The first one came out so heavy that he could not get it in the air, so scrapped that one and made another one much lighter.

Took the one in the photo out for a test fly and boy does it go very fast with an 8x4 prop I think. He is going to try an 8x8 which goes even faster.

The only problem is that the wing's colour scheme is the same top and bottom. At a distance you do not know which way it is up or down.

This model is so much lighter. The battery is a 4 cell 2200.



Looking good so far

He then put on a different propeller. It was going so fast that he lost orientation and crashed on the west end of the field on the farmers race way which had a very hard surface.

This time, a photo of Gordons Mosquito.

This is a kit that Gordon purchased from Phil Hall's models that were being sold after Phil passed away.

Not sure of the size but I think it is a Brian Taylor kit with an 80in odd wingspan.

It has electric motors with two 5000mah batteries.

Gordon did a test flight on the 29th December and it went straight off with hardly any trims required.

Hopefully we will see this at Warbirds in February?



And a photo of the Harmon Rocket that I have on a very windy day and just finished. Grant did a test fly and it flew very well but got quite small if it got away on you, I had a fly with it a week ago and really enjoyed the flight.

It has a wingspan of 50.4in length 51.6in and weight approx 3kgs.

The engine is an ASP80 four stroke.



Mike Briggs getting his Mosquito ready for a flight but due to one engine not performing we did not see it fly.



Seen pictured below is Rudi Weideman
He has had some new aircraft out at the field numerous times.
His latest purchase is this nice electric Draco,
He flew it last Sunday and it flew really nice.



More field action







Stan's Spitfire Progress

Remember the days when Stan's Spitfire was just lots of bits on his workbench?

Well, those days are well and truly over and the Spitfire has now been completed and it is absolutely stunning. You've done a fantastic job Stan; you have to be proud of it.







And here's a photo of Stan's 1/3 scale Spitfire parked alongside his dad at the recent air show in Tauranga.

*Some photos from the NZ Masters F3A
just gone*



Grant 2nd place F3A (Boomer group)



Lyndon, 2nd Masters (Advanced)



James Danby



NZ team for the world champs 2025



*F3A P&F class (the top guns)
Frazer/Hamish
Galloway/Sean
Galloway*



Pilot briefing



Fraser Brodie from Tauranga







Models for Sale on Behalf (by Tender)

HMAC have been asked to post the attached Sale of Models by Tender on behalf of the Estate of the late Brian Holden.

Full details of the tender are in the attached document.

The models are:

1. **XFly GlaStar foamy**, 1223mm span, new in box
2. **XFly GlaStar foamy**, 1223mm span, moderate flight time, in good condition
3. **E Flite Taylorcraft**, wood/film structure, 1170mm span, moderate flight time, in good condition
4. **E Flite Trojan foamy**, original red/white version, new fuselage but well-used wing, needs minor repair to wing mount
5. **E Flite Cub foamy**, 1300mm span, high flight time and needs TLC
6. **E Flite Cherokee foamy**, 1310mm span, assembled but not flown
7. **Spektrum 8 Tx** with dry cell battery.

All models complete with servos, motor and ESC.

Please email your tender details by 9pm, Sun 9th Feb.

Kind regards
HMAC

TENDER PROCESS

HMAC offer these items up for tender on behalf of the Estate of Brian Holden under the following conditions:

- Tenders accepted via email only to ***hamiltonmaclub@gmail.com***
- Tenders close 9pm February 9th, 2025
- Successful tenderers to be notified via Email by 11th Feb 2025.
- Collection of items by arrangement from Cambridge (or Hamilton). Strictly by collection only, no postal or courier service is offered.
- Payment method to be arranged on acceptance of tender.

Your Tender must include the following

1. Tender Item Number,
2. Your Tender Price (per Item),
3. Your Name,
4. Your contact Phone number and
5. Confirm your Contact Email address.

Tender item 2025-01

XFly GlaStar foamy, 1223mm span, new in box



Promotional Photo only



Tender item 2025-02

- **XFly GlaStar foamy**, 1223mm span, moderate flight time, in good condition



Tender item 2025-03

E Flite Taylorcraft, wood/film structure, 1170mm span,
moderate flight time, in good condition



Promotional Photo only



Tender item 2025-04

- **E Flite Trojan foamy**, original red/white version, new fuselage but well-used wing, needs minor repair to wing mount



Promotional Photo only



Tender item 2025-05

E Flite Cub foamy, 1300mm span, high flight time and needs TLC



Tender item 2025-06

E Flite Cherokee foamy, 1310mm span, assembled but not flown



Tender item 2025-07

Spektrum 8 Tx with dry cell battery.



Parting Shot

Murphy's Other Laws

1. Light travels faster than sound. This is why some people appear bright until you hear them speak
2. A fine is a tax for doing wrong. A tax is a fine for doing well.
3. He who laughs last, thinks slowest.
4. A day without sunshine is like, well, night.
5. Change is inevitable, except from a vending machine.
6. Those who live by the sword get shot by those who don't.
7. The 50-50-90 rule: Anytime you have a 50-50 chance of getting something right, there's a 90% probability you'll get it wrong.
8. It is said that if you line up all the cars in the world end-to-end, someone from Florida would be stupid enough to try to pass them.
9. If the shoe fits, get another one just like it.
10. The things that come to those who wait, may be the things left by those who got there first.
11. Give a man a fish and he will eat for a day. Teach a man to fish and he will sit in a boat all day drinking beer.
12. Flashlight: A case for holding dead batteries.
13. When you go into court, you are putting yourself in the hands of twelve people, who weren't smart enough to get out of jury duty.

Coming Events 2025

What's On, When and Where



Sunday 25 May 2025

Classic Flyers Aviation Museum

9 Jean Batten Drive, Mt Maunganui

Doors open 7.30 am. Auction starts 10.00am

For more information refer to website: www.taurangamodelfly.org/annual-auction

or

Contact the Club Secretary - Garry Bentley

Phone: 027 6432103

Email: taurangamodelfly@gmail.com

February

Saturday, February 8

all-day [Warbirds over Awatoto \(Napier\)](#)

Sunday, February 9

all-day [Warbirds over Awatoto \(Napier\)](#)

Wednesday, February 12

8:00pm - 10:00pm [HMAC Annual General Meeting](#)

Friday, February 21

all-day [IMAC Scale Aerobatics Rumble \(Napier\)](#)

Saturday, February 22

all-day [IMAC Scale Aerobatics Rumble \(Napier\)](#)

Sunday, February 23

all-day [IMAC Scale Aerobatics Rumble \(Napier\)](#)

March

Saturday, March 1

all-day [New Plymouth Memorial Fly-in](#)

Sunday, March 2

all-day [New Plymouth Memorial Fly-in](#)

Saturday, March 8

all-day [Big Model Rally - Waharoa](#)

all-day [RC Pylon Racing - Norswood \(TBC\)](#)

Sunday, March 9

all-day [Big Model Rally - Waharoa](#)

all-day [RC Pylon Racing - Norswood \(TBC\)](#)

Saturday, March 15

all-day [BOP Combined Aerobatic Champs - Tect park](#)

Sunday, March 16

all-day [BOP Combined Aerobatic Champs - Tect park](#)

all-day [Warbirds on Parade \(Full Size - Airshow Ardmore Airport\)\)](#)

Tuesday, March 18

all-day [Waikato Balloon Festival](#)

Wednesday, March 19

all-day [Waikato Balloon Festival](#)

Thursday, March 20

all-day [Waikato Balloon Festival](#)

Friday, March 21

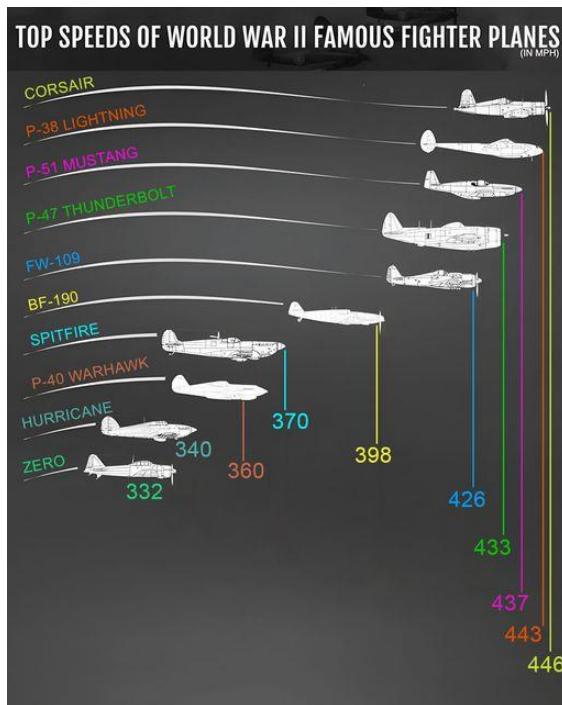
all-day [Waikato Balloon Festival](#)

Saturday, March 22

all-day [Waikato Balloon Festival](#)

Till next month, stay safe

Exceeding the speed limit may be harmful to your health



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

Next Flight Lines March 2025

Newsletter deadline – Wednesday 5 March 2025

For further up to date event info please visit:

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