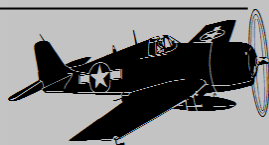


March  
2025

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



Premium  
Radio

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> CLICK  
[www.hotrc.co.nz](http://www.hotrc.co.nz)

> CALL  
07 850 9417

> **DEALER LINK**  
[www.hotrc.co.nz/buy-fly-race.html](http://www.hotrc.co.nz/buy-fly-race.html)

***Cover Page: Team Hamilton - Alan, Gordon and Grant at  
the recent Warbirds over Awatoto weekend  
Photo: Dave (the fourth wheel)***

# ***FLIGHT LINES***

**HAMILTON MODEL AERO CLUB INC.**

**March 2025**

[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** Bryce England 021-243-2040

**SECRETARY** Wayne Cartwright 022-1534-679

**TREASURER** Alan Rowson 021-025-93002

**CLUB CAPTAIN** Gordon Meads 021-125-2911

**SOCIAL MEDIA OFFICER** Dorian Darby

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

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

## **COMMITTEE:**

Bernard Scott

Brendan Robinson

Rudi Weideman

Lyndon Perry 021-0251-8474



**WEB SITE** Grant Finlay

**NEXT CLUB NIGHT:** Wednesday, but not this month.

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

**Club Night Theme:** Not applicable

**Club Themed Flying Day:** Non scheduled but feel free to fly your socks off.

# ***Presidents Report***

## ***Grant***

Well, I don't know what it takes to remove myself from the Presidents role, but clearly I'm not doing it right, as here I am for yet another year! I'd like to thank those that turned out for the AGM, and I'm pleased to say we had a good number (22) of attendees in comparison to previous years, so well done guys.

There were a couple of changes in committee with Sel Melville stepping down off committee & from his role as Club Captain/Field Coordinator. Thanks Sel for the fine service. Gordon stepped down from Vice President to take over Sels role and Bryce England stepped up into Vice. Also, a warm welcome to Rudi Weideman who joined the committee. The rest of the committee remained unchanged, so we go into the coming year with a good representation across our members interests.

The balance of the AGM Clubnight was taken up with verbal reports from the MFNZ Nationals, show and tell models, plus some photos from across the preceding months. The meeting wrapped up with the presentation of the Ron Henneker Memorial Trophy Bernard Scott once again to for his efforts towards attaining the most competition points earned at the Nationals.

The last month has been a busy one with flying events all around the region. I ventured down once again to the Warbirds over Awatoto (Napier) event and then a couple of weeks later went back there for the IMAC Scale Aerobatic Rumble competition.



***Grant – 1st Advanced IMAC***

Both events pulled out some great weather and flying conditions together with a lot of fun and laughs. I ended up in 1st place in Advanced IMAC,



Frazer Briggs took out the Unlimited Competition with Lyndon Perry & Stephen Collins just missing out on podium standings in their respective classes.

### ***Frazer – 1st Unlimited IMAC***

Coming up on the events calendar we have the Big Model Rally at Waharoa (Matamata club) this coming weekend, with models flown under the previous LMANZ criteria. Also, Aerobatics at the Tauranga Clubs Tect Park venue, plus a couple of full size events. See the web calendar for the latest updates. Our Float plane dates are a work in progress and still under action, but expect an event in Huntly late in April, as we have to work around the ski boating fraternity.

If you'd like to see any events held at the HMA Club field this year, then touch base with a committee member to see what we can do to make it happen.

Elsewhere in the newsletter there are a few items recorded from our AGM. Of note is the re-write of the Clubs Constitution. You still have a couple of weeks to make comment related to potential changes before the committee adopt it and submit it for registration under the Act.

In the last day or so you will have received your email from MFNZ with the latest March newsletter. On page seven is an article related to your new digital Membership Cards. This may be worth a read if you haven't yet figured out the digital card system. Also on page 8 is a short article on the Wings badge renewal program, also worth a read. There's also heaps of articles and reports, take a look when you can.

Well, that's it from me for now. I'm told the Maise will be harvested in the next couple of weeks, so hopefully the current lost model will be located beforehand...good luck guys, keep looking! (***Now found.....Ed***)

Remember, safe flying is no accident!

Cheers, Grant

# ***Vice Presidents Report***

## ***Bryce***

Hi Folks,

After some behind the scenes arm bending, I have had responsibility thrust upon me and been elected our new Vice President. A changing of the guard so to speak.



A bit about me?

Flying for me is a pass time where I can get away and relax. I am 5 years into the hobby and engage in general flying. What I have discovered is an interest in scratch building and flying scale planes. I am not so driven towards the competitive aspects and the precision flying that requires, though happy to do this (poorly 😊) from time to time. I got my wings badge flying a Duraflly V2 Tundra, and it was a great trainer. The poor thing has been thoroughly mistreated and repaired, had all its control surfaces wear out and repaired, and flown countless times at the HMAC airfield. The old faithful. I even have float for her for float plane day. I highly recommend going if you haven't been to float plane day.

I'm one of those working fellas helping pay for my more learned grey squadron compatriots with my tax dollars. Education wise, I studied physics, Chemistry, Finance and Management and then went on to a career in management consulting, specialising in smoothing operational workflow and increasing operational output. I hold a few directorships and am also a black belt karate instructor.

My wife Donna has a mixed view of my flying hobby. She loves that I come back from the airfield relaxed and smiling, and she hates that I fill up the garage with planes. My kids Andrew and Pierce are also club members, though they would rather play on my phone than complete their wings badge. As the kids are growing up, Andrew has gotten into building 1:72 scale plastic planes and his current project is a B17. Oh, and we just bought a small battery powered airbrush from AliExpress. Cheap and



cheerful, but Andrew finds it so much better than brush painting. He seems to now have it on permanent loan from me.

What's my latest build project?

Until Sunday just gone it was a 108" PBY 5-A Catalina. Very exciting. Unfortunately, I mangled the landing of my 60 series plane and it needs some bench space and glue. Anyway, back to the Catalina.



It's amazing how many people whom I tell I am building a Catalina, get very excited. Those that remember seeing them in Auckland Harbour, those that just see as an icon of the flying boat era. I have chosen to build one of these grand planes and finish it in the NZRAF number 6 squadron colours.

Last year at the Tauranga auction I found a set of plans in a tube for \$10. 'Wicked I thought. Thats me,' and then I was three planes deep in projects to build. The other two got reprioritised.

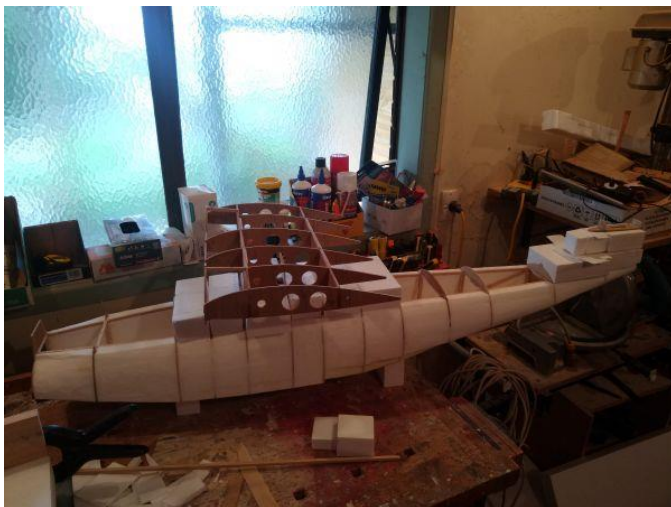
I found a log online for a scratch build whose author took two years to assemble, plank and finish. I didn't want to spend two years on the build, so I have chosen in this build to construct the planned skeleton, then add foam and fill any gaps with expanding foam. Seal it with a bit of epoxy for strength and paint her. This means I needed to acquire a hot wire cutter. She will start life as a dedicated float plane without wheels.

Mini story. One 12volt battery is good for a 200mm square cutting hot wire, but not for a 1200mm hot wire bow which needs 26 Volts. And a note of caution, don't accidentally plug your variable voltage controller in backwards. Makes a lovely flash bang puff of smoke. Now, I am the proud owner of a 30V 10A bench top power supply from China. So easy to use and it let me dial in a constant 2.6A current through my hot wire.

Here are some images of the build so far plus a bonus image of my previous dodgy early hot wire circuit.

I am really enjoying this build. I do get blocked on new technical issues and have been learning heaps from everyone I talk to in this hobby.

Regards,  
Bryce







*Bryce's Catalina takes shape*



## ***Editors Ramble***

***Dave***

It has been a busy month for a number of our club members. Not only was I with team Hamilton at Warbirds over Awatoto but also at the recently held New Plymouth Memorial event. It's just a pity that it's the same few people that make the effort to travel and attend what I believe to be some of the best held events in the North Island. You can read about those events here and hopefully you can mark them on your calendar for next year. There is life outside of Hamilton.



Congratulations Bryce on your promotion to 2 I.C. if I can call it that and also to Rudi Weideman as our newest committee member. For our reading membership (because NOT everyone is on the Hamilton Messenger chat line) Rudi recently put his Mustang, Miss Molly, into the Maise in the adjoining paddock. Quite a lot of banter followed, a search party was organised and the plane was discovered a few days later. Well done to everyone that was involved and Miss Molly I'm sure will fly again.

That's enough from me, happy reading everyone.



***Big thanks to Pete Russell from Wanganui MAC for sending this one through. Pete's Eagle seen flying alongside Bill McLeods Radian above their flying field.***

# Treasurers Report

*Alan*



## Hamilton Model Aero Club Annual Subscriptions 2025

Just a reminder re club fees due by 31 March 2025.

Thanks to the 11 members that have already paid their subs.

Subs as follows;

Junior	\$40	MFNZ	free
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Juniors under family membership do not pay \$40

Senior	\$220	Inc	MFNZ	\$105
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70 Plus	\$200	"	:	\$105
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Family	\$230	"	"	\$110
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C/L F/F	\$150	"	"	\$105
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Associate	\$ 80
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Non Flying	\$ 25
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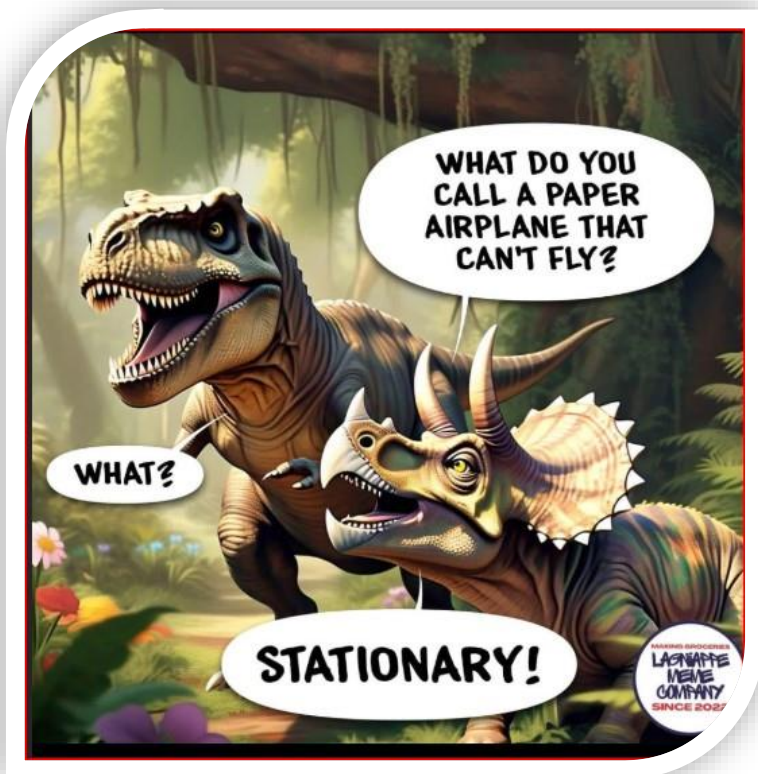
Please pay your subs by direct credit to our account no  
03 0314 0215645-00.

Please ensure you add your name to the deposit.

If you cannot do a direct credit you will need to go to your bank as I  
cannot accept Cash

If your subs are not paid by 31 March 2025 you will not be able to fly at  
our field or any other MFNZ sanctioned flying site.

Cheers Alan



# ***HMAC Emergency Contact List***

In light of recent tragic events at the flying field it has been noted the difficulty to contact a spouse/family member/ friend, etc. in case of medical emergency.

Therefore, the club has decided an emergency phone contact list should be available at the field. (hopefully this list will never need to be used!)

The list will require: -

- (1) Members name
- (2) 2 contact names (first name only)
- (3) Their phone numbers

Contacts can be anyone. The contact person(s) can be anyone at all that you know, they only need to be able to point people in the right direction if required.

This list (once collated) will be put in the shed at Collins Rd. so that any member can access it in an emergency situation.

## **Why is this important?**

When a medical emergency occurs and first responders are called (ambulance/fire & emergency/doctor, etc., the first questions asked are...is him/her on any medication? does him/her have any medical conditions? etc. Also family members may need to be contacted in case of hospitalisation or worse.

We all seem to have the phone numbers of the person involved, but that's not much use is it??

So, this list would stay in the club shed so only available to people at the flying field. It will not be put on our website or any other media. If anyone does not want to be on the list that's ok, it's your decision.

If I have not already cornered you at the field, please email your details to [meadsg561@gmail.com](mailto:meadsg561@gmail.com) so I can put you onto the list before it gets printed. And, yes, I know it will need updating from time to time but this is a start.

Cheers Gordon



# *Coastal Aeromodelling News Report*

## *Malcolm Foster, the Marine Modeller*

Plane talking from the Bay of Plenty. The weather has been very changeable, wet, sunny, humid, windy, calm, you name it - everything but snow... There has been a Blackhawk Helicopter doing some logging near my place in town, which is quite interesting. A gyrocopter came over our model flying field and circled, obviously attracted by the pretty little models on display. Then later I learned that a gyrocopter crashed quite badly at nearby Tauranga airport. (can you ever crash well?) And the Whakatane Aero Club open day, with our model display, has been postponed a second time.



On the model flying front, there has been lots of action. I have been enjoying lots of flying with .25 powered planes, following the prangs of my larger models.

The ubiquitous OS 25LA happily powers my X-Plane, my own-design AgWagon lookalike, a Fokkerish biplane, and the latest offering - an own-design delta of about 1.2 metres span.



Nothing beats getting a large chunk of polystyrene foam and beating it into submission and the semblance of an aircraft. (Dennis from HMAC will back this up). Controls are ailerons and elevator, throttle and steering on the front wheel, which is proving really useful, taxiing back to the pits, etc. The twin rudders are only painted on (like some people's eyes....) but controllability is great with the ailerons.

I enlarged the elevator and added twin control balances, as I wasn't happy with the elevator response. I've also since learned from experience that this delta likes a bit of speed and throttle on landing, if you want any hope of flaring properly. So it's been a great instrument to hone landing skills on. Come in too slow and you can't pull the nose up, you hit the front wheel hard, and usually stop the prop and bend the front undercarriage and have to walk and collect it. But get it just right and you flare beautifully and can taxi back proudly.



I used little magnets on the dorsal hatch, and they've worked fine, with no problems flying open in flight. Tip-tanks were carved and added after a few flights for the hell of it. They are detachable, and it flies well with or without them. A clubmate Joe followed me with his little POV flying wing and took a great in-flight video. I can share it on Whatsapp if anyone would like to see it. (My mobile - 021 091 67327) Covering is coloured wrapping paper PVAed on, then coated with clear acrylic varnish for fuel proofing. It all seems to work, and of course is very cheap. I think I might start a column called "Cost-Effective Aeromodelling for the Creative Super annuitant"

Until next time, may your props always start the right way, (check before hand launching....)

Malcolm.



*Malcolm displays his large chunk of polystyrene beaten into submission, a.k.a. own design Delta Wing*



***Barrie Russell – MFHB Editor***

***Photos: Grant and Andy Dobson***

Welcome to the 29th “WARBIRDS OVER AWATOTO” at Model Flying Hawkes Bay’s Awatoto Flying field here in the beautiful Hawkes Bay. Once again the Weather Gods have smiled upon us with a perfect three day forecast of sunshine and mild sea breezes. Friday dawned fine and was set up day. 15 The field looking a picture thanks mainly to the ministrations of Lance H and “Big Red”, his tractor/office . As usual members answered the call under President Marty’s CD-ing skills and the set up was completed mid-morning allowing time for the early comers to get in some practice flying. Again, a huge vote of thanks must go to Tony Ives and his band of helpers who did a sterling job of gate keeping and traffic management to the benefit of us all. Without visiting pilots and their magnificent machines, the show would not go on and this year once again we were wonderfully supported by modellers from around the country. 39 pilots were registered with a huge number of aircraft, the quality of which was superb. The standard of the aircraft and the flying skills with only a couple of mishaps bore testament to the high standards now required for a public event such as this. A very special occasion this



weekend was this photo shoot of our oldest active Life member John Clarke with a collection of models he's scratch built over some recent years. John recently has developed some mobility problems but remains active and interested and has a small band of handpicked pilots to fly his treasures for his and our pleasure.



*Above and below: John Clarke's collection*





The magnificent DC3 under John Sutherland's command is always a pleasing sight, and John C's P-51 Mustangs never fail to impress, his latest build of his fifth one below in the foreground, finished just before Christmas is in President Marty's stable. Both days saw a large public attendance which certainly reinforced the image of aeromodelling in the Bay. The flightline was busy at all times with like model types flying together and interspersed with single aircraft displays. Perhaps one of the most spectacular being ***Paul Buchrell's turbine powered Raptor jet being flown by Andrew Stiver.***



When we think back to the early days of WOA and the number of small and kitset built warbird models, today's pit scene is quite overwhelming. The size and standard of aircraft is something to behold. There is no doubt that the high standard of ARF models and semi finished kits have brought many skilled pilots into the aeromodelling scene. To balance that however it's great to see the number of scratch built aircraft on the flightline built to such a high standard, exacting detail and flying so well. The roots of aeromodelling at the workshop bench are still alive and well! During the lunchtime breaks, Jarrad Briggs with Daddy Frazer calling put on a spectacular show of 3-D flying with his large Extra aircraft. Father's skill must be in his son's genes as Jarrod thrilled the crowd and us too with some great flying displays doing things with that aircraft that defied gravity and belief, Thanks Jarrod.



*Jared Briggs doing the lunchtime aerobatic demo flight*



*Gordon, best WWI and between the Wars*



*Team Hamilton*





*Grants electric  
Tucano*



*As seen along  
the flight line*



*John  
Sutherlands  
FW190D  
which flew  
really well*





***The following aerial photos: courtesy Andy Dobson - NPMAC***



***Below: Alan's Fokker  
DVII***







# NEW PLYMOUTH ANNUAL MEMORIAL FLY-IN

All pilots must hold a current wings badge qualification

Sport Flying and Floatplanes

*Gordon*

*Photos: Dave and Andy Dodson*

Alan, Lyall, Dave & myself attended the New Plymouth annual Memorial Weekend on the first and second of March along with a number of other visitors.

Saturday was flying at the club field which was great apart from a shitty crosswind which was making landing a bit of a challenge. However, most pilots coped well with only the odd small misdemeanor! Peter brown from Wellington had a flight with his very nice GeeBee, looked & sounded awesome!



*Hot and Windy, as described by a few pilots*

The locals fly a large variety of planes covering all tastes & budgets and are extremely welcoming & helpful.

Flying was curtailed mid afternoon as the wind was then humming across the strip.

A very nice meal & bullshit session was had at Dave Bull's house that night. Every restaurant & pub in New Plymouth was fully booked that weekend due to the Kapa Haka event being held in the city.



*Steve's EAA  
Bi Plane*

*Below:  
Gordon's FW-  
190*





*Allen L's Hawk*



*And Gordon wins yet another Trophy. This time presented by  
NPMAC's President Mike Pillette*

Sunday was float plane flying at Lake Ratapiko and the weather was stunning. Huge turnout of flyers, the whole day there was three to five planes in the air continuously! We had to queue at times to take off. All the usual biffs and bangs but there were only a couple of major disasters. I think by late afternoon all electric pilots were out of batteries and IC pilots were out of breath or talent!

They put on a fantastic burger lunch both days which went down extremely well, yummy. So, all in all it was a great weekend and I would highly recommend it for anyone next year.

Gordon



*A good turnout and great flying. Not to mention the burger lunch*





*New Plymouth's top man Mike Pillette with his electric Albatross.  
My favourite plane and I want one*



***Justin Whalley's electric Air Tractor? Flies beautifully. But that could just be the pilot***





*Lake Ratapiko.*





*Justin Whalley's Electric Catalina*



*Gordon and Alan – Part of the Team Hamilton contingent*





*Lyall – Team Hamilton's anchor man*



*Alan's Hansa Brandenburg W33. Gosh, I hope I got that right!*





*Lyall waiting for the rescue boat to do its job*



*Planes weren't the only activity on the lake*



# ***Levin Vintage Gareth Newton Memorial***

## ***22 February 2025***

### ***Report by Stew Cox***

An incoming High resulted in the Gareth Newton Memorial vintage event being able to be held on Saturday 22 February as planned, and the good weather resulted in a well supported event. The Levin club's new weather station showed that we were welcomed with a lightish wind of around 6-7 km/hr gusting around 10 km/hr but as forecast, it was coming from the east and directly across the strip. Some found this easier than others to contend with, largely due to the relative power to weight ratios of their models and the amount of runway needed. About 11.15am, the wind began to swing to the west and soon set into the afternoon forecast southwest vector and if anything, dropped in velocity. We were treated to wind more or less down the strip oscillating in mean wind speed between 4-8 km/hr until very late in the day. The wind change also triggered off significant thermal activity and there were some wonderful large thermals on offer from late morning for the rest of the day. John Miller with his Buzzard Bombshell Busy in the pits One or two regulars couldn't make it due to ill health and in John Pfahlert's case, due to cutting a finger badly in the garden just before leaving for the field. Clearly helping your wife in the garden before flying can be hazardous to your flying John! Notwithstanding, the event was well supported with 13 people flying and several spectators from the Levin club. Of the 13 fliers, nine recorded times across five different Vintage classes and four either sport flew or in the case of Ashurst's Bryan Treloar, didn't manage to get a model into the air. Unfortunately for Bryan, each of the three models he brought to fly went on strike with issues ranging from a switch that died at the field through to a con-rod breaking.....



***Stew Cox and New Ruler***



John Ellison's Tomboy and Ian Crosland's Mercury Kapiti was well represented by John Ellison, Terry Beaumont, John Miller, Ian Crosland, Wayne Elley and Stew Cox. Dave Crook came down from Waverley and got a lot of fun flying in as well



*John Ellison's 2m Tomboy*

as recording scores. Dave excelled in Vintage Precision not only making a perfect score but then making a perfect fly-off flight of exactly three minutes (no age bonus counts for fly-offs) with a spot landing and then nearly did the same again on the second fly-off flight hitting the spot just one second over the three minutes! Joe Bradbury (Levin) was a deserved second being the only other person to make the spot on all three flights and dropping only five seconds over two of his flights. John Miller again showed his continued improvement in Precision flying having two perfect flights after missing the spot and running a bit over time on his first flight. John pipped Stew Cox by one second although Stew got his own back on John in IC Duration. Ian Crosland was not far behind Stew in Precision. Unfortunately, Wayne Elley had a radio issue on his second Precision flight resulting in his lovely Miss America sustaining significant damage.



*Wayne Elley's Miss America*

Trevor Glogau (Wellington) flew his stunning Comet Sailplane in E Duration. Trevor had only had a half a dozen flights with this model previously but flew it with great aplomb finding thermals to make the 5 minute max in E Duration on all three flights. Ian Munro (Wellington) had some excellent flights in the two Texaco classes he flew. He finished the day with a 15 minute max with his venerable TD Coupe which he achieved largely due to thermal assistance after an engine run just a little over four minutes. Ian has recently Stew Cox New Ruler 1940 drops onto the spot. repowered this model with a vintage ETA 5 diesel engine which has a very interesting pedigree. The side port 5cc ETA diesel was designed and produced by Charles Bedford and his oldest son Eric in Watford in the late 1940's. The Bedford family were actually from the Thames/Hauraki Plains area and moved to Watford in England in 1926. Charle's younger son Ken left the family engineering business in the early 1950's and was responsible for designing and producing the famous ETA 29 glo engines and equally well-known ETA 15 diesels. It was interesting how the conditions changed late in the day when the very strong and large thermals experienced earlier in the afternoon were suddenly replaced by equally strong sink that pummelled the last flights of the day put up by Dave Crook and the writer in E and IC Duration respectively. A great day's flying and we plan to do it all again on at the Bob Burling Memorial event on Saturday 17 May. Hope to see you there!

### **Results: Vintage Precision**

1. Dave Crook New Plymouth 1938 Lanzo Bomber 600 + 200 + 199
2. Joe Bradbury Levin 1946 Junior 60 595
3. John Miller Kapiti 1940 Buzzard Bombshell 578
4. Stew Cox Wellington 1940 New Ruler 577
5. Ian Crosland Kapiti 1939 Mercury 560
6. Stu Hubbard Ashhurst 1946 Junior 60 557
7. Wayne Elley Kapiti 1936 Miss America 160

### **IC Vintage Duration**

1. Stew Cox Wellington 1940 New Ruler 626
2. John Miller Kapiti 1941 Kerswap 584



## Electric Vintage Duration

1. Trevor Glogau Wellington 1940 Comet Sailplane 920
2. Dave Crook New Plymouth 1938 Lanzo Bomber 761

## A Texaco

1. Ian Munro Wellington 1940 Simplex 1481

## Open Texaco

1. Ian Munro Wellington 1936 TD Coupe 1592



*Ian Crosland's  
1939 Mercury*



*Dave Crook's Miss FX and Miss America*

# ***Aircraft I Dream About — the Zeppelin-Staaken E-4/20***

***Bruce Pickering***

The *Zeppelin-Staaken E-4/20* was a product of the innovative Zeppelin Airship Company. The company's founder, Count Ferdinand Von Zeppelin, was a foremost aeronautical pioneer. He created the giant aluminium framed airships, which were groundbreaking in their time. He also developed what colloquially were referred to in English as the R-planes (German Riesenflugzeug, meaning giant aircraft). These aircraft possessed at least three engines—often four or more—and could fly for several hours with large bomb loads.

One of the first aeronautical engineers to apply strict scientific principles to his design work, Zeppelin focussed on issues such as power to weight ratios of engines and using the then new aluminium alloys for structural components. The chief designer of the *Zeppelin Staaken E-4/20* was Adolf Rohrbach, who later went on to establish his own company, the Rohrbach Metall-Flugzeugbau, where he designed and built a number of innovative civil all-metal airliners.



The *Zeppelin Staaken E-4/20* was a four engine semi-monocoque all-metal passenger monoplane, designed in 1917 and first flown in September 1920. Its box-girder cantilevered wing, spanning 31.7 metres, was constructed of dural. The riveted box-spar was big enough for a mechanic to crawl through to reach each of the four engines in flight. It had an enclosed cockpit, with room for eighteen passengers. The crew of five included two pilots, a radio operator, an engineer, and a steward.



Additionally, there was a toilet, a galley, radio communications space, and separate baggage and mail stowage. With a fully loaded weight of 8,500 kg, it cruised at 211 kph, over a range of about 1200 kilometres. It was said to be able to outperform most other airliners of the day. The engines were also advanced for the time. In his six cylinder MbIVa engine, each with a capacity of 23.1 litres, designer Karl Maybach traded low level performance for the more critical high altitude operation.

In the original design the pilot and copilot sat in an open cockpit, apparently the preferred position to enable them to sense conditions directly, with wind in the face. Later, the fuselage was altered slightly, and the flight deck was enclosed in a 'blister' ahead of the wing leading edge. To access the fuselage a door was positioned in the front—the nose of the aircraft swung open, so people could embark and disembark via a ladder. Initial flight tests soon proved the effectiveness of the *Staaken's* design. It reached a top speed of 230 kph, unprecedented for an aircraft of this size. Of concern though, was its inability to maintain stable flight on just two

engines, partly due to the asymmetric thrust from the widely spaced engines, creating too large a turning moment.

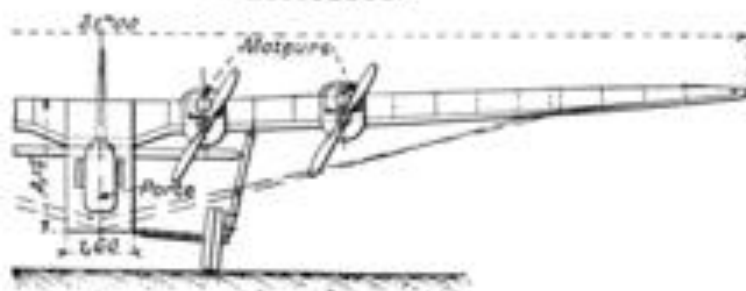
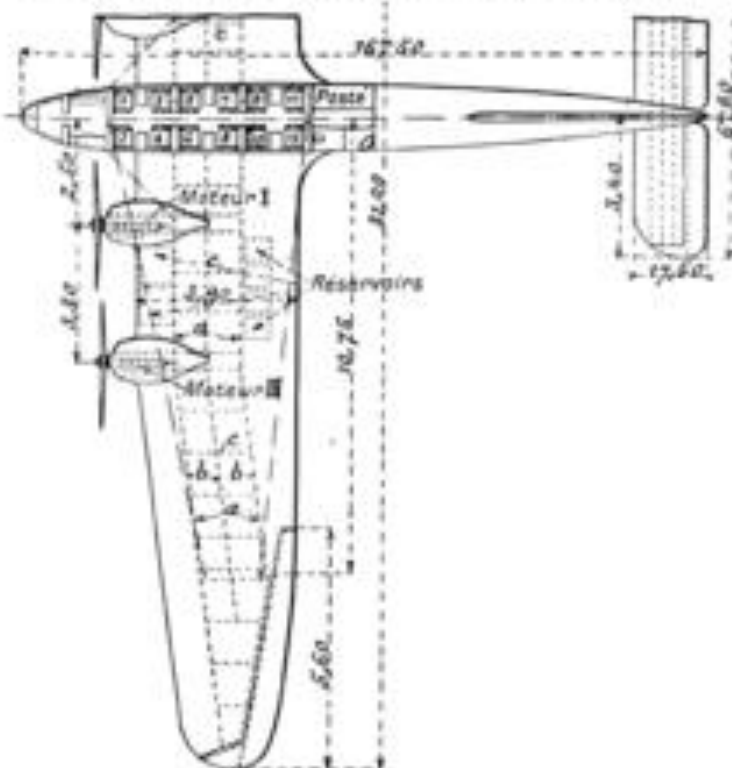
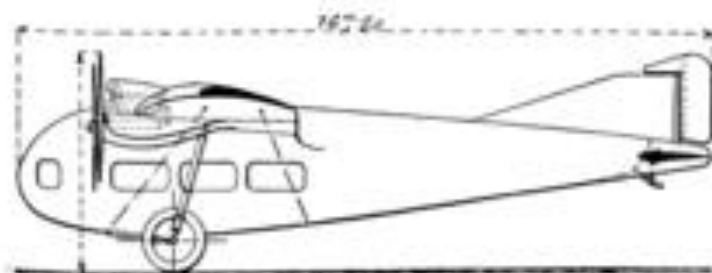


After the war, the Inter Allied Commission of Control—charged with ensuring that the Central powers converted all military facilities and products into purely commercial use—had to decide about the *Staaken*. Flight magazine of March 17, 1921, stated “We do not know if the Inter-Allied Commission has passed this design, but for the sake of aviation in general it is hoped that the firm will be allowed to finish and test it, as it appears to incorporate ideas well worth trying out.”

However the commission ruled that the *Staaken* had military potential and therefore violated the WWI treaty. The aircraft could not be sold or even given away. It had to be scrapped, and it was destroyed on November 21, 1922. Thus ended some promising technology of the time.

Would it make a good model? It wouldn't be hard to build, although the tail surfaces may need enlarging slightly, and going by the full sized experience, very reliable engines would be needed





# *Random adventures with 3D printed aeroplanes.*

*Gordon*

As late last year I had acquired a 3D printer to learn and do other stuff I thought it would be a good idea to have a play to see if I could do a successful flying model.

How hard can this be he says to himself?? Hmm..

So, a pylon racer would be good to start with???, as one design (DO1) from Tony Singleton in Australia is a proven concept & flyer.

Well, fired the printer up and away. The first version I did was very heavy as I had not read the notes for printer settings. Ok, bin that and do another one according to instructions, much better! I got it flying on low pitch prop and the thing went very well. After several flights I thought I would fit a higher pitch prop and let er rip. Well, rip it did, as I lost sight/orientation in the turn and speared it at full speed (probably about 200Km/Hr.) into the rockhard farm race creating an impressive debris field! Probably my best ever effort!

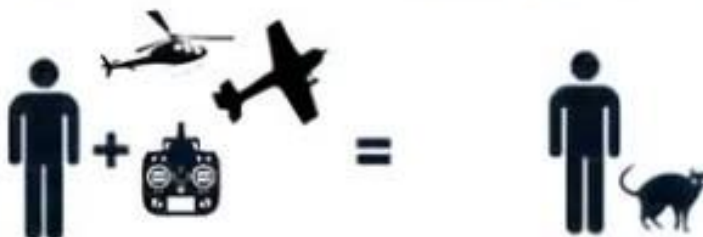
Oh well, might try something more sedate so I found a file (free) for an Eclipsion model A. It's a fairly conventional thing so I printed & fitted it up. The first flight went great. Second flight I did a poor launch and skidded across the strip breaking front of fuselage. Next day, printed a couple of new bits for the front and Wah Lah, 24 hours later it was ready to fly again. Next flight was going great; it was flying very nice until....Powered up after some manoeuvres and bang...the motor flew out of the front of the plane!! C of G then not good but got it down in the paddock. It broke the front of fuse again although the wing is still good after two crashes. I have put it aside at the moment but will rebuild in the future.

Conclusions so far...There is good potential there for small planes but currently most are too heavy and too fragile. However, there are new materials becoming available which should improve things. Also of course, designs will be getting better as time goes on. The printer settings take a lot of learning and it is also very ambiguous between brands of design, printer & slicing software.

At least the cost of materials is very low so mistakes do not cost much!

Some (maybe all of you) will laugh at my experiences so far, but I'm only an old fart learning new tricks!

Gordon



# ***From the AGM minutes:***

## **1. Adoption of a new HMAC Constitution**

Bryce England spoke to the work of the task group (convened by himself, with Wayne Cartwright and Grant Finlay) that had produced the new draft Constitution.

Discussion clarified that the document was entirely new and written to meet the requirements of the new Act, and to ensure its current relevance. It was resolved (England/Finlay) that the draft Constitution be adopted subject to the Committee being empowered to make any small amendments that are suggested by members over the next six weeks from the date of the AGM.

## **2. General Business**

- Alan Rowson and Frazer Briggs described the new MFNZ digital process for issuing membership ‘cards’.
- Frazer Briggs thanked the club for hosting the Aerobatics Masters, praised the condition of the strip, and stated that a donation from the Aerobatics SIG would be sent.
- Rudi Weideman raised the issue of rabbit holes in the strip. This was referred to the Committee.
- Frazer Briggs initiated a discussion about establishing removable structures at the RC Site that would provide shade, shelter, clubhouse facilities, and battery charging. The concept was favourably received and referred to the Committee. Ryan Cadwallader offered to be involved in any planning the project.



## *And a few highlights from the field*

### *Juicy tit bits from Alan*

I took the Pietenpol Air Camper out on Sunday for a test fly and to get the 50cc motor started as it had not run for a year.

After getting it all tuned up, I asked if Gordon would do a test flight.

The aircraft took off with no trims required and it flew around really nice and docile.

This model has a wingspan of 108in (273.5 cm), weight around 11 to 12 Kg, engine 50cc.

Already for the Large Model weekend at Waharoa on the 8th and 9th March.

Cheers

Alan



## ***More field action***

This time the resting spot of the Lancaster after a landing mishap at the Warbirds over Awatoto event. Steve Blackman purchased this aircraft from Alan Rowson over 3 years ago. It was all repaired and flown the following weekend at New Plymouth Warbirds day.



***Stan Hodsons new  
Cessna 185, all  
composite, one  
successful test  
flight completed***

*Also....*



*The field's looking a little dry. Some rain would help*



*And.....*



*The IMAC Rumble Awatoto class trophies from the event held recently in Hawkes Bay*



*IMAC Rumble  
Awatoto all in*

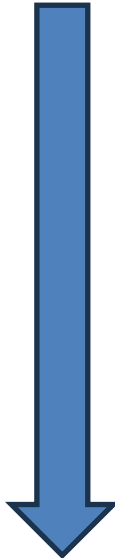


## ***Parting Shot***

*A bit of a blast from the past*

*Many thanks to Bernard Scott for this one*

### **HMAC Bulletin from April 1966.**



## HAMILTON MODEL AERO CLUB

President : Alwyn Graves, 9 Pearson's Avenue, Hamilton.

Secretary : Peter Montgomerie, 146 Pembroke Street, Hamilton.

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Another Annual General Meeting has come and gone, the attendance once again left something to be desired, nevertheless things went smoothly and the "election" (press-ganging is a better term) resulted in the following being appointed:-

Patron	Dr. Denis Rogers O.B.E.
President	Alwyn Graves
Vice-President	Mike Potter
Secretary/Treasurer	Peter Montgomerie
Senior Committeeman	Ray Hickton
Junior Committeeman	Chris Hickton
Recording Officer	Grenville Thompson
Club Captain	Alf Leong
Bulletin Editors	Frank Gibbs and Mike Potter
Auditor	Les Hill

In his report, Alwyn pointed out that the Club had gone from strength to strength both membership wise and competition wise, the climax of the contest calendar being the winning of the Nationals at Fielding last December by the Hamilton Club, (this success was entirely due to four members - Alwyn, Alf, Russell and Paul, alas now residing in the "Deep South").

The financial report assured us that even after buying sundry gear, such as a loudhailer, the Club is still very much on the right side of the ledger. All very encouraging, but what about the year to come - well at the request of several members a competition calendar has been drawn up. A full page of events is attached to this bulletin - Tear it out - Pin it up and don't forget to enter!!!

One of the highlights of the meeting was the election to life membership of Club Captain, Alf Leong. We all know Alf, but I don't think we all realize first how much Alf has put into the hobby and the Club. He's been a "balsa bug" for - let's spare his blushes and just say several decades and in that time has represented New Zealand on several occasions. Invariably an early arrival at Puketaha and always ready and willing to assist in Club activities. I wonder just how many hours Alf has spent discussing the pros and cons of this design, that engine or the other radio gear. If aeromodelling were a profession where advice and help was at a premium, then surely Alf would really be in the big money. Happily for us it is not a profession, but an extremely enjoyable hobby and we hope that Alf will enjoy many more years, and incidentally we shall enjoy his company. Congratulations, Alf.

Harking back to finance for a moment it was decided that the annual subs remain as last year i.e. 30/- seniors, 15/- juniors. A new departure in Associate or Non flying membership was also instituted. This we hope will encourage parents of junior members to take a more active part in Club activities or perhaps serve as a sort of "trial membership" to see whether or not the hobby really appeals to them. The Associate members sub is 5/- per annum. They will receive the monthly bulletin and be entitled to attend all club meetings. In fact the only thing an Associate member can not take part in, is the actual flying and of course, there's an obvious remedy to that.

Now then, after all that "bubbling" have you paid your subscription yet? There's a tear off form at the end of this bulletin, so go to it, let's see the colour of your money and your latest model on the flying.

members include David West, Neil Walsh and Henry Clarke. Two new junior members are Ian Page and John Potter. We extend a warm welcome to them all and trust that we will be seeing a lot of them at Puketaha.

Now for some competition notes.

#### Results Club Competition. April 3rd.

##### Hand Launched Glider.

1. R. Hickton	252.2 secs.
2. A. Graves	249.4 secs.
3. R. Leong	155.2 secs.
4. C. Hickton	113.0 secs.

##### Payload.

1. A. Graves	540.0 secs.
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##### Aggregate.

1. A. Graves	594.5 secs
2. L. Hill	431.0 secs
3. C. Hickton	372.4 secs
4. R. Hickton	293.0 secs
5. F. Scoble	284.0 secs
6. F. Gibbs	14.0 secs

#### Results Tauranga Champs. April 9th and 10th.

##### A. Team Race.

1. G. Tennant	P.N.	5m.6.7 secs
2. B. Hely	Tau.	
3. G. Pickering	Papa.	

##### B. Team Race.

1. G. Halliday	Tau.	7m24.2 secs
2. A. Douglas	Gis.	
3. G. Hely	Tau.	

##### Stunt.

1. G. Tennant	P.N.
2. G. Halliday	Tau
3. P. O'Connor-Gunn	Papa

##### Percentage Speed.

1. C. Rogers	P.N.
2. G. Tennant	P.N.
3. P. Levet.	Auck.

##### Open Power.

1. A. Graves	Ham.	451.8 secs
2. A. Douglas	Gis.	223.1 secs
3. L. Vincent	Tau.	194.2 secs.

##### Open Rubber.

1. F. Higgins	Tau.	322.4 secs
2. A. Graves	Ham.	261.2 secs

##### Open Glider.

1. A. Graves	Ham.	352.2 secs
2. L. Vincent	Tau.	348.9 secs
3. R. Hickton	Ham.	315.3 secs

##### Hand Launched Glider.

1. A. Graves	Ham.	189.6 secs
2. R. Leong	Ham	189.1 secs
3. P. O'Connor-Gunn	Papa	144.2 secs

##### Aggregate.

1. R. Brown	Rot.	524.3 secs
2. F. Higgins	Tau.	444.4 secs
3. A. Graves	Ham.	337.8 secs

##### Champion of Champions.

1. A. Graves	Ham.	47 points
2. A. Douglas	Gis.	31 points
3. F. Higgins	Tau.	26 points

#### Report on Tauranga Championships by Alwyn Graves.

Controline on the Saturday was rather a lackserdasically run affair, taking all day to run 4 heats of A T/R. and 3 B T/R. with finals. Speed was held in a separate circle as well as Stunt. The set up was quite good but organisation at a premium. Brian Howser was the only competitor from Hamilton competing in A Team Race.

Free flight on the Sunday was rather a windy and cold affair, the wind persisting right throughout the day. There were very few max's recorded through the day, the thermals being far and few. Ray Hickton caught one of the few risers on his last flight in glider only to have the misfortune of losing his model, but gained an honourable 3rd place. Jack Page had the misfortune to lose his model on the first flight but had the good fortune to have the model returned at the end of the meeting. Alf got caught by the new rule on his first glider flight to record a no flight.

Hand launch glider times were low in the cold air. Russell Leong was most unfortunate to tangle with the power lines on his 4th flight smashing the wing. His repair lasted for the last two flights but the times were low as can be seen by the results. Yours truly had more than his share of the luck. Prize-giving at 4 o'clock wound up a very pleasant meeting even if the weather had not been kind.

Birds and Pieces.

"Proportional" that's the word uppermost in the Radio fraternity's mind at the present moment. Hugh Irving started the ball a-rolling when he received his Micro-Avionics rig. I hear tell that Hugh will make his debut in about a weeks time. Gerry Bolton and Alf Leong both have Citizen-ship equipment. Whilst Gerry (despite one nerve-racking incident when nothing worked, and then spending a frantic half hour checking, the receiver was found nestling still safely in the carton) will be airborne in about two weeks,, Alf tells me he is still in the thinking stage and that could explain a lot Alf !!!

Jack Page on the other hand has set about the project in a different way. He is building a Taurus with foam wings and fibreglass fuselage. At the time of writing he is still undecided on the radio gear, but I have seen that look in his eyes when he was holding Hugh's green box.

Free flight scale is in the news again with the maiden flight the other week-end of Dave West's Cessna 170. A mighty effort and good looking too. Another soon to take flight (I hope) is my own 1912 Blackburn. To tell the truth it looks more like a "birdcage" with all the wires - we shall see.

The opening day at Rukuhia went off quite well, and a vote of thanks must go to Reg Truman for his flying demonstrations which intrigued the crowd and I believe, baffled the Radio commentators who for a moment thought that a Fletcher had gone berserk! The static display was well patronised. Again a vote of thanks here to Mrs. McIntosh who drew up and painted some excellent cards for us.

Just before Easter Ray Hickton had the misfortune to lose his Radio job and as yet no trace has been found. Bad luck Ray - it was a good flier too.

Alwyn Graves has broken out in Coupe d'Hiver - no its not catching - and his "Hell Bent" on putting up some records in this class. Talking of records, Alwyn made a successful tilt at the N.Z. Wakefield record last Sunday. It is of course still subject to confirmation by N.Z.M.A.A. I dont think it is premature to congratulate him on his fine effort.

As you will see from the attached Calendar there is a Free Flight and a Controline event each month. Something for everyone and we hope it will encourage you to perhaps try your skill at building and flying something different from your usual line of interest. So dont be backward in coming forward. Like travel it will broaden your outlook.

I've rambled on - my wife's gone to bed in disgust - it's midnight and it's raining - worst of all it's work again tomorrow, so that's it for this month.

Mike

P.S. Dont forget your subs.

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To: Secretary,  
Hamilton Model Aero Club,  
Mr. P. Montgomerie,  
146 Pembroke street,  
HAMILTON.

Herewith my annual subscription to H.M.A.C. membership.

<u>Fees.</u>		Name .....
Senior flying	30/-	Address .....
Junior flying	15/-	.....
Associate	5/-	.....



Pin this up for future reference.

HAMILTON MODEL AERO CLUB.

Club calender for first 6 months of 1966/67 season.

- May 8th Decentralised A.L. and Wakefield.
- May 8th Provincial A.L. and Single Channel Radio. Supporting classes - Wakefield, H.L.Glider and Aggregate. Meeting sponsored by Roskill Club at Waiapa.
- May 12th Monthly Club meeting. Scout Hall, Oxford Street, Fairfield.
- May 15th Club A.L.
- May 22nd Club Combat.
- June 4th Winter Show Indoor flying.
- June 4, 5, & 6 Queen's Birthday Provincial Controline meeting at Rotorua.
- June 9th Monthly Club meeting.
- June 12th Club Aggregate.
- June 12th International F/F Teams qualifying Trial.
- June 26th Decentralised Team Race A and B.
- June 26th Club Team Race A.
- 
- July 10th Club H.L.Glider and Single Channel Radio.
- July 14th Monthly Club meeting.
- July 24 Club Controline Aerobatics.
- August 11th Monthly Club meeting.
- August 21st Decentralised F.A.I. Power and Coupe d'Hiver.
- August 21st Club Coupe d'Hiver.
- August 28th Team race 2A.
- Sept. 8th Monthly Club meeting.
- Sept. 11th Club A.2.
- Sept. 25th Club Controline Scale.
- 
- Oct. 9th Club Open F/F Power.
- Oct. 13th Monthly Club meeting.
- Oct. 16th Club % Speed.
- Oct. 22, 23, & 24. Decentralised Team Race 2A and % Speed.

# *Coming Events 2025*



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

### *March*

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](#)

## *April*

Saturday, April 5

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

Saturday, May 3

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



**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](http://www.taurangamodelfly.org/annual-auction)  
or

Contact the Club Secretary - Garry Bentley

Phone: 027 6432103

Email: [taurangamodelfly@gmail.com](mailto:taurangamodelfly@gmail.com)

**Till next month, stay safe**

**Stay out of Maise paddocks**



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

**Next Flight Lines April 2025**

Newsletter deadline – Wednesday 2 April 2025

**For further up to date event info please visit:**

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