



April
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

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Cover Page: The search party for Rudi's Miss Molly Mustang lost in the maize last month. Well done chaps.
Photo: Grant

FLIGHT LINES

HAMILTON MODEL AERO CLUB INC.

April 2025

www.hamiltonmac.org.nz

PATRON

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

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Brendan Robinson
Rudi Weideman
Lyndon Perry 021-0251-8474



WEB SITE

NEXT CLUB NIGHT: Wednesday, 14 May

VENUE: Beerescourt Bowling Club
68a Maeroa Road - Hamilton

Club Night Theme: Your latest and greatest creations for show and tell please

Club Themed Flying Day: Float Planes (yay), Sunday 27 April @ Lake Puketirini, Huntly

Presidents Report

Grant

Well, the fine dry weather has finally broken today with quite a few millimeters sitting in my rain gauge. For those not on town water supply, I'm sure they will be breathing a little relief. It might even mean our flying field may finally start to get some green back into it as well!

My flying adventures this month revolved around a single day at the Big Model Rally in Waharoa, taking photos a couple of mornings at the Hot Air Balloon festival,



Left: An owl balloon at the Hot Air Balloon festival.

Below: A Pober Pixie. Don't worry, I didn't know what one was either



test flying a large Pober Pixie, an afternoon at our field and slipping over to Melbourne for the Australian International Airshow! Time flies when you're having fun as they say.



Shame you have to travel to Australia to see one of these

Hopefully by now you will have renewed your membership subscription for the coming year. Alan (treasurer) would be grateful if you could please get onto it asap if you haven't done so already, as it makes his job far less onerous.

Following on from the AGM, your committee is currently tasked with looking into options around constructing potential shelters, a club house or other form of protection at the field from the weather. At this stage this is only a preliminary investigation looking at the possibilities and practicalities involved. No decisions have been made, so if you have ideas, please put them to a committee member.

Also, from our committee meeting came a decision to look into the pricing & purchase of an AED Defibrillator to be kept on site. It was agreed that these devices are becoming a necessity these days and they provide that potential additional medical support when needed.



***The difference between an AED and an IED.
One saves you, the other kills you***

Club night. There is no Club night for April, so the next one will be in May. That gives you plenty of time to consider bringing along your latest project for show and tell etc. We will have a couple of other bits of entertainment, but the night is for you.

Indoor flying. Elsewhere in the newsletter and previously via email there are details of the upcoming indoor flying at the Morrinsville Event Centre. The venue is the largest and most suitable hall within our local area, so we have booked the centre for events in June, July and August. This gives you time to prepare some models and with three events you can attend, this will make your preparation efforts worthwhile.

Float planes: Yes these events are all booked and confirmed for this year. The first is up in Huntly at Lake Puketirini at the end of this month, with the other four flyins located at Lake Kainui later throughout the year. As always, the rescue boat will be on standby plus Gordon has a secret recovery craft that may or may not be useful...you will have to wait and see!

First up, Lake Puketirini



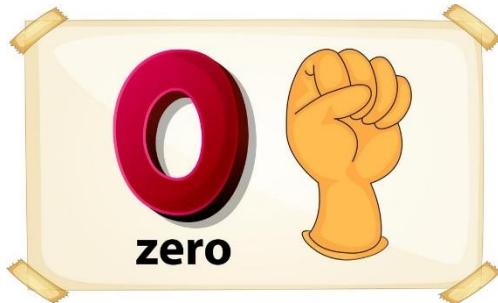
The beginning of next month sees Frazer with support from Lyndon attending another round of the F3A Pattern Aerobatic World Cup series that Frazer took part in last year in China. The event is once again being held in China, but at a different venue. Lyndon is attending as chief battery charging officer, aileron lead plugger-in person and radio systems supervisor. They are accompanied by Hamish and Sean Galloway from Norsewood, who are also entered in the competition. We wish them all well with their flying and a safe enjoyable trip.

Well, that's my lot for the month. Daylight savings ends this weekend, so it's back to shorter evenings and maybe some more building time. Easter is just a week or so away, so make sure you leave plenty of time for flying over the break if you can.

Cheers Grant.

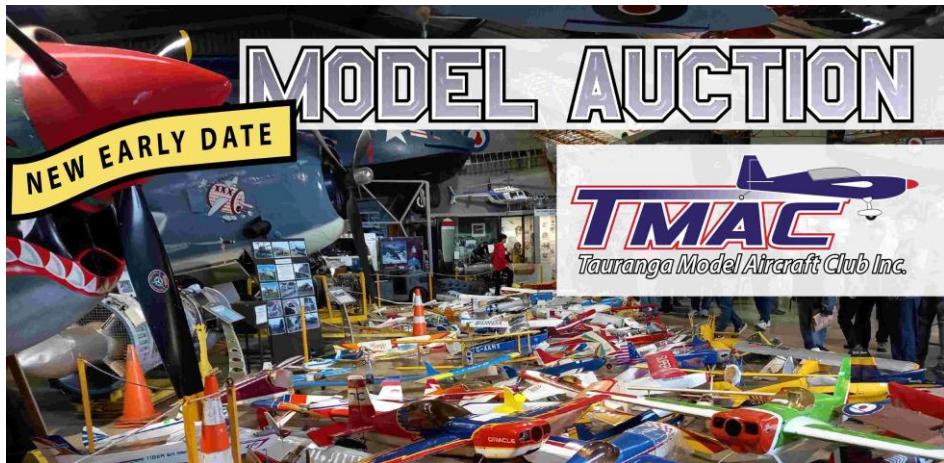
Vice Presidents Report

Bryce



Nothing from Bryce this month.

In the meantime just a friendly reminder about the Tauranga Auction coming up on Sunday 25 May. This date will roll around very quickly so if you're planning on selling any of your stock, how about dusting it off now and making sure everything works in order to get that top dollar.



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

Editors Ramble

Dave

A big thankyou to everyone that contributed to this month's newsletter. With the weather now starting to take a turn for the worse, editors everywhere will soon be struggling to fill the pages of their respective newsletters so it's pleasing that events and flying are still happening. It's good to see that Indoor flying has resumed and even though it's during the winter months this will give everyone the opportunity to either dig out those Hanger Rats from years goneby or even build a new one if your old one is a bit tatty. Or you could just be lazy and bring along your Vapour. Your call.



I wandered down to the Levin glider day last month and had a great days flying. Well, mostly a great day. My F3B Caracho also got a dusting off but it was suggested that I change from my old JR settings and long wire to 2.4G and re-program it into my DX9 for more flight mode options which I'm in the process of doing (page 35).

Enjoy the read everyone and we'll do it all again next month.



*We are not immune.
A brown out on launch,
straight up
straight down,
and straight in.
Someone pass the cyno please.*

Treasurers Report

Alan



As of 2 April I have 23 members who have not paid their subs.
 I was hoping to get all subs in by 31 March so that I could send a bulk payment to MFNZ.
 Please be advised that those that have not paid cannot fly at our field or any sanctioned MFNZ flying site.

PLEASE GET YOUR SUBS PAID TO ACCOUNT NO
 03 0314 0215645-00

PLEASE ENSURE THAT YOUR NAME IS ON THE DEPOSIT.

SUBS	JUNIOR	\$40	MFNZ	FREE
JUNIORS UNDER FAMILY MEMBERSHIP DO NOT PAY \$40				
SENIOR		\$220	INC MFNZ	\$105
70 PLUS		\$200	INC "	\$105
FAMILY		\$230	INC "	\$110
C/L F/F		\$150	INC "	\$105

If you are not going to rejoin please send me an email so that I can remove you from the MFNZ list

Thank for your attention
 Alan Rowson
 Treasurer

Coastal Aeromodelling News Report

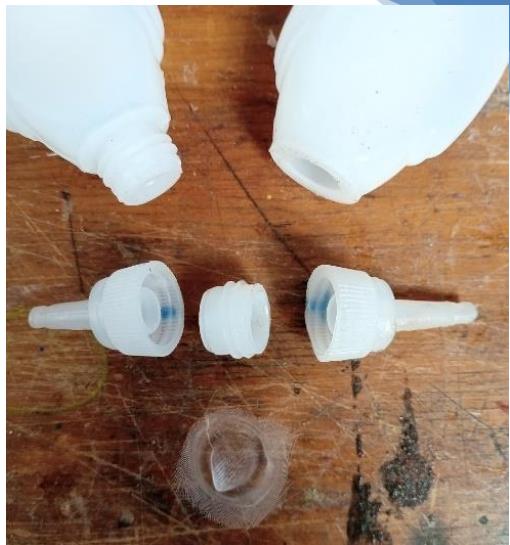
Malcolm Foster, the Marine Modeler

Greetings to all from the Bay of Plenty. My wife and I have just returned from a great trip around the East Coast - Gisborne, Tokomaru Bay, Te Puia, Tolaga Bay, Waihau Bay, then back through Opotiki to Whakatane. What a beautiful country we have the privilege of living in. I saw a twin seater Gyrocopter on my travels but not much else in the air. But I've had a busy flying month, with lots of airtime on the delta, Fokkerish biplane, and Agwagonish monoplane, all using OS 25LAs. Now one of the problems with some OS motors is that they have a natty backplate-mounted needle valve, and if you have a serious enough prang and break this plastic item, you can be in trouble. I tried ordering a new backplate through the helpful staff at RCNZ, but it's not made any longer and there were none in stock.



So after several attempts at supergluing the offending item, which lasted for a few flights, I came up with the cunning plan of cable-tying and supergluing the loose needle valve to a separate wooden post mounted behind the motor. Steel pins and superglue enriched with lashings of baking soda have made a very secure job. I mean, it still worked when it was flapping loose, but that didn't look safe or long lasting. (see photos)

Another "Malcolm Cheapo Hint" is a home-made glowfuel filter, when you just can't wait for the mail to deliver you one. This uses a couple of the ubiquitous superglue bottles I've been talking about - stems cut from two nozzles, and a linking screw part cut from the top of a bottle. Getting everything cut flush to make it airtight takes some fettling. The filter is a wonderful fine nylon mesh from your missus's posh teabags. They've got to be posh teabags, none of your paper rubbish.... They're fuelproof, and you can unscrew and clean out the crap when needed. I ground little valleys around the nozzles, to help grip the fuel tubes. You could add circlips. (see photos)





*How to make a
home-made
glowfuel filter.
Very clever*

A couple of the guys at the Whakatane club have been experimenting with "twin-jet" designs, very exciting, so I had to get on the bandwagon too. (see photos) This model is inspired by the Messerschmitt Me 262, but instead of two Jumo turbojets it has two (unmatched) Maori flutes, or Koauau, the making of which is another of my hobbies.





Hand carved from recycled Rimu, polished and oiled with natural beeswax and avocado oil, and tuned to the key of G, they sound lovely, but the aeroplane doesn't fly, of course. What were you thinking? If you want more information on them, get on Youtube and put "koauau" in the search box. I usually have one or two on the site.

Thanks for keeping me inspired to write about unusual aeromodelling stuff, may your superglue flow where you want it, and not between your fingertips....

until next time,
Bon Avion,

Malcolm

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BY MICHAEL AND STEFAN STRASSER



Aircraft I Dream About — the Starck AS-37

Bruce Pickering

André Starck was an aeronautical engineer whose family was from Alsace. He grew up in Paris, where his father instilled in him that invention was a “duty.” So it is not surprising that André was inclined to develop ideas that were unconventional, to say the least. It was this creative mind that produced the *Starck AS-37*.



Designed in the 1970's and constructed in the conventional way from wood, the *Starck AS-37* is a twoseat biplane, with irregular wing and propulsion layouts. Although generating some interest, only three were built. More than twenty sets of plans were sold for home building, but apparently only one was completed. It seems that none of the aircraft are active today.

The most obvious unusual feature of the aircraft is the small gap, high stagger wing arrangement. Being of low aspect ratio, the upper wing is mounted just above mid position of the fuselage, and the bottom wing is fixed to the fuselage bottom, thus producing the unusually small gap. The

stagger aligns the upper trailing edge a little ahead of the lower leading edge. The idea was that the two wings would have the desirable qualities of a single, slotted wing. The lower wing has a shorter span than the upper one, and, instead of conventional interplane struts, the two wings are joined at the tips by “curtains.” These aerodynamic surfaces are of the same chord as the wings and are slanted outward at fortyfive degrees, with ailerons attached. Besides stiffening the structure, these curtains were to improve lateral control and stall performance.



The constant chord horizontal stabilizer is set on top of the fuselage, which tapers from very deep at the cabin. Both elevators and rudder are fitted with balanced surfaces. The cabin is situated forward of the upper wing; this plus the large, rounded canopy rising from a steeply sloping nose, provides the pilot with an excellent view. Dual controls are installed for the side by side seating. It has fixed tricycle undercarriage, and disc brakes on the main wheels.

The original concept had an engine mounted in the nose, but that was changed in favour of twin pusher configured propellers mounted on the top wing. Installed in the gap between the top and lower wings, the intention was that the slipstream should enhance the slot effect. They were driven by a single 65 hp Citroen GS 1220 engine mounted in the fuselage, behind the cabin. Geared down 2:1, power was delivered to the propellers by toothed timing belts.

The first AS-37, designated A, took to the air in January 1977; by October it had logged one hundred hours. A second aircraft was modified after a short test programme and was designated AS-37B. The wingtip curtains were removed and replaced with wide chord conventional interplane struts, and the ailerons were moved to the top wings. Flaps were added to the

lower wings and the undercarriage struts were replaced with faired cantilever legs made from fiberglass. Fairings were added to the wheels. All of this added weight—the final empty weight increased to 451 kg.



By 1979 the Citroen engines had been replaced by the more powerful Porsche flat four of 100 hp. More modifications followed; the rear fuselage was replaced with a slim, low set, flat sided, slightly upward curving beam. This allowed for a more conventional pusher engine setup, with the engine and propeller placed behind the cabin, just above the original fuselage line. It appears that this modification include fitting a Renault 343 engine.



Finally, sometime after 1980 a further modification was made to the engine installation. This time, tractor propellers were fitted in front of the top wing, belt driven as before by a fuselage mounted engine. This variant was named the Starck-Nickel SN.01. It was active until the late 1990's but now is resident in a museum.

That is all that today can be found about this unusual and fascinating aeroplane. Would it make a good RC model? Why not?



Indoor Flying this Winter

The Hamilton MAC Committee has decided to revive indoor flying - both RC and FF - with three events this winter.

Members of other Clubs are welcome.

Location

Morrinsville Events Centre, Ron Ladd Place, Morrinsville.
This is the size of two tennis courts.

Dates and times

8 June 1.00pm – 5.00pm

6 July 1.00pm – 5.00pm

3 August 1.00pm – 5.00pm

Entry fee

\$10 for flyers. Free entry for spectators.

Time slots

RC and FF will have separate time slots.

Free Flight

- Model weight is limited to 50 grams for safety
- Categories: Hangar Rat, Scale Rubber, Duration Rubber, Indoor Hand Launched Glider
- See the accompanying article about building Hangar Rats

Radio Control

- Fixed wing only – no drones or helicopters
- Model weight with battery is limited to 150 grams. It is expected that flyers will honour this limitation without the need to check.

Sources of RC Models

- Several models in the readily available E Flite UMX range are under 150gm. There is the very light Night Vapor, and the following are all under 150gm: Slow Ultra Stick, Timber X, Pitts, Waco.
- Some of the kits offered by Micro Aces and Buzzard Models look good.
- AliExpress and Banggood offer micro RC models.
- For those preferring to build their own models:
 - E Flite UMX motor/ESC and receiver (Spektrum-compatible) are available.
 - Lightweight receivers, integrated receiver/ESCs and integrated receiver/ESC/servos are available from Crossover-rx, compatible with Futaba, Spektrum, and other brands. The same products but with combo motors and servos are available from Buzzard Models.
 - The RC Groups forum ‘Scratch built indoor and micro’ is a very good site for vendors of micro radios, motors/ESCs, kits and plans. The UMX models are discussed on the forum ‘Micro RTF’.

Contacts

Radio Control - Wayne Cartwright rwc Cartwright4@gmail.com.
Free Flight - Brendan Robinson robsbj@gmail.com.

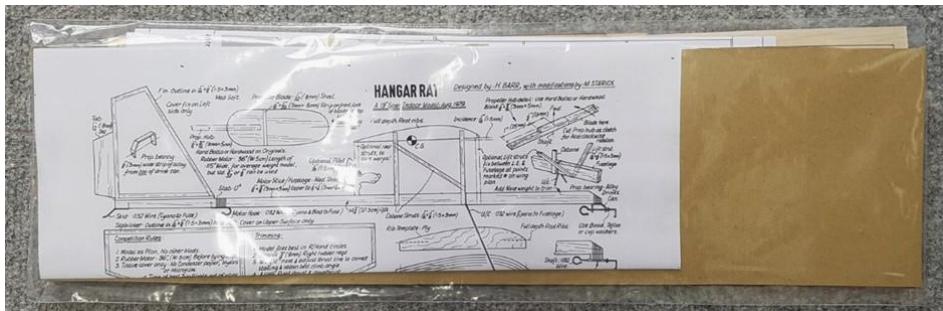




Remember that HANGAR RAT you built? Time to resurrect it for the three upcoming Indoor events at the Morrinsville Events Centre, a hall that is arguably the best indoor flying site in ~~the World~~ New Zealand Waikato. Even if your HR is a bit tatty, broken, or completely deceased, the videos listed below will guide you in administering the breath of life. And, if you never built one - *why not?* *one may ask* - the videos will be a source inspiration.

Most of the puzzling bits in building an indoor free flight model can be eliminated by starting with a kit. Luckily AVTEC do one for the Hangar Rat. It is well presented and results in models that are light and strong. Two suppliers of this kit are –

https://pbgrc.co.nz/index.php?route=product/product&product_id=437
<https://www.hangarone.co.nz/hangar-rat>



J H Aerospace also do a kit, but they are in the USA and even if Mr Trump hasn't yet given an Executive Order placing a tariff on aeromodelling goods, the postage is a bit much. However, JHA owner Joshua Finn presents a brilliant build log for this kit and it is applicable to the AVTEC kit. Trimming tips at the end, too.

<https://youtu.be/iTKdxdpYAGU>

No need to even mention that the Hangar Rat plan is available on Outerzone.

For heathens with absolutely no interest in the challenge of free flight, the Hangar Rat makes an excellent lightweight radio platform. No need to go to the extremes of this super lightweight – just the standard build will handle indoor RC gear.



Here's the build log if you want to try for a super-light Hangar Rat
<https://www.youtube.com/watch?v=E37tmRzM764>

Norsewood F3A Competition

Frazer

Event #9 for the 2025 season was at Norsewood. Yep ... that's not a typo. Event #9 !! And still 4 to go.

First up 12/13 April we have an event booked in for New Plymouth. We have been down there before, a great bunch of guys and they are keen to fly Clubman. In fact, I think some 11 of them had a go last time we were there. The site is suited more to flying pattern, so that is what it will be. A couple of people have said they are going. Please get registered for this one asap so we can figure out the plan. They have accom available with modellers, so don't think you need to book a motel. Here is a link to the event details where you can register. Have a look, there is a photo of the flying site. Its close to Inglewood, and the famous mountain is right at the end of the box. [Taranaki Champs \(Pattern @ New Plymouth MAC\) – NZ RC Aerobatics](#)

Ok ... Norsewood 29/30 March.

We have pulled this event back a month, and what a master stroke that was. It is the time of year where the weather is most settled down there, and it's not so cold you need diesel powered "frost pots" on the flightline to warm things up. So we will keep running this one on the last weekend in March.

Only 1 hour drive further south of Awatoto, but it seems this extra hour is some how a big factor in the decision to go. Well, that just means more flying time for those that do.

Raining on the Friday as Lyndon and I ventured south from Hamilton, faced with traffic cones, neanderthals, multiple road diversions where you find out too late, and only the thought of hot pies to keep us going. In the end, only added 30 mins to the journey. A call from Hamish, "it's raining here, and it might set in for the day". We ended up having a few flights fly at Awatoto in between showers, and boxed on south down highway 50 to the farm just in time for dinner. Great to catch up with Ewan and Rose, plus the Craigheads in their boomer bus had arrived earlier in the day. As usual, first night is a late one.



Saturday morning was clear blue skies, but I was feeling very foggy. What was the voltage on that whiskey ? Not a breath of wind though. When the sun was shining, it was T-Shirt and jandals weather.

“It’s always sunny in the Bay”
Yeah, Right

Flying got underway with Clubman. Initially the numbers for clubman were looking a bit thin on the ground, but by the end of the weekend we had 6 pilots that flew which was great. And a really wide range of models too. After 6 rounds it was pretty close at the top with a bit of round swapping going on between John Judd, flying a huge biplane, and David Kenwright flying a 70cc IMAC model. In the end it was Rob Lockyer a very close 3rd, John Judd in 2nd and David in 1st. Andrew Farrow was 4th, Prince Andrew HMS. Says he is just fighting a constant battle with gravity when he flies clubman. Good to see Stu Sturge having a go, he flew an electric 60" IMAC style model. Myles Moloney missed day one and was called away early on day 2, but managed to win a round of clubman in between naps, flying his old school OS140RX powered Desafio 2000. Brownies old one, it still had the PBT sticker on it, and still lots of smoke.

Sportsman IMAC was a pretty close contest between Derek Whelan and David Kenwright, both swapping round wins over the weekend. Myles also flew the Tui “Bird Flu” special but missed day one so was out of the running.

We haven’t seen Ewan Galloway fly for a while, he is usually bonded to the workshop, pumping out F3A models for son and grandson as fast as they keep requesting them. Ewan flew the Expert class with his Allure monoplane, and won every round !! We need more guys flying Expert. I think it will happen next season.

Onto F3A, we split the pilots into P, and P + F, to create judges. Plus we had our chief judge “No Line Kay” keeping busy all weekend in the hot seat. Flying the P only class, “Slim Jim” James Farrow, Andrew Stiver “Stinky”, and what’s this, Lyndon Perry moving up from Masters !! And why not … he did provide some entertainment to start with, but was improving with every flight as the weekend progressed. Slim Jim was the winner after 6 rounds.

F3A P + F, we had 4 pilots here. Hamish Galloway aka Worms, Frazer Briggs aka Bogan , Ross Craighead aka Obe Wan Kenobe, and Sean Galloway aka flossy, butthead, and now his new pseudonym “Muscles”. When it was time to get started on Saturday morning, Sean was supposed to be playing a Rugby game against his mate Ruben over in Palmerston North. But he was suffering from too many dodgey muscles from a special Friday night dinner, seems there was a deal going cheap at the local supermarket on some out of date shell fish. Needless to say, he was rather unwell on Saturday morning. Rugby was definitely off. (Avoid the bottom feeders mate !!!) Ross had his new Biplane, the “Muscle Cloud” by BJ Craft. I’m not making this up. Sean was crook from eating Cloudy Muscles and Ross’s new model is called a Muscle Cloud. You can’t make this stuff up.

Ok … so on with the flying … we cranked into some “P” flying and the scores at the top were super close. 1000 vs a 999.50 in round 1. After 4 rounds, Hamish and I went on to fly some F schedule, while the Muscles crew flew more P.

5.25 points separating the top two pilots after 6 rounds of flying.

The weekend was wrapped up with a round of Classic. Bonus points for pilots with the best entertainment factor in the calling / announcing each manoeuvre commence and complete department while flying. That honour went to Ewan Galloway.

A great weekend down on the farm. Big thanks to the Galloway Family for looking after us again. It was so good, we stuck around for some more flying on Monday morning, in perfect conditions, no wind. With a toaster going on the flightline cranking out hot cross buns, and English muffins, doesn’t get much better than that.

Get to the next comp !!!

Here come the results, plus they have been posted to the website. I also updated the series table.

Norsewood - from March 29 2025 to March 30 2025

Clubman

Position	Competitors			Total
1	KENWRIGHT David (811)	Snr	NZL	4964.92
2	JUDD John (801)	Snr	NZL	4829.34
3	LOCKYER Rob (921)	Snr	NZL	4757.97
4	FARROW Andrew (927)	Snr	NZL	4625.71
5	STURGE Stuart (950)	Snr	NZL	2032.88
6	MOLONEY Myles (809)	Snr	NZL	1897.41

Expert

Position	Competitors			Total
1	GALLOWAY Ewan (906)	Snr	NZL	5000.00

F3A P

Position	Competitors			Total
1	FARROW (SLIM JIM) James (926)	Snr	NZL	5000.00
2	STIVER (STINKY) Andrew (912)	Snr	NZL	4541.79
3	PERRY Lyndon (936)	Snr	NZL	4007.86

Sportsman IMAC

Competitors	Cat	Country	Total	Position
KENWRIGHT David (811)	Senior	(NZL)	5965.36	1
WHELAN Derek (925)	Senior	(NZL)	5893.86	2
MOLONEY Myles (809)	Senior	(NZL)	3344.39	3

F3A P

Position	Competitors		Total
1	FARROW (SLIM JIM) James (926)	Snr	NZL 5000.00
2	STIVER (STINKY) Andrew (912)	Snr	NZL 4541.79
3	PERRY Lyndon (936)	Snr	NZL 4007.86

F3A P & F

Prelim

Position	Competitors		Total
1	BRIGGS Frazer (Bogan) (911)	Snr	NZL 3000.00
2	GALLOWAY Hamish (Worms) (907)	Snr	NZL 2971.68
3	GALLOWAY Sean (908)	Jnr	NZL 2883.63
4	CRAIGHEAD Ross (995)	Snr	NZL 2731.02

F3A P - P Fly Off

Position	Competitors		Total
1	GALLOWAY Sean (908)	Jnr	NZL 2000.00
2	CRAIGHEAD Ross (995)	Snr	NZL 1850.47

F3A P & F**Semi-finals Results F Schedule**

Position	Competitors	Total	Prelim
1	BRIGGS Frazer (Bogan) (911)	(NZL) 2000.00	1000.00
2	GALLOWAY Hamish (Worms) (907)	(NZL) 1994.74	990.56



PBG

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 Check the website, or ring Bogan.



And a few highlights from the field

Juicy tit bits from Alan.....

Two photos from the field. Both models have not yet been flown. First is Rudi's new E Flite Sabre (left), he did a taxi run and it seemed to have plenty of power. Sel also bought his new plane he has been building off and on over the last year, waiting to have a test flight.



More field action from near and far and from Grant



This time from the Waikato Balloon Festival



Warren's Pober Pixie. Finished off for flying by Gordon and test flown by Grant

And some action from the Australian International Airshow at Avalon





Levin Glider Fun Fly

– 29 March 2025

**Report by Stew Cox.
Photos by Ross Gray**



Levin turned on another stunning day for the Autumn Levin Glider Fun Fly. Winds remained very light and variable all morning before settling into a light sou'west drift about lunchtime that was just strong enough to enable good bungee launches. The day started with clear azure blue and not a cloud in the sky. Despite the lack of clouds there was thermal activity from the outset.

Perfect thermal soaring conditions.

Attendance was the best yet at a Levin Glider Fun Fly with 31 attendees flying and several wives, friends and Levin members coming along to watch. There were five fliers that attended the event for the first time which now makes 59 individual fliers that have attended at least one of the four Levin Glider Fun Flys held to date.



*John Pfahlert with a
1950 vintage
Leprechaun that was
far from small*

All local clubs were well represented with particularly good numbers from the Kapiti club and Palmerston North Aeroneers with seven and six fliers respectively attending. Clubs represented included Palmerston North Aeroneers, Hawkes Bay, New Plymouth, Ashhurst, Kapiti, Wellington and Levin. Three fliers came from Hawkes Bay. MFNZ President Kevin Botherway, fresh back from the World F5J Champs in Argentina, drove down from Hawkes Bay for the event as did Graeme Rose with his good mate Ross Brinsley. Andrew Hiscock and wife Jane also timed their Cook Strait crossing to coincide with the event and turned up in their campervan on their way home to Hawkes Bay after a long sojourn in the South Island.

Most fliers had several models with them with some flying three or four on the day. There must have been between 70 and 80 different models flown on the day. Popular again were Radians and Phoenix variants, Gentle Lady's, a range of TopModel designs such as the Malibu, Sport and Pegasus, 2M eRES models such as the Medina and OzRes, F5K models such as the Snipe and Blaster, and DLG's such as the Snipe and Yoda. A list of all the model designs flown would be extensive but if you want to see a wide range of soarer designs, eras and technologies all in one place, come along to a Levin Glider Fun Fly!

Ivan and Linda from the Levin club did a great job organising the BBQ lunch and some 48 sausages were consumed in next to no time.



Kevin Botherway's F5J Plus X – going up whilst doing continuous loops

Some highlights from the day included Rowdy (Kevin Botherway) cutting power of his 4m span Plus X F5J model at about 30 metres and then thermalling away to good height while doing continuous loops

Later in the afternoon some of us did some flying off the winch with F3B gliders with Pete (Peewee) Williams providing the F3B mentoring. All in all, a very relaxed and most enjoyable day of thermal soaring in perfect conditions.



*F3B guru and mentor
Peter Williams launches
his F3B Fosa*

The tentative date (subject to the bailage harvest) for the next Levin Glider Fun Fly is Saturday 29 November with the wind date being Sunday 30 November – put those dates in your diary now. All welcome!



A typical days thermalling in Levin



The now standard group photo including a fly past

Balsa USA Kitsets:

- Taube 40 -\$220
- 1/6 Scale Fokker D8 -\$320
- ~~Smoothie XL~~ \$480 ~~50.00~~
- 1/6 Scale Nieuport 28C-1 \$320
- 1/4 Nieuport 17+ 2 lewis machine guns and dummy engine - \$700
- 1/4 scale Junkers D1 with corrugation kit - \$800
- 1/4 Scale SPAD 13 + decals and 1x machine gun -\$850
- Taube 90 - \$700
- EAA Bipe -\$370

Other kitsets

- Top flite Mustang - \$800
- Midwest AT6 - \$400
- Midwest G202 - \$400

**Motors**

Thunder Tigre Pro46 2 ST	\$	120.00
NGH GF38 4 St – Only run in on test stand	\$	500.00
Super Tigre G.20 .23 -NIB	\$	180.00
Saito FA-82B 4 St – NIB	\$	450.00
OS FS -91 SII -P 4St -NIB	\$	480.00
DLE 30 petrol – NIB	\$	500.00
Saito FG40 Petrol 4ST – NIB	\$	900.00
OS Gemini 160 Flat Twin – NIB	\$	900.00
ASP FS 91 AR 4St – NIB	\$	320.00 50.00
ASP FS70 AR 4St – NIB	\$	240.00
ASP FS 70 AR 4St – NIB	\$	240.00
ASP FS61 AR 4 St – NIB	\$	240.00
ASP FS 91 AR 4 St – NIB	\$	320.00
ASP FS-91 RA 4St – Used but good condition	\$	240.00
ASP FS65 AR 4St – NIB	\$	240.00
DLE 35 RA Petrol – NIB	\$	240.00
Saito FA125A 4St – NIB	\$	550.00
Saito FA100 St – NIB	\$	520.00
Saito FA82B 4St – NIB	\$	450.00
ASP FS80AR 4St – NIB (no Manual)	\$	240.00
OS 40 LA 2St -NIB	\$	150.00

My contact details are:

Colin Kemp

modelplane5959@gmail.com

0212274217

Please contact Colin directly if interested

Models for Sale on Behalf (by Tender)

Sale by tender on behalf of a Non Club Member

The models are:

1. x AeroWorks ProX260. 40-60 size.
1. x AeroWorks ProX260. 60-90 size.
1. x SIG Fazer Kitset.
1. x SIG Somethin Extra Kitset plus SIG Wing kit for the Somethin Extra.
1. x SIG Somethin Extra Kitset
1. x Great Planes Electro Streak
1. x Parkzone VisionAire RTF, (comes with Tx)
1. x OS FS91-P. New in Box, with alloy mount.

TENDER PROCESS

HMAC offer these items up for tender on behalf of a Non Club member under the following conditions:

- Tenders accepted via email only to ***hamiltonmaclub@gmail.com***
- Tenders close 9pm May 11th 2025
- Successful tenderers to be notified via Email by 13th May 2025.
- Collection of items by arrangement with owner. Strictly by collection only, no postal or courier service is offered.
- Payment method to be arranged on acceptance of tender by seller.
- Highest Tender may not necessarily be accepted and all sales will be subject to the sellers agreement or negotiation.

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

- AeroWorks ProX260. 40-60 size.
- This is “ARF’s ready to Assemble”



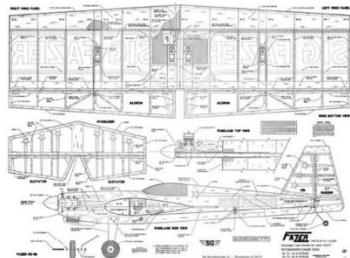
Tender item 2025-02

- AeroWorks ProX260. 60-90 size.
- This is “ARF’s ready to Assemble”



Tender item 2025-03

- SIG Fazer Kitset.



About this Plan

Fazer. Radio control sport fun-flyer model. Wingspan 48 in, wing area 697 sq in, for .25 to 40 2-stroke engines.

Datafile:

(oz15198)
[Fazer](#)

Tender item 2025-04

- SIG Somethin Extra Kitset PLUS SIG Wing kit for the Somethin Extra.

Tender item 2025-05

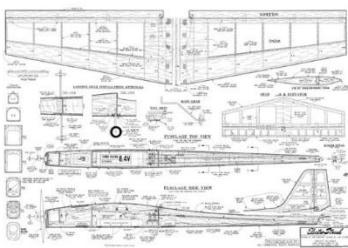
- SIG Somethin Extra Kitset

SIG Somethin Extra Kitsets (2 kitsets for tender)



Tender item 2025-06

- Great Planes Electro Streak



About this Plan

Electro Streak. Radio control sport aerobatic model for electric power, with Goldfire 550 motor. For 3 channels.

 Datafile:

(oz11911)
Electro Streak

Tender item 2025-07

- Parkzone VisionAire RTF, (comes with Tx)

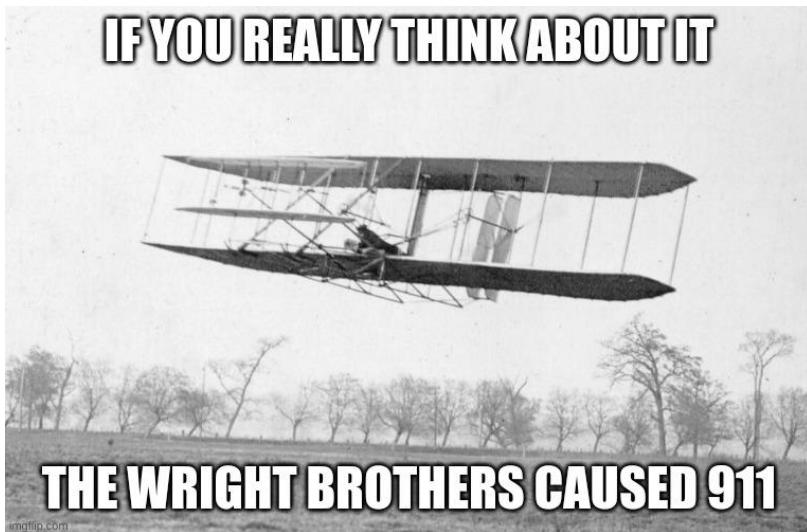


Tender item 2025-08

- OS FS91-P. New in Box, with alloy mount.



5 13:11

Parting Shot

Coming Events 2025

What's On, When and Where



Time Event

Saturday, April 12

all-day [Taranaki Champs \(Pattern @ New Plymouth MAC\)](#)

Sunday, April 13

all-day [Taranaki Champs \(Pattern @ New Plymouth MAC\)](#)

Friday, April 25

all-day [IMAC Scale Aerobatics @ Galatea \(Anzac Weekend\)](#)

Saturday, April 26

all-day [IMAC Scale Aerobatics @ Galatea \(Anzac Weekend\)](#)

Sunday, April 27

all-day [IMAC Scale Aerobatics @ Galatea \(Anzac Weekend\)](#)

9:00am [HMAC Float Plane Day \(TBC\)](#)

-

4:00pm

Saturday, May 3

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

Time **Event****Sunday, May 4**

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

Saturday, May 10

all-day [Pukekawa Pattern Champs @ Airsail MAC](#)

Wednesday, May 14

7:30pm [HMAC Club night](#)

-
10:00pm

Sunday, May 18

all-day [HMAC Bi-Plane Day](#)

Saturday, May 24

all-day [IMAC Scale Aerobatics @ Galatea \(Season Closer\)](#)

Sunday, May 25

all-day [IMAC Scale Aerobatics @ Galatea \(Season Closer\)](#)

10:00am [Tauranga Model Auction](#)

-
3:00pm

10:00am [Tauranga Model Auction](#)

-
3:00pm

Till next month, stay safe

Know your AED's from your IED's



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

Next Flight Lines May 2025
Newsletter deadline – Friday 2 May 2025

For further up to date event info please visit:

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