



May
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 Proramming
SMART Transmitter file capability
and much more

Login into www.spektrumrc.com/MyAccount/ for your Expansion Firmware



Premium
Radio

› VISIT
Visit your local dealer

› CLICK
www.hotrc.co.nz

› CALL
07 850 9472

DEALER LINK

www.hotrc.co.nz/buy-fly-race.html

***Cover Page: Alans ANZAC display at the Metlife Forest
Lake Gardens Village***
Photo: Alan

FLIGHT LINES

HAMILTON MODEL AERO CLUB INC.

May 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	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	

COMMITTEE:

Bernard Scott
Brendan Robinson
Rudi Weideman
Lyndon Perry 021-0251-8474



WEB SITE

NEXT CLUB NIGHT: Wednesday, 14 May, doors open 7:30pm

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: Too much going on this month so you'll have to wait till Club Bi-Plane flyin day on 15 June

Presidents Report

Grant

Well, suffice to say there's not a lot to report from me this month as I was away for two weeks across Easter and ANZAC weekends. I had hoped to spend three days at the Classic Fighters Airshow at Omaka (Blenheim) over Easter, but that was cancelled due to the pending poor weather forecast. As it turned out, the organizers made the correct call early in the piece, as the weather wouldn't have been suitable for display flying anyway.



So to fill in the spare time, I spent a good bit of time going through the Omaka Aviation Heritage Centre on Easter Saturday which is definitely worth the look. With many of the displays constructed by Weta Workshops, you

would be hard pressed to see better anywhere else in the world.

So, the weather not only caused problems for full size activity, it also caused us to cancel our Float plane day at Huntly the following weekend plus the IMAC Aerobatics Competition as well. It seems there were more cancelled flying events in April than there were ones that went ahead!! So coming up we had scheduled in running a Club Bi-Plane flyin day this month, however due to clashes with other local events this has now been moved back a few weeks to the 15th June at the club field. At the end of June we will also have another attempt at Float plane flying on the 29th, this time at Lake Kainui (Horotiu).

Most importantly on the calendar for May is the return of 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 on June 8th, July 6th and August 3rd. I believe that elsewhere in the newsletter there are details and this has previously been advertised via email & the April Newsletter. Hope to see you there.



*The HMAC Hanger Rat Squadron from July 2021.
It's been a while since the clubs last Indoor meeting so let's all get
out there and support it.*

Also in May is the World Famous Tauranga Model Auction at the Classic Flyers Aviation Museum at Tauranga Airport on Sunday 25th. Make sure you get there early to get things sorted and get those early bird bargains. Doors open from 7:30am, Auction from 10am. There's also a fixed price table and Motors only fixed price table this year.

This month we've rolled back around to our first open Club night of the year. As always, we ask that you bring along items of interest, parts of projects and completed aircraft for a show and tell evening. This will be supplemented with the usual slideshows and anything else of interest. I also have a few photos I took at the recent Australian International

Airshow in Melbourne that I will run through plus a couple from inside the Omaka Aviation Museum. As usual, doors open around 7:30pm and the meeting kicks into life around 8pm.

Out at the field, your busy grounds staff are slowly bringing the field back into shape after the long dry summer and things are starting to green up a bit now. Last week the Electric fence was given a birthday with most of the existing fence tape replaced with new stuff. Some of the fence handles and fence standards were also replaced. The fence is now producing a good kick all around the field and that's the way we like it. Please take care not to leave a handle attached & connected to a live part of the fence as this shorts the tape out on the ground. This quickly ruins the tape, especially if the tape is shorted onto a fence standard!

Finally, a mention of Frazer and Lyndon who are currently in China with our Kiwi team to fly in the F3A Pattern Aerobatic World Cup series. Lyndon is chief caller & mechanic for Frazer and we wish them well for the competition.



Right folks, that's all I have for the month. Til next time, fly safe and see you at club night.

Grant

Vice Presidents Report

Bryce

Suitably chastised I shall move from simply enjoying the exploits reported in our fine magazine to actively contributing. Work can wait why I write this. Priorities!



Our airfield has started greening up again and Gordon has been out sowing grass seed and getting Team Hamilton to help replace the electric fence tape. The tape was getting aged and had accumulated many shorts. So, we got ourselves covered in spider webs and got the job done.

Planes...

I have decided my sixty series silver and yellow plane (that's what it was called at in the Tauranga Auction last year) is most like a Calmato Alpha, and until someone wiser than me can better place her, that is what I shall consider her to me.



When I got her, she had a 3-blade 14-9 propeller, which I subsequently downsized to a 3-blade 13x8 propeller to drop the current draw and achieve longer flight times. I measured the Watts for both props at various throttle settings and made the change.

Last month she was on the repair bench having crashed through one of our metal standards following a failed recovery of a landing stall. She has since been glued back together (think jigsaw). After gluing, I found one side of the plane longer than the other. So not acceptable, ugly. Out come my Japanese cutting knife (thanks Gordon, for the recommendation, they are great) and I cut halfway across the body before regluing the long side shorter. Having reduced structural strength, I lined the interior with extra strengthening balsa, covered the damage and now she looks great again and runs true.

One last change. Broke my second 3-blade prop on a landing that didn't stick and then, when she came down again, she was at slightly the wrong angle. Bugger. Stole the 2-blade 14x7 prop from my Mustang and found she now had much better low speed thrust, which I find great for go-round landing calls. The 2-blade will stay, and I have ordered a new spinner.



No observer arrived yet. So, a bit of mischief tearing up and down the strip.

Two months ago, I reported on my 108" PBY 5-A Catalina build. I have to admit experiencing weeks with not much progress. But exciting news. The wings are made and fitted with wingtip retrack floats. They took me multiple sessions and much online studying of real Catalinas to get the design and maths to work. It's amazing what you overlook and then have to go again with a rebuild. Happy now, but until I get some fibreglass

strengthening out there on the wing tip I fear she is too weak to support a rough maiden flight.

I thought I was being sensible and cautious. I figured that I would store the main fuse in the plane shed while I worked on the wings.



Reduce the hanger rash. So, while being careful I managed to bash the horizontal stabilizer twice on the door frame attempting to move her. Some quiet contemplation of life later I decided to put her back on the work bench. That horizontal stab is wide! Storage is gonna be a challenge. She has two Dualsky ECO4120C 560KV motors (to be fitted) which together give out up 2600 Watts on the 13x8 props. Heaps of power for

take-off, and then I expect to have the throttle down near 40% for flybys. All a question of the resultant weight once I glass the exterior. The plan is to float test her at the June float plane day, and if glassed in-time, a maiden flight. Then I'll paint her.

More planes...

This month is the annual Tauranga Auction. I probably need some therapy. Once Christmas arrived, I start looking forward to the auction hoping that there will be a plane with my name on it screaming buy me. This is bad, my plane shed is already full.

Till next month.

p.s. I extended the wings of my Parkzone Radian Pro glider. Plus 6 inches too both sides. Now she floats nicely. With all those wing servos the wing loading was too high previously and she sank fast. 😊



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

*Coming up real soon folks.
 Don't miss your chance to pick up that dream
 aircraft you've always wanted...if it's there*

Editors Ramble

Dave

Slim pickings this month so once again thank you to all who contributed to this months newsletter. As I have an open fire at my place I've been recently stocking up on firewood and yes, I've needed to put it on a couple of times, just to make sure it's doing the job before winter sets in.

With a bit of luck it's warmer where Frazer, Lyndon and the rest of the Kiwi team are and of course we wish them all the best for their upcoming F3A competiton. I know Lyndon's pretty handy with a spanner and a screwdriver so we can rest assure there will be no more reversed ailerons going on.

Right o' with not a lot to report on I'm back off to my ManCave so I can grab my epoxy and warm it up in a jug of hot water before it is of any use. Such is life at this time of year.

Happy reading everyone.



Emergency Contact List

The emergency contact list has been compiled and is now in the shed at the Collins Road flying site. It is located beside the first aid kit.

Lets hope it never needs to be used!

If you have not got your name on the list and wish to be added, please write your details directly onto the sheet.

Although purely voluntary it is recommended that you be on the list in case of unforeseen emergency.



Hopefully these are never needed at the field



Treasurers Report

Alan



Subs are slowly coming in but I'm still waiting on 12 outstanding. It would be appreciated if those members would pay their subs to account no# 03 0314 0215645-00 as soon as possible otherwise please let me know if you do not intend to rejoin.

On another note if you change your email and address could you also please notify me (Treasurer) of any change as with the wrong email you will not receive the club or MFNZ magazine .

Remember no subs equals no flying at our field or any sanctioned MFNZ flying site.

Have some great flying over the next month, the weather should be good I hope.



*Some Propeller wall art
if you've got the \$\$\$*

Coastal Aeromodelling News Report

Malcolm Foster, the Marine Modeler

Greetings from the moist town of Whakatane. Last few flying days have been washouts. My clubmates have been having me on with requests to bring my flying boats out to the field, but the wind is just too strong, and they would be flying backwards (for Christmas). So it's been prime building weather instead, and I thought I'd share a little about my current project, and why I am building it like I am. I am alluding to Zen and the Art of Creating What Didn't Exist Beforehand.



It's going to be a 55' span electric twin, a cartoon scale Mosquito. I say Cartoon scale because I am building it by looking at photos and pictures, and letting it develop the way it feels right. And this is my first heavy philosophical point - the longer I do this aeromodelling lark, the more I have come to realise that designing, improvising, and building from the ground up is what makes me happiest. Like all of us I've bought lovely big sexy warbirds on Trademe, or from RCNZ, and got a buzz from the minimal assembly needed, and then the flying. But these models don't seem to get as much airtime as the ones I have cobbled together from scratch. Also they are always heavier, faster, and land more like a speeding Ferrari than a butterfly.



So the current Mosquito is great fun to plan, design and build. Even the main spar is laminated from balsa, ply and carbon fibre top and bottom. The wings are carved artistically from polystyrene with a sharp blade and finished with various sandpapers. They will be covered with PVAed on paper and painted later. You will note in one photo a tub of my favorite lightweight fillers, really great for polystyrene as well as balsa wood - Selley's Spakfilla Rapid. I have incorporated the ESCs in the inner wing leading edge which is slotted as per the full-size aircraft's radiators. The undercarriage design helped me to get to sleep for many nights, pondering and planning the structure, which is a twin drop-out dolly. The older club HMAC members may recall I like dollys (not that type, you twerp) and my big old Curtis P40 got away for many a great flight off the dolly. Once it stuck on the plane for quite a while, and I had to shake it off. Embarrassing.



Spakfilla. It can also be used on planes it seems



The Mosquito dollys are made from steel reclaimed from a paint roller, also flat steel salvaged from some I found on the road knocked off a street sweeping machine, and plain wire all soldered together solidly. They sit loosely in twin tubes of carbon fibre repurposed from an old fishing rod, and the wheels are slices of hollow pool noodle smeared

with black silicone and sprinkled with fine sawdust. The hubs are sawn from an old fishing gaff and glued in. I envisage that they will do the job of letting me taxi the plane out to the takeoff point, and then fall away when the plane has gathered flying speed and is lifting off. This also saves a few ounces flying weight, and means I can use one of my more reliable 4 channel receivers. I lost my Kawasaki Hien with its 6 channel receiver from a glitch.



Next month I hope to open your mind even more on the path of primitive aeronautical creationism, or if this doesn't appeal you can just order a new model from RCNZ.



May your modelling knife always cut what you want, and never you.

Malcolm.



Firebrand now has a new and improved website.

Everything is now at your fingertips which includes:

- Search items
- Add to Cart
- Card payments
- Shipping calculated at Checkout (please note shipping criteria for ARF's which are detailed in the Listing)
- Automated order fulfilment advice & tracking
- Mobile

Navigation is now easy and intuitive. *I can vouch for this as it was very easy to navigate in comparison to the old website, Ed.*

As part of the stocktake and product review exercise Steve undertook in creating the new site, a lot of product is flagged as "Clearance Items" so please make sure you check these out as you may find some gems at bargain prices here!

Steve is looking for user feedback so he can make improvements as required.

So check out the **new FirebrandAeroRC online store**, try it out, and tell others about it.

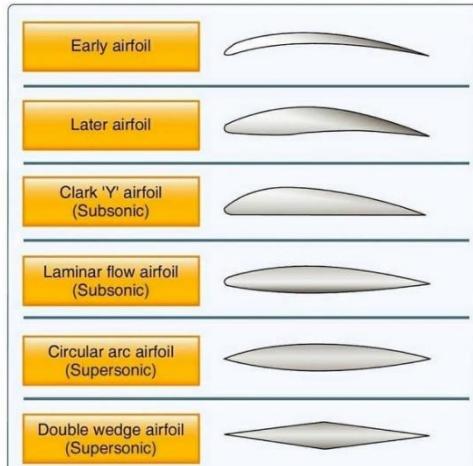
www.firebrandaerorc.co.nz

Email: sales@firebrandaerorc.co.nz

Phone: 021 2754098 (Steve Wilson - Director)



Airfoil Design



Aircraft I Dream About — the Tugan Gannet

Bruce Pickering

Australian Aeronautical engineers have been responsible for well over a dozen aircraft originating in that country. One such designer was Lawrence J. Wackett, whose first design in the 1930's was a small, high winged, twin engined monoplane airliner, named Cockatoo Dockyard LJW7 Codock. At that time Wackett was manager of the aviation section of the naval workshops on Cockatoo Island in Sydney harbour. Sir Charles Kingsford Smith was an ardent supporter of the project; he envisioned a New Zealand domestic airline named Dominion Airways, and he ordered three aircraft. Eventually, only one aeroplane was delivered, the other two being cancelled.



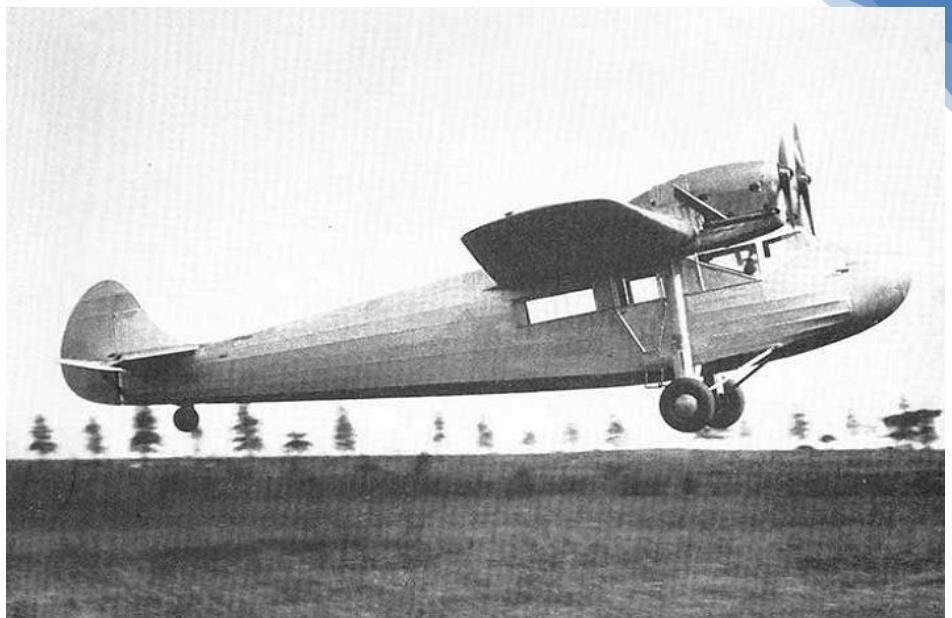
The Codock's construction was a welded metal fuselage frame and tailplane unit, covered with fabric, whereas the wing was a wooden cantilevered structure. The cockpit accommodated two pilots, and the cabin could carry up to six passengers or 762 kg of freight. Provision could be made for two stretcher patients and a nurse.

Twin 165 hp Napier Javelin Series III engines were mounted inverted above the wing quite close together. The exhausts were directed over the wing, which helped to reduce noise in the cabin. However, the choice of engine seriously affected production. Firstly, they were only just going into production in England and late shipping delayed completion of the aircraft. Then it was found that in service the Javelins experienced leaks in the induction system. Additionally, overheating front thrust bearings generated heat to the propeller boss bolts, causing them to break away in flight. Unfortunately, these problems were sufficient to cause the cancellation of any further Codocks.



 aeropedia

In the meantime, however, a new company was established, at Mascot Aerodrome in Sydney, taking over assets of the General Aviation Company (Genairco) which was forced out of business by the depression of the 1930's. Originally called Turl and Gannon, Tugan Aircraft was named after its two twenty five year old founding partners, Leo Turl and Frank Gannon. Turl was an aircraft engineer working at Mascot, while Gannon was an airframe woodworker at Cockatoo Dockyard Aviation. Established in April 1933, by November that year the company began their first project, a replacement for the Genairco floatplane for Rabaul Airways.



As a newly formed company, Tugan Aircraft were looking for financial backers to kick start their business. This came from a Sydney businessman named Walter Randolph Carpenter, owner of W.R. Carpenter & Co. Ltd. (WRC), at Salamaua, New Guinea. The company operated coastal shipping and a network of trade stores and hotels across New Guinea. Becoming disenchanted with Guinea Airways, who had been used extensively to take supplies to the remote WRC locations, Carpenter formed his own service, Mandated Airlines Ltd (MAL). Beginning in January 1933, operating dH 83 Fox Moths, and dH 84 Dragons, MAL became a major passenger and freight service in New Guinea, continuing after the war with DC-3's.

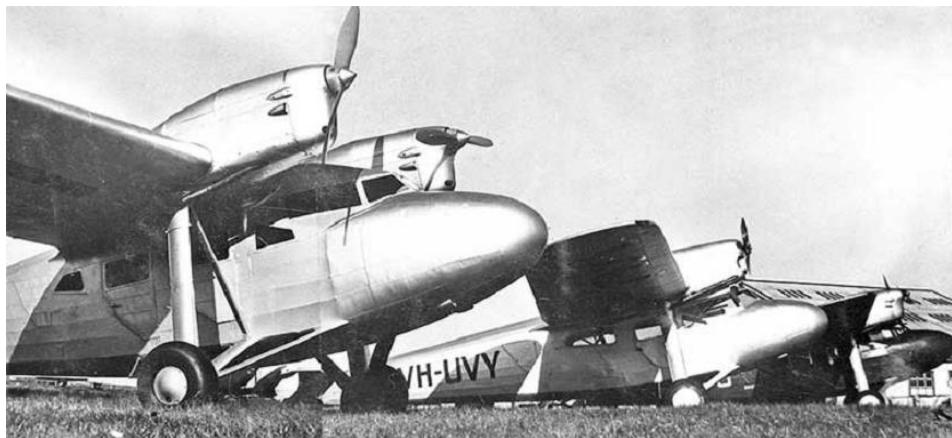
Success with his local airline no doubt prompted Carpenter to establish an air service from Australia to New Guinea, as an attractive alternative to the slow coastal steam ship service. The first hurdle was finding a suitable aircraft that was capable of safely making the ocean crossing from Queensland to New Guinea, carrying a financially viable load of passengers and freight. In those years the Australian Government had a “buy British first” policy when it came to certain imports, including

aircraft. Until this policy was finally relaxed in 1935 it meant that the new generation of all-metal American aircraft were excluded.

Walter Carpenter was attracted to an improved version of the Codock, which had been fitted with superior engines. Assured that this aircraft could perform well on the Australia—New Guinea route, he invested in the new Tugan Aircraft Company. In the end the revised Codock was not a suitable aircraft for Carpenter's needs, and he went on to establish an airline operating from Sydney to Port Moresby, using different aircraft.

Basically the same as the original Codock, the prototype underwent flight tests late in 1935, but crashed shortly afterwards, killing all on board. However, by now called the *LJW7 Gannet*, the aircraft did go on to become a successful aeroplane and entered series production. *LJW*, were the initials of the designer, Mr L.J Wackett, and 7 denoted it was his seventh design.

At 10.51 metres long, with a wingspan of 15.85 metres, and 3.50 metres high, the empty weight was 1,470 kg. Maximum take-off weight was 2,449 kg—a respectable one tonne payload. Powered by two de Havilland Gipsy Six engines of 200 hp each, maximum speed was 240 kph.



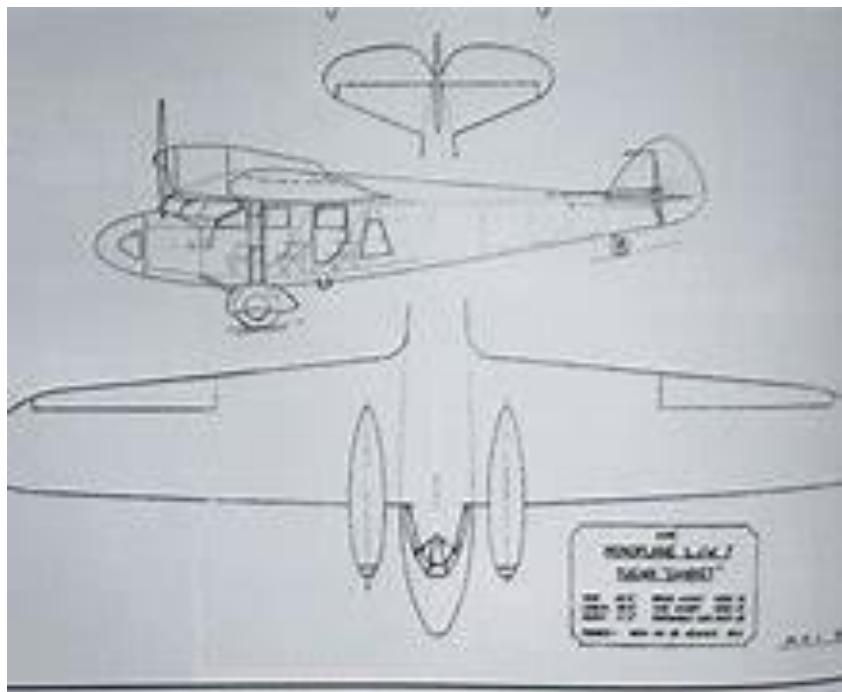
Sir Charles Kingsford Smith, who had some interest in the aircraft, suggested calling it the Gannet, derived from the names Gannon and Wackett. In true Australian style, the aircraft became known as the Wackett Gannet. Kingsford Smith continued to have close interest in the *Gannet* project for his planned New Zealand Airline; he also considered it an attractive aircraft for breaking records in an Australian built aeroplane.

There is some confusion over how many *Gannets* were actually built but general opinion agrees that there were at least eight completed and delivered, with perhaps four more partly completed before the company went into liquidation in April 1937 and was taken over by Commonwealth Aircraft Company. Butler Air Transport operated one aircraft between Sydney and Broken Hill, and at least one was flown by Ansett Airways. RAAF *Gannets* served as survey aircraft until they were converted into air ambulances for the newly established No.2 Air Ambulance Unit.



Photo via Eddie Coates

Reports indicate that the *Gannet* was well liked by its pilots. Eric Stephens wrote to the manufacturer: "You will perhaps be interested to hear that the *Gannet* you sold us has given three years of practically perfect service. The only replacements have been two undercarriage bolts, a few control cables, and a number of tail wheel covers." Another experienced pilot and engineer, Charles Gatenby, recalled in 1985, "It was an excellent aircraft, unconscious of what weight it was asked to lift, but with some vibration in the tail, which you got used to." Such testimony surely inspires one to build a working model of the *LJW7 Gannet*.



Metlife Forest Lake Gardens Village

ANZAC display

Every year it seems Alan gets a request to put some of his models on display for ANZAC. This year was no exception. Well done Alan.



When stuck.....



Tastier than A Hot Rat

Bernard Scott

The Free Flight SIG is extending the number of indoor events it supports by adding a new event at the next Nationals. It is called P-18 which defines the model used: a maximum wingspan of 18" and using a commercial propellor. Making the propellor is often the most difficult part of an indoor model, so a ready-made prop is a great help.

Two P-18 designs have been built in the past couple of years, and although they flew well and looked great, getting those good looks meant an overly complicated structure. For competition you need to be able to replicate a design so it will fly just like the last one – that way you don't need to start from scratch when trimming a new model.



I decided to have a shot at designing my own P-18, and found it quite easy by just keeping close to the dimensions that the rules require. Like old Volvos, they came out "boxy-but-good".

For covering I tried the supermarket plastic bag method. The very thin bags that are still used by some supermarkets are very thin and just as light as tissue. Using a glue stick it is easier to apply and stronger than tissue.



Because there is so little structure and a 7.5g minimum weight, there is a bit of leeway in material choice, so super lightweight balsa is not needed to come in at about 8 grams.

If you are interested in indoor flying, the P.18 class makes a good follow-on from the Hangar Rat design.

Outerzone is of no use for P.18 plans, but after checking the rules you might be tempted to mix tour own.

P18 Rules

- a) Models are rubber powered monoplanes.
- b) Covering:
 - i) Commercially available solid sheet material such as tissue, mylar or plastic.
 - ii) Microfilm not permitted.
- c) Dimensions:
 - i) Wing maximum span 18 inches projected, chord maximum 4.5 inches.
 - ii) Horizontal stabilizer maximum span 9 inches, maximum chord 3.5 inches.

- iii) Overall length including propeller, maximum 18 inches.
- iv) Hook to hook distance maximum 10 inches.

d) Propeller: Unmodified commercially available plastic prop with a nominal maximum diameter of 6 inches. If the propeller is advertised as being a 6 inch unit, it is acceptable. Weight may be added for balancing.

e) Weight: 7.5 gram minimum weight of airframe not including rubber motor

f) Hand launch.

g) Scoring: The best two of up to six flights determine placings and records. Third highest scoring flight used to break a tie.

h) All attempts count as flights.

Where to fly Indoor?

- May 11th Morrinsville Events Centre. 10 am to 4 pm. AMAC
- May 19th Drury School Hall. 7 pm to 10 pm. AMAC
- June 8th Morrinsville Events Centre. 1 pm to 5 pm. HMAC
- June 16th Drury School Hall. 7 pm to 10 pm. AMAC
- July 6th Morrinsville Events Centre. 1 pm to 5 pm. HMAC
- July 21st Drury School Hall. 7 pm to 10 pm. AMAC
- August 3rd Morrinsville Events Centre. 1 pm to 5 pm. HMAC
- August 18th Drury School Hall. 7 pm to 10 pm. AMAC

Indoor Flying

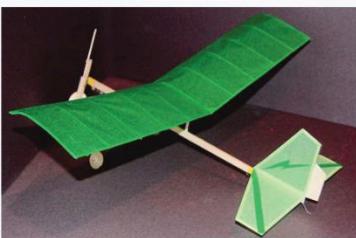
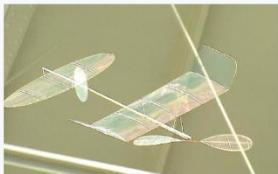
Remember the pre-covid indoor flying sessions at the Te Rapa Sportsdrome? This venue is no longer available to us, so a bigger, higher, hall has been secured - the Morrinsville Events Centre at Ron Ladd Place.

Three sessions have been booked

June 8th 1.00pm to 5.00pm
July 6th 1.00pm to 5.00pm
August 3rd 1.00pm to 5.00pm

Radio control
and free flight
will have
separate time
slots throughout
the day.

\$10 flying fee



150g weight limit for RC
50g weight limit for FF



**A few items from last month have
been sold.**

**Please contact Colin directly if you
wish to add anyof these great items to your model stash**

Balsa USA Kitsets:

- Taube 40 -\$220
- 1/6 Scale Fokker D8 -\$320
- 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
ASP FS70 AR 4St – NIB	\$	240.00
ASP FS 70 AR 4St – NIB	\$	240.00

		31
ASP FS61 AR 4 St – NIB	\$	240.00
ASP FS-91 RA 4St – Used but good condition	\$	240.00
ASP FS65 AR 4St – NIB	\$	240.00
DLE 35 RA Petrol – NIB	\$	500.00
Saito FA125A 4St – NIB	\$	550.00
Saito FA100 St – NIB	\$	520.00
ASP FS80AR 4St – NIB (no Manual)	\$	240.00

My contact details are:

Colin Kemp

modelplane5959@gmail.com

0212274217



*You don't need a parachute to go skydiving. You only need a
parachute to go skydiving twice.*

Also from last month.....

Tender date closes 9pm May 11 on these items

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**”



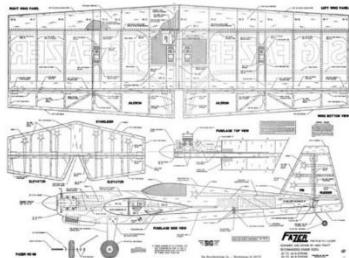
Tender item 2025-02

- 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

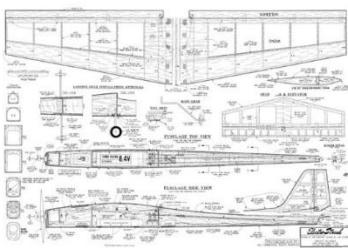
- SIG Somethin Extra Kitset

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.



Parting Shot

Coming Events 2025

What's On, When and Where

May 5 – Jul 3, 2025



Time Event

Saturday, May 10

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

Wednesday, May 14

7:30pm [HMAC Club night](#)
-
10:00pm

Sunday, May 18

11:00am [MPMAC AGM](#)
-
12:00pm

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

Time	Event
10:00am	<u>Tauranga Model Auction</u>
-	
3:00pm	

Sunday, June 8

1:00pm	<u>Indoor Flying At</u>
-	<u>Morrinsville</u>
5:00pm	

Sunday, June 15

all-day	<u>HMAC Bi-plane Fun Fly</u>
---------	--

Sunday, June 29

9:00am	<u>HMAC Float Plane Day</u>
-	<u>(TBC)</u>
4:00pm	



PBG

Ph: 021 288 9455
Frazer@pbgrc.co.nz
www.PBGRG.co.nz

Desert Aircraft Motors and spares.
 MTW Silencer systems, Tech Aero
 Ignition IBEC, Falcon & XOAR props.
 Foamies & Lipo. Methanol, Nitro,
 Coolpower & Redline Oils, and more !!
 Check the website, or ring Bogan.



DESERT
AIRCRAFT



SILENCER
SYSTEMS

Till next month, stay safe



There are easier ways of testing your planes
wing loading

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

Next Flight Lines June 2025
Newsletter deadline – Friday 6 June 2025

For further up to date event info please visit:

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