



June
2025

HAMILTON MODEL AERO CLUB

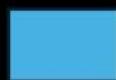
Flight Lines



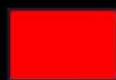
Benefits of being an RC aeromodeller



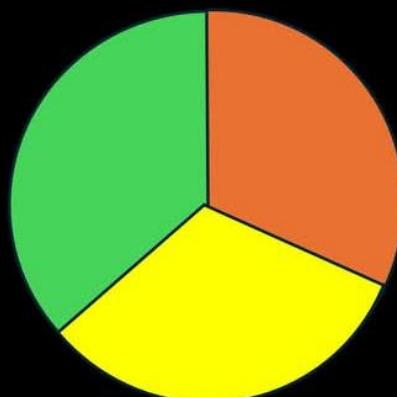
Money



Girls



Fame





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

Cover Page: That's about right!

FLIGHT LINES

HAMILTON MODEL AERO CLUB INC.

June 2025

www.hamiltonmac.org.nz

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

PRESIDENT	Grant Finlay	027-273-7461
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Rudi Weideman	
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WEB SITE Grant Finlay

NEXT CLUB NIGHT: Wednesday, 9 July (Next month)

VENUE: Beerescourt Bowling Club
68a Maeroa Road - Hamilton

Club Night Theme: Stan's 1/3 scale Spitfire build explained

Club Themed Flying Day: Bi-plane day – Sunday 15 June

Presidents Report

Grant

And as the winter weather closes in on us, there's still been a hardy bunch heading to the flying field when conditions allow...sadly I wasn't one of them!!

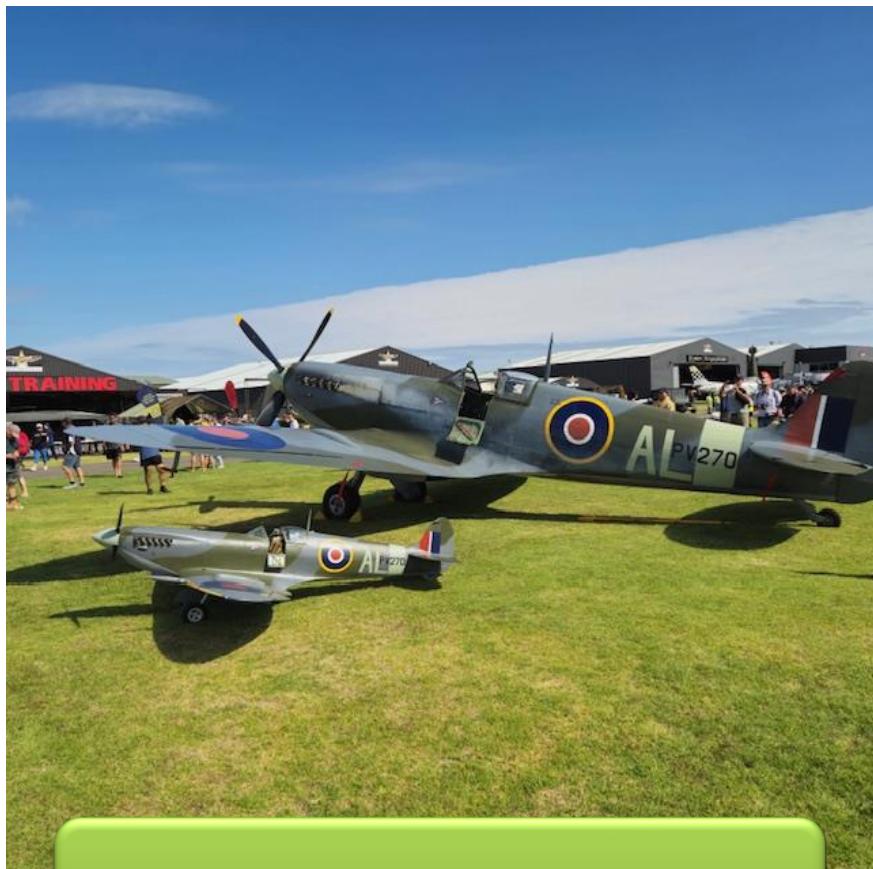


Sel has a new woolly hat with built in ear muffs. Gordon went one better and has a fur one. What some folks will do for a fly.

I did get some flying in last weekend, but that was with Gordon's and Alan's models and mine didn't get out of the van...I must be getting lazy!! Nonetheless, I did pop over to the Tauranga Auction and spent a long day there waiting for the third to last item to come up to the table...and then the reserve was way more than I considered I was prepared to pay...Passed In!! Oh well, it was still a great day catching up with everyone, plenty of laughs and plenty of bargains. I still did manage to spend money, but not as much as some others ah Alan !!

Club night. The month of May saw the first of our Clubnights for the year with a good turnout of members. Show and tell plus the usual club ‘out and about’ discussions went well and then I finished off the evening with a slide show of the Omaka Aviation Museum plus our trip to the Australian International Airshow at Avalon.

There’s no Club night this month (June) but we have a great one coming up for you on July 9th. Stan Hodson along with Kevin Uncles will be joining us for the evening with Stans new and very large Scale Spitfire modelled on Brendon Deere’s full sized Mk IX aircraft based at Ohakea.



Stan’s 1/3 scale Spitfire parked alongside Brendon Deere’s full sized aircraft

Stan will describe the build process and Kevin will discuss the painting and finishing. These guys will have the floor for most of the night, so make sure you mark this date on your calendar as a not-to-miss evening. Coming events. We have three club events for you this month. The first is our Indoor flying meeting at Morrisville, but this may have already been and gone when you get to read the newsletter.

The second is our Bi-Plane fly-in with everyone welcome from other clubs too. This event was shifted from May due to clashes with other events and is now scheduled for Sunday 15th June. As always, the field is open to all aircraft, no matter what, but if you do have a Bi-plane, then dust it off and bring it out for the days entertainment.



BI-PLANE—What you'll say if flying costs keep going up.

The third event for June is our first float plane day for the year following the cancelled event in April. This ones being held at our favourite Lake Kainui Horotiu, with the gates open around 9am and flying till 4pm if our models and the weather survive that long! The date is Sunday 29th and if there are any out of towners that wish to come to Hamilton a day early on the Saturday, then you are more than welcome to join us for the whole weekend, Ie Flying at the field Saturday and Float plane'ing on Sunday.

Maintenance Issues. Recently the grounds team replaced all of the electric fence tape around the field. A week or so later it looks like someone may have caught a prop in the fence tape when landing at the western end. This damaged the tape to the point that it shorted out the electric wiring. If you do have an incident such as this, please report it to Gordon, Sel or a committee member to take a look at and check if it needs repairing. The last thing we want is the young cattle stock to get onto the field due to the fence not getting the power where it should be.

Well, that's all I have for you this month, keep those umbrellas at hand and warm gloves at the ready...or better still, get out into your sheds and crack into some winter modelling.

Til next month, remember the catch phrase, Safe Flying (and building) is No Accident.

Grant



And not to be outdone.....



There is no such thing as a grouchy old person. The truth is once you get old you stop being polite and start being honest.

Vice Presidents Report

Bryce

King's Birthday weekend was windy and nippy. Great to see a few keen men getting out there flying despite the blow. Also great to see the field is recovering well from the drought.



We also had the annual Tauranga model plane auction. A large turnout this year and a good time. But no planes came home with me. Good for the wallet, but not what I wanted.

The highlight of King's birthday weekend was watching the maiden flights of the planes our club members purchased at the Tauranga auction. They look great guys. Additionally, I successfully flew and landed in 30kph wind. That was well above what I was comfortable doing with my foamies.

The bad news... well you can see.

As Hercules the Dog said in that Toyota add. "Bugger."



That was King's birthday Monday, and the weather was good.

Current theories, a brownout or interference. Whilst flying a basic circuit she nosed down to a vertical position, stopped listening to me, and dived straight down. The nose was 6 inches into the ground,

and you can see the wing impact line in the grass.

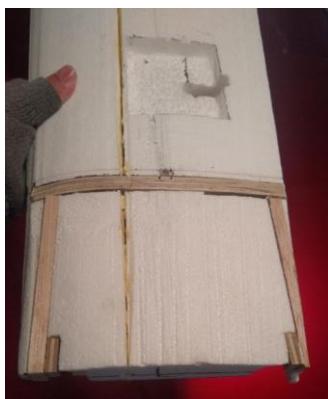
To scrap or to rebuild? Jury is out, but I'm leaning towards a burial.

This month we have the bi-plane day and float-plane day. With a steady stream of parts winging their way to me from AliExpress, I'm hoping to get my 108inch PBY-5A Catalina to the lake for taxi tests. If the month goes well then, she will have a thin glass shell, and a maiden will occur. In the build, I have decided to change out the Catalina wingtip servo that was installed, and get some Electric Simulation Cylinder Push Rods with Servo. They need a PWM controller. A close fit but not the exact value I need. So external limit switches will be added to control their travel

Much better than the huge hole the regular servo has made in the wing.



Further, I have added more timber to strengthen the wing tips mechanism.



Till next month.
It's only winter. It
happens every
year, so keep
flying. ☺

Editors Ramble

Dave

Not a lot to ramble about this month as everyone has already picked up on it. It's now winter, it's cold and miserable and it's not a lot of fun to go flying in a hurricane. So I don't. Best to stay indoors and build something. Much more rewarding than taking it out of a box. Just ask Malcolm. Thanks to everyone who contributed to this month's newsletter. Not bad given the weather.



Aviation Quiz

Test Your Knowledge on Aviation **Quiz Questions**

1. What year did the Wright brothers make their first successful flight?
2. What is the primary function of an aircraft's elevator?
3. Which aircraft is known as the "jumbo jet"?
4. What does "ATC" stand for in aviation?
5. Which aircraft holds the record for the fastest flight time across the Atlantic Ocean?
6. What is the purpose of a black box in an aircraft?
7. What does the term "Mach" refer to in aviation?
8. Which airline was the first to offer commercial jet service?
9. Name the largest airport in the world by area.
10. What is the difference between VFR and IFR in aviation?

Answers somewhere in the newsletter. You'll find them .

Coastal Aeromodelling News Report

Malcolm Foster, the Marine Modeler

Hi Dave,

Greetings fellow model aviation enthusiasts, from sometimes sunny Whakatane. There's been variable weather down here, some lovely flying days, some washed out with storms and floods. On the lovely flying days we have had a ball, WMAC has some very creative enthusiasts, so all kinds of things can be seen flying, from foamies, warbirds, twin gyrocopters, biplanes, deltas, flying carpets, electric jets and everything in between. (Whaddaya mean, those ARE all "in-between" types?)



To continue expounding my Zen and the Art of Creating Something from Nothing philosophy, my scratch-built own design "cartoon scale" Mosquito has given me a lot of joy this last month. Every step along the way was satisfying, from carving and sanding all the "bread and butter" foam slices that make up the round fuselage, to PVAing on panels of paper to the finished structure.



Sky blue paper underneath, so it doesn't require painting. (extra weight saving) Here's a photo of my favourite foam slicing tools, they all have names, like Cutter, Slicer, and Hacker. (and you thought that was an electric motor...)



And a photo of my favourite sharpening surface, a metal grid covered with diamond dust. And speaking of favoured tools, there's even a place for a small sledgehammer and 5 kg anvil in my setup. Not for balsa-bashing mind you, but for flattening piano wire for aileron actuators, etc.



And if you held onto any old computer technology "just in case", you could be sitting on a goldmine of hinge material. Floppy discs are made from a great thin, strong, flexible Mylar plastic, that makes a great hinge after a little buffing with sandpaper to help the epoxy grip better. They're holding the rudder to the fin on my Mossie.

What else have I learned in my endless quest to upcycle, recycle, and save money wherever you can? Well, when a hard foam wheel breaks, (usually the plastic hub) you can make LITTLE wheels out of the foam remnant. Just the job for my Mosquito, bushed with a thin plastic tube glued in, and with a piano wire twin strut super-glued into a light, shaped pine body which is then glued into the rear fuselage.



I've deviated a little from my usual practice, in employing a pushrod for the Mossie's elevator, however the rudder is my favoured "pull-pull" system, somewhat beefed up with a braid of dental floss and "Extra-strong" sewing thread super-glued together. (It used to be called "Goliath" thread, and it's really tough. Although having just said that, I am recalling what happened to Goliath, he came off second best, didn't he?)

The model was finished off with thinned down water-based enamel paint - some roof paint I had left over from our place in Waiomu, and the all-up weight, with quite a bit of lead in the nose with the flight battery, came in at 1350 grams, or just under 3 lbs for its 56" span, which I'm very happy with. I had a browse online, and there's an ARF Mossie one inch less wingspan at 55" and its flying weight is quoted as 1800 grams or just under 4 lbs, with a similar power setup. I tried a system test, but had one motor cut at high revs. I thought it was an ESC problem, but (this is embarrassing) it was a faulty LiPo battery. I put a good one in at home and it pulled like a donkey chasing a very succulent carrot. So I'm looking forward to test flying. I realised the other LiPo was asleep on the job when I stuck it in my flying carpet and it hardly got off the ground (typical floor-covering) and I had to dump it at the end of the runway.

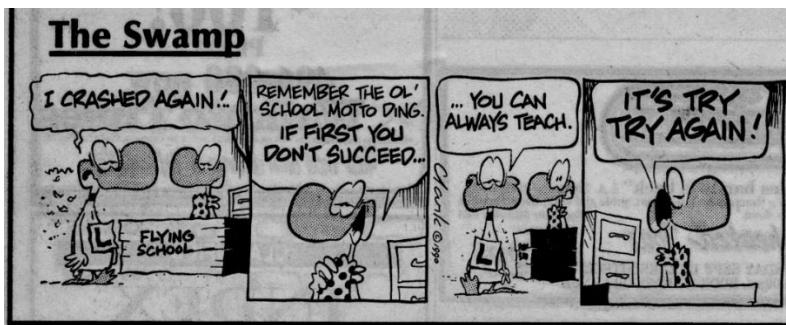
Well, I guess that's the end of my Mossie-Odyssey, having converted a pile of foam, depron and paper into something that resembles a famous

aeroplane. It was fun, which I am a firm believer in. We should all have more fun.

Until next time, may you always have fun without people saying "look at that funny old man...."



*It's amazing what can be
done on a pension.
Another Malcolm
masterclass*





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.

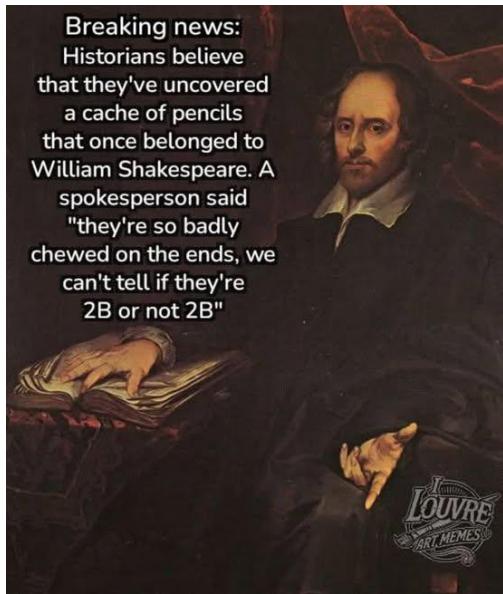
www.firebrandaerorc.co.nz

Email: sales@firebrandaerorc.co.nz

Phone: 021 2754098 (Steve Wilson - Director)



Breaking news:
Historians believe
that they've uncovered
a cache of pencils
that once belonged to
William Shakespeare. A
spokesperson said
"they're so badly
chewed on the ends, we
can't tell if they're
2B or not 2B"



Aircraft I Dream About — the Patchen Explorer TSC-2

Bruce Pickering

Following the success of his amphibian aircraft—the TSC-1—designer David Thurston of Thurston Aircraft Corporation, Maine USA, decided to design a land based version of the aircraft. The project was bankrolled by Marvin Patchen, owner of Marvin Patchen Incorporated, who spent most of his life in publishing. He contributed and directed advertising for a range of magazines covering boats, cars, and aeroplanes. Later he launched his own publication, Aero Magazine. Learning to fly in the 1960's Marvin became an accomplished bush pilot. His interest and his money led to the new aircraft being called the *Patchen Explorer*.



Patchen envisaged the *Explorer* to be a “cheaper, faster, more maintenance free alternative to the helicopter for such tasks as pipeline and fire patrol, fish spotting, aerial photography and police missions.” The prototype aircraft first flew in October 1972, in the able hands of test pilot Win Young. However, the aircraft never went into production and only one was built.

Powered by a single 200 hp Lycoming engine, with variable pitch propeller mounted on a pylon above the wing, the aircraft proved to have a very high centre of gravity, requiring careful management, especially in gusty conditions. Other drawbacks were noted too: the ailerons required large deflections, which meant large stick inputs by the pilot. The seat position was very low, resulting in new pilots flaring too high on approach, with hard landings as the aircraft ran out of airspeed too high. The nose gear particularly suffered during these hard landings and had to be repaired more than once.

So, I suppose the question being asked was “What now?” Well, a South African company, National Dynamics (Pty) Ltd, owned by Maitland Reed of Durban decide to acquire the *Explorer* project and make something of it. After successful test flights in 1975, Reed offered the aeroplane to the South African Air Force for their evaluation. The hope was that the SAAF would want it as spotter in the “bush war.” However they declined, going with the Aermacchi AM-3 instead.



For evaluation, the aircraft was sent to the Test Flight Development Centre (TFDC). Used as a communications platform, at the time it had a meagre total of two hundred and six flying hours. In the following three years, until 1979, it flew just a further forty nine hours; eighteen of those hours were spent flying up to Zimbabwe, to be evaluated by their Air Force. Nothing is noted about the results of Zimbabwe’s testing, but in the end the SAAF decided that keeping up with the necessary continual repairs was not sustainable.

From 1979 until 1986, the *Patchen Explorer* languished in a hangar, slowly deteriorating. When it was decided to dispose of the aircraft, the South African Air Force Museum agreed to take possession of it, reasoning that it was one of a kind and should be preserved. After necessary repairs, it was ferried to the museum, where it apparently sat on static display.



After almost thirteen years the *Patchen Explorer* TSC-2 is fully airworthy again, thanks to the determination and drive of the commander of the museum and countless enthusiasts. Over the following years it

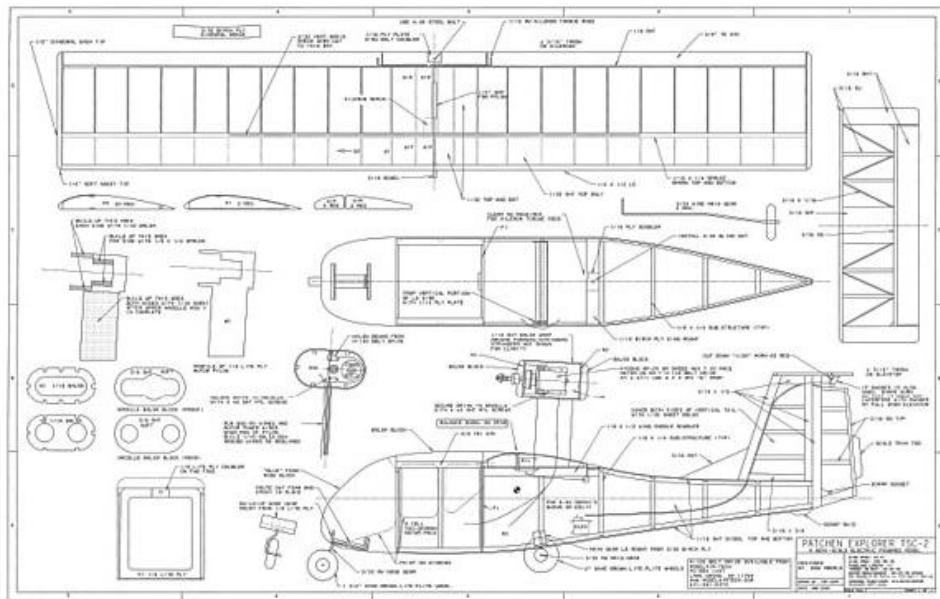
became a regular participant at air shows all over the country. Exhibiting civilian colours and registered as ZS-UGF, it rapidly built up flying hours to four hundred and forty.



Sadly, the epilogue to this story is not what pilots and aircraft enthusiasts like to hear. On March 18, 2021, while attempting to land during a scheduled General Flying Day at the SAAF museum, the aeroplane

crashed and burst into flames. The two pilots, both very experienced, were fatally injured.

In spite of its obvious design flaws, would the *Patchen Explorer TSC-2* make a good model? Well, plans are available on the OuterZone website, so at least one person thinks so, although nothing is noted about how well it flies.



Some field action for you

Some pictures from Kings Birthday weekends Monday flying session

Bryce's model pile drove itself into the paddock bending the spinner up and leaving the model a little worse for wear!!



Bryce is currently thinking about a burial. Details of where and when to follow:





Alans Tauranga Auction specials



James Cockeram's flying wing & bungee launcher



*Gordons Auction special...the model construction
dates to well over twenty years old*





Seeking ideas for potential Flying Field improvements

Dear Members

Following a request raised at the AGM for committee to investigate Sun Shade options at HMAC's Reeker's Farm Flying Field, your committee has formed a working party to look into this matter and wider issues.

We now seek input as to what improvements members would like to see at the field.

Specifically, what would you like to see in regards to:

- Shelter,
- Seating,
- Toilet facilities

Feedback is not intended to create a discussion forum, the purpose is to give you all a chance to provide your input, so that the working party is fully informed as to the memberships wishes.

The working party will subsequently investigate any common themes and prepare a recommendation to Committee drawing on the input & feedback received.

Please have your say and add your input via our email address: hamiltonmaclub@gmail.com (ie: hit reply)

Feedback closes 30th June 2025

Yours faithfully
HMAC Working Party.

Still wanting to fly Indoor?

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



EVENT REMINDER

Indoor Flying

Location

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

Dates and times

8 June 1.00pm – 5.00pm – Yes, this Sunday!

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 be flown in separate time slots.

FF models

- Model weight is limited to 50 grams for safety
- Categories
 - o Hangar Rat
 - o Scale rubber powered
 - o Duration rubber powered models
 - o Indoor Hand Launched Glider

RC models

- Fixed wing only – no drones or helicopters
- Model weight with battery is limited to 150 grams to meet the terms of Hall hire. 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, Mustang.

- For those preferring to build their own models:

- o UMX motor/ESC and receiver (Spektrum-compatible) are available

- from E Flite.

- o Lightweight receivers, integrated receiver/ESCs and integrated receiver/ESC/servos are available from Crossover-rx, compatible with

- Futaba, Spektrum, and other brands.

- o The same products but with combo motors and servos are available at

- Buzzard Models.

- o Some of the kits offered by Micro Aces and Buzzard Models look

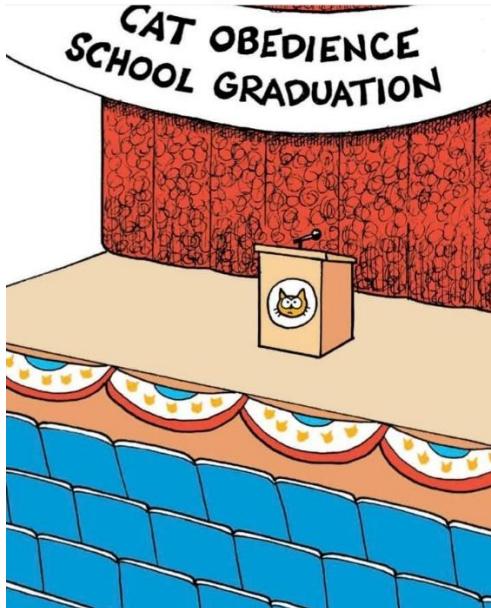
- good.

- o 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'.



Tauranga Auction

Alan

Some photos of the Auction in Tauranga for those that weren't there. By about 10.30a.m. the whole floor was choker. The auction started at 10a.m. and did not finish until about 4.15. Some very good bargains to be had. A very big crowd turned up for the Auction

Cheers
Alan









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
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

Parting Shot

Pre internet chat room using
An old version of windows...



Coming Events 2025

What's On, When and Where

June

Time Event

Sunday, June 8

11:00am [MPMAC AGM](#)

-

12:00pm

1:00pm [Indoor Flying At
Morrinsville](#)

-

5:00pm

Sunday, June 15

all-day [HMAC Bi-plane Fun Fly](#)

Sunday, June 29

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

-

4:00pm

July

Sunday, July 6

1:00pm [Indoor Flying At
Morrinsville](#)

-

5:00pm

Wednesday, July 9

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

-

10:00pm



Time	Event
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Sunday, July 13	
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all-day	WARBIRDS DAY
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Answers

1. The Wright brothers made their first successful flight in 1903.
2. The primary function of an aircraft's elevator is to control pitch.
3. The Boeing 747 is known as the "jumbo jet."
4. "ATC" stands for Air Traffic Control.
5. The Concorde holds the record for the fastest flight time across the Atlantic Ocean.
6. The purpose of a black box in an aircraft is to record flight data and cockpit voice recordings.
7. The term "Mach" refers to the ratio of the speed of the aircraft to the speed of sound.
8. BOAC (British Overseas Airways Corporation) was the first airline to offer commercial jet service.
9. King Fahd International Airport in Saudi Arabia is the largest airport in the world by area.
10. VFR stands for Visual Flight Rules, and IFR stands for Instrument Flight Rules.



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 & Lipos. Methanol, Nitro,
 Coolpower & Redline Oils, and more !!
 Check the website, or ring Bogan.



DESERT
DA
 AIRCRAFT



SILENCER
MTW
 SYSTEMS

Till next month, stay safe



**If you must drive to the field this winter to fly,
do it safely**

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

**Next Flight Lines July 2025
Newsletter deadline –Wednesday 2 July 2025**

For further up to date event info please visit:

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