



July  
2025

HAMILTON MODEL AERO CLUB

# Flight Lines





## Expansion Firmware

free update



**NX6 & NX7e**  
Firmware Update to  
14 Channel Support



**NX8 - NX10 - NX10SE - iX14**  
Firmware Update to 20 Channel Support

Additional Programmable Mixes  
Advanced Wing & Tail Types  
Sequencers  
10 Flight Modes  
AS3X+ Forward Programming  
SMART Transmitter file capability  
and much more

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**Cover Page:** Malcolm Foster's marvelous flying road sign

# FLIGHT LINES

## **HAMILTON MODEL AERO CLUB INC.**

July 2025

[www.hamiltonmac.org.nz](http://www.hamiltonmac.org.nz)

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

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**COMMITTEE:**

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Brendan Robinson  
Rudi Weideman  
Lyndon Perry 021-0251-8474



## WEB SITE

**NEXT CLUB NIGHT:** Wednesday, 9 July

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

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

**Club Themed Flying Day:** Sunday 13 July – Warbirds Day

# Presidents Report

## Grant

And so the rain just keeps on keeping on!! But I guess we are lucky in the Waikato that we don't have the massive flooding issues like our South Island cousins. Our field may get a little wet, but it usually doesn't take long to dry out and for the flying action to continue.



***The ideal indoor venue,  
plus you don't get wet***

We kicked off the months activities with the Indoor flying meeting in Morrinsville where I'm told there were 14 participants from both HMAC and other clubs. It sounds like those taking part had a successful afternoon, which of course is due to be repeated again this coming Sunday 6<sup>th</sup> July.

Even if you don't have anything to fly, why not pop across and see what you are missing out on. You might just get excited enough to have ago at the final event in August.

In the middle of the month we held our themed fly-in event for Bi-planes. The weather wasn't super pleasant, but we did have a reasonable turnout throughout the morning and by the time we put together a group photo for the newsletter, a couple had already left for home. Nonetheless it was still a good day with lots of flying.



Last weekend we ran a successful float plane day at Lake Kainui with a good turnout from members plus a good number of visitors from the Naki and Auckland. Gordon has written an article so I won't spoil his thunder... however I did notice there was an obvious omission of a certain persons failed effort to get into the rescue boat resulting in flooded gumboots and wet Jeans... now I wonder who that could have been!!!



*Wet jeans and flooded gumboots coming up*

Our next Float plane and drowned Gumboot Day is set down for August 10<sup>th</sup> at Lake Kainui.

Coming up on the club calendar this month is our Warbirds Fun Fly Day on Sunday 13<sup>th</sup>. It would be good to see some of those models that haven't seen the light of day for a while out there screaming &

blasting their way around the sky... (which reminds me...it's Mustang time!!!) Of course, if you don't have a Warbird, no matter, just get out there and fly what you do have.

For those interested in Gliding, there is also a Glider Aerotow event being run at the Goat Farm on Old Te Aroha Road (Matamata) on the 25-27<sup>th</sup> of July. Click on the HMAC Website Calendar page and the event for a link to the location Map if you need it.

Now the exciting news reminder is we have a club night coming up this coming Wednesday 9<sup>th</sup> July. As mentioned in last months newsletter, 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 will describe the build process and Kevin will discuss the painting and finishing. These two will have the floor for most of the night, so it should be a great Stan & Kev show not to be missed.

Update from committee: Thank you to those members that emailed in a response to our questionnaire around field development and upgrades to our facilities. There were a couple of common themes that came through and we have been investigating these, the greatest priority being that of improving our Toilet facility.



Note: NOT the HMAC toilet

*We deserve the best*



Once we have final committee signoff of any proposals, there may be a working bee or two scheduled in the future... but we'll let you know more details once everything is sorted.

On the subject of membership, I attended the Matamata MAC club AGM a few weeks ago. There were around 24 members present and a quick head count showed only two that were younger than 60 years of age. This is the scary realisation of the hobbies aging membership and I'm fairly sure HMAC sits in a similar vein.

If we want to keep this hobby alive we need to consider how we can attract a few more younger members and yes, I'm thinking 30 to 50yr olds as that's where we are likely to sustain our membership numbers from in the years to come. My challenge to everyone is to get out there

**As you get older  
3 things happen.  
The first is  
your memory goes...  
and I can't remember  
the other two.**

and promote our hobby to friends, family and anyone who might be interested. If we don't, the future of aeromodelling and clubs to fly at is at risk of disappearing! So, on that sobering note, that's about all I have for you this month. Remember, Safe flying is No Accident.

Grant

## ***Editors Ramble***

### ***Dave***

First up, all of us here at HMAC are saddened to hear of the recent passing of our regular contributor Bruce Pickering's wife Rita.

This unfortunately happened while Bruce and Rita were on holiday travelling the North Island when Rita suddenly became unwell. So sorry for your loss Bruce.

You can read another of Bruce's master piece articles on page 20.

Let's think positive and while the country has recently experienced a lot of rain, the odd break in the weather has also enabled a bit of flying to take place so you can catch up with what's been happening right here.

We are lucky in many respects regarding our field as I've heard that Wanganui are now off their site for the foreseeable future due to lambing and Auckland Soars field at Ambury is not far behind for the same reason. I've also heard some flying fields are under water so no access is possible. You've got to love winter. In the meantime I suggest lots of building therapy to ward off those winter blues.



## Vice Presidents Report

### Bryce

That was a fast month. Bit of rain. A hint of sun and some frantic attempts to get in some flying.

Hercules the dog was back this month. My Radian Pro went down the same way my silver plane did last month. I got to say, I have never seen a glider dive vertically into the ground. The buggers tend to float and swoop.



*Another Ostrich*

Some back and forth in the pits and we narrowed the cause down. It was either the pilot or the transmitter in both crashes, there was nothing else in common. So, we voted the transmitter needed checking. That is fortunate. My ego might not have liked the other answer 😊.

So we range checked the Radian a second time, and yes she was still responding and still passed the range check.

A piece of learning. I had my transmitter checked and the preliminary checks indicated that its range was

noticeably less than normal for a transmitter of that model. The transmitter failed its range check at 40 paces which is greater than the 30 paces stated in the manuals, but less than what those that know say they usually can do. Seems that my RF deck may be in the process of failing.

Suggestion folks. Range test your transmitter out to the distance that it fails. Use this as a benchmark and perform at least an annual recheck. If your transmitter is losing range you will hopefully see it on this failure test before it costs you a beloved model.

While you can get the transmitter RF decks replaced. I choose to get a new transmitter and am now sporting a Spektrum NX10.

Float plane day has just been and my 6-month build of a 108inch Catalina PBY-5A has made it onto the water. A 'Big White Whale' Grant called her. Thanks Aunty.

Having passed the float test we proceeded to add the propellers and set up the differential thrust. Got to say, she handled taxi testing in the winds without skipping a beat. The Differential thrust worked great. We had a gremlin with the ailerons not working. That is fixed now. Was a faulty servo lead connection.



Next steps are to increase the size of the wingtip floats as they submarine a little when she is under power, add a NZ squadron finish and sort the CG. Then it's time for a maiden!

Keep flying and have some fun.

Polish your goggles, fit a new propellor, and wind the clock back  
with a last-flown-in-the-20<sup>th</sup>-century model for the

HMAC THEMED FLYING DAY, 24 August 2025

## “OLD MODELS”

(Steam Power desirable but not compulsory)



Dig them out! Dust them off! Patch the holes on those once-loved favourites that have not seen the take-off strip for many a year. Grasp the opportunity to return to an age when strips were mown by hand and the pits resounded to cries of “I ain’t got it!”

No prizes for finish or flying - if it’s safe to fly, it will do.

### Old Models Day

- Models built years ago – pull them out of the rafters and attics
- Models built more recently from plans and kits that are old
- You decide what ‘old’ means to you – just get the wind beneath their wings

## ***June Float Plane Day***

### ***Gordon***

There was a very sketchy weather forecast ahead of the weekend, but the decision was made to go ahead and see what happens. Just as well because the weather turned out far from perfect but do-able.

Plenty of people turned up but quite a few were only spectators. It was excellent to have a sizable squadron from New Plymouth, Keith & Ross who have been regular participants over the years, and Justin, Jamie & Morgan Whalley who have done lots of laps of the lake as well.



***The New Plymouth Invasion Squadron.  
Keith, Ross, Justin, Jamie and Morgan  
Great to have you along***

With an onshore wind, the rescue boat did not have to recover any planes all day! That must be a new record, I think!

The best “entertainment” of the day came from Justin re-test flying Alan’s Hansa Brandenburg. Talk about wild gyrations.... it looked to be completely uncontrollable ...or was that just hard out 3D straight off the water? Miraculously, Justin managed to get it back down onto the water both times with only minor damage, well done that man!! The crowd didn’t know whether to run for cover or enjoy the spectacle!



*Alan’s “dive bomber” Brandenburg*

It was great to see Peter Mac. out and flying a large Stik with petrol power. He had several successful flights only suffering some film delamination on the floats.



Lyall was trying out a new “boat” that he had cobbled together out of some old floats and parts lying around to potentially use as a small rescue craft (and a bit of fun!). Seemed to go OK.



*Lyall's new  
rescue floaty  
boat*



Bryce as promised, had his new Catalina project out for some flotation & other testing. It is still unfinished but is looking good! Lots of learning has been going on and we all look forward to it getting into the air! Well done.







So, not a bad day for most pilots with very little damage done in general, and at least we got some flying done for the first one of the year as the previous one had been cancelled.

By mid late afternoon most were packing up for home. As we were loading the boat of course the wind started to drop, sky cleared & the temperature rose...., typical!

Next float plane day, 10 August at Lake D.

See you there.  
Gordon



*Who do these shiny new clean Redbands belong to at the float plane day....??? Find out later in the newsletter.*

# Coastal Aeromodelling

## News Report

### Malcolm Foster, the Marine Modeler

Maanawatia A Matariki! Midwinter greetings and compliments of the Maori New Year from the Bay of Plenty.



One of the traditions associated with celebrating Matariki is the flying of kites, so I whipped up a little number from the Depron scrap box, and a cheap \$2.50 kite from the local Two Dollar Shop here in Whakatane. (which, if you're interested is called "Hello Banana". Don't ask me why.) So I ended up with a basic parasol with a stubby fuselage slung underneath, blessed with rudder, elevator and throttle functions. I had to add extra stiffening in the leading edge (Bamboo skewers) and decrease the span a little to achieve some sort of stability, which required more curve to each side of the wing. Initial test flights with a flatter, more taut wing were extremely hairy, to say the least. (and you thought I was hairy....) But now, with a 1300 MaH Lipo up front it is "interesting" to fly. Twitchy in the wind, but quite docile on a calm day. My clubmates can't help themselves cringing and looking up with fear when it gets a bit of speed up and the fluttering sound becomes loud - like control surfaces fluttering before breaking away.... I called it "Too Fiddy"



because that's what the kite cost, and the remainder of the construction cost very little more. Really cheap and cheerful, and I've got to reminisce a little here, it was with a similar but larger design that I actually taught myself the rudiments of RC flying, many years ago on Innes Common in Hamilton. An old Magnum .40 on a solid boxy fuselage and a big parasol sewn from cheap nylon obtained from David's Emporium. It was very forgiving, and taught me many lessons.



So what else is new? I've tried X-Planes, flying carpets, deltas, a flying eye, so I thought in these uncertain, war-torn times, if people cast their eyes heavenward looking for a sign, that might be a good shape to try. So I settled on a model of the NZTA 100 km speed sign. This was fun to build, a large disc of polystyrene covered in PVAed on paper, with a bottom-hinged elevator and transparent vane-type ailerons to each side. The first flight showed more power, downthrust and nose weight were needed, so this has been done, and a good strong HobbyKing "Donkey", with a 10"x8" prop and 20 amp ESC will now provide the urge.



It only weighs 22 ounces all-up ready to fly, (.6 of a kilo) I will report on further flights soon. (and also whether I am stopped by the Police and questioned about where I stole the roadsign from....)

Last month's model, the Mosquito, is building up flight time, and is a joy to fly. I haven't had a problem finding the drop-off undercarriages after lift-off,

as they both invariably spear into the ground and remain upright! Belly landings are predictable, straight ahead with no wing drop, thanks to the light wing loading. This month's little building on the cheap tip concerns buggered outrunner motors, of which I have a few. I kept going to the spare parts box for a motor for the Flying Road Sign and finding it was shot on testing. I think some are showing their age and long proximity to salt water when I was flying off the sea at Waiomu, and some are just.... frustrating. So don't bin them before pulling them apart and reclaiming the tiny very strong magnets which come in so handy for retaining hatches, cowlings, canopies, etc. I'm using them on the Road Sign hatch.

Until next time, may your two-part epoxy containers always run out at the same time... Best wishes, Malcolm.

*After Malcolm sent me through his article I received this follow up report regarding the Flying Road Sign  
Take it away Malcolm....*

I thought I'd send you an update on the Flying Road Sign, as since I wrote the article it has several flights under its belt now.

The Flying Road Sign is a marvel! I often say my latest design is my favourite, and in this case it's very true! Now that I have put a larger motor up front with some down-thrust, it is a great flyer. Pulling away from an easy hand launch, it will go vertical if required. Controls are smooth, the elevator is crisp and ailerons are effective, giving a very axial roll. I would say it is much better aerodynamically than my flying carpet and my latest delta design. It will slow right down, and still retain full control, and has a good glide angle without power. One of my favourite maneuvers is a full power climb, which gradually turns to the left because of torque, giving a flat "wingover". And another is a stall following a full-power climb. This makes the sign flip over in its own length, and looks really funny. Everyone should build one! If there's interest, I'll provide drawings and specifications.

cheers,  
Malcolm

Benefits of serving Green Tea to guests:

1. You look rich
2. Save money on milk
3. You don't need to serve biscuits
4. They won't ask for more.
5. They won't come again



## *Aircraft I Dream About — the Junkers G38*

**Bruce Pickering**

In the 1920's Hugo Junkers started to realise his dream of producing a large commercial transport aircraft. His first attempt was the four engined JG1, developed during 1921-1922. Although incomplete, he was forced to destroy it due to demands made by post WWI Allies who cited the Treaty of Versailles. Later, in 1925, he published designs for a proposed eighty passenger aircraft—the J1000—which was to serve on a trans-Atlantic route. Later still the G40 project was started, as trans-Atlantic mail plane. The G40 was a seaplane design, and Junkers used it as the basis for a landbased aircraft, designated the *Junkers G38*. Despite interest shown in the G40 by the German military, Junkers pushed ahead with the G38 having received financial backing from the Reich Air Ministry.



The first prototype first flew in November 1929, powered by four diesel engines. A total power rating of 1971 hp was generated by two Junkers L55 V12 engines and two 294 kW L8 in-line engines. On March 27, 1930, the Air Ministry purchased the prototype for demonstration purposes.

During tests the *G38* set four world records, including speed, distance and duration for aircraft that could carry a 5000kg payload. Two months later this aircraft was put into commercial service by Lufthansa for both scheduled and charter flights.



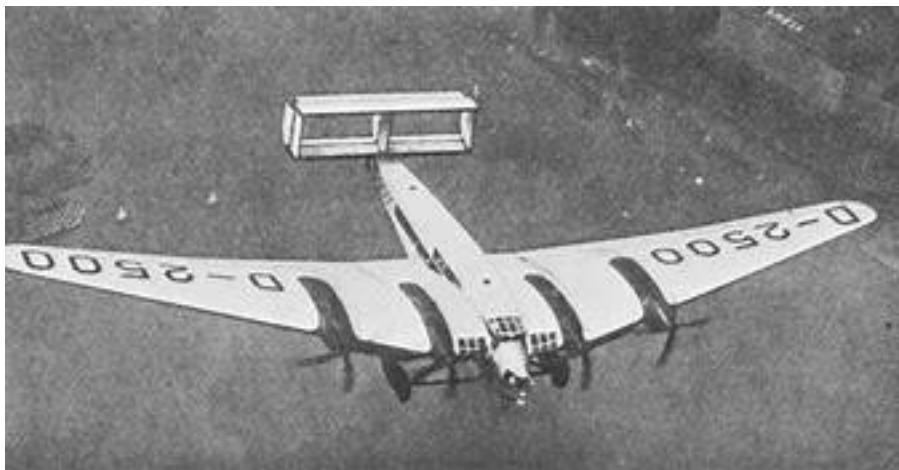
The *G38* was built to Junker's standard practice, with a multi tubular spar cantilever wing, of which Junkers called the 'double wing' configuration. This referred to the full span flaps, the outer section of which also served as ailerons. The wing also had a double row of windows in the inner sections between the fuselage and engines. Wing and fuselage were both covered in stressed corrugated duraluminium.

It truly was a large aeroplane: wingspan 44 metres, length 23.21 metres; empty weight 14,920 kg, gross weight 24,000 kg. Maximum speed was 225 kph, it cruised at 175 kph, and had a range of 3,460 km.

The tailplane was configured as a biplane, supported by three vertical fins; apparently this was intended to reduce rudder forces—somehow. The fixed main undercarriage had tandem twin wheels, at first enclosed in large spats. In 1931 Junkers reengined the aircraft with two L8 and two L88 engines, increasing the total power to 12,366 hp. Passenger capacity was also increased from thirteen to eighteen.



In its time, especially during the early years, the *Junkers G38* was the largest land based aircraft in the world. The luxurious passenger accommodation was meant to rival that on the competing Zeppelin service. A unique feature was the wing seating, the wings were 1.7 metres thick at the root and the windows allowed passengers to have forward facing views. Two seats were also installed in the nose, and three cabins, plus smoking rooms and washbasins added to the luxury. The *G38* carried a crew of seven, including mechanics who could access and service the engines in flight.



Although it had a distinct separate fuselage, the overall effect was a blended wing body, similar to the UB14 of Vincent Burnelli (later, NASA and Boeing both considered this style as an alternative to the traditional fuselage and wing configuration).

Lufthansa operated their *G38* on a regular scheduled service between London and Berlin. In 1931, their aircraft was upgraded with larger engines—four L88's, giving a total power of 3154 hp—and capacity up to thirty passengers and more freight. To accomplish this the upgrade included a second deck in the fuselage.

A second *G38* was built, with the double deck fuselage, and a capacity for up to thirty four passengers. Three passengers were housed in each wing leading edge, the rest over the two levels inside the fuselage. Only the two aircraft were built, both being flown simultaneously by Lufthansa until 1936, when one crashed during a post-maintenance flight, and was

written off. When WWII broke out the second *G38* was pressed into military service as a transport aircraft. It was destroyed on the ground during an air raid by the RAF in May 1941.

Initially envisaged as a passenger airliner over the Atlantic, and a very impressive aircraft for its time, even without the war it was soon out of date. Aeronautical advances were developing rapidly, especially during the war years.



During the 1930's Japan became interested in the *Junkers G38*, and obtained licence for Mitsubishi to build the aircraft, which were designated Ki-20. They built six aircraft, intending to use them to attack forts at the

entrance to Manila Bay in the Philippines. They also considered them useful for deep penetrations into Siberia. The largest aircraft operated by the Imperial Japanese Army Air Service, their existence was kept a close secret. All but one Ki-20 were either destroyed during the war or broken up for scrap during the late 1940's. The only one still existing is housed as a museum piece in the Tokorozawa Aviation Memorial Hall.

So ended what started as a promising enterprise in aviation history. Perhaps someone should make a flying model. For an extensive description and history of the aircraft watch the video: <https://www.youtube.com/watch?v=5uFNOtsucKE>





A MEMORIAL SERVICE WILL BE HELD  
IN LOVING MEMORY OF

*Rita Elizabeth Pickering*

1946 - 2025

SATURDAY 21<sup>ST</sup> JUNE  
1:30PM (NZ TIME)  
95 AWAKINO RD  
DARGAVILLE

ZOOM ID 81219277391  
PASSWORD 1914

## Bi-Plane Day

In the middle of June the club held its themed fly-in event for Bi-planes. The weather wasn't super pleasant, but we did have a reasonable turnout throughout the morning and by the time we put together a group photo for the newsletter, a couple had already left for home. Nonetheless it was still a good day with lots of flying.



*A good day was had  
by all those that  
attended*

## 3D Printing a Pilot.

### Grant

Whilst flying at the Clubs Bi-plane themed flying day, Charlie, the Pilot in my Silver DH Tiger Moth decided he would do a little Sky Diving.

Unfortunately, he forgot he wasn't wearing a parachute and dove headfirst to the ground from 200 ft, never to be seen again.

This prompted me to search the web for a replacement Pilot to 3D print which is where I located Gary!!

Here's a picture of Gary as he came off the printer with all the support work to hold the important bits in place and then again, once he was all cleaned up.

Next job is to get to work and paint the wee fella so he's not so Pasty White !!!



## Rudi's Workshop Build

Hi there, here is a couple pics of a model that I designed myself. I had the wing that was given to me about a year ago. I then designed the fuselage around that. First, I researched a bit on weight vs engine size. And then factored in the wingspan. I stripped the wing down to the bones. Then drew a plan. I discussed the plan with a couple of the club members who were super helpful and gave me invaluable advice!



I will thank them in person! I found with the calculations that I should use a 40-46 size nitro engine. I don't have one but did have an ASP 52, so fitted that. Once I decided on the colours, I started covering it. As the first model that I built from scratch, this was a bit of a challenge. Red and white was the way to go. Eventually after about 8 weeks she was ready, then on the important day, my transmitter battery decided to pack a sad. Another week went by. On Saturday 21 June it was a go for maiden. It was a rough

take off and a very dodgy flight! Extremely twitchy! And overcast with fog! It wasn't too much hassle to get it trimmed. Back on the ground I was shown my mistake! I had the expos set up as positive and they should have been to the negative! I took it for a second flight and WOW! That was fun! I did a couple of small changes and now it's a really fun aircraft to fly!



Much more stable than I expected. Also, a lot faster than I expected. That was a very proud moment! Designed and built at home. Once again, I render my gratitude to those who advised me along the way! This would not have been such a success without your advice!

Kind Regards, Rudi

# **INDOOR at MORRINSVILLE**

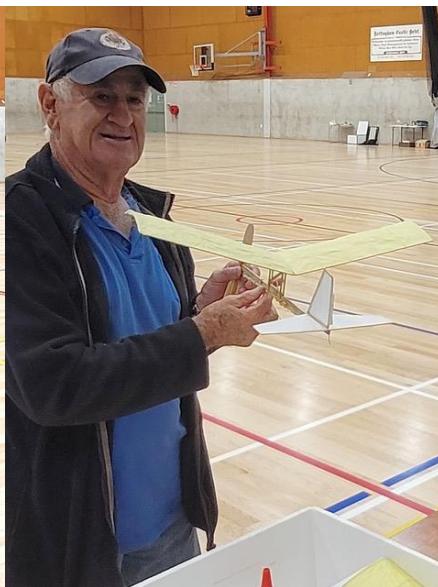
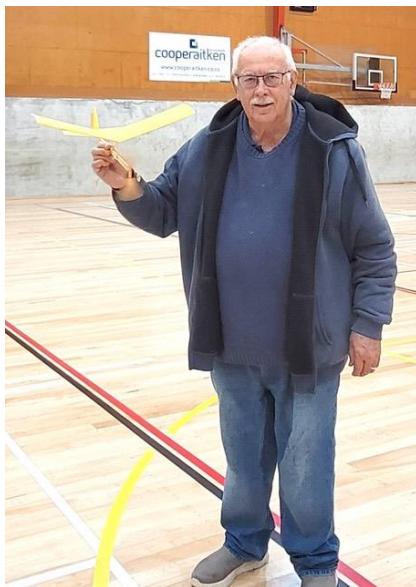
**Bernard Scott**

## **[ Next indoor at Morrinsville is Sunday 6th July]**

After wind and rain in the preceding week, the 8<sup>th</sup> June turned on the best *outdoor* flying weather imaginable. Add to that an Auckland indoor event on the same day, and we lost a few potential flyers - but fourteen wasn't too shabby. Seven flew free flight and nine flew radio control. With these numbers it was not necessary to split RC and FF into separate slots, so all had the full time available.

Radio models included a phantasm of Vapours, indoor foamies, and even a rescue drone – more on that later. The free flight brigade had the customary Hangar Rats - which made creditable times, Peanut-scale models, catapult gliders, and there were also a couple of still-under-development P-18 designs. One hopeful soul, who will remain nameless, tried to fly 3D printed gliders - too heavy I think, Grant.

***Alan and Dennis both obtained good duration from their Hangar Rats***



*Wayne takes a break, having Vapourised the opposition.*



*“How many turns did you say?”*



*Rex Anderson fettles his Peanut Scale model*



*A trio of scale miniatures*



*Determined to not lose sight of his Rat, Brendan fitted it with an orange ring. An incidental benefit was the cushioning of impacts on roof, walls, or floor. Problems started when other fliers took up the challenge of flying through the ring.*



*Latest modified P-18 with crinkled mylar (not tin-foil) wing covering. Flew better than when the wing was smoothly covered.*



Despite the high ceiling and lack of obstructions, I managed to get a P-18 hung-up on one of the very bright, and presumably hot, lights. Too high to reach with extendable poles, it snuggled up to the lamp and looked ready to burst into flame at any moment.

That young scamp Ryan Cadwallader came to the rescue with his skilfully flown drone, no more than four inches across. Several well-aimed nudges freed the P-18 which then continued flying for another thirty seconds or so. Well done, Rhino!



*Antony works on aerobatic design while Dave ties another motor.*



*Alan gets a fiddly motor attached with the help of Fritz.*



*Additional photos below: Antony Wright*





## Still wanting more Indoor?

### EVENT REMINDER

#### Indoor Flying

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

Dates and times

**July 6<sup>th</sup>      Morrinsville Events Centre. 1 pm to 5 pm. HMAC**

July 21<sup>st</sup>      Drury School Hall. 7 pm to 10 pm. AMAC

August 3<sup>rd</sup>      Morrinsville Events Centre. 1 pm to 5 pm. HMAC

August 18<sup>th</sup>      Drury School Hall. 7 pm to 10 pm. AMAC

### Indoor Flying

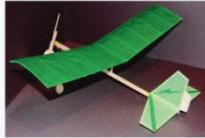
Remember the pre-covid indoor flying sessions at the Te Rapa Sportsdrome? This venue is no longer available to us, so a bigger, higher, hall has been secured - the Morrinsville Events Centre at Ron Ladd Place.

Three sessions have been booked

June 8<sup>th</sup>      1.00pm to 5.00pm  
July 6<sup>th</sup>      1.00pm to 5.00pm  
August 3<sup>rd</sup>      1.00pm to 5.00pm

Radio control  
will have  
separate time  
slots throughout  
the day.

\$10 flying fee



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

## 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

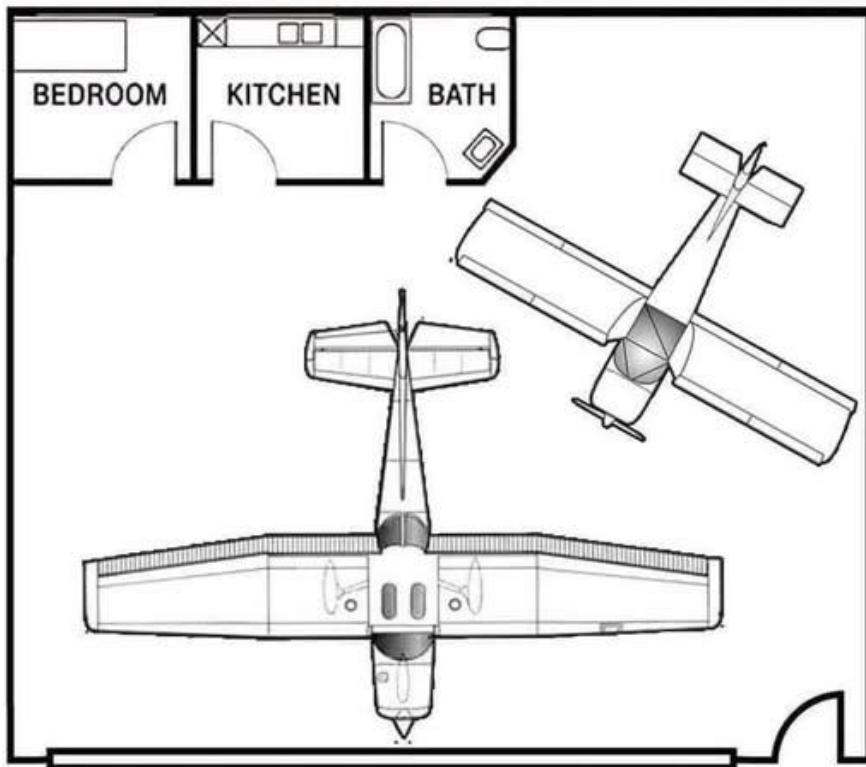
Futaba, Spektrum, and other brands.

- 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'.

## FUTURE HOME FLOOR PLAN



## *Whats been happening at the field*



*Above: The full size Pietenpol Air Camper J3*

*Left: Alan loved the full size one so much he got a replica*

*Lyall'sTimber*





*The late Phil Halls Beaver now in the hands of Chris Tynan.  
Phil would be pleased to see it fly*



# PBG

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# ***Aerobatics Season Wrap Up***

**Frazer**

***(Photos from the 2024 - 2025 archives)***

Hi all

Admin time ... been meaning to get to this one out for a couple of weeks. Buckle in ... make toast and coffee!!

The 2025 Aerobatics Series started with a very windy Waharoa Pattern event back in September, peaked in January and February with the Masters and Rumble both flown in nice weather and a huge turnout. It ended with a perfectly calm weekend in Galatea, with a lot staying home to get a head start on their winter sanding therapy.

Classes with the biggest attendance this year, 13 flew in Sportsman IMAC, and 12 in Clubman Pattern. Actually that 12 in Clubman should read more like 20, as there was a Clubman day in New Plymouth and something like 11 new guys flew there too, but we never got any official results. CD Galloway had covid!! Fair enough, that will do it.



The numbers in F3A have seen a big increase too this season, with a few having moved up from Masters to fly the P class.

Over the season we had 31 that flew IMAC, and around 40 flying Pattern, at least once.

Those are some really good attendance numbers.

I expect in the winter break there will be a few guys working on moving up to the next level when we kick off the 2026 season in late Sept / early October.

We had two final events in May to round out 2025. A pattern event at Airsail MAC and a final round of IMAC at Galatea. GTown !!

I wasn't at the Airsail event, but I'm told it was a great days flying in perfect weather hosted by John and Sharon Danks at the Pukekawa site. I saw some photos on the facebook page while I was eating some really great spicy noodles. On the day, the guys put the scores on paper, and thought ... bugger it, we will let Bogan deal with this when he is back from China.



So on a cold night in my camper on the flightline at Galatea, with the heater on full blast, warming myself up with some recently acquired duty free, it seems there was nothing better to do than get them

processed  
“properly”. K Factors  
are important. Well  
done Dave Wilkins

who pipped Rod Chave by 8 points to take out F3A, with John Danks in 3rd. Was this JD's first time flying F3A? How do you like those rolls JD? Seems that Expert was a 1 horse race, Chris Charlton aka Gerry Hat Trick, taking out the “NZ Expert World Cup series” with Jon Berger unable to fly due to a technical problem. Those two were on season equal points

prior to this, so it was all on the line, and a bit of an anti climax in the end it seems. We shall look forward to them duking it out next year in Masters surely? Clubman saw Anthony Wright take the win just ahead of Behram Bajan, who I see scored 1000 in the 3<sup>rd</sup> round, and I noticed when typing the scores in, a 10 for the last landing!! Scroll down to see the results from this event. I assume a good time was had by all, and did Sharon get a burger?

The last round of IMAC was held at Galatea in stunning weather. Not a breath of wind, and nice and warm when the sun was shining. I can't say too much about the days flying, my plans for that were scuttled when the "Jet Dog" Charlie leapt out of the motorhome on arrival the night before, and from then on has done a pretty good impression of a canine tripod, having buggered his knee. So I was off on a mission to the Vet in Whakatane to quite literally "see a man about a dog". In my absence the team got on with it, no time for messing about with arachnids, with 6 rounds of Known sequences flown. Fraser Brodie and Behram Bajan both flew Basic. Mr Brodie finally had his wheel pants on!!!! (That's right, I've started a list, and you don't want to be on it). Behram was flying his new acquisition, an Extreme Flight Edge 540 I think it is? With 60cc DL Who up front. Looks like it goes well. Baldrick and Jon Berger flying in Sportsman with Baldrick now running a few more ponies (DA100 upgraded to DA120) in his Sukhoi, and reported to be going very well too. Kaden Newman and Andrew Stiver both flying Intermediate with the final result being pretty close between these two. I got back from Whakatane in time for a quick flight in a microlight before it went dark. Seems everyone had been up for a go in it that day. We took off in about 20m, and headed over towards Gavin Isles farm strip nearby, with me at



the controls pretty much all the way. As Mark Newman said when I got back smiling from ear to ear, be careful, that could have been a very expensive flight. Not as expensive as the pending vet bill, trust me!!

Saturday night at Galatea, it was time to hold the AGM in the conference room. Chaired by Hamish Galloway, and assisted by a single malt scotch whiskey, it was easy going. No remits to go over. A few new committee



members on board namely Behram and Lyndon. Welcome. Minutes from the AGM will be online soon. After the official documents were done with, it was time for serious discussion and brain storming ideas which went around the room multiple times apparently. It seems that Kaden Newman was being the stealth “enabler” resulting in a few dusty heads the next morning. Talk to our best chef, Mark Newman, next time you are sampling his burgers for the full story. And on that note, please give a big thanks to Mark who has outdone himself once again on the catering front. Good to see him back in colour too.

Sunday ... due to a clash of events, a few of the gold card members had sculked off back to their retirement villas in Tauranga, with the excuse being they had to help out with the Annual Club Auction / make cameo appearances on the TV1 news, interpreter surprisingly not required.



So rather than continue with 6 more rounds of contest flying, and seeing as the weather was so nice, a practise and setup session was run. Jon Berger had yours truly working on tuning up his 3m CARF 260, and by the end of the day the radio was “Bogan Sorted” with all the wing type/ elevator channels as they should have been, a bunch of crazy mixes no longer needed were dumped, upline and downline fixed. He was last seen knife edging it, just a bit above eye level, from horizon to horizon. While this was going on, under the guidance of Hamish Galloway, Kaden was getting some much needed snap roll setup help with his model, and was also seen working on 270 degree rolling circles (yes he and Andrew Stiver are both moving to Advanced apparently). Andrew had all the tools going on Behrams new 60cc Edge. Usual story, crazy long control arms on the servos at “teenage 3D dirtbag” length, far too long for serious precision flying, and dual rates dialled back to 30% which make it impossible to trim for a straight line. Sound familiar? Stinky soon had the drill going, ball links all moved in as far as they would go, lots of changes made, and by the end of the session it was flying on rails. I say rails, more like a very slow shunting train, the 23x8 “TPM” prop on that DL Who 60cc was all noise and going nowhere. 22x10 is the fix for that one. (plus he knows that he needs to ditch the anti social cackle can muffle .... whoops, nearly a typo !! cackle can exhaust diverters)

So, a bloody good weekend in Galatea was had by all.

Ok, drum roll ..... Season results time !!!

The final points board has been updated.

What are the scores, George Doors ?

You can find a permanent link on the bottom of the [www.NZRCAA.co.nz](http://www.NZRCAA.co.nz) downloads page, but here is a quick link to the entire 2025 folder, with all the results from this season. Look for the series PDF file to see how you did !!

<https://www.dropbox.com/scl/fo/z18l3bm40dybbrrc69r9c/AMtidXOD2wzxDnaONrehcIs?rlkey=oa4kuu6il6ql61zbc3bf167re&dl=0>

Congratulations to the following winners for 2025.

## Pattern

Clubman – 1<sup>st</sup> Fraser Brodie. 2<sup>nd</sup> was Andrew Farrow aka “Prince Andrew”. 3<sup>rd</sup> David Kenwright.

Expert – 1<sup>st</sup> Chris Charlton. 2<sup>nd</sup> Jon Berger. 3<sup>rd</sup> Mike Briggs.

Masters – 1<sup>st</sup> Kaden Newman. 2<sup>nd</sup> John Danks. 3<sup>rd</sup> Lyndon Perry.

F3A P – 1<sup>st</sup> Ross Craighead. 2<sup>nd</sup> Auntie Grant Finlay. 3<sup>rd</sup> Brian Dooley.

F3A P & F – 1<sup>st</sup> Frazer Briggs. 2<sup>nd</sup> Hamish Galloway. 3<sup>rd</sup> John Knox.

## IMAC

Basic – 1<sup>st</sup> Fraser Brodie. 2<sup>nd</sup> Behram Bajan. 3<sup>rd</sup> Rob Lockyer.

Sportsman – 1<sup>st</sup> Jon Berger. 2<sup>nd</sup> Corey Westhall. 3<sup>rd</sup> = Ryan Berger & Chris Charlton.

Intermediate – 1<sup>st</sup> Kaden Newman. 2<sup>nd</sup> Andrew Stiver. 3<sup>rd</sup> Rod Chave.

Advanced – 1<sup>st</sup> Grant Finlay. 2<sup>nd</sup> Ruben Woods. 3<sup>rd</sup> James Farrow.

Unlimited – 1<sup>st</sup> Frazer Briggs. 2<sup>nd</sup> John Knox. 3<sup>rd</sup> Sean Galloway.

Did you see your name in that list with a 1 or a 2 next to it? Well done you. Now please click this link .... cause this one's especially for you: <https://youtu.be/zkHOVJINRD8?si=q-bphPPMUJPVbN9M&t=55>

Ok, so there you go.

2025 Aerobatics contest season done and dusted. It's now sand paper season. Enjoy some therapy. Get out and fly when you can, we just had some great weather this weekend just gone if you were in the right part of the country. If you were in the wrong part of the country, it was 35km winds, ferry sailings cancelled, and 1m of fresh snow !!!

New schedules???

Yes, you can start working on them. IMAC - we now move to the 2025 IMAC schedules.

Plus, with the F3A World Champs coming up really soon, this means unless you are going to Muncie, and you are flying Masters or F3A, you can start working on the new Advanced A27 sequence, or the F3A P27 sequence. I've seen P27 flown now by Lyndon, and it's going to keep you all on your toes. IMAC sequences can of course be found on [www.mini-iac.com](http://www.mini-iac.com) and F3A sequences just google up the F3A FAI sporting code for these, which of course if you fly pattern you will already have a shortcut too right? Yep, I thought so. Google "F3A P27 Aresti" and you will find it. If you find a copy with the wind blowing the other way, please share it with all of us. I can only find it flying from L to R at this stage. Seems that is the only way the wind blows in Europe?





2026 season calendar, we will be getting that sorted and published when we can. Due to kick off again in late Sept / Early October. Get your leave pass sorted now for the Nationals. New location Hawkes Bay. New timing, starts 3<sup>rd</sup> Jan (I think). Mark the calendar on the fridge now. Get all those bah-mitzvah parties, and kitchen reno jobs for the mother in law done now.

And finally .... the NZ F3A team of Galloways Hamish and Sean, John Knox, myself, and Team Manager Brian Hooley Dooley, plus NZ Judge Noeline and supporter Ross Craighead aka obewan kenobe, are all off to the USA for sun and fun in August for the F3A World Champs. This time at the AMA headquarters in Muncie Indianapolis. The team's entry fee total bill was nearly 5 figures !!! We have a great team, more info on this soon.

Did you make it this far??? Well done you.

See you at the practise field!!!

Cheers

Frazer

## *Reno.... Not a place for the faint hearted*

A pilot from the Reno Air Races survived a spectacular crash while running in the Super Sport Gold Race

George Giboney from Des Moines, Washington, was flying the Thunder Mustang named 'Rapid Travel' when his plane went down shortly after take-off.

The plane breaks up into pieces as it crashes over the ground to an eventual halt.



© Splash

We DO NOT throw  
perfectly good food away in this  
house.

We put leftovers in a Tupperware  
& let it go bad,  
THEN throw it out.

# MFNZ AGM to be held Tuesday 8th July 2025 @ 7pm.



choices. You can either

1. provide a proxy vote
2. vote online
3. register for the Zoom meeting and come along to see what's going on

## Zoom meetings are just modern seances



"There's someone who wants to join us."  
 "Elizabeth, are you there?"  
 "We can't hear you."  
 "Can you hear us?"

AGM documentation is on the MFNZ website, <https://www.mfnz.org/members-pilots/agm-2025/>

Please read through the [Member Information Supplement](#). It gives a good overview of the current financial situation of MFNZ, and how the Council wants to move forward over the forthcoming year, 2026 - 2027.

To vote in the AGM you have 3



**A tender list together with photos of all items below was sent out via email to everyone a couple of weeks ago.**

**The intention was to also attach it with this newsletter, but the file size was too big, so was sent out separately. If you did not receive this and are interested in any items please contact one of the committee members:**

So, just a reminder:

Models for Sale on Behalf (by Tender) Sale items by tender on behalf of the estate of the late Stephen Muir (formerly of Cambridge MAC)

### **TENDER PROCESS:**

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

- Tenders accepted via email only to [hamiltonmaclub@gmail.com](mailto:hamiltonmaclub@gmail.com)
- Tenders close 9pm July 20th 2025
- Successful tenderers to be notified via Email by 28th July 2025.
- Payment method to be arranged on acceptance of a tender by the Muir Estate.
- Collection and payment for items by arrangement with the Muir Estate.
- No postal or courier service is offered.
- 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 number and description:

1. Airsail Heron, approx. 1.4m, old electric, 2 servos
2. Tiger Moth approx. 1.4m, electric motor and ESC, 4 servos
3. Cessna semi-scale, approx. 1.6m, no motor or servos
4. Cessna Skylane, old build project, approx. 1.8m, electric motor and ESC, 4 servos
5. Electric V-tail
6. Smeed (Mamselle?) scaled to approx. 1.4m, electric motor and ESC, 2 servos
7. Great Planes Siren hotliner, no motor.
8. Great Planes Extra 300, 1.6m, 4 servos and .60 glow motor (ASP?)
9. E Flite Eratix 3D (original), approx. 1.2m, OS 25, 3 servos. No wing joining tube.
10. Porterfield Collegiate, 1.8m, electric, 4 servos
11. Sig Riser, 2.5m, 3-piece wing, electric, 2 servos
12. Electric glider approx. 2m.
13. World Models Aure electric warmliner, 4 servos
14. Airsail Heron electric
15. Twister repair project, airframe only
16. Spektrum DX 7
17. Hyperion charger EOS6060I
18. O&R Engine
20. Sullivan Starter
21. Dremel jigsaw
22. Sealing iron
23. Prop balancer
24. Nicad charger
25. FM and AM Transmitters
26. Misc covering and plans
27. Dremel Tablesaw
28. Scorpion motors

## Parting Shot

# AIRCRAFT CARRIERS



Ford-class.  
\$13 billion.



Queen Elizabeth-class.  
\$7.6 billion



Charles de Gaulle  
\$4.14 billion.



Zelensky class . Comes  
with kettle & toaster.

€39,000



# Coming Events 2025

## What's On, When and Where

### July



Time	Event
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<b>Sunday, July 6</b>	
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1:00pm	<a href="#"><u>Indoor Flying At</u></a>
-	<a href="#"><u>Morrinsville</u></a>
5:00pm	

<b>Wednesday, July 9</b>	
--------------------------	--

7:30pm	<a href="#"><u>HMAC Club Night</u></a>
-	
10:00pm	

<b>Sunday, July 13</b>	
------------------------	--

all-day	<a href="#"><u>Warbirds Day</u></a>
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<b>Friday, July 25</b>	
------------------------	--

all-day	<a href="#"><u>Glider Aero-Tow</u></a>
	<a href="#"><u>(Matamata Goat Farm)</u></a>

<b>Saturday, July 26</b>	
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all-day	<a href="#"><u>Glider Aero-Tow</u></a>
	<a href="#"><u>(Matamata Goat Farm)</u></a>

<b>Sunday, July 27</b>	
------------------------	--

all-day	<a href="#"><u>Glider Aero-Tow</u></a>
	<a href="#"><u>(Matamata Goat Farm)</u></a>

Time	Event
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## *August*

### **Sunday, August 3**

1:00pm	<a href="#"><u>Indoor Flying At</u></a>
-	<a href="#"><u>Morrinsville</u></a>
5:00pm	

### **Sunday, August 10**

9:00am	<a href="#"><u>HMAC Float Plane Day -</u></a>
-	<a href="#"><u>Lake Kainui</u></a>
4:00pm	

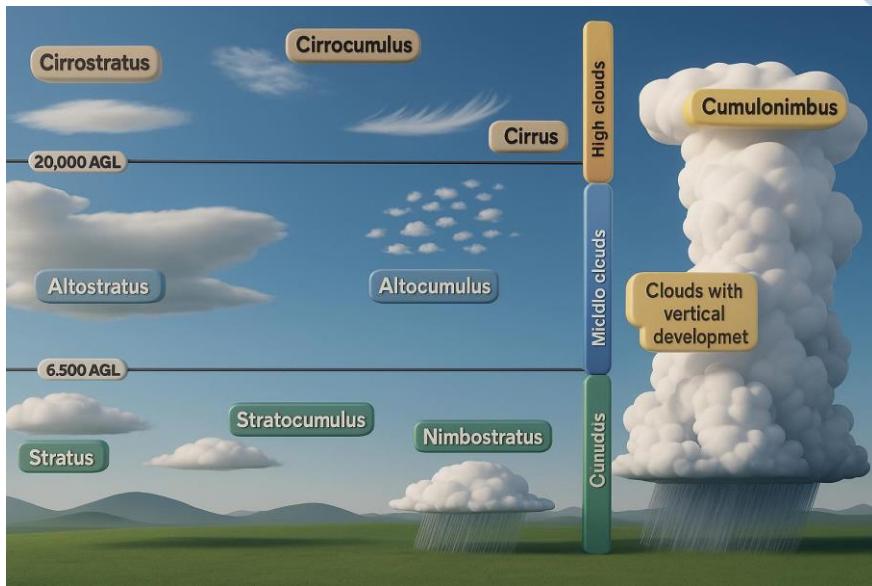
### **Sunday, August 24**

all-day	<a href="#"><u>Old Models Day</u></a>
---------	---------------------------------------



*And the shiny  
new Redbands  
belong to:  
Lyndon, who  
didn't want to get  
them wet*

## Till next month, stay safe



**If you ever lose your aircraft in the clouds it's important to know what type you flew into**

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

**Next Flight Lines August 2025  
Newsletter deadline – Friday 8 August**

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

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