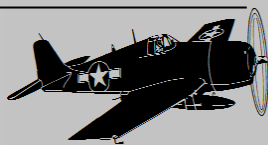


August
2025

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

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

Cover Page: *The classic moon shot. This time it's Stephen
Collins and his Yak*
Photo: *Grant*

FLIGHT LINES

HAMILTON MODEL AERO CLUB INC.

August 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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 Brendan Robinson
 Rudi Weideman
 Lyndon Perry 021-0251-8474



WEB SITE Grant Finlay

NEXT CLUB NIGHT: Wednesday, September 10 which is next month!

VENUE: Beerescourt Bowling Club
 68a Maeroa Road - Hamilton

Club Night Theme: To be announced

Club Themed Flying Day: Float Planes - August 10

Presidents Report

Grant

A couple of weeks of stunning fine blue sky weather has seen a fair bit of flying for those that have braved the chilly conditions. I spent a couple of weekends learning new Aerobatic schedules for F3A pattern and IMAC which is always a bit of a challenge. Thanks to Lyndon for calling me through these without laughing too much!!!



I also got to complete the final four test flights of Stan Hodson's huge Cessna 185, so the model is now certified and ready for a public showing at the Big Model Rally coming up in September at Waharoa. So all in all not a bad month on the flying scene.

First off this month we wish Frazer Briggs and the rest of the NZ Team who travelled to the USA this past weekend all the very best for the upcoming World F3A Pattern competition in Muncie, Indiana. Getting there wasn't without drama when the team were bumped off their

connecting flight in San Francisco when the security chap's couldn't open Frazer's Model box to check it ... but that's Frazer's story to tell!! July saw our club night filled with Stans Hodson's mighty Mk IX Spitfire. Thanks to Stan, Dorian and Kevin Uncles for sharing the story of the building, painting and detailing of this magnificent model.



Stans magnificent Spitfire

With most of the work now complete, it's only weeks away from being test flown. We wish Stan all the best following a nearly six year build. Thanks to the other members who also brought along models for the show and tell, plus it was great to have Tom and Ray visit from the Matamata club as well. The next Club night will be in September.



Coming up on the calendar we have a Float plane day at Lake Kainui this weekend, with the usual start time from 9am. Note, there will be no notification on the website this time as the web master will be away, but if you are on the messenger group, Gordon will post any relative details there.

If in doubt, just go out there anyway!

Also on the list of events coming up this month is our 'Old Models' day on Sunday 24th August. Details are in last month's newsletter and also repeated again this month too so make this a day to remember by coming out to the field for a fly with something that fits the picture.

Our Indoor model meet for July drew a slightly smaller attendance than the first meet, but I'm told everyone still had an enjoyable afternoon. We held the final indoor meeting last weekend, again with a similar turnout. I'm told a certain club treasurer managed to lodge his Hanger Rat

in the ceiling trusses which required a very long pole to get it down again... and you thought indoor was straight forward & low risk!

The club Warbirds day was well attended even though the weather was a little murky!! A good array of models took to the sky with Chris Tynan repeatedly demonstrating how low a "low pass" can actually go! A neat day of beat ups and bombing runs!

Some people have been asking what the concrete pavers that have appeared at the field recently are destined for. These are going to be used as part of our facility upgrades which you will hear more about in due course...but be warned, there will be a working bee coming up in the very near future for which we will looking for your support.

As always, if you have any suggestions, ideas for club nights, or wish to lend a hand with upcoming projects, don't hesitate to reach out. Our club is only as strong as the people behind it, and it's our members that keep things moving.

Here's to another month of safe, enjoyable flying— Fingers crossed for some more fine, fresh, cool clear days.


Grant.

Polish your goggles, fit a new propeller, and wind the clock back with a last-flown-in the-20th-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.

Vice Presidents Report

Bryce

Finally some clear weather, and of course I was working that day! The first weekend of August brought a reprieve for me. Clear blue skies and it was time to maiden the tiger moth that I picked up on Friday. She's a bright yellow second hand plane which looks to be in excellent condition. Saturday: Strong cross winds and I discovered a servo feedback twitch. No Maiden. Sunday: Discovered the extension lead was the culprit and then back to the airfield. Five flights later and I'm calling her a success. Though I plan to add a little down thrust and repower her from a 3-cell to a 4-cell electric. Wind back the clock a bit. This is 5 hours in after time spend dismantling, resoldering plugs, gluing, straightening the landing gear, and general tuning. However, she's a lovely model and Grant got some nice low slow fly-by images.



Bryce's DH Tiger Moth in action



On to oopsee lesson number, gee I forgot.

As I have been reporting to you, I am fibre glassing my Catalina in preparation for float plane day this weekend (10 August). My long suffering wife has started calling her a Beluga after the white whale.



All was going pretty good. The rear observation blisters have been added and the cockpit finished, and the glassing started. Yes, I had some bubbles appear in the glass. They weren't there when I added it, they appeared during the drying, so I do need more practice. But, in my defense, I really want to maiden her this float plane day. So, bubbles and all she will fly. Fingers crossed.

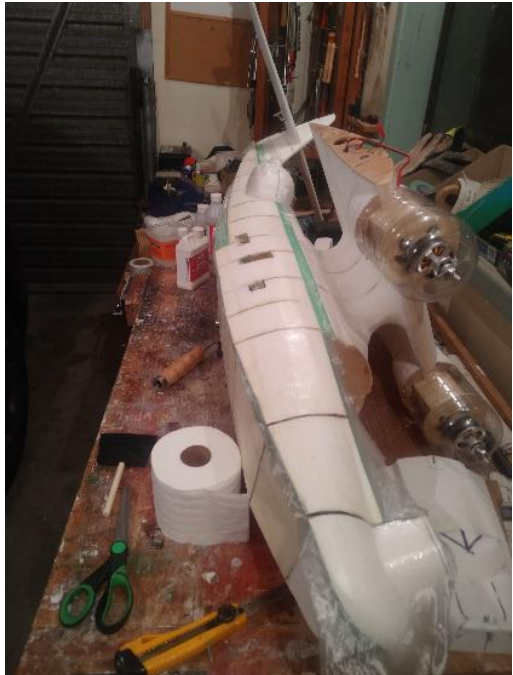


Figure 1: And those cowlings are vinegar bottles bought from the supermarket.

So, I am working on the wings, glassing the trailing edge where the foam is really weak. I have both wings laid out, the workbench prepped, gloves ready to go, tools assembled and edging tape on.

Sweet, good to go. And it's a lovely sunny day.

I mix the epoxy, turn to apply it and stop. Where is the glass cloth? Oh @\$F\$#, I haven't cut it. I put the epoxy down, mindful that it's happily starting to heat up and go off. I can do this. I get the cloth and lay it on the wings, get my scissors are start cutting. Tick tock, tick tock... And done, I whip away the excess and @\$F\$#, pull all the cloth off on to the floor. I missed an edge in my rush. Ok, calm, take a breath, clean of the dirt, finish the cut. Tick tock, tick tock...



Right, time for the first wing, grab my brush and start applying the epoxy. Not bad, happy with that. Swap the wings over and start on the second. Sun is now shining in on the work bench. I am going great. Yes, the mix is a little thicker now, the going is slower, and the cloth pulls a bit more as I apply the epoxy. Carefully does it. Brush, brush, hold the cloth... Done. Excellent.

Now the nearly fatal error. As with the previous application, I rollout the toilet paper to soak up the excess epoxy, just like on you tube, intent on keeping the finish light and the wing loading down. Both wings covered in paper. I pat it down, start soaking up the epoxy and feel proud that I got there.

This technique had worked fine on the fuselage sides. But now as I start to peel the wet toilet paper off it all goes to custard. The paper tears and stays in the now thickened epoxy. Some non-repeatable words were said, and I have visions of disaster. Some more terror and non-repeatable words. I was going to have to sand off all this toilet paper. How could I have been so stupid!

So lesson one, throw the mixed epoxy away. Two – Stop trying to save on cloth, just lay out the sheet once. Three - Don't have the sun streaming in on the workbench accelerating the epoxy.

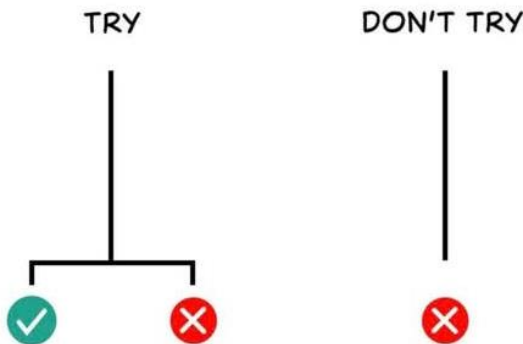
Fortunately, the other wing was in the shade and thankfully the paper peeled off. What a relief. Back to the disaster wing. I spend a lot of time on that sun backed wing slowly, very, very, slowly peeling little scraps of toilet paper out of the epoxy. What a mess. And in my frustration, what do I do. I through the scraps on the garage floor. Bugger. Now they are stuck to the tread of my shoes...

Folks, work careful and don't rush it. Don't make a mess like I did.

Ultimately, I have made it work. I will have some sanding to do before the paint job can go on. But the trailing edges are done, good enough for a maiden this weekend.

Next up is the leading edge, the floats, and lastly the stabilizers.

Happy flying everyone.



Well done Bryce. We all look forward to the photos for next newsletter.

Editors Ramble

Dave

Cold mornings are now turning into beautiful sunny days. If you exclude America and most of the rest of the world we're looking pretty good here so roll on summer. Once again, thanks to all those wonderful people who have contributed to the newsletter. It is appreciated, I hope.



Yesterday morning while I was pulling weeds out of the garden I heard the familiar noise of those noisy RNZAF Texans flying overhead so I thought I'd be nosey and get onto Flight Radar and see what they were all up to.

I don't know about you but to me it looked like they were all lost.

I did have to have a wee chuckle to myself as it was a nice warm sunny day with no wind and that, it seems is the only time you ever see them. They're not stupid of course because like me, if it's wet and windy, I don't fly either.

Happy reading everyone.

10:55

Satellite Map Live Earth View
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INSTALL

TEX04 **KIW4** **TEX2**
New Zealand - Royal New Zealand...

© JoshTeller

N/A NOT AVAILABLE	NPE NAPIER	BAROMETRIC ALT. 11,600 ft GROUND SPEED 40 kts
Departed 01:01 ago Arriving in 00:31		
Beech T-6C Texan II		REG NZ1404

3D view

Route

More info

Follow

Share

A polite word from the Treasurer

Alan



To all Club members.

If you change your address or email please advise the treasurer so the records can be updated..

MFNZ requires updated addresses and email addresses for their records.

Thanks Alan



Club Night Happenings

What you missed if you were MIA

At last month's club night Stan and Kevin Uncles came to show off the large 1/3 scale Spitfire that Stan had been building over the last 4 - 6 years. Kevin did the painting. They both gave an interesting talk on the build and painting of this superb aircraft. Alan.





*A good turnout
for club night.
Thanks to all
those attending*





**Wayne's Beast Plus.
Converted from a float
plane to land based and
is now also electric**



"Stuff You Weren't Expecting"

Malcolm Foster. Eccentric modelling economically.



Greetings to HMAc from WMAc in the Bay. I'm just up a small tree at the moment due to the tsunami alert from the earthquake in Kamchatka. This is also a good idea at the moment due to the enormous amount of rain which has fallen recently, closing our flying field. Sure, I could try the floatplanes, but bogging the van down getting there is not a clever idea.

There has been some enjoyable flying during the last month, from a wide range of models, including our resident Autogyro aficionado Jim. He often puts two different ones up on the same day, and is working through the many issues which arise as he "goes for a whirl..."

I've had my share of grief too, my OS 25 powered "Fokkerish" biplane tried to limbo through the fence along the drain. The cause of the crash? Similar to the "UFO" buried in a corner of the field at Reekers, causing strange glitches in one place, we have something like this, as there were a couple of glitch-type crashes that day. We have an electrified railway line nearby, so this is a great scapegoat. Or maybe it's the ghost of a cow that drowned in the drain?

The Delta is going well. On one flight recently one of the (polystyrene) tip-tanks came loose in flight and ended up in the drain. I went looking for it, but the current was carrying it away quickly down to the sea, where it will give some poor Kingfish a bit of a surprise when he tries to chomp on it.



I had to carve a replacement,(see photo).

I am working on an exciting new project, as unorthodox as they come, but it's not advanced enough for me to send photos just yet. But as a sidebar, I ended up with a lot of flat shavings of polystyrene from building this mystery project. So what better to do with them than whip together a cool little biplane glider. We don't see enough biplane gliders, do we? This one is a gem, slow flying, and quite a good glide ratio. Great for the grandkids. (alright, and me....)



Keep warm and dry, hopefully like me you have a few thousand old aircraft magazines to riffle through during the downpours. Until we catch up again, may the silverfish in your aeronautical collection all migrate to your neighbour's place.

Aircraft I Dream About — the GAFHawk 125

Bruce Pickering

Hawk Industries of California specialises in producing heavy drilling equipment and tools for the oil industry. Established in 1959, their website boasts that, “Every product we’ve ever manufactured is still at work somewhere in the world.” Often, drilling was done in remote, hard to reach areas and transporting drilling equipment in and out of these areas could be problematical. Road transport often proved to be too slow and loading large and oddly shaped parts onto conventional aircraft often was expensive and too time consuming.

So, early in 1977 Ernest Hauk, the president of Hawk Industries, along with Larry Stewart, the company’s General Manager of Research and Development, conceived the idea of a purpose built aircraft to handle this task. So began work on what was initially called the GAF-125—the GAF stood for General Aviation Freighter. Later, the name was changed to *GAFHawk 125*. The specific design requirements called for a simple rugged STOL aircraft that could operate out of remote rough landing strips.



Somewhat similar to the Short Skyvan, the boxy, rectangular bodied fuselage had a high-set tail and rear loading ramp. The cargo area could carry anything from six metre lengths of oil well pipe to a small road vehicle, such as a Jeep. Although space was allowed for two pilots it was to be capable of single pilot operation. The high aspect ratio wing was fixed to the top of the fuselage and braced with struts back to the fuselage bottom. The sturdy tricycle undercarriage was fixed, and the main legs were each fitted with two wheels. A single engine was chosen to limit maintenance costs. One unusual expectation was that the aircraft should operate at the same costs as surface transport.



The design was developed empirically, firstly by testing radio controlled models. To further prove the concept a Piper PA-22-150 Tri-Pacer was dismantled then rebuilt in a considerably modified form. Built to look like a smaller version of the planned *GAF Hawk*,

this little aircraft, appropriately called Minihawk, was to serve as a flying testbed for the development of the larger final version. Based on what was learnt from the Minihawk, work proceeded, and the prototype *GAF Hawk* with a radial engine was completed at the end of 1981. In August 1982, this aircraft, now powered by a Pratt and Whitney PT6A-45R turboprop engine, made its first flight.

Enthusiasm was high, interest was strong, and twenty nine orders (non-binding) were received, encouraging the Hawk Company to believe that the aircraft could be sold world-wide. Alaskan and Canadian operators apparently viewed it as an affordable answer to the need for transportation to places that otherwise would be virtually inaccessible.

Designer Larry Stewart noted, “Boxes don’t fly, everybody said. This one does. It is so stable you could go to sleep for an hour, wake up and still find yourself on course. It’s as stable as anything in the air.” Brave words. In any case, rolling a ‘box’ into turns is different from straight and level flight. Rather than having regular ailerons, the *GAF Hawk* has what is described as “rollerns,” which were claimed to “allow total roll control at any angle of attack.” It is reported the high aspect ratio wing, coupled with the ‘boxy’ fuselage, made turns less than ideal—not so desirable for an aircraft expected to operate in and out of remote areas.



Even so, despite its size and slab sides, it was said to be very forgiving in the air and easy to handle on the ground. Flight controls are manual, except for the flaps, and servo-mechanical trim tabs are used to ease control pressures. As expected in an all-aluminium ‘box,’ noise levels are high, even with the turboprop engine. No doubt the noise level increased when it was decided to replace the turboprop with the Polish built 1145 hp PZL Kalisz radial engine. This is a larger and more powerful version of the engine fitted to the Soviet Antonov 2.

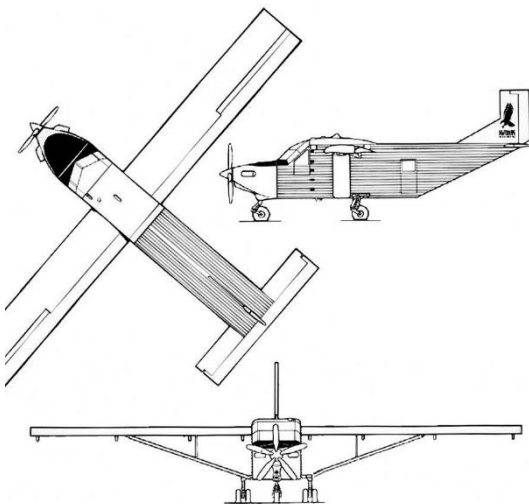


Again, enthusiasm caused the designer to propose a 3.3 metre plug in the fuselage, stretching the cargo deck to an impressive 9.3 metres. It was envisioned that this could be combined with converting to twin engines, driving a single propeller through a geared drive. It was thought that these upgrades would expand the aircraft's flexibility in high altitude and short field operations.

Larry Stewart is quoted as saying, "We know it's ugly, noisy, and still has a few bugs to be worked out. But we have a winner here. You wait and see!" Well, unfortunately, the winner failed to perform to expectations. After many attempts, the aircraft failed to receive certification, and the prototype was the only one ever produced. Some conspiracy theorists claim that Cessna put pressure on a local Senator to stonewall GAF, since they had just produced the new Cessna Caravan and didn't want any competition.

Nevertheless, the prototype aircraft was sold and used by an Alaskan operator. It seems that eventually it crashed and was not recovered. Interestingly, the little MiniHawk test aeroplane (originally a Piper Tri Pacer) ended up at a nearby airport, where it was mounted on a pole, swivelling freely as a big windsock.

So, the question, would the *GAFHawk* make a good radio controlled model? Well, the designers made and flew one in the early stage of development, so perhaps....



Whats been happening at the field

Well, lots actually

First up, it's Warbirds



RNZAF Base Collins Road



Chris and P-51



Rex and Eindecker

Alan and Albatros



Bryce had a busy day



A couple of Tucano's



Gordon and Spitfire



You can now get your Warbirds out of Weetbix packets



Chris and his Spitfire



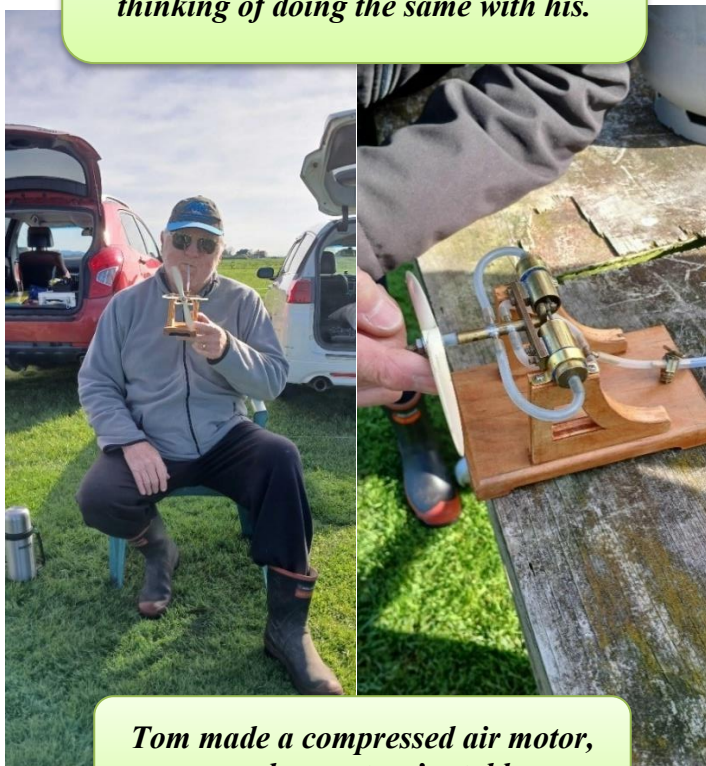
And some action from Club Days







*Waynes Beast Plus
It flies great so copycat Gordon is now
thinking of doing the same with his.*



*Tom made a compressed air motor,
works great we're told*



James Danby and his Fantasia F3A aircraft

*Chris Tynan's bi-plane
just missed the landing
strip*







James



Bryce

DH Tiger Moths



*Tiger Moth
fly byes,*



Moon shots. Coming or going? Stephen Collins and his Yak

IMAC and Pattern models at Matamata

Grant and Lyndon were spotted recently at Matamata practicing some loops and rolls with a few of their IMAC and Pattern models



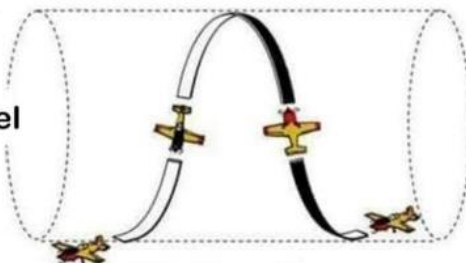


KNOW YOUR ROLLS

1. Aileron Roll



2. Barrel Roll



3. Cinnamon Roll





Also at Matamata, Stan Hodson and his Cessna 185 during its second day of Certification Flights.

Requires one more hour of test flying to be certified for public display.

At the time of going to press this is now completed.

According to our resident test pilot Grant, it's big, it's heavy and it fly's like the full size...you do not fly it like a model!!!!...but sounds awesome & it's fun 😊



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INDOOR at MORRINSVILLE

Bernard

Photos: Bernard and Ant Wright

This was the third of the three planned indoor flying sessions at the Morrinsville Events Centre. As with the first two, the weather outdoors was perfect for both radio control and free flight activity, so you couldn't blame those who opted for the outdoors rather than a hall. Indoor must be the only form of aeromodelling where participation and enjoyment increase as weather conditions decline.

The Events Centre is of generous size, which allowed both types of models to fly at the same time and made the original plan to have different periods for each type of model unnecessary.

Over the three indoor flying days, there were 34 attendances by 15 individual fliers. Nine flew RC, six flew FF, and two flew both codes. Spectators were welcome and we had a few, although I did turn away a teenage Japanese couple who arrived with badminton racquets.

The sessions provided an excellent opportunity to experiment and trim for those planning to enter Hangar rat and the newly-introduced P-18 event at the next Nationals. Interest in further sessions was expressed by several fliers.

The \$10 attendance fee recouped all but \$130 of the hall rental for the three sessions.

As someone who has been involved in free flight for many years, it is appreciated how obscure some of the requirements of this area must appear to a radio flier. Special mention should be made of fliers who have left their RC comfort zone and branched out into indoor free flight events. Alan Rowson has continued plugging away, making good progress in flight pattern and duration - despite realising only at the last event that he should be lubricating the rubber motor for better performance! Dennis Wells is another who has persevered with indoor and has made great strides with his Hangar Rat. Even greater is expected now he knows about stretch-winding.

There are so many avenues in aeromodelling, and it is great that the Club is providing for another aspect of aeromodelling.









Gordon seen here trying to see if he could reach the ceiling, he sure did with the prop stuck in the ceiling grooves. He then sent his drone up to rescue the model but the rotors chewed up the rudder and elevator which has now been fixed.....Alan

Next Indoor Flying Event
August 18th Drury School Hall. 7 pm to 10 pm. AMAC

2025 / 2026 NZ Pylon Calendar



2025

Saturday 4 + Sunday 5 October ~ Season Opening, Airsail MAC

Saturday 8 November ~ * Waharoa

Saturday 13 + Sunday 14 December ~ Christmas BBQ - Airsail MAC

2026

3 - 8 January 2026 ~ Nationals, Hawkes Bay

Saturday 14 + Sunday 15 February ~ Waikato Champs - Airsail MAC

Saturday 14 February ~ **AGM** (at the completion of flying)

Saturday 21 + Sunday 22 March ~ * Norsewood - Galloway field

Saturday 18 + Sunday 19 April ~ End of season BBQ - Airsail MAC

* Venue TBC

Saturday/Sunday : Saturday ~ Start 12.30pm

Sunday ~ 9am – 3.30pm

One day events : Start 9am | Finish 4pm

No Lunch break on one day events

Daylight Savings :

Starts ~ Sunday 28 September 2025 | Ends ~ Sunday 5 April 2025 (Easter weekend)

NZ Public Holidays : (Observed)

2025 : 27 October ~ Labour day

2026 : 6 February ~ Waitangi

3-6 April ~ EASTER

25 April ~ ANZAC day

10 May ~ Mothers Day



Parting Shot



Chris Tynan takes the walk of shame to collect his biplane from the outfield

Coming Events 2025

What's On, When and Where



August

Time	Event
------	-------

Sunday, August 10

9:00am	HMAC Float Plane Day -
-	Lake Kainui
4:00pm	

Sunday, August 24

all-day	Old Models Day
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September

Wednesday, September 10

7:30pm	HMAC Club Night
-	
10:00pm	

Sunday, September 14

all-day	HMAC Fun Fly Day - Fun competitions
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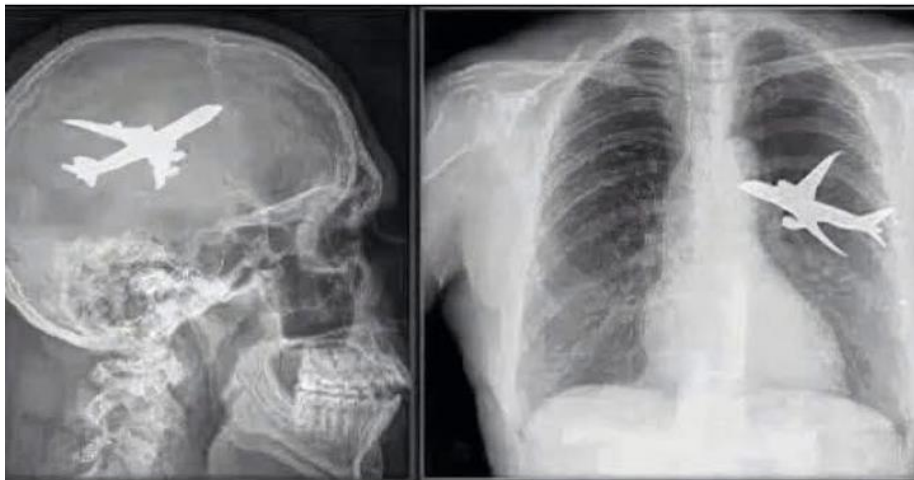
Saturday, September 20

all-day	Big Models Rally
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Sunday, September 21

all-day	Big Models Rally
---------	----------------------------------

Till next month, stay safe



Think only good thoughts

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

Next Flight Lines September 2025
Newsletter deadline – Wednesday 3 September

For further up to date event info please visit:

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