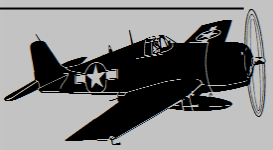
September
2025

HAMILTON MODEL AERO CLUB

Flight Lines



Cover Page: ***Stu Hubbard of Ashurst brings his Junior 60 in to land against the Tararua backdrop***
Photo: ***Ross Gray***

FLIGHT LINES

HAMILTON MODEL AERO CLUB INC.

September 2025

www.hamiltonmac.org.nz

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

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NEXT CLUB NIGHT: Wednesday, September 10, 7:30pm

VENUE: Beerescourt Bowling Club
68a Maeroa Road - Hamilton

Club Night Theme: A panel of experts answer your questions

Club Themed Flying Day: Sunday, September 14,
Fun Fly Competition Day

Presidents Report

Grant

(*Assisted by AI this month*) I've been experimenting with new tech as all modellers might, so this may read a little odd!!)

It's been a blustery start to spring here in the Waikato, with the wind making flying conditions a bit challenging or impossible for our regular fliers. I've recently returned from a week in Rarotonga, where the weather was nothing short of spectacular—blue skies, calm seas, and not a gust in sight. Sadly, my timing meant I missed out on the Float Plane Day, which I hear was a great success. I'm looking forward to catching up on all the stories and photos from that event elsewhere in the newsletter.

A beautiful sunny day. What could possibly go wrong?

A huge congratulations to Frazer Briggs for his outstanding performance at the World F3A Pattern Competition (in Muncie, Il, USA), placing 20th among a field of elite international pilots. That's no small feat, and it reflects the dedication and skill Frazer brings to the sport. Hats off also to the rest of the New Zealand team, who put in a tremendous effort and represented our country with pride and professionalism.

FAI

Team classification

Place	Country		Competitor 1		Competitor 2		Competitor 3		Competitor 4		Team result
				Place		Place		Place		Place	
1	United States of America	(USA)	Senior	1	Senior	4	Senior	9	~~Junior~~	~~57~~	14
2	Japan	(JPN)	Senior	3	Senior	5	Senior	11			19
3	Austria	(AUT)	Senior	7	Senior	13	Senior	18			38
4	France	(FRA)	Senior	6	Senior	10	Senior	23			39
5	Germany	(GER)	Senior	12	Senior	17	Senior	28			57
6	Australia	(AUS)	Senior	14	Junior	21	Senior	29	~~Senior~~	~~53~~	64
7	Argentina	(ARG)	Senior	24	Senior	25	Senior	27			76
8	New Zealand	(NZL)	Senior	20	Senior	34	Junior	41	~~Senior~~	~~49~~	95
9	Israel	(ISR)	Senior	31	Senior	33	Senior	39			103
10	Norway	(NOR)	Senior	22	Senior	32	Senior	51			105
11	Colombia	(COL)	Senior	26	Senior	38	Senior	42	~~Junior~~	~~60~~	106
12	Italy	(ITA)	Senior	8	Senior	44	Senior	56			108
13	Great Britain	(GBR)	Senior	37	Senior	45	Senior	46			128
14	Ecuador	(ECU)	Senior	40	Senior	48	Senior	50			138
15	Canada	(CAN)	Senior	47	Senior	52	Senior	59			158
16	Brazil	(BRA)	Senior	43	Senior	55	Senior	62			160
17	Republic of Korea	(KOR)	Senior	54	Senior	58	Senior	61			173
18	Spain	(ESP)	Senior	15	Senior	19					34
19	Finland	(FIN)	Senior	2							2
20	Switzerland	(SUI)	Senior	16							16
21	Poland	(POL)	Senior	30							30
22	Netherlands	(NED)	Senior	35							35
23	People's Republic of China	(CHN)	Junior	36							36

Our recent Old Models Day was a real treat for aviation enthusiasts and history buffs alike. The field was alive with vintage charm, as members brought out a stunning array of aircraft dating back as far as the 1930s. It was a joy to see these classic models in the air once again. Special mention goes to Wayne, who had the oldest model on display—a beautifully preserved piece of aeromodelling history that drew attention from all corners.

Looking ahead, our upcoming club night next Wednesday promises to be both informative and interactive. We'll be hosting a panel of experts ready to tackle your burning questions—whether it's about building techniques, flight trimming, radio setups, or anything in between. Bring your curiosity and your notepad; it's going to be a great opportunity to learn from some of the best in our club. We've got all the bases covered from Motors, to Free flight, Control line, Radio and more. Make sure you bring along those new projects, finished or not so we can see what you've been up too and if you need any ideas, there's someone there to help.

Following our recent mail-out asking for ideas to improve our club facilities, the working group reviewed your suggestions and developed a proposal, which has since been approved by the committee.
In short, we'll be creating a paved area featuring two new BBQ-style bench tables, each equipped with large sun umbrellas. To accommodate this, the pits area will be slightly extended, providing a comfortable space for socialising and enjoying the flying action.

We're also in the process of purchasing our own Portaloo, which will be serviced regularly by a local company.

Additionally, we'll be installing two permanently ground fixed model 'Starting Tables' near the existing starting poles. For safety reasons, model starting—including arming electric models—will no longer be acceptable within the pits area.

With the upcoming upgrades, we'll need plenty of hands to help with groundwork and preparation. Please keep an eye on your inbox and messenger for updates about upcoming working bees and calls for assistance.

Coming up this month: Mark your calendars for **Sunday, 14th September**—it's our **Fun Fly Competition Day**! Expect light-hearted challenges designed for maximum enjoyment and minimal pressure, so everyone can join in, no matter their skill level.

Then, don't forget the **Big Model Rally** the following weekend at **Waharoa (MPMAC)**, running across **both Saturday and Sunday**. It's set to be a fantastic weekend of big models flying under the previous LMANZ category.

Well, that's mine and my AI friends attempt at a report for the month. As always, remember Safe Flying is No Accident… plus we'll be needing you in good shape for a working bee or two 😊 *Hot chips may or may not be provided.*

Grant

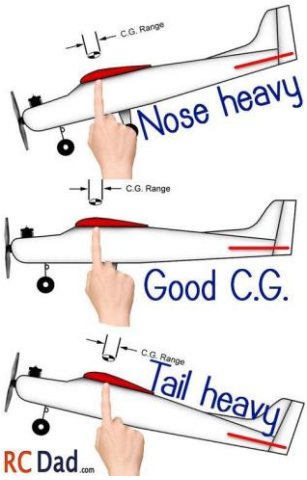
$2 worth of hot chips then

$10 worth of hot chips now

Vice Presidents Report

Bryce

A couple of useful titbits this month.
Over the last couple of years I have collected a bunch of second hand electric planes. Two of them had engine squeal, but they maidened and flew fine, so fly them I did. This month I decided I had had enough of the noise and ordered some new engines. Before you ask, I haven't come back from the dark side, they are electric not internal combustion.



When I buy a model, I check it powers on. I open her up as much as I can to check the structure, make sure the linkages are sound, that all control surfaces work and then test and balance the COG. Usually I find a few faults, sometimes a break that is easily repaired, a sticky push rod, or a retract that is temperamental. The COG being off is quite common, and it is not unusual to find extra lead that can be removed with a few tweaks to the plane.

This month, I have learnt another, albeit obvious, and frequently overlooked check I should do. The assumption I have made is that everyone else chooses the right components and I only need to check they are still all working. Yeah, nah…
So why the engine squeal? Is it tired old engines? Corrosion, damaged prop shaft? A possibility. In both cases it was much simpler than that. What I found was that the speed controllers (ESCs) were too small for the engine installed. For example, a 30Amp ESC good for a small park flyer was trying to cope with an engine drawing that would happily draw 40 to

50 Amps. When I pulled the speed controller out and examined it the plastic wrapper was looking a little melted.
Upshot, I replaced both the speed controllers and engines. Both went to the dodgy spares bucket.

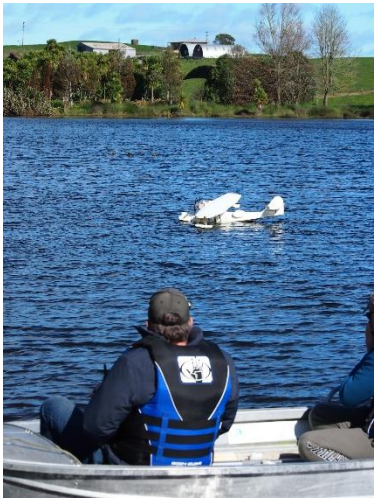
Tiger Moth.

Also this month I repowered the Tiger moth I bought. I wanted to run her on a 4S battery setup rather than a 3S. That proved to be a mission. The engine I bought didn't marry to the older existing engine mount. Frustrating. I ended up having to rebuild everything in front of the fire wall. The lead got removed and after all changes she is 100g lighter. In her previous setup, the first 20 odd meters of flight where a little unstable with wingtip stalls feeling like a possibility. Now she's a pussy cat, and can fly slower and more scale as well as getting the benefits of more top end power.
Another preflight inspection check. When I maidened her, I found she tracked a little wild on the ground, not just weather veining in the wind, which she likes to do. Back on the bench it turned out that the landing gear was toed out and this originated from the undercarriage being a triangle set up. The axle mounts were bent upward about 10 degrees and the triangle setup had the effect of rolling the axles forward. The combined effect was the axles backwards now pointed backwards and the wheels were toed out. A little reshaping of the axles and she has much better ground handling.

Catalina.

You may be wondering how the Catalina went at float plan day in August. Short story, we did get air, and we did come home safely. Longer story, flight was accidental and not when planned, and so I immediately put her down on the water again. Did I tell you that I overpowered her to insure I could take off. Well, she leaped into the sky. Surprise… Not very scale behaviour. I wanted her to get up on the plane and demonstrate a long scale take off in control. Naughty…

Anyway, she can fly but that will be this month's challenge. Last month we found that with the wind she would lift a wing and plunge the other wing tip float into the lake causing her to do a water loop. She did this so many times, that she blew backwards well across the lake. So we ended up taking the rescue boat out to fetch her. In the photo you can see me having fun sailing her home again.



Just cruising

Back on dry land and many opinions later I have reshaped the wing tip floats in an attempt to increase their uplift in the water. In a spot of madness I thought about adding a hydrofoil…
Also, back on dry land, I found that she had swallowed a good one to two cups of water. I reckon the water was running along the cockpit and sliding under the canopy edge. The huge prop suction driving it all. Upshot of that is I have rebuilt how the canopy fits to create a better water barrier.

Water proofing is a must

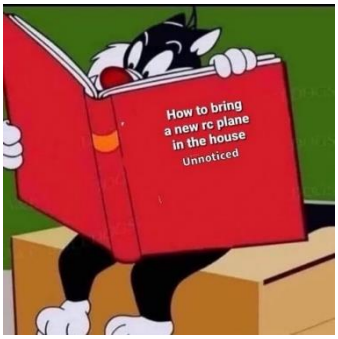
Till next month. Fly safe. Keep safe in the pits, and make sure you do your ground checks.

Editors Ramble

Dave

I'm pleased to see that the Old Timer's event held last month was a success. Just goes to show that Vintage is not yet dead but very much alive and kicking when there is an interest by clubs to have their members drag their old planes down from the ceiling once in a while, to dust them off and fly them once more. I've always been a great fan of building and flying Vintage aircraft, building any aircraft for that matter and always will be.
Keeping on with the Old Timer theme, Levin also held a Vintage event at their field on the same weekend and MFHB were also flying Vintage around the same time. So for this month this newsletter has primarily a Vintage theme about it but also includes the ever popular Float plane day held recently at Lake D together with regular contributions by Bruce Pickering and Malcolm Foster.

If there are any fliers out there not involved in the Vintage movement and who are keen to build and fly Vintage I'll ask you to check out either Outerzone or AeroFred Oz : Free plans : Collection of free vintage model aircraft plans to download, Outerzone Plans - AeroFred - Download Free Model Airplane Plans where you can download for free, plans for your plane of choice out of the thousands available.



And for those electric guys and gals out there check out what Tauranga company Kiwiquads has to offer. Not only quads but batteries and planes as well as accessories. And we all need batteries along with those bits and pieces. You'll find their add in this newsletter.

I hope you enjoy the read and we'll do it all again next month.

"Stuff You Weren't Expecting"

Malcolm Foster. Eccentric modelling economically.

Hello folks of the Waikato. August has lived up to its name here in the Bay of Plenty. It's been "all gusty" a lot of the time, and wet most of the other time. Still, there have been opportunities to fly, and we've taken them. I've particularly enjoyed my O.S. 20 powered delta, and also dropping an Action Man parachutist from another plane. Most times I get him to land right back on the field, which is great.

Not content with my two recent designs of a delta and a biplane, I went out on a limb and blended the two concepts together and designed a 1.2 metre span delta biplane. Not your ordinary run of the mill type, with both wings obediently facing the same way, but instead setting them diametrically opposed to each other. I can't really claim it's original, cos if you look back in old "Aeromodeller" magazines from the '50s, a clever guy called Pete Holland made a controlliner he called "Duplex Delta". (see **Outerzone** for plans) I haven't seen any free-flight or RC versions anywhere though, and as we all know, you can put a brick on control lines with a good enough engine and get it to "fly."

So I wanted to enter unknown territory with this design. Where would the C.G. be? What would the decalage be? What would the Reynolds number and the Bernoulli effect be? What were these last two things anyway? So you see, lots of questions, lots of murky areas. I thought the best way to get some answers to all these questions was to make a model of the model. (see photo)

This was done, and trimming flights showed an ability to glide, sure, but also an ability to just tuck under and pile in. Tricky. Still, I had no in-flight ability to alter any of the control surfaces, so I thought I'd just plow ahead with the design and be optimistic.

Two identical delta wings were carved and sanded from 20mm polystyrene, with a sort-of-Clark-Y section, covered with PVAed on coloured paper, and then they were hot glued onto the remains of my Piper Chub fuselage, suitably shortened. (I've got to be honest, that fat Cub was a squirrelly flier - not enjoyable at all). Then a new tail fin and rudder were made from Depron, and added to the emerging strange shaped beast. Rudder control was pull-pull, and the Depron elevator and ailerons had conventional pushrods.

Well, I say conventional, but I was impatient to proceed and didn't have any clevises, so I carved my own from hard beech wood, soaked in superglue. They seem to work well. And the aileron servo has a home-made arm on it, cut from another and stitched and superglued to the old arm to provide the correct throws. (Not throw ups... see photo.) The photo also shows what a lot of space is free in the fuselage, it's a regular lunch box. You'll note essentials like corn chips, chocolate bars, cranberries, an avocado, and a small bottle of brandy.... The hatch is secured with recycled outrunner magnet catches.

Yes, it flies. Just don't ask me how

The motor setup was as for the Chub, an electric outrunner giving the equivalent of a .20 sized glow motor's power swinging a 3-bladed 10" prop. The steerable tailwheel is functional, and after the first short hop to establish if it would "fly" or flip over and over , I was able to taxi back for a proper flight. This was short, mushy and underpowered, as my clubmate Marc's video attests. However, changing to a 2 bladed prop was just what

the doctor ordered, and the second flight was amazing. Stable, controllable, no sign of stalls or bunts, it was actually very enjoyable. I was so tickled, I uploaded a short video on **YouTube**, if you type in ***"Whakatane Model Aero Club Double Delta"*** it should come up.

I can confirm that it does and it flies wonderfully. 1 min 19 seconds of entertainment.....Dave

So there you have it. Dream it , and you can make it fly. Recycle, reuse, and confuse.
Until next time, may your modelling iron never be borrowed by your better half....
Malcolm

Float Plane Day 10 August

Gordon

Here we go again.
Weather report first up. A beautiful blue sky but a nasty bit of wind from the southwest making things interesting.
There was a good turnout of locals, also Justin, Keith & Ross making the pilgrimage from New Plymouth again. Well done guys & thank you for your support.
Also, it was great to see John & Colette Doughety from Thames back doing some flying again. John has spent the last six years or so doing a lot of shooting but is now returning to the aero-modelling "fold"! Good to see you guys back.
Bryce got the long anticipated Catalina on the water. Much taxi-ing trials ensured, but it appeared to be difficult to hold straight when accelerating. Finally, it did a couple of skips briefly leaving the water so it can be said that it did actually fly! (but very briefly)! Well done.

Next up, Justin with his re-vamped & unflown North Star. He assured me it was going to lift off fine this time but despite numerous attempts it would not unstick. So, back to building board with the tip floats like the original designer intended!

Alan, after dunking his electric foamy, said the motor won't go properly. A bit of a dry out and it starts working but only seconds later, aahh,aahh, it's on fire!! it's on fire, aahh,aahh, so much scrambling to disconnect the battery and yep, the speed controller had released the magic smoke! Never good!
Those ESC's don't not like any moisture.
Then I had the call (while in the boat retrieving my own tip over, whoops) to get yet another model a long way out in the lake. No problem I say. Way across the lake I spy Phil's seaplane, but it seemed to be still moving?? Upon getting closer the glow motor was idling nicely carrying the thing across the lake but no control apparent! I had a bit of a job to try and catch up without running it over but it eventually went into the reeds which stopped the motor so it could be retrieved onto the boat! Interesting!

Lyle had his boaty/floaty thing going and it seemed to go well until….yep, the magic smoke appeared, upon retrieval, some wires had smoked up but there was no further damage, so it was soon going again. After a change of propeller it was going great! Well done.
My 3D printed air boat had its first outing. After moving the "C of G "back it went OK. That was, until the motor mount decided to break, flying forward into the hull! So that needs some reinforcing! Beware of stuff on the internet that looks good but has probably never ever been tested!!

I also fired up my North Star just to show Justin how well they can really take off. Sweet, it was all good until I botched the landing with a big bounce and the nose split open like a mouth. Result was the ballast descending to the bottom of the lake but the battery was still connected and working although hanging under the water below the model. Taxied to shore, Phew!

Finally, our club boat had its first issue as Phil went out on “duty” to retrieve some poor bastards’ error, to find that the boat motor would not go down properly and only work in reverse! However, the resourceful lad that he is, managed to not only retrieve someone’s wayward model but also returned to shore without assistance! A bit of fiddling then ensured to reconnect a popped off ball joint, after that normal business was resumed. So, a pretty good day and most had a fly so all was not lost to the scruffy weather. Plenty of entertainment so that makes it all worthwhile I reckon!
Next day on Sunday October 5th. Lake Kainui (D)
Be there!

Gordon

KIWI QUADS

While we're known for our FPV drone expertise, many local fliers don't realise KiwiQuads stocks a comprehensive range of traditional RC aircraft and gear.

We carry Horizon Hobby's full lineup including their popular trainer aircraft, plus FMS warbirds and scale models that are perfect for club flying. Based in Tauranga, we offer overnight shipping to Hamilton and throughout New Zealand - no more waiting weeks for parts from overseas.

We stock New Zealand's best range of LiPo batteries and chargers, plus an ever-expanding selection of helpful hardware, connectors, and electronics for those workshop builds and repairs. Need something custom? Our 3D printing service can handle those one-off parts and modifications too.

Whether it's a quality radio system, reliable batteries, or that specific connector for your latest project, we provide expert advice and fast local service. We understand the hobby because we live it too.

Visit our website www.kiwiquads.co.nz or get in touch with us sales@kiwiquads.co.nz

RADIOMASTER SPEKTRUM FMS GAONENG ToolkitRC

Aircraft I Dream About — the Davis DA-2

Bruce Pickering

The 1960's was a time of prolific homebuilt aircraft design and manufacture. In 1966 the *Davis DA-2* joined its contemporaries on the aviation scene. Designed by Leeon Davis, a professional metal worker, it was aimed at the ordinary private pilot who sought to have his own aircraft. Like others, Davis wanted his own aeroplane but balked at spending a large amount of money. Described as a "kind of pre-shrunk Bonanza that flies like a Cherokee," his two seat aircraft was clearly designed to be easy to construct, especially for the first-time builder. This is obvious when looking at the aluminium slab sided fuselage riveted to aluminium bulkheads. Davis deliberately excluded curves as much as possible. To save internal space, bottom fuselage bracing is installed externally.

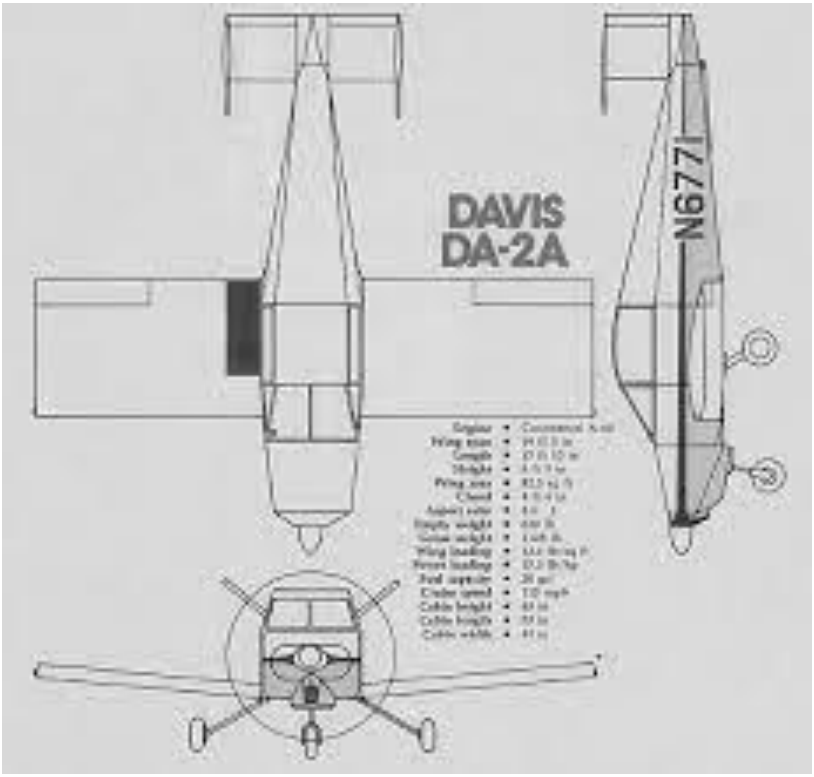
Few tools were needed, a folder and riveter being the major items. Various innovative ideas were incorporated; for instance, the seat adjustment was set so it lowered as it was moved back, allowing for larger pilots. The rails are a structural part of the airframe, instead of being fastened to it, thus saving weight. This design philosophy is carried throughout the aircraft, providing strength without subsequent weight increase.

Utilising the popular Clark Y aerofoil of constant chord means that only one rib template is required. The main spar is fabricated from two aluminium angles, tapering toward the end and joined to an aluminium web. Two sheets of aluminium are then wrapped around the profile, from trailing edge, over the leading edge and back to trailing edge. Ailerons are operated by torque tubes. One of the challenges when making metal wing ribs is forming the flanges without wrinkling the metal. Davis' method is to use normal sandwich form blocks and beat the edge over with a plastic mallet. Then he applies the neat trick of getting rid of folds that would form over a curved edge by hammering the flanges into a series of notches cut into the block, shaping the excess metal into flutes.

The simple V tail configuration, with only two ribs in each panel, results in significant weight reduction and around twenty percent less drag. Rudder and elevator controls are via cables through a simple mixing unit. Positive ground steering is effected by direct linkage from the rudder pedals to the nose wheel. Again, to reduce complexity and cost for the builder, the windshield and side windows are flat Perspex. Further to simplify the work, the twenty five drawings include full size templates to make such things as the cowl, tail fairings, baffles, and instrument panel. Information sheets cover every detail. Aircraft have been completed and flying in the US, Canada, and the UK.

The prototype *DA-2* made its maiden flight on May 21, 1966. Powered by a 65 hp engine it cruises at 177 kph and attained a top speed of 212 kph. Fully loaded its initial climb rate was 150 metres per minute. Though not exactly ugly, the design cannot be compared to more exotic looking planes like the BD-5, or Pitts, or even the Thorp. But it does stand as a testament to the concept of simplicity. Intended as a safe, economical air transport, it fulfils its purpose. While some other homebuilts can be demanding to fly, particularly for the occasional weekend flier, pilots freely attest to the *DA*-2s ease of handling and performance.

It's a small aeroplane, wingspan of less than six metres, length 5.44 metres, and empty weight of 277 kg. Even so, it can carry a reasonable load—maximum takeoff weight is 510kg. What about a model? Why not, it's not much different from a model anyway.



Hamilton MAC Old Model Day: A Sunny Celebration of Vintage Flight

The skies over Hamilton were clear and inviting as the HMAC hosted its much-anticipated Old Model Day—a tribute to the golden age of aeromodelling and some just plain Old Models! With fine, sunny weather setting the perfect backdrop, members gathered to showcase and fly their cherished vintage and old aircraft.

Among the standout highlights was Wayne's remarkable aircraft, believed to be the oldest in attendance. But it was the iconic 1936 Aces Stik design that truly stole the show, with several pilots proudly flying their own versions of this timeless model. The air buzzed with nostalgia as these historic designs took flight once again, proving their enduring charm and craftsmanship.

The event drew a good number of pilots, each bringing multiple models—resulting in a fleet of over a dozen and more aircraft gracing the field. From graceful vintage gliders to sturdy stick-built classics, the variety was as impressive as the flying itself. Most members enjoyed ample airtime, with smooth take-offs, elegant loops, and the occasional daring manoeuvre.

Fuelling the fun was a delicious sausage and bread BBQ lunch, lovingly catered by Lyndon. The smoky aroma and satisfying bites added a warm, communal touch to the day—earning rave reviews from the hungry pilots.

Hamilton MAC Old Model Day wasn't just about flying—it was about camaraderie, history, and the joy of keeping classic designs alive. With sunshine, soaring aircraft, and sizzling sausages, it was a day to remember for all who attended…. And we will do it all again in November.

Grant, with a helping hand from A.I.(again)

You could fly only if you had a van

Enlarged 1950 Tomboy and 1936 MG2

Flying Aces Stick

Converted FF Satellite 1000sq.in

A successful Old Timers Day was had by all who attended.

Levin Vintage – John Selby Memorial Event - 27 August 2025

Report (abbreviated) by Stew Cox, Photos by Ross Gray

Having had to postpone this event several times last year due to the strong winds typical of the Spring Equinox, this year the organisers brought the event forward to August. The decision was rewarded with a stunning winters day with clear blue skies, virtually no wind all day and mild temperatures for the time of year with a high of 15 degrees.

Event organisers: Stew Cox with his New Ruler and Bryan Treloar who cooks a mean BBQ

Not only does Bryan cook well, his Lanzo Airborne is big and flies well too

The attendance was good with twelve RC fliers, ten of whom recorded competition flights, and two Free Flighters. There were also quite a few spectators including several from the Kapiti club and quite a few from Levin including club members and also a few interested people from Speldhurst Retirement Village.
Bill DeRenzy from Matamata, Wayne Bilham from Palmerston North and MFNZ Secretary Peter Randerson also stopped by to look in to see what was going on.

Two Lanzo Airbornes and a Junior 60

There was one new model flown by Terry Beaumont which was a recently completed reduced size Lanzo Airborne which was maidened at the event. It was powered by a new OS20FS which uncharacteristically for this motor wasn't giving reliable runs. Bryan Treloar also sport flew a number of models including a re-engined full size Lanzo Airborne which was a real floater.
Ross Gray flew well in Precision with his Southerner to be first equal with Dave Crook. Both made three maxes but missed one spot. Dave also topped Electric Duration.

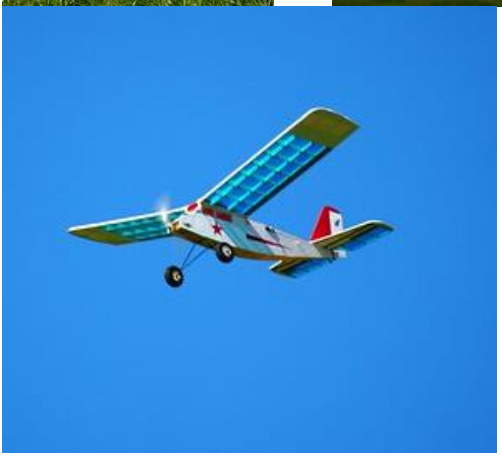
The excellent photos accompanying this report were taken by Ross Gray and an extensive number of photos from this and previous events can be viewed at [Ross Gray's albums | Flickr]

Junior 60

Miss America

Kerswap

Two Miss America's



Your editor with his Lanzo Bomber, top, and Miss FX, left

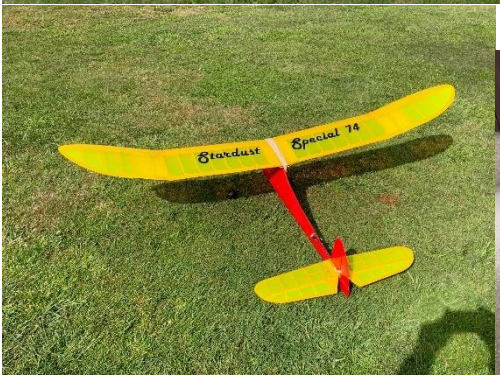
And of course, Vintage from MFHB

Barrie Russell

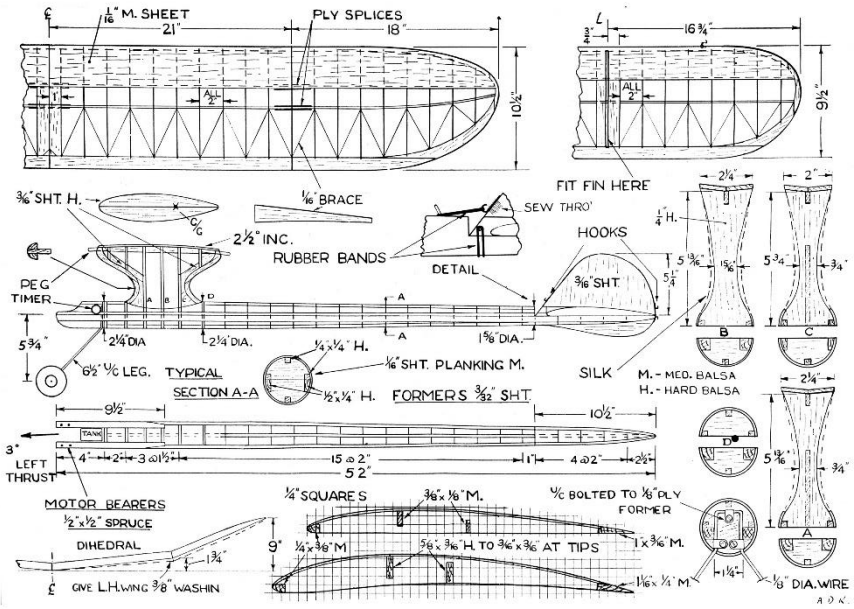
Friday 15th. Forecast was promising, so an email out to the "Vintage Group" saw a great response, especially as three of our number are languishing overseas in warmer climates. We flew a club Vintage Precision comp; the qualifying scores will go into NDC. A big thank you to Barry K for his timing efforts during the morning. The participants were; **From L to R; Russ Nimmo / Playboy; Anthony Hales / Playboy; Mike Shears / Night Train: Graeme Rose / Tomboy; Barrie Russell / Stardust; Brett Robinson / Lanzo Bomber; Barry Kerr / handful of stopwatches.**

The conditions were ideal and warmed up as the morning went on with just a light drift from the South West. We flew a three flight Precision contest and Brett and I managed maximums and Brett prevailed in the flyoff flight.

Barrie Russell alongside his Flying Pencil



Another stunning day over in the Bay. Aren't they all?



An example of a plan you can find on OuterZone. A Flying Pencil anyone?

'I've now been advised that I shouldn't have taken those chips and I've referred myself to the ethics adviser'

What do those lights mean?
Navigation for dummies

At night, airplanes are equipped with navigation lights that help identify the direction they're flying. These lights follow an international standard and are installed in specific locations on the aircraft:

• 🔴 Red light: always on the left wing
• 🟢 Green light: always on the right wing
• ⚪ White light: located at the tail of the plane (rear)

These lights are visible in the night sky and have an essential function: allowing other pilots or observers to know the direction of flight, even at great distances. With a little attention, you can understand whether an airplane is coming toward you, moving away, or crossing the sky from one side to the other.

🧭 What does each combination of lights mean?

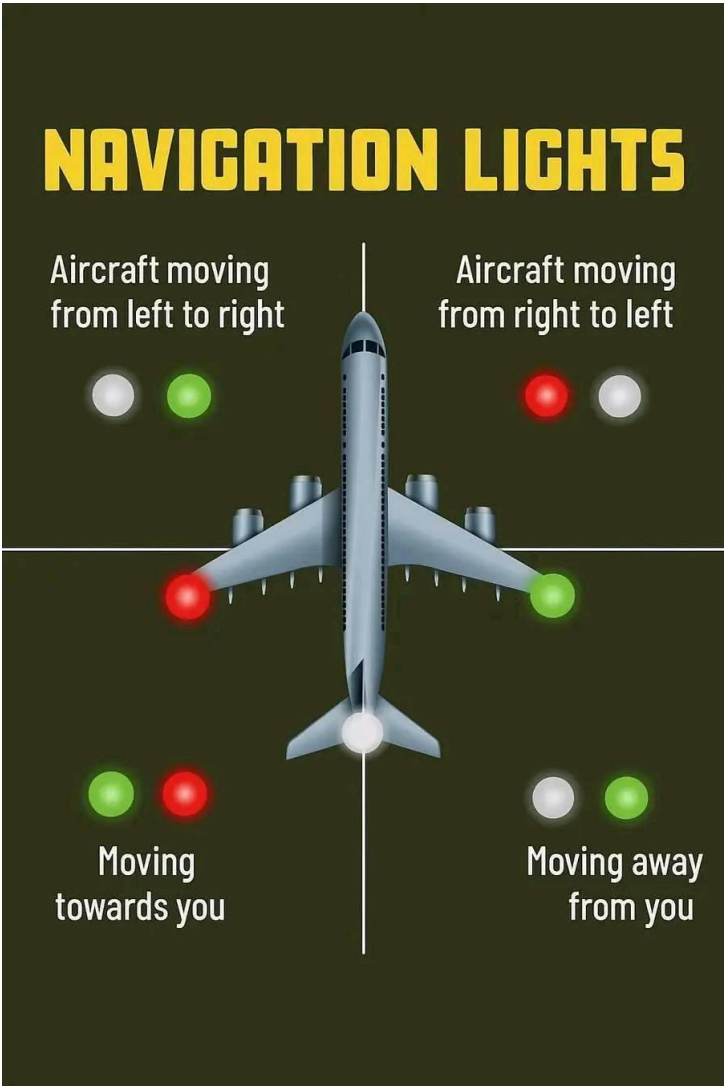
• Green light + white light
→ The plane is flying from left to right relative to you.
You are seeing the right side (green) and the rear (white). • Red light + white light
→ The plane is moving from right to left.
You can see the left side (red) and the rear (white).
• Green light + red, no white light
→ The plane is coming toward you.
You can see the front of the aircraft. The tail light (white) is not visible.
• White light in the center and the other colors further away
→ The plane is moving away.
You can see the tail of the aircraft.

🚨 Why is this important?

These lights are not just decorative. They are part of an air safety system that allows pilots to avoid collisions and maintain awareness of the position of other aircraft in the airspace. Especially when flying at night or in poor visibility conditions, these lights can save lives.

Fun Fact:

This color scheme is so universal that even maritime vessels use it—ships and boats also have red (port) and green (starboard) lights to indicate direction. In other words, it's an internationally adopted visual code for navigation, whether at sea or in the air.



Balsa USA Citabria

Alan

Sending some photos of my Balsa USA Citabria Pro 1/4 scale. This model was purchased at the Tauranga auction. First of all, I had to purchase two 6 cell Li-Po batteries.

I took it out to the field for a test flight and found that with a 16x8 prop there was not enough power and the motor was running very rough. Gordon and I tried to get the spinner off to change propellers, but no go. I took the model home and used the heat gun on the spinner to see if that would release the spinner but still no go.

The last resort was to get the Dremel out and cut the front of the spinner off. That was done then inside found another small aluminium knob spinner loose inside.

Off to see Gordon for some bench testing:

The motor was a 5065-320kv so we tried a range of props.

18x6 - 31 amps gave 682w

19x10 - 45amps gave 990w

20x10 - 56amps gave 1232w so have settled on a 20x10

Unfortunately, at some stage I will need to upgrade to a more powerful motor.

Cheers

Alan

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 **12.30**pm
Sunday ~ **9**am – **3.30**pm

One day events : Start **9**am | Finish **4**pm
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

Happy Father's Day to all the dads out there

And what does our beloved President do when on holiday in Rarotonga:
He goes plane spotting of course

Coming Events 2025

What's On, When and Where

September

Wednesday, September 10

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

Friday, September 12

all-day	Glider Aero-tow - Pukekawa

Saturday, September 13

all-day	Glider Aero-tow - Pukekawa

Sunday, September 14

all-day	Glider Aero-tow - Pukekawa
all-day	HMAC Fun Fly Day - Fun competitions

Saturday, September 20

all-day	Big Models Rally - Waharoa

Sunday, September 21

all-day	Big Models Rally - Waharoa

October

Saturday, October 4

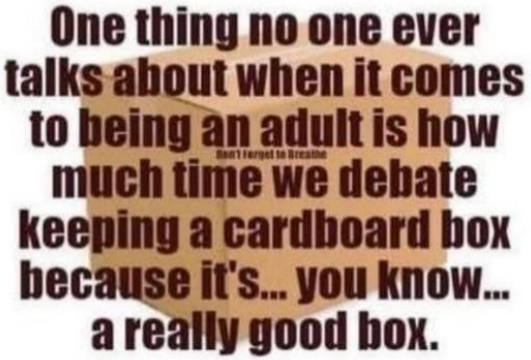
all-day	RC Pylon Comp - Airsail MAC
all-day	RC Scale Competition - Waharoa

Sunday, October 5

all-day	RC Pylon Comp - Airsail MAC
9:00am - 4:00pm	HMAC Float Plane Day - Lake Kainui

Sunday, November 2

all-day	Old Models Day (TBC)



Till next month, stay safe

Do what Bryce says. Fly safe. Keep safe in the pits, and make sure you do your ground checks.

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

Next Flight Lines October 2025
Newsletter deadline – Friday 3 October

For further up to date event info please visit:

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