

November  
2025

**HAMILTON MODEL AERO CLUB**

# *Flight Lines*



# FLIGHT LINES

HAMILTON MODEL AERO CLUB INC.

November 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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**Cover:**  
**Happy 100<sup>th</sup> Birthday**  
**Stuart Lightfoot**  
**Photo: D Crook 2016 Nats**

**COMMITTEE:**  
 Bernard Scott  
 Brendan Robinson  
 Rudi Weideman  
 Lyndon Perry

**WEB SITE:** Grant Finlay

**NEXT CLUB NIGHT:** Wednesday, December 10, 7:30pm

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

**Club Night Theme:** World F3A Pattern Aerobatic champs talk by Frazer

**Club Themed Flying Day:** Float Planes, Lake Kainui (D) – Sunday November 16

# Presidents Report

## Grant

Well, the weather has been up and down the past few weeks with some nice flying days interspersed with some real rubbish! Luckily we didn't suffer the gale force winds anything like the South Island got, so that was a bonus for living in the Waikato. I've managed to get a little bit of flying in on the weekends and also gave a little time to a working bee at the Matamata club who are also installing a new flash flush toilet inside their container. So, all in all, it's been a pretty good month.



Our float plane day at the beginning of October went well with a lot of flying, but with a slightly lighter turnout than usual and no fliers from other clubs. Highlight of the day was witnessing Bryce's maiden flight of his scratch-built foam and ply electric powered PBY Catalina. There were a couple of scary moments as the model left the water, but some trimming and a few circuits saw it well under control and returning to the lake surface with no dramas.

Our final floatplane day for this year is next Sunday 16<sup>th</sup>, so here's hoping the weather plays ball and the boaters still think it's too cold for water skiing! The venue is Lake Kainui from 9am and the lake is now open for boating, so please be extra cautious if required.

Saturday 15<sup>th</sup> is an RC Scale Competition at Waharoa (Matamata-Piako MAC) if anyone is keen to give that a go. I will be running the comp, so don't be shy, there is a starter class for those who just want to have a go. It's a Flying only class, so the plane doesn't have to look pretty! The weekend after that is IMAC Scale Aerobatics in Galatea.

The Aerobatics Season opener that got transferred to HMAC at the last minute ended up being a great day. With three rounds of flying for everyone across Pattern (Precision) Aerobatics and a class of IMAC, the day was filled up. Frazer's report and photos are elsewhere, so thanks for the last minute use of our field so the event could still go ahead.

There's no Club Night this month, but our final one is next month and that means Xmas is just around the corner once again. It's time to start dropping those hints for last minute modelling items before it's too late!! Those headed to the MFNZ Nationals will be thinking about some practice and getting models ready. Expect a little more flying activity as we get closer to the New Year competitions.



Out at the field the paddocks have been cut for silage and the outfield is looking pretty good at present. Our working bee list of items has pretty much been ticked off except for a last few tidy up 'bits and bobs'. We will be purchasing two Big Umbrellas to go with the Tables and installing a couple of racks for them to be safely stored in the tin shed. Please ensure they go back there at the end of the days flying.

Also on the agenda is the purchase of a Defibrillator which has been reviewed, priced up & quoted on. Purchase is pending final Committee signoff this week and expected to be in place shortly thereafter.

A couple of final items to round out my article.

Firstly, a Latch has been added to the Portacom toilet door. Please ensure it gets latched after every use and last to leave please check.

The last item is one of safety. Now that the permanent starting tables have been installed on the field side of the pits, please use these to start the smaller aircraft and for arming Electric Aircraft. There is to be no starting/arming of engines within the Pits area please, as it adds risk for everyone and especially to any visitors not familiar with the dangers of our aircraft.

So on that note I will end with my regular "Safe flying is No Accident".

Til next time, play safe

Grant

# Vice Presidents Report

## Bryce

More rain, and wind. I hope someone got good weather in October. I recon it was that mid-week flying crew. Took first dibs on the good weather and left the rubbish for the weekends.

This month saw a few events cancelled. But Frazer managed to get an aerobatic competition in, and the winds dropped for float plane day. A 'well done' to everyone who got out flying.

Now, if you haven't been out to the airfield in October, make a point of doing so this month. There are two lovely big and inviting picnic tables on a wide paved area, as well as new starting tables permanently set in the model starting area, and a much more pleasant ablution facility. The starting tables are great and have lunch at the picnic tables is comfortable and pleasant.

Personally, I didn't get much flying in last month and I have withdrawal twitches. Wind, starting table working bee day, and being out of town consumed my month. Though I did squeeze in lovely 5-day labour weekend in Whitianga with my family. Interestingly, I found Whitianga does have a model flying club which Google tells me is at the end of the airstrip by the club rooms, but with the wind I didn't brave it.

Float plane day was the highlight of the month for me. We got out there with enthusiasm and had entertainment from Lyle's rescue craft getting a run. Is it a boat? Is it a plane? Either way it's pretty cool and successfully rescued those unfortunate planes that stopped close to shore.



My Catalina PBY-5A successfully completed her maiden flight. I never realised that some planes are naturally really sluggish in their aileron rolls. Wow wee. Long slow turns. Reading up some more about the Catalina after and yes, the full size plane had this issue too. Mid-flight we discovered an issue with one of the wing tip floats, it would not rise, and so she dragged this foot for much of the flight.

A point to remember for next time, Catalina's don't keep their landing floats down. Remember to lower them before landing. She is not a tail dragger with fixed under carriage. After landing, the wayward float was sheepishly lowered and then she taxied back happily. The float issue seems to have been a dodgy connector which has since been replaced.

Parting shot. Float plane day again this month (16 November) and I am looking forward to seeing Rhino's new plane fly. Otherwise, Rhino, I am claiming the chocolate fish and will enjoy eating it in front of you.

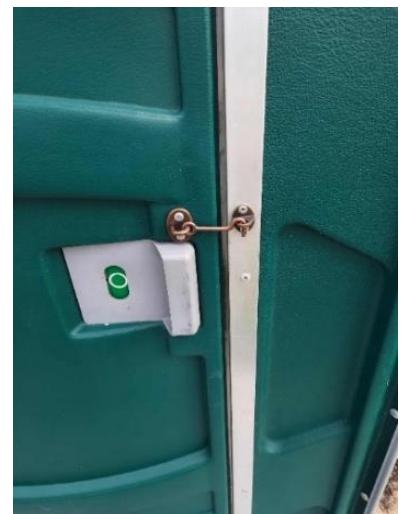


## Latch the Loo

Recently we installed a Portaloo at the field to improve everyone's comfort.

The Servicing company suggested we should add a safety latch to the toilet door to ensure the door doesn't get damaged in high winds. The doors have been known to blow open and damage the door and it's hinging. Hence, we've taken that advice on board as per the picture.

**Thus, can you please ensure you  
"Latch the door shut after every use"**



# Editors Ramble

## Dave

A little bit of sunshine and oh my, don't people perk up and aren't so grumpy anymore. Nice to see.

I've not a lot to ramble on about this month due to the fact that the weather has been mostly crap, and therefore I haven't been out to fly much and so I've been one of grumpy ones.

I did however get over to Hawkes Bay for the Soarchamps. It's always good to catch up with my soaring buddies and again the weather over on the east coast didn't disappoint. My trip was cut short however but that's a story for maybe another time.

This month we have our regulars Malcolm Foster, who's been at it again, this time with Mosquitoes and Stukas and Bruce Pickering whom will enlighten you all regarding the Bleriot 125.

There is also a very interesting article from Kiwi Quads about FPV (first person view) flying and what you need to get started if you'd like to experience flying your plane from the cockpit and not the ground.

We also have float planes, an aerobatics competition, Kevin Botherway's Soarchamps report and loads of field action to fill the pages so sit back with a cuppa and enjoy the read.



## "Stuff You Weren't Expecting"

### Malcolm Foster. Eccentric modelling economically.

Ghoulish Greetings to HMAC from WMAC in the Bay of Plenty!

It's Halloween as I write this, and I'm thinking what the hell I'm going to say to any little dressed up kids who come knocking looking for a sugar fix..... How about "What, Christmas and Easter not good enough for you, eh?" or "Can't get enough of Trump, eh? Why not celebrate Thanksgiving as well?" Sorry, I'll get off my high horse and celebrate aeromodelling instead!

Some great flying days here in the Bay, and a couple of really windy ones, on one of which I flipped my flying road sign on landing, and busted an aileron vane off. After surgery it looks better than ever, and with a tighter bushing on the torque rod, I hope it might quieten down the foreboding aileron flutter which happens when I push into a bunt. ( See photo of a nice day with my models and the volcano in the background, and a couple of my mate Dave's models in front.)

Now my next story is in the nature of a lesson learned - the hard way, but not the fatal way. You will remember I made a Mosquito with twin drop-out undercarriage, and this has been working really well. The plane starts off taxiing well, and transitions to flight and the wheels drop off, and spear into the ground. Well, recently, I stayed a little low after the wheels had dropped out rather than clawing for height, and blow me down, there was an almighty bang, and the right hand horizontal tailplane was suddenly flying at right angles! (see photos) It must have acted mostly like a spoiler,



as there was still a certain amount of control, which I discovered and exploited very quickly, bringing the plane in for a safe landing, with no further damage. Thank goodness I had built a strong balsa elevator spar, reinforced with carbon fibre ribbon. It was this that held the whole shebang together enough to land. 6

**Ooops**



My current project I alluded to last newsletter, with Germanic Von Eidelberger phrases straight out of the Goon Show - "Achtung! Vershitzgerimben!. Yes, it's a Stuka. I have always found them fascinating, with that cranked wing and the underslung flaps and ailerons. As usual I am aiming for lightness, so the strongest parts are the laminated balsa wing spar with carbon fibre top and bottom, and the ply "biscuits" carrying the undercarriage epoxied into the main wing structure.



Also the tailplane/elevator spar is balsa/carbon fibre too, seeing as it worked well on the Mosquito. This model is built "freehand" mostly in Depron and polystyrene referencing a scaled-up Guillows plan, to give a span of 50". I still have the canopy to do, which I'll mould with the hairdryer on a hardwood former. To date, with the two wing aileron servos installed, and the motor/ESC setup in place, it is tipping the scales at a friendly 500 grams - just a bit over one pound. This is also due to me sourcing the lightest paper I could find to cover the bare polystyrene. Most photocopy paper is around 80 grams a square meter, and I found some cool 50 GSM paper, so with a light coating of watered down PVA, it's very strong and light.

I've made the tailwheel from light pool noodle covered in Windscreen black silicone, and the wheel spats are built up from Depron, Polystyrene and hot melt glue. I had to design and construct the underslung aileron hinges from pieces of flat spring steel, ground down at the hinge area and wrapped in thread to make a firm bearing running in pieces of ChupaChups sticks. (see photo) That's a bad habit of mine - picking up ChupaChups sticks on the footpath - they're so useful, but who knows where they've been?



I hope to finish the Stuka and be able to report on test flying next issue. Until then, don't pick up anything off the footpath you shouldn't....

cheers, Malcolm



## CHiCKEN WiNGS®



BY MICHAEL AND STEFAN STRASSER

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# 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.

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ToolkitRC



# Aircraft I Dream About

## — the Blériot 125

**Bruce Pickering**

Louis Blériot is famously known for his crossing of the English Channel from Calais to Dover on July 25, 1909. In so doing he became the first pilot to make an over-water international flight. But there is much more to the Blériot story. Louis Blériot was an engineer who developed and successfully marketed the first practical headlamp for motorcars.

In 1901 Blériot made a small ornithopter. In 1905 he observed the first experiments by Gabriel Voisin with a floatplane glider towed behind a boat on the river Seine. It was this that prompted a serious venture into the very young world of aviation and led to a short partnership with Voisin.

In March 1909 Blériot established his own business, "Recherches Aéronautique Louis Blériot" (Louis Blériot Aeronautical Research). This privately funded research establishment employed a number of various designers and engineers. In the following years, until 1936 when the company became defunct, a series of aircraft of varying arrangements were produced. The Blériot XI was the one he flew across the English Channel.

The publicity following his successful historic flight resulted in a large number of orders for the XI, and the company produced several hundred of them. This success enabled the business to expand its research efforts. A remarkably diverse assortment of aircraft were produced during pre-World War II years, although none became as successful as the XI.

Besides building aeroplanes Blériot established flying schools in France; between 1910 and 1914 they had trained about one thousand pilots. In 1914 two more flying schools were established in England, along with a small factory in Surrey, where about twenty Blériot Monoplane Trainers were produced. A man of vision and enterprise, Blériot acquired the assets of the Deperdussin company, following its founder's arrest on fraud charges. Renamed Société Pour L'Aviation et ses Dérivés, which we know today as SPAD, this company had many successes during World War I.



Although in essence the two companies came under single directorship, aircraft were produced using both the Blériot and SPAD names. Blériot was the designation used mainly for larger multi-engined aircraft. The very successful smaller single-engined aircraft carried the SPAD name. In an attempt to diversify, flying boats, fishing boats, and motorcycles were added to the production efforts. But let us now turn our attention to the *Blériot 125*.

The *Blériot 125* was a very unusual attempt to develop an airliner. In 1930 it was displayed at the Salon de l'Aéronautique in Paris. Accommodation was provided for twelve passengers, housed in two separate fuselages that were joined by a high mounted wing. Four fins and rudders were mounted on top of the tailplane that connected the rear of the fuselages. The wing centre section connected the two fuselages and carried a nacelle that had an enclosed cockpit for three crew members and two Hispano-Suiza engines, one at either end. Mostly made of wood, the aircraft sported luxurious passenger cabins with toilet and baggage compartments. The undercarriage consisted of tandem wheels partially enclosed under each fuselage, with no nose or tail wheel.

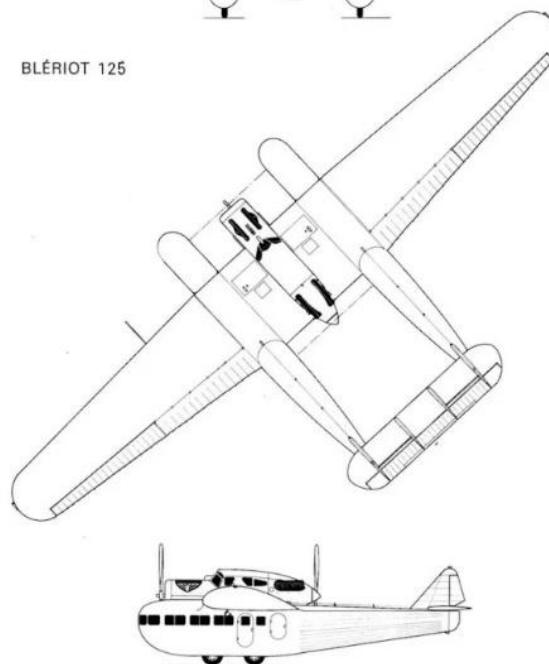
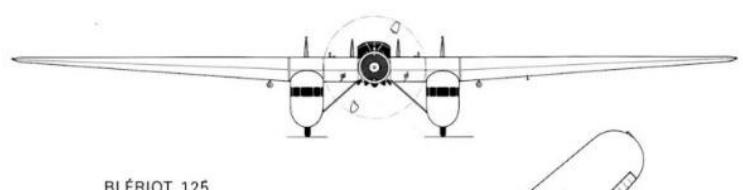
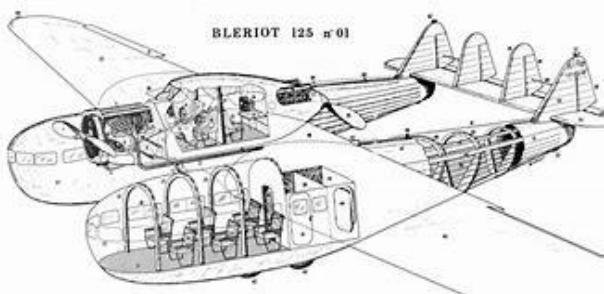
A large aeroplane for only twelve passengers, it was 13.83 metres long, with a wingspan of 29.4 metres. Empty weight was 4,440 kg, with a maximum weight of 7,260 kg. The two Hispano-Suiza 12 Hbr engines, developing 550 hp each, pulled it along at a maximum speed of 220 kph (119 knots).



Although the aircraft attracted much attention and was probably ahead of its time in many respects, it was let down by poor flying qualities. First flown in March 1931, tests continued until 1933, but due to being unable to secure official flight certification it was scrapped a year later. Would anyone be inclined to create a model of this unusual aeroplane, to keep its legacy alive?

[https://www.youtube.com/watch?v=pVHKf\\_R3Vuw](https://www.youtube.com/watch?v=pVHKf_R3Vuw)

<https://www.bing.com/videos/riverview/relatedvideo?q=Bl%C3%A9riot+125+&&mid=870F7A242CB4AED601E9870F7A242CB4AED601E9&FORM=VCGVRP>



## Float Plane Day – Sunday 5 October

After all the rain and windy weather the country has been having of late it was a real pleasure to have the clubs float plane day when the sun finally decided to shine for a change. A lighter turnout than usual but those that did turn up had a great day flying.

No report on this event this time around so you'll just have to admire this pictorial if you weren't there.





Select all the images with a  
**Stealth bomber**

## Field News

### Alan

Alan's Citabria Pro's first flight with a new Bad Ass motor.

Grant did the honours; no trim was required and flew very well.

After a few minutes though it needed landing to check battery power, glad he did as only had 1% left on the 6 cell 500mah lipo battery.

We put another battery in and set time for 3min but flew for 3.30 min and checked battery - 12% left.

Went to Gordons to check the amps and wattage on various props.

16x8 - 95Amps - 2137 Watts

15x6 - 65a - 1462w

15x10 - 100a - 2250w

15x8 - 82a - 1845w

Will now try a 15x6 prop. The ESC in the plane is a Red Brick 100

Stay Tuned.





Also, Rudi has recently purchased this beautiful Tucano, wing span 101 in with a 60cc EMS engine.

This model has everything in it including some very good strong retracts. The model has not been flown.

A trip to Turangi on Labour weekend to pick up from a guy who lives in Fielding.

Gordon got the engine running. The model is 82in long and weighs approximately 13kg.



Waynes Telemaster aircraft has been around a few club members. The plane was built by the great builder Mr Pickering who then sold it onto Warren who then passed it onto Gordon with a DLE 20cc who then sold it onto Wayne. Wayne ditched the DLE 20 and converted it to electric with a Bad Ass motor. Flys really well.



**Grant/Gordons Long EZE that Gordon assembled and Grant flew**



**Alans Smoothie XL that didn't get airborne due to Carb Issues**



**Gordons Pup**



**Grants 3m electric powered Condor Magic Glider**

**Lyles Home Made (by his wife) Propellor Bag**



**Lyles Decathlon?**

**Alan's Harmon Rocket III**



**Bryce's collection**

# LEARN WITH KIWIQUADS

## FPV for Fixed Wing Aircraft

Adding FPV (First Person View) to your fixed wing aircraft transforms your RC hobby by letting you see exactly what your plane sees as it flies. Instead of watching from the ground, you'll experience the flight as if you were in the cockpit - watching live video through special goggles or a screen. It's the closest thing to flying a full-sized aeroplane without leaving the ground.

Once set up, you can add features like head tracking (where your camera follows your head movements), customised information overlays, and even simulated combat systems. If you've been curious about this immersive experience, this introduction will help you understand the basics and the main options available.

### How Does FPV Work?

An FPV system is straightforward once you understand the basic components:

1. **Camera** - Mounted on your aircraft, captures the live video
2. **Video Transmitter (VTx)** - Connected to the camera, broadcasts the video signal wirelessly
3. **Video Receiver (VRx)** – Often built into your goggles or screen but sometimes comes separately, picks up the broadcast from the VTx
4. **Goggles or Screen** - Displays the live feed



This video system is completely separate from your existing RC radio link - your plane still uses its normal receiver and servos for control. The FPV system only sends video back to you. You'll also need to power the system (usually from your aircraft's main battery through a voltage regulator) and fit antennas to both the video transmitter on the plane and video receiver in your goggles.

### FPV Systems Today

Today, you have two main choices:

- **Analog (SD - Standard Definition)** - Like old

analogue TV broadcasts, the image is grainy near the edge of range, but the technology is simple and affordable.

- **Digital (HD - High Definition)** - Offers vastly superior image quality up to 1080p adding significantly to the immersion and allowing us to enjoy our beautiful country from the air.

There is one important element to understand about digital: each digital system is proprietary. If you have DJI goggles, then they will only work with a DJI camera and video transmitter. You can't mix brands - they won't communicate.

Analog systems, however, are all compatible regardless of brand. Any analog camera works with any analog transmitter and analog goggles. This makes analog flexible, though you sacrifice image quality for compatibility and simplicity.

## Your Options

### **Analog - Best for: Affordable entry**

Simple setup, easy for spectators to tune in, many brand options available, and capable of long-range flying.

### **DJI Digital (O3/O4) - Best for: Image quality**

Unmatched HD image quality with intuitive interface. Most expensive option.

### **Caddx Walksnail/Avatar - Best for: Flexibility and value**

More affordable than DJI with better video flying range. Any Walksnail component works together.

### **HDZero - Best for: Racing drones**

Ultra-low latency and lightweight. Better suited to racing than cruising.

## Getting Started

Whether it's an affordable analog system to supplement your line-of-sight flying or the best image quality that a DJI digital system can offer, we have plenty of options available on our website. The technology is more approachable than it seems, and the experience and immersion of flying FPV is amazing!

If you're interested to know more but don't know where to start, we're available to chat at any time, whether by email ([info@kiwiquads.co.nz](mailto:info@kiwiquads.co.nz)), phone (+64 27 425 9151), or through our social media. We'd love to help you choose the right system for your needs and budget.

Hope this introduction has been helpful and informative – may mother nature be on your side now that the warmer weather has arrived and as always *Happy Flying!*

**The KiwiQuads Team**

[www.kiwiquads.co.nz](http://www.kiwiquads.co.nz)



## 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)

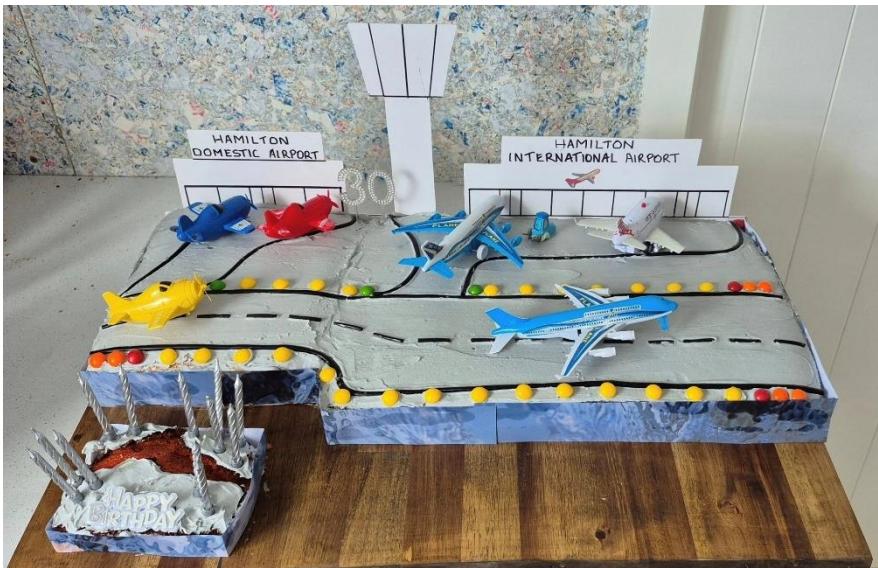
2025 : 27 October ~ Labour day

2026 : 6 February ~ Waitangi

3-6 April ~ EASTER

25 April ~ ANZAC day

10 May ~ Mothers Day



A Birthday Cake made for Graeme & Sue Duncans Daughter and features a fine rendition of Hamilton International (again) Airport

Yum!

# Hamilton MAC Aerobatics - Oct 18th 2025

## Frazer

Looking at the weather right now, and what it was like last week, it seems we were super lucky to get our one day event in at Hamilton MAC on Saturday in great conditions.

Friday was stunning. Some were out there getting in some cheeky practice.

Saturday was a little grey to start with, but dead calm. You know you are in for a good days flying when you get to the field and hot air balloons are lurking about!!

By 9am the carpark was full, and models were being assembled. A couple of people not able to make it at the last minute, but still good numbers for our first event.

We cracked into 3 rounds, with a number of guys signed up to fly ... 3 in Clubman, 3 in Sportsman IMAC, and 8 in F3A.

Thanks to Mark Newman who ran the BBQ for us at lunchtime .... Angel Bay Burgers, good tucker.

Got a little windy as the day went on, but not too bad, and the wind was down the runway from the west, smooth. Looked like a possible shower was going to come through, and there were a few Mr Mannerings panicking, but it never eventuated and soon enough it was warm enough for Jandals!!

Gary Mercer had very sore shoulders .... from carrying the weight of the entire Hamilton club, and the greater Waikato, with two Aucklanders coming down to fly Clubman.

Results in the F3A P class came down to the last round to decide the winner between Rod and Lyndon. Both having won a round each earlier in the day, it was going to be a close finish. Well done Lyndon, managing to just pip Rod this time.

Baldrick and Fraser Brodie made it out of the retirement village over in Tauranga to provide some entertainment for us. Both flying Sportsman IMAC. If you are not sure whether you should be moving up a class, just check in with Mr Brodie, he will set you straight !! Baldrick was ahead on the score board, but had to retire early with some gremlins in his setup. Dodgey elevators.

By 5pm it was all wrapped up and time to test a beverage in the new HMAC garden bar, a great way to see out the day.

Results follow down below. As this was the first of the 2026 season, I've created a new 2026 folder in the results library, and copied all the results in from Saturday. So, if you want to drill down and see your individual scores, now you can. The link to the results library can be found on the bottom of the downloads page, on the NZRCAA website.

One last thing ... during the day I talked to a few people about the flight coach system. A number of us have been using this for a couple of years now, and the training benefits are outstanding. You don't need the latest radio, or the latest propellor combination, all you really need is a flight coach and start looking at your flights on the screen for some real analysis on what you need to fix. Things have progressed so much with this system we now have flight coach scoring. If we can get more people up to speed on using flight coach, and getting their sequences scored, we can start to look at running some events where you don't need to sit in a judging chair for hours on end, banging away at the nortymatics. If you think about it, we can even start to run some NDC events.

Since the weekend I've had a few people want me to order them a flight coach, I'm using the VLV International version that Mark Hu produces. If you want to get in on the order, get in touch with me asap, I'll get some in. There are a number of other versions available. Jason Arnold of Precision Aero Products also does one.

Next event is later in November – IMAC @ Galatea. 22/23 November.

Cheers  
Frazer

NZRCAA

**Clubman**  
**Hamilton**  
**MAC - 18-10-**  
**2025**

Position	Competitors	Total	Flight no 1		Flight no 2		Flight no 3	
			Finished		Finished		Finished	
			Net	Norm	Net	Norm	Net	Norm
1	MERCER Gary (994)	NZL 2000.00	<u>206.00</u>	<u>1000.00</u>	<u>190.00</u>	<u>1000.00</u>	<u>171.25</u>	<u>887.31</u>
2	BAJAN Behram (973)	NZL 1934.22	<u>160.75</u>	<u>780.34</u>	<u>177.50</u>	<u>934.22</u>	<u>193.00</u>	<u>1000.00</u>
3	WRIGHT Anthony (941)	NZL 1766.27	<u>163.00</u>	<u>791.27</u>	<u>185.25</u>	<u>975.00</u>	<u>140.50</u>	<u>727.98</u>

**Sportsman IMAC**

**Hamilton MAC - 2025-10-18**

Cat	Coun	Tota	Posit	Flight 1		Flight 2		Flight 3		Flight 4		Flight 5		Flight 6		
				Known	Finished	Known	Finished	Known	Finished	Known	Finished	Known	Finished	Known	Finished	
try	1	on		Net	Nor	Net	Nor	Net	Nor	Net	Nor	Net	Nor	Net	Nor	
CHARL																
TON																
"GERRI	Seni	(N	3993	1	<u>1419</u>	<u>811.</u>	<u>1669</u>	<u>989.</u>	<u>1798</u>	<u>993.</u>	<u>1813</u>	<u>1000</u>	<u>1878</u>	<u>1000</u>	<u>1766</u>	<u>1000</u>
" Chris	or	ZL)		.37	<u>.50</u>	<u>.95</u>	<u>.50</u>	<u>.04</u>	<u>.00</u>	<u>.37</u>	<u>.50</u>	<u>.00</u>	<u>.00</u>	<u>.50</u>	<u>.00</u>	
(978)																
BRIGGS																
Mike	Seni	(N	3863	2	<u>1748</u>	<u>1000</u>	<u>1688</u>	<u>1000</u>	<u>1810</u>	<u>1000</u>	<u>1566</u>	<u>863.</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
(Baldric	or	ZL)		.52	<u>.25</u>	<u>.00</u>	<u>.00</u>	<u>.00</u>	<u>.00</u>	<u>.00</u>	<u>.00</u>	<u>.52</u>				
k) (930)																
BRODIE																
Fraser	Seni	(N	3298	3	<u>1498</u>	<u>857.</u>	<u>1484</u>	<u>879.</u>	<u>1249</u>	<u>690.</u>	<u>1468</u>	<u>809.</u>	<u>1412</u>	<u>752.</u>	<u>1319</u>	<u>746.</u>
(971)	or	ZL)		.21	<u>.25</u>	<u>.00</u>	<u>.75</u>	<u>.59</u>	<u>.50</u>	<u>.33</u>	<u>.00</u>	<u>.48</u>	<u>.50</u>	<u>.13</u>	<u>.00</u>	<u>.67</u>

**F3A P**

**Hamilton MAC - 18-10-2025**

Position	Competitors	Total	Flight no 1		Flight no 2		Flight no 3	
			Finished		Finished		Finished	
			Net	Norm	Net	Norm	Net	Norm
1	PERRY Lyndon (936)	NZL 2000.00	<u>376.75</u>	<u>1000.00</u>	<u>370.50</u>	<u>958.61</u>	<u>374.25</u>	<u>1000.00</u>
2	CHAVE Rod (974)	NZL 1981.30	<u>366.25</u>	<u>972.14</u>	<u>386.50</u>	<u>1000.00</u>	<u>367.25</u>	<u>981.30</u>
3	WILKINS Dave (934)	NZL 1956.76	<u>366.75</u>	<u>973.46</u>	<u>276.75</u>	<u>716.05</u>	<u>368.00</u>	<u>983.30</u>
4	NEWMAN Kaden (943) Jnr	NZL 1754.39	<u>259.00</u>	<u>687.46</u>	<u>321.00</u>	<u>830.54</u>	<u>345.75</u>	<u>923.85</u>

Position	Competitors	Total	Flight no 1		Flight no 2		Flight no 3	
			Finished		Finished		Finished	
			Net	Norm	Net	Norm	Net	Norm
1	BRIGGS Frazer (Bogan) (911)	NZL 2000.00	<a href="#">484.75</a>	<a href="#">1000.00</a>	<a href="#">490.25</a>	<a href="#">1000.00</a>	<a href="#">485.25</a>	<a href="#">1000.00</a>
2	CRAIGHEAD Ross (995)	NZL 1873.45	<a href="#">459.00</a>	<a href="#">946.88</a>	<a href="#">454.25</a>	<a href="#">926.57</a>	<a href="#">431.25</a>	<a href="#">888.72</a>
3	DANBY (GRANNY) James (905)	NZL 1865.99	<a href="#">455.00</a>	<a href="#">938.63</a>	<a href="#">419.25</a>	<a href="#">855.18</a>	<a href="#">450.00</a>	<a href="#">927.36</a>
4	FINLAY Grant (Aunty) (952)	NZL 1771.65	<a href="#">424.25</a>	<a href="#">875.20</a>	<a href="#">411.00</a>	<a href="#">838.35</a>	<a href="#">435.00</a>	<a href="#">896.45</a>



The Bar leaners were converted to a Scoring computer table



Gary Mercer HMAC, first place in Clubman



After competition festivities in the Garden Bar



**Everyone gets a Choccy Fish**



**Gary Mercer gets a Massage for taking the Weight for HMAC on his shoulders in Clubman**



**International Judge Noeline Craighead gets a Choccy for judging all of the F3A flights for the day.**



**Lyndon – winner of the Boomer in Training F3A class**



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



# Soarchamps 2025 MFHB Black Bridge. "Rowdy" reports;

This was our usual second biggest event for soaring during the year with a total of 22 people showing up to fly. We had seven different events scheduled over the four days of flying, ranging from eRES built-up two meter, to discus launch, F3B and much more. It was nice to have David Griffin from the South Island, and good representation from all around the North Island. Although we had some good rain on the Tuesday before the event the forecast looked great!



**Rocket Lab at play early morning.**



**F3B on hold DJ and Rob snoring not soaring**

## **F3B (3 Task Winch launch)**

We started SoarChamps with the formula 1 of soaring, F3B. We had eleven entries which would make it easy to run the course with our new F3B wireless gear. The wind was predicted to be quite blustery. Surprisingly the wind started from the opposite direction, but by the time we got into the event it blew from the expected direction. We managed two rounds of duration, then the wind came up. The direction was over the treeline, making it difficult to land safely. We all agreed to abort the competition due to conditions and spent most of the day on hold and constant review. Sadly the conditions continued to deteriorate so we called a halt for the day.





#### **eRES 2M (Electric Launch 2m rudder, elevator, and spoiler)**

This classic balsa airframe event is getting popular, with many around the country building the kits or buying the ARF. There were many spectators and some had come through just to watch this growing event. We had 14 entries in this event. To get the best calm conditions, we scheduled eRES in the morning, before the afternoon breezes would pick up. The conditions were perfect, with light winds and thermals to be found (most of the time). We completed four rounds with three groups per round. Round three started to mix the scores up a little with quite few missing a full time flight and the last round the winner was 4:10 flight. The best flight was Joe Wurts 4.59 flight and 50 landing.

***1st Joe Wurts. 2nd Chris Kaiser. 3rd Peter Glassey***





### F3J (Winch Launch Thermal)

The next day the weather was just as good, and it took a little while to set up with mostly Maxa's to assemble and lots of little screws to lose. The winch lines for this event are 150m long but we space the winches in lanes to give a little launch separation as the pilot group all start launching at the same time. In the very first round Joe's boom on his Maxa failed on launch. The best score was 9.56.6 and 99 landing by Joe Wurts and lots achieved times and the scores as usual very close at the end. With plenty of great flights and thermal action with a light sea breeze at the end of the competition. We completed 4 rounds of 3 groups during the day which was heaps of flying for all. Super thanks to Andrew and Jane Hiscock's for a barbecue and meal that evening a great night!

**1st Kevin Botherway. 2nd Peter Williams. 3rd David Griffin.**



### F5J (Electric Launch Thermal)

This was our second electric launch model competition for the weekend and again the weather was great! This is a reasonably technical event with three measures to rank the flight, using launch height, flight time, and landing for scoring. We set up and set a cut off for the event so we could fit the other day's events in. Kevin had an elevator and rudder stop responding in round two and managed to get it down in one piece from a 1000 odd ft with using only wing controls, landing outside the time with a zero flight. Fortunately, there is a discard with five rounds!

The best flight was 9.59 flight time, 50 landing, and 32 meters launch height by Joe Wurts. It was a day for low launching at times and thermal activity was great if you picked it right. We managed 5 complete rounds of four groups in each round.

**1st Joe Wurts. 2nd Kevin Botherway. 3rd Chris Kaiser.**



*Myles Moloney with Andrew Stiver*



*Rob Morgan with Dave Ackery*

### ALES Radian (Electric chilly bins)

We decided to do this Class next as the wind was getting a little stronger and the radians had a little better penetration and it was a relaxed event for the end of the day. We flew 3 rounds of 30 minutes time slots and had 11 pilots in the competition. A few had max scores (7:00 flight and 50 Landing) as usual fun had by all and the event took 1 1/2 hours to complete. Over the complete competition many found enough air to get a full 7 minute flight time along with a fairly good arrival or landing.

**1st Peter Williams.**  
**2nd Stewart Cox.**  
**3rd Andrew Hiscock.**

After this it was a night out at the local for a great dinner and relaxed catch up with everyone on all the other topics in life.



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**Myles Moloney with Andrew Stiver**



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**2nd Stewart Cox.**  
**3rd Andrew Hiscock.**

After this it was a night out at the local for a great dinner and relaxed catch up with everyone on all the other topics in life.





***Peter Williams during Launch***

**The last day.**

**F3K (Discus Hand Launch) and F5K (Electric Hand Launch)**

This was another stunning day in the Bay. We set up and prepped all our models in some nice air with thermal activity and a light breeze. The tasks were scheduled and we planned to run at least 3 complete rounds of F3K with two groups then of F5K which had two groups in each round.

The air for F3K was very fluky and thermals hadn't really formed strongly which meant many flight times were shorter than the maximum. With slight overcast condition the thermal never really got going but one or two pilots managed to hook up.

The wind started building from the West towards the end of F5K which again we went into a holding pattern for a while and finally completed 3 full rounds again with eleven contestants.

**F3K - 1st Joe Wurts. 2nd Peter Glassey. 3rd Kevin Botherway**

**F5K - 1st Kevin Botherway. 2nd Joe Wurts. 3rd Andrew Hiscock**

**Overall champion – Joe Wurts - Soarchamps Air NZ Champ trophy**

Overall if you flew every event you got heaps of hours flying in competition mode! That's without warm-ups and practice and calling others - WOW no wonder we deserve a beer... A super big thanks to Joe Wurts who is the man with the computer for all the scoring and draws, and special thanks to Kevin Botherway for keeping the timing gear in great nick and doing the setup and teardown every day. To everyone for making it a seamless relaxed competition. Lastly the weather was unreal. It was a super successful Soarchamps.

We now have a whatsapp group for all the soaring people so we can keep in touch on the competition scene with any forward planning. Let us know your details and we can pop you on there. Once again thank you all so much see you at **Hawkes Bay Nationals 2026!!**

All results on glider score; <https://www.gliderscore.com/OnLineScores.aspx>

***Soaring Rocks !!!***



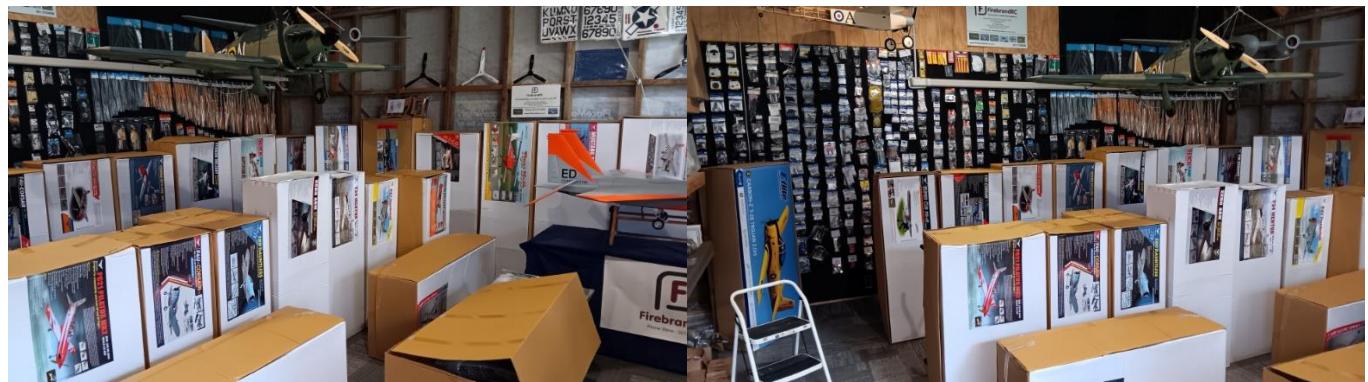
## Stopover at Firebrand AeroRC

Recently I was privileged to call in on Steve Wilson of Firebrand AeroRC and take a look at his stock of modelling equipment and kitsets.

Steve operates a mostly Mail-order business operation from his home in Taupo, but for the big ticket and bulky items, customers are welcome to turn up in person for the Click and Collect service.

There is a surprising array of modelling equipment, much of it being high end quality, but Steve also stocks many of the regular usual brand items from manufacturers such as Dubro, OS, Spektrum, Savox etc. And then there are all the Kitsets that have recently arrived... Xmas presents anyone?

So, if you get the opportunity, it's well worth a look and as there's a Spring Sale on at present, it's probably worth shopping on-line right now.



So check out the [FirebrandAeroRC online store](http://FirebrandAeroRC online store), try it out, and tell others about it.

[www.firebrandaerorc.co.nz](http://www.firebrandaerorc.co.nz)

**Email:** [sales@firebrandaerorc.co.nz](mailto:sales@firebrandaerorc.co.nz)

**Phone:** 021 2754098 (Steve Wilson - Director)



### TRAILER BOX \$795

2400 long x 1200 wide x 1200 high. I used this to carry my models, but it can be used as a utility box for anything, such as camping etc. Constructed of aluminium cladding on light steel frame, with plywood floor.



If interested in the above, please contact Bruce Pickering <[brucepickering0@gmail.com](mailto:brucepickering0@gmail.com)>

Or Phone 021 238 3572

## Also for sale:

Due to age I've got some stuff that I'd like to offer for sale.

I know they aren't worth much but it's better than ending up in the dump!

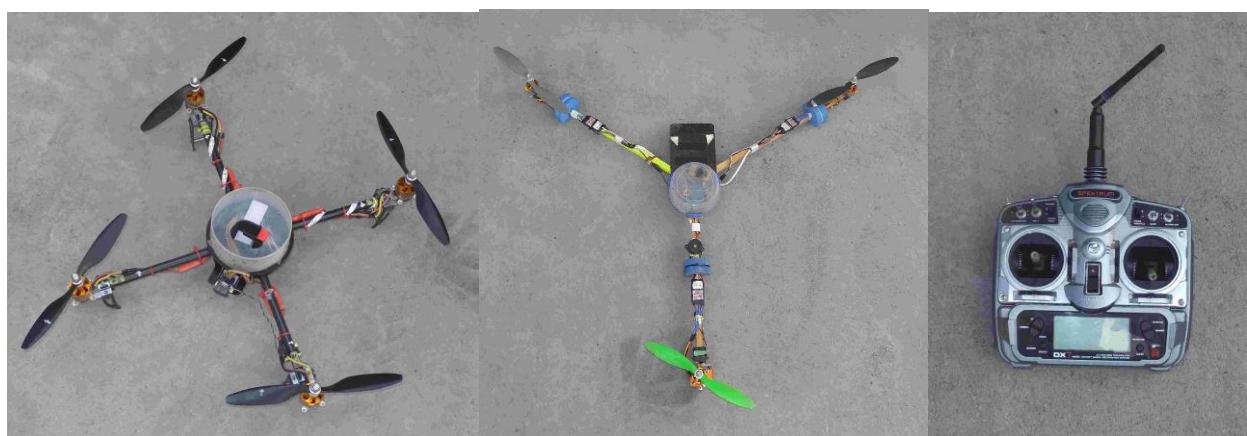
Some haven't been flying for a few years, but were okay before their retirement!

I live in Raglan, anyone interested or in need more info can call me any time 021 644 785, or email at [flyboynoel@gmail.com](mailto:flyboynoel@gmail.com).

Photos attached, there's a lot more too!

Thanks,

Noel Bailey



# Coming Events 2025

## What's On, When and Where

### November



#### Time              Event

##### Saturday, November 8

all-day      [RC Pylon Comp - \(Now  
Airsail MAC\)](#)

##### Friday, November 14

all-day      [Glider Aero-Tow,  
Norsewood](#)

##### Saturday, November 15

all-day      [Glider Aero-Tow,  
Norsewood](#)

all-day      [RC Scale Competition -  
Waharoa](#)

##### Sunday, November 16

all-day      [Glider Aero-Tow,  
Norsewood](#)

9:00am      [HMAC Float Plane Day -  
Lake Kainui](#)  
-  
4:00pm

##### Friday, November 21

all-day      [Glider Aero Tow -  
Cancelled](#)

all-day      [Scale Aerobatics Comp -  
Galatea Airfield](#)

##### Saturday, November 22

all-day      [Glider Aero Tow -  
Cancelled](#)

all-day      [Scale Aerobatics Comp -  
Galatea Airfield](#)

##### Sunday, November 23

all-day      [Glider Aero Tow -  
Cancelled](#)

all-day      [Scale Aerobatics Comp -  
Galatea Airfield](#)

Time	Event
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## December

### Saturday, December 6

all-day [Pattern Aerobatics - JR](#)  
[Airsail MAC](#)

### Sunday, December 7

all-day [Pattern Aerobatics - JR](#)  
[Airsail MAC](#)

all-day [HMAC XMAS BBQ](#)  
[Flyin](#)

### Wednesday, December 10

7:30pm [HMAC XMAS CLUB](#)  
[NIGHT](#)  
-  
10:00pm

### Saturday, December 13

all-day [RC Pylon Comp - Airsail](#)  
[MAC](#)

### Sunday, December 14

all-day [RC Pylon Comp - Airsail](#)  
[MAC](#)

### Saturday, January 3

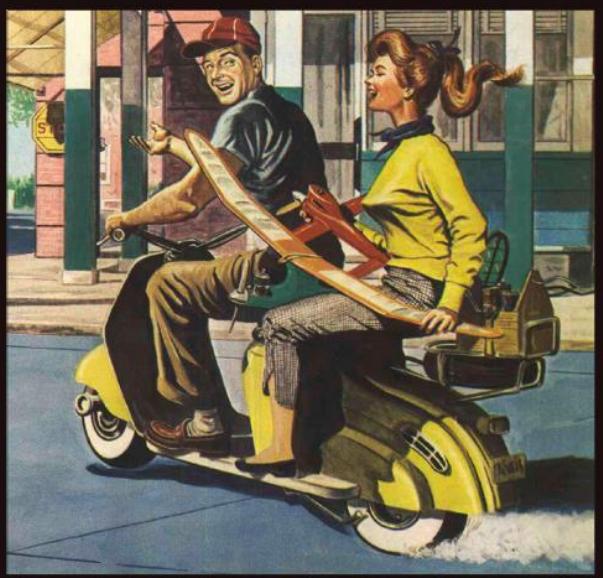
all-day [MFNZ Nationals -](#)  
[Hawkes Bay](#)

### Sunday, January 4

all-day [MFNZ Nationals -](#)  
[Hawkes Bay](#)

## 2026 NATIONALS

Waipukurau, Hawkes Bay



## Till next month, play safe



**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

Login into [www.spektrumrc.com/MyAccount/](http://www.spektrumrc.com/MyAccount/) for your Expansion Firmware

**DEALER LINK**  
[www.hotrc.co.nz/buy-fly-race.html](http://www.hotrc.co.nz/buy-fly-race.html)

## Please support those NZ retailers that support us

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

Next Flight Lines December 2025  
Newsletter deadline – Wednesday 3 December

For further up to date event info please visit:

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

### **Parting Shot**

