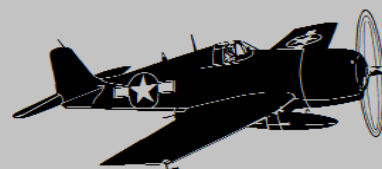


**December  
2025**



**HAMILTON MODEL AERO CLUB**

***Flight Lines***



# ***FLIGHT LINES***

**HAMILTON MODEL AERO CLUB INC.**

**December 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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<b>Editorial Email:</b>	send to: <a href="mailto:chloecat@xtra.co.nz">chloecat@xtra.co.nz</a>	



**Cover:**  
**Graeme Bradley (Brad)**  
**HMAC's Club Patron**  
**alongside Justin Whalley,**  
**New Plymouth and our very**  
**own Gordon**

**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:** Current projects for 'show and tell' and anything else of interest  
Don't forget to bring a plate

**Club Themed Flying Day:** Christmas BBQ Lunch & Fly-In – Sunday 7 December



# ***Presidents Report***

## ***Grant***

Season's greetings to all. I hope you are getting into a festive mood as we move into the final month of the year and look forward to a fun filled Xmas with family & friends and of course most importantly... lots of model flying. The weather has been reasonably cooperative for the last month, so I have been out flying when I can, which included flying at the IMAC competition in Galatea and our Float plane day.

I was also privileged to test fly Stan Hodson's new Mk IX Spitfire which we have been following the build progress of now for some six years. The field at Waharoa got a bit of extra length added and the model used all of that and a bit more on the first couple of flights.



The model flies well at 49kg and doesn't feel heavy at all with its 4m wingspan to carry the weight. The 310cc Kolm 4 cylinder inline engine has been performing flawlessly, however even cooling across the cylinders has been proving difficult with some ducting and venting changes required to sort that out. The best bit is by far is the sound of the engine both on full noise across the sky, but just as equally sitting on ground at idle. Photos from the test flight days can be found elsewhere in the newsletter pages and you'll see that Stan is a happy man.

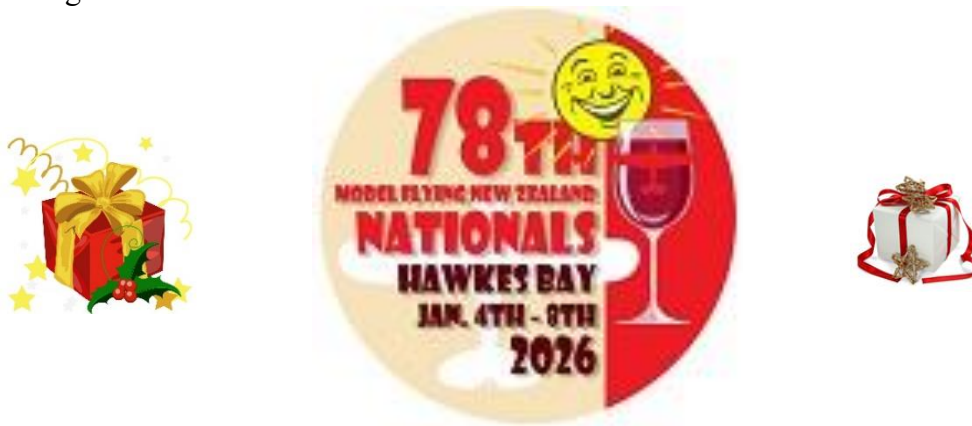
So as mentioned above, I attended the float plane day a couple of weeks ago. There is a report by our intrepid flying water reporter Gordon elsewhere, so I will just say we had a fantastic day with kind weather and the welcome company of the guys from Taranaki. Even the new automated entry gate to the lake worked which was surprise!

This coming weekend is our Xmas BBQ Fly-In. As in past years, the club will be putting on a BBQ for members & family and supplying meats and soft drinks, tea and coffee. We will organise some low stress flying events to keep you pilots amused as well. If you have a fold up chair, table, spare chilly bin, Gazebo for shade or other useful item, then please bring them out with you if possible, to help us enjoy the day. Note there will be a Notam in place for the day so we can fly higher than usual, so pack those gliders and other models to make the most of the extra airspace height. If by bad luck we get rained off, the reserve rain date is set for the following weekend. Any cancellation will be made on the Sunday morning. Hope to see you there.



December's Club night on the 10<sup>th</sup> will be our Xmas & final evening get together for the year. Everyone is welcome to come along and join in with an evening where we hope you will be suitably entertained. Please bring along your current projects for 'show and tell' and anything else of interest. As in the past, we intend to wind up the last part of the evening with an extended supper, so if you care to bring a plate along to share, then that would be awesome.

I would like to take this opportunity to wish a successful event for all of our club members taking part in the 78<sup>th</sup> MFNZ Nationals. This year's Nats are being held at Waipukurau in the Hawkes Bay, so it will be interesting to see how this new venue works out for everyone. Good luck to all of those taking part and bring home some great memories.



Don't forget our Reekers field will be open for flying right through the Xmas & New year period. In addition, we intend to obtain additional Notam's allowing flying to 1000ft across that period for Nationals Practice. Please check our websites 'Members Updates' page where we will post the Notam'd Days.

Also worth noting is there will be no Newsletter published in January and our first Club night will be our AGM meeting on Wednesday 11<sup>th</sup> February 2026.

Well, that pretty much wraps it up for 2025 from me and my worn-out keyboard. I've experimented with using AI this year which has been fun, but as our Editor put it... "I know your writing style and that ain't it" ...so it's back to bad gramma and poor punctuation!!

All that remains is for me now is to wish each and every one of you and your families a safe and enjoyable Xmas and a Happy New Year. A very special thanks and Merry Xmas to the Reekers family from all of our membership for yet another great year of flying from our awesome Reekers Airfield. Merry Xmas, Happy New Year and safe travels to all.

Grant





# ***Vice Presidents Report***

## ***Bryce***

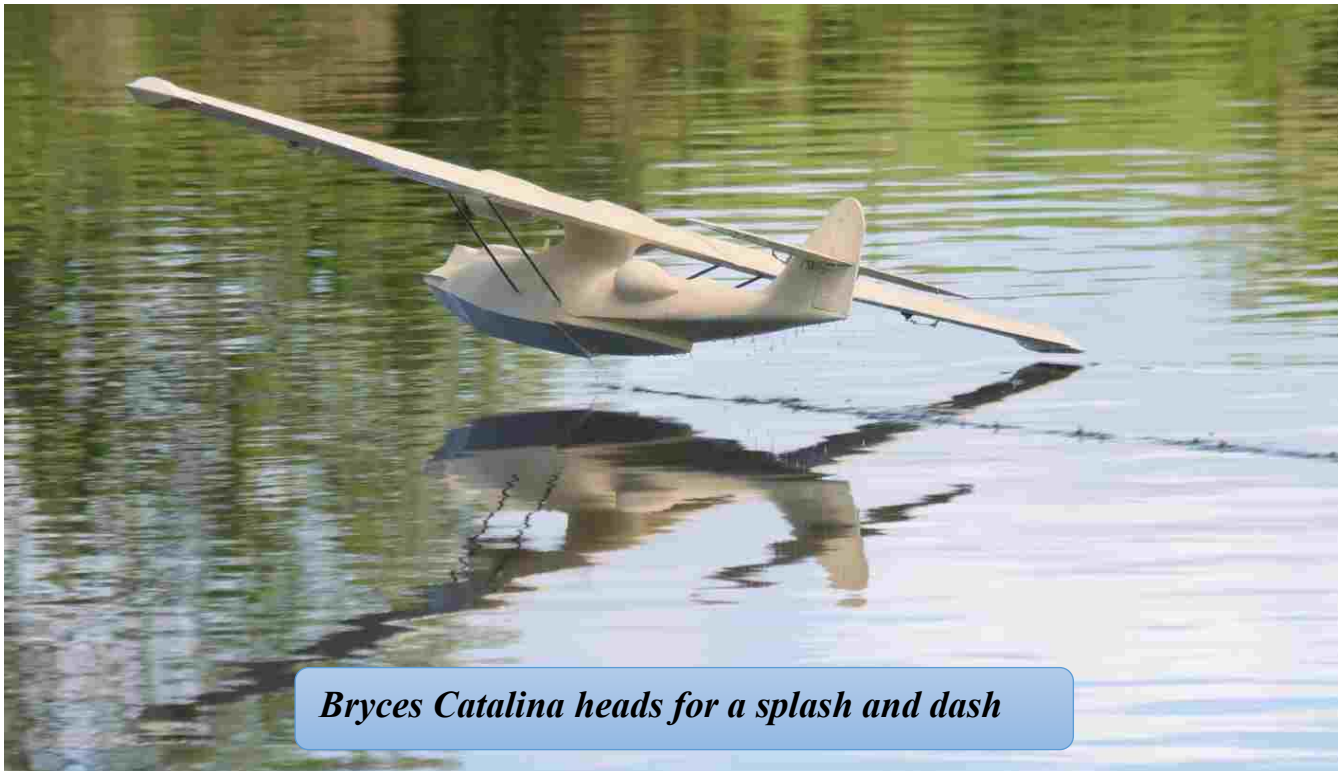
Someone flipped a switch. Or maybe the weather gods are smiling on us. Whoever fixed the weather, a big thank you.

November started out windy and then surprised us with some near-calm sunny days. I managed to grab some of those and go flying. I hope you all are doing the same. Time for sunscreen and shorts. Get outside and do some flying.

Float plane day was one of those exceptions. A near-calm beautiful day to be at the lake. The water looked glass like which of course made it a little sticky. But what a day. Best float plane day I have been too.

On a cautionary note. Watch out for the recreational lake users, especially those that don't seem to recognize that planes with those whirly things on the front can hurt them. We had to stop flying a couple of times.

If you attended float plane day you will have seen my Catalina out there, and she had another successful test flight. Now no longer white as she has a beige primer coat on. This time, preflight checks at the lake revealed a broken connection which cost me half an hour to fix. As I write this, I am halfway through replacing all three connectors that run into each of the wings with a single 9 wire connector. I am sick of wires breaking due to repeated handling and accidental squashing). I had her working the night before with all preflight checks passed. Those Gremlins must haunt my garage and come out when I go to bed.



***Bryces Catalina heads for a splash and dash***

The Catalina's flight itself was a little tough, always on the controls holding her against a desire to roll left (Note, I was flying a clockwise circuit, so this was a pain.) On landing, sorry bouncing... ha ha, we discovered the right aileron hinges had come partially out and so this was putting in a significant anticlockwise roll fighting me for trim. Needless to say, she only had the one flight. Now every control surface has been retested back in the workshop, and all the aileron and elevator hinges have now been pinned as well as glued. So, my focus is on fill, sand, paint and repeat.

Christmas is coming folks, and with it some glorious days of annual leave for many of you. Blow the dust of your planes. Let's go flying.



# ***Editors Ramble***

***Dave***

Well, that's me done for another year. I now get a month off and "We'll do it all again in February"

Thank you to everyone who has contributed to the newsletter this year, it has made my life a lot easier and what you have forwarded in both words and pictures has been well received, even if no one has said as much. Such is the life of being a newsletter editor.

Special thanks must go to our President of course, Grant, whom I doubt you would even have a newsletter if it wasn't for his contributions. Our Northland correspondent Bruce Pickering continues to forward many fascinating articles of unusual aircraft for the newsletter. Many thanks Bruce. Would I build any of them? Certainly, if I had the time.

I'd also like to thank Malcolm Foster, who has become a regular contributor with some wonderful articles and builds, as well as Barrie Russell, the Editor of MFHB's fabulous newsletter who continues to allow me to grab some of his copy when appropriate from time to time. Also, thanks to Ross Gray from Palmerston North whom I get to nick photos from his Flickr account and also to the many other newsletter editors and people out there that give me their kind permission to pinch their stuff and make this newsletter what it is.

Even though the next newsletter is due out February I am still available at the Editors desk where you can send through articles, photos and anything of interest on any aeromodelling subject. Remember, don't think that what you build and fly is of no interest to others. You'd be surprised.

Keep smiling and keep flying. Till 2026 then.

**And put this one in your diary now! Always a fantastic event so we'll see you there.**



## **NEW PLYMOUTH ANNUAL MEMORIAL FLY-IN**

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& 1st  
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2026**



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please contact

Mike Pillette  
0274623200  
mikelynn@xtra.co.nz

Steve Blackman  
0274812575  
shb@xtra.co.nz



## ***"Stuff You Weren't Expecting"***

***Malcolm Foster. Eccentric modelling economically.***

Christmas Greetings from we modellers in the Bay of Plenty to you fellow modellers in the Waikato. My concession to the festive season this month is an update on my latest aircraft, which has been likened to a "Flying Christmas Tree" due to all the various bits and bobs hung all over it.



Let me say clearly at the outset, that this Stuka is a lovely flier. As I outlined earlier, I followed an enlarged Guillows plan to get the outline right, and made up the structure as I went. Now that it's fully finished, with paint and pilot, guns and gunner, seats and stickers (of the swastika variety), It still tips the scales at a few ounces under 2 lb for its 50" span, and flies slowly and predictably. Having said that, let me tell you a funny little story about early flights. The maiden flight was quite "twitchy" and I felt some more nose-weight would be helpful, so I flattened a 3 oz sinker and epoxied it into the lower nose cowl, and found flight was much steadier. Then after a few great flights I took off one morning and had a very "tail-heavy" Stuka, which I tamed o.k. by dialling in all the available down elevator

trim. It seemed to land more competently though, with no nosing-over on touchdown. So I then adjusted the elevator for some permanent down trim, and had great flights continuing up to the present.

Coming back to the van with the model, I noticed a 3 oz lead weight sitting where the model had been. What a twit! I hadn't roughened the cowl, and the weight had just fallen out so I was flying without it. But, as I say, much better landings, and nice flight characteristics. So, the lead has stayed off. So that's the story of the Stuka, and I must say, I'm pleased with it, the clear plastic aileron extensions work perfectly and aren't visible in flight, and the landing gear appears to be up to the job. And visibility in the air is superb. When my clubmates are having trouble seeing their light-coloured models against a grey sky, and worrying about orientation, the Stuka show up so very clearly and honestly - here it is, it's this way up, no worries, mate! I recommend everyone makes one. And please, someone, make a big enough one to install a screaming siren sound system, and keep your clubmates alert!





# ***Float Planes November 2025***

## ***Gordon***

It was the last floatplane day scheduled for the year, and the weather really turned out superb, I would say, perfect conditions. No excuses then!

Everyone got stuck in to make the most of the beautiful day.

It was great to see our regular visitors from Taranaki, Keith, Ross & Justin join again for some fun. Thanks guys, for making the trip.

Justin seemed to have a transmitter in his hands all day, flying his own plus lots of other people's planes, a very good pilot.



us



### ***The crew from New Plymouth***

It was a re-maiden voyage for the "Naki Northstar"! This was Justin's plane, which had refused to leave the water in previous attempts. It was given to Keith in disgust. Keith then proceeded to Re-modify it back to sort of original. Then; under Justin's steady hand it took off and flew beautifully! Just shows that the original designer knew a thing or two!

### ***Justin Whalley's North Star.***

I was also flying my Northstar, which was going great after repairs, but in a moment of stupidity on landing, I got the nose too high into the dreaded "Northstar Cobra stall", resulting in a dump into the water after several entertaining gyrations! At least the crowd was entertained...probably not the pilot...red face!



***Gordons North Star a little worse for wear & water!!***





Bryce had the Catalina out again, it is getting more complete and flew, but a couple of niggles still need attention.

Ray Bexadine came over from Matamata and flew all day putting in some great flights, good on ya Ray!

Phil was re-trying his scratch built Air Tractor, it left the water then plonked in resulting in a bit of damage. A radio transmitter problem is suspected. Time for a new one!

Rex had a new boat, flash looking job that had not been tried. After a bit of fiddling it ran, but needed a bit of motor tuning, etc. So was it put away, looks it should be fast.

Lyle also had his "rescue" boat going, which performed several retrievals so good work there! It looks a bit like a raging bull in a Spanish bullfight!

I was also mucking around with a 3D printed boat which did a couple of modest retrievals, good fun!

Highlight of the day was the arrival of Graeme Bradley (Brad) our Club Patron. He had bought out his trusty Ace of Sticks. Away we went with myself & Justin dialing it in, then Brad was away! Take off, touch & go, landing...no problem to the old dog! He had a grin a mile wide! Then, with Aunty on the sticks, things went sour with a radio problem resulting in a whoopsee. Bugger.



*Graeme Bradley's Flying Aces Stick with Brad on the sticks*



*Team Bradley – Brad, Gordon and Justin Whalley*



*Bryce and Gordon*

There is a new electronic system for access at the gate, it has only been running for a couple of weeks and despite a few problems last week (with me), it seems to work. The only issue is, it will only operate on a app on my phone, so hopefully this can be changed next year to be able to have it on several people's different devices.

Roll on next year!

Gordon



*Club Patron Graeme Bradley deep in discussion on world affairs with Rex Andersen*

*No, we're not leaving*

*Gordon briefs a local*



*Wayne flying in comfort and style*





*Ryan (Ryno) waiting for calmer water*



*Bryce lands out in the rushes*



*Keith Butlers (NPMAC) Piper Cub*



*Phil Bells model doing donuts*

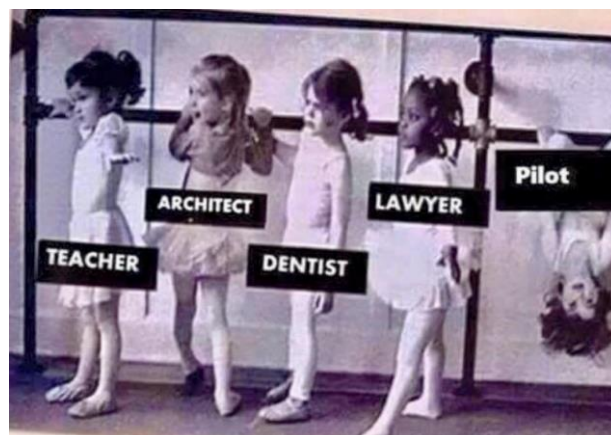




*Justin Whalley's GRUMMAN HU-16B Albatross*



*Ray Baxendine from Matamata club had the most flying of everyone...he loved it!*







### **Firebrands new and improved website.**

Everything is now at your fingertips which includes:

- Search items
- Add to Cart
- Card payments
- Shipping calculated at Checkout (please note shipping criteria for ARF's which are detailed in the Listing)
- Automated order fulfilment advice & tracking
- Mobile

Navigation is now easy and intuitive. *I can vouch for this as it was very easy to navigate in comparison to the old website, Ed.*

As part of the stocktake and product review exercise Steve undertook in creating the new site, a lot of product is flagged as "Clearance Items" so please make sure you check these out as you may find some gems at bargain prices here!

Steve is looking for user feedback so he can make improvements as required.

So check out the **new FirebrandAeroRC online store**, try it out, and tell others about it.

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

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



# Matamata – Piako MAC field action

Stans Spitfire takes to the air and achieves a successful maiden flight.

Congratulations Stan from all of us here at HMAC after all those years of hard work.



*Stan pretending he's relaxed before the Spitfires Maiden Flight*



*Test Pilot Grant, never relaxed for any of the flights!!*



*Stans actually relaxed after the maiden flight!!*





*the cockpit detail*



*Grants J3 Piper Cub after being in storage since 2018 and Gordons slightly smaller Pober Pixie*



*Gordon and Dorian sort out some last minute Futaba flight control tuning*



# First round of IMAC Scale Aerobatics - Galatea.

## Frazer

Nov 21/22/23 2025 - A fantastic weekend in Galatea. Great weather, good to be back in the valley, and a ton of IMAC flying.

We welcomed a new flier in Basic, Dylan Pain from Rotorua, he probably went home with information overload having learned a lot over the weekend. Dylan and Behram swapped round wins in Basic all weekend. And yes, he proudly calls himself "The Ginga". He fit in with the group well, and I'm sure we will be seeing him at many events this summer.

Fraser Brodie (the self elected promotions manager), was happy to see some upward movement in the ranks over the winter break, with Jon Berger moving up to Intermediate and Kaden Newlan moving up to Advanced. If you are not sure what class you need to be flying in, just ask Mr Brodie, and he will tell you, you need to move up! The man himself had a slight "whoops" moment when he dead stuck, which caused some serious damage to his model, and then elected to fly the next day with his foam high wing HK "Tundra" ... very entertaining, or at least it would have been had the battery been charged up fully on the first attempt.

Some good flying in Sportsman with Ryan Berger taking that one out ahead of the boomers. But looking at the scores, he didn't have it all his own way all weekend, with both Baldrick and Derek taking rounds off him.

Intermediate was a round swapping deal all weekend between the two pilots. The unknown was won by Jon Berger, but overall, Lydon Perry had enough to hang on to his lead. Suffering from a lack of power last season, which turned out to be blocked up tune pipes, Lydon now has too much power and might need to dial it back a little especially when flying an unknown schedule.

In Advanced where numbers have been very fickle for a long time, Auntie finally had some company in the form of young Kaden Newman. It's a big jump from Intermediate to Advanced, probably the biggest of all the classes. Watch this space, I'm predicting that Kaden will eventually master this one and make the step to Unlimited.

And we need unlimited pilots! Just me this time, with John Knox busy on domestic duties. I flew the 2025 sequence a few times over the weekend, and the Advanced Unknown too. I ran the Flight Coach in my model to record the flying, and allow for some later analysis of the sequence.

A few photos on the Aerobatics Facebook page over the weekend, and of course some live video updates from both the field and the bar!

By the time you read this email I will have uploaded all the individual flight scores to the results library on the NZRCAA website Download page, so you'll need to check them out there.

Ok, that's all from me ....

FRAZER (BOGAN) BRIGGS...that's Frazer with a Z, not an S!







*Lyndon, winner of Intermediate*



*Grant, winner of Advanced*



*Fraser Brodie receiving the Bad landing Trophy from Frazer*



*Lyndon and Kaden in the Judging Chairs*



*the Judging Computer system run by Frazer and Behram*



*Fraser Brodie & Mike Briggs*





*Fraser Brodie preparing to start*



*Frazer helping Derek Whelan sort out under the hood*



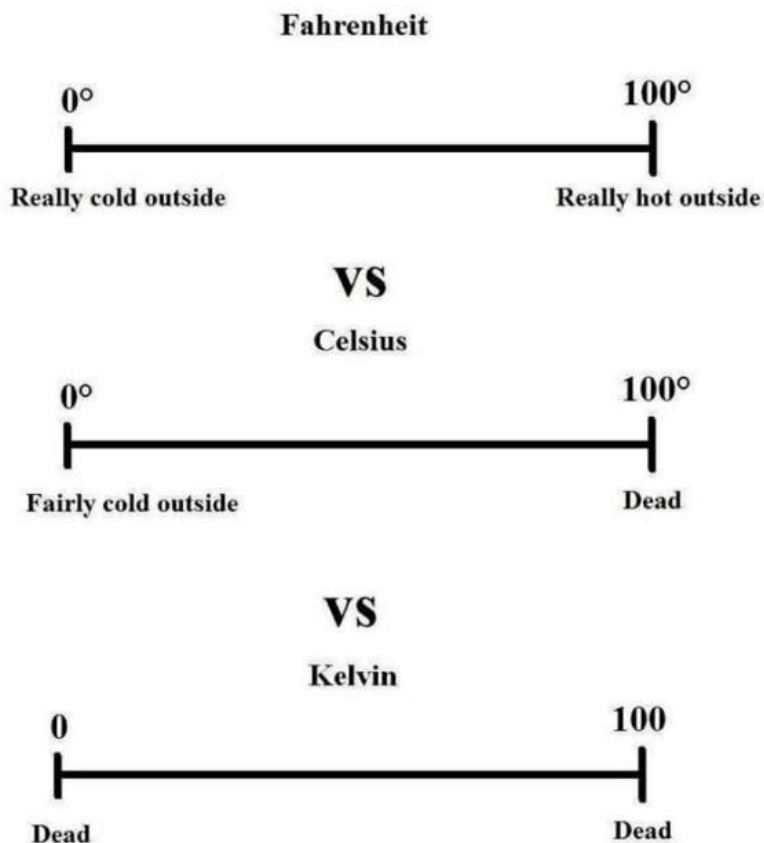
*Fraser Brodie had a dead stick out landing that didn't end well!*





# Always checking the weather forecast before heading out to the field?

HMAC's new simplified weather chart can help



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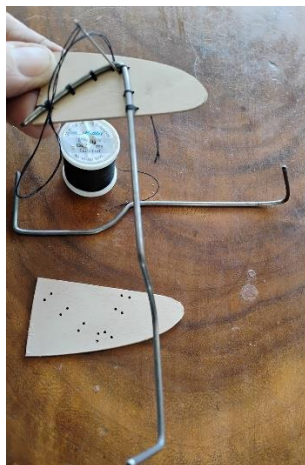


# ***AEROMODELLING IS NOT A SELFISH HOBBY:***

## ***Malcolm***

Oh, people may say that it is, "spending all that money on toy aeroplanes" but the truth of the matter is that Aeromodelling can deeply enrich your domestic life, and win friends and influence people.

- For example, you learn through real-life experience some advanced first aid skills such as dealing with deep cuts and finding and storing severed fingers at the field, which could come in very useful at home in an emergency.
- Ironing Solarfilm and Litespan builds up excellent small ironing skills, which you can use to smarten up your young daughter's Barbie outfits.
- Hairdryer technique - you can transfer the skills you gain in shrinking model coverings to giving your wife a perm...saving her lots of money, gaining you lots of brownie points....
- Sewing - piano wire to plywood gives great manual strength and dexterity which is easily transferred to darning the family's socks and sewing up clothes.



- Mixing glowfuel skills are exactly those of mixing a perfect cocktail - you'll be in great demand at the neighbourhood Christmas party. Just make sure to leave the Methanol and Nitro in the workshop!
- You are an electrical Whizz! Is the wife's portable 12volt mixer, hand vac or other appliance on the fritz? Surely you can spare a slightly puffy 3 cell LiPo from your collection? Just wire the two main power leads into the appliance and leave the balance lead sticking out for charging purposes. And as a bonus, you can buy yourself a NEW LiPo for the models - everyone's a winner!
- Do a bit of soldering? Well, piano wire and gold bullet connectors have a lot in common with the wife's jewellery. Something of hers broken? You can fix it!





- Daughter's dolly getting blurry facial features? Here's where your model pilot-painting skills come to the fore. Just resist the temptation to add a moustache to Barbie or Cindy, she won't thank you for that.
- And all the carefully garnered woodworking skills you have amassed over the years bashing balsa means you can whip up a trinket display case for your beloved with one hand tied behind your back.



I hope I have convinced you by now that your hobby is not a selfish hobby - you can give so much to the family in so many ways, that they won't be able to live without you. And finally, please take the above article with a grain of salt, and with apologies to LGBGTQI and non-heterogeneous people, no misogyny is intended.

Your eccentric pal,  
Malcolm



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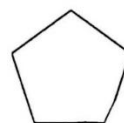
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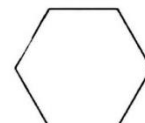


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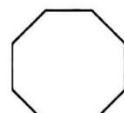
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Pentagon



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# ***Aircraft I Dream About — the Miles Aerovan***

***Bruce Pickering***

In 1928 two Englishmen, Charles Powis and Jack Phillips, formed a company that, unsurprisingly, they called Phillip & Powis Aircraft (Reading) Ltd. In 1936 Rolls Royce bought into the company. The mainstay of the company was the talented engineer Frederick George Miles, and his wife, aviator Maxine “Blossom” Miles. Together they designed numerous aircraft of varying types. In 1943 the firm became Miles Aircraft Limited, when Rolls Royce ceased to be involved.

In 1944 the *Miles Aerovan* was conceived. Designed as a twin-engined short range low cost transport, it was to be used primarily for freight and passenger services. Its shape afforded a high payload capacity, and the large rear door allowed for bulky cargo, including a family size car, to be carried. George Miles had advocated such an aircraft for the British military. But it could equally be useful to a large number of commercial operators who would require economic short range freighters.

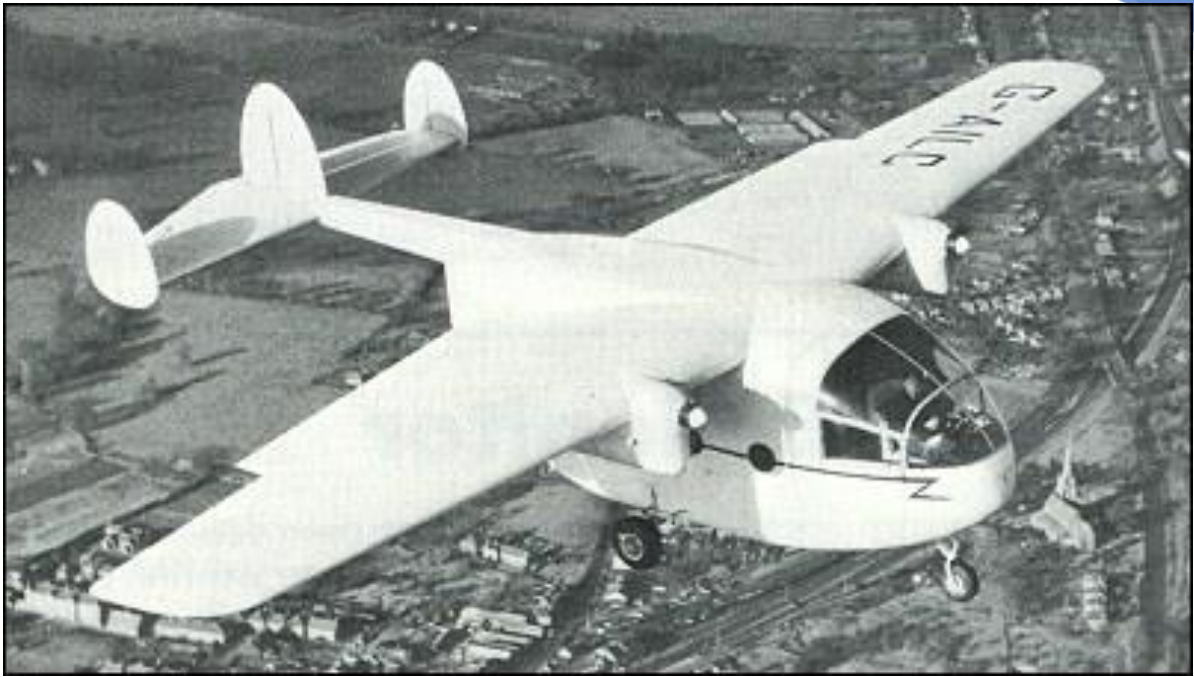


A high mounted wing permitted uncluttered access around the aircraft and a thin tail boom from the top of the fuselage allowed for approach to the rear doors. Much use was made of plastic bonded plywood, along with some spruce and metal parts. The deep sided fuselage necessitated a large fin area, and this was provided by three separate fins mounted on the horizontal stabilizer. The wing featured electrically powered “external” flaps that were added to the trailing edge of the wing.

Power was provided by two Blackburn Cirrus engines, although alternative power plants included the deHavilland Gipsy Major, and the Lycoming O-435. It had a fixed tricycle undercarriage and steering on the ground could be affected by differential operation

of the brakes or throttles. A large, clear Perspex canopy gave the two pilots excellent visibility, while the fuselage was lined with four or five windows each side for passengers. Access for pilots and passengers was through a door on the starboard side.





Various configurations of the Aerovan could be ordered to suit the customer's specific needs. Numerous variants were developed, including fitting skis for operating in snow. Other types envisioned included a flying boat. Wingspan was 15.24 metres, and length was 10.97 metres. It was not fast, with a cruising speed of 180 kph, but it could carry up to almost its own empty weight of 1,361 kg.

First flown on January 26, 1945, quantity production of the *Aerovan* formally commenced in 1946. Response to the prototype's performance was immediately positive, the aircraft proving to be comfortable and easy to fly. It could carry loads greater than its own weight when operated in a bare configuration. The company desired to put the *Aerovan* into immediate production and submitted the results of their trials to the Air Ministry.

The Ministry, however, was not pleased, and censured Miles for building the aircraft without authorisation. Further work on the project was halted on the Ministry's orders. Work resumed later, but some report that the forced hold on the project meant that the company could not keep up with the immediate demanding flow of orders. The production model differed from the prototype significantly; the fuselage was stretched eighteen inches, and the windows were changed from rectangular to porthole type, among other changes.

A licence to build the *Aerovan* was issued to France, but nothing materialized. Shortly after starting manufacture however, although customer demand exceeded the company's production capacity, or perhaps because of it, production ceased in 1947 when Miles Aircraft Ltd became bankrupt and was dissolved. Only forty eight aircraft were built.

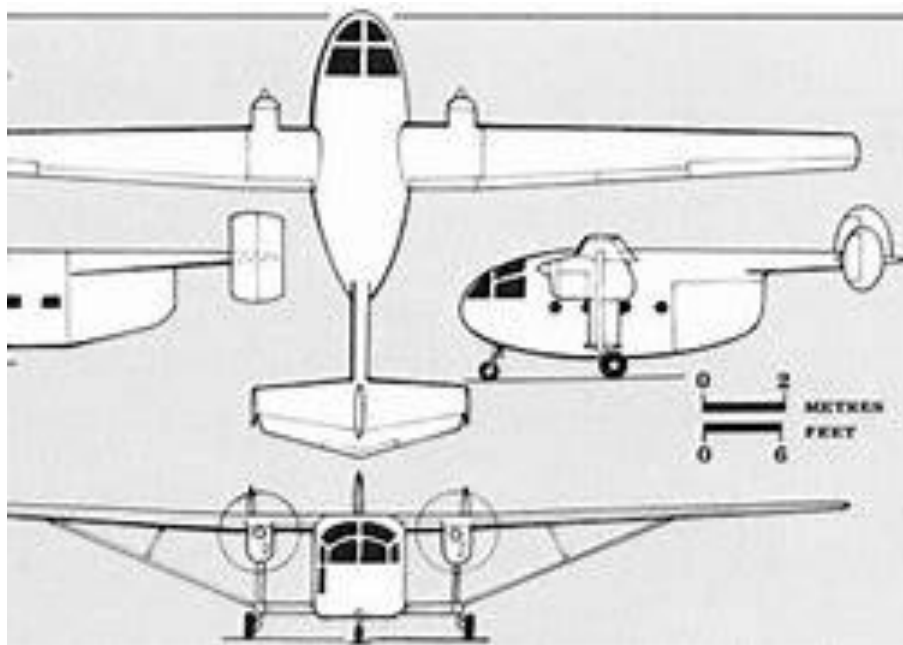




Two aircraft were sold to the RNZAF; one was later adapted for aerial topdressing, the other was converted for aeromagnetic work, although it proved to be unsuccessful. Subsequently purchased in 1951 by a civilian company, one—ZK-AWV—was sold on to Airwork (NZ) Ltd for freight work, being later leased to NZ Railways. But it was found to be underpowered and ended up being used for charter work, mainly in the South Island. A regular visitor to Rongotai and Paraparaumu, it met its end at Rongotai in November 1951 when it was hit by a strong gust of wind and wrecked. The wreckage was shipped to Christchurch to be used as spares.

The second New Zealand aircraft—ZK-AWW—was operated with Southland Aerial Fertilizer Ltd, known as Hewett Aviation. Proving to be unsuitable for topdressing, Hewett converted it for freight and passenger work and operated it out of Mossburn. On one occasion it was overturned by high winds on Franz Josef airfield. It was repaired and continued in service until it was written off in 1954 during a forced landing in deteriorating weather near Ranfurly. Its wreckage too, was returned to Christchurch, where the fuselage was made into a caravan (neat!) The last attempt to fly a *Miles Aerovan* in New Zealand was when the Nelson Aero Club applied to the National Airways Corporation to import one for an air-taxi and freight service from Takaka, but this never eventuated.

How about a model? It could be a lot of fun!



## And some local field news

A big thanks to the team finishing off all the field development work.



*The Picnic tables have been stained with Sealer*



*The new Starting tables have been paved around*



*The Lads enjoying the shade from one of the two new Umbrellas*

*Frazer and Lyndon doing some F3A pattern Aerobatics practice on Float Plane Day*





Also, a huge welcome to our newest Club Member, Francis Stapp. Francis is a commercial Drone operator, and whilst at the field on Sunday demonstrated one of his drones for us.

We had a Notam to allow models to be flown to 1000ft, so that's what we did with it. It's amazing how small it looked like at that height!

Francis is now learning to fly models on mode two and as expected is picking it up really quickly. We wish him well with his new flying skills.

*Francis & Gordon before launching*



*Club field from 1000ft*



*Francis and Drone*



*Hamilton from 1000 ft (on a good day)*



*Grant/Warrens Fletcher*



*Another of Gordons Stik thingy's*



*The usual chit chat in the pits*

## 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

**Next event  
13 and 14 Dec**

**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







**MINARE** – 1500 mm wingspan. \$395.00 I will consider offers

This is Hanno Prettner's smaller version of his winning (last century) Curare aerobatic aircraft. It is fitted with wing servos and an OS 10 gas/glow engine. It just needs undercarriage and tail servos, etc to finish.



### **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**

# Coming Events

## 2025/2026

*What's On, When and Where*

### December



Time	Event
<b>Saturday, December 6</b>	
all-day	<a href="#">Pattern Aerobatics - JR</a> <a href="#">Airsail MAC</a>
<b>Sunday, December 7</b>	
all-day	<a href="#">Pattern Aerobatics - JR</a> <a href="#">Airsail MAC</a>
all-day	<a href="#">HMAC XMAS BBQ Flyin</a>
<b>Wednesday, December 10</b>	
7:30pm - 10:00pm	<a href="#">HMAC XMAS CLUB</a> <a href="#">NIGHT</a>
<b>Saturday, December 13</b>	
all-day	<a href="#">RC Pylon Comp - Airsail</a> <a href="#">MAC</a>
<b>Sunday, December 14</b>	
all-day	<a href="#">RC Pylon Comp - Airsail</a> <a href="#">MAC</a>



### HMAC Remembrance Day Fly-in (Reekers Field)

**Date: Sunday, December 28**

**Time: All Day**

The HMAC Remembrance Day Fly-in is a special event dedicated to honoring former club members who are no longer with us. Members are encouraged to fly model aircraft that were previously owned by these members, providing a meaningful tribute and an opportunity to celebrate their contributions and memories within the club.





Time	Event
<b><i>January</i></b>	
<b>Saturday, January 3</b>	
all-day	<a href="#">MFNZ Nationals - Hawkes Bay</a>
<b>Sunday, January 4</b>	
all-day	<a href="#">MFNZ Nationals - Hawkes Bay</a>
<b>Monday, January 5</b>	
all-day	<a href="#">MFNZ Nationals - Hawkes Bay</a>
<b>Tuesday, January 6</b>	
all-day	<a href="#">MFNZ Nationals - Hawkes Bay</a>
<b>Wednesday, January 7</b>	
all-day	<a href="#">MFNZ Nationals - Hawkes Bay</a>
<b>Thursday, January 8</b>	
all-day	<a href="#">MFNZ Nationals - Hawkes Bay</a>
<b>Friday, January 30</b>	
all-day	<a href="#">Aerobatic Rumble Competition (Venue to be confirmed)</a>



# 2026 NATIONALS

Waipukurau, Hawkes Bay

## THE 78TH NATIONAL AEROMODELLING CHAMPIONSHIPS

Hawkes Bay January 4th - 8th 2026



- Free Flight
- Control line
- Vintage
- Soaring
- Scale
- Aerobatics
- Pylon
- Heli Fun Fly



NATIONALS MANAGERS  
Kevin Botherway "Boudy" 027 557 0470  
CompMan@mfnz.org  
Fraser Briggs "Bogan" 021 288 5455  
Chillap@mfnz.org

ALL ENQUIRIES  
WELCOME



**Till next month, stay safe**





***From all of us here at HMAc, Merry Christmas,  
Happy New Year and of course safe travels***



Next Flight Lines February 2026  
Newsletter deadline – Wednesday 4 February

For further up to date event info please visit:

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