

February  
2026

**HAMILTON MODEL AERO CLUB**

# Flight Lines



Hats off for  
a fantastic job,  
truly appreciated!



# FLIGHT LINES

HAMILTON MODEL AERO CLUB INC.

February 2026

[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:**  
**Grant is stepping down  
 after 15 years as  
 President,  
 Well done that man**

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

**WEB SITE:** Grant Finlay

**NEXT CLUB NIGHT:** Wednesday, February 11, 7:30pm

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

**Club Night Theme:** AGM: Starts at 8, don't be late

**Club Themed Flying Day:** None this month, too many events on.

# Presidents Report

## Grant

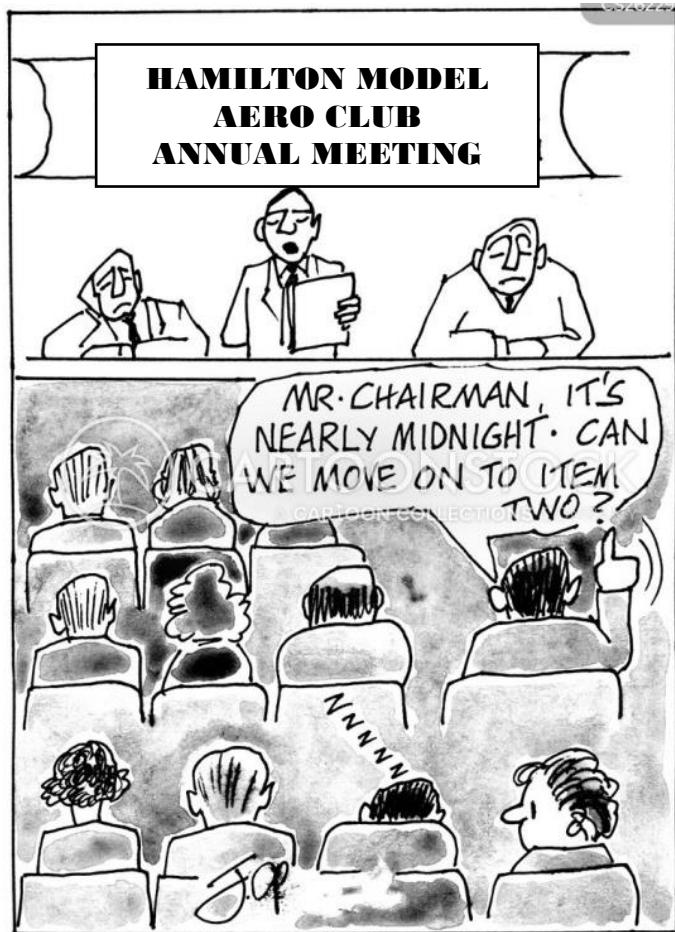
Well, all I can say is the weather has been more than variable since Xmas & mostly not in favour of flying...unless you are a mid-week flier and even then, it's been pretty touch and go (pun intended). I did manage a great two days flying last weekend and a couple of days during the month, but mostly it's been a lot of workshop time.

This newsletter marks another significant change going forward in that I am finally withdrawing from any nomination, stepping aside and handing over the Presidents role. I took on the role of President in March 2011 from Roel Schouten and that marks some 15 years at the front of the newsletter. Prior to that I was Vice President, so I think I've earned my wings to fly from the responsibilities ... at least for a while. This was my 2<sup>nd</sup> time up the front and I've been on committee continuously since the mid 1980's, that's long enough for anyone. Mind you, I do plan to stay on committee as I'll still have plenty to say I'm sure!

So, by now you will have figured out we are up for our Annual General Meeting next week. That's Wednesday 11<sup>th</sup> Feb at 8pm at our usual Beerescourt Bowling Club venue. Let's make it an excellent meeting with a good attendance. Don't fret that you might get nominated as President, we have a suitable candidate already lined up as a nominee. If you have any issues to add to the meeting agenda, please email them to the club inbox: [hamiltonmaclub@gmail.com](mailto:hamiltonmaclub@gmail.com) . Let's see you there.



**Annual General Meeting  
of the Hamilton Model Aero Club Inc.  
8pm  
Wednesday February 11th 2026  
Beerescourt Bowling Club Club Rooms  
68A Maeroa Road (behind the tennis pavilion)**



Of the immediate upcoming flying events, there is the Warbirds over Awatoto at Model Flying Hawkes Bay club this coming weekend. The Waikato Champs Pylon event is on Feb 14-15<sup>th</sup> at Airsail MAC, Pukekawa. Feb 20-22 is an RC Glider Aerotow at the Matamata Goat Farm Airstrip and the big event for the month is the NZ Aerobatic Masters Competition at HMAC field running from Thursday 26 Feb as practice day with competition days 27-29<sup>th</sup> Feb. This event is also registered as a World Cup event and there will be a couple of international pilots also flying in the competition. Even if you're not competing in one of the classes, still please feel free to come out and support the event at any time and watch NZ's best pilots do battle against the international folk.

Of the goings on at the field, you will shortly see the flying field runway extension being brought into shape now the surrounding field has recently been cut for hay. Our Lawn mower is near the end of its useful life and committee has been discussing its replacement, which may need to be sooner than we anticipated after some recent maintenance showed up its weaknesses. Watch this space.

So now it's time to say thank you to all those that have joined me on the committees over the years, your willingness to get things done and keep the flying activity alive is greatly appreciated. I also appreciate the newer and more recent committee members that have brought a bit of spark and enthusiasm to the club and have motivated us into upping our game, this was overdue. Thanks committee members for your support plus all our club members who have helped out along the way.

Finally, it's my time to reminisce on 15 years: Looking back at the 'coffee table' A5 paper copy of our club newsletter that I still have stashed away from March 2011, I see I ended my first president's column with the following sentence... "This month's club members name in the President Report is 'Jeff Hunter', let's see if he reads this far. (I don't think he did!!)

Well, I guess I could raise the stakes even further this final time and say something like... "if this person reads their name and gets back to me, they won't be nominated for President this year" Sel Melville. 😊

I'd like to take this opportunity to congratulate our club members who competed in this year's Nationals at Waipukurau over the new year break. Well done on the podium placings and a special mention of Frazer Briggs who was a key member of the Nationals Organising Committee. Well done to all.

And for one final time... Remember these immortal words:

'Safe Flying is NO ACCIDENT'

Cheers  
Grant

## "Safety is No Accident" 1930's Style

When, in 1936, the Couston School Board authorised a new playground climbing frame, safety was firmly in mind. Risk-free use of the frame was ensured by limiting its height and by grassing beneath the frame.

Despite of this rigorous diligence, the Board received a complaint from Mrs Janie Spindle who, in a somewhat ill-humoured letter, called the Board's attention to the deaths of her five year old daughter, Sissy, and seven year old son, Leroy.

While launching a model airplane from the top bar, the children had fallen onto a bicycle parked under the frame, severely damaging the machine.

The School Board reacted with commendable alacrity and pacified Mrs Spinks' with a stern new ruling:

"Model airplanes are not permitted to be launched from the frame".



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Courtesy of AVANZ News – Bernard Scott



# Vice Presidents Report

## Bryce

Happy New Year everyone.

I hope you managed to get some flying in. I have heard a few stories of us members spending a lot of time in our garages working on projects. Certainly I did.



December started off beautiful. We had the Xmas open day event, with BBQ and awesome shade. I even got a few flights in. A wonderful time.

Now, a couple of my smaller planes I have been running of 3 cell LIPOs. So, I have been wondering what if run them on a 4 cell. As Tim 'The tool man' Tailer used to say. 'More power, ho ho ho.' So, I checked the planes ESC and motor. Well, what do you know, they were rated for 4 cells. Sweet...

Short story, lots of fun burning up the sky. 😊

OK, so the fine whether didn't last. The wind came in and then the rain and boy did she rain. My heart goes out to those affected. A least the farmers are happy. No drought this year.

Folks, we have our annual AGM coming up. This is a great time to give some input on what you would like your committee to focus on this year. Last year the topic of shade was raised, and your committee requested and gathered your input and then acted. Now we have these fantastic picnic tables with shade sails and a nice clean 'attractive' port-ta-loo. The field definitely seems a better place to be.

For those of you following my Catalina build. She is now sporting her colours. I spent my Christmas break, filling, sanding, priming and repeating. And am very happy with the outcome.



For a novice builder, she was a challenge and has taught me heaps. Prior to the Catalina I had only scratch built an Aces Stick. Why, because it seemed to be a HMAC theme plane. Everything thing else was a repair. Boy, am I hoping my flying skill is improving so that repair phase can be behind me. On that note, let Wayne know if you are interested in upping your flying skills. Your committee is investigating holding some training sessions to help us beginner and intermediate flyer develop our skills. Maybe I might even enter a clubman competition. Frazer would love that.

You might remember that I was flying a silver and yellow plane (some plan or kit build of unclear lineage) as part of transitioning to larger models. Well, last time you saw her she was a pile of match sticks after my transmitter range module failed me.



Now she is back and has had a new maiden. Flew like a dream. Interestingly, during the rebuild I discovered that the angle of incidence in the plane was about -1 to -2 degrees. I was stunned. She is now +1 degree and fly's better for it. Do check these angles when you prepare your new planes for a maiden. See you all at the AGM.



# Treasurers Report

Alan



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## Hamilton Model Aero Club Annual Subscriptions 2025

*Please note that HMAC subscriptions & membership renewals are due by 1<sup>st</sup> April 2026 to enable continued flying at HMAC or other MFNZ club venues and to benefit from our included insurance.*

MFNZ have reduced their fees by \$5 this year and the proposed fees for our club are as follows:

Senior	\$115 + 100 MFNZ	\$215
70+	\$ 95 + 100 "	\$195
Family	\$120 +105 "	\$225
Junior	\$ Free	Free
C/L F/F	\$ 45 +100	\$145
Associate	\$ 80	\$80
Non Flying Members	\$ 25	\$25
Model Flying World	\$ 25 for non flying members	

These fees will be ratified at the AGM February.

All subs must be paid into the clubs Bank account 03 0314 0215645-00 by 1 April or before. Please ensure that your name is on the deposit. Cash cannot be taken and has to be by Direct Credit or call into the bank.

If you have changed your address and email address plus phone numbers please notify me on my email [alan48linda47@gmail.com](mailto:alan48linda47@gmail.com).

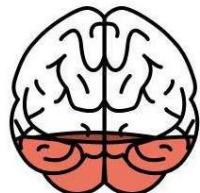
MFNZ has many emails and addresses bouncing back to them. It is very important that they have up to date information.

**JUST REMEMBER THAT IF YOUR FEES WHICH INCLUDES MFNZ ARE NOT PAID BY THE NEW FINANCIAL YEAR 1 APRIL 2026 INSURANCE COVER WILL NOT BE AVAILABLE UNTIL THE FEES ARE PAID AND YOU SHOULD NOT BE FLYING.**

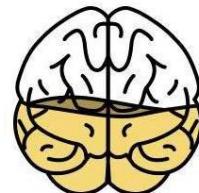
Thanks members enjoy your flying

Alan  
Treasurer  
HMAC

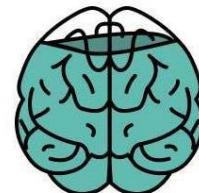
## HOW MUCH YOU LEARN



From theory



From practice



Shty Landings

# Editors Ramble

## Dave

Welcome all to 2026 and we're now into February.....already!

If the weather holds there's a lot going on this month for you all to participate in and that should be more than enough to keep everyone happy.

It's also back to my editors desk and thanks to everyone who has contributed this month.

First off, there's some big news going down and if you've got this far you would have therefore read page 3.

All I can say is a great big thank you to Grant for all his years at the helm of the club. Fifteen years at the top job is not to be sneezed at, and I personally don't know anyone else, anywhere that has a record like that. In nearly all the clubs and organisations that I have belonged to and am currently involved in there has been a revolving door at every AGM amongst President's and their Committees. This only proves to me our club has been doing something right all these years.

Elsewhere you'll see it's time to pay Alan some money as your subs are due once again. I know, it's a horrible job but someone has to do it. At least you have till the end of March to get your wife or partner a second job or sell a kidney.

And while the coming events pages are situated at the back of the newsletter, and just in case you don't read this newsletter to the end, here's a couple of fantastic rallies coming up this month that you should seriously consider attending even if you don't plan on flying in them. They're both worth the drive and an overnight stay. Great events, great people and great locations. And for those of you not yet retired, you'll be home in time to start work on the Monday. Isn't that great. So don't be boring and just do it. Right O' I'm off to pack my bags and head off to the sunny Hawkes Bay. I'll see you there.

**MODEL FLYING HAWKES BAY PRESENTS**

# **WARBIRDS OVER AWATOTO**

**MODEL FLYING DISPLAY**



**FEB 7TH AND 8TH 2026**  
WAITANGI RD, AWATOTO  
\$10 PER CAR ENTRY DONATION AT THE GATE  
FOOD TRUCKS AND COFFEE CART ON SITE

**NEW PLYMOUTH ANNUAL MEMORIAL FLY-IN**

All pilots must hold a current wings badge qualification

**28th Feb & 1st March 2026**

**Saturday - Sport Flying**  
Ferndene RC Strip - \$5.00 Burger Lunch  
**Sunday - Float Planes - Lake Ratapiko**  
\$20.00 Landing Fee (Includes Burger Lunch)

**Sport Flying and Floatplanes**



For more information please contact

Mike Pillette 0274623200 mikelynn@xtra.co.nz	Steve Blackman 0274812575 shb@xtra.co.nz
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**NP MODEL AERO CLUB**  
[www.npmac.org.nz](http://www.npmac.org.nz)



# Safety First – Starting the Year the Right Way

**Rudi**

Welcome to the first club newsletter of the year. As we look ahead to another year of flying, it's important to start by focusing on safety. Our club flies a wide variety of models, from small electric aircraft to larger and more powerful machines, but regardless of size the risks are real. Even small electric models use propellers with sharp edges spinning at many thousands of RPM and can cause serious injury in an instant. Safety applies equally to every model we operate.

RC model aircraft are exciting and rewarding, but they demand respect. Spinning propellers, high-energy batteries, fuel systems, and fast-moving aircraft all present hazards if handled incorrectly. Most incidents don't happen through recklessness, but through distraction, rushing, or familiar habits that have become unsafe. This newsletter will regularly revisit safety topics to help reinforce good habits and support newer members.

A key focus is ground safety, particularly engine starting and battery connection. Internal combustion engines must only be started in the designated starting area, using the new starting tables or approved restraints, and never in the pits. A model that moves unexpectedly or throws a propeller can cause serious injury in a crowded area.

Electric models require the same care. Connecting a flight battery arms the model, and the propeller can start without warning due to throttle input, ESC faults, or setup errors. For this reason, electric models must not be armed in the pits and should only be made live in a safe, appropriate area.

Members are reminded that arming or starting engines in the pits is not permitted under club rules. The pits are a shared space where people are often close together and distracted, making them unsuitable for live power systems. Full safety rules are available on the club website.

Safety is everyone's responsibility and extends into the air as well. Good airmanship—clear communication, predictable flying, and awareness of others—is just as important as safe ground handling. Friendly reminders help prevent incidents and should always be taken in the spirit intended.

By keeping safety and good airmanship front and centre from the start of the year, we help ensure a safe and enjoyable year of flying for everyone.

Kind Regards  
Rudi



# Aerobatics Coaching Sessions

## Wayne Cartwright

The Committee has decided to organise a series of aerobatics coaching sessions for sport fliers. The principle is that many of us get more enjoyment if we are confident about flying basic manoeuvres that are properly shaped and are well positioned.

The present plan is to have one coaching session each month, probably on Saturday afternoons, beginning in May. Grant and Lyndon have offered to be the coaches through making helpful comments and suggestions. It is planned that each session will focus on two basic manoeuvres, that are repeated multiple times in each flight and there will be several flights for each flier in every session. Some manoeuvres will be flown on centre and others as turnarounds. An early example might be one loop upwind and one roll downwind, with maybe six of each per flight. Another would be a stall turn at end downwind and a reverse half Cuban at end upwind. As the sessions progress, increasingly demanding manoeuvres would be introduced – such as three loops instead of one. Again, the purpose of the sessions is to develop skills, not to fly competition patterns. When the idea was mooted recently at the field six members immediately indicated that they would be interested in signing up. This is already a sufficient number to make it work. However, it is likely that several others will also want to participate. Would everyone wanting to take part please email the writer at [rwcartwright4@gmail.com](mailto:rwcartwright4@gmail.com). Of course, anyone will be welcome to join the group for any session, to fly whatever is scheduled for that day.

The coaching sessions may lead to some of the flyers showing an interest in trying aerobatics competitions. If this happens, these fliers should contact Grant and Lyndon for separate coaching through actual patterns.



# Aerobatics Training Boot Camp

Last weekend Frazer from the Aerobatic SIG organised an Aerobatics Training boot camp for all classes of RC Aerobatics.

This was held at Wally's Patetonga Aviation Country Club, well at least that's the name Frazer gave it!!

This is a privately owned Model strip on a ten acre block at Patetonga on the edge of the Kopuatai Wetland near Thames.

Held over two days, the event was well supported with a heap of flying completed in light winds and lots of sunshine.

The runway is around 170m long and covered in lush grass, a credit to the work Wally has put into turning a cow paddock into a fantastic runway.

With the flying continuing on Saturday til the sun set over the distant hills, a number of people camped over on Saturday night rather than travel home.

All in all a great weekends flying



# Aircraft I Dream About

## — the Savoia-Marchetti S55

**Bruce Pickering**

Perhaps taking a leaf out of Louis Blériot's book, the Italian *Savoia-Marchetti S55* was a twin fuselage design, perhaps more accurately called a double hull, since it was a flying boat. Built in 1924, it soon began setting records for speed, altitude, range, and payload. One of the more successful designs of aircraft engineer, Alessandro Marchetti, the *S55* made aviation history for more than twenty years.



In an era committed to biplanes, the *S55* had a single cantilever shoulder mounted wing. The twin hulls extended to rather fragile tail booms, that carried twin fins and rudders, with what appears to be an extra rudder between them. Passengers and freight were placed in the twin hulls. A cockpit for two pilots was positioned at the wing centre section leading edge, between the two hulls. Originally having an open cockpit, by 1930 the cockpit was enclosed and the hulls made deeper and wider. Although fairly cramped, the flight deck was well equipped with full instrumentation of the era. Total crew number was four; two pilots and two mechanics.

Two back-to-back engines with contra rotating propellers were mounted high on struts in the centre above the wing, canted upwards at a high angle. Apparently this mounting allowed for in-flight maintenance by a daring mechanic. The original engines were 400 hp Lorraine's, but eventually two 500 hp Assos engines were installed on the latest model. The *S55* was 16.5 metres long, with a wingspan of 24 metres. Empty weight was 5,750 kg; maximum take-off weight was 8,260 kg. Maximum speed was 205 kph, but it took forty five minutes to reach an altitude of 3,000 metres.



Much of the *S55*'s fame was achieved by its impressive long distance flights. In 1927 the Marchese de Pinedo flew from Sardinia to Buenos Aires, through South and North America. Interestingly, that aircraft was traded to Brazil for coffee beans, though there is no record of how many beans it was considered to be worth! Later, crews from Brazil, America and Russia captured world headlines with their flights in the aircraft. Its greatest success were its many flights between Europe and America.

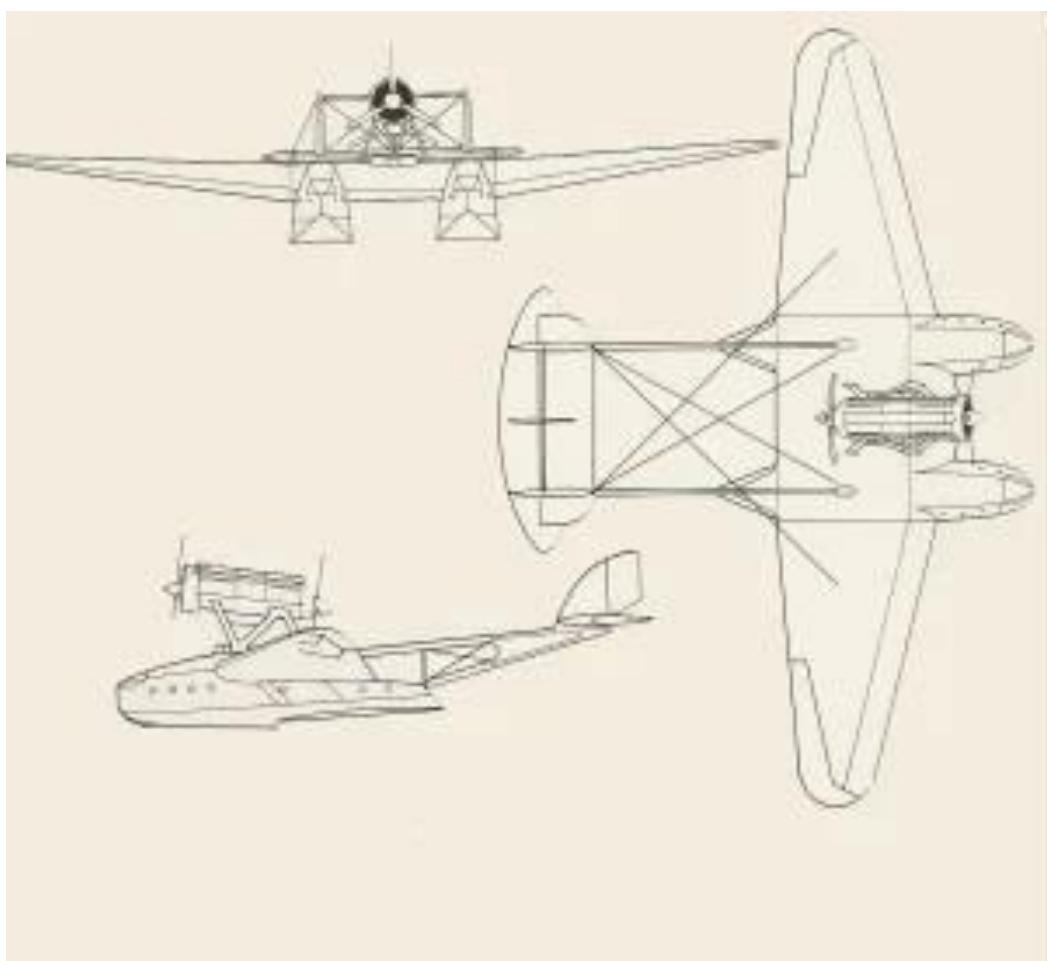
Perhaps the most memorable achievement would be the mass formation flights led by Italo Balbo, an Italian airman and fascist leader who played a major role in developing Mussolini's air force. In December 1930 he flew from Italy to Brazil—over ten thousand kilometres. Three years later he led twenty four machines in an "Aerial Armada" over the Alps and proceeded in stages through Iceland, Greenland and Labrador, to Chicago for the 1933 Century of Progress Exposition.



At least eight variants of the S55 were built, and total production exceeded 200, proving its popularity. It was operated in Italy, USSR, USA, Brazil, Spain and Romania. The last remaining example is held at the TAM Asas de um sonho museum in Sao Paulo.

How about a model? Surely someone who enjoys flying off water would take the challenge! It wouldn't be much different from making a biplane, except there are two fuselages instead of two wings. This video might give you the inspiration you need.

<https://www.bing.com/videos/search?q=youtube+savoia+Marchetti+S.55&docid=608037249303663196&mid=5DC8206840C33AB8E49F5DC8206840C33AB8E49F&view=detail&FORM=VIRE>



# "Stuff You Weren't Expecting"

## Malcolm Foster. Eccentric modelling economically.

Greetings from the Bay of Plenty and best wishes for 2026. We've had some really awful weather down here, as has a lot of the country, and there is a lot of sadness over the Mount Maunganui tragedy. In between storms and cyclones, the Whakatane Model Aero Club has been getting some flying in, and heartfelt thanks go to the stalwart volunteers who keep the strip shaved, when it's not under water.

Seeing as there has been so much water around lately, and too much wind for enjoyable flying, I whipped up a "Fonterra Special", from a half gallon milk bottle. Cut down and with sand added for ballast, a scrap wood keel and rudder, polystyrene superstructure, bamboo skewer masts, and sails cut from another milk bottle, it floats very well, and is ready for sea trials and final handover to a grandchild. Hot melt glue does the job of holding it all together, as long as the surfaces are scuffed a bit. You might call it a "Half Galleon Special..."



The economical wisdom I share with you this time is two-fold: Number One, always check your flying battery connectors carefully before each flight, as not doing this religiously (i.e. on Sundays) has been the cause of my three most recent prangs. I use gold bullet connectors, and I have learned that over time and with lots of use the spring part on the male connector becomes less and less "springy", (you can read a personal message into this if you wish...) And under load they can stop conducting, and suddenly there's nobody home. So re-spring them/replace them/refurbish them regularly.

Number Two, cheap, light and practical wheels for small and mid-sized electric models can be made from certain rigid foam pool noodles. (see photos) I cut a slice, sand it on my bench sander, drill it, add two ply disc facings, and a bearing of thin tubing to suit, all super-glued together with a dash of baking soda to bulk the joint up. Then a coat of black silicone smeared on the wheel proper gives a durable finish. These wheels can take a lot of punishment, and I believe they contribute to airframe durability during less than perfect landings. My preference is for the more old-school aerodynamic shape, like 1950s models used.



On the design front, I re-purposed a small electric model fuselage, by removing the rainbow coloured kite parasol, and adding a rigid Depron "Ace of Spades" shape. Unique, fast, and it had quite a bit of potential I think, until the damn thing did like what it was named, and acted like a spade, digging deep into the soggy turf. My learnings from this are that rudder and elevator were not enough for proper control. On its one and only speedy flight, I was wishing I had added ailerons, as I couldn't control the roll. So there you go, not everything works out as one might have wished, but you can always take something away from the experience. (as well as a bag of scrap depron...)



Until next time, may you always retain the spring in your male battery connectors.

Malcolm.



## Some Good Field News

At our last Committee Meeting we endorsed a proposal to extend the Reekers field runway and seek permission to do so from Jan Reekers.

I am pleased to confirm that our Xmas visit to Jan Reekers by Alan & Gordon was met with a very positive response to the point that we have been granted permission to extend our flying strip by an additional 50m

The outfield is due to be cut for hay/silage in the next couple of weeks (now done) and once that has been sorted, Gordon will sort out the extension and any fencing/mowing etc that may be required. *Have you done this yet Gordon?*

That will take our total runway length out to Approx 170m  
Til then we wait for the outfield to be cut.

Thanks Alan and Gordon for following this up.



## More Field News The Xmas Fly-In and BBQ

Thanks to Alan Rowson for all his work on the BBQ



Wayne, Ryno & Aidan



**Rudi and James**



**Bryce and Francis**



## Remembrance Day

The HMAC Remembrance Day Fly-in was a special event dedicated to honoring former club members who are no longer with us.

Members were 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.

On the day, Grant and Gordon brought along models that were previously owned or partially built by Laurie Chrystal (the Spitfire and Taylorcraft?) and Jim Collins from Cambridge (the Piper Cub)

The Committee have committed to running this event annually on the last Sunday of the year.

A great day's flying was had by all with the Cessna Boys (Rudi, James & Ryno) putting on a Formation Flypast with their Foamies in honor of our past members (okay a little bit of creative licence used on suggesting that one).





# HMAC Field Action from January

19



**Bryce**



**Gordon**



**Alan and Kyle**



**Rudi**



**James**



Also, we had Lin Mu whom turned up at the field with his 9 year old son who loves aircraft. On Saturday he turned up with a large A320 and two smaller aircraft, a A380 and a Boeing 747 as can be seen in the photo.

Archie who is only 9 years old knows everything about aircraft, he has flown the two small ones but not the A320.

Archie flies on mode 2 and there was no one at the field on mode 2 but also the wind was too strong anyway. They came from Te Aroha and turned up again on Sunday. James Cockeran is on Mode 2 but the wind was also too strong that day but James did do a taxi run down the strip.



Saturday flying 31 Jan. Beautiful day with hardly any wind, good day flying.

Wayne was flying his Radian and Rex was flying his Tundra.

All we heard was a bang, Rex's Tundra spiralling down and Wayne's Radian coming in upside down. Wayne had no rudder or elevator, when he touched down the motor broke off. Rex just needs to glue the front back on and Wayne needs a new tail plane and rudder.



## **And last but not least: A purchase, a crash and a repair**

Rudi purchased the following aircraft which I think had a 60cc and also a self electric starter in the plane. I believe it was brought it out to the field early December for a test fly. The motor started and everything seemed ok and so proceeded out to the runaway and took off.

The plane got in the air and approximately 200 ft away the motor cut and was forced to land in the rough. Due to the long nose wheel the landing gear also tore the front off the model along with many pieces of Fibre Glass.

I said this could be repaired as I had already repaired my Tucano previously. Rudi said he would take the gear out and I could have the remains. *What a guy.* Everything was ok except for the front as shown in the photo. When Rudi bought the plane around Linda said "where the hell are you going to put that as it is a very large plane".

I made a new fire wall for a start then got the fuselage out and super glued each piece to the fuselage. It looked a bit of a mess but it came out ok. Then on the inside glued 1.5mm balsa to strengthen it up.

The next job was to fill the super glued bottom to smooth everything out before Fiber glassing.

Once that was done the new fire wall was put in place.

The plywood inside was also put back together, sanding and painting all done, 50cc motor now attached. Should be ready for a maiden in a few weeks.

Photos attached

Cheers

Alan



# Frazer's Aerobatics update Post the Nationals

Hi All

Back from a super successful Nats in the Hawkes Bay ... how about that weather!

5 days of flying at what was hands down the best RC1 flying site for as long as anyone can remember. All the sun screen lotion saved up from the past 3 or 4 Nats ... was used up in 5 days.

Rego day was raining all day, but it gave way to perfect weather on Day 1. At times you had to guess which way to fly, it was that calm. And on the last day as we packed up and left the bay, it was blowing 40 bast##ds. Perfect timing.

The site was a massive grass circle, in the middle of a huge paddock, no trees anywhere near us, it was brilliant. A huge thanks to Hamish Galloway who found this site, plus Ewan who helped with the mowing. RC Vintage was in an adjacent paddock; we could hear them flying. Soaring was very close by too. The field we were on was so big, a few people had engine trouble, flamed out, panicked, landed miles away from the circle ... and still got away with it. Any other site would not have been as forgiving. Hot tip ... practice some dead stick landings Clubman and Basic guys.

Aggy and Radian were both flown on the same site.

Burgers were on the BBQ every day, and according to my calcs we did 100 burgers. Thanks to Lyndon, Mr Brodie, and all helpers who kept that ticking over.

Camping Fees ... if you were camping at RC1, we need to collect \$10 a night off you please. We pulled a wad of cash out of the JD tin to supply a gift for the farmer who's land we were on, plus we have some expenses in running the mobile shower etc. If you already put some \$\$ in the JD tin for this, thanks, if you need to send it via internet banking, just pay it into the NZRCAA Account and put Nats Camping in the reference. The number is Kiwi Bank 38-9020-0855883-11

We had 21 people flying Aerobatics at the Nats, and RC1 was busy all week with Scale, Pylon and Aerobatics. Many camping on site, it was the place to be. If you missed it, look on Facebook for photos and videos, and we will have a write up in the next MFNZ Mag.

Click here for a summary of the final rankings for the aerobatics Champion ...  
<https://www.dropbox.com/scl/fi/acvx13x3g9ii4g085rnz8/Nats-Aerobatic-Champ.pdf?rlkey=a3kj8mvfo5jayb7lcb08oiqqn&dl=0>

Sean Galloway top Jnr was very close to taking out the top spot ... wait till he figures out how to keep the gas tank full in his car, and get his models ready, and do some practice. Unstoppable.

We are 4 events into the 2026 series, so I've updated the series table, you can find it plus all the results to date in the results library.

Look on the NZRCAA website, find the downloads page, scroll to the very bottom ... or click here:  
<https://www.dropbox.com/scl/fo/xz7lzxwa91yq231kbne2e/h?rlkey=8qd54yqq7nch40phjks08t7bs&dl=0>

## 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  
14 and 15 Feb**

**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





### 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.

[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)



**PBG** Ph: 021 288 9455  
 Frazer@pbgrc.co.nz  
 www.PBGRG.co.nz

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**SPEKTRUM**

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 free update

NX6 & NX7e  
 Firmware Update to  
 14 Channel Support

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

Additional Programmable Mixes  
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 Sequencers  
 10 Flight Modes  
 AS3X+ Forward Programming  
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 and much more

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

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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.

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ToolkitRC




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**Please support those retailers that support us**



### 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 2026

## What's On, When and Where

### February



Saturday, February 7

all-day

[Warbirds over Awatoto](#)

Sunday, February 8

all-day

[Warbirds over Awatoto](#)

Wednesday, February 11

7:30pm  
- 10:00pm

[HMAC AGM](#)  
[Club Night](#)

Saturday, February 14

all-day

[RC Pylon](#)  
[Comp -](#)  
[Waikato](#)  
[Champs](#)  
[\(Airsail MAC\)](#)

Sunday, February 15

all-day

[RC Pylon](#)  
[Comp -](#)  
[Waikato](#)  
[Champs](#)  
[\(Airsail MAC\)](#)

Friday, February 20

all-day

[Aero-Tow @](#)  
[Matamata](#)  
[Goat Farm](#)  
[\(Tentative\)](#)

Saturday, February 21

all-day

[Aero-Tow @](#)  
[Matamata](#)  
[Goat Farm](#)  
[\(Tentative\)](#)

Sunday, February 22

all-day [Aero-Tow @ Matamata Goat Farm \(Tentative\)](#)

Thursday, February 26

all-day [NZ Aerobatic Masters - HMAC Field](#)

Friday, February 27

all-day [NZ Aerobatic Masters - HMAC Field](#)

Saturday, February 28

all-day [NZ Aerobatic Masters - HMAC Field](#)

all-day [New Plymouth Memorial Fly-in](#)

## March

Sunday, March 1

all-day [NZ Aerobatic Masters - HMAC Field](#)

all-day [New Plymouth Memorial Fly-in](#)

Saturday, March 7

all-day [Kapiti Aeromodellers Annual Rally](#)

Sunday, March 8

all-day

[Kapiti](#)  
[Aeromodellers](#)  
[Annual Rally](#)

**Saturday, March 14**

all-day

[Big Models](#)  
[Rally -](#)  
[Waharoa](#)

all-day

[Big Models](#)  
[Rally -](#)  
[Waharoa](#)

**Sunday, March 15**

all-day

[Big Models](#)  
[Rally -](#)  
[Waharoa](#)

all-day

[Big Models](#)  
[Rally -](#)  
[Waharoa](#)

**Saturday, March 21**

all-day

[RC Pylon](#)  
[Comp -](#)  
[Norsewood](#)  
[\(Galloway](#)  
[field\)](#)

**Sunday, March 22**

all-day

[RC Pylon](#)  
[Comp -](#)  
[Norsewood](#)  
[\(Galloway](#)  
[field\)](#)

**Saturday, March 28**

all-day

[Hawkes Bay](#)  
[Aerobatic](#)  
[Champs -](#)  
[Norsewood](#)

all-day

[Palmerston](#)  
[North Scale &](#)  
[Sport Rally](#)

Sunday, March 29

all-day

[Hawkes Bay](#)  
[Aerobatic](#)  
[Champs -](#)  
[Norsewood](#)

all-day

[Palmerston](#)  
[North Scale &](#)  
[Sport Rally](#)

Model Flying NZ Fliers  
 Behram Bajan · 10h ·

**HIGHBROOK AERO MODELLERS**  
 Highbrook Park, Pukekiwiriki Place  
 (access via El Kobar from Highbrook Drive or Kerwyn Avenue)

**PUBLIC OPEN DAY (Free admission)**  
 9am – 3pm Saturday 21st March 2026 (rain day 28th March 2026)



Enjoy watching our “Wings qualified pilot” flying displays and “Have a GO” on a simulator, see the static displays and have chat to our members. Free parking, Food and drinks also available for purchase.

**Highbrook Aeromodellers** is at Highbrook Aeromodellers.  
 10h ·

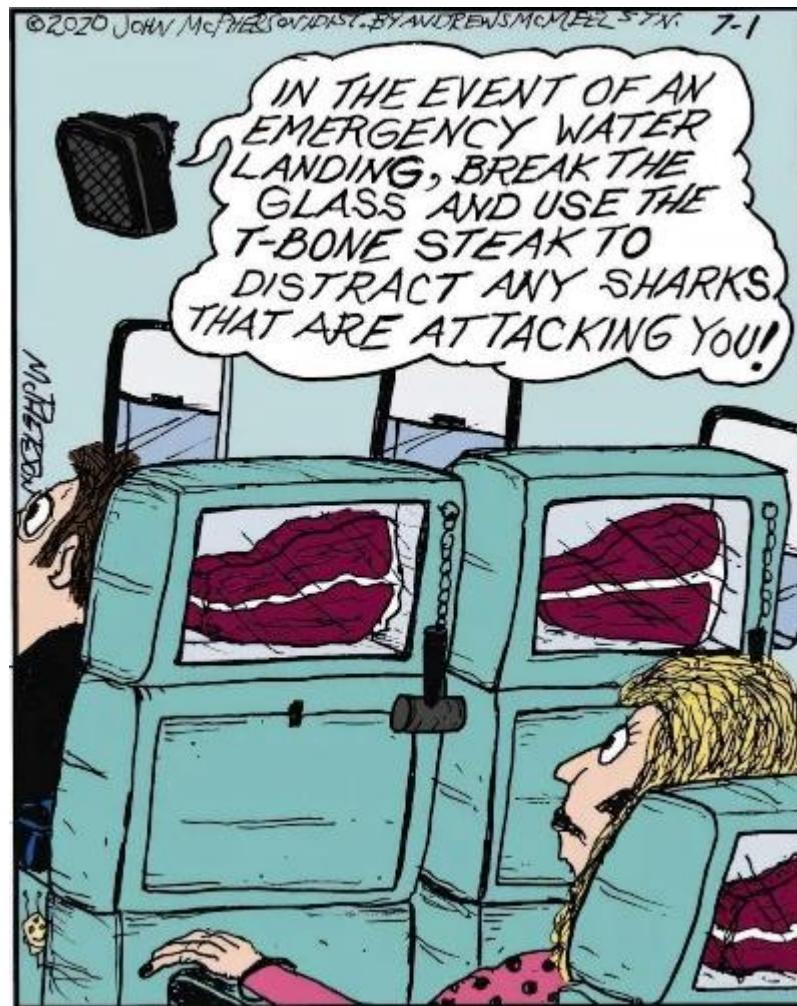
Put this in your calendars for March!  
 Come along to our Club Open Day and experience the thrill of radio-controlled flying! Whether you're a long-time aviation enthusiast or simply curious about model aircraft, everyone is welcome — no experience needed.



**Sunday 24 May 2026**  
**Classic Flyers Aviation Museum**  
**9 Jean Batten Drive, Mt Maunganui**  
**Doors open 7.30 am. Auction starts 10.00am**

For more information refer to website:  
[www.taurangamodelfly.org/annual-auction](http://www.taurangamodelfly.org/annual-auction)  
 or  
 Contact the Club Secretary - Garry Bentley  
 Phone: 027 6432103  
 Email: [taurangamodelfly@gmail.com](mailto:taurangamodelfly@gmail.com)

## Till next month, stay safe



## Always follow the Air Crews Safety advice

Next Flight Lines March 2026  
Newsletter deadline – Friday 6 March

For further up to date event info please visit:

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