

**March**

**2026**

**HAMILTON MODEL AERO CLUB**

# **Flight Lines**



# FLIGHT LINES

HAMILTON MODEL AERO CLUB INC.

March 2026

[www.hamiltonmac.org.nz](http://www.hamiltonmac.org.nz)

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



<b>PRESIDENT</b>	Bryce England	021-243-2040
<b>VICE PRESIDENT</b>	Grant Finlay	027-273-7461
<b>SECRETARY</b>	Wayne Cartwright	022-1534-679
<b>TREASURER</b>	Clive Martis	
<b>FIELD COORDINATOR</b>	Gordon Meads	021-125-2911
<b>SOCIAL MEDIA OFFICER</b>	Dorian Darby	
<b>BULLETIN Ed.</b>	Dave Crook	021-123-6040
<b>Editorial Email:</b>	send to: <a href="mailto:chloecat@xtra.co.nz">chloecat@xtra.co.nz</a>	



## Cover:

HMAC hosted a round of the F3A World Cup combined with the NZ Masters Aerobatics Competition late February. Well done to all.

**Photo: Jon Berger**

## COMMITTEE:

Bernard Scott  
Brendan Robinson  
Rudi Weideman  
Lyndon Perry  
Alan Rowson

**WEB SITE:** Grant Finlay

**CLUB NIGHT:** Not this month

**MARCH CLUB THEMED FLYING DAY:** Nothing this month but lots going on, take your pick

# Presidents Report

## Bryce

We finally have a spell of clear days with light winds. Time to go flying folks.

If you were not aware, HMAC hosted the NZ Masters Aerobatics Competition combined with a round of the F3A World Cup at the end of February. The event went fantastically well with a stunning demonstration, put on by former World Champion Tetsuo Onda showing what is possible with an F3A model. You can catch it on Facebook if you haven't already or alternatively you can read Grants report here on page 8. Congratulations to all those that took part, and a big thank you to our international visitors that came and made the event such a success. And thank you Frazer and Lyndon for organizing.

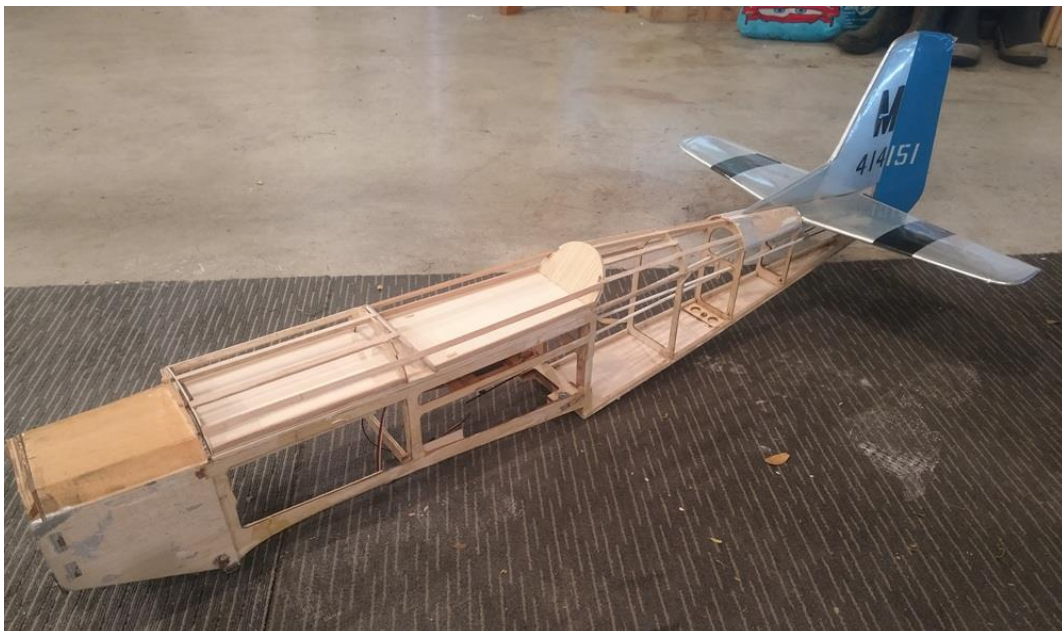
Staying close to home, our runway extension is shaping up nicely and combined with our upgraded field facilities your airfield is becoming a very attractive place to go fly.

On that note, your committee has approved the purchase of a new mower and that will make an even better job of giving you a fantastic field to fly from. If you know of anyone looking for an older, low-cost ride on mower to buy, then please let us (Gordon) know.

As you know, we held our annual AGM in February. Please add this to your diary for next year. It really is helpful to have your input and the warmth of your presence. If you haven't already guessed, there was a reshuffling of the committee with Alan and Grant stepping aside after many years of a job well done. Namely, I have the pleasure of being your new president and Clive Martis will be your new Treasurer. Let me take a moment to give a big thank you to Grant and Alan for their massive contributions.

Thank you, thank you, thank you.

Something to put in your diary. We are organizing a mid-year rally for the end of June. This will be a two-day affair, with one day on land and one day on the water. The intention is that our compatriots from other clubs can come and spend a weekend flying with us and enjoying great camaraderie and hot food. Details to come. Anyway, while awaiting this lovely fine weather, I have been in my garage rebuilding my P51 Mustang, and she is nearly ready for field testing.



It's amazing how many planes I have got back into flight condition recently. Goes to show how much wind and rain we had. Now it is our turn to get out and fly.

Ok, Warbirds over Wanaka is nearly upon us, and I see that Saturday is sold out and all the stand seats are now gone. Get in quick and buy your tickets if you are going, and I'll see you there. Very exciting.

**SUBS ARE DUE  
NOW!  
NO PAY, NO PLAY**

On an administrative note. Please get your membership subs in. Your ability to fly at the HMAc field and your MFNZ insurance requires you to be a paid-up member on 1 April. That's four weeks away.

I look forward to seeing you at the field, and our club meetings. One of my objectives in the current year is to learn more about the many flying disciplines our club supports and find out what you love about the discipline you fly. Say hello and have a chat.

Warm regards,  
Bryce

## Editors Ramble

### Dave

Well, what a busy month February turned out to be.

Not only did the club hold a prestigious round of the F3A World Cup at the end of February but other clubs were able to successfully hold their events during the month also.

I started February in the Hawkes Bay for the Warbirds over Awatoto, the following weekend in Levin for their Vintage event and followed that up a fortnight later at the New Plymouth Memorial weekend rally. So I've been kind of busy. No complaints from me. Reports from the abovementioned events are included elsewhere in the newsletter. Unfortunately at this time of year there will always be clashes so I had to miss out on the glider day in Levin and also spectating at the F3A event.

My thanks once again to the editors and photographers around the regions for their kind permission in reprinting their work here. Our hobby goes far and wide and I think it's nice to incorporate a bit of what happens elsewhere as I know very few Hamilton club members actually leave town and travel to other events.

Also thanks to our regular contributors, Bruce Pickering and Malcolm Foster, along with those club members once again who helped fill the pages of this month's newsletter.

The AGM has been and gone and you can all now breathe a sigh of relief. To a large extent only the deck chairs have been reshuffled, so to speak. To the club members that attended, thank you, you'll know what was discussed, and to those members that always stay well clear of such meetings for fear of possibly getting shoulder tapped, and heaven forbid to actually get tasked to do a job, if you want to know the details of the meeting including minutes and finances per se then talk to one of the committee. I'm sure one of them would be more than happy to oblige.

Till next month, happy reading.



# Treasurers Report

## Clive



### Hamilton Model Aero Club Annual Subscriptions 2025

#### Hello all HMAC and Associate Members.

It's that time again to renew your annual combined subscription for the Hamilton Model Aero Club and Model Flying New Zealand.

Subscriptions & renewals are for the period 1st April 2026 through 31st March 2027. Existing members must renew their membership before 1st April 2026 to continue flying at HMAC or other MFNZ club venues. Note, fees include your Affiliation fee to Model Flying NZ (our national body)

#### HMAC Subs for 2026-2027 are as follows:

Senior R/C:	\$215 (now from 26 years of age or greater at 1st April)
Family R/C:	\$225 (includes partners & immediate junior family members up to and including age 25 as at 1st April)
Retired R/C (70yrs+):	\$195
Free Flight & Control Line:	\$145
Junior:	\$Free: (under 26 years of age)
Associate (all flying):	\$80 (joined with MFNZ through another Club)
Newsletter/Club Night & Non Flying membership:	\$25

Note, MFNZ reduced its annual fee by \$5 this year, for which the savings have been passed on to you with an overall reduction over last years subs

#### PAYMENT:

Existing members may pay by Bank Funds Transfer to the following account: 03-0314-0215645-00. Please include your name details and subscription type. You may also pay by visiting your local bank and completing a bank deposit. Note, please make sure they include your name in the deposit notes.

#### NEW MEMBERS:

Please review the Join tab on our Website [https://www.hamiltonmac.org.nz/?page\\_id=129](https://www.hamiltonmac.org.nz/?page_id=129)

#### RESIGNATION NOTE:

If you no longer wish to continue your membership with HMAC, we would appreciate a short reply to this email confirming your resignation.

# Safety First

## Rudi

As the cooler weather sets in, RC pilots often add layers like unzipped jackets and hoodies. While these keep you warm, they introduce critical safety risks at the airfield, especially when combined with poor transmitter habits.

### The "Neck Strap" Trap



Using a neck strap while carrying a live aircraft is a leading cause of airfield accidents. If you lean over your model, the transmitter can swing away from your body; a simple bump against your chest or the airframe can knock the throttle stick to full power.

| Model Aviation

- **Internal Combustion (IC):** A sudden surge in RPM while your face is near the prop can cause severe lacerations.
- **Electric Models:** These are "loaded guns." Unlike IC engines that may stall upon impact, electric motors deliver [instantaneous full torque](#) and will continue to chop through obstacles. Always engage a **Throttle Cut** switch before handling an armed electric plane.

Reddit +3

### The Danger of Loose Clothing

Cool-weather gear like scarves, unzipped jackets, and hoodie drawstrings are major hazards near spinning propellers.

WorkSafe Victoria +1

- **Entanglement:** A spinning propeller acts like a high-speed winch. If it snags a loose sleeve or drawstring, the motor's torque can [pull the entire model—and the spinning blades—directly into the pilot's face](#) or chest before they can react.
- **Severe Consequences:** Propellers spinning at 10,000 RPM can strike 166 times per second. Documented injuries include [severed muscles, tendons, and arteries](#), leading to multiple surgeries, permanent nerve damage, and loss of sensation. During the research of this article, I have sadly become aware of some fatalities as well with regards to injuries sustained as result of spinning propellers.

### Summary Safety Checklist

1. **Secure Your Radio:** Hold your transmitter by the handle with a thumb over the throttle stick when moving a live model.
2. **Zip Up:** Eliminate any loose clothing that could be sucked into the prop arc.
3. **Use a Restraint:** Always use a physical starting stand or restraint for both IC and high-powered electric models.

Kind Regards and happy flying.

Rudi



It's ok,  
I have  
plenty of  
fingers  
left

# Aircraft I Dream About — the Croses Paras Cargo

**Bruce Pickering**

Emilien Croses was a 1960's ardent disciple of Henri Mignet, inventor of the Pou de Ceil. So it's not surprising that all of his numerous aircraft designs copied the tandem wing style of the Flying Flea. Many of his designs were completed successfully by homebuilders, leading to two, then three seat versions. A civil aviation representative suggested using the flying qualities of his designs to make a wide body aircraft. Whether Croses himself was a skydiver is not clear, but his daughter and son-in-law were, and perhaps this helped to inspire the *Croses Paras Cargo*.



Powered by a Lycoming 180 hp engine, the *Paras Cargo* was capable of carrying five parachutists or 500 kg of cargo. A large side door that opened inward and upward allowed unimpeded ingress and egress for skydivers. The rear wing mounted behind and at top of door height meant departing skydivers were clear from any danger of hitting a tail. The underscariage consisted of an unusual arrangement of different sized tandem main wheels and a single tailwheel.

It was capable of short take-off, even from rough ground, and as a bonus to parachutists it could fly at low speed for their departure. In his attempts to obtain certification Emilien Croses proposed a trial by parachutists. This resulted in official refusal on the grounds that it had not undergone airworthiness tests. Undeterred, Croses suggested doing tests with his daughter and son-in-law, who were delighted with the prospect. However, the threat of withdrawal of both pilot and skydiver licences foiled his plans. Disappointed and disenchanted, it is reported that this was the last attempt he made at cooperating with the administration.

Besides the large side door, the *Para Cargo* had another door at the rear for loading oversize containers. Cosandey flaps were mounted on the rear wing. Cosandey flaps originated in France following World War II, as a result of an effort to correct the instability problems that troubled the Pou de Ceil—Flying Flea. Sometimes mistaken for ailerons, these flaps deflected upward, and could be used independently to assist roll control, or jointly, as an elevator. The upward deflection was intended to prevent excessive lift from the rear wing. Unlike some previous designs, this allowed conventional three axis flight control. The origin of the name Cosandey seems to be lost, but it has been assumed to be the name of an engineer.

This unusual aircraft was 7.5 metres long, with a wingspan of 9.6 metres. Empty weight was 650 kg, and it could cruise at 175 kph. At least two examples had been built by 1965. Very little else could be found about the *Croses Para Cargo* but surely it is unusual enough to stir the imagination of one or two modellers. What information is available should provide for making a stand-off scale version.



# NZ Masters Aerobatics and F3A World Cup Event

## Grant

Last weekend, HMAAC hosted the NZ Masters Aerobatics combined with a round of the F3A World Cup Series. This drew an international pilot from the UK, a former World Champion from Japan plus a bunch of good ol' Aussie pilots & an Aussie FAI Judge. Then there were the Kiwi pilots competing & taking the total World Cup field to 13. On top of that were the 3 kiwis flying in the F3A-P only class, plus pilots in the supporting NZ Clubman, NZ Expert and NZ Advanced Classes.

So, a big entry with three full days of flying, including the non F3A classes flying at Matamata Club on the Friday so we could get through all of the events in time. The weather played the game for most of the three days, with just a light shower on Friday which saw a short break in flying. Otherwise it was pretty much warm, sunny and calm, i.e. near perfect conditions.

One highlight of the event was watching former World Champion Tetsuo Onda flying the finals schedule on the Sunday which really showcased his talents. This was then matched by his demonstration freestyle flight after the completion of competition flights.

The top three placings in the World Cup event saw Onda taking out first place, followed by Frazer Briggs in second and Aussie, Aaron Garle in third place.

Some great flying was seen by all three of these pilots and the placings were well deserved.

This was a huge event to organize and much of the credit goes to Frazer who was well supported by Lyndon Perry. But others also helped out along the way with food, drinks and all the mountain of logistical things that went into making this a successful event. So a big thankyou to everyone that helped out across the weekend.



So, what did everyone think at the end of it all...well positively, all of the competitors said they would be back for next year's event (including Onda, Matt from the UK & our Aussie neighbours), so if that's anything to go by, then that speaks highly of the event. It also means HMAAC will likely be the venue for the Masters and World Cup event in 2027, pending committee approval.

To summarize, a fantastic event, great flying, great burgers, lots of laughter and a great time had by all.





*Tetsuo Onda*

*Matthew (Tigger) Smailes from UK*



*Team Aussie pilots- Aaron Garle, Scott Kay, Flag bearer & Judge Joe Coster, Mark Hu, Richard Hirst.*



*The Kiwis*



*Aaron (Bones) Garle & Mark Hu*



*Sean Galloway (finalist)*



*Masters world cup finalists, Sean Galloway (kiwi)*



*Finalists in the F3A -P (Kiwi-P) class*



*Gary Mercer in Clubman with his Quikee 500 pylon racer*



## "Stuff You Weren't Expecting"

### Malcolm Foster. Eccentric modelling economically.

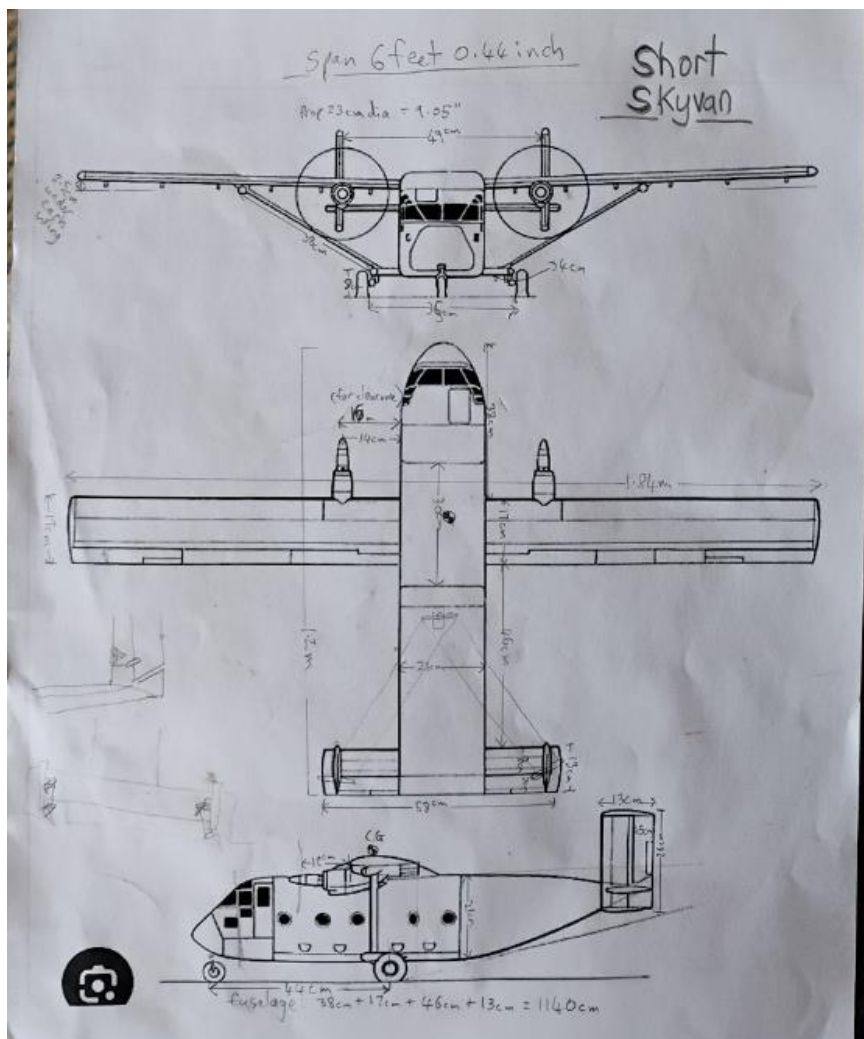
Greetings from the Eastern Bay of Plenty, where our strip may be short, but our tempers are not....

There have been some lovely flying sessions, and we've had a couple of visitors interested in considering becoming new members. We also have to put up with some typical "rural" issues too, such as the energetic little Staffordshire terrier who visits us from time to time and loves chasing our planes, and also leaping up in a businesslike manner at landing models! Our club captain has delivered her back to her home only for her to chase him back to the flying field for even more fun! Not so bad when you're flying a big, solid, fuel powered plane, but somewhat disconcerting when your plane is a lightweight electric model. Sort of gives a new meaning to the term "Dogfight", doesn't it?



Speaking of lightweight electric models, my Stuka of a couple of months back is piling on the flying hours, and has wonderful flying characteristics. Moving up in scale somewhat, the Double-Delta I designed is also proving a fun flyer, especially when you stall it and let it flip around for a bit - which way is up? Who can tell? Not even me, sometimes..... Last month I detailed a cheap method of making model wheels from pool noodles, and I thought I'd share with you what they have ended up affixed to. It was going to be a medium-sized model when I started planning it out from a three-view, but because of the high aspect-ratio wing, I thought six foot span would be about right.

The model I chose is the Short Skyvan, a chubby but charming aircraft, with a fuselage that just doesn't "go in" at all! (see the three-view) I chose a different setup than that illustrated for the tailplane and fins which is still scale,





The wheels were set in torsion bar U/C mounts on a piece of an old imperial ruler reinforced with carbon fibre ribbon. The fuselage is hot-melt-glued from 5mm Depron, and is strong and light. It looks a lot like an industrial sized chillybin; you could fit a dozen beers, steaks and sausages in there, and still have room for a couple of 2 litre packs of ice-cream. The wing has a hard balsa spar reinforced with carbon fibre ribbon top and bottom, and polystyrene wing sections covered in PVAed on paper (the light 50 GSM stuff I mentioned in a previous post) The wing will be retained using the traditional "vulcanised latex" method, or "rubber bands". See photo of the attachment points which are bamboo skewers hardened with cyanoacrylate and reinforced with an epoxied in aluminium gusset.(yep, beer can again, always with the beer cans....)



The twin tail fins have separate 5g servos on each, and the elevator and ailerons have 9g servos. So everything is pretty light. With all the radio gear and a flying battery, it is weighing in at 2 3/4 lb, or 1 1/2 kg. For a wing area of 576 square inches, this should give a gentle, scale-like flying speed.

Taxiing tests on my driveway were good, the tricycle U/C works and steers well and the front wheel has its own 9g servo connected in with the twin rudders. I stripped the plastic sleeves off the two 30 amp ESCs, and mounted each under the wing in a little venturi-type tunnel, where they can gain most cooling effect.



Prolonged test runs haven't showed any tendency for things to melt.(Yet!) Flight battery will be the ubiquitous 2200 MaH Lipo , and I hope to bring you photos of the paint job and details of the flight tests next issue. I was thinking I'd need a new van to transport it out to the field, it's so big. And then I thought I could use it INSTEAD of the van!

Until next time, may your hot-melt-glued models not come apart under the blazing suns of midsummer!  
Malcolm.

# NEW PLYMOUTH ANNUAL MEMORIAL FLY-IN

**Dave**

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



What a stunning weekend, both the weather and the flying. NPMAC's top man and top bloke Mike Pillette, assured everyone that he had ordered this weather especially for this weekend and we weren't dissatisfied. You would have only been dissatisfied if you weren't here. Hint!

Team Hamilton for this year's Fly-In comprised of Gordon, Alan, Lyall and also myself if you want to include me, being a bit of a freelancer these days.

Saturday comprised of sport flying off the clubs field and there were plenty of pilots in attendance from as far away as Auckland and Palmerston North with approximately fifty aircraft all up and flying at some stage or another. The mild wind that blew was never a problem but you did have to be mindful of which direction it was coming from, as you could find yourself taking off and landing in different directions.



*Top: Mike Pillette. Weather forecaster extraordinaire.*



*Left: A good turnout and great flying. Not to mention the burger lunch. Note – Not all pilots and aircraft are pictured here.*



While there were a couple of turbines present, for me it was Steve Blackman's Lancaster (*Left*) which was the star attraction. Not only great looking but sounded a treat in the air

(I'm sure Alan Rowson still gets a tear in his eye when he sees it fly)

And while not present, I understand the Saturday evening meal at the Stumble Inn was very well attended. I think the club was lucky to get a seat as every restaurant & pub in New Plymouth was fully booked that weekend due to the Americana event being held in the city.



*The parking area on Saturday was chocka!*

*Right: Alan heading for the flight line with Gordon and Lyall in tow*

*Below: Gordon was very rarely not in the sky*



Sunday was float planes at Lake Rataipiko. The weather again was absolutely stunning so perfect conditions for flying from water. Again another excellent turnout and everyone got stuck in.

As the lake was like a mirror with not a breath of wind everyone was in a hurry to launch and get flying. It remained that way right up till lunch time with often generally 4 to 5 planes in the air so plenty of flying kilometres were clocked up! With a limit of five planes max in the air at any one time for safety reasons there were people lining up to enter the water who had to wait until someone had landed. They however only had to wait a few minutes so it was never too onerous on anyone.



It was not long after lunch that the wind decided to blow a bit harder and at this stage it was only the brave and experienced flyers that remained flying. For the rest of us, me included, I had used up all my allocation of battery packs by then, including a few recharges so I was more than happy at this stage to sit it out.

*Left: Dave Crooks Timber got a good work out*

*Below: The NPMAC Mascot - Teddy*

The rescue boat was not overtaxed and if I recall correctly was only used three times during the day, and that was mainly to retrieve I.C. planes which had decided to stop before getting back to shore.



Justin Whalley's electric Air Tractor looked great and flew nicely under Justin's expert guidance! By about 3pm. everyone was flown out so we called it a day and everyone was heading for home. All in all a great weekend with an excellent burger lunch both days to keep us all fuelled up! Many thanks to NPMAC for putting on this fabulous weekend. I would highly recommend it to all come next year.

*Mike's Maule and Justin's Electric Air Tractor*



*Justin, Gordon and Allen*

*Lyall alongside Alan*

# Warbirds over Awatoto

## Grant

Yet another awesome event held by Model Flying Hawkes Bay over Waitangi weekend. Turnout was good with a big variety of models from World War I through to modern military jets and helicopters.

A handful of Hamilton & Matamata club guys ventured down to the Bay to join the masses from around the North Island.

Our weekend went well until the first and only flight of Stans' new massive 4m Spitfire. Unfortunately, it appears the fuel pump failed as I was doing the first low pass and the engine spluttered and started to die in the worst possible location. A pull up and turn as the engine continued to cough and splutter wasn't enough to get the model back to the strip and we then spent the next two hours looking for and retrieving the Spitty from the swamp! Not a pleasant outcome, but Stan has vowed to have it repaired and flying again by Xmas 2026.





The rest of the weekend went a lot better with lots of flying in the best weather we've seen down there for this event in some time. The public attendance was as big as usual, which is good as it remains a significant money earner for the club. The club relies on the gate takings to help keep up the field looking immaculate, which is no mean feat when the flood waters take over from time to time.

Congratulations to the organizers on another well run and enjoyable event. Check out the MFHB website newsletter 175 <https://mfhb.org.nz/newsletter/> for more reporting on the event.



*Team Hamilton at Awatoto this year were Grant, Alan and Gordon (and Dave)*



*Alans Fokker with Gordons Sentinel and Stampe*



# Matamata Goat Farm Glider Aero-Tow

## Grant

Friday 20<sup>th</sup> Feb saw a handful of Glider pilots turn up for the first day of the Summer Aerotow event at the Matamata Goat farm at the foot of the slopes of the Kaimai Ranges. Unfortunately, the wind was a bit on the strong side, so the group retreated to some slope soaring on a nearby hill.

Saturday turned out to be a far better day with just light winds and sunny conditions prevailing across the entire day. A good turnout of pilots greeted me when I arrived. Rob Johnston from Waiheke was on active tow plane duty with his World Models Piper Cub with a 3W 120cc power plant up front. This provided plenty of power to tow most of the models on site.



*Rob Johnston from Waiheke with his 3W 120cc powered Super Cub*

I had my Piper Pawnee powered by a DA100cc in the van ready to take over tow duties if needed, but it looked like Rob was doing a great job, so I left the Pawnee in the van....until...!!!

Yep, you guessed it, things went bad for Rob. Flick starting the model by hand, the engine kicked back and collected a hand, turning one finger Blue and slightly nicking the next. A couple of sticking plasters and things were back on track, but just very sore.

Not wanting to see a repeat performance, I offered to start the engine using my good old heavy duty Chicken Stick... one, two, three... flick and BANG! The chicken stick got whacked out of my hand and thrown across the field. Wholely dooly, that doesn't happen with DA engines I said (maybe using a couple of stronger words than that!)

Undeterred, I thought I would have another go....so ready set...BANG, yet a second time! This time the stick went high into the air and nearly dropped back onto the model.... And so that, was that. With a sore wrist, a wrenched middle finger and a carbon prop that was now damaged during the kick back, I had had enough! But that's not where the drama's ended!

So whilst Rob went off to change to a new Ignition unit, I dragged the Pawnee out of the van and prepared to commence some towing myself. First up on the line, a 6m vintage glider. I grabbed Robs Tow line, hooked up the Pawnee a dragged the glider high into the sky.

Then things started to go wrong with the tow and I told the pilot to release...nothing happened!! Now both Glider and tow plane were getting wildly out of shape still locked together on the tow line...So okay, I will release the rope and all will be well....Yeah...Nah! Both models were now out of control and still tied together...what had happened???

Then all of a sudden my model was free with the tow rope still attached to the Pawnee. Meanwhile the glider Pilot was uttering words like, I have no control, no bodies home! At least that explained why he couldn't release the line.

Landing the Pawnee, I discovered the tow rope had a turnbuckle at the release point and this had lodged in the hinge line between the top of the fin & the aerodynamic counterbalance of the rudder when I released. So that explained why the line didn't appear to let go.

As for the glider, somehow it managed to drift back in Tx range and was subsequently landed with no further drama! I'm guessing it got a signal at some point that released the line, or maybe the end of the towline broke! Anyway, that was the only glider tow that I was prepared to do using Robs tow line. I got mine out of the van which had a completely different line and swivel arrangement to reduce the likelihood of snags and continued to tow uneventfully for the rest of the day.

As for Robs engine, well the replacement Ignition unit started the engine once, but then refused to keep going! A home job to sort that one out!

As for the Sunday flying, it was decided to call it quits for the weekend as I couldn't be there and there were no other bigger tow planes available.

So all in all, though, a good day of drama and excitement all rolled into one!

Grant.



*Former HMAc member, Richard Thompson now with Tauranga Club*



*Grant preparing to Tow a vintage glider of Vic Shaws*



# Levin Vintage - Gareth Newton Memorial Event

## 14 February 2026

Report by Stew Cox, Photos by Ross Gray

Valentines Day 2026 turned on another excellent flying day at Levin where we were able to enjoy the romance of flying vintage models all day in the light and variable winds under residual low cloud cover from an overnight passing front. On the day, to the north of Levin it was wet and windy and to the south, the Kapiti Aeromodellers weather station averaged winds in the low 20 kms gusting mid thirties for most of the day while Wellington was experiencing even stronger winds. We are so lucky to be able to fly in this excellent Levin microclimate!

Numbers were slightly down with a few regulars away (or were there other romantic distractions.....????!!!!). We had ten fliers attend from five clubs and quite a few spectators. As is normal for these events, it was a day of low key fun. There was quite a bit of sport flying done in addition to those who recorded competition flights.

It was great to see Allen Teal of the Levin Club bring along a new Viking which he has built to a very high standard and which will maiden soon once a new receiver arrives.

This was the first Levin event flown using the recently changed Vintage RC rules which came into effect at the start of 2026. The main changes are the eligibility period of Vintage models being extended to the end of 1975 which introduces a large number of models to the Vintage scene. A number of classes such as Vintage IC Duration and Vintage Electric Duration are also combined boosting the number of fliers in the combined classes. The other significant change is the removal of the Age Bonus. This means that classes like Vintage RC Precision no longer have a landing window created by the age bonus and rather the exact flight time is what is recorded.

In RC Vintage Precision, John Miller and Stew Cox were the only fliers who managed to land on the spot on all three flights. They also managed to produce exactly the same scores being 11 seconds off a perfect score and were both very happy to share the first place.

Ross Gray in third was 15 seconds off the perfect flight time but missed one spot. Usual high flier Dave Crook had a mixed day making the spot on his first two flights dropping only three seconds but slight model damage and electronic issues prevented him putting up a third flight. Thankfully Dave had got a lot of sport flying earlier in the day making the trip down from Waverley worthwhile.

In RC Duration John Miller again excelled with his IC powered Kerswap winning this class too. John made the 5 minute max with two of his flights and hit the spot again on all three flights. Ross and Stew used electric models for second and third respectively.

Ross Gray with his 1/2A Texaco and Ian Munro with his A and Open Texaco models flirted with the low cloud base and put in some very good flights. Ian now has an 11cc Saito Gas motor powering his TD Coupe.

Overall, a great bunch of guys had a very enjoyable day of flying in very good conditions

The next Levin Vintage day is the Bob Burling Memorial Event on Saturday 9 May.

Hope to see you there.

Results

RC Vintage Precision

1= John Miller	Kapiti	Buzzard Bombshell	591
1= Stew Cox	Wellington	Cavu	591
3. Ross Gray	Levin	Southerner	565
4. Terry Beaumont	Kapiti	Lanzo Airborn	540
5. Joe Bradbury	Levin	Junior 60	531
6. Dave Crook	New Plymouth	Lanzo Bomber	397

RC Vintage Duration

1. John Miller	Kapiti	Kerswap	907
2. Ross Gray	Levin	Southerner	835
3. Stew Cox	Wellington	Buzzard Bombshell	791
4. Noel Fisher	Kapiti	Kerswap	752

Open Texaco  
1. Ian Munro

Wellington

TD Coupe

1595

John Miller and Stew Cox shared first place in Vintage Precision



Noel and John Miller and Johns Kerswap

Terry Beaumont with his Lanzo Airborn

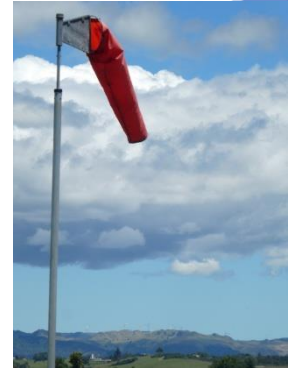


The



windsock was limp all day. – Long time since weve seen that at our strip

# HMAC Field Action from February



None sent so none shown

## 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  
21 and 22 March

**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](http://www.firebrandaerorc.co.nz)**, 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)**





Ph: 021 288 9455  
 Frazer@pbgrc.co.nz  
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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.

Based in Tauranga, we offer overnight shipping to Hamilton and throughout New Zealand - no more waiting weeks for parts from overseas.

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

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

Visit our website [www.kiwiquads.co.nz](http://www.kiwiquads.co.nz) or get in touch with us [sales@kiwiquads.co.nz](mailto:sales@kiwiquads.co.nz)



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**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 2026

## What's On, When and Where

### March




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Sunday, March 1

all-day	<a href="#">NZ Aerobatic Masters - HMAC Field</a>
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all-day	<a href="#">New Plymouth Memorial Fly-in</a>
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Saturday, March 7

all-day	<a href="#">Kapiti Aeromodellers Annual Rally</a>
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Sunday, March 8

all-day	<a href="#">Kapiti Aeromodellers Annual Rally</a>
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Saturday, March 14

all-day	<a href="#">Big Models Rally - Waharoa</a>
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all-day	<a href="#">Big Models Rally - Waharoa</a>
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Sunday, March 15

all-day	<a href="#">Big Models Rally - Waharoa</a>
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all-day	<a href="#">Big Models Rally - Waharoa</a>
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**Saturday, March 21**


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<b>all-day</b>	<a href="#"><u>RC Pylon Comp - Norsewood (Galloway field)</u></a>
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**Sunday, March 22**


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<b>all-day</b>	<a href="#"><u>RC Pylon Comp - Norsewood (Galloway field)</u></a>
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**Saturday, March 28**


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<b>all-day</b>	<a href="#"><u>Hawkes Bay Aerobatic Champs - Norsewood</u></a>
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<b>all-day</b>	<a href="#"><u>Palmerston North Scale &amp; Sport Rally</u></a>
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**Sunday, March 29**


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<b>all-day</b>	<a href="#"><u>Hawkes Bay Aerobatic Champs - Norsewood</u></a>
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<b>all-day</b>	<a href="#"><u>Palmerston North Scale &amp; Sport Rally</u></a>
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## **April**

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**Saturday, April 11**


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<b>all-day</b>	<a href="#"><u>Big Modells Rally - Kapiti MAC</u></a>
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<b>all-day</b>	<a href="#"><u>Big Models Rally - Kapiti</u></a>
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**Sunday, April 12**


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all-day [Big Modells Rally - Kapiti MAC](#)

all-day [Big Models Rally - Kapiti](#)

all-day [HMAC FLOAT PLANE DAY \(Tentative\)](#)

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**Friday, April 17**


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all-day [Jet Modeller's - Tokoroa Airfield](#)

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**Saturday, April 18**


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all-day [Jet Modeller's - Tokoroa Airfield](#)

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

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**Sunday, April 19**


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all-day [Jet Modeller's - Tokoroa Airfield](#)

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

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**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**



**Do what Rudi says or else**

Next Flight Lines April 2026  
 Newsletter deadline – Friday 3 April

For further up to date event info please visit:

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