

**April**

**2026**

**HAMILTON MODEL AERO CLUB**

# **Flight Lines**



# FLIGHT LINES

HAMILTON MODEL AERO CLUB INC.

April 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:

Sel Melville, Phil Bell and Gordon Meads all with their new & refurbished models out for their test flights.  
All were successful

## COMMITTEE:

Bernard Scott  
Brendan Robinson  
Rudi Weideman  
Lyndon Perry  
Alan Rowson

**WEB SITE:** Grant Finlay

**CLUB NIGHT:** Wednesday May 13 – NEXT MONTH

**APRIL CLUB THEMED FLYING DAY:** Float Planes, 12 April at Lake D (Kainui)  
**If the weather is good**

# Presidents Report

**Bryce**

As I write this from Queenstown Warbirds over Wanaka is starting. It is overcast and drizzly here and set to clear later on. Sunday will also see some morning rain / drizzle. The silver lining is that those that have travelled a long way to be here will not get heat exhaustion or sun burn.



For me, March was a relatively quiet flying month. Too many other commitments. I did get my rebuilt Mustang and up for a re- maiden. She proved to want more weight in the nose. Got her back down but ripped out the main gear with a barely controlled landing. Should have her back out and flying in April.

Folks, Float plane day is coming up at Lake Kainui. Do put 12 April in your diary for float planes. Unfortunately, I will be flying home from Queenstown that day, so my apologies for my 'no show'.

On the news front, under the tender care of Gordon and the mowing crew, the airstrip extension is shaping up nicely. They got some wheelbarrows of dirt into the speed dips, and a few planes, including mine have now trialled the extension.

Next month, there will be a RC Scale Competition at Waharoa Airfield (Matamata-Piako MAC) on Saturday 9<sup>th</sup> May 2026 and also a Classic & Clubman Pattern Day (Hamilton) on Saturday 23 May. So, dust of your relevant models, let the organizers know you are coming, and go join for the day. These events have been added to your website events calendar.

On an administrative note. As with most years, please get any outstanding membership subs in. Your ability to fly at the HMAc field and your MFNZ insurance requires you to be a paid-up 2026 member (Commencing 1 April 2026). If you have not yet paid, please get your annual subs in so that we don't have any unfortunate incidents. It's not fair on the others and we don't enjoy the friendly atmosphere being clouded by unpleasant confrontation.

## Friendly Reminder for Payment



Also on the administrative side, please remember not to arm your models in the pits. There are starting tables for you, and they work great. So let's use them as intended.

Autumn has arrived and so too has the calmer flying weather. Get out and go flying folks.

Warm regards,  
Bryce

# Editors Ramble

## Dave

Not a lot to ramble about this time around as I've been pretty quiet since the New Plymouth Memorial weekend. Ahhh, why can't every weekend be that good! Anyway, as I write this, everyone around the North Island is or should be tying down anything that moves outside, and on that wet and windy note I'm guessing there's not going to be much aviating going on. So a good weekend in the shed.



With the price of Fuel, ARF's, blah blah blah etc, I could go on, I took a long hard look at my stash and in order to save some money have pulled out my Heron short kit I purchased off Avetek (Gwyn Avenell) a few years back and have finally made a start on it as my winter project. Build report coming up over winter folks

Anyway, this month we've got some good safety tips from Rudi about flight line etiquette. Definitely worth a read and also as a refresher for those that know it all.

Of our regulars, Bruce Pickering has deep dived into the Colditz Glider while Malcolm Foster is talking Skyvans and Mosquito's. So check them out.

Thanks also to both Grant Finlay and Wayne Cartwright for their reports on the Tokoroa Jet Rally and the Big Model Rally at Waharoa respectively. Thanks chaps and we'll do it all again next month.

# Alan's Last Treasurers Report



My last report before Clive takes over as Treasurer .

I would like to thank all the members of the club who have paid the club's subs on time by the 1st of April. Thank you so much as this makes my job so much easier.

Clive and I will get these subs away to MFNZ sometime next week.

There are still 16 members who have not yet paid and I would appreciate if payment can be made as soon as possible.

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

Please remember that to continue to fly you must be affiliated to MFNZ to be covered by insurance.

Clive Martis takes over as Treasurer next week and I can now have a break after being in the job for the last 13years.

Happy flying  
Alan Rowson

# Safety First

## Rudi



### Flight Line Etiquette & Communication

#### Keeping the airspace safe, predictable, and enjoyable for everyone

Good flying isn't just about what happens in the air—it starts on the flight line. Clear communication and proper etiquette reduce confusion, prevent accidents, and make flying more enjoyable for pilots of all experience levels.

### Positioning on the Flight Line

Pilots should stand in a clearly defined line or pilot box, all facing the runway. Avoid spreading out or standing behind others, as this makes it harder to judge aircraft positions and can block visibility. Keep your focus on your model at all times, and avoid unnecessary distractions while flying.

### Make Clear, Loud Calls

Communication should be **early, loud, and clear** so everyone on the flight line knows your intentions.

Common calls include:

- **“Taking off!”** – before entering the runway
- **“Landing!”** – well before your approach
- **“Touch and go!”** – if you're not stopping
- **“Dead stick!”** – engine failure, you have priority
- **“On the runway!” / “Crossing!”** – when retrieving or positioning a model

Don't assume others have seen your aircraft—always call it.

### Always Check with Pilots Before Entering the Runway

Before stepping onto the runway or initiating a takeoff, **check with the pilots currently flying.**

- Clearly ask: **“Is it OK to take off?”** or **“Clear to enter the runway?”**
- Wait for a clear response or acknowledgement
- If there's any doubt, **hold position and ask again**

Even if the sky looks clear to you, other pilots may be on approach or setting up manoeuvres that you may not have seen. A quick check prevents surprises and keeps everyone coordinated.

### Runway Right of Way

Safety depends on predictable behavior:

- Aircraft **landing or with a dead stick** always have priority
- Do not take off or taxi onto the runway if someone is on final approach
- Wait until the runway is clear and acknowledged before entering

When in doubt, **hold back and communicate.**

### Flight Patterns & Airspace Awareness

Try to maintain a **consistent circuit direction** (as agreed by the club or conditions on the day).

- Avoid flying directly over the pits or spectator areas
- Keep your model within the designated flying zone
- Be aware of other aircraft—especially faster or larger models

If the flight pattern changes (e.g., due to wind), make sure it is clearly communicated and agreed upon.

### Be Considerate of Other Pilots

Not everyone flies the same type of aircraft or at the same speed.

- Give extra space to less experienced pilots
- Avoid aggressive or unpredictable manoeuvres when the sky is busy

- Limit the number of aircraft in the air if conditions become crowded  
A cooperative approach keeps everyone safer.

### Retrieving Models Safely

If you need to go onto the runway:

1. Clearly call **“On the runway!”** or **“Retrieving!”**
2. Wait for acknowledgement from pilots
3. Move quickly and keep an eye on the sky
4. Clear the runway promptly and call **“Runway clear!”**

Never walk onto the runway without communicating.

### Keep Conversation to a Minimum While Flying

Friendly chat is part of club life—but not while actively flying.

- Avoid distracting pilots who are in control of a model
- If you need to speak to a pilot, wait until they’ve landed or clearly have capacity

Focus in the air equals safety on the ground.

### Final Thought

Good communication isn’t complicated—but it does require consistency. By making clear calls, checking with other pilots before entering the runway, and staying aware of others, we create a safer and more enjoyable environment for everyone at the field.

**Fly safe, communicate clearly, and look out for each other.**



# Aircraft I Dream About — Colditz Glider

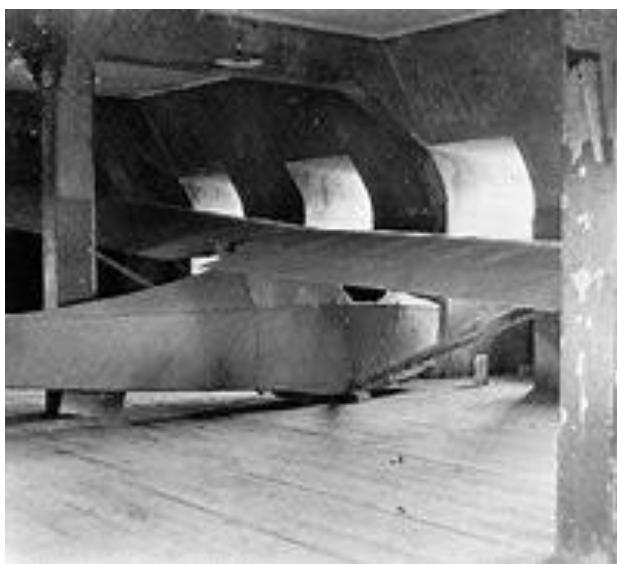
**Bruce Pickering**

During World War II, hundreds of thousands of soldiers were sent to prisoner of war camps. One famous camp was Colditz Castle in Germany. High profile POWs from countries such as Britain, France, Poland, Australia, and New Zealand were incarcerated there. It seems the major goal of almost all inmates was—escape. Many attempts were made, quite a few successfully. One imaginative and bizarre effort by a group of British prisoners was named *Colditz Cock*—a glider—so named because a cockerel couldn't really fly, just coast down from a perch to the ground.

The castle was situated on top of a hill, with one side built on the edge of a seventy five metre cliff. This height, plus the height of the attic in the castle, which faced a low flat field across a river, appeared to be ideal for launch. So, the plan was put into action. It was considered by others to be so outlandish that it was encouraged, not with hope of success, but to give some prisoners an active pastime to ease their minds.

The UK car racing legend, but not an aviator, Lieutenant Tony Rolt made the initial proposal. Noting that the castle roof line was out of view of the guards, engineer Rolt deduced that a glider could be launched from there to fly across the river Mulde, giving the two passengers a rapid escape from the castle, and a good start to their attempt at freedom. Part of the plan was to contact the advancing Americans to warn them of the allied soldiers incarcerated in the castle—naturally they didn't like the idea of being blasted out of existence by their own people. Two officers, Bill Goldfinch and Jack Best, were chosen to lead the hazardous project. They selected twelve other prisoners to assist.

Fortunately, they found a book in the prison library, *Aircraft Design*, by CH Latimer-Needham. This gave them basic information needed to build a glider, explaining the physics of flight and the engineering involved. It even included a detailed drawing of a wing section. This was all they required to design their own glider.



First, they needed somewhere to build the aircraft. They constructed a false wall in the lower attic of the chapel to hide their small workshop. This was ideal—the Germans were highly organised to look down for tunnels in the ground, not for hidden workshops in the attics. Even so, they had lookouts posted at all times, as well as an electric alarm system to warn of approaching guards.

It was all well planned, the design, the materials needed, and the launching—aircraft carrier style. It was decided to construct an eighteen metre runway on the roof ridge from tables. They would employ a pulley system; using the weight of a bathtub full of concrete: they reckoned they could get up to a launch speed of 50 kph.

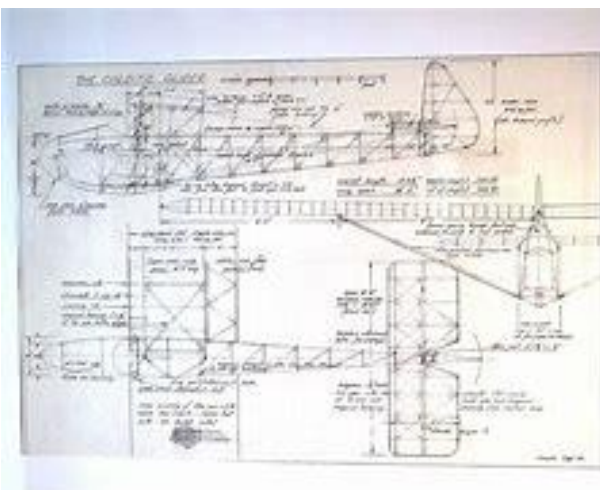
The materials they acquired for the job included bed slats (what was left of them after so many were propping up underground tunnels), cotton bed material, electric cable taken from unused parts of the castle, table knives, wooden boxes, and nails—they had to bribe a guard to obtain casein glue.

Then they had to assemble necessary tools. These included a large plane made by creating a box from four pieces of wood, with a blade obtained by bribing a guard, two small planes made similarly, one with a blade made from a table knife, the other blade was made from a gramophone spring. A bow saw was constructed with a beech handle, a frame from iron window bars, and a blade of gramophone spring with teeth cut at a 3mm pitch. A drill was acquired by bribing a guard, and drill bits were made from nails. A suitable marking

gauge was made from beech, a cupboard bolt, and a gramophone needle. Among other things they needed a door key, which someone made from a bucket handle.

Over thirty wing ribs were required—about one third were structural compression ribs. Once again the ubiquitous bed slats came in handy for this. Spars were formed from floorboards. The electrical cable was put to use as control cables. Prison mattress covers of blue and white cotton were used for covering, sealed with dope made from boiled millet—from their rations.

Six metres in length, with a wingspan of 9.75 metres, the completed glider weighed 109 kg. At a guess, with two passengers, the all-up weight would have been about 270 kg. After eight months of effort, the *Colditz Glider* was ready for flight. Take-off was scheduled for the spring of 1945. The escape officer had determined that they should wait so the glider could be available as way to get a message to the approaching allies in case the SS ordered a mass execution of the prisoners. But war's end was so near that it never took flight. One of the prisoners, or the war correspondent Lee Carson, took the only existing photograph of the completed aircraft. Its fate is unknown, the castle was in the Russian controlled zone and they did not cooperate with its reclamation. But the original drawings were saved.



In 1999 a full-sized replica of the *Colditz Glider* was commissioned by a British TV station. It flew successfully in 2000. It is now housed in the Gliding Heritage Centre in Hampshire, England. In 2012 a radio controlled replica was built in the same attic as the original, and it flew across the River Mulde, exactly as planned in the beginning.

How about a radio controlled model? Traplet supply plans for a 2490mm version, and the following video shows one in action.

<https://www.youtube.com/watch?v=unr3-hh8EUM>

Here are two interesting videos of those replicas

<https://www.bing.com/videos/riverview/relatedvideo?&q=colditz+glider+youtube&&mid=6A8AEFCFA461B6E8A2786A8AEFCFA461B6E8A278&&FORM=VRDGAR>

[https://www.bilibili.com/video/BV1N3411U7TW/?t=33.839558&spm\\_id\\_from=333.1350.jump\\_directly](https://www.bilibili.com/video/BV1N3411U7TW/?t=33.839558&spm_id_from=333.1350.jump_directly)



# A Visit to the Tokoroa Jet Rally 2026

## Grant

A couple of weeks ago I headed along to the Tokoroa Jet Rally, and I'm pleased I made the trip down. I'd only planned on popping in on the Saturday, however the event actually ran over three days from Friday through to Sunday, so there was plenty going on for those who made a full weekend of it.

As it turned out, Saturday couldn't have been better. The weather was absolutely stunning — calm, sunny, and pretty much perfect for flying. That made it a brilliant day to just stand back and enjoy watching all the jets being flown by the various pilots.

The range of models on display was impressive. A couple of the jets were massive and really dominated the sky, while others were simply incredibly fast and agile, tearing around with ease and keeping everyone who was watching on the edge.

There was the usual mix of pilots and piloting skills at the event, but in general there was no scary stuff to report. A couple of Aussies had made the trip over the ditch but I'm unsure if they brought models with them or just borrowed them. The Aussies were joined by a good selection of flyers from all across the North Island.



Peter Browns F1 Super Sabre

That mix gave the event a really friendly, relaxed feel, with plenty of good flying and plenty of good chat as well.

Highlights of the day were the incredibly finished scale models of an Aero L-39 Albatros and General Electric Lightning by Colin Austen & Peter Browns remarkable F1 Super Sabre. All three of these models were beautifully presented and flown, a credit to both.

All up, the Tokoroa Jet Rally was a great event, and even though I was only there for one day, it was more than enough to get just a little excited about jet flying again.



Colin Austens Lightning



**Rene Redmonds Rebel**



**Paul Buckrell's F22 Raptor**





**Colin Austins L39**



**Steve Wilson's Turboprop Tucano**



**Hamish Loveridge's Blunty Strikemaster**





Peter McGregor at the controls



Line up of jets



## "Stuff You Weren't Expecting"

### Malcolm Foster. Eccentric modelling economically.

Greetings from the Eastern Bay of Plenty, where the flying field floods are deep but thankfully short-lived. I haven't designed or built any new flying machines in the last month - been doing a lot of finishing off, repairs, maintenance, etc. My latest design, the Short Skyvan has been very successful, with great flying characteristics, and great ground taxiing to boot. I have finished off the paint job and the last few scale touches, such as wing struts and undercarriage boots. So now it's a tad over three pounds weight for its 72" span, which gives scale, sedate and enjoyable flying characteristics. Everyone should build one! I have flown it so much I burned an ESC out at height recently, and had to land on one engine. No problem, what great manners this plane has.



Malcolm's Skyvan alongside his DH Mosquito – like comparing a mule to a racehorse according to Malcolm

My recent Ju87 Stuka is also getting lots of airtime, and it is also a light and slow flyer. My main challenge (and source of enjoyment) is pulling off scale touchdowns, without nosing over, balancing the factors of small spatted wheels and long airstrip grass delicately. It can be done. The own-design DH Mosquito has also been carving up the sky. It is interesting how different it flies compared to the Skyvan, both being twins and all that. The Mosquito can be slowed down, but is happiest with a bit of speed on, pulling rolls and loops, whereas the Skyvan is happier at about a third of the Mosquito's speed, slowly and majestically wandering across the sky. I guess it's like comparing a racehorse to a mule - both are designed for different purposes.

A little refinement I have added to the Mosquito's drop-out undercarriage sets of rubber shock absorbers on each U/C leg. These quieten the takeoff run down considerably, stopping all that rattling and banging I was getting before liftoff. (*see photo right*)





And my good old X-Plane is still emulating a railroad crossing sign (I actually fly it quite close to the main rail line from Kawerau, with all the timber trains) It keeps me connected to the magic of glow-fuel, in this age of increasingly electric models.



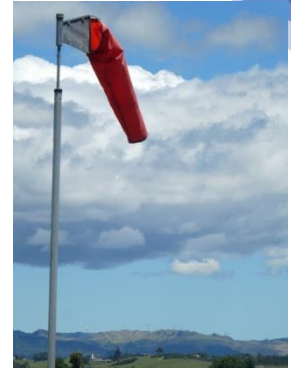
I thought I'd also mention a venerable, battered old model which I still have great fun with, even after a couple of motor and ESC changes over the years, and the occasional crash and rebuild. It is my own-design electric "cartoon scale" Spitfire, of about a metre span. (*see photo with the volcano in the distance*) I built it when I was living in Te Kowhai, about 14 years ago, and coming regularly to Reekers' field. Many of you will remember Dallas, one of our older members who was auditorily challenged. He loved that Spit of mine, and took great delight in grabbing it and pretending to put it in his boot to take home. Ah, flying with Dallas was interesting, you weren't going to get any indications of what he was planning, and you had to fly and land with that foremost in mind. It kept you honest. My respect to him, and also to one of our Whakatane club members who has just passed away, Simon Cherrington. Simon was a great guy who recently donated the bulk of his models to our club to sell for fundraising.

To finish off, I thought I would share with you the great company I buy my Depron off. You might already know about it, but I recommend them for service . They are called Insulation Wholesalers, in Palmerston North, and they'll carefully pack your order and get it to you double-quick. Matt is the man to contact. [matt@insulationwholesalers.co.nz](mailto:matt@insulationwholesalers.co.nz) It works out at around \$15 per large sheet of 5 mm Depron, (900mm x 1200mm, or the equivalent of four A2 sheets) plus a freight charge. So even if a few of you club together to make a big order, it will bring the freight cost down to each individual.

Until next time, may the loss of an hour's Daylight Saving be your gain of an hour's flying at the field. Cheers, Malcolm.



# HMAC Field Action from March



Sel Melville, Phil Bell, Gordon Meads all with new & refurbished models out for their test flights. All were successful



Lyle



Lyndon with yet another successful test flight of a new model. Seagull Kwik Fly Mk III 1967 classic aerobatic model



**Nigel Cavanah with a Robbe Monsun Glider**

**Grant Price has returned to the club with a bunch of Gliders**



**Alans Smoothie XL „,with a slight covering alignment issue  
Alans other Covering issue**



**Sels Nemesis formula one scale racer**

## Gordons Super Lazy Ace



## Rex and his new Astro Hog which was another successful test flight



Gordon and Greg add a little width to the Club Shed door.

# Big Model Rally at Waharoa March 14-15

## Wayne Cartwright

This rally was run by the Big Model Rallies SIG and hosted by Matamata Piako MAC. The club now has a strip that is over 150m long and very smooth.

The wind was a bit challenging on the first day but conditions on Sunday were sunny and almost calm. Twenty four models were flown over the two days.



Group photo of the twenty that were on the field on Sunday.

It was great to see several flyers who are new to big model rallies. The spirit of camaraderie was excellent. Lots of flying and good company resulted in a very enjoyable event – exactly why the Big Model SIG was formed.

**Some of the highlights were:**



- Gordon Meads flew his 40% scale Pober Pixie very realistically. It has a Zenoah 62 with belt drive gearing.



- Gordon's second model was a 2.5m Ugly Stick powered by a Zenoah 78 twin. Ugly Sticks were also flown by Kevin Uncles and Mike Briggs – both built from the same plan – 2m span and powered by 20cc petrol motors. See the photo of Kevin with his model.

- Grant Finlay had Stan Hodson's big 37% Cessna 185 on the strip ready to fly but when the self starter was engaged only the two rear cylinders of the flat four Kolm came to life. A faulty ignition unit was suspected. Grant then flew his own 3.1m Seagull Decathlon with his usual aplomb.



- John Doherty with his 1/3 scale Albatros DV. This is an excellent model and flew beautifully.



- Two electric models were flown – a blue VQ Models Pilatus Tubo Porter, and Wayne Cartwright's 2.6m Telemaster that has a Bad Ass 4830 on 6 cells.
- Phil Churchill had his very impressive turboprop 1/3 scale Dusty but a fault in the drive unit held him to only one flight.

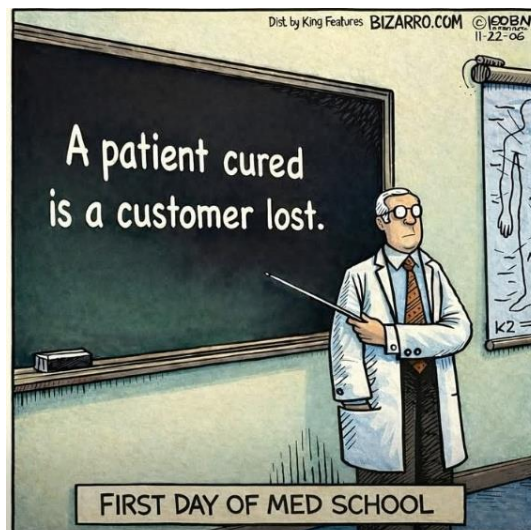


- Mike Briggs' new Art Scholl Chipmunk was flown by Grant Finlay. The 1/4 scale model is Mike's own design. The full-size was Scholl's last modification of his famous Chipmunk. It had a shortened canopy and backward-folding retracts. Mike has reproduced the retracts accurately – impressive engineering.



- A semi-circle of nine wise (?) men contemplating Greg Terrill's new Taurus. Ed Kasmirski designed the original Taurus in 1962 and won the World Aerobatics Championship with it. Greg scaled the design from 70 inches to 80 inches span. It is powered by a glow 90, weighs 10.5 lbs, and flies very smoothly.

Continuing the theme of reviving Classical aerobatics designs, the SIG Committee is arranging to have kits produced for a 2m scale-up of Phil Kraft's Kwik Fly III from 1969. These kits will be available to everyone at a reasonable cost. The SIG will have more information soon.



## 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  
18 and 19 April**

**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.

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!

So check out the **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)





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# Coming Events 2026

## What's On, When and Where



### April

Time	Event
<b>Saturday, April 11</b>	
all-day	<a href="#"><u>Big Models Rally</u></a> <a href="#"><u>Kapiti MAC</u></a>
<b>Sunday, April 12</b>	
all-day	<a href="#"><u>Big Models Rally</u></a> <a href="#"><u>Kapiti MAC</u></a>
all-day	<a href="#"><u>HMAC FLOAT</u></a> <a href="#"><u>PLANE DAY</u></a> <a href="#"><u>(Confirmed)</u></a>
<b>Friday, April 17</b>	
all-day	<a href="#"><u>Jet Modeller's -</u></a> <a href="#"><u>Tokoroa Airfield</u></a>
<b>Saturday, April 18</b>	
all-day	<a href="#"><u>Jet Modeller's -</u></a> <a href="#"><u>Tokoroa Airfield</u></a>
all-day	<a href="#"><u>RC Pylon Comp -</u></a> <a href="#"><u>Airsail MAC</u></a>
<b>Sunday, April 19</b>	
all-day	<a href="#"><u>Jet Modeller's -</u></a> <a href="#"><u>Tokoroa Airfield</u></a>
all-day	<a href="#"><u>RC Pylon Comp -</u></a> <a href="#"><u>Airsail MAC</u></a>

Time	Event
<b>May</b>	
<b>Saturday, May 9</b>	
all-day	<a href="#"><u>RC Scale Competition - Waharoa (Confirmed)</u></a>
<b>Wednesday, May 13</b>	
7:30pm - 10:00pm	<a href="#"><u>HMAC Club night</u></a>
<b>Friday, May 15</b>	
all-day	<a href="#"><u>Jet Modeller's - Tokoroa Airfield</u></a>
all-day	<a href="#"><u>Scale Aerobatics (IMAC Rumble) - Waharoa</u></a>
<b>Saturday, May 16</b>	
all-day	<a href="#"><u>Jet Modeller's - Tokoroa Airfield</u></a>
all-day	<a href="#"><u>Scale Aerobatics (IMAC Rumble) - Waharoa</u></a>
<b>Sunday, May 17</b>	
all-day	<a href="#"><u>Jet Modeller's - Tokoroa Airfield</u></a>
all-day	<a href="#"><u>Scale Aerobatics (IMAC Rumble) - Waharoa</u></a>
<b>Saturday, May 23</b>	
all-day	<a href="#"><u>Classic &amp; Clubman Pattern Aerobatics Competition</u></a>

Time	Event
Sunday, May 24	
all-day	<a href="#"><u>Tauranga Model Auction</u></a>



**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**



Next Flight Lines May 2026  
 Newsletter deadline – Wednesday 6 May

For further up to date event info please visit:

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