

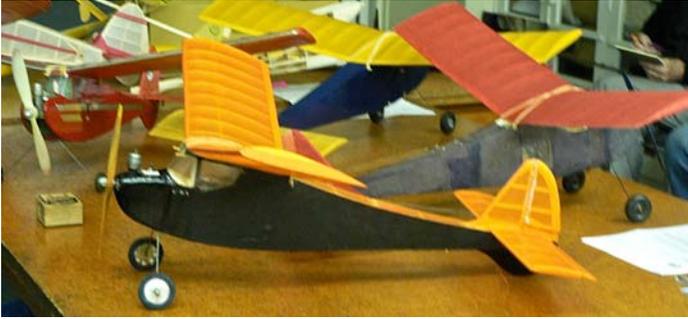


BULLETIN OF THE AUCKLAND MODEL AERO CLUB INC. EST. 1928

March 2014



Rarely seen these days, a balsa and tissue model built for static display. Mike Mulholland's beautifully built Stearman seen at the last clubnight.



Tomboy & Texaco

Tomboy and 1/2A Texaco will be flown as a monthly competition at either the AMAC field at Karaka or the Tuakau Club field.

Contact Keith Trillo for confirmation of site and possible postponement, Mobile: 027 460 7180.

AMAC placings count to event Club points

Slipstream contributions

Contributions of photos and information about latest projects are very welcome for the Building Board section of the bulletin. Field reports and articles are too! Please just send them in.

Deadline for articles for the April 2014 Slipstream is March 28

Editorial – Prop fear

I have been thinking. How is it that a number of experienced modellers are incurring injury from propellers, even with small diesel engines? To put this in perspective, when I got started in aeromodelling I might have had a blood-blistering belt from a Webra Mach I diesel, known for being a biter on small high-pitch props or from a Fox 35 that kicked back through over-priming. But the humble Mills .75 was as docile as can be and I cannot remember much blood on my hands from running this, my first engine, way back in my school days. Surely with all of the experience we have built up with running many different engines in the years since then, propeller injuries should be a rarity. However, it should be remembered that in the early days of running diesels and glow motors, we had the choice of soft or flexible propellers like the Keil Kraft Tru-Flex or nylon props. These tended to either deflect fingers or give them a much milder belt than propellers now.

APC and Master Airscrew propellers, to name familiar brands, are high performance, but also much more rigid, meaning that they can inflict severe injury if fingers stray into the prop arc. Frankly, those of us in the free flight scale fraternity would often much prefer to sacrifice some performance and be able to buy a good range of nylon propellers going down to 3" pitch, but these are now scarce or not produced at all by manufacturers.

There is another consideration, many of us are of the age where our eyesight is not as sharp as it once was and we simply do not see a black propeller arc clearly enough against shadow, or we misjudge spatial distance and get nipped by propeller tips. After a propeller injury recently, I did, what I should have done years ago. I painted the tips of all of the flying propellers of engines regularly used in my current models. Lightly sanding the edges of new propellers is also a good idea. These measures must surely help. It also helps to have a decent dose of "prop fear"!

Stan Mauger



Contrasting tip colour, even if a little wobbly like these, will definitely help to define propeller arcs clearly, just as in full-size aircraft.

Monthly Club Night - Stan Mauger reports

3-2-14

Present were John Bercich, Ricky Bould, Guy Clapshaw, Paul Evans, George Fay, Tony Hill, Angus Macdonald, Stan Mauger, Mike Mulholland, Geoff Northmore, Arthur Pearce, John Poletti, John Raybould, Bryan Spencer, Michael Taylor, Keith Trillo, Stephen Wade, Charles Warren and Keith Williamson.

It seemed quite a break since the last meeting and I am sure that those present enjoyed the opportunity to attend a club meeting again. There were several notices. Bryan Spencer reminded members of the coming indoor evenings at The Balmoral and Ellerslie halls. Stephen Wade made a timely plea for support of free flight events again at Hoteo. This was duly noted by the Club Captain and future Hoteo calendars will attempt to provide encouragement of vintage glider, rubber and power events. Stephen also reported that he had a Comet Clipper partially built by Bruce Keegan, that was free to a good home. It found a willing recipient in Keith Williamson whom I believe has subsequently set to work on completing it.

Turning to the table, Charles Warren noted the absence of the usual pile of magazines that Mike Fairgray regularly brings, with Mike not present on this evening. The theme of Nationals Flying, brought several contestant's models to the table. Stan Mauger explained that the sorry state that his Helio Courier was in was the result of a rubber burst while competing in Rubber Scale. He was quick to add that rubber burst tubes are a very good idea to prevent this carnage, and had already had another rubber motor break in this model earlier in the event. Charles Warren had had a breakage too, to the fuselage of his well flown Tomboy. The newly repaired fuselage was evidence of repairs under way. George Fay had also damaged his Douglas Dauntless in the free Flight Scale event at the Nationals and felt that it was time to build a new model of the same size. He had made remarkable progress, having proceeded well with construction almost to covering stage. Ricky Bould, winner of the same event, had decided that a replacement fuselage was needed for his AOP9 and had the basic fuselage structure there as evidence of progress.

Keith Trillo had brought along his new Paul Plecan designed Skipper, a free flight vintage design. His building standards continue to impress us. The model was built with precision, with a great covering job on the flying surfaces and superb finish on the contoured finish of the fuselage. The alternative power "pod" for electric was a clever idea for an alternative power source, but according to Keith did not save as much time over building another fuselage, as one may think. Mike Mulholland's Stearman also showed fine workmanship and great attention to detail. It is unusual to see a built up static scale model like this, but without having to worry about keeping weight down to enable it to fly well, Mike was free to add lots of detail and clever moulding of parts. On a much grander scale, was his Playboy Vintage model that created some shade on the table.



Models reflecting the Nationals theme

Top: Charles Warren's Tomboy repaired after the rigors of Nationals competition (left) and Stan Mauger's Helio Courier showing the damage that can happen with a rubber motor burst (right).

Centre: Ricky Bould is now hard at work on a new improved replacement fuselage for his winning Auster AOP9.

Below: George Fay is also building on experience gained with his Douglas Dauntless in this new model of this subject.

Michael Taylor has completed his Bruce Keegan designed Skyroamer glider that looks very smart in yellow and orange colour scheme. He also brought a recent acquisition, an Aries, a small West Wings kit for rubber power. It looks like a straightforward building project that should fly well. He also had Veron Cardinal kit. And talking of Cardinals, John Bercich had brought along his new model, but your photographer missed getting picture of it. Beside it were two of Red Finn's lovely new sideport diesels brought along by Ricky Bould. These CS made engines included a .75cc engine and long overdue in diesels by any manufacturer, a 1cc sideport diesel. I am sure that it will not be long before these find a home in scale models.

Having completed the rounds of the table, Charles Warren had one last pleasant task to perform. He announced that the Macdonald Memorial Trophy that had been quietly placed at the head of the table was to be presented and he had great pleasure in calling up Michael Taylor, a very worthy recipient, to receive it. Undoubtedly those present were unanimous in their belief that it was high time that Michael received recognition for many hours of work put in for the aeromodelling movement in the Nationals publication, Club archiving and service to the Club.

Charles then alerted us to the pile of magazines he and Keith Williamson had provided, that were free to a good home.

Karaka Sports Vintage Day

Sunday March 23

The Club has a stand at Karaka Sports Park. Please give some thought to models you can bring along for static display and contact Charles Warren on 09 238 9430 if you can assist.

Set up is on Saturday March 22

Postal Plan Scale Competition 2014

Any rubber powered scale model built from a published plan (or kit) qualifies. Flights may be put in at any site including your local park as long as the flight is timed by someone else.

Refer to MFNZ website for rules and entry form



Top: Michael Taylor congratulated by Club President Charles Warren, on being awarded the Macdonald Trophy

Lower: The Macdonald Trophy lists modellers who have given outstanding service over the years.







Opposite page

Upper: Michael Taylor's nicely built Bruce Keegan-designed Skyroamer glider, destined for radio.

Below: This partially completed vintage model built by Bruce Keegan found a new home with Keith Williamson.

This page

Top: Nice silk over tissue covering in Mike Mulholland's big Texaco Playboy.

Lower: New Red Finn side port diesels brought along by Ricky Bould, including .75cc (right) and (above) the more recent Red Finn 1cc.



Top: Close inspection of Mike Mulholland's Stearman reveals some intricate engine detailing.

Lower: Michael Taylor brought along this Aries West Wings rubber kit. Should build into a handsome rubber model.



Top: Superb finish evident in Keith Trillo's beautifully built Skipper.
Right: The optional plug in electric power nose unit and original article on the Skipper.



Karaka Diary - Keith Trillo

16-2-14

A fine morning with no cloud and a light and variable wind. Present were Ross Northcott with no model but on grandfather duty with two grandsons. Michael Taylor helped with timing, which was greatly appreciated. John Bercich brought his diesel powered Veron Cardinal free flyer. He would get the engine running and by the time he walked to the launching spot the engine would quit. This happened on quite a few occasions. John Ryan, a visitor from Rotorua, flew a trainer with an OS 20 engine and Angus McDonald turned up later in the morning flying his Humming Bird.

Charles Warren, Bryan Spencer and Keith Trillo flew 1/2 A Texaco competition. Nature only allotted four thermals that morning and Charles, with Michael timing, went from one thermal to the next one up wind, when the one he was in started to get too far down-wind. He used all four thermals, resulting in a 20 min flight. Bryan and Keith had to make do with the left overs. Keith is enjoying flying his Skipper which is easy to fly, but he is only just starting to make friends with the cox .049 engine, but not on first name terms yet.

Results

1/2A Texaco

1. Charles Warren	4:37	20:34	6:59
2. Keith Trillo	4:00	6:53	4:07
3. Bryan Spencer	4:53		

Below:

John Bercich with his Veron Cardinal.

Opposite page

Bryan Spencer with Slicker, Keith Trillo with Skipper and Charles Warren with Lanzo Bomber.

E Tomboy 1 min engine run

Keith Trillo	3:51	2:50	4:29
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Notice of AMAC Annual General Meeting

The Club's 86th AGM will take place on Monday 7 April 2014 during the regular club night held in the ASME rooms.

AGENDA

Apologies

Minutes of 2013 AGM

President's Report

Treasurer's Report

Other Reports

Election of Officers

General Business

Confirmation of Subscription

Michael Taylor, Hon. Secretary

AMAC subscriptions for 2014 are due after being set at this meeting

PROMPT PAYMENT PLEASE, BY CASH or CHEQUE TO Auckland MAC



Hoteo Diary - Ricky Bould

16-2-14

This was a great day for a mix of free flight and radio flying. Stephen Wade was getting good flights from his Swiss Miss FAI Power model. The model had a spectacular climb causing a couple of long retrieves. He also had his ME Snipe powered Stomper there and that looked a promising flier. He was about to tow a Lulu up as well as we left.

Martin Evans had a great maiden flight with his electric Trenton Terror, reduced from the original vintage design. This is a very floaty model that looked great in the air. Paul Evans flew his Voltimer and his 150 percent enlarged Cherub. He had several flights with each and they have now become regulars at Hoteo. His So Long was also put up for a flight. He had less luck with his KK Southerner 60" having trouble with getting the HP 21 to run inverted.

George Fay was pleased with his ME109 that was going quite nicely, gaining altitude and flying smoothly. It was also good to see his Ryan PT22 flying really well. He attempted to fly the big rubber powered Vought Corsair but that gave him difficulty. Problems with tail settings caused some tight turns on his Fearnley Luton Minor. A more effective means of attaching the fin seemed to be needed.

Ricky Bould flew his Stahl Fairey Barracuda but managed to knock the wing off, so it is still "a work in progress". He had his P-30 out for trimming. It is flying well and the glide is now good. He had the DT working too. He had hoped to get some flights with his Tigerneezer, but unfortunately the crankshaft on the Clan diesel broke, curtailing any flying for the day. Seems that that it is a fragile part of the engine. Time to find another .5cc diesel for this model! The Venomneezer also seemed to need more urge than the present .4cc Mills and a .5cc Schlosser may be dropped in.

All in all, there was plenty of time to enjoy some relaxed flying before heading home later in the morning.



This page

Left: Martin Evans launching Paul's Voltimer in enjoyable flying conditions.

Opposite page

Stephen Wade putting his Swiss Miss, FAI Power contest model, into the air. Good flight times resulted.



Aka Aka Diary - Charles Warren

There has been some activity at the Aka field in the last month. Brett Naysmith is a very regular attendee, flying his Radian Pro electric powered sailplane and his Edge 35cc aerobatic model. However, now he has an electric quad helicopter with a fail-safe mode that is programmed to keep 5 metres away from him, not to exceed a safe height and not to fly too far away. It is located by GPS and could have a camera mounted but does not yet. It can be programmed to be less automatic as the pilot becomes more skilled. If the batteries run down it brings itself back to the ground at a safe rate of descent as near as it can get to home.

Stuart Ward has been flying his Greenly Glider Tug and Mike Mulholland is a regular attendee flying his KK Super Scorpion and his even newer Playboy Senior. Mike Derecourt has been flying his low wing model using the buddy-box system while he gets used to it again. Tony Plow has been struggling a bit as he flies on an odd mode and so has not been able to use the buddy-box.

Lloyd Hull is usually there with his gliders unless there is an opportunity to go to a vintage machinery show and demonstrate the ability of his restored caterpillar bulldozer to squash a Japanese car that has passed its use-by-date!

A welcome visitor was Geoff Crowther who has been on overseas leave and is now keen to get back to model flying again. He arrived in an MG Sports with no room for models this time but wants to rejoin the Club.



Above: Brett Naysmith holding his electric quad helicopter and (right) Lloyd Hull with his Seeker glider.

Building Board

Mike Mulholland writes on building his new Keil Kraft Falcon:

There are models that you grow up looking at and thinking “I wish...”. For modellers growing up in the post-war austerity of England, Eddie Keil’s Falcon must have been a dream that few would ever realise. At eight foot span with its beautiful stringered and contoured fuselage, the Falcon was the largest model to be kitted by Keil Kraft.

Originally designed by Ben Shereshaw as Cloud Cruiser in 1937, Eddie Keil anglicised the model by substituting a massive fin and rudder, and a subfin encompassing the tailwheel. The Falcon emerged in 1949 as the pinnacle of the Keil Kraft range. This sort of provenance is not unheard of. Keil Kraft had also taken Gordon Murray’s, The Answer which became the KeilKraft Scorpion. Closer to home the TD Coupe became the Modelair Airmaster, with the welcome additions of a stringered fuselage and spun aluminium cowl. It is a shame that we sometimes see prejudice against these kit adaptations of original designs as they are beautiful and historic in their own right.

Following the success of my Keil Kraft Super Scorpion (66 “ span with 3 channel RC and an ASP.30 4-stroke) I found that I had undergone a paradigm shift and that what I once considered a large model was now a rather normal sort of model. Around the same time I began to see the limitations of 3 channel while landing into the inevitable cross-wind at AkaAka and a plan to build a 4 channel trainer was hatched. The model would be large enough to cope with some wind, it would be lightly loaded and would have a nice quiet 4-stroke for urge. After looking hard at the Sig Kadet Senior kit that I have had for some years I decided that it would be perfect, except that it looks like a car crate with barn doors on top – why not build something with a bit of class?

And so the plan morphed into the Keil Kraft Falcon, 4 channel with ailerons and reduced dihedral, Saito .56 4-stroke up front, and spats just to complete the look.



Above: The Falcon is progressing well.

This build will disappoint the purists, but to be honest, it's not an attempt to create a serious vintage model, rather to create a practical 4 channel trainer with some class that evokes the vintage spirit. In any case I don't believe that you consign an 8 foot span free flight model to the English elements by choice and I like to believe that Eddie Keil would have understood!

Dennis Tristram, who taught me a lot about modelling, had the approach that you should identify the areas and systems within the model that must be bulletproof and beyond reproach. Build accordingly and add your lightness in the other areas. Some aspects of the fuselage build to date are worth mentioning. The basic structure is 5/16 sq so it's more like carpentry than modelling, but a band saw and table sander make quick work of it. The lower longeron has quite a curve in it so these were steamed around a former. Likewise the completed sides were pre-steamed over a former to get the correct nose curvature without risk of unevenness. My method for building fuselage sides is to lay out the longerons on a board. Then cut all of the compression spacers and diagonals and make 2 sets of each, carefully numbered. Glue one side, and then before removing it from the board, carefully cyano small blocks around both sides of all longerons and uprights. Be careful not to get any cyano on the completed side and don't put the blocks too close to the location of any glue joints as you need space to work.

The first side is then removed leaving an exact jig for the second side. Before laying out the second side put a piece of double sided tape on the location of all glue joints and stick some glad-wrap to it. On a model this size I was nervous about the strength of butt-joined timber in key locations so I made 0.8mm ply gussets and fish plates for all highly stressed areas. The bottom of the fuselage is stringered. The nose section back to the rear of the wing is then in-filled with 3/16 sheet and sanded fair. The danger is that you can end up with a series of flats between the stringers, which would spoil the effect. To avoid this I made a sanding block with the correct curve and used material from self-adhesive sanding discs.

For engine bearers I replaced Eddie Keil's baulks of lumber with a rimu crutch tapered aft of the bulkhead and spindled. An aluminium engine plate bolts through the wooden bearers.

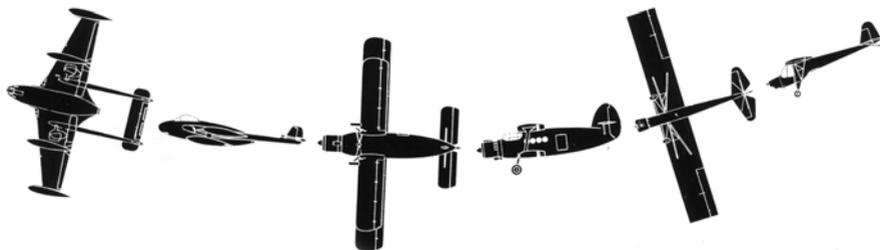


Above: Views of in-fill in the forward fuselage. Note the curved sanding block in the left hand view.

Because of the high thrust line, getting the fuel tank in the best position was a challenge. I made a shaped ABS plastic cradle between the bearers that supports the tank and prevents any fuel leakage into the fuselage. I had to cut out the upper decking formers including the sloping instrument panel former to fit the tank – I could try to persuade you that I am a gun on conic sections but I confess it was just a case of trial and error!

I decided to add a steerable tailwheel to make it as tractable on the ground as it will be in the air. The wheel is a fair way forward of the rudder pivot so I have a pull – pull system operating on the tailwheel with a short tiller linkage from the tailwheel horn to the rudder. I sub-contracted some of the building to Gwynn Avenell of Avetek. Gwynn took the Falcon plan file I had downloaded from Outerzone and created a set of laser cut ribs, formers and outlines. This is contributing to a speedy and satisfying build so far. Further updates to follow.

FREE FLIGHT **SCALE DAY**



Sunday **March 16**, Patetonga, from 8.00am

Contest for all free flight scale classes

- F4A power scale • Rubber scale • CO2 / Electric • Kit scale

Enter Plan Scale postal event

Intending fliers and visitors please check for cancellation because of weather conditions, by calling Stan Mauer on 575 7971 before departing.

organised by the Scale Free Flight and Control Line SIG in conjunction with AMAC

Protection of people, property and piloted aircraft

The following article is a timely reminder of the CAA rules relating to the operation of model aircraft. It is from the CAA publication Vector, and is reproduced under the free publication provision stated in CAA (2013, p. 2) - Ed.

If your model aircraft weighs between 100 grams and 25 kg, you need to be aware of the following Civil Aviation Rules and Model Flying New Zealand (MFNZ) requirements.

Key Civil Aviation Rules

Civil Aviation Rules, Part 101, prescribes the operating rules for model aircraft.

Part 101 requires you to operate your model aircraft in a safe manner so that it doesn't create a hazard to aircraft, persons and property (rule 101.13). Always read the user's manual and follow the manufacturer's instructions.

In addition:

- You can't drop objects in flight if this creates a hazard (rule 101.15)
- You must maintain line of sight with the model aircraft (rule 101.209)
- All other manned aircraft have the right of way (rule 101.213).

To view Part 101, see the CAA web site, www.caa.govt.nz, "Rules".

MFNZ Requirements

Model Flying New Zealand is currently the only model aircraft association approved by the Director of Civil Aviation. MFNZ inspects models and issues flight permits to members, allowing them to operate in accordance with their operations manual and procedures.

Some MFNZ Requirements:

Radio controlled models with a gross mass between 15 and 25 kg require a MFNZ permit to fly (It's illegal to fly without one – reflected by rule 101.205). They must also be constructed under the authority of MFNZ. Models weighing less than 15 kg that have internal combustion motors 75 cc input or larger, or electric motors 5,000 watts input or larger also require a permit to fly. Those models weighing over 25 kg require additional CAA authorisation to fly under Civil Aviation Rules, Part 19.

Safety Guidelines

Reports of airspace incursions involving model aircraft demonstrate the need for owners to understand the following rules. Unless stated otherwise, these rules do not apply to control line model aircraft.

Aerodromes

You must not operate a model aircraft on or within 4 km of any aerodrome unless the operator has received a 'Wings' badge from MFNZ, or is accompanied by someone else that holds one. You need to get prior authorisation from the aerodrome operator, and at a controlled aerodrome, from the relevant ATC unit.

For aerodrome contact details, see the Aeronautical Information Publication (AIP) web site, www.aip.net.nz, "Aerodrome Charts".

Once you have authorisation, you must not operate your model over any active runway

strip area, or any area that aircraft use for surface movement (control line model aircraft must also remain clear of these areas).

Controlled Airspace

By lifting off from your back yard, you could be unintentionally infringing controlled airspace.

To operate in controlled airspace, you need to receive prior authorisation from the responsible Air Traffic Services (ATS) unit.

To view a list of controlled aerodromes and their contact details, see the AIP web site, www.aip.net.nz, "Gen 3.3 – Air Traffic Services". Section 6 contains an ATS Unit Address List.

Height Restrictions

You can't fly your model any higher than 400 feet above ground level when you are within 4 km of an uncontrolled aerodrome boundary – unless authorisation has been granted by the Director of Civil Aviation.

To apply for an authorisation email: info@caa.govt.nz.

When operating a model more than 4 km from an aerodrome boundary, you can fly higher than 400 feet only if you remain clear of all controlled airspace and:

- operate in a designated danger area (model aircraft/UAS), or
- an authorised person from MFNZ provides the required information listed in rule 101.207 to the New Zealand NOTAM Office.

Special Use Airspace

To operate in a mandatory broadcast zone, a model aircraft operator must maintain a listening watch on the appropriate frequency and communicate any intentions to other traffic in the zone.

In addition, model aircraft can't operate in low flying zones. The same goes for restricted areas and military operation areas – unless prior authorisation has been granted by the administering authority.

Airspace characteristics and designations can be viewed on the Visual Navigation Charts. To purchase these charts see the Airways web site, www.aipshop.co.nz.

Meteorological Conditions

To fly your model aircraft, the ground visibility must be 3 km or greater and the model must remain clear of cloud. In addition, you can't fly your model aircraft if the cloud base will prevent you from maintaining sight of the model at all times.

Night Operations

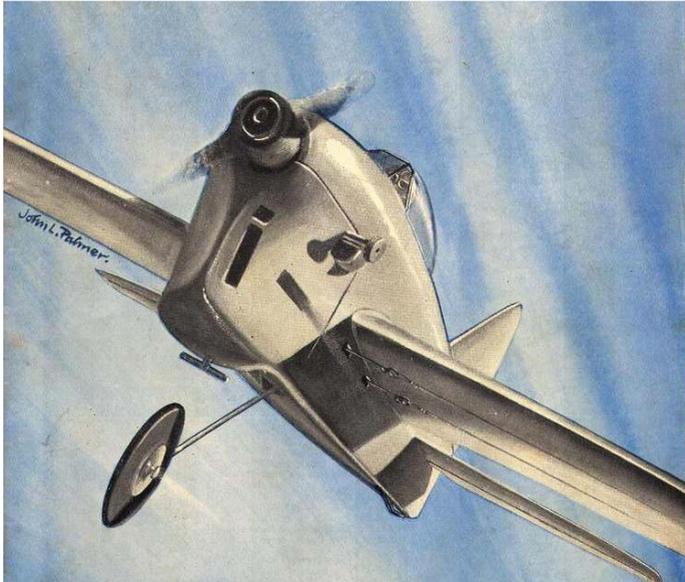
Model aircraft can be operated at night only if they are flown indoors, or if the 14 flight is conducted outdoors within 100 m of a structure, and below the top of the structure.

Reference

Civil Aviation Authority of New Zealand. (2013). Model Aircraft, *Vector*, September/October pp14-15.

Grass Racing

**Get back to the good old days of team racing,
when people used Oliver Tigers, ETA 29s etc**



Classic A, Classic B Slow Goodyear, Classic FAI

When - March 30th, May 4th, June 15th

Where – Mercer rugby field

Practice from 0900, racing from 1000

Entry fee \$10

Do you have a model but no pilot or pitman? no problem, we will help on the day.

Contact - Bob Reynolds b.j.reynolds@clear.net.nz

Calendar

For information about the location of club fields and cancellations or postponement of flying contact the field stewards

KARAKA

Sundays

Tomboy Extravaganza *(for Club points)*

Flying can take place between 10am and 2pm
(9am to 3pm for gliders and other silent models)
NOTE 1/2A Texaco is included in the Karaka/Tuakau Programme

Karaka Steward

Keith Trillo 09 298 4161 027 4607180
careith@hotmail.com

HOTEO

Now open again for model flying

Call the field steward if you wish to fly there

Refer to MFNZ Decentralised programme for events that may be flown at Hoteo

Hoteo Steward

Paul Evans 479-6378 ziply@xtra.co.nz

AKA AKA

Saturdays & Sundays

Intending fliers should phone Brett Naysmith to confirm that there will be flying.

Instructors

Grant Domigan and Brett Naysmith

CONTROL LINE

As advised

Control line flying
Intending fliers should phone Stan Mauger to confirm where and whether there will be flying.

C/L Steward

Stan Mauger 575 7971 stanm09c4@gmail.com

INDOOR EVENTS

Balmoral

Monday March 31

Push E [7.30-10pm] - *for Club points*

Ellerslie

Tuesday March 11

Michael Park School Hall

Indoor radio flying (7.00-10pm)

Tuesday March 25

Indoor Radio Scale including ARF Scale, Simple Scale and Full Scale classes [7.00-10pm]
- *for Club points*

Indoor Steward

Bryan Spencer 570-5506 bspencer@xtra.co.nz

PATETONGA

March 16

All Free flight scale events - *for Club points*
[See Page 19 for details]

OFFICERS OF AUCKLAND MODEL AERO CLUB INC.

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	Keith Trillo	298 4161	careith@hotmail.com

Club subscriptions

NZMAA Affiliation is mandatory for Club flying

Senior \$53 (+\$67 NZMAA) **Family** \$55 (+\$72 NZMAA)

Junior \$10 (+\$20 NZMAA) **Social** \$40

Intending members with current NZMAA affiliation pay only the AMAC sub

Please make payments to

The Treasurer Auckland Model Aero Club

Mrs Jeanette Northmore,

20 Larsen Road, Panmure 1072, Auckland

NEXT CLUB MEETING AND NATTER NIGHT

Monthly club meeting

7:30 PM

Monday March 3, 2014

ASME Clubrooms, Peterson Reserve, Panmure.

Theme: Given model aircraft

[Most of us have received one or two!]

Items for the table:

Models, plans, engines, photographs etc

Trading table:

Buy, swap and sell

Visitors or intending members welcome