



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

December 2014/January 2015



Keith Trillo's model of the Penauld Planophone, circa 1871 admired at the Club's Display on the Ardmore Open Day (See the report on page 20).

Slipstream Christmas Quiz

1. What do these capital letters represent?
(a) CAVU (b) TEAL (c) FROG (d) PAA load (e) AMCO (f) ED
2. Give first names to these brothers who were prominent in early days of model aviation:
(a) The two Camm brothers in UK (b) The two Choy brothers in NZ
3. Give the titles of these two Biggles books:
(a) In which Biggles reaches the end of WW One
(b) In which Biggles opens WW Two
4. 'Diesels' should properly be called ----- engines
5. (a) At what date did the first issue of Aero Modeller appear?
(b) What was its price?
6. Date the Aero Modeller cover on which the Tomboy first appeared
7. Why did Vic Smeed favour girls names for his designs?
8. (a) What career did Ron Warring follow?
(b) How many results show up when "Ron Warring" is put into Google?
9. What scale was favoured for the wooden 'solid' models kitted in the 1950s?
10. Give two meanings for the word 'canard'
11. What air disaster is associated with the Moffett Trophy?
12. (a) What construction method is shared by the Wellington bomber and an airship?
(b) Name the airship concerned.
13. (a) Which venue was most used during the first fifty NZ Nationals?
(b) How many times was this venue chosen in the series?
14. In which year did AMAC begin the present series of A5-size 'Slipstream' bulletins?
15. Who set this quiz?

Editorial - This month's Slipstream

Having just returned from assisting in the Club's display at the Warbirds Open Day, it is clear to me that as a club we must keep working at public relations events like these when they occur. They offer a great opportunity for those outside our membership with any interest in aeromodelling or general aviation to gain an overview of what we do. The club's display is reported in the bulletin.

This month's table report records a theme that gained a good response. When have we ever seen so many WWI scale models in one place, even including scale days? All of which proves the soft spot that many of us have for these scale subjects. There is of course, a long tradition of this appeal, going back to the days of Bill Barnes air stories in Air Trails Magazine in the 1930s, Joe Archibold's stories in Flying Aces, and Laurie Bagley and Kenneth McDonough's Aeromodeller covers of the 1950s. Eric Coates also did his bit in expressing a preference for these types that has been an influence on free flight scale models ever since.

The regular flying site reports show activity in both indoor and outdoor flying, but it would be great to hear from Aka Aka fliers. What are you up to there? It is good to see regular competitions flown at Karaka and Indoor venues. This month's articles on building projects are a welcome addition to the regular articles that are run. It is great to see the sharing of both enthusiasm and building knowledge with others.

Having reached the end of the year, hopefully, many of us will be turning attention to model preparation for the Nationals. Your photos and accounts of events would make a great contribution to the first issue in 2015. The anonymously contributed Christmas Quiz is sent and included in the spirit of this time of year. Thank you to its author.

Best wishes all, for the festive season and a good year's flying and to Nationals fliers, good luck in your endeavours.

Stan Mauger

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 February 2015 Slipstream is January 24

Postal Plan Scale Competition 2015

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.

It is not too early to think about a subject for next year's competition.

Monthly Club Night

3-11-14

Present were Ricky Bould, Guy Clapshaw, Martin Evans, Paul Evans, George Fay, Daniel Frew, Tony Hill, Angus Macdonald, Stan Mauger, Mike Mulholland, Geoff Northmore, Brendon Neilson, Arthur Pearce, John Raybould, Bryan Spencer, Don Spray, Michael Taylor, Keith Trillo, Charles Warren and Keith Williamson.

Visitor Gwyn Avenell was welcomed by President Charles and apologies were received from Mike Fairgray. Bryan Spencer gave a reminder of the Indoor practice evening at the Balmoral Hall on November 24, down for trimming indoor models for the Nationals. He also referred to the RC indoor nights at Ellerslie on November 11 and 25 and reminded us of the RC Scale classes flown on the second night. Keith Trillo gave details of the Club's forthcoming display at the Ardmore Warbirds airshow and asked for an indication of support for this. Ricky Bould has Randolph dope available.

The theme for the meeting was WWI aircraft and plenty of biplanes (and triplanes) were brought to the meeting. Charles Warren's Doug McHard designed SE5a seen on the table on the previous month, was brought again to support the theme. He brought his Mills powered Gordon Whitehead-designed Sopwith Triplane designed for Free flight but flown as RC, as well. It was accompanied by a Triplaneezer in similar livery powered with a Dart. Beside these was a large Flair Fokker Triplane Kit and two possible powerplants for it, a Spark Kalt22 made in Italy, and a Tartan KG22cc glow engine. Also brought by Charles was his Pfalz monoplane built by Arthur Pearce. It is Cox powered but power is marginal.



Upper:
Charles Warren brought triplaneezer and Sopwith Triplane flown as RC

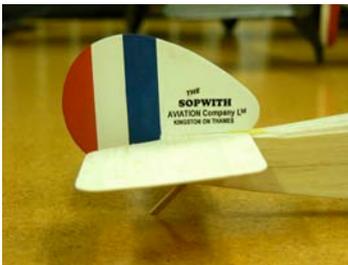
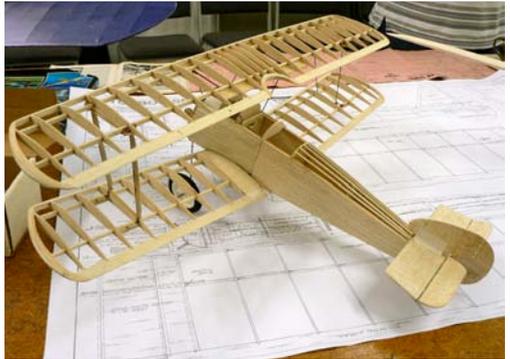
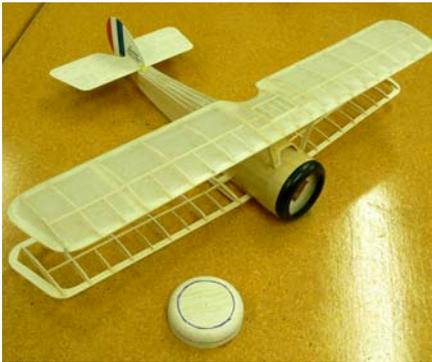
Left: Pfalz monoplane built by Arthur Pearce and now in Charles's care is under-powered with Cox.

At a smaller scale was Mike Mulholland's Keil Kraft Sopwith Camel kit scale project going ahead in leaps and bounds. A nice piece of building and neat tail fin lettering. Mike Mulholland displayed a sample of plastic sheet used for moulding, as described in last newsletter. Michael Taylor's contribution to the WWI theme was his 'bare bones' Sopwith Camel now with its wings attached. This is the 28" span free flight version designed by D M Collin (built from the pink plan in December 1971 Aeromodeller) that has a pendulum-controlled elevator as a novel feature.

Angus Macdonald brought had his father's Pilot's Wing Badge, circa 1918. He reflected that his father had probably trained and qualified with the Walsh Brothers on a Curtiss flying boat at Mission Bay. Also staying with memorabilia, Keith Trillo displayed a genuine 1918 compass that was standard issue for SE5a and Sopwith aircraft of that era. This particular compass seemed set up for Northern Hemisphere use.

Keith Williamson brought his large 1913 Eastbourne monoplane for ERC. He commented on how advanced the design was for the time and how Eastbourne had hoped that orders would follow. Martin Evans has had difficulty in finding definitive 3-views for his Halberstadt D2. This model and an Etrich Taube for peanut scale showed signs of lots of flying. Also supporting the WWI theme was his large Eindecker DIII for ERC.

Mike Mulholland gave a background to his two superb Tiger Moths, one an 18" Modelair for model rubber power and the other larger model of 21" span, which he is working with



Upper: Sopwith Camels by Mike Mulholland (Left) and Michael Taylor (right).

Lower: neat lettering on Mike Mulholland's Camel (left). Keith Trillo brought this 1918 compass thought to have been from an SE5a (right).

Gwyn Avenell to produce a kitset for Avetek. Mike also expressed enthusiasm about another fine rubber scale project, a DH Fox Moth, and brought the Dave Rees plan for building it. Watch this space!

Angus Macdonald's SIG Monocoupe for rubber power is at bare bones stage and destined for kit scale competition. He explained a clever system of moulding cowl blisters from epoxy using a Plasticine moulding process. George Fay had just finished lettering markings on his Max Holste Broussard for 0.8cc free-flight scale, hours before the meeting. The Broussard is ready for some testing. For the WWI theme he had brought and an old rubber Eindecker, tabled for restoration (?). Don Spray's Heinkel 46 for Mills 1.3cc is now in a camouflage colour scheme and had had its first flight on the day before the meeting. Stan Mauger's power conversion, for Mills 1.3, of the Comet Aeronca Chief has flown a few times, but is now looking smarter with re-covered wings.

Keith Trillo's 80% Starduster Special for ERC is at bare bones stage and notable for the cooling openings on the top of the nose section. Keith also brought a Shilen Torpedo 29, a reproduction of a very early marque.



Upper left:
Martin Evans's Fokkerneezer needs only a small tank as it climbs fast.

Upper right:
George Fay's Eindecker for rubber power looks worth refurbishing.

Left: Martin's Halberstadt D2 and Etrich Taube, for peanut scale, are great flying models.

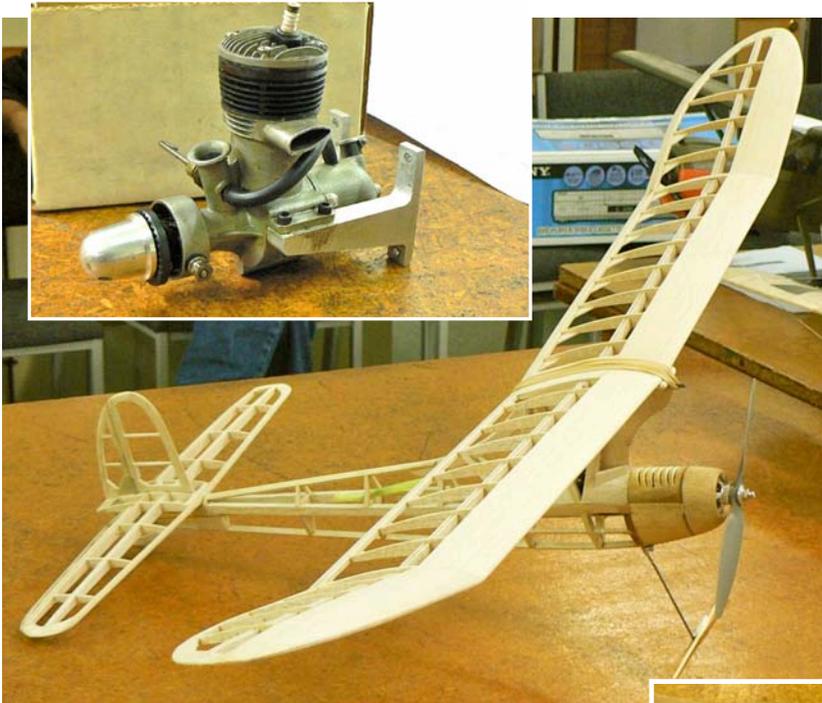
Several publications were on the table including Paul Evans's contribution of *The First Croydon Airport 1915-1928* on the very early days of this historic Airfield and *Early Flying Machines 1799-1909*. Michael Taylor had brought along several books on model aero engine testing and collecting, including the *Pictorial A to Z Collectors Guide*, and also the illustrated handbook of the model aircraft museum at Munich. Someone complained that it was in German and Michael replied "But the pictures are in English" which drew a smart quip "That must confuse the Germans!" Ricky Bould had copies of *Sam Speaks* for perusal - always a welcome read. He commented that *Aeromodeller* is back in monthly production. Further down the table were three WWI related books brought by Arthur Pearce including *Sopwith - The Man and his Aircraft*, *Fokker - The Man and his Aircraft* and *Von Richthofen and his Flying Circus*.

The tour of the table complete, it was on to a cup of tea and a chat.



Upper:
George Fay's Max Holste Broussard looks great in French colours. It is now awaiting some testing.

Left: Two great rubber powered DH Tiger Moths, both by Mike Mulholland. In the foreground, one from the Modelair kit and beyond a prototype for a new kit



Upper:

Latest E Texaco built by Keith Trillo is progressing well. **inset:** Keith's Shilen Repro Spark ignition Torpedo 29.

Lower: Angus Macdonald's SIG Monocoupe is destined for Kit Scale. **Inset:** Novel method of producing cowl blisters using epoxy master then plasticine impressions to mould the rest.



Upper:
With markings completed, Don Spray's Heinkel 46 is now at trimming stage.

Centre:
Stan Mauger's Comet Aeronca Chief now has freshly re-covered wings.

Left: Keith Williamson's Eastbourne Monoplane showed some neat metal turning and a smart dummy engine.

Indoor Scale at Balmoral - Stan Mauger

27-10-14

There were just two entries in each of the indoor scale classes flown, after the usual sorting out of model trim and rubber motors. In Peanut scale Ricky Bould soon had his Fike flying well and put in good flight times. Keith Trillo has been steadily trimming his Fike and achieved a longer flight putting him in first place. It did not take long for Ricky to get his Veron Comper Swift flying well in Kit Scale, however, a static score advantage, put Stan Mauger's KK Cessna first. Ricky also flew his Comper in Open Rubber Scale and was only a few points behind Stan's Fleet Canuck in flying. Elsewhere in the hall, Chris Groves and John Swales took the opportunity to fly their Hangar Rats. John's model was soon trimmed to achieve good times. He also took the opportunity to fly a couple of profile scale rubber models as well as his RC Champ. Keith Williamson had several flights with his rubber powered KK Fairey Junior and had it climbing well, just needing some turn to tame the flight pattern. Mike Stoodley fitted in some time to fly his Vapor between assisting with scale judging. Thanks also to George Fay for his help with timekeeping.

Results

Peanut scale

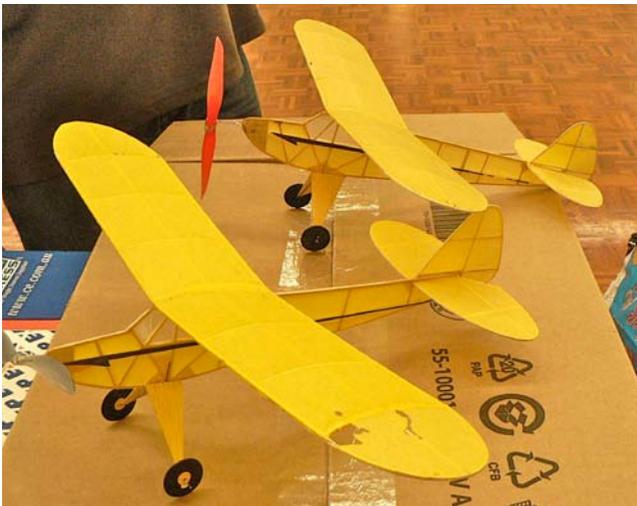
		[Place]	Static	flying
1. K. Trillo	Fike		1	1
2. R. Bould	Fike		-	2

Kit Scale

1. S. Mauger	KeilKraft Cessna		74	61
2. R. Bould	Veron Comper Swift		-	37

Open Rubber Scale

1. S. Mauger	Fleet Canuck		787	446
2. R. Bould	Comper Swift		-	414



Left: John Swales had a couple of profile Cubs to fly. The moth attack on the wing of the front model is a giveaway that these models were inherited from Bruce Keegan and Trevor Martin.



Top: Keith Williamson's Fairey Junior on the winding stooge and in front of it, Ricky Bould's Comper Swift, Lacey and Ganagobie. **Lower left:** Ricky setting up the Ganagobie. **Lower right:** John Swales's profile Cubs getting some attention.

Karaka Diary - Keith Trillo

2-11-14

A good morning for flying with partly cloudy conditions and a light northerly wind. We had to use the second paddock at our site which was at the early stages of being locked up for hay. Our regular paddock was occupied by a herd of cows.

Keith Williamson had his Comet Clipper and Lanzo Bomber but flew only the Comet Clipper, which is still sensitive in pitch due to C of G position. Charles Warren had flights with his Jimmy Allen Bluebird, IC Tomboy and Catapult Gliders, Orbit and Hervat. Angus Macdonald flew his E Texaco eightball and Bryan Spencer his 1/2 E Texaco, E Tomboy and Leadfeather Yak. Michael Taylor and Brendon Neilson came to spectate and did a fine job of operating the stop watches. Bryan Spencer and Keith Trillo flew 30sec engine run E Tomboy flights with Bryan getting the winning time of 2:51.



Top left: Bryan Spencer with his E/Tomboy and Charles Warren with a Hervat catapult glider.
Top right: Charles with a Jimmy Allen Bluebird. **Above:** Relaxing in the long grass

Results:**E/Texaco**

A. Macdonald	10:38	7:52	13:12
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1/2E Texaco

B. Spencer	10:35	11:48	
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IC Tomboy

C. Warren	2:05		
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E/Tomboy 30 sec engine run

B. Spencer	1:57	2:51	1:44
K. Trillo	2:30	1:54	1:39

9-11-14

Another good morning, warm with light winds and mainly blue sky. Those present were Angus Macdonald, Charles Warren, Keith Williamson, Ross Northcott, Michael Taylor, Bryan Spencer and Keith Trillo.

Charles got his daily exercise flying and retrieving his Hervat Catapult glider, and also flew his free flight Mills powered Tomboy. Michael Taylor had various good flights with his E Rubber Convertable and Keith Williamson flew his PAW 15 powered Texaco Lanzo Bomber. As there were thermals about, Angus scored a flight of 24min.47 with his E Texaco 8-ball and Bryan obtained a 19min.47 with his 1/2E Texaco Slicker.

Ross, Bryan and Keith Trillo flew E Tomboys on 30sec engine run. The Cox 049 in Keith's Skipper only gave engine runs of around 1-1/2 minutes resulting in poor total time. More stern words are required.

E/Texaco

A. Macdonald	24:47	13:50	8-ball
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1/2E Texaco

B. Spencer	19:45	11:44	Slicker
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1/2A Texaco

K. Trillo	5:18	3:14	Skipper
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Tomboy 30sec engine run

K. Trillo	2:29	5:52	1:51
B. Spencer	2:17	1:27	1:12
R. Northcott	1:20	1:34	0:58



Top: Keith W launching his Lanzo Bomber **Above:** Guess who is still flying.

Hoteo Report - Stan Mauger

9-11-14

The promise of a calm morning at Hoteo was too hard to turn down, for a small band of fliers including Ricky Bould, George Fay and Stan Mauger. Conditions were excellent until well into the morning. This was very much a long-needed morning for getting some trimming done. George got as far as test glides with his MH Broussard, before getting out some rubber scale models. His Curtiss XP37 made low level flights but needed more power, but the rubber-powered Airacobra climbed away and flew with authority. He also had an own-design P30 in the air briefly, that looked well enough trimmed, just needing more urge. Ricky had a bevy of small rubber powered models there, including Chipmunk, Barracuda and Avenger. He had also brought a Bruce Keegan built Simplex, powered by an ME Heron. The model was taken as far as some careful test glides. Should fly well. Stan's Auster J5 flew smoothly from the launch, but pulled to the left, sustaining an easily repaired dented wing tip on arrival. There was ample time to fly models before the breeze started to build.



Top left: George Fay had some trimming flights with his P-47.

Top right: Ricky Bould had a number of small rubber models to test, seen here with a Stahl Fairey Barracuda.

Left: It was great to see this Simplex built by Bruce Keegan and now in Ricky's care, out for some test glides

Behind the 8-Ball - Angus Macdonald

I have always enjoyed flying in competition and as the years roll on (make that “rush on”), the idea of being able to do that while sitting comfortably in a chair (kindly provided by Keith Trillo on Sunday mornings at Karaka) really appealed. Half ETexaco looked about right so I download the plan of the 1949 “8 Ball”, then a quick trip to the copy shop and get into it. How do we get two servos, a receiver, ESC and battery into that skinny fuselage? I pencilled in the largest square box that would fit in behind the firewall and put servos and Rx on side to fit in there with the nose removable and ESC and battery in the nose behind the electric motor.

A central vertical keel was pinned flat on the building board with half formers added then softish 3/32” “A” grain balsa, thoroughly soaked with household ammonia was forced around double curves and held in place with lots of pins, weights, clothes pegs, masking tape and anything that looked as if it would stay in place while the wood dried overnight. A thin plastic tube for the elevator was installed next. A bit of trimming of the formed sheet wood followed, to get a good fit and then a generous application of glue on the keel and formers (PVA - you need time here) and pins, clips, pegs etc. again. The half fuselage was quite rigid when dry at this stage so the equipment box and the other half formers and rudder tube were fitted and all the above repeated. Each side of the fuselage used only a single sheet with the pylon treated similarly and separately. At last!, the house does not smell of ammonia. A 3mm ply former with the legs was epoxied to the front. A separate matching former in front of this had the nose built up with sheet balsa with accommodation for the motor, ESC and battery. The nose is held in place with two 3mm bolts.

During the pauses for drying etc. a conventional wing and stabiliser were built. I opted for a top hinged elevator. This made for considerable packing up of ribs, spars etc. because of the elliptical outline. A later one was built upside down with the TE flat on the board.

About this time, a suggested vintage rule change (and subsequently confirmed) would bring my 1/2 E Texaco into E Texaco. Ahh Well, press on regardless! Another trip to the copy shop and a 93% plan was produced. This brought the area to 306 sq.in, a size eligible for both classes. Structure is nearly completed. However, back to the ‘biggie’ now completed but 7 ounces under weight. A mixture of 7 oz. of lead shot and epoxy was poured into the only available space, the pylon. The 8-Ball had flown unballasted with the CG at 90%. This was made possible by the large undercambered tailplane but it was not easy to fly. Remember the armchairs on the field? So remove the ^_^#//@** ballast and replace to give a 66% CG. Result- a different aircraft altogether and now very relaxing to fly. I have had about half a dozen flights so far, three of which were 13mins, 17 mins and 25 mins. It just loves thermals.

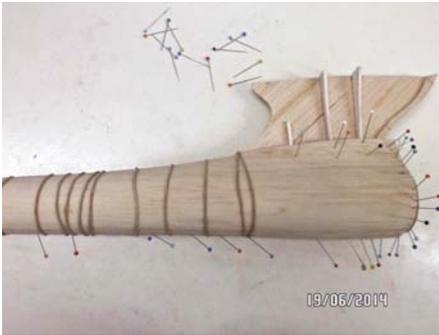
Opposite page

Top: Second side of fuselage planking (left) and pylon planking going on (right).

Centre: Tail was covered first to sort out the CG.

Inset: Ready for heat shrinking and later - weak dope. The dope made the wing much more stable and consistent.

Lower: Ready for those thermals.



An Airacobra for Power Scale George Fay

My recently completed Max Holste Broussard for F4A scale, after some two or three years in construction, is now awaiting test flights and hopefully it will make it to this year's Nationals. This is my first high wing model and quite exciting ! I have been contemplating for some time, a replacement for the Douglas Dauntless and the Vought Corsair. The Dauntless although fairly new, has had some very good flights and a hard life! The landing phase leaves a lot to be desired as it simply just falls out of the sky!

The 40inch Corsair, built some years ago with a D.C.Sabre 1.5 up front and later a P.A.W 1.5, was never really successful. Short flights were okay but on prolonged ones it was unstable and would perform all sorts of unusual manoeuvres. After deliberating as to what would be the most suitable aircraft in W.W.2 vintage, I came across the rubber powered P.39 Bell Airacobra, I built some years ago. It showed some promise in flight performance, so I tidied the model up, recovered and repainted it. After a few trimming sessions and finding the right propeller and rubber combination, it does fly really well. The short wingspan, long nose and the interesting tricycle undercarriage make it a great subject.

I had used the plan of the rubber version at first by enlarging it to get the approximate size and I envisaged that it would be in the vicinity of a 40inch wing span model, but I found some discrepancy in shape outline etc. With the help of some three views and photos, I devised my own plan. The end result was a model of 39 1/2 inch wing span and 33 inch long fuselage. I commenced building some three weeks ago and am almost at the covering stage now. I used a variety of balsa but not too much of the hard or heavy stuff. Ply, was used sparingly and only on places where it's needed like sandwich wing ribs,



tongue box etc. The fuselage was built along similar lines as the Dauntless, but with the plug in wing box built on to the lower fuselage it certainly adds extra strength to the entire structure. The centre of gravity came out as I had hoped bearing in mind of the longish front and relatively short tail moment. Just some small adjustment is needed. I have been satisfied with the progress made so far. With covering to come the weight so far is 260 grams !

The finished product may not be a true FAI F4A model, but the drawings that I made can't be too far out. I will be happy if when eventually when it takes to the air it performs half as well as the rubber version.

AMAC Christmas Quiz Answers

- 1 – (a) CEILING AND VISIBILITY UNLIMITED (b) TASMAN EMPIRE AIRWAYS LIMITED (c) FLIES RIGHT OFF GROUND (d) PAN AMERICAN AIRWAYS (e) ANCHOR MOTORS COMPANY (not Auckland Meat Company) (f) ELECTRONIC DEVELOPMENTS
- 2 – (a) SIDNEY & FRED CAMM (b) SYDNEY & WELLINGTON CHOY
- 3 – (a) BIGGLES AND THE CAMEL SQUADRON (b) BIGGLES IN THE BALTIC
- 4 – COMPRESSION IGNITION
- 5 – (a) NOVEMBER 1935 (b) SIX PENCE 6 – NOVEMBER 1949
- 7 – VIC SMEED'S CHILDREN WERE GIRLS
- 8 – (a) FREELANCE JOURNALISM
(b) SIX MILLION
- 9 – 172nd
- 10 - (a) A TAIL-FIRST AIRCRAFT (b) AN UNFOUNDED RUMOUR
- 11 - LOSS OF ADMIRAL MOFFETT IN THE CRASH OF THE US AIRSHIP "AKRON"
- 12 - GEODETIC CONSTRUCTION WAS USED IN THE "R100" AIRSHIP
- 13 – FEILDING (12 times) [CARTERTON (11 times)]
- 14 - 1987
- 15 - HAVE A GUESS!



3rd-7th
JANUARY



Top: Ricky Bould assisting Keith Trillo with the floor section of the display.

Above: Michael Taylor and Charles Warren working on the display whilst Keith Trillo and Angus Macdonald respond to questions.

Display at NZ Warbirds Open Day - Stan Mauger

The AMAC mounted a static display of model aeroplanes for the NZ Warbirds *Salute to Military Aviation*, Open Day, held on 23 November at Ardmore. We shared the Warbirds Hangar with two fullsize aircraft, model boat enthusiasts, a bookseller and military history group. Besides the main area comprising several tables, models were placed in a cordoned off area on the hangar floor. Charles Warren created interest by starting a small diesel engine, an action that had small youngsters crowding around, and by offering a try on an RC model simulator. Michael Taylor had taken the trouble to display bulletins and photos of Club flying. Whilst Angus Macdonald's large Gipsy Moth and sailplane were highly visible, visitors were also taken with the delicate construction of Keith Trillo's indoor models. The display attracted the interest of some past modellers and some membership application forms were also handed out. Special thanks is due to Keith Trillo for masterminding the display and bringing everything together. Other members who brought models were Ricky Bould, Angus Macdonald, Stan Mauger, Brendon Nielson, Michael Taylor, Don Spray, Charles Warren, and Keith Williamson. The display generated enough interest to be well worth doing.

Inset: Charles Warren with children trying their hand on the RC simulator.

Below: The floor selection of some of the 41 models on display.





Tomboy & Texaco

Tomboy and 1/2A Texaco are 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

Calendar - November

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. NDC [January] Classic RC 1/2E Texaco and
Classic RC E Texaco may also be flown.

Karaka Steward

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

HOTEO

NDC [Jan] events* Catapult Launched Glider, F1C Power,
Classic A2 Glider, F1A Glider, Vintage FF Precision and
Vintage Rubber Duration events may all 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

Aka Aka Steward

Brett Naysmith 09 235 8803 brejo@xtra.co.nz

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

February 23

Hangar Rat [7.30-10pm]

Ellerslie

Tuesday December 9

Michael Park School Hall

Indoor radio flying (7.00-10pm)

Tuesday January 27

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

* Refer to www.modelflyingnz.org for NDC Calendar for other events

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	Paul Evans	479 6378	ziply@xtra.co.nz
	Don Spray	828 4892	drlmspray@xtra.co.nz

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

ASME Clubrooms, Peterson Reserve, Panmure.

Monday December 1, 2014

Theme: Two Metre and other RC gliders

Items for the table:

Models, plans, engines, photographs etc.

Trading table:

Buy, swap, sell and donate.

Visitors or intending members welcome