

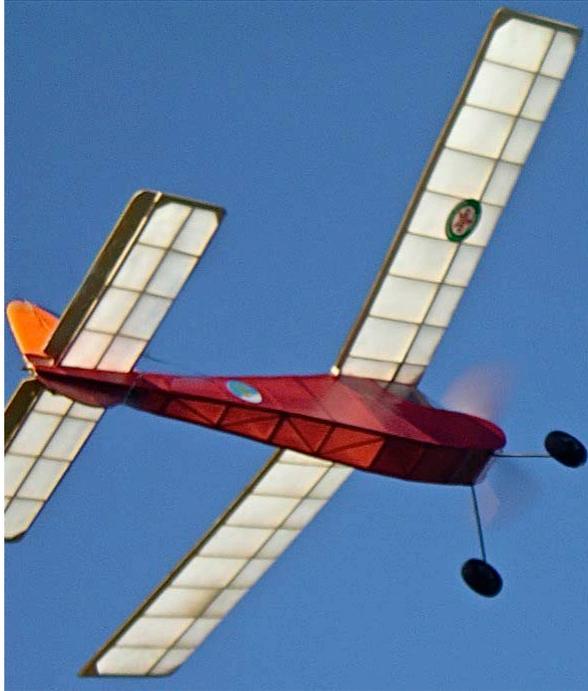


BULLETIN OF THE AUCKLAND MODEL AERO CLUB INC. EST. 1928

February 2016



Is it a boat? Is it a plane? Refer to p.4.



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

Editorial – An indoor free flight revival?

I hope that I am not being too extravagant in saying this, but there have been some encouraging signs of the interest in indoor free flight classes in the Club lately. Last year's last Hangar Rat evening saw more competitors than for many years and with good minimum times on the score sheet. Hangar Rat has had a boost from the very successful contest held in Morrinsville last October and from the interest in both clarifying rules and building new models for this event. Angus Macdonald's help in both of these aspects is appreciated and is a positive step to see more competitive models being built and flown. With Nationals looming in March, clarity around rules should put Club fliers in better shape to contest this class. I have plans for Hangar Rat and Push E if anyone would like to start building a model for these classes.

Last year's Morrinsville contest day aided by fliers outside the Club, brought out good numbers flying, particularly in Kit Scale and showed the appeal of the indoor classes flown. While the North Island Free Flight Champs Morrinsville Indoor Day attracted smaller numbers, presumably because of clashes with other commitments at this time of year, there was nevertheless lively competition and active flying by the Club members participating (see the report on page 26). May and October Morrinsville Indoor contest days are planned for this year and details will be in the next Slipstream. Come and join the indoor fliers on these days either flying or as a spectator!

At a local level the regular Balmoral and Ellerslie Indoor days will continue in the same cycle as last year so if you fly these classes, please support them. There is also interest in a new class, Modelair Hornet. These simple sheet models have been flown for fun for some years, but Ricky Bould has now formulated a set of simple draft rules to provide a competition. Let him know if you would like a plan or precut model. These rules are to be found on page 29. He is also keen to promote the KK Elf as a simple Club indoor competition design. Here's to a continuing indoor free flight revival this year.

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 March Slipstream is February 25

Monthly Club Night - Mike Fairgray reports

7-12-15

Present were Ricky Bould, Guy Clapshaw, Martin Evans, Paul Evans, Mike Fairgray, George Fay, Leigh Fraser, Tony Hill, Angus Macdonald, Stan Mauger, Brendon Neilson, Geoff Northmore, Arthur Pearce, John Raybould, Bryan Spencer, Don Spray, Mike Stoodley, Charles Warren and Keith Williamson.

Both Keith Williamson and Angus Macdonald thanked the club members for their condolences due to the passing of both their Wives. Notices included notification that Indoor will commence at Michael Park School Hall on the 4th Tuesday in January and at Balmoral on the last Monday in February.

The Free Flight SIG is holding the 2016 North Island Free Flight Champs from the 8th to the 10th January at Proctor Road. Free flight outdoor rubber Scale duration will be held on the free flight field. On Saturday 9th January Hangar Rat, Hand launched Glider and Indoor Free Flight Scale classes will be held in the Morrinsville Westpac Stadium Hall starting at 5pm.

Confirmation has been received that the Trans-Tasman Hope-Cross Trophy Challenge for F4A Free Flight Scale power will be held at Richmond Australia on the first weekend in July 2016. Contact Stan Mauger for further information.

Tonight's theme was Vintage Model Aircraft. First up was a newly completed Red Zephyr constructed by Brendon Neilson. As Charles was having so much fun with his Zephyr gifted by Arthur Pearce and as Brendon could not convince Charles to sell him his, he downloaded the plan, had it copied, and got stuck in. The model was resplendent in red and white covering and constructed to the high standard that we have come to expect from Brendon. Yet to fly, its first outing will be as soon as he can get to the flying site when there are good weather conditions.

There was a bottle with some balsa rubber banded to it, brought by Don Spray. It turned out that the balsa was destined to form the blades for a propeller for George Fay's model. Stan Mauger had a bag of moulding plugs for pressure vacuum forming made by Brian Crocker. Brian was very good at making plugs for all sorts of fittings and canopies for both his models and those produced by Airsail.

A most unusual object occupied the next space on the table. It was brought in by Paul Evans who had been asked to retrieve what was left of Bill Mackley's model bits and pieces from Michael Taylor's basement. It had a distinctive hull shape which led to the opinion it could be a wing float, however, because of the strange shaped balsa attachment to the rear of the "float" there was no conclusion as to really what it was to be used for. For those who did not know of Bill Mackley, he was the patron of the Club for several years.

Paul also had the job of clearing out Michael Taylor's modelling items and books from the basement of his home. He had found a large group photo of present and past members who attended the Club's 75th Jubilee dinner held on the 22nd November 2003.



Above: Brendon Neilson's newly completed Red Zephyr.

Right: Keith Williamson (left) and Terry O'Meara (second from right) at SAM Champs in El Dorado near Las Vegas in 1997 where Keith flew his Brooklyn Dodger (below).



Life Membership and the first of Hall of Fame certificates were presented on the night. Sadly a number of familiar faces were no longer with us.

Keith Williamson had his well flown and greatly aged Brooklyn Dodger, which he took to the USA SAM Champs in the company of Terry O'Meara. One of the highlights of the trip was that the designer of the model signed the wing. It came to an untimely kitset when it folded its wings while flying at Karaka. He rebuilt it and flew it successfully for several years. Time has now caught up with the silk covering which has become very brittle as was evident by the many holes in the covering.

Martin Evans had his newly built 150% 1950 Sporty biplane. He intends to power this with an OS 24 4 stroke. After stating that it needs lots of nose weight to obtain the correct C of G, many ideas were forthcoming from those present. For example, make the cowl out of boxing, fit steel wheels, add car wheel weights and lots of other suggestions that could not be taken seriously, or could they! Anyway, Martin appears to have a handle on the weight issue and the model should be feeling wind under the wings soon.

Mike Mulholland had some vintage items, one of which would definitely not be flying. This was a steam boat with a steam engine from the 1920s. The model was made by Bowman Models, in business from 1923 until 1934. The boat was named The Swallow and came in a sturdy wooden model box that was there as well. Mike does not intend to refurbish the steam engine and the model will remain as it is, as a nostalgic window to the past. There were a couple of vintage kits as well. The Modelair Monarch, a 30 inch spar contest kit, was in its original packaging. Angus thought it was kitted in the early 50s. The curved wire to be used as an undercarriage came like this because the wire was cut off a roll and it was up to the builder to straighten it out. This was quite common in early kits. Angus explained how they cut balsa propeller blanks which involved a machine that turned the balsa blank through the required angle as it was moved towards the band saw. A coarse toothed blade was used so it could deal with the various angles. This is



Left:
Mike Mulholland brought this mint Super Slicker kit and also a Modelair Monarch kit.



Upper: Ricky Bould brought his Heron powered Simplex now set for flight trimming.

Centre: Martin Evans's newly built 150% Sporty bipe.

Left: Angus's well flown electric Tomboy.

why the final shape had a rough finish. Mike had also brought a Keil Kraft kit, a 60 inch Super Slicker. The recommended engines included a Mills 2.42 Diesel and a McCoy 29 Spark. The usual comments about the wood being hard and heavy were voiced and the shaped block for the pylon was a good example which looked as if it was carved out of solid wood.

Don Spray had his completed Puss Moth constructed from a 200% enlargement of the West Wings Kit. Don had already built a Puss Moth from this kit and its fine performance spurred him on to make a larger model. It is rubber powered and is yet to fly. Don explained how he made the lettering for the markings. He made up a frame and stretched two layers of tissue over it. He then applied two coats of weak dope and when the tissue was dry and taught he sprayed it with the appropriate colour. Once dry the tissue was removed from the frame and the edges taped down to a piece of board. Templates of the letters and numbers printed to the appropriate size off his printer were placed on the tissue and carefully cut around, resulting in the required lettering/number ready to be placed on the model. Using thinned down RC56 canopy glue the letter/number was floated on to the model and pressed down. The end result was a very professional looking set of markings. Ricky Bould is also using this approach on his Tiger Moth. The resulting markings look as though they have been sprayed on.

The other model Don had was a PA16 Piper Clipper. This was in an advanced stage of construction. The plan came from the library of plans kept by Trevor Martin, that Don is currently looking after. The model will be powered by a CO2 motor and is finished to Don's high standard showing his knack of keeping a model very light.

Mike Stoodley had found the "House of Frog" website and downloaded several plans. He was in the process of building the Raven. Rather than the original model of 18 inch span he has built a smaller version and intends to power it with the micro electric unit that he had also brought along. This was an incredibly small system with battery and motor fitted to a frame which I assume will slide directly into the model. It will be interesting to see how the smaller model performs as the full size version that I built went well (in fact I have built nearly all of the Frog Senior Range).

Angus Macdonald had a very tired looking Tomboy that he had converted to electric and the motor looked out of place sitting all shiny and clean on an oil soaked nose. Angus considered that Vintage did not necessarily mean old it just needed to look to look old as this Tomboy surely did. Any model was sure to look vintage after spending six weeks in a tree. He also had a jig that he used to make Hangar Rat propellers, which allowed him to carve the flats on the blade centre mounting strip to accommodate the propellor blades at different angle giving different pitches to each propellor. He said that this improved the flying of the model.

Finally, the last model was a Simplex originally built by Bruce Keegan. Ricky Bould had rebuilt some of the model after it was left on the ground behind a car and saw some modification after the car contacted the model. The model is powered by a Heron Diesel and is ready to fly at the next Hoteo Day.

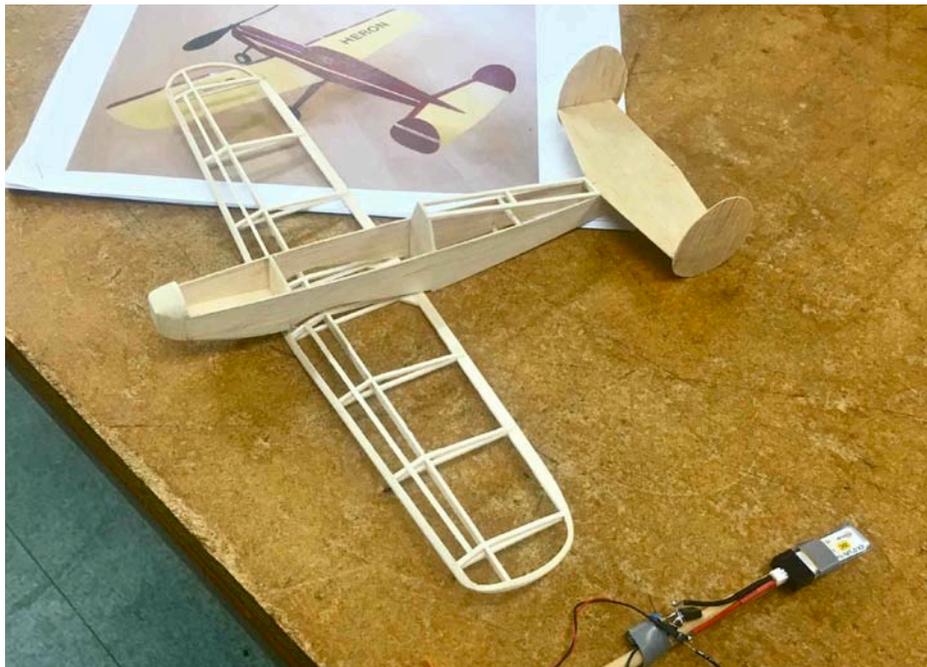


Upper:
Don Spray's rubber powered
Puss Moth enlarged from the
West Wings kit plan.

Centre:
His new Piper Clipper feels
light and should go well with
Gasparin G300 motor.

Left:
The CO2 tank installation
in Don's Clipper.

So on that note the last meeting of the year was called to a close and it was time for tea and biscuits and a closer look at the models and magazines. Mike Fairgray and Don Spray had brought in some Christmas tarts which went down a treat.



Top: Mike Stoodley's reduced Frog Raven with small electric motor seen at the lower right hand corner of the photo.



Right: Maurie in model flying days, seen with R6B at the Kidds Road field.

Maurice Poletti 1930-2015

It is hard to capture in only a few words, Maurie's immense contribution to the Club and to aeromodelling. Maurie was in his element going around the table at AMAC meetings, picking up models brought by us, and commenting on them. It's my understanding that he got this task because he needed to be able to write about them in Slipstream, but he transformed any discussion about items on the table to an art. The deliberate pauses and then the witty, but always generous comments, never ceased to be entertaining. He had so much knowledge about aeromodelling that he could tease out interesting aspects of even simple models, from those who built and brought them.



Maurie was a true researcher and the pages of Slipstream reflected his considerable interest in the history and technology of aeromodelling. As a newcomer to the club in the late 1990s, I was intrigued to open the magazine and see what model he had carefully drawn, as a CAD rendering, in the centrefold. But the supporting history about each subject was just as well researched. Sometimes it was an historic model and sometimes a model engine – usually a Pepperell - about which he must have been a world expert. He accomplished a comprehensive history of two leading model aircraft manufacturing firms – Airsail and Modelair, produced a book on Pepperell engines – *Those Amazing Peperells*, compiled a book of plan sources for scale models, and indexed articles from Historical Aviation Society's Journals. Then there were the reports and documentation now held in the Club archives. All this was achieved whilst editing and later assisting in production Slipstream.

Maurie was modest about his accomplishments and rarely published photos of himself in Slipstream but on one occasion in January 1992, a photo did appear with the following caption – “Rare shot of Slipstream's distinguished, cultured, handsome, talented, shy, retiring, modest editor, seen here holding a model”. His contribution to aeromodelling has touched so many of our lives and continues to be a reference for us. And yes, I think that all those things he said about himself in jest do apply. - S.M.



Left:
Maurie giving his delta the heave ho.

Push E and Kit Scale at Balmoral - Mike Fairgray

Not a bad turnout. The model of the night must have been the Modelair Hornet, first noticed as a consistent flyer that Keith Trillo had flying at each indoor meeting. Don Spray threw down the challenge at the last Club night for members to front up with a model and start a competition. There were three Hornets including Keith's, Don's and Angus's and once Don and Angus got to grips with sorting out trim and rubber needed, they proved to be good flyers. I understand that there are several more Hornets on the building board so this should prove to be a well represented completion in 2016.

Ricky Bould decided to fly his Luscombe Sedan in Kit Scale. The model was seen for the first time at Morrinsville Indoor meeting where it underwent some trimming and was showing potential. Well, most of the bugs have been ironed out and it put in some good flights. As well, he had his KK Elf. He is wishing to promote this model as a new informal competition for indoor just to add some additional types of models to the mix. It put in a pre-trimming flight which could be described as encouraging. So come on you indoor types, build this simple Elf.

Four Push E's were up and flying and put in good times with Mike Stoodley achieving an early unofficial flight of 3 minutes 10. Keith Trillo then recorded 3 minutes 40 seconds on his model's first flight. This got the competition juices flowing with some good times being recorded but Keith trumped them all. Keith Williamson was timekeeping during the evening but when he went to fly his Push E he found that the battery was reluctant to accept a charge. In a final attempt to get the battery charged he left it being charged for a long time and although the battery was very hot he managed to get a reasonable flight.

Kit Scale was a contest between Ricky Bould's Luscombe Sedan and Don Spray's Luton Minor. With the same static marks, flying points were the decider, enabling Ricky an advantage to lead. Elsewhere in the hall, John Swales's Mini-Vapour complete with lights, was giving a good performance with slow tight turns and some prop hanging. This was a good night to end the year and we look forward to 2016, with plenty of time to have indoor models ready for the Nationals.

Results

Push E

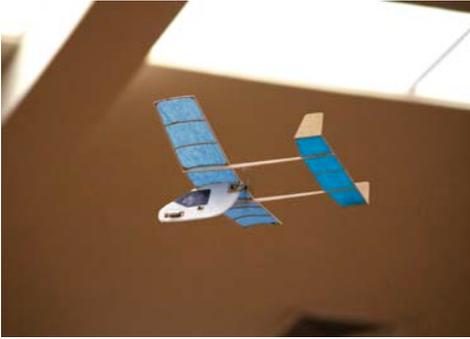
1. K. Trillo	3:43	2:18	3:35
2. M. Stoodley	1:44	2:06	1:14
3. K. Williamson	1:43	0:50	

Kit Scale

	Static	Flying	
1. R. Bould	0:42	0:29	71
2. D. Spray	0:42	0:25	67



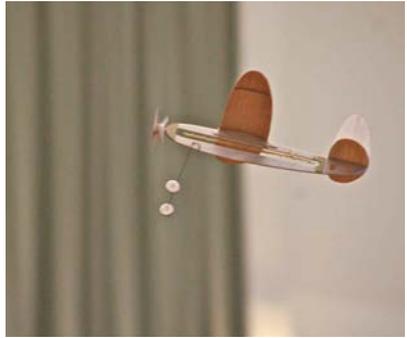
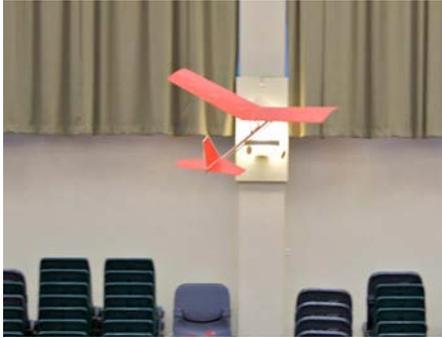
Above:
Ricky's KK Elf flying
with purpose!



Upper:
Mike Stoodley's Push E (left) and Keith Trillo's (right) both put in great times.

Centre:
A view of model preparation at the start of the evening.

Right:
Ricky Bould had his Luscombe Sedan flying well.



Upper left:
Angus's new Hangar Rat climbing away well.

Upper and lower right:
Don Spray with his Modelair Hornet and above, the model in flight.

Lower left:
Angus's Modelair Hornet receiving some attention.

Soo Modellers - Frosty flying - Chris Moes

I was pleased to receive this report from Chris Moes of the Soo Modellers Club, Sault Ste. Marie, Ontario last December - Ed.

We've been having unbelievably warm and pleasant weather throughout the month of November and in the forecast for next week or more. Normally, we have snow on the ground already and no access to our 'regular' flying sites. But, we just had a superb weekend here on St. Joseph Island (per photos) and the Soo club is planning a "Fun Fly" get-together coming on Saturday. The forecast is 8-10C and sunny! These pictures are from last Saturday morning, with some frost on the ground. *For more news visit the following website - Ed.:* <http://www.soomodellers.ca/>



Left:
Pipit on Launch plane. The glider's onboard telemetric vario/altimeter is a "Wireless Copilot" from New Zealand, and the audible voice has a distinct (for us) NZ accent. A very useful device, never fly without it, and we affectionately call it "the Kiwi" – such as "Do you have your Kiwi switched on?"

Upper:
All models in this picture flew – including 2 gliders and an EDF! Clockwise – Tom, Bernie, Bender, Mandy

Inset:
LiPo storage in an insulated bag (also good for beer!) – but with a therapeutic "heat pad" pre-heated in the microwave.



Left:
Mike Mulholland
took first and
second spots with
his two beautifully
built models.

Below:
George Fay's
detailed Nakajima
Tony also achieved
a good flight time,
taking him to third
place.



Rubber Plan Scale Competition 2015

This has been the most successful Free Flight & Control Line SIG Plan Scale Competition to date, with ten entries and an interesting assortment of model types. While it was pleasing to see an increase in support for this contest it would be even better if other competitors from other areas would enter as the entries came from the Auckland area only. If you know of a scale modeller outside Auckland please encourage them to enter the 2016 competition

April weather conditions were the kindest with models receiving good times in these calm conditions. Mike Mulholland blew us away with his superb Camel and Tiger Moth models, winning on both flight times and meticulous construction and finish - something for us all to aspire to. It is an absolute joy to watch these works of art in flight and great fun all round. What next to build?

Results

1. Mike Mulholland	De Havilland Tiger Moth
2. Mike Mulholland	Sopwith Camel
3. George Fay	Nakajima Tony
4. Ricky Bould	Comper Swift
5. Ricky Bould	Pilatus Turbo Porter
6. Don Spray	Stinson Voyager
7. George Fay	Fokker Eindecker
8. Michael Taylor	Cessna 195
9. Ricky Bould	Fairey Barracuda
10. Don Spray	Zlin T37

Plan Scale 2016

The 2016 competition commences in March. With the Nationals being held later in 2016 flight times gained at the Nationals will be able to count as entry to the plan scale contest. Keep a lookout on the SIG page on the website and new rules will be published in Model Flying World.

Get a head start and begin construction now. Good places to find plans are:

- Scale Free Flight and Control Line SIG who have access to a wide range of plans in PDF format on a CD or via email.
- Outerzone, Hip Pocket or Mikes Model Page websites for a large number of plans from all sources.

Thanks to everyone for a successful competition. We look forward to even more entries this year!

Don Spray
Chairman
Free Flight and Control Line Scale SIG

Bushfield Indoor Contest- Ricky Bould

Bushfield is really in Peterborough. It is a BIC Rec centre comprising eight badminton courts, but the ceiling height is slightly less than Morrinsville. They flew Hangar Rat, and Jiminy Cricket that are essentially indoor duration models. The classes were well supported, and there were thirty or so people there, mainly Peterborough MFC fliers. There were also a few flying Peanut and Open Scale models as fun flying. There were people flying all of the time and most of the time there were four or five models in the air. Jiminy Cricket was probably the best supported event. This is a BMFA beginners class. As Brian Lever had run a beginners class building these models in the local hall, some of those people had come across to Bushfield, including some mothers who had built their first models. Jiminy Cricket is very similar to Hangar Rat, being duration, built to one plan. It looks a little less 'stalky' than the Hangar Rat because the wing sits on a saddle rather than a post. Bryan Lea was flying a Dumas(?) Robin and like Brian Lever, a Wittman Tailwind. I had my Ol' Ironsides, which was beginning to behave itself and Brian Waterland flew a Baby Ace. The flying was only for three hours. Club fliers acted as timekeepers and when anyone wanted a flight they timed them. All in all it was very much like one of our indoor meetings, just a few more people there. Brian Waterland officiated at an informal prizegiving at the conclusion of flying.



Upper: A happy Bryan launching his Peck Baby Ace (See model inset).



Upper left: Bryan Lea winding his Curtiss Robin for some fun flying.

Upper right: Bryan's Peanut Wittman Tailwind and Curtiss Robin.

Centre: Andy Sephton's Me109e in trimming mode.

Left: Andy's electric RC Vic Smeed designed Pipit.

Totton Indoor Event- Ricky Bould

Totton is to the west of Southampton and the event was organised and sponsored by John Hook of Flitehook. There was about the same number of fliers as Bushfield, however, some had come quite some distance to be there. The flying ran for four hours and there was a good mix of models in what was a fun fly and trimming event and there was a lot of that going on including a heap of CO2 flying that was nice to see and even funnier was to see a motor being started by a modeller blowing on the prop. It was a good opportunity to learn more about improving CO2 motors, from others. Everyone was keen to get models in the air and at times there were four or so models flying. I flew my Ol' Ironsides again and started to do couple of trimming flights on my Avetec Tiger Moth, but considered that it was a bit too dangerous because the walls were just that much closer than Bushfield. Legal Eagle is one of the classes that looked very attractive. Designs in this class have to fit on an American 'legal' size sheet, without any overlapping and it seems to produce a really nice flying model. These need to be cabin models like Bostonian, but a little more flexible. They are apparently becoming very popular. Jimmy Crickets and Hangar Rats were flown and I saw a CO2 Mimi design from the Ray Malmstom plan. There was a really nice selection of models there.



Above: Gerard Moore had this delightful mini CO2 model to fly.



Top: More models from Gerard including his CO2 powered Mimi (left) and Peanut Scale Letov14 Biplane (right).

Above: A Legal Eagle model launch and inset, Gerard Moore's Profile Cub covered with his printed paper design.

Karaka diary - Keith Trillo

27/12/15

It was a warm calm morning with good thermals, with the wind forecast to go to the north-east later in the morning. The cooler north-east wind came in with a rush, sufficient to flip my Tomboy on its back on top of my tool box, wrecking the covering on the top surface of the wing, and also bringing an end to the thermals.

Bryan Spencer and Keith Trillo flew timed E Tomboy flights, with Brendon Neilson flying a IC Tomboy. 1/2E Texaco was flown by Bryan and Ross Northcott. Visitor, Rex Benns had some good flights with his Hobbyzone Super Cub and a Phoenix TW742-11.

Timed flights

E/Tomboy

K. Trillo	12:52	5:55
B. Spencer	4:35	4:48

IC Tomboy

Brendon Neilson	2:51	4:06
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1/2E Texaco

B. Spencer	12:02		Slicker
R. Northcott	6:22	5:53	Lanzo Bomber

17-1-16

The Sunday weather for the early part of January has not been flyable but Sunday 17 Jan showed promise. Arriving at the field at 9.00am I found that the wind was gusting up to 20kph, so I flew my Leadfeather Yak 55 as I waited for others to arrive.

Mike Mulholland arrived, so after talking aeromodelling, we noticed the wind had not increased, so Mike decided to fly his PAW19 powered Texaco Playboy. The PAW was fickle on run time and this is shown in the timed flights.

Mike Mulholland	8:49	1:48	3:30	Playboy
		0:27E/run	0:56E/run	



24th-28th March 2016

Be there!



Top: At the field on December 27, L to R Brendon Neilson, Bryan Spencer, Rex Benns and Ross Northcott.

Above: Mike Mulholland with Playboy on January 17.

Air New Zealand 75 Years Special Exhibition- Mike Fairgray

Keith Williamson and I visited this exhibition at the Auckland Museum. On entering there was a display of all the uniforms worn by cabin staff from the first until the latest, showing changes in clothing styles though years, presented as photos with interactive video. Around the corner was a large projection of early aviation films, and off to one side the engine designed by early New Zealand flyer Richard Pearse. The exhibition had a good number of interactive displays containing real people. One of these was a person dressed in the period clothes of an engine mechanic from the early days of aviation and working on a stripped Gipsy Moth engine (identified by the ever eagle eyed Keith). He conversed with visitors about his role in the period of early flight.

Next was a display detailing early days of TEAL and the early development of Mechanics Bay. Around the corner was a mock-up of a Solent passenger cabin complete with engine noise, clouds travelling along outside the windows, period seats and a real live cabin crew member of the period who was very knowledgeable on the Coral Route who also said that this was her last flying boat experience as she was transferring to the new DC6.

There was a full size jet engine, an area where you could plan your flight, and a time-lapsed film showing the painting of a new ANZ aircraft in the black scheme and dragon of the Hobbit promotion. The equipment used to be able to reach all the places on the aircraft that required painting was something to see. Aircraft are painted by hand by real people - no robots here.

Visitors could experience flying from the cockpit via personal units similar to those used for flying drones. There was also a flight simulator, a place where kids could dress up as a captain or cabin crew as well as being able to decorate their own aircraft with a paint scheme and graphics via a computer screen and a special key board. All of these areas were well patronised by a large number of children.

A cabin mock-up of a DC8 was the last large exhibit with period seats, crockery and food cart storage. There was a vast display of old travel posters and you could leave a post



Left: Youngsters at work decorating aircraft with their own paint schemes and graphics via a computer screen and a special keyboard.

card of your most memorable flight experience on a notice board. These post cards were gathered up each day and hung from the ceiling. The exhibition is worth going to see and you can spend an enjoyable hour just wandering around and getting involved with the various interactive exhibits. It finishes on the May 22.

For a good overview visit

<http://www.aucklandmuseum.com/whats-on/exhibitions/air-new-zealand-75-years>



Upper: Keith Williamson in a conversation about early aviation, with an exhibition staff member attired in period costume.

Centre: Air New Zealand, Tasman Empire Airways (TEAL) and National Airways Corporation (NAC) posters over the years.

Left: A Short Solent passenger cabin mock-up.

Indoor events at Morrinsville - Stan Mauger

The Westpac Stadium in Morrinsville provided an excellent venue for the indoor free flight and free flight scale events run in conjunction with the North Island Free Flight Champs, in early January. With modest numbers competing, there were opportunities for some trimming in between competition flying in the scale segment of the programme. A good standard of flying was reached in each of the events, helped to some degree by the generous space of the hall.

Hangar Rat and Hand Launched Glider events were run in the first two hours of the contest. Angus Macdonald and Keith Trillo had the Hangar Rat contest to themselves and both gradually improved the performance of their models. The Hand Launched Glider event brought three starters. David Ackery got good times from a model that had had a good deal of flying. Bill McGarvey was hoping for better times from his model but found the launching more demanding than last time he flew. Rob Wallace worked at getting better performance from his flapped model and this paid off in his win in the competition.

Having already won Hangar Rat, Angus Macdonald continued to triumph, winning Peanut Scale and Kit Scale events. His Nesmith Cougar is a veteran performer having been flown at the very first Nationals Peanut Scale event some forty years ago and is still performing well. His Modelair Auster flown in Kit Scale was built in the early nineties and is still in fine form. There is something to be said for sticking with model designs and knowing them well.

While there were many great flights in scale model classes, some results were compromised by the lack of documentation required for scale judging. Keith Trillo and Graham Lovejoy put in creditable flights in Peanut Scale with well-trimmed models. In Kit Scale Stan Mauger had his Keil Kraft Cessna flying "his personal best". It was good to have David Ackery join us again in indoor scale flying. His Airsail Auster AOP9 flew well in Kit Scale.

Special thanks to Mike Stoodley who shouldered judging Kit Scale and Open Rubber scale, and Paul Lagan for his assistance with Peanut Scale. Thanks also to Rob Wallace for timing events. Having once again proved itself as an ideal venue for indoor scale events, the Stadium will be used for more indoor scale days during the year. The Free Flight & Control Line SIG in conjunction with the Auckland MAC, plans further days in May and October.

Right: Keith Trillo setting up his Hangar Rat for the event.

Opposite page
Angus Macdonald achieved good flight times with his model in Hangar Rat.



Results

Indoor HLG

1. R Wallace 47.58
2. D Ackery 43.01
3. W McGarvey 34.91

Hangar Rat

1. A Macdonald 322
2. K Trillo 209

Peanut Scale

		Static	Flying	Placing
1. A. Macdonald	Nesmith Cougar	37.5	71	1/1
2. K. Trillo	Fike	33	56	3/2
3. G. Lovejoy	Lockheed Vega	36	44	2/3
4. D. Spray	Clutton FRED	27	-	4/4

F4D Rubber Scale

		Static	Flying	Total
1. S. Mauger	Fleet Canuck	806	449	1210
2. D. Spray	Auster AOP9	618	-	618

Kit Scale

		Static	Flying	Total
1. A. Macdonald	Modelair Auster	77	59	133
2. S. Mauger	KK Cessna	63	60	123
3. D. Ackery	Airsail AOP9	47	58	105
4. D. Spray	Luton Minor	54	38	92
5. K. Trillo	Spirit of St Louis	50	-	50





Top: Stan Mauger brought his Fleet Canuck for F4D Open Indoor Rubber Scale.

Centre: Don Spray 's Luton Minor making circuits of the hall.

Right: Mike Stoodley was kept busy judging Kit Scale and F4D Open Rubber Scale.

Modelair Hornet Rules

The model

1. The Hornet is to be built to the plan that was drawn up by Modelair or M Poletti and published in Slipstream.
2. The following deviations are allowed.
 - a. The use of a plastic propeller of the same diameter as the original balsa one
 - b. The use of alternative wheels

Flying

3. The competition is a precision event that has target time set by the contest director in the range of 25-45 seconds.
 4. If the flight meets the target it scores zero. Any deviation from the target time is added to score at a rate of 1 point per second. The model with the lowest score wins.
- A fly off will be used to break a tie.



Above: The Modelair Hornet.

Update on CAA Legislation on operation of unmanned aircraft

The new regulations from CAA that were passed into law in August 2015 have created a new class of operator for unmanned aircraft, namely a Part 102 Operator for those who cannot comply with all aspects of Part 101 (the model aircraft rules). Some of our members operate aircraft over 15kg or with powerful engines that puts them outside of the scope of Part 101 and a case has been made to CAA to grant MFNZ the status of a Part 102 operator for the purposes of operating large models. A 45 page exposition was written by Jonathan Shorer, the National President, and this has now been accepted by CAA who have granted MFNZ Part 102 status alongside the commercial UAV operators. The effect of this recognition is that MFNZ will now have complete control of the Large Model Scheme which is run by Mark Brill. This will relieve model owners of the costly process of getting their models individually approved by CAA. We will be introducing a periodic re-certification process for all Large Models and Mark will be sending out details shortly. Operators of Large models will be required to complete a short, written, risk assessment before undertaking any flying at events at which the public are present. As a part of this process, the opportunity was taken to grant MFNZ to power to authorise night flying at organised events, this power is delegated to any club running an event that has confirmed that it is safe to undertake night flying.

Des Richards
Secretary Model Flying NZ



Auckland Scale Days
February 20th & 21st Flying 9AM - 5PM
NSMAC Green Road, Dairy Flat, Auckland
0900 Pilots Briefing each day

Contacts:
Roger 021 422 744
Johan 0275276300
Brian 027 248 2549

SPONSORS
Hobby City
FirebrandRC
Scale SIG

Hobby City

BBQ & COLD DRINKS
Good parking
Toilet on site

SATURDAY - SCALE COMPETITION: Two classes will be flown
FLYING ONLY - No BOM rule or Static judging, just flying a known schedule.
CLASSIC SCALE - BOM applies and model will be judged in a 4m circle using documentation supplied by the entrant. See NZMAA Scale page for details of flying requirement or email to gibbs.roger04@gmail.com and I'll send it out.
SUNDAY - SCALE RALLY for Fixed wing from any era, Civil and Military.
Normal safety rules re: Pits, Noise, Height, Observers etc.
Club marshals will organise the flight line. NZMAA members only with minimum Basic Wings Badge required & Certificates for Large Models please.
Pre-entry FREE to: gibbs.roger04@gmail.com
CHECK nsmac.org.nz for any changes

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.

February

NDC Vintage events including

Vintage RC 1/2A Texaco, Vintage E RC Rubber Texaco

Karaka Steward

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

HOTEO

February

NDC FF events including Vintage FF Power Duration,

Nostalgia FF power Duration, Nostalgia FF Rubber Duration,

Classic FF Rubber Duration,

NDC Vintage events including Vintage RC 1/2A Texaco,

Vintage E RC Rubber Texaco

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

Monday February **29**

Peanut and open Rubber Scale classes [7.30-10pm]

- *for Club points.*

NDC Hangar Rat times may be recorded

Ellerslie

Tuesday February **9**

Michael Park School Hall
Indoor radio flying (7.00-10pm)

Tuesday February **23**

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

OFFICERS OF AUCKLAND MODEL AERO CLUB INC.

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Recording Officer	Keith Trillo	298 4161	careith@hotmail.com
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	Don Spray	828 4892	drlmspray@xtra.co.nz

Club subscriptions

NZMAA Affiliation is mandatory for Club flying

Senior \$50 (+\$70 NZMAA) **Family** \$55 (+\$75 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

Mike Fairgray,

3 Kanohi Tce Mangere Bridge 2022, Auckland

NEXT CLUB MEETING AND NATTER NIGHT

Monthly club meeting

7:30 PM

Monday February 1, 2016

ASME Clubrooms, Peterson Reserve, Panmure.

Theme: Model aircraft projects

Leigh Fraser will give presentation on the use of UAVs for news gathering.

Items for the table:

Models, plans, engines, photographs etc

Trading table:

Buy, swap and sell

Visitors or intending members welcome