



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

March 2016



Don Spray's CO₂ powered Piper Clipper on its maiden flight at Karaka. See p.14.



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 Slipstream is March 18. Note earlier date, because of the Nationals.

Editorial – Contest calendar

This month's Slipstream includes several contest notices for the coming year. After the successful event last October, the Club is once again hosting Morrinsville indoor free flight contest days in May and October, in conjunction with the Scale Free Flight & Control line SIG. This year, hand launched glider has been added to the programme. Indoor fliers will appreciate an additional practice evening at the Drury School Hall. The next free flight scale day is in April at Patetonga. This is down for trophy events in each scale class.

Free flight scale fliers will also be interested in the Scale Free Flight & Control Line SIG's announcement and rules re the year's ongoing Plan Scale competition for scale rubber powered models. No scale three views are needed, just a copy of the building plan and a photo of your model, so this an ideal competition for any subjects, regardless of the scale accuracy of the building plan.

I have expanded on the usual second to last page calendar this month, including a new 'Looking Ahead' calendar. Hopefully, this will help to publicise upcoming events. I am hoping that this will carry more notices of RC, Vintage and Free Flight events in addition to the events listed. Please send in details so that I can include them. Incidentally, please note the earlier deadline for reports and articles this month. I hope to have the April bulletin completed before I head off for the Nationals. Speaking of which, it is still not too late to attend and enter. A report on them will be included in the May Slipstream.

I have the belief that March will see an end to El Niño conditions, so here's to some great flying weather in the coming month, and to those venturing to the Nationals - much success!

Stan Mauger

Notice of AMAC Annual General Meeting

The Club's 88th AGM will take place on Monday 4 April 2016 during the regular club night held in the ASME rooms.

AGENDA

Apologies

Minutes of 2015 AGM

President's Report

Treasurer's Report

Other Reports

Election of Officers

General Business

Confirmation of Subscription

Mike Fairgray Hon. Secretary

AMAC subscriptions for 2016 are due after being set at this meeting

PROMPT PAYMENT PLEASE, BY CASH or CHEQUE TO Auckland MAC

Monthly Club Night - Mike Fairgray reports

2-2-16

Present were Ricky Bould, Guy Clapshaw, Mike Fairgray, George Fay, Leigh Fraser, Tony Hill, Angus Macdonald, Stan Mauger, Bill McGarvey, Mike and Liam Mulholland, Brendon Neilson, Arthur Pearce, Bryan Spencer, Don Spray, Charles Warren and Keith Williamson.

Bryan Spencer mentioned that Indoor will commence at Balmoral for the year, on the last Monday in February, where the theme will be scale classes.

Tonight's theme was model aircraft projects

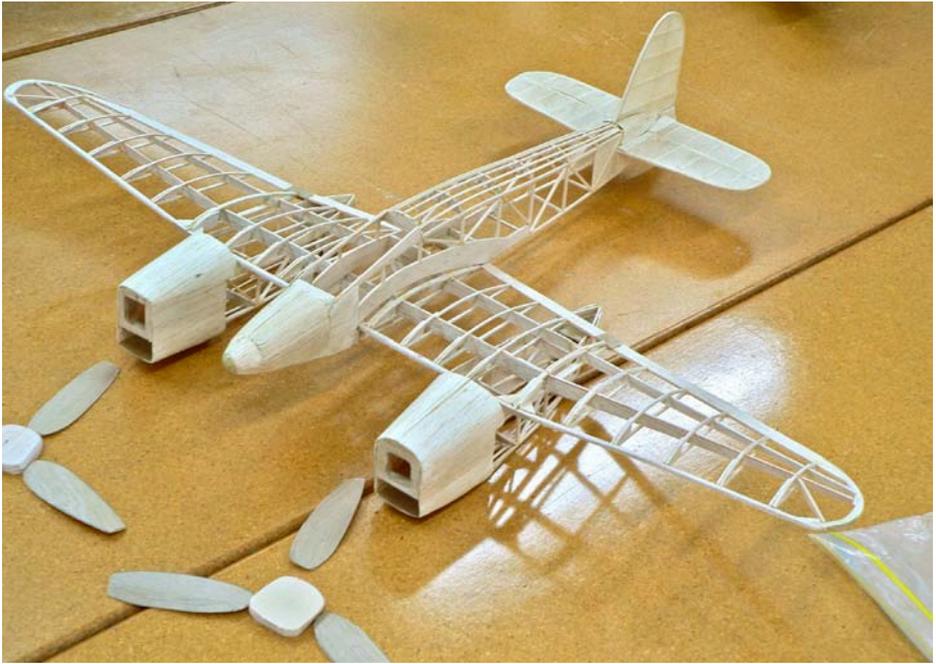
First up was the first model brought by George Fay, a "bare bones" of the FW 187 Falke rubber powered twin with counter rotating propellers. George is fast becoming the "guru" as far as twin rubber models is concerned, having now built quite a few. This is the second model of this subject that he has built, the first flying well but being a little heavy. The Focke-Wulf Fw 187 Falke ("falcon") was a German aircraft developed in the late 1930s. It was conceived by Kurt Tank as a twin-engine, high-performance fighter, but the Luftwaffe saw no role for the design, perceiving it as intermediate between the Messerschmitt Bf 109 and Bf 110. Later prototypes were adapted to two-seats to compete with the Bf 110 in the Zerstörer (heavy fighter) role, but only nine aircraft were built in total.

George also had his much flown Max Holste Broussard, which managed a flyaway at Karaka due to a little too much fuel and entering a thermal. George took off after the model in his car and entered a private driveway at the estimated area where the model landed. After traversing several paddocks and getting a few shocks from electric fences, he found the model and set off back to his car via the "obstacle course". However, a wrong turn saw him back at the main road with no car in sight. Failing to flag down a couple of vehicles he was contemplating the long hike back to the field when he was finally picked up and driven back. Now the hunt was on for the missing car, which was eventually found where he had left it. So ended an afternoon of a vigorous work out, loss of fluids and thankfulness for the help given. What about the model? Well it was without damage and not at all worried about the fuss it had caused.

Don Spray was looking at what to build next and has settled on a couple of possible aircraft from the Time Life book *Flying the Mail*. His first choice, for which he had a plan open on the table, was a Standard Model J and if anyone has any documentation on this model please contact Don.

Angus Macdonald has already built two different sizes of the "8 Ball" and when this latest model is completed he will have a small, medium and large example. The wings and tail of the large sized model were on display and the tail was actually half the size of the wing span. The fuselage is under construction and the benefit of the larger model is that Angus can now get his hand into the fuselage to install all the necessary electric and control items. The model will be electric and powered by 800 mA batteries.

Tony Hill was well into the refurbishment of Brian Stanish's free flight Bristol MIC. It now had an AM15 diesel for power as the previous engine had the model underpowered. Brian Stanish was a long term member of the club and a respected scale modeller.



Upper: George Fay's latest rubber project, a FW-187 Falke rubber powered twin which is at bare bones stage.

Above: Charles Warren looking over George's MH Broussard, recently returned from a long cross country flight.

Ricky Bould had his Avetek Tiger Moth that is in a splendid dark blue and silver colour scheme. The model can be completely broken down and had travelled with Ricky on his last trip to England where he used the model to demonstrate the type of model that could be constructed from this Avetek Kit. Fish hooks were used to attach the rigging wires and these proved very effective, making rigging and de-rigging very easy. The model was close to having its first flight once basic trimming was completed. Ricky had a book entitled *First Light*, by Geoffrey Wellum, a personal story of the author's experience flying Spitfires. His story has been made into a BBC Drama. Ricky said that this is a must read.

Mike Mulholland had his Bristol Scout well on the way to completion. It was amazing the amount of detail Mike had built into the model. Under construction is the radial engine which was looking good, mounted temporarily on a card to enable correct alignment of the various cylinders. To achieve the right amount of realism he first sprayed it black, followed by aluminium Alclad so the black just began to show under the aluminium. It has a scale sprung undercarriage, weighs 89 grams and is 24" span. It will be rubber powered. The model is built from a Thomas Designs kit and was very detailed.

Mike's Son Liam had a couple of non aeromodelling items on display also. These were models of a Mini Clubman and VW Combi, constructed using Lego and only when looking up close to these models was this evident. Liam showed the various ways they could be broken down to show their internal layout and functions. The VW Combi had a working pop-up roof and camping items and the Mini had a boot load of individual items which could be taken out and displayed. Each model had many functions including opening door and engine compartments etc.

That concluded the table and Charles now handed over the meeting to Leigh Fraser for his talk on UAVs used in news gathering.

USING UAVS TO CAPTURE NEWS EVENTS.

Leigh is the overall project manager for the introduction of UAVs in the role of news gathering for TV1, and he has set a high bench mark for the operation of UAVs and selection and training of pilots. He stated that the operation of UAVs is in compliance with CAA Rules part 101, including some requirements of CAA 102, such as maintaining a full maintenance and operation log of hours and tasks that the UAVs undertake. All pilots are vetted and trained to ensure that they meet the requirements to be able to fly a UAV responsibly and must complete the requirements of MFNZ to pass the Wings test. Flight plans are lodged on Air Share and the usual operational height of the UAVs is 100 to 150 feet. When Leigh is travelling by air, the UAV batteries travel in Leigh's backpack in a fire-proof bag so all precautions are taken to minimise any risk. When flying UAVs the importance of privacy and intrusion over property is maintained, however, some of the UAV footage shown on TV may be from sources other than those gained using Leigh's UAVs. This could give rise to complaints regarding privacy and authorisation when flying over property. This of course, is beyond Leigh's control. From the presentation it was clear that Leigh had put in place a responsible and well run operation, which was appreciated by those present as bad publicity around UAVs affects all model operation.



Upper: Tony Hill is well on with the restoration of a free flight Bristol MIC.

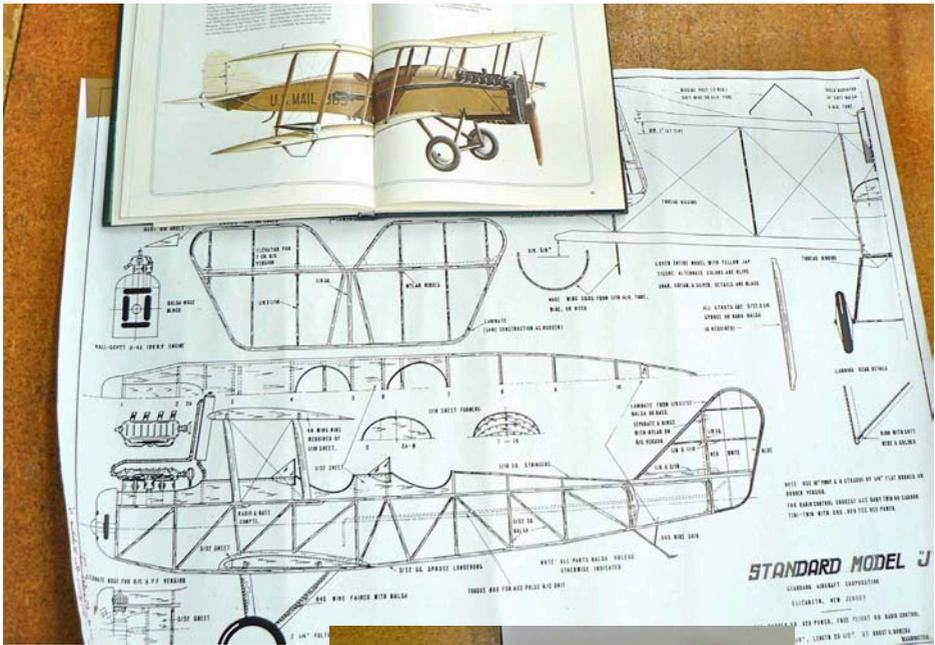
Centre: Also getting near flight testing is Keith Williamson's new rubber powered Guillows Cessna 170.

Left: Joining the stable of Avetek Tiger Moths, is Ricky Bould's model in a smart UK scheme.

Well done Leigh!

Leigh finished his presentation with a couple of news items that he was involved in recording and gave an insight into just how the various shots were gained. He also explained how recordings were downloaded from the camera and uploaded to the News Room. Where a satellite was used in the past, nowadays the recording is captured on a data card in the camera, which is removed and using the phone 4G network, uploaded using four phones linked together. This has seen a massive cost saving in transmission costs as well as in equipment. The batteries for the camera are split in two so that they meet the requirements of travelling on board the aircraft.

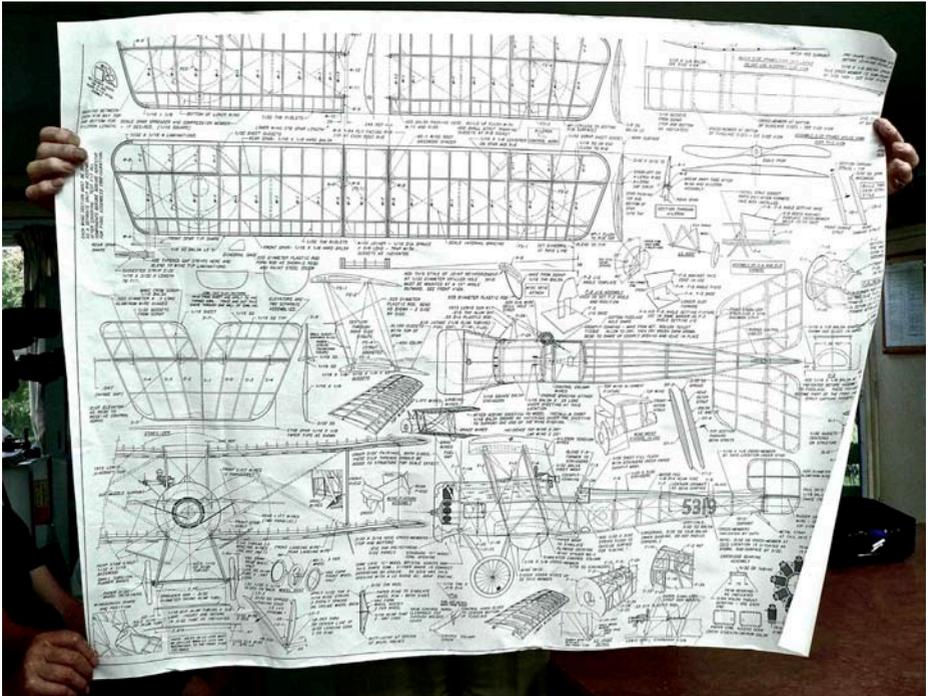
This was a very informative presentation which was appreciated by all present. Thanks Leigh! So on that note it was time for tea and biscuits and a closer look at the models and magazines as well as time to ask further questions of Leigh regarding his work.



Upper:
Don Spray brought along this Flyline plan for a rubber powered Standard Model J. Should make a great model.

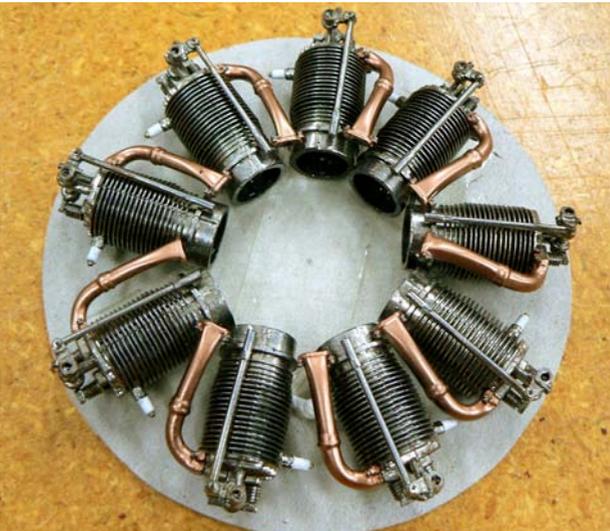
Left:
Ricky Bould's diminutive Ikara ready-to-fly Avionette.





Upper:
Several hands needed to display the very detailed kit plan for Mike Mulholland's Thomas Designs Bristol Scout.

Above:
Free flight rubber scale detailing at its best. Mike Mulholland's superb Bristol Scout.



Above and right:
Only larger views can do justice to showing the superb detailing in Mike Mulholland's Bristol Scout cockpit and treatment of moulded engine components.

Trophy returns reminder

Please return any trophies that you hold so that they can be engraved for prizegiving.

Please ensure that they are polished and in a fit state for engraving and awarding to the next recipient

Aka Aka Report - Charles Warren

In the last month there has been some flying activity at this site. Brendon Neilson and Charles Warren have been out there on at least two occasions to fly their Red Zephyrs and then one Monday the weather was right, the planets aligned and eight members turned up. Lloyd Hull mowed the strip and moved the fences and assisted with launching Charles's Red Zephyr. Michael Derecourt had come without a model but told us he has been flying out at Pukekawa with John Danks, working towards his Wings badge.

Brett Naysmith was there flying an electric powered glider to maximum permitted height using lift from the ridge to the east of the field. Stuart Ward was flying his discus launched glider. His son Malcolm Ward had a brief flight with a small quadcopter. Tony Plow returned after a long spell of ill health and hospitalisation. He flew a low wing Calmato but had some problems with trim and handed over the transmitter to Stuart at rather low altitude and the airframe met terra rather too firmly. Charles was having problems with his Saito four stroke in his Red Zephyr. It appeared to be getting air in the fuel line because it kept cutting out soon after take off. He consequently had eight practice dead stick landings from gradually lower and lower altitudes with each successive flight attempt.

Later the easterly wind strengthened so the bungee high-start launching system was set up and Brendon launched the Sagitta glider that he bought from Keith Williamson. We have both in the past found this glider very difficult to handle on the launch. It veered about and tried to loop off the tow so the tow hook position has been moved forward progressively. That has cured the looping tendency but it is still difficult to get a straight tow. Since this last attempt on Monday 8th Brendon has modified the tail reducing the rudder and increasing the fixed fin above the tailplane and next time we will see if it will tow up better. Charles used the bungee once for his own design 2 metre glider but found the conditions too turbulent low down in the prevailing easterly and decided to pack up and go home.



Above: Stuart Ward assisting Tony Plow with his Calmato.

Karaka diary

31-1-16

On my way to our regular flying field I noticed Don Spray flying rubber scale at the Karaka Sports ground, so paid a visit and stayed. Soon Ricky Bould and George Fay turned up to fly scale, followed by Rex Benns who flew his Cub which has clocked up around eighty hours flight time. Angus Macdonald flew his two 8Balls, 1/2E Texaco and E Texaco. Ross Northcott flew his 1/2E Lanzo Bomber, and John Butcher his 1/2E Texaco and E Texaco Miss Fortune X. Keith Trillo had trial flights with his IC Tomboy which is fitted with telemetry, giving verbal altitude reports every 15 sec. It will be a good training aid for teaching altitude judgement.

Timed flights

A. Macdonald	E Texaco	7:35	6:35	17:24
	1/2E Texaco	14:06		

KEITH TRILLO

Don had his rubber powered Zlin flying well, as did the Stahl Stinson Station Wagon, after a stalk of paspalum grass was inserted under the top of the noseblock to add some downthrust. After some C of G adjustment, he got a nice maiden flight from his new Gasparin G300 powered Piper Clipper. His Puss Moth, enlarged from the West Wings kit plan, was seen being tested over long grass. George had his P-39 flying but with not too much success. Ricky Bould seemed to have sorted out his Keil Kraft Chipmunk, getting it flying rather well, just needing to sort out the turn on the glide. His other rubber models – a Veron Luscombe Sedan and Comper Swift- flew well, both doing stable flying in the 30 second range. The small Pilatus Porter from the Hannan plan seemed to need more urge.

George Fay launched his MH Broussard, set on the rich side, for a short flight, but as it nosed up into the climb, the engine leaned out for a run of close on two minutes. It was probably at about 500 ft when the engine cut and had been aided by a being in a good thermal to boot. The glide was a combination of right and left turn with straight bits in-between that did not drift too far. From the top of climb to the point we lost it behind some trees, was over four minutes and at least as much before that.

George then took off in his car to retrieve it, having got a good line on the model. An hour later we were getting worried as no George! I then took off to find him and about 20 minutes later came back to find George being dropped off with his model but no car. It transpired he had driven up a private drive and parked at a house that was empty and gone over the fields to find the model right on line and then tried to return and somehow ended out on the main road and was picked up and returned to the field. The next stage was to find the road he had turned up. I then took him back and by a process of elimination we found the drive and after going up the wrong branch of the drive we found the car at the second try. George is about to become the proud owner of a cell phone as a result of this incident as the real worry was we could not contact him. It was hot so dehydration has to be watched and we would have found the car a little quicker. It certainly added spice to the day.

RICKY BOULD



Top: George Fay's MH Broussard off on a long flight.

Left: Launching action - George with Folkerts SK3 Racer, and the climb away (above).



Upper:
Don Spray had a number of free flight scale models to fly including his rubber powered Zlin and Stahl Stinson Station Wagon (*opposite page, upper*). He also found some of the elusive long grass to test glide his Puss Moth (*opposite page, lower*).

Right:
Angus Macdonald flew his E Texaco 8Ball with customary aplomb.





Mills .75 bits

Keith Williamson is looking for Mills .75 parts to complete an engine restoration. If you have a 'parts' motor you can part with, please give Keith a call on 625 9157

Tuakau Report - Brendon Neilson

20/21-2-16

The Tuakau Model Aero Club hosted the Tuakau RC vintage/Classic Rally & Contest. Charles Warren, Keith Trillo, Brendon Neilson, Keith Williamson and Bill Bell attended. This was an extremely well run event, held in sometimes boisterous conditions. Day One was slightly less windy than Day Two where there was generally sou'westerly to south with a max of 25+ kms conditions. Tomboys were out, due to conditions, on Day Two. This was a very enjoyable meet made better by a sausage sizzle [with homemade bread] each day. Our Thanks to those who ran this event.

FREE FLIGHT SCALE DAY



Sunday **April 17**, Patetonga
from 8.00am

Trophy events for free flight scale classes

- F4A power scale • Rubber scale • CO2 / Electric • Kit scale
- Plan Scale entries

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

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

Free Flight contest days

Indoor flying at Morrinsville

Sunday May 15, 2016

Sunday October 9, 2016

Put them in your diary!

- Hangar Rat
- Peanut Scale
- Push E
- Kit Scale
- HL Glider
- Rubber Scale

Come and join us

Venue: Westpac Stadium Hall, 21 Ron Ladd Place, Morrinsville

Programme: 9.45am Arrive and unpack ready for start time
10.00am Hangar Rat, Push E and HL Glider plus Scale static judging until 12.30pm
12.30pm Peanut Scale, Rubber Scale, Kit Scale
3.45pm Prizegiving.
3.55pm Hall vacated.

Fliers Entry: \$20.00

Spectators welcome

Contact Stan Mauger 09 575 7971, stanm09c4@gmail.com for more information



Organised by the Auckland Model Aero Club Inc
in conjunction with the Scale Free Flight & Control Line SIG



24th-28th March 2016

Be there!

Easy B. The way it was - Bill McGarvey

I began indoor flying in 1975 when I built Larry Renger's "Breeze" Easy B but covered it in Microfilm so making it a class "D" under New Zealand rules. The club flew once a month at the Mangere Bridge Hall and the fellows to beat were Bruce Keegan, Trevor Martin, and Angus Macdonald. Bruce flew his own design "Laser" which would be a good first model for someone who wanted to migrate from Hangar Rat to something with a bit more performance. I have plans if anyone is interested, produced by someone who called himself "Boffin".

My second "Breeze" was tissue covered and I had begun the slow task of accumulating or making all the special tools and equipment that go hand-in-hand with Indoor work. This included a couple of bent wire weigh scales on which I determined that my Microfilm covered model weighed 0.83 grammes and the tissue covered one 1.12 grammes, and the difference was all in the covering. At that time there was no minimum weight for Easy B (as there is now at 1.2 gms) so the microfilm model was doing 6-7 minutes in the Mangere Hall and the tissue model 5-6 minutes. At about that stage it became essential to have a supply of different sized rubber of good quality for the large difference in power needed to cope with Auckland's varied weather winter and summer. A rubber stripper was purchased and some good Tan 2 stripped up. My notebooks are full of accounts of the various motor sizes used at various locations throughout the year.

The Mangere Bridge hall was used until 1987 or thereabouts but a number of other venues were pressed into service during the preceding ten years, including the Cambridge Town Hall, Nga Tapuwai College, Penrose High School, and Rangitoto College. Then there were the Nationals venues at Fielding and Carterton plus the annual meeting at the Kawerau Sports Hall. I believe the last club meeting at Kawerau was held in October 1995.

By the mid 1980s long indoor models with centre of gravity behind the wing trailing edge were common. This fashion was influenced by Dieter Siebenman's F1D "Archaeopteryx" but in Easy Bs resulted in heavy fuselages if wood selection wasn't carefully done. By 1990 twin fins and/or dihedralled tails were all the rage and were touted as being good for controlling power. Bob Bailey's model was one of the first British ones and was the inspiration for my "Inches" which is overweight at 1.4 gms but flies well. This is the model which cruised up to the ceiling at Morrinsville in January this year and hung on a light fitting.

Easy B was introduced as a beginner class and a close approximation now would be Hangar Rat. There is a wealth of information on the web about all aspects of Indoor flying. Google "Indoor News and Views" and take your pick.

Reference

Zaic, F. (1964) *Model Aeronautics Yearbook*. New York: Model Aeronautic Publications.

Opposite page

Upper: The Easy B.
Lower: The Breeze plan for an Easy B, from Model Aeronautics Yearbook.

Remembering Bob Oslan

Keith Williamson has handed me a number of photographs of the late Las Vegas Antique Model Society flier, Bob Oslan, who was also a friend of Terry O'Meara and who died last December. The photographs presented on these pages were taken way back in the mid-nineties and sent by Bob last year along with photos of other modellers and their vintage models, too numerous to include in this spread. Keith and Bob had continued to correspond since meeting at the SAM Champs in Las Vegas in 1997. I hope that this selection of free flight models is of interest to vintage modellers and others who enjoy these reminders of models of yesteryears – *Ed*.



Top: Bob Oslan fuelling his Zombie.

Right: A change in scale, - Bob with his So Long, one of his four miniature Vintage models kitted for .020 power.

Below: Sparkie powered Cloud Snooper designed by Ed Konefes.





Top: A Wakefield rubber model designed by Frank Heeb.

Centre: Bob launching his Swift, an Old Ruler built to the 1941 AMA Rules. Power is a .19 ignition engine.

Left: Kestrel, another Old Ruler. That flying field looks like a hard surface to land on.

East Kirkby Home of Lancaster *Just Jane*- Mike Fairgray

The Lincolnshire Aviation Heritage Centre is the home of Lancaster *Just Jane*. During WW2 the farm on which is now its home was taken over as an airfield for Bomber Command with Lancaster's from 57 and 630 Squadrons operating from the site. In 1944, the site was given Base Station status and became responsible for major servicing of aircraft. During the Cold War era of the 1950s East Kirkby was selected by the USAF Strategic Air Command. In 1958 the USAF started to leave East Kirkby and significant areas of land were returned to agricultural use with the land eventually being sold by the MOD.

NX611 A history

NX611 started its flying career in April 1945. The aircraft was one of the first fifty Model B Mk V11 Avro Lancasters, however, she ended up in storage, until 1952. In April 1952 she was bought by the French Naval Air Arm and used for Air Sea Rescue operations. In 1964 the French presented NX611 to Australia. The aircraft was fully overhauled and flown back to Britain, taking nine days to complete the 12,000 mile journey. Temporarily grounded due to the expiry of permitted flying hours, it was 1967 before she flew again, but then only briefly due to the high costs of operating such a large aircraft. She was finally put up for auction in 1972.

The road to ownership

This is when brothers Fred and Harold Panton entered the scene. They had a long standing love of aircraft, in particular RAF bombers. After unsuccessfully bidding for a Halifax they set their eyes on NX611 but were unsuccessful in this as well and the bomber was eventually purchased by Rt Hon Lord Lilford and went on Guard Duty at RAF Scampton. After some long protracted negotiation with the new owner they were finally successful in securing Lancaster, provided that the aircraft would stay where it was, to serve out its ten year duty at RAF Scampton. Their property included concrete and some buildings of the original aerodrome. They set about building a replica of a T2 hangar that had stood there during the war to house their new acquisition. It was not until 1987 four years after securing ownership of NX611 that it arrived at its new home courtesy of the RAF. It was sixteen years since they had first seen her at that Blackpool auction.

Restoration begins

The first step was to get her engines running. Two ex-RAF engineers (one having served time with the BB Memorial Flight) were brought in to do the job. They began work on No3 engine and although it had remained idle for 22 years they were confident they could bring it back to life. Additional items such as engine controls, fuel tank starter motor and magnetos to name a few, had also needed overhauling. After seven hundred man hours and a cost of 7,000 pounds the engine was finally ready. Finally on the 20th April 1994 and after a lot of wheezing and groaning the engine finally burst into life. There were wet eyes, cheers and clapping from the appreciative audience consisting of guests and all those who had worked so hard to get to this point. Progressively the other engines were overhauled and brought on line. All four engines were running by July 1995. Taxying followed and

when the news got out about the engine runs, visitors were turning up in their thousands to witness this extraordinary restoration.

Will Just Jane fly again?

The owners would very much like to see it in the air again, however if there was an accident that rendered the aircraft unsalvageable then the main attraction to the Centre would be lost. So while the will is there, it makes more sense to leave Just Jane as a working aircraft firmly based on the ground.

My meeting with Just Jane

NX611 was not active on the day of my visit but first impressions were that the aircraft looked very much at home housed in the Hangar with WW2 memorabilia - vehicles, ground support units and bomb trollies loaded with bombs ready to be loaded into the aircraft. The exhibits are very well displayed with lots of mannequins dressed in period uniforms making the displays very authentic.

NX611 is sitting just inside the hangar with bomb doors open and flaps down. The bomb bay is loaded with bombs which just adds to the illusion that she is ready to go on her next mission. The aircraft itself is kept in pristine condition with not a speck of oil anywhere. On one side of the nose is Jane riding atop a bomb and on the other the crest of the City of Sheffield and RAF. As the only other "live" Lancaster in Britain Just Jane serves a vital role as a memorial to all the crew who served in Bomber Command during WW2.

Reference:

Lincolnshire Aviation Heritage Centre (2015). *Just Jane East Kirkby history and guide*.



Outdoor Rubber Plan Scale Competition 2016

1 MAY – 31 OCTOBER 2016

This is the third year that the postal competition for models constructed from a published plan has been held. 2015 saw a record entry of ten models all achieving qualifying flights. While the increase in numbers is encouraging it would be great to see entries from the rest of the country as 2015 entries only came from the Auckland area.

2016 Competition

The plan scale competition is intended as an entry level to free flight rubber scale and as such the competitor and model which gains first place will not be eligible to gain first place again in this competition. However, this does not preclude the competitor from entering again. Gaining first place should provide the incentive to move on to a class such as Kit Scale or Outdoor Rubber Scale and thus increase the participation in these classes and the competition experience of the competitor.

With the Nationals being held later in the year, results gained at the Nationals for your model can be used for the Rubber Plan Scale Postal Competition.

The Rubber Plan Scale Postal Competition must be one of the easiest scale competitions to enter. A lot of time need not be spent on detail, correct outlines, loads of documentation and attending a scale competition to enter. You can keep it simple and pick the time and place that best suits you.

2016 Rules

- The builder of the model rule applies
- An independent person is required to time the model
- Each competitor may send up to two qualifying entries per model.
- Models must be constructed as per the plan using the materials specified and tissue covered.
- Plastic propellers are allowed, but not feathering, folding propellers or gearing.
- To qualify for an official flight, the model must be flown for a minimum of 15 seconds
- Each second of flight time will be counted as 1 point.
- Provide proof of plan i.e. web site, kit or photo/scan of plan.
- Provide name of the model and one clear side view photo of the model for identification.

So why not give it a go, if scratch building from a plan is not your thing there are a number of scale rubber kits available at a reasonable price.

Useful places to obtain plans.

- Scale Free Flight and Control Line SIG has access to a wide range of plans in PDF format on a CD or via email. Go to Outerzone, Hip Pocket or Mikes Model Page website for many plans from all sources.

Competition contact:-

Mike Fairgray mfairgray@gmail.com

Phone 09 6368 439 (Auckland)

Don Spray drmspray@xtra.co.nz

Phone 09 8284 892

Outdoor Rubber Plan Scale Competition 2016

1 MAY – 31 OCTOBER 2016

Entry Form

(PLEASE USE ONE FORM PER ENTRY)

Entrant's Name _____
(first name) (surname)

Full Postal Address _____

Phone No. (0) _____ Email address _____

Entrant's NZMAA Registration No. _____

Name of Scale Model Entered _____

- Include 1 side view photo of your model
- All photographs should be sent as jpgs to mfairgray@gmail.com or on disk, or print outs mailed to the address below.
- Provide proof of plan i.e. web site, kit or photo/scan of plan

To be completed by the person timing the model

Flight time.in seconds _____

Timed By Name: _____
(Please print name)

Number of entries:

Up to two entries per model are allowed; you may enter as many models as you wish.
In the event of a tie, the SIG judges' decision is final.

Send your entry to:

Mike Fairgray
3 Kanohi Terrace
Mangere Bridge
Auckland 2022

Email mfairgray@gmail.com

Please Note: All flights must to be completed by 31 October 2016 and entries received by 30 November 2016.

Calendar March

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)

NDC RC Vintage events including IC Duration,
E Duration, Open Texaco, and Classic IC Duration

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 FAI F1B Rubber, RC Vintage events including IC
Duration, E Duration, Open Texaco, and Classic IC Duration
Paul Evans 479-6378 ziplly@xtra.co.nz

Hoteo Steward

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

Drury School Hall

Thursday March 17

Practice night for the Nationals -all classes
[7.30-10pm]

Balmoral

Monday March 28

Practice night all classes [7.30-10pm]

Ellerslie

Tuesday March 8

Michael Park School Hall
Indoor radio flying [7.00-10pm]

Tuesday March 22

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

Calendar Looking ahead

The following flying events are scheduled for the year. Note that weather may cause cancellation of some outdoor events. Refer to the contacts for possible cancellation before departing to the fields.

PLEASE ADVISE ME OF ANY OTHER EVENTS DURING THE YEAR THAT COULD BE INCLUDED IN THIS CALENDAR - ED

NATIONALS 2016

24-28 March Carterton

Refer to the model Flying New Zealand website for more information under *The Nats*
www.modelflyingnz.org

HOTEO

June 19

October 16 Free flight Scale Days Hoteo,

PATETONGA

April 17 Free flight Scale Day

MERCER

29 May

Combined Control line scale day with Free Flight Club

28 August

Combined Control line scale day with Free Flight Club

MORRINSVILLE

Westpac Stadium

May 15 Indoor free flight events

October 9 Indoor free flight events

Events: HL Glider, Hangar Rat and Push E Free flight classes
Open Rubber Scale, Peanut Scale and kit Scale

PIAKO ROAD

April 16 67th Waikato Free Flight Champs - 9.00 am - 2.00 pm

May 7 Waikato Nostalgia Free Flight Champs-9.00 am - 2.00 pm

Monthly Club Meetings Diary

Because of lateness in bulletin completion or postal delays, there are sometimes difficulties in ensuring that mailed out hard copies of Slipstream arrive very much ahead of meeting dates. The list of first Monday in the month meeting dates below, that are included on the back page of the bulletin is unlikely to change, so can be added to your diary.

2016

March	Monday 7	August	Monday 1
April	Monday 4	September	Monday 5
May	Monday 2	October	Monday 3
June	Monday 6	November	Monday 7
July	Monday 4	December	Monday 5

OFFICERS OF AUCKLAND MODEL AERO CLUB INC.

Patron	Angus Macdonald	575-7232	angusmac@xtra.co.nz
President	Charles Warren	09 238-9430	cpwarren@ps.gen.nz
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Secretary	Mike Fairgray	636 8439	amacsecretary@mail.com
Treasurer	Mike Fairgray	636 8439	amacsecretary@mail.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 March 7, 2016

ASME Clubrooms, Peterson Reserve, Panmure.

Theme: Models for Nationals and Morrinsville.

Items for the table:

Models, plans, engines, photographs etc

Trading table:

Buy, swap and sell

Visitors or intending members welcome