



BULLETIN OF THE AUCKLAND MODEL AERO CLUB INC. EST. 1928
August-September 2019



Yolande Mulholland and Noelene Lyon at Richmond, with their second place winning Kit Scale models plus their certificates and wager rewards (see report on p.19).



& 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

Charles Warren's RC Tomboy. Photo: Keith Trillo.



Open Rubber

Put in flight times for this year's Open Rubber competition at either Karaka or Hoteo

Mike Fairgray's Flying Aces Moth. Photo: Mike Fairgray.

Photo credits: Unless otherwise noted, all photographs are by the authors of each article.

Editorial – Since the last bulletin and looking ahead

Just a week or two ago, we lost Keith Williamson. While Keith had had his share of health problems and not been an active aero modeller in the last few years, our memories of his enthusiasm on the flying field and our enduring friendships with him will be remembered. There is a tribute to Keith on p. 14.

Apart from the usual reports on club meetings, this month's bulletin carries a number of flying reports. My thanks to all contributors. There has been activity on both Karaka and Hoteo flying sites. Karaka once again has shown its suitability for smaller RC models and for rubber, low power and even engine-powered scale designs that are well enough trimmed not to wander too far. Hoteo offers larger open spaces for free flight and vintage RC in particular and this month's report records the diverse kinds of models flown there.

Indoor flying has suffered poorer attendances than we have seen for a while, notwithstanding the cooler nights and the absence of several of the usual regular flyers. I make no apology for the reminder that indoor is totally independent of weather and for many of us not much further to travel (or even closer) than outdoor fields. If you fly indoor models, free flight or RC, come and join us at Drury. The next flying evening will be a practice night and the following night all indoor free flight scale classes.

Further afield, a contingent of six club flyers had a great time flying free flight scale models at Richmond west of Sydney. A full report is to be found on p.19. They acquitted themselves well with a number of scores in the top three. Predictably the weather had returned to the usual ideal conditions and the Australian hospitality made this an event not to be missed by free flight scale modellers. One heartening aspect was the presence of juniors, all showing real keenness and flying their own models. Closer to home indoor flyers welcomed a new young flyer keen to fly free flight and RC models at Drury. The Hoteo report also records an enthusiastic junior flyer.

On the contest front, the Morrinsville indoor day is just a couple of months away, so it's not a bad idea to take advantage of Drury nights for some trimming. There has been a delay in announcing the actual day for the RedFin Precision event as weather is highly variable at this time of year and a decision needs to be made closer to October. The rules are published again in this bulletin on p.8. Also, a reminder for those joining the group flying Cloud Tramps on the MIMLOCT day (now Saturday August 3). At least you will not need to set alarm clocks!

Stan Mauger

Slipstream contributions

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

The deadline for articles for the October/November Slipstream is September 26

Monthly Club Night - Stan Mauger

3-6-19

There was a smaller number attending on this evening. Present were Ricky Bould, Paul Evans, George Fay, Brian Howell, Angus Macdonald, Stan Mauger, Brendon Neilson, Geoff Northmore, Arthur Pearce, Bryan Spencer, Don Spray and Charles Warren

Absent were both Mike Fairgray and Keith Trillo, both unwell.

President Ricky Bould announced that the Club had been notified of a MFNZ subscription cost increase for the next financial year. There will be an opportunity to discuss this at the next MFNZ AGM.

Ricky also drew our attention to the forthcoming Red Fin Precision event to be held later in the year. Rules were in the last Slipstream. Details of date and start time of the event will be announced.

The theme for the night was Tomboys and Texaco models. Most models on the table followed the theme.

Tomboys

There were predictably, plenty of Tomboys both IC and electric powered. Brendon Neilson had one of each. The IC version was built some years ago by Terry O'Meara and came via Keith Williamson. Brendon reflected that it had probably been flown at least 300 times. It was not quite to the plan, having some minor mods including additional small spars as turbulators, altered decalage and C of G. He found that his electric powered model with blue wings still stood out quite well against blue sky.

Charles Warren's Tomboy is powered by an MP Jet, and is as yet untested but should perform well. The model has a dethermalizer and black (trademark) fuselage. Angus Macdonald's Tomboy started life with an Indian Mills .75. Astute readers will recall that Angus remarked some years ago, how this engine drew blood. Remember the article – Prop Fear/Prop Terror, April 2014 Slipstream. The model has had a colourful history, having spent some months in a tree before being rescued, repaired and re-covered. It now has a more sedate life under electric power.



Above: Angus Macdonald's models including (left to right) enlarged Modelair Kea, reduced 8 Ball, E Tomboy, and original 8 Ball.



Above: Brendon Neilson's Tomboy (left) and E Tomboy (right).

Right: Charles Warren's Tomboy, now with MP jet power.

Below: Ricky Bould's Plecan designed Simplex, with Red Fin .06 replacing the original ME Heron.



Texaco models

Smallest of the Texaco models was Charles Warren's half size Lanzo Bomber powered by a Cox engine. Charles says that he hasn't flown the model much as he is not enjoying the engine. Incidentally he is using an electric style 9 x 4" prop which many have used successfully as a means of achieving low revs on this engine and thus extending duration. His So Long is also reduced from the original plan and is one of three that he has built although he has built five So Long fuselages. Like the Tomboy, it has a black fuselage. Power is a Mk1 ED Bee.

Ricky Bould had re-engined his Simplex with an O6 Red Fin after finding the Heron slow to start when hot in Aggie events (Scramble to others elsewhere in the world). Angus Macdonald had an imposing 150% enlargement of the original Modelair Kea for an ED Bee, designed by himself. The model was reported as "a dream to fly". Beside this were his original 8 Ball built from a US plan and another 8 Ball at 7% reduction to suit 1/2E rules. The second model could be flown in both E Texaco and 1/2 E Texaco with a battery change.

Scale

Don Spray had been quick to start construction of both of the two VMC Kit designs on offer by the Free Flight & Control Line Scale SIG. His Cessna 140 was to frame work stage and his Bird Dog well under way. Don had had success with cyano Gel adhesive, that had helped to speed up construction.

The table round complete, it was time for the usual tea/coffee and biscuits as well as for browsing the pile of plans brought along by Arthur Pearce and books on the front table, from Ricky and Stan.

The evening did not quite end with departure down the stairs from the clubroom at 9.00pm, however. Owing to security forgetting to check that we were there, the main gate had been closed earlier in the evening. But for some clever unlocking, we would still have been waiting for security to come and let us out one hour later. Someone must have to explain this!



Left: Charles Warren's reduced Lanzo Bomber fitted with recalcitrant Cox engine.



Top: Angus Macdonald's original 8 Ball.

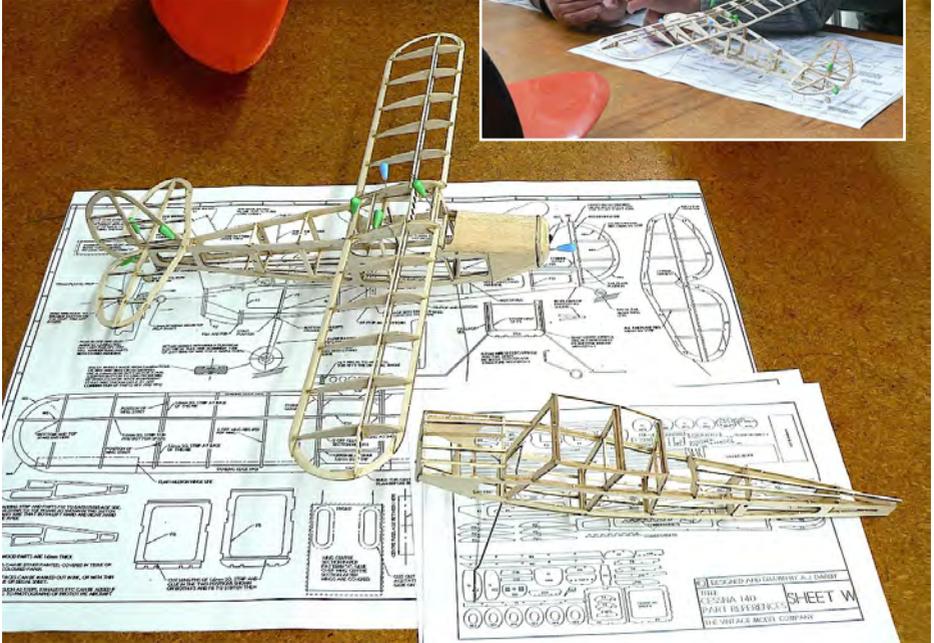
Right: Charles Warren's So Long with ED Bee Mkl.

Below: Brendon Neilson, Angus Macdonald, Paul Evans and Geoff Northmore flanking Angus Macdonald's vintage models including (left to right) Enlarged Modelair Kea, reduced 8 Ball, E Tomboy, and original 8 Ball.



Right: Don Spray and Brian Howell discussing the construction of Don's VMC Bird Dog.

Lower: Don's VMC Cessna 140 and Bird Dog progress and building plans.



REDFIN Precision Event, Karaka

The winner of this contest will win a RedFin SAM 35 .55cc engine. The contest is now scheduled for early October. Date to be notified by email.

Rules

1. Model: Any IC Engine powered model.
- 2 Target Time: To be set on the day by the CD.
- 3 Flights: The Contest will consist of three flights.
4. Scoring: The score will be one point for each second variation from the target time up to the set target time.

This will be scored for each flight and the person with the lowest score will be judged the winner.

5. Minimum flight time is 20 seconds.
6. Engine timers are allowed.
7. DT's are allowed but they must operate at a time greater than twice the target time and are seen as a means of ensuring the model is recovered. In the event of early operation the flight will score the maximum penalty.

Monthly Club Night - Stan Mauger

1-7-19

Present were Ricky Bould, George Fay, Tony Hill, Brian Howell, Angus Macdonald, Stan Mauger, Brendon Neilson, Geoff Northmore, Colin Polglase, Bryan Spencer, John Swales, Don Spray, Charles Warren and Tony Woodroffe.

In the notices at the start of the meeting was a reminder of the MIMLOCT commemoration to be held at the Auckland Domain on Saturday August 3 at 4.00pm. If you have a Cloud Tramp to fly or would like to borrow a spare, please join others there. Contact Ricky [ph 478 8949] who is co-ordinating the event. He also drew our attention to the Morrinsville Indoor day on October 6. It's not too early to sort out and trim models for the day.

Ricky then moved on to going through the offerings on the Table. After looking at the SAM Speaks and other aeromodelling magazines he started with the first model, that happened to be his Aerographics Westland Widgeon, now completed and likely to be his model for Rubber Scale at Richmond. He had completed a few more details on the model including a Westland Widgeon badge. He had enjoyed the advantage that laser cutting had made to building. In addition, he had his Waco SRE a Micro X design powered by a Gasparin CO2. Many electric versions of this design have also been built.

Angus Macdonald's Monocoupe 90A depended on no laser cutting, being a true scratch-built model from Angus's own plan and started from a good photo that had become the reference for the colour scheme. The stripes were painted tissue. The model was intended for indoor rubber scale, but Angus regards it now as more of an outdoor scale subject.

Stan Mauger had brought another Keil Kraft Cessna, this time with a colour scheme of a South Island aircraft, XTX from Rangiora. The slightly different contours of the Hatful design called for taking some liberties with the positioning of blue stripes. Not much more to do to complete this model intended for indoor kit scale.

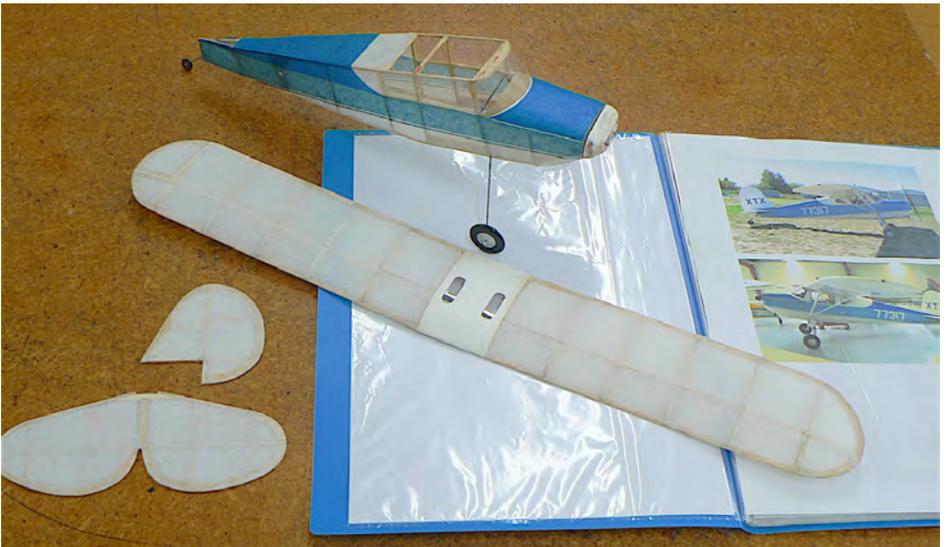
Don Spray's handsome Aeronca LB is now at framed stage and awaiting covering. The undercarriage fairing leg and wheel units are knock off, which should save wear and tear on the wing centre section. Don had also brought three other models, already packed away for their trip for the Richmond free flight scale rally. They included his Piper Pacer for CO2, Kit Scale Fairchild Rancher and Red Fin powered Curtiss Robin. All are models that are well trimmed and should perform well at Richmond.

Also going to Richmond was George Fay's Folkerts Racer. This is a seasoned performer and should fly well in the expected calm conditions at Richmond on the first weekend in July. It started life as an enlargement from a Peanut scale plan, and George reported that it needs fourteen strands of ¼" rubber, wound on a 4:1 winder.

Charles Warren's Fledermaus is no stranger to the Club table. He had tried a version of this RC design with tapered wings but encountered tip stalling on landing. The polyhedral wing was an improvement. The model also sported a longer nose and was covered with Sunland, a film covering that Charles was enthusiastic about. His other offering, also a regular for the table was his triplaneezer, based on the Gordon Whitehead profile design. Apparently it had all the rapid rise and descend qualities of Ebeneezers.

There were also a couple of 'Free to a good home' items. Angus had brought a Turnigy 1.60 motor that he had previously installed in his large Gipsy Moth. It was to us uninitiated, quite a powerful engine putting out the equivalent power of at least a .60cu glow engine! Brendon Neilson had a building plan for an RC SE5a. It looked quite detailed and would enable the building of a superb large scale model of this subject. Charles was seen showing some interest in it.

So ended another monthly meeting.



Top: George Fay's now well-flown rubber powered Folkerts Racer bound for Richmond.

Above: Stan Mauger's new Keil Kraft Cessna showed up differences between the plan outlines and the full size aircraft when it came to applying the striped livery.



Top: Ricky Bould's Westland Widgeon set for flying at the Richmond Rally.

Left: Ricky's Waco SRE for CO₂ built from a Micro X plan.

Below: Angus Macdonald's Monocoupe 90A prefers flying in the outdoors.

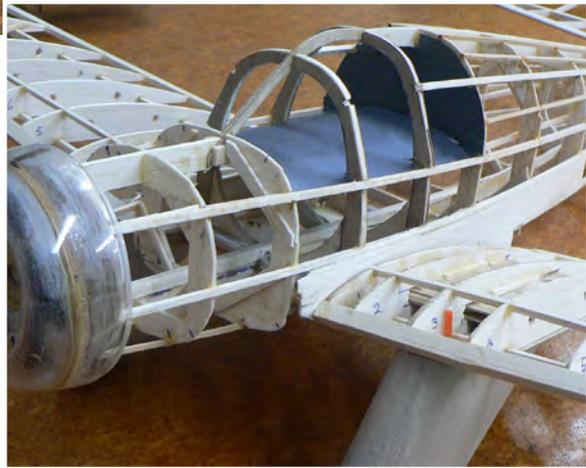




Top Don Spray's Aeronca LB built from the FSI plan and intended for rubber power is proceeding well.

Right: A closer view shows the removable undercarriage.

Below: Don's model box for the Richmond Scale Rally containing disassembled Fairchild, Curtiss Robin and Piper Pacer.





Top: Charles Warren's Dart powered (Sopwith) triplaneezer.

Below: Charles brought his Fledermaus with the latest polyhedral wing design and for comparison, the earlier tapered wing. The latest wing seems to perform better.



Keith Williamson - a tribute

We lost a skilled modeller and great friend recently. Keith was able to turn his hand to most aspects of aeromodelling but he was particularly interested in team race, vintage and scale models. He loved Classic Team and in particular, the Oliver Tigre diesels used in Class A. A visit to his home would show the craftsmanship in these models, and also the components that he had made.

He loved to talk about model engines and applied his machine skills to maintaining engines and making parts. It was not uncommon for Keith to say to me "Oh, I had a few bits and I made some parts for this engine. Here take it". As many of you will know, Keith was always ready to do engine repairs and to help us keep our vintage model aero engines going.

He also spent many hours refurbishing model engine collections for others. Keith was truly the most generous person and many of us have offerings in the form of models, supplies or engines that he has presented to us. It was really hard to give Keith anything in return. I tried to think of ways to achieve this. Once, seeing that his balsa stocks were getting down, I presented him with a supply of contest grade balsa. I was subsequently to hear that this had been handed on to someone else that he felt needed it.

Keith had a real love of vintage designs for Radio control. He had a great friendship with Terry O'Meara and between them they did much to keep interest in vintage model flying alive, particularly at Karaka. This interest saw them both travel to Las Vegas for the Society of Antique Modellers Champs there one year where he met up with Keith Storey, a team race hero, who presented him with the McCoy 29 glow engine used in his famous Quest Class B team racer.

Keith has made a great contribution to the Auckland Model Aero Club. In his Vice President role, he ran table presentations and was ready to assist in other club activities where the need arose. His contribution was acknowledged when he was made a Life member. He had a love of full size aeroplanes too, undoubtedly as a result of his RNZAF days, but could easily be interested in any scale modelling subject that brought in discussions of full sized aircraft.

He brought his experience from Air Force days to his work on restoring vintage aircraft at Ardmore and proved that he could turn his hand to almost anything there. Keith had many endearing qualities. Besides being generous with time and possessions, he was an extremely humble man. He was also very ready to put others first, often jovial and a thoroughly noncritical person. We shall miss him.

S.M.



Right: A old favourite of Keith's, his Keith Storey-designed Quest Class B team racer, flown with an ETA 29.



Proof of Keith's love of vintage RC models. Seen at Karaka are his Quaker Flash (**Above**), Comet Clipper (**Centre**), and Lanzo Bomber (**Lower**).

Karaka Diary - Charles Warren

26-5-19

Brendon Neilson arrived early on the day and flew his R/C Tomboy. He took his eye off it for a second and lost sight of it for a while. When he saw it again it was low down over the paddock beyond the road to the southwest. He was unable to steer it back to the sports field and so had a long retrieval. When I arrived he was just coming back with the model undamaged so the photo is of him preparing for another flight, vowing never to look away again as his legs were not up to long cross country hikes. Charles Warren flew his Radian, which is his most reliable aircraft now that the prop blade has been replaced and the nose and engine have been stuck back on with epoxy glue! Keith Trillo was not there that day as he was competing in a vintage day at Tuakau.

9-6-18

Brendon and Charles flew again at Karaka on Sunday June 9. Brendon flew his Tomboy again and Charles, his new free flight Tomboy. It needed a bit of trimming and then two good flights were made and it D/Td within the park. Mike Mulholland and Yolande turned up in his Fiat Abarth and he showed us his Westland Lysander fuselage in its bare state plus canopy mouldings. Bill Smith arrived in a rorty car but sans flying model so he very kindly retrieved Charles's Free Flight Tomboy. After the others left he flew his Radian again but had to wait an hour for three blokes who were readying their Paraponts . Eventually they got a gust just strong enough to fill their chutes and they took off and circled overhead before departing in the direction of Waiuku.



Above: Don Spray had brought his Zlin for some relaxed flying.



Above: Brendon Neilson with his R/C Tomboy after a long retrieval.

Left: Don's new rubber powered Republic Thunderbolt out for some trimming flights.

Don Spray and George Fay came to fly free flight scale models. Don's large rubber powered Republic Thunderbolt was seen on some initial trimming flights. It looked promising, but Don was wondering about changes in propellor and motor size to improve flying. His Zlin 37T had been re-engined with a Mills .75 and was also out for testing. George had built his rubber powered DH TK4 Racer some years back and had it flying in short hops. His Folkerts Racer, now a well-flown model, predictably flew well. It was a good opportunity to get some scale models out for a relaxed morning's flying.



Above: George Fay was pleased to be back flying on the Karaka field again. He is seen here with his own design rubber powered DH TK4.

Left: Don Spray putting his new Thunderbolt to the test.

Richmond Scale Rally - Mike Mulholland

2019 marked my fifth trip to Richmond and the twelfth or so year that AMAC members have crossed the ditch to fly and compete at a New South Wales Free Flight Society scale rally.

For those unfamiliar with the event there are two principal events, the Reg Jude Memorial Trophy for rubber scale and F4A Power Scale. Every second year the Hope-Cross Trophy for F4A is contested by New Zealand and Australian teams in the Trans-Tasman Challenge. This year was not a Trans-Tasman but those attending to fly rubber scale, power scale, and kit scale (which was introduced to the event in 2018) included Mike and Yolande Mulholland, Stan Mauger, Ricky Bould, Don Spray and George Fay.

Again for those unfamiliar, the Richmond site is a massive flat expanse of turf farm devoid of trees, power lines, deep ditches and fences (electric and barbed) that New Zealand flyers usually expect. July weather in Richmond is generally stable and predictable. It did not disappoint and we were blessed with two days of warm weather with either no wind at all or a gentle drift at worst.

For those who could make it to the field on the Friday much of the scale judging was carried out then. Saturday saw rubber and power scale run to FAI rules and Kit Scale run to New Zealand rules.

In Rubber Scale I followed my now well-established pattern of flying the model that I had actually intended to be ready for the previous year. This year the 50" Lysander was not ready so the VMC Sopwith Triplane got the nod. I had not trimmed this model fully before the trip but a slightly heavier motor was all it needed. I was astounded at how well this challenging subject flew. It was slow and stately and even managed an ROG off my model box. Mike Stewart has kindly posted a video of it on You Tube <https://youtu.be/w9jXLUnkTX0>. In the end it came second by three points in the Reg Jude trophy to Phil Warren's Lemberger LD20B. Phil has a particular genius for subject choice. The Lemberger is an extreme stagger biplane that could almost be regarded as a tandem. He also had his Peyret Taupin which is a French Tandem. Phil builds light and both of these models flew beautifully.

My Keil Kraft Lysander amazed and delighted with huge long flights at high altitude, eventually taking the prize for Kit Scale but the real story of Kit Scale was the battle between Yolande and Phil Mitchell's wife Noelene. The previous year two of the Australians had each rashly pledged to build a Kit Scale model for 2019 or to forfeit \$100 to the winner. Yolande and Noelene made similar commitments. Neither of the two gentlemen arrived with a model and so with \$200 in the pot, the battle royale was on. Noelene's 30" Dumas Beaver and Yolande's 24" Airsail Auster AOP9 both flew well and were tied for second place in a field of thirteen entries. The \$200 was shared between the pair of them and converted to vinous liquids in due course. Quite how it bypassed the actual winner of the event has never been satisfactorily explained!

Over in power scale Phil Mitchell was doing great things with his Sopwith 1½ Strutter and DH Tiger Moth. Both flew well but the Sopwith achieved a flight and landing that would

have left the RC community stunned.

A well-deserved second place went to Stan Mauger's Vickers Vildebeest which is starting to show some real promise now that the need for more elevator and more down thrust has been established.

One of the treats I look forward to at Richmond is to see what electric models Phil Mitchell will bring. In the past we've had a Southern Cross trimotor, a Handley Page 0400 bomber and this year a Catalina flying boat. This model was new and untrimmed but shows great promise and has real presence in the air.

Ricky and Don had some great flights with CO2 Comper Swift and Piper Pacer respectively. Don was not competing but having a lot of fun with his rubber Fairchild and power Curtiss Robin.

Ricky's Auster AOP9 was down the field a bit in Power Scale but achieved some good static marks. He was also getting some success out of his new rubber Westland Wigeon. George Fay did not compete but was very active with his PE2 twin and Folkerts racer.

Saturday night saw the traditional dinner in Richmond and Sunday brought the usual medley of scramble, fly for fun, prizegiving and barbecue. As always the social side of Richmond is equal to the flying and after this many years the New Zealand contingent are regarded more like mates than overseas competitors.

Next year we have undertaken to have a more active role in the organisation and plans are afoot to incorporate a scale building workshop, an indoor flying session, and targeted encouragement of juniors in Kit Scale. Yolande and Noels are already plotting for next year and have roped in another lady competitor so watch out in 2020!



Above: Yolande Mulholland had her Airsail Auster AOP9 flying well in Kit Scale. She is seen here against a backdrop of just some of those present. There were thirty one competitors.



Top: Phil Mitchell achieved very scale-like flying from his Sopwith 1½ Strutter and this put him in first place.

Left: Phil's new electric powered Catalina is a contender for F4A. It made some short flights.

Below: Stan Mauger's F4A Power Scale Vickers Vildebeest getting the judges' scrutiny.





Top and Inset: Mike Mulholland's VMC Sopwith Triplane made many good flights and was a delight to watch.

Centre: Phil Warren with one of his many unusual rubber scale subjects. This one was a Peyret Taupin.

Lower: Mike Mulholland's Keil Kraft Lysander was winner in Kit scale. It showed how well this subject can be made to fly.



Top: Ricky Bould flew a CO2 powered Comper Swift in Kit Scale. It flew very stably in the ideal conditions.

Centre: George Fay's PE-2 twin was impressive.

Lower: Don Spray's CO2 powered Piper Pacer made many flights, seen here on the Sunday morning.

Hoteo Diary - Paul Evans

2-6-19

A fine start to the drive to Hoteo. This is a better drive than going south on the motorway. Ricky Bould was the first to arrive and picked the best spot. Martin and Paul Evans arrived soon after with Martin's daughter Ceinwen, who was keen to come, as she wanted to fly her dad's plane. Ceinwen has taken an interest in planes and models, having built her first model from a plan in Model World for small rubber powered sheet design. The first flight was short but Ricky got to work on the motor and away it went flying to a great height which put a great smile on her face. Thanks to Ricky's help in getting Ceinwen's model to fly well, we may have a new flyer at the field.

It was good to see her running a fair way and coming back for more flights. She then took the control of Martin's RC Coronet which she was in very good control of. Ceinwen talked all the way home, so it looks like she is hooked. Martin had some very good flights with his RC Meadow Lark and Coronet.

Paul had his free flight Longster flying well but had not so good a day with the free flight Luton Minor and DH Hummingbird. They both turned tightly to the left and made not much height, so it was a bit tense as they came to ground under power with small damage. His free flight Mercury Tiger Moth was also tested with some short hops. Good to have no damage. A little more trimming will help. Fixing the tail better, may help.

Ricky had a car full of models. His Jodel D21 is now flying better with a heavier rubber motor but his West Wings Widgeon needed more power. His Vampireneezzer flew beautifully so the trim is right there, but his Venomneezzer demolished itself on landing even after a fairly flat approach. Flying his Vic Smeed-designed Ballerina ended after a first flight, when it was clear that further damage would result owing to the excessive right thrust.

The wind was light all day that meant good flying. So come and join us.



Right: Thanks to a little help from Ricky, Ceinwen Evans had her sheet rubber model flying much better.

Hangar Rat at Drury - Stan Mauger

17-6-19

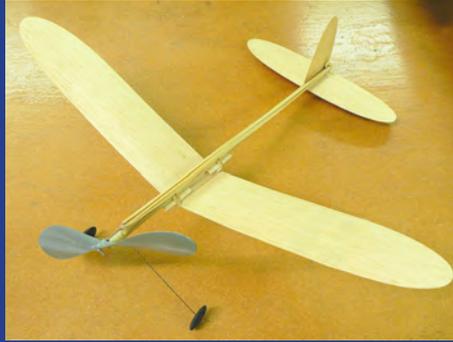
There was just a small number at the hall on this evening, with several of the usual Hangar Rat flyers not present and it was also a wintery night. Ricky Bould, Steve Fifield, Brian Howell and Stan Mauger brought models to fly. Steve had his model nicely trimmed but Stan was starting from scratch having not flown his model, from Bruce Keegan, for some time. Thanks to a plentiful supply of various rubber motors and some patient model holding and suggestions from John Swales, by late evening Stan had eliminated a few trimming problems and had the model flying for over a minute. Ricky had several Hangar Rats. His selected model flew very well making the best time on the board. As the results show, all official flights were over 1 minute.

Hangar Rat

Results				score
R. Bould	1:58	2:05	2:08	4:13
S. Fifield	1:03	1:10		2:13
S. Mauger	1:08			1:08



Above: Ricky Bould with his successful Hangar Rat, talking to John Swales. Brian Howell seated to the left.



MIMLOCT Saturday August 3, 2019

(Memorial Mass Launch of Cloud Tramps)

4.00pm at the Auckland Domain.
Meet at the entrance to the Museum
Call Ricky for further details on 478 8949

Indoor Free Flight Morrinsville Day

Sunday October 6, 2019

- Hangar Rat • HL Glider • Modelair Hornet
- F4D Rubber Scale • F4F Peanut Scale • Kit Scale

Westpac Stadium Hall, 21 Ron Ladd Place, Morrinsville

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

Calendar August-September

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

KARAKA

Sundays

Tomboy and Texaco (for Club points)

Flying can take place between 10am and 2pm
(9am to 3pm for gliders and other silent models)

NDC RC Vintage events (refer to MFNZ under NDC list).

Karaka Steward

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

HOTEO

Sundays

Call the field steward if you would like to go up and do some free flight and vintage flying there.

NDC FF Vintage events

(refer to MFNZ under NDC list).

Hoteo Steward

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

AKA AKA

Saturdays & Sundays

Intending fliers should phone Lloyd Hull to confirm that there will be flying.

Instructor

Brett Naysmith

Aka Aka Steward

Lloyd Hull 09 235 2890

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

Monday August 19

(For Club points)

Drury School Hall

Practice night (7.30 - 10pm)

Drury

Monday September 16

Drury School Hall

All indoor Free flight scale classes (7.30 - 10pm)

Indoor Steward

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

Morrinsville

Sunday October 6

Indoor Free Flight and Free Flight Scale classes
(See notice on p. 21)

MIMLOCT

Saturday August 3

MIMLOCT Mass International Memorial Launch of Cloud Tramps 4.00pm at the Auckland Domain.

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Club subscriptions

NZMAA Affiliation is mandatory for Club flying

Senior \$50 (+\$88 NZMAA) **Family** \$55 (+\$93 NZMAA)

Junior \$10 (+\$25 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 meetings 7.30pm at ASME Clubrooms,
Peterson Reserve, Panmure.

August 5 Theme: Models for Redfin competition.

September 2 Theme: Westland Aircraft.

**Your other current projects, models, plans, engines and
photographs are also welcomed for the table**

Items for the table:

Models, plans, engines, photographs etc

Trading table:

Buy, swap and sell

Visitors or intending members welcome