



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

**February 2015**



George Fay's rubber-powered P-47 Thunderbolt during testing, prior to the Nationals.



# Tomboy & Texaco

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

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

AMAC placings count to event Club points

## 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 2015 Slipstream is February 21**

## **Editorial – A bright new year**

The great weather at the Nationals at Waharoa, was conducive to great flying for many who attended. It was a relief to wake up to the banks of mist that could be relied upon to provide calm flying conditions. More on the Nationals may be found in the reports in this bulletin. Thanks to contributors of photos and articles and congratulations to those who had success. The December weather in the lead up to the Nationals caused concern, but also ruled out Karaka flying on most weekends. The Karaka reports further on in the bulletin, however, present a different picture, thanks to summery January weather. This a good start for the year. Thanks to contributors of reports and photos from flying there.

This month's bulletin includes the rules and entry form for Plan Scale, a national year-long event that should appeal to anyone who has an indoor or outdoor rubber power scale model built from any published plan or who intends to build one. Free flight scale received a boost in the increased entries at the Nationals in all classes and it would be great to see a corresponding increase in support for Plan Scale as well.

There is a notice on page 17 for the Free Flight scale trophy events to be contested at Patetonga in April. It is not too early to think about trimming models for these classes, to be well prepared for this event. In the contest calendar, reference is made to the NDC events at Hoteo. This flying site has excellent retrieval for free-flight flying and if you fly these classes, it is a great site to use. Refer to the MFNZ website for the calendar. It is towards the bottom of the opening home page. Those using Hoteo tend to do a ring around close to the day on which they wish to fly. Contact the steward or those who regularly appear in the write-ups on Hoteo, if you wish to fly there.

All in all, I am optimistic about a great year's model flying ahead.

Stan Mauger

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## **Moffet Trophy Contest - Archives on CD**

The victory of Vern Grey in the international contest of 1936 has a proud place in AMAC history. The club celebrated the 50th anniversary of this event over the weekend of 23-24 November 1986 with a contest for replica models flown at the Kidds Road Karaka site. There were 44 entrants, most put in flights, Bill McGarvey being the winner. Details in the AMAC archives include a tape-recorded commentary that also includes speeches from the dinner where Vern Grey and Bert Pond (who proxy-flew Vern's model in the US contest) were among the speakers.

Technology changes quickly and tape recordings are now practically obsolete. Hence I have had these tapes copied in duplicate to CD disc format (along with a further tape of speeches at the club's 75th Celebration held at Waipuna Lodge in 2003). These CDs are available to be borrowed (and copied if you wish) by interested members.

Contact Michael Taylor, Club Secretary

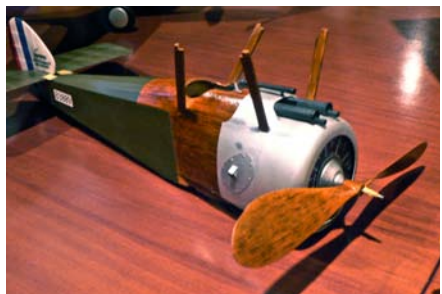
# Monthly Club Night - Michael Taylor reports

1-12-14

A chilly first evening of summer found fifteen club members locked out of the ASME rooms and contemplating a car-boot display instead of the customary show & tell table. Fortunately most were able to take up Stan and Raewyn's kind hospitality at maison Mauger where the meeting opened at 8 o'clock. Those present being Ricky Bould, Paul Evans, George Fay, Angus Macdonald, Louis McNair, Stan Mauger, Mike Mulholland, John Raybould, Bryan Spencer, Don Spray, Michael Taylor, Keith Trillo and Keith Williamson. Those who opted not to transfer to Stan's place were Guy Clapshaw, Bill McGarvie, Geoff Northmore and Arthur Pearce.

With rather less space, we mainly dispensed with the theme of two-metre gliders and examples such as Paul Evans's 'Sophisticated Lady' were held in reserve, however a nice array of small models graced the table for presentation and comments led by Vice-Pres. Keith Williamson. First to receive attention was an Auster fuselage under construction by Ricky Bould that will be another good addition to the AMAC fleet of this fine aircraft. Next was an even smaller, but equally detailed fuselage, that of a Sopwith Camel, already painted by Mike Mulholland who is experimenting with new techniques in this aspect of the modeller's craft (watch this space). The finished plane will be 16" span with rubber power. Also on show were three examples of Mike's 'revenge' collection, namely models that he had struggled with in his early years and is revisiting to get his own back in regard to their vicissitudes, in particular the Modelair Spitfire, P-40 Kittyhawk and Piper Cub, this latter being the all-sheet version in the original yellow trim. Angus Mac cast a benevolent eye over the proceedings, no doubt recalling the work put into the kitting of these designs. Louis McNair showed examples of an usual indoor R/C biplane, Walt Mooney's Wing-ding. He is building a lighter copy of his previous one that flew successfully but is now worse for wear – good luck with this replacement. George Fay is another who tends to favour two of a kind (at least!), as we were shown by virtue of his rubber-powered scale Airacobra, complete with tricycle undercarriage, alongside a bigger version at the bare-bones stage with sheeted fuselage, knock off wings, and a 1.5cc PAW motor up front.

Angus Macdonald had duly brought a two-meter glider, though refrained from assembling it in the dining room. This sailplane, which held the New Zealand duration record for about

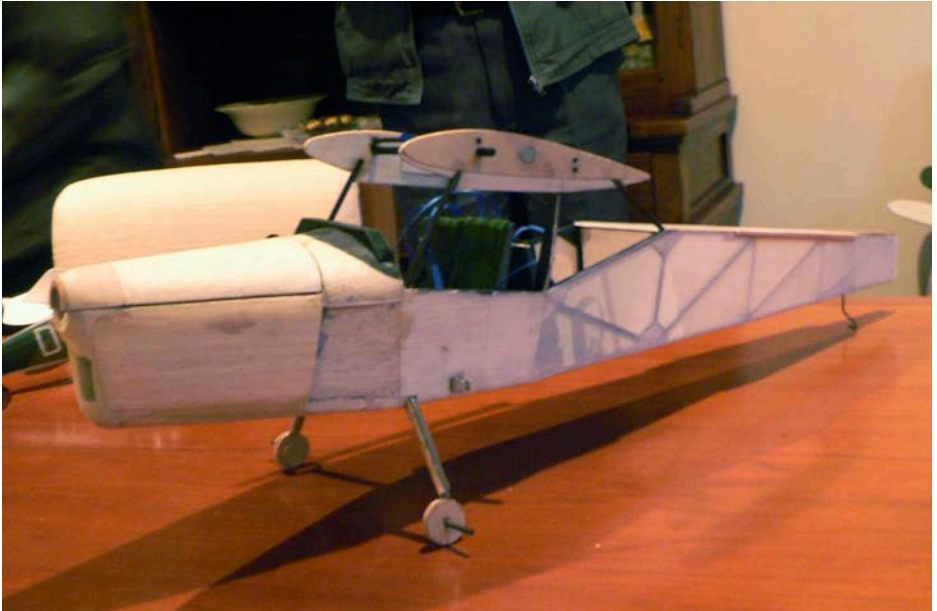


**Above:** Nice woodgrain replication techniques evident on Mike Mulholland's Sopwith Camel.



Well-detailed small rubber scale models being revisited by Mike Mulholland including Spitfire, P-40 and Piper Cub.





**Upper:** Ricky Bould is making good progress with a new improved replacement AOP9 fuselage.  
**Above:** Angus Macdonald's fighter glider for hill-top launching.

fifteen years, features low aspect ratio wings to provide maximum area within the allotted span and V-tail, and is of sturdy fibreglass construction. Its good performance on either bungee or hi-start launches bears testimony to the design principles employed.

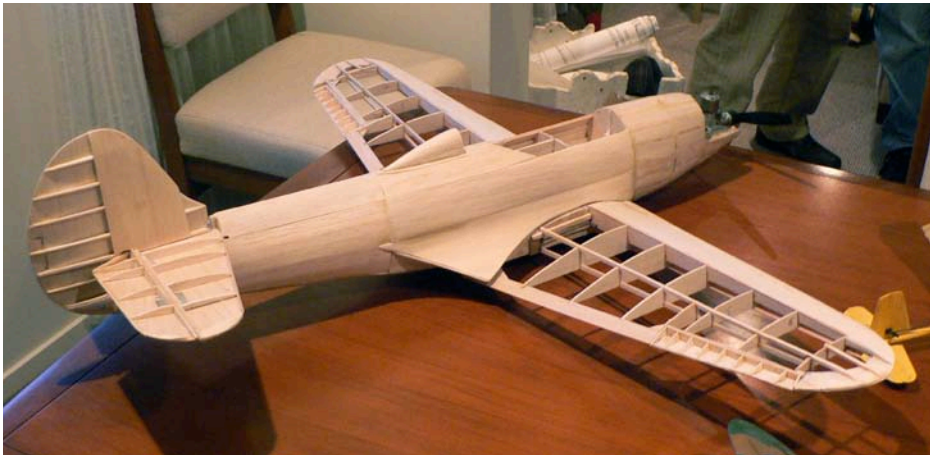
Contrasted with this was a 'fighter-glider' Spitfire that needs a handy mountain summit for effective launching, which led to a short digression about the flying of model aircraft among the gannets from the cliffs at Muriwai. Novelty seems to have been a feature of the evening, one further example being Michael Taylor's canard (which really does resemble a duck in flight). This is the Doug McHard design, intended for Cox 0.01 power. Built without the engine pylon amidships, it becomes a simple hand-launched glider to fly for fun.

Following the table, Bryan Spencer up-dated the indoor programme and drew our attention to a box of magazines FTGH and to the supplies of Airsail diesel brew that he takes the trouble to obtain. To round off the evening Michael diverted those present with his quiz from Slipstream. The assembled company passed with credit, producing some interesting discussion in the process. N.B. Two answers need correction. Q.6: AM cover with Tomboy is November 1950. Q.8: The number of Google hits on "Ron Warring" becomes 32,700.

Tea and real coffee followed while Keith & Christine Williamson's fine fruit cake was cut with due ceremony, without harm to the tiny model aircraft poised above its surface.



**Above:** Christine Williamson's fine Christmas cake complete with model adornment by Keith.







**Upper:** George Fay brought evidence of further progress on his Airacobra free flight scale model.

**Centre:** His rubber powered Airacobra is now a well-proven flier.

**Lower:** Doug McHard canard, built by Michael Taylor, as a glider sans power pylon.

**Upper:** Louis McNair's usual indoor R/C biplane, a Wing-ding designed by Walt Mooney.

**Above:** This GWS Tiger Moth from the estate of Trevor Martin found a new home, with Mike Mulholland, via Bryan Spencer.

## Free flight at the Nats - Bill McGarvey

After six months of planning, quite a bit of construction, and a new gateway by the farmer, Proctor Rd was given its baptism of fire as a Nationals site. The weather was kind. Cool, dead calm, and foggy at 6am, was the pattern throughout the meeting. An easterly Katabatic drift, paralleled the hills just north of the Tahuna Rd and persisted until seven or eight am each morning. This seemed to coincide roughly with the fog burning off leaving an azure blue sky to gradually fill with fluffy white clouds or solid overcast. The forecast breeze would then gradually build to its maximum of perhaps 2m/s with bursts of 3m/s on a couple of days. By mid morning the sunscreen was needed and the temperature was in the mid twenties.

For the first two days the starter chose a launch location based on the expected daytime wind direction as modified by the drift. This resulted in moves to the final location at about 8am. On days 3-5 the starter ignored the Katabatic component and the cries of "the drift is down toward that house" and moved straight to the permanent forecast location. This was a bit tough on the multi discipline competitors who had to travel back to Waharoa for other competitions and were pushed for time, but overall, it was the best approach for this field and the bulk of competitors.

Finding the start paddock each morning was always going to be a problem because the site had 3 entrances from public roads and the area had four public roads leading to it. The solution adopted by the organiser was based on the notion that people would look at the maps produced in MFW, Ffonz Newz, and at the Competitors' Meeting, then follow the simple procedure contained in Competitors Instructions to find the marked entrance location. Nah. Too old hat. Just plug the address into the car's GPS and "Bob's your uncle". Quite a few people did sunrise tours of the Waikato when they found their GPS had no Proctor Rd in its database (348 Proctor Rd, Orini might have worked for most of the meet). Never mind. By day 3 most people had got the hang of things and were even

**Right:** Roger Morrell and Vivchar F1B in combined FAI event.



plotting retrieving routes on their farm maps and using the freebie “hot wire” tubes to negotiate electric fences. Given that some of the paddocks on the place are over ½ km long and surrounded by drains or crossings at wide spacing, knowing the flight path direction and planning a complementary retrieval route paid dividends in reduced legwork. Competitors who actually recorded scores averaged 4.78 per class for F/F and F/F Vintage. There were 95 scores for F/F and 40 for F/F Vintage. Future F/F Nats need careful programme stewardship and timing based on site location, the need to keep event numbers up, and the realisation that septuagenarian bodies need plenty of rest. Proctor Rd, for example, is quite a distance from centres of habitation and an hours travel to get there needs to be assumed. The fog and drift in the morning makes 8am a realistic start time and fits the travel scenario. A F/F schedule with a central lay day might suit many people as well as the organiser. Running Combined FAI after an 8 am start on the lay day would allow that event to take most of the day and include a fly off. Other people could do rest and recreation at the same time. Combining the wooden glider classes and the mini events seems an obvious move. The Ladies event has died a natural death, Kiwi Power is struggling, and Indoor HLG is afflicted by the same disease that outdoor HLG suffers i.e. arms have withered and cannot throw anymore. Open Glider is a circle tow gift event and a straight tow class might be better.

As to the flying itself there were few standout performances. Rob Wallace maxed out in Combined FAI while everyone else dropped flights. Bernard Scott's Kennedy Precision flights varied by only 5 seconds. Dave Ackery did 3x3 in Open Rubber with Toqui in dew lift. Pity there was no one else to contest a flyoff. The Hamilton Club's power fliers were a cut above the rest while Rex Bain's Nelson powered "Summer Wind " sounded sweet on its one flight in Open Power. All in all a pretty ho-hum standard of flying prevailed. Results are on the MFW website and need not be repeated here.



**Left:** David Ackery with his A1.





**Top:** Moira Vincent holding her winning A2 Glider.

**Lower:** Rex Bain with HarveyFly Open Power entry.





**Top:** Bernard Scott with Ron Warring-designed Flip Flop rubber model.

**Below :** Paul Evans about to launch Martin Evans's Floridian A2 glider.

# AMAC successes at the Nationals

The ideal conditions until well into each morning provided the opportunity for great flying for most competitions. Many events saw sizeable increases in registrations and making entries visible in the live totals on the Nationals website may have added to competition entries this year. The Club fared better this year moving up to third in ranking for Champion Club. Congratulations to Club members who had success in the following events. Results are taken from the Nats website (E & OE).

## **FAI Combined**

4. A. Macdonald

## **Classic A2 Glider**

2. M. Evans

## **Aggregate**

15. C. Warren

18. L. McNair

## **Open Rubber**

2. W. McGarvey.

## **Hangar Rat**

1. A. Macdonald

5. K. Trillo

## **A1 Glider**

3. P. Evans.

## **Catapult glider**

4. W. McGarvey

## **Vintage FF Power**

4. P. Evans

## **Vintage RC Precision**

8. A. Macdonald

16. C. Warren

## **Vintage RC IC Duration**

7. A. Macdonald

11. C. Warren

## **Vintage Rubber Duration**

1. W. McGarvey

## **Vintage RC E Duration**

10. A. Macdonald

## **Vintage RC 1/2A Texaco**

1. M. Evans

5. C. Warren

7. K. Trillo

## **Vintage RC 1/2E Texaco**

3. K. Trillo

6. M. Evans

## **Vintage FF Glider Duration**

4. M. Evans

5. P. Evans

## **Vintage RC A Texaco**

2. C. Warren

7. M. Evans

8. P. Evans

## **Vintage RC E Texaco**

1. A. Macdonald

## **Nos FF Glider Duration**

1. M. Evans

## **Classic RC E Duration**

6. M. Evans.

## **Vintage FF Precision**

2. C. Warren

## **FAI F4A FF Power Scale**

2. P. Evans

3. G. Fay

4. L. McNair

5. D. Spray

6. S. Mauger

## **Outdoor Rubber Scale**

3. S. Mauger

4. A. Macdonald

5. D. Spray

6. R. Bould

## **Kit Scale**

1. S. Mauger

2. R. Bould

## **CO2/Electric Scale**

2. R. Bould

3. P. Evans

## **F4B+Profile CL Scale**

3. S. Mauger

## **Peanut Scale**

2. A. Macdonald

3. K. Trillo

4. R. Bould

7. D. Spray

8. G. Fay

## **Indoor Rubber Scale**

1. S. Mauger

2. R. Bould

3. G. Fay

## **Indoor Kit scale**

2. R. Bould

3. S. Mauger

4. G. Fay

## **FF/CL SIG Scale Champ**

1. S. Mauger

2. R. Bould

## **RC Scale Aerobatics**

3. G. Domigan

## **Classic RC Scale**

5. A. Macdonald



Don Spray had his Zlin flying well in F4A Power Scale.



F4A Power scale models being readied on Day 1

**Upper:** George Fay's Max Holste Broussard flew well putting him in third place.

**Above:** Paul Evans had a great flight with his DH Humming Bird earning him second place.

**Left:** Not Stan Mauger's day! A backing off comp screw on the DC Merlin left his Auster C4 unable to make an official flight.



# Luscombe Aircraft - Mike Fairgray

## The model

Way back when I was a sprightly twenty year old, I was introduced to the 40 inch Keil Kraft Luscombe Silvaire kit. What attracted me to this model was its shape, which just looked more attractive than the Cessna or Piper in the Keil Kraft range. The colour scheme of polished metal and blue striping on the side and the blue nose just looked right. I did make the model and gained second place in power scale at the nationals. I flew it a couple of times on Club flying days and when a car and the Luscombe decided to occupy the same parking spot on the field, the undercarriage was ripped out and the tail and fin modified. Since then it has sat on the "to do" list with repairs progressing when I felt motivated, and now it only needs to have the covering completed, the striping and nose logo adhered, and glazing attached, to complete the repair. The model has been covered with Chrome Oracover as this was the only shrink material that would give the polished aluminium finish as well as go around some of the compound curves in the fuselage. The pull due to the shrinking of the material has not caused any problems. Another factor influencing the long drawn out repair was that the crankshaft in my .5cc Dart bent after rather hard nose contact with the ground, while fitted to my Bird Dog. It was not until a couple of years ago that I managed to obtain a second hand crankshaft to repair the engine. So no excuses left for not completing the model and getting it into the air again. If you want to build the KK Luscombe the original plan and copies of the necessary parts can be found at Outerzone <http://www.outerzone.co.uk> (the smaller KK rubber version can also be found on this site).

*[More on the full-size Luscombe 8 will follow in a future article - Ed]*

**Below:** Chrome Oracover covering on the KeilKraft 40" Luscombe Silvaire under repair.





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# FREE FLIGHT SCALE DAY



Photo © Glenn Crouch

Sunday **April 19**, Patetonga from 8.00am

## Contest for all 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

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The Scale Free-Flight and Control Line SIG

## SCALE POSTAL COMPETITION FOR RUBBER POWERED SCALE MODELS BUILT FROM PUBLISHED PLANS

To be held from 1 March 2015 to 31 October 2015

The competition is now entering its fourth year and while it got off to a good start, entries over the last couple of years has been disappointing. The aim of the competition is to encourage members to take the first step into rubber scale modelling, with a competition which does not need all the effort of making the model an exact replica of the original aircraft being modelled. The saying **KEEP IT SIMPLE STUPID (KISS)** is what this competition is all about. Models built to FAI or Kit Scale standard may also be entered however all additional detail will not be included in the static judging. It is now time to revisit the rules for this competition and remove some of the conditions of entry to make it simpler to enter.

### Changes:

- In previous years the models had to be flown outdoors, for this year models can be flown indoors as well as outdoors. This opens the competition up to include **peanut and indoor open rubber** thus giving the competitor a wider range of models to build and fly.
- There will be two categories - indoor rubber and outdoor rubber. This will allow the flying times to be competed for, to be based on the category entered. All other aspects of the competition will apply to both categories.

- Another change is that markings and colour scheme need only apply if these are shown/specified on the plan, if neither are noted on the plan, or photographs of the full sized subject being modelled.
- Your model will be judged on the material supplied. Make sure that the photos of your model show the best points of your model i.e. **Construction to the plan, covering of the model and colour/markings**. Poorly supplied photos or information will result in a lower score.

### The Competition:

Models must be constructed from plans that have been published either in a magazine, on the Internet or a kit. This opens up a wide range of models and if building from scratch is not your thing then there are still plenty of suitable kits available.

The competition will run from 1 March 2015 with entries reaching the organisers not later than the 30th November 2015. Results will be published in "The Model Flying World."

### Send entries, on the official entry form, to the competition organiser

**Mike Fairgray, at 3 Kanohi Terrace, Mangere Bridge, Auckland 2022**

**or email model.1@windowslive.com.**

**Contact Mike on phone (09) 6368439 for an entry form or print off the form from Model Flying NZ web site.**

### 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.
- Static points on the first entry for each model will be regarded as the final static score and the highest flying points submitted will make up the final score used to determine placings for each 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 is permitted
- To qualify for an official flight, the model must be flown for a minimum of 20 seconds.

**Remember, the emphasis is on simplicity and on keeping to the spirit of the original plan. (The KISS Principle)**

### Scoring:-

#### • Flight points:

- |                      |  |
|----------------------|--|
| 20-60 second flight  | each second = 1 point                                  |
| 61-90 second flight  | each second = 1/2 point                                |
| 91-120 second flight | each second = 1/4 point [anyone may time your flights] |

- Points for construction: Model built true to plan, **0-10 points**.
- Points for colour and markings: Accuracy and extent of colour and markings, Insignia, numbering, correct colours and striping etc **up to 10 points**.

### Information required:

- **Provide details** where the plan was published or kitted and either a photo of the plan used or where the plan can be viewed on the web.
- **Provide 4 photo views** of your model (front on, profile, top, bottom view)
- **Provide proof of colour scheme and markings used on your model.**
  - a. Photo of the kit box (if from a kit)
  - b. Colour photo or the Web address where the colour scheme of the subject aircraft can be viewed.

### Useful places to obtain plans.

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

### Competition contact:-

Mike Fairgray model.1@windowslive.com 09 636 8439 (Auckland)

# RUBBER PLAN SCALE POSTAL COMPETITION

1 MAY – 31 OCTOBER 2015

OFFICIAL ENTRY FORM

(PLEASE USE ONE FORM PER ENTRY)

Entrant's Name \_\_\_\_\_  
(first name) (surname)

Full Postal Address \_\_\_\_\_  
\_\_\_\_\_

Phone No. (0 ) \_\_\_\_\_

Entrant's NZMAA Registration No. \_\_\_\_\_

Class of competition entered: Indoor: \_\_\_\_\_ Outdoor: \_\_\_\_\_

Name of Scale Model Entered \_\_\_\_\_

- Include 4 photo views of your model (front on, profile, top, bottom view)
- Where applicable include colour photo of the full-size subject or a description from a published source will suffice where coloured photographs are unavailable.
- All photographs should be sent as jpgs to model1@windowslive.com or on disk, or print outs mailed to the address below.

(To be completed by the person timing the model)

## Flight points:

- For a 20-60 second flight multiply each second by 1 point \_\_\_\_\_
- For a 61-90 second flight multiply each second by 1/2 point \_\_\_\_\_
- For a 91-120 second flight multiply each second by 1/4 point \_\_\_\_\_

## Your Checks Have you provided:-

- Where the plan can be viewed \_\_\_\_\_
- The name of the kit manufacturer Yes \_\_\_\_\_ No \_\_\_\_\_
- Photo of Plan Yes \_\_\_\_\_ No \_\_\_\_\_
- Photos of model Yes \_\_\_\_\_ No \_\_\_\_\_
- Proof of colour scheme and markings Yes \_\_\_\_\_ No \_\_\_\_\_

(To be completed by the SIG Judges based on photos of the model supplied.)

## Static judging:

- Model built true to plan (max. 10 points) \_\_\_\_\_
- Colour and Markings (max. 20 points) \_\_\_\_\_

TOTAL POINTS \_\_\_\_\_

## 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**

Please Note: All flights must be completed by 31 October 2015 and entries received by 30 November 2015.

# Karaka Diary - Keith Trillo

**28-12-14**

A pleasant morning for flying but as our regular paddock was locked up for hay and the other adjacent paddock had cows grazing, we moved to the Karaka Sports ground as we both had Associate Sports Ground membership. We flew E Tomboys to check out the new 2015 battery limit of 2s 180mah. As there were thermals about, the endurance in calm air was inconclusive but it looked like around 6-8 minutes.

**Results:**

**E Tomboy**

B. Spencer	5:44	5:50	6:53
K.Trillo	12:22	7:41	10:43



**Above:** Brendon Neilson with Tomboy and Ross Northcott with E Lanzo Bomber on January 18.

**18-1-15**

Good weather with only a small turnout and limited flying as most had to get away early. Brendon Neilson had his IC Tomboy present but did not put in a flight due to the Mills not giving its full output. Ross Northcott had some very good stable flights with his E Lanzo Bomber.



**Right:** Michael Taylor gliding his Sky Roamer, on January 25.





**Karaka January 25**

*See report overleaf*

**Top:** George Fay's Gollywock off for an OOS flight after hooking thermals.

**Centre:** Mike Mulholland launching his PAW powered A Texaco Playboy with Bryan Spencer helping.

**Left:** Michael Taylor using the slope to test his canard glider.

**Inset:** George Fay with his rubber powered FW189.

# Karaka Diary - Ricky Bould & Keith Trillo

## 25-1-15

The fine run of weather was apparent as we all arrived - some earlier than others - for a mix of flying at Karaka. The ground was rock hard as some discovered and the thermals were large and plentiful. Don Spray was the early bird and had the benefit of the calm that became a steady easterly of about 10 km/hr with lulls that we all took advantage of. Mike Mulholland was next followed by George Fay and Ricky Bould.

Don's Stinson Voyager performed well with a nice tight left hand climb opening out into a left hand glide and was steady in the breeze. His initial flight with the Puss Moth was similar but on the second a change of motor to ¼" rubber from 3/16" destroyed the trim and resulted in a stalling glide. Don also flew a One Nite 28 P30 but decided that the risk of losing it without a DT was too high.

George Fay had a FW189 that had been brought out of retirement and proved to fly well with the new props he has made for it. This is the precursor to a follow-on model. The Bell Airacobra was not as cooperative as normal and was put away to fly another day.

George also had the Keith Williamson Gollywok and it was last seen very high after about 5 minutes, going in a Westerly direction. No DT! Hopefully the name and address will lead to its return. Mike Mulholland had the Tiger Moth along and by the end of the session had it flying nicely to the right after some early challenges. This little gem is light and sits well in the air.

Ricky Bould had a number of small rubber models still in the trimming phase and was at times challenged by the gusts. His second kit scale Veron Comper Swift needed nose weight before finally starting to fly. The KK Chipmunk showed a need for more downthrust and the Fairy Barracuda was also in need of nose weight before some damage stopped play. His Grumman Avenger had a short sharp flight before contact with the ground snapped the wing. Charles Warren was also active with a Triplanenezzer and his Aggie Tomboy.

Michael Taylor had glide tests from the embankment with his Skyroamer Glider. Angus Macdonald did not fly as he had some equipment failure. Bryan Spencer and Keith Trillo flew endurance with E Tomboys using the 180mah batteries with the results below. Charles Warren and Keith then flew 1/2A Texaco, Charles with a Lanzo Bomber and Keith his Skipper. Those Cox .049s are unpredictable as the results show.

### Results:

#### E Tomboy

B. Spencer	5:48	6:11	6:18
K. Trillo	10:45	8:49	6:40

### Results:

#### IC Tomboy

C. Warren	6:48	2:49	3:40
K. Trillo	6:38	9:12	3:06

## Calendar

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

### KARAKA

Sundays

**Tomboy Extravaganza** (*for Club points*)

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

**Karaka Steward**

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

### HOTEO

**NDC Events**

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

**Hoteo Steward**

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

### AKA AKA

Saturdays & Sundays

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

Instructors

Grant Domigan and Brett Naysmith

### CONTROL LINE

As advised

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

**C/L Steward**

Stan Mauger 575 7971 stanm09c4@gmail.com

### INDOOR EVENTS

**Balmoral**

February 24

No flying in December or January  
**Hangar Rat** [7.00-10pm] - *for Club points*

**Ellerslie**

Tuesday February 11

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

Tuesday February 25

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

**Indoor Steward**

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

### PATETONGA

April 19

All Free flight scale events - *for Club points*  
[See notice on page 17 for details]

## OFFICERS OF AUCKLAND MODEL AERO CLUB INC.

PO BOX 9406, Newmarket, Auckland

Patron	Angus Macdonald	575-7232	angusmac@xtra.co.nz
President	Charles Warren	09 238-9430	cpwarren@ps.gen.nz
Vice President	Keith Williamson	625-9157	kcwilliamson@xnet.co.nz
Secretary	Michael Taylor	849 6336	taylor.mjk@xtra.co.nz
Treasurer	Jeanette Northmore	527-0158	morg1@xtra.co.nz
Club Captain	Stan Mauger	575-7971	stanm09c4@gmail.com
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	Ricky Bould	478-8949	unimec@ihug.co.nz
	Paul Evans	479 6378	ziply@xtra.co.nz
	Don Spray	828 4892	drlmspray@xtra.co.nz

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## Club subscriptions

NZMAA Affiliation is mandatory for Club flying

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

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

Intending members with current NZMAA affiliation pay only the AMAC sub

## Please make payments to

The Treasurer Auckland Model Aero Club

Mrs Jeanette Northmore,

20 Larsen Road, Panmure 1072, Auckland

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## NEXT CLUB MEETING AND NATTER NIGHT

Monthly club meeting

7:30 PM

**Monday February 2, 2015**

ASME Clubrooms, Peterson Reserve, Panmure.

## Theme: Nationals stories

### Items for the table:

Models, plans, engines, photographs etc

### Trading table:

Buy, swap and sell

## Visitors or intending members welcome