



BULLETIN OF THE AUCKLAND MODEL AERO CLUB INC. EST. 1928
August 2015



Don Spray's Zlin 37T at the Richmond Scale Champs (see report on p.13).



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

Bruce Keegan

Most Club members will be aware that this month, we lost an outstanding modeller and friend. Bruce was one of the early AMAC members and had an impressive lifetime of aeromodelling achievement. He was ever competitive but at the same time very willing to share his knowledge and ensure that newcomers wanting to fly their models better were assisted. A fuller tribute will be published in a future Slipstream.

Editorial – Myths and maxims

I don't know about you, but I am often daunted by the amount of information, call it data, that I amass relative to aeromodelling. Of course there comes a time every now and again, when projects must cease and time must be made for getting order into making all this acquired info accessible. To brighten up this process, there are the unavoidable pauses where I simply sit down and read an article that catches my attention. It was in one of these moments that my eyes alighted on an article in an RC magazine, with the title of something like "Wing washout – you don't need it". Was it because in a branch of aeromodelling where you can press levers to get out of trouble, its role in preserving stability was not important?

Coming from a free flight background where building in wing washout has become a sort of ingrained necessity, this article really made me sit back on my haunches. How can this possibly be, when respected experts like Eric Coates of free flight scale fame say that wing incidence is important for model stability? Then there are the experiences of those of us who have found that some difference in wing washout helps to counter adverse effects of torque. On the other hand, a well-respected free flight scale flier once commented that he doesn't worry about washout on any of his biplanes. I have come to the conclusion, correct me if you will, that we really do have to place importance on reading and then applying information to sort out myths from maxims.

If you disagree, it would be great to receive some correspondence. Come to think of it, we haven't had a letter to the editor in many moons.

Stan Mauger

Indoor flying contest, Morrinsville Sunday October 11, 2015

Venue:	Westpac Stadium Hall, 21 Ron Ladd Place, Morrinsville	
Programme:	9.45	Arrive and unpack ready for start time
	10.00	Hangar Rat and Push E run concurrently, ending at 12.30pm
	12.30	Peanut Scale, Indoor Open Rubber Scale F4D, Kit Scale
	3.50pm	Hall vacated.
Entry cost:	\$20.00	

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 September 2015 Slipstream is August 26

Monthly Club Night - Bryan Spencer reports

6-6-15

Attendance at this month's Club Night was the smallest in living memory. Only eight members, and one visitor were there. Part of the reason for this was that five regular attendees were flying scale models at a rally in New South Wales. As well, Mike Fairgray was due to have begun his odyssey to Europe, America, and back to Europe.

Members present were Charles Warren, Geoff Northmore, Arthur Pearce, Paul Evans, Michael Taylor, Keith Trillo, Guy Clapshaw, and Bryan Spencer.

Bryan introduced his visitor to the meeting, Dick Masters who is a member of the Taupo Model Aero Club and has recently moved to Meadowbank. Dick is a retired Air New Zealand flight engineer. He once flew in Boeing 747-200's but now flies a two metre Park-zone Radian electric powered glider and a quad copter.

Bryan Spencer provided details of the indoor flying for the month.

The theme of the meeting was motors and sport models. With the low attendance, there were a number of motors but only four models. Charles Warren brought along four motors. Included was an ED 2.46 Racer that he had owned for some time and a G27 Super Tigre 3.28cc which had been used in R/C Vintage precision models. These motors were comparatively heavy for this class, so Charles had looked for something lighter. The Amco 3.5 motor he brought to show us was his choice. This was the plain bearing version and was indeed lighter. Charles also showed us his OK Super 60 spark ignition motor. He has had difficulty running this. He suspects it is because the motor is worn and oil leaks onto the ignition contact breaker points.

For a while Keith Trillo and Bryan Spencer have been toying with trying some Jetex 50 flying. They now have fuel and wick and have each selected models for this. Keith has a partly built model of the 1929 Opel RAK.1 rocket powered glider. After discussion it has been decided that a good first step would be to build a couple of basic sheet models to try the fuel and wick. Building elaborate stick and tissue models would be a waste if the motors don't work. Two Jetex 50 models were on show at the meeting.

Keith had built a glider type model which had a carved aerofoil sheet wing. To achieve the balance shown on the plan, Keith had to add 10 grammes of lead to the nose.

Bryan had built an all sheet profile model of the Douglas F4D Skyray. This is a 1954 Bill Dean (designer of the Keil Kraft Slicker etc.) design. It has a 1/16 inch sheet delta wing with a reflex trailing edge. The model weighs 23.4 grammes, including the empty Jetex 50 motor. Bryan built one of these in the 1950s and it flew fairly well.

Bryan also mentioned that there were advertisements on EBay offering a Jetex 50 model plan and details of how to manufacture Jetex fuel. Michael Taylor commented that manufacture of the fuel was theoretically possible but the manufacture of the wick would still remain a hurdle.

Keith also brought his two Tomboys. He discussed the use of the E-Tomboy in three vintage classes. Fitted with a 180 MAH 2S lithium polymer battery it is used in the Vintage

E-Tomboy Class. Ballasted to a minimum wing loading of 8 ounces per square foot, and using a 360 MAh 2S lithium polymer battery, it may be used in the 1/2 E Texaco Class. Unballasted, and using a 360 MAh 2S lithium polymer battery, it may be used in the Vintage Precision Class.

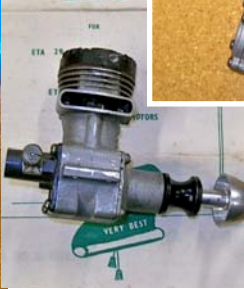
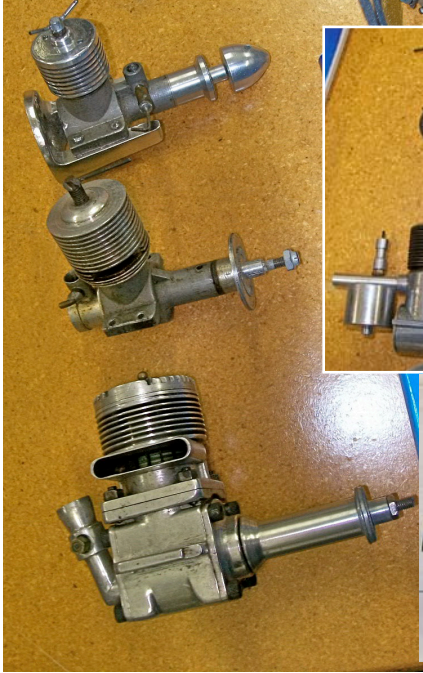
Keith's original I.C. Tomboy has been re-covered. Previously it was covered with mylar and lightweight tissue. The blue tissue had faded and the model was very difficult to see at high altitude. The model is now covered with heavyweight Esaki tissue. After doping, this covering system has increased the model's weight. The completed wing is now 3 grammes heavier than before

Keith has always been interested in the Angus Macdonald "Tomboy Exhaust Oil Elimination System". Angus doesn't have an outlet from the motor cowling area of his Tomboy. He places toilet paper in the bottom rear area of the cowling. After use he removes the oily toilet paper with pointy pliers, leaving no oil on the underside and sides of the fuselage. Keith has now refined this even more. He has designed deflectors which mount with the Mills .75 motor to ensure that all exhaust oil is directed inside the cowling.

The design of the deflectors also takes account of the fact that the airflow past the motor is asymmetrical, to ensure that all the exhaust oil is collected. This innovation ensures that there is no oil discharged onto the windscreen area and the upper fuselage sides. When Keith invested in his new Spektrum DX6 transmitter he also bought the telemetry equipment to record altitude. He has now installed this in the I.C. Tomboy during the re-covering. He demonstrated this at the meeting, with a woman's voice advising zero altitude when the model was on the table and five feet when he held it aloft.

Michael Taylor advised that Bernard Scott, editor of the AVANZ Newsletter, had been enquiring about centrefold model plans of old designs. Michael had looked through those published in Slipstream during the period when Maurie Poletti was editor. Among these he found an art centrefold of sketches of a number of old models. He brought this to the meeting. As well as the usual books and information on motors, which Michael always brings, he brought three motors. The ED .46c.c. Baby was gummed up and Keith Trillo offered to take it home to free it up. The other two motors were a 1.46c.c. ED Hornet and an ED Competition Special.

Arthur Pearce brought a number of motors. The first was a 1948 Pepperell ½ inch, Arthur's first motor. A second motor was the Pepperell Godwit. This was sold by White's Aviation and Wiseman's Sports Stores. Also on show were a Pepperell racing car motor and a typical motor crankcase casting. Arthur mentioned that the complete range of Pepperell motors, and the history of the company, is set out in the book "Those Incredible Pepperells" which was written by Maurie Poletti in 2003. Maurie's son, John, still has copies of the book available. Arthur showed us a pre-production Katipo motor which has been test run only. These motors were produced by LPV Limited, 175 Marua Road, Mount Wellington. Airsail began producing kits to suit these motors but the motor supplier didn't produce the motors on time, causing problems for Airsail. Other motors Arthur



Upper: Engines brought by Arthur Pearce including (clockwise from lower left) a 10cc Pepperell race car glow engine with extended crankshaft modified for aircraft use, .21 Pepperell diesel and Team race diesel, Pepperell 2cc diesel and 19 Spark ignition, two K&B 61s, MkI Merco 61, McCoy 61 and MkII Merco .61 and Eta 29.



Left: Exhaust deflectors on Keith Trillo's Tomboy, to ensure that oil is directed inside the cowling. See inset.

Lower: Charles Warren's plain bearing Amco 3.5, used in vintage models.



brought to the meeting were a McCoy 61 speed motor, two unrun Merco 61 motors, an Eta 29 6C (the last model built), two K & B 61's (one with an ordinary carburettor and one with a fuel pump) and a DC Sabre. All of Arthur's motors are available for sale, subject to reasonable offers.

Geoff Northmore mentioned that the polyester tissue he uses to cover models is available only in white. A dye is now available to colour this. Details are available by Googling Idye Poly NZ.

Michael Taylor advised that the scale modellers were on their way back from New South Wales and they had done well. The details of their trip is a story to be told by Mike Mulholland. *Refer report on p.13 - Ed*

As usual the evening closed with discussion over coffee and biscuits.



Upper: Jetex nostalgia. Bryan Spencer's Bill Dean designed Douglas Skyray balsa glider for Jetex 50.

Lower: Keith Trillo's basic sheet model to try out Jetex 50.

Karaka Diary - Keith Trillo

12-7-15

The day started very cold as the frost was still evident on the grass verge on my arrival at 9.00am. By 9.30 I had my E-Rubber Yonder ready for flight and did two flights, around 14 minutes each, but the flight time was a little short from what was expected, possibly due to the cold batteries, as they are stored outside.

Around 10am Mike Mulholland and Angus Macdonald turned up, with Mike flying his beautiful rubber powered scale Sopwith Camel and Tiger Moth. Michael Taylor and Charles Warren arrived with Charles flying three timed flights with his IC Tomboy. Angus and Keith flew timed flights with E Tomboy and E Texaco, although there were no clouds, there was lift about later in the morning, resulting in a flight time of 20.43 for my E Texaco Stardust Special. Gary Brant was present to spectate and Ross Northcott arrived at midday and flew his Tomboy fitted with a Lanzo bomber wing and stated that it was more stable.

Results

E Tomboy

A. Macdonald	6:23	5:38
K Trillo	9:05	8:50

IC Tomboy

C. Warren	2:35	4:13	5:49
-----------	------	------	------

E Texaco

A. Macdonald	10:25	12:08	8 Ball
K. Trillo	16:00	20:43	Stardust Special



Above: Ross Northcott with Lanzo-winged Tomboy.



Top: Angus Macdonald with E Tomboy (left) and flying it (right). The 8Ball taking a rest between flights.

Centre: Charles launching Tomboy.

Left: Keith Trillo with his E Rubber, Yonder.



Top: Mike Mulholland's KeilKraft Sopwith Camel on his smart new winding stooge.

Centre: Mike's clever foam board carrying case for his rubber powered DH Tiger Moth.

Left: Keith Trillo with E Tomboy.

Hangar Rat at Balmoral - Stan Mauger

29-6-15

With six fliers putting in times, this must rate as a best attended Hangar Rat evening for some time. May it continue! While the cooler conditions may have hampered times on this evening, Angus Macdonald still managed steady around a minute and a half flights from his model, thanks to some careful trimming. Angus had quite a hangar of Hangar Rats, including one with yellow covering and applied (marker) pattern. He sought light relief from Hangar Rat flying with a flight or two from his half scale Modelair Hornet. John Swales made a flight of over a minute with his Hangar Rat putting him up the results ladder to second, narrowly bettering Ricky Bould's best time. It was great to see some new names on the results list and hopefully this momentum will continue. Thanks to Don Spray and Keith Williamson for assistance with model timing and flight recording.

Newcomer Sam Peacocke managed to fly his aerobatic EFlite UMX in the gaps between Hangar Rat flights and he intimated that he would like to explore indoor free flight as well.

Results

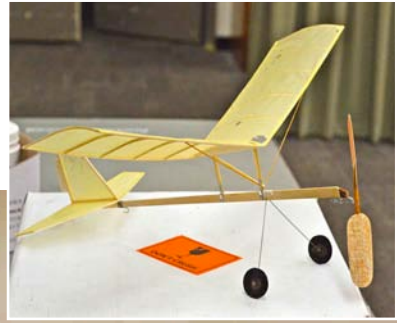
1. A. Macdonald	1:40	1:43	1:46
2. J. Swales	0:44	1:07	0:53
3. R. Bould	0:52	1:05	0:53
4. S. Mauger	0:39		
5. C. Groves	0:36		
6. K. Williamson	0:30		



Top left: Angus Macdonald's Half scale Hornet drawn by his colourful Hangar Rat.

Top right: Stan Mauger releasing his Hangar Rat entry.

Left: Hangar Rats a plenty. Angus's Hangar Rat hangar.



Inset: Keith Williamson's Hangar Rat between flights.

Centre: Sam Peacocke joining John Swales and Chris Groves as they wind their Hangar Rats.

Left: More Hangar Rat action. Don Spray assisting Ricky Bould with the winding process. John Swales also setting up his model.

Richmond NSW Free Flight Scale Rally

Mike Mulholland

For quite a few years now a contingent from New Zealand has crossed the ditch to compete in the NSW Free Flight Society's annual scale rallies at Richmond NSW. AMAC has always been well represented, with previous attendees at this and other Trans Tasman free flight scale events including such luminaries as Ricky Bould, Stan Mauger, John Poletti, David Hope-Cross, Don Spray, Paul Evans and George Fay. Jack Godfrey from Hamilton and Anthony Koerbin from Wellington have also made the trek in the past.

This year's team included Ricky, Stan, Don and George. The planets finally aligned for me this year and so the team also included newcomer yours truly. Having been regaled for years with tales of acres of flat treeless fenceless expanse, and clear windless days it is fair to say that expectations were high and the rose-tinted glasses radar on high alert. Imagine therefore my delight to find that the promised land proved to be exactly as advertised - acres of flat treeless fenceless expanse, and clear windless days – period.

Stan and myself arrived on Friday the 3rd of July, and took the train directly from the airport out to Windsor where we were collected by Ricky, who had arrived on the Thursday with Don. After settling into our salubrious accommodations it was time to go out and get a feel for the flying site. I felt the usual anxiety about getting out there before the weather packed up but as already noted it seems as though the usual rules don't apply at Richmond and I had no cause to fear for the entire three days.

The NSW Free Flight Society's flying field is adjacent (in Australian terms!) to the Richmond Air Force Base and is situated about half way between the townships of Richmond and Windsor about 60km North west of Sydney. Windsor in particular is a lovely little historic boutique-ish sort of place with much to recommend it in terms of restaurants, shops and architecture (Just in case you need to get this across the line with 'er indoors).

The field itself is an Australia-sized readylawn farm sans fences and trees. Apart from the port-a loo and sundry vehicles the only hazard was a drainage ditch – no issue whatsoever for those of us accustomed to the usual New Zealand obstacle courses. Apparently others had been having a practice on the Friday but by the time we got there, there was only Roy Summersby left, testing his Sopwith Swallow. The Swallow features a timer-controlled throttle that allows a climb out under full power followed by a gradual powered decent and landing. This worked well once adjusted and on one flight resulted in a landing followed by a prolonged tail up taxi across the smooth surface – very cool!

I took the opportunity to put in some trimming flights with my second Avetek Tiger Moth. This revealed some problems with the motor binding just enough on some of the upper deck formers to slow the rubber down causing the prop to over-run the free wheel clutch causing extreme rapid discharge of power – brrrrrrrrrrrrttt! Fortunately I had considered all possible contingencies and had packed a specially shaped sanding block on a dowel which allowed me to spend some happy time back in the motel room carefully relieving the underside of the front formers and this did the trick.



Top left: The Sopwith Camel on the stooge. It was flown a lot!

Top right: The Tiger gets judges scrutiny.

Centre: The Tiger Moth positioned on the road for a photo opportunity.

Left: George Fay brought Airacobras for both power scale and rubber events.

The following morning we were out at the field by 0800. The field was shrouded in mist but flying was already under way and the car park area was well populated – nothing for it but to get flying. I had brought my KeilKraft Sopwith Camel along purely as a fun model and so this was first up.

After a couple of trim flights this model was right on form and performed beautifully right throughout the two days of flying. As the day heated up and the mist burned off the flights got higher and longer with the best flight being close to 60 seconds. The little Camel has a particular charm about it and even though it wasn't actually entered in anything it was eventually awarded the People's Choice award at the Saturday night prizegiving.

In the Reg Jude rubber scale trophy event, the Tiger Moth did very well in static judging and then followed through with a perfect flight score. I decided not to attempt an ROG as I have not tried one with it before and didn't want to make a Charlie of myself in such august company! As it turned out I was far enough ahead not to need one in any case, with the Tiger eventually winning rubber scale.

There was no maximum number of flights and the day was perfect so I just kept flying both models all day. The Tiger flights got better and better as the day progressed and I fine tuned the trim. The only issue I had was one perfect approach and beautiful landing – in the drainage ditch. It took a couple of hours for the Tiger to dry out completely and the flights did suffer from the additional weight in the rear during that time.

George's models just refused to behave and he retired for the day hors de combat. Ricky's CO2 powered Comper Swift was going well but kept breaking props until Ricky ran out of new ones and he too had to call it quits. Phil Warren had a number of very lightweight rubber scale models including his 30" span Comper Swift which came second in the rubber event. This model ROG'd so slowly that it nearly completed a circle on the ground before becoming airborne, and then just continued the same circle in the air as though it didn't know the difference. Don Spray's rubber powered Zlin treated us to some spectacular low level flying and took out third place in Rubber Scale. A bit of washout, some attention to the prop assembly and a little more power will make this model a formidable competitor in future.

Both rubber and power scale were flown together so having been somewhat preoccupied I can't report extensively on the power side, however Stan's Antarctic Auster was a stand-out performer and took the power scale event with at least one very nice flight that I saw and a high static score.

Tiger Moths were popular and Phil Mitchell's APS version was performing as though on rails. Bob Craine had a realistically finished Mercury Tiger Moth which flew very well, though it suffered from the scale compromises inherent in the kit design.

Gary Sunderland would not be pleased to have won the Spectacular Arrival award with his BE12b, which refused to behave and ultimately went home en maquette. Power scale highlights for me also included the large Sopwith Triplane which was very impressive in the air, and Phil Mitchell's lovely new Sopwith 1½ Strutter which unfortunately had engine issues and did not fly in the event in the end. Also of note was organiser Tahn Stowe's 60" Hawker Hurricane powered by a 3.5cc diesel. Although this model has

apparently never been really sorted it is still an impressive undertaking and shows flashes of brilliance. If a 60" free flight scale model is ever going to be practical, Richmond is certainly the place where it will be so. George Fay's son-in-law Glenn Crouch took some amazing photos of everyone's models in flight and they really are a fair representation of the quality of the flying. Saturday night was the Presentation Dinner which was enjoyed in warm and convivial surroundings, and our Australian hosts certainly treated us well.

Day 2 was scramble (Aggie) and I think the Aussies have this one licked. There was a preponderance of Stringless Wonders and Flying Carpets which have to be the ideal Aggie model. I think the airtime achieved in this event would be well in excess of what we achieve in Aggie. Of course the dead calm helps! After that it was a case of fly what you like for as long as you like and so I kept going with the Camel and Tiger until the rubber could take no more. After that I stole one of Don's models and played with that. Don had an ex-Trevor Martin Modelair Sportster that he had not done much with. I have an ex-Bruce Keegan Sportser that I have played with to get a P30 type climb. A few minutes spent applying the same tricks to the Trevor Martin Sportster and guess what? – P30 climb. Hmmm – food for thought! There was also some very competent Control line stunt that was a pleasure to watch and some F1C to get the heart rate up.

The trip home on the Monday was made all the better by Ricky's influence with Air NZ which got us all into the Koru Lounge to indulge in premium Chardonnay and canapés, and by the sight of Stan getting the rubber glove treatment at border control.

All in all this is a fantastic event and the Aussies are great company as was my own little team. Getting wins for the Kiwis in both Rubber and power is always nice and in the case of the rubber event a fabulous endorsement for Gwyn Avenell and the work he has put into the Tiger Moth project. As a little postscript I only learned later that one of the judges in Rubber scale had been John Corby, the designer of the Corby Starlet, so as far as I was concerned that just put an extra gloss on the whole wonderful thing.



Left: The design to fly for scramble (Aggie). These Stringless Wonders held here by unidentified fliers, put in great times.

Opposite page

Top: Ricky Bould's AOP9 with new fuselage looks every bit the Army spotter.

Centre: Stan Mauger's Antarctic Auster C4 between flights.

Lower: Don Spray had good flights from Zlin 37Ts in both power Scale and Rubber Scale. Ricky's Comper Swift is (obscured) to the right.



Results

F4A Free Flight Power Scale

1. Stan Mauger	Antarctic Auster C4	1461.5
2. Phil Mitchell	DH Tiger Moth	1301.5
3. Roy Summersby	Sopwith Swallow	1273.0
4. Don Spray	Zlin 37T	1252.0
5. Bob Craine	DH Tiger Moth	1167.0
Ricky Bould	Auster AOP9	-
George Fay	Bell Airacobra	-
Tahn Stowe	Hawker Hurricane	-
Gary Sunderland	BE12b	-

Free Flight Rubber Scale – Reg Jude Trophy

1. Mike Mulholland	DH Tiger Moth	1548.0
2. Phil Warren	Gipsy Comper Swift	1356.5
3. Don Spray	Zlin 37T	1262.5
4. Gary Sunderland	Grumman Wildcat	1028.0



Above: Phil Mitchell flew this pristine Sopwith 11/2 Strutter.

Lower: Bob Craine's Tiger Moth climbing away nicely from the launch.



Mike Fairgray's trip nearly around the world

Instalment No1

My wife (Virginia) and I are taking a ten week OE during July and September. First stop was LA and it is very evident that it is a City based around the film industry and unless this is the attraction for you, there is not much else to see. Our main reason for stopping at LA was to attend a Fourth of July concert and parade which was well worth doing. So after a couple of days we boarded a train for Washington via Chicago which took four days. The train is a great way to see the countryside and if you travel in a sleeping berth it is fairly comfortable with all meals included.

Arriving in Washington, where we stopped for four days, the main attraction for me was a visit to the Smithsonian Air and Space Museum. After passing through security scanning at the door, I entered the ground floor and made a beeline to the information centre. It was then on to exploring the vast number of exhibits spread over three floors. Each area was divided into Space, Birth of Flight, Pioneers, WWI, aviation between the wars, and the display of WWII which contained sub sections showing the differences and aircraft of the various air forces engaged in the war. The Navy had a large display with several key aircraft displayed and very good visual displays which included video skilfully shown through the windows of the aircraft carriers island overlooking the active flight deck - very realistic!

Civil aviation was not forgotten, with various passenger aircraft on display. Modern times displayed drones and stealth aircraft. I was impressed with the detail of each exhibit as they were arranged to convey, as realistically as possible, the display. Where aircraft were hung for display there were always decks where you could get closer to the aircraft and take photos from the side and top. There were a lot of interactive displays for children to get involved in, even flight simulators which you could book your place for a go at docking a space ship to flying a Boeing passenger jet. There was a long line at this attraction. Speakers were stationed in each area telling the story behind the display. This was both interesting and informative at the same time.

You need a good day to really take in the exhibits, which unfortunately I did not have, but I was pleased with what I achieved in the five hours that I was there. My next aviation stop will be New York and then it's on to London to tour around the various museums, which I am really looking forward to.

Postal Plan Scale Competition 2015 Now under way

Any rubber powered scale model built from a published plan (or kit) qualifies. Flights may be put in at any site including your local park as long as the flight is timed by someone else.

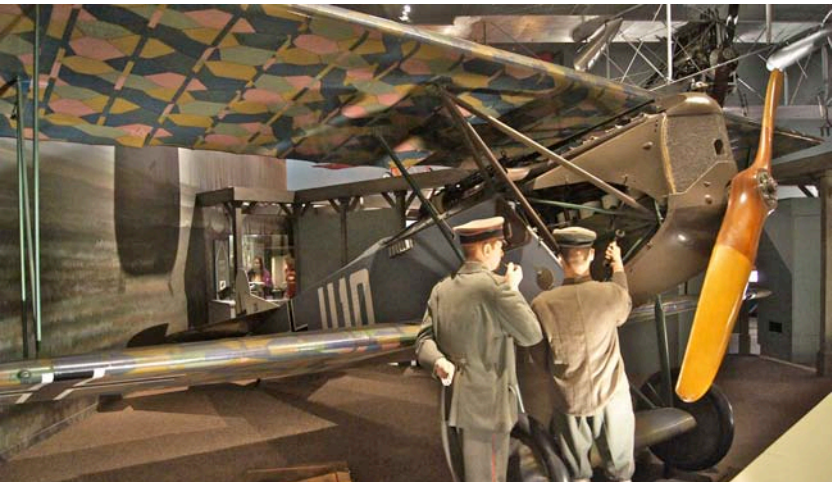


Top: At the Smithsonian Air and Space Museum, a very good visual display used video skilfully shown through the windows of the aircraft carrier's island overlooking the active flight deck.

Centre and left: Zero, Spitfire and ME109 - key WWII aircraft well displayed.

Opposite page

From top: Colourful WWI biplanes including Albatros, Spad and Fokker D7.



FREE FLIGHT SCALE DAY



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

Sunday
September 20,
Patetonga from 8.00am
All free flight scale classes

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

Wanted

Radial mount for O.S. Max 15 or similar sized 2.5 cc free flight engine. Other bits of interest would be a tank, engine timer, and fuel tubing.

Contact **Bill McGarvey** tel 636 8988 bill.mcgarvey@vodafone.co.nz

Stan Mauger is looking for an RC Throttle for PAW 1.0cc/.80cc.

Contact Stan tel 575 7971 stanm09c4@gmail.com

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. NDC events *could also be flown.

Karaka Steward

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

HOTEO

NDC events including Vintage F/F Precision, Vintage F/F Miniature Replica, *Vintage RC 1/2A Texaco Scale, *Classic RC Precision, Catapult and hand launched Glider

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

Aka Aka Steward

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

CONTROL LINE

As advised

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

C/L Steward

Stan Mauger 575 7971 stanm09c4@gmail.com

INDOOR EVENTS

Balmoral

Monday August 31

Open Rubber Scale, Peanut Scale, Profile Scale and kit Scale classes [7.30-10pm] - *for Club points*

Ellerslie

Tuesday August 11

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

Tuesday August 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

Domain

August 2

MIMLOCT World Cloud Tramp memorial at 4.00am

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
Vice President	Paul Evans	479 6378	ziply@xtra.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
Recording Officer	Keith Trillo	298 4161	careith@hotmail.com
Bulletin Editor	Stan Mauger	575-7971	stanm09c4@gmail.com
Committee	Ricky Bould	478-8949	unimec@ihug.co.nz
	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

Mrs Jeanette Northmore,

20 Larsen Road, Panmure 1072, Auckland

NEXT CLUB MEETING AND NATTER NIGHT

Monthly club meeting

7:30 PM

Monday August 3, 2015

ASME Clubrooms, Peterson Reserve, Panmure.

Theme: Models for NDC events

Items for the table:

Models, plans, engines, photographs etc

Trading table:

Buy, swap and sell

Visitors or intending members welcome