



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

May 2016



Getting more and more complete at each Club night showing, Mike Mulholland's superbly detailed Bristol Scout.



Tomboy & Texaco

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

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

AMAC placings count to event Club points

Slipstream contributions

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

Deadline for articles for the June Slipstream is May 27.

Editorial – Competitions and Events

This month's bulletin carries a number of announcements of competitions and events that happily, as we have prizegiving at the next meeting, coincide with a new competition year. Before going on to these and in addition to the informal giving out of Nationals certificates and trophies at the last monthly meeting, I would like to congratulate those who achieved placings at the Nationals, as listed on page 12.

RC fliers have regular Tomboy and Texaco vintage events throughout the year at Karaka and times may also be put in at other Club sites. Some free flight rubber scale fliers have already entered in the Postal Plan Scale event, but as this is a year-long competition, more entries are welcome. Open Rubber is once again offered as another competition for the year. It is hoped that this will engender ongoing interest in this branch of aeromodelling and encourage getting out models that may not have been flown regularly.

With the vagaries of the weather, free flight scale fliers are accustomed to postponements of scale events, though at this time of year we can usually count on the requisite calm weather. The postponed Patetonga Scale Day is now scheduled for May 8, but as always, please check before leaving for the event if weather seems at all doubtful.

This is down as a busy weekend as the Waikato Nostalgia Free Flight Champs are on the day before and free flight fliers are bound to find this an enjoyable day (see page 27).

The Morrinsville Indoor Free Flight day is on the following weekend and is a day not to be missed, for indoor fliers. A full list of classes is listed on page 25. Interest has already been expressed in attending this day, by others beyond the Club, so it promises to bring plenty of competitors and competitive flying. Control line scale will be flown at the Mercer Rugby Club field on May 29 in conjunction with the Auckland Free Flight Club. It is an excellent venue and a great opportunity to see control-line flying.

While plenty of interest has been expressed in building and flying Modelair Hornets, it is hoped that this will become a regular competition class throughout the year. Rules were published in this year's February Slipstream or I can send them to you.

Every month I list the decentralised events for that month. If you fly any of these events, get any times you put in, to the recording Officer, Keith Trillo. It would be great to see more support of these classes and to support national organisers.

There is another event mentioned in this Slipstream that is not a contest. I refer to the world commemoration of American Charles Hampson Grant, pioneer in aerodynamic design for models and full-size aircraft. This celebration takes the form of a mass launch of Cloud Tramps (one of his famous designs) simultaneously around the world. To join in we are in the worst location in the world, requiring to be releasing models at 4.00am. See the notice on page 20.

Spectators are of course welcome at all of the contests and events noted, so get in touch with anyone who flies these classes if you would like to attend.

Stan Mauger

Auckland Model Aero Club Inc AGM.

A total of 21 members were present. Nothing contentious was raised so it was a very smoothly run meeting. Reports from the President, Treasurer and Secretary were received.

The Treasurer noted that the major income was derived from subscriptions with the term investment interest next. The investment account stood at \$14,552.16 and the cheque account had \$2,088.27 at the close of the financial year, which was the end of March. The cheque account income and expenditure for the financial year made a surplus of \$452.27, however, it was noted that a \$200.00 donation was included so the actual surplus was \$252.27. Members were encouraged to pay their subscriptions using online banking as the club now had online banking. Accounts would be sent to all members.

Subscriptions: The meeting accepted the recommendation of the Committee that the subscriptions for 2016/2017 remained the same at Senior \$50.00, Family \$55.00, Junior \$10.00 (each plus NZMAA Levies) and Social \$40.00.

Election of Officers: The present committee indicated that they would all stand again and were re-elected. Brett Naysmith was elected to the committee and Ricky Bould was elected to the position of Vice President. The position of Club Captain was left vacant and the Committee would appoint a suitable person when necessary.

Bulletin Editor's Report: The Editor noted that the bulletin was now going internationally and several positive comments had been received regarding its content and layout. An increase in postage was imminent and there was a need to have fewer bulletins sent by post. The contribution from members was still strong but more building articles are required. The meeting applauded the editor for his work in producing the bulletin.

Recording Officers Report: Outdoor competition events had been held for E Tomboy (51 timed flights), IC Tomboy (10), 1/2 E Texaco (21), E Texaco (18), 1/2A Texaco (9), A Texaco (3) and E Duration (4). Indoor competition events had been held for Hangar Rat, Kit Scale, Open Rubber, Peanut Scale and Push E.

Flying Field Stewards Reports

Outdoor Flying Sites: There had been a mixed bag of flying activity at flying sites due to weather, with Hoteo having little activity and Karaka and Aka Aka with more activity, being used both on weekdays and weekends.

Indoor Flying Sites: Ellerslie is being well supported with two meetings per month and paying its way. Balmoral had held one meeting per month and numbers attending fluctuated, however, competition flying included Open Rubber Scale, Peanut Scale, Profile Scale, Kit Scale and Hangar Rat. Meetings had also been held at Morrinsville and Drury with more planned for these sites this year.

General Business

The meeting charged the committee with reviewing all outdoor flying sites to ensure that the NOTAMS issued for each site met the members flying activities and where necessary, apply for an amendment to the flying hours.

MIKE FAIRGRAY Secretary.

Monthly Club Night - Mike Fairgray reports

4-4-16

Present were Ricky Bould, John Chant, Guy Clapshaw, Paul Evans Mike Fairgray, George Fay, Tony Hill, Angus Macdonald, Stan Mauger, Bill McGarvey, Mike Mulholland, Brendon Neilson, Geoff Northmore, Arthur Pearce, John Raybould, Bryan Spencer, Don Spray, John Swales, Keith Trillo, Stephen Wade, Charles Warren and Keith Williamson.

Ricky Bould had brought along some SAM 35 Magazines. Bryan Spencer had bottles of diesel fuel and some medical eye tubing which is sure to be useful. Angus discouraged the use of this for R/C snakes because of the friction of the material. Mike Fairgray had his usual selection of model magazines.

Tonight's theme was Projects

Perhaps due to the AGM there were not many projects gracing the table tonight.

Mike Mulholland had his Bristol Scout, which has successfully flown but unfortunately it suffered slight damage to the fuselage tissue when the rubber motor bounced sideways. It is presently powered by 6 strands of 5/32" rubber. Mike had painted the plastic propeller very realistically to look like woodgrain representing the wooden propeller fitted to the full-size aircraft. A scale propeller hub is also fitted. Mike reported that the Scout flies well.

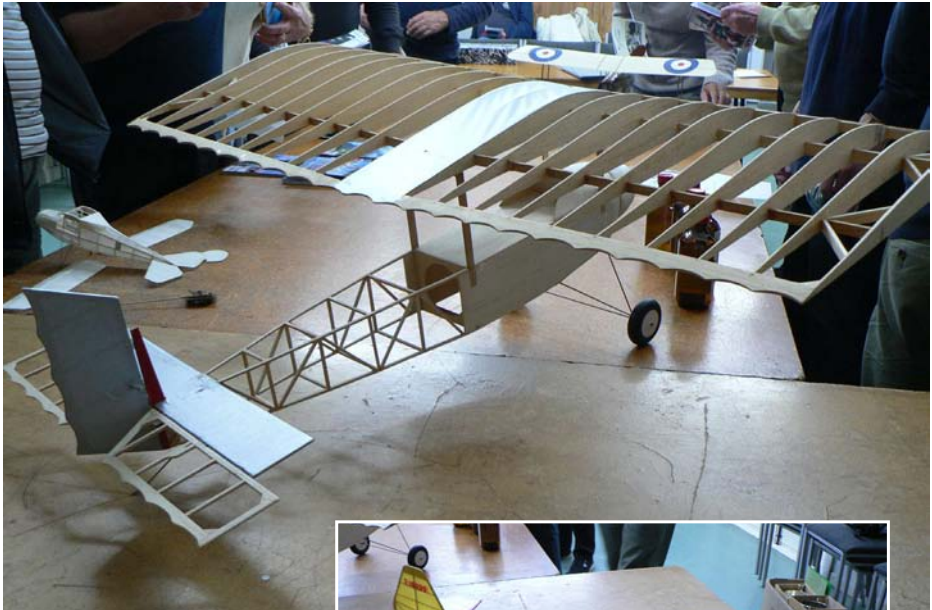
Mike Fairgray had a small electric sport model, The Bambino, built from a free plan in one of the magazines he receives. It is two channel and electric powered. Also on the table was his Farman Sport Monoplane from a plan by Peter Rake, also known as the flying postage stamp due to the size of the wing. The wing and fuselage are completed but R/C gear and controls need to be fitted. It will be covered with Litespan as already used for fin and tail, however, this is under review to see how the covering on the wing turns out. He has found that Litespan has a limited amount of tightening and with such a large wing area the material may not tighten sufficiently.

George Fay has finished his latest Folkerts Racer SK3 Jupiter. It is three quarter size and half the weight of his previous version. The model has a very attractive finish which adds to its appeal. The rubber weighs in at 100 grammes. George says that it flies well but likes lamp posts.

Angus Macdonald has completed a new Tomboy as the old one was past its 'use by date'. The only parts used from the old model were the push rods and undercarriage. It is electric powered and the use of attractive covering colours made the model stand out.

Ricky Bould has continued selecting small free flight scale models from past manufacturers such as Keil Kraft and Frog and had his new Luscombe Silvaire expertly covered in natural white tissue. Covering the complex angles behind the cabin was cleverly overcome by inserting balsa between the stringers thus overcoming the inevitable sag and wrinkles associated with this area. Ricky moves the motor peg further forward on all his models to reduce the amount of rubber in the rear of the model, thus reducing the need to add weight to the nose to compensate. The Silvaire is a very pretty looking aircraft and Ricky has done it proud.

This concluded the table so it was off to tea and biscuits.



Upper: Ricky Bould's nicely built KK Luscombe Silvaire is now not far away from completion.

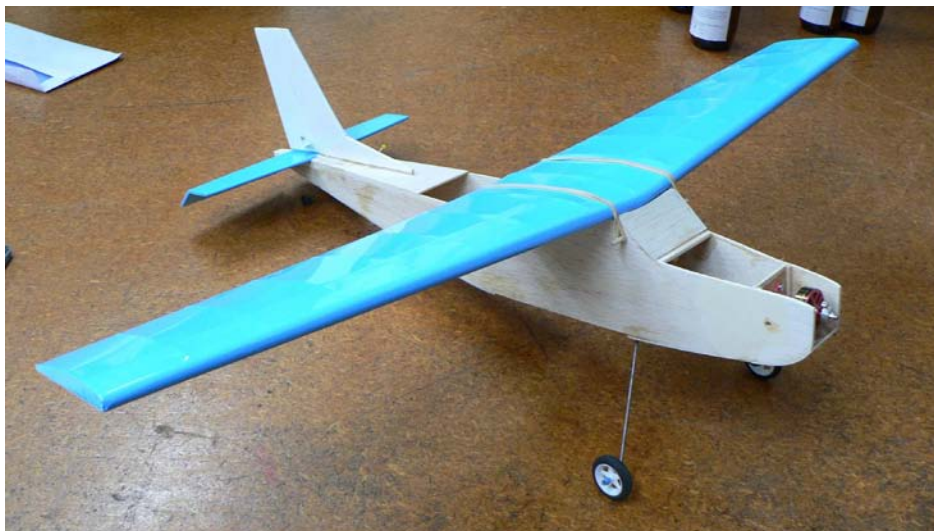
Centre: Mike Fairgray's Farman Sport Monoplane with scalloped trailing edges characteristic of this design.

Lower: George Fay's new slightly smaller Folkerts SK3 Racer now flight tested and a good flier.





This page:
Views of Mike Mulholland's completed Bristol Scout. Exhaust 'detailing' shown in inset.



Upper: Mike Fairgray's Bambino small electric powered two channel RC sport model.

Centre: Angus Macdonald's bright new E Tomboy.

Inset: The electric motor installation.

Karaka diary - Keith Trillo

6-3-16

It was a good morning for model flying with lift around late morning. The weather forecast was for increasing cloud cover and rain early afternoon, which proved correct. There were 23 timed flights and the stand-out flights were Ross Northcott, getting 14.56 with his 1/2E Texaco Lanzo Bomber and Bryan Spencer making 15.44 with his 1/2A Texaco Slicker. Bryan later bound his Tomboy to his spare Mode Two Orange transmitter so John Swales could put in three timed flights.

Angus Macdonald flew E Texaco with his 8 Ball and then his Tomboy which had just been recovered. Mike Mulholland flew a neat Modelair rubber powered kit scale P-40. It flew very well but alas, on the third timed flight it hit a fence wire which removed one wing.

Keith Trillo flew his 1/2A Texaco Skipper with the third flight being short as the mixture was set too lean.

1/2E Texaco

Ross Northcott	6:27	14:56	7:43	Lanzo Bomber
Bryan Spencer	11:50			Slicker

1/2A Texaco

Bryan Spencer	7:00	15:44		Slicker
Keith Trillo	7:30	10:11	4:28	Skipper

E Tomboy

Keith Trillo	11:29	11:36	9:45	
Angus Macdonald	7:22	8:43	10:24	
Bryan Spencer	8:29			
John Swales	5:45	6:07	4:09	

E Texaco

Angus Macdonald	5:19			8 Ball
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Kit Scale

Mike Mulholland	0:23	0:21	0:12	Modelair P-40
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Above: Ross Northcott and Bryan Spencer at work while John Swales and Angus Macdonald look on.

Free flight scale Mid-Week at Karaka - George Fay

21-4-16

Disappointed with last week's postponement of the Free flight scale day at Patetonga, Don Spray and George Fay decided to go to Karaka for a spot of scale rubber and power flying. The morning was partly cloudy and calm with very little wind to start with.

Don, as usual, had a bevy of rubber models to fly. His new rubber Puss Moth enlarged from the West Wings plan put in a magnificent flight, circling and climbing at scale speed. With some extra turns on the motor, it could stay aloft for quite some time. Don's Stinson Voyager was flying rather quickly and banking in a tight left hand circle, initially.

A reduction in power cured the tight turns and had it flying more sedately. Just a little bit more power may be needed. His CO2 Piper Clipper had some low level flights, with one flight to the left and one to the right, caused by sudden gusts of wind. The Airsail Auster AOP9 was out for some air time as well. Some fine tuning should see it flying well.

George had both of his Folkerts SK3 racers to fly. The larger one had a couple of docile flights, but on the third flight the wind picked up and the Folkerts flew like it should. The smaller version has not been fully tested, but on eight strands of 3/16" rubber and 950 turns, it flew rather well, staying up for 40 seconds. It could possibly do with more power.

Both Don and George had power scale models and were soon running up engines. Don was the first to fire up and the temptation to give his Zlin Cmelak a heave ho was too hard to resist! The Zlin had a few short flights and at one stage an ROG was even attempted. The PAW 1.5 in George's P-39 started well and after monitoring the fuel level, a short right handed flight was achieved. On its second flight, climbing to the left, the left wing dislodged itself from the fuselage. The wing tongue had worked loose, but luckily no major damage was done. The wing was mended and the P-39 was given a near perfect flight. By midday it was pack-up time. Time flies when you are having fun. It was a near perfect morning – going home with no damaged models to repair.

Aka Aka Diary - Brendon Neilson

23-4-16

Saturday 23 April saw Charles Warren, Brendon Neilson and Lloyd Hull at Aka Aka. After engine tuning, Charles flew his Scram as RC Vintage Open Texaco, with approximately five metre take off runs and near vertical climbs. The last flight was timed, for a 60 second engine run, 9:47 minute duration, but a miss on the landing spot. Brendon then flew his I/C Tomboy - 3:25 second engine run, with an 8:45 second flight. These were good times as a light westerly was blowing, so not much lift. Gliders were then assembled. Brendon flew four flights with the ex-Keith Williamson Saggita. This is now two metre span with a few mods and flying really well. Also Bungee launched was Lloyd's Leprechaun (1/2 size) with Charles at the controls. Two good trimming flights were achieved. All in all this was a great way to spend the day!

Just passing through, at El Aka Aka airstrip

And there I was - just passing through - at El Aka Aka airstrip [Persia] when who should arrive but Sheik Wareen. When asked why he was there, the reply stunned us. He was there to witness his chief test pilot, Manhoud, flying his Magic Carpet. Manhoud appeared quite nervous as you could imagine. A few attempts to start the propellant, were with dubious results. Finally he had some success and flight was achieved. A pilot with little obvious experience, Manhoud was rather ill at ease with how to control such a beast. Sixty, or so seconds, in the air, or should I say, all over the air, he managed a controlled crash. Beaming from ear to ear, he tried to escape the scene. However, Sheik Wareen had other ideas! A longer flight was needed to prove the aerodynamics of the said carpet. Launched, with ample propellant, Manhoud "steered" the carpet on a magical ride. Turning, twisting, zooming, climbing, stalling and zooming he achieved an altitude of some four hundred feet. Manhoud obviously had a severe attack of vertigo at this point, because he shut off the propellant and started what can only be described as a hairy ride back to Mother earth. With more twists, turns, zooms and inadvertent pulling of the stick, he disappeared behind some trees a mile or so away. The entire frightening experience removed about eight minutes from his life (although he said that it seemed like a lifetime). The Sheik (Wareen) then commanded his entire entourage to follow him for the congratulatory speeches. Sultan Ull and co remained the statutory five paces behind - as dictated by Persian law. Some forty minutes later, having crossed fences, paddocks, deserts, oases there was Mahoud, still sitting on his carpet, grinning from ear to ear again. He had survived both a terrifying flight and the landing, but he and the Sheik, Sultan, and the entourage at the landing site, were unaware of the El Aka Aka military band playing their tribute, *Fly Me To The Moon*.

A. NONNEY MOUSE



Above: The Flying Carpet.

Right: Manhoud, none the worse for his flights.

Far right: Sheik Wareen with his project.



68th Nationals, Carterton March 2016 - Ricky Bould

The following are successes from AMAC members

FAI Combined

5 W H McGarvey 681

Open Rubber

3 W H McGarvey 473

Kiwi Power

6 Stephen Wade 180

Hangar Rat

1 Keith Trillo 227

2 Richard Bould 185

3 Stephen Wade 166

Open Power

5 Stephen Wade 44

Vintage FF Catapult Glider

5 Charles Warren 180

Vintage FF Glider Duration

2 Stephen Wade 195

Nos Rubber Duration Vint

1 W H McGarvey 540

Vintage FF Precision

2 Charles Warren 246

Vintage RC Precision

14 Keith Trillo 571

Vintage RC IC Duration

7 Charles Warren 621

Vintage RC 1-2A Texaco

5 Keith Trillo 1377

Vintage RC 1-2E Texaco

1 Keith Trillo 3188

Vintage RC A Texaco

3 Charles Warren 2615

Vintage RC E Rubber Texaco

1 Keith Trillo 2563

FAI F4A Power Scale

1 Stan Mauger 1297

Outdoor Rubber Scale

1 Stan Mauger 1150

2 Gwyn Avenell 1115

Kit Scale

1 Richard Bould 128

2 Stan Mauger 101

Indoor Open Rubber Scale

2 Stan Mauger 925

Indoor Open Rubber Scale 3

Richard Bould 726

Peanut Scale

1 Keith Trillo 45

2 Stephen Wade 41

4 Richard Bould 40

Indoor Kit Scale

2 Richard Bould 89

3 Keith Trillo 81

4 Stan Mauger 75

Advanced Aerobatics

3 Gwyn Avenell 2687

Classic Scale

2. Gwyn Avenell

FF/CL Scale Champ

Richard Bould

FF &CL SIG Postal Plan Scale Competition 2016 **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.



Upper: Aggie action! Charles Warren with his Tomboy.

Lower: Yonder and Gollywock E Rubber RC Vintage models by Keith Trillo and John Butcher.



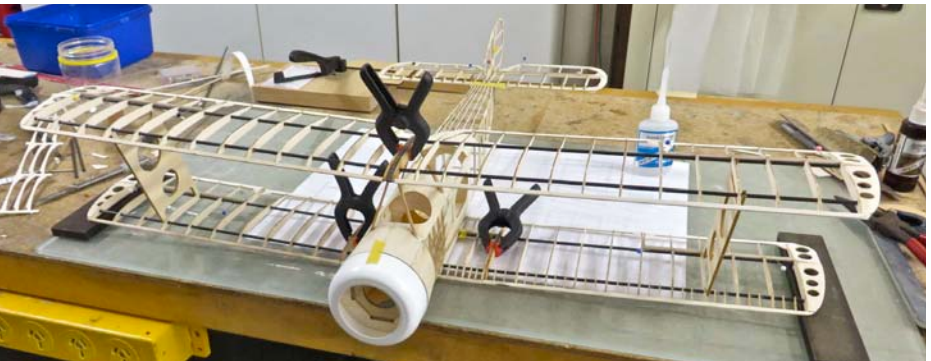
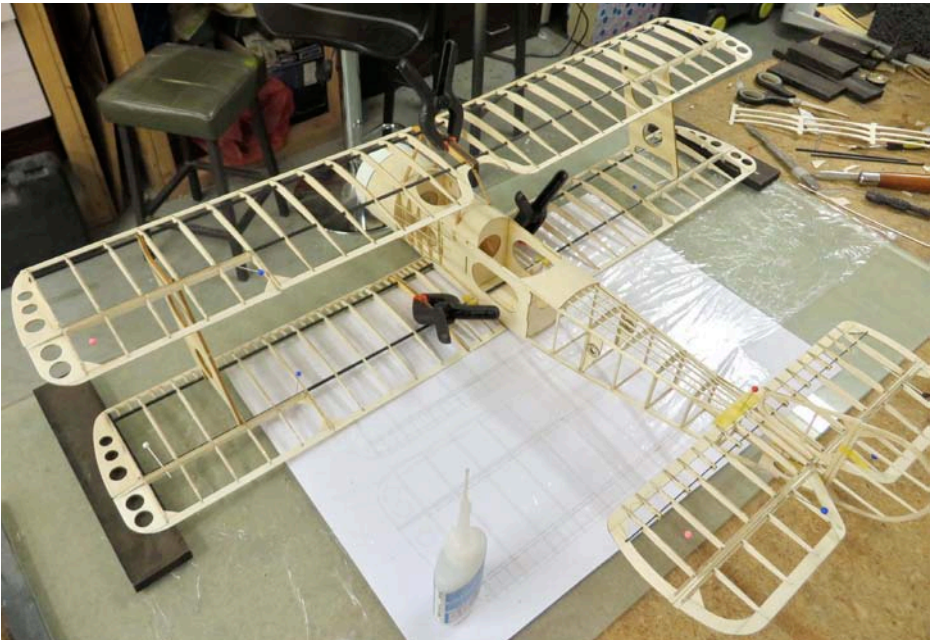
Left: Gwyn Avenell flying in Hangar Rat.
Below: Keith Trillo launching his Yonder, Vintage RC E Rubber entry.



Building Board

Gwyn Avenell's Sopwith 1 1/2 Strutter

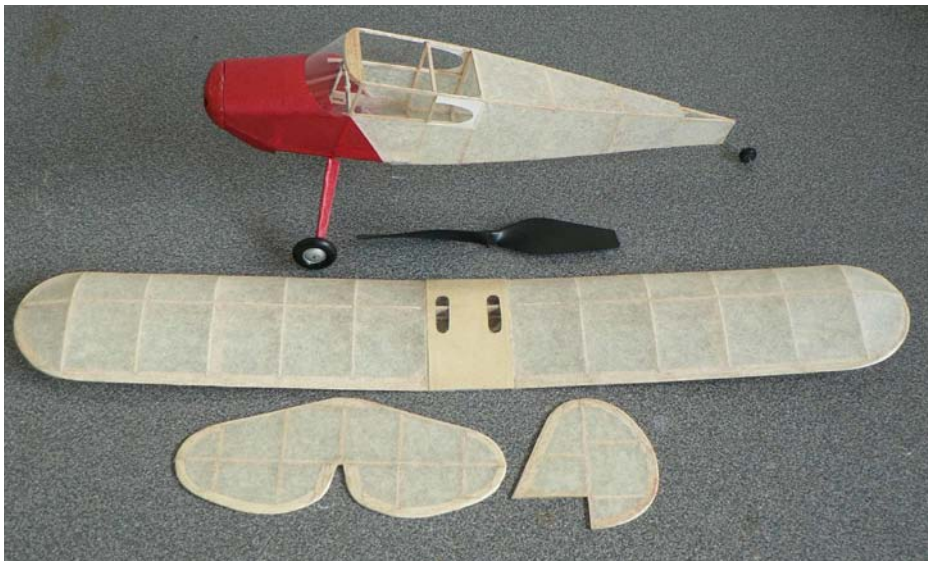
The Sopwith 1.5 Strutter has a 28" wing span and features carbon spars to ensure a strong straight wing, It can also be used for indoor electric (or outdoor as well if you want). The model is a prototype for a new Avetek kit and will feature the usual construction jigs to ensure a straight model. The fin and rudder are from laminated balsa. All the control surfaces are separate from the parts so trimming will be reasonably straightforward. I have no idea of the weight at this point or what the cost of the kit will be. This is the test build to establish the engineering and fit of the parts. The next build will be for the instruction manual and the final kit configuration. The Hangar Rat is now available from Avetek as a kit.



Building Board

Stan Mauger's Kit Scale KK Cessna

After indoor flying over six years and the resulting periodic repairs my Keil Kraft Cessna is showing its age. It has been such an enjoyable model for indoor Kit Scale events – usually easily trimmed for good flying even though built from medium non-contest balsa, that a replacement is now due. I do not have too much more work left in completing the new model. Being built for Kit Scale, the model required a colour scheme chosen to suit available tissue colours. I have yet to add Citabria style triangular flashes to flying surfaces and fuselage and tissue registration lettering. I hope that the double tissue use will not induce excessive weight. The model uses an Igra Tern-style prop that has proved to be both efficient and adequate for the original Cessna. Once the model is completed, I am planning some early morning outdoor testing to sort out rubber motor and control of the turn.



Upper: The new KK Cessna needing tissue markings, propellor assembly then model assembly, for completion.

Left: The original model, now showing repairs and patching and due for retirement.

Modelair Hornet - A great indoor flier

With the launch of this as a new indoor class for Club competition I am reprinting an abridged version this article from Propellor's (Fred Macdonald) column in the February 1938 issue of the Auckland Star and then published again in Slipstream April 1991 –Ed

Here is a little model that will win contests if made according to the instructions.

Its appearance is good, it is as simple as the old Wasp to fly, and it is very inexpensive to build. For those who want to make one, here are the instructions. Of course, we had to make these plans smaller than full size, but to give you a good measurement to work on, each wing is 7" long, making a total wingspan of 14".

Construction

Trace the wing and fuselage directly from the plan. Then cement in the position shown, on each side of the fuselage at the nose and tail, the strengthening pieces of 1/16" balsa where indicated. Now make the central motor cut-out 3/8" wide as shown on the printed [ply] veneer. Do this after the nose and tail strengthening pieces have set firmly in place and this will obviate the possibility of splitting the wood when making the cut-out. Bend the rear rubber hook to the shape shown and cement firmly in the position shown.

Take 12" of the piece of 22 swg wire and bend it shape and dimensions shown in the sketch. Now fit it on to the fuselage and cement it firmly in place. Bend the axles and fix in the 3/4" diameter wheels by bending up the surplus wire at the ends. Use a pair of fine-nosed pliers for all of the wire-bending operations.

Cut the elevator and rudder to the shapes shown. Cement the elevator on to the fuselage and make sure that it fits squarely. When the elevator has set in position cement the rudder to it, and make sure that it is not offset to left or right (the model may be made to circle by gently warping the rudder when the model is ready for flight).

The wings are now made on the patten given on the plan. Make the two halves exactly the same. Notice when cutting out the wing the slight curve on the root end of the wing so that the two halves will make a flush joint when the dihedral angle is set into the wing. Now cut a slight bevel on the top edge of each rib (make sure that when the ribs are placed together, both bevels slope inwards). Cut out the two wing root ribs to exactly the shape indicated. Now take the two ribs and pin a piece of the 1/8" sheet remaining from the centre cut-out in the fuselage between them. This will ensure that the ribs are the correct distance apart and also parallel. Make sure that the bevels still slope inwards. Place the two ribs on a flat board and cement the wing halves to the ribs, holding them in place with pins. The tips of the wings should be raised 1 3/4" above the centre of the wing, that is, 2" above the board allowing for the fact that the ribs project for 1/4" below the leading and trailing edges of the wing. The tips may be raised by books, boxes or similar objects to give the correct dihedral angle.

Cement the join of the wing halves, which should be as neat as possible, firmly. Allow plenty of time for these joints to dry and check while drying for any wing warps, which may be taken out by twisting the affected parts. When perfectly dry remove the holding pins and the piece of 1/8" strip put between the ribs for spacing. Cement the two wing

tip ribs in place. Carve the propellor to the shape shown. Then finish and balance it as in the diagram provided. Now take long pin or needle and push it through the nose in the position indicated by the dotted line of the propellor spindle. Now cement the aluminium nose bearing piece firmly in place, after having bent it to the shape of the nose. See that the hole made in the aluminium and hole already made in the nose coincide. When this is dry, push the spindle through from the motor cut-out side of the nose, slip two collets on (round the face to round face), and slip on the propellor. Bend the wire as indicated and push back into the propellor. Put a coat of cement around the centre of the propellor to strengthen it. Also, a little cement at the back of the spindle will make a good bearing and strengthen that part of the nose.

Flying

The rubber motor should be left about 2" over the length between the hooks, and for best results should be lubricated with Modelair Rubber lubricant. Give the motor a few turns and launch the model gently. Should it dive, move the wing forward a little until this is overcome and vice versa. The wing should be held in place with a light rubber band. With care in building and flight adjustments this little profile model is capable of good performance and for a model of its size it has an excellent glide.

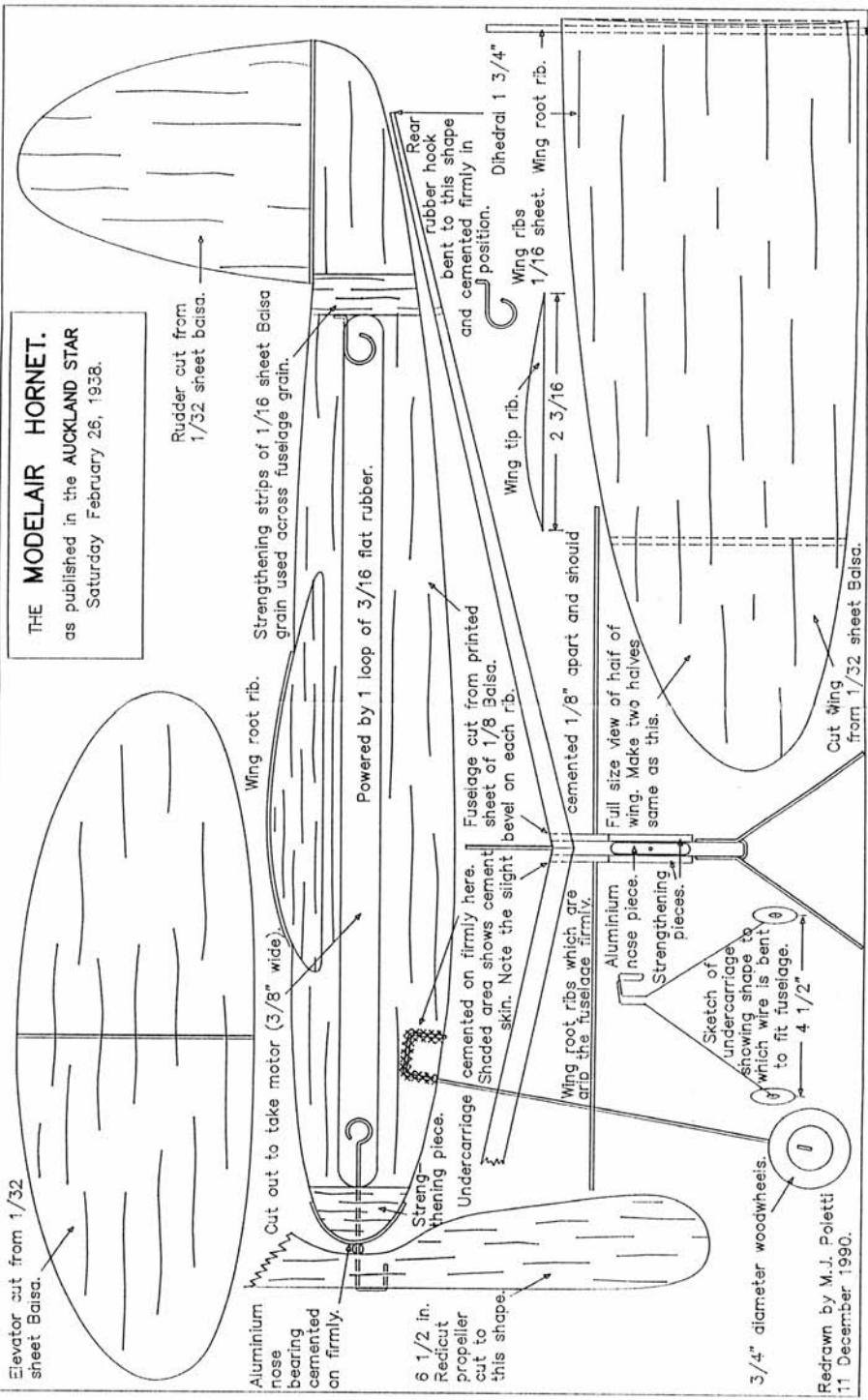
Postscript

Angus Macdonald recommends that a soft block of 6 1/2" x 3/4" x 1/2" be used for carving the prop. He has had his Hornet flying on a single loop of 1/8" rubber and reports excellent results.



Above: Much of the hard work done. Let Ricky Bould know if you would like precut parts.

THE MODELAIR HORNET.
 as published in the **AUCKLAND STAR**
 Saturday February 26, 1938.



Redrawn by M.J. Poletti
 11 December 1990.

Enlarge this reduced plan by 175%



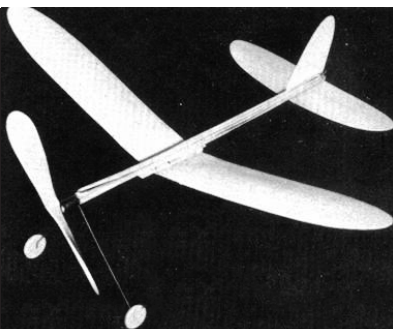
Control Line Scale at Mercer Rugby League field off Riverbank Road

Sunday May 29, 9.00am to 12.30pm

Both fliers and spectators welcome!

Phone Stan Mauger 575 7971 to check whether there will be flying, before leaving for Mercer.

This is a combined Auckland Free Flight Club and Scale Free Flight & Control Line SIG event



MIMLOCT Sunday August 7, 2016 (Memorial Mass Launch of Cloud Tramps)

Plans for the Cloud Tramp were published in the October 09 Slipstream, or are available from the Editor • There is now plenty of time to start building one of these simple models.

Open Rubber - This year's contest

With the exception of last year, the Club has run an informal on-going annual Open rubber competition and at last month's committee meeting it was decided to offer this again this year. Being an open contest, any rubber model may be flown (including scale types) and times recorded by another club-member any time throughout the year. It is hoped that this will kindle more interest in outdoor free flight rubber endurance flying. Both flying field and meeting photographs seen in the bulletin over recent years leave no doubt to the number of rubber models built in the Club. Hopefully this contest will create interest in dusting these off and flying them. If any help is needed with advice on trimming or supply of rubber, just ask at a club meeting or contact anyone else who has a rubber model -Ed.



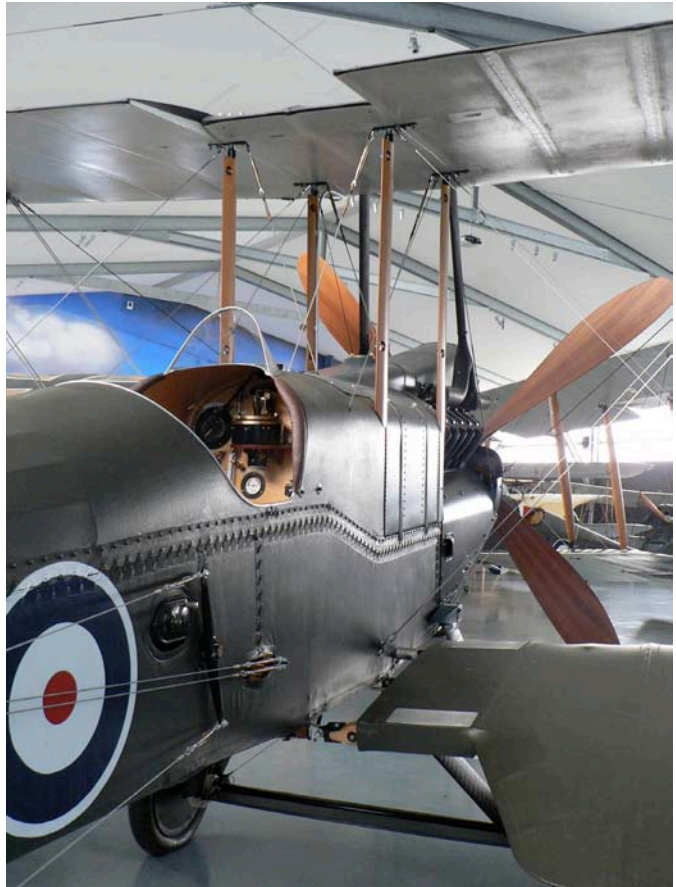
From Slipstream files!

Upper: A good show of free flight rubber models at Hoteo including Ricky Bould with his Competitor, Don Spray with P-30, Stan Mauger with APS Spinner, and George Fay with his P-30.

Left: Modelair Sportsters beautifully built by Arthur Pearce.

A Nationals bonus - Stan Mauger

Having booked Nationals accommodation at Masterton this year, for the Carterton Nationals, the easy jaunt to The Vintage Aviator Museum of flying aircraft at Hood aerodrome was an added bonus. The growing TVAL collection of World War I aircraft comprising original, replica, and reproduction aircraft built from manufacturers' drawings is quite remarkable. These aircraft built in the Vintage Aviator workshops in Wellington, often use original engines or parts, or newly built engines from original drawings made with modern machining methods. A number of the aircraft in the collection were in the maintenance hangar or may have been off in airshow commitments, but it was possible to see a smaller collection than were there on previous visits. The standout aircraft to me, was the BE12. It is built to the usual high standard, with impressive attention to detail as the photographs show. Perhaps overshadowed by the BE2 series, for scale aeromodellers, it is nevertheless an excellent subject as Eric Coates was seen to remark. The engine detailing is quite amazing. The Museum offers a great collection of other World War I aircraft to view. Rather than listing them here I suggest going to the website: <http://thevintageaviator.co.nz> then selecting Projects, aircraft and engines.



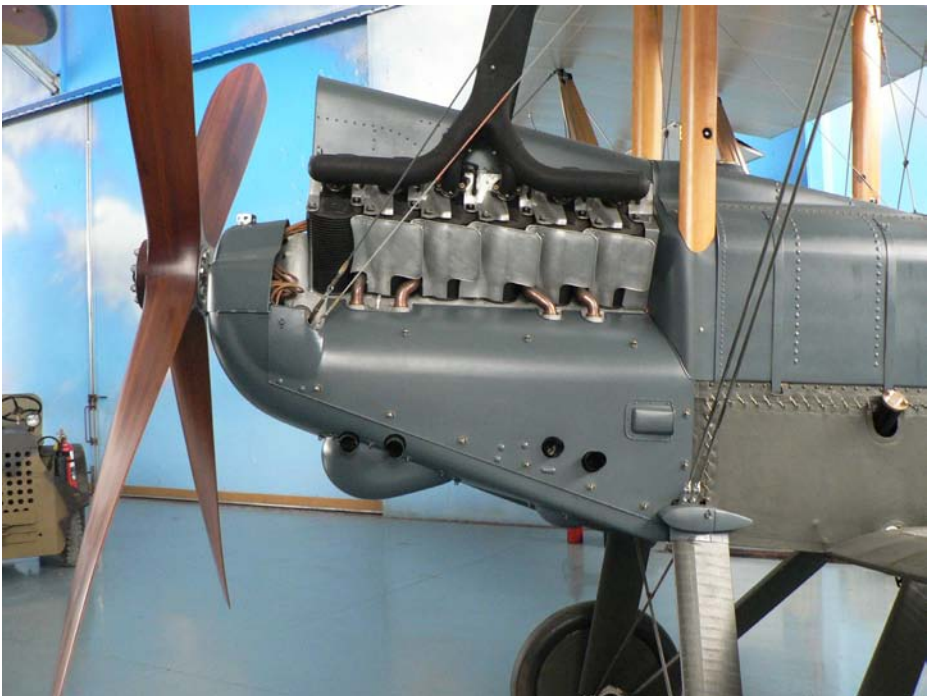
Right:

This view shows the attention to detail in the TVAL BE12 reproduction aircraft (and engine on opposite page).

Opposite page

Upper:

TVAL's Sopwith Pup and behind it, a brace of BE2s.



FREE FLIGHT **SCALE DAY**

Rescheduled from last month



Sunday **May 8**, Patetonga
from 8.00am

Trophy events for free flight scale classes

- F4A power scale • F4D Rubber scale • F4E 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

Open Rubber - Year long Competition 2016 **Now under way**

Dust off any rubber model (including scale types) and get times recorded by another club-member any time throughout the year.

Give results to Keith Trillo, Club recording Officer.

Free Flight contest days

Indoor flying at Morrinsville

Next flying day

Sunday May 15, 2016

- **Hangar Rat • HL Glider**

Flown to MFNZ rules

- **Push E**

Flown to AMAC rules

- **F4D Rubber Scale, F4F Peanut Scale**

Flown to FAI rules. Refer to link on MFNZ website under Scale FF & CL SIG

- **Kit Scale**

Flown to rules on MFNZ website under Scale FF & CL SIG

Come and join us

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

Programme: 9.45am Arrive and unpack ready for start time

10.00am Hangar Rat, Push E and HL Glider
Scale static judging until 12.30pm

12.30pm Peanut Scale, Rubber Scale, Kit Scale

3.45pm Prizegiving.

3.55pm Hall vacated.

Fliers Entry: \$20.00

Spectators welcome

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



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

Calendar May

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

KARAKA

Sundays

Tomboy Extravaganza (*for Club points*)

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

NDC events See below.

Karaka Steward

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

HOTEO

Hoteo Steward

NDC FF events See below.

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

PATETONGA

May 8

All Free flight Scale Events - see notice on page 24.
(*for Club points*)

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

Mercer Rugby Field

Sunday May 30

Control line scale [9.00-12.30pm]

See Notice on page 20.

Contact C/L Steward

Stan Mauger 575 7971 stanm09c4@gmail.com

INDOOR EVENTS

Balmoral

Monday May 30

Hangar Rat [7.30-10pm] - *for Club points.*

Ellerslie

Tuesday May 10

Tuesday May 24

Michael Park School Hall

Indoor radio flying [7.00-10pm]

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

NDC Calendar May

Free Flight

F1B Rubber

F1C Power

Classic A2 Glider

F1A Glider

Vintage

Nost FF Rubber Duration

Vint FF Precision

Vint FF Power Duration

Nost FF Power Duration

Classic FF Rubber Duration

Nost FF Glider Duration

Calendar **Looking ahead**

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

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

HOTEO

June 19 Free flight Scale Day Hoteo
October 16 Free flight Scale Day Hoteo

MERCER

29 May Combined Control line scale day with Free Flight Club.
28 August Combined Control line scale day with Free Flight Club.

MORRINSVILLE

Westpac Stadium

May 15 Indoor free flight events
October 9 Indoor free flight events
Events: HL Glider, Hangar Rat and Push E Free flight classes
Open Rubber Scale, Peanut Scale and kit Scale.

PIAKO ROAD

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

AUCKLAND

August 7 MIMLOCT Mass International Memorial Launch of Cloud Tramps
Auckland Domain 4.00am [No kidding!]

Waikato Nostalgia Free Flight Champs

Saturday May 7th 2016

9:00 am - 2:00 pm Piako Road

\$5 Field Fee Liquid 1st Place prize for FF events

- | | | | |
|-----------------------------|-----------------|--------------|---------|
| 1. Power | 3 x 120 | 2. Rubber | 3 x 120 |
| 3. Glider | 3 x 120 | 4. Precision | 3 x 120 |
| 5. HLG / CAT | 6 x 60 | | |
| 7. RC Tomboy IC or Electric | (2S, 180mA max) | | |

Models for 1-5 may be from Vintage, Nostalgia or Classical periods
Fly-offs at 2:30 CD : Bernard Scott scott.scott@xtra.co.nz

OFFICERS OF AUCKLAND MODEL AERO CLUB INC.

Patron	Angus Macdonald	575-7232	angusmac@xtra.co.nz
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	Don Spray	828 4892	drlmspray@xtra.co.nz

Club subscriptions

NZMAA Affiliation is mandatory for Club flying

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

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

Intending members with current NZMAA affiliation pay only the AMAC sub

Please make payments to

The Treasurer Auckland Model Aero Club

Mike Fairgray,

3 Kanohi Tce Mangere Bridge 2022, Auckland

NEXT CLUB MEETING AND NATTER NIGHT

Monthly club meeting

7:30 PM

Monday May 2, 2016

ASME Clubrooms, Peterson Reserve, Panmure.

Prizegiving plus

Theme: model aircraft projects, new and old.

Items for the table:

Models, plans, engines, photographs etc

Trading table:

Buy, swap and sell

Visitors or intending members welcome