



BULLETIN OF THE AUCKLAND MODEL AERO CLUB INC. EST. 1928
August 2016



George Fay with FW187, seen at the Richmond Scale Rally. Full report on p.14



Tomboy & Texaco

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

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

AMAC placings count to event Club points

Photo: James Price's Tomboy, seen at Richmond NSW

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 Slipstream is August 26.

Editorial – Your contributions

My thanks for the contributions that I receive each month for Slipstream. This month there are reports on overseas activities as well as those closer to home. Mike Fairgray's contribution of regular Monthly Meeting reports is so great that he has probably lost count of how many he has written up. Capturing the details of models and other business of monthly meetings is essential for recording this for the club. Keith Trillo's regular Karaka reports and photos, like Charles Warren's (and this month Brendon Neilson's) Aka Aka diary, and the reports by others of Hoteo and various sites including indoor nights, are essential in keeping us abreast of the flying there.

In addition to these, this month there is Yolande Mulholland's article on the Richmond Scale Rally that is both a good report on the flying and a personal reflection on the weekend there. Ricky Bould's visit to the Air Museum at Västerås presents a picture of Swedish air force aircraft that is probably unfamiliar to most of us. The time and effort put in to compile these reports is appreciated by everyone. As editor, I invariably end up contributing flying reports and articles of my own, but your contributions are essential to the bulletin.

I know that I have made pleas for material for Slipstream many times, but no apologies for stating the following once again. It's important to remember that we are all busy, so really the time to write an article generally gets squeezed in around all the other things that we do. As the notice lower on the opposite page says, please don't feel that you need to wait to be asked! I am always delighted when someone has an idea of something of interest to others and takes the trouble to send it to me. Incidentally, if you feel that writing an article is not your thing, I am happy to edit and proof writing in any form. As editor it is my job to do this, to ensure a consistent style in the bulletin. I am also happy to accept verbal reports. Feel free to call me and tell me about anything that could be a useful article. I can record it and put it together.

Your feedback on bulletin content is always of interest. Readers have commented positively on the sharing of model building information. The Building Board column in Slipstream was started some years back, and while there have been many good contributions to this, I need more to keep it going! There is always great interest in learning about how other modellers have built models and overcome building challenges, so please let me have your contributions.

Stan Mauger

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.

Monthly Club Night - Mike Fairgray

4-7-16

Present were Gwyn Avenell, Guy Clapshaw, Paul Evans, Mike Fairgray, Lloyd Hull, Angus Macdonald, Brendon Neilson, Geoff Northmore, Arthur Pearce, John Raybould, Bryan Spencer, Bill Smith, John Swales and Charles Warren.

Ricky Bould, George Fay, Stan Mauger, Mike Mulholland, and Don Spray were in Australia competing in the Trans-Tasman event. The Trans-Tasman is held every two years for F4A Free Flight Power and F4D Free Flight Scale rubber.

Mike Fairgray had his usual selection of model magazines.

Tonight's theme was Radio Control Models

Only six radio models graced the table tonight. Charles Warren had his SE5A R/C which had successfully completed its first flight with a flight time of five minutes. By all accounts it was a well behaved model that looked the part as it stooched around the sky at Aka Aka.

Brendon Neilson had a small R/C helicopter complete with radio, free to a good home, as well as a couple plans. Bryan Spencer had the remnants of the assortment of bits and pieces that he had brought along last club night. A few magazines had been added to the collection. Arthur Pearce had a copy of the book covering the life of George Bolt who was a member of the club and an avid modeller as well as a clock maker. His collections of clocks reside in the clock section of Auckland War Memorial. Angus was seen flipping through the book and was successful in finding the photograph of his Father Fred Macdonald taken while he was involved with the activities of Leo and Vivian Walsh's New Zealand Flying School at Mission Bay. Fred Macdonald was the founder of the NZMAA.

Angus Macdonald had a profile indoor radio Gipsy Moth. It was interesting looking at the early micro radio equipment as fitted to the model and realising just how far micro radio had come. Angus had also brought along an Aeromodeller plan for a 1955 vintage Jumpin' Bean which would qualify as a 1/2E Texaco classic model. Gwyn Avenell had brought along a laser cut balsa kit for the model and this can be obtained by contacting Gwyn at Avetek. He had a bare bones fuselage of his new kit of the 1½ Strutter. He was at the point where he was writing up the construction notes. In order to do this, he has to make the model, which allows him to identify and correct any construction points so that an accurate set of building notes can be compiled to enable the builder to accurately complete the model.

Gwyn has started a new career as an apprentice metal basher. Wanting to replicate polished aluminium panels for his 1/4 scale Hawker Fury and having tried a number of ways that never looked just right, he decided that real aluminium was the only way to go. After making a few enquires he was directed to a close neighbour who was a metal worker and he found his solution. Now under tuition from this master metal worker he is busy learning how to make a flat piece of material into the desired complex curved shape to replicate the look of the real thing. He had his latest project on display which he said, while not completely finished, was well on its way to looking just like the real thing. He is enjoying the experience of learning a new skill.



Classic Fighters - Culver V Page 1 of 3

CLASSIC FIGHTERS
MARLBOROUGH
2003

Item: **Culver V [1946]**

Author: [Blank]

Breaking News: [Blank]

The Aircraft: [Blank]

Competition: [Blank]

Advantages: [Blank]

Manufacturer: [Blank]

Manufacturer: [Blank]

Other: [Blank]

NE Aviation: [Blank]

Mooney: [Blank]

Getting There: [Blank]

Info for Pilot: [Blank]

Trade Info: [Blank]

Ignition: [Blank]

Previous Versions: [Blank]

Notes: [Blank]

More Info: [Blank]

Terms & Conditions: [Blank]

Source: [Blank]

A US-based example of the Culver V. (Image credit: Roger Brown, Personal Collection)

All Mooney was one of the pioneers of the light aircraft industry in the USA. Starting his career in the 1920s, over the next forty years he designed aircraft for the Alexander Aircraft company, Bellanca, Culver and Lockheed. He also started his own company (Mooney Aircraft) in 1961.

Joining Culver Aircraft in 1937 (as chief engineer), Mooney rose with the company until mid-1946. Throughout the war years the company specialised in the building of drone aircraft for the US Army and Navy (the former practice, but the company realised that with an end to hostilities, they would need to look for new markets).

The Culver V is essentially a bigger and faster version of the 1937 design Culver Cadet. Both models are two-seat, low wing, retractable gear sport aircraft, with the V being equipped with an 85hp fuel injected engine, rather than the 75hp model in the Cadet.

Constructed of plywood and fabric, the aircraft has many of the features that Mooney had long considered essential for a safe, economical and simple to fly personal aircraft. These included a two-position pitch trim, and a cow-pose flap underneath the fuselage and linked to the elevator in a system Mooney dubbed 'Simple-Fly'.

Unfortunately the high construction cost (and thus price tag), along with the stiff competition from other postwar

Upper: Mike Fairgray's electric RC Very Short Plane, built from Quiet & Electric Flight magazine plans.

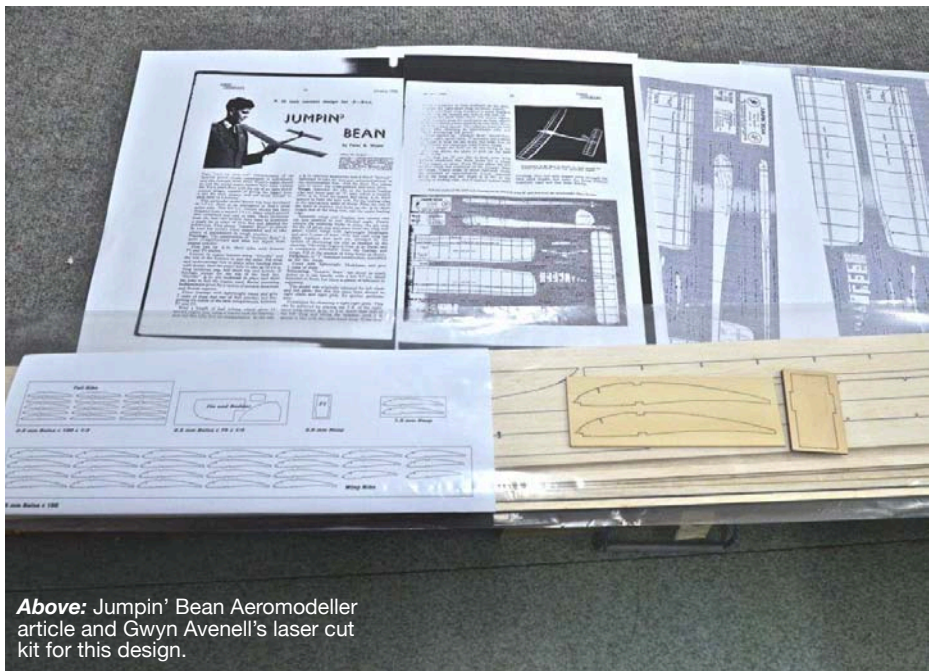
Centre: Mike's Culver V from an old Flying Models plan.

Left: Documentation on the Culver V with a New Zealand connection.

Geoff Northmore had brought his 60" span vintage style sportster electric model scaled up from a plan found in a SAM35 booklet. Geoff has had a number of his plans published over the years and this plan can be found on the Traplet plan list. The leading edge is a dowel and this he regularly includes in his models as it has a better impact survival rate than balsa.

Mike Fairgray had two radio models. The first built from a free plan found in the Quiet and Electric Flight magazine was an electric 'Very Short Plane' designed by Dereck Woodward. The model has a full moving fin, large elevators and a good sized wing with ailerons. The undercarriage is mounted on a block and fitted into a slot in the underside of the fuselage, held in by rubber bands. With the undercarriage removed it is easy to store and transport. The second model was a scale version of the Culver V. The model was made from a scaled up plan published in an early copy of Flying Models Magazine and is powered by a OS35. As Mike explained the real aircraft was designed by Al Mooney and had advanced features such as the ability of the pilot to set up the flight mode for "take-off, climb-out, cruise and approach". To gain access to the cockpit the windshield hinged forward towards the front of the aircraft. The aircraft was constructed of plywood and fabric and around 100 were built. While attending the Classic Fighters in 2003 Mike had the opportunity to inspect the full-size aircraft which had been imported from the USA for restoration to airworthy status. It has since flown and returned to the USA.

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



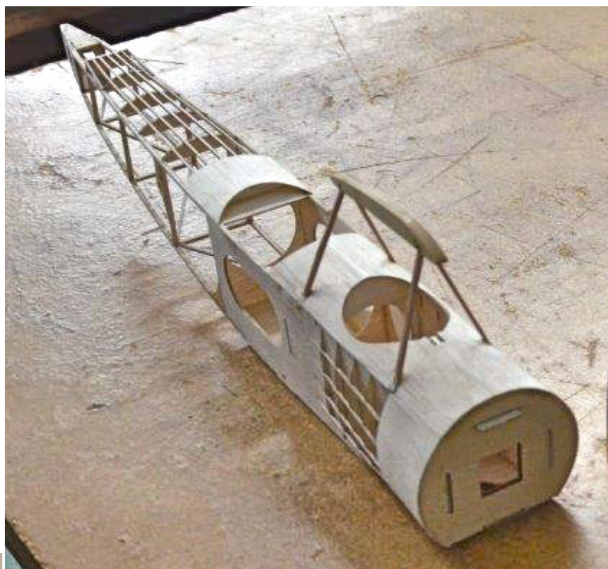
Above: Jumpin' Bean Aeromodeller article and Gwyn Avenell's laser cut kit for this design.



Top: Geoff Northmore's vintage style sportster built from a plan from SAM 35.

Above: Angus Macdonald's electric powered profile scale Gipsy Moth.

Left: Charles Warren's SE5A back from flying at Aka Aka.



Upper: 11/2 Strutter airframe built by Gwyn Avenell as a reference for writing the Avetec kit instructions.

Above: Gwyn's metalwork for the top cowling of the RC Hawker Fury.



Wanted **Missel Thrush** plan

If you have the C. Rupert Moore Aeromodeller plan and would be happy to lend it, please contact Stan Mauger Ph 575 7971

Aka Aka Diary - Brendon Neilson

As we all know, not much activity has been taking place on our flying fields - due weather! However, the weekend of 2-3 July saw Charles Warren, Brendon Neilson, Lloyd Hull and Bill Smith at Aka Aka airfield. On the Saturday it was Tomboys, flown by Charles and Brendon, and Bill flying his Radian glider. Sunday was even better. Charles flew his Tomboy, Scram, Flying Carpet, Triplane and SE5A. Bill had nine flights with his Radian - he is certainly getting to know it well - while Brendon flew his 2m Drifter glider on two bungee launches. After such inclement weather, it was a great relief to be flying again.



Upper: Easy to guess the identity of Bill Smith's handsome new RC Glider. Rumour has it that more of these Radian gliders will soon be appearing.

Above: Brendon Neilson's Goldberg Comet Clipper is powered by a PAW 2.49 and built for Open Texaco. It has been built from the Jim O'Reilly short kit.

Karaka diary - Keith Trillo

19-6-16

The forecast for the morning was not favourable, resulting in a low turnout. Angus Macdonald had trouble getting some of his models to bind but flew his E-tomboy resulting in good times.

Ross Northcott flew his 1/2E Lanzo bomber and as the wind was increasing, Keith Trillo flew only one flight with his Mills powered Tomboy. By 11am the conditions weren't pleasant so we packed up and went home.

Results

E Tomboy

A. Macdonald	8:40	7:45
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IC Tomboy

K. Trillo	5:24
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1/2E Texaco

R. Northcott	4:32	4.27	Lanzo Bomber
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3-7-16

There was excellent weather and a good turnout. On arriving at our regular field I noticed Rex Bennis and Geoff Burgess flying an assortment of models from the Karaka Sports ground. They later joined our group with Rex having some good flights with his Radian. Angus Macdonald had radio problems with his large 903 square inch 8Ball resulting in some damage, but it was easily repairable.

Keith Williamson arrived with his PAW powered Lanzo bomber but did not fly. Bryan Spencer, Angus Macdonald and Keith Trillo flew E Tomboy flights and 1/2E Texaco was also flown by Bryan, Angus and Ross Northcott.

E Tomboy

K. Trillo	14:10	10:10	
B. Spencer	4:51	6:54	8:10
A. Macdonald	7:37		

1/2E Texaco

A. Macdonald	13:20	8 Ball		
B. Spencer	10:32	11:55	Slicker	
R. Northcott	3:10	4:34	3:20	Lanzo Bomber

Opposite

Top: Busy modellers (from left) Angus Macdonald, Ross Northcott, Bryan Spencer, Geoff Burgess, Keith Williamson, visitor Alastair McLachlan and Rex Bennis.

Centre: Ross Northcott with 1/2E Lanzo Bomber.

Lower: Keith Williamson with PAW powered Lanzo Bomber.



Indoor at Balmoral Hall - Stan Mauger

27-6-16

A smallish attendance once again with many regular fliers absent. Push E was a contest between Keith Trillo and Mike Stoodley. Keith started the evening well with flights over a minute. A collision with the wall damaged his model and stopped further flights. Mike Stoodley had a great unofficial flight, unfortunately untimed and this also ended in model damage from wall-banging. He was able to repair the model and put in a very creditable 2:50 flight.

Kit Scale was also tabled. Keith Trillo's Spirit of St Louis flew well, but Stan Mauger spent the evening retrimming his KK Cessna from the wide open spaces of Morrinsville Stadium but wasn't happy with the trim and retired the model for the evening.

Keith Williamson took the opportunity to enjoy some leisurely flights with his Hangar Rat. Chris Groves also had his Hangar Rat out for some flying.

Results

Push E

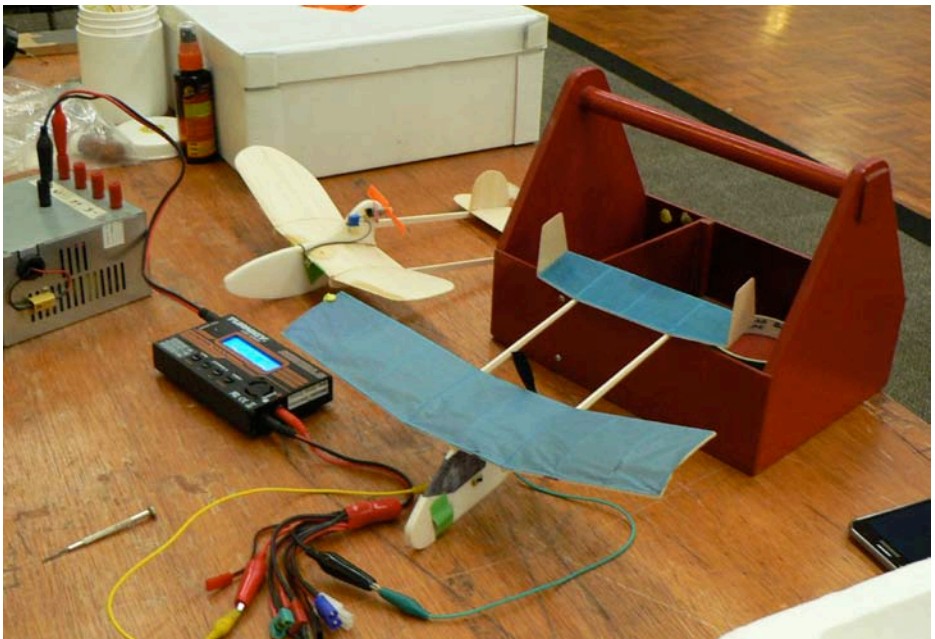
1. M. Stoodley	1:20	2:50
2. K. Trillo	1.01	1:14



Above: Keith Trillo setting up his Spirit of St Louis for Kit Scale. It flew very well. John Swales looking on.



Above: Keith Williamson (left) and Chris Groves (right) took the opportunity to fly their Hangar Rats.



Above: Mike Stoodley's Thistle and Push E. Both were great fliers.

Richmond NSW Free Flight Scale Rally

Yolande Mulholland

It was with great eagerness that five fliers and one 'groupie' jumped the ditch in early July to attend the NSWFF Society Championships and Scale Rally. This year's New Zealand contingent included Stan Mauger (Team Manager), Ricky Bould, Don Spray, George Fay and Mike Mulholland with myself as supporter, stooge and general factotum. This was held at Richmond approximately an hour's drive northwest of Sydney adjacent to the air force base. The field is a turf farm with flat land in every direction, no trees and minimal fencing. This is the crème de la crème of flying sites!

The first to arrive at Windsor, our base for the weekend, were Ricky and Don. They were hoping to have a few test flights on Friday afternoon, however, the Australian weather had other ideas as they found it was too windy at the site. This weather was of moderate concern. I had been told that the weather over the last ten years that the fliers had been attending was always 'perfect flying conditions'. Hopefully my attending was not going to jinx this record.

Mike and Stan arrived early Friday afternoon so with no flying to be held everyone set about to prepare models and check for damage after the flight from New Zealand. Unfortunately for Ricky his rubber scale Tiger Moth had not survived the flight over with some nosey customs officers deciding to have a look at said model then closing lid on to models wing. Result: damaged wing enough to rule out flying the model.

Saturday morning dawned cold-1degree with no wind. All were up early and out to the flying site by 7.30. Our Australian counterparts were there already and greeted us like long lost kiwis. Also there early was George who had driven up from Sydney with his son-in-law. After the usual niceties, discussions on various models and admiring of others it was down to business.

Two events were flown, being the Reg Jude Trophy for F4D rubber scale and the David Hope-Cross Trans Tasman Trophy event for power scale flown to F4A rules.

Stan had chosen to let discretion be the better part of valour and leave his newly completed but untrimmed Wildebeest at home and had opted for his tried and trusted orange Antarctic Auster for F4A power scale. Tried and trusted is an apt description and this ultimately resulted in a well-deserved second placing

Don had his Heinkel He46 for F4A and his very nice DH Puss Moth scaled up from the WestWings kit. Also lurking in his box was the ex-Arthur Pearce Modelair Sportster, just for fun. The Puss Moth is a gem and flew very realistically.

Ricky's newly refurbished Auster AOP9 was his power scale entry. This was as yet untrimmed following a re-build of the rear end and after some head scratching and vicious left turns, was retired for further consideration and analysis. Since returning to New Zealand we understand that this model has acquired a new (straight) set of wings. George's power scale entries included his suicidal / homicidal P39 Airacobra which entertained and terrified in equal measure, and his Broussard, which also had a few hairy moments but ultimately delivered some creditable flights. At the risk of being type-cast Mike turned



Upper: Phil Mitchell with his Mills 1.3 powered Sopwith 1½ Strutter in F4A.

Above: Gary Sunderland casting a watchful eye over his Be12b in the take-off run.

Right: Stan Mauger's Antarctic Auster on fly-by.



Upper: Mike Mulholland with his pristine new DH Tiger Moth.

Centre: George Fay releasing his Max Holste Broussard for an ROG.

Right: A persistent left hand wing drop kept Ricky Bould's AOP9 out of the running.

up with a brace of Tiger Moths, both finished as ZK-AUD. His Avetek rubber powered version (so last year Mike) performed as if on rails and put in two nice flights to take out the Reg Jude Trophy. Unfortunately, during an ROG attempt on the third flight, the prop touched ground and split in half as neat as could be right down the hub. Big lesson for Mike – when you're spending good coin to go flying overseas make sure you have another completed nose assembly ready to go!

In F4D Mike had the big AUD based on the Aeromodeller Staff 44" plan. Mike built this model some 15 years ago for radio and ended up not flying it. He decided at the last minute to refurbish, improve and repaint this model as AUD. The model went to Australia un-flown and unknown and in fact was only finished two hours prior to us getting on the plane. It flew well enough to place 4th in F4D albeit in fairly tight left circles. On its last flight Mike put on enough rudder to really open out the turn, however, it turns out that the tight turn had also been masking a slight stall which got progressively worse on the glide until the final oscillation was a vertical plunge. The damage was minimal and easily repairable but put paid to further flying that day.

Weather stayed perfect all day and flying was finished by 2.30. Back to our base at Windsor for a few quiet wines and the chance to rehash each flight with like minded individuals. Saturday night saw everyone involved, meet for dinner at the Richmond pub. A chance to thank the owners of the Turf farm and general conversation based on aeromodelling of course. It was nice to have four other women to have a normal conversation with (no offence boys).

Sunday morning again up early – weather same as yesterday but a bit colder and with fog. This morning was a rally day for the club with a Scramble competition (Aggy). Whilst there were the traditional Tomboy planes, there were also a few unusual flying carpets, basically a motor at the end of a wing. It never ceases to amaze me how grown men will run after little aeroplanes. The rest of the day for the boys was spent fun flying and chewing the fat along with prize giving and a barbeque. I was lucky enough to train down to Sydney and attempt to spend Mike's hard earned cash.

A fun weekend was had by all, with great food and conversation and along with fantastic weather this is an occasion not to be missed. If you get a chance, come and join us next time around.



Above: Awaiting the judges' scrutiny. Mike Mulholland's beautifully built rubber powered DH Tiger Moth plus documentation.



Upper: Don Spray's Heinkel He46 climbing away from the launch.

Above: His Rubber powered DH Puss Moth on a lovely floaty descent.

Below: Scramble (Aggregate) action in the early second morning sunny fog.





Results

F4A Free Flight Power Scale - David Hope-Cross Trophy

1. Gary Sunderland (Aus)	RAF BE 12B	1593.5
2. Stan Mauger (NZ)	Auster C4	1593.3
3. Phil Mitchell.(AUS)	Sopwith 11/2 Strutter	1497.5
4. Mike Mulholland (NZ)	DH82A Tiger Moth	1407.1
5. Malcolm Campbell	Piper J3 Cub	1186.8
6. Robert Craine (AUS)	Curtiss Kittyhawk P40E	1154.2
7. George Fay (NZ)	Max Holste Broussard	1054.6
8. Mark Godfrey	SE 5a	NQF
9. Ricky Bould.	Auster AOP 9	NQF
10. Don Spray	HE 46	NQF

Team Results

Australia	4245.2
New Zealand	4055.0

F4D Free Flight Rubber Scale – Reg Jude Trophy

1. Mike Mulholland	DH82A Tiger Moth	1446.4
2. Phil Warren	Comper Swift	1399.7
3. Don Spray	DH Puss Moth	1366.6
4. George Fay	Folkerts SK3	NQF

Upper: What it's all about, the contest then the important after-contest chat!

Centre Left: F4A Power Scale winners from left, Phil Mitchell 3rd, Gary Sunderland 1st and Stan Mauger 2nd.

Centre Right: F4D Rubber Scale winners from left, Phil Warren 2nd, Mike Mulholland 1st and Don Spray 3rd.

Västerås Air Museum - Ricky Bould

On a recent visit to Sweden, I had the opportunity to visit the Air Museum at Västerås. The museum exhibits are all in good condition and accessible for photographs. It is just down the road from the airport, so is an easy diversion. Like many museums there is a mix of civilian and military types. Notable of the non-military aircraft was a Riley conversion of the DH Heron, and a very well restored Piper Super Cruiser. There was also a business conversion of a Douglas A-26 Invader under maintenance check at the time.

It was great to be able to get up close to Swedish aircraft and get views of them. SAAB aircraft were well represented with four Safirs and various SAAB jets, including J29 Tunnen, J32 Lansen, J35 Draken and J37 Viggen. The J29 is an impressive aircraft that was a great performer for its time. A Hunter Trainer, DH Vampire trainer (ex Swiss Air Force), DH Venom and Bücker Bestmann and a couple of Harvards made up a range of non-Swedish Military types. I have a number of detail photographs of many of these aircraft if anyone modelling them, would like them.



Upper: Lycoming version of the SAAB Safir trainer in two colour schemes.



Upper: SAAB J32 Lansett.
Above: SAAB J35 Drakken
in front of the earlier SAAB
J29, also seen **Lower**.



Non-Swedish manufactured aircraft including Bücker Bestmann, **Upper**, and DH Vampires **Centre and Lower**.



Control Line Scale

at Mercer Rugby League field

off Riverbank Road

Sunday August 28, 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.

FREE FLIGHT
SCALE DAY



Sunday **September 18**, Patetonga
from 8.00am, TBC

All free flight scale classes

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

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

Parkzone 2.0m Radian Glider

To date, four Club members are purchasing these gliders.
\$206.00 buys the glider, plus \$35.00 for the 1300mAh battery.
Anyone else interested in this ALES class glider
please contact:

Brendon Neilson 09 239 3204

All one requires is a transmitter and receiver.

Free Flight contest day
**Indoor flying at
Morrinsville**

Sunday October 9, 2016

• **Hangar Rat • HL Glider**

Flown to MFNZ rules

• **Push E • Modelair Hornet**

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 August

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 opposite page.

Karaka Steward

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

HOTEO

Hoteo Steward

Temporarily closed for flying until further notice.

Paul Evans 479-6378 zipl@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

AUCKLAND

August 7

MIMLOCT Mass International Memorial Launch of Cloud
Tramps Auckland Domain 4.00am [No kidding!]
See the notice on p. 23

CONTROL LINE

Contact C/L Steward

Stan Mauger 575 7971 stanm09c4@gmail.com

MERCER

28 August

Combined Control line scale day with Free Flight Club.
See the notice on p. 23

INDOOR EVENTS

Drury

Thursday August 25

Indoor practice night [7.30-10pm]

Balmoral

Monday August 29

Indoor practice night [7.30-10pm]

Ellerslie

Tuesday August 9

Tuesday August 23

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

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

PATETONGA

September 18 Free flight Scale Day Hoteo (TBC)
Contests for all classes
- for Club points.

MORRINSVILLE

Westpac Stadium

October 9 Indoor free flight events

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

HOTEO

October 16 Free flight Scale Day Hoteo (Subject to availability of the farm)

WAHAROA

January 2017 Nationals. January 3-7

NDC Calendar **August**

Free Flight

Aggregate
Catapult Launched Glider
Hand Launched Glider
Kiwi Power
Cranfield Classic

Vintage

RC E Texaco
RC IC Duration
RC E Duration

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.

OFFICERS OF AUCKLAND MODEL AERO CLUB INC.

Patron	Angus Macdonald	575 7232	angusmac@xtra.co.nz
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Treasurer	Mike Fairgray	636 8439	amacsecretary@mail.com
Recording Officer	Keith Trillo	298 4161	careith@hotmail.com
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	Brendon Neilson	09 239 3204	2neilson@gmail.com,
	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 August 1, 2016

ASME Clubrooms, Peterson Reserve, Panmure.

Theme: Gliders

Items for the table:

Models, plans, engines, photographs etc

Trading table:

Buy, swap and sell

Visitors or intending members welcome