



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

February 2017



George Fay's latest Petlyakov PE-2 rubber twin seen at the December club meeting, is set for more testing.



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 of James Price's Tomboy, seen at Richmond NSW: Stan Mauger

Editorial – Flying nationally

The Nationals has come and gone again for the year and as always at this time of year, a little reflection is in order.

Don't know about you, but I have taken particular interest in the live totals that were posted on the MFNZ website in the lead-up to the big event and when all of the entries before the registration cut-off date were in, a clear picture was provided of how events were being supported. This big picture is in my view, actually a reminder of the comparatively small scale of our respective Nationals events. Apart from a few events that gained big support, contestant numbers were modest. That's not such a bad thing, I feel, as long as those contesting include at least some accomplished competitive fliers to keep up the event standards. The big positive, to me, is that the Nats brings together modellers from various parts of the country. I have always enjoyed the Nats as a way of learning from others expert in the events that I have entered, but the camaraderie that comes out of contact made with those at the Nationals has immense value. We are a small nation of often, busy people and the Nats is a handy opportunity for aeromodellers to keep in touch on a scale that is unlikely to be possible at other model flying events in the country. In my early days of aeromodelling I enjoyed competing in the South Island Champs, but sadly this event has disappeared and is testimony to questionable viability of running alternative nationals-style events in the present age.

At another level, MFNZ has offered competitive links with other modellers outside our clubs through the National Decentralised Competition (NDC). In the days when the club was very active in competitive flying Club-members names would be to the fore in these events and NDC was well supported by us. Over recent years our entries have dwindled. In an attempt to revive interest, I have this month published a full list of NDC events for both this month and March. Refer to pages 11 and 17. Give contest times to Keith Trillo the Club Recording Officer.

Here's to some improved weather to be able to get out and fly . . .

Stan Mauger

Slipstream contributions

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

Deadline for articles for the March Slipstream is February 24

Photo credits

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

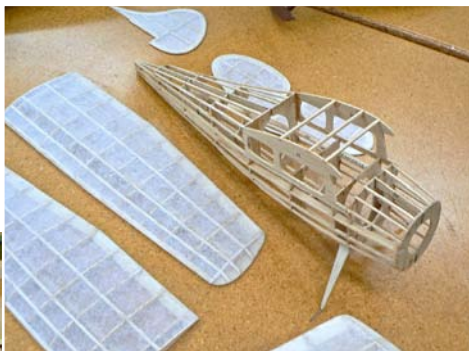
Monthly Club Night - Mike Stoodley

5-12-16

Present were Ricky Bould, Guy Clapshaw, Paul Evans, George Fay, Angus Macdonald, Louis McNair, Stan Mauger, Mike Mulholland, Brendon Neilson, Geoff Northmore, Arthur Pearce, Bryan Spencer, Don Spray, Mike Stoodley, Keith Trillo, and Charles Warren.

The last club meeting of 2016 drew a good turnout and a variety of models to check out. Charles kicked things off with items of note, of which the only one was the last indoor of the year at Ellerslie. On to the table then, with the theme of things electric.

Funnily enough then, in the absence of an electric item, Charles was first up with the bottom wing of his Fokker Triplane. He was trying silk over mylar, and it appeared to be quite successful although some trepidation was exhibited with the iron temperature. Received wisdom was that 180+ degrees is nothing out of the ordinary.



Left: Louis McNair's Guillows Cessna 170 is nicely built and progressing well.



Above: Evidence of Charles Warren's first foray into silk over mylar covering - definitely a success.

Opposite: Louis McNair showed how well small rubber scale kits can be finished in this Guillows Hawker Hurricane.



Louis McNair had a collection of small models – a vintage Northrop Primary Glider, and three Guillows kits built for display – a Hurricane, Cessna 170 & Cessna 150. All were well built and in the case of the Hurricane, well airbrushed. The shiny plastic kit decals looked a bit out of place and are likely to be replaced with tissue or painted ones.

Mike Mulholland had the fuselage of the re-engineered Airsail PC-9, looking much lighter than the original. I'm looking forward to this myself, as I have a PC-9 kit but have never started it because of the weight and die cutting.



Above:
Getting ready for colour trim, Louis McNair's fine Cessna 150.

Left: Also from Louis, The Northrop Primary Glider.

Keith Trillo brought his peanut Fike, Ryan Spirit of St Louis (which recently flew really well at Drury) and a Stardust Special electric FF, about 3 foot span. A brass spinner is used on this to get the cg in the right spot. Keith is working on another Fike and maybe a kit scale model for the Nats.

Next were Mike Stoodley's fuselage and tail feathers of a free flight rubber Caudron Parasol, converted to the US equivalent of the small KP01 electric motor. Unfortunately, it has been in this half built state for about 20 years.



Above:
The fuselage of Mike Mulholland's re-engineered Airsail PC-9 is much lighter than the original.

Left:
Mike Stoodley's free flight rubber Caudron Parasol, converted to electric, is worthy of completion.

Geoff Northmore had an unusual plank-like tailless RC own design. Tales of its extremely aerobatic behaviour provoked much amusement and apparently, an earlier version with a shorter fuselage was even twitchier!

Paul Evans brought along a yet-to-be flown electric RC Morane shoulder-winger. A Peter Rake design, it looked pretty with its red cowl, blue fuselage and linen wings. It sounds as though there may have been some colourful language heard during the build, due to various anomalies in the plan...



Upper: Keith Trillo's Peanut Scale Fike is now well proven in this class.

Above: Keith's Indoor Scale Ryan Spirit of St Louis in company with his new electric Stardust Special.

Angus Macdonald's electric Tomboy has an interesting altimeter built into it, visible only by an LED in the fuselage under the starboard wing. From what I could tell it is activated and read by waving your hand in close proximity to the LED – on landing, the number and order of flashes, for example, shows how high the model has been.

Ricky Bould brought a 22" CO2 powered Curtiss Robin, completing the work begun by Brian Crocker. Should be a nice flier. Ricky also had the latest KP02 electric setup, which is lipo powered and has a miniature 'flight controller', a small circuit board with several trim pots to set flight time, max power etc. Also in a tiny tube was the K&P FF ducted fan, which Ricky says screams like nothing we've heard before. Possibly destined for a SAAB J29, I think this would be an odd and entertaining combination, given the portliness of the SAAB.



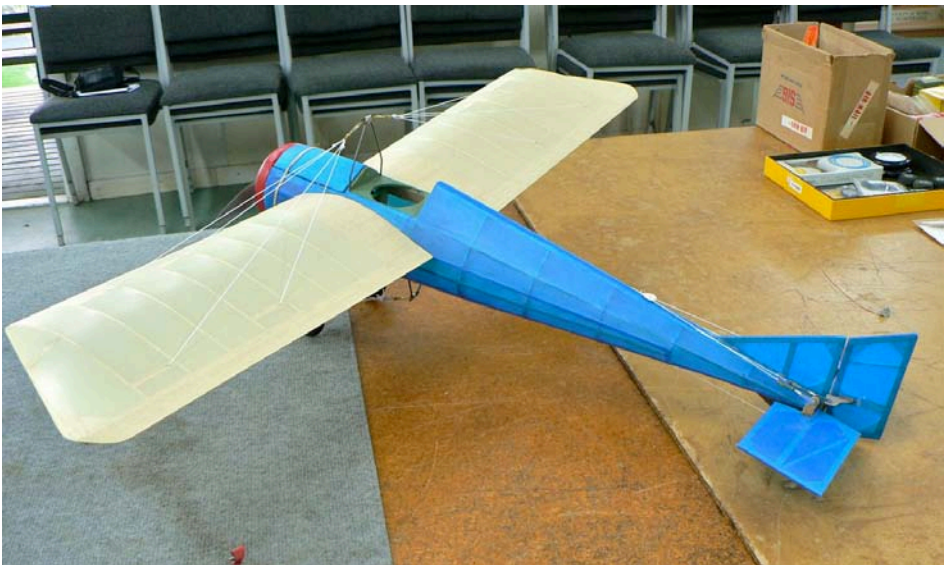
Above: Angus Macdonald's electric Tomboy fitted with an altimeter.

Left: Ricky Bould has completed this Curtiss Robin started by Brian Crocker some years ago. Now at testing stage.

George Fay was clearly (and rightly) pleased with his latest twin rubber effort, an unusual Petlyakov PE-2. George explained that it had both flown straight off the board and survived a vertical dive into the ground on a very windy day! A broken prop and wing root fix was all that was needed to get it right again.

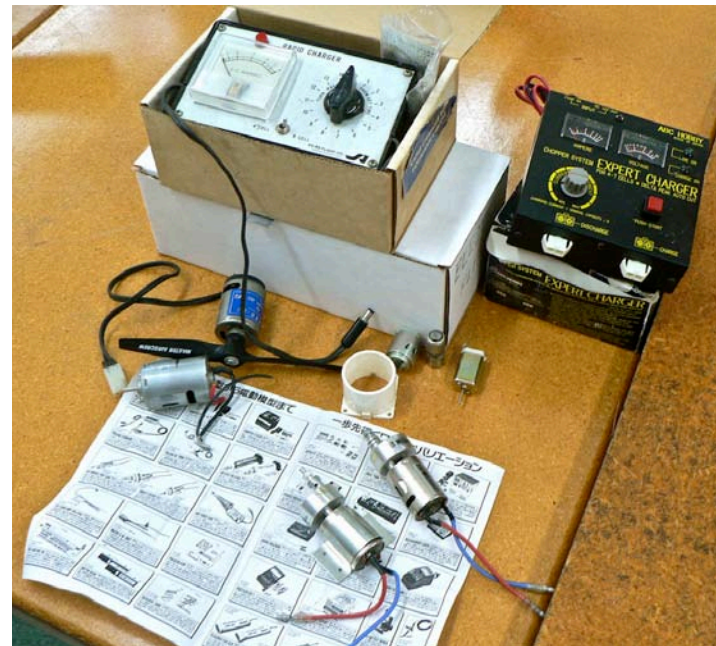
Arthur Pearce reminded us all of how far electrics have come by bringing along some early can motors and constant current chargers. No doubt the technology has changed rapidly and it lets us build and fly all sorts of things that would have been almost unimaginable only fifteen years ago.

There was a good array of gear free-to-a-good-home, the perfectly usable radio sets again illustrating how quickly things change on us!



Above: Paul Evans has built this handsome Morane shoulder-wing for electric power, presently awaiting flight testing.

Left: Also electric-powered, Geoff Northmore's unorthodox own design Ludd Bug has been much flown and provides ample evidence that tailless designs can be trimmed to fly well.



Above: Ricky Bould brought the latest KP02 electric setup, which is lipo powered and has a miniature flight controller. The yellow fan with extended tube is a K&P FF ducted fan.

Left: Arthur Pearce brought along these early can motors and constant current chargers, from early electric days.

Free Flight at the 2017 Nats -Bill McGarvey

This year competitions were spread between Proctor Rd (duration) Waharoa (wooden glider and aggregate) and Morrinsville (indoor). The social event was a very nice Thai meal at Rototuna in Hamilton which had a dozen entries.

Events at Proctor Rd on the first two days were dampened by wind and rain which discouraged a number of entrants from actually flying. Sheer doggedness was needed to get scores in which might explain the seasoned campaigners featuring in the results for FAI Combined, P30, Open Glider, and Mini Combined.

Most events had four or five scores. David Ackery was back from Australia and made an immediate impact on the scoreboard. So too did Bernard Scott, last years Champ of Champs.

Hangar Rat attracted a good entry and twelve scores. The Walker family cleaned up taking the first three places. Keith Trillo flew steadily for fifth place whilst Ricky Bould and I battled it out for last place – a tussle which I won!

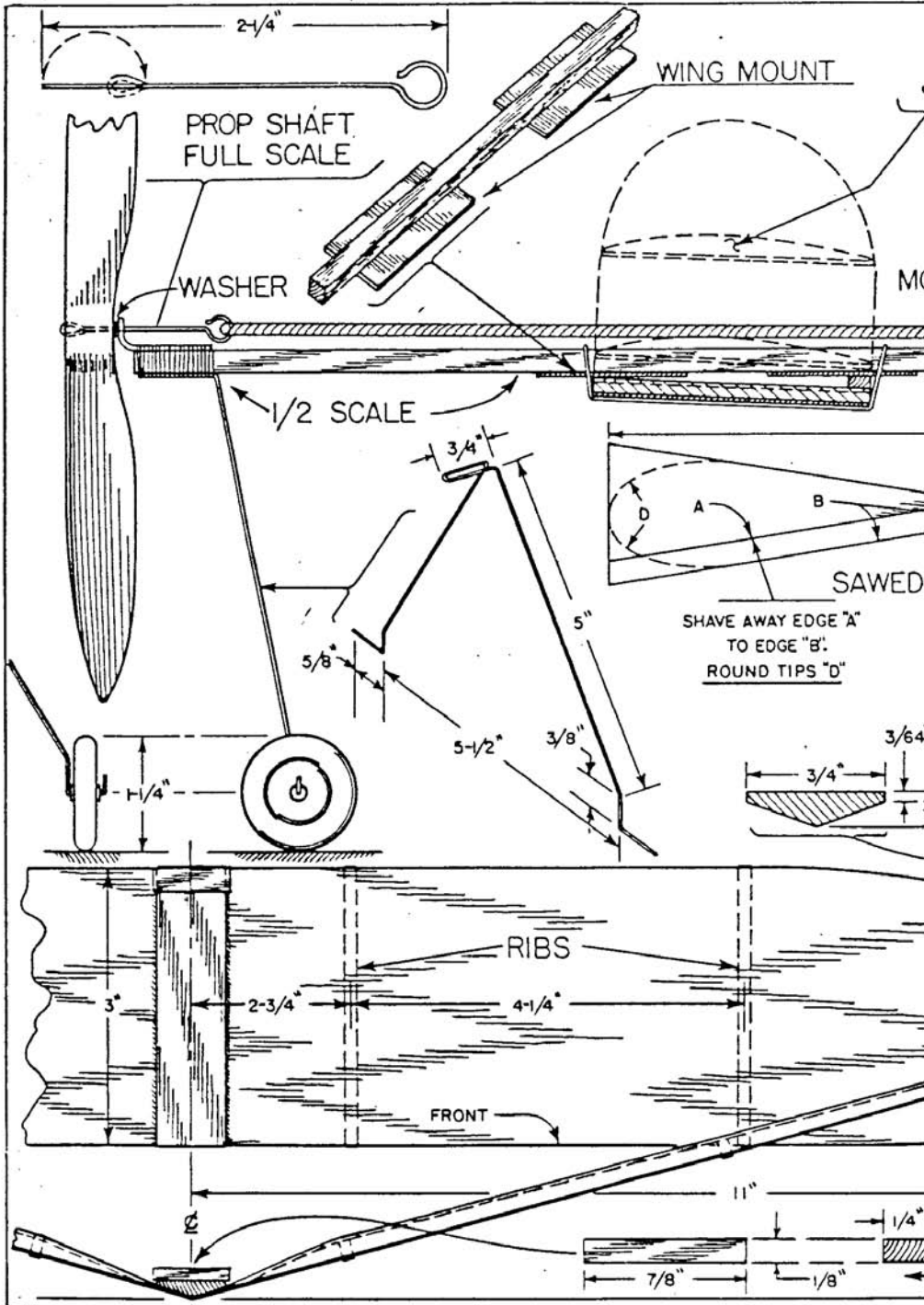
Aggregate also attracted a good entry - twelve of whom recorded scores. The lead up to this contest was a series of fits and starts. The Nats programme billed the venue as the soaring field near Te Aroha but this became unavailable. An alternative soaring field was arranged at Hinuera but this was unsuitable for Aggregate. As luck would have it a light breeze blew almost straight down Waharoa's North/South runway by start time enabling the contest to follow straight on from the Radian mass launch event. Only a few of the unlucky ones ended up in the maize bordering the runway.

I did not attend wooden glider classes but note that Discuss Launch has faded and Hand Launch had low scores. Paul Lagan was a clear winner in Catapult Launch.

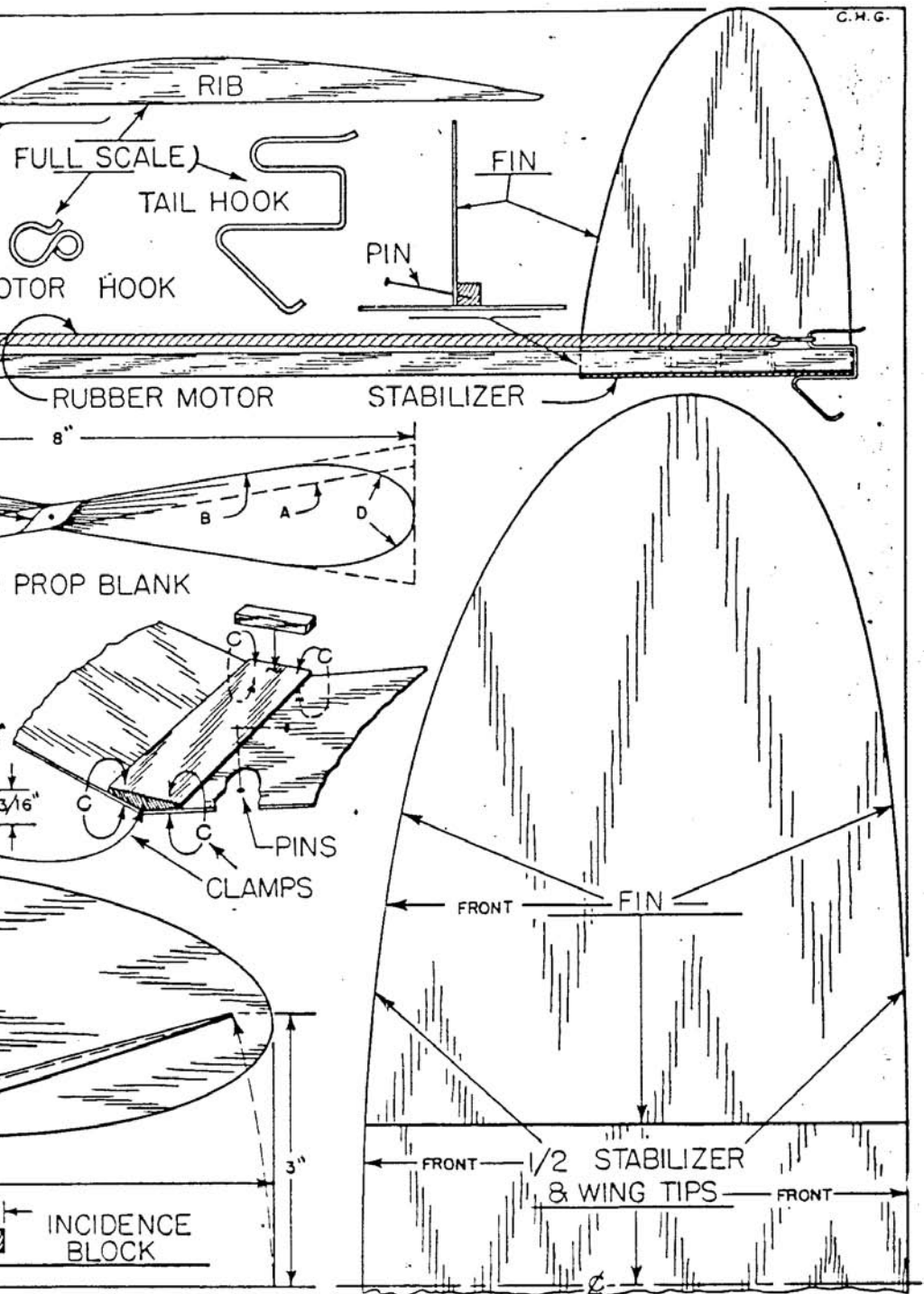
Overall I think numbers were down on 2015 when the Nats were last at Proctor Rd. The paddocks are rough and this limits motorised retrieval. Perhaps this is why Hangar Rat is so popular. Carterton is the preferred North Island FF site but cropping is starting to happen there as it does on neighbouring properties. How that affects the site for FF will emerge in time. Meanwhile Proctor Rd will host a meeting per month until winter closes the site for anyone who still has the FF bug.

Coming up - March 2017 NDC Calendar

HOTEQ	FAI F1B Rubber, Kiwi Power, Kennedy Precision, Aggregate, Tip Launch glider, FF Classic Duration, FF Vintage Rubber Duration.
KARAKA	RC Vintage IC Duration, RC Vintage Duration, RC Classic E Duration.



Cloud Tramp - from Model Airplane News August 1954, Our thanks for permission to reproduce.



Cloud Tramp Challenge

Recently, Ricky Bould received a challenge from John Ashmole on behalf of the Peterborough Model Flying Club, for a relaxed(?) flying competition between the AMAC and PMFC. After some email exchanges it was decided to fly Cloud Tramps. This is a great opportunity for some 'flying rapport' between the two clubs and we are grateful to John for suggesting it.

The Cloud Tramp

Club members will be familiar with Cloud Tramps through the annual MIMLOCT event at the Auckland Domain and previously through occasional airings that these models have had on the free flight field. MIMLOCT flying at 4.00am has understandably consisted of brief flights into the darkness, rather than endurance flights for daylight competition. Here then is a chance to dust off Cloud tramps that may have been reserved for MIMLOCT or simply been mouldering away in a corner of the workshop and see what times you can get from them.

A Bit about Charles Grant's design

For those who keep your Slipstreams, this was originally published in the October 2009 issue, and is reprinted here as a bit of background to the design. The plan reproduced on the previous pages was downloaded from Mike Parker's site at <http://www.mikedparker.karoo.net/plan.gif>

He runs the Cloud Tramp Home page. Use the address above but leave off 'plan.gif' to go to it.

The following are a few useful points about the model, gleaned from the original article that (along with the plan) appeared in the August 1954 issue of Model Airplane News. The article suggests the use of 3/64" medium hard balsa, which in metric measurements sounds like about 1 mm or 1/20" thick. This is available. All of the dimensions were originally given in inches so some conversion is needed if you are more comfortable working in metrics. Anyway, the wing comes out at 11" (22" span), the tailplane 10", and the fin is 3 3/4" in height. An 8" plastic propellor may be used in place of the balsa carved one in the plan. Wheels could be plastic rather than wooden. The model takes quite a lot of rubber. The article states a motor length of 10' x 1/8" x 1/30", but with Tan fewer strands of 1/8" are recommended. There is no restriction on motor size.

It may be worth getting advice from any of the AMAC Cloud Tramp fliers, about this. The wing is made of one sheet, creased in the centre and the dihedral held in place with the V block shown in the plan. The wing is held in place on the stick fuselage with a rubber band. The model is balanced by moving the wing back and forth. Construction is straightforward, and there's plenty of time to complete one before the Challenge in April.

Opposite page

The late Trevor Martin's Cloud Tramp, a regular at MIMLOCT commemorations over the years.

Contest rules

1. The event will be held during April. The date is to be advised. AMAC will fly at Karaka.
2. A plastic prop may be substituted for the wooden one if you are not up to making one.
3. A Max is 50 seconds and an attempt 20 seconds.
4. The score is a total of the best 5 flights. In the case of a contestant attaining 5 maxes, a fly-off will be needed and the best (unlimited) fly-off time will decide the winner, for each club. The times for the 5 best competitors will be aggregated to determine the winning club.
5. The model must be built to the original plan as published on pages 12-13.

There you have it. There's still plenty of time to build a Cloud Tramp if you don't already have one. Best of luck to all!



Aka Aka Diary - Charles Warren

Brendon, Lloyd and I flew gliders (Radians the electric Angel and 2 metre towline Gliders) at Aka on 24th November and then Bill Smith, Brendon and Charles flew gliders again on a day in mid-December. Brendon left for a family holiday in Australia on 20th December and has recently returned. We plan to go out to Aka Aka again in January. Stuart has been out once while Brendon was away but I did not go.

There have not been many flyable days because of wind and rain and social engagements!



Above:

Bill Smith holding his Radian and a 2 metre towline glider of Brendon's (left) and to the right, Charles holding his Radian and his own design high tail 2 metre towline glider. Brendon's Radian is resting on the ground as he is pointing the camera.

Left:

Lloyd holding his Angel 2 metre glider originally built by Bruce Elder. Lloyd has converted it to electric power.

Karaka Diary - Keith Trillo

4-12-16

We were back at our Karaka field after a long break due to spring winds that decided to blow on all previous Sundays. Those present were Angus Macdonald, Bryan Spencer, Ross Northcott and Keith Trillo. Two paddocks over at the Karaka Sports ground, N.Z. Steel were having their Christmas party and had a helicopter doing joyrides. Fortunately the joyrides were not continuous, so when the helicopter was shut down we flew and made sure our models were on the ground when the helicopter was about to start.

Angus got the best time with E Tomboy, he is uncanny when it comes to finding the thermals. Bryan also flew his 1/2E Texaco Slicker and Ross his 1/2E Lanzo.

E Tomboy

A. Macdonald	8:05	11:02		
K. Trillo	10:08	8:43	8:23	
B. Spencer	4:02	7:07	5:46	

1/2E Texaco

B. Spencer	11:22			Slicker
R. Northcott	9:17	7:20	8:35	Lanzo

E Texaco

A. Macdonald	7:59			8ball
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Above: Angus with his 8Ball, Bryan with his Slicker. Keith's Skipper in foreground and Christmas party in background.

Indoor Scale at Drury - Stan Mauger

28-11-16

With a several of the regular scale fliers away the only contest class flown was Kit Scale. Final scores show little between each model and each flew well. Keith Trillo now has his Spirit of St Louis flying well and it needed little trim adjustment to achieve a good flight. Angus Macdonald and Stan Mauger arrived with models that had flown well on their last outing, but were faced with some trimming to get settings right. Don Spray's KK Piper Family Cruiser looks promising but is still in need of trimming to get it to turn consistently. Many thanks to Mike Stoodley for assisting with judging Kit Scale

Keith's Peanut Scale Fike also needed some initial trimming but soon showed what a great flier it is. Don Spray had some exciting moments with both his FRED and Lacey, The FRED was needing only a little adjustment after a promising flight but wing damage stopped further flying. The Lacey should trim out well.

Angus also flew his new Hangar Rat No9 getting better and better performance from it. Chris Groves was seen flying Hangar Rat as well. Modelair Hornets flown by Keith, Don and Chris were flying with great gusto. Radio control flying included Chris's enlarged Vapor, a very slow flier, and Dave Colman's fast flying Mini Speedster from the Flitetest site. Alex Hawket, an experienced flier, also came to see activity and hopefully will join us flying on future indoor evenings.

Results

Kit Scale

	Static	Flying	Total	
1. S. Mauger	72	54	26	KK Cessna
2. Keith Trillo	78	45	123	Guillows Spirit of St Louis
A. Macdonald	71	44	115	Modelair Auster



Above: Mike Stoodley's assistance with judging was once again appreciated.



Top: Angus Macdonald seen winding his Modelair Auster for Kit Scale.

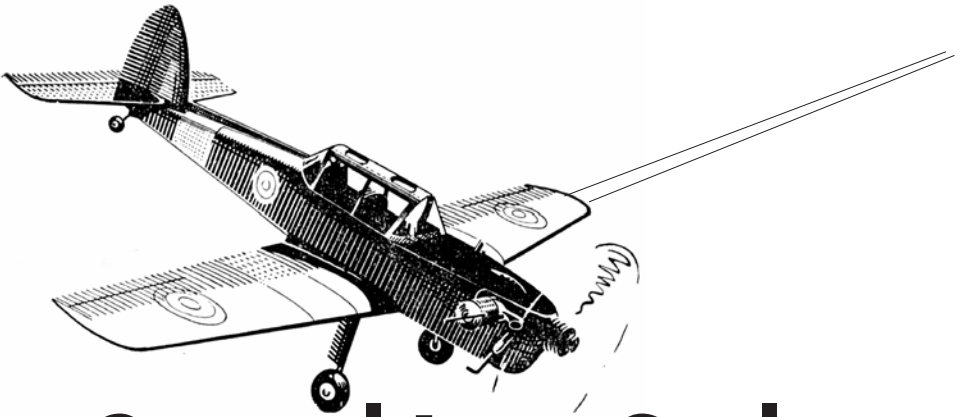
Centre: Sharing table space, Chris Groves and Keith Trillo winding Modelair Hornet and Spirit of St Louis.

left: Don Spray setting up his Peanut scale FRED.



Angus Macdonald
seen trimming his No9
Hangar Rat.





Control Line Scale

at Gerald Wimmer's Farm

Kakanui

Sunday April 9, starting at 10.00am

In the past a casual control line scale event has been flown in Kakanui for AFFC club members but this year we are keen to get more control line flyers along. A Classic Stunt event will be included to increase interest as it should be a similar flavour too. It may even be possible to fly small scale FF models too if conditions permit, but it may be too breezy most of the day.

Except for quiet diesels, all models will need mufflers. The two circles are far from perfect yet, but work is being done on them.

Phone Gerald Wimmer on 09 420 4429 or 020 410 38170 for further details.

Indoor RC Scale at Ellerslie - Stan Mauger

24-1-17

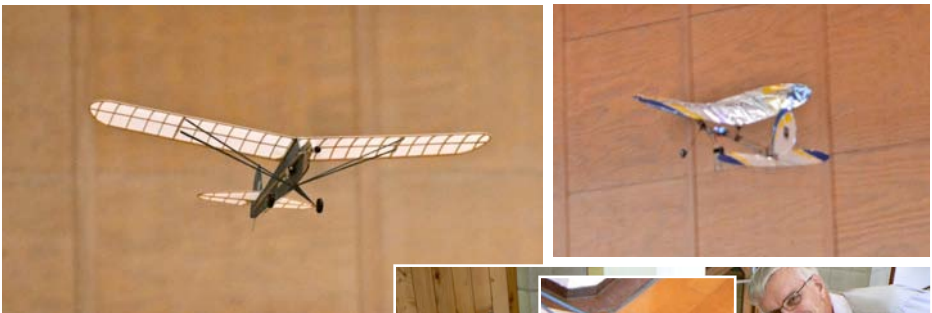
This was the first night of indoor flying at Ellerslie for the year and the monthly RC Scale evening. There was a mix of small RTF models and also well-flown profile scale models as well.

Geoff Burgess had a number of RTF foam models including an Ares Sopwith Pup, E Flite Spacewalker and Kyosho Citabria. Rex Bennis brought his HobbyZone Champ and John Swales, his Parkzone T-28Trojan. Non-scale RC models were also present including John Swales's Vapor and Rex Bennis's Ember. Most of these models were flown.

Bryan Spencer and John Swales flew some profile scale models, all of which had been built some years ago. With single covered, sliced rib wing construction, wing loadings were comparatively light, assisting more sedate flying speed and also manoeuvrability. Bryan Spencer's Auster stooched around at a relaxed pace compared with other scale models, particularly the foam models flown on the evening.

Angus Macdonald and Stan Mauger brought Kit Scale models to fly in between the RC models flown. Angus was persevering with the trim of his Modelair Auster that improved in the course of the evening. Stan varied the trim on his KK Cessna but could not get the model to climb very much.

This was a pleasant evening of flying and the usual exchanges of ideas. If the number present continues, Ellerslie should be a viable venue this year.



Top left: Leisurely flying from Bryan Spencer's profile Auster.

Top right: John Swales had a number of flights with his Vapor.

Right: Bryan Spencer and John Swales displaying the undercamber wing sections on the Bird Dog, Auster and Piper models.

Inset: The sliced rib section on the Auster showing the undercamber.





Above: RTF scale models. Clockwise from top right were the EFlite Spacewalker brought by Geoff Burgess, John Swales's Parkzone Trojan and Geoff's Ares Sopwith and Kyosho Citabria.



Left: Angus setting turns on his winder for the Auster.
Above: The Modelair Auster taking a break between trimming flights.

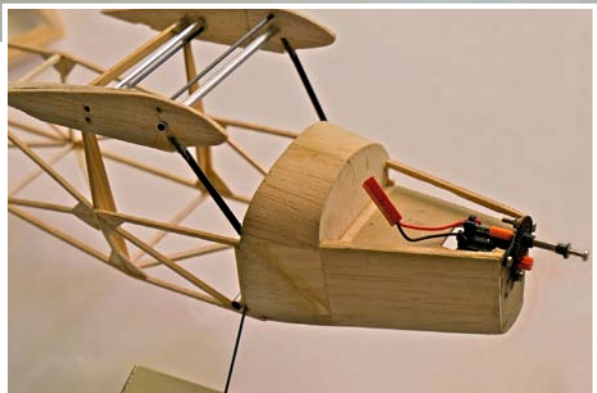
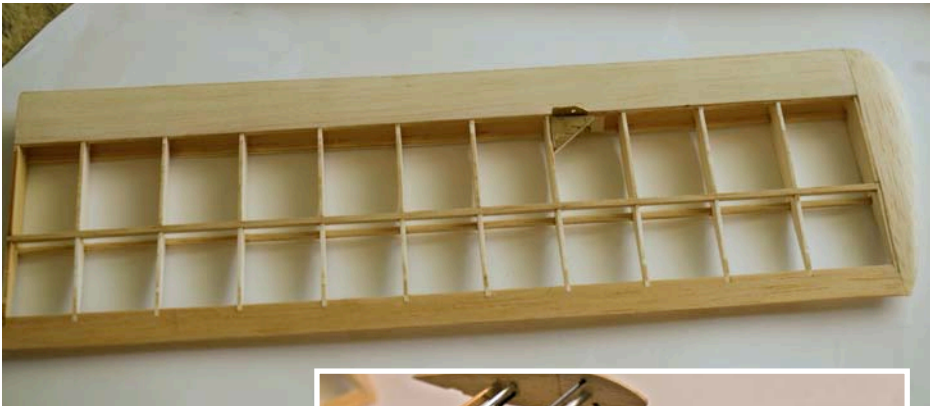
Building Board

From Ricky Bould

I have been working on a new 30" version of the original 24" Airsail Auster AOP9 kit that will be eventually produced by Avetek. In making the enlargement there were very few structural changes except adding a proper section on the tail surfaces as opposed to a flat plate. The tail surfaces are thick enough that done as flat plate, they would not look right. Photos show the progress on the model so far.

The fuselage

The basic fuselage sides have been gusseted to add strength at intersections of the bracing. I made the two sides and then I built the cockpit former that has two chamfered sides to it (in true Auster form). The former sides are not flat, they are slightly angled away from the middle of the sides of the fuselage. I literally formed the frame around the former. It then pulled the fuselage sides into the right shape. There are two carbon rods going across between two root ribs that combined with two aluminium tubes (part of the wing holding mechanism), provide great strength in that area. Finally there will be an X shaped cruciform piece that goes in the top that provides all the triangular bracing that the fullsize aircraft has there. It should be a very strong area.



Upper: The wing showing leading edge sheeting and brass strut mount.

Right: The KP01 installation and cockpit construction.

The tail surfaces

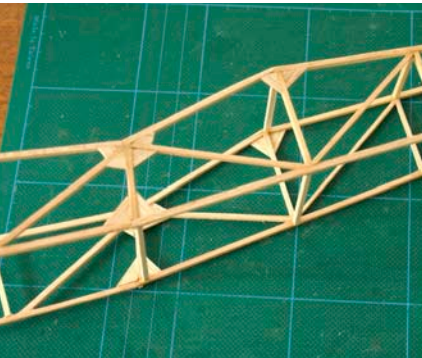
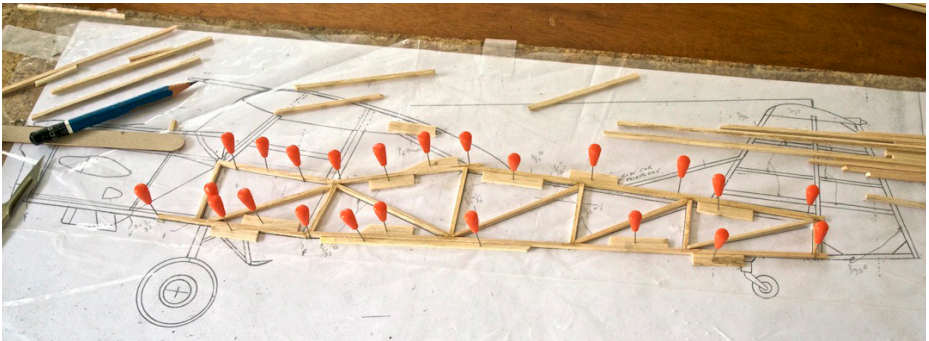
These were built as a flat plate but built up aerofoil sections have been added to create more scale realism. I have sanded cap strips to section. I have got elevators and rudder because this model design could be converted to small RC. They are built as one and can be cut free once they are built. The tips need to be cut and hinges installed.

The Wings

I have used brass strut mounts for strut to wing joining and the wings are held into the fuselage with the usual bands in tubes. The leading edges are sheeted top and bottom in an almost D box manner, and there is the scale number of ribs. The first three bays have been webbed as a true D Box. I have also webbed the strut mounting position to give a better weight distribution. The strut will use an RC clevis on the wing end and rubber bands running through a tube in the usual way at the bottom.

The engine bay

The KP01 is the power source at the moment, but the plan is for rubber and CO2 options as well. The battery is located at the C of G point which means it is in the middle of the cockpit floor, with a hatch and held on with magnets. There's a speed controller, one of the K&P ones, that gives a ten second delay before you launch. It provides programmed power for the climb and a smooth transition to a powered descent.



Top: Construction of the fuselage sides.

Left: Use of gusseting to reinforce diagonal bracing in the fuselage framework.

Above: The fin showing the use of capping strips to create more scale-like aerofoil sections.

Free Flight contest days 2017

Indoor flying at Morrinsville

Sunday June 11, 2017

Sunday October 8, 2017

Put them in your diary!

- **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 Mauer 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 February

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 RC Vintage events - **RC Vintage 1/2A Texaco, RC Vintage E Rubber Texaco, RC Classic Duration.** (also see Hoteo FF list)

Karaka Steward

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

HOTEO

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

NDC FF Vintage events **P-30, Open Rubber, Open Power, FAI F1A Glider, 1/2A Power, FF Vintage Power Duration, FF Nostalgic Power Duration, FF Nostalgic Rubber Duration, FF Classic Rubber Duration** (also see Karaka RC list)

Hoteo Steward

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

AKA AKA

Saturdays & Sundays

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

Instructors

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

Ellerslie

Tuesday February 14

Tuesday February 28

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

Drury

February 27

Drury School Hall

Practice night

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
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Secretary	Mike Fairgray	636 8439	amacsecretary@mail.com
Treasurer	Mike Fairgray	636 8439	amacsecretary@mail.com
Recording Officer	Keith Trillo	298 4161	careith@hotmail.com
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Committee	Paul Evans	479 6378	ziply@xtra.co.nz
	Brendon Neilson	09 239 3204	2neilsons@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 February 6, 2017

ASME Clubrooms, Peterson Reserve, Panmure.

Theme: Nationals stories

Items for the table:

Models, plans, engines, photographs etc

Trading table:

Buy, swap and sell

**Visitors or intending members
welcome**