



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

June/July 2018



Ceinwin Evans launching her model during the Cloud Tramp Challenge. Martin Evans and Ricky Bould looking on.



& 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

Charles Warren's RC Tomboy. Photo: Keith Trillo.



Open Rubber

Put in flight times for this year's Open Rubber competition at either Karaka or Hoteo

Mike Fairgray's Flying Aces Moth. Photo: Mike Fairgray.

Editorial – Going international

Club members have recently been active in overseas contests. Gwyn Avenell had great success at Top Gun in Florida recently with the best static score across the RC scale classes with his superbly built Hawker Fury. Ricky Bould attended the May BMFA Nats where three scale classes were flown. They were scale flying only, Aeromodeller and Model Aircraft published designs, and Kit Scale. Ricky entered his Avetek Tiger Moth in Kit Scale but encountered difficult flying conditions.

This month's bulletin carries a report on the recent Cloud Tramp Challenge between Peterborough Model Flying Club and AMAC. Whilst we did not win this year, fliers will be encouraged by our score, to do better in 2019. More starters would be sure to result in more maxes in the first five placings, which is what will be needed. Nevertheless the contest has been great in getting more interest in flying free flight at Karaka (See p. 12).

Two important overseas scale contests are on the horizon. It is the Trans-Tasman Free Flight Scale Challenge again this year. Club fliers will be competing in the New Zealand F4A Power Scale team for the Hope-Cross Trophy, established in memory of David Hope-Cross, a noted free flight Scale flier key in establishing of the FAI F4A class in conjunction with Lloyd Willis in Australia. The Reg Jude Rubber Scale Trophy in memory of this well-known Australian flier in this class, will also be contested. This year Kit Scale will be offered for the first time and this is sure to lead to more contest participation. In August three Club fliers will be venturing to the UK, RAF Barkston Heath in fact, to compete in free flight scale classes there, where Power Scale, Rubber Scale and Low-power Scale will be flown.

I look forward to including reports on the various events in Slipstream in coming issues. This month's Slipstream is a bi-monthly issue to allow time for me to get away to Richmond in early July. Note that the calendar on page 27 includes flying days for both June and July. The back page also lists both month's meeting themes.

Make the most of gaps in our changeable winter weather, for getting out and flying and keep those reports coming in . . .

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 August Slipstream is July 27.

Photo credits

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

Monthly Club Night - Mike Fairgray

7-5-18

Present were Ricky Bould (President), Mike Fairgray (Secretary/Treasurer), Angus Macdonald (Patron), Paul Evans, Tony Hill, Brian Howell, Bill McGarvey, Louis McNair, Stan Mauger, Brendon Neilson, Geoff Northmore, Arthur Pearce, Bryan Spencer, Don Spray, Mike Stoodley, Keith Trillo, Charles Warren and new member Tony Woodroffe. Tony is building a home built aircraft and while not yet owning a model aircraft his ambition is to build a ¼ scale model. At this time, he is visiting all of our flying sites to observe what Club Members are building and flying. So, if you come across Tony please make him welcome.

The theme for the night was Unorthodox Models

There were reports on the Cloud Tramp Challenge between the Club and the Peterborough Model Flying Club, held last Sunday. There was a good turnout with several high scoring flights resulting in long retrievals. Mike Mulholland secured the longest flight of 125 seconds with a model just off the building board and never been flown before.

There is a report on this event on p.12- Ed

Models on the table

Ricky Bould had a pusher canard model, the Ascender powered by a Cox 010. It was not an easy model to trim or fly. He intends at some time to replace the engine and get it up and running again.

Keith Trillo has decided to move into using an exciting power plant - the Jetex. He is building a model of the Opel Sander Rak. Designed by Julius Hatry the original aircraft flew for the first time and last time on September 30, 1929 by its owner Fritz von Opel. The aircraft has the distinction of being the first rocket powered aircraft to fly successfully. The model has a sailplane wing, under which a pod is suspended to accommodate the pilot and sixteen solid rocket engines. The tail plane is mounted on booms behind the wing and high out of the way of the rocket exhaust.

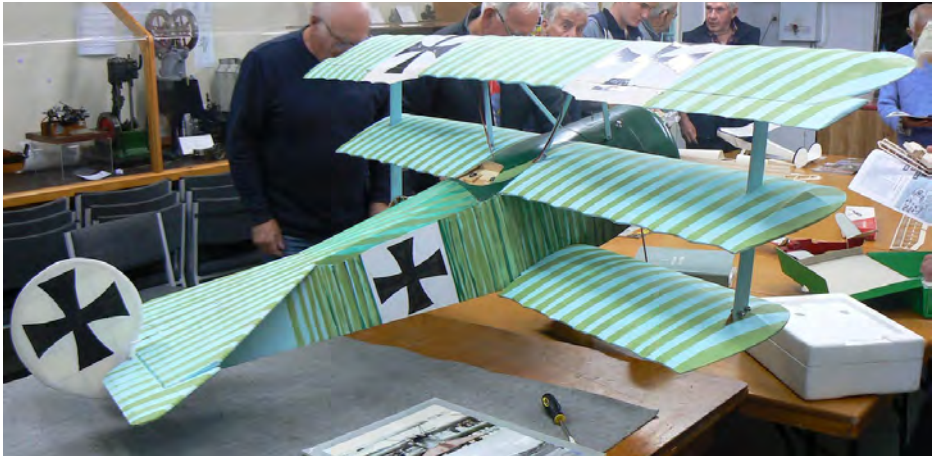
Louis McNair is building a Modelair Kingfisher, a small tow line glider. The kit was his father's and came from a time when his father was a young boy. The model was a popular design with many kits being produced. Don Spray had his Mother and Daughter version of the HE46 Heinkel. Both models are free flight power, the Mother version being powered by a 1cc ME Heron and the Daughter powered by a .06 MP Jet. Both models have flown successfully on several occasions.

Charles Warren's building has gone super big with his 30 year old Flair kit of the Fokker Triplane. The kit had been going cheap so he could not resist. With the assistance of Brendon Neilson, he struggled to negotiate getting the fuselage and wings from his vehicle, up the stairs and into the club rooms where it took up the large centre table. Once assembled you could appreciate the size of the model, which is not true scale but really looks the part. The paint job looked interesting. The full size aircraft was finished at the factory with orange and blue stripes on the fuselage which Charles hasn't quite replicated

Opposite page

Top and centre: Charles Warren's imposing Fokker Triplane from a Flair kit.

Lower: Triplaneezer and built up fuselage versions of the Sopwith Triplane for free flight scale.



and is looking at a repaint of the fuselage. The paint used was from left over paint from the home shed. Charles said that the nose art is from the aircraft that the second highest scoring Ace, Werner Voss flew when he had his last stand on 23 September 1917, just hours after his 48th victory fighting solo against eight British aces. The undercarriage has been modified to an independent front suspension by adding rubber shock cords. The other modification was to increase the wing size.

Resting below the Fokker were four other of his models, including the Flying Carpet from an APS drawing and three other free flight power triplanes. The Flying Carpet required a lot of nose weight and had a hard leading edge and trim tab added.

Angus Macdonald had his Modelair Kiwi, a late 30s free flight rubber model. Modelair arranged open days where the competitors flew Modelair-produced free flight models, from the side of One Tree Hill. In those days there were not the Oak trees that we see today. Bill McGarvey Had a chuck glider with a button timer. The timer was light and can be obtained from Rob Wallace, the Free Flight SIG contact for \$16.00. His second model was Modelair Sportster with a new prop and braided rubber motor. Once the motor has been braided it hangs like a pigtail. To allow this motor to be placed inside the model the rubber is threaded inside a small tube and captured at each end of the tube. The trapped motor can then be inserted into the model and captured by the peg at the back of the model. Bill has a selection of rubber power items such as props, balsa etc which he is selling.

Bill is willing to help anyone who has an interest in rubber powered models and let's face it he is one of the best.

Arthur Pearce's book of plans was free to a good home. Mike Fairgray had a pile of magazines and sundry bits and pieces also free to a good home. Louis was seen to gather all the control line items with others taking items that they could make use of. Good to see that most items were taken as this rescued them from going into the bin. He also brought two models, his unorthodox model which was the Earl Stahl free flight rubber Skyfarer. The full size Skyfarer was unorthodox in that it had no rudder control. The model was covered in Lightex, a light shrink film which is easy to use and goes around complex curves well. The second model was his Curtiss Hawk P6E, under construction. This is being built from a scaled-up Chris Gould free plan published in Flying Scale Models. It will be R/C electric.

The last item was presented by Mike Stoodley. As well a model aircraft builder he has an interest in electronics. He had his latest design of a timer and speed controller, which could be programmed to duplicate speeds required for take-off, cruise, duration and landing. This simple device weighing in at 11 grams was the fifth version he had developed. It would appeal to those who were getting into free flight scale models. He had mounted a small electric motor on a stand and on connecting the device and Lipo battery it demonstrated the device, which was impressive. The next step is to work on producing a lighter design. Once he has this sorted I can see a lot of interest from members to own such a device.

This completed another table walk around so it was off to tea, biscuits and a natter.



Top: Three vintage indoor Modelair duration models brought by Angus Macdonald including from left, Kiwi, Ranger and Trainer.

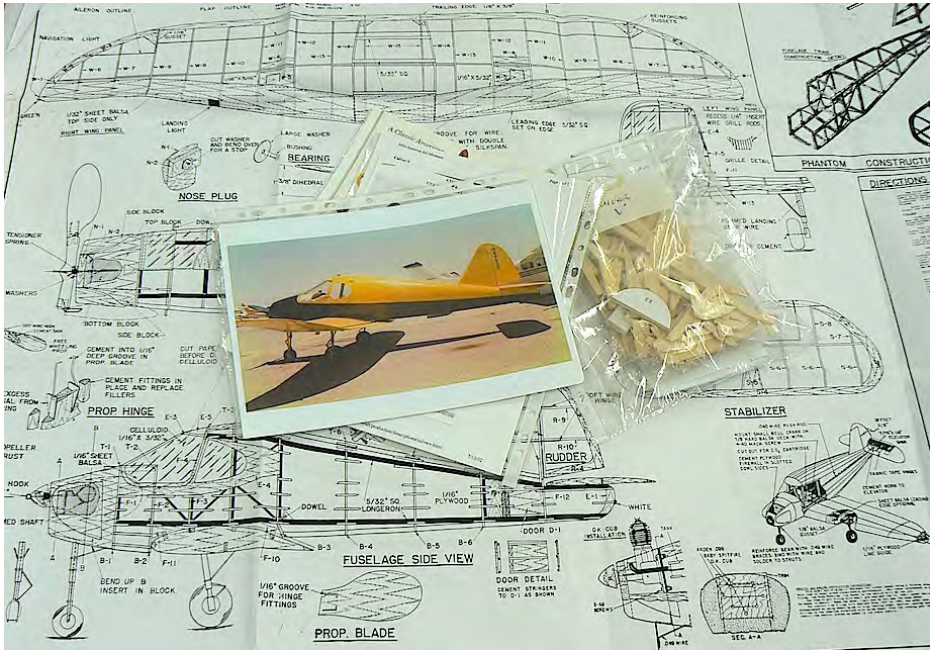
Above: Bill McGarvey's Modelair Sportster and hand-launched glider, both complete with timers.



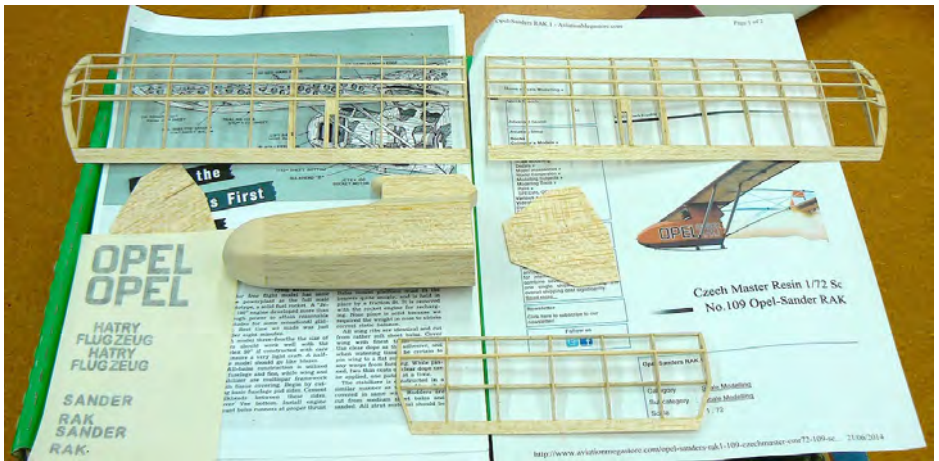
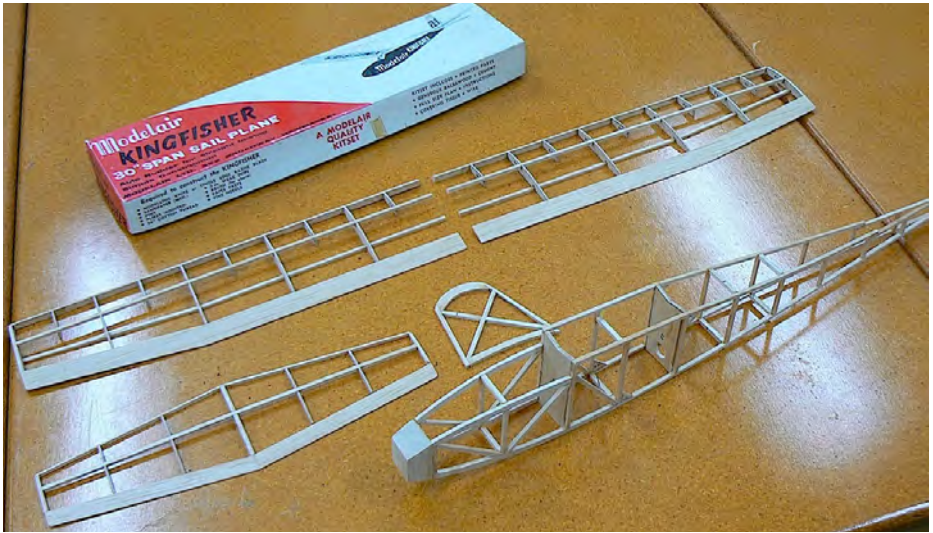
Top: Ricky Bould's Ascender, awaiting an engine change.

Centre: Mike Fairgray's nicely built Stahl Skyfarer for rubber scale.

Right: Charles Warren's APS Carpet, now a seasoned flier.



Top: Mike Fairgray's Berkeley plan and parts for the Culver V.
Above: His RC Curtiss Hawk P6E is now well under way.



Top: Louis McNair's Modelair Kingfisher glider is not far away from covering stage.

Centre: Keith Trillo's Opel Sander RAK1 Jetex project.

Left: Don Spray brought both versions of the Heinkel 46 that he had built and flown.

Hoteo Scale Day– Don Spray

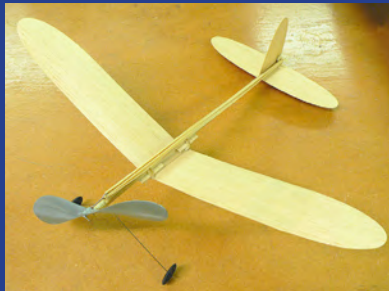
20-5-18

At last the weather gods smiled on a delightful Sunday morning up at the farm at Hoteo. The pilots who showed up were Paul and Martin Evans, George Fay, Tony Hill and Don Spray. First into the sky was Martin with one of many electric RC models, while George and Don were still struggling to get their diesels started. Paul and Martin flew their Gas Champ, Hornet, Longster, Luton Minor and Krumpier Corsair. Paul's Longster put in a very realistic flight. George flew his big rubber-powered Curtiss Robin, his Petlyakov Pe2 with twin rubber motors, which put in several nice long flights, and his Broussard with a bit too much fuel in the tank, requiring a long retrieval.

Tony was doing trimming flights with his new SE5a on minimum rubber winds; while tricky, it should turn out to be a good flyer. Prudence dictated saving his new DH Beaver for preliminary indoor trimming first.

Don's Heinkel 46 is still being perverse and may get early retirement. The Curtiss Robin with Redfin motor had a rather neat though long flight, once again, too much fuel and a long walk to the farm gates. The DH Puss Moth continues to perform well with realistic flights. The Piper Pacer, on CO2, continues to produce long, reliable flights, although the rough paddock surface is hard on our aging feet.

All in all, it was a very successful morning for those attending and, thankfully, very little damage to take home.



MIMLOCT Sunday August 5, 2018 (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 must now be plenty of these to fly.

Peterborough-Auckland Cloud Tramp Challenge

Stan Mauger

6-5-18

After some deliberation (weather has been patchy over the last few weeks) this was the day finally selected for the Peterborough-Auckland Cloud Tramp Challenge fly-off.

Weather reports weren't that optimistic for the day, but I was surprised to be seated in my car for an hour to wait for the light showers to stop. Flying eventually got under way at about 8.30am. Those who had trimmed models were soon putting in times around the 50 second max. It was good, however, to see others with models that had not been out for a while, having a go and in some cases getting models trimmed in the process. Cloud Tramp was a family outing for the Evans family with Paul assisting Martin or was it (vice versa) and both helping Skyla and Ceinwen. As the morning progressed, flight times were getting better for most fliers, despite the soggy day.

Ricky Bould had his model performing well after some rubber motor adjustments that transformed it and pushed up his flight times. Don Spray's model had all the appearance of a well-trimmed flier from the start, giving him a near perfect set of times. Keith Trillo's pre-contest trimming showed in his string of maxes. We were, however, missing Mike Mulholland until mid-morning when someone was heard to say "Here's Mike". He came with a model just completed and therefore not trimmed. He needn't have worried, as his first flight was over a minute, not withstanding the light rain that didn't seem to affect the model. And so it continued with his final flight topping two minutes. Building a light model with adequate rubber certainly helps!



Right: Team Evans including Paul, Ceinwin, Skyla and Martin at the start of the contest.

There's nothing like a contest to focus attention on setting up models and despite the weather, all had an enjoyable morning's flying. Hopefully some of these Cloud Tramps will be out of their boxes again for the MIMLOCT day in August, before a rest before another challenge again next year.

To round off the morning's flying, Don Spray was seen with a Jimmy Allen model and was also lucky to land his smooth-flying Piper Pacer inside the boundary fence. Martin Evans did some circuits of the field with his RC model before heading home. Steve Fifield came to watch.

Results

1. M. Mulholland	1:05	1:27	1:46	1:25	1:15	2:05	375
2. K. Trillo	1:21	0:58	1:16	1:14	1:40	0:50	300
3. D. Spray	0:43	0:55	1:01	1:00	0:50		243
4. R. Bould	0:35	0:43	0:52	0:48	1:01		226
5. S. Evans	0:28	-	0:28	0:27	0:28		111
6. P. Evans	0:20	-	0:20	0:20	0:24		84
7. C. Evans	-	-	0:23	-	0:21		44
8. M. Evans	-	-	0:29	-	-		29

Team total points [Top five places] = **1255**

NOTE: Flight totals reflect 50 second max. Less than 20 seconds = No flight



Left: Model preparation by Ricky Bould and beyond, Keith Trillo and Don Spray.



Upper: Ricky Bould assisting Mike Fairgray with his Cloud Tramp.



Launching action at Karaka

(Photos by Mike Fairgray)

Ricky's model climbing away for a very good time, **opposite**.

This page

Keith Trillo and Don Spray had models well trimmed for excellent times.

Drury Indoor Practice Night - Stan Mauger

20-5-18

As on previous indoor practice nights, the evening brought out a variety of models.

Hangar Rat

Hangar Rat was well represented. Gwyn and Lewis Avenell and Mike Mulholland were getting some great times from their models. Bill McGarvey was doing two minute plus with his hangar Rat, having worked away at trimming it on other indoor evenings. Steve Fifield also had his model flying well. Your scribe would love to see more colour variation in tissue covering, however, as it gets confusing at times to attach models to owners!

Modelair Hornets

There were a number of Modelair Hornets both flown and sitting in model boxes. Angus Macdonald had his Hornet spiralling up to make good use of the hall space as well as achieving good times. In fact he had a couple of models, both nicely trimmed.

Keith Trillo was also enjoying some fights from his Hornet.

Vintage models

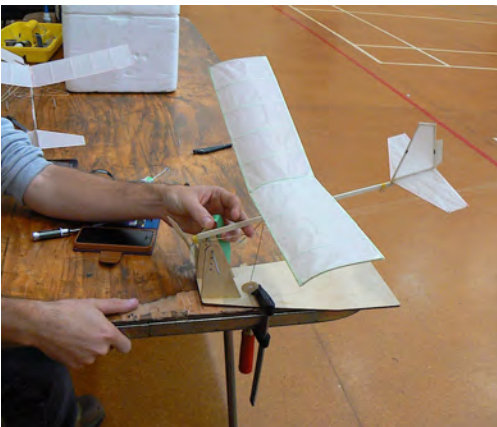
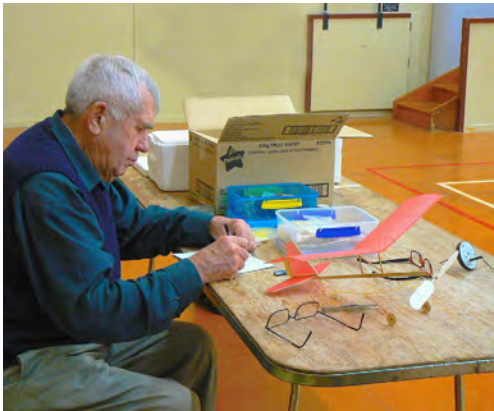
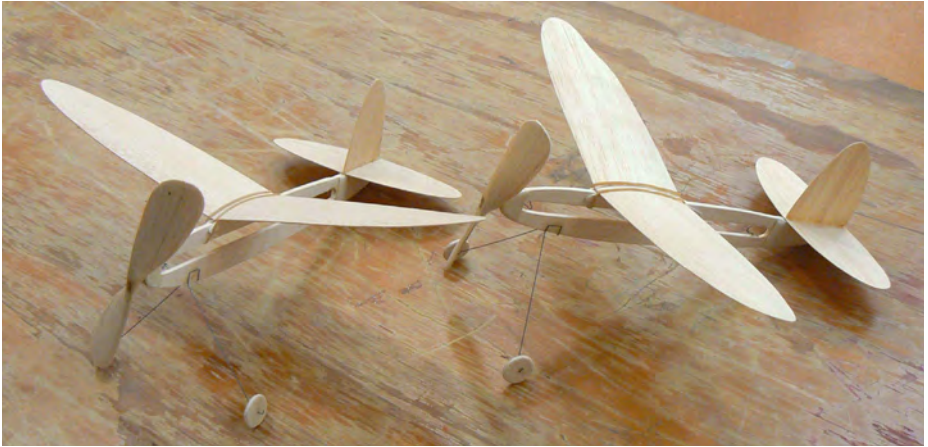
Angus's box of Modelair vintage indoor models included Trainer, Kiwi and Wasp, but there wasn't time to fly them all. I did see his Kiwi flying well. Besides his Modelair Hornet, Keith Trillo also brought out a Twin pusher with contra-rotating propellers. What a graceful flier it is!

Scale

Steve Fifield had his Fokker E3 at trimming stage and a Mustang that still needed some sorting. It's a challenging subject. Tony Hill's Bird Dog was making lively circuits of the hall, but the motor set up on his Guillows DHC Beaver was giving problems so the model was wisely put away. Mike Mulholland's early aircraft designs were memorable fliers as well as being beautifully built. Each flew slow circuits of the hall. The Somer Monoplane put in excellent flights. His Aircoupe flew well at low speed but needed further trimming to handle more power.

RC flying

There was plenty of RC flying activity with foam ARFs and Vapors. Geoff Burgess brought a Pup, Citabria and Space Walker and put in good flying with them. Brian Howell had an Ember and Vapor to fly. Other Vapor fliers were Lawrence Lynn who along with Kyla Butcher showed the slow flying character of these models. John and Jan Butcher came to watch joined by Don Spray, Stan Mauger and Tony Woodroffe.



Top: Angus Macdonald, Modelair Hornets.

Centre left: Bill McGarvey noting settings on his Hangar Rat.

Left: Lewis Avenell's Hangar Rat winding set up.

Above: Chris Fifield chose to wind his Hangar Rat inverted.



Top: Too many models to fly in one night! Angus Macdonald's box of vintage indoor endurance models.

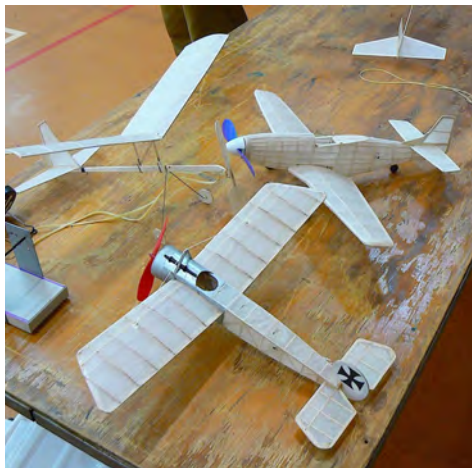
Above right: Tony Hill attending to the motor in his Kit Scale Dumas Bird Dog

Above left: Keith Trillo with his A frame Pusher.

Right: RC models including Sopwith Pup, Bellanca Citabria and Spacewalker ARFs.

To the right Ember and Night Vapor complete with lights.





Top: Mike Mulholland's lovely Somer monoplane.

Upper left: Mike adjusting the settings on his Aircoupe, with Hangar Rat standing by.

Upper right: Mike was seen test gliding his almost completed Sopwith Triplane.

Left: Chris Fifield brought a Hangar Rat to fly and his Mustang and Fokker E3 to trim.

Kit Scale VMC Sopwith Triplane - Mike Mulholland

Pt.2

Further to my previous report and review of the VMC Sopwith Triplane this project is now nearly complete with only a compass, machine gun and wind driven generator still to make. Weight is looks like being around 35g all up and test glides have been very encouraging – rock stable and dead straight which is always a comfort with all those wings to get lined up.

Markings

As the photos show I have modelled the Shuttleworth example Dixie II. This is of course a modern replica but apparently a very accurate one. Dixie II is an interesting colour scheme and I was able to make much use of my technique of painting markings off the model and gluing them on afterwards.

I usually start by attaching a piece of my lightest finest tissue to a frame, water-shrinking and doping it before painting the base colour – in this case white. The roundels were painted using a spring bow compass and carefully removed using a circle cutter. The usual technique for doing roundels is to paint the inner and outer limits of your ring and then flow in between with a brush. This time I tried something different and painted the entire roundel using the spring bow decreasing the diameter slightly each time. Results were very good and certainly easier.

The 'Dixie II' graphic was hand drawn on graph paper. I had several good photos and was able to get it looking very close using known dimensions on the real aircraft. I then photocopied the result and taped the photocopy over the pre-painted white and carefully cut through with a new scalpel blade.



The markings were glued on with thinned RC56 canopy glue. I am indebted to John Poletti for showing me this technique many moons ago. The advantage is that the glue is latex based and therefore will not pull the tissue when it dries. Also, being water soluble it allows the markings to form nicely around compound curves – a bonus with the Tripe as the roundels are very close to the wingtip.

Engine

The problem, challenge or pleasure (depending on your view) of modelling First World War types is that you get to build a full dummy motor. For me I admit it is a pleasure. Regardless of your attitude if you don't do a good job of the engine it will spoil an otherwise convincing model. I have an approach to share with you that seems to give reasonable results. In recent times I have made Gnomes, Le Rhones, Anzani and now a Clerget.



The Clerget is a simple engine compared to say a Le Rhone, and even simpler in this case as the valve gear is well hidden under the cowl and therefore need not be modelled.

I start with the crankcase which I vac form. I would do it in wood but the finish takes a lot more effort and every time I do a new one I get a mould in a different scale or type that I can use forever. Gwyn Avenell got me onto using MDF as a material for my moulds.

It carves beautifully in all directions and takes a nice finish when coated with thin cyano.

There are two common sizes of bendy soda straws available which yield very good cylinder heads. The smaller size is great for Peanuts and the larger is perfect for models of up to around 18" span. The difficulty with them is that the plastic they are made from is very hard to glue with anything. I have solved this difficulty by making a wooden core for



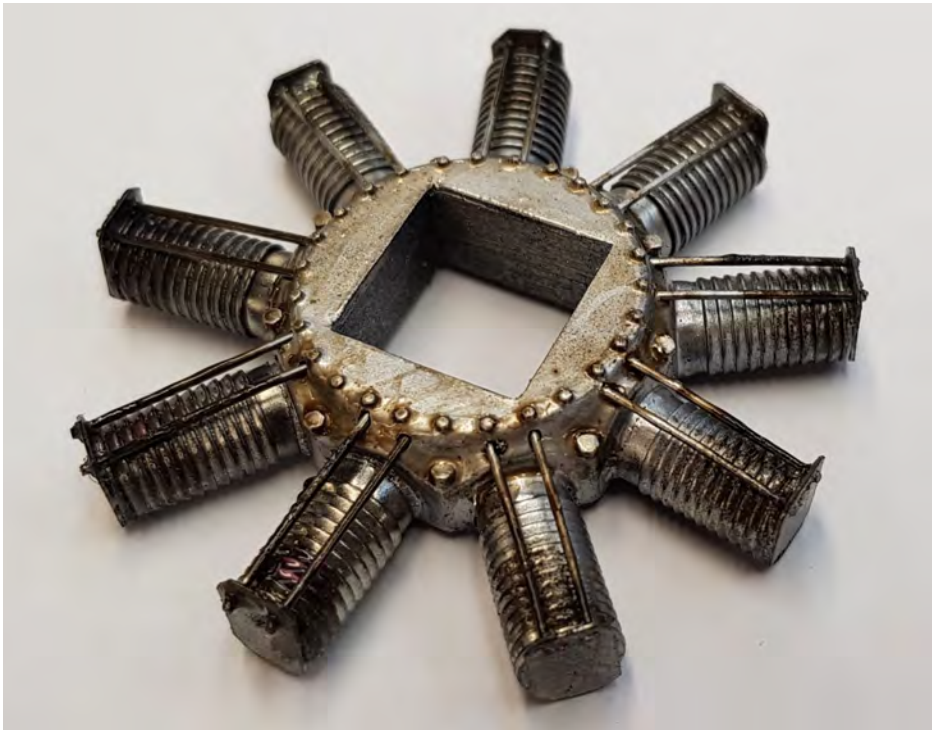
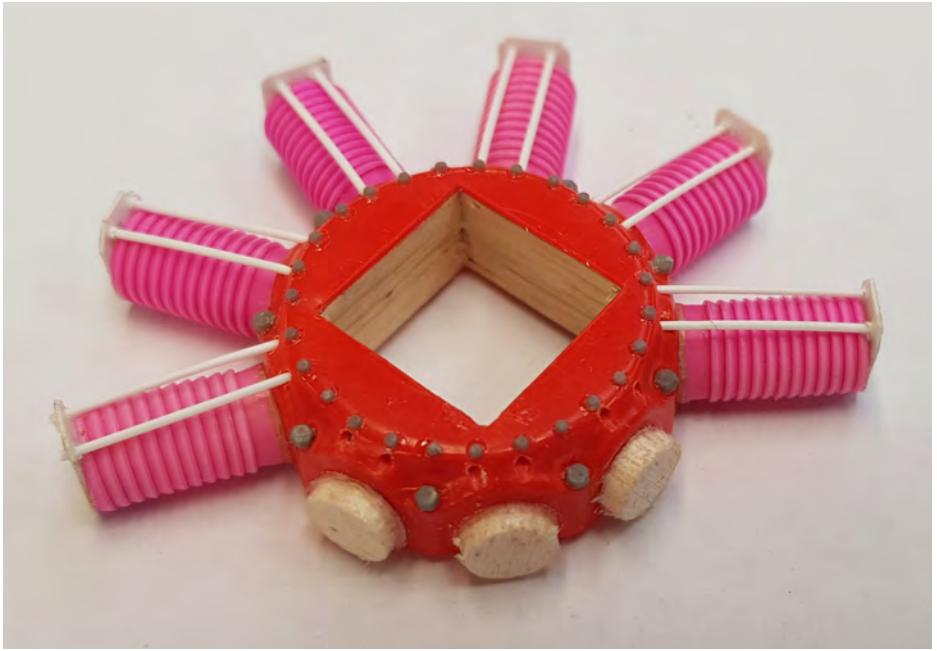


the cylinders which is then easy to glue to the styrene or wooden crankcase. The photos show the process of making the balsa cores. A sharpened brass tube is rotated end-grain into some soft 12mm sheet. The sheet is then cut off and the resulting balsa dowels exposed.

Engines have visible nuts and bolts. Rotaries have a lot. I discovered that railway and plastic scratch builders buy sheets of nut and bolt heads in different sizes that you simply trim off the sheet and glue on with cyano or plastic cement. Styrene rod in different diameters is available from most model shops and this is ideal for push rods. Making it look like metal is the next trick and here I recommend Alclad metal paints. Alclad is a lacquer so the plastic needs to be protected by an enamel first. Tamiya gloss black is blown on first with an airbrush and then when dry the Alclad is wafted on nice and thin. Alclad is pretty expensive but you don't use much. It has a very fine grind of metal powder and the result is very realistic.

Finally – oil. Rotaries and anything close to them get absolutely filthy with expelled castor oil. This drips from everywhere and coats the inside of the engine cowling. I use AK Engine oil paint which highlights nut and bolt heads and simulates the effect of castor 'varnish' on hot metal.







Indoor Free Flight Morrinsville Day **Sunday October 7, 2018**

- Hangar Rat • HL Glider • Push E • Modelair Hornet
- F4D Rubber Scale • F4F Peanut Scale • Kit Scale

Westpac Stadium Hall, 21 Ron Ladd Place, Morrinsville

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

Free Flight Scale Monocoupe Velie113 - Stan Mauger

The Monocoupe Velie is an appealing free flight subject. I was keen to build a model of it when I came across Herb Clukey's Flyline plan many years back and particularly because one aircraft was imported into New Zealand and subsequently had a colourful history. The Clukey plan was a pleasure to build from and the model I built gave every indication of being a great free flight scale subject. Test glides were long and floaty indicating that it



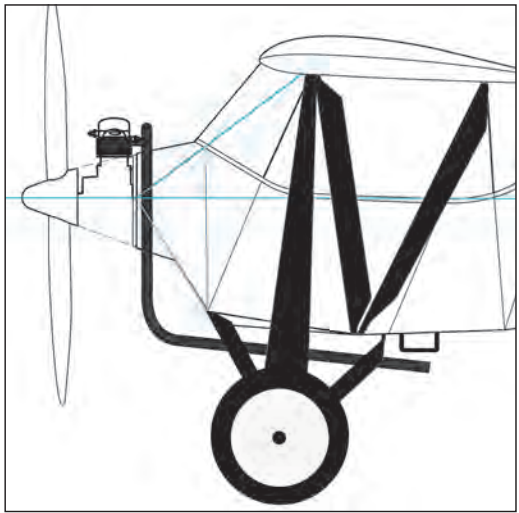
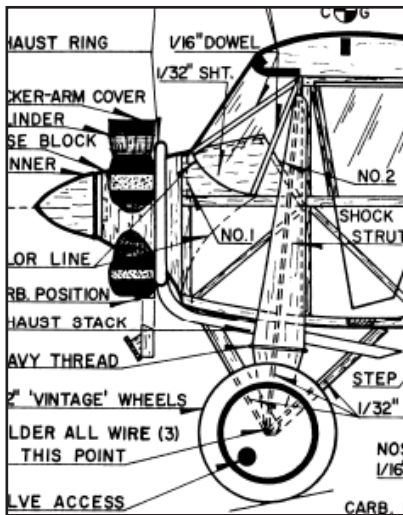
Above: The model before disaster at Richmond in 2011.

should have been a stable flier. Unfortunately, I did not succeed in getting CO2 motors properly set up and test flights also resembled floaty glides. Still wanting to model the New Zealand aircraft some years later, it occurred to me that a version enlarged to around 36" span might be a good flyable size. In the course of constructing the model the inaccuracies of nose contours of the Flyline model started to become clear. I searched for photos on the web to try to establish the corrections necessary. The power model was an improvement on the original plan, but not quite right. I eventually managed to get it trimmed out but owing to a motor lean cut on its outing at Richmond Australia in 2011, the model was badly damaged in a loop that ran out of space from terra firma. With the distraction of other seemingly more worthy subjects, it has languished in disassembled form, in its box.

A year or two back I had a eureka moment, when I discovered a photograph of the fuselage framework of the 113 aircraft. When the diagonal framing forward of the cockpit was studied, it became clear that the thrustlines of practically every plan of this model that I have come across are too low. The framing effectively proves where intersections should

be and makes the construction logical. I decided that before attempting to rebuild the nose section, I should make a quick mock-up of the bracing around the cockpit instrument panel and forward of this.

My usual method of using kebab sticks for framing was used and intermediate formers made up the rest. I found it necessary to do drawings of angles and framing lengths rather than just cutting and trying each. This method was very helpful in establishing the top and bottom widths of formers affected by the diagonal geometry of the forward nose section. It should be straightforward to complete the nose construction now that I have this mock-up to refer to. My present thinking is that I will use my PAL McCoy .049 radial mounted diesel to power the model as this engine would tuck away nicely if installed inverted. I will mould all five dummy Velie engine cylinders. But that's the next stage!



Upper left: The original Herb Clukey plan - a delight to build from but with liberties on nose contours.

Upper right: The redrawn forward section taking into account the new contours resulting from the framework intersections.

Right: Nose surgery including removing much of the original nose (easy after the crash) and in front of the fuselage, the mock-up to establish former sizes and forward cockpit framing.



Calendar June/July

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

(refer to MFNZ under NDC 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

(refer to MFNZ under NDC list).

Hoteo Steward

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

AKA AKA

Saturdays & Sundays

Intending fliers should phone Lloyd Hull to confirm that there will be flying.

Instructor

Brett Naysmith

Aka Aka Steward

Lloyd Hull 09 235 2890

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

(For Club points where marked*)

Ellerslie

Tuesday June 12

Michael Park School Hall

Indoor radio flying (7.00-10pm)

Drury

Monday June 18

Drury School Hall

Indoor Free Flight Hangar Rat* (7.30 - 10pm)

Ellerslie

Tuesday July 10

Michael Park School Hall

Indoor radio flying (7.00-10pm)

Drury

Monday July 16

Drury School Hall

Indoor Kit Scale* and Push E* (7.30 - 10pm)

Morrinsville

Sunday October 7

Westpac Stadium

Free Flight and free flight scale classes* (10.00 - 4pm)
See notice on page 24.

Indoor Steward

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

OFFICERS OF AUCKLAND MODEL AERO CLUB INC.

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	Don Spray	828 4892	drilmspray@xtra.co.nz
	Charles Warren	09 238 9430	cpwarren@ps.gen.nz

Club subscriptions

NZMAA Affiliation is mandatory for Club flying

Senior \$50 (+\$75 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 meetings 7.30pm at ASME Clubrooms,
Peterson Reserve, Panmure.

June 4 Prizegiving & Theme: Winter projects

July 2 Theme: Scale model aircraft

Your other current projects, models, plans, engines and photographs are also welcomed for the table

Items for the table:

Models, plans, engines, photographs etc

Trading table:

Buy, swap and sell

Visitors or intending members welcome