



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

December 2018/January 2019



Martin Evans flew his electric powered RC Mini-Eros in recent pleasant morning weather at Hoteo. See p.10 for the report.

SLIPSTREAM Christmas Quiz

1. When was New Zealand's first restored DH Mosquito KA114 first flown?
2. When was Richard Pearse's first flight reputed to have taken place? And where?
3. What is the FAI designation for Free Flight Scale Power Class?
4. Which New Zealand modeller Designed the APS Control line scale Fokker Southern Cross?
5. When was the first Morrinsville indoor contest day held?
6. What is the aeromodelling designation OOS an abbreviation of?
7. What is the maximum span or fuselage length for a Peanut Scale model?
8. What class of models was contested for the Moffett Trophy?
9. For what country was TEAL the national airline?
10. Who designed the APS Madcap?
11. By what factor do you convert square decimetres to square inches?
12. Who was the founder of Auckland Model Aero Club?
13. Who designed the Mercury Aeronca Sedan and many other powered flying scale models for Mercury Models?
14. What is the period of eligible designs for vintage models flown to MFNZ rules?
15. Who designed the fullsize Sopwith Pup, a scale modellers' favourite?

[Answers on page 26]

Editorial – On being ninety

It seems not long ago that the club celebrated its eighty fifth year since formation in 1928 and at the next meeting we will be celebrating reaching ninety. As is well known, this makes us one of the oldest if not *the* oldest club in this part of the world. Consequently much has happened over this ninety year period. In past Slipstreams, thanks to the efforts of the late Michael Taylor and Maurice Poletti before him, there have been articles about early club history. Thankfully these articles are kept in the Club archives.

Since its inception the Club has had many great flyers and enthusiasts over the years and it is difficult to single out individuals without overlooking many others. We have had successes at international level in free flight events in FAI classes in particular and in USA in Moffett Trophy, as well as more recently in Australia and the UK. Closer to home, the Club has been prominent in its successes in various years at the Nationals.

It has been with great pride that we have displayed photographs and even models from those eras at the seventy fifth and eighty fifth celebrations and honoured the efforts of those who have accomplished much over the years in the Club.

This year there will be a presentation by the Club's patron Angus Macdonald, to two members who have given outstanding service to the Club. This will be followed by another short presentation looking back at the Club's operation particularly over the last few years. In putting together the images for this, I have been intrigued at the diversity of our activities and the accomplishments of so many.

Having a photo record has really prompted memories of these activities and importantly, has reminded me of how vital it is that we record as a visual diary, our flying activities.

The ninetieth celebration is set to be a great occasion and the Club looks forward to welcoming you on the night.

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 February Slipstream is January 24.

Photo credits

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

71st Nationals Matamata *January 3-7*

October Club Night - Mike Fairgray

1-10-18

Present were Ricky Bould (President), Mike Fairgray (Secretary/Treasurer) Guy Clapshaw, Paul Evans, Bryan Howell, Bill McGarvey, Brendon Neilson, Colin Polglase, Bryan Spencer, Don Spray, John Swales, Keith Trillo, and Charles Warren.

Visitors were David White and his son William. David contacted the secretary enquiring if the Club could assist his son in flying his RTF Electric Super Cub. Keith Trillo will take William under his wing and an introduction to R/C has been scheduled for Karaka.

Theme for the night was Free flight.

Keith Trillo had created two models of very early pioneers in the development of early flight. The first was by Sir George Cayley 1773-1857, one of the most important people in the history of aeronautics. The replica of his 1804 glider was the subject of the first of Keith's models. The full-sized glider featured an adjustable cruciform tail, a kite shaped wing mounted at a high angle of incidence and a moveable weight to alter the centre of gravity. The second reproduction was of an aircraft by Alphonse Penaud 1850-1880, who is often termed 'the Father of Flying Models' as he was the first person to build and successfully fly a heavier than air rubber powered model flying machine. The model was of the Penaud Planophore which had a rear mounted propeller and was powered by a rubber band. Keith's Airsail Mantis and Modelair Hornet came next. Both of these models fly extremely well.

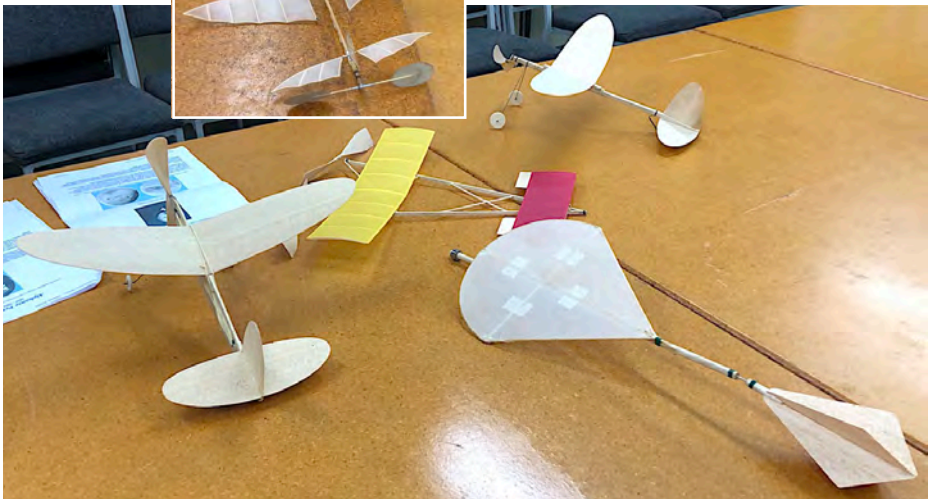
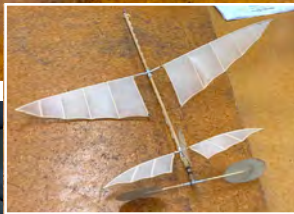
Charles Warren had his Flying Carpet and an Ebenezer Triplane. Whilst the flying Carpet flies well, he has found it tricky to get the settings right on the engine in his Ebenezer to be able to return consistently good flight times.

Ricky Bould had his rubber powered ME109 in Swiss Air Force colours and his C02 powered Piper Cub flown at the Peterborough event that he attended while in the UK. The model won C02/electric.

Don Spray had just returned from his trip to the UK and had a few of the goodies that he had purchased from a model shop that was closing down. There were two fine toothed saws, a number of very detailed pilot busts made from foam covered by what looked like latex as well as a kitset and a couple of packets of long shaft map pins which will be very handy.

Bill McGarvey had some large wooden props, silk, plans and magazines up for grabs. Guy Clapshaw had brought a pile of magazines free to a good home. None remained by the end of the meeting.

So, ended the table and it was on to Mike Fairgray's presentation on an Electric Power, the second in a series of informative presentations arranged by the Committee. The third and last of the series will be on the November Club Night. It will be a presentation by Stan Mauer, on covering with tissue over Mylar.



Top left: Charles Warren brought both his free flight Tripeneezer and APS Mimi, both of which are now flight tested.

Above: Charles's Flying Carpet is a lively flier with a DC Dart for power.

Left: Ricky Bould's ME 109 in Swiss AF colours has progressed since last being seen on the table.

Lower inset: Keith Trillo's Penaud Planophore .

Lower: Keith's Modelair Hornet, Twin Pusher and Airsail Mantis and in the foreground to the right, his replica of Cayley's 1804 glider..

November Club Night - Mike Fairgray

5-11-18

Present were Ricky Bould (President), Guy Clapshaw, Paul Evans, Mike Fairgray (Secretary/Treasurer) Tony Hill, Angus Macdonald, Stan Mauger, Brendon Neilson, Geoff Northmore, Bryan Spencer, Don Spray, Mike Stoodley, John Swales, Keith Trillo, Charles Warren, Keith Williamson and Tony Woodroffe.

Theme for the night was Indoor Models Flown at Morrinsville.

Geoff, Northmore is downsizing and had plans, motor parts, and other bits and pieces free to a good home. He also has several models and a good lot of magazines including several years of bound Aeromodeller magazines and a full bound set of Aircraft Profiles.

Stan Mauger had a profile control line Harvard which he was refurbishing. This was built in the late 1990s and was getting a new wing and a general tidy up. It will have a Taipan 2.5cc motor to power it along.

Ricky Bould had his rubber powered ME109 in Swiss Colours. It weighs 30grams. He is also building a large Ol' Ironsides which he has upgraded building a D box for the wing. There were plans on the table for the FSI Bellanca Skyrocket, a radial engine high wing scale model.

Don Spray has returned to his model of the Latécoère 28 French Mail and passenger plane of the 1930s. It has now been completed ready for covering. Keith Trillo has been busy building a new E Rubber model, a 149% enlargement of the Korda Stickler.

The fuselage construction had a lot of balsa and was finished to Keith's high standards. The model will be RC and will be ready for competition flying at the Nationals. Keith's model was selected as the best on the table and he selected a book on the DC3 as his reward. Mike Fairgray had his rubber powered Interstate Cadet built from an Aeromodeller plan designed by Philip Kent.



Don Spray's Latécoère 28 French Mail and passenger plane is now ready for covering.

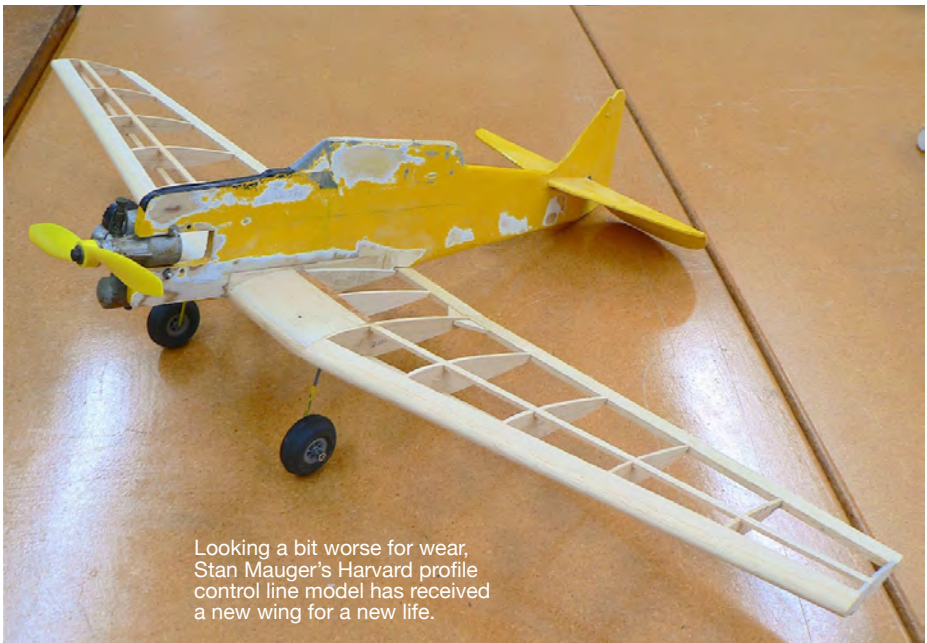
Stan Mauger's talk on tissue over mylar covering.

Well, a good turnout for Stan Mauger's talk on covering tissue over mylar. Stan started with an explanation of the process and the advantages of using this method over just tissue. Mylar is very light and very strong so is resistant to those annoying punctures tissue can get. He had a couple of examples of items covered with tissue over mylar. He used a Power Point slide show which took us through the various steps of attaching mylar to the wood frame and then adhering the tissue over the mylar. In preparation for attaching mylar the frame is given two coats of dope to seal the wood. He suggested attaching the mylar with either Ados Contact adhesive thinned 2 to 1 (thinners and glue) or using Selleys Kwik Grip, a water based contact adhesive. Undercambered wing ribs need to be given three coats. Mylar should be stopped short of the edge of trailing edges by a few millimetres to allow tissue to be attached directly to the frame at these points to prevent delamination of mylar.

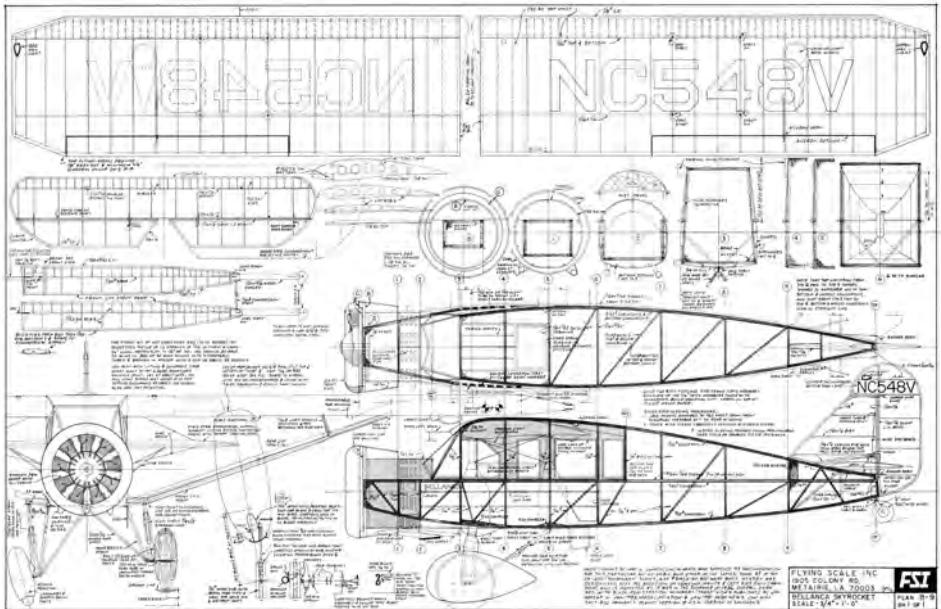
Mylar is attached to the structure using an iron which softens the glue, allowing the mylar to be adhered to it. When all mylar is attached it can be tightened using a heat gun. To attach the tissue, first spray the mylar surface with water then lightly spray tissue. Then drop it on the mylar surface and smooth it out. Use two coats of 50/50 dope to adhere the tissue to the mylar.

For more information on this subject contact Stan Mauger who will supply you with full instructions on covering with tissue over mylar.

It was then time for tea/coffee biscuits, more questions for Stan and a good natter.



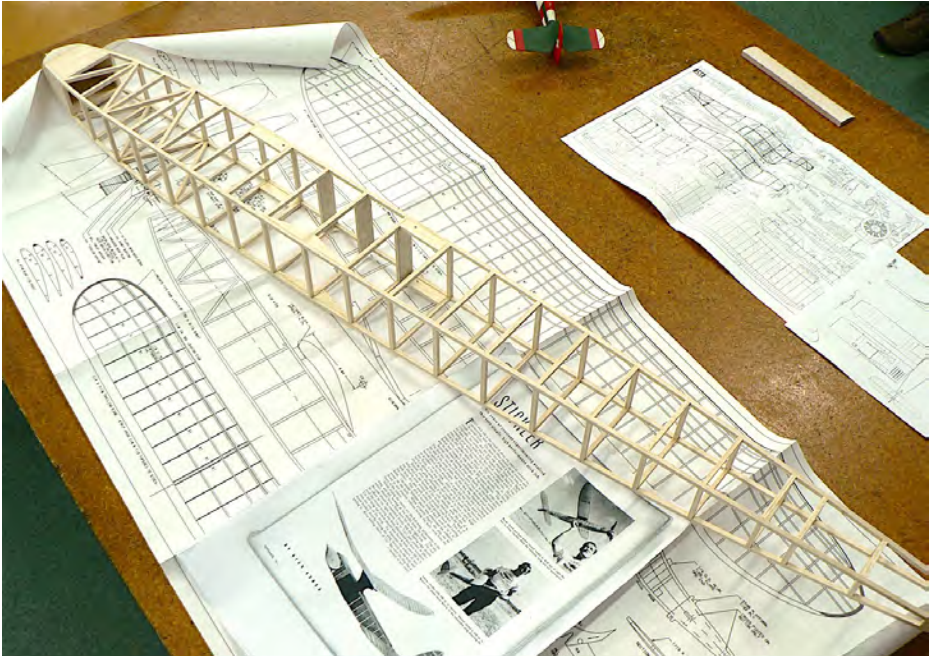
Looking a bit worse for wear, Stan Mauger's Harvard profile control line model has received a new wing for a new life.



Top: Mike Fairgray's nicely built rubber powered Interstate Cadet from an Aeromodeller plan designed by Philip Kent.

Above: Ricky Bould brought along the FSJ Bellanca Skyrocket plan for a rubber powered model of it.

Opposite page: Keith Trillo has been busy building a new E Rubber Korda Stickler enlarged from the original plan.



& 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 information on flying days over the holiday period.

Mobile: 027 460 7180.

AMAC placings count to event Club points

Open Rubber

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

Hoteo Diary – Stan Mauger

21-10-18

With a forecast of little wind and fine conditions, a trip to Hoteo was an attractive idea for Ricky Bould, Paul and Martin Evans, Stan Mauger and Don Spray. However, all were conscious of how long it had been since they were there and, for some of them, the need for re trimming models not flown for some time. Most had more models than there was time to sort out.

Don had models out and winding stooge set up by the time that the rest of us appeared. His Rubber powered Puss Moth, Fairchild Ranger and Bellanca were well trimmed and put on some good flights in the gentle morning conditions, but his Piper Super Cub seemed as though it may have needed a little more power. Definitely not needing any more power was his Tomboy that was taken skywards very adequately with Webra Piccolo power.

Ricky's Vampireeezer, powered by a Redfin .03, flew with a spectacular climb and an equally spectacular descent, resulting in the model coming apart. It should be easy to put back together again. He had better success, however, with his two well-proven CO2 powered models. His Gasparin 120 powered Comper Swift, flew well and his Comet Curtiss Robin with a Telco was flying in lazy circuits too. He also had a great flight with his CO2 powered Mini Jersey Javelin

Paul Evans came with a new Mercury Tiger Moth, yet to be tested. The Mills powering it was not running well enough to get to flying speed. He persevered with his Henderson Longster eventually getting a great flight with it, but his Luton Minor seemed to need more power. Martin's RC Mini Eros is reliable flyer and was flown ably by him. His RC Hornet is fast and aerobatic. Also flown were his Meadow Lark and Eastern Gas Champ vintage designs. All models were electric powered



Stan brought a free flight scale Vildebeest, but didn't get past doing engine runs with it. Besides flying his APS Spinner in Open rubber, he enjoyed trying out his ex Arthur Pearce Modelair Sportster. It flew well with rearward C of G and little incidence.



Opposite page: Martin Evans with his Mini-Eros and Paul, his PAW 80 powered APS Luton Minor.

Above: Don Spray setting up his Modelair Sportster for Open Rubber.

Left: Paul before a flight with his Luton Minor.

This was also an opportunity to put in some times for the Club's ongoing open rubber competition. There was only a couple of seconds between the times recorded by Don's Modelair Sportster and Stan's APS Spinner. Ricky had a frustrating morning with rubber contest models. The tail section of his P-30 sheared off and the plastic prop suffered from fatigue leaving him his KK Competitor. This model has put in some great times over the years but suffered from a tired rubber motor.

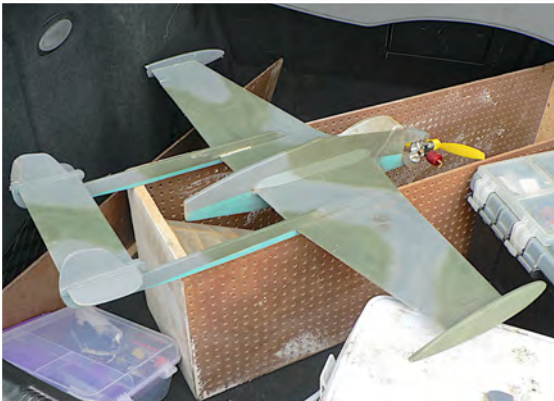
Open Rubber Results

- | | | | |
|--------------|------|------|-----------------|
| 1. S. Mauger | 0:19 | 0:45 | APS Spinner |
| 2. D. Spray | 0:43 | | Modelair Hornet |
| 3. R. Bould | 0:28 | | KK Competitor |



Top: Don Spray's Piccolo powered Tomboy on the farm track in a view that shows the radial engine mounting.

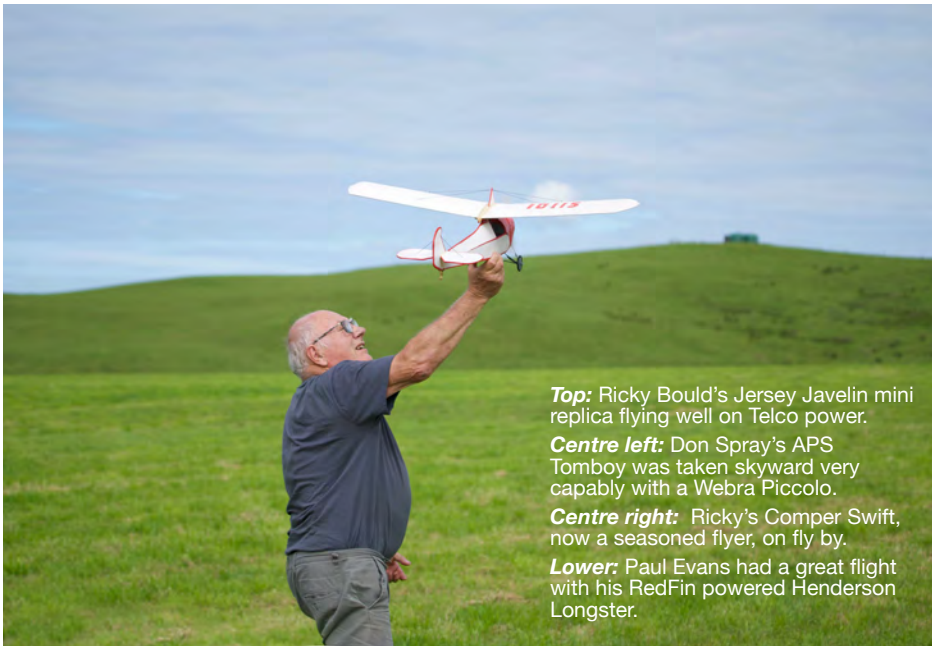
Left: Biplane nostalgia. Paul Evans's freshly completed Mercury Tiger Moth was grounded with engine problems.



Top: Stan Mauger's APS Spinner flew well on old rubber. It could do better with a fresh motor.

Centre: Don Spray's van load of models for the day including from left, Tomboy, Piper Super Cub, Fairchild Ranger, Bellanca, Puss Moth and Stahl Stinson Voyager.

Left: Ricky Bould's Vampireeazer before a spirited flight .



Top: Ricky Bould's Jersey Javelin mini replica flying well on Telco power.

Centre left: Don Spray's APS Tomboy was taken skyward very capably with a Webra Piccolo.

Centre right: Ricky's Comper Swift, now a seasoned flyer, on fly by.

Lower: Paul Evans had a great flight with his RedFin powered Henderson Longster.

Morrinsville 2018 – Stan Mauger

With a number of indoor flyers missing, this year's Morrinsville indoor free flight contest day was not as well supported as previous years. Nevertheless, there were some great flights achieved in both free flight events and in scale. It was great to see free flight flyers from the previous day's outdoor flying, joining us at our indoor event.

Indoor free flight events

Hand launched Glider flyers put in some respectable times as they enjoyed the space of the hall. [Comment from Graham]. Dave Jackson got better and better flights from his model finished only shortly before the day, eventually putting in a good enough time to win.

The precision style scoring system used in the Modelair Hornet event had those competing watching both turns on models and also fractions of seconds, to come as close as possible to the target time, set on this day at 35 seconds. The majority trimmed models for a fast climb and descent as a better means of reaching a target endurance time than just trying to set up models for estimated endurance times.

Dave Jackson led the field in Hangar Rat, with a total for his best flights, of 414 seconds to win. Bill McGarvey, Keith Trillo and Ricky Bould all recorded good times, with models no doubt having benefitted from practice on Drury evenings.

Indoor free flight scale events

Keith Trillo and Ricky Bould flew Fikes taking the first two places Peanut Scale, showing how competitive this subject can be when well-trimmed. Mike Mulholland's beautifully built Elias Aircoupe was great to watch. Graham Lovejoy's Lockheed Vega is a lovely subject but was not flying as well as last year owing to rubber motor set up problems.

Kit Scale was again well supported with some great flights. Dave Jackson's Stinson 10 was the only new model. Keith Trillo's Ryan Spirit of St Louis, a potentially challenging subject, flew very well.

Mike Mulholland's Tiger Moth had a great static score and a good enough flying score to win the event. Stan Mauger's Feet Canuck flew well and was not far behind. Just one point separated Ricky Bould's Comper Swift and Graham Lovejoy's Stahlwerk III.

It was a great opportunity for those wishing to compete at the coming Matamata Nationals to get models trimmed for the hall in which these events will be flown. Special thanks to John Dowling, Laurie Jackson and Don Spray for judging scale classes and to Rex Bain and Jack Godfrey for recording times in free flight classes. All judges were co-opted on the day so their readiness to assist was especially appreciated!

The Morrinsville Day will be run again in October 2019. The last three years have seen it become an established indoor day. Here's hoping for continued support.

Results

Hangar Rat

Total best 2 flights (seconds)

1. D. Jackson	414
2. B. McGarvey	375
3. K. Trillo	286
4. R. Bould	226

Modelair Hornet

(Over or under target time
of 35 seconds - nearest flight time)

1. K. Trillo	+1.78
2. R. Bould	+2.53
3. D. Spray	+3.63
4. B. McGarvey	-4.22

Hand Launched Glider

Total best 2 flights (seconds)

1. D. Jackson	65.07
2. R. Wallace	42.10
3. G. Lovejoy	41.91



Top: Dave Jackson brought this nicely built Stinson 10 for Kit Scale.

Lower: Graham Lovejoy's Lockheed Vega returning after a flight in Peanut Scale.

F4D Indoor Rubber Scale

	Static	Flying	Total	
1. M. Mulholland	827	440	1261	DH Tiger Moth
2. S. Mauger	763	489	1252	Fleet Canuck
3. G. Lovejoy	709	361	1070	Stahlwerk RIII
4. R. Bould	645	424	1069	Comper Swift

F4F Peanut Scale

	Static	Flying	Ranking	
1. K. Trillo	55	1:16.28	2/1	Fike
2. R. Bould	58	1:14.0	1/2	Fike
3. M. Mulholland	54	0:51.34	3/3	Elias Aircoupe
4. G. Lovejoy	40	0:39.0	4/4	Lockheed Vega

Kit Scale

	Static	Flying	Total	
1. S. Mauger	90	44	134	Keil Kraft Auster Arrow
2. K. Trillo	68	53	121	Dumas Spirit of St Louis
3. R. Bould	62	39	101	Veron Luscombe Sedan
4. G. Lovejoy	66	26	92	Taylorcraft Seaplane
5. D. Jackson	52	26	78	Stinson 10



Top left: Dave Jackson with his winning Hangar Rat. He posted some great times.

Top right: Ricky Bould's Hangar Rat making good use of the space of the hall.

Centre: Jack Godfrey, one of a number of judges whose help made the contest run smoothly.

Lower: Mike Mulholland's beautifully built scale models, including from left Sommer Monoplane, Sopwith Triplane, Piper Cub and DH Tiger Moth. All are great flyers.



Drury Hangar Rat - Ricky Bould

15-10-18

A good sized group of modellers including Bill McGarvey, Keith Trillo, Ricky Bould, Chris Fifield, Bryan Howell, Ken Smith, John Swales, plus four visitors, gathered at Drury for a good evening's flying. Bill, Keith and Ricky concentrated on trimming Hangar Rats and providing assistance to the other fliers. Bill McGarvey topped the results at 165 seconds in quite difficult conditions due to the drift that was in all directions. Ricky followed with a 126 seconds and Keith with 120.

It was pleasing to see the improvements in times for the newer fliers who were posting flight times of up to 90 seconds at the end after only managing 30 seconds at the start of the evening.

Radio fliers flew in between the free flight as usual and cleared the hall promptly when required. Thank you for the consideration. We all returned home well satisfied with the evenings results.

Results

Bill McGarvey	2:45,		
Ricky Bould	1:53	2:06	1:52
Keith Trillo	1:55	1:23	2:00
Ken Smith	1:30	1:35	0:53



Top left: Lawrence Lynn flew his fast flying ARF Pitts Special with skill.

Top right: John Butcher with grand daughter Kyla, flew Airsail Mantises getting times over 30 seconds.

Left: Steve Fifield assisting Ken Smith with his Hangar Rat.

Photos: Keith Trillo

RC at John Danks's flying strip – Charles Warren

4-8-18

This report was held over from the last issue but I am sure, will still be of interest - Ed.

On the first Saturday in the month John Danks offers an open day to RC flyers on his RC strip. The field surface is well prepared. On August 4, flyers were greeted with a blanket of mist on the strip, when they arrived and it took some time to clear. There was a good turn out with about fourteen cars. The first model to be flown was an indoor electric design. Charles Warren was soon following, flying his Fledermaus that fared well in the lifting fog as it could be flown in tightish circuits. The initial flying was followed by pylon racing and then the large Imac planes. It was all in all, an enjoyable morning's flying at a good venue.



Left: Mike Derecourt's model test flown by John Danks.

Lower: Charles Warren's Die Fledermaus showing top hatch open to disconnect the power source to the electric motor powering it.



Building board - Ricky Bould

The activity at 50 Penzance has been steady since my return from the UK. The ex Borland Me 109 to the McHard plan has been finished and is now awaiting trimming. It weighs 30 gm and should fly on an 1/8" motor.

A Comet Avenger has now had repairs to tailplane and tissue and now requires markings. It should fly well at 40 gms. My Peck Nesmith Cougar is almost complete and is done in the colours of the Eaves Cougar just to be different.

Repairs of the damage incurred at the Flying Aces meeting to the CO2 Piper Cub and Comper Swift have been completed including recovering the Piper fuselage and the Comper wing. The struts for the Avetek Tiger Moth have been reworked to make them more resilient in the event of an arrival and the new wings as well. Trial assembly is due shortly. The Luton Minor is now structurally complete and once I work out motor mounting it will move on.

A 20.5"span Ol' Ironsides has been started, that will feature sheet sides as the original and a D box wing similar to the method used by Ivan Taylor in the UK. They are very stiff, light and should resist any warping. This is for indoor rubber scale and a bigger one is planned for outdoor.

There have been a number of small tasks like another prop assembly for the Fike and Ol Ironsides peanuts, a new tail platform for the Russian P30, new rubber motors for a number of models and a replacement prop for the Teachers Pet P30.

The latest addition to the workshop is a new airbrush compressor and airbrush that is a real plus. It is a £65.00 unit from ALDI and is complete with auto shut off and a water trap cum pressure regulator. Results are very pleasing.





Fuselage progress on Ol' Ironsides showing sheet fuselage sides as in the original and above, D box wing construction.



Building board - Stan Mauger

My Piper Tri-Pacer was built as a tidied up version of the original Model Aircraft Magazine Warren plan. It has flown quite well powered by a DC Dart, an engine that fits within the available confined cowl area. However, like many Piper model designs, the bulge in fuselage cross section in the cabin area has been ignored in the plan. As this is something of a compromise in scale appearance, I have recently considered whether a new fuselage was needed or whether I could get away with adding the missing contours. I decided on the latter. It was not as much work as I had imagined that it might be. The model now looks so much better. The affected sections now need to be covered and sprayed before markings are applied again.



Above: The Tri-Pacer with flat slab sides seen at a contest some years back.

Lower: Showing recent surgery on the sides to achieve the correct Piper cross sections.

Indoor at Drury - Stan Mauger

19-11-18

Drury evenings continue to be well supported, so much so that as a flyer on the night, it is hard to report on all of the activity as well as participate. Whilst Push E seems to be on hold until battery supply questions can be resolved, Kit Scale was flown as the results show, but we could have done with more starters in this event. Keith Trillo was the well-deserved winner of this event with a well-trimmed and documented model for the event.

Mike Mulholland had his scale models flying very well, a testimony to sound building and trimming technique. The diminutive Piper Cub built then given to Gywn Avenell flew well, climbing nicely and then making high circuits of the hall. His Sommer Monoplane and Elias Aircoupe Peanuts were well trimmed. He was unlucky to damage the propellor on his Elias Aircoupe.

Angus Macdonald, Bill McGarvey, Mike Mulholland, Keith Trillo, Colin Polglase and Chris Fifield all took the opportunity to trim their Hangar Rats.

RC flyers had models out, in between the free flight flying. At the start of the evening Keith Trillo was seen executing some figure eights with his Flying Flea. Lawrence Lynn had his big EPP foam Crack Laser flying with authority around the hall in an impressive manner. John Swales flew his ARF Trojan and Geoff Burgess the ARF Pup. Bryan Howell flew his Amber and Night Vapor

Results

Kit Scale

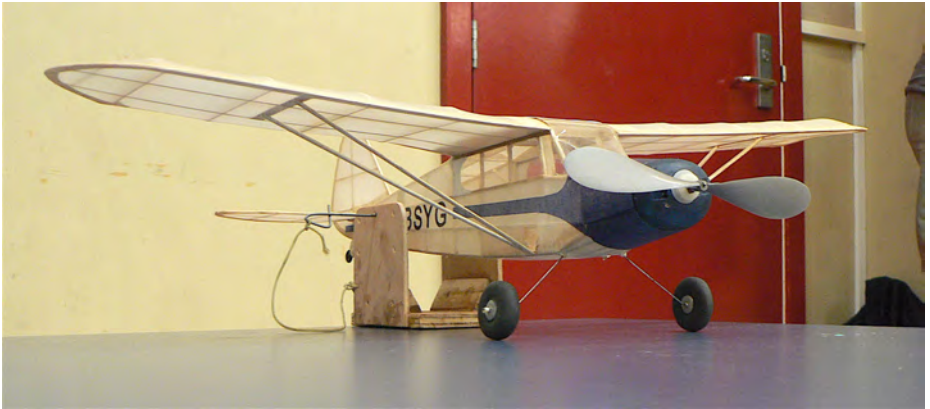
	Static	Flying	Total	
1. K. Trillo	66	42	108	Dumas Spirit of St Louis
2. R. Bould	12	41	53	Veron Luscombe Sedan
3. S. Mauger	61	-	61	KK Cessna



Above left: Colin Polgrave took the opportunity to trim his Hangar Rat.



Above right: Ricky Bould adjusting his Veron Luscombe Sedan for Kit Scale.



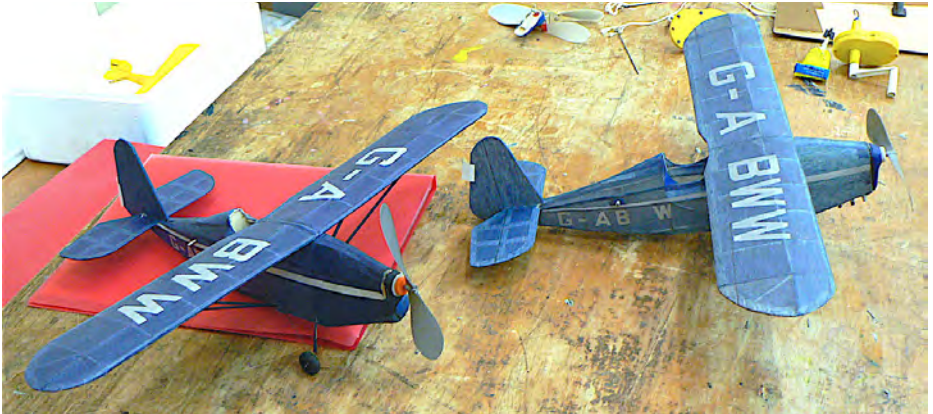
Top: Don Spray's Keil Kraft Piper Family Cruiser was seen on some trimming flights.



Centre: A trio of RC ARFs including NA Trojan flown by John Swales, Geoff Burgess's Sopwith Pup and a Sukhoi.



Right: Stan Mauger worked at getting his Keil Kraft Cessna trimmed for Kit Scale, but to no avail. Keith Trillo's Spirit of St Louis, winner of the event is seen further beyond.



Top: Ricky Bould's Rubber Scale and Kit Scale Comper Swifts, both great flyers.

Above: Mike Mulholland setting up his immaculate Peanut Scale Elias Ercoupe. An excellent flyer.

Left: Another from Mike's stable, a diminutive Piper Cub built for Gywn Avenell.

FREE FLIGHT **SCALE DAY**



Sunday **December 9**, Hotoe from 8.30am

• F4A power scale • Rubber scale • CO2 / Electric • Kit scale

Intending fliers and visitors please check for cancellation because of weather by calling Stan Mauger on 575 7971, before departing.

NOTE if cancelled, the day will be rescheduled for the next flyable Sunday.

Organised by the Scale Free Flight and Control Line SIG in conjunction with AMAC

Photo of George Fay's PE2 twin

70th Nats 3-7 January 2019

ONLINE REGISTRATION IS NOW OPEN
LIVE TOTALS FOR EACH SIG ARE TOO

GO TO http://modelflyingnz.org/Admin/Entry_Stats.php

Quiz answers

1. September 2012
2. 1902. Waitohi, New Zealand
3. F4A
4. Laurie Ackroyd
5. October, 2015
6. Out of sight
7. 330mm [13"]
8. Free Flight Rubber
9. New Zealand. Standing for Tasman Empire Airways Ltd. (later becoming Air New Zealand).
10. Vic Smeed.
11. 15.5
12. Fred Macdonald
13. Ron Young
14. Up to 31st December 1950.
15. Herbert Smith.

Calendar

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

KARAKA

Sundays

Tomboy Extravaganza (*for Club points*)

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

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).

Sunday December 9

Free Flight scale classes (*For Club points*)
(see opposite)

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

Drury

Monday **December 17**

Drury School Hall

Indoor Free Flight practice night (7.30 - 10pm)

Drury

Monday **February 18**

Drury School Hall

Indoor Free Flight scale . Peanut Scale, Kit Scale and Open Rubber Scale (7.30 - 10pm) - *For Club points.*

Indoor Steward

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

MATAMATA

January 3-7

New Zealand Nationals. Refer www.modelflyingnz.org

OFFICERS OF AUCKLAND MODEL AERO CLUB INC.

Patron	Angus Macdonald	575 7232	angusmac@xtra.co.nz
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	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



AUCKLAND MODEL AERO CLUB [INC]

90th Anniversary

[1928 - 2018]

December 3 Club night

ASME Clubrooms, Peterson Reserve, Panmure.

A celebration of the Club's 90th year of
continuous operation.

Join us on this momentous occasion