



BULLETIN OF THE AUCKLAND MODEL AERO CLUB INC. EST. 1928
February-March 2022



Bearing a reference to its original builder (Michael J Taylor), Paul Evans's Aries shows the flying potential of this design as it circles under Martin Evans's RC electric conversion of the KK Robin, at Karaka (See p. 11). *(Photo: Ricky Bould)*

SAM 35 Yearbook 16 Wanted

Does anyone have a spare SAM # 16? It could be exchanged for any earlier issues that you may not have. If you can help, please contact

Bernard Scott at scott.scott@xtra.co.nz

Model aero engines for sale

KATIPO 1.49 diesel.

Airsail was offered the distribution rights and was given this engine to test and it has only been run two or three times. After being told for almost a year that they would be available "the next month", the offer was turned down.

The following four motors are un-run and have only been out of the box to be looked at

O.S 25 FSR R/C. Includes spinner & G/F mount

MERCO 61 R/C. Late twin plug version. Muffler included.

K&B 61 R/C Model #6525 with muffler and mount.

K&B 61 R/C Model # 6535 pumper version and muffler.

All bids or offers to Arthur Pearce at jaymap1@gmail.com.

Model Aero engines from the estate of Geoff Northmore

To make an offer for any of these email Ricky Bould unimec1994@gmail.com

PAW 80 Grubby and needs freeing up. R/C carb needs a new needle and actuation arm

G Mark 06 Complete and tidy with R/C throttle

G Mark 12 Twin Grubby and a repair around the throttle assembly

Cox Baby Bee Tidy and needs freeing

OS 20 Four stroke Tidy and free needs cleaning

OS 40 Four stroke Tidy and free needs cleaning

AME 049 Tidy and free

AME 061 Tidy and free

ED Competition Special Tank damaged and needs freeing up

HP VT21 Needle is missing

(3) MP Jet 060 Glows Tidy and free includes throttle and silencer

DC Merlin Tidy and free

AP 15 Yellowjacket Tidy and free

Indian Mills .75 Tidy and free

Boddo Mills Twin Tidy and free but needs cleaning.

Mills 1.3 Missing Tank

MK17 Complete in Box

MARZ 2.5D In Box and has a PAW throttle fitted

Editorial – Updates

Club meetings

The Club Committee met in early January prior to Omicron becoming widespread in the country. At the time it was not possible to plan because of the uncertainty about when Omicron would arrive, but if a meeting were to be possible, lockdown building projects was suggested as a theme. In the weeks following, there were phone calls around the committee to set up a possible Monthly Club meeting date of February 7. This was then decided against as we went back into the Red Zone and Omicron cases started to climb. As of now the committee has decided that there will be no Club meetings until further notice. Club meetings involve close contact to view models on the table and also to converse with others, so distancing would be impractical. Even though monthly meetings have been suspended, the committee will continue to meet when possible and Club meetings will resume when conditions improve.

Drury Hall

A notice about whether indoor evenings can continue will be possible once the school year gets under way. It is expected that if the hall is available, scanning using the NZ COVID Tracer app or manual sign in, vaccination passes and mask wearing will be a requirement for admission to the hall. The committee will keep you advised.

Outdoor flying

Flying continues on all outdoor flying sites where the numbers are small but social distancing should be observed and vaccination certificates should be shown where required. There have been several good days at various flying sites since the last bulletin. My thanks to all who have contributed reports and photographs. These are greatly appreciated.

Virtual table

In the absence of regular Club meetings the Virtual Table section continues in this issue. My thanks to those who have contributed photographs and reports on building progress. As always, just send them in, they are always of interest to other modellers.

The 2022 NZ Nationals

As many may already have heard, numbers were down owing to the obvious Covid concerns and only a small contingent from the Club attended. Ricky Bould has provided a personal account of the Nats this year on page15 and shows how it varied from more 'normal' previous years.

Vintage models from the UK

As a good friend of the late Geoff Northmore, Boycott Beale corresponded with us from the UK for news of Geoff. In the course of keeping in touch he sent a number of photos of vintage models and an accompanying account of them which will be of interest to builders and flyers of vintage models.

Contests

The Morrinsville Day is scheduled for October and a date will be confirmed in the next bulletin. The Cloud Tramp Challenge is down for April, date to be confirmed, subject to Covid restrictions at the time. I am sure that all will breathe a sigh of relief when the Club's regular activity resumes again.

STAN MAUGER

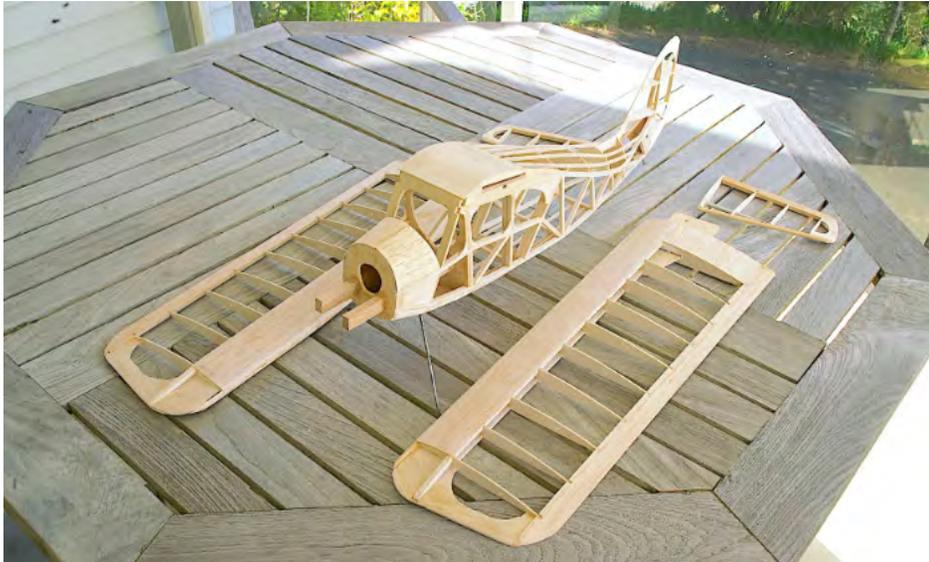
Virtual Table - Stan Mauger

31-1-22

With no Club meeting since August, the 'virtual table' has had to replace our normal meeting table reports. The following are the contributions received since the last bulletin.

Ricky Bould writes: The KK Ladybird has been built from a kit given to me by Lindsey Smith when I was in the UK about four years ago and has been a lockdown build. It will be powered by an AMCO 0.87 that is mounted on a metal plate so an easy engine change can be made. The planned covering is tissue over Mylar for the flying surfaces and silk for the fuselage, with the currently favoured colour scheme being orange wings and black fuselage. The next major item to be made is the cowl, made around a 3" Watties tin.

The second photo is of the 12" catapult gliders also a lockdown build, to break up the intensity of scale building. They were flown at the Nationals with improving times as the trim was adjusted. Great fun and good for small spaces provided there is no lift around. The design is JIKLH AL300 with a hardwood fuselage, from the HPA web site.



Above: A little different from most of the Keil Kraft sports designs, Ricky's KK Ladybird awaiting covering.

Right: A brace of hand launched gliders fresh back from the Nationals where they performed well. Coloured tips have been added to improve visibility on the ground.



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Eddie Mann writes: my NA Apache built from a Dumas kit has progressed to covered stage. The tissue and decals supplied in the kit, were used. I had some apprehension about applying the tissue and achieving a good result with covering but it went on really well as the photo shows. Now it's on to some trimming flights over long grass.

The Contestor was shown before covering, in the previous bulletin. Thanks to Charles Warren who assisted with a covering demonstration, I soon got the feel of using film covering. This three channel RC model is set for a maiden flight soon.

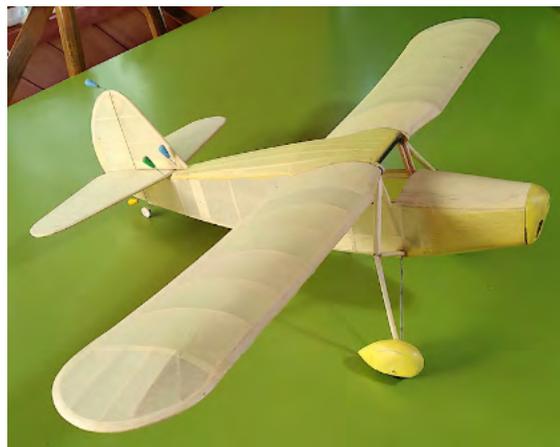
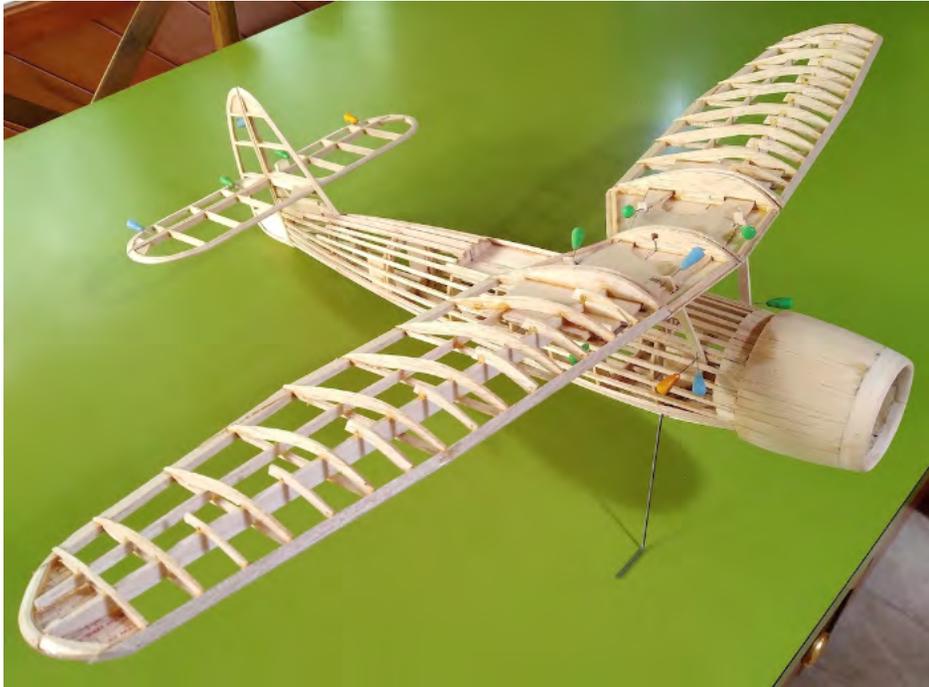


Above Eddie's NA Apache built from the Dumas kit and ready for testing.

Left: Shown in bare bones state in the last bulletin, Eddie's Contestor is now covered and also ready for test flights.

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Don Spray - My Henschel 126 is from an enlargement of a 3 view from a book on German aircraft. At 27" span it is a good size for rubber. The use of sliced wing construction makes tapered wings easier to build and adds some lightness. Fuselage sections not shown on the 3 view were a little harder to plot. There are several possible colour schemes. That question is yet to be decided. The Fairchild is a 200% enlargement of a Peanut design which also makes it a good size for rubber. Now covered it is not far from testing stage. The likely final colour scheme will be cream with black trim.

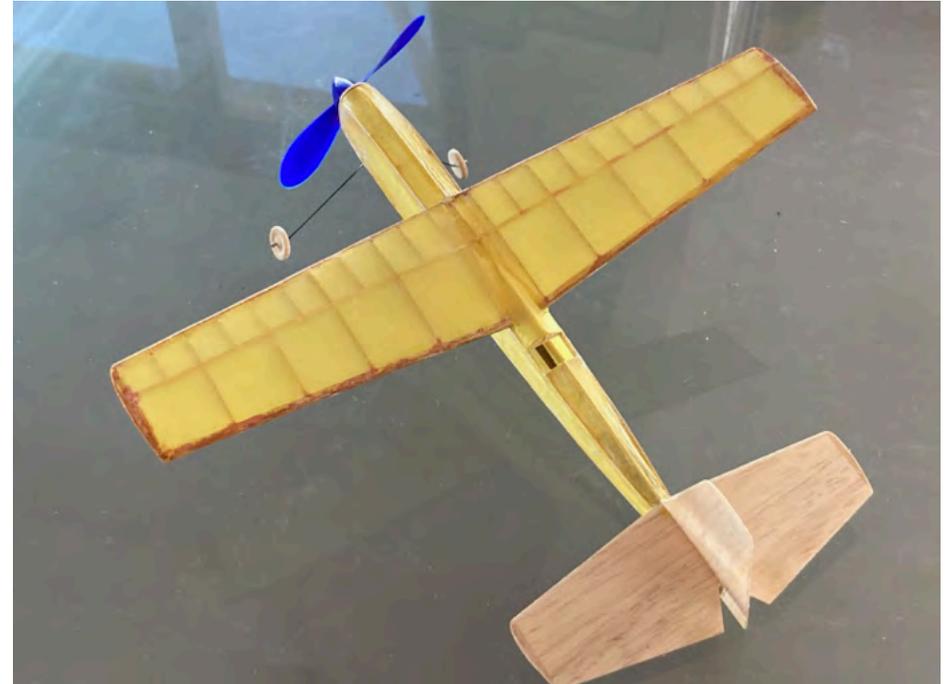


Upper: Don's Henschel 126. scratch built from an enlarged 3 view is proceeding well.

Right: His Fairchild 24 is just awaiting the final stage of details and trim. Then it will be ready for loading rubber for some trimming.

John Macdonald - There are a number of models in progress. The Berkeley Bandit has a span of 15" although there were other sizes kitted. It is light and a great little flyer. It has recently been re-covered.

My Feather Squared discus launch glider was built from a laser cut kit by Microbirds, in the US. The fuselage is built around a carbon fibre boom. The model may appear to be largely balsa, but there is quite a lot of carbon fibre. It is used in wing leading edges, wing spars and tail spar. The wing is unusual in having sheeting on the rear upper surfaces.



Upper: John Macdonald's Berkeley Bandit built from their kit design of the 1950s is a great little flyer.

Left: John's Microbirds Feather Squared, discus launched glider makes good use of carbon fibre.

Mike Mulholland - Carl Goldberg's iconic 54" Zipper is generally regarded as the progenitor of the modern free flight power model. It was revolutionary in 1938 when it was introduced at the US Nationals. In particular the pylon mounted high lift wing proved that much greater efficiency was possible than had previously been the case with 6-8' cabin types.

The original Zipper (which still exists in the AMA museum in Muncie Indiana) had a diamond fuselage built using Goldberg's ladder construction method. In the following year in 1939 the design was kitted by Comet, still using the basic ladder construction box, but now square and not diamond, and with formers and stringers around the outside to achieve the now familiar streamline profile.

In 1941 Comet introduced the Zipper Junior at 32" based on the Zipper A, but for rubber power with a dummy spark ignition motor stuck on top. The Zipper A and Zipper Junior dispensed with the ladder box and went with the more familiar keel and half former construction.

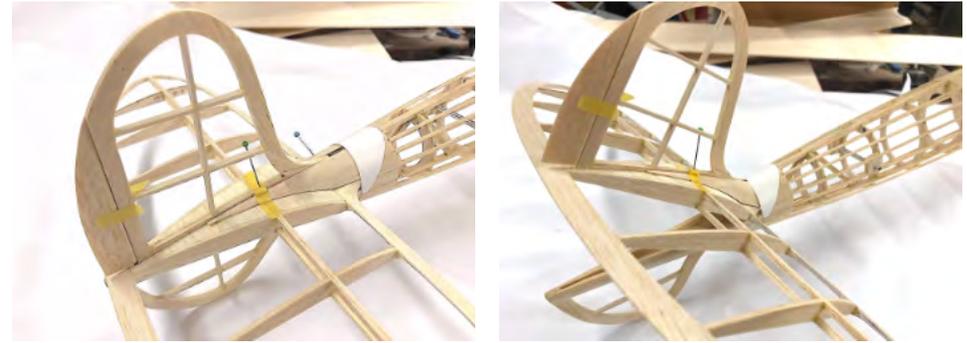
Interestingly in 1939, Ira Pepperill in NZ designed what has been described as a simplified version of the Zipper, though in fact his version is quite faithful to the original diamond fuselage prototype, right down to the shape of the original 'Copeland-esque' tailplane. No doubt this is what he would have seen reported in Model Airplane News following the US Nats. This plan is on Outerzone.

Fast-forward to 2022 and the Hip Pocket Aeronautics Scaled Down Classics cookup. Parameters are simple – any classic model scaled down as far as you want for any power source. Some of the gems include a rubber powered Vic Smeed Popsie, rubber powered Bowden Blue Dragon, Mini Achilles and so on. I was aware that a number of famous kit manufacturers had already done the job for me and introduced 'Junior' versions of their famous designs for rubber. Comet for example, offered a 50% rubber version of their famous Clipper at 36", complete with fake sparkie, and of course the scaled down Zipper. Outerzone is littered with other examples from other manufacturers.

My Zipper came in at 65g but requires 35g ballast – keeping in mind that the original Zipper A had an engine, coil and batteries, I have done fairly well to get out of it for 100g. A throw onto the lawn soon revealed what all the fuss was about in 1938. She just floats - on and on and on!

I had suspected that a DT was required so out came the viscous button timer. As set up originally, I found that the tailplane bands were overhauling the timer tensioner, allowing the tail to start rising before DT. I fixed this by installing a mechanical arm which effectively isolates the tail tension from the timer tension. I used a spring rather than a rubber band for the timer. I made the spring myself using a simple spring-winding jig and 9 thou steel guitar string. This gives a lovely light steady tension as shown in the photos.

At this point I just have the nose plug and prop to go, and of course the little fake Arden sparkie to stick on top.



Top: Detail showing the hinging of the tail dethermaliser.

Centre & inset: The model, and in the inset, the original Sparkie engine will be a fake Arden lookalike located in the front moulding.

Left: The actuation of the dethermaliser.

Mike Stoodley - At present I have these two on the board. Firstly, a Walt Mooney Wheelair - I got this at a club night I think, or maybe it was from Trademe, I don't recall! It has a Brown A23 CO2 motor that seems fine but the model itself was pretty broken up so I have stripped it back to rebuild. I thought about just building a new one but I think a refurbishment is a different challenge. Bit of an ugly duckling, the plan is on Outerzone. I am also working on an RC Flying Flea. This one I did get off TradeMe, and I have flown it but it has been a two steps forward one step back experience. It is very lightly built so does not take kindly to rough landings on grass, eg the wheels were easily ripped off so I have made a crude reinforced bungy system with rubber bands. The wings were covered in a very fragile tissue-ish film that split at the slightest provocation, so I am recovering them. I replaced the speed 400 motor with a modern brushless motor. The wing 'elevator' mechanism was also very fragile and flexed so I have improved and beefed that up. And the nose needs rebuilding after what was probably pilot error on landing approach. But it showed good promise in the air so I'm persevering!



Not one to shy away from challenges, Mike Stoodley has two interesting models up for restoration.

Upper: His Electric Flying Flea has been a challenge to fly and restoration may be a challenge too.

Right: Mike's Wheelair from a Walt Mooney plan is in need of some work to get it to testing stage.

Karaka Diary

21-11-21

The first outing after lockdown was well attended and the conditions were perfect. Charles Warren and Brendon Neilson arrived with their Geoff Northmore electric models including a GHQ Sportster that provided entertaining flying and looked nice in the air, together with the Ludd Bipe that provided some interesting moments. Mike Mulholland was next and flew his Lysander that performed up to its usual high standard as did the Spartan Bomber. Paul and Martin Evans joined us with their fleet of models. Paul flew his Crumpler, Little Ship and Deacon. Martin's APS Tom Thumb and KK Robin, both converted to RC electric, were also seen flying well. Mike helped Paul to trim a West Wings Aries rubber model that was built by Michael Taylor and covered by Mike. A change of rubber motor and a few adjustments resulted in some fine flights. Ricky was trimming his VMC Cessna 140 and Bird Dog rubber kit scale models with limited success but progress was made. His Cloud Tramp was flown and performed well, as part of getting ready for the upcoming PMAC challenge.

The breeze strengthened at about 11.00am so we packed up and went home.

RICKY BOULD



Above: Martin Evans's APS Tom Thumb gaining some altitude.



Top: Charles Warren taxiing his Geoff Northmore-built Ludd Bipe.

Centre : Mike Mulholland had some great flights with his impressive Spartan Bomber.

Right: Paul Evans's Aries off on a great flight, after this launch by Mike.



Top: Martin Evans had some great flights with his RC electric conversion of the Keil Kraft Robin.

Above: Paul Evans's RC electric Crumpler put in several flights and looked distinctive against the sky.



Above: Mike Mulholland's KK Lysander is a reliable flyer. It is seen at the end of another great flight.

31-1-22

Don Spray, Ken Smith and Brian Howell had great day in the calm warm conditions, with the likelihood of thermals going through regularly. Wind direction changed during the morning from Northerly to Easterly. Don flew several of his rubber powered scale aircraft, all of which flew really well. Ken had a range of free flight models out to fly including his E36 Blizzard electric 36" which flew down the road. I picked it up for him on the way to the field. He also flew capacitor free flight electric models including a couple of mini foam designs and also his balsa Gym Bob, all of which flew remarkably well.

His Cloud Tramp, needed some trimming and with help from Don, it started to fly better, but it still needs further trimming. As well as flying his Sport Cub, Brian brought out his Champ with the idea of getting some practice flying with ailerons.

We left about 11.30 even though the weather was still excellent, as hunger and the sun got the better of us. It was well worth the effort to get out and fly even if the number present was smaller than on other days.

BRIAN HOWELL

Right: Some of Don Spray's models flown on the day including an Auster built from a enlarged Peanut Scale plan, Piper Pacer converted from CO2 to Rubber and in the foreground, his Bellanca converted from a Peter Rake plan.



Carterton Nationals - Ricky Bould

The decision to hold the NZ Nationals was taken in early December just after the Government had announced the easing of the Auckland lockdown and the change to the Traffic Light system. The Evans family and myself decided to go, provided there were no further changes to the Traffic Light system. MFNZ mandated that all contestants were to be double vaccinated and that when entering a flying site we were to scan in. When registering, all persons were to be issued with a yellow wristband to be worn throughout the Nationals on all sites. All visitors were to register and be issued with a wristband.

My Nationals started with a 4.30am departure from Auckland on the 2 January with breakfast at 8.00am on the lakeshore south of Taupo and a further stop at Stormy Point at 11.15am for an early lunch, then moving on to arrive at Carterton at 1.30pm.

Then it was pitch the tent after Registration and getting the all important wristband. The evening meal was put on by Mike Briggs and team. The hamburgers and associated salad went down well and it was a great opportunity to catch up with old friends who had not been locked down.

The first event was Kit Scale at 6.45am on the morning of the 3 January. It was slightly breezy and also turbulent but the 5 contestants managed the conditions well with Daniel Walker topping the class with a SIG Mr Mulligan followed closely by Anthony Koerbin with a VMC Cessna Bird Dog. Steve Warner struggled with his VMC Corsair that had not been trimmed and was not performing but I am sure will. Pete Williams had a very tidy VMC Spitfire that is also showing promise. As CD I did not fly but managed to get some trimming flights in on my Cessna Bird Dog and this has moved on a step. The Cessna 140 remained in the box.

In the evening it was Aggregate and for the AMAC team it was less than positive. We had been experiencing trouble with the Red Fin installed in Ceinwen Evans's Presto and that prevented her from flying. It was found later to be a blocked jet. Martin's Presto was taken out in a midair collision with a Hummingbird that folded the wing of his model while I



Left: Ceinwen Evans getting her RedFin powered Presto away in Aggie, under the watchful eye of Martin.

managed to cook the SAM35 in my Presto due to my mishandling of the engine and adjusting it when there was no need to. A humbling experience.

The following morning we all gathered on the free flight field for F4D Open Rubber Scale and Memorial Scale. As my Ol' Ironsides flew into the side of an SUV, putting it out of action, this left Alan Reed with his ever reliable Baby Ace as the only entrant in F4D, and there was only one entry in Memorial Scale by Graham Lovejoy flying the Miles Magister, the morning was a bit of washout. Flying conditions were also a little breezy but the grass was long but not too long.

Control line scale was flying only and the two entrants had good flying in slightly windy conditions with Dave Thornley's Fairchild PT26 being the top scorer. Unfortunately for Dave on his final flight the attempt at a loop resulted in a heavy landing but the damage is repairable.

Indoor followed in the evening and all classes were flown. Kit scale had four entries and was topped by Martin Evans flying a Tern Aero Porterfield Collegiate followed closely by Daniel Walker with a Modelair Auster and Graham Lovejoy with a Lockheed Vega. Peanut was a Lacey M10 win by Daniel, followed by the Fike E of Ricky Bould and Richard Fallas with an Aeronca Defender. In F4D Open Rubber Allan Reed with a Corben Baby Ace just edged out Wayne Lightfoot with a Curtis Robin. A good evenings flying in hot an humid conditions.

The final day's flying was for Vintage Precision that had a less than promising start with my 3 min 39 flight well off the target of 90 sec. The following flights were much better. Thought is being given to an engine run timer to address this oversight. Catapult glider followed with improving times in what were becoming turbulent conditions that lead to light rain. A fun event! All the models now have red wing tips to aid retrieval. Small models on the ground can look like wool tufts.

The evening was Hangar Rat with a large and strong field. Ceinwen Evans persisted and was rewarded with some very good flights at the end of the session, once the rubber motor had been properly sized. Her model was sitting well in the air and showed a nice cruise pattern. well done! My efforts started slowly followed by a 2 minute + flight and another one that bounced off the roof but then managed to find a hole in the Gib board wall to rest in, ending what was an at least as good a flight. There was a lot of drift in the hall that made positioning difficult but the top fliers still managed some very good flights in what is quite a small area that is a less than ideal shape.

Next morning was time to pack up the tent and models, finish marking the kit scale models and head home leaving at 9.30am to arrive back in Auckland at 6.00pm with stops at Flat Hills and Cambridge. Traffic on the whole was light in my direction and the driving conditions were good. All in all a very enjoyable Nationals with a very relaxed atmosphere and lots of good humour, blessed with good flying conditions The support was positive and the organisers did an excellent job of managing the Government requirements as well as ensuring the risks of infection were minimised to all attending.

2 Metre day at the North Shore field - Eddie Mann

My recent visit to the North Shore MAC's Green Road site at Dairy Flat on January 29 coincided with the Large Model Assoc. Of NZ's [LMANZ] 2 Metre Day. Only RC models of 2 metre or greater span were flown. Both models below were flown through various aerobatic manoeuvres with great skill. The Ultra Stik (upper) flown by Alan Romaine powered by a 35cc petrol engine, was well muffled, and remarkably quiet. The Cub uses a bank of capacitors on board and a powerful electric motor.



Upper: Alan Romaine's Ultra Stik.

Left: Charles Erlam's Cub. Both were flown with great skill.

Hoteo Diary - Paul Evans

30-1-22

The first to arrive on this good looking morning was David Coleman a member of the Blackfeet Club. He has been to Hoteo at other times so we may see him some more. Martin, Ceinwen and Paul Evans followed after which Ricky Bould arrived. Dave got off to a great start with some foam electric models.

The farmer stopped by to talk and was glad to see us. He had also met Dave. Martin and Ceinwen soon had their two Prestos in the air after Ceinwen had had some practice at starting the motor in hers. They looked good and it is easy to see why they would be good for Aggie. Ceinwen also had a lot of practice on Martin's Coronet electric RC model, with some good landings. Martin was going to test his A1 glider but had not repaired the tail following the Nats. He then put the small RC Robin up. This is the rubber model he has built for electric RC as a fun model to fly; small but safe. Paul had two good flights with his free flight Longster. This is a safe scale model, but he had less luck with the free flight Camel as the engine would not start, later found to have a bent crank. Paul then put the free flight Luton Minor in the air. This model has taken a long time to get right but this time too much fuel and a strong thermal sent it over the hill for a very long walk.

Dave had put his model in the same part of the farm but not so far as mine so when he had found his model, he went on to find the Luton Minor, way over the hill on the mud flats. I could see it from the top of the hill but he saved me a longer walk. My thanks Dave.

Dave also flew his RC Humming Bird all sheet model that was very tame to fly. He also had a 1956 all sheet Bullet that he had built when he was at school. This model was all sheet and could be taken on a bike as this was the only way to get the flying site in the old days. He was looking for this model that when he found mine.

So come up to Hoteo and have long walks and a good time.



Right: Martin Evans returning to base with his Alert, an electric RC model.

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Left: Paul's Longster gliding home.

Centre: Martin's much flown Coronet looks great on fly by.

Below: David Coleman's Modelair Humming Bird converted to RC has power to spare with the ME Heron that he has installed



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Vintage models from the UK - Boycott Beale

A model has to appeal to me to for me to want to make it, and all of these did in one odd way or another. The Frankenstein was one because of its blunt square lines but most of all, its oversized wheels. As with most of my builds, it started from finding and downloading the plan from the great Outerzone website then a trip to my local stationery shop and getting it blown up to 72 inches, which is 200% its normal size. The rest is just simple modelling in my own style, ie. making adjustments to wood size for ease of construction and motor conversion, as I go along. It runs on (as all my models) a cheap Thumper motor. This one is a 500w as there is plenty of room for a big battery box - 2x 2200 lipo's in parallel for extra duration. It will stooage around in good conditions using thermals when available, for about 30 mins. The low weight and generous wing area see to that.

The Gas Buggy plan from same source is also 72 inch but it does have a very rare vintage 'Bob and Odds' diesel up front, that is a cobbled up (bits of balsa and odds and sods) dummy lump that looks realistic on dead stick landings.

The Sportster was from a small free plan by Geoff from one of our magazines, blown up to 48inch with 350 watt set up. The electric motor mount is simply glued to the plans IC mounting beams with the battery box in the original tank space.

The Flea came from a magazine free plan but it was not very succesful and would not go off ground. It was also very hairy from hand launch but I managed to get it to ten feet. A nice little toy but limited in its appeal.

The Senator is superb and follows my normal approach. It was from an Outerzone plan enlarged by 200% to 66 inch. My usual bodesges with tiny bell motor, 2 cell lipo, but poetic licence taken with the two leg undercarriage for ease of ground handling. It climbs out quite steeply almost like its knicker elastic ancestors and floats around, motor off, mostly for as long as you want.

The big Shrimpo is 72 inch on a 700w motor again with 2x 2200 lipos in parallel. Masses of wing area lets it thermal on the right days with our local Red Kites and Buzzards they get on real fine.

The collection shots are from Cockle Barrow farm vintage rally here in the Cotswolds run by Tony Tomlin and is arguably the best Vintage meeting in the country.



Opposite

Upper: At 200% enlargement the Frankenstein makes for an imposing vintage model. Bootsie wheels are not quite so obvious in this view.

Centre: Predictably, the Flying Flea has been a challenge to fly.

Right: The Shrimpo is blessed with plenty of wing area, just right for enjoying the thermals.



Upper: The Sportster, built from a Geoff Northmore plan published in an RC magazine.

Centre: The enlarged Senator is a spritely performer.

Right: Heron Gas Buggy complete with leggy undercarriage and dummy engine to look the part.

Calendar February-March

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

KARAKA

Karaka Sports Park

Free flight and radio flying within field limitations

NDC RC Vintage events (refer to MFNZ under NDC)

HOTEO

Sundays

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 flyers should phone Lloyd Hull to arrange to fly
Lloyd Hull 09 235 2890

Aka Aka Steward

CONTROL LINE

As advised

Control line flying

Intending flyers 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

Drury School Hall

All Drury Indoor nights and Club competition suspended at present.

Indoor Steward

Brian Howell

020 4121 5201

b.how@xtra.co.nz

Calendar Looking Ahead

KARAKA

April 2022

RedFin Precision Event as notified

Peterborough-Auckland Cloud Tramp Challenge as notified

MORRINSVILLE

October 2022

Date as notified

Indoor Free Flight classes

Hangar Rat, Hand Launched Glider, Modelair Hornet.

Indoor Free Flight Scale classes

Open Rubber Scale, Peanut Scale, Memorial Scale, and Kit Scale.

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Club subscriptions

NZMAA Affiliation is mandatory for Club flying

Senior \$50 (+\$95 NZMAA) **Family** \$55 (+\$100 NZMAA)

Junior \$10 (+\$30 NZMAA) **Non-flying** \$40

Intending members with current NZMAA affiliation pay only the AMAC sub

Please make payments to

The Treasurer Auckland Model Aero Club

Virginia 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 are suspended for the present.

No February Club Meeting.
Due to Covid concerns, all meetings suspended.

Slipstream contributions

Contributions of reports and photos on flying activity as well as articles and information about latest projects are very welcome. Please just send them in.

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