



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

**April 2014**



John Butcher's Tex 39, a Reg Truman design, flown at Karaka (See page 12).

## Prop fear?

**How about "Prop TERROR".** Beware the savage Mills .75. I think the Editor must have been hiding in the bushes as I left for home three Sundays in a row with bloodstained handkerchief around my hand. . . "Guilty as Charged", old age, poor eyesight. In defence, may I add, ten thumbs, old OLD age, lack of recent experience (30 years of gliding and not a whiff of diesel fuel - electric starter on recent glow engine) and good old plain lack of care. Don't forget the hard sharp edged props. Funny! It never even touched me on the test board. Ahh yes! The minimal gap between wing and prop is the only access to that fiddly little screw thing on the engine. In the hope of a light sentence Your Honour, I add, four Sundays in a row with a spotless handkerchief.

Anyway. I lost the whole 'kit and caboodle' last month. An ELECTRIC "8 Ball" is on the work bench as I write. VIVA ELECTRIC!

DOGGONIT!!! Look what just turned up. That FEROCIOUS Mills .75 and faded red tissue, loose red Solarfilm, water stains, a dead flat Lipo battery (now useless) and bird \*\*\*\* stains. A new Lipo and all works OK including the altimeter which recorded 137 metres altitude for the last flight.

Angus Macdonald



### Postal Plan Scale Competition 2014

Any rubber powered scale model built from a published plan (or kit) qualifies. Flights may be put in at any site including your local park as long as the flight is timed by someone else.

Refer to pages 10-11 for rules and entry form

## Editorial – Supporting national events

Hard copies of bulletins from other clubs and digital copies of these, sent to us individually, show varying support for national events like decentralized competitions. It seems to me that we could follow the example of the more active supporters of these events. It was also the opinion of your committee at our last meeting that we could run more NDC events on our calendar. The Club is blessed with two free flight fields. Karaka is big enough for free flight events that require less space, although from a free flight model recovery point of view, Hoteo is a logical choice. As we enter what hopefully promises to be a more settled weather pattern for model flying, there are opportunities to enjoy getting out some models for these classes and flying them. It is easy to associate NDC with free flight, but there are also events for vintage radio and control-line classes as well. The selection from the NDC calendar listed below includes events that could be flown at suitable flying fields. In April, for example in free flight there is, A1 Glider, Kiwi Power Open Glider, Aggregate, Catapult Launched Glider, Hand Launched Glider, Vintage Nostalgia FF 1/2A/ Min Replica and Vintage Classic FF Power Duration. In R/C, Vintage RC 1/2A Texaco Scale, Vintage RC 1/2E Texaco, Vintage RC A Texaco and Vintage Classic RC Precision. If you would like to fly any of these events please contact field stewards. There may be others with similar interests who would like to join you. There are also a number of control-line events and a full list is available as the calendar link to:

<http://www.modelflyingnz.org>

Free Flight Plan Scale is another national event, just under way for the year. This event was run last year but it would be great to see more support for it. Entries can be made on any field, even your local park as long as there is someone handy to time flights. It is a straightforward rubber scale class and a great way to explore flying these models. Stahl designs, for example, make good models for this class. Please refer to the rules and contest form on pages 10 and 11.

Lets hope for some good weather again this month!

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 May 2014 Slipstream is April 26**

# Monthly Club Night - Angus Macdonald reports

3-3-14

Present on a calm evening following a stormy day were John Bercich, Angus Macdonald, Stan Mauger, Mike Mulholland, Geoff Northmore, Arthur Pearce, John Raybould, Bryan Spencer, Don Spray, Michael Taylor, Keith Trillo, Charles Warren and Keith Williamson.

A lot of interesting things on the table tonight and it was some time before Pres. Charles was able to get onto the business of the evening. Bryan Spencer attended, with Brett Robinson, a birthday lunch over the week-end, for two of our most senior members (Bruce Keegan - 93 yrs and Trevor Martin - 79 yrs) who have both had a long association with our club. Congratulations and best wishes to you both. Bryan reminded us of upcoming indoor meetings and that he still has some bottled Diesel fuel - standard \$10 and 45% - \$12. He also had a number of Trevor's Frank Zaic Year Books for sale. Check with Bryan for these gems. Pres. Charles reminded us of the 'show' day at The Karaka Sports Club on 23rd and called for volunteers to man our stand. Depending on parking and/or weather, we may have space to do some demonstration flying. Stan Mauger mentioned the F/F Scale Day at Patetonga on Mar. 16th. and advised that the upcoming AGM of the Scale SIG would be held at his home at 7.30 p.m. on 4th. April. It includes a 'swap & exchange session. Another call for experienced flyers for the HBCRC club Open Day and Exhibition at Wainui on 23rd came through Michael Taylor. Pity about the clash with Karaka.

Apologies were received from Mike Fairgray, Trevor Martin and Ricky Bould. First model conforming to the night's theme of "Given Models", was Angus's only example of these, a small 'toy' foamie with twin pusher props being the only means of control. One Tx lever



**Left:** Earl Stahl designed Waco built and often flown by Jack Godfrey and now handed on to Stan Mauger.



**Right:** Ira Pepperell certificates bequeathed to the Club and to be held in our archives.



**Top:** Charles Warren's well flown Gladiator built by Arthur Pearce.

**Centre:** Terry O'Meara built Comet Clipper now in the care of Keith Williamson caught the attention of John Bercich.

**Below:** Arthur Pearce built this smartly finished Red Zephyr, now flown by Charles Warren.



controlled the overall power while the other changed the rpm ratio from side to side. Certainly not easy to get conventional smooth flights.

Next came Charles's ex Arthur Pearce "Red Zephyr". 20 years old and previously flown at Kidd's farm, it sported large wheels well forward. Used as a camera platform, it was found that the 2nd hand Saito 45 FS spread a thin film of oil over the lens. Ooops. A new fuselage with all the gear aboard is another "So Long". He just can't stop building this design. The red and yellow Leon Schulman "Gladiator" has moved from Arthur to Charles to Ross Northcott and back to Charles with a big chunk of electric power in the nose.

We know that Stan Mauger will do justice to the finishing of the ex Brian Crocker F/F power Sopwith Pup. Beautifully constructed with some very fine detail, it has Esaki silk over tissue covering and will be powered with an Allbon Javelin restored to good health by Keith Williamson. Another "given" is the ex Jack Godfrey 4 place cabin Waco sesqi-plane. (The lower smaller wing not visible in the photo.) In overall yellow, the faded black trim is testimony to its age- only one small patch visible. It was, and no doubt will, be a regular flier. Keith Williamson has the ex Terry O'Meara, Comet Clipper. Converted to RC by Terry, it had lots of flying and is still going strong. It features a spring held nose unit (engine, legs etc).

A broken prop hub was mute testimony to the result of the first flight (2.5 seconds ) of Angus's repaired Gipsy Moth. Always check before take-off that controls are working AND the correct way. Well, the rudder was and it taxied OK but apparently when adjusting aileron and rudder mixing, somebody's finger went awol. Some damage but now repaired. The errant Tomboy, last seen by other fliers, but beyond the sight of the pilot, heading for some trees, avoided detection by many eyes by sitting in the top branches near a paddock. Recent strong winds brought Tomboy to earth with very little damage.

Michael Taylor has his "West Wings "Aries" rubber power F/F strutless biplane construction advanced to completed framework stage. Displayed were some interesting letters, cuttings, props, place cards and photos sent to him by the daughter of the late Ira Pepperell. Another ex Brian Crocker model, was a small stick and tissue "Minimoa" sailplane and a scale Slingsby T31 tandem trainer glider which did not appear to have been flown. Ahh, memories of yesteryears. Your scribe actually took his wife for a flight (fright??) in one of these. Actually it was two glider flights -- her first and her last!

Last but not least, we see that Mike Mulholland has progressed with the fuselage of his KK Falcon. He knows the pitfalls of all those little notches in formers for the stringers so has reduced the size of the formers and glued the stringers on top to obtain fair lines for them. NO. This is not laziness because in his usual dedication to quality workmanship, has fitted dozens of small ply gussets to all the former/stringer joints. To maintain the correct curves of the surface where infill balsa has been fitted, he has made special concave sanding blocks. Also on display were some laser-cut ribs etc. for the Veron Cardinal done locally by Gwyn Avenell for a very reasonable price. Mike showed mass produced engine cylinders for small light scale models, courtesy of the bendy drinking straws. His final offering for the night was a little Bill Dean designed "Dwarf" pylon F/F power sporting the tiny Cox .010 which Mike says, sends it straight up! And so, to the coffee and bikkies.



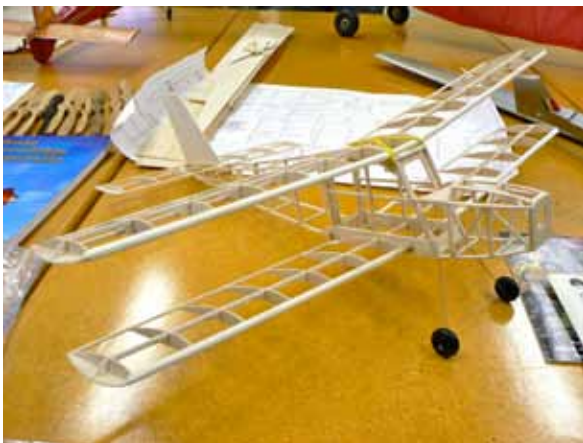
**A page of Brian Crocker models**

**Top:** Stan Mauger plans to complete the Sopwith Pup that is not far from final painting and markings.

**Inset:** Wheels, wheel moulds, seat and restored Allbon Javelin for the Pup.

**Centre:** Elegant Keil Kraft Minimoa.

**Lower:** APS Slingsby T31 glider. Both gliders brought to the meeting by Michael Taylor.



**Upper:** Angus Macdonald's Tomboy with visible signs of its temporary stay in the tree tops.

**Centre:** Another So Long under way. Built by Charles Warren.

**Inset:** Laser cut Veron Cardinal parts by Gwyn Avenell brought along by Mike Mulholland.

**Left:** Michael Taylor's West Wings Aries biplane is progressing well.





**Opposite page**

**Upper left:** Angus's toy foamy seems a bit of a handful.

**Upper right:** Mike Mulholland showed us how the corrugations in drinking straws could be employed to create dummy cylinders in small models.

**Centre:** Mike's big Keil Kraft Falcon is progressing well. The inset shows the clever method of locating and attaching stringers

**Left:** Neat little Bill Dean designed dwarf with Cox .010 also built by Mike.

The Scale Free-Flight and Control Line SIG  
**SCALE POSTAL COMPETITION FOR RUBBER POWERED SCALE MODELS BUILT  
FROM PUBLISHED PLANS**

To be held from 1 May 2014 to 31 October 2014

The Scale Free-Flight and Control Line SIG is running a free-flight rubber scale postal competition for scale models built from published plans or kits *which is open to all registered Club fliers in New Zealand*. The aim is to encourage participation and enjoyment of building and flying rubber powered scale models.

**The Competition:**

The competition will run from 1 May 2014 with entries reaching the organisers not later than the 30<sup>th</sup> November 2014 Results will be published in "The Model Flyers World."

Entries, on the official entry form, are to be sent to Don Spray, a member of the Scale Free-Flight and Control Line SIG, 39 Bollard Avenue New Windsor Auckland 060. Contact Don on phone/fax (09) 412 8707 for an entry form or print of the form from Model Flying NZ web site.

**Rules:**

The builder of the model rule applies.

An independent person is required to time the model

Each competitor may send up to two qualifying entries per model.

Static points on the first entry for each model will be regarded as the final static score and the highest flying points submitted will make up the final score used to determine placings for each model.

Models must be constructed as per the plan using the materials specified and tissue covered.

Plastic propellers are allowed, but not feathering, folding propellers or gearing is permitted

To qualify flights must be flown outdoors and a minimum of 20 seconds is required for an official flight.

***Remember, the emphasis is on simplicity and on keeping to the spirit of the original plan or kit designs.***

**Scoring (as per Flying Aces USA competitions):**

- *Flight points:*  
20-60 second flight each second = 1 point  
61-90 second flight each second = 1/2 point  
91-120 second flight each second = 1/4 point [anyone may time your flights]
- Provide details where the plan was published or kitted and either a photo of the plan used or where the plan can be viewed on the web.
- *Provide* 3 photo views of your model (front on, profile, top, bottom views)
- Where possible *provide* up to 3 coloured photos of the subject aircraft being modelled (e.g., from Google) or documented information about the colours of aircraft.
- *Points for construction and detail:* Not much detail, 0-10; Some of the detail, 11-20; Most of the detail, 21-29; All the details, 30 points.
- *Points for colour and markings:* Up to 20 points for accuracy and extent of colour and markings. Insignia, numbering, correct colours and striping etc. will be taken into consideration.
- *Points for workmanship:* Up to 12.5 points (reasonable wear and tear is not a negative factor)

**Useful places to obtain plans.**

Scale Free Flight and Control Line SIG has access to Aeromodeller plans in PDF format on a CD or via email

Go to Outerzone website for a large number of plans from all sources

**Competition contacts:-**

Don Spray [drimspray@xtra.co.nz](mailto:drimspray@xtra.co.nz) 09 412 8707 (Auckland)

Mike Fairgray [model.1@windowslive.com](mailto:model.1@windowslive.com) 09 6368439 (Auckland)

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Don Spray [dirmspray@xtra.co.nz](mailto:dirmspray@xtra.co.nz) 09 412 8707 (Auckland)

Mike Fairgray [model.1@windowslive.com](mailto:model.1@windowslive.com) 09 6368439 (Auckland)

# Karaka Diary - Keith Trillo

1-3-14

A good morning for flying, it started off by being overcast and calm and by midday it was partly cloudy with the wind increasing in gusts up to 22kph.

Those present were Ross Northcott, Keith Williamson, Charles Warren, Keith Trillo and from the Tuakau Club John Butcher, David Gush and Gary Turbott who helped out with the timing. Ross had numerous flights with his E Tomboy and also helped out with the timing. Keith Williamson flew his Mills Tomboy, his first flying outing for some time.

John Butcher flew the Reg Truman Tex 39, a Texaco model powered by a PAW 15 diesel. Then the emphasis was on 1/2A Texaco flights with John Butcher having the longest flight followed by David Gush.

## Results

J.Butcher	8:50	8:07	<b>14:07</b>	Miss Fortune
D.Gush	<b>11:02</b>	2:27	9:09	Top Hat
K.Trillo	8:57	2:27	<b>9:58</b>	Skipper
C.Warren	3:54	<b>8:59</b>	3:50	Lanzo Bomber







9-3-14

The morning started out overcast and a light wind which later increased to 20kph as the cloud cover became partly cloudy. Those present were Ross Northcott who had earlier been flying his Electric Tomboy on the Karaka Sports ground. Michael Taylor did some glide tests with his Airsail Sky Roamer glider. Martin Evans flew four of his models, a Miss Trenton 3, a Meadow Lark Minor, Pfalz E1 and a Fly Baby. Keith Trillo accompanied by his seven year old grandson Jacob, flew an electric E tomboy with the help of said grandson

**Top:** Martin Evans with his vintage Miss Trenton 3, on March 9.

**Left:** The gathering on March 1.

# Karaka Vintage Day - Michael Taylor

23-3-14

The Karaka local community held its first show a decade ago which was a great success and led to others at two-year intervals. Auckland MAC has joined in the last three shows with a stand displaying model aircraft of all kinds. Our position (No.47) was conveniently placed in the Craft section, with jewellery & trinkets on one hand and sweets on the other. The stand was erected on Saturday by Charles & Virginia with Ross Northcote, using a sturdy gazebo enclosed by posts with the club's large banner acting as a screen to waist height and trestle tables in place. A number of members contributed models and by 9 o'clock on Sunday morning the space was already well filled. Beside Charles, others who brought models and/or came along in support were Angus, Keith Trillo, Keith Williamson, Paul & Martin Evans, Geoff Northmore, Ricky Bould and Michael Taylor.

Centre-piece of the display was Angus Macdonald's large Gypsy Moth, complete in every detail to match the full-size machine (though Angus was heard to admit that not all the ribs were actually built up ones). This naturally got most attention with special notice of the electric motor now fitted. Models in the foreground included several Tomboy or similar R/C and F/F sports models with Mills 75 or Cox power units, two of Geoff's unorthodox designs, a pattern R/C model, and the large red and white Quaker Flash. Smaller aircraft sheltering beneath the table included a Tigerneza and the much flown Dakota biplane.

Other tables displayed chuck gliders, small rubber jobs particularly indoor types, and an example of a microfilm model, brought by Keith T safely in its case along with an example of early design and covering material. Models were also suspended from above. These included Charles' Hurricane and tiny Sopwith Triplane plus the latest in his series of the wayward So Long, Keith Trillo's new 1/2A Texaco Skipper, several other power types, a Wristocrat R/C sailplane and the Bruce Keegan- designed Sky Roamer, weathering the gusty breeze that sometimes threatened havoc. Luckily the ominous clouds produced only a few brief showers from which to shelter the models as best we could.

Also on show was a panel of action photos of men and their machines taken at Karaka in recent times, as well as back numbers of Slipstream and entry formers (one of which was promptly completed by a keen junior, Louis McNair). We were kept busy with enquiries, Angus in particular being tireless in chatting to visitors to the stand. A safe opening line is 'Have you ever built any model planes?' which can prompt memories of early efforts at free-flight or control-line in the '50s or before. Hopefully we will have picked up some new members and the flag was flown effectively with good PR for aeromodelling in general.

The big crowd ruled out any possibility of model flying – we left fly-pasts to the pair of Tiger Moths and the Warbird Havards with their smoke display. Elsewhere there was much to look at from sheep-dog antics and ancient warriors to Scots marching bands and machinery parades. The vintage car clubs were present in force, whilst the many varieties of pumping engines kept up the perpetual task of sucking up water to pour it back into the tub whence it came. There was never a dull moment. The food stalls were good too.



Two views of the Club's display at the Karaka Vintage Day.



**Top:** Michael Taylor getting the feel of his Viper, mini-helicopter. John Swales looking on.

**Above:** Keith Trillo explaining the workings of his torque meter for Hangar Rat motor winding.

**Left:** Modelair Hornets large and small. Keith Trillo's full size model and Angus's mini version. Both good fliers.



# Hangar Rat at Balmoral - Stan Mauger

24-2-14

Keith Trillo was first to get a model in the air with his Modelair Hornet, always a reliable flier. This was accompanied by Angus's Mini Hornet, also a spritely flier.

The Hangar Rat event was between three fliers, Ricky Bould, Angus Macdonald and Keith Trillo. After the usual time spent testing the set up of models, each flier started to put in official flights. Angus's model climbed well, in fact too well, and some ceiling hugging spoilt what would have otherwise been longish flights. This was proved when after he had used up his official flights, he started getting some very good times.

After an initial short official flight Ricky soon had his model flying well, with times over a minute and good enough to give him the second place slot. Keith Trillo had a new set of wings on his Hangar Rat after his 'good set' had been damaged by a swooping indoor radio model on a previous Balmoral evening. He soon had the model trimmed and made two flights just under the two minute mark, to give him the best time of the evening. The preparation of rubber motors on these models was a carefully controlled operation and torque meters were in evidence to assess winds on models in addition to the usual counting of turns.

Michael Taylor had some gentle flights with his new infra-red controlled Viper indoor mini-helicopter.

## Results

1. K. Trillo	1:53	1:31	<b>1:54</b>
2. R. Bould	0:23	<b>1:15</b>	1:02
3. A Macdonald	0:58	0:51	<b>1:06</b>

Angus at work, setting up his Hangar Rat (*left*) and Ricky (*right*) setting up wing mounting on his model.



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*FREE FLIGHT*  
**SCALE DAY**



Sunday **May 4**, Patetonga  
from 8.00am

## **Contest for all free flight scale classes**

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

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

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

## The Birthday Boys

Bruce Keegan and Trevor Martin have been close friends for many years. Bruce often travelled overseas with Trevor and Ngaire and had very close contact with them and their children, John and Janine, as they grew up. This friendship included considerable time flying all sorts of models together. Unfortunately both have deteriorating health. Bruce had another fall recently and injured an ankle and a knee, among other things. He now lives in the David Lange Care Home in Mangere East.

Trevor is having breathing difficulties and has recently moved to Sarah Selwyn wing of Selwyn Village. He uses an oxygen machine and also has a smaller portable battery operated oxygen machine. A special feature of Bruce and Trevor's long friendship is that their birthdays are only two days apart, sometimes three. Trevor's birthday is on 28 February and Bruce's on 2 March. For years they have shared a special lunch together to celebrate their birthdays. When Bruce slowed down a couple of years ago I began to take him to flying. At that time I started taking Bruce and Trevor out for their birthday lunch. This year they hadn't been together since the beginning of December.

Each had various setbacks, spent some time in hospital, and became less mobile. With the birthdays getting closer, at the end of February, a cunning plan was needed. After a bit of scheming the arrangement was that as Trevor would turn 79 on 28 February, I would collect him with his portable oxygen machine on 2 March and drive to the David Lange Care Home and surprise Bruce for his 93rd. birthday. He was pleasantly surprised. We spent a couple of hours with Bruce, discussing all the usual aeromodelling topics.

I shouted Trevor lunch at a cafe on the way home. Unfortunately Bruce missed out on this and had lunch in the dining room at the home. A six hour expedition with a really rewarding outcome. We even had our photo taken to record the occasion.

Bryan Spencer



*The following article sets out the CAA guidelines relating to issues of privacy and remotely piloted model aircraft. This is relevant not only to affiliated members, but also to those elsewhere who acquire these model aircraft. The article is from the CAA publication Vector, and is reproduced under the free publication provision stated in CAA (2013, p. 2) - Ed.*

## **Model Aircraft and Privacy**

Model aircraft and remotely piloted aircraft have the potential to be intrusive when fitted with cameras.

Organisations or individuals using such aircraft would have to have a very good reason for collecting personal information in the form of photographs and video, and we would expect them to take care on how the images were used and who they were disclosed to.

We would expect users to think through the privacy implications of what they intend to use them for. In this regard, many of our guidelines for CCTV use would also apply in many situations in which aircraft are used.

To see those guidelines, go to [www.privacy.org.nz](http://www.privacy.org.nz) and enter “privacy and cctv” in the search window.

- Office of the Privacy Commissioner

## **Remotely Piloted Aircraft**

Many remotely piloted aircraft, suitable for aerial photography and surveillance, use sophisticated technology that wasn't even dreamed of when our rules were written. Aviation regulators worldwide are grappling with the risks and safety issues associated with these aircraft.

The current ICAO name for such aircraft is Remotely Piloted Aircraft Systems (RPAS).

Over time, many terms and acronyms have been used for these aircraft, such as Unmanned Aerial Vehicles and Systems (UAV and UAS).

The CAA has a responsibility to ensure public safety and this comes to the fore when operators want to fly in urban areas.

We've covered model aircraft on the previous pages, but if you want to fly outside the Part 101 rules, please contact the CAA with details about your planned operation.

It may be that you need an authorisation under Part 19, issued by the Director.

For that to happen, the Director must be assured the proposed operator has examined the potential risks and made provisions for safe operation of the aircraft.

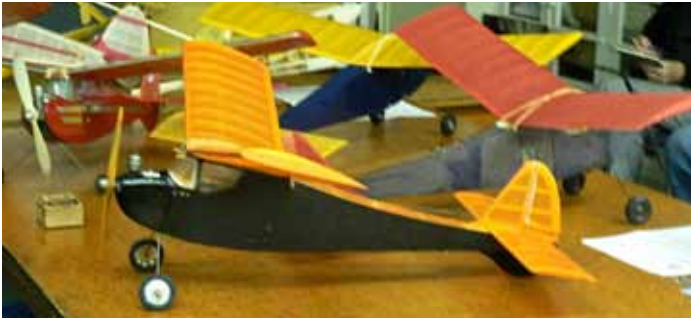
Contact the CAA for guidance, email: [info@caa.govt.nz](mailto:info@caa.govt.nz).

In the future, more specific provision will be made for pilotless aircraft activities as we update the relevant rules. Work is already under way on this.

## **Reference**

Civil Aviation Authority of New Zealand. (2013). Model Aircraft, *Vector*, September/October p.15.





# Tomboy & Texaco

Tomboy and 1/2A Texaco are 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

# ***Grass Racing***

Get back to the good old days of team racing,  
when people used Oliver Tigers, ETA 29s etc



## **Classic A, Classic B Slow Goodyear, Classic FAI**

**When - March 30th, May 4<sup>th</sup>, June 15th**

**Where – Mercer rugby field**

**Practice from 0900, racing from 1000**

**Entry fee \$10**

**Do you have a model but no pilot or pitman? no problem, we will help on the day.**

**Contact - Bob Reynolds [b.j.reynolds@clear.net.nz](mailto:b.j.reynolds@clear.net.nz)**

## 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)  
NOTE 1/2A Texaco is included in the Karaka/Tuakau  
Programme

**Karaka Steward**

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

### HOTEO

Now open again for model flying

**Call the field steward if you wish to fly there**

Refer to MFNZ Decentralised programme for  
events that may be flown at Hoteo

**Hoteo Steward**

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

### AKA AKA

Saturdays & Sundays

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

Instructors

Grant Domigan and Brett Naysmith

### 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

**Balmoral**

April 28

**Open Rubber Scale, Peanut Scale, Profile Scale  
and Kit Scale** [7.00-10pm] - *for Club points*

**Ellerslie**

Tuesday April 8

**Michael Park School Hall**

Indoor radio flying (7.00-10pm)

Tuesday April 22

**Indoor Radio Scale** including ARF Scale, Simple Scale and  
Full Scale classes [7.00-10pm]  
- *for Club points*

**Indoor Steward**

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

**PATETONGA**

May 4

All Free flight scale events - *for Club points* [See Page 18]

## OFFICERS OF AUCKLAND MODEL AERO CLUB INC.

Patron	Angus Macdonald	575-7232	angusmac@xtra.co.nz
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Vice President	Keith Williamson	625-9157	kcwilliamson@xnet.co.nz
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Treasurer	Jeanette Northmore	527-0158	morg1@xtra.co.nz
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	Keith Trillo	298 4161	careith@hotmail.com

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## Club subscriptions

NZMAA Affiliation is mandatory for Club flying

**Senior** \$53 (+\$67 NZMAA)    **Family** \$55 (+\$72 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

Mrs Jeanette Northmore,

20 Larsen Road, Panmure 1072, Auckland

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## NEXT CLUB MEETING AND NATTER NIGHT

Monthly club meeting

7:30 PM

**Monday April 7, 2014**

ASME Clubrooms, Peterson Reserve, Panmure.

## AGM Plus Texaco models

### Items for the table:

Models, plans, engines, photographs etc

### Trading table:

Buy, swap and sell

## Visitors or intending members welcome