

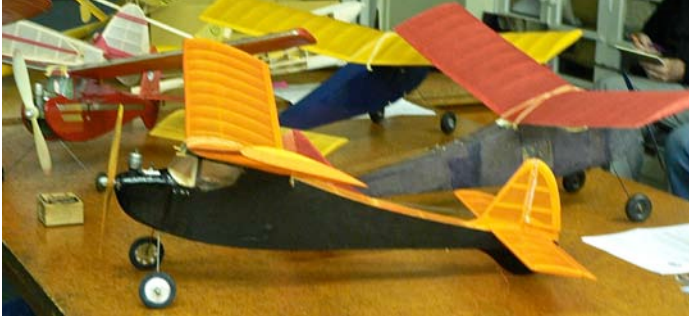


BULLETIN OF THE AUCKLAND MODEL AERO CLUB INC. EST. 1928

April 2015



Stuart Ward at Aka Aka with his Crimson and extended-wing Crimson electric gliders



Tomboy & Texaco

Tomboy and 1/2A Texaco will be flown as a monthly competition at either the AMAC field at Karaka or the Tuakau Club field.

Contact Keith Trillo for confirmation of site and possible postponement, Mobile: 027 460 7180.

AMAC placings count to event Club points

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 2015 Slipstream is April 24

Editorial – Trophies: a personal view

In the last bulletin, and in this one too, there is a request for the return of trophies. The thought of trophies undoubtedly conjures up differing connotations in the minds of everyone. A familiar response, often heard after various prizegivings, is that trophies carry the obligation of keeping them until next year, returning them and keeping them polished with the appropriate silver polish. Then there is the cost of engraving. Thankfully the Club provides that service but most organisations are not that generous. This said, why is there still a place for trophies in clubs and other organisations where there is an element of competition or accomplishment?

Those of us who have been actively involved in competitions in any capacity, will probably remember the pleasure in receiving a trophy for the first time. If it is a childhood memory then it was surely at a time when trophies won were displayed with honour, rather than being banished to a cupboard in the model room for returning in a year or so's time. Times have changed and perhaps all but 'world cup' trophies do not have quite the same place in our lives that they did have then. This does not in any way make us less worthy of receiving them when we excel at what we do. It may be argued that the recent move to take away the formal awarding of each SIG's trophies at the Nationals prizegiving has done something to reduce the kudos of individual accomplishment at the Nationals, by taking away the celebration of this, by all who attend.

I am unashamedly passionate about awarding trophies for the event for which they were originally intended. Like it or not, trophies are artifacts and icons of social history in their own right. Just like certificates, trophies mark not only the accomplishment of the moment, but also the history of what has been achieved in the events or fields for which the trophy has been awarded. If trophies are lost, we also lose a visible record of the modellers' achievement in getting to that point in their craft and of being able to win an event. Gazing down the list of names on a trophy brings to mind a rich history for people who were there at the time or just interested in respective events then. I am mindful of the onerous(?) obligation of housing the trophies that the Club no longer awards, but they are after all, significant 'Club history'.

Stan Mauger

Trophy returns reminder

Please bring any trophies that you hold, to the next Club meeting so that they can be engraved for prizegiving.

Please ensure that they are polished and in a fit state for engraving and awarding to the next recipient

Monthly Club Night - Mike Mulholland

2-3-15

A pleasant evening and the promise of a guest appearance by celebrated De Havilland expert and author Janic Geelen ensured a healthy turnout.

Present were John Bercich, Ricky Bould, Guy Clapshaw, Paul Evans, Martin Evans, George Fay, Janic Geelen, Angus Macdonald, Stan Mauger, Mike Mulholland, Geoff Northmore, Arthur Pearce, Bryan Spencer, Don Spray, Michael Taylor, Keith Trillo, Stephen Wade, and Charles Warren.

President Charles started proceedings by calling for the usual announcements. Of note Bryan Spencer reported that Bruce Keegan is doing well and turned 94 that day. Although no longer actively involved in flying activities, Bruce is certainly a constant fixture in the thoughts and collective experience of club members, so this was good news indeed. Bryan also reminded us that Trevor Martin would have turned 80 on the previous Saturday.

On to Ricky Bould and the presentation of Nationals certificates to those members who performed with distinction in Free Flight Scale events. AMAC was well represented and the following presentations were made:

Stan Mauger

1st Indoor Open Rubber
2nd Outdoor Rubber Scale
3rd Indoor Kit Scale
3rd F4B C/L Scale

Ricky Bould

2nd Indoor Open Rubber
2nd Indoor Kit Scale
2nd CO2 / Electric

George Fay

3rd Indoor Open Rubber

Keith Trillo

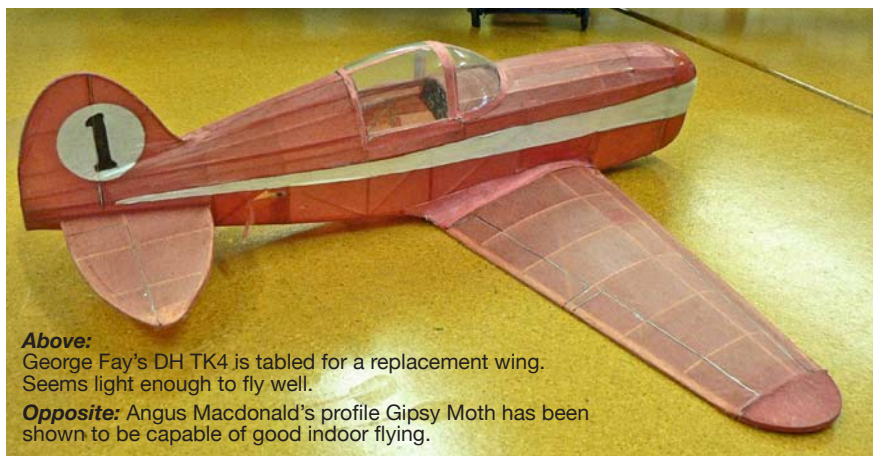
3rd Peanut Scale

Angus McDonald

2nd Peanut Scale

Paul Evans

3rd CO2 / Electric



Above:

George Fay's DH TK4 is tabled for a replacement wing. Seems light enough to fly well.

Opposite: Angus Macdonald's profile Gipsy Moth has been shown to be capable of good indoor flying.

Appropriately the night's theme was De Havilland aircraft and Charles commenced his circumnavigation of the table with Angus McDonald's profile indoor electric DH60 Gypsy Moth. This was intended as a fully built up model and Angus had apparently got as far as making the wings with scale structure, when profile scale R/C started to become prevalent and this it to came to be. I have heard an alternative version of this in which Angus spills a bottle of ink over crucial parts of the plan and has to make do with what he has! This model also featured the wheels that Angus had described the construction of in last month's Slipstream.

Martin Evans had along his partially built F/F Cirrus Moth built from the very good JH Watters plan and sporting a PAW .55 diesel. Great subject, great design, great build. All this needs is a little enthusiasm some covering and paint - come along now our Martin! Evans Major was there with the second iteration of his DH53 Hummingbird, which he has campaigned successfully in Power Scale over many years. Presumably this was built from the Jim Fullerton plan which appeared in Aeromodeller a few years back. Interestingly the designer noted the spiral sensitivity of the design which he attributed to a combination of low dihedral and prop progression over the large fin. Certainly I have seen Paul's versions endure and survive some impressive prangs in their time. Paul has mastered its idiosyncrasies and anyone contemplating a build of this design would profit by talking to him. Janic Geelen's book, *Magnificent Enterprise*, includes some revealing and amusing discussion of the flight characteristics of the full-sized aircraft.

Staying with the theme, George Fay had a rubber powered DH TK4 Racer along. This aircraft was built by De Havilland technical apprentices for the Kings Cup races. George's version only has one wing apparently having lost the other one in an attempt to crack the elusive two minutes. The model is very light (as one might expect having only one wing). Another version of this that I have heard, is that George got the plan from



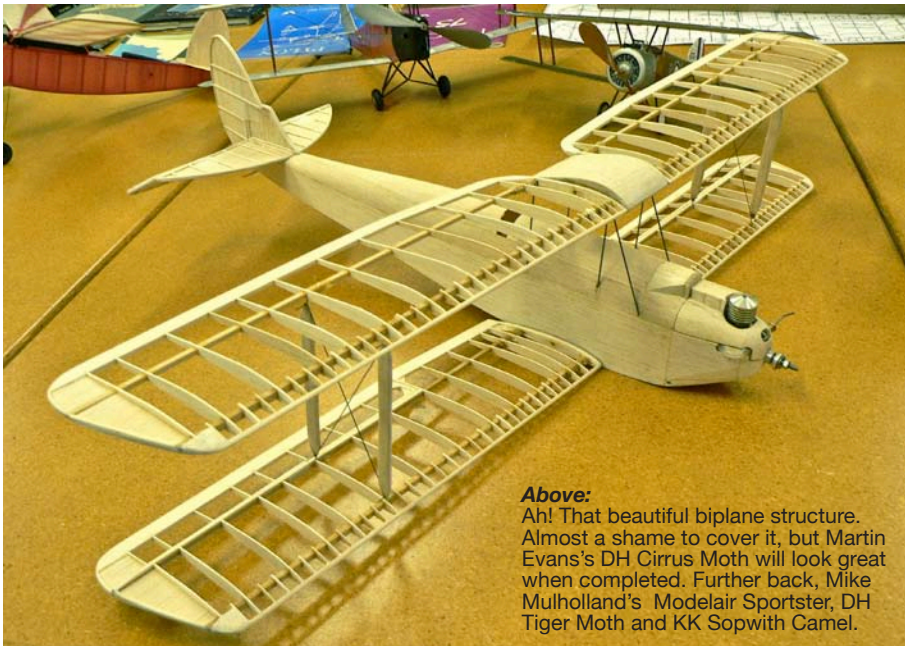
Angus and his troublesome ink bottle and he also had to make do with what he had... Stan Mauger's offering was a very nicely constructed example of the Modelair Tiger Moth. This was built by his son Philip for a Modelair Plan contest for juniors, held at Logan Park to celebrate the club's 60th Jubilee in 1988, and which apparently won the event.

Departing from the night's theme but no less welcome, was Keith Trillo's 1940 Stardust Special built at 79% of the original size for 1/2E Texaco. Keith was happy to discover that an aluminium spinner and wheel provided precisely the ballast needed to achieve the required CofG at 64% chord. Undercarriage and tail are removable for ease of transport. Always one to innovate, Keith has used Tamiya masking tape on the elevator join to reduce induced drag as per full-size practice. Keith says that this model is big in Australia and although somewhat twitchy due to short-coupledness it is a great performer and his has achieved 23 Minutes at Tuakau. Beautiful building as we have come to expect from Mr Trillo.

Not to be outdone in the article of wheel-making, Arthur Pearce demonstrated his method using various sized hole saws in an electric drill for making wooden toy wheels. Arthur cautioned against the use of inferior tools and demonstrated the correct technique to ensure the easy removal of the wheel blank from the saw.

Back on theme, Michael Taylor presented the 32" Mercury Tiger Moth plan by HJ Nicholls. Although this is not the most accurate plan of the Tiger Moth it is certainly a practical stand-off scale design that performs extremely well. Michael and Paul Evans have both built this model for Mills .75 power. Michael's has logged over 100 flights since 1988.

Michael had also been scanning early Aeromodellers to see if he could find contemporary



Above:

Ah! That beautiful biplane structure. Almost a shame to cover it, but Martin Evans's DH Cirrus Moth will look great when completed. Further back, Mike Mulholland's Modelair Sportster, DH Tiger Moth and KK Sopwith Camel.

references to date the Jetex Canberra kit that Louis McNair had brought to the February meeting. Although unsuccessful, Michael's search did reveal plenty of other kits from that series and the likely date of the kit is somewhere around the mid- fifties.

Discussion of Jetex segued into reminisces from Guy Clapshaw and President Charles who had been at school with Jeremy Mansour (Mansour Senior having created FROG and Jetex) Mansour Junior apparently missed out on the modelling gene himself. Further reminisces from Michael involving both jets and De Havilland, were that as a fourteen year old he had witnessed the prototype DH110 as it took off over him, as he and his family travelled down the Great North Road from Yorkshire.

Ricky Bould presented his 36" rubber-powered DH94 Moth Minor. This was built from an Aeromodeller plan and whether designed that way or whether tweaked by Ricky, it appeared to be very accurate. The model is very light, even at 36" span and features a very nice Kahikatea (white pine) prop. Apparently this was showing promise when it had an indiscretion with a fence some years ago. Wouldn't take much to get this going Ricky... Ricky has some serious DH credentials having been an apprentice at De Havillands from 1960 – 1964 and having managed a flight on the Comet during this time.

Last up for the table was Mike Mulholland who had his Avetek Tiger Moth along again on the slim pretext that this was a DH night and that the model has now been fully trimmed out. Gwyn Avenell and Mike have been tweaking the kit and ironing out all the little wrinkles before production can commence. The good news is that this is all but complete and that kits will be available very soon. Some video has been taken of Mike's model in flight and will be available on YouTube in due course.



Above: Paul Evans's Humming Bird representing early DH types. In the background Ricky Bould's Moth Minor, that shouldn't need too much work to be ready for some flying. To the right, books on De Havilland aircraft brought to support the theme for the evening. Mike Mulholland's Modelair Sportster just making it into the frame to the extreme right.

Mike's Sopwith Camel was back again also on the slim pretext that it is now trimmed and successfully flown and to demonstrate the wheel technique described in last month's Slipstream.

Mike's final offerings were the Thomas Designs kitsets he obtained while in the USA over Christmas. A 24" span the Piper Vagabond is stand-off scale but close enough to be easily modified to full spec if desired. Very light structure and well engineered. Also at 24" (1/12) the Bristol Scout is super scale. It includes 9 Williams Bros Le Rhone cylinders, a separate 1915 Lewis gun kit, separate instrument kit and separate wheel kit, all of the highest quality and accuracy. All wood on both kits is carefully selected contest grade. A quick look at the Thomas Designs website and the photos of the Bristol in particular is recommended. <http://www.thomasdesigns.net/BristolGallery.html> The model featured was built by Rich Weber, one of the FAC luminaries. Everything you see on his model is included in the kit.

The highlight of the evening was a talk by author and DH enthusiast Janic Geelen, who has written and published *Magnificent Enterprise Moths, Majors and Minors*. This is Volume 2 of Janic's history of De Havilland aircraft and covers the development of the gipsy Moth through to the Flamingo airliner. As well as the easy-reading and informative text, the book features extensive use of photographs, 3-views and constructional sketches that are a fantastic resource for scale modellers. The 3-views were



created by long-time ex-DH employee Norman Eastaff who finished his working career at Pacific Aerospace in Hamilton. The 3-views are notable in that they have been drawn to show as much constructional detail as possible.

Norman's drawings were created from an extensive collection of original DH plans and drawings that Norman was able to save at a time when De Havilland had tasked him with rationalising their archives and we are indebted to him for having done this. Janic's discussion focussed on his association with Norman Eastaff and Norman's history with De Havilland. This was a very interesting personal insight into a subject that is dear to the hearts of club members and appreciation was shown in the usual manner.

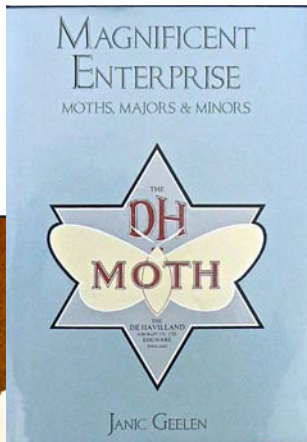
President Charles called proceedings to a close and over the usual tea and biscuits members were free to discuss matters De Havilland with Janic and to take advantage of the signed copies of his book that were available. Janic has kindly offered all possible documentary assistance to club members interested in De Havilland subjects.

And with that another pleasant evening spent in good company came to a close.

Left: Philip Mauger's Tiger Moth entry in the Club's 60th anniversary competition for juniors, from Modelair kit designs.

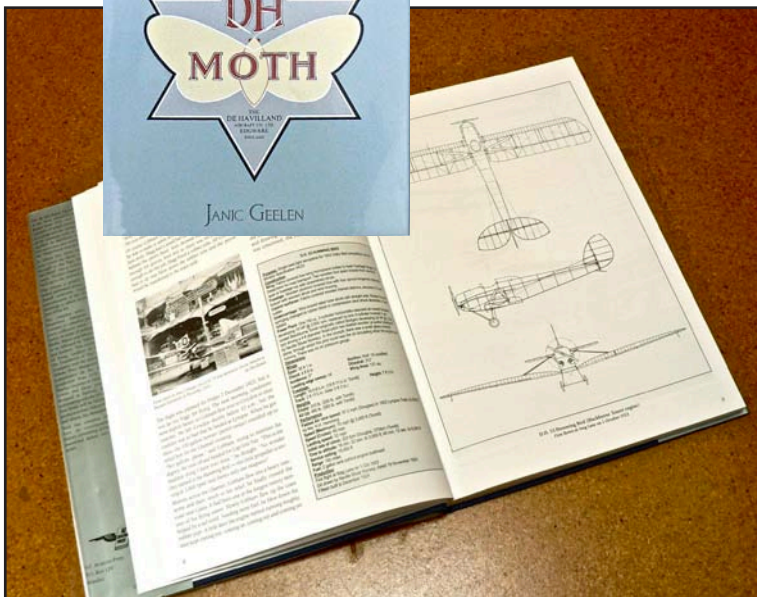
Below: Keith Trillo's immaculate 1940s Stardust Special.





Above: Janic Geelen during his presentation to the meeting.

Below: *Magnificent Enterprise* cover and spread showing the excellent 3-views and accounts of De Havilland types throughout.



Building Board

Charles Warren writes

Here is the state of my building board... rather overwhelmed by a quarter scale Flair Fokker DR1. As you can see, I have built most of the fuselage and tail feathers. I have put a strip of carbon fibre round the circumference of the all moving rudder as the balsa was rather soft and might be vulnerable in a nose over in long grass. The longerons are 10mm square section hard balsa. There is a giant cowl to go on the front and the engine is mounted on a 9mm thick ply bulkhead.

I have not started on the three six foot span wings and the undercarriage has a little wing on the axle. However, the ribs are all ready cut out as it is a kit and not a scratch build so that will save time. It is only semi-scale as the wing section is flat bottomed and not undercambered. The engine is a 2 stroke petrol Kalt 23cc.



Postal Plan Scale Competition 2015 Now under way

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.

Aka Aka Diary

3-3-15

There were five of us flying at Aka and Lloyd Hull was there as a spectator. Brett Naysmith had his large aerobatic Edge 540 powered by a DLE35 petrol motor flying successfully and was lending moral support in his role as instructor. Stuart Ward had two electric gliders. One was his faithful Crimson and the second a new extended wing Crimson. These were both performing well. Mike Derecourt was flying his low wing Soar 40, with no problems. Then Charles turned up and flew his Red Zephyr powered by a Saito 45 four stroke, which gives it very sedate performance. The climb rate is not sufficient for duration competitions but it is very forgiving with its large wheels well forward. A good day's flying and nattering was enjoyed by all and there were no dramatic arrivals.

CHARLES WARREN

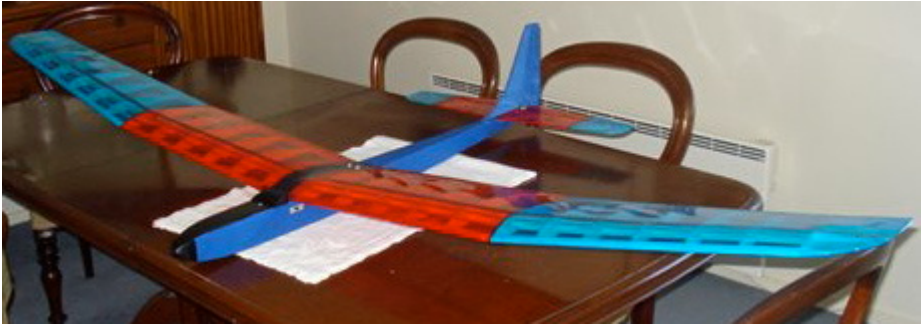
22-3-15

Present at The Elbow Reserve were Brett Naysmith (instructor) with a Parkzone Radian Pro., Stuart and Hamish Ward with the SD Greenly Tow Plane powered by a DLE 60cc Twin Petrol engine and Stuart's 4.8m Slingsby Dart T51 Glider, which were very impressive to watch and both professionally flown. Tony Plow with an OS25 powered Luckybird, Mike Derecourt with his Soar 40 (Super Tigre 45) and Brendon Neilson, learning with his Calamato OS 46. Conditions were excellent with a light north-easterly.

BRENDON NEILSON



Above:
Stuart Ward's Greenly Towplane powered by a DLE 60cc Twin Petrol engine.



Above:
Brendon Neilson's now completed Drifter 111, ready for flight.



Above:
Stuart Ward with his impressive Slingsby glider.



Karaka Diary

1-3-15

A forecast of light winds brought Mike Mulholland and Ricky Bould to Karaka Sports Park by 7:30am, soon to be joined by Michael Taylor and later by George Fay, Don Spray and Angus Macdonald. We took advantage of the good conditions to put up numerous test and or trimming flights, the later ones being timed to provide material for the on-going Plan Scale competition.

Mike's Tiger Moth and Sopwith Camel flew beautifully, Ricky's Barracuda showed promise, George's Tony performed well, Michael's Cessna 195 took to the air (having been in storage since the 1993 Christchurch Nationals) - to mention only some of the models that were tested. Keith Trillo brought a couple of budding modellers who watched the fun before they transferred to the adjacent paddock for the morning's R/C flying.

MICHAEL TAYLOR





Opposite page

Mike Mulholland's rubber powered Tiger Moth is a great flier. No apologies for the slightly out of focus photo lower, that captures the moment!

Above: Mike's KK Sopwith Camel gaining some altitude, and **(lower)**, on the mat between flights. Oh that we could have got such flying from the KK 3/6D models that we built years ago.





Left: George Fay had his Fearnley designed Max Holste Broussard, PAW powered, to fly.

Centre: Don Spray's diesel powered Zlin Cmelák is now a proven flier.

Below: Rubber models including Mike M's Sportster, Ricky's Comper Swift, Michael's Stahl Cessna and George's Tony all flew well.



Karaka Diary

1-3-15

There was a slow start to our flying morning due to watching A.M.A.C. members flying rubber powered scale at the adjacent Karaka Park field, which was a very successful morning for them. We then moved to our regular field and started our R/C flying. The weather started with blue skies and calm, with fair weather woolpacks forming as the morning progressed. We flew endurance with E Tomboys now fitted with 2s 180 mAh batteries, which is the new requirement, Angus Macdonald getting the longest flight. Angus also had two good flights with his E Texaco 8ball. Bryan Spencer flew his E Slicker and Ross Northcott his Lanzo bomber in 1/2E Texaco. Keith Trillo flew his Skipper in 1/2A Texaco but once again could not get consistency from the Cox .049.

Results

E Tomboy

Angus Macdonald	6:52	10:41
Bryan Spencer	7:25	9:44
Keith Trillo	8:58	7:25
Ross Northcott	2:45	4.54

E/Texaco

Angus Macdonald	10:30	10:13
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1/2E Texaco

Bryan Spencer	18:19
Ross Northcott	6:34

1/2A Texaco

Keith Trillo	3:32	8:49	6:05
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KEITH TRILLO

22-3-15

The early bird gets the worm and two such birds were Mike Mulholland and Gwyn Avenell who made it out to the Karaka Sports Field at 7:00am to get some video of the prototype Avetek Tiger Moth in action before the wind got up. Despite the dead air and damp wings the Tiger performed as if on rails with its usual steady left hand pattern, putting in regular 45-50 second flights on 1000 turns. Mike also put in a few flights with his Sopwith Camel before coffee beckoned at the corner emporium and they headed homewards with complete models and big smiles.

MIKE MULHOLLAND

Hangar Rat at Balmoral - Angus Macdonald

23-2-15

There was an empty hall when we arrived at 7:30 pm. Apparently, the martial arts are finishing earlier now. It was a warm calm evening with little drift apparent. Test flying was soon under way then Keith Trillo made the first contest flight with a nicely judged 1m.53s. just under the rafters. "Konsitent Keith" did another 1m.53s. and his last flight of the evening was 1m. 57. Angus had "rafter problems" but did get one clear flight of 2m.11s. John Swales, flying an ex Bruce Keegan Rat, was coming to terms with free flight adjustments and his last flight looked good when a peripatetic wall jumped in front of the model! Ricky's new model had C of G and incidence problems which require a return to the workshop for surgery. Keith Williamson entered but was unable to make an official flight.

Keith T did some trimming of his new 'Fike' peanut to good effect. Trimmed to a nice circle, it climbed well but an intrusive rafter cut short what would have been a very good flight. John Swales little yellow R/C foamie Taylorcraft flew fast but under stern control by John. Angus' free flight rubber scale model (well, it is a half scale Modelair Hornet) zipped to the ceiling in under one circle, banged a couple of rafters and slumped to the floor. Mike Stoodley flew a small all balsa RC Biplane which despite its size flew very stably. A relaxed and enjoyable evening was had by all.

Results

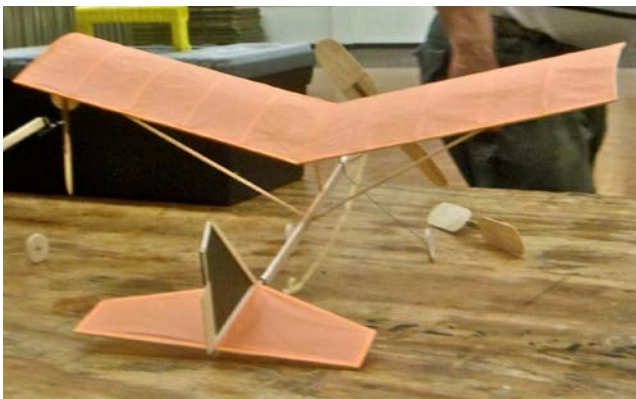
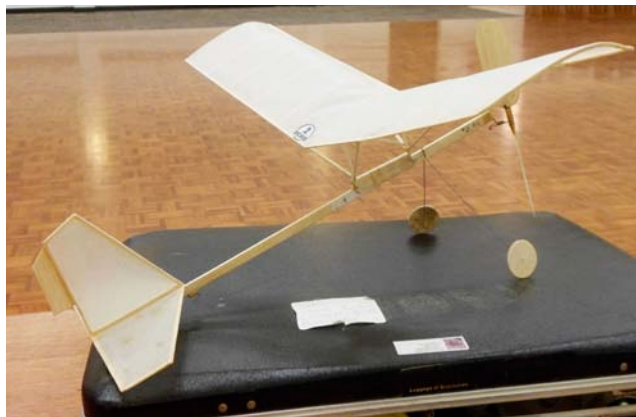
1. A Macdonald	1:27	2:11	1:10
2. K. Trillo	1:53	1:53	1:57
3. J. Swales	0:57	1:04	1:29.
4 R. Bould	0:54	0:37	0:45



Top: Angus Macdonald's 1/2 scale Modelair Hornet.



Left: John Swales and ex-Bruce Keegan Hangar Rat.



Top: Angus Macdonald's Hangar Rat.

Centre: Ricky Bould's very "stally" Rat.

Below left: All this gear for a little balsa model!

Below right: Keith Trillo and his Fike Peanut.



Better Lipos!- Angus Macdonald

Did you know that your Lipos have little worms called 'Dendrils' which grow inside and reduce the power and capacity of your favourite batteries. An interesting article in "RC Soaring Digest" (www.rcsoaringdigest.com) has information on the development of a new electrolyte which will bring the efficiency up to 99% and give a life of over 1000 charges (about 300 with current batteries), lighter weight, reduced risk of fire and much higher discharge rates. The mind boggles at the thought of 3 hour R/C E-Texaco competition flights on batteries of a similar size to those used at present. But don't hold your breath. They will be a few years coming to market.

For engine lovers - Brendon Neilson

Brendon Neilson reports that he was recently in L.A. and came across this email address jay.ny6l@prodigy.net (or you could phone USA 310 839-8572. Jay is a supplier of old "sparkie" engines. All are reconditioned, and, I believe, moderately priced. I also saw a .005 diesel engine, not much bigger than a thumb nail, that ran well. Some members may be interested.

Waikato Free Flight Champs 2015

April 5th 9:00 am - 2:00 pm Piako Road

- | | | | |
|---|---------|---------------|---------|
| 1. Open Combined | 3 x 120 | 2. 1/2A | 3 x 120 |
| 3. Kennedy Precision | 3 x 120 | 4. P-30 | 3 x 120 |
| 5. HLG / CAT | 6 x 60 | 6. Kiwi Power | 5 x 120 |
| 7. RC Tomboy IC or Electric (2S, 180mA max) | | | |

Fly-offs at 2:30

CD : Bernard Scott scott.scott@xtra.co.nz

FOR SALE

Hirtenberger "Gold Cup" [Austrian] 4 stroke engine

.49cu.in or 8cc Rotary valve - never run \$300.

Power panel - for field box never used \$50.

Sullivan Hi Tork 12v starter very little use \$50.00

Jemco Kit [American] AT6 [Harvard]

1/5 scale R/C 55" span for .35 to .46 engines \$100.00

Ring Keith Dodge 09 4167229 [ex NZMAA member].

FOR SALE

Bob Martin Mystery Ship 3m thermal Soarer

- Full house including flaps.
- Flies beautifully.
- Unmarked and flown only four or five times.
- All servos fitted
- Only requires your favourite receiver

WHAT OFFERS?

Phone Keith 09 625 9157

FOR SALE

Original Dick Ealy Firecracker Classic B Team Racer with Eta .29 6c

Flies well. Handles well. Ready to fly.

Phone Keith 09 625 9157



FREE FLIGHT
SCALE DAY



Sunday **April 19**, Patetonga
from 8.00am

Trophies for all free flight scale classes

- F4A power scale • Rubber scale • CO2 / Electric • Kit scale
- Plan Scale entries

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

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

NDC events including 1/2A Power, Open Rubber, Open
Power, P30, A1 Glider and Kiwi Power, Open Glider

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

Aka Aka Steward

Brett Naysmith 09 235 8803 brejo@xtra.co.nz

CONTROL LINE

As advised

Control line flying
Intending fliers should phone Stan Mauger
to confirm where and whether there will be flying.

C/L Steward

Stan Mauger 575 7971 stanm09c4@gmail.com

INDOOR EVENTS

Balmoral

Monday April 27

**Open Rubber Scale, Peanut Scale, Profile Scale and
kit Scale classes** [7.30-10pm] - *for Club points*

Ellerslie

Tuesday April 14

Michael Park School Hall
Indoor radio flying (7.00-10pm)

Tuesday April 28

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

April 19

All Free flight scale events - *for Club points* [See notice opposite].

OFFICERS OF AUCKLAND MODEL AERO CLUB INC.

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	Paul Evans	479 6378	ziply@xtra.co.nz
	Don Spray	828 4892	drlmspray@xtra.co.nz

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

NEXT CLUB MEETING AND NATTER NIGHT

Monthly club meeting

7:30 PM

Monday April 6, 2015

ASME Clubrooms, Peterson Reserve, Panmure.

AGM plus

Theme: Repairs, rebuilds and wrecks

Items for the table:

Models, plans, engines, photographs etc

Trading table:

Buy, swap and sell

Visitors or intending members welcome