



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

November 2015



Hangar Rat preparation at Morrinsville - (left to right) Mike Mulholland, Bernard Scott and Ricky Bould. Refer to report p.13.



Above left: Charles Warren assisting Michael to wind his Stahl Cessna at the Kirwee Nats in 2013. **Above right:** Michael seen with a vintage model at Hoteo.



Above: Michael at a Club meeting in 2000, with 3/5 version of Sporty by Vic Smeed, for replica Mills .25. **Above:** More recently, Michael testing his Contertable at Karaka



Michael, as we remember him . . .

Michael Taylor – a tribute

Michael developed his interest in aviation as a young lad in Yorkshire. First he made solid scale models carved from wood (no plastic kits in those days). He progressed to free flight gliders and rubber powered models made from balsa wood and tissue. They flew well enough to encourage him to build more and soon he and his friend progressed to both control line and free flight models. He built from kits and magazine plans and designed his own planes. Some were unorthodox layouts such as flying wings and others were canards. He tried radio control with the primitive equipment available in those days but with limited success. Like most of us in those days he cycled to flying sites carrying his models in a cardboard box. He attended UK National championships at York in 1950 but they were spoiled by wind and rain.

He kept some small engines for the rest of his life even though for a time he was too busy with his career to continue to be an active aeromodeller. After emigrating to New Zealand he resumed aeromodelling and joined the Auckland Model Aero Club in 1970. He built a variety of aircraft types and competed successfully in both free flight and vintage radio-control competitions. He went several times to the NATS and later he introduced me to the fun to be had there.

When asked what he enjoyed most about model aircraft he stated that launching a free flight model gave him the greatest pleasure. And when asked of his best achievement in aeromodelling competition he said it was achieving three out of five maximum scores with his favourite Mercury Marauder glider at the 1972 NATS. Later this glider flew away over the hills at Hoteo but he took a bearing on its flight path and having taken a circuitous road he looked over the hedge where the bearing intersected his route and there was his glider in a clearing. He had another favourite free flight favourite, a Tiger Moth, which he flew for years at Hoteo. He enjoyed working with wood and he made some of his own furniture and a special cottage-style steep staircase down to his Aladdin's cave in the cellar of his house where he stored his collection of model aircraft memorabilia and built his models.

Michael always attended flying and social meetings and timed others flights and photographed them with their models for publication in Slipstream and was generous with his assistance. Once at the NATS at Carterton he spent many hot hours in scorching sun searching for my radio-control model that had flown away. He finished up rehydrating himself in the Gladstone pub sitting next to a chap who was able to recruit a helicopter pilot to find the wayward model on his next training exercise.

Michael served on the club committee for many years, first as bulletin editor and then treasurer and then more recently secretary. When I joined the committee and was eventually inveigled into taking the chair he was my mentor without whom I would have been hopeless in the role. He collected and archived articles and photographs recording the history of model aviation in New Zealand at national and club level and was co-author of a book on the history of the Nats. In recognition of his work in these fields he was made a life member of the club and was awarded the Fred Macdonald trophy for service to New Zealand model aviation. His guiding advice and knowledge will be sorely missed by his fellow enthusiasts.

CHARLES WARREN

Monthly Club Night - Mike Fairgray reports

5-10-15

Present were Guy Clapshaw Mike Fairgray, George Fay, Angus Macdonald, Stan Mauger, Brendon Neilson, Geoff Northmore, Arthur Pearce, Bryan Spencer, Don Spray, Keith Trillo, Stephen Wade, Charles Warren and Keith Williamson.

Charles opened the meeting calling for notices. Usual notices for indoor and other flying activities were noted. Stan Mauger reminded members that the Indoor day at Morrinsville was this Sunday 11th.

The night's theme was Peanut and Kit Scale. Not a great number of models tonight but what there was were of a very high standard. Keith Trillo had a couple of nifty additions to his range of building aids. First was a homemade stress test for thin stringers to test the strength of the balsa. This device, made out of scrap wood, clamped a stringer at one end and a weight was hung at the other. The stringer rested on a sliding support which allowed the length of overhang at the weight end to be increased or decreased as required. The second was a small precision set of scales able to measure down to hundredths of a gram. These are very sensitive, which enables individual stringers to be matched - an advantage when building very small peanut models so you do not build in twists and bends in the fuselage.

His Indoor models consisted of the Ryan Spirit of St Louis and a Fike model E. A lot of fine workmanship had gone into the Spirit of St Louis especially the undercarriage and radial engine details. This model was showing promise in the early trimming flights. We have come to expect a high level of workmanship from Keith. His next project was to be a Farman Sport peanut model and this time he had all the documentation necessary for scale judging to hand before building the model as building before ensuring the correct documentation was available was a hard lesson learnt when he received low static judging at the Nationals for his Fike.

Don Spray has done it again, this time with a 1.5 times scaled up Puss Moth from the West Wings plan. His West Wings model flew so well that he decided that a larger version should be just as good. He noted that there was a weak point where the wing joined the fuselage so he has strengthened this area and added aluminium tubing so wings can be knock off in the event of contact with mother earth. As usual, Don has made the model very light and has added lightning holes wherever possible. He commented that he formed the top of the cowl around plastic pipe with the help of ammonia.

Angus Macdonald had brought along his tried and true performers, a Nesmith Cougar and Modelair Auster. While the models are getting a little tired, they perform well and can still take out first placings in club indoor competition.

George Fay has gone BIG again with his latest model a Folkerts Racer SK3 Jupiter. George had built a smaller version for Peanut but as it turned out, the wingspan of the model was only six inches so a little small for peanut. The larger model was very light and looking down the fuselage there was not a stringer out of line. Well done George!

Stan Mauger had some magazines free to a good home. Charles opened one of the plans which was a control line Fokker Triplane. Keith Williamson had built one and said it was not a bad model to fly as control line. When Charles asked if it had a lot of drag, Keith said he had an Ohlsson 23 up front and did not notice much drag.

Bryan Spencer had been to Hobby City where he spied boxes of 1/16th tan rubber. He ended up purchasing the complete stock of boxes and had them for sale at \$5.00 a box. All went as quick as a wink! Also bottles of Diesel went the same way with reserve orders for some more of his stock, which he had at home. There was an R/C Corsair 11 kit and other bits and pieces free to a good home. Arthur Pearce was seen with the kit under his arm when leaving for home.

Mike Fairgray had the latest Classic Wings Down Under magazine. Arthur had brought in a copy of Flightpath and noted that the Australians now had a flying Eindecker E111. Both Mags had articles about this aircraft. The Australian Vintage Aviation Society had received several reproduction bare shells. Classic Aero Machining Services based in Omaka was making 100 hp rotary engines so one was ordered. They covered the uncovered fuselage with plastic to keep off the castor oil for the first testing of the engine. The aircraft first flew on the 5th May.

A 'free to a good home' peanut scale Ganagobie kit that Mike had brought along went to Charles, who plans to have a go at indoor flying with it.

It was then time for tea and biscuits and a closer look at the models and magazines.

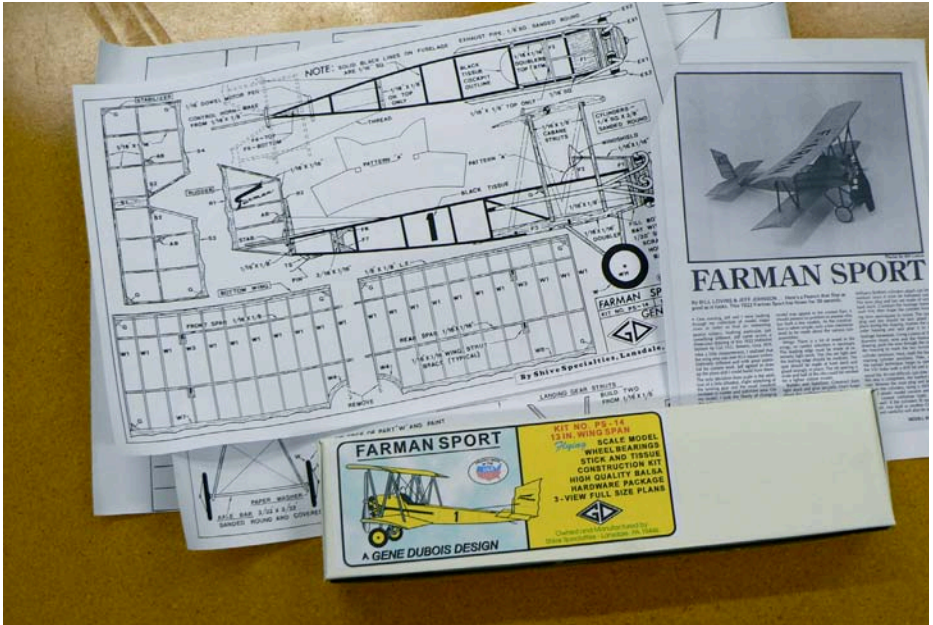


Above: Now regularly flown in Kit scale, Angus Macdonald's Auster was built as the prototype model for the Modelair kit and was on display for many years in the Broadway shop.



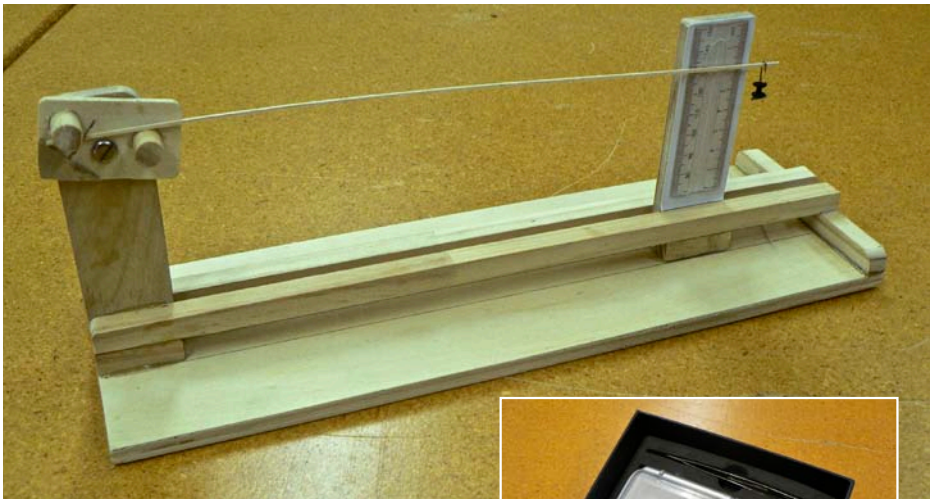
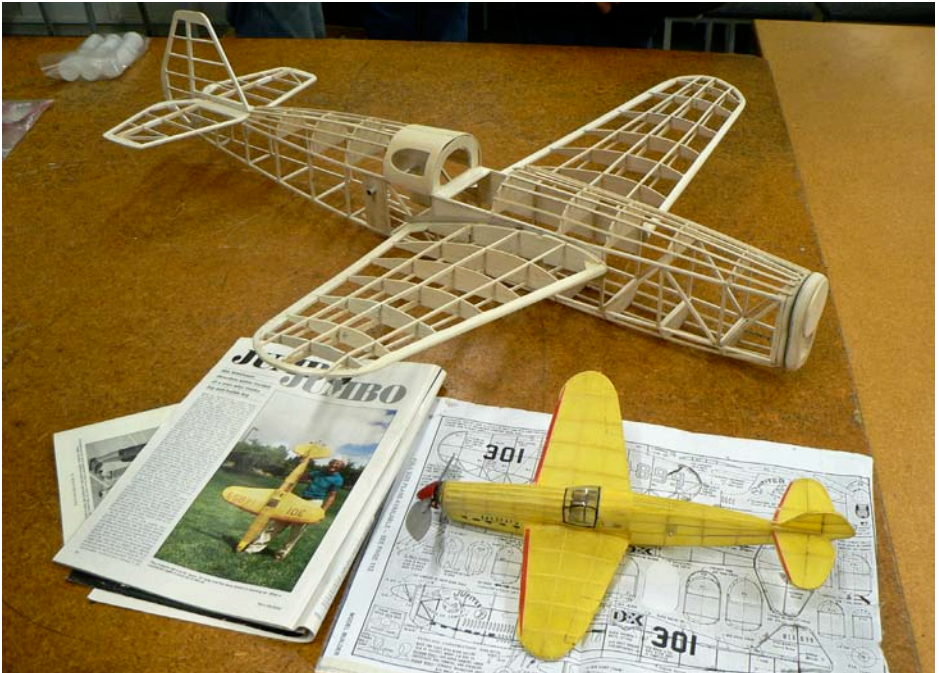
Upper: Keith Trillo has produced yet another beautifully crafted scale model in his Ryan NYP Spirit of St. Louis. Views show his excellent markings and radial engine detail.

Left: Also from Keith, his now well proven Peanut Scale Fike.



Upper: On Keith's building schedule, a Farman Sport for Peanut Scale.

Above: Angus Macdonald's Nesmith Cougar still flying well after having had its first flight in the original Peanut Scale Nationals event.



Top: Never one to shy away from challenging rubber scale subjects, George Fay is well on with this Folkerts SK3 Racer. See also the building plan and George's Peanut version of this subject

Centre: Keith Trillo's balsa strip tensile strength test apparatus.

Right: Also from Keith, finely calibrated scales for weighing balsa and light model parts.

Practice night at Balmoral - Angus Macdonald

28-9-15.

A beautiful Spring day became a calm and not too cold evening but only five turned up for our "testing" night. Making use of the clear floor we set up the 'cardboard altimeter' - a right angle triangle at 45 deg. taped to a table placed in the dead centre of the hall. By sighting up the hypotenuse on the junction of the ceiling and end wall by edging the table along the centreline of the hall, then sighting down to and marking the floor (on masking tape) and measuring from the mark to the wall, we had our "ceiling height". It appeared to be very accurate as a few mm movement of the table was reflected in the same change on the sighting point. How high? - 7.360m (24.15 ft.)

There were a few new models to be tested and a few old favourites. Keith Trillo's kit scale Spirit of St. Louis was resisting his efforts to keep it inside the hall, but persistent efforts brought some success. "Outdoors on a calm morning next time", said Keith. Despite the obstreperous walls there was no damage except to Keith's nerves. A calming session with his Fike brought tranquillity. Apparently, the wire work for the legs, struts etc. was a real headache.

Angus's Monocoupe showed no inclination to glide with a few turns, so, like Keith, 'outdoors next time' for softer stopping points. A couple of flights with the Cougar to soothe. Don Spray is still working on the trim for his Luton Minor. John Swales was in the background ready to 'shoot' him. It takes a lot more space than Fikes or Cougars to circle inside the hall. His other kit scale, an Airsail Auster AOP9, found the walls a bit close too but remained undamaged. Ricky Bould was flying his kit scale Luscombe Sedan. Weight of airframe (no rubber) is 22gm.



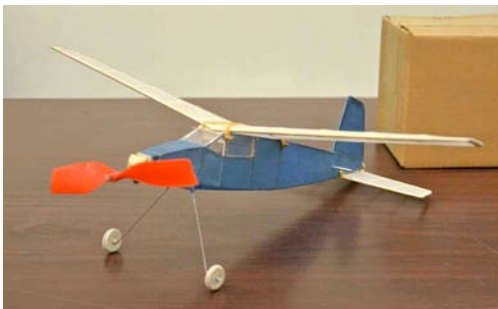
Above: Keith Trillo's Ryan NYP Spirit of St Louis during testing.

While not 'shooting' others, John Swales was trimming out the ex Bruce Keegan Hangar Rat. It would circle in the climb OK but headed for the walls as power ran down. John is now convinced that Angus's electric winder/counter is a worthwhile 'bit of kit' after about a dozen winds to get the 'Rat' under control. Briefly the process was: ENSURE ALL SURFACES ARE TRUE, with a few winds trim the glide and get a satisfactory turn with the rudder, increase the winds a bit at a time and use sidethrust to control the power circle. Use downthrust (more or less as required) to control the climb. ONE ALTERATION AT A TIME. Each step may take several flights to get right. The 'Rat' likes a fairly rearward CG. (Mine is just over 60%.) To compensate for this, reduce the wing incidence but do not take it past the point where the model will not pull out of a dive (eg. after hitting a rafter) reasonably quickly. Do not be surprised to see the bottom of the rib at zero or slightly negative relative to the fuselage spar.



Upper: Don Spray's indoor scale AOP9 going for altitude.

Left: His Luton Minor climbing purposefully on a trimming flight.



Top: Angus Macdonald's rubber scale Monocoupe 90A set for testing flights.

Centre: Angus Macdonald's altimeter for measuring the height of the hall ceiling using simple geometry.

Left: Ricky Bould's new KK Elf was brought for some testing. Should be a great flier.

Karaka Diary - Keith Trillo

8-2-15

This was a perfect morning for flying with light winds and blue sky and as the morning progressed there was good thermal lift which is reflected in the E Tomboy flight times. Those present were Bryan Spencer, Ross Northcott, Keith Williamson, and Keith Trillo. Keith Williamson had two short flights with his IC Tomboy, being back on the control sticks after a gap of some time.

Bryan flew his E Slicker first with the flat bottom wing then with his new undercamber wing, the test was inconclusive due to lift on the second flight. What was apparent was that the Slicker flew a lot slower and had a lower sink rate with the undercamber wing.

Results

E/Tomboy

Keith Trillo	9:13	12:43	13:34
Bryan Spencer	5:12	12:53	4:55
Ross Northcott	4:23	5:40	8:38

1/2A Texaco

Keith Trillo	Skipper	7:09
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Upper: Bryan and Ross ready to pack up due deteriorating conditions, Keith W with Tomboy to the right.

Indoor contest day at Morrinsville - Mike Mulholland

11-10-15

The Free Flight Scale SIG has a history of impressing me as far as flying sites and venues go, what with the Patetonga Farm and the Richmond flying site in New South Wales, so I was again impressed but not surprised when Gwyn and I rolled up to the Westpac Sports Stadium in Morrinsville. The Stadium boasts two full sized basketball courts, and so is effectively square. Each court would constitute an acceptable indoor venue in its own right and this allows two independent circles for the smaller classes. It also features a lovely high clean ceiling and the basketball accoutrements fold flat against the walls. The indoor events for the 2015 Nats were flown in this hall and the celebrated NZ Hangar Rat record of 3:00 minutes was achieved there by Angus Macdonald.

The event was scale focused as one would expect, with Peanut, Kit and Open Scale featuring but in the spirit of inclusiveness the warm up events were Hangar Rat and Push-E. AMAC was well represented by Stan Mauger (CD), Ricky Bould, Mike Fairgray, Angus Macdonald, Don Spray, Keith Trillo, John Swales, Gwyn Avenell and Mike Mulholland. Also in support were our old mates Jack Godfrey and Bernard Scott from Hamilton and Graham Lovejoy who came all the way from Feilding.

Hangar Rat was hotly contested. The results show not only the consistency of the individual rats but also a performance range which demonstrates the level of development that is possible with this design even within the simple rules of the class. Getting the best out of Hangar Rats is entirely about weight as they have wing area for Africa. Most of the rats were doing around the 1m 30s mark but the 3rd 2nd and 1st place getters were at the 2m, 2m 30s, and 3m marks respectively with first place going to Mike Mulholland with a flight of 3m 40s. Push-E attracted only two punters, with Keith Trillo achieving 2m 10s to pip Jack Godfrey at the post.

Peanut was where the action heated up with six contestants. Peanut is a game of strategy in which the modeller attempts to optimise scale factors, wing loading and flying qualities all bound together with a high level of workmanship and wrapped up in a 13" wingspan. Flying is purely a duration issue so quality of takeoff, flying speed, approach landing and general realism of flight are unimportant. Wing loading is the killer and Peanut is not an easy discipline. Internationally these factors have resulted in barn door boxes such as Laceys, Fikes, Cougars and the like dominating the class but that said, we were privileged to see a diverse range of very nice models being flown by experts. First in Peanut went to Bernard Scott with a beautifully built Blackburn 1912 monoplane. As Bernard admits it is no floater, but it flies well and boasts high workmanship and fine detailing. Not far behind was Graham Lovejoy's Lockheed Vega which was built as a fun scale from an old dime scale kit plan but which he has subsequently campaigned as Peanut on account of its wingspan. Again, Graham admits that this model is not an ideal peanut, but with his usual light building skills and standard of detailing it is still competitive. Third place went to Angus Macdonald with his Nesmith Cougar which is a seasoned campaigner and did not disappoint. Keith Trillo's Fike is also a barn door box but even within the inherent advantages of the design there are degrees of success and Keith Trillo certainly builds a

lovely light model to the highest standard. Of particular note is his laminated prop in dark and light coloured woods. Completing the box trifecta was Ricky Bould's Ol' Ironsides which produced some spectacular aerobatics until recalled to its duty, but which performed faithfully after that. This is a less usual barn door box suitably redeemed by an intricate scale paint scheme and fine detailing. Don Spray had his new FRED built from the Siegfried Glockner plan that appeared in Aeromodeller back in the 80s. These models are both competitive and characterful. A myriad of colourful full scale examples exist including ZK-FRD which is very cute indeed. Don's will be a winner when fully trimmed. There should be more FREDs.

Kit scale attracted nine entries representing a wide range of subjects including some new models. Kit scale is a kind of subversive anti-peanut sort of thing where points are deducted for things like paint, detailing, improvements etc but where workmanship and flying count. New models included Keith Trillo's latest effort – the Spirit of St Louis, and Don Spray's Aerographics Luton Minor. Also new, Gwyn Avenell has yet to balance rudder and thrustline to get a reliable circle for indoor but clearly the Avetek Porter is a real contender for open scale or kit scale. Ricky Bould is the club's Comper Swift specialist in all scales and forms of power and I think this very light rubber powered example from the Veron plan is also new. About twenty years ago the club ran an indoor event for the Modelair range of small rubber scale models. The most successful of those was their 18" span Auster which took first and second places (Mulholland and Macdonald respectively). Angus still has his Auster which came in third. Graham Lovejoy had his Taylorcraft on floats - not something you see every day. This came second equal with Stan Mauger's KeilKraft Cessna.



Above: John Swales releasing his Hangar Rat while Bernard Scott checks out his overhead.

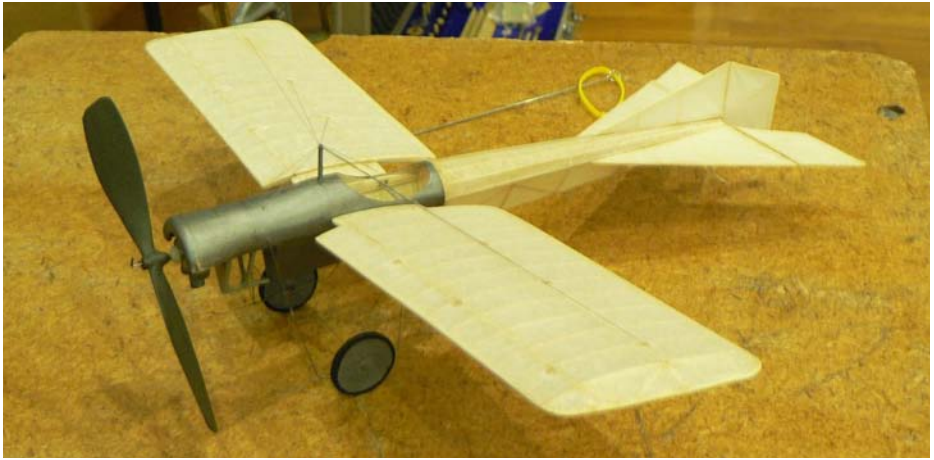
Mike Mulholland brought both of his Avetek Tiger Moths along but was not game to chance AUD in the hall. He did, however, fly the first prototype AVK, which proved that the design flies equally well indoors with four strands of 1/8 and gained first equal with Don's Luton Minor. If anyone is building the Avetek Tiger the 1/64 positive incidence on the tailplane which gives the model such a realistic 'sit' in the air also results in the most beautiful tail-up takeoffs and landings and will be a boon for open scale. Also with a Tiger Moth was Jack Godfrey who knows a thing or two about biplanes having recently built a full sized Bristol Scout. Jack has recently converted it to Rubber and is still getting to grips with the COG changes that this implies.

Open Scale was won by Stan Mauger's well tried and tested Fleet Canuck which features scale rib spacing, fine detailing and a striking yellow and blue colour scheme. Hotly in pursuit was Comper Swift expert Ricky Bould followed by the Stahlwerk R111 of Graham Lovejoy built to Graham's accustomed high standards. There is a nice peanut plan for the Stahlwerk on Outerzone. Just out of the money was Don Spray's new Avetek/Airsail Auster AOP9 which is lightly built and shows great promise. The original Airsail AOP9 was developed by Airsail in close consultation with Ricky Bould who being somewhat ambidextrous is also one of the Club's Auster experts. I have discussed certain construction enhancements with Ricky that could make this design even more competitive and we may yet form a delegation to see Gwyn Avenell in due course....

This was a most satisfying day of flying spent in great company and with the added luxury of a top level venue. On behalf of all who attended I would like to thank Stan Mauger and the Free Flight Scale SIG for arranging the event and the AMAC Club Committee for agreeing to underwrite it. Thanks also to Mike Fairgray for the photos used in the report. The event was a clear success and we look forward hopefully to regular repeats!



Above: Graham Lovejoy's lockheed Vega was a delightful choice for Peanut Scale. Flew OK too.



Top: Bernard Scott's Blackburn Monoplane made the top static score in Peanut Scale and flew well too.

Centre: Graham Lovejoy's unusual Stahlwerk RIII was entered in Open Rubber F4D

Left: An unusual subject, Graham Lovejoy's Taylorcraft floatplane for Kit Scale was beautifully built.

Results

Hangar Rat

1. M. Mulholland	3:14	3.40	
2. B. Scott	2:30	2:37	2:39
3. K. Trillo	2:03	2:09	
4. R. Bould	1:21	1:46	1:51
5. G. Avenell	1:50	1:21	
6. J. Godfrey	1:09	1:51	0:58
7. J. Swales	1:45	131	1:47
8. A. Macdonald	0:58		

Push-E

1. K. Trillo	2:10	0:43	
2. J. Godfrey	1:14	1:24	1:25

Peanut Scale

1. B. Scott	Blackburn Monoplane	0:46	44.5
2. G. Lovejoy	Lockheed Vega	0:53	38
3. A. Macdonald	Nesmith Cougar	1:07	37.5
4. K. Trillo	Fike	1:11	37
5. R. Bould	Ol' Ironsides	0:40	42
6. D. Spray	Clutton FRED	0:33	35

F4D Open Rubber Scale

1. S. Mauger	Fleet Canuck	317	513	830
2. R. Bould	Comper Swift	364	271	635
3. G. Lovejoy	Stahlwerk RIII	-	573	573
D. Spray	Auster AOP9	352	236	529

Indoor Kit Scale

1=. M. Mulholland	DH Tiger Moth	59	80	139
1=. D. Spray	Luton Minor	53	86	139
2=. G. Lovejoy	Taylorcraft Seaplane	44	86	130
2=. S. Mauger	KK Cessna	80	50	130
3. A. Macdonald	Modelair Auster	76	51	127
4. R. Bould	Comper Swift	53	60	113
5. K. Trillo	Ryan Spirit of St Louis	-	90	90
J. Godfrey	DH Tiger Moth	-	80	80
G. Avenell	Pilatus Porter	-	50	50

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!

Deadline for articles for the December/January Slipstream is November 28

Building Board

Don Spray reports on a winter building project

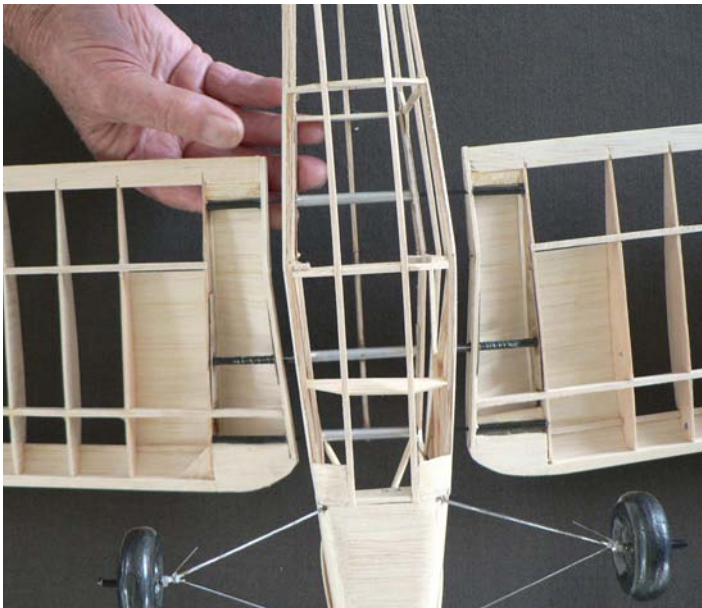
I built a West Wings Puss Moth of 622mm span about three years ago and had immediate flying success with it. It's proved to be a very good kit and a capable flyer, although it's now looking a bit battered due to its attraction to farm fence posts! So, when casting around for a winter building project, I thought, "50% bigger and heaps of rubber, and it should be a good goer". Construction has generally followed the original kit and it's been good to have the old model as a reference.

The cabin and wing-root area has been strengthened with 0.6 mm ply doublers to ribs and formers, with carbon rod and tube for plug-in wings to create a model that can be dismantled and is able to be boxed for transport - to Richmond, NSW, next year maybe. I found an interesting range of carbon rod and tube from a local kite-making shop, provided sizes for this.

My main problem is to know when to stop adding bracing, sheeting and gussets (and thereby weight) to the structure. Weight is currently up to 100g (3½ oz) so there's lots of sanding yet to be done. Wing span is approximately 37" and I envisage a 12" prop with an 8x1/8" braided motor. Worst case scenario, I can install a 0.5 diesel motor for free-flight scale power.

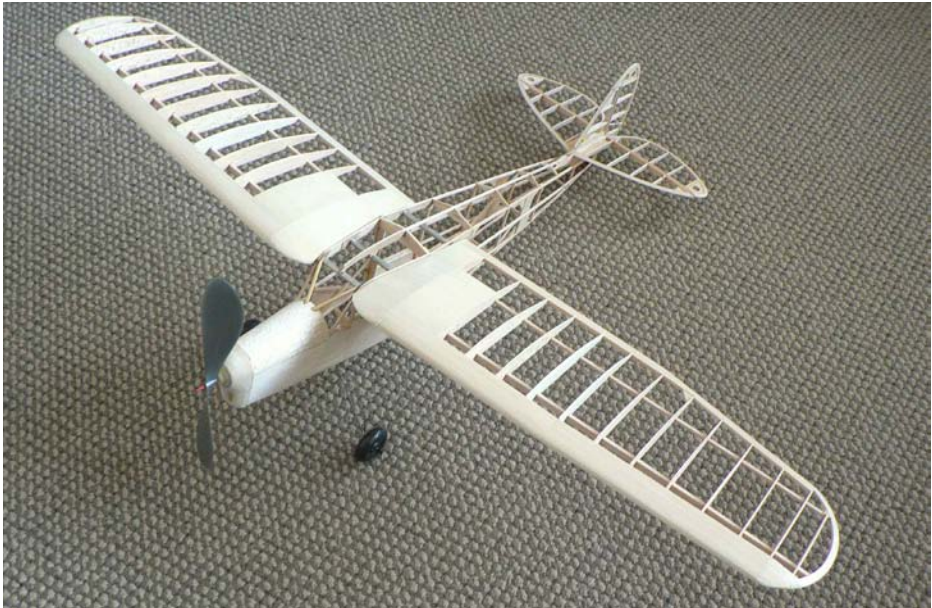
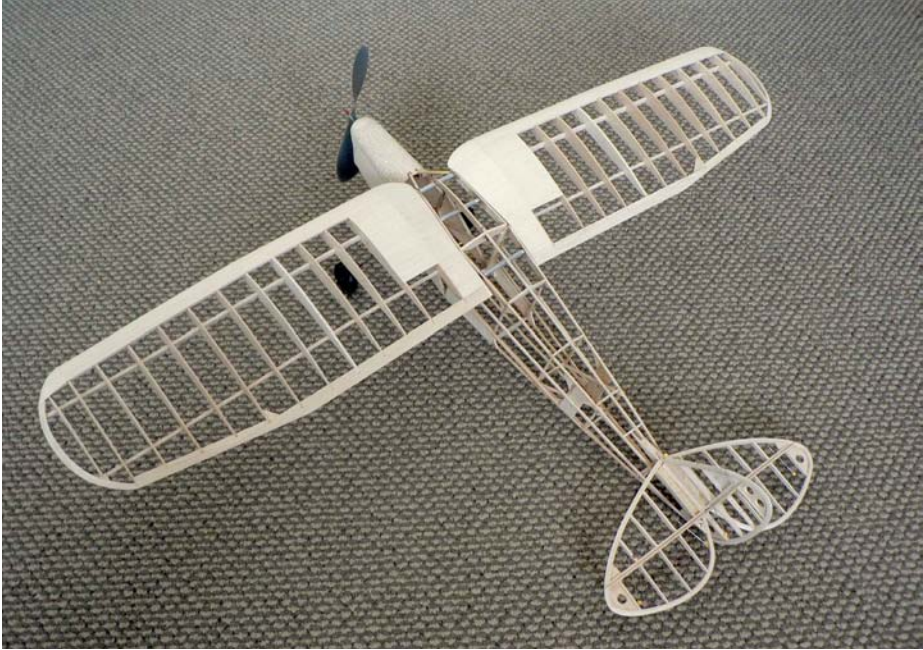
For advice and assistance along the way it's been great to be involved with enthusiastic scale SIG fliers within AMAC. There are plans 'for Africa' available within the group, so come and join the fun.

Scale forever,



Left: Carbon fibre rods within carbon fibre tube to attach removable wings.

Opposite: Sheeting of leading edges and wing roots has provided a strong light structure.



Mike Fairgray's trip nearly around the world

Shuttleworth Museum

Shuttleworth Old Warden Aerodrome

This would be the best museum to see a wide range of actual vintage working aircraft. I don't know what it is about Shuttleworth but it has an appeal all of its own which puts it above other aviation museums that I visited. It houses not only aircraft but cars, motorcycles, carriages, and an abundance of exhibits. All the collection is housed in seven hangars and there is a restoration hangar as well. When Richard Shuttleworth began collecting vehicles and aircraft in the 1930s it was with a strong remit to have all items in the collection in working order capable of performing as they could when built. Aircraft range from a 1909 Bleriot to the more modern Hunting (Percival) Provost and a good representation of 1st and 2nd WW aircraft as well as the DH Moth Range. With so many aircraft housed in each hangar, I found it often not a good environment to take photos as many overlapped each other.

I spent a half day there as we were moving on to our next destination but I could not resist going back the next day for a couple of hours. And just as well, as they had a number of aircraft out on the field running up engines and a few flying as well. While I was there a large number of vintage cars and motorcycles arrived. On speaking to several of the owners, this visit was one of a number to Shuttleworth during the year, while they were on a rally. A good place to stop for lunch is the Shuttleworth Restaurant. Shuttleworth is well worth a visit especially if you can time your visit to coincide with one of the flying events or the model aircraft shows that are held there.



Above:
Out on the field, using a Hucks starter on the Hawker Hind.



Above:
Early fliers including Bleriot Monoplane, Bristol Boxkite and Avro Triplane.



Aeromodellers' favourite subjects including Fiesler Storch, **Upper**; Comper Swift **Centre**; and Sopwith Camel in the WWI collection, **Lower**.

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. **NDC events** including Vintage RC Precision, Vintage, RC 1/2E Texaco, Vintage RC E Texaco, Vintage RC E Rubber Texaco can also be flown.

Karaka Steward

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

HOTEO

NDC events including Vintage FF HL Glider, Vintage FF Catapult Glider, Vintage RC Open Texaco, Classic RC 1/2E Texaco, Classic RC E Texaco, A1 Glider, Vintage FF Glider Duration, Classic FF Glider Duration, Vintage RC Precision, Vintage FF Glider Duration, Vintage RC E Rubber Texaco

Hoteo Steward

Paul Evans 479-6378 ziplly@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
1brett.naysmith@gmail.com

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 November **30**

Push E and Kit Scale [7.30-10pm] - *for Club points.*

Ellerslie

Tuesday November **10**

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

Tuesday November **24**

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

OFFICERS OF AUCKLAND MODEL AERO CLUB INC.

Patron	Angus Macdonald	575-7232	angusmac@xtra.co.nz
President	Charles Warren	09 238-9430	cpwarren@ps.gen.nz
Vice President	Paul Evans	479 6378	ziply@xtra.co.nz
Secretary	Mike Fairgray	636 8439	mfairgray@gmail.com
Treasurer	Mike Fairgray	636 8439	mfairgray@gmail.com
Club Captain	Stan Mauger	575-7971	stanm09c4@gmail.com
Recording Officer	Keith Trillo	298 4161	careith@hotmail.com
Bulletin Editor	Stan Mauger	575-7971	stanm09c4@gmail.com
Committee	Ricky Bould	478-8949	unimec@ihug.co.nz
	Don Spray	828 4892	drlmspray@xtra.co.nz

Club subscriptions

NZMAA Affiliation is mandatory for Club flying

Senior \$50 (+\$70 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

Mrs Jeanette Northmore,

20 Larsen Road, Panmure 1072, Auckland

NEXT CLUB MEETING AND NATTER NIGHT

Monthly club meeting

7:30 PM

Monday November 2, 2015

ASME Clubrooms, Peterson Reserve, Panmure.

Theme: Given model aircraft

[Most of us have received one or two!]

Items for the table:

Models, plans, engines, photographs etc

Trading table:

Buy, swap and sell

Visitors or intending members welcome