



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

June 2016



George Fay launching his Warring Zombie at Patetonga Scale Day. Ricky Bould, Don Spray and George kicked off the Club's Open Rubber competition for the year.



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 July Slipstream is June 22.

NOTE EARLIER DEADLINE

Editorial – A busy month

This has been a busy month for the Club, helped partly by weather but also because of scheduled events as well. Results have been recorded for on-going Tomboy and Texaco events at Karaka, on two days this month. The Patetonga scale day was graced with good flying conditions and brought out a good crop of models to enjoy the open spaces of the field. As the cover photo records, this also marked the start of the Open Rubber competition for the year, so the challenge is there for bettering these flights on other flying days during the year. Club members had a strong presence at Morrinsville for the indoor competition events held there and as the results on page 20 show, they recorded some good times and placings. The Club's efforts to encourage participation in the free flight and scale events run there seem to ensure that Morrinsville indoor Days are set to continue. After an absence of a couple of months, indoor flying at Balmoral Hall resumed with the Hangar Rat event this month and this will be reported in next month's Slipstream.

All of the scheduled events have provided opportunities to hone flying skills as well as to sort out models and model projects for the next Nationals at Waharoa to be held in the usual early January time slot. It's amazing how quickly the Nats come upon us and long term planning is a great help to being on good form there.

On the day before the Morrinsville indoor events, Club members and others were treated to an inspection of Guy Clapshaw's Proctor I at Ardmore. This is a superbly restored aircraft that drew interest and camera clicking from those present. Thanks for the opportunity Guy.

Next month several Club free flight scale fliers will be heading to Richmond for the Trans Tasman F4A Power Scale Hope Cross Challenge and for The Reg Jude Trophy event for free flight rubber scale. A report on this event will appear in July's Slipstream.

Stan Mauger



Monthly Club Night - Mike Fairgray reports

4-5-15

Those present were Gwyn Avenell, Guy Clapshaw Paul Evans, Mike Fairgray, George Fay, Tony Hill, Angus Macdonald, Stan Mauger, Bill McGarvey, Brendon Neilson, Geoff Northmore, John Raybould, Bill Smith, Bryan Spencer, Don Spray, John Swales, Keith Trillo, Charles Warren and Keith Williamson.

Bill Smith, a new member, was introduced to members. Welcome Bill. Stan Mauger reminded members of the free flight rubber scale competition at Patetonga, the results going towards club points. Bryan Spencer advised that Ellerslie indoor had a poor showing with only three flyers showing up. If this trend continues the hall booking will be cancelled.

Keith Trillo had new signs for Karaka which would be laminated and replace the existing. The wording had been updated to meet the requirements of both CAA and MFNZ. Mike Fairgray had his usual selection of model magazines.

Prizegiving

President Charles assisted by Keith Trillo presented certificates and club trophies to those members who flew for club competition points during the 2015/2016 year. Keith Trillo was awarded the President's Trophy as the top club modeller. Full results are to be found on page 11. Stan Mauger noted that the scale and open rubber classes had not been competed for in the past year, and called for competitions to be held for these classes in this competition year and on members to consider entering these classes.

Tonight's theme - Old and New Projects

Stan Mauger had a number of items relating to a Stinson Station Wagon. The Keil Kraft kit was his first effort to build this model back in the 1950s, that did not meet the standard for competition flying. His second attempt was to enlarge the Keil Kraft kit plan this also was not a success. Undaunted he obtained a Cleveland Kit in 2004 for a 42 inch model for power. This showed its age as it came with blueprint plans. Stan has updated the plan with scale outlines and added construction detail and had started construction of the fuselage sides. He has a good 3 view to reference from and a visit to a full size aircraft provided further information to add to the scale detail.

His second offering was his current build in progress, a Vickers Vildebeest.

The construction had progressed a long way with lots of detail evident. It is powered by a Jena 1cc compact diesel. The engine is side port induction, and is unusual in that the venturi points forward. Stan had been experimenting with glossy art paper to simulate the metal panels on the aircraft. It did the job well and the panelling looked very realistic. The art paper was cut to the required shape and glued to the airframe over the tissue with aliphatic glue. He had tested the glossy paper for paint adhesion and this had proved satisfactory. Stan pointed out that access to accurate scale information and colour photos prior to proceeding with the scale build was vital to achieve an accurate scale model. Putting all the gathered material in a dedicated folder in the correct order for judges is a must.



Upper:
This KK 3/6D Stinson kit design started Stan Mauger's oldest (long-term) Station Wagon power scale project.

Lower:
Of more urgent attention, Stan's latest project, a Vildebeest for power scale.

In addition to his model he had a folder containing a written, photographic, and time-taken record of the daily progress of the build. He said this was a good way of recording what had been done, for any modifications needed later in the build.

Bryan Spencer had some DVDs and a flash drive which contained copies of long discontinued model magazines. He obtained these from the website <http://www.fullsizeplans.com/index.php>. Roland Friestad sells them for \$50 to \$75 US dollars. He has so far digitised Air Trails, Model Airplane News, Flying Models and Aeromodeller to name but a few.

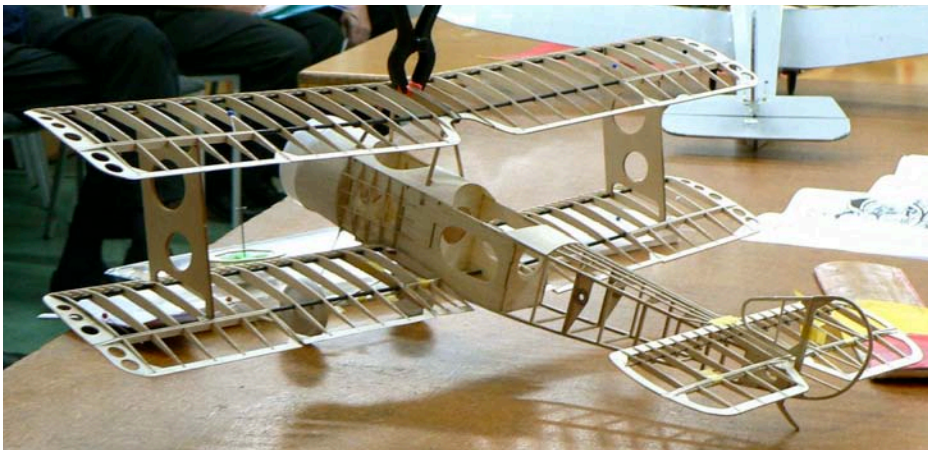
Keith Williamson did not have any aeromodelling projects on the go so he brought along some of his paintings that he does for relaxation. While Keith very modest about the finished product, they looked rather good to me.

Angus Macdonald has now finished his oversize 8 Ball and it is now looking very splendid in its yellow and red colour scheme. This really shows up the size of the model. The wing was covered in Solartex and the fuselage and tail in Litespan. A lump of lead shaped to fit inside the front of the fuselage behind the motor turned out to be the weight to balance the model to the correct CG position. He also had a tailplane covered in a variety of material. It transpired that he was testing out Mylar as a covering material and how well tissue adhered to the Mylar. Mylar was easy to apply using PVA and tissue took well to the Mylar.

Gwyn Avenell had along his latest kit project, a free flight rubber or micro electric powered Sopwith 11/2 Strutter. The scale reference was taken from the Windsock 3 view and the model is 100% accurate to that 3 view. He is just about ready to rig the model and has scale wheels and cowling moulds made. The wing has carbon tubes for spars and although a little heavier than balsa it is immensely stronger. All flying surfaces are moveable and so far the model weighs 72 grams. There is about six months further work to be done before kit is complete. Two other kits brought were a Hangar Rat and a Tomboy. The Tomboy is available in both free flight and radio control versions. The balsa is hand-selected with rib templates supplied for the Hangar Rat. Another work in progress was a thrust line adjustment jig. The jig, in the form of a cross, is placed behind the front former and with the use of bolts at the end of each cross piece the thrust line can be adjusted in all four planes. This simple device will make trimming a lot easier.

Paul Evans had along his freshly completed model of a Bristol Brownie. It is radio controlled and powered by an electric motor and intended for scale. He said that it flew too fast to be scale like and was a handful to control.

Charles Warren had his flying carpet as seen in the Nationals write up in the latest Model Flyers World magazine. Powered by a DC Dart diesel, it had a poor flight pattern so not the best of models. His SE5A, which has featured previously on the table, had the radio gear fitted. On testing the controls there was no movement from the elevator servo and on further investigation it was found to be full of cyano glue. The pilot's head turns when the rudder turns but perhaps he is just indicating that he does not want to fly in this aircraft.

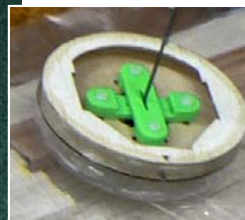


Upper: Angus Macdonald's pristine new enlarged E Texaco 8Ball.

Centre: Gwyn Avenell's Sopwith 1 1/2 Strutter Kit Project is a work in progress, assembled for the table.

Left: Hangar Rat and Tomboy laser cut kits.

Inset: Thrustline adjustment jig.





Upper: Paul Evans's Bristol Brownie with RC to assist trimming.

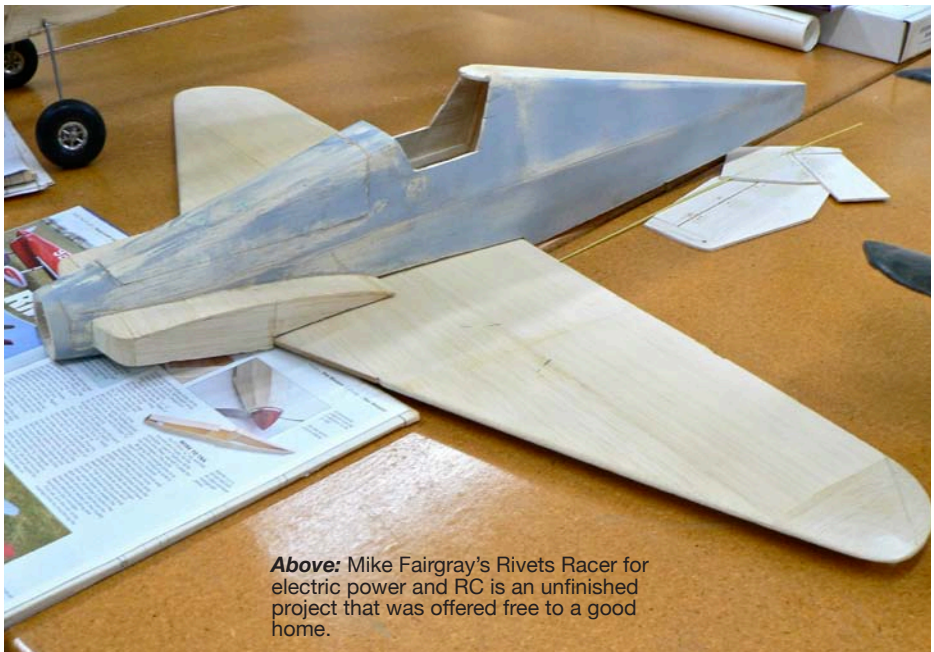
Centre: Charles Warren's Flying Carpet with Manhoud aboard.

Right: Charles also brought his SE5A small RC project, now with replaced servo.

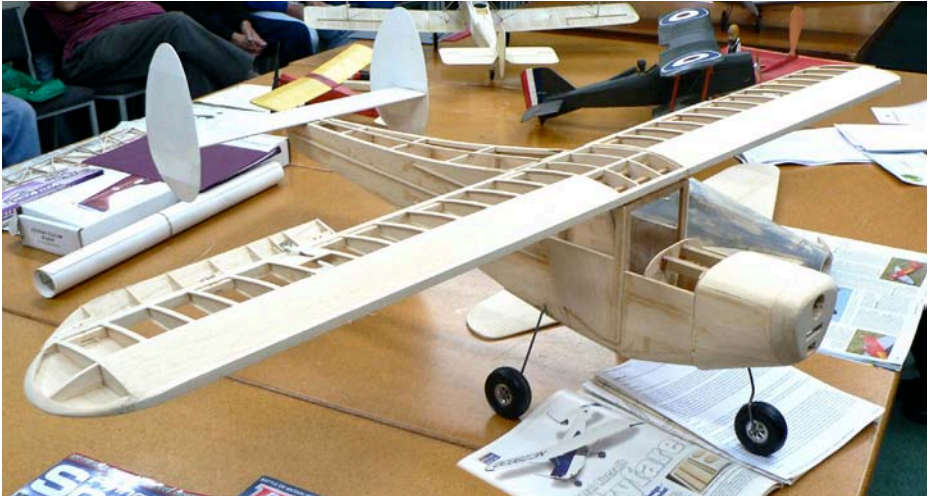
He had purchased a new JR radio that came with a 49 page operating manual. He did the only wise thing to do and that was to seek help from a knowledgeable modeller to be shown how to setup the radio.

Mike Fairgray is well known for having a lot of unfinished projects cluttering his workshop and two of these were on the table tonight. The first was an RC model of the Rivets. This was built from a free plan in RCM&E magazine designed by Tom Hooper. The model is unusual in its construction by having a solid $\frac{1}{4}$ " plank for a wing which, due to its chord, had to have two sheets of balsa joined along their edge. It is a nice looking model with racy lines and 'looks the part' of the Formula One racer which it represents in semi-scale form. It has its tail mounted on top of the fin and this requires that the pushrod be run inside the fin to exit at the correct point to join up with the elevator horn. It is electric powered. The model was offered free to a good home but there were no takers so back to the workshop it goes, for storage.

The second project was scale model of the General Aircraft Skyfarer, built from a free plan in R/C Scale International, designed by Philip Kent. Designed to take 10-15 two stroke engines, the 55 inch model is large and has plenty of room to fit the R/C equipment and fuel tank. The model has a fin at each end of the tailplane but no rudder, relying on the ailerons to steer it around. The wing has flaps and no dihedral so it made the building of the wing a breeze. Not a lot to do to finish the model as most of the construction work has been done. Mike has also built a free flight rubber Skyfarer from an Earl Stahl plan. This concluded the table so it was off to tea and biscuits.



Above: Mike Fairgray's Rivets Racer for electric power and RC is an unfinished project that was offered free to a good home.



Upper: Mike Fairgray's Philip Kent designed Skyfarer nearing the covering stage.

Lower: Mike's Curtiss Robin receiving some trimming attention from Don Spray.



FF &CL SIG Postal Plan Scale Competition 2016 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.

Prizegiving

Certificates

F4F Peanut Scale

1. K. Trillo
- 2= R. Bould
- 2= A. Macdonald
3. D. Spray

Push-E

1. K. Trillo
2. M. Stoodley
3. K. Williamson

Hangar Rat

1. A. Macdonald
2. R. Bould
3. K. Trillo

Indoor Kit Scale

1. S. Mauger
- 2= R. Bould
- 2= D. Spray
3. M. Mulholland

F4D Indoor Rubber Scale

1. S. Mauger
2. R. Bould
3. D. Spray

I.C. Tomboy

1. C. Warren
2. K. Trillo
3. B. Neilson

E-Tomboy

1. K. Trillo
2. B. Spencer
3. A. Macdonald

1/2 E-Texaco

1. B. Spencer
2. A. Macdonald
3. R. Northcott

E-Texaco

1. A. Macdonald
2. K. Trillo

1/2A Texaco

1. K. Trillo
2. B. Spencer

E-Tomboy

1. K. Trillo
2. B. Spencer
3. A. Macdonald

Radio Control

1. K. Trillo
2. B. Spencer
3. A. Macdonald

Indoor R/C Scale

1. B. Spencer
2. K. Trillo

Trophies

Fred Macdonald Cup

K. Trillo

Tissue Trophy

A. Macdonald

Tudor Cinema Trophy

R. Bould

O'Meara Cup

K. Trillo

Les Mayn Cup

R. Bould

President's Trophy

K. Trillo
(Best All-round Competitor)

Right:

Congratulations to Keith Trillo who was awarded the Presidents Trophy for best all round competitor, by Club President, Charles Warren



Free flight scale mid-week at Hoteo - Stan Mauger

21-4-16

Having been looking out for a calm morning to fly free flight models, Don Spray, George Fay and Stan Mauger decided to fly at Hoteo on a good mid week day. The day was well selected as little wind was evident during the morning from 8.00am. Don was first on the scene with a number of models. After some excellent flights with his rubber powered Puss Moth, he turned his attention to his rubber and diesel powered Zlins. Both were turning a bit tightly, but should be easily trimmed out with a bit more experimentation with settings. His rubber powered Stahl Stinson Voyager has a good climb and was great to watch. His Frog diesel in the Heinkel was reluctant to run, so is down for some bench running.

Stan Mauger set himself the task of trimming out his Austerboxy, which has trailing edge flaps removed for the moment. Even in calm conditions, the model was a handful to trim. After a number of flights, it climbed away nicely and the tightish left hand turn at the end of the flight should be easily countered with a wing trim tab or flattening the wing. The flight pattern was much tamer on an 8X3 than an 8X4.

George had some amazingly smooth and floaty flights with his two Folkerts SK3s. The smaller being the best performer. His Airacobra presented many more challenges. Each flight started with a great climb away but the flight pattern became more aerobatic as the engine leaned out, resulting in some damage on the second arrival. George has diagnosed insufficient downthrust as the culprit in not being able to counter the extra power. Apart from this repair, everyone left with models intact and very pleased with a good morning's flying.





Upper: Don Spray had a number of models for trimming including (clockwise from top left) Rubber powered Zlin 37T, CO2 Piper Clipper with a Gasparin, Heinkel He46 and rubber powered DH Puss Moth seen gliding in.

Lower: George Fay's Airacobra showing a healthy climb away.

Opposite page: Don had some great flights from his Stahl Stinson Voyager.

Patetonga scale day for trophy events- Stan Mauger

8-5-16

A case of second time lucky, the day was calm enough for lots of relaxed flying as well as the running of the tabled free flight scale trophy events. Gwyn Avenell was first to get a model in the air, soon showing how well the Avetek Pilatus Porter flies. He gave this model several flights before moving on to his Avetek Tiger Moth. This model looks great in the air and has suitably sedate flying speed. Mike Stoodley was also soon getting models flown. He had brought two models not flown at the field before and both flew very well.

His compressed air powered Szaraz Daphne SDIA stooaged around in slow circuits. Many of us purchased Air Hogs years ago, to get compressed air motors, but this was the first use of a compressed air motor seen for a very long time. The quiet putter of this very cheap-to-run power source, actually an Italia Model-Z motor, had a charm of its own.

Don Spray's Piccolo powered Zlin 37T kept him busy sorting out the best turn trim. His rubber powered Puss Moth is a great flier, but he was having trouble getting it to fly in the damp morning air and ran out of time to fly it later when the day had warmed up. He had more success with his Heinkel 46 that flew well, now re-engined with an ME Heron. His CO2 Piper Clipper seemed under-powered and may need some engine tuning. Predictably, his well proven Stinson Voyager put in great flights.

Jack Godfrey's Lacey flew well, even with damp tissue. He also had some nice flights with his Stahl Fairchild. His perennial rubber powered Waco was also out for some flying too. Jack's Cessna Bird dog built from the Hall's M.A.N. outlines is very scale like and flies well with Mills .75 power.

The day was also an opportunity to test new models. Ricky Bould brought his new Luscombe Kit Scale KK built for indoor Kit scale. He reflected that some downthrust might be needed to improve the trim. His Piper Cub, Veteran of many flying contests, didn't let him down. Stable flights of good duration were achieved.

A long retrieval followed George Fay's best flight with his MH Broussard. Perhaps more turn is needed for the glide. His Airacobra looked spectacular, but a little more downthrust may tame it! Stan Mauger had his ever-reliable KK Auster Arrow flying with some altitude. His Aeronca Chief, based on the Comet jumbo rubber kit had enough power with a Mills 1.3 but needed a number of trimming flights to finally get it flying well. Weed-punctured wings taught the lesson that a reasonable thickness of dope is called for on tissue on a power model. Special thanks to Keith Williamson and Mike Stoodley for judging events, to Ricky Bould for the excellent photos accompanying this report and to Peter Kowalski for the use of the farm once again.

Opposite page

Upper: Mike Stoodley flew this delightful CO2 powered Poncelet, built from a Hurst Bowers [Max Fax] plan.

Lower: Mike's Szaraz Daphne SDIA flew nicely under compressed air power.





Upper: Gwyn Avenell had some great flights from his Avetek Tiger Moth.

Left: George Fay giving his Folkerts SK3 what looks like a picture perfect launch.

Opposite: Don Spray, Free Flight Scale SIG Chairman, awarding Ricky Bould the Small Scale Trophy for CO2/Electric models.

Results

F4A power scale

1. D. Spray 399 Zlin 37T
2. S. Mauger 389 Aeronca Chief
3. G. Fay 347 MH Broussard

Rubber scale

1. G. Fay 374 Folkerts SK3
2. R. Bould 338 Comper Swift
3. S. Mauger 255 Auster Arrow

Low Power scale

1. R. Bould 460 Piper Cub
2. M. Stoodley 406 Poncelet

Open Rubber flights

In the midst of the scale activities, several put in times for this year's ongoing Open Rubber competition, launching it for the year. George's Zombie was doing circuits but would have benefitted from warmer more breezy conditions. Don's Sportster landed right in the middle of the stubble from a harvested maize paddock. Ricky had great flights with his Starlight P-30 having tweaked thrust angles.

Results

R. Bould	1:22	1:47	P-30
D. Spray	0:48		Modelair Sportster



Morrinsville Indoor FF events - Stan Mauger

15-5-15

Now established as a great venue for indoor free flight scale events, the Morrinsville Westpac Stadium once again saw a good number competing on the recent May contest day. The format of free flight events in the morning and scale free flight classes in the afternoon continued to work well. Hangar Rat was a well supported event attracting seven entries in the morning. Ricky Bould's over two minute flight caused an upset early on, but Angus Macdonald set his model up for a 2:47 time to win this event.

As the results show, Push E and Hand-launched glider failed to attract many entries. Some of the hand-launched glider fliers expected to attend had other commitments, leaving Graham Lovejoy with the event to himself. Push E also got down to two starters but just one official flight. Keith Trillo put in an impressive 4:08 with his model. There was discussion about whether the difficulty in obtaining NiCad batteries for these models may have explained the diminishing support of this class.

The new Modelair Hornet class flown to new AMAC provisional rules attracted several entries and was declared a successful fun event. This is flown like vintage precision with a target endurance time and marks deducted for poorer or greater flight times. If you would like plans or rules, refer to February and May Slipstreams, respectively. Ricky Bould can also offer precut kits of parts.

F4F Peanut scale was the best supported scale class. It attracted some beautifully built models and respectable flight times. Keith Trillo and Mike Mulholland were at the top of the board, with flight time coming in as the tie-breaker to separate the two models. Keith Trillo had his Fike trimmed out to fly very well. Mike Mulholland had burnt much midnight oil to get his Sommer Monoplane completed for the day and should take satisfaction in a great performance and top static points for his model.

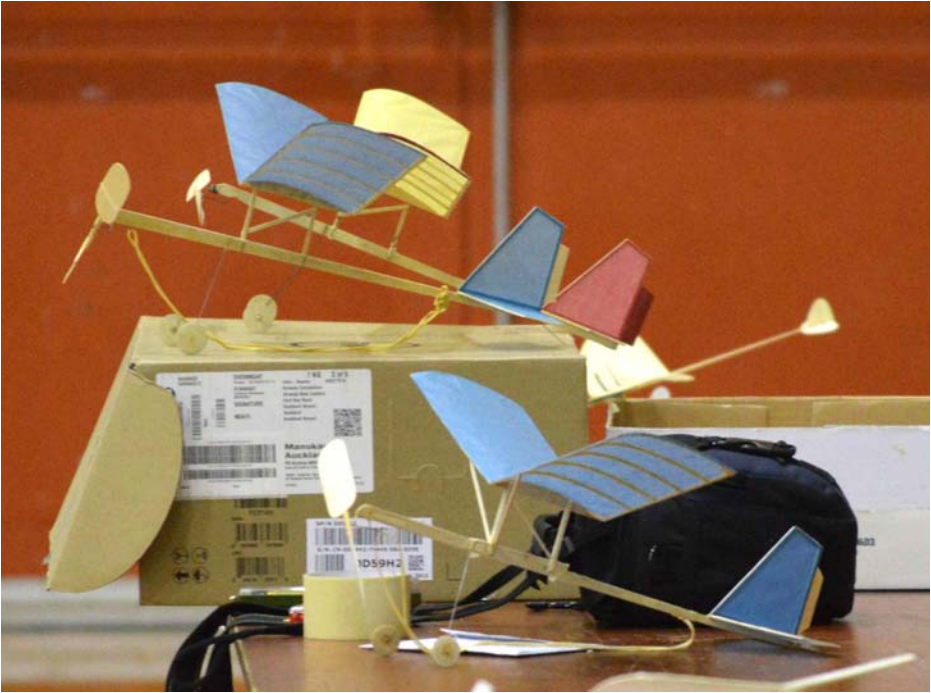
All three entries in F4D Open Rubber Scale flew well and scored well in static. Stan Mauger had his hands full trimming out his Fleet Canuck but eventually had it flying in a pattern that made good use of the open space of the stadium. Kit Scale continues to attract plenty of entries. Keith Trillo's nicely built Ryan Spirit of St Louis proved that this challenging subject can fly well as an indoor model.

Special thanks to timekeepers Mike Fairgray and Paul Evans and scale judges Brian Borland and John Dowling.

Opposite

Upper: Just some of the Hangar Rats. These were brought along by John Swales.

Below: Angus Macdonald had his Hangar Rat well set up and achieved the best combined time.



Results

Hangar Rat [two highest times]

1. A. Macdonald	2:38	2:47
2. R. Bould	2:05	2:38
3. K. Trillo	1:55	1:43
4. J. Godfrey	1:39	1:51
5. B. Borland	1:24	1:42
6. G. Avenell	1:25	1:40
7. J. Swales	0:67	

Push-E

1. K. Trillo	4:08
--------------	------

Hand-launched Glider

1. G. Lovejoy	0:20
---------------	------

Modelair Hornet [30 seconds target]

1. R. Bould	0:24 (-6)
2. K. Trillo	0:37 (+7)
3. D. Spray	0:22 (-8)



Peanut Scale

		Static	Flying	
1. K. Trillo	Fike	47	1:12	2/1
2. M. Mulholland	Sommer Monoplane	51	1:06	1/2
3. A. Macdonald	Nesmith Cougar	47	0:58	2/3
4. G. Lovejoy	Lockheed Vega	31	0:42	4/5.
5. R. Bould	Ol' Ironsides	45	0:18	5/4

F4D Open Rubber Scale

1. S. Mauger	Fleet Canuck	666	605	1271
2. G. Lovejoy	Stahlwerk RIII	766	468	1234
3. R. Bould	Comper Swift	595	593	1188

Indoor Kit Scale

1. K. Trillo	Ryan Spirit of St Louis	100	49	149
2. G. Lovejoy	Taylorcraft Seaplane	100	43	143
3. S. Mauger	KK Cessna	88	50	138
4. R. Bould	Comper Swift	69	54	123
5. A. Macdonald	Modelair Auster	65	53	118

WANTED

9x4 wooden propellor

Please contact Brendon Neilson Ph 09 239 3204 if you can help.



Opposite
Keith Trillo's Push E gaining height during an excellent flight.

This page
Upper:
Graham Lovejoy's delightful F4D Rubber Scale Stahlwerk RIII.

Centre:
Mike Mulholland's Sommer Monoplane showed some fine detailing.

Lower:
Luscombe corner. Ricky Bould's Kit Scale Veron Luscombe Sedan and Keil Kraft Silvaire. Ah! the nostalgia.



Top: Desmond Theobald had an impressive array of F4F Peanut Scale and F4D Open Rubber Scale models to fly.

Lower: Graham Lovejoy put in a number of times for Hand Launched Glider.

Inset: Graham's models including (clockwise from top left) Cosmic Wind, Taylorcraft Seaplane, Stahlwerk RIII and Lockheed Vega.

Tomboy and Texaco - Keith Trillo

Karaka 1-5-16 -

A pleasant morning with partly cloudy conditions and a light easterly wind giving lift at times. Present were: Angus Macdonald, Bryan Spencer, Ross Northcott, Keith Trillo and Rex Benns who turned up just to spectate, but was given a stop watch to help with the timing of nineteen flights.

Results

E Tomboy

A. Macdonald	15:32	10:46	6:09
K. Trillo	12:47	11:09	12:07
B. Spencer	7:22	5:21	6:54

1/2E Texaco

A. Macdonald	18:10			8Ball
B. Spencer	8:53	16:38	8:03	Slicker
R. Northcott	7:31	6:07	3:54	Lanzo Bomber

IC Tomboy

K. Trillo	2:59	1:29	3:00
-----------	------	------	------

Karaka 8-5-16

An overcast calm morning with no lift, the conditions being ideal to evaluate model performances. Present were John Swales, Ross Northcott,

Keith Trillo and John Butcher from the Tuakau Club. John Swales flew Keith's E Tomboy and let it gradually climb to around 900 ft with minimum inputs, resulting in three good consistent times from the Turnigy Nano tech 180mAh 2s batteries. Keith decided to fly low with the same model but didn't match John's times.

Results

E Tomboy

J. Swales	11:06	11:41	11:36
K. Trillo	10:41	11:10	

IC Tomboy

K. Trillo	6:21	6:03	1:52
-----------	------	------	------

1/2E Texaco

R. Northcott	7.49			Lanzo Bomber
J. Butcher	9.36	9:11	10:50	Miss Fortune X

Aka Aka 8-5-16

IC Tomboy

C. Warren	4:26	7:32	7:54
B. Neilson	4:29	7:06	7:07

15-5-16

C. Warren	3:36	6:27	10:09
B. Neilson	7:17	6:42	3:33

FREE FLIGHT **SCALE DAY**



Photo: Glenn Crouch

Sunday **June 12** Patetonga
from 8.00am

F4A free flight scale Team Trials

Plus flying and trimming all other free flight scale classes

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

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

Open Rubber - Year long Competition 2016 **Now under way**

Dust off any rubber model (including scale types) and get times recorded by another club-member any time throughout the year.

Give results to Keith Trillo, Club recording Officer.

Free Flight contest days

Indoor flying at Morrinsville

Sunday October 9, 2016

- **Hangar Rat • HL Glider**

MFNZ rules

MFNZ rules

- **Push E • Modelair Hornet**

AMAC rules

AMAC rules

- **F4D Rubber Scale, F4F Peanut Scale**

Flown to FAI rules. Refer to link on MFNZ website under Scale FF & CL SIG

- **Kit Scale**

Flown to rules on MFNZ website under Scale FF & CL SIG

Come and join us

Venue: Westpac Stadium Hall, 21 Ron Ladd Place, Morrinsville

Programme:

- 9.45am** Arrive and unpack ready for start time
- 10.00am** Hangar Rat, Push E, HL Glider and Modelair Hornet
Scale static judging until 12.30pm
- 12.30pm** Peanut Scale, Rubber Scale, Kit Scale
- 3.45pm** Prizegiving.
- 3.55pm** Hall vacated.

Fliers Entry: \$20.00

Spectators welcome

Contact Stan Mauger 09 575 7971, stanm09c4@gmail.com for Hornet rules and more information



Organised by the Auckland Model Aero Club Inc
in conjunction with the Scale Free Flight & Control Line SIG

Calendar June

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

KARAKA

Sundays

Tomboy and Texaco (for Club points)

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

NDC events See below.

Karaka Steward

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

HOTEO

Hoteo Steward

NDC FF events See below.

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

PATETONGA

June 12

All Free flight Scale - see notice on page 24.

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

Contact C/L Steward

Stan Mauger 575 7971 stanm09c4@gmail.com

INDOOR EVENTS

Balmoral

Monday June 27

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

Ellerslie

Tuesday June 14

Michael Park School Hall
Indoor radio flying [7.00-10pm]

Tuesday June 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

NDC Calendar June

Free Flight

P30 Rubber
F1C Power
F1A Glider

Vintage

FF hand Launch Glider
FF Catapult Glider
Classic RC E Duration
RC Precision
A1 Glider
Classic A2 Glider

**Please hand times to the
Recording Officer
Keith Trillo**

Calendar Looking ahead

The following flying events are scheduled for the year. Note that weather may cause cancellation of some outdoor events. Refer to the contacts for possible cancellation before departing to the fields.

PLEASE ADVISE ME OF ANY OTHER EVENTS DURING THE YEAR THAT COULD BE INCLUDED IN THIS CALENDAR - ED

AUCKLAND

August 7

MIMLOCT Mass International Memorial Launch of Cloud Tramps
Auckland Domain 4.00am [No kidding!]

MERCER

28 August

Combined Control line scale day with Free Flight Club.

MORRINSVILLE

Westpac Stadium

October 9

Indoor free flight events

Events:

HL Glider, Hangar Rat Modelair Hornet and Push E Free flight classes
Open Rubber Scale, Peanut Scale and kit Scale.

HOTEO

October 16

Free flight Scale Day, Hoteo



MIMLOCT Sunday August 7, 2016 (Memorial Mass Launch of Cloud Tramps)

Plans for the Cloud Tramp were published in the October 09 Slipstream, or are available from the Editor • There is now plenty of time to start building one of these simple models.

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	Ricky Bould	478-8949	unimec@ihug.co.nz
Secretary	Mike Fairgray	636 8439	amacsecretary@mail.com
Treasurer	Mike Fairgray	636 8439	amacsecretary@mail.com
Recording Officer	Keith Trillo	298 4161	careith@hotmail.com
Bulletin Editor	Stan Mauger	575-7971	stanm09c4@gmail.com
Committee	Paul Evans	479 6378	ziply@xtra.co.nz
	Brendon Neilson	09 239 3204	2neilsons@gmail.com
	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

Mike Fairgray,

3 Kanohi Tce Mangere Bridge 2022, Auckland

NEXT CLUB MEETING AND NATTER NIGHT

Monthly club meeting

7:30 PM

Monday June 6, 2016

ASME Clubrooms, Peterson Reserve, Panmure.

Theme: Open Rubber Outdoor Free Flight Models

Items for the table:

Models, plans, engines, photographs etc

Trading table:

Buy, swap and sell

Visitors or intending members welcome