



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

June 2017



Mike Fairgray putting in a flight for the Peterborough-Auckland Cloud Tramp Challenge. See report on page 10



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

Photo of Charles Warren's Tomboy, seen at Karaka. Photo: Ricky Bould

Editorial – A new competition year again

It was great to see certificates and trophies presented to many club members at the last monthly meeting. Congratulations to the winners. A full list of winners is to be found in this month's bulletin. It is now the start of another competition year.

Club events are well advertised in monthly notices. Tomboy and Texaco classes are flown regularly at Karaka but the April bulletin carried a plea for more fliers to come and join the regulars there. Both RC and free flight NDC events are listed every month and it would be great to see some times recorded for these, if weather permits some more regular flying during the coming months. Outdoor open rubber is now under way for the year as noted in the notice below. There are also some moves to have a Modelair Sportster one-off event and perhaps another Cloud Tramp Day.

Regular indoor events are scheduled for Drury Hall each month. While these evening provide a great hall and a great opportunity for practice flying, putting in times and entries for events all sharpens flying skills for the Nationals and other contests. Speaking of which, the Morrinsville Indoor free flight and scale contest is not far away in early June. Having an exceptional venue has been a factor in the success of these flying days, but the participation of so many fliers from various clubs always makes this a great opportunity for competitive flying and learning from others, not to mention the enjoyment of meeting up with other fliers again. Whether you are competing or just a spectator, the Morrinsville day is an enjoyable experience.

Further afield, three of us are off to the UK Nats, so more about that on our return. Have a good flying month and good luck to those competing at Morrinsville.

Stan Mauger

Outdoor Open Rubber

Times are welcomed for any outdoor rubber models, free flight or scale. Just send them in to the Recording Officer for this annual competition.

This is a great opportunity to dust off any free flight rubber models that haven't been flown for a while, or to take advantage of rubber models that are now trimmed and fly well.

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 24

Photo credits

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

Monthly Club Night - Mike Fairgray reports

1-5-17

Present were Gwyn Avenell, Ricky Bould, Paul Evans, Mike Fairgray, George Fay, Angus Macdonald, Stan Mauger, Bill McGarvey, Mike Mulholland, Brendon Neilson, Geoff Northmore, Arthur Pearce, Don Spray, Keith Trillo, Charles Warren and Keith Williamson.

Secretary Mike Fairgray reported that all members who had paid the MFNZ Subscription had been registered and cards sent out. Also those who had paid the KSP subscription that allowed them to use the field at Karaka had been registered and cards would be sent when they arrived. There were still some membership subscriptions outstanding for both the Club and MFNZ. Mike's proposal to stage a film night was given the thumbs up by those present and Mike would bring to the next Club night a selection of titles to choose from. MFNZ had sent out a copy of the final draft Constitution, By-Laws and Wings Test schedule to all members with email accounts. He recommended that members take the time to read the material sent and that those without email could find the documents on the MFNZ website or contact Mike who will send them a hard copy.

Theme for the night was Texaco and Tomboys. This was the first night that Ricky Bould had conducted the table in his new role as Club President. Once again not a great number of models. A total of six Tomboy's and three Texaco models were displayed. Angus Macdonald had brought his electric Tomboy which is a replacement model for his previous Tomboy as his old model was getting a little tired. He had placed a small amount of plastic tube on each mounting bolt between the motor mounting plate and the former. This allowed for adjustment of down and side thrust without needing to pack with washers, which 'works a treat'.

Charles Warren had three Tomboys, one was used for Aggie at the Nationals powered with a genuine Mills, another with a Boddo Mills, and one with an MP Jet. The Boddo Mills had a cracked drive washer and this was replaced with a washer from an ED.46 which did the job.

Mike Mulholland had the largest Texaco model on the table being a Playboy powered by a PAW19 diesel that had been combat tuned. The Humbrol tank gave a 1.5 minute engine run and attained 430 meters. "It looked small at that altitude" said Mike. The covering was silk over tissue. The silk was obtained from a Chinese retail shop and the finish looked excellent.

Mike had along his Borel Chemet two seater float plane as seen in last month's Bulletin. He had been making styrene moulds such as the seat and had found a source for reasonably priced thin styrene which was used to cover the curved front upper portion of the fuselage. The wings have been strengthened with a carbon fibre rod and the trailing edge is also a carbon fibre rod. This adds enormous strength to the wing for little weight.

Keith Trillo had along his Stardust Special for Texaco and two Tomboys. The Stardust Special went well in competition where after scoring a wave of lift and with throttle closed did a very credible 31 minutes flight time. Times of 20 and 21 minutes are normal. The electric Tomboy had an altitude transmitter. The altitude was transmitted back to the TX



Top: Tomboy Team. Charles Warren's Tomboys including one with bigger span, all with black fuselages. Angus Macdonald's Tomboy is to the right.

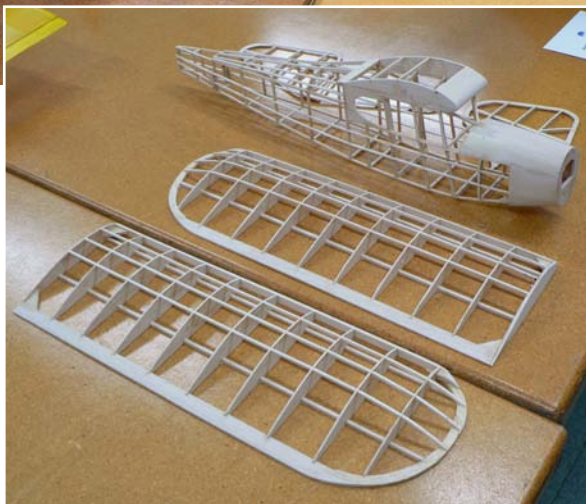
Centre: Electric and IC Tomboys brought along by Keith Trillo. Note the exhaust deflector on the IC model.

Left: Angus Macdonald's E Tomboy.

which of course voiced the reading. His IC Tomboy had an 'oil catcher' that collected all the residue from combustion usually deposited on the model. At the end of the flight it was a simple matter of tilting the nose down and draining the collected residue out of a large hole in the bottom of the fuselage just forward of the engine. No exhaust mess on the fuselage. Keith also pointed out that he employed a removable undercarriage on the Tomboys. To avoid the undercarriage parting company with the fuselage while in flight he finishes the undercarriage so that it is a spring fit into the fuselage and the tension created by the wire undercarriage provides enough grip to keep it in place.

Ricky Bould had a Vic Smeed Ballerina. The model was constructed by Bruce Keegan. Powered by a Merlin diesel it flew right off the board. The tissue is getting brittle so a recover is required.

Ricky Bould closed the table commenting that there was a good turnout for the Cloud Tramp Competition last weekend with great conditions and some good times being made.



Above:
Mike Mulholland's
splendid PAW 19
Combat Special
powered Playboy.

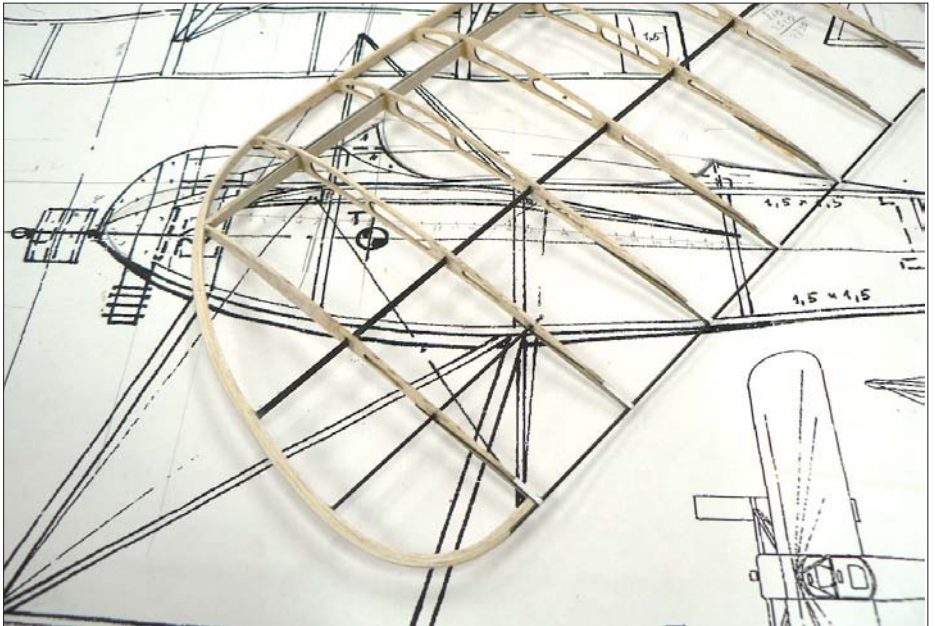
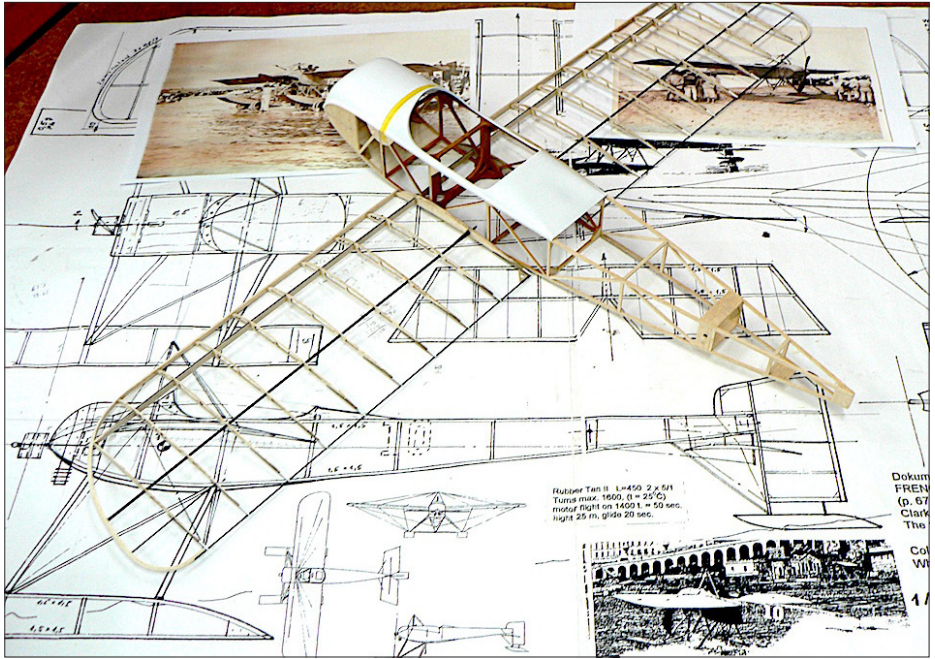
Right:
Mike Fairgray seems
to manage a new
build at every
meeting! This month
it was this very tidy
Stahl Taylorcraft.



Upper: Keith Trillo's Stardust Special seen sheltering under the wing of Mike Mulholland's Playboy.

Above: Ricky Bould brought this Ballerina, powered with just the right engine, a DC Merlin.





Top and above: These photos hardly do justice to showing the intricate balsa and carbon fibre construction techniques on Mike Mulholland's Borel Monoplane. The model has progressed well since last month.

Prizegiving

Certificates

F4F Peanut Scale

1. M. Mulholland
2. R. Bould
3. A. Macdonald

Push-E

1. M. Stoodley
2. K. Trillo

Hangar Rat

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

Indoor Kit Scale

1. K. Trillo
2. S. Mauger
3. Angus Macdonald

F4D Indoor Rubber Scale

1. S. Mauger
2. R. Bould

F4A Power Scale

1. D. Spray
2. S. Mauger
3. G. Fay

F4D Outdoor Rubber Scale

1. G. Fay
2. R. Bould
3. S. Mauger

F4E Outdoor Low Power Scale

1. R. Bould
2. M. Stoodley
3. S. Mauger

Open Rubber

1. R. Bould
2. D. Spray

Modelair Hornet

1. R. Bould
2. K. Trillo
- 3= . W. McGarvey
- 3= . D. Spray

I.C. Tomboy

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

E-Tomboy

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

1/2 E-Texaco

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

E-Texaco

1. A. Macdonald
2. K. Trillo

Radio Control

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

Trophies

Fred Macdonald Cup

A. Macdonald

Tissue Trophy

A. Macdonald

Tudor Cinema Trophy

K. Trillo

O'Meara Cup

A. Macdonald

Les Mayn Cup

K. Trillo

Keeley Cup

R. Bould

President's Trophy

K. Trillo

(Best All-round Competitor)



New Club President, Ricky Bould congratulating trophy winners including (clockwise from top left) Angus Macdonald winner of Fred Macdonald Trophy and O'Meara Cup. Keith Trillo is being awarded the Les Mayn Trophy and the President's Trophy for best all round competitor.

Peterborough-Auckland Cloud Tramp

Stan Mauger

About nine AMAC fliers took part in the Auckland - Peterborough Cloud Tramp Challenge. An early start was tabled and Don Spray was first on the field with his model. This was really the best part of the day to fly Cloud Tramps except for the wet grass that had the potential to change the wing aerofoil shape. A certain amount of care was needed to avoid down-draughts at the far fence where even the light breeze appeared to be swirling around the fence line. Those using plenty of motor power soon learnt that a good steep launch enabled the model to gain height and keep out of trouble.

The contest showed the need to adjust rubber motor size to suit outdoor conditions. Most models had been built and flown for the MIMLOCT 4 am flying where small motors were desirable. Daylight conditions called for altogether more power. Some motor changes were shown to be needed in tryouts before models recorded official flights. Several starters with untrimmed models had to withdraw because of damage to models in trimming flights. Don Spray had problems with the trim of his model and was content to watch the action. Paul Evans was also unlucky, having damaged his model early in the day.

Keith Trillo had built a new model and trimmed it expertly. This enabled him to record a string of maxes and entitle him to make a sixth fly-off flight. Even though Keith had done his trimming in calm conditions and set up his model for these conditions he was able to record great times on a two strand motor. Mike Mulholland brought out an old model but a good one. He made a nearly perfect score, narrowly missing out on the opportunity to make the sixth fly-off flight. Charles Warren and Stan Mauger's scores were in the middle of the pack. They were closely followed by Ricky Bould whose model continued to make better flight times throughout the day. Thanks to a helping hand from Mike Mulholland, Mike Fairgray had his model making a qualifying time, Martin Evans tirelessly assisted daughters Skyla and Ceinwen to improve the performance of their Cloud Tramps with Paul adding support. It was great to see some juniors on the field.

The day's flying was seen as a great success by all and a contest worth doing again. Cloud Tramp is showing positive signs of being an event to fly outdoor again, and for those up to a 4.00am start, the MIMLOCT day will be held once again in August.

Results

1. K. Trillo	1:02	1:02	0:56	1:06	1:00	1:29	339
2. M. Mulholland	0:42	0:50	0:59	0:51	0:56		242
3. C. Warren	0:48	0:44	0:46	0:42	0:53		230
4. S. Mauger	0:45	0:35	0:52	0:49	0:50		229
5. R. Bould	0:42	0:40	0:41	0:37	0:42		202
6. S. Evans	0:24	0:18	0:22	0:29	0:23		98
7. C. Evans	0:22	0:26	0:25	0:7	0:20		93
8. M. Fairgray	0:28	--	--	--	--		28

Team total points [Top five places] = **1242**

NOTE: Flight totals reflect 50 second max. Less than 20 seconds = No flight



Upper: Keith Trillo using the clever winding stooge that he had made to set up the rubber motor for his Cloud Tramp.

Above: Keith had great flights from his model achieving the best total time.



Upper: Mike Mulholland soon had his model making great times. His Cloud Tramp is seen here climbing away nicely from the launch.

Above: Ricky Bould's model put in better and better times as the day progressed. Paul Evans seen checking his watch, to the left.



Upper: Martin Evans holding Ceinwen's Cloud Tramp as she winds. Skyla looking on.

Above: Mike Mulholland gave Mike Fairgray a hand to get his model set up. Seen here assisting with loading the motor.

An interview with Peter Smart - Stan Mauger

Well known British modeller Peter Smart was recently here and he was able to talk about his scale models.

Early interest in aeromodelling

As for many of us, a family member was influential in developing Peter's interest in aircraft. In the Second World War his father was a member of the Royal Observer Corp stationed on the Sussex coast during the Battle of Britain and two years after that at Fairlight, overlooking the English Channel. Peter used to get taken up to the Royal Observer Corps "as an absolute nipper". He would look at his father's aircraft recognition magazines and became good at identifying wartime aircraft. People would appear and hold up pictures and say "What's that Peter?" and he would say "Messerschmitt 109G, Junkers 88C . . ." so he was steeped in that branch of aviation from his youth. He built the KK 3/6D kits, but they

didn't put him off modelling, even getting a 21" Luscombe Silvaire to fly, although the fuselage was not covered - just too keen to get it flying! Next was control line, diesels and oily fingers. Then on to Air Training Corps. Getting a flying scholarship there, he had thirty hours on Tiger Moths.

Then couldn't carry on because he was only 18 and flying at that time was very expensive, at five pounds an hour.

He was still modelling while all this was happening and in his words "I don't think I have ever stopped".



Left: Peter Smart admiring the nose moulding on Mike Mulholland's Avetek PC9.





Opposite page: The most realistic Indoor BE2.

Above: Two views of the very detailed Open Rubber Scale RE8.

As an accomplished actor he has worked in various theatres, and in one in Ipswich there was a very good little workshop under the stage and if he was ever in something with some time off during a performance he would be able to go down and do a bit of modelling and then appear on stage and then disappear back down and do some more. But in Peter's words, "When I really started to click was with CO2 motors coming out in 1973". He recalled the Brown Junior, and the small Browns and how they enabled him to achieve some quite nice flights with models with them installed. Then he became interested in indoor scale flying. From there someone said "You've got to come to Cardington", a place he describes as "a great tin cathedral and an incredible space".

Modelling interests now

These are always in scale and mainly free flight, rubber and electric as well as a little bit of radio control, but as he puts it "the radio control I do is mainly to stop nice models flying into walls. Trying to keep them in one piece for a bit longer".

Multi engine models

Asked why he ventured into doing a four-engined Lancaster, he said that it was actually a bit of a respite and a relax, because he had just done six engines on the Gigant Messerschmitt, which again he flew indoors! The practicality of all of the electric motors and the controllers were what enabled it. He speaks highly of the Zombie speed controllers, seeing them as just ideal for the indoor electric scale motor for indoor models and outdoors as well. He is philosophical about the practicality of building multi subjects, saying that an aeroplane with an engine on each wing may be more difficult than an aeroplane with one engine on the centre line, but after that, the more engines you have the easier it becomes, because of the way that power is distributed along the span of the aeroplane. In his first Multi, the Gigant, the big 'leap in the dark' was whether tiny pager



Above: The free flight electric powered Lancaster making circuits of the hall.

motors, with a single gearing and a small prop would be adequate. He worked out that they ought to work, using the principle that a model of twenty grammes is going to need ten grammes of thrust to fly. A fishing weight scale was put on the back of the model and motors fired up. It seemed to give enough power in this test. The Gigant was found to be never any trouble at all, after all a Messerschmitt Me 323 is basically the Me321 Glider with six engines and a lot of dihedral and great stability. The first place it was tried was in the millennium Dome, flying it there when it was empty. The model was put on the floor, fired it up and it taxied away getting faster and faster and after it hit a little bit of concrete off it went. The only bit of trimming needed was to adjust the rudder to control the size of the circle and it was never a problem.

Other models

On his rubber powered RE8 the rigging is the elastic rubber strip from Bill Dennis. Because this is a single bay biplane, the wings can not be easily taken off as a single pair because they will collapse together. He says that a double bay is lovely because wings can be taken off as a unit, which is rigid in itself. The RE8 had to be made as a one-piece model, which made it a bit fragile and he was constantly worried about it. It flies well in Open Rubber Scale with a span of about 24 inches but he would prefer it to be lighter. The covering is Jap tissue.

He has high praise for the Vintage Aviator built reproduction aircraft. Whilst he likes making First World War aeroplanes the documentation has always been a problem on the colour scheme front – not any more, thanks to the Vintage Aviator. He has resolved to make models of these reproduction aircraft because colour schemes can be proven. Having adopted a TVAL colour scheme for his model everyone was saying “Are these electronic photographs?” and he was saying “No they are of a real aeroplane, The Vintage Aviator one”, which is in the Hendon RAF Museum, never to fly again. Which is sad, he says, because it’s a working aeroplane. He has high praise for the quality of the Vintage Aviator reproduction aircraft and aero engines, saying that they would stand up well against examples of restored aircraft in UK Museums.

Another favourite is the Albatros CV that has rather a long nose, that works well for rubber and flies quite nicely. He has just completed a 14” span BE12 with a Gasparin brushless electric motor, with one servo, on rudder only. Indoors it is an absolute joy because it can’t be wrenched off the ground until it is ready to go. With open throttle, and kept straight it will take off in its own good time most realistically, he says.

Foam models

Peter has experimented with foam construction, building models entirely in foam at one time. A Lancaster he did was finished in Humbrol enamel flat, thinned with lacquer thinners, and with an attempt to get a smooth a finish as possible and then burnishing it with his fingers to try and get the furriness off.

Looking at a picture of his CO2 Gasparin-powered FE2 with airbrushed markings he pointed to the all foam construction and sheet Depron tailplane. The only departure from foam being the wooden wing struts. His BE8 reflects an interest in unusual subjects. It was one of the very few aircraft with a Royal Aircraft Factory Rotary engine.

The model didn't fly particularly well and he didn't think that the original did either. Perhaps we should always take note of that.

Commenting on his Morane Parasol in the colours of the Warneford aircraft, he was able to give an explanation for the inconsistency in the roundels on this aircraft. The roundels are different on the two wing surfaces. When it was bought from the French, the Navy painted British roundels on but left some French roundels. His lovely little model of the Sopwith Schneider with floats, has roundels on the under side of the top wing and these were the plain red ring with nothing else, but on the underside of the main wings it was a full red white and blue. So it was carrying multiple marks. A favourite model is his Be2, at 1/20 scale for indoor radio. It has a Gasparin brushless engine in it, which has been taken out and is now in a little Camel which is probably going to be far too difficult to fly, but The BE2 flies "ever so well" and is nearly ten years old.

Peter Smart's models are always built to a high standard and are often difficult or unusual choices of subject. He enjoys the achievement of succeeding with these challenging subjects reflecting that "I think that it's a bit of the actor in me again. If I turn up with something and people go 'Wow!' I will. It's probably a bit of a remiss thing that I do".

Drury Indoor - Angus Macdonald

24.4.17.

Can't blame the weather or the time or the place BUT only three turned up for Kit Scale and Push-E, and Geoff Burgess had a fair bit of air-time with his foamy R/C. Keith Trillo was alone with his Push-E which continues to fly steadily each time, but had no competition. Bill McGarvey put in many trimming flights with his Hangar Rat to reach 2:20, a good time in air, that was noticeably cool. Both Bill and Keith aired their Modelair Hornets, getting times around the one minute mark.

After replacing the small lead weight in the nose of his Modelair Auster, after the last time out, it was soon apparent that there was too much lead. Snip a bit off, re-fit it, wind and try again. Still too much. 'Snip – fit – wind' and try again. Still too much. "Snip-wind-try" again and again. Thank Goodness for the electric winder! Eventual success with a good scale flight. Keith's kit scale "Spirit of St. Louis" seemed to want to travel abroad but was soon persuaded to stay within the sheltering walls of home.

No contests but still an enjoyable relaxed evening. Time now for Keith to go through the complicated routine of locking up. Chairs and tables put away—all doors shut—lights out—phone call to the security firm- "we are locking up". Press all the buttons and switches in the correct order then another phone call to security - "we have locked up"! But worth it for a great place to fly.

FREE FLIGHT **SCALE DAY**



Sunday **June 18**, venue TBA 8.00am

Trophies 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 Mauger on 575 7971 before departing.

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

Photo: Mike Mulholland's Bristol Scout, seen at Karaka: Ricky Bould

Karaka Diary - Keith Trillo

It was good weather for model flying and a good turnout with six AMAC members, also John Butcher and Peter Townsend from the Tuakau Club. There were 29 timed flights, of which nine were IC Tomboy, having not flown that number of IC Tomboys for some time.

Highlights of the morning were Angus Macdonald getting 24.19 with his Jumpin Bean, also John Butcher flying Peter Townsend's large Gollywock powered by a 460 mah 2s Lipo battery giving a time of 27.05. The E Rubber category has no minimum weight and the allowed battery capacity is a function of wing area. Peter has built his Gollywock very light, resulting in a great flight time.

Results

IC Tomboy	C. Warren	1:57	3:32	2:01	
	B. Neilson	7:35	2:36	7:19	
	K. Trillo	6:07	7:17	7:46	
E Tomboy	A. Macdonald	7:26	8:33	7:57	
1/2E Texaco	B. Spencer	6:59	7:53	6:51	
	B. Spencer	14:13	11:05	12:04	Slicker
	R. Northcott	7:15	6:16	6:31	Lanzo Bomber
E Texaco	A. Macdonald	19:05			8 ball
	J. Butcher	14:37	12:39		RC 1
E Rubber	J. Butcher	22:29	15:35	15:49	Gollywock
	P. Townsend	27:05			*Large Gollywock
Jumpin Bean	A. Macdonald	24:19			

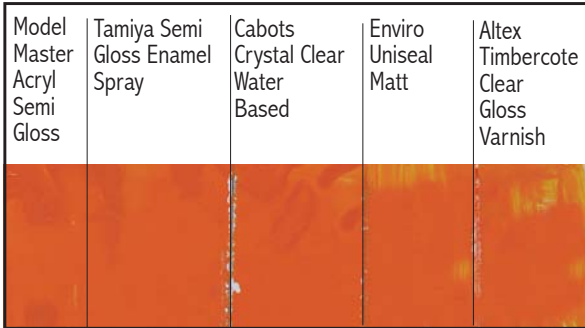
*flown by John Butcher



Above: L to R Brendon Neilson, Angus Macdonald, Peter Townsend, John Butcher, Keith Trillo, Charles Warren and Ross Northcott (Bryan Spencer on camera). Models are Tomboys, 8Ball, Lanzo Bomber, Slicker, Outdoor Tractor, and Gollywocks.

Tamiya sealing test - Stan Mauger

Having re-applied orange Tamiya enamel to nose sections of my 36" Antarctic Auster a year or two ago, I found that fuel had congealed both the enamel and the polyurethane clear seal applied as fuel proofing. I have subsequently heard of reports of Tamiya enamel being attacked by diesel fuel so thought that a test of clear sealants could be useful. Let me say before proceeding any further, that Tamiya enamels are excellent for spraying and there are some superb and brilliant colours in their range. All of which makes the problems that some have had, even more frustrating.



Having made up the above test paint sample, I divided it into sections to apply a range of clear sealants to test the effects of diesel fuel applied to these. When diesel fuel was liberally applied over them, some stood up better than others. Here are the results.

Results

Master Acryl Semi Gloss

Looked like the best result initially. The sealant dried fast and did not seem to break down with diesel fuel action. After a few days the sealant broke down and became tacky when rubbed.

Tamiya Semi Gloss Enamel

The clear enamel soon shrunk and wrinkled when attacked by diesel fuel taking the paint with it.

Cabots Crystal Clear water based

A similar reaction to Tamiya clear but more defined wrinkling

Enviro Paints Uniseal Matt - solvent based

A disaster. This sealant was not very compatible with Tamiya enamel breaking it down with brush application and it emulsified the enamel once diesel was applied

Altex Timbercote Clear Varnish (oil based)

Provides a good seal when completely dry and cured, but took several days to form a hard impervious barrier. Still the best option from this test.

The results are not entirely conclusive as this was a quick test and the thickness of both Tamiya enamel and the different sealants could have varied. I would be interested in the experiences that others have had in fuel-proofing paint from diesel fuel.

Free Flight contest days 2017

Indoor flying at Morrinsville

Sunday June 11, 2017

Sunday October 8, 2017

Put them in your diary!

- **Hangar Rat** • **HL Glider**

Flown to MFNZ rules

- **Push E** • **Modelair Hornet**

Flown to 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 and HL Glider
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 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 Extravaganza (*for Club points*)

Flying can take place between 10am and 2pm

(9am to 3pm for gliders and other silent models)

NDC RC Vintage events RC Vintage RC Vintage Precision and Classic E Duration (also see Hoteo FF list).

Karaka Steward

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

HOTEO

Call the field steward if you would like to go up and do some free flight and vintage flying there.

NDC FF Vintage events

A1 Glider, P30, Coupe d'Hiver, FAI F1A Glider Vintage FF Hand Launch Glider, FF Nostalgia Power Duration, FF Classic Rubber Duration (**also see Karaka RC list**).

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

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

Morrinsville

Sunday June 11

Westpac Stadium Hall

Indoor free flight and scale all classes (see notice opposite).

Ellerslie

Tuesday June 13

Michael Park School Hall

Indoor radio flying (7.00-10pm)

Drury

Monday June 26

Drury School Hall

Indoor Free Flight scale all classes (7.30 - 10pm)
- *For Club points.*

Indoor Steward

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

OFFICERS OF AUCKLAND MODEL AERO CLUB INC.

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President	Ricky Bould	478 8949	unimec@ihug.co.nz
Secretary	Mike Fairgray	636 8439	amacsecretary@outlook.com
Treasurer	Mike Fairgray	636 8439	amacsecretary@outlook.com
Recording Officer	Keith Trillo	298 4161	careith@hotmail.com
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	Charles Warren	09 238 9430	cpwarren@ps.gen.nz

Club subscriptions

NZMAA Affiliation is mandatory for Club flying

Senior \$50 (+\$75 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 5, 2017

ASME Clubrooms, Peterson Reserve, Panmure.

Theme: Electric and E Rubber Models

Items for the table:

Models, plans, engines, photographs etc

Trading table:

Buy, swap and sell

**Visitors or intending members
welcome**