



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

**April 2018**



Lloyd Hull knocking the Aka Aka strip into shape after the December drought.



# & 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

*Charles Warren's RC Tomboy. Photo: Keith Trillo.*



# Open Rubber

Put in flight times for this year's Open Rubber competition at either Karaka or Hoteo

*Mike Fairgray's Flying Aces Moth. Photo: Mike Fairgray.*

## Editorial – Unfinished projects

Most of us, certainly myself included, have a number of model building projects that we have not finished, but would love to complete. Perhaps being too introspective takes the fun out of our hobby. On the other hand would it not be useful to try to understand why some projects don't get finished? Don't know about you, but I enjoy the early stages and certainly the freshness of any new project. With the passage of time that project is no longer new and perhaps it's the visualisation of the final result or perhaps a convenient contest deadline that keeps us going. As a scale modeller, some projects seem hard to complete and my present one started in 2013 is a great example!

To quote Colleen Hawkes writing about household projects on Stuff website:

### Why don't we finish?

- \* We underestimate the time the work would take, and maybe the cost
- \* We don't factor in interruptions
- \* We have self doubt
- \* There is a lack of clarity about what to do
- \* Our effort is inconsistent and infrequent

### How can we finish?

- \* Stick to one project and get that finished before tackling anything else
- \* Gather reinforcements if required
- \* Work on it every day
- \* Accept lack of clarity on details if necessary, but be clear of the desired outcome
- \* Factor in a reward when we finish – perhaps this is where that cold drink comes in

Maybe there are some points that we can take from this in our own hobby! Importantly, we can be consoled that most, if not all of us have projects that we would love to finish. Hopefully, some of these will be brought along for the 'table' after the AGM at the next Club meeting.

Stan Mauger

### Reference

Hawkes, C. (2016, April 7). *Stuff*.

Retrieved from <https://www.stuff.co.nz/life-style/home-property/78623294/Survey-shows-most-of-us-have-unfinished-projects-but-Wellington-tops-the-list>

## Slipstream contributions

Contributions of photos and information about latest projects are very welcome for the Building Board section of the bulletin. Field reports and articles are too! Please just send them in.

**Deadline for articles for the May Slipstream is April 27.**

### Photo credits

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

# Monthly Club Night - Mike Fairgray

6-2-18

Present were Ricky Bould, Guy Clapshaw, Paul Evans, Mike Fairgray, George Fay, Tony Hill, Brian Howell, Angus Macdonald, Stan Mauger, Mike Mulholland, Brendon Neilson, Geoff Northmore, Bryan Spencer, Don Spray, John Swales, Charles Warren and Keith Williamson.

**Apologies:** Keith Trillo, Gwyn Avenell.

## Notices

Control Line and Indoor event in Whangarei next weekend contact Ricky to car pool.

## Theme for the night was Indoor Models and Cloud Tramp

### Models on the table

Stan Mauger had his test fuselage along. It was used to test tissue over mylar covering as well for testing colours to be used on his scale Vickers Vildebeest. This has been a long term project and, in an endeavour to get the silver colour correct he contacted the Wigram Air force Museum and got the low down on how the paint was mixed and applied to the aircraft. The metal panels were anodised not painted. The mixing of the paint was done in house so the actual colour of the silver paint varied from aircraft to aircraft. Stan has found the Museum a great place to obtain information on aircraft used by the RNZAF.

Some giveaway books were next. An offering of 13 Aeromodeller Annuals from Geoff Northmore and a book "Growling over the oceans: Avro Shackleton men and missions 1951 to 1991" All were gone by end of the meeting. The Shackleton was designed and built as the RAF's first dedicated four-engine long-range maritime patrol aircraft. Members present commented that the Shackleton was a noisy aircraft and had many failures of the gearbox and a number of aircraft were lost.

George Fay had his number three version of the twin rubber powered Petlyakov Pe-2 Russian light bomber finally decked out in its three colour scheme. The Knock off wing assembly is held to the fuselage by magnets. It has flown and was very stable. George is the Club's resident twin rubber expert.

Mike Mulholland had his Aircoupe Elias indoor rubber powered scale model. Covered in Yellow with black trim it weighs 6.5 grams with a very detailed radial engine. The cylinders were made from the flexy part on plastic straws. He has sacrificed ROG points for longer flying time, fitting a 6 inch propeller which has been shaved down from an original weight of 6 grammes to 3 grammes.

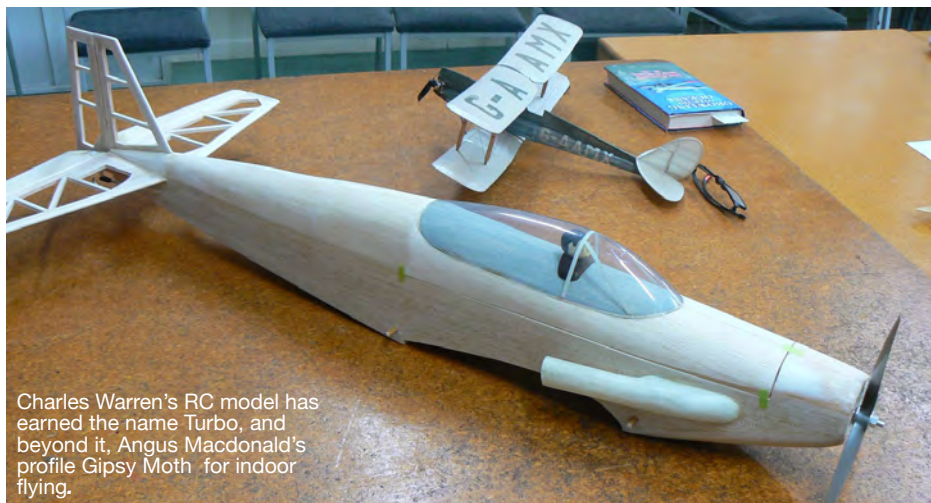
Charles Warren has been beavering away at his new scratch built R/C Power model that appears to have been named Turbo, due to the couple of moulded turbo exhausts sticking out from each side of the nose. Charles has hand carved and painted the pilot seen to residing in the 'office' under the full bubble canopy. Charles had attempted to mould a copy of the Spitfire canopy, however, after a couple of attempts that did not go well, Brendon Neilson fronted up with a canopy that he had found in a cupboard at home. A four bladed prop was attached to the front of the model. Not sure if this is going to be used. The wing Charles made needed some modifications (or a new one?).



Mike Mulholland has paid great attention to fine detailing on his Elias Aircoupe which is now ready to fly.



George Fay's PE-2 has progressed steadily since the last meeting. It has proved to be a good flier.



Charles Warren's RC model has earned the name Turbo, and beyond it, Angus Macdonald's profile Gipsy Moth for indoor flying.

Don Spray had his Fairchild F24 Rancher which now had registration numbers applied and his Caudron C-460 Rafale Racer covered in a stunning dark blue Lightex film with the white lettering applied to the fin. This was Don's first attempt at covering with film and he had done a good job.

Guy Clapshaw had an R/C glider built some nineteen years ago back in his modelling career. He thought that it was a Seeker. He had had many happy flying hours flying it, as the model just floated. With receiver and battery fitted it still looked ready to go again

Angus Macdonald had a twelve year old, well flown profile indoor R/C Gipsy Moth. The model is now retired but could return to flight. He also had his 50% Modelair Trainer which he set loose inside the Club House.

Paul Evans had a plan that someone had contacted him for, though it was probably Gwyn Avenell who was looking at kitting the model. The plan was drawn by Maurie Poletti, a talented modeller, historian and long time club Member. The model was the Venus a 72 inch power model, designed by Bill Mackley, a past member and Patron of the club. Looking over the plan, it is a very attractive model.

Ricky Bould had his Me109, which had seen a little more progress. It carries the colour scheme and markings of the Swiss Air force which makes a colourful difference to the usual camouflage. His new indoor rubber scale Avonnette French Historic Plane from Ikara in the Czech Republic, came ready to fly.

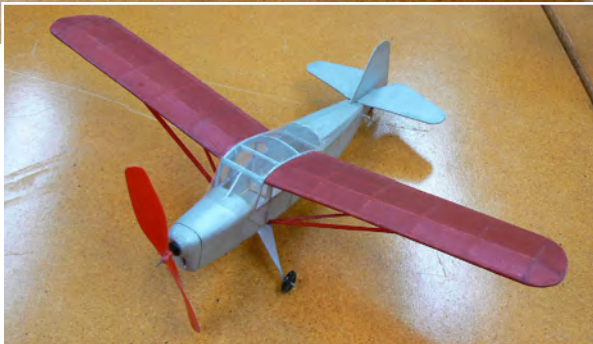
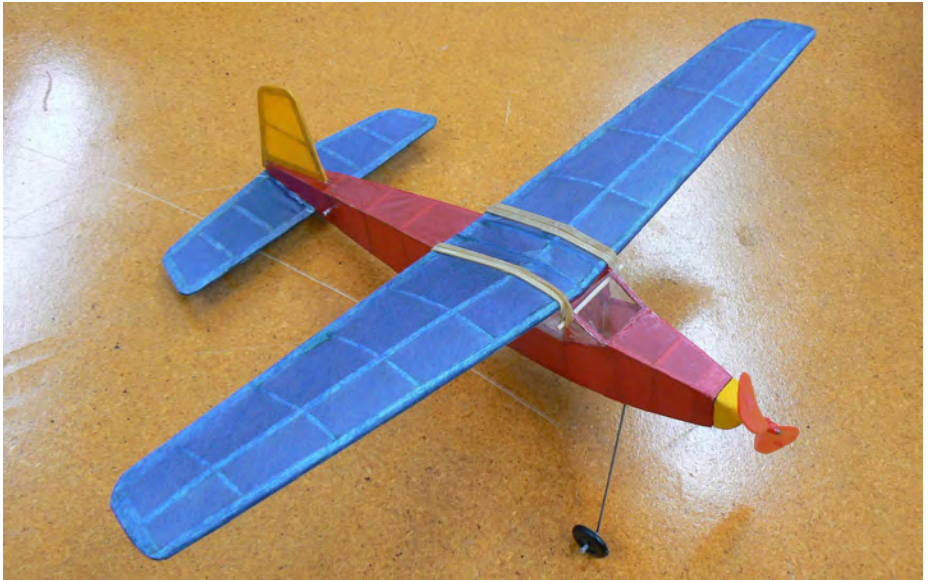
Mike Fairgray had a number of rubber powered indoor scale models including a DH Moth Minor built from a Frog Plan, a Modelair Auster which was the second one that he has built. His newly built Keil Kraft Elf intended for indoor, is an 18 inch rubber powered high wing model which he said was the last small model he would be building as while some believe that small equates to a quick build, he can assure members that this was not the case. Finally, he had the only Cloud Tramp on the table. Ricky Bould wanted Club Members to consider making this model and entering in the Cloud Tramp competition between AMAC and the Peterborough Club in England. After the competition last year, the Peterborough Club was taking the event seriously and wanted the win. Ricky has plans if required.

Also brought along by Mike was a small Turnigy low cost (\$18.00) field charger for 2S and 3S Lipo batteries. It has smart protection, auto cutoff and balance functions. Purchased on line from Pilot Petes.

This completed another table walk around so it was off to tea, biscuits and a natter.

**Right:** Ricky Bould's Avonnette French historic Plane from Ikara in the Czech Republic, came ready to fly.

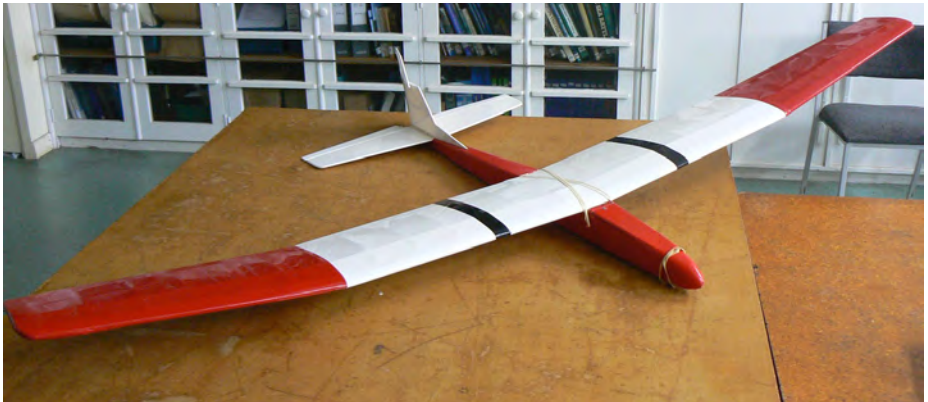




**Top:** Keil Kraft nostalgia. Mike Fairgray's small Keil Kraft Elf.

**Centre:** Mike's very tidy Frog Moth Minor is nicely detailed.

**Left:** The ever-popular Modelair Auster, this one nicely built by Mike.



**Top:** Don Spray has joined George Fay in building Rubber powered scale racers. This model is a Caudron C-460 Rafale Racer.

**Above:** Guy Clapshaw's RC glider thought to be a Seeker.

**Right:** Don Spray's Fairchild now has registration applied.





## Aka Aka Diary - Charles Warren

There has not been a report from the Aka Aka flyers for several months but there has been some activity at the site. Lloyd Hull has maintained the strip and has been hard at work with the mower. The electric fence has needed some maintenance to keep stock out as they seem to like the mown strip if they can get to it. Brendon Neilson and Charles Warren have flown on Sundays and the occasional weekday when the weather has been favourable. They have been flying their Radians most often, using the lift from the ridge and catching thermals for some long flights. Brendon enjoys flying his Tomboy which was built many years ago by Terry O'Meara and is silk covered. It is an excellent performer but has a multispar wing which may be giving it a slight advantage on the glide. Charles has been flying another T O'M - built plane which may be even older, the tail-dragger version of the Fledermaus with an old OS 25FS. It has an excellent slow long glide pattern so has survived many deadstick landings. At present Charles is preparing an electric powered version of the same machine which is nearly ready to be test flown.

Michael Derecourt came out recently to see what was happening since he had not flown for nearly a year. When he saw the activity he went home and fetched his low wing Calmato trainer and came back with it. He ran up the motor but was not happy with the batteries as a cell was not fully charging so he did not fly. Brendon brought out a rebuilt Calmato high wing with tail-dragger configuration but had trouble with fuel leaks and so was unable to fly that one. Grant Domigan was also seen practicing his IMAC schedule one day. Lloyd flies his slope soaring electric assisted gliders on the ridge when the wind is too strong for us Radian flyers.



Lloyd Hull sorting out his electric powered slope soaring glider.



**Upper:** Brendon Neilson with his re-built Calmato trainer, now converted to a taildragger.

**Above:** Brendon diagnosing fuel leak problems on his Calmato trainer.

**Left:** Michael Derecourt and hybrid low wing Calmato Trainer.

## Karaka Diary - Ricky Bould

25-2-18

Don Spray, George Fay and Ricky Bould flew scale. A number of regular fliers were at John Danks's vintage day so there was a smaller group than normal. Don's Skyrocket flew well as it usually does, as did his Puss Moth. His Fairchild started off well and then presented trim problems. He had a long flight with his Vagabond in virtually no drift. It's a very reliable flier. His Caudron C-460 Rafale Racer had its first outing but seemed to need more trimming and some experimentation with rubber motor size.

George would have been very happy with his new Pe-2, that flew well on a number of flights. His Folkerts Racer was also put up for a few flights.

Ricky had Brown CO2 motors in both his Veron Aeronca C3 and Curtiss Robin. He was pleased with the way his C3 was flying after he had added some more washout on the starboard wing. He had half a dozen good flights. His Robin was going well until the struts got knocked off on landing. His other two CO2 powered models used Telcos. His McHard designed Hurricane proved to be an inconsistent flier and needed plenty of power. It was retired 'hurt'. His other model, a Topsy Junior from an Aeromodeller plan (the original was for an Allbon Bambi) is still at the testing stage too. John Swales was seen putting his larger RC Trojan through its paces.

There was plenty of free flight flying activity during the morning but by 11.00 o'clock the wind had come up and it was time to head for home.



Don Spray's Caudron C-460 Rafale Racer was brought out for some testing.



**Karaka flying action captured by Ricky Bould**

**Top left:**

Don Spray's rubber powered Puss Moth enlarged from the West Wings plan. It is seen climbing away.

**Top right:**

Don's Pacer is a great flier.

**Upper:**

George Fay was justifiably happy with the first flights of his Pe-2.

**Right:**

John Swales was enjoying flying his larger RC Trojan.



4-3-18

A low key morning with a south-east wind that increased as the morning progressed. Both Angus Macdonald and Keith Trillo flew timed Tomboy flights. Angus also had one trimming flight with his new Electric Kea, however he found that the model needed a reduction in right thrust .

John Butcher from the Tuakau Club turned up to do a test flight on his E Rubber Gollywock. The model was sporting a repaired tailplane after it had been chopped off by another model at John Danks's fly in, in a previous competition event. Brian Howell came to watch and David Gush also visited briefly.

## Results

### E Tomboy

A. Macdonald	4:39	6:28
K. Trillo	10:16	10:18



**Above:** Angus with his large Kea, Brian Howell and John Butcher in background.

# Drury Indoor - Stan Mauger

19-3-18

This evening was well attended and there was good support for the scheduled kit scale event. It is some months since a scale class has been contested at Drury, so not surprisingly all fliers in this class took some time to sort out their models. Amongst the first in the air was Stan Mauger with his well-flown Keil Kraft Cessna. After getting the model set up he moved to his Keil Kraft Auster Arrow, usually flown outdoors but now being trimmed for indoor, to fill the gap until his new Keil Kraft Cessna is trimmed. Thanks to some advice by Gwyn Avenell, Stan increased the elevator setting and the model was transformed.

Ricky Bould had a larger task on his hands with three models to trim. His Veron Comper Swift also benefitted from increased elevator setting, settling down and flying nicely, but his Veron Luscombe Sedan seemed to suffer from too much washout, while the other Luscombe, a Keil Kraft Silvaire was in Ricky's words "a work in progress" on the evening.

Both Angus Macdonald and Keith Trillo concentrated on setting up just one entry for Kit Scale each. Angus exercised perseverance steadily improving the flying of his Modelair Auster. Keith's Dumas Ryan Spirit of St Louis showed considerable reluctance to fly well until a motor change transformed it and it flew well enough to score best flying (and static) points to win the event. He also brought along a Push E to fly in that event, putting in excellent flights, but against no competition. It is sad to see the disappearance of Push Es. I know that it has already been asked a number of times, but I will say it again, how can we save and reinvigorate this once well supported class?

Steve Fifield had a number of models to trim. Most of the evening was spent getting his Fokker E3 to fly and after offers of help from a number of fliers, fly it did. His greatest success, however, was his new Hangar Rat that, thanks to some trimming help from Mike Mulholland, flew very well – why didn't someone time it? Mike delighted us with some smooth, slow flights from his new Peanut Elias Aircoupe. That is definitely a model to watch. His Somer Monoplane also seemed to take not too much trimming to fly well.

RC flying included mainly a number of flights by Lawrence Lynn whose Vought Corsair made some zippy circuits of the hall, but the show-stopper was his electric Flying Fortress flown both ably and impressively in the space of the hall. Brian Howell was also seen flying his Ember RC model.

A special thank you to Mike Fairgray for his CD and judging role for Kit Scale and to Virginia and also Keith Williamson who ably supported Mike on timing and scoring. A welcome to Bryan O'Leary who came to see the evening's flying.

## Results

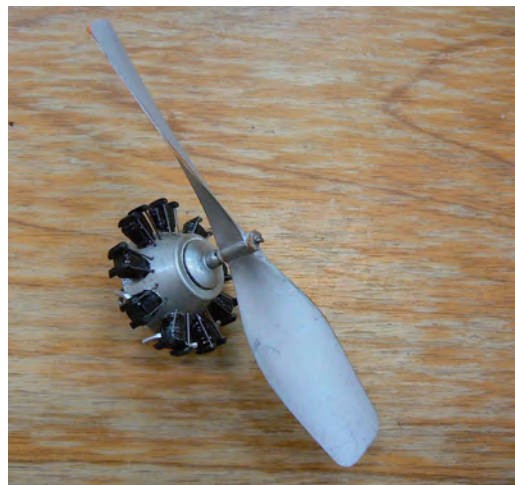
<b>Kit Scale</b>	Static	Flying	Total	
1. Keith Trillo	98	63	161	Dumas Spirit of St Louis
2. A. Macdonald	71	57	128	Modelair Auster
3. R Bould	73	49	122	Veron Luscombe Sedan
4. S. Mauger	-	40	40	Keil Kraft Cessna



**Top:** Ricky Bould winding his KK Luscombe Silvaire, beside his Comper Swift and Luscombe Sedan.

**Centre:** Angus Macdonald going for an ROG with his Modelair Auster.

**Left:** Steve Fifield spent much of the evening getting his Fokker E3 flying

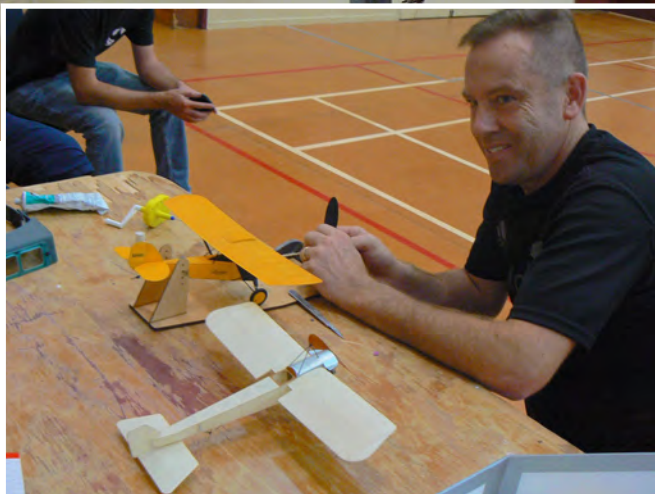


**Top:** Keith Trillo's Dumas Spirit of St Louis seen on the winding stooge, performed well with a motor change.

**Right:** Fine detailing in the replication of the radial engine.

**Above:** Stan Mauger had a productive evening getting his KK Auster Arrow trimmed.





**Above:** Lawrence Lynn's Vought Corsair made lively circuits of the hall, but it was overshadowed by his multi engine B-17 Flying Fortress. Both models ARFs.

**Centre and left:** Mike Mulholland's Elias Aircoupe was soon flying very well. In the foreground is Mike's Somer Monoplane also a great flier.

# Building Board

## Ricky Bould's AOP9 and Me109

The activity at 50 Penzance Road has been a steady since my return from the UK. The 30" AOP9 for a K&P 01 is structurally complete and covered, with the wings and tail painted and the detailing of the fuselage under way, as the moulds for the cowling and cooling intakes are completed.

Repair of the Mooney 18" Tipsy Junior has been completed after damage during the trimming of the model, as have the repairs of the 24" Curtiss Robin that has now flown successfully under Telco power.

Replacement of the wing holding magnets of the 48" Auster AOP9 has been completed after it was found they had lost a lot of their strength. After that, a check on wing incidence will be made as the model has a tendency to roll to the left. Then more detailing is due before going to the UK.

The Veron Aeronca C3 has had a wing straightened and a 1/16" of washout added to the port wing. This has cured the tendency to spiral into the left, as was confirmed on the last visit to Karaka when a number of good flights were made after slight rudder adjustments.

A peanut Luton Minor was started in the UK using what was left from the model that was started some years ago and dismantled by a clever TSA security checker in Toronto while on an flight to Newark. It was deliberate vandalism. The major items are almost complete and tips are due to be laminated shortly before the fuselage box is started. Power will be a small Gasparin CO2.

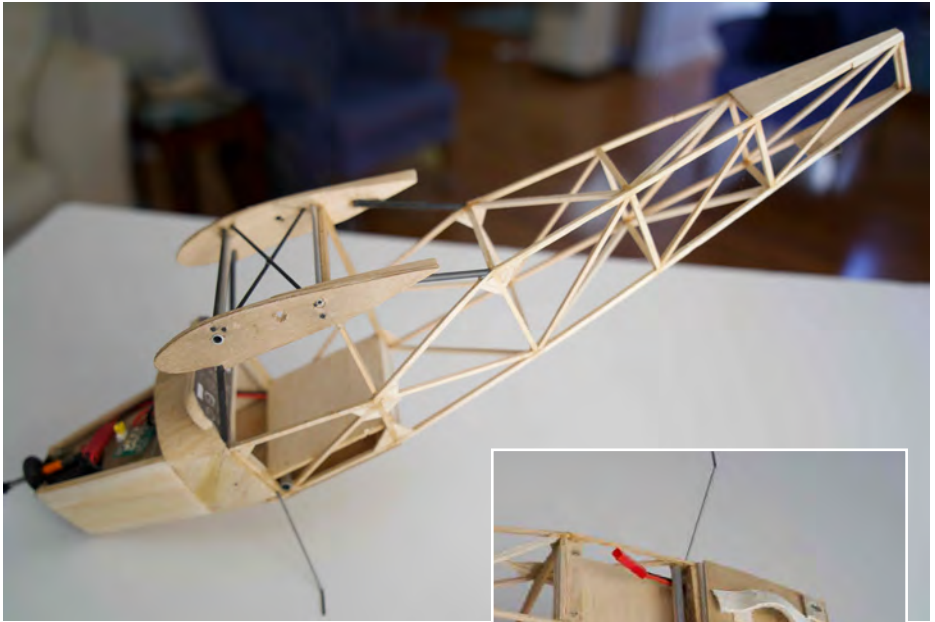
Further effort to prepare for the UK Free Flight Nationals is also under way including new struts for the Avetek Tiger Moth and maybe recovering the wings that have hangar rash.

**Right:** The AOP9 now covered and painted.

**Opposite page, upper:** Earlier photos showing motor installation and battery access.

**Opposite page, lower:** The Me109 needing only final detailing and assembly before testing.





The ex Brian Borland Me 109 built from the McHard plan has progressed to being covered, and painted in Swiss Air Force colours. This leaves the finishing off and the canopy moulding to be done.



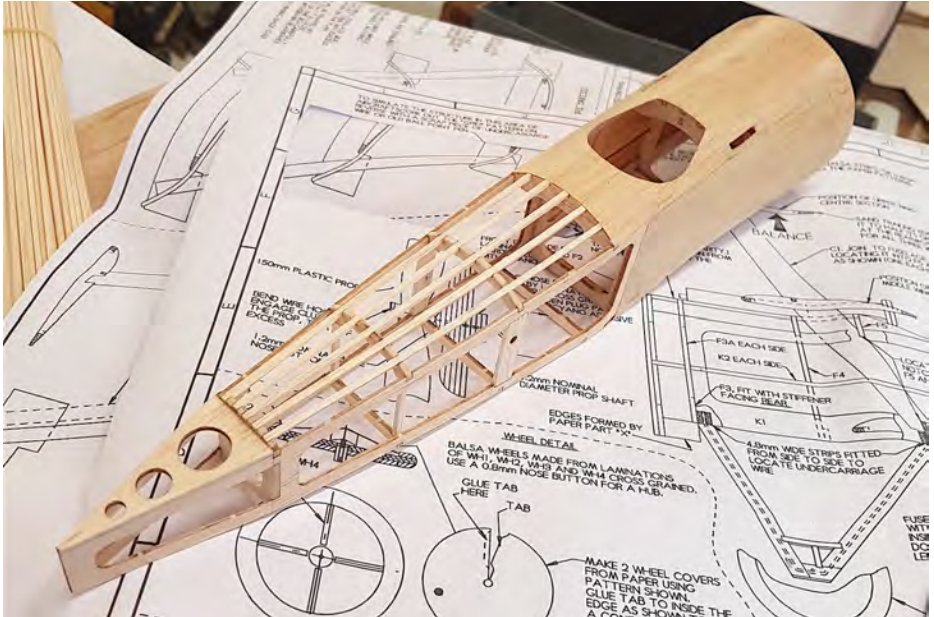
## Kit Scale VMC Sopwith Triplane - Mike Mulholland



Anyone who has spent time on the Hip Pocket Aeronautics forum will be familiar with the Vintage Model Company, commonly referred to as VMC. VMC is a British kit manufacturer that has carved a significant niche for itself as a producer of reproduction and newly designed rubber powered kitsets that are either original '40s and '50s designs or new designs closely in the style of those original kits. While VMC leans heavily on the Keil kraft, Veron, Skyleada heritage the kits feature up to date engineering and superb laser cutting which simplify building to an extraordinary degree and ensure accuracy of construction and alignment.

A feature that stands out in particular is the completeness of the VMC offering. The kits are clearly designed to provide all possible instruction and encouragement to a less experienced builder. Many of the constructional aspects that were glossed over by the old kit manufacturers on the basis that 'everyone knows how to do that' are covered in detail either on the detailed plans or in the comprehensive step by step instruction booklet. Their offering is rounded out with a hardware pack which in addition to the usual prop, bearing and wire, includes glue and plastic wheel bearings for the laser-cut scale wheels. Chief designer Andrew Darby has gone to great lengths to source appropriate coloured tissue for each design.

Not surprisingly, in the UK, VMC has largely cornered the market in Kit Scale, but while the basic premise of Kit Scale is a model built from a kit or from the plan of a commercially produced kit with very few allowable variations, VMC has included references in their plans to various possible enhancements to allow a fair bit of latitude to keep the more



experienced scale builder happy. Helpful comments on the plan such as “For more expert builders the front end may be planked with balsa strips or 0.8mm sheet in lieu of using the paper patterns”, and “small details such as steps, exhausts, rigging etc can added if desired by referring to photographs of prototype aircraft”, are all the encouragement someone like me needs, particularly when the basic outlines are pretty accurate!

As an aside, modern kits in Kit Scale do raise the question as to whether they will always meet the spirit of the class. While the VMC range is nowhere near approaching the argument, at the other extreme I note that my Thomas Designs Bristol Scout (a 1/12 miniature replica with full-scale structure and detail throughout) is eligible for Kit Scale and as all detail is either described in the plan or provided in the kit it would only lose points for a painted finish! Admittedly this is an extreme case of a high level Open Scale model kitted by a boutique manufacturer the likes of whom may never be seen again.

Turning now to the model, which arrived on my doorstep having found its way into Ricky Bould's suitcase on his last trip to the UK. Construction is as interesting blend of old and new. The fuselage for example uses the Keil Kraft approach of sheet sides but (possibly with a nod to the Guillows junior series) with large cutout sections and vertical braces glued in at strategic points. A series of laser cut full formers at the front end and interlocking cross braces at the rear give you a perfectly aligned fuselage without any need to fiddle around with 1/16 square. Of course the compromise to this approach is weight, and this is the only slight frustration that an experienced builder might experience with the kit. It is designed to be built by people with minimal experience and in this it succeeds

completely. To be fair the designer has mitigated this aspect by placing the rear motor peg in a sensible forward position. That and a very judicious sanding of all parts, particularly towards the rear will pay dividends. In my case I tapered the fuselage frames aft of the cockpit from 1/16" down to 1/32". I took advantage of the designer's suggestion to sheet the front section in thin balsa, which will hold its shape nicer than the paper patterns. I used the plan patterns to cut my sheet and I have to say that the fit of the plan patterns was absolutely perfect with no need to trim them at all. I guess with a computer drawn plan and laser cutting using the same file you might expect this, but as Gwyn Avenell would tell you there is an art to the laser cutting and the erosion of the cut has to be taken into account. Hats off to whoever is in charge of laser cutting at VMC!

Unlike the later Camel, the Sopwith Pup and Triplane featured a fabric covered side fairing from the end of the aluminium back to the cockpit. The stringers and frames gave this a characteristic lattice appearance. VMC have approached this by embossing the pattern on the back of the paper templates. I intend to represent this using a plastic modellers trick of pre-shading the framework on a white background and then over-spraying with the final colour. I am constantly amazed at how these artists can make dead cold plastic appear like a framed fuselage with light appearing through the fabric. I'll give it a go!

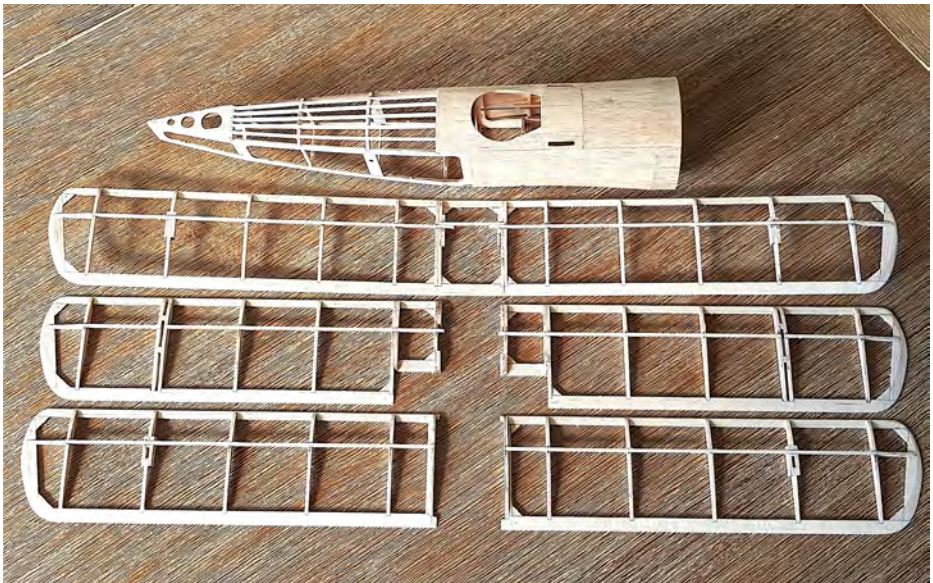
One departure from the plan I am going to have to make is that because I have sheeted the front fuselage the laser cut front of the engine cowling is now fractionally too small. It will however be perfect as a mould to vac form a cowling, with the thickness of the plastic bringing the diameter back to the new spec. The plan calls for the entire cowling to come off as the nose block but my preference is to mount it permanently and just use the dummy engine crankcase as the nose plug.

The 6" prop supplied with the kit looks like a very good unit and it will certainly find a home on something else but I suspect that a 7" would be a better match for this model.

Rudder and tailplane follow the Veron rather than the Keil Kraft path but with the innovation of laser-cut notches for the 1/16" square braces which avoids any fancy angle cutting. These structures are a lot lighter than the Keil Kraft approach which would have been all sheet for both, but they still have a lot more wood in them than I would like. Again, a judicious sanding helps!

The wings are very simple but there are rather a lot of them - thank the stars this isn't a full-on scale build with scale structure! Collectively these wings provide a massive amount of wing area for a small aeroplane but they do mean more weight - two more main spars, two more Trailing edges and two more leading edges than a comparable biplane. Again it's important to get in there with a sanding block and remove every piece of wood that doesn't need to be there.

The only complexity with the wings is that I intend to rig mine with fully functional rigging. This involves reinforcing strong points in the structure so that the rigging can be well tensioned to add real strength. Ever since I have adopted this practice I have had no instances of losing wings and breaking cabane structures on biplanes (a weekly occurrence when I was building these things as a kid!). The complexity in this case is that the landing and flying wires of the Triplane go through the middle wing and it will be necessary



to mount some local sheeting on that wing to allow for it. Rigging a triplane accurately isn't for beginners or for the faint-hearted. Or so I thought! Again Andrew Darby has a done a great job of explaining this in a manner adapted to the meanest understanding and supported with cunning jigs. Jig one, which sits on the side cowling former, sets the incidence of the top wing.

Jig 2 aligns the middle and lower wings to the top wing at the correct angles of attack. The lower wing root slots into laser cut holes in the fuselage and the middle wing has a stub that locates in a positioning hole laser cut in the cabane strut. The cabane struts themselves lock into the fuselage structure in such a manner as to ensure accuracy.

The photos illustrating this article represent the current state of play. It has been a very satisfying build so far and although I would not have immediately thought of a Sopwith Triplane as a first model I think that for a sufficiently keen person with a practical approach this kit would be within their capabilities.

Bill Dennis commented that VMC had captured the 'thinness' of the prototype in the model and noted that in the full size aircraft those cabane struts are only 7/8" thick. The prototype is a delicate aircraft with very thin wings and I agree that VMC have produced something that represents it simply but without being gross and cartoonish. Very impressed.





# FREE FLIGHT **SCALE DAY**



Sunday **April 15**, Hoteo  
from 8.30am

## Trophy events for free flight scale classes

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

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

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

*Photo of Ricky Bould's Comper Swift, seen at Hoteo Photo: Ricky Bould*

## **DUZALL**

Don Spray is looking for a bottle of Duzall liquid soldering Flux. As it is no longer manufactured, is there anyone who has some that they no longer need, sitting in a corner of their workshop?

If you can help, give Don a call on

**828 4892**



# Solent Flying boat

This RC model was built by an Air NZ pilot, Tony Lynch, and was successfully flown off water with two glow motors. His daughter Wendy is looking for a good home for it rather than throwing it away. The control wires work including the wing flaps. It is likely that Tony got the plans from the UK and it is the same registration as the aircraft at MOTAT. There is an old video of it flying at Hamilton Lake, and it could now be on a CD.

The wingspan is 2030mm and the fuselage about 1700mm long. It has had a heavy landing which was repaired but other than that, for a thirty year old model, it looks restorable. The owner would be very happy to see it with someone who has Tony's passion for the aircraft and for it to fly again would certainly be special.

Offers of interest should be made to Boyne Drummond  
bdrummond@tredi.org



# Calendar April

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**

1/2A Texaco, E Texaco, A Texaco,

**(also see Hoteo FF list).**

Aggregate model trimming, Cloud Tramp trimming

**Karaka Steward**

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

## HOTEO

April 15

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

**All free flight scale classes - Trophy events** - see p.24.

**NDC FF Vintage events**

1/2A Power, Open Rubber, Open Power, A1 Glider, P30, Open Glider, Hand Launched Glider, Nos 1/2A Replica, Classic Power Duration **(also see Karaka RC list).**

**Hoteo Steward**

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

## AKA AKA

Saturdays & Sundays

Intending fliers should phone Lloyd Hull to confirm that there will be flying.

Instructor

Brett Naysmith

**Aka Aka Steward**

Lloyd Hull 09 235 2890

## 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

**Ellerslie**

Tuesday April 10

**Michael Park School Hall**

Indoor radio flying (7.00-10pm)

**Drury**

Monday April 16

**Drury School Hall**

Indoor Free Flight scale . Peanut Scale, Kit Scale and Open Rubber Scale (7.30 - 10pm) - *For Club points.*

**Indoor Steward**

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

**Morrinsville**

Sunday October 7

**Westpac Stadium**

Free flight scale & indoor free flight classes (10.00-4pm)

## OFFICERS OF AUCKLAND MODEL AERO CLUB INC.

Patron	Angus Macdonald	575 7232	angusmac@xtra.co.nz
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
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	Don Spray	828 4892	drilmspray@xtra.co.nz
	Charles Warren	09 238 9430	cpwarren@ps.gen.nz

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## 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

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## NEXT CLUB MEETING AND NATTER NIGHT

Monthly club meeting

7:30 PM

**Monday April 2, 2018**

ASME Clubrooms, Peterson Reserve, Panmure.

## AGM and

### Theme: Unfinished projects

**Your other current projects, models, plans, engines and photographs are also welcomed for the table**

#### Items for the table:

Models, plans, engines, photographs etc

#### Trading table:

Buy, swap and sell

**Visitors or intending members welcome**