



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

**October/November 2018**



Memorial International Mass Launch of Cloud Tramps, in daylight this year.

All models in the air! See report on p.15

*Photo: unknown passerby*



# & 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*

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

## Editorial – Looking ahead

There are a number of events coming up in the next few months, of interest to members. As signalled below, it is only a couple of weeks until the Morrinsville indoor free flight contest day. This has been regularly advertised over the last few months and the classes flown are undoubtedly familiar to all. It is now into its fourth year and is a great day of indoor flying. Whilst intending flyers will have this on their contest calendar, this day is also in need of support from others who may be spectators rather than flyers. We are in need of offers of help with timekeeping and judging, so please come and join us.

The Nationals at Matamata are also on the horizon. For Club members, this is an easy journey, but if you are intending to look for accommodation, now is the time to do it, if you have not already made arrangements. The contest programme was published in the September Model Flying World and more information will appear on the Model Flying NZ website. The important thing is to start thinking about what you might want to fly or complete, to avoid last minute panics – all obvious, but I am sure that you won't mind the prompt!

At Club level there are a couple of talks scheduled in the next two months, following the very informative talk on film covered by Mike Fairgray. Refer to the back page for details. December also marks the Club's ninetieth celebration and there will be more details of this in the December Slipstream.

Here's hoping that we will get some good weather for flying and also trimming over the next month or two. It would be good to record more flights in Karaka events and also the Open Rubber year-long event.

Stan Mauger

**Sunday after next!**

**Indoor flying at Morrinsville**

**Sunday October 7, 2018**

Contact Stan Mauger 09 575 7971, [stanm09c4@gmail.com](mailto:stanm09c4@gmail.com) for more information



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

# August Club Night - Stan Mauger

6-8-18

Present were Gwyn Avenell, Ricky Bould, Paul Evans, Bryan Howell, Angus Macdonald, Stan Mauger, Bill McGarvey, M. Mulholland, B. Neilson, Geoff Northmore, Colin. Polglase, John Swales, Bryan Spencer, Don Spray, Keith Trillo, Charles Warren and visitor Geoff Burgess.

Ricky Bould opened the meeting with a brief report on the successful challenge for the Trans Tasman Hope Cross Trophy for F4A Power Scale. He had brought the Trophy to the meeting and explained the problems of getting it through as accompanied luggage. He also reported on the successful change in time for the MIMLOCT Cloud Tramp mass launch at the Auckland Domain. A separate account of this is to be found on p.15

Turning to the table he started with Charles Warren's Lanzo Bomber, which Charles conceded he doesn't fly much because of his discomfort with the Cox engine that powers it. Charles had brought the model for the table in response to a possible discussion about the merits of various covering materials. A discussion about Litespan and Airspan followed, with Charles reflecting that he found that Litespan went slack in the sun. He had also had difficulty with adhering it satisfactorily. Bill McGarvey had brought a wing covered in Litespan and agreed that tautness and adhesion were problems with Litespan for his models too. Charles found that the upper surface of a wing covered with FiberFilm had actually detached in flight!

Beside it was Mike Mulholland's beautifully built CT4 Airtrainer that was a lightened Airsail design for Avetek. He had dramatically reduced the weight from 65g to 38g by removing areas of balsa in it. The model is airbrushed with Mr Hobby acrylic colour. Mike demonstrated just how well this low-winger, with comparatively small wing area could fly when he flew it in Richmond at the recent scale event. On the other side of the table he had his Sopwith Triplane in the Old Warden livery. The model, built from a VMC kit, uses a freewheel clutch of his own design and clever thrust line adjustment plate at the back of the noseblock. As described in articles in Slipstream, the dummy engine uses cylinders that started off as the bendy sections of drinking straws. In contrast to these scale models, Mike has recently started on a Frog Jupiter that began from some laser-cut parts. Having discovered that this model built from plans from Outerzone, is very heavy, Mike has set about looking for ways to lighten it including scalloping the inner face of the leading edge of wings.

Ricky Bould had brought his 48" Auster AOP9 which weights about 26 ounces and is powered by an AM10. The model flies well on this amount of power, as was demonstrated in a good flight at Richmond. He has been doing repairs on the model and adding some details in readiness for taking it to the BMFA Nationals at Barkston in late August.

Angus Macdonald drew huge interest with a box of microfilm models. For many of even long-time modellers present, the processes to use this material and cover delicate airframes with it was a revelation. He recounted that the biggest models would do ten to twelve minutes duration in various halls including the Bledisloe Hall in Hamilton. They were even flown in the Auckland Town Hall, an unlikely prospect now! It was great to see his lightweight models still preserved from the heyday of microfilm indoor flying in the Club in the 1960s.



**Top:** Ricky Bould's partially assembled Auster AOP9, showing some repairs and addition of a cooling fairing.

**Centre:** Charles Warren's Lanzo Bomber covered in Litespan.

**Above:** Mike Mulholland has had his expertly built Avetek Airtrainer flying nicely.

Further down the table, Keith Trillo had his Glowworm for Classical E class built from a short kit of parts. He had found it difficult to accommodate battery, receiver, servos and ESC in the slim fuselage of the model, but it is progressing well. His weight target is a maximum of eight ounces per square foot and he felt that the model should easily come within this. Keith is now looking forward to starting on the wings.

Next was a Bristol Brownie built by Paul Evans. He noted that the model was easier to control than his free flight version of this subject, thanks to installing RC. The small tail surfaces could be a factor in the flying characteristics of the model.

Stan Mauger had proven once again that he can't resist building Austers. This time he brought along two Auster kits for rubber power. The first was a Beagle Husky, an Auster successor. He plans to build the model from an Aerographics kit acquired in the UK some years back. Inspection of the kit revealed that it could be made into a good indoor kit scale subject. The other Auster kit, an Antarctic version was donated by Australian scale model flyer, Peter Jackson. This kit is a Czech design of the Mk III Auster, a mark that probably never saw service in the Antarctic, but nevertheless will look great in the bright polar colour scheme shown on the model box art.

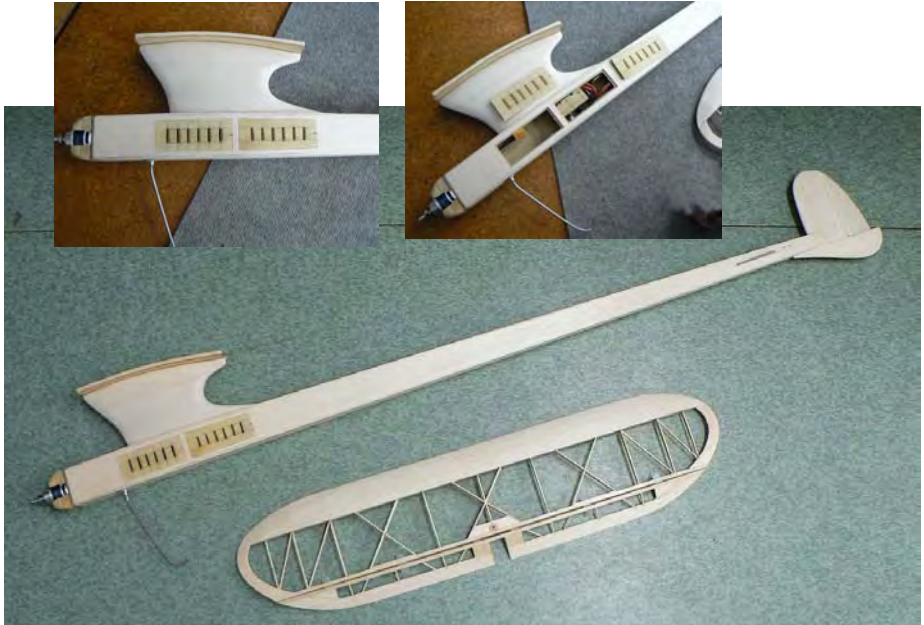
The helicopter brought by John Swales was one in a succession of helicopter models going back to days flying at Smales Road. It was built from a Morley plan from a February 1976 RCME. Many parts had to be constantly replaced over the years, including rotor blades built twenty at a time and made from wood gauged to an aerofoil profile. The model is four channel RC powered by an OS 45 Heli motor. After this model he moved on to an RC Jet Ranger. For his efforts and innovation, the model was awarded the table prize of a selected book or DVD donated by Mike Fairgray.

### **Gwyn Avenell's presentation on the World Scale Champs at Meiringen**

The Meiringen airfield venue for the event is a Swiss Air Force base set in a picturesque part of Switzerland. The airfield with its long runway used for F18s and F5 Tigers was surrounded by 6000 feet high mountains and not very wide.

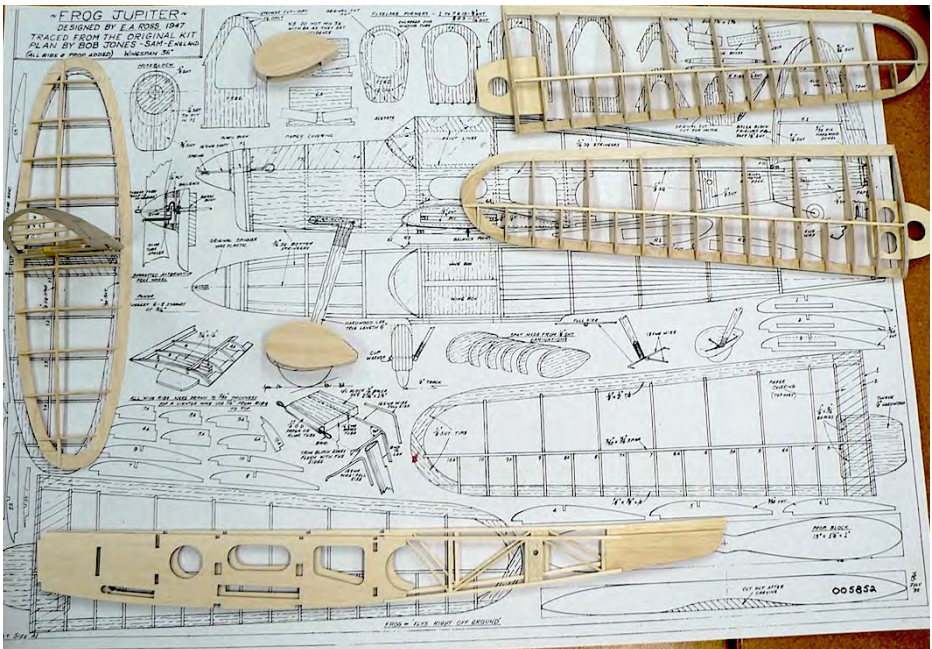
Gwyn Avenell had be asked by the organisers of the FAI RC Scale World Champs in Switzerland this year, to put his name forward as a judge from outside Europe. He described how two classes were flown back to back, F4H in the mornings and F4C in the afternoons, each day of the three day contest. Flying rules were much the same for both F4H and F4C but F4H static requirements were much reduced. Models were either built by the modeller or refinished ARFs as opposed to completely scratch built models flown in F4C. There was a five person judging team for each of the two classes. Judges had two days together familiarising themselves with models before the judging started. He was impressed with the high standard of models overall and no crashes during the contest itself. No jets were flown in the F4H class that he was judging. The winning F4H model was German flyer Marcus Hausmann's Stampe. It was beautifully built and flew the required manoeuvres with ease.

The table done and Gwyn's presentation made, it was time for a quick coffee and conversations before heading home.



**Top:** Keith Trillo's new Glowworm. Insets show access to battery and receiver and provision for cooling.

**Above:** John Swales brought this glow powered helicopter, one in a line built since the seventies.







**Opposite**

**Top:** Angus Macdonald's box of microfilm models.

**Lower:** Mike Mulholland is making great progress on his Frog Jupiter.

**This page**

**Top:** The lightweight construction of a propeller from one of Angus Macdonald's Microfilm models.

**Centre:** Paul Evans has had his Bristol Brownie flying well under RC.

**Left:** Stan Mauger's Auster kits on his wish to build list.

# September Club Night - Mike Fairgray

3-9-18

Present were Guy Clapshaw, Paul Evans, Mike Fairgray (Secretary/Treasurer) Bryan Howell, Angus Macdonald, Stan Mauger, Louis McNair, Brendon Neilson, Colin Polglase, Bryan Spencer, John Swales, Keith Trillo, Colin Tutton, Charles Warren and Tony Woodroffe.

Mike Fairgray mentioned that he had attended the special screening of the movie 'Spitfire' held in the Warbirds Hangar at Ardmore. Four hundred attended that night which was well organised, with hot food truck, Shop and bar. A Spitfire was parked in one corner of the Hangar with a Sabre and Skyhawk in other corners. Outside were a Mustang, Corsair and Aermacchi trainer. Two Harvards were parked on the grass area and at 6pm both aircraft started up and went to full throttle. What a noise but worth it to see the exhausts glow. The movie was great but the sound was a little hard to follow at times. A resident WWII Spitfire Pilot was given place of honour. Overall a great night.

## **Theme for the night was Electric Models.**

I cannot say that I did not have a memorable night. Arriving early to set up my gear for my talk on Film Covering, I tripped on the last step to the landing and fell flat on my face. Just as well I carry a first aid kit in my car so a few Band Aids later and I was cleaned up and ready to go. By Tuesday a very dark bruise started to appear under both eyes and by Thursday it was starting to look like the markings of a Raccoon. This was a good reminder to carry a first aid kit in your car as you never know when there will be a need for one.

So on to the night . . .

Stan Mauger had just returned from his trip to the UK to participate in the British Free Flight Scale Nationals. He gave a brief report on the scale evening's events. The placings achieved by Ricky Bould and Stan are listed in his report on page.

Keith Trillo had an electric EPP foam 3D model which clips together. He has had it for a couple of years and has had a lot of air time with this fun to fly model. Keith shared his interest in Pioneer aviation referring to a 1931 "The Aeroplane" article on the flight by twenty one year old Guy Menzies from Australia to New Zealand, in an Avro Avian Southern Cross Junior powered by a DH Gipsy II engine. He flew non-stop, a distance of 1,200 miles in twelve and a quarter hours, landing in a swamp at Herepo in the South Island. "The interesting part of the article was the comment that this was a silly flight and Mr Menzies is either very foolish, or romantic for his age. The flight itself calls for no particular skill or endurance. It only needs a combination of vanity and recklessness, of these Mr Menzies seems to have his full share". No mention by the writer that Mr Menzies shaved two and a quarter hours off the record previously held by Kingsford Smith flying the Southern Cross.

Brendon Neilson had an electric motor from the USA. This had a gearbox and was reputed to be able to power a glider up to 100 mph. Charles Warren is in the process of converting his previously diesel powered SE5a to electric and was seeking advice on what electric motor he should use.



**Top:** Keith Trillo's EPP foam Mini Crack Yak has had lots of flying over the last few years.

**Inset:** Brendon Neilson has acquired this 3S electric motor for powering a 3 metre high speed glider. The motor has a 4:1 reduction gearbox.

**Above:** Charles Warren's SE5a, previously diesel powered, is now about to be converted to electric.

Brian Howell had a selection of different paint products as well as several glues that he had been experimenting with for use on foam models. Some of these products can be purchased from Spotlight and The Warehouse etc. He also had some small foam gliders that he found very hard to fit the required electrical gear into.

Louis McNair had his completed Modelair Kingfisher small towline glider. He had very crisp lettering on the wing cut the from tissue. The model was extremely light and some hand launches had shown that it had promise for providing a good flight. Angus Macdonald had his very old and much flown Humming Bird. This model had gone through a few transformations since it was first built. The latest was to remove the diesel engine and replace it with electric. He said it can be flown inverted and produce a decent roll.

Guy Clapshaw brought his Voltimer. It looked very crisp in its coloured film covering. He said that this was probably the only Voltimer that could boast that it had a fitted a smoke system. His first attempt to it get airborne ended in disaster with the electric gear being fried thus the reference to the 'smoke system'. It now has the electric equipment replaced. He modified the original undercarriage setup to a more flexible configuration attached with rubber bands which should allow the undercarriage to absorb the shocks of any poor landing.

Mike Fairgray had an electric full house model, a Very Short Plane designed by Derek Woodward, built from plans found in a magazine. He had just completed fitting and setting up of the electrics. The model had a large wing area and should be a good floater. So, ended the table and it was on to Mike Fairgray's presentation, an introduction to Shrink Film Covering.

The talk was supplemented by a Power Point presentation covering the main points. He commenced with a review of the advantages of film followed by the importance of good preparation if the desired finish was to be obtained. A list of some of the tools required came next. He suggested that first time users to covering with film should practice covering a block of balsa so that they could get used to the temperature and skills required before tackling the model. The steps for fixing the film to the structure were covered, in particular, the importance of applying the correct heat to the film for tacking and shrinking and following the film manufacturers instructions. He recommended the use of the iron as more suitable to shrinking and the heat gun should only be used if really needed. Some films do not react well to a lot of localised heat as generated by a heat gun so test a scrap piece before applying heat to the film on the model. A section of a wing covered in various brands of film with some mistakes purposely made to demonstrate the most common problems that occurred and how to minimise these, was passed around. Samples of the film showing their thickness were also passed around so that members could get a feel for the actual material. The presentation was wrapped up with a short video on covering a wing. The notes of the presentation would be emailed to members. Then it was time for tea, coffee, biscuits and a good natter.



**Top:** Keith Trillo brought early aviation magazines including Flight, The Aero, and Aeronautics.

**Centre:** Brian Howell's paint and glue products tried on foam models. He also brought these gliders, explaining that he had had difficulty fitting electrical gear into them.

**Left:** Angus Macdonald's Humming Bird converted from diesel to electric power.



**Top:** Louis McNair has now completed this vintage Modelair Kingfisher. The tissue lettering is expertly handled.

**Centre:** Guy Clapshaw's Voltimer has provided hours of flying fun.

**Left:** Mike Fairgray's Very Short Plane full-house low wing electric RC sports model.

## MIMLOCT 2018 – Stan Mauger

This year's Mass Launch of Cloud Tramps in celebration of the contribution of Charles Hampson Grant to aeronautical design and to aeromodelling, was moved to the same local time as others around the world. The 3.00am call to rise from slumber for a 4.00am at the venue, has seen dwindling numbers up to keeping this appointment in the past, now that many of us are 'getting older'. This change did attract more entries and we were blessed with a lovely sunny blue sky to fly against, rather than the darkness of previous years. All are resolved that this new arrangement is here to stay!

The group of Cloud Tramp flyers comprised a strong representation from the Evans family including, Paul, Martin, Kyla and Ceinwin. They were joined by Ricky Bould, George Fay, Stan Mauger and Don Spray. Hopefully next year's event will be even better supported!



**Above:** Cloud Tramp flyers assembled for the MIMLOCT Mass launch in the Domain.

**Right:** Waiting for Don Spray, the last flyer, to arrive.



# Karaka Diary - Keith Trillo

26-8-18

The morning started off calm, but the wind had increased by mid-morning. The highlight of the day was Brian Howell's first flight of his new RTF Mini Trainstar 6 axis gyro easy flying trainer. Whilst probably too fast for indoor hall flying, It proved to be good to fly outdoors.



**Top:** Tony Woodroffe's means of conveyance.

**Above:** Brian Howell's new Mini Trainstar 6 axis gyro easy flying trainer RTF.

**Right:** Left to right, Steve Fifield, Brian Howell and Tony Woodroffe. Models in front consist of Tomboy, Cub, Cloud, and Leadfeather Yak 55.



3rd to 7th  
January 2019

*Be there . . .*





## **BMFA Nationals Free Flight Scale – Stan Mauger**

The Barkston airfield was once again the venue for what can only be viewed as the premier outdoor free flight scale contest for power scale (the Super Scale Trophy) CO2/ electric and Rubber Scale events. It was held on the Summer bank Holiday weekend, August 25-26. Static judging took place on the Saturday and putting models together and getting them to the tent for judging took the early part of the morning, after which there was time for the chats with UK scale flyers, before heading off to the trade stalls to see what tempting modelling items were on offer. The breezy conditions on the airfield didn't offer too much promise for a calm evening's flying, but thankfully by then the wind had dropped to provide an ideal setting for the flying. Ricky Bould and Stan Mauger competed and Don Spray was there to support them.

Flying started at 6pm. It was decided to run as many of the six allocated rounds over the two evenings as possible on the Saturday night as the forecast for Sunday suggested that flying would be out of the question. Everyone had ample flight opportunities. Compared with other UK Nationals, practically everyone had their models trimmed well enough for official flights in each class. This made it an enjoyable evening for spectators too. There were some stand out performances. In Power Scale Mike Smith eventually coaxed his Sopwith Snipe to both ROG and fly well enough to record a good score. The model even returned to the runway and landed smoothly. For his efforts he made first. Not far behind was Bill Dennis with his RE8. This model has been a regular winner and once again showed how well trimmed it was. Ivan Taylor had an electronic stabilisation system to assist the flying of his Japanese Nate fighter. This really worked and it ensured that the model did not roll. He had replicated the metal surface of his Zero for Rubber Scale, very convincingly, using filler over tissue to fill the sags between stringers. This is written up in the latest Aeromodeller. Bill Dennis was once again winner in Scale Rubber, with his nicely detailed Bücker Jungmann, a model that is well trimmed and flew well.

Mike Smith provided some tense moments with his Handley Page 0/400 twin in CO2 /Electric, eventually getting the model to fly well enough to win the event. Ivan Taylor's electric fan-powered English Electric Lightning flew smoothly and fast in a great flight pattern. It is truly an impressive model.

The Kiwi contingent were happy with their evening's flying. Ricky had his AOP9 flying well enough to make sixth in Power Scale. Stan's Antarctic Auster C4 was dependable once again, placing fourth. Both models achieved take-offs. Stan was delighted to manage sixth in rubber with his Helio Courier that flew well thanks to some help from Don, in getting it set up right. Ricky's Comper Swift also showed consistency placing fourth in CO2/Electric after nice stable flights.

It's quite a mission to get model boxes to a contest from the other side of the world, but really worth it all! We were grateful to Brian Waterland from Peterborough Model Flying Club for his support that helped us throughout the contest. Special thanks also to Mick Page for supplying the contest photographs accompanying this report.

Watch it on Youtube: <https://www.youtube.com/watch?v=L9JkTSzG-SA&t=277s>



**Top:** Don Spray offering a helping hand to Ricky Bould, to run up his Auster AOP9

**Centre:** Stan Mauger's Helio Courier joining Bill Dennis's Bücker Jungmann (right) and Mike Smith's HP 0/400 (left) in the static judging tent.

**Left:** Mike Smith's Sopwith Snipe - a challenging subject - also awaiting judging.

*Contest photographs: Mick Page*



**Top:** The scene as the contest got under way.

**Inset:** Ricky's Comper Swift looking very realistic.

**Centre:** Stan's Antarctic Auster C4 clearing the runway nicely.

**Left:** Derek Knight's beautifully detailed Tiger Moth. It flew well too, in CO2/Electric.

## Peterborough Flying Aces 2018 – Ricky Bould

The weather forecast for the Flying Aces was not ideal with wind speeds being on the upper end of flyable. Don Spray and I arrived just after 1000 hours to a breezy Ferry Meadows that was at least quite warm.

There were at least eighty cars parked around the control marquee and activity was well underway for the free flight events, after a brief catch up with the Peterborough members that focused on the likely weather pattern. The consensus was that the wind was going to increase so a decision was made to assemble my CO2 Piper Cub and get some early flights in for the CO2 and Electric Scale. The three flights were of an acceptable standard but the turbulence coming off the surrounding trees was apparent, making landings and the glide less than smooth. The lack of damage to the model was most encouraging.

My Comper Swift was entered in Kit Scale and only managed two flights before being damaged. The first was a no flight due to the model being forced down by the turbulent air on the glide. The power phase was stable with the model managing the turbulence well. The arrival resulted in some damage that was repaired. The second flight was much better and was sufficient to gain a third place. While waiting for the glue of the repair the opportunity was taken to look at the other events that were being flown.

The bungee launched 36" class was interesting to watch and has potential for AMAC. The span is limited to 36" and a bungee of 1/8" rubber and tread is used to launch the model. Models were having some difficulty in releasing in the wind and the warm conditions were producing thermals that meant a long chase that ended close to the lake and river. A really good class for AMAC?

The small rubber models were coping well with the conditions but were being thrown around on some of the flights. The KK Elfs showed surprising resilience and acquitted themselves well.

The prize giving was held at 1600 after a mass launch to finish what had been a very enjoyable day with a great bunch of people.

I was very pleased with the first and third in CO2 and Electric Scale and Kit Scale having certificates and a bottle of wine as a reward. A great day out and highly recommended as something to do if you are in the UK at that time of the year.

### 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 December/January Slipstream is November 18.**



**Top:** Ricky receiving a certificate for a win in CO2 and a bottle of wine as well, from John Ashmole.

**Left:** Ricky's Piper Cub climbing away into the wind.

*Photographs: Mick Page*

# Aka Aka - Charles Warren

12-8-18

Lloyd Hull had mowed the strip two days before. Charles met up with Stuart who was driving along Attewells Road on his ride on mower and persuaded him he could be better occupied at the flying field. Stuart brought with him his Greenley tug with 60cc DLE up front. He had phoned his mate Kerry Surgison who brought a 4 metre scale glider. The Tug went up first and did a couple of aerobatic test flights. Then Kerry hooked the KA7 on to the end of the aero tow line but our strip is short so the tug was on the strip and Kerry was holding the glider at shoulder height until the line stretched as the Tug trundled forward. The next thing the glider was away and the tug was climbing at 45 degrees . It was not long before they were at our height limit. The KA 7 has an undercambered wing and thermalled in clear blue sky attracting the attention of a Marsh Harrier which formatted on his port wing tip. Later an Australian immigrant crow tried to attack from the rear but decided to go home to the pine trees, when the KA7 did a loop!

Later Kerry flew a neat little ARF DLG while Charles flew his Model Aviation Der Fledermaus, a 1990 design rebuilt to be electric powered which gets called various names in previous reports. It seems to be indestructible as his landings became more erratic as the day wore on.



**Above:** Kerry Surgison with KA7 scale glider and discus launch glider.



**Top:** Stuart with Greenley Tug.

**Above:** Kerry had just released the KA7 glider. The tug pilot was just out of picture frame.

# Drury Indoor Practice Night - Keith Trillo

20-8-18

With the absence of a number of regular Scale flyers it was decided to make this a practice night. Nevertheless there was a good attendance and good use made of the evening to do some practice flying. Apart from all of this activity, David Gush came and put in several flights with his hand launched glider. Lawrence Lynn had his new RTF Spitfire flying well.



**Top left:** Bill McGarvey with a Hangar Rat.

**Top right:** Steve Fifield was seen testing his Modelair Auster.

**Left:** Rex Bennis and Geoff Burgess with electric powered RC models flown.

**Above:** Lawrence Lynn's Spitfire.



# Drury Scale events- Stan Mauger

12-8-18

Even though the number of scale flyers was small, this evening saw plenty of trimming and flying in free flight scale. Kit Scale and Peanut Scale were flown as contest events but little time was left for Indoor Rubber Scale, so this event was not run. The Drury hall proved to be an idea venue for these events, once again, with little wall-banging by scale models set up to turn. Even though a number of scale flyers were missing, the night provided the opportunity to ensure that models were properly set up for the Morrinsville day.

No new models were entered in either event. Static marks in Peanut Scale were very close, but flying times were even closer for models flown by Keith Trillo and Angus Macdonald – a fraction of a second in fact. It was refreshing to see Ricky Bould's Ol' Ironsides being flown. With a better flying time it will be competitive in Peanut. In Kit Scale, Keith's Spirit of St Louis once again had the edge. Stan's KK Auster Arrow and Ricky's Veron Luscombe Sedan were properly trimmed and flew well. A special thank you to Tony Woodroffe for agreeing to judge Kit Scale. He rose to the occasion and did an excellent job.

Steve Fifield was hard at work trimming his Fokker E3 and Modelair Auster. Elsewhere in the hall Brian Howell was seen flying an Ember and like Kyla, a Vapor. Colin Polglase and Bill McGarvey took the opportunity to trim their Hangar Rats.

## Results

### Kit Scale

	Static	Flying	Total	
1. K. Trillo	74	42	116	Dumas Spirit of St Louis
2. S. Mauger	62	46	108	Keil Kraft Auster Arrow
3. R. Bould	51	38	89	Veron Luscombe Sedan

### Peanut Scale

	Static	Flying	Ranking	
1. K. Trillo	41	1:9.78	1/1	Fike
2. A. Macdonald	38	1:9.69	2/2	Nesmith Cougar
3. R. Bould	38	0:47.0	2/3	Ol' Ironsides



**Left:** Angus Macdonald brought his Modelair Auster for the Kit Scale event.



**Top:** Stan Mauger had retrimmed his Keil Kraft Auster Arrow from outdoor flying to fly it indoors. It flew quite smoothly.

**Above:** Ricky Bould brought a number of models including Ol' Ironsides for Peanut Scale, an Open Rubber Comper Swift and Veron Luscombe Sedan for Kit Scale.

# Calendar **October/November**

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** (refer to MFNZ under NDC 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** (refer to MFNZ under NDC list).

**Hoteo Steward**

Paul Evans 479-6378 ziply@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**

(For Club points)

**Drury**

**Drury School Hall**

Monday October 15

Hangar Rat (7.30 - 10pm)

**Drury**

**Drury School Hall**

Monday November 19

Push E and Kit Scale (7.30 - 10pm)

**Morrinsville**

**Westpac Stadium**

Sunday October 7

Free Flight and free flight scale classes (10.00 - 4pm)  
See notice on page 3.

**Indoor Steward**

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

## **Nationals**

**January 3-7**

**Matamata** Refer to Model Flying World for event details and field locations

## OFFICERS OF AUCKLAND MODEL AERO CLUB INC.

Patron	Angus Macdonald	575 7232	angusmac@xtra.co.nz
President	Ricky Bould	478 8949	unimec1994@gmail.com,
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
Bulletin Editor	Stan Mauger	575 7971	stanm09c4@gmail.com
Committee	Paul Evans	479 6378	ziply@xtra.co.nz
	Brendon Neilson	09 239 3204	2neilson@gmail.com,
	Don Spray	828 4892	drimspray@xtra.co.nz
	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 meetings 7.30pm at ASME Clubrooms,  
Peterson Reserve, Panmure.

## October 1      Theme: Free flight models

There will be a presentation on electric motors by Mike Fairgray

## November 5      Theme: Indoor models flown at Morrinsville (plus any others)

There will be a demonstration of using tissue over mylar by Stan Mauger

**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**