



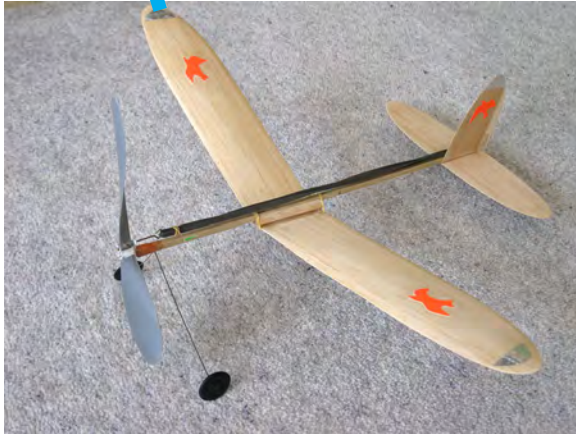
BULLETIN OF THE AUCKLAND MODEL AERO CLUB INC. EST. 1928  
**April-May 2020**



Flyers at Karaka on the Red Fin contest flying day enjoying the superb weather.

# THE PETERBOROUGH - AUCKLAND CLOUD TRAMP CHALLENGE

POSTPONED



## CLOUD TRAMP CHALLENGE 2020

I am afraid that events have overtaken us.

Initially we felt that, being out in the open air, model flying was a low risk occupation. Then all the Schools were shut and the public went in hoards to parks, the seaside and Ferry Meadows. Suddenly making it a high risk sport both from the risk of contamination and 'down wind theft'.

Last night the government tightened the screw further and regrettably I have been asked to inform you that Peterborough MFC will not be able to compete in the 2020 Cloud Tramp Challenge in the time window we had all agreed.

We appreciate that the dislocation between our seasons makes it difficult to determine a slot that does not give advantage to one side or the other.

It may be possible to rearrange for our autumn 2020 and your spring or, failing that, abandon the 2020 event and look forward to a resumption of normality in 2021.

We are very sorry that the current coronavirus emergency has brought this about but sure you will understand

With very Best Wishes to all in the Auckland club

Brian Waterland  
(President Peterborough Model Flying Club)

## Editorial – Locked down but not shut down

To state what is now the obvious, with the country's lockdown because of Covid-19 all club activities are cancelled. Because of the requirement to stay within our neighbourhoods, clearly we cannot venture to flying fields. Club monthly meetings and committee meetings are also cancelled consistent with the need to stay in our neighbourhood and maintain our own bubbles of social contact. You will of course, be advised when we can get back to flying again and when meetings are resumed. Please note the postponement of the Cloud Tramp Challenge [opposite page]. This will be flown later in the year at an agreed timeslot. These closures have not sounded a shut down for Club contact, however. As social contact is limited, just as in other aspects of our lives, phone, email and interactive communication becomes especially vital. It has been great to enjoy a rev up of contact this way from others in the club. Thank you. I am sure that this will be the experience of others too.

Whilst we come to grips with the demands of our more indoor lifestyles, and without overlooking the seriousness of the present epidemic, or disregarding the time demands on those working from home, there will be the opportunity to spend more time on aeromodelling for many of us. I have seen articles recently, that point out the importance of maintaining structure in our days and of having a sense of purpose. It has occurred to me that this might be a good time to take stock of building aspirations, repairs and model room organisation! I have never seen my model room looking so tidy. Here's hoping that as we emerge from the lockdown period, we will have some newly built projects to share and to fly.

I will continue to put bulletin issues together and maintain a bi-monthly publication cycle. Without the usual meeting reports, table reviews and flying site reports Slipstream may be a more modest sized publication. It would be a great help at this time, especially, to receive photos and accompanying information about projects that you are working on.

Make the most of this time and stay well . . .

Stan Mauger

### Slipstream contributions

Contributions of photos and information about latest projects are very welcome for the Building Board section of the bulletin or as separate articles. Please just send them in.

**The deadline for articles for the June-July Slipstream is May 22.**

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

# Monthly Club Night - Mike Fairgray

3-2-20

Present were Guy Clapshaw, Tony Hill, Brian Howell, Eddie Mann, Stan Mauger, Brendon Neilson, Geoff Northmore, Colin Polglase, Ken Smith, Bryan Spencer, Mike Stoodley, Don Spray, John Swales, Keith Trillo, Charles Warren, Tony Woodroffe and visitor Ken Buckley.

This was my first visit to Club Night since early last year. It was good to finally meet our new members Ken Smith and Eddie Mann. Welcome! An even a better surprise was to see Keith Trillo at the meeting after a long spell and ongoing medical adventure. Keith has been missed by a good number of members especially those who frequent Karaka.

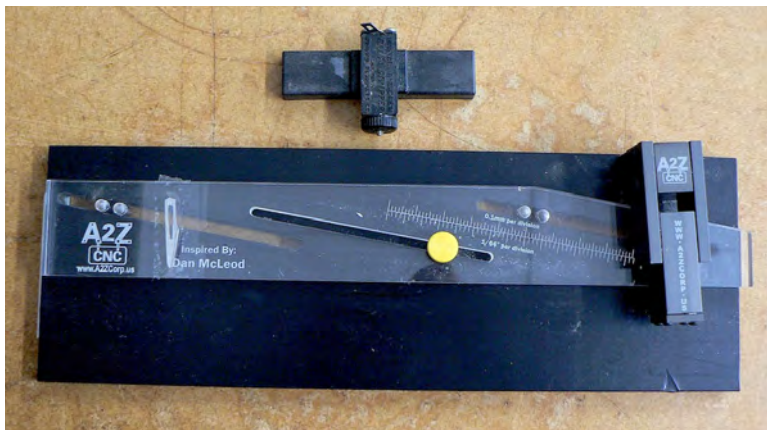
There was a good turnout of members for the first meeting of the year and there was much discussion taking place before the table was opened by Charles Warren standing in for Ricky Bould who was in England for a month.

The theme for the night was Models that reflect processes that the builder has developed during building the model. There were not many examples of the theme and only a couple of models to look over.

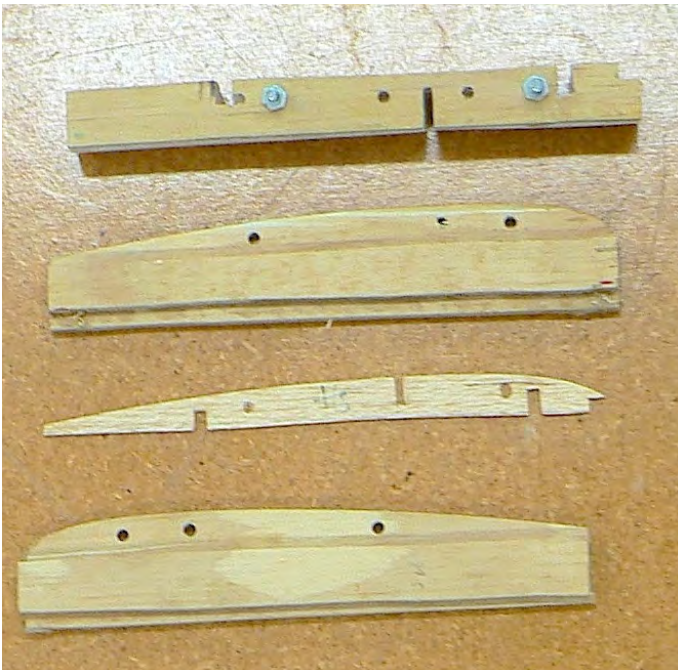
Stan Mauger kicked off with a process he has developed to make the ribs for his Vildebeest to the correct RAF section. Taking into account that he had four wings to cut ribs for, that was a lot of ribs. We all know cutting slots in 1/32 balsa is not for the faint hearted as it is easy to break ribs when cutting slots. So Stan had a couple of jigs which allowed him to sandwich a good number of 1/32 blanks bolted together. The first jig was for cutting the slots into a large number of ribs at once. The second jig was for cutting the correct curvature. Both jigs had equally placed holes used to bolt the sandwiched ribs in place ensuring that the slots previously cut remaining in line. The curved surface of the jig was hardened with cyano to withstand final rib sanding in the jig.

Brian Howell had a metal building surface and had built two wings for his Hangar Rat (Kit from Avetek). He explained that he used the magnets to hold parts in the correct position and also on either side of the fragile ribs to ensure correct placement while drying.

**Right:** Brendon Neilson brought along this balsa stripper from A2Z, which he felt was much better than others available commercially.







**Above:** Brian Howell's purpose built metal building board uses magnets to hold construction parts in place. Seen here in use for his Hangar Rat.

**Left:** Stan Mauger had devised a double template system for sandwich cutting of upper and lower rib surfaces for Vildebeest wings.

He said that the use of magnets has enabled him to build small fragile models protecting them from unsteady hands. The magnets can be procured in the Dollar Shops at a very reasonable price and come in several sizes of both in length and diameter.

Brian went on to tell of his experiences at the Nationals. This was the first time that he had attended and while he was not competing, he learned a lot from others who were competing and it was a most enjoyable time. He also thanked the members of the Club who had given freely of their time and offered support and experience that allowed him to fit right back to modelling after several years being away. Members noted this and commented that this is what a Club is all about.

Charles Warren had a new 'bare bones' build of a Magna free flight high wing model of 38" powered by a throttled PAW 55. This was a Mercury Kit drawn by Ron Young and updated by H J Nicholls. He has converted the model to fully functioning R/C and made a small "clunk fuel tank". The fitted R/C controls were interesting. Where there was a bend tubes for the control cable were made out of Air Bud Tubes which could be easily bent to shape. The cable was otherwise left free. The control cable was very small fishing trace.

Don Spray had his twin-engine rubber powered Grumman Tigercat covered in tissue sprayed with dark blue paint. Don provided the moulding plugs for various parts and Avetek did the moulding of these. Don had a bit of a disaster while gluing the nose cone on using UHU glue which promptly melted the plastic. The engine nacelles were covered in a silk stocking for strength and also to be able to get a good finish. The outer wing panels and the tail are able to be separated from the model.

Brendon Neilson had a commercially available balsa stripper. After having less than suitable success using the readily available master airscrew stripper he went ahead and invested in an A2Z stripper by Dan Mcleod and had excellent results.

Mike Fairgray had brought along a good number of bits and pieces wheels, fuel tanks, props as well as a multimeter tester. There was a selection of Flypast magazines and Mike was well please as most of the items found a good home.

With no further models to report on it was time for tea/coffee and biscuits.

**Right:** Mike Fairgray brought along these various bits and pieces including wheels, fuel tanks and props as well as a multimeter tester.







**Top:** Charles Warren brought this nostalgic Mercury Magna. Sure to evoke some memories. **Above:** Don Spray's handsome Grumman Tigercat now not far away from some testing, when it's possible to get outdoors!

# Monthly Club Night - Mike Fairgray

2-3-20

Present were Ricky Bould, Guy Clapshaw, Paul Evans, Mike Fairgray, Brian Howell, Eddie Mann, Angus Macdonald, Andrew Macdonald, Stan Mauger, Harold McGrath, Brendon Neilson, Geoff Northmore, Colin Polglase, Ken Smith, Bryan Spencer, Mike Stoodley, Don Spray, Mike Stoodley, John Swales, Keith Trillo, David Vare, Charles Warren, and Tony Woodroffe.

There I was sitting in my car waiting for the club room to be opened and this gold Ford station wagon pulled in beside me. And there was Angus in the driver's seat with his Son riding shotgun. As you may be aware Angus has been going through a medical problem and has not been seen at the flying field for several months. Tonight, he had a number of his models and other modelling bits and pieces which he was giving away as part of his clearing out of his modelling items (more on these in the report). Unfortunately, he informed me that he will no longer be able to fly his models, so will be gifting further models and other items from his workshop at future meetings.

The theme for the night was a talk by Ricky Bould on building and trimming Hangar Rats. Twenty one members attended the meeting. Even before the meeting got underway there were groups talking and examining items on the table. Ricky called the meeting to order and commenced his walk around of the tables. First up was the array of magazines and books on the table. The magazines were provided by Guy Clapshaw with the usual warning that any left would be thrown away. Ricky had several SAM Speaks and Mike Fairgray had four books from his collection. One of which, Vintage and Iconic Aircraft New Zealand Collections, required keeping a close eye on, as it was passed amongst several members. It has 328 pages of excellent photos of the aircraft subjects.

**Right:** Stan Mauger brought along this Brian Crocker-built Sopwith Pup to show the fine craftsmanship in building of the cowl, wheels and propellers. Note the Albon Javelin rebuilt by the late Keith Williamson.



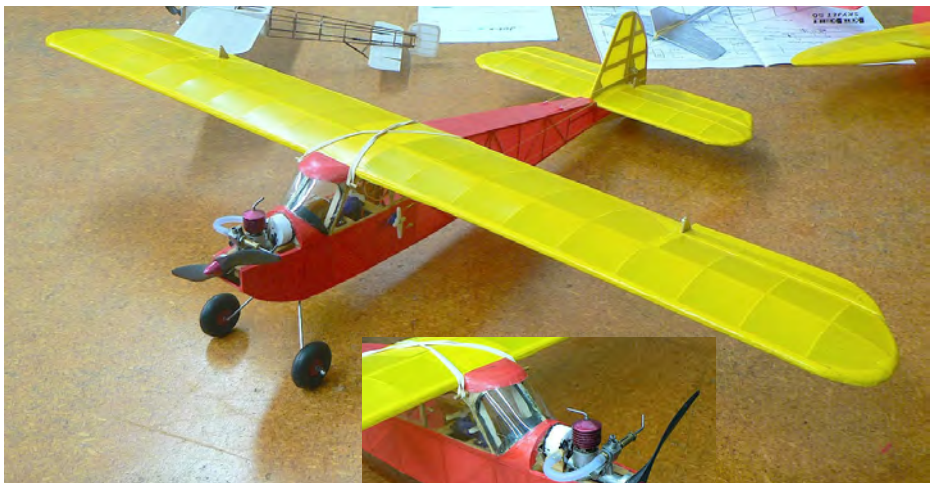


Stan Mauger had brought the Sopwith Pup which originally build by Brian Crocker and was under refurbishment, with the intention of entering it in the new Memorial Flight class being introduced by the Free Flight and Control Line Scale SIG. He pointed out the excellent construction of the model which is powered by an Allbon Javelin Diesel 1.5cc.

Don Spray had his nearly completed Aeronca LB. The canopy was a work of art with all the frame lines reproduced nicely. It is nearly ready to fly under rubber power and has flexible prop blades joined to the central hub with plastic line trim material. This method of attachment has been proven over several models, to protect blades from being broken. George Fay also uses this method on his models.

Brendon Neilson has decided to enter the world of Jetex. Many of us oldies will remember these motors which were powered by a pellet and ignited by a wick plugged in to the tube at the rear of the motor. The model was a Keil Kraft Skyjet 50 and it has flown taking to the air with a hiss and a roar. Brendon was chuffed as he had built one of these models as a youngster.

Ken Smith had an R/C model of the Bleriot, purchased on line from a model supplier in England. This model was from a Tony Ray's Laser cut kit and uses Micro Radio Control. It was an amazingly well detailed model for indoor R/C. Ken's other model on the table was a Ferry 500. The model timer allows a run of eight seconds on a full charge. Ken had assembled the components required for the making of the power unit. The timer is set by flashing a 9v battery across the exposed terminals of the timer which allows power to flow from the battery to the motor for 8 seconds. More information on E20 and how to build the power unit can be found on the Peterborough Club site.



**Above and Right:** Charles Warren's Mercury Magna has progressed since last month. RC control horns are visible in these views.

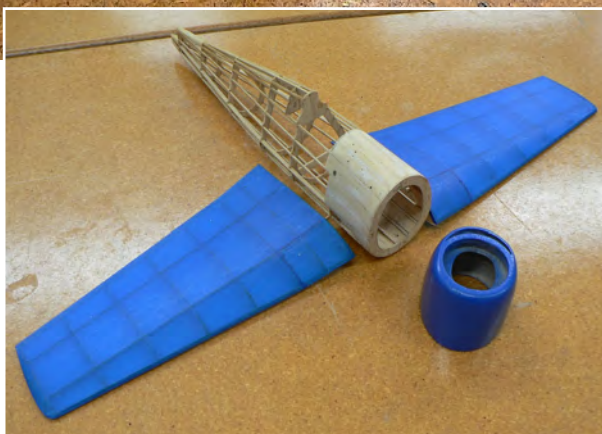
Go to <http://www.peterboroughmfc.org/technical-articles2018/E20Competition.htm>  
Note: The Club Committee will be putting together the rules for an E20 competition.  
Ricky Bould has plans, motors, timers and batteries for the E20. If you are interested give Ricky a ring or drop him an email.

Keith Trillo is thinning out his aviation and modelling items. He has lots of books, bound plans from Trevor Martin's Library as well as two Futaba 35meg transmitters, receivers and battery charger, with original boxes and manuals. Both transmitters are on mode 2 but can usually be easily changed to mode 1 configuration. There is still a place in the Club for the older transmitters as most fly using 2.4GHz so not much chance of a frequency clash. Contact Keith if you are interested or you want to know what else he is thinning out.



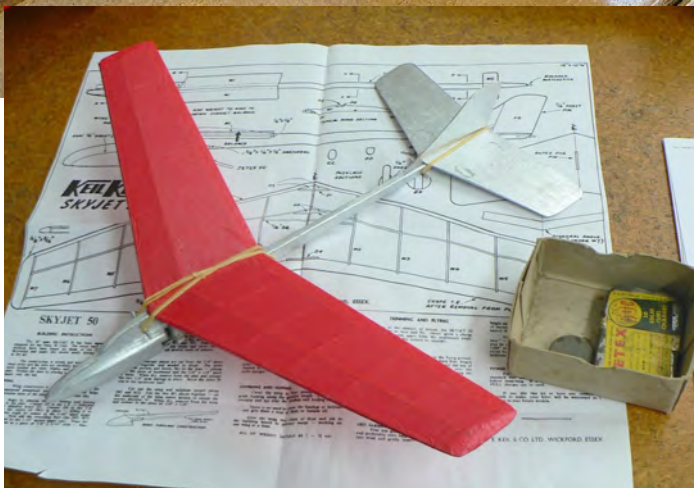
**Above:**  
Ken Smith's RC  
Bleriot from a finely  
engineered laser cut  
Tony Ray kit.

**Right:**  
Mike Stoodley's Bill  
Hannan-designd  
Grumman Hellcat,  
originally for rubber  
power but this model  
is destined for CO2.



Charles Warren had R/C conversion of the Magna free flight model which has progressed well since the last club night. Mike Stoodley has recently been building, bringing along his Hellcat from a plan in the book 'Flying Scale Models of WWII' which has twelve full sized plans of rubber models. He intends to power the model with a Telco CO2. The wings have been covered with dark blue Litespan and the finish was excellent.

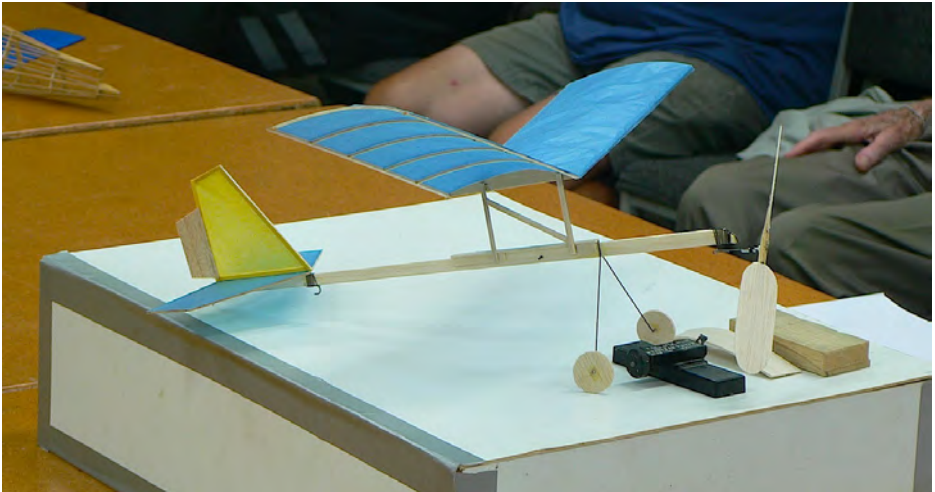
Next up were the models that Angus was gifting. Brendon Neilson suggested with Angus's permission, that an auction be held and all funds go to the Club. This was duly given and an auction was set for the end of the table walk around. As Brendon suggested the Auction, he had the honour of being the Auctioneer. At the end of the Auction the total raised was \$220.00. Well done Brendon and thanks to Angus.



**Above:**  
Don Spray's  
Aeronca LB now  
has completed  
canopy and  
markings. Ready  
for trimming  
flights.

**Left:**  
A bit of  
nostalgia. Brendon  
Neilson's Keil Kraft  
Skyjet 50 for Jetex.





**Above:** On its carry box, Ricky Bould's Hangar Rat, the subject of his talk.

## **Ricky Bould's talk on the Hangar Rat.**

Ricky opened his talk by stating that what was just a fun model is now a competition model with the Hangar Rat being held at the Nationals,

### **Propeller**

Ricky makes his propeller assembly removable. Make sure that side and down thrust is included in the mounting of the propeller assembly on the motor stick. A light oiling of the wire is recommended.

### **Balsa selection**

It is important that the balsa used to make the motor stick is sufficiently stiff will not bend when the rubber is wound.

### **Making the wing ribs**

Ricky demonstrated his method which was to make a male and female mould and sandwiching the rib material clamping it tight and leaving it overnight. With the material now taking the shape of the rib he then cuts the ribs to the required thickness using a balsa stripper.

### **Wing Tail and Fin**

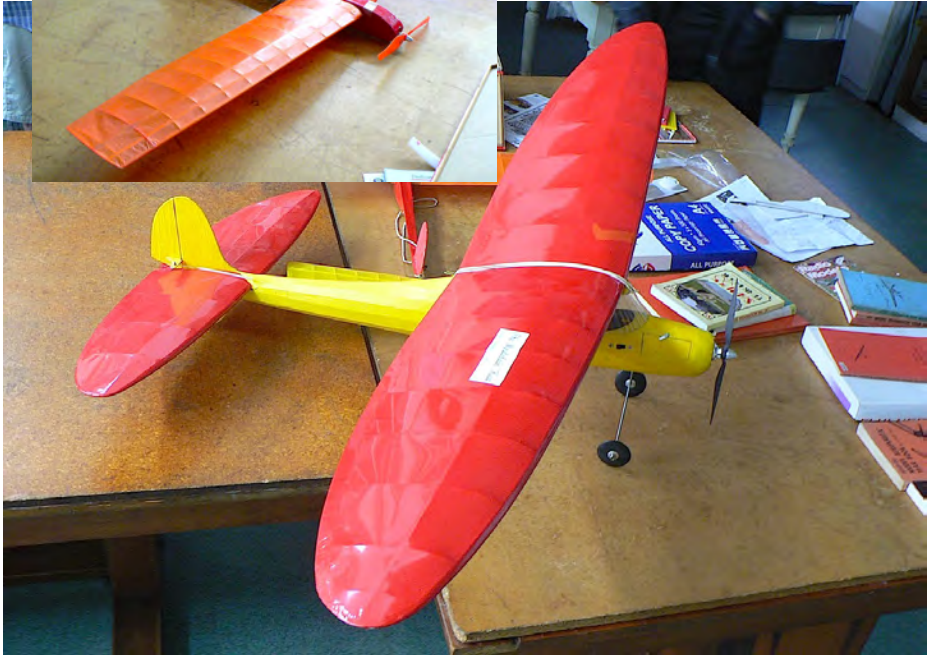
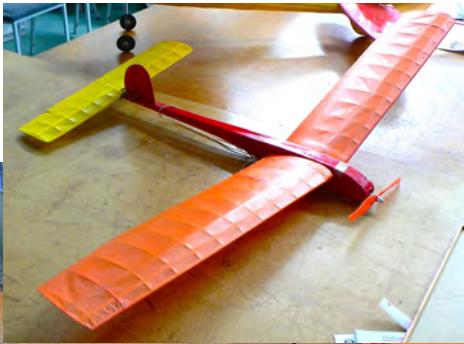
The balsa for making leading and trailing edges must be of light but stiff balsa stock to avoid warping. By using stiff wood it is possible to eliminate the struts.

### **Covering**

Use Japanese tissue or similar, undoped warps will be avoided. Glue stick can be used to stick down the tissue. If you make the tissue tight it may warp the wing as humidity will cause the tissue to tighten and deform the wing.



Angus Macdonald's models brought for new homes included his Jumpin Bean **(Left)**, enlarged Modelair Kea **(Centre)** and 8Ball **(Below)**.



## **Cabane Structure**

Make the Cabane Structure so it can be moved along the motor stick. By doing this the correct CG can be obtained without adding any weight. Ricky passes a short piece of carbon rod through the motor stick to hold the assembly in place with the use of rubber bands.

## **Rubber Motor**

The rubber he uses is 80 and 90 thousand of an inch and the motor is wound up to 2,000 turns depending on the ceiling height of the hall, using a 10-1 winder.

## **Weight of the model**

The model without rubber must not weigh more than 6 ounces.

## **Conclusion**

Ricky answered several other questions and concluded the talk providing copies of an article giving tips on construction and an alternative was to cut ribs using a template.

So with the close of a very informative evening members had a closer look at the items on the table and joined those who were having tea and biscuits.

## **MFNZ Hangar Rat Competition Rules.**

### **5.9 Hangar Rat**

a) Models must be built to any of four published plans from the following sources:

Model Builder, August 1979 (USA)

L. Kelsall/ M. Starick kit plan (Aust)

Aeromodeller, issue 757, Non/Dec 1998 (UK)

Free Flight Downunder, Vol 34, No 1, Summer 2002 (Aus)

b) Models may be made to pull apart for ease of transportation.

c) Wooden propellers must be built to plan specifications and must not be cambered or thinned commercially made plastic propellers may be used but must not exceed 7 inches in diameter.

d) A reinforcement block may be used to strengthen the rear hook.

e) Covering must be Model a/c tissue paper as commercially available in NZ.

f) Motors are to be a single loop made from a 915mm strip of 1/8 inch maximum width rubber.

g) ROG launch

h) The best two of six flights shall determine placings. The third best flight will be used, if required, to break any tie.

i) All attempts count as flights.

Minimum model weight 6 grams without rubber motor (*Refer MFW March 2018, p.54*).

# Indoor Hangar Rat flying at Drury - Stan Mauger

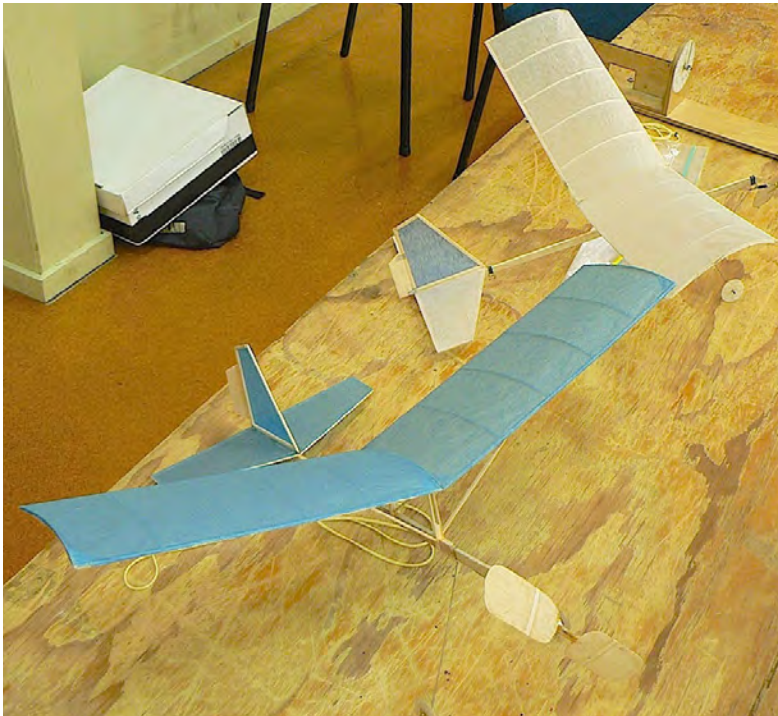
17-2-20

The first indoor night for the year was for Hangar Rat and after the usual initial trimming, some good times were being made. Both Ken Smith and John Swales were returning respectable times with their models but by later in the evening Keith Trillo had recorded nearly two minutes with his model and with another good flight, was the clear winner. Stan Mauger was still doing some sorting out so he had to be content with modest times.

Don Spray entertained us with some varied flying from his ornithopter built from a plan from Flying Aces. Don found that the model behaved more like a canard at times. The wing mechanism involved a double crank on the wire mechanism with light ply linkages to the wings and these cranks needed to be smooth to work well. He says that he probably will not build another but would not rule out tests from his deck where the model can fly in either direction.

## Results

					Total Best 2 flights	
1. K. Trillo	1:00	<b>1:48</b>	<b>1:59</b>	1:00	<b>3:47</b>	
2. J. Swales	0:49	<b>1:14</b>	<b>1:36</b>		<b>2:50</b>	
3. K. Smith	0:45	<b>1:30</b>	1:08	1:09	<b>1:14</b>	<b>2:44</b>
4. S. Mauger	<b>0:38</b>	0.19	<b>0.25</b>			<b>1:03</b>



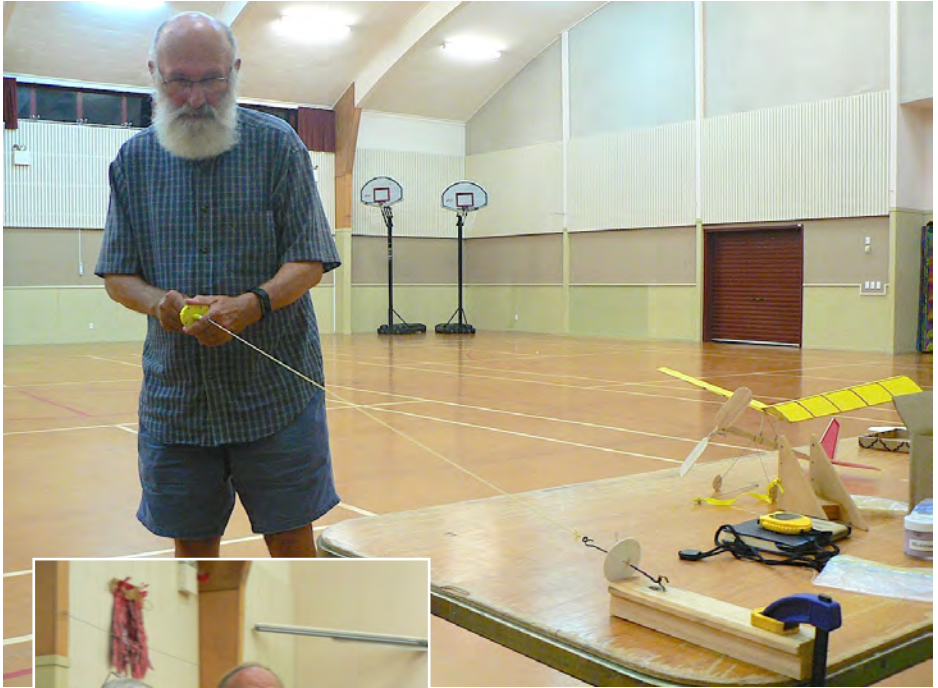
**Left:** Hangar Rats awaiting flying by Keith Trillo (**Upper**) and Stan Mauger, (**Lower**).





**Top:** From left, Don Spray's Rubber powered Citabria, Wittman Tailwind and Modelair Hornet.  
**Lower:** Don setting up his ornithopter, Keith Trillo looking on.





**Top:** Ken Smith winding his Hangar Rat motor using a torque meter before loading it into his model.

**Left:** Eddie Mann receives some guidance on flying his Vapor from John Swales.

**Above:** Keith Trillo showing the winding of his Hangar Rat motor to Tony Woodroffe and Brian Howell.

## RedFin Precision event Karaka

15-3-20

On what could be described as the best possible conditions, a small group of flyers assembled to contest the RedFin Precision Challenge. Rules were simple, get as close to the target time of 41 seconds flight time as possible and earn the prize, a RedFin SAM .55 diesel donated by Alex Phin on a recent visit to our shores. In keeping with the maxim, 'anticipation is half the pleasure', the long wait for a good day and available starters for this event, was worth it all!

As an earlier Karaka field report records, several flyers were testing models in the lead up to the day. Charles Warren's APS Popsie complete with Mkl ED Bee had been out for testing a month earlier and looked competitive but proved a handful on the day. Stan Mauger saw his role as photographer, after arriving without his rebuilt Tomboy, but Contest Director Ricky Bould kindly provided his spare model, a Simplex for Stan. Don Spray had been flying his Tomboy regularly before the day, but was unlucky not to achieve flights closer to the target time with his very reliable model. Ricky had an ideal purpose-built model for the event, with his Maris Dislers-designed Presto, complete with, appropriately enough, a SAM 35 diesel. Showing the value of preparation, this model had distinguished itself at the Aggregate ('Scramble') at the recent New Zealand Nationals showing itself predictable and controllable enough to suit this kind of contest. Brendon Neilson had also been testing models for the day. His first offering, an enlarged Ebenezer, dubbed 'E70' because of the number of lightening holes made to keep weight down, ruled itself out in an early flight when it chose to flight straight off the field and arrive between glass-houses on the neighbouring property, but his Tomboy was altogether better behaved making times very close to the target time. As the results show, at the end of the contest Ricky's Presto was closest to the target time, but as he already had a SAM55 diesel he kindly suggested that Brendon, the next closest, receive the prize. Apart from being great fun, this contest showed that the format could easily be run again for another small-field contest.

<b>Results</b>				<b>Best flight</b>	<b>Model</b>
1. R. Bould	0:51	0:51	0:40	<b>0:40</b>	Presto
2. B. Neilson	0:56	0:46	0:43	<b>0:43</b>	Tomboy
3. D. Spray	0:54	1:21	0:44	<b>0:44</b>	Tomboy
4. S. Mauger	0:47	1:03	0:34	<b>0:47</b>	Simplex
5. C. Warren	0:26	0:24	0:13	<b>0:26</b>	Popsie

**Left:** Brendon Neilson being congratulated by CD Ricky Bold, as he receives the prize, a SAM RedFin Engine.





**Above:** Brendon Neilson's E70, backlit and showing the many lightening holes made to save weight. *Photo: Ricky Bould*

**Left:** The winning Tomboy flown by Brendon in the event.





**Upper:** Ricky Bould's Presto powered by a SAM35 RedFin engine came closest to the target time. **Above:** Charles Warren's Popsie proved to be a handful owing to trim problems.





**Upper:** Ricky Bould's Simplex powered by a RedFin .09 flown by Stan Mauer on the day.  
**Above:** Don Spray setting up his Tomboy for the event.



**Above and inset:** Ken Smith's nicely trimmed Sloworm flown with RC assist.

**Right:** Ken Smith's using a battery to charge his E20.

# Indoor Free Flight Morrinsville Day

## Sunday October 11, 2020

- Hangar Rat
- HL Glider
- Modelair Hornet
- F4D Rubber Scale
- F4F Peanut Scale
- Kit Scale

Westpac Stadium Hall, 21 Ron Ladd Place, Morrinsville

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



**Above:** George Fay enjoyed some good flying with his rubber powered PE2, seen climbing away from the launch. *Photo: Ricky Bould*



## John Sheppard and the Famous Five

When John Sheppard went to the U.K. in the late 1950s he linked up with the Surbiton club and was influenced by their designers. Buskell, Posner, Glynn, Jays, and Gaster, were regular members of the British Power team and Mike Gaster was 1955 world power champ. No surprises then when Gloworm appeared with plenty of Surbiton design features. The distinctive airfoil, rounded tips, geodetic ribs, and high aspect ratio tuffnol prop, revealed the pedigree. A new departure was the ETA 15 diesel in place of the usual Oliver Tiger.

The 1960 World Power Champs were held at Cranfield in August and enjoyed calm dry conditions. At the end of five rounds thirteen contestants had perfect scores leaving the organisers with a potential problem to get a winner by end of day. The weather remained calm for the fly-offs but showers appeared and things got a bit damp in the afternoon. The first of twelve fly-offs began and as they progressed the list of contestants dwindled to five at the end of the ninetieth fly-off round. The remaining five fliers maxed their remaining flights and were declared joint winners. They were subsequently referred to as the 'Famous Five'

New Zealand had a three man team and two were from AMAC. Noel Hewitson and John Winn sent models and had English proxies. I can't recall whom Noel's proxy was but John Winn's was Vic Jays who made the fly-off but dipped out in the second fly-off round. John Sheppard's involvement with the Surbiton Club led to a regular exchange of New Zealand models for proxy by Surbiton fliers. When I became involved in finding English proxies for NZ models it made life so much easier at the London end knowing the power proxies were covered and the names depended only on how the Surbiton lads fared in the British Trials.

BILL MCGARVEY



Cranfield 1960. From Left, John Sheppard, Sandy Pimenoff, Larry Conover, Giovanni Guerra and Rolf Hagel – Photo: Mike Evatt, *Aeromodeller* April 2020.



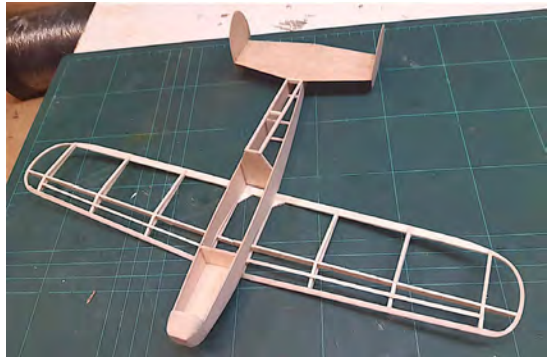
## Building board

Mike Stoodley writes . . .

There are plenty of unfinished models to work on! Not an immediate priority, but some-time, is this 13" Heron, scaled down from the Frog plans at [http://www.houseoffrog.co.uk/senior\\_plans.htm](http://www.houseoffrog.co.uk/senior_plans.htm). Not sure about how to power it - originally I was thinking some sort of tiny electric motor, but a brown A-23 CO2 motor would probably work well, or as a last resort for me, rubber.

My Junior 60 is an Aeromodeller plan from 1987 and is actually 48" span (it's on Outerzone.co.uk). It originally had an ME Snipe 1.5cc diesel up front, probably way too much, and was never flown. Recently I converted it to three channel electric for park flying. Despite the wing being a pretty solid build, it had managed to develop washout in one panel and wash-in in the other. Being a slow flyer I didn't think it would be a big deal, but coupled with the small FF rudder - not much more than a trim tab - it was pretty hairy and I barely managed a semi-controlled spiral up into the air and back to ground! A bit of reheating the covering under some tension flattened the wings out and it now has a huge and silly looking rudder, but it flies very nicely.

**Right:** Frog Heron reduced from the original plan. **Below:** Junior 60 now electric and with a more effective rudder.



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## Club subscriptions

NZMAA Affiliation is mandatory for Club flying

**Senior** \$50 (+\$88 NZMAA)    **Family** \$55 (+\$93 NZMAA)

**Junior** \$10 (+\$25 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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## All monthly meetings, outdoor flying and monthly indoor meetings are cancelled during the lockdown period.

## Calendar **Looking Ahead**

### MORRINSVILLE

#### Sunday October 11

(10am to 4pm)

#### Indoor Free Flight classes

Hangar Rat, Hand Launched Glider, Modelair Hornet

#### Indoor Free Flight Scale classes.

Open Rubber Scale, Peanut Scale and Kit Scale