



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

May 2018



Probably a record, Angus Macdonald's Peanut Scale Nesmith Cougar, still winning contests at forty three years old.



& 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 – President’s Report

The 2017-18 President’s Report is published here as a number of Club-members missed its presentation at the last AGM - Ed.

The year has been a productive one for the Club over a wide range of activities both on the competition and flying fronts. Membership has remained stable but our demographic is not ideal and like many other activities we would welcome more younger members. That said, it is pleasing to see some new faces of those returning to aero modelling.

The weather has not been very kind over the year with wind being the main challenge however a reasonable level of flying has been maintained at all sites.

The Cloud Tramp Challenge was a success for the AMAC with Keith Trillo’s full house plus a further flight giving the team the edge over the Peterborough team. We had a breezy day but at least it was dry. The trophy was presented to the trio at Barkston Heath in May 2017, with the promise that the return match would be strongly contested this year.

The use of the Drury Primary School hall is proving to be a great success with good attendance levels at the meetings that are now held on the third Monday of the month. The hall shape and unobstructed ceiling allow stress-free flying and ease the challenge of trimming.

Successful indoor meetings at Morrinsville were held in May and October 2017 with keenly fought Hangar Rat competitions plus scale events. It was encouraging to see a number of fliers who had made the effort to travel a significant distance to attend. I would also like to thank those who came to assist with the judging and organisation of the event even if they did not fly.

Karaka continues to see a mix of radio in the form of Tomboy and E Texaco competition together with the small group of scale fliers trimming and preparing models for coming competitions. The site has not seen much use lately due mainly to weather, but this site continues to provide a very good venue for free flight and vintage R/C. Approval for the Elbow Road site is almost complete but currently the need for this site is in question, given that Aka Aka and Karaka sites cater well for the current club requirements.

The team who travelled to the UK for the British Nationals achieved wins in the Credgington Cup and in the Power Scale Classes, with their Puss Moth and Auster C4 models. Congratulations are due to Don Spray and Stan Mauger on this achievement.

In closing I would like to thank all members of the Committee for their support and work in ensuring the Club continues to run smoothly and efficiently and would ask for members support in providing material for the newsletter.

Ricky Bould

Photo credits

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

Monthly Club Night - Mike Fairgray

2-4-18

Present were Ricky Bould (President), Mike Fairgray (Secretary/Treasurer), Angus Macdonald (Patron), Tony Hill, Bill McGarvey, Louis McNair, Rob McNair, Stan Mauger, Geoff Northmore, Arthur Pearce, Bryan Spencer, Don Spray, Mike Stoodley, John Swales, Charles Warren and Keith Williamson.

Apologies: Brendon Neilson, George Fay, Paul Evans and Keith Trillo.

Theme for the night was unfinished projects

The night coincided with the AGM and got underway at 8pm.

Models on the table

Louis McNair has now completed his Cessna 170 from a Guillows kit. The model is nicely finished with tissue trim. He reflected that the model is probably too heavy to be flown. Stan Mauger had brought along an APS Terrier designed by Brian Lewis. In the article in the 1954 Aeromodeller Brian Lewis claimed to have built his in a week, Stan confessed to his taking years! It is claimed to look like Monocoupes, but the colour scheme is Aeronca Champion inspired. Power is one of the last DC Darts, having a mustard yellow coloured anodised cylinder head. The motor had a please do not turn motor" notice on the propeller because the engine was all gummed up. The model has an all balsa fuselage and built up wings covered in yellow tissue and powered by a DC Dart, un-gummed of course!

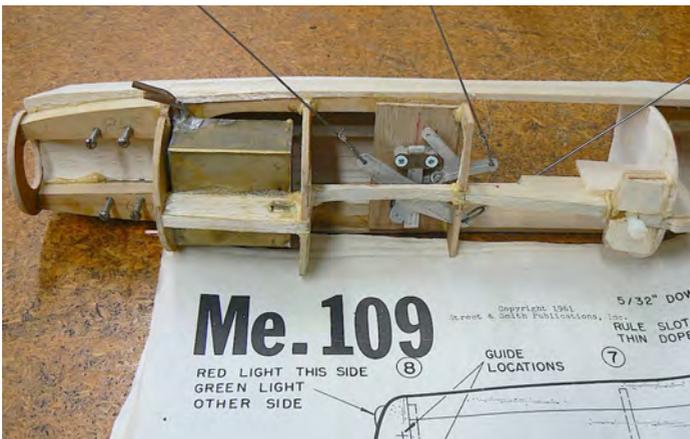
Ricky Bould's Cloud Tramp, while not an unfinished model, was brought along to keep the Cloud Tramp Competition in front of members. He had recently obtained a 40 second flight in breezy conditions at Hoteo. His second model was of the French designed Max Holste Broussard, truly a work in progress. He scrapped the original plan and scratch built the model from 3 views. The model will be finished in the colours of the Israeli Air Force and powered by a PAW80.

Geoff Northmore had his Sporty that he had scaled up by 45% from the APS plan of the 1950s. Even with the APS40 4 stroke engine up front it required a considerable amount of weight to obtain the correct C of G. This weight was under the engine and he used a Colemans Mustard tin as the tank.

Don Spray's rubber powered Gee Bee Racer built from a Dumas Kit has progressed well. He is not looking forward to the covering as it has a complicated scallop design along the leading edge of each wing. The Gee Bee Racer was considered one of the most dangerous racers of its type. His second model was a Latécoère 28 French Mail and passenger Plane of the 1930s used by Air France's predecessor, Aéropostale to establish intercontinental air mail services. The model has been built from a scaled up 3 view. *[It is described further in the Building Board article on p. 20 - Ed]*

Arthur Pearce had a book of indoor plans free to a good home. His model for the night was a control line ME109 of which he had completed the fuselage.

Charles Warren had his 'Turbo' model that he has now flown. The model took to the air like a rocket and was very twitchy on the controls. He has reduced the throws on the fin



Top: Angus Macdonald's Gipsy Moth is well under way needing just final completion, electric motor and RC gear.

Centre: Stan Mauer's APS Terrier needing just a few rainy days to complete it.

Left: Progress on Arthur Peace's Me109, revealing a tank set-up and a clever non-Roberts-style 3 line system.

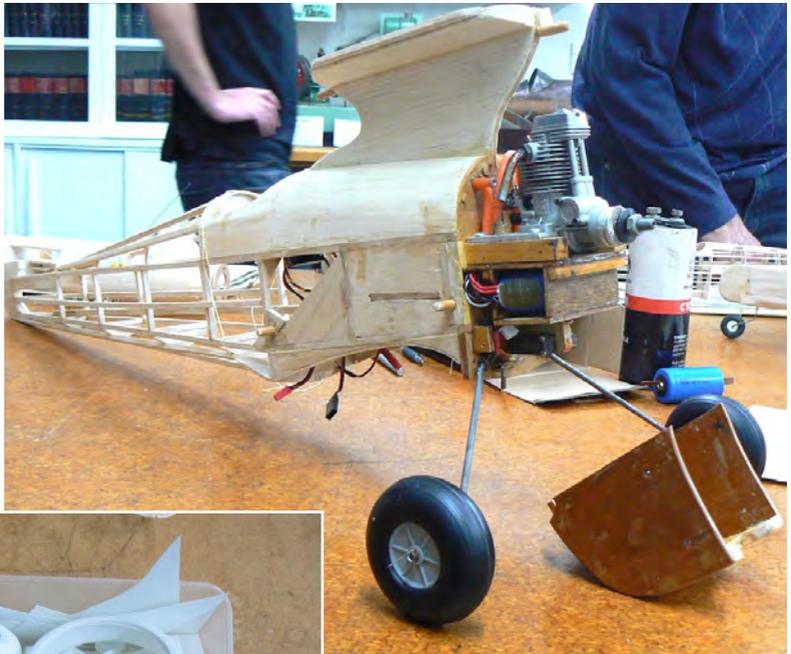
and elevator and changed the C of G which has made it much more docile, becoming a pleasure to fly.

Angus Macdonald is building a quick version of an SE5A, from a Wylam drawing, to see how it goes for Peanut Scale. If successful a more detailed version will be built.

Tony Hill had gone one better with his SE5 from a Guillows Kit which he originally gave to his grandson. He is dying his own tissue. We look forward to seeing how this is progressing at the next Club Night.

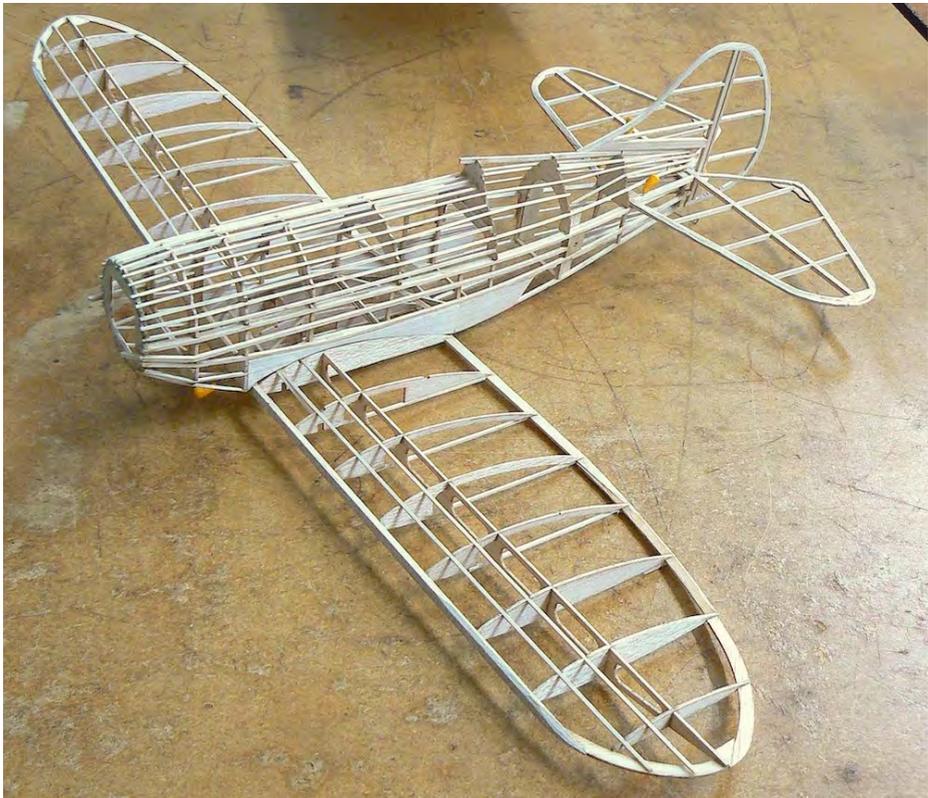
Bryan Spencer had been using his credit card at Hobby King again. His purchase this time was a motorised miniature table saw and drop saw. These came as a kit. They are made of clear plastic and powered by a 12 volt motor. The power can come from either a suitable lipo battery or from a step-down transformer. The saws are small and would take up little space on your bench.

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



Above: Cowling removed on Geoff Northmore's large APS Sporty to reveal useful ballast.

Left: Plastic mouldings supplied in the Dumas Gee Bee kit for Don Spray's model (opposite).



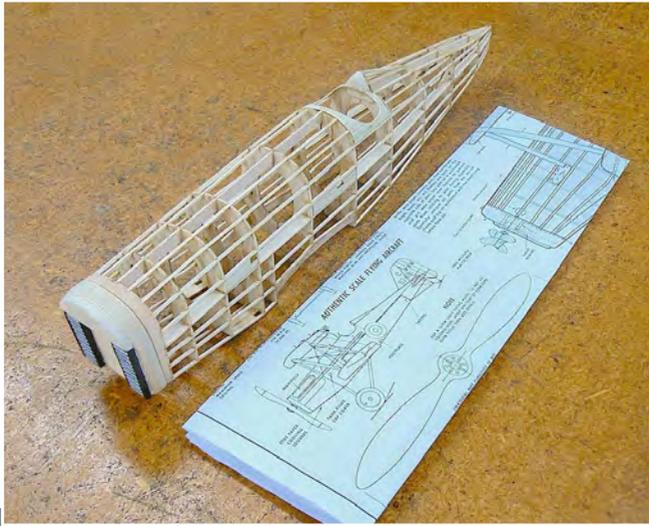
Top: Louis McNair has handled the tissue trim very well on his Guillows Cessna 170.

Above: Don Spray's Dumas Gee Bee Racer now awaiting covering.



Top: Ricky Bould's Max Holste Broussard is progressing well, and reference to good 3-views has improved the scale accuracy of the model.

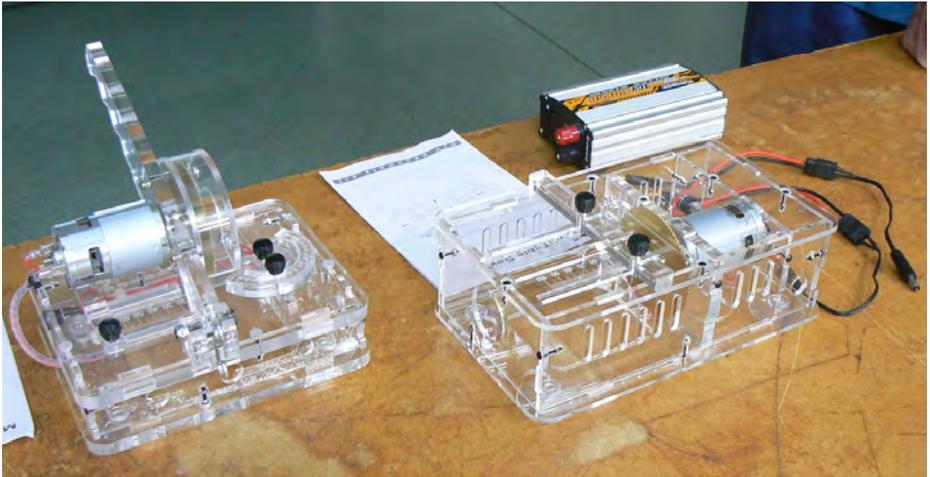
Above: This close-up of the fuselage interior shows nice handling of the scale seating.



Top: Tony Hill has made a good start on his Guillows SE5a.

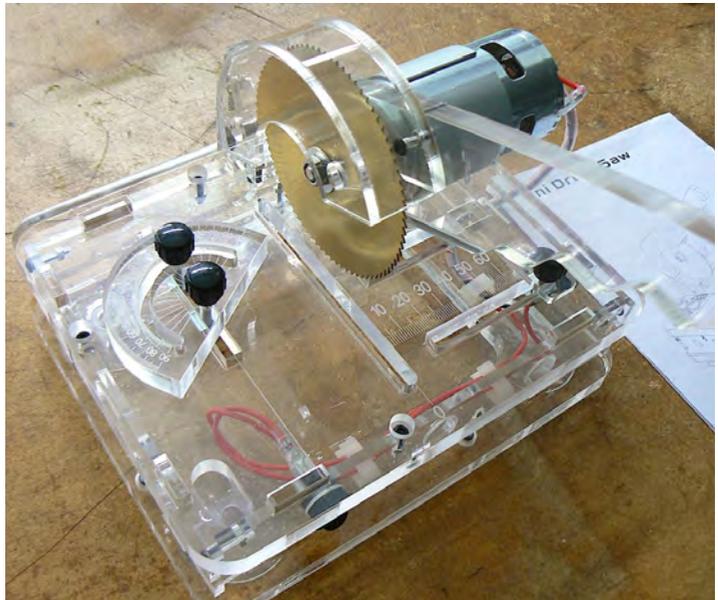
Centre: Charles Warren's 'Turbo' (aka Fledermaus) is now flight tested.

Left: Ricky Bould's Cloud Tramp is a timely reminder of the forthcoming Peterborough-Auckland Cloud Tramp Challenge.



Top: Bryan Spencer's motorised miniature table saw and drop saw from Hobby King came as a kit. They would take up little space on a bench.

Right: A closer look at the drop saw.



DIY Timer Update - Mike Stoodley

Initial flight controller experiments worked, but it was soon apparent that the transistor used (a pn2222) got very hot and couldn't deliver enough useful power. Fortunately there are many alternatives, ranging from tiny surface mount devices to more traditional power transistors. I have made a quick kludge to swap the 2222 for a thing called a FQP30N06L, which seems to power a GWS motor with a 7x6 prop pretty well. I'll rebuild the timer on the little pcb I had made, with this transistor, and see what it can fly!

Hoteo Diary - Ricky Bould

1-4-18

Don Spray and Mike Stoodley arrived at the farm at about 7.45 and Ricky at 8.30ish. George Fay followed. The day was dead calm until about 10.30am then the wind built up quite quickly, coming in from the south. Don's rubber powered SIG Fairchild 24 Rancher was soon in the air and flying nicely followed by his DH Puss Moth, also rubber powered and also putting in good flights. His Heinkel He146 parasol powered by an ME Heron flew well, turning to the right under power, sitting nicely in the air but then turned left on the glide on the first flight. The next flight was not as good, probably because too much trim adjustment had been made. His Zlin seemed under-elevated and possibly under-powered so not much height was gained. His Curtiss Robin with a .5 RedFin and rubber powered Bellanca from the Peter Rake plan on the other hand both flew well. All in all, Don had quite a number of models flown on the morning. It was a case of "take them all and fly them all!"

George Fay had his own design rubber powered Petlyakov Pe-2 and Fearnley designed Max Holste Broussard. The Pe-2 climbed away well and was flown several times. His Broussard was flying well but the rubber band holding the wing struts broke and the replacement was not strong enough, so some unintentional increased dihedral resulted.

Ricky Bould concentrated on trimming his Cloud Tramp, and was happy with the way that it was flying. He tried various propellers, without much difference in flights. Mike Stoodley had two CO2 powered models, an Airsail Porter and Poncelet, built from a Hurst Bowers plan, but concentrated on flying the Porter. It flew well, but the conditions were a bit breezy for it.



Above: Ricky concentrated on getting the best out of his Cloud Tramp, seen gliding in.



Launching action at Hoteo

Top: Don Spray's Zlin seemed under-elevated so not much altitude was gained.

Centre left: His rubber powered Bellanca off to a good start.

Centre right: The Heinkel He146 climbing away strongly before a good flight.

Left: Don's Fairchild on the winding stoooge. This model is a dependable flier.

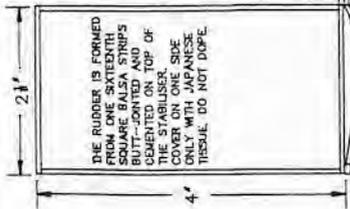




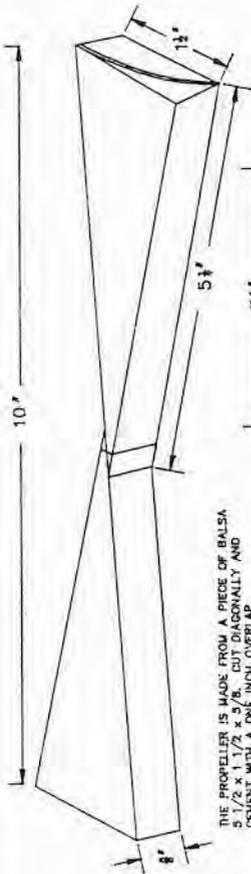
Top: George Fay's PE-2 gained altitude and flew well.

Above: His Fearnley-designed Max Holste Broussard climbing away.

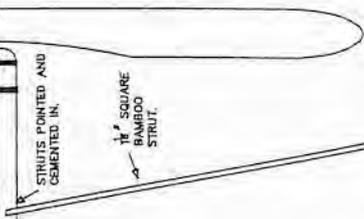
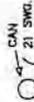
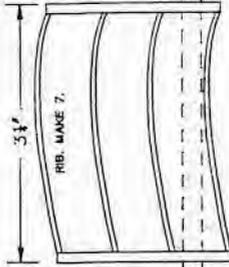
DESIGNED BY F. C. MACDONALD, OCTOBER 1933,
AND PUBLISHED IN THE "AUCKLAND STAR",
DECEMBER 30 1933.



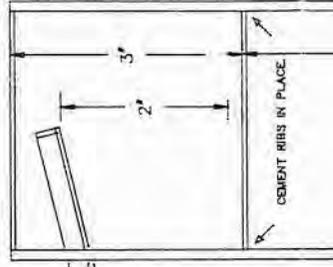
The Kiwi Training Plane



THE PROPELLER IS MADE FROM A PIECE OF Balsa
5 1/2 x 1 1/2 x 5/8. CUT DIAGONALLY AND
CEMENT WITH A ONE INCH OVERLAP.



COVER THE MAIN WING WITH TISSUE
ON THE TOP SIDE ONLY. LIGHTLY
SPRAY WITH WATER TO TIGHTEN.
DO NOT DOPE.

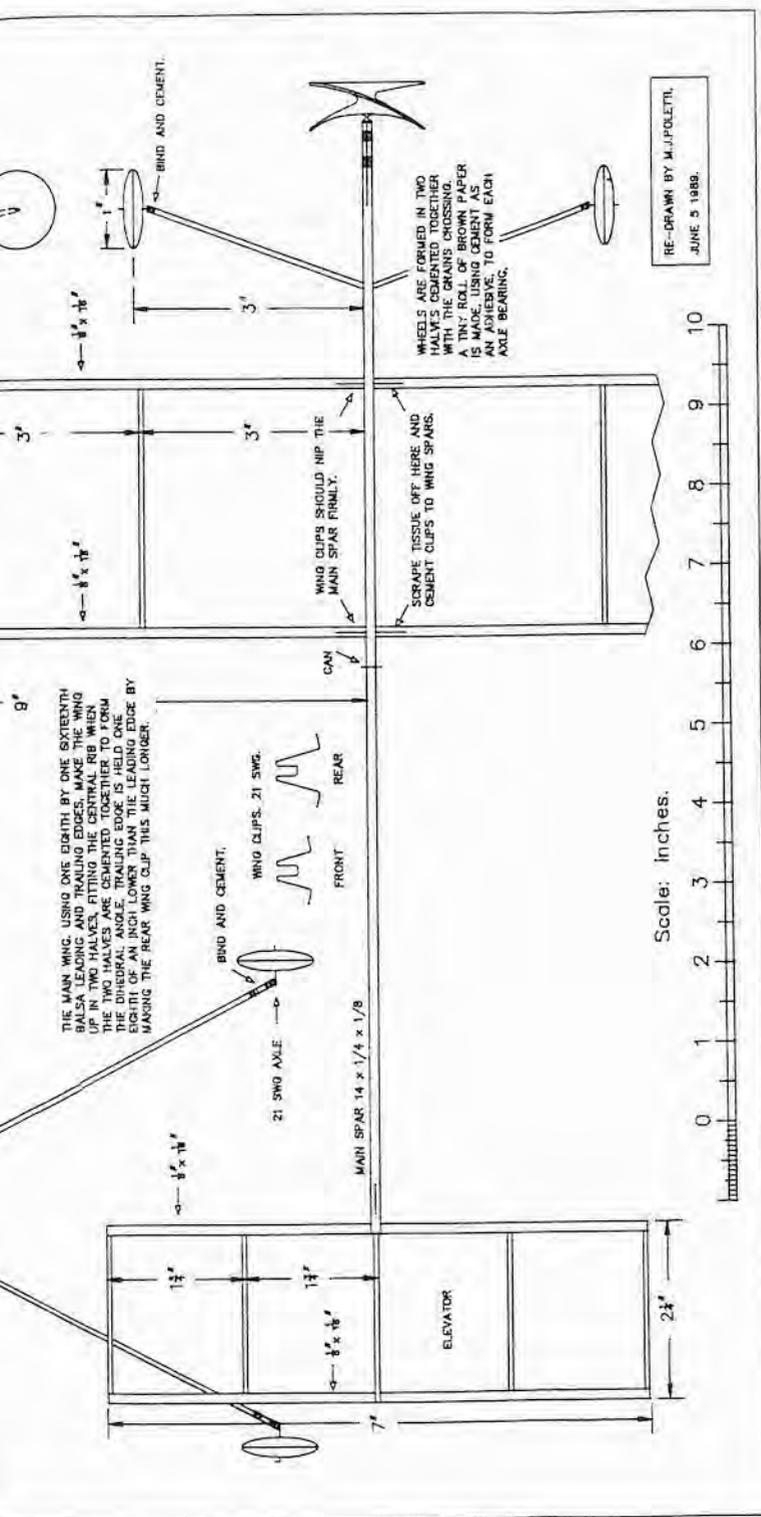


CUT FIVE STABILISER RIBS
FROM ONE SIXTEENTH OF AN
INCH Balsa SHEET TO THE
FORM OF THESE RIBS
SO THE STABILISER SPARS
BUILDING THIS UNIT UP ON A FLAT BOARD.
NOTE THAT THE CAMBER IS UNDERNEATH.
COVER WITH TISSUE ON THE BOTTOM SIDE
ONLY. DO NOT DOPE. THE MAIN FUSELAGE SPAR IS
NOTED TO THE LEADING EDGE OF THE
STABILISER IS CEMENTED INTO IT.

RUDDER.

ELEVATOR

Balsa 1/8 INCH SQUARE IS USED
FOR THE REAR SKID. BEND OVER A
CANDLE FLAME AND CEMENT INTO
THE FUSELAGE.



THE MAIN WING USING ONE SQUARE BY ONE SIXTEENTH IN LEADING AND TRAILING EDGES. MAKE THE WING UP IN TWO HALVES, FITTING THE CENTRAL RIB WHEN THE TWO HALVES ARE CEMENTED TOGETHER TO FORM THE DIHEDRAL ANGLE. TRAILING EDGE IS HELD ONE EIGHTH OF AN INCH LOWER THAN THE LEADING EDGE BY MASSING THE REAR WING CLIP THIS MUCH LONGER.

BIND AND CEMENT.

WING CLIPS .21 SWG.

FRONT

REAR

.21 SWG AXLE

MAIN SPAR 14 x 1/4 x 1/8

CAN

WING CLIPS SHOULD NIP THE MAIN SPAR FIRMLY.

SCRAPE TISSUE OFF HERE AND CEMENT CLIPS TO WING SPARS.

WHEELS ARE FORMED IN TWO HALVES CEMENTED TOGETHER WITH THE MAIN SPAR. A THIN ROLL OF BROWN PAPER IS MADE USING CEMENT AS AN ADHESIVE, TO FORM EACH AXLE BEARING.

Scale: inches.

RE-DRAWN BY M. J. POLETTI,
JUNE 5 1988.



ELEVATOR

1 3/4"

1 3/4"

1 3/8" x 1/8"

2 1/4"

9"

3 5/8"

3"

BIND AND CEMENT.



Fred Macdonald's Kiwi Trainer 1933

As interest has been expressed by some of those observing the Kiwi Trainer built by the late Trevor Martin and flown by Keith Trillo, it seemed timely to include an article about it in this month's Slipstream. Angus Macdonald also has a Trainer. Kiwi Trainers were flown as a club competition run as a precision event where the aim was to get as close to a target time as possible. The following is an abridged version of an article by Maurice Poletti originally published in the August 1989 issue of Slipstream - Ed.

Fred Macdonald wrote the Model Aeroplane Notes and General Hobbicrafts section of the children's pages of the Saturday's Auckland Star right through the 1930s, using 'Propellor' as his pen-name. His column in the Star for December 30, 1933 was headed 'The Kiwi Training Plane', and carried the plan for the model on the preceding pages.

He also provided notes to the plan which are an interesting background to the design and also to the state of aeromodelling in the 1930 period. To quote:

"The little ROG monoplane, which I have recently designed should be a welcome addition to all model aeroplane enthusiasts' collections, as it is a sturdy machine, but is light enough to fly well indoors, as well as being a very fair performer indoors. Although easy to construct, it embodies the latest principles of model aviation and is a very consistent flyer . . .

There is a little history behind the Kiwi, which I feel sure will be of interest to readers. A gentleman came to me and wanted me to design a special plane for his club . . . What my friend wanted was a plane that even when built by a tyro would be capable of doing the minute indoors. Well the plans here are the result of that conversation. The Kiwi is not named after a certain native bird, but it is intended to give the human kiwis a chance to develop their flying powers. One thing will give you encouragement, if you belong to that rather large band of builders who have not made much progress in the past, a number of boys who have not previously done more than a few seconds were able to get flights ranging from half a minute to a minute with this little plane."

Of interest is the use of an inverted aerofoil section on the elevator, which was a common design feature in those days, following its successful use by Detroit's Ernest McCoy in his record-breaking indoor model which flew for 271 seconds in 1928.

Rather surprisingly, there is no indication on the original plan, as to the size and amount of rubber used to power the model. At a guess, a single loop of 'duration rubber' (1/8" x 1/40") would have been used for indoor flights. The Kiwi was later kitted by Modelair and a photo of one appears in their 1936 catalogue.

The plan on p.14 can be printed out without joining two pages if the PDF document is printed at A5 (two pages to an A4 page).- Ed.

Karaka Diary - Keith Trillo

15-4-18

At 8.30am the weather was fine and the wind was a very light easterly, making conditions ideal for free flight. Don Spray was the first to arrive and did trimming flights with his Cloud Tramp, also flying his Fairchild Ranger and Puss Moth. The stand-out flight was with his CO2 powered Piper Vagabond which was very realistic even amongst the goal posts.

Angus McDonald had a relaxed morning flying his E Texaco Eight ball, his large Kea and Tomboy. No timed flights were logged. Keith Trillo flew his Cloud Tramp. This model is 22grams without rubber. A single loop of rubber 150% of hook length and .155" wide with a weight of 4.9grams was used and wound to 1600 turns. The model was released on the eastern boundary and it climbed to very good height in buoyant air. It ran out of turns at a good height and came down as if it had a dethermalizer fitted, the flight time of 1min 36sec is its best time ever.



Above: Angus Macdonald, Brian Howell, and an ex-aero modeller who came for a look. Models: Kea, Texaco 8 Ball, Tomboy and ½ E Texaco 8 Ball. Foreground, Stardust Special.

Left: Don's collection in the back of his van. The Piper Vagabond centre stage, is flanked by Cloud Tramps, Tomboy and Modelair Sportster.

Drury Indoor Scale - Stan Mauger

19-3-18

Kit Scale was the best supported event on the night. With those flying it sensing the need to trim models, there was plenty of flying activity. After some exciting moments, Keith Trillo's Spirit of St Louis rewarded him with a nice stable flight. Angus Macdonald had his Modelair Auster well-trimmed, after some time spent setting up the model. Stan Mauger's KK Auster Arrow needed a change in motor size since the last Drury night and after a number of trimming flights settled down to fly well from a hand launch. Ricky Bould soon had his Comper Swift flying well, having flown the model often. Don Spray brought out his Luton Minor for some trimming flights, but decided it "needed more work". Tony Hill chose to spend the evening trimming out his Dumas Cessna Bird Dog. It was great to see this new model for Kit Scale.

Peanut Scale was a contest for Angus, Keith and Ricky. Angus's forty three year old Nesmith Cougar showed that it is still a force to be reckoned with, but it had a strong challenge from Keith's well trimmed Fike. Ricky's Ol' Ironsides is also great to see flying, but suffered on static points. Don Spray had several flights with his FRED, one of which reached great heights in the hall. It's a model with great potential for Peanut Scale.

Open Rubber Scale got down to Ricky and Stan with Luscombe Sedan and Fleet Canuck respectively. Both fliers ran out of time to set their models up for this event so no flights were made. Our thanks to John Swales who ably assisted with judging and also found time to put his T-28 Trojan RC model through its paces.

Elsewhere in the hall there was Hangar Rat flying in between competition flights. Gwyn and Lewis Avenell, enjoyed some good times with their models, as did Steve Fifield whose model is now set up to fly well. Lawrence Lynn was seen flying his Zero and Corsair fighters and like John Swales, also had a Vapor to fly.

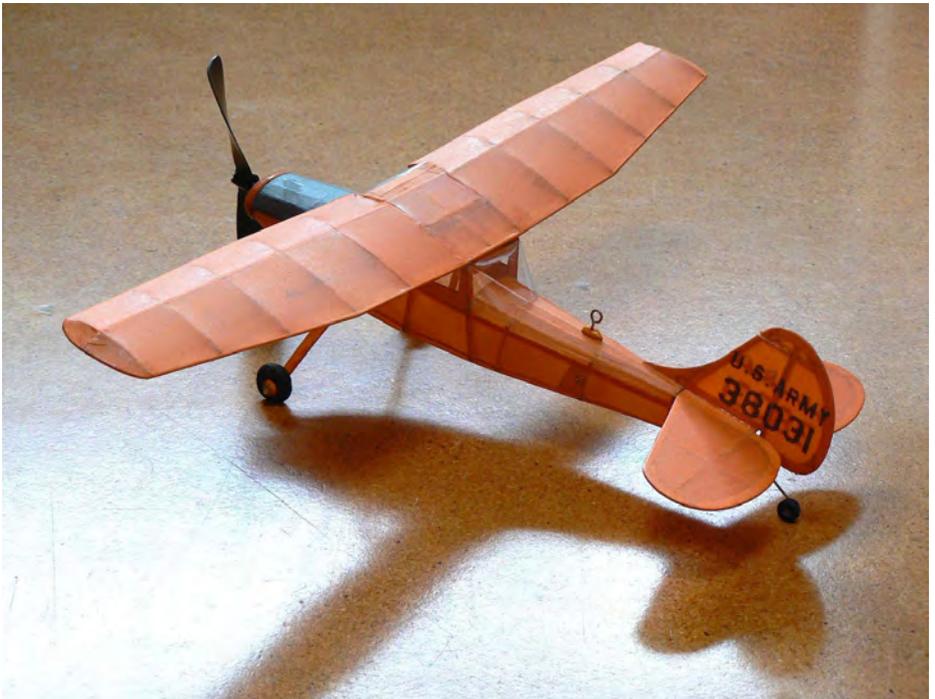
Results

Kit Scale	Static	Flying	Total	
1. Keith Trillo	78	53	131	Dumas Spirit of St Louis
2. A. Macdonald	68	54	122	Modelair Auster
3. S. Mauger	70	38	108	Keil Kraft Auster Arrow
4. R Bould	20	43	63	Veron Comper Swift

Peanut Scale	Static	Flying	Ranking	
1. A. Macdonald	36.5	67	1/1	Nesmith Cougar
2. Keith Trillo	36	64	2/2	Fike
3. R Bould	23	45	3/3	Ol' Ironsides

Right:

Tony Hill had his new Cessna Bird Dog from a Dumas kit, flying well after working at trimming.



Building Board

Don Spray's Latécoère 28

The aircraft

I was attracted to this subject because I thought that it was very elegant. My inspiration came from seeing this aircraft in *Flying the Mail*, a Time-Life book that records early French mailplanes. The Latécoère 28 was flown to Casablanca and Dakar in North Africa. It was quite loved by it's pilots. I felt that it had real elegance in an ungainly way, with good proportions.

The model

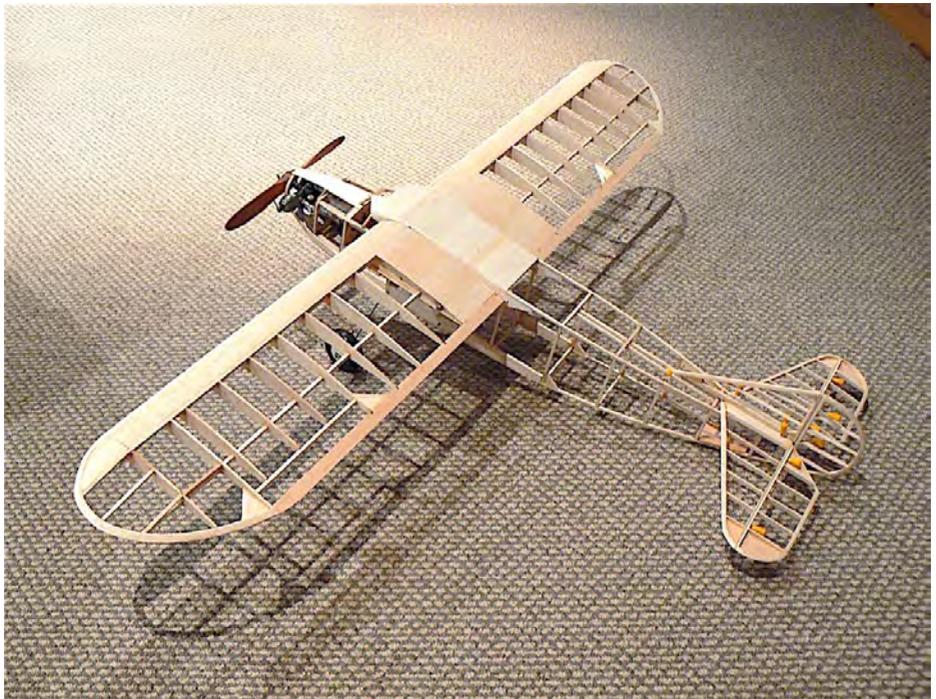
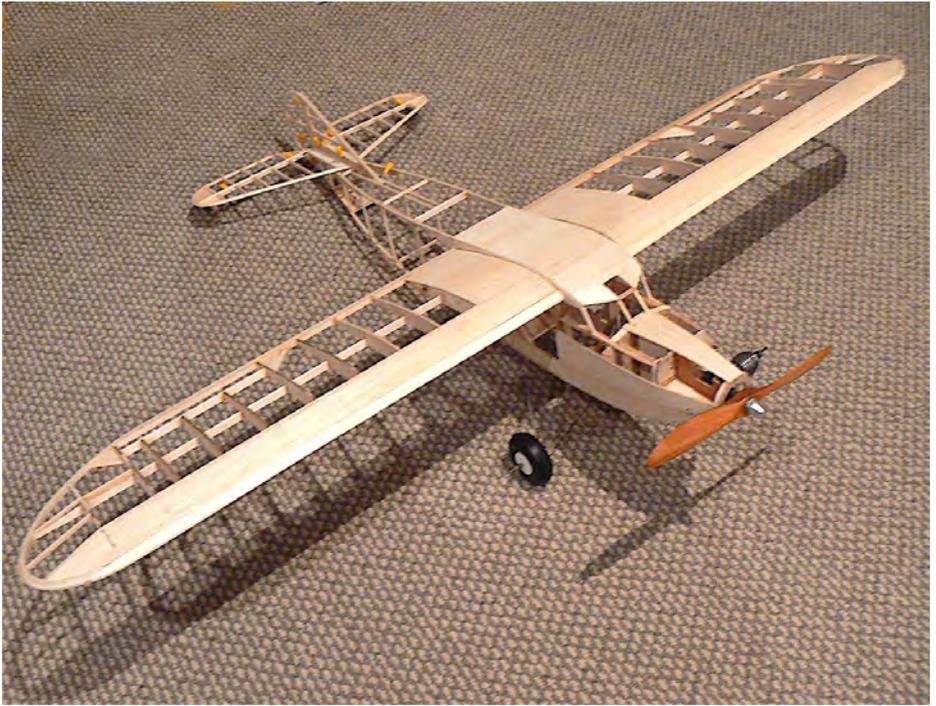
I developed my plans by first using Google to locate a three view then took the printout to my local Copy Centre and had it enlarged by about 300%. I then studied it to decide whether I would enlarge it a further three times or four times. The model ended up at 1040mm span. That's what I built the model off. It's a very simple fuselage cross section with slab sides.

There is a good amount of wing area but the wing is relatively flat and lacking dihedral. I have reduced the undercamber to provide a reasonably strong wing to stand contact with fences when I fly at Hoteo. The nose section needed to be made solid enough without making the model too heavy.

A side-mounted Mills .75 will power the model and I accept that this will not be cowled. I plan to cover the model with red and silver LiteSpan. I have still to consider whether to make scale wheels yet. The wings are plug-in with rubber bands to hold them in.

The undercarriage leg/strut set up is similar to Fairchild F24. I have yet to work out how I will achieve this. I will get the model tested before I complete painting and the finer details. It has quite a bit of character in the form of radiators and exhausts.





Building and Flying Free Flight Twin Rubber Models – George Fay

My introduction to twin rubber models began in the early 2000s, with a Herr Engineering P.38 Lightning twin. I built it and even managed to make it fly, with non-contra rotating props. During that period I could find no articles or information in relation to that type of modelling – hence I was on my own.

In the mid-2000s I came across a plan of a B-25 Mitchell in a Flying Model magazine. Eventually I had it built and flying quite well. A second lighter model with all the details followed and with contra-rotating props it was really a superb flier. Some time later a third B-25 was built (but that's another story)! During that period several more twins started to appear. A Junker's 88 from an enlarged 1/72 drawing probably had the best ever first flight and I was lucky not to lose it! A de Havilland Sea Hornet from a 1/72 drawing followed my own design Focke Wulf 187 and my other own design Petlyakov Pe-2.



Right: The most recent B-25 Mitchell out for some testing at Hoteo.

Opposite

Upper: The Junkers Ju88g was a great twin choice.

Lower: The best flying B-25 seen here on a nice calm day at Patetonga.



The PE-2

After a break from twins, time was spent on various free flight scale, rubber and power subjects. Some twelve months ago I built and flew an approved and accurate version of the Focke Wulf 187 – that flew nicely! Another Pe-2 followed to replace the original one – spans 32” and is probably the best performer yet, which brings me to describe and write about the latest and the largest twin to date – Petlyakov Pe-2. My approach to the method I use in designing a model may be a bit unorthodox. Firstly, I determine the size of the model to be built. In this case a 36” 92cm span, and from there, using a 3 view drawing, I make a calculation of the fuselage and tail size.

A box is then drawn for the wing area – maximum length and width and the same for the fuselage and the tail. Once that’s done, I proceed to draw in the shape of each component: wings, fuselage etc. Using the drawing (3 view) for comparison, I’m usually not too far out. From past experience the model must have certain criteria such as reasonable length nacelles underslung on the wing; good wing dihedral, overall good wing and tail area and of course lightness. The nacelles were the first to be constructed once it was determined how much rubber it would take for a 36” span model. The box method was used and the forms and contours were glued in place after the frame was completed. Balsa sheet in-fill was used to ensure rigidity. The motor pegs were placed as much aft as possible.

The fuselage came next. Using light to medium wood, this part of the model can be built light for it only supports the tail and sits on top of the wing structure – fixed in by a front peg and rear magnet construction to the fuselage using the half shell method. It was a bit demanding at times as the round shaped fuselage wasn’t completely round in places. Dozens of stringers completed the structure and it became rigid and light. The wing structure was next, having established the two-nacelle spacing. The wing itself was fairly



Pe-2 progress

The model seen on the table on club nights, showing the difference a final colour scheme makes.

simple, using the spliced ribs method. The leading edge consisted of medium hard balsa, the spar medium hard, and the trailing edge – contest grade. Surprisingly the structure turned out quite rigid and light. The tail area was straight forward. The two fins consisting of three strips of 1/16 balsa wet formed on to a balsa mould. Light balsa was used throughout. Once all the components were completed, it was now time to have the whole structure assembled. Nacelles were glued on to the bottom of the wings and the tail unit on to the fuselage at 1 degrees. Also, decalage in relation to the tail +3 degrees incidence on the wing. The knock off wing is held on via a front peg and four magnets. The base assembled frame at this stage weighed 110 grams.

Next stage – the propellers . . . These three bladed contra-rotating props were wet formed on a bottle and epoxied on to a hub using flexi line trimmer line. The line nylon is a real prop saver and I have not broken a prop or bent any shaft while it has been used. The model now fully covered and painted with all the details including canopy, pilot etc plus props and rubber motor had increased the previous uncovered weight by some margin.

So, let's see how it performed. On the first flight I used six strands of 3/16" rubber in each motor on 200 turns which was almost a disaster! The nose went up and the left wing dropped – no damage thanks to the knock off wing. Diagnosis: too much pitch on the right prop. So, the blades were given a few twists to reduce the pitch and the next time out "Voila" – it worked!

Over the weeks more flights followed which were very encouraging. The Pe-2 is very stable and predictable, but to have an increase in performance in relation to climb and longer flights, would require more power and better propellers. A new set of propellers with less pitch was produced. I have ten strands of 1/8" rubber in each nacelle and on full turns (856), given the right conditions, it should really go! I have to say this model is in semi scale mode, as I have made various adjustments to ensure it has good flying performance. Twins are challenging and exciting – if you set them up right. Unfortunately, there is little information on it and even less modellers involved in this fascinating facet of aeromodelling.



FREE FLIGHT
SCALE DAY



Sunday **May 13**, Hoteo from 8.30am
Trophy events for free flight scale classes

- F4A power scale • Rubber scale • CO2 / Electric • Kit scale

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

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

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

Indoor Free Flight Morrinsville Day
Sunday October 7, 2018

- Hangar Rat • HL Glider • Push E • 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

Calendar May

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

May 13

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.26.

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

Ellerslie

Tuesday May 8

Michael Park School Hall

Indoor radio flying (7.00-10pm)

Drury

Monday May 20

Drury School Hall

Indoor Free Flight Practice Night (7.30 - 10pm)

Indoor Steward

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

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 June/July Slipstream is May 24.

OFFICERS OF AUCKLAND MODEL AERO CLUB INC.

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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

NEXT CLUB MEETING AND NATTER NIGHT

Monthly club meeting

7:30 PM

Monday May 7, 2018

ASME Clubrooms, Peterson Reserve, Panmure.

Theme: Triplanes and other unorthodox model aircraft

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