



BULLETIN OF THE AUCKLAND MODEL AERO CLUB INC. EST. 1928
December 2013 - January 2014



Early aeromodelling memorabilia to coincide with the Club's forthcoming 85th Anniversary, seen on the table at the last monthly meeting.

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



AUCKLAND MODEL AERO CLUB [INC]

85th Anniversary

[1928 - 2013]

December 2 Club night

ASME Clubrooms, Peterson Reserve, Panmure.

A celebration of the Club' 85th year of continuous operation.

Join us on this momentous occasion

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 February 2014 Slipstream is January 25.

Editorial – Celebrating 85 years

Anniversaries are important to clubs and societies just as they are for families. AMAC held major events to mark our 60th and 75th years and now is the opportunity to mark the 85th. The club is fortunate to have kept good records throughout its existence – not only the Minutes of successive committees but also a complete set of newsletters tracing the development of aeromodelling in all its various aspects – free flight, control-line, radio control, outdoor, indoor, sport or contest, national or international. Members of the Auckland club have been involved in all forms of model aviation. Very many people have contributed to this plethora and we are indebted to Maurie Poletti for his great efforts in gathering the AMAC material that has become the basis of the club's permanent archive.

It is timely to look back on some aspects and the events concerned. The design and flying of rubber powered duration models was the premier activity in the earliest days. In 1936, Vern Gray's design, proxy flown in Chicago by Bert Pond, won the Moffet Trophy and in 1987 we relived this success with a memorial contest at Karaka that attracted 40 entries and was won by Bill McGarvey to keep the honour within the club. In 1948, club member Bryan Marsh gained second place in the Wakefield Cup contest flown that year in the USA. Might Auckland have hosted the 1949 event if his model had not been pipped by the famous 'Jaguar' of Britain's Roy Chesterton? Modern developments then transformed 'free flight' into an international sport with Auckland fliers involved over a lengthy period.

The NZ Nationals are a traditional opportunity to pit flying skills against other clubs. This annual series commenced with the 1948-49 event flown at Wanganui when a young Angus Macdonald became the Champion of Champions. Later winners of this title were Noel Hewitson, John Winn and Peter Levet (both of whom were Junior club members when they gained this top honour). Another title, Champion Club, has been won by Auckland MAC 15 times, mainly in the early years then at the Hamilton Nats of 1977-78 and at Carterton in 2001 when John Poletti secured the Champion of Champions title.

Flying scale models form a class with a strong AMAC following that has had success in Trans-Tasman contests and also in the UK - Hats off to our present members who shine in this especially demanding field of aeromodelling.

If this article has dwelt on contest performances, we should also think back to the countless hours of sport flying - now being graced with the title of 'Vintage' - enjoyed by club members over the years at our various flying fields. Think too of the evenings of indoor flying that are another pleasant aspect of our hobby with a keen following in this club. Static displays have been a special feature, either to mark particular occasions (notably the AMAC anniversaries) or to show off our craft to the public at Eastern Shows, airfields such as Ardmore, or the country fairs at Ake Ake and Karaka. Not least, we can celebrate the pleasure and information sharing of our Club Nights.

Michael Taylor

Monthly Club Night - Mike Fairgray reports

4-11-13

Present were John Bercich, Ricky Bould, Maurice Cronin, Paul Evans, Mike Fairgray, George Fay, Tony Hill, Angus Macdonald, Trevor Martin, Stan Mauger, Geoff Northmore, Arthur Pearce, Don Spray, Michael Taylor, Keith Trillo, Stephen Wade, Charles Warren and Keith Williamson. Apologies were received from Bryan Spencer

The usual notices for flying dates were noted. Trevor Martin briefly outlined the format of the 85th celebration to be held on the 2nd December on the usual club night at the Model Engineers club rooms. Looking for numbers he circulated the club membership list and requested that those present indicate the numbers attending. Keith Trillo requested assistance from any members who may be able to assist with getting a young chap going in control line by supplying a control-line model and Cox engine.

The theme was Aeromodeling memorabilia, projects and engines

Keith Williamson brought along several photo albums containing a selection of photos from his aeromodeling world trip to the UK and Holland, also photos of full size aircraft from various aviation places in the UK. George Fay had along two models, a Trojan from a Guillows Kit and an Me109. The Me109 had an interesting adventure when it went AWOL from the flying field landing somewhere in the adjacent school property. After a good search it was given up for lost. Three weeks of windy weather followed before he got a call from the school to say that the model had been found. It must have been blown from its perch, suffering a broken wing and extensive tissue damage. George repaired the model and it was sitting on the table looking none the worse for its adventure.

Don Spray had been busy constructing a Modelair Rearwin Speedster and a Dumas Citabria for indoor kit scale. Just a little more construction and they will be flying. Trevor Martin had along a Cox control line ready build model of the PT19 Trainer. Cox produced several types which were made of plastic and were fitted with a Cox glow engine especially adapted for this range of models. Ricky Bould had a selection of small models made by Doug McHard that he had picked up in an auction in the UK. They were a Taylorcraft E2 and a Waco both powered by a Brown A23 CO₂ motor. These motors are the smallest of the small in the CO₂ range. The remaining two were a Fairchild 45 and a Fleet Biplane. These models were remarkable for their detail. A little larger were the Mercurian Mite control liner and T-Tray control line models.

Keith Trillo had a 1912–1913 publication from the Model Supply Co that had a vast amount of “how to” and other aeromodeling information, as well as a book on wing sections and aerodynamics. Michael Taylor had a well-preserved KG2 vintage precision model flown in the 1930s that has been to several Nationals. The model is covered in silk and the wing retaining bands go around the fuselage, which makes C of G adjustment a breeze. Other items included a wide range of photos from early club activities and a book entitled Models of the Fifties, by Jack North.

Stan Mauger had a Sabre F86E from the Veron kit. The fuselage was framed up but without a suitable inducted fan available at the time has remained unfinished. While there are now available fans to do the job, their increased size means that some severe



Left: Early evidence of aero-modelling accomplishment. Club founder, Fred Macdonald's award for Model Aeroplane Class in the United Temperance Societies' Exhibition of 1911.

Below Right: Early US model shop catalogue, brought to the table by Keith Trillo.



Above: Cake decoration from the NZMAA 50th anniversary, remarkably, still preserved, in the safe care of Angus Macdonald.



Right: These KeilKraft handbooks brought back memories to those of the 1950s model building generation.

modification to the fuselage would be needed to get them to fit. Also on the table was a plan of the Frankenstein. This is a 1949 50 inch high wing free flight model designed by M Thompson for a Mills 1.3. The plan was published in the Aeromodeller.

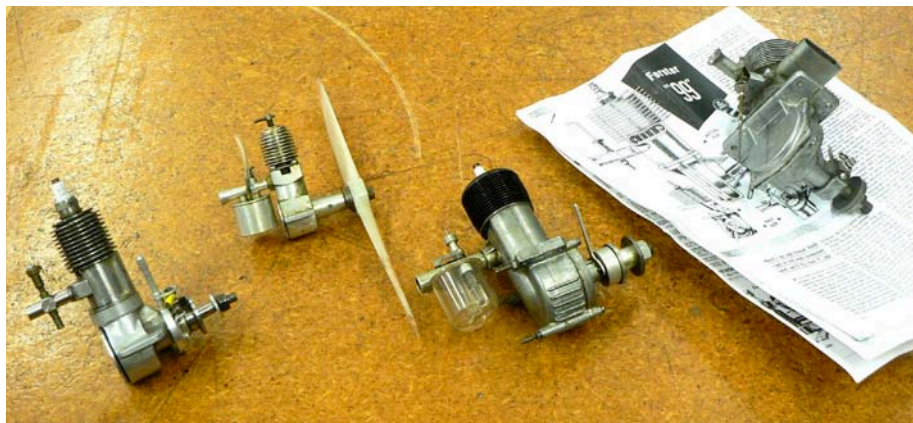
Stephen Wade had several photos of early activity at Karaka and Hoteo. His collection of engines included a Forster 99, which may be used to power his Powerhouse or Hornet model, and a spark ignition side-port Ohlsson & Rice 60. Few of us knew that the late Brian Stanish, a long time member of the club, made engines. Two examples were on the table, the first being a 1.8 Mills replica and the second a replica Brown Junior. These two engines were a testimony to Brian's engineering skills especially when Stephen recounted some of the primitive home made apparatus used in their manufacture.

Tony Hill had a DynaJet Pulse Jet and recounted some of his experiences starting and flying the jet at midnight on New Year's Eve at the Nationals. This tradition started at the Fielding Nationals and continues on.

Trevor Martin had a good collection of early memorabilia books including a Modelair 1936 catalogue, Petrol Engines for Model Aircraft, Indoor Flying Models, Bill Winter's Model Aircraft Plan Book, 1961 KeilKraft Handbook and Antique Gas Model Engines 1934-1950, to name but a few.

Angus Macdonald had brought a diploma awarded to his father by the Auckland New Zealand United Temperance Societies at their exhibition in May 1911, for first place in the category of model aircraft. Fred was twelve years old at the time. Angus also let slip that he had joined the AMAC in 1936 at the tender age of nine years. A wooden box that held the Club's first three stopwatches held firmly in individual pockets was also there. It is always amazing just what members have saved over the years and it serves as a reminder that a lot of history has been lost due to past members' estates being cleared by people with no knowledge of the importance of these things that are just disposed of in a skip.

Mike Fairgray had several models, a Luscombe Sedan (the subject of a recent "Building Board") now completed, an Interstate Cadet designed by Phil Kent, in the covering



Above: Engines from Stephen Wade's collection including a 1.8cc Mills replica built by Brian Stanish

stage and a Stinson Reliant built from the Sterling kit, the fuselage of which was near completion. A plan of the Luscombe Phantom was also on display, which when built will complete his Luscombe line-up of models. A book on the history and production of Luscombe aircraft by John Swick, the recognized expert historian of Luscombe aircraft, was there to flick through.

With the good number of magazines on the top end of the table to browse through, time was called for coffee and biscuits and a look at the memorabilia that members had brought.

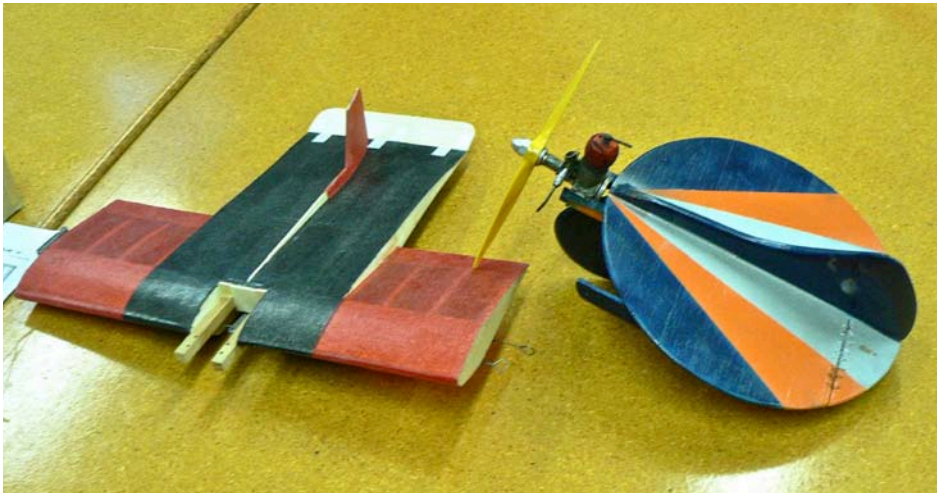


Top: Literally a blast from the past. Tony Hill's Dynajet.

Centre: Michael Taylor's beautifully preserved KG2.

Lower: Also in not bad condition for its age, a Cox PT19 ready-to-fly control-liner, that most found heavy to hold. The model was brought along by Trevor Martin.





Opposite page

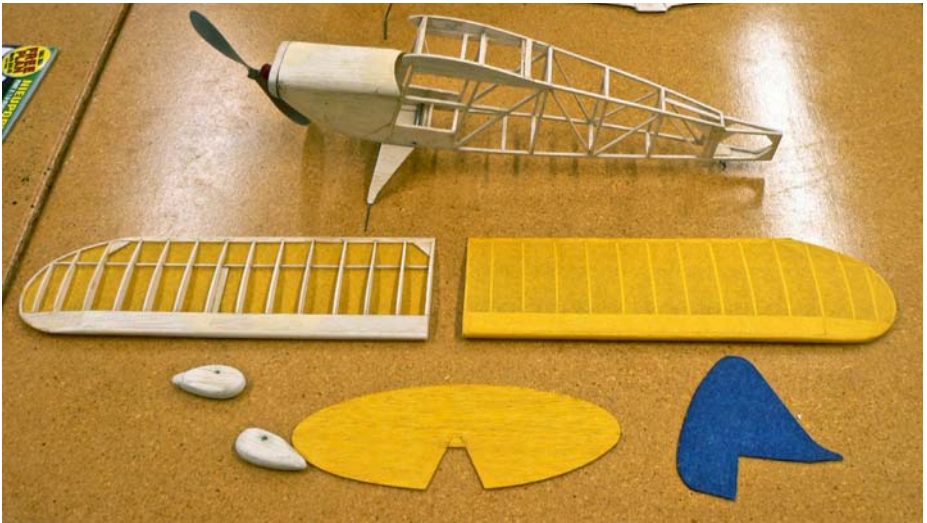
Small scale models built by Doug McHard and brought along by their present owner, Ricky Bould, including a Fairchild 45 and Taylorcraft E2 (Top), and Waco and Fleet biplanes (lower).

This page

Top: Ah! the nostalgia. Ricky Bould's T-Tray and Mercurian Mite small control-liners, just waiting for air under their wings, but will he be still standing afterwards?

Below: Stan Mauger's Veron Sabre showing the effects of attic storage. Just short of a matching Veron fibre ducted fan (the alloy ones were lethal!), to enable construction to resume again.

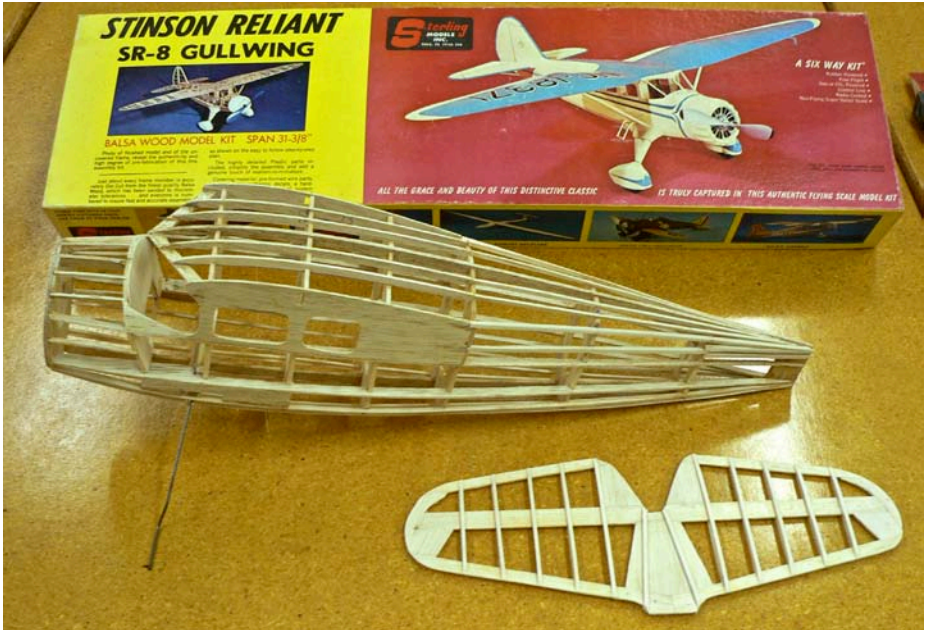




Top: George Fay's Me109 sporting a new propellor and noseblock and his new T-28 Trojan.

Centre: Neat covering on Mike Fairgray's Interstate Cadet from the Phil Kent plan.

Left: Don Spray has been hard at building indoor rubber scale models including a Dumas Citabria (left) and Modelair Rearwin Speedster (right).



Top: Mike Fairgray is making good progress on his Sterling Stinson Reliant.

Above: Luscombe Sedan (see "Building Board" p. 21) also by Mike is ready for some testing.

Karaka Diary - Keith Trillo

3-11-13

The weather for the joint AMAC/Tuakau Tomboy and 1/2A Texaco competition was partly cloudy with a wind of 10-12 kph. We had five electric Tomboy's and five IC Tomboy's plus two 1/2A Texaco fliers in the competition. Keith Williamson's Tomboy had technical issues and did not put in any timed flights and the compression screw on Bryan Spencer's Mills Tomboy kept backing off resulting in only one short timed flight.

Results [the best two timed flights].

E/ Tomboy

1. K.Trillo	17:28	23:15
2. B. Spencer	20:29	
3. J. Butcher	10:21	13:21
4. D. Gush	8:29	10:28

IC/Tomboy

1. Charles Warren	7:15	9:40
2. Keith Trillo	6:10	8:01
3. John Butcher	2:52	
4. Bryan Spencer	0:59	

1/2A Texaco

1. John Butcher	8:46	9.34
2. Bryan Spencer	6:10	

Miss Fortune X,
KK Slicker,



Above: Team Tuakau, John Butcher and David Gush at work.

Right: A happy band of modellers.





Above: Charles Warren flying his Tomboy with Ross Northcott timing and Geoff Northmore preparing his models.



17-11-13

A pleasant overcast morning with a light and variable wind. As the morning warmed up there were some good thermals. As the electric Tomboys stay up for ever on duration flights, it was decided to do limited engine run flights (LER) of one minute as a trial, which proved to be a lot of fun. Angus Macdonald got a very good engine run time of 3.05 from his Indian mills, and the weather god gave the author his best Tomboy thermal ever, resulting in a 12.39 flight

IC/Tomboy

1. Keith Trillo	2:30	12:39
2. A. Macdonald	3:04	5:41

E/Tomboy (LER) One minute

1. B.Spencer	4.23	4.20	3.14
2. Keith Trillo	4.12	2.26	4.09

1/2A Texaco

1. Bryan Spencer	6.41	KK Slicker
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Hoteo - Stan Mauger

17-11-13

It is a pity that no photographs were taken because this was a day of good conditions and some great flights. The farm paddock beside our favourite parking spot of the farm had some grass growth, ideal for model testing and there was only the slightest hint of a breeze until early afternoon. George Fay, Ricky Bould and Stan Mauger each had models to test. George was soon into action with his rubber powered ME 109, which flew really well in good stable flights. He had changed from a scale prop to a two-blader and improved the nose block as well as the size of tail-feathers to bring them closer to scale outlines. He had less success with the TK4 which proved difficult to get to fly properly. Probably four strands of 1/8 rubber at 1000 turns was not enough, even though it is a lightly built model. His NA B-25 Mitchell rubber twin also seemed underpowered so needs more work. His 40" PAW 1.5 powered Vought Corsair made a long flight, in a pattern comprising some dramatic stall-turns suggesting the need for more downthrust or a check on C of G.

Good, albeit short, flights were also made with his Warring Zombie rubber model. There was plenty of lift around and without a DT, also the fear of losing the model, as Ricky Bould found out. Ricky was surprised to see his fifteen year old Telco-powered Scram, usually a modest flier, take to the skies and gain more and more altitude in a long flight that took it over the hills and far out of sight. He gave up on retrieving it.

His Fairey Barracuda based on the Stahl plan flew beautifully, with slow graceful turns and modest altitude. It really looked the part! His small Grumman Avenger was less stable and Ricky suspects a warped tailplane to be the problem. The arrival of his Short Seamew usually a good flier, was short and violent!

Stan Mauger had high hopes of getting his 48" Auster trimmed out but could only manage some short, though stable, powered glides from it, probably due to the Taifun Hurricane compression lever running back and slowing the engine. These tests came to an abrupt halt when he got his finger in the arc of the propellor tip and had to have some attention for it.

Opposite page

Upper Left: Bryan Spencer flying his KK Slicker with Angus Macdonald timing at the Black Feet competition on 10-11-13.

Lower Left: Keith Williamson with his Quaker Flash at Karaka 17-11 -13.

Push E and Indoor Kit Scale, Balmoral - Stan Mauger

30-9-13

This was the first occasion to see how well the new format of running Kit Scale alongside Push E would work. In Push E there was a small number of starters. It was not Keith Trillo's night He seemed to have problems in getting endurance out of his usually very competitive model. Angus Macdonald put in some work on battery changes and gradually improved the endurance times of his model. But it was Keith Williamson's night. His model put in some excellent times. The first flight was unrecorded and it seemed a risk not to have this in the contest. Further recorded flights showed that he was hard to beat and put him in the lead.

George Fay and Don Spray both had indoor scale models for testing. In kit scale Ricky Bould had his Veron Comper Swift flying nicely, but his final score suffered through lack of documentation. There was not much difference between the final points gained by Angus Macdonald with his Modelair Auster and Stan Mauger with his KKCESSna. Angus had the best flying points and Stan did well enough in static to score best. Many thanks to John Swales for scale judging and Don Spray and Keith Trillo for help with timing.

Results

Push E

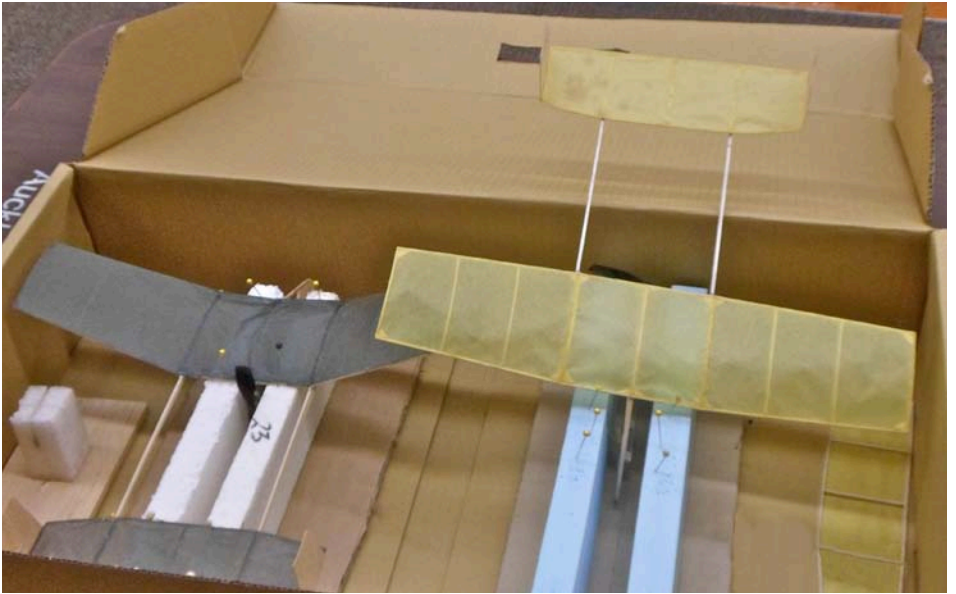
1. K. Williamson	2:21	2:41	
2 A Macdonald	2:31	2:11	1:20
3. K. Trillo	0:39		

Kit Scale

1. S. Mauger	127
2 A Macdonald	115
3. R. Bould	68

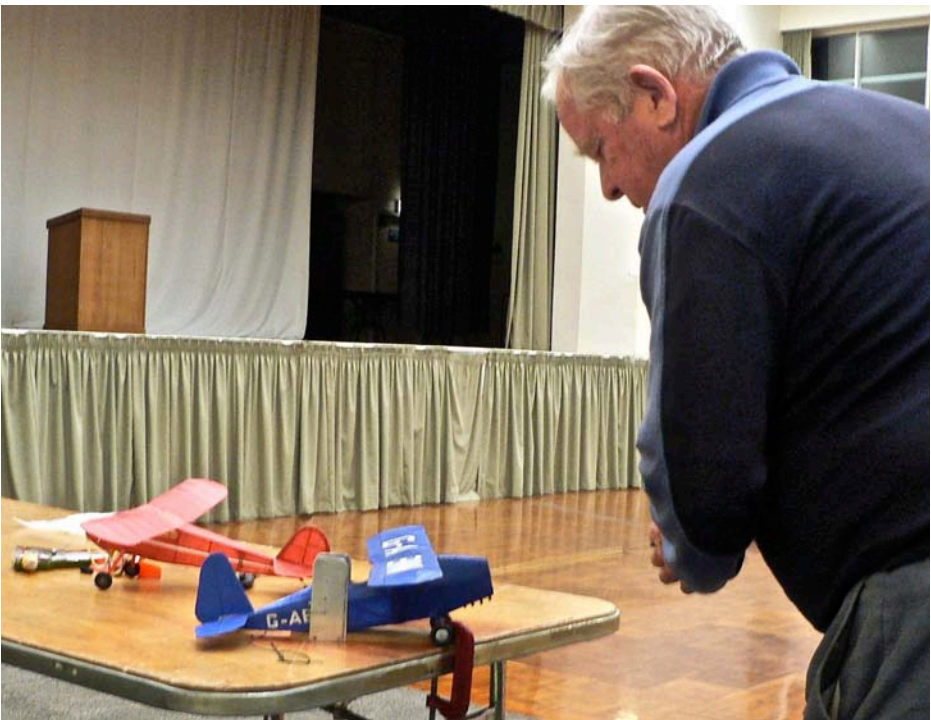


Right: Keith Williamson and well performing model.



Top: Angus Macdonald's purpose-built Push E model box.

Left: Keith Trillo checking his Push E between flights.



Top: George Fay loading the rubber motor in his Folkerts Racer. Further beyond, Don Spray breathing some incidence into the wing of his Lacey.

Above: Ricky Bould's Comper Swift being wound for Kit Scale.

My Workshop- Mike Fairgray

Ten years ago my workshop was a garden shed measuring 3m x 2m which was lined and had a floor and one bench. This constricted space was not ideal as models suffered frequent "hangar rash". So, a new workshop was called for and with the able assistance from my wife Virginia we laid out a 5.5 x 2.5 design, ordered the timber etc and got building. Using various aluminium windows left over from recent house alterations the workshop was constructed over a three week period. This time three benches were built and various pieces of old office furniture were used for storage and plenty of lighting above the benches installed. With the roof angled up at one side there was plenty of wall space to constructing wing racks.

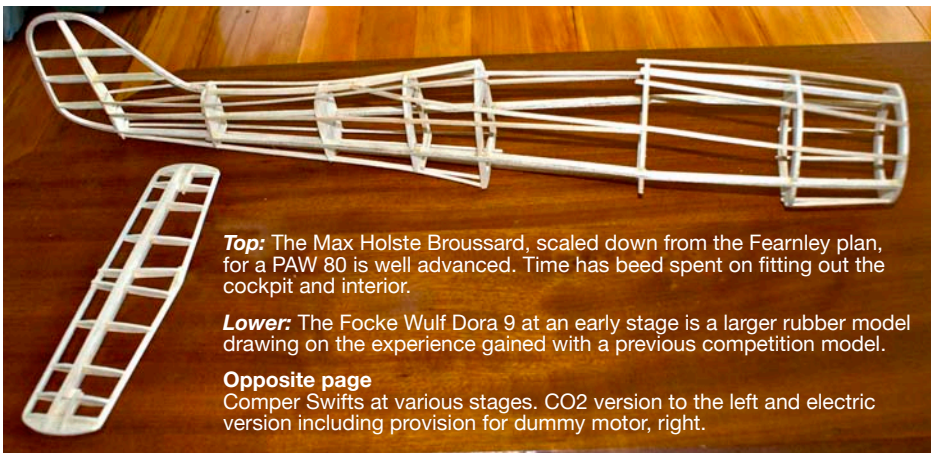
The best was that it was fully insulated and had no leaks. Over time with many models built, it was becoming an issue where to store them. The majority were of the small rubber powered type so a netting material was purchased and hung from the ceiling making a large storage space for the models, well out of the road and protecting them from suffering damage. Now that this is full and every other space taken up with completed or to be completed projects, the new issue is where to store future models. Time to move the larger models into the house to make room for storage of the smaller models. Of course I need to win over Virginia to this move!



Building Board

Ricky Bould writes:

Three subjects currently are receiving attention. A Mercurian Mite is about to have the engine fitted. Currently a Dart is favoured but there are other possibilities and weight may be the deciding factor. The second is the Ebenezer flying boat given to me by Arthur Pearce which is due to have a Schlosser .25 fitted. Both models have an airbrush finish. Finally two Comper Swifts, one with a Gasparin 160 and the other with a KP01 and Lipo for power with a KP speed controller are progressing. The span is 26" and they are based on the Aerographic's kit with alterations. These are Pobjoy powered and the creation of the dummy engines is a major task.



Top: The Max Holste Broussard, scaled down from the Fearnley plan, for a PAW 80 is well advanced. Time has been spent on fitting out the cockpit and interior.

Lower: The Focke Wulf Dora 9 at an early stage is a larger rubber model drawing on the experience gained with a previous competition model.

Opposite page

Comper Swifts at various stages. CO2 version to the left and electric version including provision for dummy motor, right.

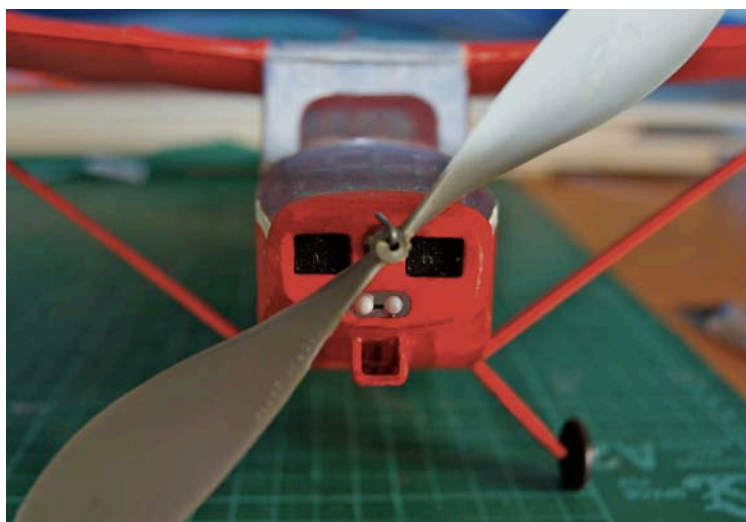
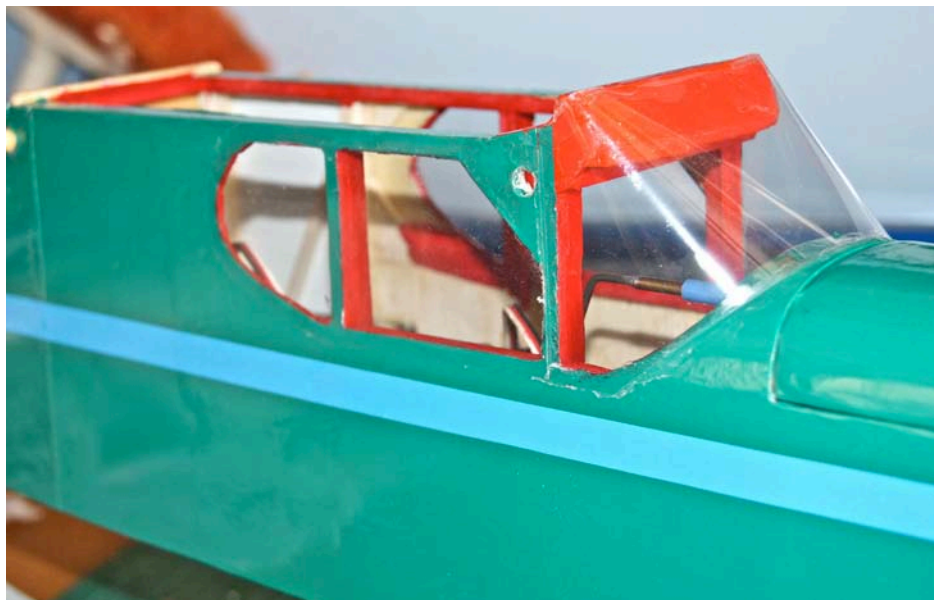


Mike Fairgray writes:

Two of my models, previously the subject of “Building board”, have now been completed. The Veron Luscombe Sedan is now resplendent in the colours red and blue. When making the nose block I usually carve out the engine cooling openings and landing light positions in the block using a modelling knife and various shaping tools. The result has been less that satisfactory as I found it difficult accurately position the cut-outs and keep them to the same size. It was impossible to accurately smooth out the chipping caused by the knife when cutting across the grain and inserting background colour or mesh was also less that perfect. So this time with my brain on full alert I decided to cut all the openings required for the nose block in a piece of 1.5mm sheet this allowed for a cleaner cut and also made it very easy to correct shape and line up the openings. I could then colour in the background of the air intake and place chrome solafilm for the landing light reflector directly onto the block without the need for accuracy. When gluing the 1.5mm shaped balsa on to the front of the block it was a breeze to get the openings correctly aligned and then it was a simple matter of sanding the whole block to shape.

When gluing on the small balsa block that fits into the front former I position the block partway into the former and then glue an oversize nose block to the protruding face of the block. This allows you to push the nose block home, draw the shape of the nose on the back of the block and accurately sand it to the required shape.

The other model is the David Boddington designed Mini Super. This was shown on the table last club night and now that the glazing has been completed it just needs the engine fitted.



Upper:
Boddington designed Mini Super is now glazed

Lower:
Luscombe Sedan using noseblock construction method described overleaf.

ZAP CAPS

If you use Zap adhesive and usually throw away the caps from empty bottles, your editor would be very happy to receive them. They are wanted (to cut down) to fit some under 1cc diesels that have long since lost their integral tanks.

Phone 575 7971 if you can help.

Calendar

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)

Karaka Steward

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

HOTEO

Now open again for model flying

Call the field steward if you wish to fly there

Hoteo Steward

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

AKA AKA

Saturdays & Sundays

Intending fliers should phone Brett Naysmith
to confirm that there will be flying.

Instructors

Grant Domigan and Brett Naysmith

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

Balmoral

February **24**

No flying in December or January

Hangar Rat [7.00-10pm] - *for Club points*

Ellerslie

Tuesday December **10**

Michael Park School Hall

Indoor radio flying (7.00-10pm)

Tuesday Jan **24**

Indoor Radio Scale including ARF Scale, Simple Scale and
Full Scale classes [7.00-10pm]
- *for Club points*

Indoor Steward

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

Carterton

December 31 - January 4

New Zealand 66th Nationals

Refer to Model Flying World or MFNZ website for details
BE THERE!

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	Keith Trillo	298 4161	careith@hotmail.com

Club subscriptions

NZMAA Affiliation is mandatory for Club flying

Senior \$53 (+\$67 NZMAA) **Family** \$55 (+\$72 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

Mrs Jeanette Northmore,

20 Larsen Road, Panmure 1072, Auckland

NEXT CLUB MEETING AND NATTER NIGHT



AUCKLAND MODEL AERO CLUB [INC]

85th Anniversary

[1928 - 2013]

December 2 Club night

ASME Clubrooms, Peterson Reserve, Panmure.

A celebration of the Club' 85th year of
continuous operation.

Join us on this momentous occasion