

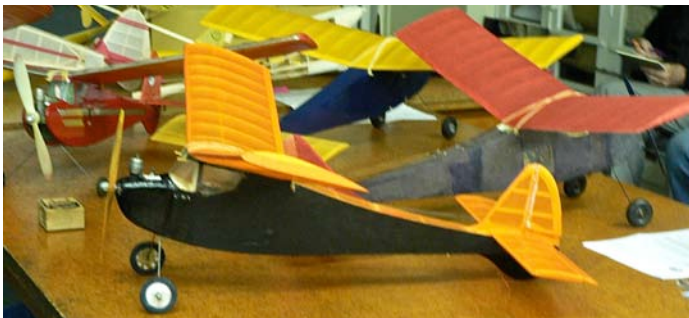


BULLETIN OF THE AUCKLAND MODEL AERO CLUB INC. EST. 1928

August/September 2014



Keith Williamson looking justifiably happy with his Comet Clipper seen at Karaka for testing (see page 6 for more).



Tomboy & Texaco

Tomboy and 1/2A Texaco are 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

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 October 2014 Slipstream is September 27

Editorial - Inclusiveness

Few would argue that our Nationals have come to represent a smaller number of fliers compared with a decade or so ago. And the reasons for this state of affairs are complex, but it poses the question of how the Nationals can be run so that it continues to appeal to arguably, those modellers who could participate and importantly, feel positive about the experience. It seems to me that a key way of creating interest is to ensure that as wide a range of events as possible, is offered by each SIG to cater for the diverse interests of those who still build or fly in various classes, rather than streamlining or weeding out events that have not been well supported historically. Speaking for the Free Flight and Control Line SIG, we have seen variation in the popularity of events like control-line scale, yet I have heard discussion and enthusiasm about entering this event, from several fliers recently. Obviously, if the event is not offered it cannot be flown and that is cause for regret.

It seems that the Nationals needs to be inclusive rather than selective, if good numbers are to be expected to register. Per capita, New Zealand has a surprisingly large number of competitive fliers in the events that I enter, compared with the UK and Australia for example, so we don't need to feel apologetic about the likely support that our events might receive at the Nationals. It is great that we have managed to keep the Nationals intact and not split them up into discipline-specific events. That path has been chosen by the UK BMFA, where the numbers in many events are enough to make this feasible.

This year's Nationals are an easy journey for Club members so it's likely that events will be well supported and it is a good time to be thinking about sorting out models for events. The next club night's theme is Nationals Models – another good reason to focus on planning for the Nationals.

Stan Mauger

Postal Plan Scale Competition 2014

Any rubber powered scale model built from a published plan (or kit) qualifies. Flights may be put in at any site including your local park as long as the flight is timed by someone else.

Refer to April 2014 Slipstream for rules and entry form

MIMLOCT Sunday August 3, 2014

(Memorial Mass Launch of Cloud Tramps)

The Domain at 4.00am. Contact Paul Evans for assembly point
on 479 6378

Monthly Club Night - Mike Fairgray

7-7-14

Present were John Bercich, Martin Evans, Paul Evans, Mike Fairgray, Angus Macdonald, Louis McNair, Rob McNair, Mike Mulholland, Geoff Northmore, Arthur Pearce, John Raybould, Bryan Spencer, Don Spray, Michael Taylor, Keith Trillo, Stephen Wade and Keith Williamson.

In the absence of the President, Vice President Keith Williamson opened the meeting calling for members to make the effort to visit our members who were in poor health or had to move into a rest home. Supporting each other is what a Club is all about. Bruce Keegan is in the David Lange Rest Home 4 James St, Mangere East.

Bryan Spencer reported that indoor was just a little better at both venues and he will review the viability of holding indoor in two months time.

The night's theme was Winter Projects

The table was groaning under the weight of models due to the two very large vintage models and models looking for a new home from the Keegan collection. The first large model was the massive KK Falcon vintage model kitted in 1947, being built by Mike Mulholland. Mike wanted an r/c trainer that had a pleasing line and some presence in the air. He has added a few changes such as taking out most of the dihedral and fitting



aileron, the result being that he has a classy four channel trainer. As we have come to expect, the workmanship is superb and with the large amount of balsa required to build this model he must have found a balsa tree somewhere! The model is powered by a Saito 56 engine. One interesting item of the construction that I noticed, was the way in which he had added support to the ribs where they met the trailing edge, in the form of a thin piece of ply inserted into the T/E and running a short distance forward along the one side of the rib. This made sure that the rib that was butted to the T/E would not come away. Neat and easy!

Angus Macdonald has completed his electric Texaco radio assist. The model has a very narrow oval tapering fuselage which meant a bit of head scratching as to how to fit the necessary radio equipment and battery into this confined space. The nose section has been made to be removed, giving access to the battery and servos. These are cleverly installed on separate trays which can slide out. The curved fuselage was covered using a single sheet of balsa soaked in ammonia and glued in place with PVA, for each side. It took a little time to get the technique right and looking closely at the finished product you can see just how neat a finish can be achieved. The wings are covered in Litespan.



Opposite page:

Upper: Mike Mulholland's KK Falcon with further progress since its last showing on the table.

Lower: Mike Fairgray's Interstate Cadet from the Phil Kent plan and Modelair Auster now completed.

This page: Mike Fairgray's Fairchild Ranger for rubber power makes a good building project

Keith Trillo's offering was his progress on the build of his Yonder class 'D' 1946 "E rubber" electric conversion project. The wing has been completed - very neat construction! Keith Williamson had along his Comet Clipper which was previously owned by Bruce Keegan. Keith has spent a good few hours rebuilding the nose, recovering the fuselage, lightening the airframe where possible and installing R/C controls and equipment. The model is covered in silk. It is presently powered by a PAW Diesel and will eventually have an ACME spark ignition fitted. Initial test glides a Karaka last weekend showed the model to be ready to fly. This model will join its twin in Keith's stable of models as he also has a Comet Clipper model built by Terry O'Meara.

Bryan Spencer had his electric Slicker from a KK plan. The wings were from his original diesel powered model. Brian also brought along a very interesting electric motor timer. The timer was originally for electric C/L and had adjustments to preset motor RPM and engine run time. In the C/L version the engine time run could be set in increments of 1 minute, however Bryan had the engine run timer reprogrammed by the supplier Watts Up Hobbies situated in Hastings, to enable it to be set in 10 seconds increments. There is also a function to operate a D/T. The unit is very small and light weighing just 4 grams and would be suitable for F/F electric. Bryan then demonstrated the timer using his electric model.

You can always count on Michael Taylor to bring along varied and interesting material pertaining to model aircraft. The limited edition book *F J Camm the practical man 1895-1959* gave an insight into this well known person and his involvement in airplane modelling, radio, telegraphy and automobiles. He was the brother of Sydney Camm, designer of the Hurricane. Michael's Canard glider is now completed and ready for flight. Other items on display were a Russian built 1.5cc diesel, new in box, and a bare bones Sopwith Camel that has been used to show how a model aircraft is constructed. He does not intend to finish the model. Another model was a scaled down version of the model "Windy Ain't It". The 1983/84 Aero Modeller plans book that he had brought along described it as a semi-scale free flight sports model. Michael named his smaller version "Breezy Ain't It" but it has never graced the wide open sky as it continually heads back to earth immediately after launch.

Mike Fairgray had two completed models, his Modelair Auster and his Interstate Cadet as seen in last month's bulletin. His winter project is the Fairchild Ranger from the American kit by Seaglen. Asked as to how he managed to get the registration number on the wing looking so good, Mike explained his method for cutting the wing lettering. Using a photocopy template of the registration number the letters/numbers are cut out of film covering using a sharp blade. To get the correct distance apart for each letter/number he positions low tack masking tape marked with the correct spacing for each letter/number in the correct position on the wing. Using the masking tape as a guide the individual lettering is attached to the wing with a normal sealing iron. The masking tape also serves as a guide to get a straight line. He uses film for fuselage striping and other markings as well.

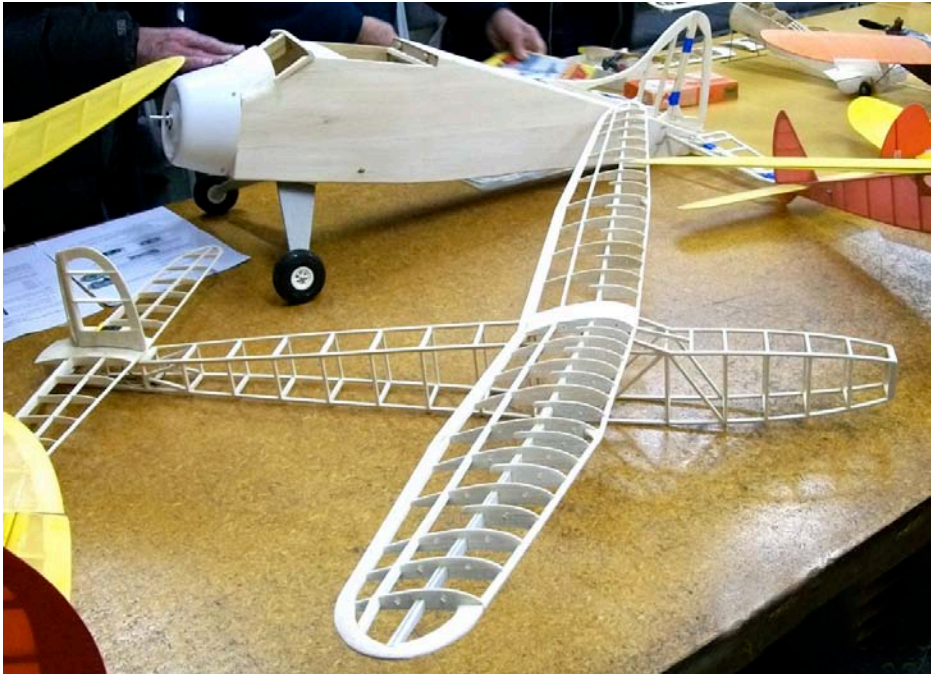
With a good number of magazines on the top end of the table and Bruce's models to admire and collect for that good home where they will be appreciated and hopefully fly again, time was called for coffee and biscuits. At the end of the night not many of Bruce's models were left.



Upper: Bryan Spencer demonstrating the timer mechanism on his E Slicker.

Centre and lower: The nicely built Electric Slicker is nearing completion.

Inset: Michael Taylor's McCanard designed by Doug McHard.



Upper: Keith Trillo's Yonder class 'D' 1946 design built as an "E rubber" model is progressing well.

Lower: Angus Macdonald's new Eightball design dates back to 1949, resplendent in a bright colour scheme.



Upper: Comet Clipper, started by Bruce Keegan and now at flying stage after an involved restoration and completion process by Keith Williamson (see cover).

Centre left: Michael Taylor's Breezy Ain't it, with DC Dart for power.

Centre right: Bruce Keegan's Cessna Airmaster from the APS plan.

Below: More Bruce Keegan models. A Monocoupe nestled against a pylon model (left) and Zaic Thermal Hunter 1936 (right).

Karaka Diary - Keith Trillo

29-6-14

As the weather was fine and calm it was a good morning for flying.

Present were Bryan Spencer, Ross Northcott, Angus Macdonald, Michael Taylor, Keith Trillo and Rex Benns who came to spectate and helped with the timing.

Michael flew his E rubber convertable, and Bryan is progressing well in coming to terms with flying with ailerons on his Profile Yak 55.

Results

E Tomboy 30sec engine run

| | | | |
|---------------|-------------|-------------|------|
| A. Macdonald | 2:30 | 2:12 | 1:47 |
| B. Spencer | 1:30 | 2:05 | |
| K. Williamson | 1.49 | 2.03 | 1.47 |
| R. Northcott | 1.36 | 1.52 | 1.20 |

1/2A Texaco

| | | | |
|------------|------|-------------|---------|
| K. Trillo | 8.30 | 9.32 | Skipper |
| B. Spencer | 5.21 | 6.10 | Slicker |



Above: Bryan Spencer with Yak 55.

6-7-14

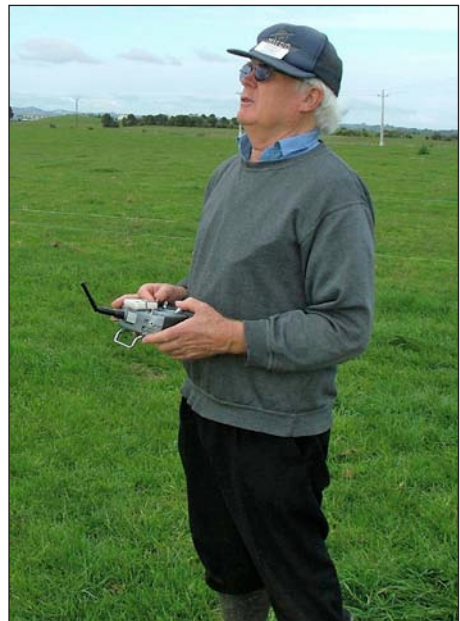
Weather fine and calm again. Present were Angus Macdonald, Bryan Spencer, Keith Williamson, Keith Trillo with Rex Benns and Geoff Burgess helping with the timing. Keith Williamson did some gliding tests with the Bruce Keegan/Williamson Comet Clipper. Once again Angus got the best time for the Tomboy 30sec engine run, getting 6.17. I am sure his sixth sense is knowing where the thermals are.

E Tomboy 30sec engine run

| | | | |
|--------------|------|------|------|
| A. Macdonald | 2.22 | 2.09 | 6.17 |
| K. Trillo | 1.59 | 2.44 | 2.37 |
| B. Spencer | 1.44 | 2.40 | 1.53 |

1/2A Texaco

| | | |
|------------|------|---------|
| K. Trillo | 8.28 | Skipper |
| B. Spencer | 7.08 | Slicker |



Left: Angus concentrating hard and looking for lift while flying Bryan Spencer's Great Planes Spectra.

Right: Keith Trillo praying for lift.



Karaka 20-7-14

A cold overcast flyable morning with the wind up 18kph at 10am but slowly decrease by midday. A small turn out due to the weather forecast resulting in only Ross Northcott, Angus Macdonald and Keith Trillo attending. The highlight of the morning was Angus flying his new Electric Eightball model which will be flown in E Texaco.

The E Texaco competition has a 10 minute max and Angus's first flight showed that the model is capable of this in no-lift conditions.

The low key competition with electric Tomboys on 30sec engine run is proving to be a lot of fun, with the models not getting too high for old eyes. More electric Tomboys and any other models would be most welcome.

Results

Tomboy 30sec engine run

| | | |
|--------------|-------------|-------------|
| A. Macdonald | 1.57 | 1.54 |
| K. Trillo | 1.42 | 1.47 |

Above: Angus Macdonald with his new Electric Eightball for E Texaco.

Karaka Parking

Those AMAC members who hold Karaka Sports Park Membership wishing to fly from the sports ground, are required to enter the grounds through the gate, just past the tennis courts (see below).



Then follow the road to the south to its end. Park there or on the high ground just to the west of the road end (see below).

Do not drive down to the flat area where you will be flying.



Balmoral Indoor - Stan Mauger

30-6-14

It was pleasing to see greater numbers at this evening's flying. Push E and Kit Scale events were flown. Keith Williamson had a good first flight with his Push E, unfortunately this was not timed, but the motor seemed to have less urge on successive flights. It sounded like battery problems with the model or charger. Keith Trillo had only just finished building new wings for his Push E, earlier in the day. The maiden flight looked great, but some damage on later flights caused a loss of trim and kept flight times down. Angus made some good times with his model flying consistently, sufficient to get the best score but his model got damaged after hitting the wall on the last flight and it will need new wings and tail. He then brought out another Push E that flew well in several flights. Chris Groves was struggling to get endurance from his model.

There were three starters in Kit Scale. Don Spray had his handsome Modelair Rearwin Speedster that is at trimming stage and with some adjustments promises to be a good flier as models from this plan tend to be. Angus Macdonald had his trusty Modelair Auster flying very nicely, giving him an edge on flying points. Stan Mauger's made some minor adjustments to his KK Cessna to get it flying well and with static points had the lead. Elsewhere in the hall, John Swales provided some thrills with 4D flying with his Yak foamie and Chris Groves had his Bollywock rubber model flying in frenetic circuits at great speed. Don Spray's Wittman Tailwind also flew fast heading for the rafters but was gradually trimmed during the evening. Michael Taylor took the opportunity to put in some more time on his helicopter.

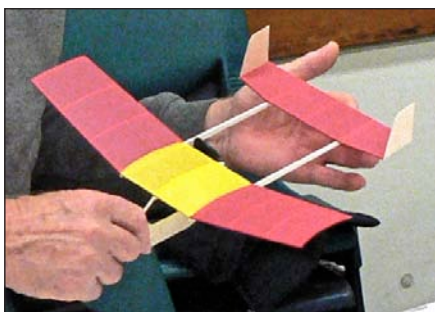
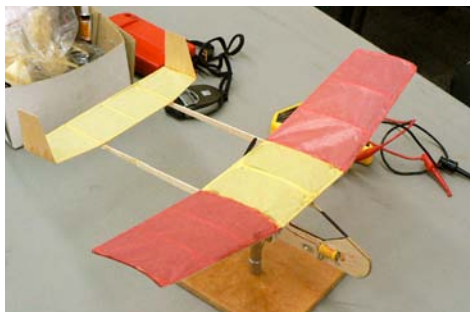
Results

Push E

| | | | |
|------------------|-------------|-------------|-------------|
| 1. A. Macdonald | 1:38 | 2:07 | 2:12 |
| 2. K. Trillo | 1:40 | 0:58 | 0:17 |
| 3. K. Williamson | 1:42 | 1:06 | 1.14 |
| 4. C. Groves | 0:20 | | |

Kit Scale

| | Static | Flying | Total |
|-----------------|--------|--------|------------|
| 1. S. Mauger | 64 | 65 | 129 |
| 2. A. Macdonald | 34 | 70 | 104 |
| 3. D. Spray | - | - | - |



Left: Keith Williamson's Push E before the start of flying. **Right:** Keith Trillo's just in time model.



Top left: Don Spray's Modelair Rearwin Speedster brought for trimming.

Top right: Don was also testing his Peanut scale Wittman Tailwind.

Centre left to right: John Swales's Yak aerobic foamy, his Champion and Chris Groves's Bollywock.

Below: Angus getting down to it, launching his Modelair Auster in Kit Scale

F4A Trans Tasman Team Challenge - Stan Mauger

This year's Trans Tasman event for free flight scale was once again held in ideal conditions. After six consecutive years of calm weather for Trans Tasmans, NSW State Champs and Australian Free Flight scale at Richmond, one can be forgiven for asking "can it be anything else?" Two events were offered with a concurrent free flight rally. They were F4A Free Flight Power Scale for the Hope-Cross Trophy Challenge and Free Flight Rubber Scale for the Reg Jude Trophy.

The New Zealand team for F4A comprised Ricky Bould, George Fay and Stan Mauger. Ricky had some great flying from his AOP9. On the best flight, the model rolled along the sparsely grassed take-off surface of the turf farm in a textbook take-off. The model then performed an excellent climb-out and cruise. After a circuit of the farm it came in for a smooth landing, and roll-out not too far from the judges. It was a flight good enough to gain him second place for the day and highest team points. Stan Mauger's little Antarctic Auster flew well from a hand launch but take-off attempts were hampered by engine cut-out later found to be a result of castor build-up around the transfer passages of the cylinder liner in the Merlin, pushing his model well down the points table to fifth in the team Challenge. If there was an award for perseverance, George Fay would have been awarded it. He made numerous flight attempts with his Douglas Dauntless, eventually, with a little help from Ricky, getting it to fly a good circuit of the field. By this time, however, the right-hand wing mount had become loose and the model kept re righting itself with the dihedral effect of the left-hand wing. He received the Most Dramatic Arrival award. The team was up against some strong competitive flying by the Australian Team. In Team points Gary Sunderland's very detailed Taube scored second and Gary Odgers third with his Gloster Gannet, a model that is well trimmed and set up for contest flying. Rubber Scale was less well supported by either team and our team missed getting on the board.

Results

F4A

| | | | |
|-----------------|--------------------|--------|--------------------------|
| Phil Mitchell. | Tiger Moth DH 82 A | 1453.6 | Hope-Cross Trophy |
| Ricky Bould. | Auster AOP9 | 1385.7 | Australia 3971.5 |
| Gary Sunderland | Taube | 1349.5 | New Zealand 3582.2 |
| Gary Odgers | Gloster Gannet | 1319.4 | |
| Roy Summersby | FE 8 | 1302.6 | |
| Stan Mauger | Auster C4 | 1277.0 | |
| Robert Craine | DH 606 | 1017.5 | |
| George Fay | Douglas Dauntless | 919.5 | |

Special Awards

| | | |
|---------------------|---------------|-----------------|
| People's Choice | Robert Craine | DH 606 |
| Spectacular Arrival | George Fay | Dauntless |
| Next Time | Tahn Stowe | Piero Magni 3/1 |



Upper: Ricky Bould in discussion over his model with Phil Warren, Reg Jude trophy winner. Flying judges can be seen to the right.

Lower: George Fay tuning his PAW diesel prior to flight.



Above: Phil Mitchell's Tiger Moth is a steady slow flier and gained best points.

Below: Stan Mauger's Antarctic Auster C4 and beyond it Gary Sunderland's Be 12.



Opposite page

Above: Gary Odgers's Gloster Gannet is nicely detailed and flies well.

Below: Tahn Stowe had some problems getting his Piero Magni 3/1 into the air because wing strut problems.

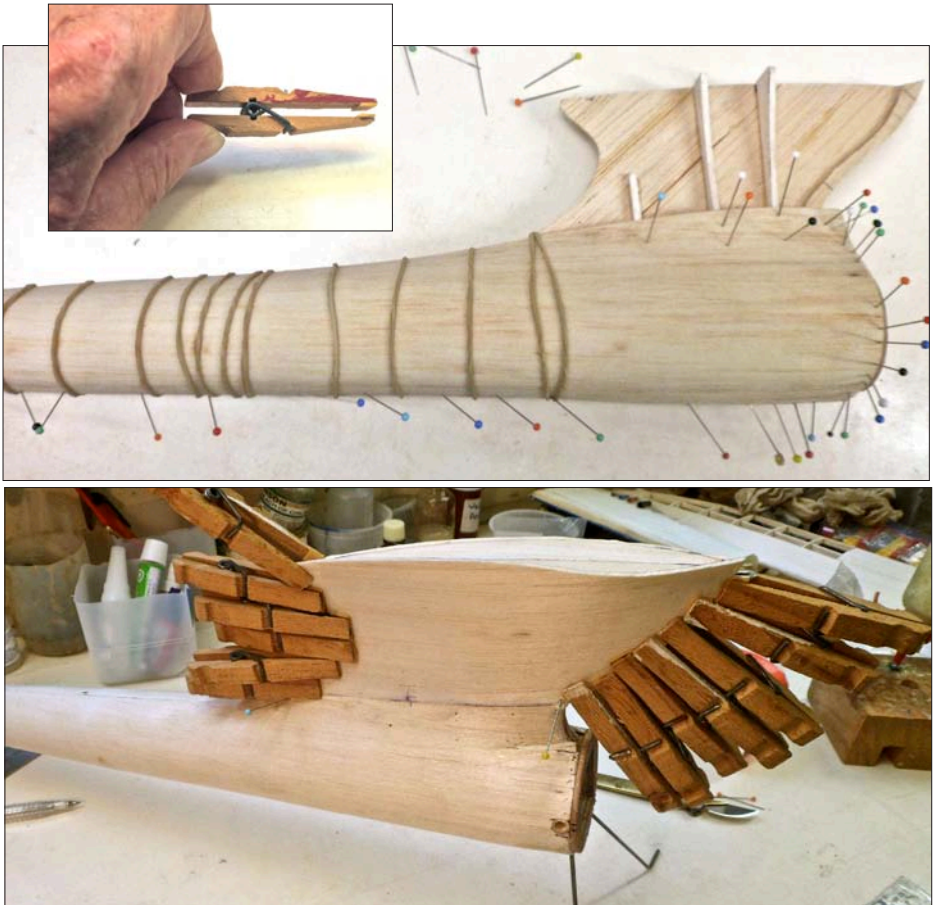




Upper: Bob Craine setting up his MP Jet powered Gipsy moth for another great flight.
Below: Peter Jackson lost his Schlosser powered Nieuport OOS.

Workshop Tip - Angus Macdonald.

Handy Clamps. If you search around the family washing basket, you may find a few of the 'good old' wooden spring clothes pegs. Grab them and look for more. Replace them with a packet of nice shiny new plastic ones and who will care where the old ones have gone? Remove the springs and if you really care for the surface to clamped, glue on some 6mm square soft pads to the tips on the flat side. (From 1/4" strip rubber on those in the photo.) Re-assemble with the flat outside surfaces now on the inside and the spring moved to the groove as seen. Pliers are a help here as the springs are quite strong and will bite careless fingers. This position makes them a bit harder to open but they do not have such a vicious 'bite' at the tip. If you want them to open wider, sand away a bit from the (now) inside face at the 'squeeze' end. The fuselage is covered each side with one piece of 2mm med. soft bendy balsa (make sure that it is not anywhere near quarter "C" grain - too stiff), wet through with household ammonia and pinned, banded and taped in place until dry. It is amazing how much double curvature is possible. Same for the pylon.



Calendar - AUGUST

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)
NOTE 1/2A Texaco is included in the Karaka/Tuakau
Programme

Karaka Steward

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

HOTEO

NDC events* Catapult Glider, Hand Launched Glider, Kiwi
Power, Vintage FF Power Duration, Nostalgia FF Power
Duration, Classic FF Rubber Duration, Vintage RC IC
Duration, Vintage RC E Duration events may all be flown.

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

Aka Aka Steward

Brett Naysmith 09 235 8803 brejo@xtra.co.nz

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

Monday August 25

Hangar Rat

[7.00-10pm] - for Club points

Ellerslie

Tuesday August 12

Michael Park School Hall

Indoor radio flying (7.00-10pm)

Tuesday August 26

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

* Refer to www.modelflyingnz.org for NDC Calendar for other events

Calendar - SEPTEMBER

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)
NOTE 1/2A Texaco is included in the Karaka/Tuakau
Programme

Karaka Steward

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

HOTEO

Hoteo Steward

NDC events* Nostalgia FF 1/2A Min Replica, Classic FF
Power Duration, events may all be flown at Hoteo
Paul Evans 479-6378 ziply@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

Aka Aka Steward

Brett Naysmith 09 235 8803 brejo@xtra.co.nz

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

September 29

Push E and Kit Scale

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

Ellerslie

Tuesday September 9

Michael Park School Hall

Indoor radio flying (7.00-10pm)

Tuesday September 23

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

* Refer to www.modelflyingnz.org for NDC Calendar for other events

OFFICERS OF AUCKLAND MODEL AERO CLUB INC.

| | | | |
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| Vice President | Keith Williamson | 625-9157 | kcwilliamson@xnet.co.nz |
| Secretary | Michael Taylor | 849 6336 | taylor.mjk@xtra.co.nz |
| Treasurer | Jeanette Northmore | 527-0158 | morg1@xtra.co.nz |
| Club Captain | Stan Mauger | 575-7971 | stanm09c4@gmail.com |
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| | Ricky Bould | 478-8949 | unimec@ihug.co.nz |
| | Paul Evans | 479 6378 | ziply@xtra.co.nz |
| | Don Spray | 828 4892 | drlmspray@xtra.co.nz |

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

Monthly club meetings 7:30 PM

ASME Clubrooms, Peterson Reserve, Panmure.

Monday August 4, 2014

Theme: Models for the Nationals

Monday September 1, 2014

Theme: Gliders

Items for the table:

Models, plans, engines, photographs etc.

Trading table:

Buy, swap, sell and donate.

Visitors or intending members welcome