

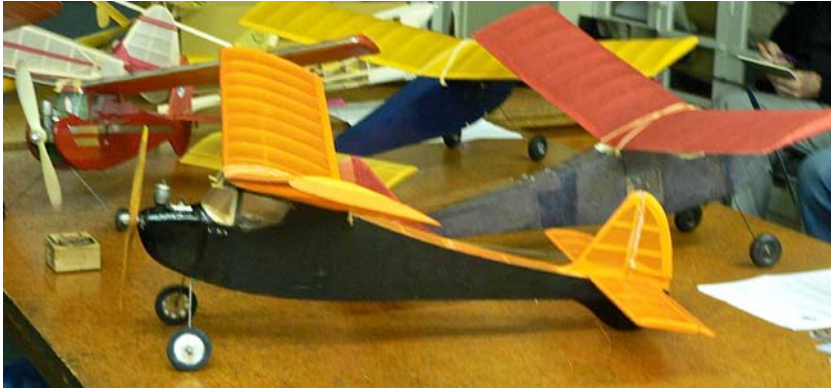


BULLETIN OF THE AUCKLAND MODEL AERO CLUB INC. EST. 1928

October 2014



Stuart Ward's new
Slingsby Dart 17R



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

Editorial - Sharing our IP

The pool of two month's activities has provided the luxury of plenty of articles to include in this month's issue. Thank you to those who have provided reports from the various flying fields and meetings. It was particularly good to be able to report on control-line flying this month. The various articles have also been a reminder of the number of fields and activities that reflect Club members' interests. As I read through these contributions I am reminded of the specialist expertise that is shown in the level of building and flying by Club members.

Having just returned from participating in the UK Nationals at Barkston Heath and the Peterborough Model Flyers Club flying day at Ferry Meadow, along with Ricky Bould and Don Spray, I have a renewed frame of reference with which to view aspects of model flying. These international events provide great opportunities for informal chat about aeromodelling matters in a way that causes one to come away stimulated to rethink ways of doing things or to embark on new projects. I have also long felt that at Club level, the chance conversations and questions plied to others build up the specialist knowledge that enables us, often unconsciously, to develop ability in our craft.

Looking to next month's issue, I intend to put together some reminiscences about the two overseas events mention above, as well as including the usual monthly reports. One column missing from this issue is stories of modellers' projects. Please, as the notice below suggests, just send them in!

Until then, here's hoping for some good weather for spring model flying.

Stan Mauger

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 November 2014 Slipstream is October 25

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

Monthly Club Night - Mike Fairgray

4-8-14

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

President Charles was fresh back from his trip to England and rearing to go in presenting tonight's table of models. Before that Bryan Spencer directed those present to the end table where some of Trevor Martin's modelling plans and bit and pieces were residing. Much was free to a good home, except for a newly completed Tomboy complete with a new Mills and miniature servos. All plans (of which there was a large number), indoor models, cabinets, tools and other bits and pieces were free to a good home. There will be a large number of engines and kits, that are presently being sorted and assessed and that will be offered to members before they are placed on Trade Me.



Ricky Bould reported that the annual Cloud Tramp early morning launch at the Auckland Domain in front of the Museum, took place at the scheduled time with six models making it into the air.

Left: Hangar Rats built by Trevor Martin and now free to a good home.

Lower: Bruce Keegan-built Zaic Thermal Hunter, now sporting a new nose built by its new owner, Mike Mulholland



The night's theme was Models for the Nationals.

There was not a great number of models presented, so Charles got right down to picking up the magnificent looking CO2 powered Comper Swift constructed by Ricky Bould. He will be taking this model as his entry to the British Nationals. While it has not as yet been trimmed, he did not anticipate that it will be much of a problem to get it right.

Charles had two models, the first being his So Long power model. The original was a flyaway after the model failed to respond to rudder control and ended up in the Waikato River. It was found and returned (good example why contact details should be on all models) however the fuselage was a write-off so he has rebuilt the model using the existing wing. The second model was a 45 inch Eliminator from the 1953 Aeromodeller plan by Barry Wheeler.

Louis McNair has started building a 24 inch Nieuport 11 from the 1972 Aeromodeller plan by Gordon Whitehead powered by a .049. He brought along the fuselage which was well under way and his detail in construction was again excellent. Don Spray had his bare bones Zlin. This is very much a work in process project and was looking good. He intends to use Litespan covering for the first time and was asking a lot of questions on how to achieve a good result. He was seen clutching a covering iron so that's a start.

Angus had a set of wings and tail from a 50% reduced version of the "8 ball" which is a 54in power model from the 1949 plan by R Schofield.



Left: Charles Warren's APS Eliminator (Upper) and So Long dwarfing Ricky Bould's Comper Swift (Below).

George Fay had brought along his JU88 which sported a new colour scheme. It originally flew well but since the colour change it is misbehaving. He has carved new props and hopes they will give more power and it will be flying as it use to. Bruce Kegan's Thermal Hunter designed by Frank Zaic, now showing replaced noseblock and propellor made by Mike Mulholland. Mike also had a nose block from his SE5A to demonstrate his free wheeling prop design. With his design there was no tension on the prop and the design also allowed adjusting of the thrust line. He noted that the propeller is the heart and soul of the model and what is not wanted is a heavy prop rotating around the nose so making the prop as light a possible is a must. His model was a Jaguar from a 1948 plan published in the Aeromodeller Annual. It has a rather prominent belly bulge which is the hardest part of the build. The wings are attached to the fuselage by a single tongue that passes through the fuselage holding on both of the wings. The tongue is shaped in the centre which not only locks the tongue into the fuselage, but also allows some latitude to move the wing position forward and backwards as well. The propeller took two weeks to carve out of rock hard balsa. The model was flown at the 50th Nationals and managed 3 minutes with no problem even in still conditions with no lift. It is powered with 12 strands of 3/16th rubber.

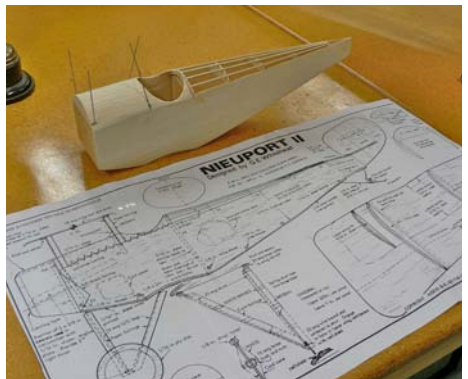
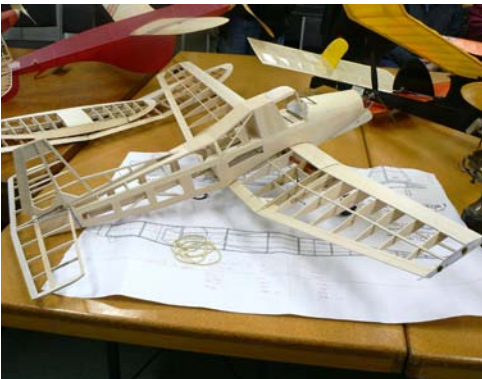
Mike Fairgray had a 21inch rubber powered ME109 from a Stahl plan. The model was completed some time ago and he had used yellow shrink film material over tissue to cover the complete nose area and the rudder. The second model was a 28in Piper Cub Cruiser J5 scale Rubber model, built from a Comet kit. Both the models were very light and should make good fliers. Just getting Mike to fly them is the problem.



Left: Ricky Bould's recently completed Comper Swift is nicely detailed. **Inset:** Some nice work on the Pobjoy engine.

Lower left: Don Spray has made great progress on his new Zlin for FF power scale.

Lower right: Also looking promising, Louis McNair's new Nieuport 11 biplane.



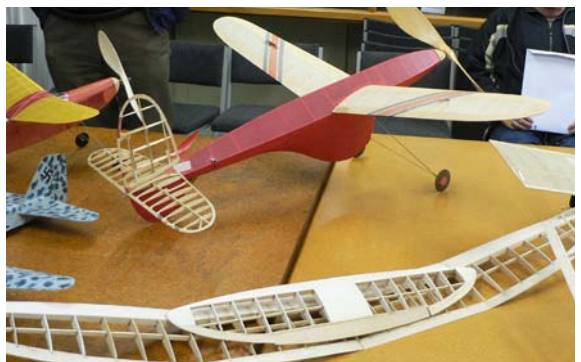
At the end of the table was Stan Mauger's Herr Engineering Bird Dog. This model has flown well on a number of occasions at Patetonga. It has had several owners and when it was passed to Stan he undertook a complete refurbishment of the model. It now has a new owner as it was passed to John Raybould who is also building a Bird Dog from the same Herr kit plans at the moment.

It was time for coffee and biscuits a look at the magazines on the top end of the table and a quick dash to the other end to look through Trevor Martin's plans and model bits and a box of magazines brought in by Arthur Pearce.



Clockwise from top left:

Mike Fairgray built this nice light Comet Piper Cub. George Fay has recently come up with a new colour scheme for his Ju88. Mike's other model, an Me109 from the Stahl plan, should be a great flier. Mike Mulholland brought this distinctive Jaguar built to a very high standard. In the foreground, wing and tail, evidence of Angus Macdonald's progress with his 8Ball project. Mike Mulholland brought along his SE5 noseblock to show prop shaft and freewheeling device. Stan Mauger's Herr Bid Dog on its way to a new home with John Raybould.



Monthly Club Night - Paul Cosbrook

1-9-14

“Greetings everyone, not surprised with the number of us tonight’ announced Pres. Charles “because it is pretty awful out tonight”. “We have someone who hasn’t been here in awhile, here make yourself useful take some notes”.

Yes he was right about the weather but these keen folk turned up were: Brian Carleton, Paul Cosbrook, Paul Evans, Angus Macdonald, Bill McGarvey, Louis McNair, Rob McNair, Arthur Pearce, John Raybould, Bryan Spencer, Michael Taylor, Keith Trillo, Stephen Wade, and Charles Warren.

We had had a good flying day just past. And Just as well, because Bryan Spencer had an announcement to make about indoor flying, telling us how our Balmoral venue had rocketed from \$35 dollars to \$93. Whew! Any annual sponsors out there? Should we look for alternative halls? The club can stand this for a little while, but my bet someone is working on it now.

On a note of gliders, Bryan now has Trevor’s contest wood in stands just as Mr Martin himself kept it like a modelshop. Please all don’t harm Bryan in the rush.

At this point a stealthy Englishman sat in. It be came clear near the end of the table talk that he was Guy Clapshaw, the same Guy that Pres. Charles had in his class at school. To top it off Charles produced a black and white picture of their class. Well intentioned jokes of course. Moving on with the table there was Louis McNair’s beautifully partially



Above: In front of club-members (Left to right), a bevy of gliders from Angus Macdonald including slope soarer, V-Tailed foamy, small chuckie and gun-fired foam tiny-tots glider, and third generation glider (present types would be about 10th generation). Then on the back far right, Paul Evans’s Foxy A1. In front of it is Louis McNair’s Nieuport showing progress since last month’s meeting.

built, Nieuport 11, destined to have a PAW to power her. He commented that he was really pleased with the wood he found for this model. Angus had a squadron of gliders. The first was what was described as a third generation hand launched rc vee tail, which was up to date at the time. Next, a foam wing hand launch, which was a bit heavier. This model was found to be a successful slope soarer, but the model that I guess would have had active beginnings was a racing slope soarer; a typical slopee that had ailerons and elevator, slim fuse and could take the poundings. This was evident because it was decades old and in flyable condition! For the very young glider guider, there was a small soft foam model, which was pushed on to a pistol like launcher and when fired managed to go half-way up the room. A great success for two-year olds.

The end of the table had Trevor's give away plans, and (I could stand corrected) Arthur Pearce had a Korda plan safely tucked under his arm. In matters of a printed nature Michael had some books. Of note were the pages of the club archive bible for which our Maurice Poletti was accredited with a majority of. *Model Glider Design* written by Juste van Hattam 1956 languished on the table with Frank Zaic's book *Index Book of Plans Published in Aeromodeller* (1944). *Pre1990 British Gliders* by Rob Lewis was there too.

Paul Evans had a F/F Foxy and this model was constructed by Stephen Wade. I missed how this performed so Paul must have had some good results, to bring it in.

Bill McGarvey had news of the up coming Nats sites and format. There seem to be some misgivings about arrangements. These changes may be brought about because of costs and the dialogue over the subject. He urges those who can help in a constructive way to do so to remedy some of the concerns.

Tea and cake as usual set us up for the trip home, but I remember bleaker times when a gold coin was in order for this service.



Be there!

Karaka Diary - Keith Trillo

27-7-14

Weather not very flyable, just look at that streamer, so no results to report.



Upper: Charles Warren refuelling his Tomboy.

Lower: Ross Northcott also flew his E- Tomboy.



10-8-14

Weather very flyable, cold on the hands but warmed up as the morning progressed. Present were Ross Northcott, Bryan Spencer, Keith Williamson, Keith Trillo, Angus Macdonald, Rex Benns and visitor Les Marshall who came to spectate but was roped in to do timing.

Results

E Tomboy 30sec engine run

K. Trillo	2:17	2:14	1:45
B. Spencer	2:03	1:42	1:25
R. Northcott	1:37	1:45	1:25

IC Tomboy

K. Trillo	4:04
K. Williamson	1:58

E Texaco

A. Macdonald	16:46	12:35	8 ball
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1/2 E Texaco

Bryan Spencer	16:46	Slicker
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1/2 A Texaco

B. Spencer	9:36	Slicker		
K. Trillo	1:33	7:10	4:38	Skipper

Upper: Angus Macdonald with his new 8Ball for E Texaco and Bryan Spencer with his Slicker for 1/2A Texaco



17-8-14 Karaka

Spring came early giving a very pleasant calm morning with some thermals later in the morning. Present were Ross Northcott, Angus Macdonald, Paul and Martin Evans and Keith Trillo. All engaged in relaxed flying with Angus getting more familiar with his Eight ball. Paul and Martin flew seven different models ranging from a Cloud Tramp through to a Miss Trenton 3;

The only competition flying was the E/Tomboy 30sec engine run between Angus and myself. On Angus's second flight he latched on to a thermal and got a 4.49 flight. I took note of this area and on my third flight managed a 8.17 flight, thanks Angus for showing me where the thermals live.

Results

E/Tomboy 30 sec engine run

A. Macdonald	2:14	4:49	
K. Trillo	1:57	1:33	8:17

24-8-14 Karaka

A very pleasant cloudless morning with light winds and a good turnout of members and others. Present were Angus Macdonald, Charles Warren, Ross Northcott. Michael Taylor, Louis McNair. Les Marshall and Daniel Frew .Louis had two flights with his ED Bee powered free flight Madcap with Angus and Charles advising on the trimming. Louis also flew his rubber-powered Comper Swift with the help of Daniel. Ross Northcott flew his new profile 1/2 E Lanzo bomber and Angus his Eight ball.

Results:

E/Tomboy 30sec engine run

A. Macdonald	2:41	1:41	
K. Trillo	1:44	1:41	2:41
B. Spencer	1:45	2:25	2:09
R. Northcott	1:08	1:09	0:59

1/2A Texaco

B. Spencer	7:33		Slicker
K. Trillo	6:25	10:02	Skipper

E Texaco

A. Macdonald	16:46	12:35	Eight ball
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1/2 E Texaco

B. Spencer	16:46	Slicker	
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Opposite page

(10-8-14)

Upper: Keith Williamson and Les Marshall contemplating Keith's Comet Clipper.

(17-8-14)

Lower: Martin Evans laughing Miss Trenton 3.



(24-8-14)

Upper: The morning's fleet.

Centre: Louis McNair preparing his Madcap with Daniel Frew looking on.

Lower: Ross Northcott's new profile Lanzo Bomber.

Indoor Free Flight Scale at Ellerslie- Stan Mauger

28-7-14

Starters for flying in indoor scale events had a slow beginning to the evening's events after finding that they would have to be transferred from Balmoral Hall to Ellerslie. The hall seemed a little larger and that that could minimise wall-banging, but the ceiling trusses were a space for models to avoid! Only Peanut and Kit Scale were flown. Peanut was marked only on flying and was between the times of Don Spray's Whittman and Ricky Bould's Fike. Don's Whittman flew with gusto giving him the edge on endurance times. Keith Trillo had his impeccable Fike for testing and already the model is looking like a force to be reckoned with. Kit Scale results were grouped very closely with the usual models flown by those who entered. Definitely a low-key scale evening. Here's hoping that the October indoor evening will bring out more indoor scale models.

Results

Peanut Scale

1. D. Spray	38.50	31.62	35.34
2. R. Bould	28.50	33.75	33.74

Kit Scale

	Static	Flying	Total
1. S. Mauger	52	39	91
2. R. Bould	41	49	90
3. A. Macdonald	40	47	87.



Upper: John Swales did a great job of assisting with Kit Scale static judging once again.

Inset: Ricky Bould setting up his Fike for Peanut.

Aka Aka Report - Charles Warren

There is a core of regular flyers at Aka who all live in the Southern sector of Greater Auckland. There have been several Sundays in August and September which have been ideal for flying models. Brett Naysmith is out on the field nearly every flyable-weather Sunday with a variety of models. His latest addition to his fleet is a Top Model Prelude 2.5metre span electric powered glider which has built-up wings with carbonfibre spars and full house flaps ailerons plus crow-braking. It is powered by a Scorpion motor with Kontronik gear box. He also has been flying with his Edge 540 DLE 35 powered aerobatic low winger and his Acrow 3D model.

Stuart Ward has been active with his Greenly Tug powered by a DLE 60 twin, practising for the day he uses it to tow up his new glider which is now complete.

It is a 1:3.5 scale scratch built Slingsby Dart 17R and is 5metre span. It has not yet flown yet but came out to the field for a show & tell photo-shoot session.

Hamish Ward has his wings badge now and has been putting the hours in flying the Cessna regularly. Mike Derecourt has been flying a new ARF ASW 28 electric powered glider. Charles Warren sometimes arrives later having been to the Karaka site first and has been seen to fly small free-flight models such as his flying carpet and his Triplaneezer and his rebuilt (Aggie destructed) Tomboy.



Left: Brett Naysmith with his Top Model Prelude 2.5metre span electric powered glider

Opposite

Stuart Ward's Slingsby Dart Glider (Top right), and (below), his Greenly Tug powered by a DLE Twin.



Control Line Scale Rally Gloster Park - Stan Mauger

Club members were invited to join the Free Flight Club in their control-line scale meeting at Gloster Park on August 17. Flying conditions were good and the surface mown well enough for take-offs. This was a leisurely flying event run as a rally and get-together. The small group who arrived at the start of the day were gradually joined by more fliers as the morning progressed. The Club was represented by Stan Mauger who gave his profile Curtiss P-40 an airing, and Mike Fairgray who took the excellent photographs that accompany this report. Here's hoping that we may have more of these events.



Opposite page: Rob Costello flew this aerobatic Chipmunk and Bob Reynolds, his Smith Miniplane.

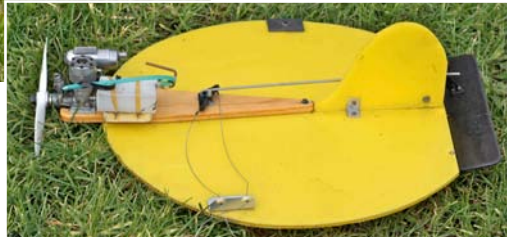
This page: Stan Mauger dusted off his profile P-40. Dave Ackery brought his profile Hellcat





Upper: Bryce Rackley brought out this Phantom to fly.

Right: Gerald Wimmer had this saucer, but your scribe did not stay long enough to see it fly. Note Coreflute construction.



Hoteo Report - Paul Evans

10-8-14

A very good day greeted us, with no wind, just sunshine. The farm road was dry so the drive in was good for the fliers who came, including Stephen Wade, Ricky Bould, George Fay and Martin and Paul Evans. There was a good selection of models and they totalled about sixteen in all. martin's foam RC Yak was first in the air. This model keeps him on his toes for tight slow flight. His Sunshine, a small RC electric model is just the opposite, fast around the sky. On his last landing the model came in a little fast damaging the prop, so the model was put away for the day. he then had some relaxing air time with the RC Trenton Terror.

George has some good flights with his Airacobra and the Tony. He was very determined to get the Dauntless in the air. This model hits the ground so many times it must be strong and well built. The best flight was way over in the next paddock, but it was hanging on the prop and when power stopped in went into free fall.

Steve spent most of the time trimming his Swiss Miss free flight power model getting it well trimmed by the end of the day. He found the fence a few times but sustained no damage.

Do was also pleased with his free flight tomboy, P-30 and Competitor flights. Ricky spent the day trimming. He was also pleased with results of the Topsy Junior and KK Competitor, so went home happy.

This was a very good day as the weather was so good. The farm is good, so come and fly there. You can fly any Sunday you like as the farmer is happy for that but please do not fly by the cattle and leave all gates as you find them.

FREE FLIGHT
SCALE DAY
Sunday **October 19**, Patetonga
from 8.00am

Contest for all 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



Missing trophies found - Mike Fairgray

Two cups have been uncovered that had not seen the light of day for some years. On first look it appeared that the cups were badly pitted and had lost some of the silvering, it was also difficult to make out all of the engraving. Reluctant to use hand polish Mike Fairgray volunteered to take them home as he had a chemical cleaning solution which was specifically designed to clean without harsh rubbing. The chemical cleaner took off most of the tarnish which revealed that the silvering was ok and with a little more polishing with silvo the trophies were as good as new. The first cup was the Model Aeroplane Cup first presented to T Martin in 1971 and the last in 1982 to B Keegan. No hint on the cup to identify for what it was presented for. The second cup was for AMAC Outdoor Rubber Champion. It was first awarded in 1954 to J Woodley and last presented in 1982 to B Keegan. So now it is up to the Committee to decide the fate of these cups, perhaps pan and kit scale could be a fitting home for the cups.



Club decals

The committee is contemplating a new decal for display on aircraft and other gear. We would appreciate any comments on this subject, e.g. at the next club night. The existing design, in blue and yellow, features a flying bird against a cloud background. We have remaining stock of these self-adhesive decals (330 from an order of 1,000) which will be available at club night. They are small-sized, being 36mm in diameter.

Calendar - October

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. NDC Open Texaco, 1/2E Texaco, E Texaco may also be flown,

Karaka Steward

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

HOTEO

NDC events* Open Rubber, 1/2 A Power, P30, Vintage Hand Launch Glider, Catapult Glider, events may all be flown at Hoteo

Hoteo Steward

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

October 27

Open Rubber Scale, Peanut Scale, Profile Scale and Kit Scale [7.30-10pm] - for Club points

Ellerslie

Tuesday October 14

Michael Park School Hall

Indoor radio flying (7.00-10pm)

Tuesday October 28

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

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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 meeting

7:30 PM

ASME Clubrooms, Peterson Reserve, Panmure.

Monday October 6, 2014

Theme: Indoor models and model building projects

Items for the table:

Models, plans, engines, photographs etc.

Trading table:

Buy, swap, sell and donate.

Visitors or intending members welcome