



BULLETIN OF THE AUCKLAND MODEL AERO CLUB INC. EST. 1928
May-June 2021



Annette Mitchell, Paula and Rick Laird and Rob Macdonald were part of the strong Macdonald family participation at the Modelair Hornet night at Drury, commemorating Angus Macdonald. *(Photo: Stan Mauger)*

REDFIN Precision Event Karaka

The winner of this contest will walk away with a RedFin SAM 75 .75cc diesel engine. The contest is now scheduled for May/June or later, depending on weather conditions.

Date will be notified by email.

Rules are simple and are on p.11.

Indoor Free Flight Morrinsville Day

Sunday October 17, 2021

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

Westpac Stadium Hall, 21 Ron Ladd Place, Morrinsville

Contact Stan Mauger 09 575 7971, stanm09c4@gmail.com
for more information



Organised by the Auckland Model Aero Club Inc
in conjunction with the Scale Free Flight & Control Line SIG

Editorial – Drury memories

Two modellers in particular, have left great memories of flying evenings in the Drury School Hall. Keith Trillo was a highly accomplished yet modest modeller. Much of his indoor model trimming and contest flying was accomplished in the Drury Hall and since his passing we have felt the loss of his quiet enthusiasm there, as well as of course, at other flying venues. Looking through my files to find photographs to accompany the tribute on page 6, I was reminded that Keith's participation stretches back to Balmoral and Michael Park indoor Hall times. In Hangar Rat in particular, Keith was the one to be challenged by and there were many competitive struggles between him and Angus Macdonald, one of the hardest to beat.

Having travelled to Drury evenings with Angus over a number of years, I am especially conscious of the loss of his presence on Drury flying nights. His methodical approach to indoor flying had enabled him to build great expertise in all classes and he was very ready to share this with us. His openness and friendliness is missed. At the start of the year the Club committee decided that there should be a commemoration of his long contribution and activity in the Club, in some nominated Modelair model flying event. Outdoor subjects – the most obvious being Angus's own design and much loved Modelair Humming Bird - were ruled out in favour of an indoor event, and what better than the Modelair Hornet, a design that had given Angus much delight over the years. It was also a quickly built subject that could be managed by inexperienced builders, with some care!

Last Monday night's Angus Macdonald Commemoration at Drury School Hall, in which Modelair Hornets were flown in a precision flying contest was a fitting way to honour Angus. As the report on page 12 recounts, this was a great evening and one which would have given Angus much joy. The support both by Club flyers and so many of the Macdonald family ensured that this would be a great night, and it was. Thanks is due to all who made this a success. All indications are that the event will now be firmly on the Drury calendar each year.

STAN MAUGER

Slipstream contributions

Contributions of reports and photos on flying activity as well as articles and information about latest projects are very welcome.

Please just send them in.

The deadline for articles for the July-August Slipstream is June 23

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

Monthly Club Night - Stan Mauger

12-4-21

Present were Ricky Bould, Paul Evans, Brian Howell, Eddie Mann, Stan Mauger, Brendon Neilson, Geoff Northmore, Colin Polglase, Ken Smith, Mike Stoodley, John Swales, Charles Warren and Tony Woodroffe.

In contrast to the usually short time for announcements in most meetings, there was lively discussion at the start of this meeting and the table presentations were accomplished in quite quickly. The main event for the month was of course, the Angus Macdonald commemoration evening. Organisation was well under way for this Modelair Hornet precision event. The President, Ricky Bould, reported that he was aware of a dozen or so Hornets that could be flown on the night. Stan Mauger mentioned that whilst the existing Hornet rules stated a maximum of three flights for contestants, the CD could offer more if numbers flying permitted this.

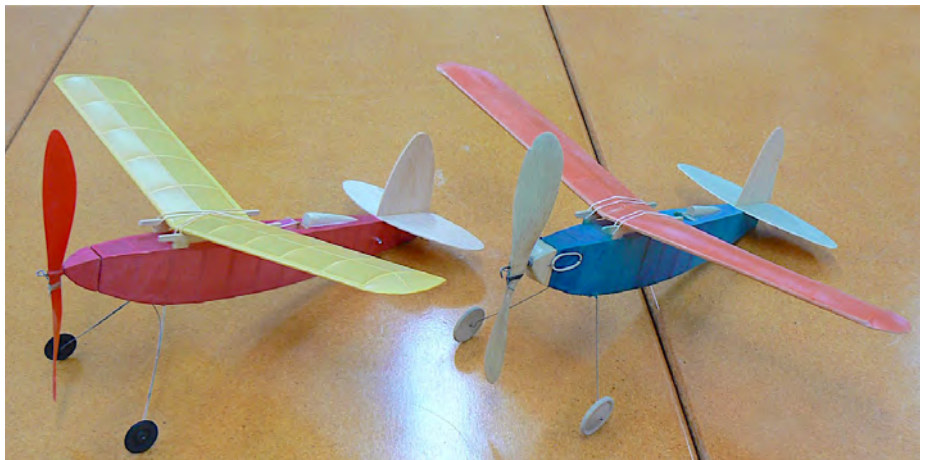
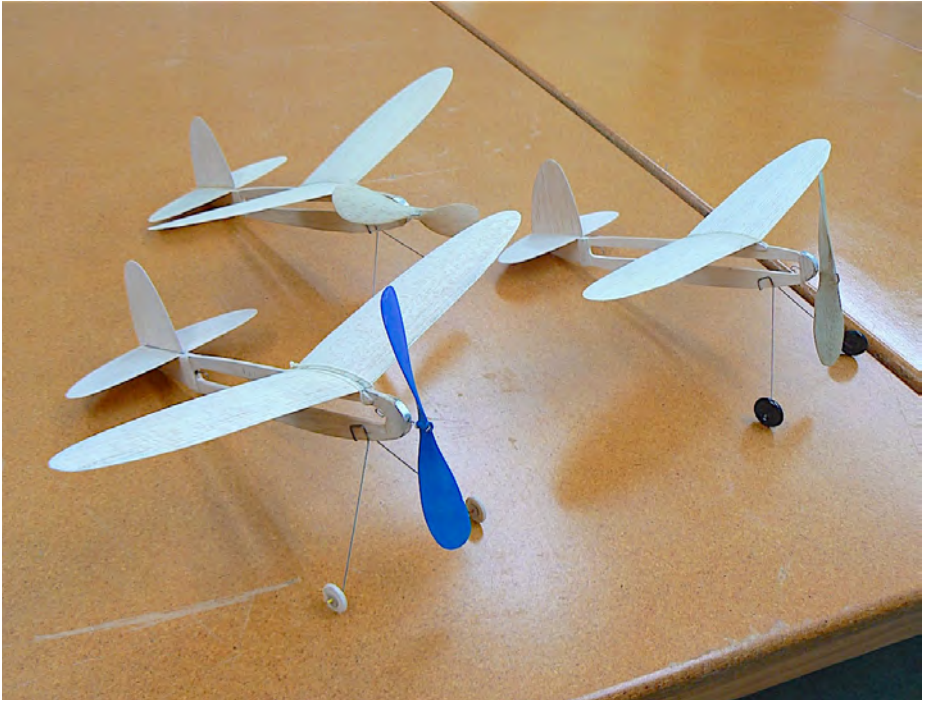
Ricky Bould also reminded us of the two Cloud Tramp events and the RedFin precision event scheduled for later in the year. Members were encourage to join the small group of Cloud Tramp flyers who will assemble at the Domain to take part in a Mass launch of these models on the first Saturday in August as part of the world commemoration of the MIMLOCT event, honouring Cloud Tramp designer, American aerodynamiscist, Charles Hampson Grant. The other Cloud Tramp event will be the Peterborough – Auckland Challenge scheduled for September. The Club rallied great support for this last time and it is not too early to get out Cloud Tramps to sort out rubber motors and trimming.

The RedFin Precision event was great fun last year and carries with it an eye watering prize of a lovely RedFin SAM.75cc diesel engine, so it is well worth trimming out models to be in the running for this competition. The date will be announced at short notice to ensure that it is flown in good weather conditions. Ricky gave a brief account of the theft in transit, of some RedFin engines sent via a UK freight forwarding company. These have subsequently been replaced by RedFin ensuring that there will be an engine available for the event.

Stan Mauger mentioned that he had reported on the free flight and Control line events at the last New Zealand Nationals, for an article published in the April Aeromodeller.

Turning to the smallish table presentation, Ricky had an easy job to identify models. Unlike most meetings, this time all models on the table followed the month's theme. Modelair models and memorabilia were represented by Hornets, Sportsters and plans. Brian Howell, Ken Smith and Ricky Bould had brought Hornets to be flown at the next Drury night to commemorate Angus Macdonald. Stan Mauger and Ricky Bould had Sportsters for the table. Both of their models had been flown outdoors at free flight flying days. Finally there were the Modelair Tern A1 and vintage Buzz Bee control liner plans on the table, that created some interest.

It was then time to look at the SAM Speaks regularly brought by Ricky, and printed copies of the latest Slipstream from Stan, then the usual mingling before heading home.



Top: Modelair Hornets brought by Brian Howell, Ricky Bould and Ken Smith, distinguishable only by propellers and colour of wheels!

Above: Modelair Sportsters built by Arthur Pearce and Ricky Bould. The beautifully built Arthur Pearce model is now in Stan Mauger's care.

Keith Trillo - 199 - 2021

I have only known Keith for about six years but during that time we had become great friends. I came to know Keith through model aircraft. We often met at Opaheke Park, Karaka Sports ground, Drury School Hall, and his garage. My first encounters with Keith were occasions when he was flying his Tomboy and his foam Yak. He made the Yak do things an aircraft shouldn't do. If there had been a pilot he would be terribly sick, if he survived. He had great skill flying aerobatics with the Yak. He would also fly his Tomboy but in a much different way, skilfully getting the most out of each flight. At the Indoor flying he was always competitive with his Hangar Rat.

At Karaka he would fly his Stardust (I think) and I would time his 20 second powered flight to 800 feet, he had an altimeter on board for checking purposes. I would also time his flights of various models. Sometimes we would be at Karaka waiting for others to arrive or for the wind to go away and he would tell me stories about his early days and how he learned to fly and various other experiences he had over the years, mostly about flying.

When I visited his garage and home I started to realise just how much he had achieved over the years. Restorations included an MG open sports car, a 1928 AJS motor cycle, at least one crashed aeroplane, several vintage radios and model aircraft. He had a great stable of model aircraft, I cannot name them all, but what I do know is he had a dossier on each different one with all the detailed homework he had done to achieve very competitive models as many will attest to, through the various competitions he attended.

Keith had a quiet nature, a gentleman, that belied his knowledge and skills. But there was also a determination to give of his very best at whatever he tackled. I never heard him say a bad word of anyone, he loved his wife and I could never work out whether he referred to her as his Bride or his Pride, I think the former but I think both were said on different occasions.

It was with some sadness that I heard he had a stroke about eighteen months ago. This event was quite dramatic for him and me. I decided that he needed help and care and since we do not live very far away from each other I visited him at least once a week to encourage him in his recovery. Of course big bad Covid had to get in the way so I had to resort to the phone. During this time though, he wasn't wasting time. He built two kits, a PZ 11 and a Pitts Special, but he did this with one hand virtually unusable, and I have to say he made a beautiful job too. They are not covered yet but were waiting for him to get in the right mood.

When I was able to, with lockdowns relaxed, I would visit him and spend time helping him as much as I could and also encourage him to come to club nights and Indoor meetings as he felt fit to attend them. I know he enjoyed the club nights to be able to catch up with all his mates. I used to tell Carole, his wife, we were going out to see how much trouble we could get into. She took it well.

Also during lockdown he decided he was going to make some capacitor powered indoor planes. As usual he did all his homework and made use of my knowledge in electronics and displayed and flew them at a couple of our indoor meetings recently. They needed



Top: At the 2019 Matamata Nationals. Keith with his Stardust Special.

Centre: Keith with his Yonder E-electric model.

Left: Keith has put in some great flight times in Peterborough-Auckland Cloud Tramp Challenge events. He is seen here early in the morning at the Karaka Sports field.



trimming of course, but in the end he got them flying quite well, however, it seems that his time had run out and he hasn't flown them since.

I asked Keith for two plans on separate occasions over the last year, one was for a Cloud Tramp and the other for a Modelair Hornet. He refused to give me them, instead he said "I will build you one", on each occasion. He knew that I had Parkinsons disease and had difficulty building. He built them both with one and a half hands. When we had the Cloud Tramp competition, his son Dean and I flew and trimmed my one under Keith's instruction, and then we flew Keith's one under his instruction again. It turned out that Keith came second and I came third. I was so happy that his Cloud Tramp came above mine. I have yet to fly my Hornet in the upcoming fly off.

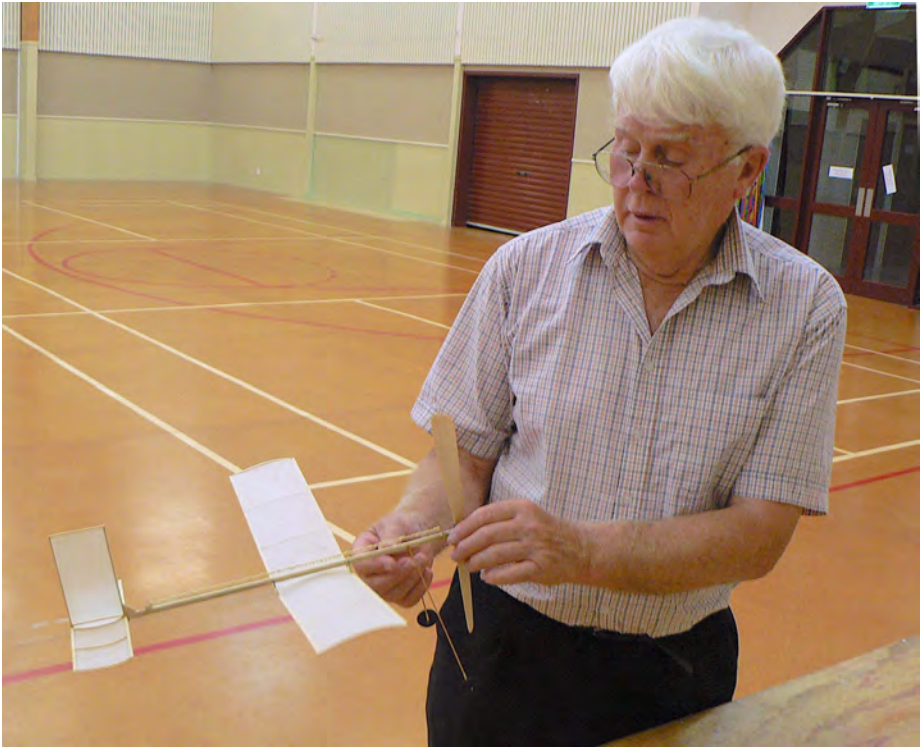
Sadly I could see on recent visits that mentally Keith was well but physically he was deteriorating. He didn't make it to the last indoor meeting and the following day he passed away. At least he didn't suffer. When Carole rang me and told me, I was terribly upset as I was just about to come and visit him. I know there are probably hundreds if not thousands of people who have known Keith and have many other stories and memories to tell, this is just my story of whom I would call a great gentleman that I have had the honour and privilege of knowing for such a short time, and is a great loss to our community. I would just comment that although this has been a privilege to write it has been a very sad and emotional time for me Keith has had such a huge impact on me as a friend and a colleague, many tissues have been used in the writing of this.

May he rest in peace.

BRIAN HOWELL

Right:
At a Warbirds Open Day. Keith was great with youngsters and parents too, curious about model aircraft. He had a great selection of his models to show them as well as others brought by Club members.





Top: Keith loved vintage indoor models, and built many. They were very lightly and flown with great skill. He is seen with a Modelair Trainer.

Left: Not one to shy away from difficult subjects, Keith had his beautifully built Spirit of St Louis flying well and winning Indoor Rubber Scale contests.

Above: he was also expert at building and flying Hangar Rats as seen here at Drury.



Top: Keith seen setting up his Hangar Rat at Balmoral before the Club flew at Drury.
Above: Winding a Pusher covered in lightweight OS film and flown at the Michael Park School Hall in Eilerslie.

Drury Indoor - Ricky Bould

15-3-21

A good sized group of modellers consisting of Keith Trillo, Brian Howell, Dean Trillo, Ken Smith, Tony Woodroffe and Ricky Bould, gathered at short notice for a good evening's flying. We all concentrated on trimming Modelair Hornets in preparation for the upcoming Angus Macdonald Commemoration event.

This effort ended with both Brian and Ken having models almost trimmed and showing great promise. Keith had a number of good flights with nice steady climbs that were close to the ceiling but did not touch, as did Ricky, but with a somewhat different climb pattern and rate of climb. We all returned home well satisfied with the evening's results.

Right:

Ricky's Modelair Hornet, gaining height. It was just one of several brought to test in the hall.



REDFIN Precision Event, Karaka

The winner of this contest will win a RedFin SAM 75 .75cc engine. The contest is now scheduled for May/June or later, depending on weather conditions. Date to be notified by email.

Rules

1. Model: Any IC Engine powered model.
2. Target Time: To be set on the day by the CD.
3. Flights: The Contest will consist of three flights.
4. Scoring: The score will be one point for each second variation from the target time up to the set target time. This will be scored for each flight and the person with the lowest score will be
5. Minimum flight time is 20 seconds.
6. Engine timers are allowed.
7. DTs are allowed but they must operate at a time greater than twice the target time and are seen as a means of ensuring the model is recovered. In the event of early operation the flight will score the maximum penalty.

Angus Macdonald commemoration - Stan Mauger

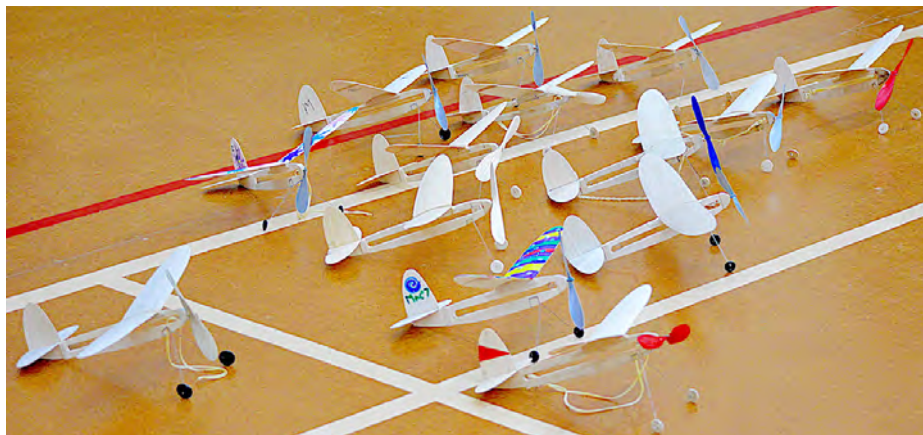
19-4-21

One of the most enjoyable indoor evenings at Drury ever, the Modelair Hornet event to honour Angus received great support. Even before starting time Andy Macdonald was setting up chairs and tables for the expected crowd and a crowd there was! Many of Angus's family supported the event making my estimate of likely numbers quite conservative. Not only did they attend, but they also came with Hornets and flew them well. There were some magic moments. Rob Macdonald wound and launched his model built by Angus, and the flight looked just like Angus's! Louise Macdonald on the other hand had built her model from scratch, complete with colourful decoration. Like a number of the models flown on the night, it had not been flown before and needed some setting up. The joy on her face, when the model flew – and flew well – is surely what aeromodelling is all about. Others in Angus's family distinguished themselves well as the results show and as the photos show, practically everyone had a go at winding and flying models.

Club members put in some good flights, particularly where models had had the benefit of trimming prior to the event. The top three flyers all had models well trimmed and flown previously in the hall. Brendon Neilson had his model trimmed out well enough to make a very creditable fourth place. The next group of Martin Evans, Hannah Macdonald, Rick Laird, Charles Warren, and Rob Macdonald all had models flying well. Louise Macdonald, Paul Evans, Stan Mauger and Ceinwen Evans needed more time to sort out models.

Special thanks to Judges Paul Evans, Manfred Scherbius and Tony Woodroffe, and to Ricky Bould for supplying precut parts and running the evening and the Macdonald family and Brian Howell for taking care of catering and supper arrangements.

Without doubt the Modelair Hornet was quite the most suitable Modelair design to honour Angus's life and times with the club. As his son Rob put it "Dad enjoyed fun occasions with the family and with the club so to have them both together like that was very fitting. I'm sure we would all be keen to do it again next year." The consensus was that we will run this as an annual event.





Opposite: A line up of Hornets before the event got under way.

Left: Place getters (from left), Brian Howell, third; Ricky Bould, first and Ken Smith second.

Lower: Judges (from left) Paul Evans, Tony Woodrooffe and Manfred Scherbius. Martin Evans looking on.



(All photos: Rob Macdonald and Stan Mauger)

Modelair Hornet

(Target time 32 seconds. Best of best flights, lowest number wins).

				Score
1. R. Bould	38.8	31.4		0.6
2. K. Smith	30.9	27.4	30.0	1.1
3. B. Howell	36.8	33.2	34.0	1.2
4. B. Neilson	25.6	25.4	28.6	3.4
5. M. Evans	19.2	19.6	25.4	6.6
6. H. Macdonald	25.0	24.0	23.0	7.0
7. R. Laird	22.3	23	22.2	9.0
8. C. Warren	20.8	19.4	19.8	11.2
9. R. Macdonald	20.6			11.4
10. L. Macdonald	17.8	4.5	14.0	14.2
11. P. Evans	5.4	12.6		19.4
12. S. Mauger	5.6			26.4
13. C. Evans	3.2			28.8



Top:
Rick Laird assisting
Louise Tupou with her
Hornet. Hannah
Macdonald displaying
her colourful Hornet.

Above:
Shona Macdonald
assisting Louise with
Hornet winding.

Right:
Louise launching her
Hornet.





Left:
Hornet preparation
underway. Paula Laird
assisting Rick.



Above:
Andy Macdonald receiving help from
Hannah Macdonald to set up his
model.



Top: Andy Macdonald, Paula Laird, Annette Mitchell (obscured) and Sue McHardy with a Hornet.

Centre: Charles Warren winding and Brendon Neilson holding.

Right: Ricky Bould holding Brian Howell's model. Louise Meredith looking on.





Top: Hannah Macdonald's model gaining height.

Centre: Brightly painted Hornets by Louise Tupou and Hannah Macdonald.

Left: Rob Macdonald with his Hornet.

Flying with Swallows - Brendon Neilson

7-2-21

On this day, Ken Smith flew a small, capacitor electric, foam plane at our flying site at Karaka, Auckland. Occasionally, there are one or two Welcome Swallows in the area. Each flight with this model attracted six to eight Swallows accompanying the plane. While not touching the plane, they flew all around it. As Swallows feed on midges, and the like, while flying, one can only wonder if the sound of the small electric motor and propellor was what attracted them. The sound was similar to a swarm of insects, so that was the conclusion that one could come to. This has never happed before, even though many electric powered planes have been flown at this site. Food For Thought!

Model details

The model Ken flew is made of PP microporous foam board, which is lightweight and durable and weighs only 11.9g. It is very generic in origin and vendors seem to choose how they will market these models. The vendor was Banggood.com, China, but the model does not carry a name or any makers name, just being described as an "Upgraded Super Capacitor Electric Hand Throwing Free-flying DIY Airplane Model Indoor Hobby Toy". It came with a sticker pack to decorate it and cost \$NZD10.00 with \$2.00 shipping.

Specifications

The supercap is 5 Farads. The prop is 46 mm in diameter. Charge Time is 12 seconds and flying time 30-60 seconds. The recommended Battery Case is Three AA alkaline batteries (Not Included). The model has NdFeB magnets motor.



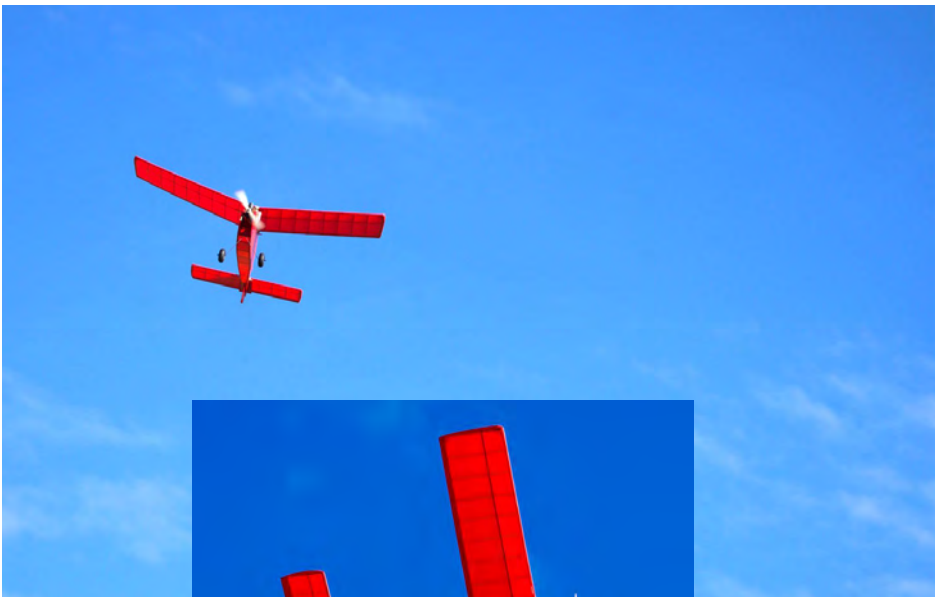
Karaka Diary - Ricky Bould

21-3-21

An early start from the North Shore saw Ricky Bould arrive at 8.30am to a lovely calm morning with lighter than forecast wind, "le no wind". Brendon Neilson arrived slightly later and flying got underway. Brendon had good flying with his Miss56 that has real presence in the air. His free flight Tomboy was also its usual well behaved self. The red colour scheme stood out well against the blue Sky and the landing was a wheeler.

Ricky flew his Simplex 42 with added packing under the tail and it made a noticeable difference to the response to turbulence, but it still needs a little more. This has now been actioned. His Miss35 was also flower and is now showing a well trimmed flight pattern. Some flights with his Jodel D18 using a larger rubber motor were promising but the need to straighten the rudder became more pressing. This has also been since done by steaming and it has stayed straight so far.

By 10.00 am the Cricketers had arrived and set up and the wind was picking up, so we departed having had a good morning's flying.



Top: Brendon Neilson's free flight Tomboy making circuits of the field
Upper: The Tomboy on fly-by.

Hoteo Diary - Ricky Bould

14-3-21

Paul Evans picked Ricky Bould up at about 0730 hrs and after quick loading up they set off for another quiet drive to Hoteo. They arrived at the farm at just after 8.30 and were greeted with flat calm conditions and an occasional light easterly zephyr. The grass was still long enough to provide a good cushion in the event of an arrival a definite plus but the field usually used was heavily contaminated with dung as they both discovered - all part of flying on an active farm – so another paddock was used.

The power models were the first up, starting with Ricky's Miss35 that was now trimmed and flying nicely as the warp found in the port wing has been removed and a little wash in on the port wing added. A messy arrival was the only event. The next model flown was his Simplex with an early Red Fin .09 engine. The glide has been improved by inserting a 1/32" packer under the leading edge of the tail and it just requires a further similar packer as it is still upset by turbulence a little. A definite improvement.

Paul was having a much better day with cooperative engines allowing his Henderson Longster and the Luton Minor to both fly well. The last flight of the Luton Minor was long and resulted in a significant walk for Paul as it did not turn after launch and only changed course due to slight turbulence. It avoided some trees but still resulted in a long retrieve. That said it was a nice stable flight. His Mercury Tiger Moth was not cooperating but is showing promise.

By 11.30 the breeze had now increased so we packed up and left.



Inset:
Ricky Bould's Miss35 now trimmed out, was flying nicely.

Below:
Paul Evans had his Mercury Tiger Moth out for some trimming.



Top:
Ricky's RedFin powered Simplex gaining some altitude.

Right:
A picture perfect launch as Paul Evans's Luton Minor gets on its way for a good flight.

Two Cloud Tramp events coming up.
Start trimming (or building) models now!

THE **PETERBOROUGH - AUCKLAND** **CLOUD TRAMP CHALLENGE**

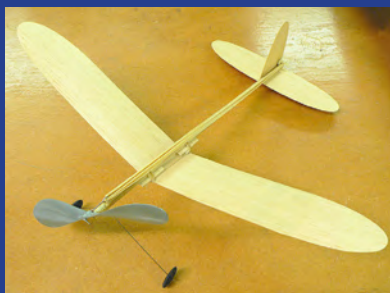
Day to be confirmed. Please be ready to do battle!

Contact Ricky Bould for further details and advice on 478 8949

Ricky has several rubber motors made up for you to use.

There is still time to build or trim your Cloud Tramp.

Come and trim your model at Karaka, Sunday mornings
(early for calm conditions).



MIMLOCT Saturday August 7,
2021

(Memorial Mass Launch of Cloud Tramps)

Plans for the Cloud Tramp were published in the October 09 Slipstream, or are available from the Editor. There must now be plenty of these to fly.

Calendar **May-June**

For information about the location of club fields and cancellations or postponement of flying, contact the field stewards.

KARAKA

Karaka Sports Park

Free flight and radio flying within field limitations

NDC RC Vintage events (refer to MFNZ under NDC)

HOTEO

Sundays

Call the field steward if you would like to go up and do some free flight and vintage flying there.

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 flyers should phone Lloyd Hull to arrange to fly
Lloyd Hull 09 235 2890

Aka Aka Steward

CONTROL LINE

As advised

Control line flying
Intending flyers should phone Stan Mauger
to confirm where and whether there will be flying.
Stan Mauger 575 7971 stanm09c4@gmail.com

C/L Steward

INDOOR EVENTS

(For Club points)

Drury

Drury School Hall

Monday May 17

Kit Scale and Modelair Hornet (7.30 - 10pm)

Monday June 21

All indoor free flight scale classes (7.30 - 10pm)

Monday July 19

Practice night (7.30 - 10pm)

Indoor Steward

Brian Howell 020 4121 5201 b.how@xtra.co.nz

Calendar **Looking Ahead**

KARAKA

May/June TBA

RedFin Precision Event

THE DOMAIN

August 7 (4.00pm)

MIMLOCT International Cloud Tramp mass launch

MORRINSVILLE

Sunday October 17

(10am to 4pm)

Indoor Free Flight classes

Hangar Rat, Hand Launched Glider, Modelair Hornet

Indoor Free Flight Scale classes

Open Rubber Scale, Peanut Scale and Kit Scale

OFFICERS OF AUCKLAND MODEL AERO CLUB INC.

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Club subscriptions

NZMAA Affiliation is mandatory for Club flying

Senior \$50 (+\$95 NZMAA) **Family** \$55 (+\$100 NZMAA)

Junior \$10 (+\$30 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 meetings 7.30pm at ASME Clubrooms,

Peterson Reserve, Panmure.

May 3: AGM and Prizegiving

June 7: Theme: Model engines

Plus for both meetings, your current projects, models, plans, engines and photographs etc for the table.

Trading table:

Buy, sell, and free to a good home.

Visitors or intending members welcome