



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

**November 2014**



Ricky Bould in action at the Peterborough Flying Aces Nationals (see page 14)



# 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 - Enjoying links

This month's Slipstream has a definite international flavour, with three articles relating to UK aeromodelling. In the report on the BMFA Nationals, I refer to the assistance given by members of the Peterborough Model Flying Club, to both Ricky Bould and myself in taking part in the BMFA Scale Nationals and the Peterborough Flying Aces Nationals. We were both made Associate members of PMFC when we competed in the BMFA Nationals in 2012 and PMFC have been regularly receiving Slipstream. The Peterborough Club has strong interests in control-line, vintage free flight, scale classes and radio, so both clubs have some affinity in the mix aeromodelling interests. The quarterly PMFC magazine makes good reading and will be of interest to club members flying in the same classes. The excellent PMFC website has a number of links that can easily provide a happy diversion from model building time (see address below). Apart from the usual listings about the club, there are a number of international links covering broad interests from supplies to other club activities and newsletters, too diverse to list here. Just go and have a look. Incidentally, Slipstream issues are listed under the PMFC Magazine link.

Closer to home, this month's meeting theme is World War I models and aircraft. Whilst in England, I was surprised to see how marked the relocation of World War I aircraft from UK museums was, undoubtedly for coming displays to coincide with WWI commemorations. South of us, Hamilton aeromodeller and accomplished aircraft builder Jack Godfrey, reported to me recently that he is still hard at work on his full-size Sopwith biplane being built to a static standard for WWI commemorations here. Just a big complicated model really!

Here's to a good turnout of WWI aeromodelling projects and documentation at the coming monthly meeting . . .

### Stan Mauger

Peterborough Model Fliers Club website:  
<http://www.peterboroughmfc.co.uk>:

#### 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 December 2014 Slipstream is November 22**

#### 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.

**NOTE: this competition ends this month, so get those entries in!**

# Monthly Club Night - Bryan Spencer

6-10-14

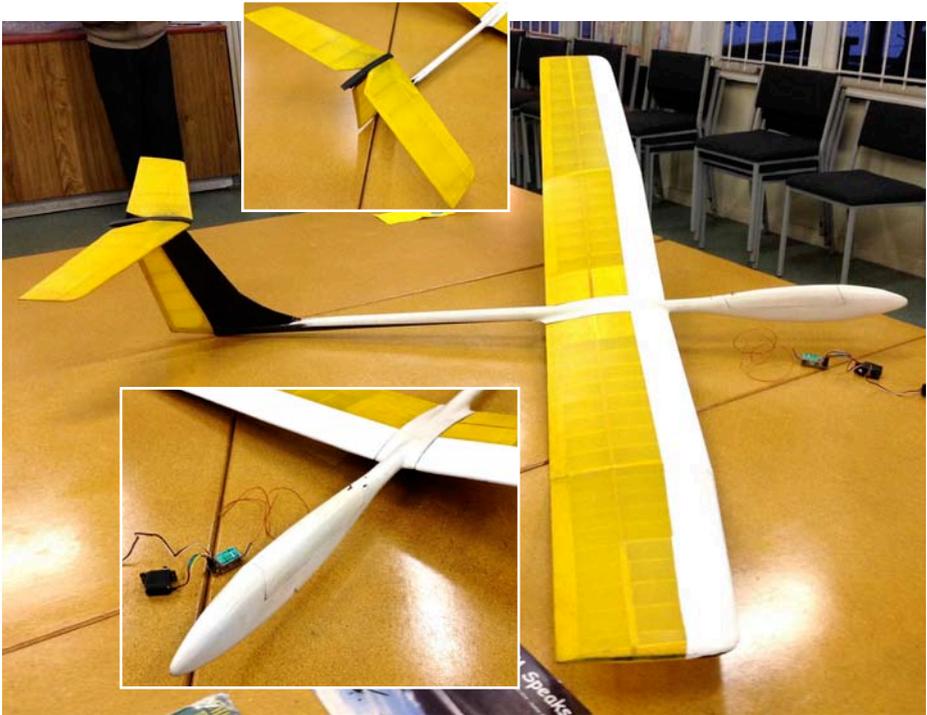
Present were John Bercich, Ricky Bould, Guy Clapshaw, Martin Evans, Paul Evans, Daniel Frew, Angus Macdonald, Stan Mauger, Louis McNair, Rob McNair, Mike Mulholland, Yolande Mulholland, Geoff Northmore, Arthur Pearce, John Raybould, Bryan Spencer, Don Spray, Michael Taylor, Keith Trillo, Stephen Wade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

This meeting was held during the second day of the Great 2014 Auckland Power Cut. There had been discussion amongst some club members about the possibility of the club rooms being in darkness and many stayed away. Those who did attend saw the light. As always the meeting started with a reminder about the two indoor flying sessions at Ellerslie during the coming month. There have been good numbers at Ellerslie and fliers have been enjoying the judged scale flying each fourth Tuesday of the month. John Swales is still in discussion with council regarding long term arrangements for indoor flying at Balmoral. Flying has been confirmed until November. Arrangements for the new year are still unresolved.

A supply of small stick-on club logo decals were on the table for members to take. These are the remainder of an order which was printed some years ago. The committee is presently considering the possibility of a new design for the club logo which could be used for future decal orders.

Arthur Pearce commented on the two silver cups that were found in Bruce Keegan's cupboard and featured in the last issue of Slipstream. These were cleaned up by Mike Fairgray and are now in pristine condition. Arthur identified the taller of the two trophies as the Orphans Cup, which was an indoor trophy. The Onehunga Orphans Club was like a lodge which met in the Orphans Hall in Church Street, Onehunga. Our club put on an indoor flying display for the Orphans Club members who then donated the cup. The club then met at the Orphans Hall on a regular basis for indoor flying. Arthur thought that Bruce's father may have been an Orphans Club member.

Next on the agenda were the models that had been brought along. The first was Charles Warren's repaired 2 metre R/C glider. that has just emerged from a two year restoration following a wing/gatepost meeting. The wing is based on that of the Goldberg Gentle Lady glider. The tubular fuselage is quite long, with a bulbous pod at the nose. Charles assured us that the name of the model is "Own Design". Charles had also brought his R/C SE5a scale model. We have seen this at earlier club nights but the model is now nearing completion. It has been drawn up from the well known Doug McHard free flight plan and powered by a PAW 55 motor with a throttle. Controls will be rudder, elevator, and throttle, with a turning pilot's head. We should be seeing this model at the flying field soon.



**Upper and insets:**  
Charles Warren brought his recently restored 2 metre Glider.

**Left:** Also built by Charles is this SE5a from the Doug McHard plan. It is powered by a PAW 55.



Keith Trillo brought four small rubber powered models to the meeting. The first was a lightweight autogyro, which he has found difficult to trim. It's built as per the drawings but needs more work. It certainly looks nice. His second model was a vintage twin pusher with contra rotating propellers. Keith has two small electric winders for the model which rotate in opposite directions. He has put the batteries in backwards in one winder and has a stop system which holds the winds on one motor while the other is wound. The model is launched by holding and then releasing the two propellers. Keith's last two exhibits were microfilm models, both Mini Sticks. The larger was a 7 inch span FAI Class model. This flies for 2-3 minutes on about 1000 turns. The smaller was built to see how small a Mini Stick could be and still fly. This one flies for about 20 seconds using 25 thou. rubber.

Mike Mulholland had two Hangar Rats on show. The yellow one was built of heavy wood and wire and was covered with domestic tissue. This is the robust version which the scouts that Mike tutors build, as part of their scout night activity. Although the wood was heavier than ideal, the scouts were able to fly their own models successfully. The white Hangar Rat is Mike's own lightweight model. This has been built of the lightest materials and uses tailplane tilt for turning. Mike also brought along a carved wooden propeller that he had created for an SE5 model, matching the Chauvieur design which was used on early full size aircraft. This is characterised by the line of the straight trailing edges of the blades passing through the centre of the prop hub. Another example of Mike's fantastic craftsmanship

Arthur Pearce brought along two models to help him explain why he hasn't been building model aircraft for some time. These were just two of the 13 different wooden toys he makes for sale at various craft markets around the city. They are evidently in high demand and Arthur struggles to maintain the necessary production rate. Someone asked how Arthur ensured that the front and rear legs of the pull along dog always stayed in phase.

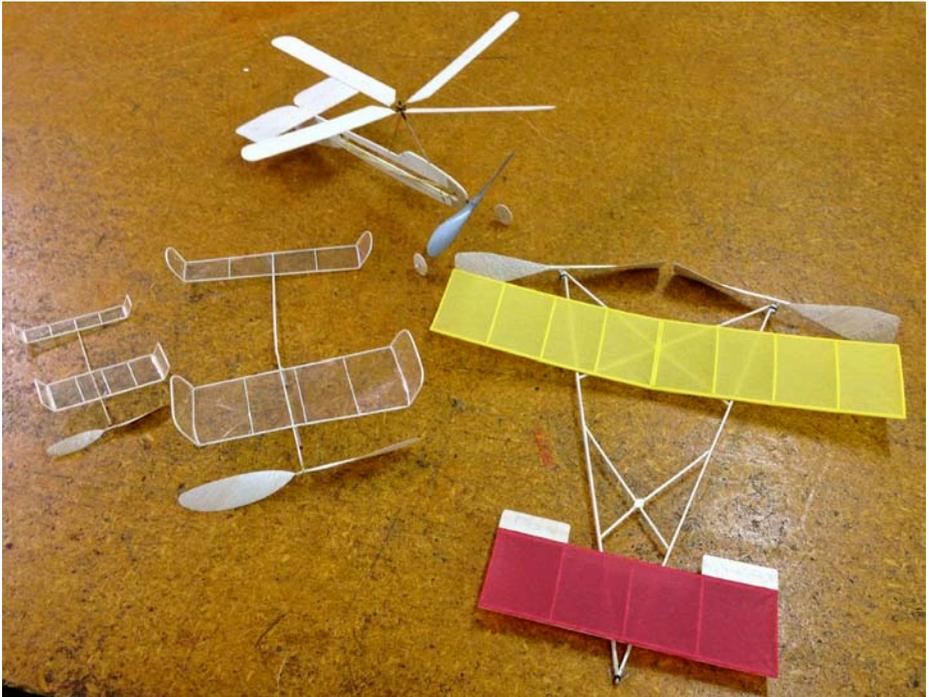
Michael Taylor brought along two recent issues of SAM Speaks and two books: *The Great Book of Aeroplanes*; and *Child of Wonder*, the autobiography of Arthur Mee of child's encyclopaedia fame.

In the Free to a Good Home departments were a selection of plans, some Peck Polymer nose bearings and shafts, and a large selection of Letraset type lettering sheets, all from Arthur Pearce. A large number of lettering sheets remained and these will be brought to the next club night.

As always, tea ,coffee and biscuits followed.



**Left:** A nicely carved propellor, by Mike Mulholland, from his SE5a model project.



**Upper:**

Autogiro, Mini-Stick lightweight indoor models and twin pusher, each beautifully crafted by Keith Trillo

**Above:** A pair of Hangar Rats - heavier and lightweight for indoor flying, built by Mike Mulholland.

# Push E and Kit Scale at Balmoral- Stan Mauger

29-9-14

With a good number attending, it was possible to run both Push E and Kit Scale events.

## Push E

All Push Es flew well and performance was controlled more by power and motor set up than by the state of model trim. On the first flight, Ricky Bould's model flew a respectable time, but successive flights showed a fall-off in power. Keith Trillo had difficulty in striking a happy power-balance between ceiling hugging and under-powered flights. Angus Macdonald had a better best flight time, but had trouble getting enough motive power from the batteries. Mike Stoodley had model power well under control, with a couple of over two minute flights that gave him the best time of the evening.

## Kit Scale

This was a contest between three well trimmed models. With flight times in reverse order to final placings it was clear that having organised documentation made the difference. All three models flew well.

## Results

Push E				Kit Scale	Static	Flying	Total
1. M. Stoodley	2:34	1:20	2:45	1. S. Mauger	68	34	102
2. A. Macdonald	1:27	1:42	0:53	2. A. Macdonald	34	40	74
3. K. Trillo	1:16	0:39	1:34	3. R. Bould	28	41	69
3. R. Bould	1:22	0:28	0:37				.

**Right:** Keith Trillo had several trimming flights with is recently complete Fike.

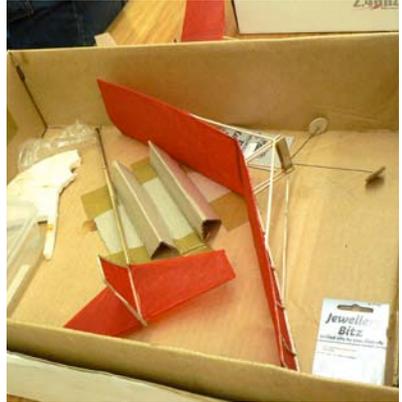
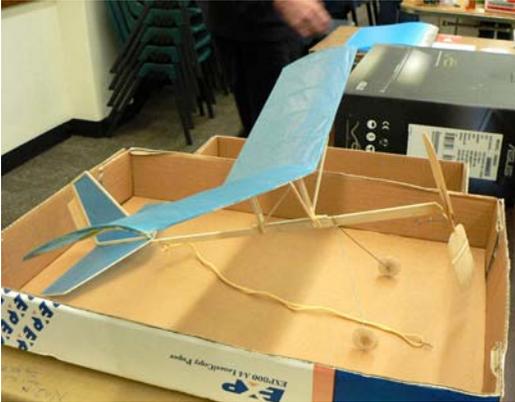
### Opposite page

**Top:** Mike Stoodley had his model well set up for good times (left). Angus Macdonald waiting patiently for the charger (right).

**Centre:** Hangar Rats brought along for trimming, by John Swales and Chris Groves.

**Lower:** Stan Mauger's KK Cessna and Ricky Bould's Peck Lacey, awaiting static judging for Kit Scale.





## **AMAC fliers at the BMFA Scale Nats - Stan Mauger**

After some enjoyable contest experience at the 2012 BMFA Scale Nationals at RAF Barkston Heath, Ricky Bould and myself ventured there to compete again last August. We were joined by Don Spray who came as a supporter and spectator. Ricky was a little better prepared than I, having his AOP9 in power scale and Comper Swift the CO2/electric event; both well trimmed models. Having realized back in April that I could not both complete and trim my Vincent project in time, I turned to my larger Antarctic Auster for power scale. This model needed a bit of finishing off and time to trim. A couple of reasonable flights close to departure time gave me some confidence that it should be a safe choice.

Once again, Bill Dennis, was CD of the Free flight scale events and did this well. Static judging of Power, CO2/electric and rubber scale free flight scale events on the Saturday was followed by the flying part of these events, flown in three rounds on Saturday and then Sunday evenings. In our terms, the first evening was relatively calm, but not a match for the calm conditions that we tend to fly in, on our early morning scale days here. The Sunday evening was challenging initially but settled down towards the end of the evening. Both of our power models suffered from the turbulence on the second evening. Like other competitors, we were both caught with the 30 second minimum flight time in some power scale flight attempts. Very disappointing.

Bill Dennis's RE8 retained its first place spot, with very high static and flying points in the Free Flight Scale Power event. However, Mike Smith had his Sopwith Cuckoo flying well at the end of the second evening and with good static marks, made second place. After some persistence, and after being being caught with the 30 second rule, Gary Odgers from Australia had a good enough flight and static marks with his Albatros CIII to make third place. Ricky's AOP9 flights were smooth, particularly on the first evening. The model took off nicely from the superb Barkston runway.

Having mistakenly swapped wing struts I was dismayed to find my Auster turning tightly, something it had not done on test flights. I had also set the Hurricane diesel running too fast. By the time that the results were in, Ricky had done better in flying and I had better static marks. With just two points between us, it put him in seventh spot and myself in sixth.

With nice ROGs and good flying pattern, Ricky made fourth in CO2/Electric, but he was up against stiff competition from nicely trimmed models flown by the top three place-getters. Derek Knight won the event with an immaculate Westland PV6, Charlie Newman was second with his lovely RWD 8 and Bernie Nichols made third with his smartly finished Piper L4 (proving that Piper high-wingers can be competitive). In Rubber Scale, Andy Hewitt once again made first place with his beautifully built and well proven Morane Monoplane, followed in second place by Derek Knight's Avro 560 monoplane and in third, Ivan Taylor, who could fairly claim to have had the best flights of the contest. The stability and presence of this SE5a in the air, left everyone in awe.

We were grateful to Brian Waterland from Peterborough Model Flying Club for his continuing background support that helped us throughout the contest. Special thanks to Brian and Mick Page for supplying most of the photographs for this report.



**Top:** Ricky Bould looking anxious as his AOP9 begins the take-off roll. He needn't have been as the model took off and flew smoothly. **Lower:** Stan Mauger seen getting ready for his first [nail-biting] flight on the first evening.



Fine detail evident in the two top placing models. **Upper:** The RE8 by Bill Dennis.  
**Lower:** Mike Smith's splendid Sopwith Cuckoo.



**Upper:** Andy Hewitt's DH6 held much promise but was too under-powered to qualify for flying points. **Lower:** Gary Odgers from Australia, made third place with his well detailed Albatros CIII.

## Peterborough Flying Aces Nationals - Stan Mauger

Held on the weekend following the BMFA Scale Nationals, at Ferry Meadows, Nene Park, south of Peterborough, this event attracted a huge number of scale and vintage fliers. The park is a large area ideal for this strictly 'no I.C. engines' day organized by the Peterborough Model flying Club, whose clubmembers ran it like a well-oiled machine! The logistic were impressive to those of us who are accustomed to contests with just a few events and contestants.

The standard of model building and flying was extremely high across the wide range of events. Vintage designs not seen for years emerged in various events and there were also some very enterprising scale designs like Mike Stuart's A.W. Argosy for example, that stooged low in the less than ideal flying conditions. Of interest was the 36" glider bungee launch event that was easily the most popular in the contest.

Ricky Bould's Piper Cub flew well enough to award him a second place in kit scale. The Cub handled the turbulent conditions well. The final flight was nearly perfect after two reverse starts. This took the top off the charge and resulted in a realistic climb and cruise pattern.

The relaxed flying in this event made it most enjoyable for all and is highly recommended for vintage or scale modellers alike who enjoy getting back to flying in these classes.



Simple rubber powered cabin, endurance and scale subjects were a popular choice.

The following list taken directly from the programme shows the extensive range of models flown.

## **Events**

**Open Rubber Scale**- Masfield Rules ie No flight judging, just duration plus bonuses.

**Open CO2/Electric Scale** “Stand off” scale judged against plan/ three view, plus judged flight profile of launch/flight/landing. Any CO2 motor/tank permitted.

**Kit Scale** Any rubber powered kit model up to 36”span. Model judged against kit plan plus judged flight profile.

**Jetex/Rapier Authentic Scale** Judged against model plan/three view and judged flight profile. Jetex/Rapier Profile Scale judged against model plan/three view and judged flight.

## **Free flight events**

**P-20.** 20”span and length. Max 8” plastic prop, 6 gram motors (may be external)

**Cloud Tramp** 5 flights No Max. (best and worst times discarded, and the remaining 3 times totalled. Note! If fewer than 5 flights logged the best and worst are still discarded.

**Jetex/Rapier Duration** Duration event.

**Frog “Senior” Rubber Duration** Built from the Frog plan.

**Catapult Glider** Catapult, max 2 grams rubber on a 6” max handle. (This equates to 140mm of 3/16” in a single loop). Any model permitted.

**Duration Rubber** Ratio: No Max. Any rubber powered model with wing span 16”-25” (tip to tip). Flight score is total time in secs (from 3 flights) divided by span in inches.

**Table Top Precision** For Rubber models. Models must Rise off Table.

**Electric Precision** Precision flight time contest for any electric powered model.

**36 inch Hi-Start Glider;** Any glider up to 36”span launched by the supplied “Hi start” bungee.

**Flying Swarm** Mass launch for any non electric model that is eligible for one of the day’s competitions. Last model down is the winner.

**Concours** For the most impressive model flown on the day.

**Young Flying Aces** Any entrant less than 18 years old on 31/08/14 will be awarded a 25% bonus in all non scale events except “Flying Swarm”

**NEW! World War One Tribute event:** for the best scoring model of a WW1 combat aircraft flown in any of the scale competitions.



**Top:** Ian Lever and Mike Stuart flew Frog Diana Gliders.

**Centre:** Bungee glider was a popular event

**Inset:** Chris Blanch being assisted to wind his Sablatnig SF4 triplane floatplane.

**Left:** Mike Stuart's impressive A.W. Argosy was seen making short flights at the edge of the field.



**Top left:** Julio Isidro casts a watchful eye on his daughter as she launches her Cloud Tramp.  
**Top right:** Tony Johnston flew his Flying Aces Moth. **Above:** Catapult gliders complete with dethermalisers.



**Top left:** David Parker's Stahl Waco SRE resplendent against that sky backdrop.

With so much to see, I missed seeing Mark Ashby's nicely built Fokker D7 (**top right**), and Peter Smart's impressive electric powered Lancaster (**centre**), flying.

**Left:** A squadron of nicely built rubber-powered WWII subjects.



**Left:** Andy Sephton's well-researched ABC Robin, seen on the judging table.

**Below:** A bootful of just some of Ivan Taylor's beautifully built scale models including Mustang, Spitfire and SE5a.



# Hoteo Report - Stan Mauger

10-8-14

After the cancellation of the Patetonga Scale Day, better weather seemed likely at Hoteo a week later. Conditions were beautifully calm for those who arrived early. Don Spray made considerable progress in trimming his Heinkel 46 power scale model. It looks very promising. Ricky Bould had a load of models to test but I only saw his Comper Swift flying, in low level circuits.

Paul and Martin Evans were free to give help to those flying, having come without batteries. Stan Mauger soon had his ED Hornet running well enough to test fly his latest Auster, but after a few tentative flights, the gathering breeze put an end to further attempts.

Despite the building breeze, George Fay had his Curtiss flying fast and smooth. He had less luck with his Dauntless that was unable to cope with the strong breeze and stalled, then dived sustaining real damage on its final flight. Cries off "That's it!" and suchlike have now subsided and I hear that it's tabled for a rebuild.

Michael Taylor, undoubtedly sensing that it was a nice morning's drive also came up to share in the morning's flying.

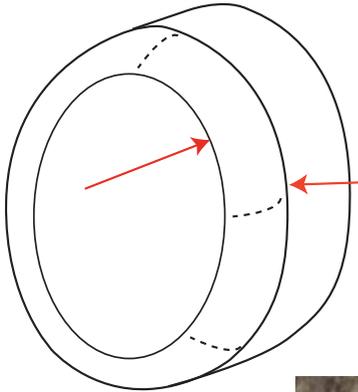


**Left:** Don Spray testing his Heinkel 46

**Top:** The model gaining height as the engine accelerated.

# Sopwith Camel Kit - Mike Mulholland

With the cancellation of the Patetonga Scale Day I put the time in to start my little kit scale project, a Keil Kraft Sopwith Camel. To make the cowling ring, I have used 0.4mm styrene, the same thickness as they use for coffee cup lids. I played around with it to do the cowling ring as can be seen in the photo. It is very good to work with. I have also developed a technique to 'turn' the cowling plug without a lathe, that worked perfectly. Refer to the drawing.



## Making a cowl plug

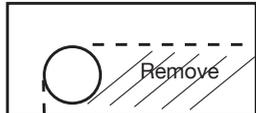
1. Mark out disk using a compass allowing for thickness of the styrene.
2. Cut disk and sand perfectly round on table sander.
3. Mark extent of radius on front face and edge of block (see red arrows).
4. Rough out radius with sanding block.
5. Finish with shaped block (see right).



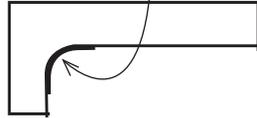
**Stage 1** drill hole of correct radius in hard block



**Stage 2**



**Stage 3** Glue sandpaper in radius



## A visit to the home of RedFin - Stan Mauger

Fanciers of small side-port diesel engines may no doubt be aware of the new RedFin side-port engines offered by Alex Phin in South Yorkshire. As these engines are available directly ex his workshop in there, Ricky Bould and I took the opportunity, whilst attending the Barkston Nationals, to make an easy diversion to visit him. Alex is unusual in that whilst he does not make these engines himself, he checks them over individually, rather than being purely a mail order supplier. His workshop is a modeller's delight. It reflects a craftsman with a real love of model aero engines and a good knowledge of engineering. His RedFin range includes a number of these diesels of differing capacities and when we visited he was talking about a reed valve variant of the basic RedFin design. This engine is written up in the latest Aeromodeller. Our eyes boggled when he showed us a sheet of metal with a number of con rods laser cut out of it, reflecting how technology has changed manufacturing methods. Importantly, though, Alex is an aeromodeller himself. A great way to understand the kinds of engines that modellers want.



**Left:** Alex Phin in his workshop.

**Right:** Like a kid in a toyshop! Some of a production run about to be despatched.



## Calendar - November

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 1/2E Texaco, E Texaco and E Rubber E Texaco may also be flown.

**Karaka Steward**

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

### HOTEO

**NDC events\*** A1 Glider, Kiwi Power, Payload, Open Glider, Vintage FF Duration, Classic FF Glider Duration, Vintage RC Precision 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**

November 24

**Practice night all rubber classes** [7.30-10pm]

**Ellerslie**

Tuesday November 11

**Michael Park School Hall**

Indoor radio flying (7.00-10pm)

Tuesday November 25

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](http://www.modelflyingnz.org) for NDC Calendar for other events

## OFFICERS OF AUCKLAND MODEL AERO CLUB INC.

Patron	Angus Macdonald	575-7232	angusmac@xtra.co.nz
President	Charles Warren	09 238-9430	cpwarren@ps.gen.nz
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
Recording Officer	Keith Trillo	298 4161	careith@hotmail.com
Bulletin Editor	Stan Mauger	575-7971	stanm09c4@gmail.com
Committee	John Bercich	534 0154	Jbercich@xtra.co.nz
	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 meeting

7:30 PM

ASME Clubrooms, Peterson Reserve, Panmure.

**Monday November 3, 2014**

**Theme: WWI models and aircraft**

### Items for the table:

Models, plans, engines, photographs etc.

### Trading table:

Buy, swap, sell and donate.

**Visitors or intending members welcome**