

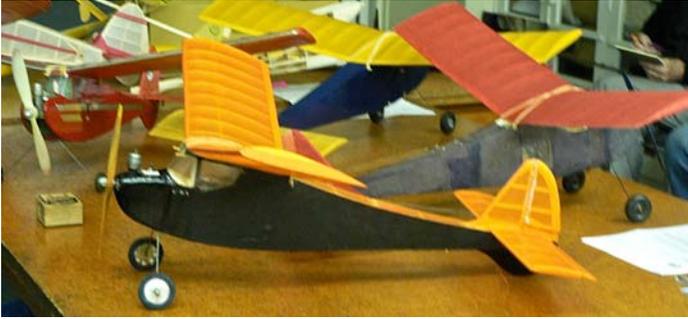


BULLETIN OF THE AUCKLAND MODEL AERO CLUB INC. EST. 1928

May 2015



Don Spray's rubber powered Me109 on a test flight at Hoteo (See p.14).



Tomboy & Texaco

Tomboy and 1/2A Texaco will be flown as a monthly competition at either the AMAC field at Karaka or the Tuakau Club field.

Contact Keith Trillo for confirmation of site and possible postponement, Mobile: 027 460 7180.

AMAC placings count to event Club points

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 email them to stanm09c4@gmail.com

Deadline for articles for the June 2015 Slipstream is May 23

Editorial – Conveying (in)tangibles

It's time to pay Club subs again and perhaps a good time to reflect on the value of belonging to the Club. In previous editorials I have pointed to the contributions that other Club members make to what we know in our craft, but it bears mentioning again. The chance conversations, and links to others who share our aeromodelling interests enable us all to extend what we know. Organised Club meetings and flying days offer these opportunities as do the informal friendships that develop around these. I often think about the on-going learning process that enables us to do what we do or improve what we do, and about how much others contribute to this. All this sounds a little intangible, which makes "What can I gain from Club membership?" an imprecise question, other than to point to the obvious benefits of flying fields, insurance, participation in contest events, information about processes and technical matters, building and flying experience and so on. I firmly believe that many who stay on the periphery of the Club could benefit greatly from the pool of knowledge that members are very ready to share.

The Club has done well to hold the Club cost component of subs for a number of years. So subs are good value and are due now. Incidentally, if you pay by direct debit, please ensure that you supply a reference on your credit so that the bank statement shows from whom the sub has come. Club membership has also stayed fairly constant, which is an achievement for any club.

Stan Mauger

AMAC PRESIDENT'S REPORT 2015

Welcome to the AGM and thank you for attending. Thank you to the club committee for all the work that they have put in on our behalf, organising our activities and publishing the club bulletin. The weather seems to have been kinder to us this year and we have had more than our usual share of good days for flying models outdoors. There has been a resurgence of flying activity at Karaka, using the farmer's field and taking advantage of Karaka Sports Park facilities. This has involved both vintage duration models and scale models and it has been the policy to keep the size, speed and weight of models low at this site so as not to risk losing the facility by antagonising the public.

There has been continued use of the Miro Road site for the larger multi-channel models and now this group of members are also using the Elbow Road site for aero-tow gliders which require a larger take off /landing area. The indoor fliers and the free flight groups have also been active. The free flight scale enthusiasts have been active at club, national and international competitions.

The club had a successful display at the Ardmore Open Day with 41 models on display and attracted lots of public interest.

We have gained some new members and lost some of our older members and numbers have remained steady. Expenses have been contained and the club remains financially sound.

CHARLES WARREN

Monthly Club Night - Michael Taylor reports

6-4-15

This month we had less table space owing to the layout for AMAC's 87th AGM that had opened proceedings. The faithful who gathered were Ricky Bould, George Fay, Angus Macdonald, Stan Mauger, Mike Mulholland, Geoff Northmore, Arthur Pearce, Bryan Spencer, Don Spray, Michael Taylor, Keith Trillo, Charles Warren and Keith Williamson, while Guy Clapshaw, Paul & Martin Evans, Brendon Neilson and John Raybould had submitted their apologies.

Bryan Spencer led off by confirming the dates for indoor flying. He also whetted our appetites with news of the 'full-size models' on show during the Easter Vintage event at Omaka. Among these was a V1 Flying Bomb – not quite authentic as the propulsion is by fans rather than ramjet (and it failed to explode on landing). Of those present, Geoff Northmore had actually witnessed the real thing in war-time London. Another WW2 topic followed - an array of photos given to Angus having been taken from the bridge of an aircraft carrier. Types spotted by the sharp eyes of Charles and Ricky included Albacore, Swordfish, Fulmar, Martlet, Spitfire and Seafire (it's tempting to lump the lot as 'neither fish, fowl nor fine fresh herring' to use the old phrase). Balancing these was an old-timer

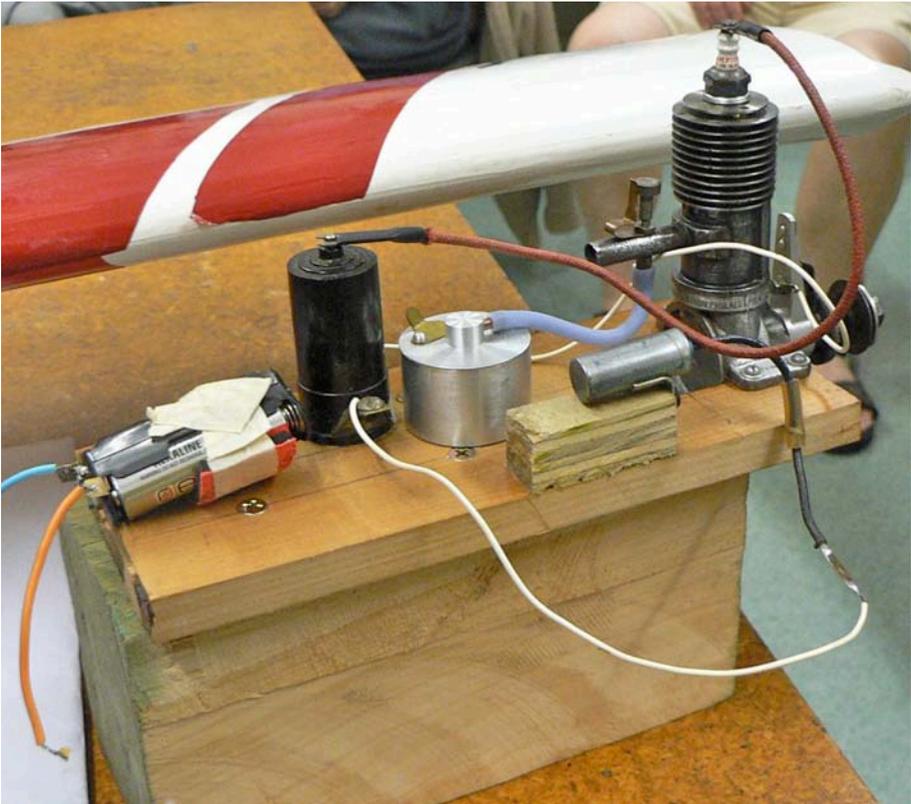


Above:

The Club's R/C trainer re-built to low wing configuration by Charles Warren.

Opposite: Keith Williamson has set up his Brown Junior in readiness for installation in his Comet Clipper.

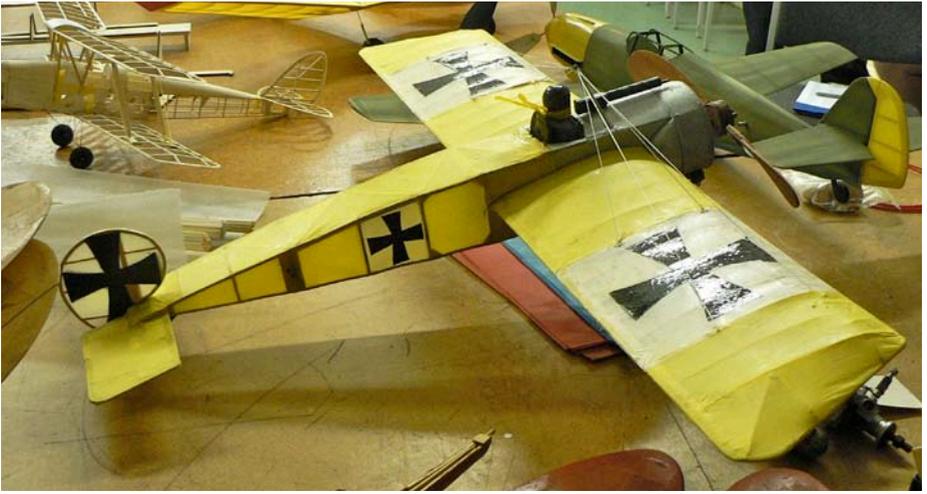
from the model aircraft field, namely a Brown Junior motor intended for the Comet Clipper, once Keith Williamson sorts out the necessary electrics with help from Angus. The actual theme of the evening, Repairs & Rebuilds, produced some interesting items. President Charles set an example with a current version of the club's Flying Trainer that has suffered many crashes. This has been converted from high-wing to low and is being flown mid-week at Highbrook to gain experience of aileron control. Next we were able to admire one of the Earl Stahl range completed by Mike Fairgray, namely a MIG-3 rubber-powered scale model alongside Don Spray's Zlin T37, fresh from being flown at Hoteo in the past weekend. Don's partly finished ME 109 completed a set of intriguing low-wing projects. Flexible 3-bladed propellers are a special feature of Don's models. George Fay yet again has a challenging project on the go, this time a Fokker EIII Eindecker design for rubber-power. And just in case our scale enthusiasts need fresh ideas, Bryan Spencer drew attention to the vast store of plans and scale documentation available from Trevor Martin's resource.



Keith Trillo had a recent call from Bill Bell to off-load an assortment of items such as 'vintage' covering materials, silk or tissue. A couple of his motors were for sale – an OS Max and a DC Merlin, while Keith W had a proven OS Max 20 on offer. Other well-used engines, among them Frog 350 and 500 were destined for good homes. Bill's brace of battered biplanes with shattered tissue escaped the bin, c/o Workshop Mulholland. Both these oldies are cabin jobs of about 45" span, with the lower wing smaller than the upper, and featuring twin rudders. In contrast, Keith Williamson is hoping to find a new owner for his spotless classic team-racer with Eta 29 power – attention all control-line fliers. Next a pair of very large air wheels proved a sad reminder of Angus Macdonald's Gipsy Moth following its crash at the Nats. Not quite a rebuild but more a skilled make-over was the Aries West Wings biplane constructed in Michael Taylor's apartment and brought to flying condition by Mike Mulholland who has kindly provided a fresh propeller assembly and renewed the wing covering to get rid of warps. Mike's own project was another Tiger Moth, on show prior to covering to show the structural details plus the use of jigs that come with the Avetech kit and ensure true alignment of parts. Mike also displayed a bundle of high quality balsa strip readily purchasable from a New Jersey supplier. A noteworthy table was rounded off by Ricky Bould's contribution – an Auster AOP fuselage awaiting cockpit detail. Three issues of the UK Sam Speaks magazine were for the reading and as usual the evening closed with a chat session of tea, coffee and biscuits.



Above: Bill Bell's store of vintage items found new homes during the evening. One of the two biplanes is thought to be a Skylark, but which?



Top: George Fay's rubber powered Fokker EIII Eindecker, after testing at Hoteo.
Above: One of the two vintage biplanes from Bill Bell's Hangar. Some challenges there in the re-covering



Top: Gipsy Moth undercarriage saved from Angus Macdonald's Gipsy Moth.

Centre: Keith Williamson's sprightly Firecracker Eta 29 powered B Team racer, looking for a new owner.

Left: Michael Taylor's West Wings Aries, looking pristine with some finishing touches.



Top: Don Spray's new rubber powered Zlin Cmelák is now flight tested.

Centre: Another rubber scale model, an Me109 also built by Don. Note the flexible prop.

Left: Mike Fairgray's tidy Stahl Mig-3 awaiting some flight testing.



Upper: Ricky Bould is making good progress with this replacement fuselage for his 48" free flight scale Auster AOP9. Nice detailing evident in the construction.

Above: Almost too nice to cover. Mike Mulholland's second very lightly built DH Tiger Moth kit development model. See page 17 for a view of the more advanced model. In the left foreground are some of the jigs to be supplied in the kit to aid easy construction. To the right, some excellent balsa strip for lightweight model building.

Karaka Diary - Keith Trillo

12-4-15

This was a low key morning's flying with good overcast flying conditions. Ross Northcott had been flying earlier at the Sports grounds. Brendon Neilson flew his IC Tomboy and Keith Trillo, his E Texaco Stardust Special, which has a wingspan of 69 inches. John Butcher and David Gush from the Tuakau club arrived with David flying catapult gliders and then his Radian glider. John Butcher flew his 1/2E Texaco Miss Fortune X.



Upper: Brendon Neilson and David Gush. In the foreground are Brendon's Tomboy, David's Radian glider and his hand launched gliders.

Left: Keith Trillo's Stardust Special and to the right John Butcher with Miss Fortune X.

Push E at Balmoral - Stan Mauger

30-3-15

The evening's Push E flying got off to a great start with an excellent flight from Keith Williamson's Push E. Keith continued this with another two good flights. Keith Trillo was hard on his heels, with some good times from his Push E. He had his model circling well, in the hall. Having encountered battery problems on his Push E, Ricky Bould had to be content with short flights. Angus Macdonald had a couple of test flights with his model, but did not put in any times. He spent a good part of the evening helping Stan Mauger to trim a Hangar Rat built by Bruce Keegan and handed on to Stan. Under Angus's expert tutelage, the model was soon flying well and should be a good introduction to this class for Stan. George Fay did an excellent job in recording flight times for the Push E event.

Don Spray was testing his Peanut Whittman Tailwind. It's a sound design so should be able to be trimmed. Ricky Bould slipped in a good flight before departing, with both his Comper Swift and new Peanut Ironsides. Both models are good performers. Elsewhere in the hall, Mike Stoodley was seen flying his Mini Vapor and Chris Groves his Hangar Rat.

Results

1. K. Williamson	2:18	1:47	1:32
2. K. Trillo	2:08	2:11	1:44
3. R. Bould	0:28	0:32	



Upper: Keith Williamson charging his Push E before a good flight. George Fay to the right, assisting with judging.

Below left: Stan Mauger brought this Hangar Rat, built by Bruce Keegan, for test flying.

Top: Angus Macdonald's
1/2 scale Modelair Hornet.

Left: John Swales and ex-
Bruce Keegan Hangar Rat.



Top left: Don Spray setting up
his Whittman Tailwind.

Top right: Keith Williamson
before his first flight.

Centre: Ricky Bould attending to
charging his model.

Left: This Ironsides built by Ricky
is a sprightly Peanut performer.

Hoteo Diary - Paul Evans

4-4-15

A fine windless day greeted Ricky Bould, Don Spray, George Fay, Paul Evans and Michael Taylor. Michael had come for the day with no models but was soon into timing the others in open rubber entries. Rubber power was the main flying part of the day. Don had his Zlin Cmelák and Me 109 and Ricky a Comper Swift and Fairy Barracuda.

George's first trimming power flights with his Airacobra created some moments that kept us on our toes. There were some turns in the air that you would not like to be close to, but on one flight, the power cut just in time to save us, with the model finishing on the fence with no damage. Some more flights showed it needed downthrust, but his models bounce well and incurred only small damage. George's Broussard also needed some trimming as it tended to turn left and drop a wing. On the third try, the nose was 'reshaped'.

Don was very happy with his Zlin Cmelák power version, which looked very good in the air. On one flight it flew into the fence with no damage. Paul had a test flight with the aid of Michael, of a free flight glider that was made from a plan given out on a BBC model programme back in 1970. It is about the same size as an A1 and it will go well when the auto rudder is fixed. He also had some flights with the R/C Voltimer, and just for the fun of it, the roof of the van was used as a takeoff strip - it worked! In all a very good day.



Above: A first flight for Don Spray's rubber powered Zlin Cmelák.

Opposite: The steep climb of George Fay's Bell Airacobra provided exciting moments for both flier and spectators.





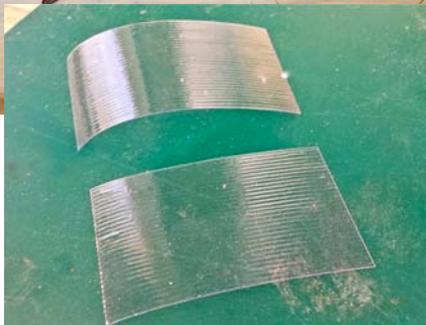
Top: A first flight for Don Spray's rubber powered Me109, seen on the launch.

Above: Paul Evans's novel van top take-off worked for his Voltimer.

Building Board

From Mike Mulholland

Mike has sent in these photographs of progress on his second DH Tiger Moth for an Avetek kit. The glossy fuselage finish is to replicate the superb painting of Rob McNair's aircraft, from which the model colour scheme is taken. The model is rubber powered and of 21 $\frac{1}{2}$ " span. The projected final weight is approximately 45 grammes. Photographs below lower, show the laser cut master from ply, for creating tank corrugations and mouldings taken from it, and below these, the lettering and trim - *Ed*



Patetonga Scale Day - Stan Mauger

3-3-15

This was the scheduled day for all free flight scale trophy events, but the breeze that greeted us on arrival looked as though it might build and not allow enough time to run these events. The day became a scale rally and an opportunity for trimming new or newish models. The weather proved to be within limits for free flight scale flying and no lengthy retrievals were required. There was plenty of flying activity and some of us brought more models than we had time to fly.

Michael Taylor's West Wings Aries biplane was early into the air, ably assisted by Mike Mulholland who treated us to some superb flying with his nicely and lightly built rubber powered Tiger Moth. Both models are well-trimmed and great to watch in flight. Also early into the air, was Jack Godfrey's Mills .75 Cessna Bird Dog. This is a finely detailed



Above and right: Jack Godfrey's finely detailed Cessna Bird Dog is powered by an inverted Mills .75.

all sheet model that has still been kept light enough to fly well. Some opening out of the left hand turn was still needed, but the model looked most realistic in the air. His electric powered Chrislea Ace is also great to watch, but on this day seemed to need a bit more power.

Ricky Bould had his CO2 powered Hawker Hurricane from the Doug McHard plan, flying well. He also had good flights with his Veron Comper Swift built for kit scale.

Don Spray had his rubber powered Me109 nicely trimmed out. He was trying out Ivan Taylor inspired propellor designs on both this model and his Zlin Cmelák. The Cmelák is flying well and only needs a little more power. His diesel powered Cmelak and Heinkel 46 stayed grounded with engine problems.

George Fay's Airacobra flew some tight turns in true fighter style and was most impressive to watch. He also had his rubber powered Fokker EIII Eindecker out for some flights. Another model that looks realistic in flight. Stan Mauger had a first tentative flight with his AusterBoxy and by the third flight had it flying well enough to need only a hint of side-thrust to open out the left-hand power turn. With the advantage of R/C, Martin Evans was able to put some longer and more aerobatic flights with his Vic Smeed-designed Tom Thumb.

Models seemed to cope remarkably well with the light breeze and the morning was a great opportunity to get scale models in the air.



Above: Stan Mauger switched to a DC Sabre for testing his 48" free flight AusterBoxy. He had several flights to establish trim.

Right:

Ricky Bould soon had his Doug McHard designed Hawker Hurricane flying well. The model is CO2 powered.

Centre: George Fay assisted by Ray, putting on some turns on his Fokker EIII Eindecker.

Lower: This was an opportunity to try out the new propellor on Don Spray's Zlin Cmelák. The model showed a need for a little more power.





Top: Michael Taylor's West Wings Aries was seen doing gentle circuits of the field.

Centre: Ray Fay assisting George to sort out the fuel line for his Airacobra

Right: Martin Evans had his delightful Vic Smeed Tom Thumb converted to electric RC. Had some very pleasant flights in the light breeze.



FREE FLIGHT **SCALE DAY**

Sunday **May 17**, Hoteo
from 8.00am

All free flight scale classes

- F4A power scale • Rubber scale • CO2 / Electric • Kit scale
- Plan Scale entries

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

Indoor flying at Morrinsville - October 2015

This is an advance notice of an indoor flying day being planned for a Sunday in October.

It is envisaged that Hangar Rat, Push E, Peanut Scale, Open Rubber Scale and Kit Scale events will be held. Please let Stan Mauger or any of the Club committee know if you would like to fly in these events at Morrinsville.

Postal Plan Scale Competition 2015 Now under way

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.

Calendar

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

KARAKA

Sundays

Tomboy Extravaganza (*for Club points*)

Flying can take place between 10am and 2pm
(9am to 3pm for gliders and other silent models)
NOTE 1/2A Texaco is included in the Karaka/Tuakau Programme. NDC events *could also be flown.

Karaka Steward

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

HOTEO

NDC events including Classic F/F Power Duration,
*1/2A Texaco, *1/2E Texaco, *A Texaco, Classic RC
Precision, F1B Rubber, Open Rubber, A2 Glider, F1A Glider

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 May 25

Mount Eden War Memorial Hall

Practice night all rubber classes[7.30-10pm]

Ellerslie

Tuesday May 12

Michael Park School Hall

Indoor radio flying (7.00-10pm)

Tuesday May 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

HOTEO

May 17

All Free flight scale events - *for Club points [See opposite]*

OFFICERS OF AUCKLAND MODEL AERO CLUB INC.

Patron	Angus Macdonald	575-7232	angusmac@xtra.co.nz
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Secretary	Michael Taylor	849 6336	taylor.mjk@xtra.co.nz
Treasurer	Jeanette Northmore	527-0158	morg1@xtra.co.nz
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	Don Spray	828 4892	Paul Evans drlmspray@xtra.co.nz

Club subscriptions

NZMAA Affiliation is mandatory for Club flying

Senior \$50 (+\$70 NZMAA) **Family** \$55 (+\$75 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

Monday May 4, 2015

ASME Clubrooms, Peterson Reserve, Panmure.

Prizegiving plus

Theme: Slope Soaring Gliders

Items for the table:

Models, plans, engines, photographs etc

Trading table:

Buy, swap and sell

Visitors or intending members welcome