



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

October 2015



Principal sponsor and supporter of the Drury Cubs Tiny Bee project, Gwyn Avenell, with Wade Houston. Wade's model flew particularly well. Refer to article p.16.



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

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.

Editorial – Working together

Looking through the reports in this month's Slipstream, I am reminded of the value of working with other groups. Mike Mulholland's work with the Drury Cubs undoubtedly presented this young group with a fun introduction, not only to the challenges of getting models to fly, but also to all of the practical aspects of aeromodelling involved in even a simple Ray Malmstrom model design. It would be great if some continue to build models, but regardless of this, the aeromodelling experience has value in itself. It was also great for Club members to have the opportunity to share their expertise with the Drury Cubs on the indoor fly-off night.

Club members (wearing their Scale Free Flight and Control Line SIG hats) joined control-line fliers at Mercer at the end of last month in a combined control line meeting. Apart from the delight I have in seeing control-line activity in the Club, this was a good example of how interest groups can each contribute to successful and enjoyable flying days because of the greater numbers participating, and enjoy the opportunities for renewing friendships and exchanging ideas.

For a number of months, there has been a notice of the Morrinsville Indoor contest day for free flight and scale classes as seen below. This is a partnership between the Club and the Scale Free Flight and Control Line SIG, although interest has come from many beyond the Club. Indications are that it will be well supported. It will be a great opportunity to bring together others throughout the region and beyond, to fly these classes, and through flying them, to help to keep them alive.

Stan Mauger

Indoor flying contest, Morrinsville
Sunday October 11, 2015

Venue:	Westpac Stadium Hall, 21 Ron Ladd Place, Morrinsville	
Programme:	9.45	Arrive and unpack ready for start time
	10.00	Hangar Rat and Push E run concurrently, ending at 12.30pm
	12.30	Peanut Scale, Indoor Open Rubber Scale F4D, Kit Scale
	3.50pm	Hall vacated.
Entry cost:	\$20.00	

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 2015 Slipstream is October 24

Monthly Club Night - Mike Fairgray reports

3-8-15

Present were Gwyn Avenell, Ricky Bould, Guy Clapshaw Paul Evans, Mike Fairgray, George Fay, Leigh Fraser, Tony Hill, Angus Macdonald, Bill McGarvey, Stan Mauger, Mike Mulholland, Brett Naysmith, Brendon Neilson, Geoff Northmore, Arthur Pearce, Bryan Spencer, Don Spray, Keith Trillo, Stephen Wade and Charles Warren and Keith Williamson.

The night's theme was "Radio Control Models and new projects". Charles opened the meeting calling for notices. Usual notices for indoor and other flying activities were noted. Mike Mulholland was keen to have some assistance with the indoor meeting at the Drury Hall on the 17th September where the Cubs would be launching their newly build indoor models. Those coming were asked to bring winders.

Ricky Bould had a box of vacuum moulded pilot's, dummy engines, cylinder heads, and wheels. If anyone is interested in any of these items contact Ricky. His models were a Veron Luscombe Sedan and an Aeronca C3 Collegian. The Luscombe is rubber powered and the Aeronca is powered by a Brown Co2 motor. Apparently a full size version originally from Fiji is in New Zealand and has been flying for the last 5 years. Rumour has it that it will be coming to Dairy Flat

Keith Trillo had two R/C models, both electric indoor types. The depron 4 Site is prone to damage but the larger Yak is better at handling any unintentional contact with hard objects. The Yak has an unusual flight characteristic in that if launched by hand it goes into a vertical climb but ROG it turns left and executes a good take-off pattern. Don Spray has completed his Airsail Auster in camouflage and did away with the plastic formed parts, replacing them with balsa. The model is ready for flight testing and will be entered in Kit



Above: Don Spray's nicely built new rubber powered Airsail AOP9, with balsa substituted for plastic mouldings, should be a good flier.

Scale. His Luton Minor is also for Kit Scale and while detail has not been completed, has flown and looks good. Once again Don had brought along a couple of Trevor Martin's reference folders.

Angus had brought his SIG Monocoupe which is ready for flight testing. It needed no nose weight. After some careful hand launches the glide looks ok. Keith Williamson had a Mills .75 for sale along with a class B team racer complete with an Eta 29 and stainless steel control lines. The model has proven to be a good flyer and is ready to go - just add fuel. Bryan Spencer had along a box full of small balsa sheets from Trevor Martin's hand-picked selection, which was available to all. The formers for making rubber model propellers were given to Ricky Bould for safe keeping.

A nearly completed Sopwith Triplane was the creation of Gwyn Avenell's son, who built the model from scratch. He drew up the Cad generated plan, laser cut the wood, constructed jigs and put it all together. The undercarriage was made from two laminations of .8mm ply instead of the usual music wire. The tissue came from Martin Dilly and appeared to be denser than other tissue as it only took one coat of shrinking dope and one of non-shrink dope to seal the pores. A cheap 3D printer was purchased to produce and the cowl which was light and accurate. The model is very light and straight. The total weight so far is 22 grams. The other model was an Airsail Pilatus Porter. The original kit was reviewed for Aeromodeller and the review was far from favourable, with a long list of problems with the fitting of parts, some construction errors such as the wing spar protruding above the rib, plan and instruction errors. Gwyn contacted the reviewer and procured an itemised list of



Above: Gwyn Avenell has reworked the Airsail Pilatus Porter to improve nose structure and other parts of the model.

problems and set about correcting these for future kits. The result was the model that he brought along. All the issues have been resolved and a supplementary list of construction instructions will be added to each kit. A further review of these improvements is scheduled to be published in Aeromodeller. The model weighs in at 52 grams. The other item was an S-Hook assembly for rubber powered models which incorporated a freewheeling device. The reverse S hook has been bent with a kink in it which holds the rubber in the correct position in the hook. This device will be included in all kits and can be obtained from Avetek Limited for \$9.00. Several were snapped up right away.

Mike Mulholland brought his Bristol Scout and a jig for moulding the fuselage curvature characteristic to this aircraft. Using non diluted cloudy ammonia he soaked the balsa strips and was able to mould them to shape using the jig which took out all the tension. In this way hard balsa strips can be used, which normally would not have been able to be bent to the correct shape. Also Mike had some lightweight modelling clay made in the USA which when taken from the packet and moulded to the required shape dried to a hard compound. The product is available from the Takapuna Art Supply shop.



Upper: Ricky Bould brought along a new Veron Aeronca C3 Collegian, stablemate for his new Aeronca Sedan.

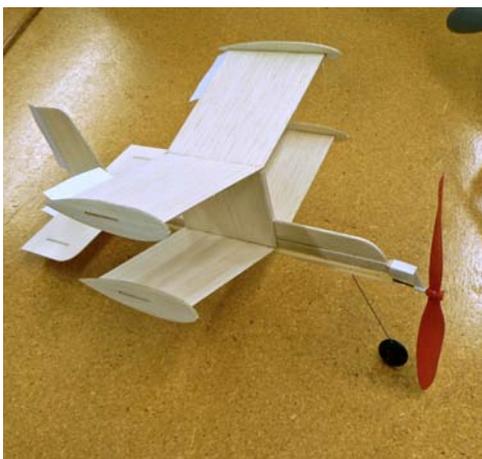
Right: Keith Williamson's Firecracker Class B Team racer complete with lovely Eta 29 and wires to go.



Arthur Pearce noted that he had read a book titled “After the Flood” which follows the original Dam Busters crew and details some of the later raids, which were not well known. An interesting book to read.

Mike Fairgray who had returned from his nine week trek around half the world, had a selection of books and information pamphlets and a couple of DVD’s collected from the various aviation museums that he visited. He gave an outline of what was found at the museums and considered the Shuttleworth collection was the most impressive with two visits to the museum, and the Imperial War Museum at Duxford a close second. RAF Cosford had all three V bombers housed indoors, the only place where all three are exhibited. It was a shame to see many of the aircraft stored outside were showing signs of deterioration. The visit to The Battle of Britain Memorial Flight was by conducted tour only and it was interesting to see the active aircraft undergoing various stages of maintenance. The Lancaster was having an engine change due to a fire [more about this will be elsewhere in the bulletin].

Time for tea and biscuits and a closer look at the models and magazines.



Upper: The smart lines of Angus Macdonald’s SIG Monocoupe 90A, now at testing stage.

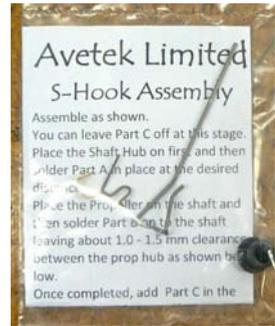
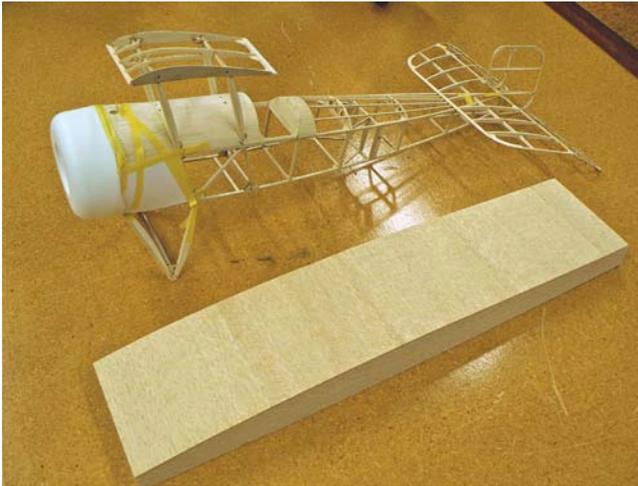
Left: Tiny Bee, a Ray Malmstrom design, built by Mike Mulholland, brought to the meeting to show the design built by Drury Cubs.



Top: Lewis Avenell is making good progress with his Sopwith Triplane, an ambitious project.

Inset: The Triplane cowl created by use of a 3D printer.

Above: Keith Trillo's two foam models, a Mini Yak and 4 Site, for indoor flying.



Top left: Mike Mulholland's new Bristol Scout showing the purpose-made jig for moulding balsa framing.

Top right: New S hooks by Avetek, should be a great help for rubber model fliers.

Centre: Ricky Bould had this range of nicely moulded scale parts made by Small Scale Services.

Right: Formers for moulding rubber model props from Trevor Martin, brought by Bryan Spencer.

Indoor Scale at Balmoral - Stan Mauger

31-8-15

A good attendance ensured plenty of flying activity. Keith Trillo soon had his well-trimmed Modelair Hornet climbing away nicely and achieving good flights. It is a great model to watch. He persevered with trimming his Fike and towards the end of the evening had it flying well enough to record the best time of the evening for Peanut scale. Angus Macdonald's veteran Cougar was still able to show how Peanut models should be trimmed. He had his Modelair Auster flying vary happily as well. Ricky Bould also worked away at getting better flight times from his Fike. His Comper Swift flew smoothly and realistically in open rubber and his new Luscombe Sedan will provide some competition in Kit Scale. Don Spray's Luton Minor has all the right proportions for a good indoor scale subject and should fly well with a bit more work on trimming. Thanks to Angus Macdonald, John Swales and Mike Stoodley for help with judging and Keith Williamson with timekeeping.

From the other end of the hall, Chris Groves had his Hangar Rat and Modelair Hornet both flying well.

Results

Peanut Scale	Static	Flying	
1. K. Trillo	39	0:64	Fike
2. R. Bould	34.5	0:54	Fike

Open Rubber F4D Scale

1. S. Mauger	830	351	1181	Fleet Canuck
2. R. Bould	-	382	382	Comper Swift

Kit Scale

1. S. Mauger	58	45	103	KK Cessna
2. R. Bould	-	57	57	Veron Comper





Opposite Page
Don Spray's Luton Minor on the stooage for a trimming flight.

Upper: Angus Macdonald's Modelair Auster is still a great flier.

Left: Angus gave Don some trimming help. John Swales to the right.



Above: A look into Keith Trillo's nicely organised model box containing Modelair Hornet and Airsail Mantis.

Left: Ricky Bould's scale models (front to back) Comper Swift, Peanut Fike and Veron Aeronca Sedan.



Top: Ricky's Veron Aeronca Sedan should go well in Kit Scale.

Above: His Fike being wound for a Peanut Scale flight.

Left: Chris Groves's Modelair Hornet and Hangar Rat.

Combat and CL Scale at Mercer - Stan Mauger

30-8-15

Small groups of fliers from Auckland, the Waikato and beyond converged at Mercer Rugby League sports ground to fly combat and scale control-line classes in a combined Scale Free Flight & Control Line SIG and Control Line group flying day.

Bryce Gibson, Rob Wallace and Bob Reynolds were active in slow combat flying. Their models were flown with great skill in a combat practice session. These combat models were built in Eastern Europe and imported. This is in contrast to control-line scale where the 'builder-of-the-model' rule is fundamental. Rob Wallace brought a stunt model and showed how at home he was with flying it. Brian Howser took the opportunity to run up team race engines on his models.

The forecast was for pelting rain so that put off a number of starters in control-line scale, however Bill Bell, Don Spray and Ricky Bould came down and John Dowling also came from Whangamata. Gerald and Alina Wimmer arrived later in the morning with their two



Top: Bill Bell's profile Hellcat hovering.
Lower left: Bill and Don Spray giving Stan Mauger a hand to get the engine started in his P-40, seen **Lower right**.

boys. The day started with low cloud and occasional drizzle, and a noticeable breeze. Then the wind dropped and the rain held off long enough for Bill and Stan to fly control line scale models. Bill was first into the air with his profile Hellcat carrier model. He was able to use throttle control to advantage to hover the model tail-down, an obvious advantage for carrier flying. Stan had his profile P-40 flying smoothly thanks to help with lines and pitting from Bill, Don and Ricky. Gerald Wimmer and his two boys - Otto and Max, flew their OS10 powered Kittyhawk, getting in some flying before the rain closed in. The contact with other control-line fliers made the day interesting for each group and for a small control-line scale contingent, a much better day than it could have been if they went it alone. The field is a well mown practice rugby ground that seems under used and has a good surface, an incentive to get down there again and to use it.



Top left: Bob Reynold's Smith Miniplane converted to CL from RC.

Top right: Bryce Gibson's F2D model showing Fora .15 glow engine and centrifugal cut off safety feature.

Lower left: Bryce Gibson's combat models in readiness for the practice day.

Lower right: Rob Wallace's stunter.

Drury Cubs indoor night- Mike Mulholland

17-9-15

For my sins I am one of the Cub leaders at Drury where son Liam goes to Cubs. Each year we do an indoor modelling project and we are fortunate to have the use of the Drury School hall in which to fly the results.

Over the last ten years I have either built, partially built, prefabricated or overseen the building of around 500 Airsail Mantii. This year I decided enough was enough and that it was time for something different. The usurper turned out to be Ray Malmstrom's Tiny Bee. Like its namesake this model shouldn't fly. A 5 inch span all-sheet biplane doesn't sound like a recipe for success, but Ray Malmstrom did have a talent for making such things go. To make things easier we prevailed upon our old friend Gwyn Avenell to CAD and laser cut the parts. We also scaled the design up by 10% as a clumsiness margin, and to allow the use of slightly thicker balsa as well as being a better match for the old Airsail red props.

On the night we had a great turnout of modellers keen to help the boys get their planes going. Of course the quid pro quo for the modellers is that the Drury School hall is a fantastic indoor venue and the Cubs depart around 8pm, leaving the hall free for general flying. Mike Mulholland had earlier demonstrated his very light Hangar Rat Special, and an ancient EZB that was built for the 50th Nats. The Rat has certain features that preclude it being used for competition (but it weighs 4g and goes rather well!) The old EZB has never been the same after Mike's first attempt at pole steering didn't work out so well! This night sealed its fate when the original 50th Nats rubber also didn't work out so well. Great – now there's a space in the model box for a new and better one!

After the Cubs had departed Mike flew his Modelair Auster which was built for the Modelair scale comp we had at the Fleetlease Warehouse many moons back. Ricky was testing his new Kit Scale Veron Aeronca Sedan. This model is quite big and extremely light. Once Ricky trims in the turn this will be a serious contender. Stan's Fleet Canuck took a couple of flights to recall itself to its duty, but was soon circling nicely to the right. John Swales was seen with a Hangar Rat cruising under the rafters and Vapor R/C model Keith Trillo flew his trusty Modelair Hornet, which goes very well due to perfect wood selection and some sophistication in the nose bearing. This model bounces off rafters and resumes its circle with the greatest of ease.

Drury Scout Group (Cub Section) would like to express its thanks to Gwyn Avenell for Avetek's kind support and for his help on the night, to Ricky Bould for supplying stripping and making up the rubber motors and for mentoring, and to Stan Mauger, Mike Fairgray Don Spray, Keith Trillo, John Swales and Keith Williamson for their help on the night. A special thank you also to Mike Fairgray for the photographs used here in the report.

Opposite page:

Upper: A swarm of Bees! Ray Malstrom's Tiny Bee (published Aero-modeller June 1996) was this year's Drury Cubs modelling project

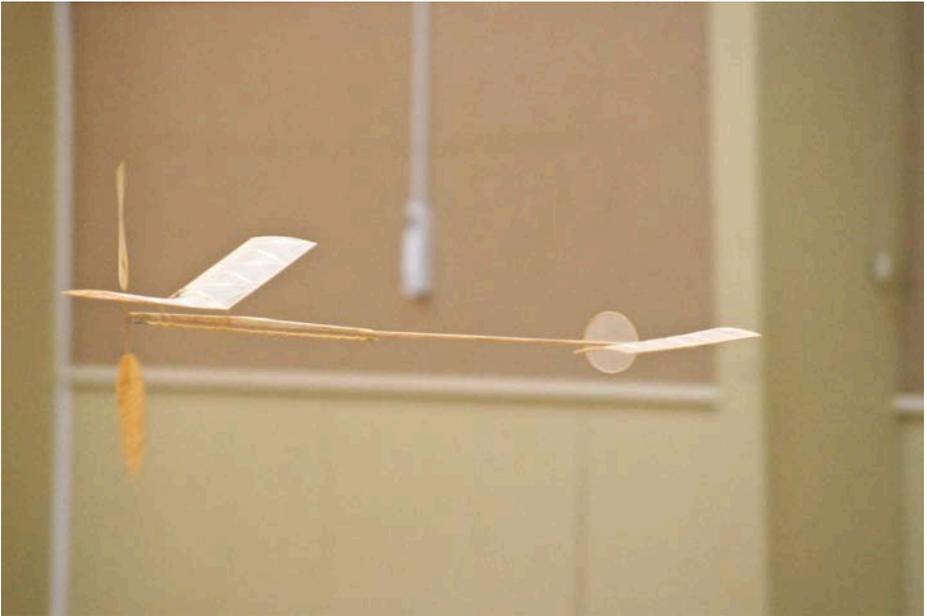
Above: Don Spray demonstrates the "I – served - a - 25 pounder- at – Alamein" winding technique while Liam Mulholland looks on.





Upper: John Swales shows a very happy Jackson Marshall the finer points. Jackson has an appropriate heritage - His granddad Les, is a retired ag pilot of note and the owner of a full-sized Ryan ST

Above: We had sufficient modellers to allocate a mentor to each cub which was ideal. Ricky Bould, Don Spray and John Swales seen here in the thick of it.



Upper: Mike Mulholland' demonstrated his 4g Hangar Rat and this modified Laurie Barr Fly-Rod EZB

Upper: Like a scene on a Greek urn - Mike Mulholland winds while Hugh 'Huge' Robertson hangs on. Huge had good cause to be worried as it transpired.

Mike Fairgray's trip nearly around the world

The Royal Air Force Battle of Britain Memorial Flight (RAFBBMF)

The base was easy to find being situated on a working RAF base in Coningsby, Lincolnshire. There is a shop at the entrance which sells the usual merchandise with a lot of items for the younger generation. A volunteer takes you around the hangar describing the various aircraft and gives a background on why the BBMF was formed and emphasised that it is an active RAF Flight. The hangar was a hive of activity with aircraft being prepared for a display session on the weekend after our visit. So there was a full complement of aircraft, all with various covers off, including a Spitfire having its propeller removed to access a leaking oil pipe, a Hurricane with its engine out for an overhaul and various time-required maintenance checks being made. The Lancaster had just had an engine change. Apparently while giving a display, the port outer engine caught fire due to an oil leak. Luckily the aircraft was displaying at an airfield and was able to land and the fire was extinguished. If the aircraft had been over water it may have been lost as the on board fire extinguishing equipment could not deal with the fire and it was highly possible that the crew would have had to bail out. This would have been a tragic loss. Anyway, as our guide noted, the engine had been changed for one in store and the firewall which had been destroyed was replaced with a hand built one and unlike the original one which used asbestos between the two metal panels making up the firewall there had been fitted with modern fire resistant material. It would be another two months before the Lancaster would be seen flying.



Upper and opposite page lower: Lancaster port outer engine replacement

Opposite page : Dakota (upper) and Hurricane (lower) engine maintenance





Left:
Pre-display engine
maintenance on
the Spitfire.

2016 North Island Free Flight Champs Proctor Road 8-10 January, 2016

Friday 8 January	8:00am to 4:00pm	
Open Rubber, Open Power, Simple Open Glider { Straight Tow}		3x 180
Vintage Duration Combined		3x 180
Kennedy Precision		3x 120
Saturday 9 January	8:00am to 4:00pm	
Kiwi Power		3x 120
Nostalgia Duration Combined		3x 180
Mini Combined Coupe, 1/2A Power, A/1		3x 120
P30		3x 120
Rubber Scale [Duration Only]		3x 120
Sunday 10 January	8:00am to 2:00pm	
Combined Catapult, HLG, TLG		6x 60
Classic Duration Combined		3x 180
Vintage Precision Combined		3x 90

Entry Fee :- \$5-00 per day

Awards :- An on field prize giving will be held each day 15 minutes after contest finish. Hand written certificates and prizes for first place, [3 or more entries], will be distributed.

DT Fuses:- Fuses will be banned if a general fire ban is in place, or if the farmer stipulates. Check each day with Control to ascertain the status of fuses.

MFNZ membership will be required for all competitors and casual fliers. Please present your membership card if requested to do so. It is hoped to hold an FAI Combined World Champs Trial as well - Day to be confirmed. This is an MFNZ sanctioned meeting.

For more information contact Graham Lovejoy [06] 323-5922

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 including Vintage RC 1/2A Texaco, Vintage RC 1/2A Texaco, can also be flown.

Karaka Steward

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

HOTEO

NDC events including Classic F/F Power Duration, Vintage RC 1/2A Texaco, Vintage RC 1/2A Texaco, Open Rubber, 1/2A Power, P30

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

Monday October 26

Hangar Rat [7.30-10pm] - *for Club points. Times may be entered in October NDC as well*

Morrinsville

Sunday October 11

Westpac Events Centre
free flight and scale indoor classes
[see notice on p.3]

Ellerslie

Tuesday October 6

Michael Park School Hall
Indoor radio flying (7.00-10pm)

Tuesday October 20

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

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	Don Spray	828 4892	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 October 5, 2015

ASME Clubrooms, Peterson Reserve, Panmure.

Theme: Kit Scale and Peanut Scale.

Items for the table:

Models, plans, engines, photographs etc

Trading table:

Buy, swap and sell

Visitors or intending members welcome