



BULLETIN OF THE AUCKLAND MODEL AERO CLUB INC. EST. 1928
September 2016



Charles Warren's SE5a RC adaptation of the Doug McHard design, seen at Karaka (see 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

Photo: James Price's Tomboy, seen at Richmond NSW

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 October Slipstream is September 23.

Editorial – Being there

Don't know about you, but for me the biggest challenge in getting models ready for the Nationals or any significant contest, is not so much sorting out what I want to enter and fly, but controlling my time to get everything done in time – the building, trimming, engine running and flight testing. In the case of scale, the organisation of documentation should also be added to the list. For some of us perhaps it's the controlling of our mind sets to shed the interesting distractions and concentrate on relevant model projects for any contest coming up. Starting too early doesn't seem to work for me. The goal doesn't seem real. Starting too late causes the inevitable scramble to get everything completed or miss completing it altogether. All of which brings me to the main idea of this editorial. It's time to be thinking about the coming Nats at Waharoa, if you haven't already.

Weather over the last couple of weeks has reminded us all that the stormy patch that we had earlier on was ideally, a great time for building, but now – if the present weather continues – we should have some more trimming opportunities. Anyway, importantly, the Waharoa Nats are a great opportunity for those who are unable to make the journey to Carterton, to enjoy taking part in Nationals flying or even watching and helping. It is also a Nats for 'regulars'. The last Waharoa Nats showed how northern fliers in the Auckland area and beyond can swell entry numbers and make the Nationals a vital event for modellers. While it's unrealistic to attempt to 'wind back the clock', it would be great to see a stronger presence by Club fliers and AMAC doing well in the Club rankings. If you are planning to come but not camp, accommodation does fill up, so pencilling in early bookings makes a lot of sense. Nationals stories are always great to hear, but there really is no substitute for being there.

Stan Mauger



Be there

Monthly Club Night - Mike Fairgray

1-8-16

Present were Ricky Bould, Guy Clapshaw, Paul Evans, Mike Fairgray, Lloyd Hull, Angus Macdonald, Stan Mauger, Bill McGarvey, Louis McNair, Brendon Neilson, Geoff Northmore, Bryan Spencer, Don Spray, John Swales, Keith Trillo and Keith Williamson.

President Charles was unable to attend due to a health issue. Gwyn Avenell also sent his apologies and will reschedule his talk on adhesives.

In the absence of Charles, Vice President Ricky Bould stepped forward to conduct the table.

Notices

Mike Fairgray gave an outline of what happened at the MFNZ AGM. Some points worth noting were:

- The assumption that there was three months grace after the end of MFNZ financial year for members to pay their MFNZ affiliation subs and that they were covered by insurance, was incorrect.
- MFNZ was amending their constitution to fall in line with the new requirements of the Incorporated Societies Act which was to be passed into law. The draft was not passed at the AGM as further issues needed to be addressed and a sub-committee was formed to undertake another review and have their recommendations finalised for the October Council Meeting. A SGM has been set to be held at the Nationals to adopt the final draft document. All members would receive a revised draft and explanation from MFNZ.
- The Wings Proficiency Scheme had been updated and a Proficiency Test is now included.

Members were encouraged to go to the MFNZ website and review all the draft documents which can be found under DOCUMENTS. The Secretary would send his AGM report to all club members.

The first scheduled indoor night at the Drury hall was a success with in excess of ten people attending as well as a good number of spectators (possible new members?). Tuakau Club was holding its second indoor night and would like AMAC members to attend. They are also interested in expanding the type of indoor models flown, so moves are afoot to assist and encourage them to attend Drury nights. The next scheduled Drury indoor night is the last Thursday in August, the 25th.

Mike Fairgray had his usual selection of model magazines.

Theme for the night - Gliders

A good turnout for a rainy night and the table was loaded with models.

First up was Louis McNair who had been absent from the Club for a while. We were wondering what he was up to with model aircraft and as he informed us, he had just moved up to full-size modelling. He had two projects on the go. One was the building of the McNair Mynah microlight designed by his grandfather William and his father Robert. There had been nine built and this was the last of the kitsets. The aircraft is a biplane and



Upper: Louis McNair's Guillows Cessna 150 built as a static only model for his PPL instructor.

Centre: Guy Clapshaw's Cirrus glider to which he has added a motor pod.

Right: The hand-turned cowling, made by Lloyd Hull, for his Cessna Airmaster.

the front portion of the fuselage could be folded just behind the pilot seat and rest against the leading edge of the wing. In another space saving function, both sides of the tail could be folded upwards. Folding and unfolding the components was simple and quick. It was to be powered by a Hirth German twin opposed 50hp 2 stroke engine. A sample aluminium wing rib rested on the table.

The second project is the restoration of a Formula One Cassutt racer. It was fitted with a Continental 100hp engine and could achieve a maximum speed of 200mph and had a "G" rating of +or - 9g. The structure was sound and the main refurbishment was to re-cover the aircraft. Louis also had a Guillows Cessna 150 that he was building as a static only model for the instructor taking him through training for his PPL. This was to be the instructor's reward when Louis achieves his PPL.

Guy Clapshaw had his scratch-built Cirrus glider. It had been fitted with a motor pod for an electric motor. The fuselage was a locally made fibreglass model. The wings have added spoilers which deploy to either quarter of full and when fully deployed the model sinks quickly. He is presently building another set of wings that will have ailerons.

Lloyd Hull is building a Modelair Cessna Airmaster. He brought along his hand turned aluminium cowl. It was a first class piece of turning and a credit to Lloyd's skills.

Angus Macdonald had finally decided to build another Modelair Auster for kit scale. While the old one flew well it did not have the correct markings and therefore lost points in competition. This time it had the correct markings of an original example so if it flies as well as the last model, Angus will be hot on the heels of the other indoor scale flyers. Also free to a good home were the remains of an Aeromodeller Sopwith Pup, 60 powered model. Angus was having a clean out and had stripped all the salvageable parts from the model including the motor and some very realistic scale guns. Leaning against the wall at the back of the room was Angus's F3B competition glider now relegated to slope soaring.

Brendon Neilson had two slope soaring gliders a Ridge Rat and a twin boom Boomerang.

Keith Trillo and Don Spray had some plans free to a good home. Don's were for Kit Scale and Keith's plan was the Jumping Bean. Bryan Spencer had last call offer of modelling bits and pieces and what did not go on the night would be disposed with. A few more items were seen to disappear from the boxes.

Geoff Northmore's passion for designing odd looking models was once again revealed in the model he brought tonight. Named M'Ludd, it had a very short dumpy fuselage and a large wing with the tails situated at the wing tips. The rudders only moved outwards in one direction and it was very responsive. He had converted it from the original glow motor to electric. He has made a few sizes of the model and it is just fun to fly.

Ricky Bould had just completed a weekend of covering some of the models lying around the house. He had brought along a far from scale Curtiss Robin that once belonged to Brian Crocker and was from a Hi-Flier kit. It was to be powered by a CO2 Telco and would qualify for Kit Scale. Ricky had also been bitten with the Radian electric glider bug and his new model had been hand delivered by Brendon Neilson. There were now six of these gliders in club members' hands so competition could commence. The competition would require a 15 second motor run and the model would be required to land on a



Top: Angus Macdonald's F3B competition glider now relegated to slope soaring.

Above: Also brought by Angus, a new Modelair Auster.

Left: Parts Angus salvaged from a .60 powered Sopwith Pup.

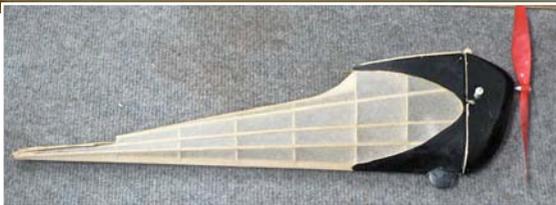
predetermined spot. The best of three flights would be the final score.

We all know Bill McGarvey's passion for free flight gliders. Bill has made five display boards as a record of significant free flight gliders that have influenced glider development over the last fifty years. This was shown on plans and Bill had made a booklet to complement the displayed plans.

Keith Trillo has decided to have a go at P30 and had selected the 30 inch Krine Lafflers Blue Fin model. Construction involved rolling a tube fuselage made out of two laminations of 1/32" balsa. At the other end of the scale he had the bare bones of a 13 inch Farman Sports from a Gene Dubois kit. He only used the plans from the kit to construct the model and as usual it was built to his usual exacting standards. The model was intended for kit scale but if it flies well, what is the bet that it is entered in Peanut! This concluded the table so it was off to tea and biscuits.



Two slope soarers brought by Brendon Neilson. **Upper:** his Boomerang and **Right:** Ridge Rat.

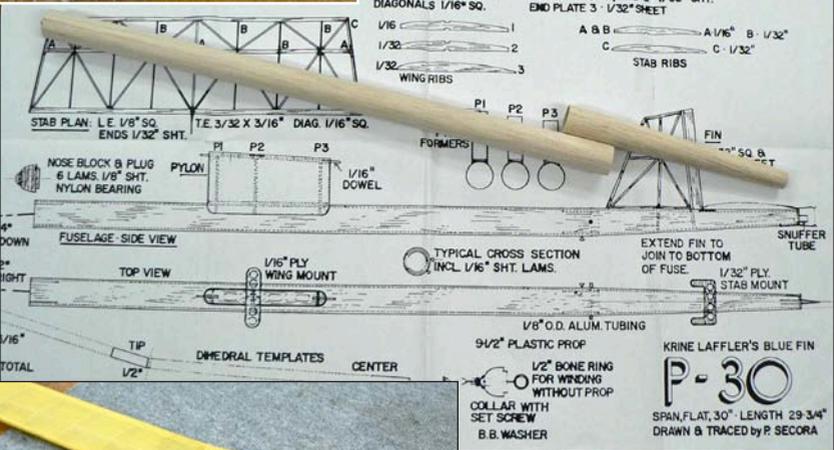
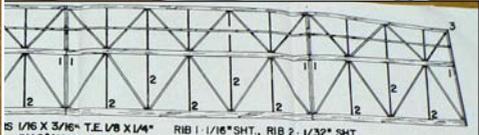
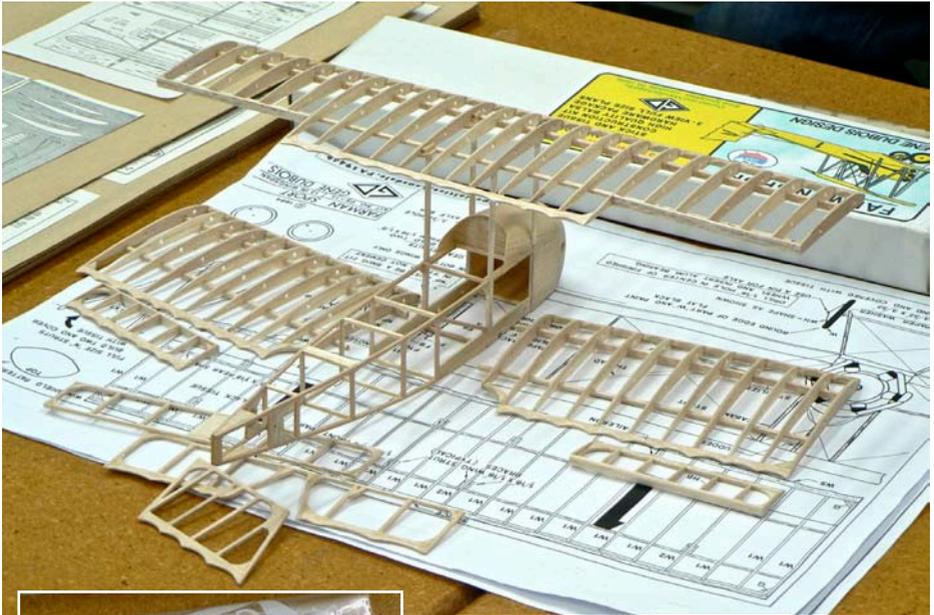


Upper: KK Topper, built by Stan Mauger's son Philip. Just look at the area of the tailplane.

Centre: Ricky Bould's new Radian glider.

Inset: His re-covered Jersey Javelin fuselage.

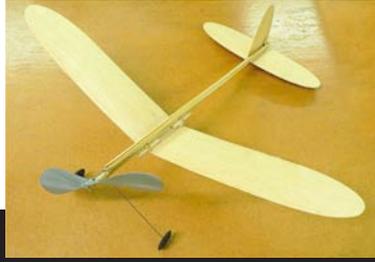
Right Geoff Northmore's M'Ludd flying wing.



Top: Keith Trillo's 13" Farman Sports from a Dubois kit and **Inset:** engine parts.

Centre: Keith's new Krine Laffers Blue Fin P-30 showing fuselage tube lamination.

Lower: Ricky Bould is making good progress with his Hi-Flier Curtiss Robin for Kit Scale.



MIMLOCT Sunday August 7, 2016 (Memorial Mass Launch of Cloud Tramps)

Four hardy souls arose from slumber for the annual trek to the front of the Auckland War Memorial Museum, to commemorate Charles Grant in the Memorial Mass Launch of Cloud Tramps. They were greeted with a fresh and cold SW wind but undeterred all launched on the dot of 0400 hours to coincide with others around the world, taking part in the same celebration. Club regulars Martin Evans, Paul Evans and Ricky Bould were joined by Don Spray who was persuaded to leave his warm bed to join them.

RICKY BOULD



Upper: Hardy souls with Cloud Tramps, on the Museum steps including Don Spray, Martin Evans and Paul Evans.
Left: Ricky Bould who took the photo (left) on right.

Indoor at Balmoral Hall - Angus Macdonald

25-7-16

The usual mix of scale, Hangar Rats and a couple of R/C came out of the boxes spread along the tables and we were soon busy doing trimming flights and so it continued for most of the evening with nobody opting for competition flights.

Present, were Keith Trillo, Don Spray, Ricky Bould, John Swales, Chris Groves, Angus Macdonald, Patrick Roxburgh and Bill McGarvey. Bill was seen taking a close look at various Hangar Rats and later left carrying one carefully in his hand. Knowing his expertise in all forms of free flight, it looks like there will be more serious competition in this class.

Jarda Tuma from Czechoslovakia, currently living in New Zealand, showed interest in all the classes and only later in the evening opened a small box with uncovered flying surfaces of a kit scale model displaying meticulous workmanship. We will no doubt see more of him at future meetings.

Eventually we got down to the serious business of the meeting as shown in the photo below.



Above: Supper time after the evening's flying.

Open Rubber - Year long Competition 2016 Now under way

Dust off any rubber model (including scale types) and get times recorded by another clubmember any time throughout the year. Give results to Keith Trillo, Club recording Officer.



Top: John Swales keeping a watchful eye on his Hangar Rat.

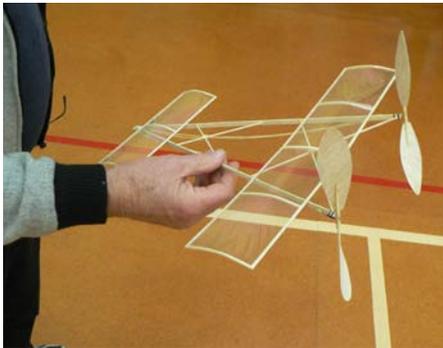
Centre: Angus Macdonald, seen winding his model, was kept busy trimming his Hangar Rat.

Left: Patrick Roxburgh's Hangar Rat is well trimmed and putting in good flight times.

Drury indoor practice night - Stan Mauger

31-7-16

This indoor venue is now firmly on the monthly calendar for Club and other indoor fliers. It really is a step up in terms of space, making it a good place for free flight indoor trimming and flying. There was a good attendance with a variety of model classes flown on this practice night. Hangar Rat continues to be well supported and there were a number of good times achieved on the night. Scale flying was also in full swing with relatively little wall-banging as models enjoyed the liberty of a good-sized hall. It was great to see continuing Modelair Hornet flying and this bodes well for the event at Morrinsville. Pick of the night would have to be Keith Trillo's twin pusher that stooged around at walking speed (or slower) and stopped us in our tracks. As Drury is now the indoor venue for future practice and contest nights for indoor free-flight classes, the evening's flying was a great indicator of strong support for them.



Above: Mike Mulholland's Avetek DH Tiger Moth flies well as an indoor subject.

Left: Keith Trillo's twin pusher.

Opposite

Top: Mike Mulholland's finely detailed Peanut Scale Somer Monoplane.

Centre: Stan Mauger and Ricky Bould brought Kit Scale and Open Rubber Scale models.

Centre lower: Ricky Bould's Veron Luscombe Sedan enjoying the open space of the hall.

Below: Rex Benns flew an Ember foamy and Nine Eagles RC Helicopter (left), and (right) Jack Godfrey seen setting up his Peanut Scale DH6.



Karaka diary

14-8-16

A good morning for flying but only a small turnout. Keith Trillo had three consistent flights with his E Tomboy, and Bryan Spencer flew his E Tomboy, ½ E Texaco Slicker and a Micro Sports. Ross Northcott flew his ½ E Texaco Lanzo Bomber but his flight times were low due to his Lipo batteries that are due for replacement.

E Tomboy

K. Trillo	11:36	11:15	10:40
B. Spencer	8:20	6:52	

1/2E Texaco

B. Spencer	13:37	14:39	Slicker
R. Northcott	4:10	3:53	Lanzo

21-8-16

Weather conditions were fine with a light easterly, but the wind was forecast to increase by midday, by 11.30 the wind was such that it was a struggle to keep Tomboys upwind. Angus Macdonald flew only one timed flight with his E Texaco 8Ball. Bryan Spencer's E Tomboy was managing to find lift resulting in good flight times.

Keith Trillo flew his 511 square inch wing area Stardust Special in E Texaco and E endurance by a change of battery and propeller. This model is capable, in no lift conditions, of making the 10 minutes required for E Texaco and making 5 minutes from a 20 second engine run required for E endurance. The only weak link in the system is the guy on the transmitter getting it to land in the circle as it is floater.

E Tomboy

B. Spencer	7:13	13:35	10:34
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E Texaco

K. Trillo	15:18 with lift
A. Macdonald	8:09

E Endurance

K. Trillo	8:51
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KEITH TRILLO



Right: George Fay's Pe-2 Climbing away nicely. It flew well.

21-8-16

Over on the Sports Ground Charles Warren was flying his Doug McHard SE5, from his chair, being not physically mobile. Ricky Bould had his Comper Swift going rather well having replaced the Gasparin with another GM120, but the Aeronca still needed more trimming. George Fay had a great day with his Folkerts and Pe-2 twin that both flew well. Gwyn Avenell's Sopwith 1½ Strutter kit prototype is looking really good now, having had some trimming and thrust adjustment. Don's Puss Moth once again flew well and he had a good flight with his CO2 Pacer. His Zlin is going well with the Millish engine installed.

RICKY BOULD



Left: Don Spray adjusting the newly installed RedFin Millish .5cc in his free flight scale Zlin, in the calmer part of the morning.

Below: Bryan Spencer and Angus Macdonald. All models parked upside down due wind gusts later.





Free flight Scale action at Karaka

Above: Ricky Bould's Comper Swift doing lazy circuits.

Lower and inset: Ricky's CO2 Aeronca C3 on trimming flights.





Above: George Fay has his Folkerts SK3 nicely trimmed and flying well.

Lower and inset: Gwyn Avenell had a productive morning trimming out his Avetek kit prototype Sopwith 1½ Strutter.



Hoteo Diary - Ricky Bould

14-8-16

Good flying weather but rather soft underfoot. Paul and Martin Evans were flying electric radio at the start of the day. Martin had brought out his CO2 powered Fozzle and that was going a treat, flying really nicely, being well trimmed and consistent. He had less luck with his Cloud Tramp that needed further trimming and rubber replacement. He also had his Cirrus Moth built from the John Watters plan, out for some gentle test flights.

Ricky Bould flew his PAW 80 powered Ballerina and Simplex with an ME Heron. Both models flew quite well and might need DTs if flown in better air. They may both be good for gentlemen's aggie!



Upper: Ricky Bould's Ballerina and Simplex awaiting flying.

Above: Martin Evans releasing his Telco powered APS Fozzle for a good flight.

inset: His Cloud Tramp liberated in the open spaces of the farm.

Radian rules

As there are now a number of Club Members with Radians, we have enough fliers for Radian contests. The Club committee has opted for flying this event to the JR Airsail Radian rules listed below.

Use the stock motor and prop

Battery to be a LiPo, max 3S, 1300mAh and 30C

Max engine run time from launch, 15 seconds

Max flight time, 5 min.

50 point landing bonus inside 30m dia circle

1 point for each second in the air up to the 5 minute max. No penalty for over time.

Up to 5 flights with best 4 counting towards score.

In the event of a fly-off, 15 second engine run with no max flight time, landing bonus does apply.

Recharging or replacing of batteries between flights is allowed for safety reasons.

Any engine running during the flight after the initial 15 second run time will result in a zero score for that round.

If for any reason due to safety, such as full size aircraft in the area, or if directed by the CD, you are required to lose altitude rapidly or run your motor, you will receive a re-fly as soon as possible after that flight

Altitude and variometer telemetry feedback is not permitted.

Tuakau indoor night - Ricky Bould

13-8-16

A small contingent of Club fliers including Don Spray, Ricky Bould and Charles Warren joined the Tuakau indoor regulars to share their venue, the La Villa School Hall.

The hall is similar in size to Drury, with more exposed structure creating perhaps a slightly more encumbered ceiling, but a great venue nevertheless. It is located in Dominion Road, an easy location to find from the motorway and not too much longer than the trip to Drury.

There were eight or so fliers present. Ron Magill and Jason flew a microfilm model and Hangar Rat. John Danks's rubber powered Airsail Mantis was seen flying well. Ricky Bould flew his kit scale Luscombes including a Sedan and Silvaire. Both are now nicely trimmed. Ricky Bould and Don Spray, had Modelair Hornets. Don's Peanut FRED was also flown. John Butcher of the Tuakau group was flying small RC indoor models.

Because the night was cold, flying times were down on other nights. Nevertheless, this was an enjoyable evening's flying activity and the Tuakau group made us welcome.

Control line practice day at Mercer - Stan Mauger

28-8-16

This practice day on the Control-line SIG's site at Mercer was thinly supported with only three fliers present. Stan Mauger was first on the field, hoping for other control-line scale fliers or spectators to attend. He was soon joined by Kevin Barnes who had come to practice Slow Combat for a Christchurch event at Doug Palmer's site, with a car-load of these models and a couple of nice big stunters as well. Bob Reynolds came later in the morning to do some Goodyear practice. Here are some details of these models.

Kevin's slow combat models were all ASP .15 glow powered and made in the Ukraine. Standard construction for these models involves aluminium trailing edges and carbon fibre strip reinforcement over ribs. His Skydancer F2B stunter goes back to 1999. It is powered with a Ukrainian Staulker .51 glow engine, and has been flown a great deal by others as well as himself, but it still looked good for lots of flying yet. With good proportions, it is an easy stunt model to fly. His other stunt model, a Ukrainian Yatsenko Classic is electric MVVS 6.5 powered, using a 4 cell Turnigy 3000mAh Nano-tech 3.0 Lipo battery. It carries an ESC regulated by a HR timer to allow a flight time of just over 5 minutes. Apparently electric powered stunters started to appear here as early as 2006. Bob Reynolds was also getting in good practice in Slow Goodyear. His model was a Mike North design powered by a Parra 2.5cc diesel.

Stan Mauger was disappointed not to get his veteran(!) OS2U Kingfisher flying again. The Kingfisher had had too much time suspended from the model room ceiling it seems, and this had apparently caused fuel residue in the filler inlet to the tank to congeal and cause a blockage that could not be cleared on the field.

The Control-line SIG has been using the field for a number of years and on this calm sunny day it was a particularly pleasant venue for control-line flying.



Upper: Kevin Barnes had developed this clever spring loaded release plate for stunt flying when helpers are not around.

Right: Just two of the Slow Combat models Kevin brought. Film covering shows condensation from the warmth of the sun.

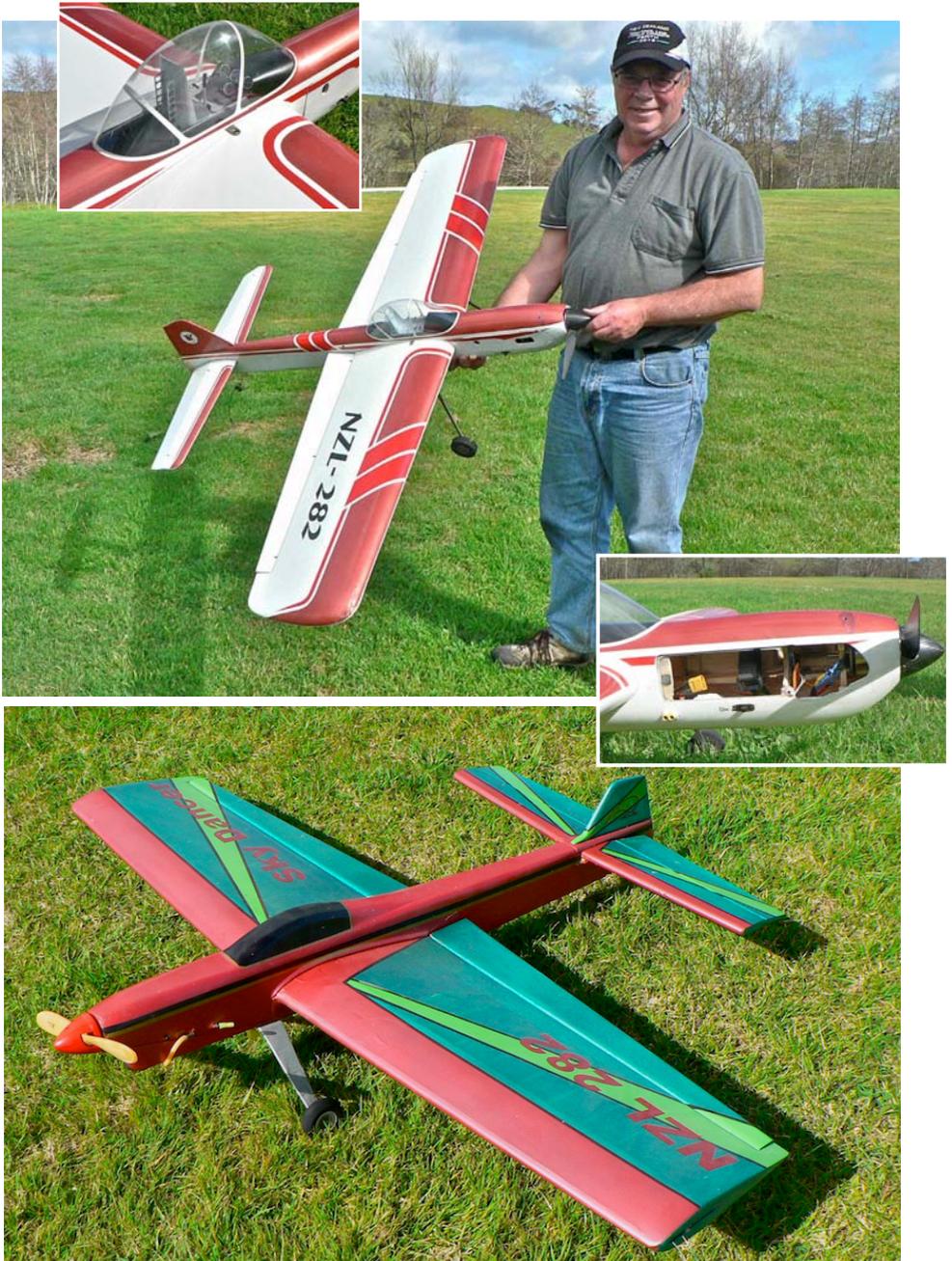




Upper: Kevin releasing Bob Reynold's Slow Goodyear model for him, for some practice flying.

Centre: (left) The Mike North Slow Goodyear model. (Right), a great way to organise spare props. Note the essential finger guard.

Upper: Stan Mauger's Vought Kingfisher stayed earthbound.



Upper: Kevin Barnes with his electric powered Yatsenko Classic stunter from the Ukraine.

Inset: (top) the nicely detailed cockpit and (lower) the motor compartment less battery.

Lower: Kevin's Skydancer F2B stunter he built back in 1999. It is powered with a Ukrainian Staulker .51 engine.

Free Flight contest day
**Indoor flying at
Morrinsville**

Sunday October 9, 2016

• **Hangar Rat • HL Glider**

Flown to MFNZ rules

• **Push E • Modelair Hornet**

Flown to AMAC rules

• **F4D Rubber Scale, F4F Peanut Scale**

Flown to FAI rules. Refer to link on MFNZ website under Scale FF & CL SIG

• **Kit Scale**

Flown to rules on MFNZ website under Scale FF & CL SIG

Come and join us

Venue: Westpac Stadium Hall, 21 Ron Ladd Place, Morrinsville

Programme: 9.45am Arrive and unpack ready for start time

10.00am Hangar Rat, Push E and HL Glider
Scale static judging until 12.30pm

12.30pm Peanut Scale, Rubber Scale, Kit Scale

3.45pm Prizegiving.

3.55pm Hall vacated.

Fliers Entry: \$20.00

Spectators welcome

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

Louis McNair's large model projects - Mike Fairgray

At the last club night Louis gave a presentation on his projects, the first being the building of a microlight aircraft designed and built by his grandfather and father, the second a small racing aircraft that he had been given as a project to restore to flying standard. Each project in itself is a challenge so tackling two does explain why we have not seen Louis and his models for a while. The projects are unusual so a search of the web has come up with some interesting information about his family and the aircraft, which is set out below.

Background

Louis' grandfather Wallace McNair, is the man responsible for restoring the world's oldest grand prix race car, the 1906 Darracq, driven at Leadfoot by Indycar champion Scott Dixon.

Louis' father Robert McNair, is a well known and respected aero engineer. He has designed and built several aircraft and restored others to a very high standard. Robert has his own company, Robert McNair Restorations. At a Leadfoot racing meeting he had his much-admired own-build special, based on a pre-World War 2 Riley 9 and powered by a De Havilland Tiger Moth engine. His restoration of his Tiger Moth ZK-AUD won him the Moth Trophy in 2013.



Upper: Robert McNair's beautifully restored DH Tiger Moth.

Louis McNair

Louis is a chip of the old block. He is the third generation of McNairs in the local aviation scene, following in the footsteps of his father Robert McNair and Grandfather Wallace McNair. When he was a Howick College Trades Academy pupil he began work on a penny farthing bike after he had finished his course projects. As a 17-year-old apprentice engineer he built everything from scratch. It took just over a year to make and cost \$800 and could reach speeds up to 50kph. He joined a tour of the South Island with the Oamaru Ordinary Cycle Club, New Zealand's largest group of bygone bicycle enthusiasts, travelling 170 kilometres over three to five days. The bike was the centre of discussion at a 'Leadfoot' rally. We have seen his pristine models which have graced the table on club night.

The Mynah Microlight

The Mynah was designed and built in Auckland by Wallace and Robert McNair. It is designed to be reminiscent of the 1920s Lincoln Sports biplane that was popular in New Zealand. The Mynah is, if anything, even more primitive with a fuselage of two welded tubes designed to fold for transport. At least six of the type were built and, as at 12 November 2013, three were still flying in New Zealand. They were powered by various



Upper: The Mynah showing wing fixings.



Upper: Good progress is being made on the Cassutt Racer.

engines included Rotax 447 and 503. Those powered by a Komatsu Zenoah 40hp cruised at 50mph and had stall speed of 20mph. Louis will power his with a German Hirth engine.

The fuselage of the only New Zealand Cassutt Racer, ZK-DHJ, is housed in the Avspecs hangar at Ardmore. It had only just been transported up from Brent Emeny's hangar in New Plymouth when Brent donated the aircraft to Louis McNair who is planning to restore the aircraft along with Daniel Frew of Avspecs. The fuselage and wings were in very good condition. It is planned to power the restored Cassutt with an O-200 engine which should give it a lot of get up and go.

It seems a third generation of one of New Zealand's most respected engineering and aviation families has already made his mark and continues in the family tradition of bringing old aircraft back to life.



Upper: A Mynah Rib as brought to the last Club Meeting.

FF &CL SIG Postal Plan Scale Competition 2016

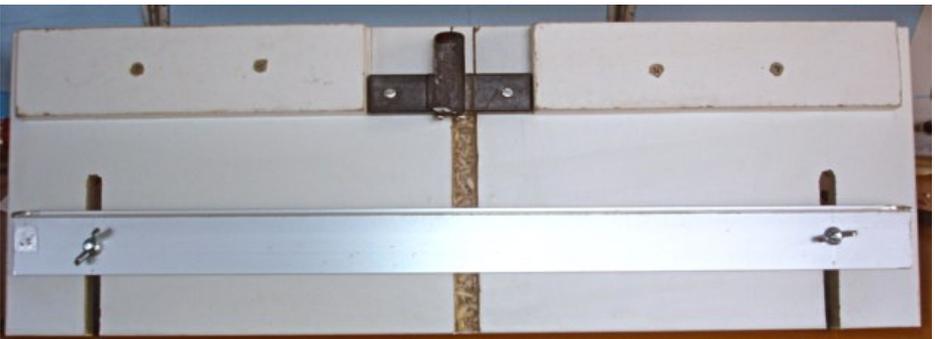
Now under way

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.

Balsa stripper - Mike Fairgray

If you build from scratch you will need a balsa stripper. There are some purpose build balsa strippers available which are rather expensive. The most common stripper would be the Master Airscrew stripper which is a simple and cheap option. I found the stripper to be hard to control when holding it in your hand and the blade tended to be influenced by the grain of the wood resulting in varying thickness along the length of the cut strip. Some years ago I read an article which provided a simple design using the Master Airscrew as the cutter mounted on a flat board with a guide which you pushed the sheet up against as you pushed the sheet past the cutting blade. This kept the balsa sheet in the right position for the cutting blade to cut the balsa sheet to the desired width of the strip. However once again, depending on the hardness of the wood, the strip would not come out with the set width of the strip along its full length. I have redesigned the cutter to include an aluminium angle strip which can be pushed against the balsa sheet on the non-cutting side. I now produce accurate strip wood. The blade can be a problem at times as the grain on thicker sheet can force the blade to bend thus producing a strip of various thicknesses along its length. The best way that I have found to reduce this is to make several cuts through the sheet of varying depth with one final cut from the opposite side of the sheet and this where the aluminium angle comes into its own as the sheet when flipped over sits in the same cutting position. As I do not have a lot of bench space I screwed a short piece of 90x90mm wood to the underside so I could clamp it in the vise.

The cost of materials to make the stripper excluding the Master Airscrew (\$16.00) was \$27.00. The guides on the cutting side can be made out of narrower wood. The cut-out is to allow for varying depths of the blade. If you have access to a router the cut-out would not need to be right across the board although this is not a problem. The slots for the bolts do not need to be a tight fit against the bolt. I made the slots twice the width of the bolt which made it easier to slide the angle into the desired position. Fit a large diameter flat washer under the head of the bolt to prevent the bolt pulling through the slot as it is tightened. The use of wing nuts means that the bolt can be tightened by hand.



Calendar September

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).

NDC events See under Hoteo.

Karaka Steward

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

HOTEO

Hoteo Steward

Paul Evans 479-6378 zipl@xtra.co.nz

NDC events including:

FAI F1B Glider	Vintage RC 1/2A Texaco
FAI F1C Power	Vintage RC A Texaco
Classic A2 Glider	Classic RC IC Duration
FAI A1 Glider	Classic RC E Duration
Vintage Classic FF Power	Duration

AKA AKA

Saturdays & Sundays

Intending fliers should phone Brett Naysmith
to confirm that there will be flying.

Instructor

Brett Naysmith

Aka Aka Steward

Brett Naysmith 09 235 8803

brejo@xtra.co.nz

CONTROL LINE

Contact C/L Steward

Stan Mauger 575 7971 stanm09c4@gmail.com

INDOOR EVENTS

Drury

Monday September 26

Hangar Rat [7.30-10pm]

Ellerslie

Tuesday September 13

Tuesday September 27

Michael Park School Hall

Indoor radio flying [7.00-10pm]

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

PATETONGA

September 18

Free flight Scale Day Hoteo (TBC)

Contests for all classes

- *for Club points.*

Calendar **Looking ahead**

The following flying events are scheduled for the year. Note that weather may cause cancellation of some outdoor events. Refer to the contacts for possible cancellation before departing to the fields.

PLEASE ADVISE ME OF ANY OTHER EVENTS DURING THE YEAR THAT COULD BE INCLUDED IN THIS CALENDAR - ED

MORRINSVILLE

Westpac Stadium

October 9 Indoor free flight events
Events: HL Glider, Hangar Rat Push E and Modelair Hornet Free flight classes
Open Rubber Scale, Peanut Scale and kit Scale.

HOTEO

October 16 Free flight Scale Day Hoteo

WAHAROA

January 2017 Nationals. January 3-7

FREE FLIGHT **SCALE DAY**

Sunday **September 18**, Patetonga
from 8.00am, TBC

All free flight scale classes

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

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

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	Ricky Bould	478 8949	unimec@ihug.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

Mike Fairgray,

3 Kanohi Tce Mangere Bridge 2022, Auckland

NEXT CLUB MEETING AND NATTER NIGHT

Monthly club meeting

7:30 PM

Monday September 5, 2016

ASME Clubrooms, Peterson Reserve, Panmure.

Theme: Indoor models

Items for the table:

Models, plans, engines, photographs etc

Trading table:

Buy, swap and sell

Visitors or intending members welcome