



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

June-July 2019



Stan Mauger assisting Don Spray at the recent Peterborough-Auckland Cloud Tramp Challenge flying day at Karaka. *Photo: Mike Fairgray*



& 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

Charles Warren's RC Tomboy. Photo: Keith Trillo.



Open Rubber

Put in flight times for this year's Open Rubber competition at either Karaka or Hoteo

Mike Fairgray's Flying Aces Moth. Photo: Mike Fairgray.

Editorial – The value of organised flying

Prizegiving has come and gone for the year and now it's time to focus on the new competition year. Over the last year outdoor competitive flying was mostly in special events rather than regular weekly competition. To take a few examples, there is more active competition flying in vintage events outside club-organised events than on club weekend days. The same can be said for free flight scale competition where club members have been flying to Trans Tasman and UK events but local club events have not enjoyed the same support. The greatest potential for outdoor competition in the club, however, is to be found in these two disciplines. It was disappointing for many of us who have attended prizegivings over a number of years to see the shrinking number of certificates for club competition awarded at the last prizegiving.

The recent Peterborough-Auckland Cloud Tramp Challenge, in one simple free flight class with simple to build models, demonstrated that there is much to be gained by taking part in competition flying. All who were part of it thoroughly enjoyed themselves and it had the positive aspect of encouraging the refining of flying skills and the fun of seeing models performing well, and for some of us, to see models performing better than we could imagine. Congratulations to all who did so well.

The coming Red Fin precision event to be held later in the year promises another enjoyable event. It also offers a great prize. Refer to the notice on page 20

Indoor flying has fared better over the last year. The Club-sponsored indoor free flight and free flight scale classes at Morrinsville have continued to stimulate competitive flying in the classes offered, in a relaxed and enjoyable event. The cycle of indoor classes flown each month at Drury serves to keep indoor free flight and free flight scale classes alive, but they are need of more support. There is much help available from indoor flyers there, for anyone who would like to get assistance with building and flying models for these classes.

I am sure that many would agree that aeromodellers are blessed with many sources of help to improve their building and flying from the Internet sites and from publications, that didn't exist even a decade ago, but flying competitively is a great way to provide focus and to learn from others in our flying disciplines.

Stan Mauger

Slipstream contributions

Contributions of photos and information about latest projects are very welcome for the Building Board section of the bulletin or as separate articles. Field reports and other articles are too! Please just send them in.

The deadline for articles for the August/September Slipstream is July 26

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

Monthly Club Night - Don Spray

5-2-19

There was not a bad attendance for a Club AGM. Present were Ricky Bould, Guy Clapshaw, Paul Evans, George Fay, Tony Hill, Brian Howell, Angus Macdonald, Stan Mauger, Louis McNair, Geoff Northmore, Arthur Pearce, Bryan Spencer, Don Spray, John Swales, Keith Trillo, Charles Warren, Tony Woodroffe and guest Manfred Scherbius.

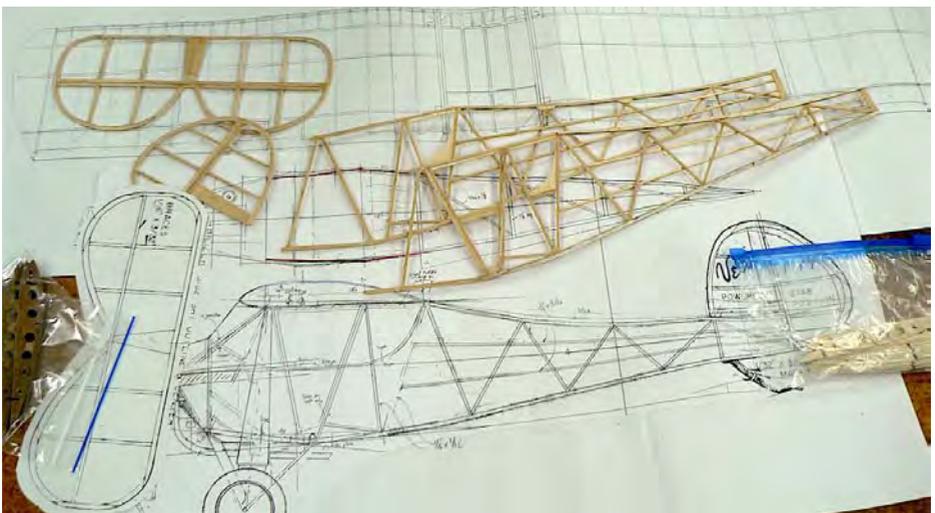
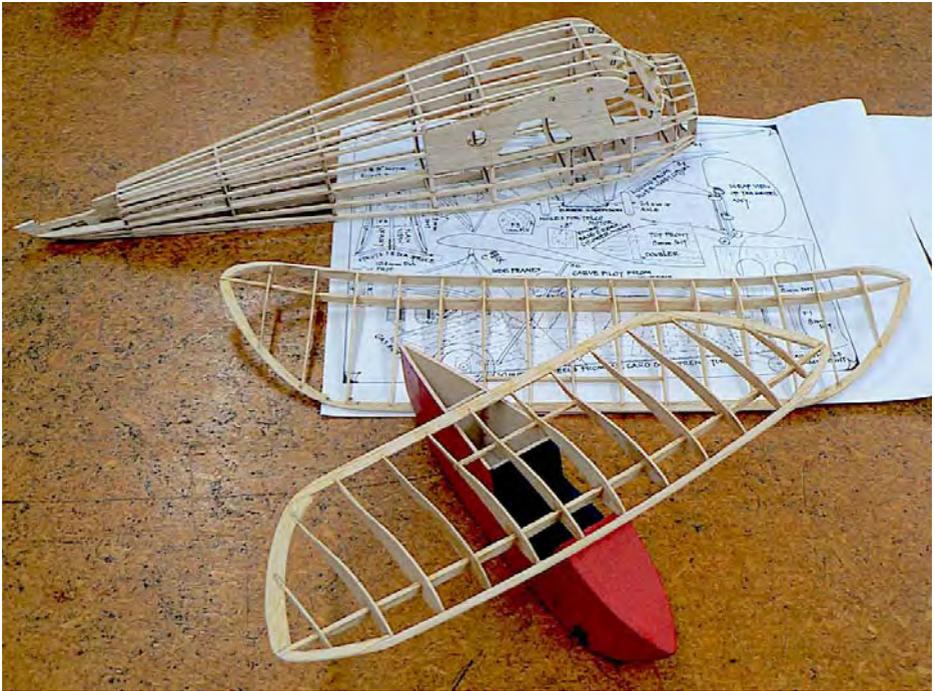
Considering that this was an AGM evening, there was a good showing of models and a number following the night's theme – unfinished models. The first unfinished project on the table was a complete and as yet unbuilt Keil Kraft Pirate kit, an early Bill Dean free flight power design. Stan recalled that he had built one years ago powered with his first Mills .75, in his early free flight flying days and was keen to build another. His other unfinished offering was a 27" rubber powered Monocoupe Velie. This was a diversion from power version of the same subject, but had not progressed further than frames sides, tail feathers and rib cutting.

Louis McNair's unfinished projects included a Telco powered Flying Flea built from an Aero-modeller free plan from way back and a Guillows DH Beaver. He reflected that the laser cut parts fitted together better than those die cut and the balsa looked better than in previous kits.

Ricky Bould's West Wings Westland Widgeon has continued to progress over various club table viewings. He was impressed with Esaki silver tissue that looked great with clear thinned dope sprayed rather than brushed. His 34" span Flyline Bellanca for rubber, will also be silver so we will await decisions on whether it will be covered this way or with tissue over Mylar?



Above: Stan Mauger's mint Keil Kraft Pirate kit, a great nostalgic subject to build again.



Top: Louis McNair's projects included a Guillows DHC Beaver and a Flying Flea from an APS plan, both nicely built.

Above: Stan Mauger's 27" Velie Monocoupe for rubber power, an adaptation of the Herb Clukey Flyline Plan.

Don Spray had no trouble finding unfinished projects to bring along. On the table were his Latécoère 28 French airliner of the 1930s, a rubber powered Keil Kraft Thunderbolt (enlarged from the Keil Kraft plan to 33") and his Herr Gee Bee Racer. He had already done some tests with silver Litespan on the Thunderbolt tail. All models were ready for covering, possibly with tissue over Mylar.

John Swales had a large thirty year old Piper Super Cub that had already been flown. It was originally glow powered but is now awaiting completion as an electric model. Beside it was another even larger RC Model. Charles Warren had taken over a semi-completed vintage model built by Geoff Northmore. Charles had installed a container in



Left: Ricky Bould's Flyline Bellanca for rubber power is close to covering stage.

Above: the nicely detailed radial engine for the model.

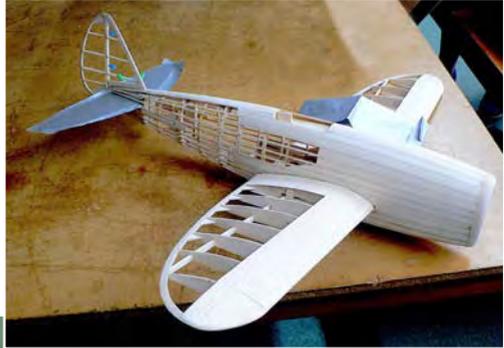
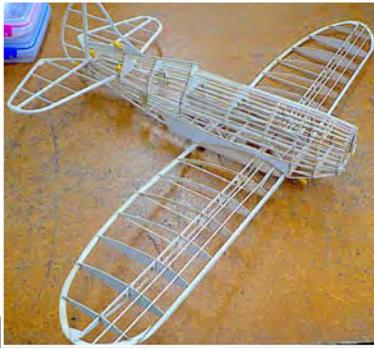
Below: Gradually nearing completion, Ricky's Rubber powered West Wings Westland Widgeon.





Left: Don Spray had three models likely to be covered in tissue over mylar, including his Latécoère 28, a rubber powered Keil Kraft Thunderbolt and Herr Gee Bee Racer.

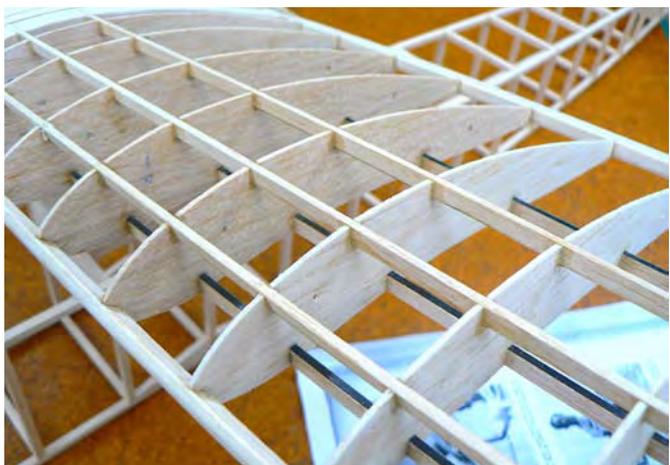
Lower: Now awaiting completion as electric was John Swales's thirty year old RC Piper Super Cub.



the fuselage as there appeared to be plenty of space for a possible hopper. At the other end of the scale, there was Angus Macdonald's indoor Peanut SE5a, intended as a simpler version on which to base a more developed model.

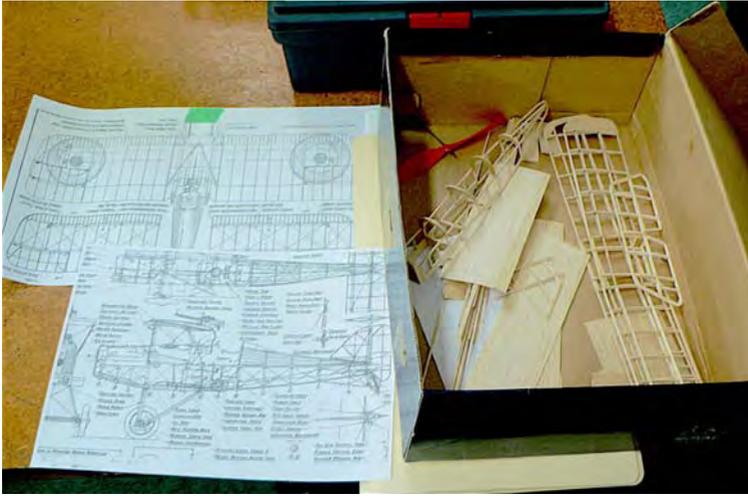
Still in the unfinished model vein, Keith Trillo had brought his Korda-designed Stickler, a large vintage design selected to combat those Gollywocks in E Rubber. The original model had a central pylon and this was retained by vintage flyers in the UK, but it could also be flown without and some American flyers had opted to seat the wings directly on the fuselage. The model was splendidly built and will shortly be covered in Ultracote film. Spars had been reinforced with carbon fibre strip and elliptical tips on the wings and tail were made up of balsa laminations. He reported that his Modelair Kea, also on the table, was now a sweet flyer after further tissue doping that improved the flying no end.

Angus Macdonald had been having a clearance at home and had brought one of several photo albums containing photos of aeromodelling activity going back to the thirties. This was of great interest during the evening and saw groups crowding around it during supper.



Upper: Keith Trillo's Stickler is a Korda design, for E Rubber. Scale modellers, look at the size of that tailplane!

Right: A close-up of spar construction showing carbon fibre reinforcement.



Left: Angus Macdonald brought three views and semi-built indoor Peanut SE5a, intended as a simpler version on which to base a more developed model.



Centre: Charles has installed a container in the fuselage of this vintage design built by Geoff Northmore, as there appeared to be plenty of space available.



Lower right: Angus brought this photo album with photos dating back to earlier club flying. Paul Evans, Arthur Pearce and Tony Hill are seen looking through it.

Monthly Club Night - Mike Fairgray

6-5-19

Present were Ricky Bould, Guy Clapshaw, Paul Evans, Mike Fairgray, Brian Howell, Angus Macdonald, Stan Mauger, Brendon Neilson, Geoff Northmore, Bryan Spencer, Don Spray, Keith Trillo, Charles Warren and Tony Woodroffe.

Certificates awarded in the Prizegiving, with the exception of Outdoor Rubber, only included those for indoor events. Poor weather was not favourable to flying outdoor during the year and no RC outdoor competitions were flown.

President Ricky Bould announced that the Club had won the recent Peterborough-Auckland Cloud Tramp challenge. He will pick up the Trophy when he attends the British Nationals. The theme for the night was Favourite Model Aeroplane. There were only seven models on the table.

Keith Trillo had his IC Tomboy. Keith had designed a novel way of restricting exhaust from covering the fuselage. This was in the form of a tray with sides that fitted into the engine compartment. They were high enough to divert the exhaust gunk, collecting it in the tray which was then drained at the completion of the flight.

Stan Mauger had his Auster T7c/C4 which has now been retired after a rather long competition period. We all know that the Auster is Stan's favourite model. His interest in the Auster started in 1989 after seeing it in a copy of Airborne with plans of the AOP4. The model is powered by a DC Merlin. He is now on his seventh Auster!

Geoff Northmore had his own-design Ludd Bug. The model had undergone a number of modifications after his first model spiralled into the ground. It now flies well. He has built Glow Diesel and electric versions.

Paul Evans brought his DH Humming Bird. This is his second model of this subject and is powered with a PAW Diesel. The model had been entered in Free Flight Scale at the Nationals and Trans Tasman.

Ricky Bould had his Comper Swift, powered by a 160 Gasparin CO2 motor. Like Stan Ricky has a special liking for a particular model. Ricky has built several versions of the Comper Swift that have been flown in the New Zealand and British Nationals. The model is undergoing a refurbishment with recovering of the wings.

Mike Fairgray is another who has a special liking for particular aircraft having built several versions of the Bird Dog and Luscombe Silvaire powered by rubber, diesel and electrics. With no further models to report on, members discussed various aircraft designs and shared a few stories on their experience with both full size and model aircraft.

It was then time for tea/coffee and biscuits.

Well known favourite models

Top: Paul Evans has had hours of fun flying his DH Humming Bird at contests and flying days over the years. This is his second model.

Centre: Stan Mauger's Auster T7c/C4 flew well enough to encourage him to build several others.

Lower: One of many of Ricky Bould's very successful Comper Swifts. This one is for CO2.

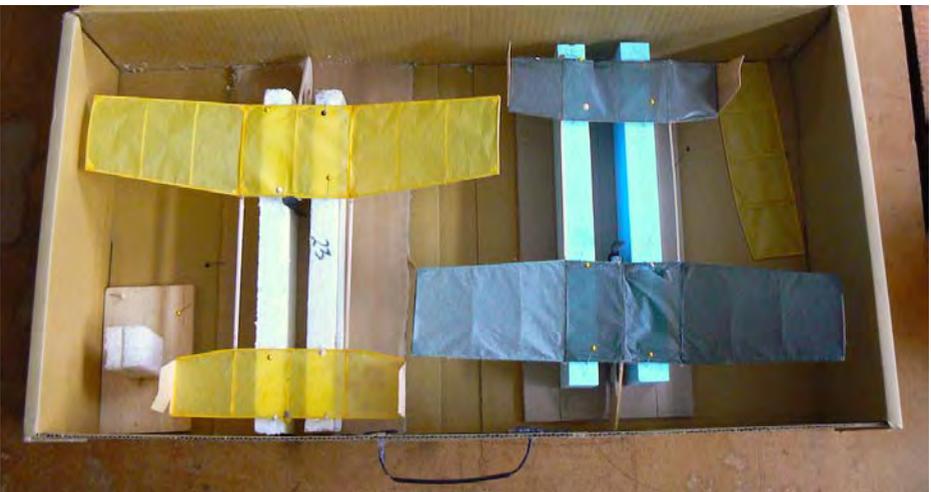




Above: Keith Trillo's IC Tomboy which has a baffle restricting exhaust oil from covering the fuselage.

Below: Geoff Northmore brought his own-design Ludd bug. This is one of a series of tail less models that he has developed. A full account of these appeared in the December 18 bulletin.

Below: Push E models needing a new home. Angus brought these indoor models. They were regularly flown in the days when Nicads were plentiful.





Above: Two firm favourites built by Mike Fairgray including the Luscombe Silvaire and Cessna Bird Dog. The Silvaire is a Keil Kraft 3/6D series model and the Bird Dog a Herr design.

PETERBOROUGH - AUCKLAND CLOUD TRAMP CHALLENGE

With the recent change from daylight saving back to standard time, there were undoubtedly some alarms set to get flyers to the early start. That of course, is when we get the best weather. The day provided calm conditions with an occasional slight puff of breeze varying in direction during the morning. There was a good turn-out for this year's Challenge with the PMFC. Predictably, the models trimmed prior to the day performed better but times were up on last year's results. A good sign for the future of the event.

Part of the intrigue of this kind of contest is that one never knows how well the other team has done until the results are out. We were pleased to find that this year we had triumphed, but undoubtedly we will once again be in for some strong competition next year from Peterborough flyers.

Results

Entrant	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Fly Off	Total
Keith Trillo	70	71	70	75	61	103	353
Mike Mullholland	51	83	81	72	60	96	346
Ricky Bould	72	72	82	66	83	74	324
Paul Evans	63	46	53	51	33	0	229
Don Spray	27	43	41	45	93	0	206
							1458



Left: Don Spray with his model at the start of the day.



Top: Mike Mulholland's Cloud Tramp off on one of many good flights.

Above: Keith Trillo's model achieved consistently high times. He is seen using his winding rig.

Left: George Fay retired early after damaging his model.

Photos: Stan Mauger and Mike Fairgray

Hoteo Diary - Stan Mauger



5-5-19

This was another calm and enjoyable morning's free flight flying. Flights of the day would have to be George Fay's Folkerts Sk-3 Racer that was performing very nicely. It's always great to watch against blue sky. Ricky Bould treated us to some fast, low and level flights from his RedFin powered Venomneezzer. It is remarkable how well models with flat plate flying surfaces can fly. Don Spray had his usual models there for an outing. His rubber powered Fairchild and Stinson both flew well as did his Gasparin-powered Piper Pacer, albeit with lower altitude than on other days. Some damage was incurred on landings on various models including his very reliable DH Puss Moth. Despite the grass cover, the ground was still not that forgiving of untrimmed models as Stan Mauger found on trimming his Vildebeest prototype model.



Top: George Fay's Folkerts Racer performing well against the blue sky.

Right: Don Spray's CO2 Piper Pacer and rubber powered Stinson Voyager at the start of the morning's flying.



Top: Don Spray's Piper Pacer is a delightful flyer. Seen here on a short hop.

Above: Stan Mauger running up the 1cc Jena powering his Vildebeest prototype model, before attempting a couple of test flights.

Photos: Ricky Bould



Top: Don Spray's Fairchild receiving some turns.
Above: Ricky Bould's Venomneezzer is a lively performer on RedFin power.

Airsail Competition and Rally - Brian Howell

20-21 April

Some great conditions were encountered for Vintage flying over Easter at the JR Airsail site. Saturday was the pick of the days with wind coming up on the Sunday.

A full range of Vintage events were flown with Vintage Precision gaining most entries, followed by Vintage E Texaco, Classical E Texaco and Vintage E Rubber. The Club was represented by entries by Keith Trillo and Bryan Spencer. Keith Trillo was kept busy with models entered in Vintage Precision (Tomboy), Vintage E Texaco (Stardust Special), Classical E Texaco (Glow Worm), Vintage E Duration (Stardust Special), E Tomboy, E Sports Cabin Texaco (Modelair Kea). Bryan Spencer entered his Slicker in 1/2E Texaco. A full list of results may be found in AVANZ News Issue 171.



Upper: An unidentified Miss FortuneX.

Left: Pete Townsend with his Golliwock and beyond, David Crook.



Top: From left, Don Mossop's Madcap and Playboy, both electric. In front, his Lanzo Bomber.

Above and right: An unidentified Glow Worm and another by David Gush who is seen with his transmitter.

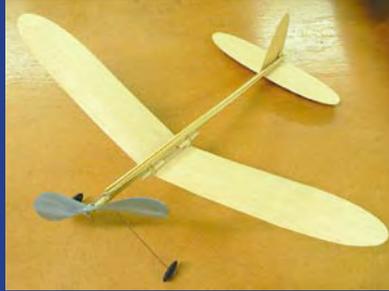
REDFIN Precision Event, Karaka

The winner of this contest will win a RedFin SAM 35 .55cc engine.

The contest is scheduled for late September and the date will be notified closer to the time.

Rules

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



MIMLOCT Sunday August 4, 2019 (Memorial Mass Launch of Cloud Tramps)

Plans for the Cloud Tramp are available from the Editor. There must now be plenty of these models available to fly. Venue and time to be announced

Indoor Free Flight Morrinsville Day Sunday October 6, 2019

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

Westpac Stadium Hall, 21 Ron Ladd Place, Morrinsville

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



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

Drury Indoor - Stan Mauger

18-3-19

Despite a quiet night of competition flying, there were a number putting in flights with various models. The two scheduled events were Modelair Hornet and Kit scale.

Keith Trillo was the only one to fly Hornet and without others to keep him company in this event, no results were recorded. As Modelair Hornet is a precision style event, target times are a little reliant on hall space. The Drury hall is an excellent venue for indoor flying, but 35 seconds would be a maximum time for this hall. Perhaps we should aim for flight time targets of 30 seconds or less.

There were several Kit Scale models but only Keith Trillo and Ricky Bould put in official flights. After a few flights with his Keil Kraft Luscombe Silvaire, Ricky opted to enter his Veron Comper Swift. The model flew well, but without documentation, it was unable score very highly in static. Keith has mastered getting good flights from his Dumas Spirit of St Louis, which is not an easy subject and didn't disappoint on the evening. Steve Fifield's Fokker E3 was climbing well in a lively flight.

Elsewhere in the hall, Angus Macdonald was getting some great times from his well trimmed Hangar Rat. Others having success with Hangar Rats included Steve Fifield and Colin Polglase.

Lawrence Lynn's Radian was making some fast circuits of the Hall. He also had his E Flite Corsair and Champ to fly. Brian Howell was seen with his Vapor.

Kit Scale

Results

	Static	Flying	Total	Model
K. Trillo	93	45	138	Dumas Spirit of St Louis
R. Bould	10	44	54	Veron Comper Swift

Right:
Steve Fifield's Mustang brought to trim and beside it, his Hangar Rat.





Top left: Steve Ffield at work setting up his Fokker E3 for trimming flights.

Top right: Angus Macdonald was getting good times from his Hangar Rat.

Left: Keith Trillo had his Dumas Spirit of St Louis trimmed out nicely.

Right: Now a regular at Drury, Ricky Bould's Keil Kraft Luscombe Silvaire for Kit Scale.

15-4-19

Numbers were down a little on this evening at Drury, but there was still quite a good showing of indoor flyers. All indoor free flight scale classes were down to be flown, but in the end only Kit Scale and Peanut had starters. Keith Trillo's Ryan Spirit of St Louis was once again flying smoothly, short only of a little more power. Ricky Bould's Veron Luscombe Sedan has got through the trimming stage and was easy to set up for nice flights. Stan Mauger started off with having to re-trim his Keil Kraft Auster Arrow, after knocking the tail section off after bumping the model on take off at the last Nationals. Thanks to some wise counsel from Tony Woodroffe, he adjusted the elevators by a little hard warping to restore the right elevation and the model was tamed again, to put in a good flight by the end of the evening. The first two places were just a point apart and Ricky undoubtedly would be up there too but for some missing documentation.

Peanut Scale was a 'flight of the Fikes' with Keith and Ricky both entering this subject. Both models flew well and proved how reliable this Peanut subject can be. Keith's flight of nearly a minute gave him a lead in flight time and with a good static mark, took the top spot. Ricky's model also put in a creditable flying time. A special thank you to John Swales and Don Spray for happily agreeing to forsake their own flying for the evening to assist with judging.

Don Spray had his Keil Kraft Piper family Cruiser there for testing as well as a Peanut Wittman Tailwind. Apart from the free flight scale flying, Angus Macdonald was getting great times of over two minutes with each of his Hangar Rats. At the end of the evening Brian Howell was assisted by Keith to set up an inherited indoor canard that stooaged around the space of the hall very nicely.

Indoor radio flyers included Lawrence Lynn with his fast Vought Corsair and John Swales with a spritely Aeronca Champ. Brian Howell provided a change of pace with his slow flying night Vapor. Most were still getting models in the air up until close-up time, a good indication of the success of the evening.

Results

Kit Scale

	Static	Flying	Total	Model
K. Trillo	88	35	123	Dumas Spirit of St Louis
S. Mauger	76	46	122	Keil Kraft Auster Arrow
R. Bould	10	47	57	Veron Luscombe Sedan

Peanut Scale

	Static	Flying	Ranking	
1. K. Trillo	39	68	1/1	Fike
2. R. Bould	36	48	2/2	Fike



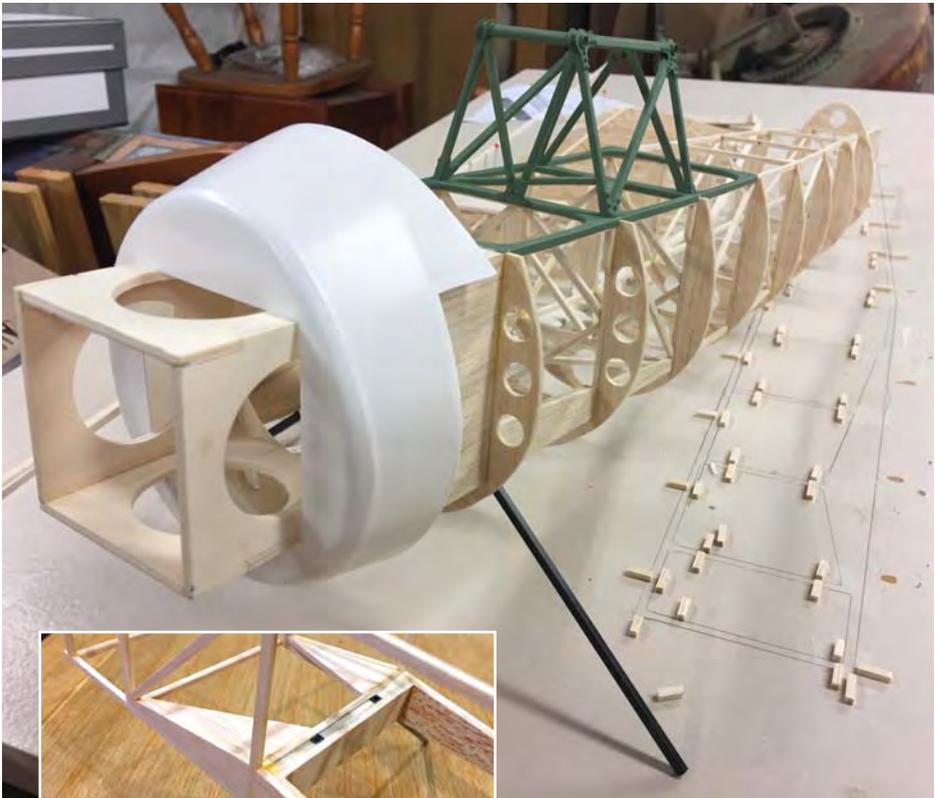
Left: Don Spray hard at work judging Peanut Scale. Ricky Bould's Wittman Tailwind and Fike are in the foreground.

Below: John Swales judging Kit Scale. Stan Mauger's Keil Kraft Auster Arrow and Ricky Bould's Veron Luscombe Sedan are in the foreground.



Mike Mulholland's 50" Westland Lysander

Mike's model is being built for rubber power. The project started as a model built from the APS Howard Boys plan. However, some refinement of scale details and proportions has been made by referring to the Aeromodeller scale drawing published in the 1950s. Most model Lizzies are built as keel and former construction but the real aircraft has a welded and bolted steel tube structure with stringers and formers superimposed. The large glasshouse only has a light framework and this cabane structure which actually supports the wings bolts on top of the top longeron. Because it's highly visible through the canopy it needs to look real. Structure of the model cabane is 2.4 square basswood (available at Mitre 10 along with other useful sizes). Fishplates are 10 thou styrene and compression tubes are 5/32 aluminium tube. All is cyano'd with the fishplates providing mechanical strength to the joints. The white styrene moulding is both firewall and top decking to the cockpit canopy.



Above:
Fuselage progress showing the cabane structure and construction jig.

Left:
The method of anchoring the undercarriage.

Calendar June-July

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

KARAKA

Sundays

Tomboy and Texaco (for Club points)

Flying can take place between 10am and 2pm
(9am to 3pm for gliders and other silent models)

NDC RC Vintage events (refer to MFNZ under NDC list).

Karaka Steward

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

HOTEO

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

NDC FF Vintage events (refer to MFNZ under NDC list).

Sundays

A group of free flight and vintage flyers go up to the farm when weather is suitable. Contact the field Steward, if you would like to be advised when there will be flying there.

Hoteo Steward

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

AKA AKA

Saturdays & Sundays

Intending fliers should phone Lloyd Hull to confirm that there will be flying.

Instructor

Brett Naysmith

Aka Aka Steward

Lloyd Hull 09 235 2890

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

(For Club points)

Drury

Monday June 17

Drury School Hall

Hangar Rat (7.30 - 10pm)

Drury

Monday July 15

Drury School Hall

Modelair Hornet and Kit Scale (7.30 - 10pm)

Indoor Steward

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

Morrinsville

Sunday October 6

Indoor Free Flight and Free Flight Scale classes
(See notice on p. 21)

OFFICERS OF AUCKLAND MODEL AERO CLUB INC.

Patron	Angus Macdonald	575 7232	angusmac@xtra.co.nz
President	Ricky Bould	478 8949	unimec1994@gmail.com,
Secretary	Mike Fairgray	636 8439	amacsecretary@outlook.com
Treasurer	Mike Fairgray	636 8439	amacsecretary@outlook.com
Recording Officer	Keith Trillo	298 4161	careith@hotmail.com
Bulletin Editor	Stan Mauger	575 7971	stanm09c4@gmail.com
Committee	Paul Evans	479 6378	ziply@xtra.co.nz
	Brendon Neilson	09 239 3204	2neilson@gmail.com,
	Don Spray	828 4892	drllmspray@xtra.co.nz
	Charles Warren	09 238 9430	cpwarren@ps.gen.nz

Club subscriptions

NZMAA Affiliation is mandatory for Club flying

Senior \$50 (+\$88 NZMAA) **Family** \$55 (+\$93 NZMAA)

Junior \$10 (+\$25 NZMAA) **Social** \$40

Intending members with current NZMAA affiliation pay only the AMAC sub

Please make payments to

The Treasurer Auckland Model Aero Club

Mike Fairgray,

3 Kanohi Tce Mangere Bridge 2022, Auckland

NEXT CLUB MEETING AND NATTER NIGHT

Monthly club meetings 7.30pm at ASME Clubrooms,
Peterson Reserve, Panmure.

June 3 Theme: Texaco & Tomboy models

July 1 Theme: Scale Models

**Your other current projects, models, plans, engines and
photographs are also welcomed for the table**

Items for the table:

Models, plans, engines, photographs etc

Trading table:

Buy, swap and sell

Visitors or intending members welcome