



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

September 2013



Louis McNair's immaculate Airsail PT-19 drew plenty of admiring glances at the last monthly club night.

**WARNING
CONTAGIOUS
MODEL AIRCRAFT
DISEASE**

ADULT MALES VERY SUSCEPTIBLE

SYMPTONS: Continual complaint as to need for a constructive hobby. Patient has blank expression, sometimes deaf to children and wife. Always haunts basement, attic or garage. Will not do work around house. Has nose in model aircraft catalogues and magazines. Often found wandering alongside runways, or around airfields, hangars, bases and airports with camera. Mumbles numbers and names such as : ME 109, F17, TA 154, 747, Skyhawk, Bell, Iroquoi, Spitfire, Jumbo, Boeing.

No Known Cure - Disease Not Fatal

Victims should assemble model aircraft as often as possible.

Courtesy of David Lloyd-Jones

Slipstream contributions

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

Deadline for articles for the October Slipstream is September 28.

Editorial – Building Aeroplanes

Reading Ewing and MacPherson's (1986) account of early New Zealand aviation, it is fascinating to see the place that aeroplane construction and design has taken in the quest by early New Zealand aviators to fly. In contrast to those who either imported Bleriot's, Caudrons, Howard Wright and other overseas designs or built them from plans, in the dawn years of aviation in New Zealand, a small number of enthusiasts for flying, designed and built their own craft. The attempts by Ogilvie, Pearse, Schaefer, and Pither for example, are well recorded but I was intrigued to learn of the achievements of Percy Fisher in the design of the Fisher Monoplane which successfully flew in 1913. His achievement was recognised in an hundred year celebration of this a couple of months ago. His first flight was caught on film by a local film-maker of the day and screened to an audience in 1913, but the quality of the only existing copy of this event was so poor that it has taken until the age of digital resolution enhancement to be able to see the footage clearly. The new film was screened recently to celebrate this anniversary, by the New Zealand Film Archive. Interesting as this is, it is it should be remembered that Fisher was primarily an inventor. He was not aiming to make the first flight in New Zealand; that had been achieved by others. With an engineering background, his goal was to design his own aircraft. He spent considerable time over two years building and redesigning the aircraft, eventually handing over to another pilot to fly it in a number of flights near Carterton. While the design drew on some of the design aspects of the Bleriot's that preceded it, it shows further experimentation and refinement, as an early New Zealand homebuilt aircraft.

It seems to me that there are strong parallels between full-size aircraft design and model aircraft design. In Harvie's account of George Bolt's early years, there is a fascinating reference to Model flying competitions in Hagley Park, in 1910 where Bolt was a holder of the New Zealand rubber duration record of 48 seconds. His achievements were written up in *Flight Magazine* where he was described as a "New Zealand Modelling worker" (1912). The image opposite picks up on this theme.

The theme for our next monthly meeting is winter building projects. It is an opportunity to show current projects and share knowledge about your experimentation, processes, materials and refinements of design – surely the lifeblood of building model aeroplanes.

Stan Mauger

References

Ewing, R., MacPherson, R. (1986). *The History of New Zealand aviation*. Auckland: Heinemann.

Flight Magazine (1912). *The Canterbury Aero Club*. (November 23).

Harvie, E. (1974). *George Bolt: Pioneer aviator*. Wellington: Reed.

New Zealand Film Archive (2013). *Experimental Flights of the Fisher Monoplane*. retrieved 20-8-13 from www.filmarchive.org.nz/now-showing/experimental-flights-of-the-fisher-monoplane/

Monthly Club Night - Mike Fairgray reports

4-8-13

Present were John Bercich, Ricky Bould, Maurice Cronin, Paul Evans, Mike Fairgray, Rob McNair, Louis McNair, Stan Mauger, Geoff Northmore, John Raybould, Bryan Spencer, Don Spray, Michael Taylor, Keith Trillo and Charles Warren

Charles welcomed the guests for the evening father and son Rob and Louis McNair. The usual notices on indoor flying meetings were noted. Charles had attended a meeting called by Business Solutions regarding the use of the Karaka Sports Club field and reported that the Karaka Sports Club is seeking a financial grant for a new club house and as the AMAC is a stakeholder in the complex, they wanted to know what we were about and what we were using the field for.

The theme was scale models.

Charles had an ASP SE5A plan for .5 - .8cc engines. This will be powered with a throttled PAW55. So far the fuselage had been started and as this is to be radio controlled and miniature radio equipment and controls had been fitted to the rudder and elevator. Charles had used what looked like thin fine nylon fishing line for the push pull system, which looked really good for the scale of the model. One addition to the scale appearance was the pilot whose head turned with rudder direction.

Keith Trillo had made himself a building board which allowed him to use a system of magnets to hold the 1/16th strip while building the model over the plan. The plus side of this system is that no pins are required and it makes for very accurate building especially when building one side of the fuselage on top of the other. The base board was particle board with a sheet of Zintec mild steel sheet screwed to it. The plan is then stuck down to the plate using a spray adhesive. Keith had brought along his completed parts for a peanut Fike Model E as proof of the accuracy of building with magnets. Magnet packs are available from the Two Dollar Shop and come in circular or square shapes in short strips.

Don Spray had a few photos of the Auckland Team's accommodation at the Christchurch Nats that showed a most impressive double garage attached to the house that they rented for their stay. A good array of models was on display outside the garage as well.

Ricky Bould had his tried and tested Comper Swift that he flew at the British Nationals. He must like the Comper as he is building a couple more. His second model was of a rubber powered Veron Cosmic Wind which was undergoing trimming.

Stan Mauger had his two Austers, one in silver and the other in Antarctic orange. He said that when researching the Antarctic Auster he had exceptional cooperation from the Wigram Museum regarding detail and correct colour, and with this information he was able to mix Tamiya enamel to the correct colour. It was the Antarctic Auster that won him the Australian F4A Nationals and you can see by the detail on the model that it was well deserved. The silver model flew at the British Nationals.

Michael Taylor had a good number of aviation books on display which included a 1974 official program of the Fanborough airshow, Story of the British Light Airplane, Famous Aircraft of all Times, R/C Flying Scale Models, F/F Flying Scale Models, Boddington's

Scale Model Aircraft for R/C and Aeromodeller Annual 1951.

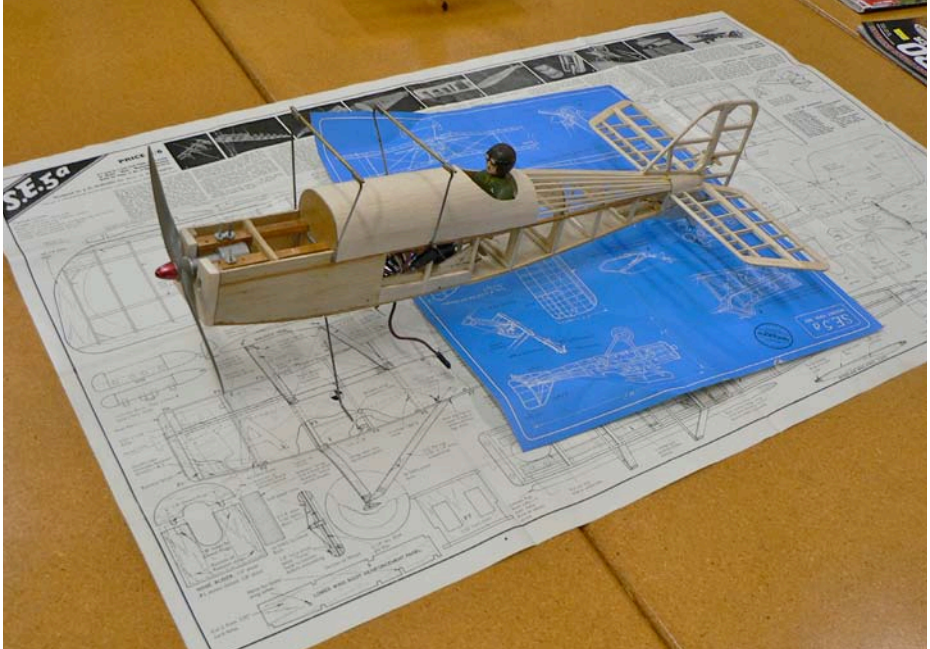
His model was from a kit produced by the Japanese Kyosho company, a 1/2A Geodetic Galaxy. He said that the kit was excellent with all parts pre-cut and it went together well. Radio will be fitted to this one.

Louis McNair had his Airsail PT19 rubber powered model. This is his second model and having had a bit of trouble with doping his first one, he decided to coat the tissue with very diluted white glue. This turned out well and the finish of his model was up with the best.

Arthur Pearce had a book on the Lancaster which he had purchased that day. This was written by Christopher Chant a well known author of aviation books and covered the full development and uses of the type.

Mike Fairgray had along a "bare bones" Mustang built from an Earl Stahl plan. You cannot go far wrong building one of his designs as they are of a good size for rubber power, electric or R/C. Next was a model of the Stinson Voyager from a Dumas kit. These are always good value. He also brought a Beaver from a Hacker kit and finally a Rearwin Speedster kitted by Modelair.

The group then retired for coffee and biscuits, a look through the magazines and the books on hand and of course a good look at the models and their fine points.



Above: Charles Warren's SE5A from the APS Doug McHard plan is progressing well.





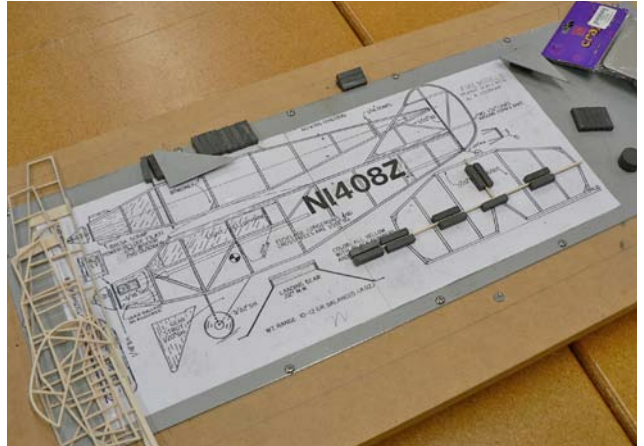
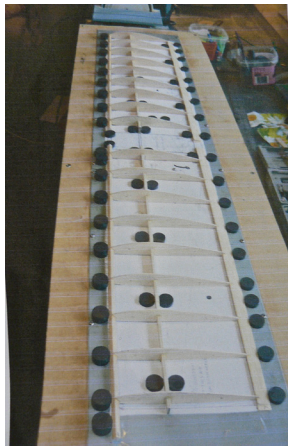
Opposite page

Scale models from Mike Fairgray's prolific production line, including a Hacker DH Beaver (top), Dumas Stinson Voyager and Modelair Rearwin Speedster (centre) and Stahl NA Mustang.

This page

Upper: Nice engine detail on Ricky Bould's smart Comper Swift for CO2.

Lower: Stan Mauger's 36" Antarctic Austers built twenty years apart. Latest at the back.



Upper: Michael Taylor's Geodetic Galaxy destined for R/C.

Middle: Keith Trillo's magnetic building board showing the use of magnets to hold down balsa construction.

Lower: Michael Taylor supported the scale theme by bringing a selection of scale publications.

MIMLOCT - Mike Fairgray

(19th Charles Hampson Grant Memorial International Mass Launch Of Cloud Tramps.)
4-8- 2013

At 4am seven intrepid modellers gathered at the Auckland War Memorial to partake in the International Mass Launch of Cloud Tramps. The weather was fine with little wind with the lights around the Museum forecourt giving plenty of light to be able to track the models.

The team formed a line winding their models rubber motors and stood by for the organiser Trevor Martin to announce the launch time of 4am. With models raised and pointing into wind seven Cloud Tramps rose into the air and so this ended the mass launch for 2013.

Those present were Trevor Martin, Mike Fairgray, Paul Cosgrove, Paul Evans, Ricky Bould, Don Spray and John Miller Crawford, who all gathered on the steps where a group photo was taken to mark the event.



No apologies for picture quality. It was 4.00am!

Back Row: Paul Evans, Mike Fairgray and Trevor Martin.

Front Row: Don Spray, Paul Cosgrove, Ricky Bould and John Miller Crawford.

Postal Plan Scale Competition

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.

Refer to last month's Slipstream for rules and entry form

Aka Aka Diary - Charles Warren

On Sunday 4.8.13 we were flying at Aka Aka. The first thing to note is that the replacement ride-on mower is doing the job OK and is able to handle the grass even though it has a slightly smaller engine than the previous one. The deck was stripped down to the metal with a wire brush. The rust was treated and it had two coats of metal primer and two coats of Hammerite paint, so I hope we will get a few years use out of it.

There was virtually no wind that day and the sky was overcast with high stratus cloud so it was easy to see the models and no problem with dazzling sun.

Grant was flying his large Yak powered by a 120cc twin cylinder DA petrol engine. He was practising his IMAC routine and it looked pretty impressive.

Brett had his new Peak Models Edge 540 powered with a DLE 35RA. It is not as big as the Yak but bigger than anything Brett has flown previously. This was its second outing and Grant helped him set up the trims to aid accurate manoeuvres. With no wind at all it was quite tricky to land in the length of our strip but after a few circuits and bumps Brett's landings were perfect every time. Stuart and Hamish were flying their Greenly Tug. Hamish overshot the end of the strip and ran through some very wet cowpats and the yellow plane was suddenly camouflaged! Hamish is now very proficient and ready to take his Wings Badge.

Tony Plow had his Wingman trainer and a new Hanger 9 Mustang with an old engine he had not run for a few years. The engine was misbehaving so it did not fly. However it had an interesting feature in that there were transparent plastic additions to the leading edge of the outboard wing panels to negate the tapered wing effect and avoid tipstalls at low speed. The idea being to remove them once the pilot is proficient. Michael Derecourt brought his rebuilt Shoestring which he bought second hand precrashed and has repaired



Above: Tony Plow's new Hanger 9 Mustang showing transparent wing extensions.



Above: Brett Naysmith running up his new Peak Models Edge540.

to look like new. Charles brought his low wing AT 40 variant but was having engine problems so did not fly it. He resorted to flying 2 foot span Sopwith triplanes, one a freeflight Tripeneezer and the other the RC version. Lloyd attended to supervise proceedings in his new status as an octogenarian.

That was about it for the day. Everyone went home soon after lunch to do their chores and score brownie points.



Grant Domigan's large Yak flown to practise IMAC routines.



Michael Derecourt's repaired Shoestring looked like new.

Building Board

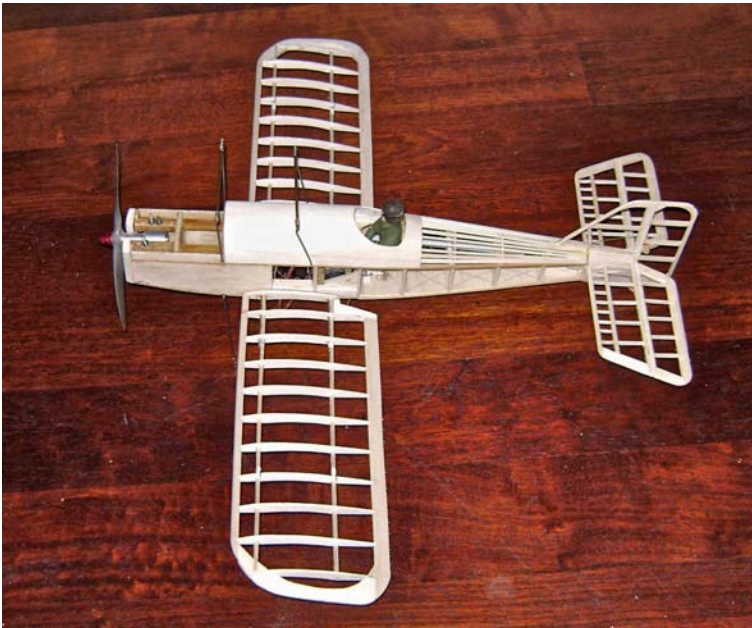
Charles Warren writes:

My building board is a soft board panel let into a broad shelf. I usually trace my plans to avoid spoiling the original with pin holes. I then cover the traced plan with a polythene sheet recycled from the thin bags that come round my jackets and trousers when I get them back from the cleaners.

The last thing to come off the board and fly was an own design replacement fuselage for a low wing tail-dragger using flying surfaces from my AT 40. It is powered by an OS 46 LA which is mounted side winder. The fuselage has a planked turtle deck and tapers towards the 2.5inch spinner at the nose. The planking took me much too long to do. The bubble canopy is cut from the shoulder of an orange juice bottle.

The current project is a 1 inch to the foot RC SE5A based on the Doug McHard free flight plan that came with the 1957 Christmas Aeromodeller and some three views published in the same magazine and others from The Aeroplane of Feb 1974. It is just under 27 inches span and the power is to be an inverted PAW 55 with throttle.

In the same issue of the Aeromodeller there was an article on how to carve your pilot from balsa. The pilot had to be completed at an early stage as he forms part of the pull-pull control system to the rudder. He has an ali tube axle running through him with his head mounted on the top of the axle. He had to be painted and the control panel sorted as there would be not enough room to reach inside the cockpit later. The receiver switch is masquerading as the compass in the middle of the control panel and there is just room



The SE5A about to receive some top wings.

to reach it with a finger. The pilot has a functioning right elbow and his right hand holds the top of a control column which is hinged on thin fuel tube. I decided not to attach it to the elevator control rod as his wrist and shoulder are arthrodesed so might jam the controls at a critical moment! The servos only weigh 2.5 grams and might be discouraged by a stiff arm pilot. I am trying to keep the weight down but have not ruled out having these mini servos in the wings operating ailerons. I have not yet built the top wings & centre section and have to correct a crooked pair of rear cabane struts. I shall probably cover it in Lightspan but have not decided yet.

Stan Mauger writes

I have taken time off some power scale projects to build a non-Piper indoor profile scale model. I selected the Curtiss Owl because it is loaded with character, even though I prefer to build scale models of New Zealand aviation subjects where possible. As an indoor model, its construction is much lighter than I am usually accustomed to. I have had to bend 1/32X1/16 balsa strips to create tail and wing tip outlines. The strip was immersed in hot water to which was added liberal amounts of cloudy ammonia to soften the lignum in the wood. Forms made of 1/4 sheet scrap were used to enable me to bend the strip and anchor it in place. The photograph shows how the moulded outlines have kept their shape. Even though there is not a lot of building, the delicacy of it makes it time-consuming.



Above: The Curtiss Owl showing laminated tips, sliced ribs and Putman 3 view enlargements.

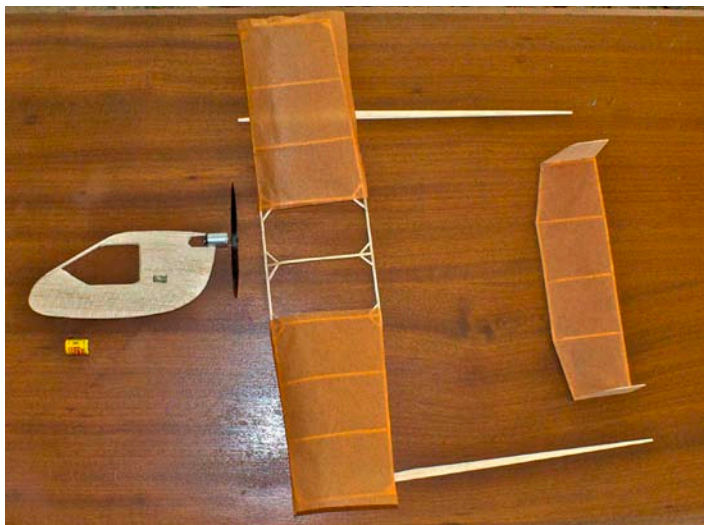
Ricky Bould writes

There has been some activity since the last report. The Mercurian Mite is complete and a T-Tray has also been finished and awaits the 0.5 cc Bee installation. Also a Scatterbrain is well down the track. This will give me a fleet of small control liners.

Indoor has not been neglected and I now have 2 Hangar Rats and a Push-E is almost complete. Photos show the completed second Hangar Rat and the Push-E before assembly

On the free flight front the Broussard makes slow progress with the cabin area receiving attention before closing in the fuselage.

The Compers are ready for colour as the white paint has been applied, but the dummy engines still need some action.



The new Hangar Rat is seen above and Push E, (pre assembly), to the left.

Karaka Diary - Keith Trillo

28-7-13

A fine morning with an increasing wind as the morning progressed, resulting in only two IC Tomboy flights later in the morning. Members present were Bryan Spencer, Angus Macdonald, Michael Taylor and Keith Trillo.

Angus flew his Hummingbird, Michael flew his Luton Minor.

Bryan Spencer had an endurance flight with his electric Tomboy. It had a 9:30 engine run on a 360mah 2s battery and a total flight time of 12:12.

Tomboy timed IC flights:

Bryan Spencer	4:21
Keith Trillo	2:13

4-8-13

An overcast and clear morning with very good flying conditions with only a small turn out of members. Bryan Spencer got his models out only to discover he had left his batteries at home. Ross Northcott did many flights with his electric Tomboy and Rex Bennis, an invited guest, flew his electric Piper Cub. Keith Trillo had three good IC Tomboy flights of 6:28, 7:22 and 5:12 with no lift. On the 7:22 flight the Mills engine run time was 3:27.

18-8-13

The joint AMAC, Tuakau Tomboy and 1/2A Texaco at the Tuakau field was cancelled on Friday night due to the forecast not being flyable on Sunday morning. Sunday morning at Karaka ended up fine with a 15kph wind that dropped to light and variable as the morning progressed. Those present were Ross Northcott and Keith Trillo with John Butcher, David Gush and John Danks, all from Tuakau.

John Butcher and Ross Northcott flew electric Tomboys and John Danks and Keith Trillo flew IC Tomboys. Both David Gush and John Butcher flew catapult gliders, with one going the length of the paddock in a thermal.

Opposite page

Upper: 4-8-13

From Left: Rex Bennis' Piper Cub, Ross Northcott's electric Tomboy and Leadfeather Yak 55, Keith Trillo's IC Tomboy and a yellow and black Yak 55.

Lower: 18-8-13

John Butcher, Ross Northcott, John Danks, David Gush await the morning's flying.



Tomboy & Texaco

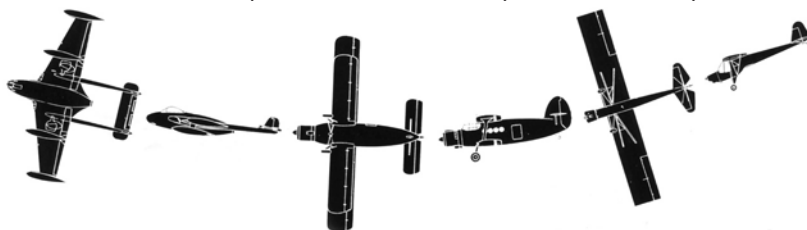
Tomboy and 1/2A Texaco will be flown as a monthly competition at either the AMAC field at Karaka or the Tuakau Club field.

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

AMAC placings count to event Club points

FREE FLIGHT **SCALE DAY**

Sunday October 20, (Venue TBA)



All free flight scale classes

- F4A power scale • Rubber scale • CO2 / Electric • Kit scale. (for Club points)

Entries in the Postal Plan Scale Competition

Intending fliers and visitors please check for cancellation because of weather conditions, by calling Stan Mauger on October 20 on 575 7971 before departing.

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

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)

Karaka Steward

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

HOTEO

FIELD CLOSED

**The farm will be closed to flying throughout
September**

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

CONTROL LINE

Sundays

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 September 30

Hangar Rat

[7.30-10pm] *For Club points*

Ellerslie

Tuesday September 10

Michael Park School Hall

Indoor radio flying (7.00-10pm)

Tuesday September 24

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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Club subscriptions

NZMAA Affiliation is mandatory for Club flying

Senior \$53 (+\$67 NZMAA) **Family** \$55 (+\$72 NZMAA)

Junior \$10 (+\$20 NZMAA) **Social** \$40

Intending members with current NZMAA affiliation pay only the AMAC sub

Please make payments to

The Treasurer Auckland Model Aero Club

Mrs Jeanette Northmore,

20 Larsen Road, Panmure 1072, Auckland

NEXT CLUB MEETING AND NATTER NIGHT

Monthly club meeting

7:30 PM

Monday September 2, 2013

ASME Clubrooms, Peterson Reserve, Panmure.

Theme: Winter model-building projects

Items for the table:

Models, plans, engines, photographs etc

Trading table:

Buy, swap and sell

Visitors or intending members welcome