



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

**October 2013**



Seen at the last Club night - Bryan Spencer's Slicker resplendent in smart colour scheme and recreated Keil Kraft decals

# 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.

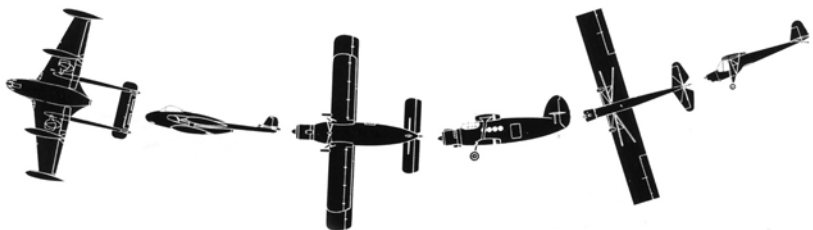
Contact Keith Trillo for confirmation of site and possible postponement, Mobile: 027 460 7180.

AMAC placings count to event Club points

---

## FREE FLIGHT **SCALE DAY**

Sunday October 20, Patetonga



### 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*

## Editorial – In Slipstream this month

Thank you to everyone who has sent in articles for this month's bulletin. It makes my job so much easier! The Building Board column continues to be supported. As noted in last month's Slipstream and below, do not wait to be asked for news. Just send in photographs and updates on what you have been building.

This month's bulletin carries reports on two well-supported events, the indoor evening for scale free flight classes at Balmoral and the Tuakau Tomboy and Texaco contest day. The Balmoral scale evening saw flying in all scale classes and a good attendance in the hall. A special mention needs to be made of the sterling work of the judges, without whom competitions could not be run. It was an enjoyable relaxed evening of contest flying, warmly recommended to all, especially those with models for these classes. Come and join in the fun. It would be nice to see more models there. At the last Committee meeting it was decided to run Kit Scale on a separate evening to reduce the pressure of judging all of the various scale classes on the same evening. This month Kit Scale will be run with Push E.

A big thank you to various fliers who sent in photographs of the Tuakau day. Good to have plenty of pictures to support the article. This was a great success and it shows the advantages of the two clubs working together. Tomboy events continue to be well supported, but newcomers are, as always, welcome.

The calendar this month, includes notices of a number of events. At Karaka, the Tomboy and Texaco series continue throughout the year as does the Tomboy Extravaganza. Open rubber and postal plan (rubber) scale entries can also be flown. Subject to field availability, both free flight and vintage radio events can be flown at Hoteo. This is an ideal site for NDC events. Check with the field steward regarding when the farm will be open for flying. There is also a notice re the scale day at Patetonga. As the May scale day was postponed, contests for all of the advertised free flight scale classes will be run. Spectators are welcome!

Not mentioned elsewhere in this month's bulletin and worth considering now, is that it is also not too early to sort out models for the Nationals.

Stan Mauger

### 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 Slipstream is October 28.**

# Monthly Club Night - Angus Macdonald reports

2-9-13

Present were Paul Cosbrook, Maurice Cronin, Paul Evans, George Fay, Angus Macdonald, Trevor Martin, Stan Mauger, Geoff Northmore, Arthur Pearce, John Raybould, Bryan Spencer, Michael Taylor, Charles Warren and Keith Williamson.

A winter's night and numbers were down a bit but enthusiasm remains high with a good number of "current winter projects" being the theme for the evening. Bryan Spencer reminded us of the usual indoor dates and advised that he had more diesel fuel on hand. A modeller known to members of our club, Owen Fenner, has achieved 55 years of membership of the Tamaki Model Aero Club. Congratulations Owen.

As Pres. Charles fronted up to the table he commented that with no Mike Fairgray present tonight, there was a noticeable lack of magazines and books on the table. First model was Charles own .5cc SE5a which showed a little progress since last viewing. His Hurricane and fleet of vintage models must have consumed most of his spare time.

Angus confessed that so far the main winter project has been buying helpful "gadgets" for the workshop. A prop held lightly by thumb and forefinger on the ends of a pointed (each end) rod was reasonably accurate when balancing said prop, however when checked on the "gadget" which held the pointed ends in space by magnets (no friction at all), the shortcomings of the "manual" method were soon seen. A neat little digital pocket scale (under \$12.00 NZ) with 1000 grams capacity in .1gm increments (1/280th oz.), replaces several 'bendy wire' home made instruments, which did sterling service for years. A neat little sprung soldering jig to hold wires and plugs when soldering up RC equipment is already an aid to lower blood pressure! The last item was a 160 electric motor (equivalent to 28cc I.C. engine). Fuel will be 10S, 5000M/A Lipos (37+ volts) all to go in the front of the 1/3 Gipsy Moth.

Geoff Northmore presented the unfinished fuselage of a 'Flying Aces' Sports Racer, published in 1934 as a 30" rubber Free Flight but redesigned as a 58 inch electric (340 W) RC, certainly quite typical of models of that era. It remains very close to the original design but will have an easily 'knock-off' wing mount rather than the fixed wire parasol.

Stan (Auster) Mauger had parts of yet ANOTHER F/F scale Auster. This one is being built with very fine dowel in a 'Harbour Bridge' like manner, - one section completed then another hung out on the end of that with fuselage cross section frames being added in as it goes. It was further advanced but various bits have been cannibalised for other Austers we have seen in action. Plans are to complete it now and it will be a beautiful work of scale construction.

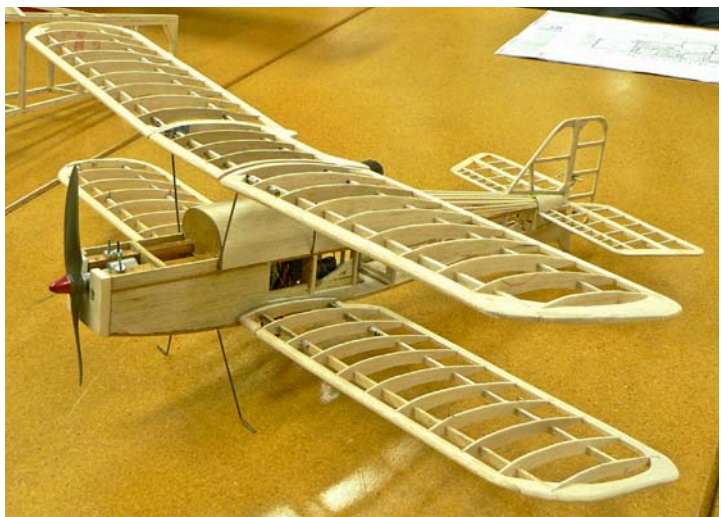
Keith Williamson had his 70" Cessna Bird Dog RC scale which will be modelled on his employer's all orange (US Army) full size restoration. His employer is Rob Mackley, whose father (Bill) and grandfather (JF), have been associated with this club since its formative years. Keith's corrugated litho plate control surfaces - he showed us his method of forming them some months ago - certainly give the model a very realistic touch. His impeccable metal work resulted in a custom muffler to ensure "no sticky out bits" to spoil the looks.

George (Rubber Scale) Fay had his third iteration of the B25 Mitchell bomber (about 36" span) waiting now for suitable weather and venue for test flying. The built up contra rotating props should ease the problems associated with rubber powered twins. This one is lighter and has plug-in undercarriage. The outer wing panels are fairly easily knocked off to minimise damage on harder landings. To have a rubber duration model for the Nats, he designed and built a Coupe d'Hiver to match a folding prop "he just happened to have". A bit under powered on first tests but plenty of time to fix that before the Nats. The beautiful delicate bones of a 24" DeH TK4 Racer weigh 35grams so far. Rubber power and low wing, of course.

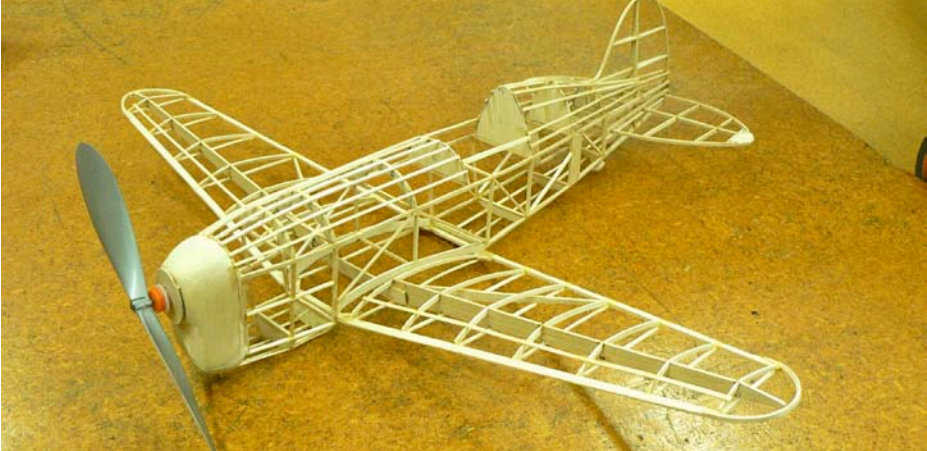
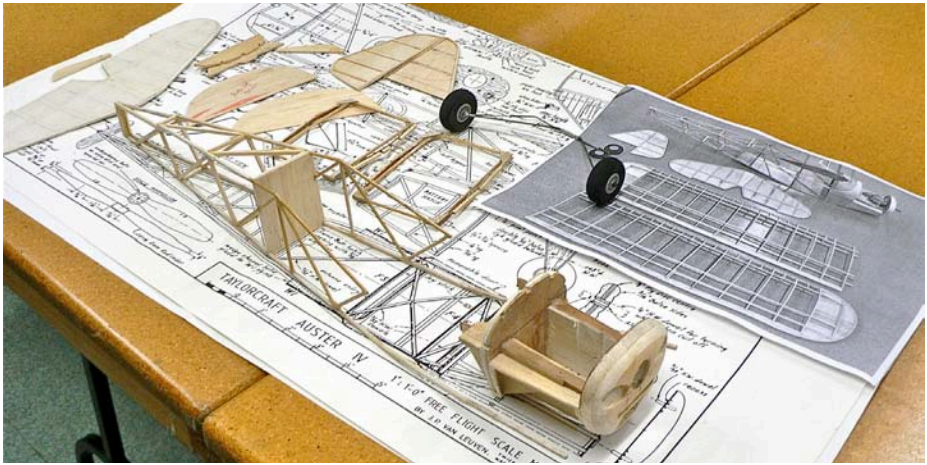
Paul Cosbrook brought an uncovered Tomboy to add to the growing numbers in the larger Auckland area. Helping with timing etc for the previous day's Tomboy/ Texaco event at Tuakau will have no doubt encouraged him to get it completed ASAP. Bryan Spencer showed us a beautifully finished KK Slicker. It sported genuine (looking) KK and Slicker transfers on the wing. These he produced on his computer and printer with a kit of special paper and lacquer currently available from Hobby City. Radio power is provided with a 2s 360 Lipo. The Cox spinner on a special fitting matched the nose of the Slicker perfectly. This is a case of the spinner coming first and the nose matched to it.

Michael Taylor's Galaxie, a mid sixties US Pylon design ( kitted in Japan) for Cox power, has a suitably 'grunty' looking electric motor on the nose. An unusual feature of the design is the low dihedral on two inner panels of the polyhedral wing. The problem with such a slim contest model, is finding room for all the equipment when converting to RC. A 'window' cut in the middle of the pylon may be the Rx domicile, with the one servo controlling the rudder (rudder only model) mounted in the top of the fuselage behind the pylon. The covering is white Solarlight.

And so, over to the Coffee and Bikkies.



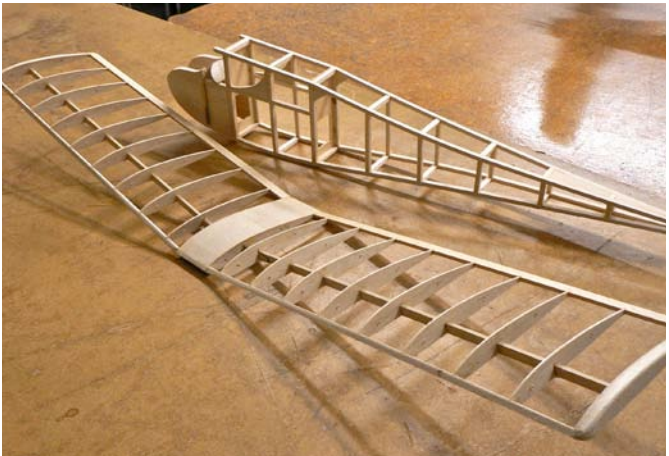
**Above:** Charles Warren's SE5A from the APS Doug McHard plan is progressing well.

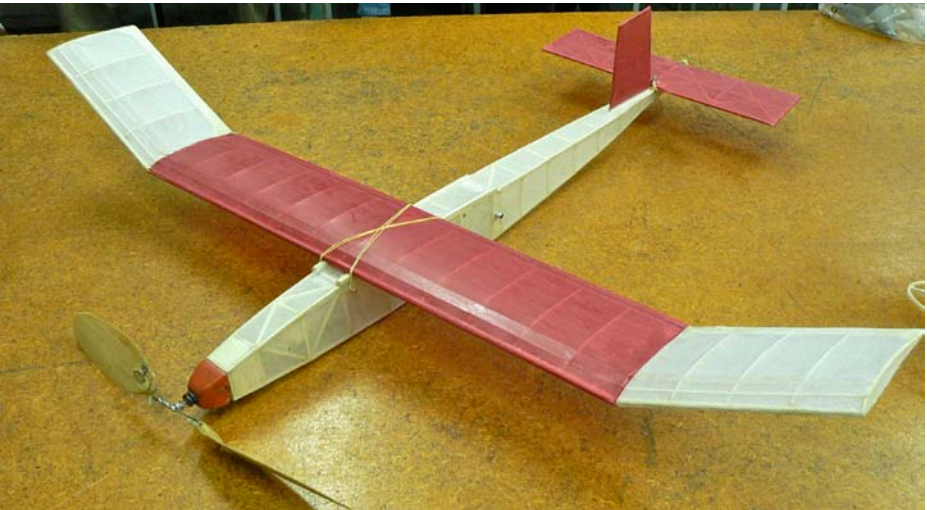
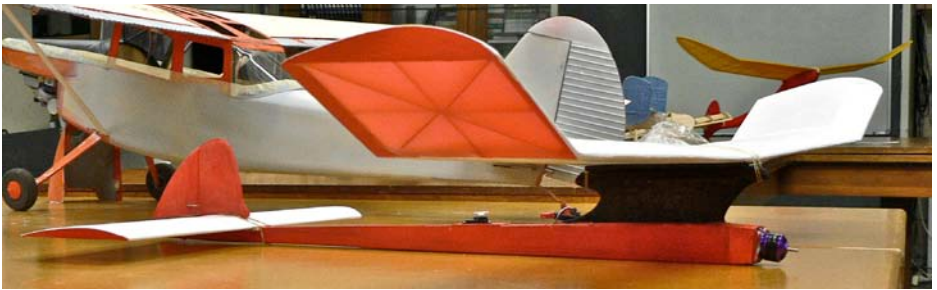
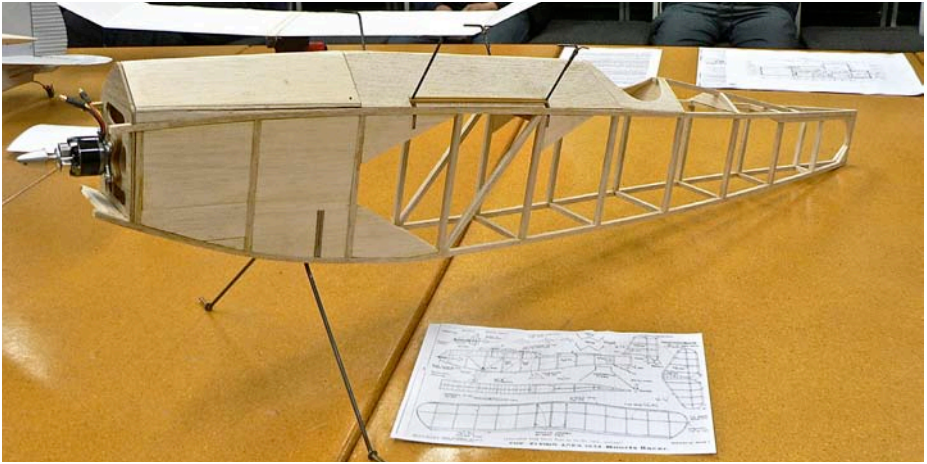


**Top:** Yet another of Stan Mauger's Austers underway. This one a MkV Taylorcraft using parts generated in other Auster projects.

**Upper:** George Fay's lightly built DH TK4 for rubber power, awaiting covering. Should be a spritely flier.

**Lower:** Another Tomboy under way. This one by Paul Cosbrook





**Top:** Geoff Northmore's Flying Aces Sports Racer for electric power, scaled up from the original rubber model plan (see foreground).

**Upper:** Michael Taylor's Galaxie now equipped with Radio. Slight dihedral is noticeable in this view.

**Lower:** George Fay brought along this nicely built Coupe d'Hiver design, all set for the Nationals.



**Upper:** This new B-25 Mitchell built by George Fay looks light enough to be a good flier.

**Middle:** Keith Williamson's Bird Dog is progressing well. **Left:** the particularly neat muffler system he has made, Michael Taylor and Paul Evans discussing Michael's Galaxie in the background

**Above:** Angus Macdonald's new 160 electric motor, set to be installed in his DH Gypsy Moth.



# The Terrific Tuakau Tomboy Turnout

## Angus Macdonald Reports

After two postponements, Sunday 1st. September saw the weather relent a bit and produce a fine day with a breeze forecast to drop later in the day. By 10:30 the forecasters were right and Tomboys were able to climb into the breeze, glide into the breeze, and land into the breeze but dare not circle. Charles Warren managed, in his now accustomed manner, to fit a thermal into the above procedure for about nine minutes on his first flight and thus managed to stay ahead of the pack. The rest of the flights for all, were in the under seven minutes range. Thus, Charles added another bottle of wine to his cellar. The Tuakau Club fly on the local sports domain and provided us with well mown takeoff strips into, across, down and diagonal to the wind. Hot sausages at lunch time went down well in the cold. Thank you Tuakau for your kind hospitality.

### Results

#### Tomboy I.C. (Total of 2 best out of 6 flights)

- |                    |                    |
|--------------------|--------------------|
| 1. Charles Warren  | 14:10 [850 points] |
| 2. Angus Macdonald | 12:42 [762 points] |
| 3. Keith Trillo    | 10:00 [600 points] |
| 4. Rex Bain        | 8:25 [505 points]  |
| 5. John Butcher    | 7:37 [457 points]  |

#### Tomboy Electric.

- |                 |                     |
|-----------------|---------------------|
| 1. John Butcher | 18:05 [1085 points] |
| 2. Dave Gush    | 14:18 [858 points]  |

#### 1/2A Texaco

- |                   |                     |
|-------------------|---------------------|
| 1. Charles Warren | 18:08 [1088 points] |
| 2. John Butcher   | 16:28 [988 points]  |



**Upper:** Keith Trillo doing some timing and behind him, Charles Warren with Lanzo Bomber.

**Below:** A good number attended the flying day.



**Upper:** Charles Warren's Lanzo and Tomboy and gear for the day.

**Lower:** David Gush and Keith Williamson with Keith's Lanzo Bomber..



**Upper:** Angus's Tomboy Hangar

**Lower:** Charles Warren, Keith Trillo and Michael Taylor at the start of the day's flying.

# Indoor Scale at Balmoral - Stan Mauger

26-8-13

There was a good attendance at this scale evening and a number of scale flights made. Mike Fairgray, Keith Trillo and Keith Williamson were soon on the job to assist with judging and did a great job with this during the evening. A thank you to Bryan Spencer for assisting Bruce Keegan to make flights with his models. Bruce was the only flier in Profile Scale so had the event to himself. Bruce also had a Modelair Auster for scale events but had not yet trimmed it out. Should be a competitive model when this is done

Ricky Bould and Angus Macdonald were the only starters in Peanut Scale. Angus's Nesmith Cougar suffered some damage during the evening in earlier flights causing him to retire from flying it. Ricky had more luck with some sustained flights from his ever-reliable Fike. George Fay battled to trim his well flown Wittman Tailwind but did not manage to get it properly trimmed to be able to enter it. Kit Scale had more support with Ricky, Angus and Stan putting in good flights, with well-trimmed models. Good to see this event gaining support. Ricky's Comper flew in fast, banked circuits with no fear of wandering across to the walls of the hall. Angus has his Auster expertly trimmed for scale speed flight and gained good altitude in the hall. Stan's Cessna has similarly been flown many times and thanks to a motor change managed a take-off and smooth flight. Angus also entered his Auster in Open Rubber scale, gaining excellent flying points. Stan did better in Static enabling him to win the event. Results for all events are listed below.

Apart from the scale activity, George Fay flew his Profile Copland Wakefield, that really wanted to go, but with insufficient turn, flights were short. Keith Trillo flew his Modelair Hornet, achieving some good flights. He has this model well set up for great indoor flying. John Swales took lots of photographs of the action and some are used on page 15. Thank you John.

## Results

### Profile Scale

|              |       |             |      |      |
|--------------|-------|-------------|------|------|
| 1. B. Keegan | Piper | <b>55.9</b> | 39.8 | 48.9 |
|--------------|-------|-------------|------|------|

### Kit Scale

|                 |                    | <b>Static</b> | <b>Flying</b> | <b>Total</b> |
|-----------------|--------------------|---------------|---------------|--------------|
| 1. S. Mauger    | KK Cessna          | 80            | 47            | 127          |
| 2. A. Macdonald | Modelair Auster,   | 60            | 51.5          | 111.5        |
| 3. R. Bould     | Veron Comper Swift | 19            | 49            | 68           |

### Open Rubber Scale

|                 |                |     |     |      |
|-----------------|----------------|-----|-----|------|
| 1. S. Mauger    | Fleet Canuck   | 750 | 369 | 1119 |
| 2. A. Macdonald | Auster Autocar | 493 | 501 | 994  |

### Peanut scale

|                 |                |         |   |   |   |
|-----------------|----------------|---------|---|---|---|
| 1. R. Bould     | Fike           | [Place] | 1 | 1 | 1 |
| 2. A. Macdonald | Nesmith Cougar | DNQ     |   |   |   |



**Top:** Judges Keith Trillo, Mike Fairgray and Keith Williamson did a great job in dealing with static judging and timing models during the evening.

**Middle Left:** Ricky Bould setting up his Curtiss Robin for some trimming.

**Middle Right:** George Fay sorting out his PZL Fighter.

**Lower:** Stan Mauger's KK Cessna for Kit Scale and Fleet Canuck for Open Rubber.



**Upper Left:** Bruce Keegan had his Modelair Auster flying in trimming flights.

**Upper Right:** Angus Macdonald making repairs to his Nesmith Cougar for Peanut Scale.

**Middle:** Peanut Scale winding in progress! Ricky Bould with Lacey and George Fay with Wittman Tailwind.

**Lower:** Two of Ricky's fleet at testing stage - a Curtiss Robin for Kit scale and Bucker Jungman for Peanut Scale.



***Clockwise from top left:*** Flying action. Ricky's Lacey gaining some height, Stan's Canuck at the launch and off for a good flight, Angus's Auster flew well, Ricky's Fike on touchdown, Bruce's Profile Piper had the event to itself and finally, Ricky's Comper Swift gaining some altitude, flew well.



# Building Board

## Michael Taylor writes:

My current project, the pylon model Galaxie, has made two appearances at Club night, first in the bare bones state (see page 8 of September Slipstream), then covered but with some details to be completed. The design by Vic Cunningham Jr dates from the late 1960s when this model set US records in the 1/2A power class. The wing span is 49 inches with wing area of 312 sq.in. The construction is unusual having cross-ribs in both wing and tailplane to produce a 'geodetic' structure of great strength but not too heavy as the ribs are of 1/16" sheet.

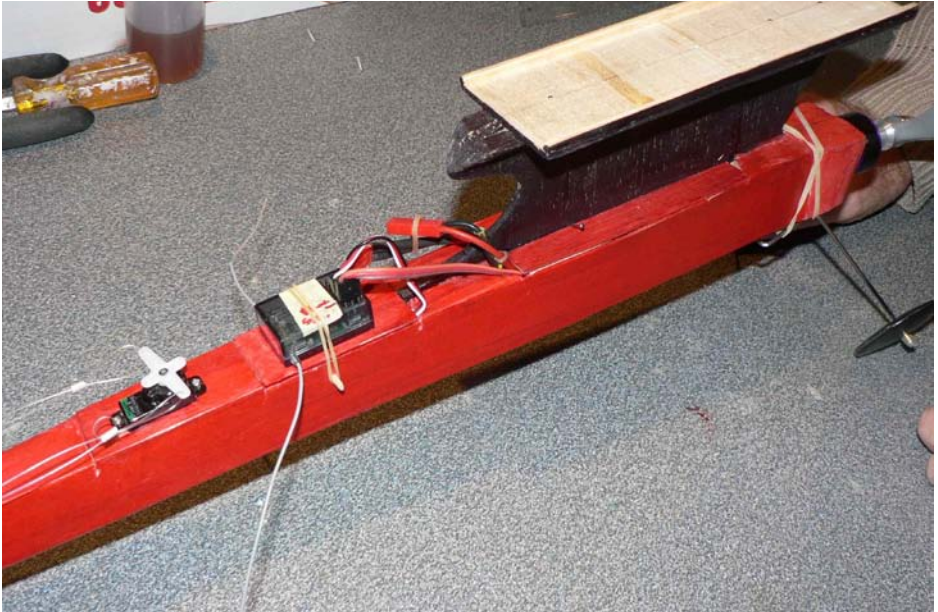
I acquired the model some time back, in kit form, and might never have built it for free flight however the opportunity to try an electric R/C conversion got me started. The kit was the work of the Japanese Kyosho Corporation. All the parts were pre-cut, which was a very welcome feature because building was to take place in my small apartment where lots of shavings and balsa dust would be undesirable (even with a nifty rechargeable Electrolux vacuum cleaner to clear up the bits). My actual building board is an obeche drawing board, used upside down, which was just big enough for the job in hand.

The flying surfaces went together well, the ribs being very accurately machine-cut (not stamped out) with notches of precise size. The cross-ribs were deliberately made too long and had to be trimmed and fitted individually fitted (what would model building be, without a fair amount of fiddly work?). When it came to the fuselage I was faced with the problem of where and how to install the various working parts which is still a work in progress.

The plan shows a Tatone engine mount for the TD 049. This unit is replaced by a brushless electric motor which is more compact, so perhaps I ought to have lengthened the nose to bring the propeller to a position similar to that of the power job (this could be altered later). The Tatone gear includes a single leg undercart but I my substitute two-wheel landed gear made with stiff wire and heavy wheels to avoid the nose weight that will otherwise be necessary to bring the CG to the specified 60% position. There is space in the narrow fuselage for the LiPo battery on one side of the pylon and the speed controller on the other. The receiver will either be slotted into the sheet balsa pylon or mounted on top of the fuselage just aft of the pylon. Control will be rudder-only using a lightweight servo connected to the fin by nylon leads for pull-pull operation of a generous-sized rudder. Elevator control may also be added but this will require a new tailplane since the geodetic structure does not lend itself to modification.

The polyhedral wing and tailplane have been covered with Litespan, mainly white but red under the outer wing panels and on the tips. In the process I found out (the hard way – is there any other way?) that some old stock material did not shrink as well as the new stuff. Attaching Litespan to areas of sheet wood is tedious so instead I resorted to red tissue, moistened by water-spraying, then doped on to the balsa. Some of the more awkward places were coloured red or black using wedge-tipped marker pens (permanent ink ones, not the 'whiteboard' sort). The model is now looking good, let's hope it flies to match.



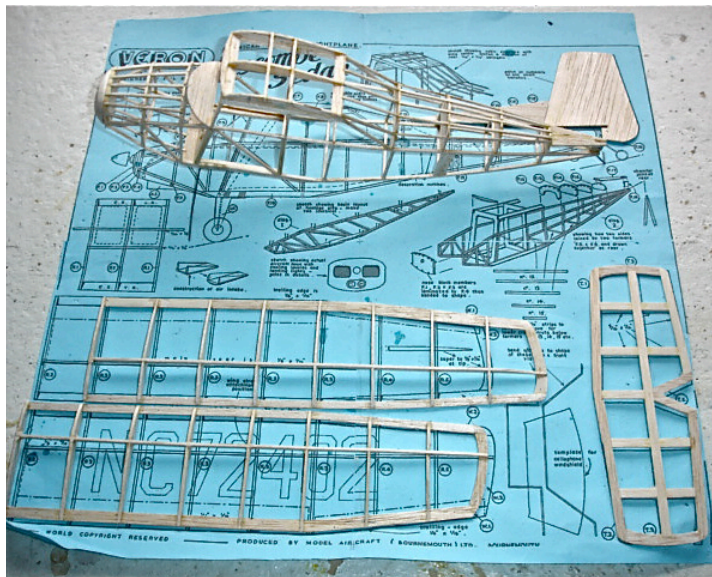
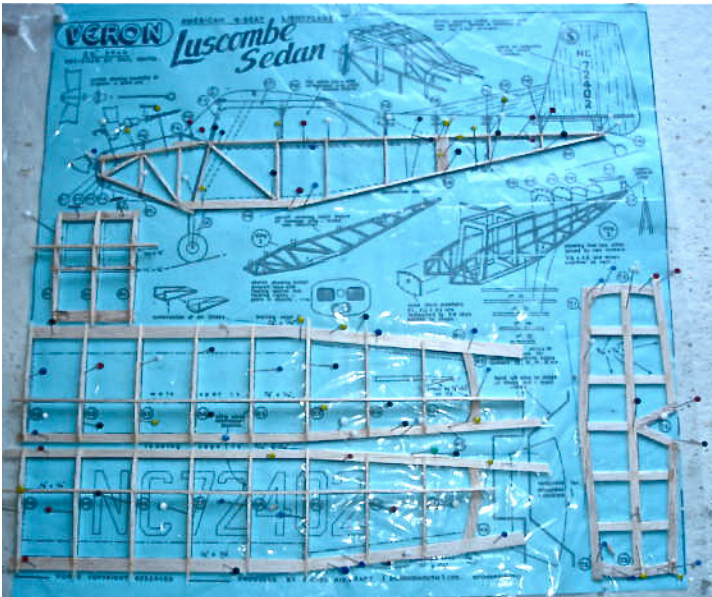


**Above:** Space is at a premium for accomodating radio equipment in the Galaxie

### **Mike Fairgray writes:**

Last time I was working on three models, a Boddington designed Super Mini, look alike Voltimer and a C/L Provost. Well the Voltimer look alike is back hanging from the ceiling in the workshop and the C/L Provost has not seen the light of day. However, the Mini Super is progressing with the fuselage being covered! And it may even grace the table at the next club night. I am using a covering called Toughlon which is a heat shrink material and has good adhesion and shrinking qualities. It comes in rolls of 800w x 2m long. There is also a covering called Lightex which is a lighter material. These are available from Top R/C model world and costs \$20.00 per roll. Check out their site as there is a great range of colours.

I got sidetracked again with a new project scratch building a 24" Veron Luscombe Sedan by Phil Smith. Now the idea of this was to write a construction article to promote the "Plan Scale" competition. I am a long time fan of anything Luscombe as I think the Luscombe designs to be most pleasing to the eye and technologically advanced of all the light aircraft of the time. After printing the plan from OuterZone and pasting the A4 sheets together I made up a kit of the parts I would require. Fuselage, wings and tail were quickly constructed, the fuselage sides joined. With the main construction completed, I just need to decide on the colour scheme and get covering.



The Luscombe Sedan at an early stage **Above**, and framed-up, **Left**.

## 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 August 2013 Slipstream for rules and entry form

## 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

**Call the field steward for a re-opening date**

**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 October 28

**Push E and Kit Scale**  
[7.30-10pm] *For Club points*

**Ellerslie**

Tuesday October 8

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

Tuesday October 22

**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**

October 20

**Northern Area Free Flight Scale Day**  
**All free flight scale classes,**  
**Plan Scale and Open Rubber entries** *- for Club points*  
[See notice page 2]

## OFFICERS OF AUCKLAND MODEL AERO CLUB INC.

PO BOX 9406, Newmarket, Auckland

|                   |                    |             |                         |
|-------------------|--------------------|-------------|-------------------------|
| Patron            | Angus Macdonald    | 575-7232    | angusmac@xtra.co.nz     |
| President         | Charles Warren     | 09 238-9430 | cpwarren@ps.gen.nz      |
| Vice President    | Keith Williamson   | 625-9157    | kcwilliamson@xnet.co.nz |
| Secretary         | Michael Taylor     | 849 6336    | taylor.mjk@xtra.co.nz   |
| Treasurer         | Jeanette Northmore | 527-0158    | morg1@xtra.co.nz        |
| Club Captain      | Stan Mauger        | 575-7971    | stanm09c4@gmail.com     |
| Recording Officer | Trevor Martin      | 416-3565    | t.martin@xtra.co.nz     |
| Bulletin Editor   | Stan Mauger        | 575-7971    | stanm09c4@gmail.com     |
| Committee         | Ricky Bould        | 478-8949    | unimec@ihug.co.nz       |
|                   | Trevor Martin      | 416-3565    | t.martin@xtra.co.nz     |
|                   | Don Spray          | 828 4892    | drlmspray@xtra.co.nz    |
|                   | Keith Trillo       | 298 4161    | careith@hotmail.com     |

---

## 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 October 7, 2013**

ASME Clubrooms, Peterson Reserve, Panmure.

## Theme: Rubber-powered model aircraft

### Items for the table:

Models, plans, engines, photographs etc

### Trading table:

Buy, swap and sell

## Visitors or intending members welcome