



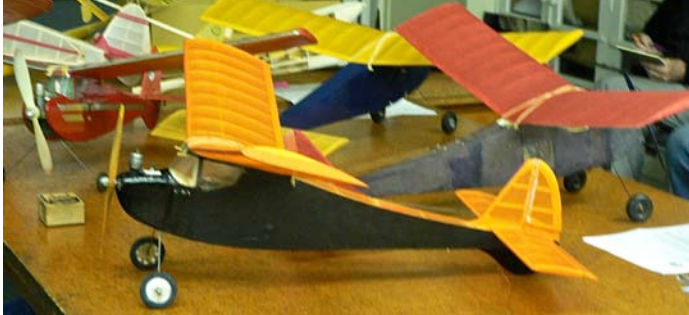
# SLIPSTREAM

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

**June 2014**



Martin Evans launching his Miss Trenton 3 at Hoteo (See page 20).



# Tomboy & Texaco

Tomboy and 1/2A Texaco are 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

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## Editorial – Being Digital

In his book *Being Digital* Nicholas Negroponte (1995), a noted pioneer from the MIT Computer Lab, presented an exciting vision of the ways in which the computer would affect our futures. One aspect that he did not foresee was how dependent we could become on this technology once we had learnt to use it. This hit me hard at a simple level a week or so ago, when my main computer that carries all Slipstream files, failed. It wasn't that I hadn't backed up regularly, but the transferring of files and resetting up if I needed to replace my computer was of more concern. There was the not knowing, while the computer was out of action, "Will I be back in business with it again once failed parts are replaced or will I be reloading backed up files into a new computer once decisions are made?" Importantly, I had to consider whether I would be sending you all an email to say that the bulletin would be late, and having to attach a small file of the month's calendar and notice of the next monthly meeting (from my laptop).

Then there was the question of whether to set up the Bulletin file on another machine. Simple enough, but could I get my machine to read the new files dropped into a later version of the graphics software on another machine if needed to work on them later on my repaired computer? Fortunately the problem got down to a logic board replacement and my machine is now running happily again and you have received the bulletin on time. I was glad that I had backed up files regularly . Maybe I should think about moving to Cloud!

Stan Mauger

### Reference

Negroponte, N. (1995). *Being Digital*. Rydalmere, NSW, Australia: Hodder & Stoughton.

### 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 July 2014 Slipstream is June 21**

### Postal Plan Scale Competition 2014

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 April 2014 Slipstream for rules and entry form

## Monthly Club Night - Mike Fairgray

5-5-14

Present were John Bercich, John Chant, Guy Clapshaw, Paul Evans, Mike Fairgray, Angus Macdonald, Stan Mauger, Louis McNair, Robert McNair, Geoff Northmore, John Raybould, Bryan Spencer, Don Spray, Michael Taylor, Keith Trillo, Charles Warren and Keith Williamson.

First, there was Prizegiving with certificates and cups being awarded to those dedicated members who flew in the Club's scheduled competitions. Bryan Spencer then made a plea for more people to attend the Ellerslie indoor nights as the numbers were dropping but the cost of the hall hire remains the same. He also noted that Bruce Keegan was well but Trevor Martin was in hospital due to a fall, which broke his hip.

Tonight's theme was scale models. Keith Trillo had a Fike model E that was undergoing trimming and had a weight of 12 grammes. As the model was tail heavy he had made a laminated propeller to add weight to the nose area. The propeller was a work of art and looked just like the full size examples.

Stan Mauger had his Velie Monocoupe that was undergoing a total rebuild of the fuselage from cabin to nose. As well, the undercarriage will be made of a lighter material and the



**Above:** Keith Trillo's immaculate Fike for Peanut Scale class. New heavier propeller in the foreground. See page 11 for a report on trimming tests.

commercial wheels replaced with lighter hand made ones. All this work was to lower the weight of the model.

Hidden in two small wooden boxes were sets of scales belonging to the Club. These were previously held by Bruce Keegan and Bill McGarvey. No digital readouts here, just good old manual adjustments. The question of where to store them will be resolved by the Committee.

There was a box of books sent in by Trevor Martin. The asking price for each book was \$20.00 payable to Bryan Spencer who will pass this on to Trevor. Don Spray had two models on display, his Piper Pawnee with a Mills .75, which is a proven flier and under construction, and his Heinkel 46 powered by a Mills 1.3. This model has a complex exposed radial engine, which Don has started to construct and is doing very neatly.

Bruce Keegan had sent in a box of plans that were free to a good home and it was not long before members were spreading plans out and a number went home with a view to future building projects. Michael Taylor had a Dart Kitten, which on its first flight had a strange flight pattern but arrived without breaking. A trial with a different power plant was



**Above:** Stan Mauger's Monocoupe Velie fuselage is being rebuilt to create a lighter model.

a non-starter so it has been grounded ever since. His second model was a ½ scale version of the original Tercel rubber model, with a one bladed folding propeller. As well, there was a West Wings Aries, which is a 24" rubber powered sport biplane, and a Peck kit of the Gipsy Moth for peanut scale.

Paul Evans had his new free flight scale Humming Bird, now being test flown before detailing and completion. The original model was a good flier and at the 2010 Nationals the wing popped out of its position, which surprising enough, still allowed the model to continue flying and win the event. He also brought the book "Fighting Spirit - 75 years" that covered the first 75 years of the history of the RNZAF, which, according to Paul, does not pull any punches when covering the dismantling of the fighter wing, which resulted in the moth-balling of all of the combat and associated training aircraft.

Louis McNair, a new member to the Club, had a Veron Comper Swift that he had scratch built from the plan available on the internet. The model was well made and presently undergoing test flights. The basic model came out at 22 grams with an all up flying weight of 36.6 grams. So far it has flown two large circuits with greater flying time expected when the model is fully trimmed out.

Mike Fairgray had several models, all under construction. The Modelair Auster in all silver was well under way with tail to be covered, glazing to be fitted and struts made and then the model can then be assembled. The covering is commercial tissue which is shiny on one side and a duller finish on the other. This material has been a bit of a struggle to get right. It has been attached with 50/50 PVA and water mixture and does not take well to dope. However the density of the silver finish on the tissue is such that it does not need doping to fill the pores of the tissue. A photo of the aircraft being modelled was also displayed. His Interstate Cadet from the Philip Kent plan that we have seen under construction at a previous meeting is fully covered and only needs the wings and struts to be attached to complete the model. A photo of the aircraft being modelled was also on display. The final model, a Watts Dog is an electric design, scratch built from a free plan by Peter Miller in the RCM&E magazine. Just the installation of controls etc is needed and the fuselage is then ready for covering.

A discussion commenced on the different properties and procedures for using various types of covering material. With tissue some preferred to use a glue stick, others thinned down PVA and some, dope as the medium to attach the tissue. John Bercich was looking at covering his model in Litespan and was keen for some tips on the best way to achieve a good result. Several members having used this material or similar presented their preferred methods and key points on getting the material looking good on the model. This discussion is what club nights are all about - the sharing of ideas and solutions amongst members - as there is always someone who picks up on something new to make building and finishing their model easier, resulting in a more professional finish. Hopefully more discussions like this will materialise in the future.

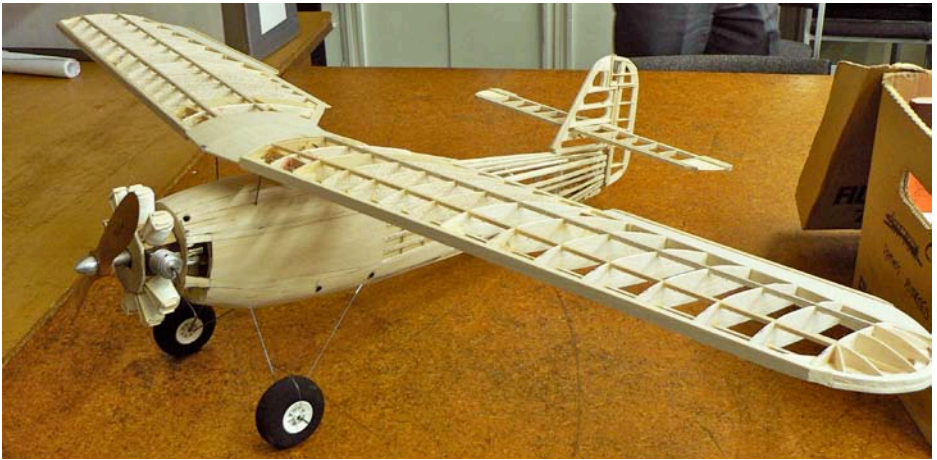
With the good number of magazines on the top end of the table and a box of plans to browse through, time was called for coffee and biscuits.



**Upper:** Paul Evans's new DH53 Humming Bird awaiting a few more test flights before further detailing.

**Centre:** Don Spray's Piper Pawnee has proved itself a capable flier.

**Left:** Just a bit of final assembly needed before Mike Fairgray's Philip Kent designed Interstate Cadet will be ready to take to the air.



**Top:** The Mills 1.3 is neatly tucked away in the splendid dummy radial on Don Spray's new larger Heinkel 46 free flight scale model.

**Centre:** Louis McNair has already had successful flights with this newly built Veron Comper Swift.

**Left:** Two classic Modelair designs, a Rearwin Speedster and Auster Autocar, brought along by Mike Fairgray.





**Upper left:** Tercel rubber powered free-flight design and **(Upper right)** Dart Kitten brought to the table by Michael Taylor.

**Centre:** Also built by Michael, this Aries biplane, which has no wing struts. Looks very close to being test flown.

**Left:** Mike Fairgray is well on with his Watts Dog RC design. Just waiting for controls, motive power and some remaining covering.

# Awards - Prizegiving 2014

## Certificates

### Peanut Scale

1. A. Macdonald
2. R. Bould
3. D. Spray

### Push-E

1. K. Trillo
2. A. Macdonald
3. K. Williamson

### Hangar Rat

- 1=, A. Macdonald
- 1=, K. Trillo
3. R. Bould

### Indoor Kit Scale

1. S. Mauger
2. A. Macdonald
3. R. Bould

### F4D Indoor

#### Rubber Scale

1. S. Mauger
2. A. Macdonald
3. R. Bould

### Profile Scale

1. B. Keegan
2. T. Martin

### I.C. Tomboy

1. K. Trillo
2. C. Warren
3. A. Macdonald

### E-Tomboy

1. K. Trillo
2. B. Spencer
3. R. Northcott



Keith Trillo being presented the President's Trophy by Club President Charles Warren

### 1/2A Texaco

1. C. Warren
- 2=, B. Spencer
- 2=, K. Trillo

### Radio Control

1. K. Trillo
2. C. Warren
3. B. Spencer

## Trophies

### Fred Macdonald Cup

K. Trillo  
(For all Indoor Tissue Models excluding scale)

### Tissue Trophy

(For Hangar Rat)  
A. Macdonald  
K. Trillo

### Tudor Cinema Trophy

A. Macdonald  
(Most points in Indoor Events)

### O'Meara Cup

K. Trillo  
(Radio Events)

### Les Mayn Cup

A. Macdonald  
(All Free Flight Classes, Indoor and Outdoor)

### President's Trophy

K. Trillo  
(Best All-round Competitor)

## Indoor Scale at Balmoral - Stan Mauger

28-4-14

This night was down for the indoor scale events. With many of the usual stalwarts away there was only one flier in each of three classes, and no results posted. Keith Trillo had his brand new Fike for Peanut Scale there to trim. Stan Mauger brought his Fleet Canuck for Open Rubber Scale and his KK Cessna for Kit Scale. Each of these models flew well. Stan's models have now had plenty of flying so trimming was not necessary. Keith showed the value of systematic adjustments in improving the trim of a new model. His Fike was getting better and better flights as the evening progressed. His Modelair Hornet is now a regular flier at indoor and continues to fly nicely and look great in the air. Michael Taylor was building up practice on his Viper Mini-helicopter seen at a previous Balmoral night. Our thanks to John Swales for the excellent photographs of this evening's flying.



**Top:** Keith Trillo's Fike for Peanut Scale, before the evening's flying.

**Above:** Stan Mauger's Fleet Canuck for Indoor Open Rubber Scale.



**Upper left:** Keith Trillo trying an ROG with his new Peanut Fike.

**Upper right:** Stan Mauger getting his Kit Scale KK Cessna away for a stable flight.

**Lower:** Keith's Fike showing real promise after only a few flights.



**Upper:** Stan's KK Cessna gaining height in easy circuits of the hall.

**Lower:** Stan's Fleet Canuck flew well.

# Karaka Diary - Keith Trillo

12-5-14

Weather was excellent. This was the third consecutive Sunday that was flyable in very good conditions. The following models were flown: John Butcher E/Tomboy and catapult gliders; Ross Northcott, E/Tomboy and Yak 55; Michael Taylor, E/rubber convertable and Luton Minor; John Swales, Yak 55; Keith Trillo, E/Tomboy and Skipper.

Bryan Spencer with friend Clive Norman, who helped with timing, got the best times in the E/Tomboy and 1/2A Texaco timed flights and also flew his Yak 55.

## Results

### E/Tomboy [one minute motor run]

B. Spencer	4:30	3:10	3:10
K. Trillo	3:46	4:15	3:21
J. Butcher	2:46	3:00	2:35
R. Northcott	2:30	2:31	2:44

### 1/2 A Texaco

B. Spencer	5:26	<b>8:20</b>	Slicker
K. Trillo	<b>7:05</b>	6:55	Skipper

18-5-14

Ho hum, blue sky and calm conditions again, the fourth consecutive Sunday of flyable weather. A little more cloud cover would be of help to provide a contrast to help old eyes for high flying models. Angus Macdonald planned to fly his Humming Bird but the brushed motor called it quits after a long service. Michael Taylor flew his Luton Minor and E rubber convertable but was plagued by trimming problems. John Raybould came to spectate and helped out with timing as did Clive Norman.

Ross Northcott, Bryan Spencer and Keith Trillo flew E/Tomboys 1 minute LER flights, with Bryan Spencer getting the best time. In 1/2A Texaco, Bryan has managed to tame his Slicker and no longer has a tiger by the tail, by getting the Cox RPM down to around 4400rpm, and is getting good consistent flights. The cox 049 in Keith's Skipper put on a good showing for the first flight then decided to sulk for the next two, more kind words required.

## Results

### E/Tomboy [1 minute engine run]

B. Spencer	<b>4:23</b>	2:03	3:05
K. Trillo	3:27	3:27	<b>3:51</b>
R. Northcott	<b>2:43</b>	2:34	2:28

### 1/2 Texaco

B. Spencer	7:14	<b>7:55</b>	7:21	Slicker
K. Trillo	<b>8:38</b>	0:25	1:27	Skipper



**Top:** The gathering on April 12.  
**Centre:** Fliers at Karaka on the following weekend.  
**Left:** Ross Northcott launching his E/Tomboy.

## Karaka 27-4-14

The morning started with a tale of two adjoining flying fields. Driving by the Karaka Sports ground, to set up our regular field just after 9.00am, Paul and Martin Evans and Michael Taylor could be seen already flying from the sports ground. Angus Macdonald then turned up with his magnificent Gipsy Moth to fly from the sports ground. Shortly after, his entourage of extended family turned up to witness the flight of the aircraft that had sat on a table at Angus's home for some time. All other flying stopped on both fields to watch the Gipsy fly, after Angus and family left, everybody returned to our regular field to carry on flying.

Models flown that morning between both fields were: Michael Taylor, Luton Minor and E rubber convertable; Paul Evans, Miss Fortune X, Voltimer and Cherub; Martin Evans, Miss Trenton 3, Meadow Lark Minor and Pfalz E1; Ross Northcott Yak 55 and E/Tomboy; Charles Warren IC Tomboy; Angus Macdonald DH60M Gipsy Moth; Keith Trillo, E and IC Tomboy and 1/2A Texaco Skipper.

Times/flights

### IC Tomboy

C. Warren	4:56	<b>6:27</b>
K. Trillo	<b>5:24</b>	5:00

### 1/2A Texaco

K. Trillo	<b>8:37</b>	2:56	8:00
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## Karaka 5-5-14

A perfect morning but a low turn-out as the scale event at Patetonga was held on the same morning. Those present were Ross Northcott, Michael Taylor and Keith Trillo with Charles Warren turning up later in the morning. Michael had some good long flights with his E Rubber Convertable but could not fly his Luton Minor due to problems with a control horn. Ross and Keith flew some relaxing electric Tomboy flights.

Times/flights:

### IC Tomboy

C. Warren	<b>6:38</b>
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### 1/2A Texaco

K. Trillo	6:38	6:39	<b>7:03</b>
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All members are welcome if only to spectate or help with the timing.

I always plan to be on site by 9.00am and can give an update on 027-4607180





**Top:** Angus's entourage awaiting a flight of his restored Gipsy Moth.

**Centre:** Charles Warren with So Long, Michael Taylor with Luton Minor, Paul Evans, and Martin Evans flying Miss Trenton 3.

**Left:** Michael Taylor launching his E/rubber Convertable.

# Patetonga scale day - Stan Mauger

4-5-14

After the April day was washed out it was a relief that the weather looked good for this replacement (rain?) day for the Northern area Scale Association's annual Cup competition for all free flight scale classes. The sight of mist in the valleys on the journey down usually indicates a dead calm morning as the sun burns off this cover. There was a hint of breeze and the farm was blanketed in fog when most of us arrived. Eventually the sun did come through and a calm morning followed. There was plenty of activity in a relaxed flying atmosphere throughout the morning and the last away left early in the afternoon.

Mike Mulholland was first to get a model in the air. His Modelair Auster gained plenty of altitude and could just be seen in its descent into the mist at the end of the flight. He also fitted in great flights with his Cloud tramp before scale flying got under way. This was followed by some gentle flights with his rubber-powered SE5 that looked promising. Flights came to an abrupt halt when the rubber motor exploded in the nose section of the model. It seemed quite repairable. Paul Evans had his new Humming Bird there for testing. There were soon several good flights, though tight turns caused some anxiety for both Paul and bystanders. Stan Mauger took the opportunity to test his larger Auster. After adding tail ballast he achieved more endurance from it, but the fierce turn will need to be sorted out. Now to the events. It was decided to score on flying only so static marking was waived.

## **F4A Power Scale**

Stan Mauger's Aeronca Chief took some trimming after recent repairs and still needs work to improve trim. Don Spray had two models flying well, his Piper Pawnee and Heinkel He 46. The Heinkel flew best, with a sedate pattern good enough for second place. Time put in trimming his Douglas Dauntless, even on the day, enabled George Fay to achieve 'flight of the day'. The model climbed away in spectacular fashion gaining plenty of height and flying across the farm to require a lengthy retrieval and win this event.

## **Rubber Scale**

Mike Mulholland's Auster was a happy flier in the calm conditions. Nice smooth flights took Don Spray's Taylorcraft to second place. Jack Godfrey soon had his Stahl Fairchild flying in graceful style good enough to win the competition. He also had his reliable Waco flying well. George Fay's Me109 dived and zoomed in a lively pattern. Stan Mauger's Fairchild achieved some low level flights, but it needed more power.

## **Kit Scale**

There was very little to separate the first three places in this event. Mike Mulholland's Modelair Auster flew well throughout the day. George Fay's Ryan is a very reliable flier. Stan Mauger had his Keil Kraft Auster Arrow flying well too. This model was originally built for indoor events but being a little over powered for indoor it has been flown as an outdoor model ever since. There was only one point between the flying of the Ryan and Auster Arrow.



The author's Aeronca Chief and Auster with wings and tail kept out of the moist grass, in the wait for the mist to lift.

### Low Power Scale

Jack Godfrey's Chrislea Super Ace was soon flying well and was an easy winner of this event. Paul Evans's DH Puss Moth seemed to need more power and Mike Stoodley's Pilatus Porter looks promising.

After most of the competitive flying was over Mike Mulholland put up his superb Playboy that held a stable attitude in these ideal flying conditions. The only photograph available is of the scene before the competition got under way (above).

A special thank you to Martin Evans, Bruce Heasley, Mike Stoodley and Keith Williamson for their sterling work in judging the flying of events and to Peter Kowalski for once again giving us the use of the farm for this event.

### Results

#### F4A power scale

1. G. Fay	448	Douglas Dauntless
2. D. Spray	328	Heinkel He46
3. S. Mauger	256	Aeronca Chief
4. P. Evans	-	DH Humming Bird

#### Rubber scale

1. J. Godfrey	417	Fairchild Ranger
2. D. Spray	328	Taylorcraft
3. M. Mulholland	308	Auster
4. G. Fay	236	ME 109
5. S. Mauger	-	Fairchild F24

#### Low Power scale

1. J. Godfrey	375	Chrislea Super Ace
2. M. Stoodley	250	Pilatus Porter
3. P. Evans	-	DH Puss Moth

#### Kit scale

1. S. Mauger	39	KK Auster Arrow
2. G. Fay	38	Ryan
3. M. Mulholland	35	Modelair Auster

# Hoteo Diary - Paul Evans

18-5-14

A good clear windless day greeted us at Hoteo. The farm was in good condition as the roads have been graded so it looks as if we can fly there in the winter .

Don Spray was first to arrive some of us had to wait until cattle had moved down the road. Stan Mauger followed Martin and Paul Evans. Ricky Bould and George Fay made up the numbers for the day. Martin was into some practice with his foam 3D Yak which he said he can now fly on his land. He also flew the Miss Trenton 3 electric R/C that had a lot of air time. The fast electric R/C Sunshine was seen taking up a lot of sky very fast but on the last flight a broken prop finished its day.

Paul gave the F/F scale DH 53 Humming Bird some more trimming and is almost there, just some small trim changes needed. The 150% APS Cherub electric R/C was given some flights but one bad landing put paid to it for the day after small damage. Next was the Voltimer r/c. This was fun and came home in one piece. Don had some very good flights with his Piccolo powered Tomboy, getting a very fast stable climb. He also flew a P30, KK Competitor and rubber Citabra. Stan Mauger concentrated on getting his 48" Auster trimmed, eventually managing to get it flying well enough for a cross-paddock retrieval.

Rubber fliers decided to put in some flights for this year's Club Open Rubber. Ricky Bould flew his KK Competitor in open rubber plus a Russian P30. His KK Topsy Junior had some trimming flights. George Fay had a long day trying to get some flights with the F/F Scale Douglas Dauntless. There was some small amount of air time, but most flights were very short due to the engine cutting. He is great at staying with the task.

The farmer said we can fly on any part of the farm but be on the lookout for cattle AND PUT ANY GATES, OPEN OR SHUT, AS YOU FIND THEM.

Some NDC rubber was flown so come up and fly some more NDC or any other models.

## Results

### Open Rubber

1. R. Bould	1:31	1:10	<b>2.06</b>
2. D. Spray	1:12	<b>1:03</b>	

### Opposite

**Upper left:** George Fay looking over his rubber powered Me109 before some good flights.

**Upper right:** Happiness is getting a (nearly) new scale model to fly! Stan Mauger with 48" Auster test model.

**Lower:** A scene not seen for a while at Hoteo, two KK Competitors. These were flown by Ricky Bould and Don Spray.





**Top:** Ricky Bould brought his KK Tipsy Junior for some trimming and also his CO<sub>2</sub> reduced size Scram.

**Centre:** Paul Evans had a satisfying series of flights from his F/F Scale DH53 Humming Bird, still awaiting final finishing details.

**Lower:** Paul's Airsail Voltimer has become a regular flier at Hoteo.

## Calendar

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

### KARAKA

Sundays

**Tomboy Extravaganza** (*for Club points*)

Flying can take place between 10am and 2pm  
(9am to 3pm for gliders and other silent models)  
NOTE 1/2A Texaco is included in the Karaka/Tuakau Programme

**Karaka Steward**

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

### HOTEO

**NDC Events**

including A1 glider, P30, Vintage FF Hand Launch Glider  
Vintage FF Catapult Glider, Nostalgia FF Glider Duration  
Vintage RC Precision and Coupe d'Hiver.

**Hoteo Steward**

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

### AKA AKA

Saturdays & Sundays

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

Instructors

Grant Domigan and Brett Naysmith

### CONTROL LINE

As advised

Control line flying  
Intending fliers should phone Stan Mauger  
to confirm where and whether there will be flying.

**C/L Steward**

Stan Mauger 575 7971 stanm09c4@gmail.com

### INDOOR EVENTS

**Balmoral**

June 30

**Push E and Kit Scale** [7.00-10pm] - *for Club points*

**Ellerslie**

Tuesday June 10

**Michael Park School Hall**

Indoor radio flying (7.00-10pm)

Tuesday June 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

Sunday August 4,

MIMLOCT (Memorial Mass Launch of Cloud Tramps)  
in the Auckland Domain.

## OFFICERS OF AUCKLAND MODEL AERO CLUB INC.

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	Don Spray	828 4892	drlmspray@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

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## NEXT CLUB MEETING AND NATTER NIGHT

Monthly club meeting

7:30 PM

**Monday June 2, 2014**

ASME Clubrooms, Peterson Reserve, Panmure.

## Theme: Rubber powered models

### Items for the table:

Models, plans, engines, photographs etc.

### Trading table:

Buy, swap, sell or donate.

**Visitors or intending members welcome.**