



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

June 2015



Above:

Flyzone Aeronca Champs joined by a lone Piper Cub at the Ellerslie Indoor RC scale night (see report on p.20).

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 **June 21**, Patetonga

from 8.00am

All free flight scale classes

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

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

Organised by the Scale Free Flight and Control Line SIG in conjunction with AMAC

Editorial – Nationals Spin-off

Amidst the current concerns of both wider aeromodelling groups within Model Flying New Zealand and those tasked with organising Nationals, are the timing of the Nationals, improving numbers attending and making the Nationals more financially viable. It seems to me that a prime consideration should be on how the Nationals can be supported so that they provide incentives and opportunities for aeromodellers to improve skills, knowledge and expertise through competition. All else follows.

Waharoa provided a good example of how the Nationals can be such a positive influence on modelling interests. The Nationals Manager found indoor modellers an outstanding venue for competitive flying for the Waharoa Nationals events in the Morrinsville Stadium. The space allowed excellent times for Hangar Rat and a generous circle for scale events. Such was the enthusiasm of those present, that the Club, in conjunction with FF Scale SIG fliers, has organised a one day event there in October (see notice below). It is hoped that this will appeal not only to AMAC membership, but also to other indoor fliers outside the Club and the region.

This venue will, I hope, encourage participation in various indoor events and with it the sharing of aeromodelling expertise and an experience, that will make this an enjoyable event worth supporting.

Stan Mauger

Indoor flying at Morrinsville Sunday October 11, 2015

This event is now confirmed.

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

Programme:

9.45	Arrive and unpack ready for start time
10.00	Hangar Rat and Push E run concurrently, ending at 12.30pm
12.30	Peanut Scale, Indoor Open Rubber Scale F4D, Kit Scale
3.50pm	Hall vacated.

Entry cost: \$20.00

Please let Stan Mauger or any of the Club committee know if you would like to fly in these events.

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 2015 Slipstream is June 23

Monthly Club Night - Mike Fairgray reports

4-5-15

Those present were Ricky Bould, John Chant, Guy Clapshaw Paul Evans, Mike Fairgray, George Fay, Lloyd Hull, Angus Macdonald, Stan Mauger, Brendon Neilson, Geoff Northmore, Arthur Pearce, Bryan Spencer, Don Spray, Michael Taylor, Keith Trillo, Charles Warren and Keith Williamson.

Prize Giving

The annual prize giving was held where those members who entered into the various club competition events received their well-deserved trophies and certificates. The AMAC Memorial Award was presented to Lloyd Hull for his outstanding contribution to the club. The award has special significance to the club as it lists past members who lost their lives serving their country in the two world wars.

Certificates

Peanut Scale

1. R. Bould
2. D. Spray
3. K. Trillo

Push-E

1. A. Macdonald
- 2.= K. Trillo
- 2.= K. Williamson
3. R. Bould

Hangar Rat

1. A. Macdonald
2. K. Trillo
- 3.= R. Bould
- 3.= K. Williamson

Indoor Kit Scale

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

F4D Indoor

Rubber Scale

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

I.C. Tomboy

1. K. Trillo
2. C. Warren
3. K. Williamson

E-Tomboy

1. K. Trillo
2. B. Spencer
3. A. Macdonald

E-Texaco

- 1.= B. Spencer
- 1.= A. Macdonald

1/2A Texaco

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

E-Tomboy

1. K. Trillo
2. B. Spencer
3. A. Macdonald

Radio Control

1. K. Trillo
2. B. Spencer
3. A. Macdonald

Outdoor Kit Scale

1. S. Mauger
2. G. Fay
3. M. Mulholland

F4D Outdoor Rubber Scale

1. D. Spray
2. M. Mulholland
3. G. Fay

F4A Power Scale

1. G. Fay
2. D. Spray
3. S. Mauger

Open Rubber

1. R. Bould
2. D. Spray

Indoor R/C Scale

1. B. Spencer
2. K. Trillo

Trophies

Fred Macdonald Cup

R. Bould

Tissue Trophy

A. Macdonald

Tudor Cinema Trophy

A. Macdonald

O'Meara Cup

K. Trillo

Les Mayn Cup

R. Bould

Keeley Cup

- 1.= G. Fay
- 2.= D. Spray

President's Trophy

K. Trillo
(Best All-round Competitor)

Monthly Meeting

Bryan Spencer advised that the next indoor night at Balmoral would be reserved for trimming models so there will be no competition flying this night. Bryan was also doing a video of this club night for Bruce Keegan who was doing well and still takes an interest in Club activities. Bryan invited members to say a few words to Bruce for the video. This was a very thoughtful idea and members were quick to take up Bryan's offer.

Keith Trillo has put forward the Club's name to participate in the Warbirds event at Ardmore to display models, as was the case last year. Contact Keith if you have models available for the display. Stan Mauger has been in contact with the management of the Westpac Stadium at Morrinsville and has tentatively booked the hall for every Sunday in October. He requested those interested to contact him with a preferred date otherwise he will nominate a date and place a firm booking. This is an excellent hall for indoor, as was proven when it was used in the last Nationals.

John Chant has reluctantly resigned from the club after forty years of membership. Circumstance has required that he and his wife move into a retirement home where there are no facilities to store or make model aircraft. He has a good many aircraft and if anyone is interested in securing any of his models they can contact John on 534 7964 or email jonpol.chant@gmail.com. It is always sad to see a long standing member resign and those present wished him well for the future.

The night's theme was 'Slope Soaring Gliders' and gliders there were!!! Not all were slope soaring with several soaring gliders making an appearance as well. The trouble with large gliders is that they take up a lot of room and while extra tables were erected some gliders were displayed against the back wall. Angus had a couple of fast racing gliders which took a bit of handling and left few options to him when landing. Mangere Mountain and Mt Wellington were two frequented sites for this type of model. One of his gliders was a Joe Wurts design and a sudden stop once saw the ballast in the nose come out in a spectacular fountain of lead shot, the other was his V tailed own design. He also had a scale Spitfire intended for scale slope soaring, however, the class never really got off the ground and disappeared. The Spitfire has still to get air under its wings.

While not a glider, the club trainer Charles Warren brought along, is still going strong. It has not flown for a while and anyone contemplating having a lesson using the trainer would need to contact him first, as it needs to have a few things sorted before it can fly. He supported the night's theme with his Condor slope soarer. Brendon Neilson had a Great Planes Spirit Elite. This has a pod which looked like a Jet engine and was fitted with an electric ducted fan motor. He is upgrading to a modern electric motor unit to increase the power. His other model was Albatross electric glider. This was purchased second hand for \$170.00.

Guy Clapshaw had his 'not so look-alike' Graupner Cirrus sailplane of 118 inches wing span. The model was purchased second hand and had several modifications, which included metal tongues to attach the wings to the fuselage (usually has wire joiners) and a modified nose and canopy. His first Cirrus went into the Tamaki Estuary.

The excellently finished Airacobra belonging to George Fay was built using a three view drawing scaled up to the required size. It is powered with a 1.5 PAW and weighs in at around 500 grammes and has a 40 inch wing span. On the first flight the PAW proved to be too powerful so the prop was reversed and this slowed it down for a more stable flight. It does fly with the belly fuel tank which pops off on landing.

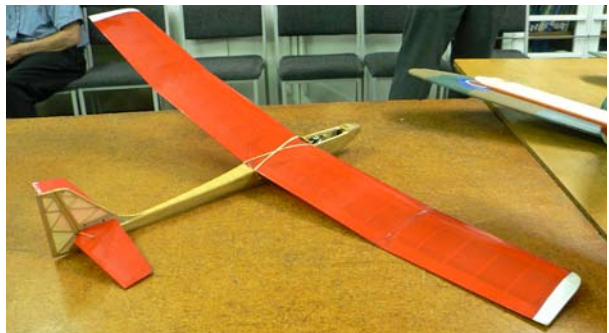
Don Spray had along another selection of files containing plans from the Trevor Martin collection. There are 15 of these ring binder files and he will bring in a selection each club night. Also there is a 10 year collection of 'how to' articles all contained in ring binders. Don is also holding a cabinet full of photocopied plans so if you are interested in looking at the collection of plans give Don a call. Stan Mauger is still using his AusterBoxy as a test model to map out all the best trim settings for his scale Auster. This time he has fitted flaps to the trailing edge of the wings. These are able to be adjusted so as to obtain the best position for the final setting on his scale Auster. Keith Trillo had his Stardust Special which is a good floater He has built two - one for E.Texaco and the other for E.Endurance. The one on the table was the larger of the two.

Lloyd Hull had his Lark, one of a number of these models that he has. His Whisperer and a Seeker 99 were also on show. The Modelair Seeker 99 has a 2.5 metre wingspan and is a classic Angus Macdonald design. The model has been 'electrified' and is a good flier. His Whisperer is a fast flyer and can be used as a slope soarer or be towed for thermal soaring.

Michael Taylor's Wristocrat glider was built from an American kit. This is a hand launched model with a hole in the fuselage for a finger to grasp it during the launch. It can have a Cox fitted on a pod, has a fully moving tail and is two channel R/C. Mike Fairgray was last in the lineup and had a Dynafite 72 inch wingspan glider kit called a Piece of Cake. It is claimed on the box to be also a Piece of Cake to fly on two channels R/C and an electric motor fitted in the nose. His Electric R/C two channel APS Popsie fuselage fin and tail were also up for show. This model is built from the electric conversion plan which can be found on Outerzone on the free plan download page. Next to this resided the fuselage of the Peter Rake designed Bjorn Andreasson BA4B. The model is well advanced with only the electrics, control runs and covering of the fuselage left to do.

It was then time for coffee and biscuits, a look through Trevor Martin's plan folders and some more bits and pieces from Bill Bell, which included a large number of props on two long metal rods and some engine parts.

Right: Michael Taylor's Wristocrat, hand launched glider built from an American kit.

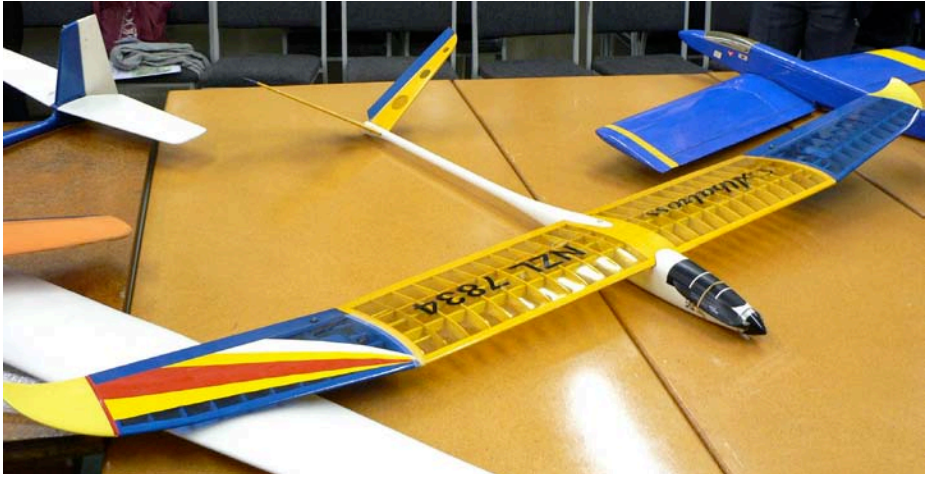




Top: Lloyd Hull's Lark glider and beyond, props, covering materials and motors from Bill Bell.

Centre: Lloyd's electrified Modelair Seeker 99 and Whisper.

Left: Charles Warren's Condor balsa slope soarer, found to be a little heavier than gliders with foam core wing construction.



Top: Brendon Neilson's Albatross electric powered glider.

Centre: Guy Clapshaw's Graupner Cirrus took a sizeable space on the table.

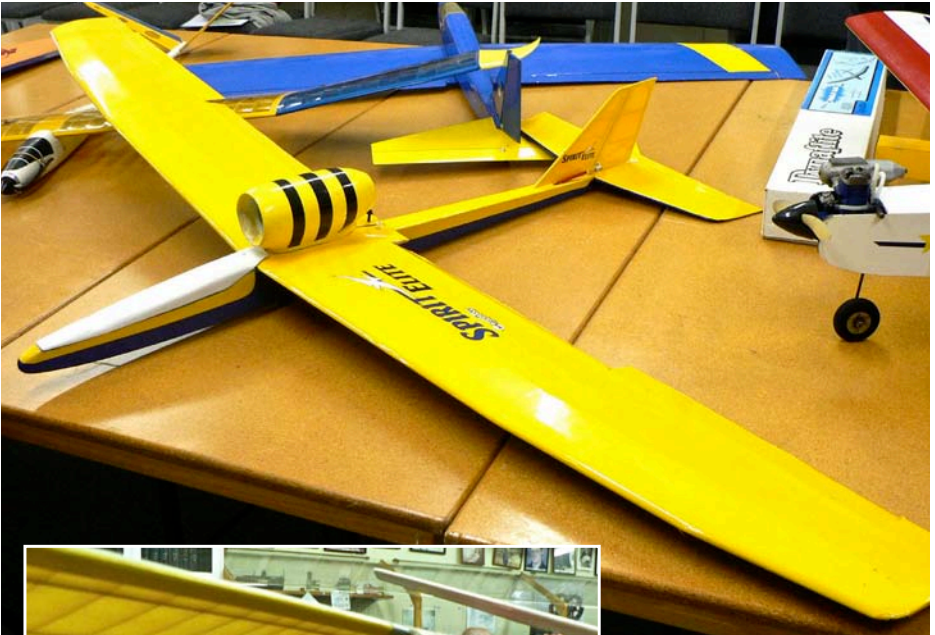
Inset: Joe Wurts slope racer flown by Angus Macdonald.

Left: Spitfire slope soarer also built by Angus.



Top: Angus Macdonald designed this 60" Slope Racer.
Below: Keith Trillo's 69" electric Stardust Special for E Texaco and E Endurance is performing well.

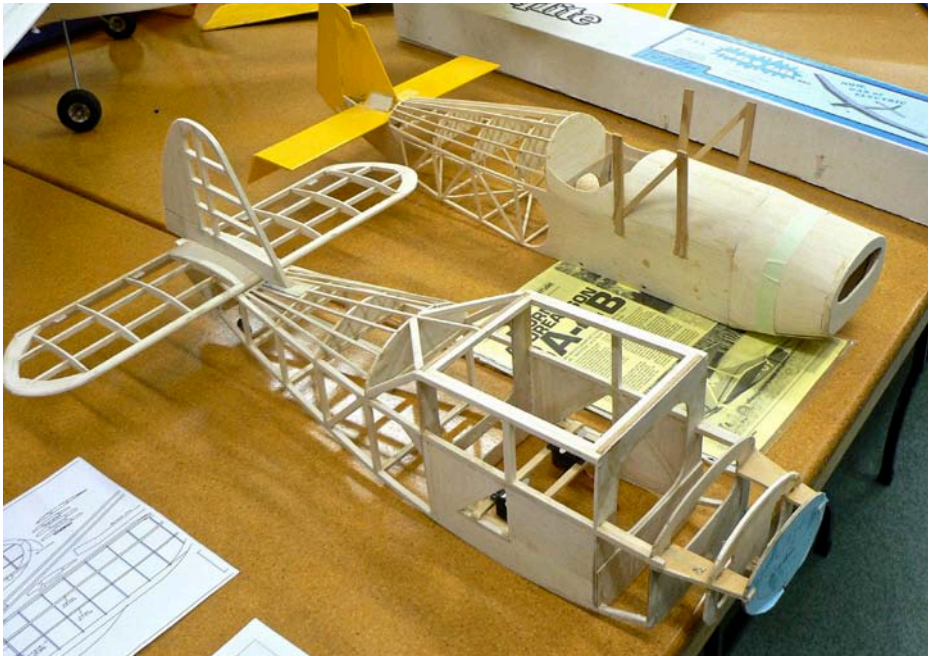




Top: George Fay's Airacobra now trimmed out and an impressive flier.

Centre: Brendon Neilson's Spirit glider showing electric fan power nacelle.

Left: Stan Mauger's AusterBoxy now has trailing edge flaps to test settings, for his Antarctic Auster.



Upper: The Club's RC trainer, still needing some attention for would be fliers.

Above: Mike Fairgray has been hard at work on his Andreasson biplane and capacious APS Popsie.

Indoor Scale at Balmoral - Stan Mauger

27-4-15

This evening was down for indoor free flight scale events. Apart from the usual pre-event trimming, there were also some models brought for testing. Don Spray and Ricky Bould took the opportunity to trim models. Don's Peanut scale Whittman Tailwind seemed to need motor power sorted out, but should soon be flying well. Ricky's Jungmeister also for Peanut has potential, just needed to get it turning better. Keith Trillo was gradually improving the flights from his Fike. In Peanut Scale the contest got down to the two Fikes flown by Ricky and Keith.

Ricky and Stan Mauger both had their kit scale models flying nicely. Ricky achieved the best score for flying, but without his documentation had to accept a lower static score. Stan was the only starter in Open Rubber Scale so had the event to himself. Nevertheless, the Fleet Canuck flew well in the space of the hall, keeping clear of the walls. This was a rather low key contest evening. More fliers needed to join us please.

A thank you to George Fay and Keith Williamson for timekeeping and judging Peanut scale and to John Swales for judging Kit Scale and Open rubber Scale.

Results

Peanut Scale	Static	Flying*	
1. K. Trillo	38.5 [1]	0:55* [1]	Fike
2. R. Bould	36.5 [2]	0:26* [2]	Fike

Open Rubber F4D Scale

1. S. Mauger	736	445	1181	Fleet Canuck
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Kit Scale

1. S. Mauger	68	42*	110	KK Cessna
2. R. Bould	-	55*	55	Veron Comper

* On basis of best flight

Below: John Swales flew these two Indoor Profile Scale Cubs built by Bruce Keegan. His battery powered electric winder is to the left.





Top: Two Peanut scale models. In the foreground, Ricky Bould's Jungmeister and behind it, Don Spray's Whittman Tailwind. Both are newish models still being trimmed out.

Left: Ricky's two Comper Swifts. A kit scale version is on the winding stooage and a more detailed version for open rubber scale in the foreground.



Upper: Keith Trillo's Peanut Scale Fike, showing winding tube and nicely built laminated propellor.



Left: Two regularly flown models, Stan Mauger's Open Rubber Scale Fleet Canuck in the foreground and further back, his KK Cessna for Kit Scale.

Hotoe Diary - Stan Mauger

3-5-15

This report has been compiled from accounts of the day by those present. The small group of fliers were greeted with light wind in the first part of the morning. Ricky Bould put in some flights to get the trim sorted on his old and new Comper Swifts and had both flying well. Ricky also spent some time trimming his rubber powered Chipmunk and had fun with his Vampireneezer, entertaining all present. George Fay's P39 Airacobra is now trimmed out and flying much flatter than before and gliding into the right. The model is looking good and flies well. His PAW 80 powered Broussard flew really nicely on the third flight, after a turn to the left and went on for a very long time on half a tankful, causing



Above left: George Fay getting his MH Broussard away. Watch that right hand turn George!

Above right: The Broussard gaining altitude and off on a long flight.

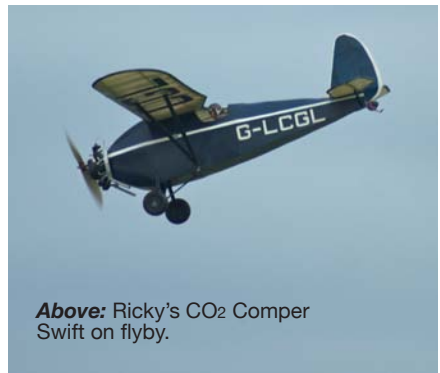
Right: George's Airacobra climbing away. It looks very close to the cars behind George, but the zoomed image makes it look closer than it was.



quite a retrieval. It seemed to be in lift at one stage, but thanks to a fairly quick descent once the power was off, did not go far enough to be lost. Don Spray had a 'mixed bag' day with his Zlins. The rubber one was getting prop and motor sorted. The power model reared up due to some over elevation but may have also needed some sidethrust. The Heinkel was improved from last time out but seems to need a shift of the C of G to improve directional stability, but seemed not too far away from being trimmed. His Pawnee flew very well, initially to the left, but surprisingly, then developed a nasty turn. Not too much damage resulted. The farm is in good shape and it is just right for trimming.



Above: Don Spray's Piper Pawnee showing the start of a turn to the left.



Above: Ricky's CO2 Comper Swift on flyby.



Left: An over the fence launch for Don's Piccolo powered Zlin Cmelak.

Karaka Diary - Keith Trillo

3-5-15

This was a pleasant overcast morning with the sun peeping through at times, resulting in some thermals later in the morning which is reflected in some of the timed flights.

The wind remained calm and Rex Bennis took advantage of this by having good flights with his indoor electric Sky Walker, and also flew his electric Phoenix glider. Paul Evans flew his Miss Fortune X and had a couple of delightful flights with his DC.5 Dart powered free flight Dakota. Michael Taylor flew his rubber powered Cessna 195, electric Luton Minor and also his rubber powered West Wings Aries. Ross Northcott flew his 1/2E Texaco Lanzo bomber and timed E Tomboy flights. Angus Macdonald and Keith Trillo also flew timed E Tomboy flights with Angus getting the best time. Timed E Texacos were also flown, including Angus with his Eightball and Keith with his Stardust Special, which is proving to be a good performer.



Above:
The gathering including (front to back) Angus Macdonald, Rex Bennis and Ross Northcott.

Left:
(Left to right)
Paul Evans with DC Dart powered Dakota Bipe, Rex Bennis with an electric indoor Skywalker and Michael Taylor with his Stahl Cessna 195.

Results

E/Tomboy			E Texaco		
A. Macdonald	4:40	9:19	K. Trillo	12:37	15:02
K. Trillo	9:03	8:33	A. Macdonald	10:36	11:07
R. Northcott	2:26	6:12			

Sunday 10-5-15

Partly cloudy condition with the wind becoming gusty as the morning progressed, resulting in an early finish. Those present were Angus Macdonald, Bryan Spencer, Keith Trillo and Ross Northcott. Timed E Tomboy and E Texaco flights were flown.

Results

E Tomboy			E Texaco		
K. Trillo	9:15	5.44	K. Trillo	14:10	
A. Macdonald	7:39	8:18	A. Macdonald	7:05	
B. Spencer	7:27	6:36			



Above: Paul Evans taking advantage of high ground to launch Michael Taylor's Luton Minor.

Left: Michael Taylor receiving some help from Paul Evans to wind his West Wings Aries.

Aka Aka Diary - Charles Warren

3-5-15

Only Brendon and Charles turned up. Brendon flew his Mills powered Tomboy and had several good flights and Charles flew his low wing modified AT40. Then we got the Hi-Start bungy out but the wind was very light and Charles's own-design 2 metre only reached half height. Brendon's Drifter went well from hand launch but insisted on inverting and flying as a canard when the bungy launch was attempted, so it is having its wing panels checked for warps before we try again.

10-5-15

Brett was on the field instructing Brendon, and flying his Radian E glider. Brendon brought his Calmato high wing trainer. The first flight started well but the plane gradually became more difficult to control. Brett took over and managed to get it safely back on the ground at the second attempt. The problem was traced to loosening of both steel wing securing bolts at the trailing edge giving rise to sudden variations in wing incidence! Lock washers and glue were applied to them before the next flight. The second flight of the Calmato started well but it suddenly went into free-flight mode and would not respond to either transmitter. It did a gradual descending turn to the right and hit a tree and bounced off to the ground. The trouble was traced to a faulty (unbranded) receiver battery which started the day fully charged but had no amps after less than 15 minutes use. The Calmato is being repaired.

Charles flew his 2 metre glider using the Hi-start bungy. There was a good breeze from South West, so full height was reached and there was lift over the ridge.



Left: Lloyd Hull receiving the War Memorial Shield out at the field after it was engraved following prize giving.

17-5-15

Several of us went out to the site again but just when everyone was ready the rain started so we abandoned the field and some went to Stuart's house to check out his repairs to his scale Dart glider which had found the air at Cambridge was not sufficiently buoyant as the ground approached.



Left: Brendon preparing the Calmato for flight, Brett assisting and Lloyd looking on.

Below: Brett instructing Brendon on controlling Calmato.



Indoor RC at Ellerslie - Stan Mauger

11-5-15

It is some time since I last attended an indoor evening at Michael Park School Gymnasium, so the differences in the RC models being flown were that much easier to gauge. My last recollections of the flying at this venue were that helicopters and Vapors were the most popular types of models. On this night, however, flying fell into several main groups including small RTF scale subjects, scratch built profile scale and 3D profile semi-scale subjects. RTF Aeronca Champs were a popular small RTF scale subject and a number of fliers had their Champs circuiting the hall space in a manner reminiscent of team racing. These models were responsive and quite fast flying. Other Flyzone RFT scale subjects of about the same size included Tiger Moths, SE5s and even a Fokker Triplane. All were flown confidently with few wall or floor-bashing incidents.

Bryan Spencer had brought along his now well flown Piper and Auster profile models. Even allowing for the profile fuselage, I found these slower flying models with undercambered, sliced rib wing construction, much more satisfying to watch. The brick used in his Auster had been taken from a Parkzone Sukhoi.

3D fliers were also present. John Swales and Keith Trillo flew their lightweight Yaks, making the most of the hall space. Extra 3D models were also taken through their paces. The miniaturisation and sophistication of control systems that has enabled the development of these small models is impressive.



Above:
Some of the fliers present and their models.

Below:

The variety of subjects is testimony to the popularity of small RTF scale subjects.



Above:

Detail view of lightweight sliced rib construction and control brick from a Parkzone Sukhoi in Bryan Spencer's profile Auster.



Top:
Small RTF Flyzone Tiger Moth line up.

Middle:
(clockwise) John Swales's foam Leadfeather Yak55, Keith Trillo's Minicrack YAK foamie, and the Extra 3D models.

Right:
Vapor, Night Vapor and Ember.



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. NDC events *could also be flown.

Karaka Steward

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

HOTEO

NDC events including Vintage F/F Rubber and Nostalgic
FF Rubber Duration, *Vintage RC Open & E Texaco, *Classic
RC IC & E Duration, A1 Glider

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

Aka Aka Steward

Brett Naysmith 09 235 8803 brejo@xtra.co.nz

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

Monday June 29

Hangar Rat [7.30-10pm] - *for Club points*

Ellerslie

Tuesday June 9

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

Tuesday June 23

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

June 21

All Free flight scale events - *for Club points* [See notice P2].

OFFICERS OF AUCKLAND MODEL AERO CLUB INC.

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Treasurer	Jeanette Northmore	527-0158	morg1@xtra.co.nz
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	Don Spray	828 4892	drlmspray@xtra.co.nz

Club subscriptions

NZMAA Affiliation is mandatory for Club flying

Senior \$50 (+\$70 NZMAA) **Family** \$55 (+\$75 NZMAA)

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

Intending members with current NZMAA affiliation pay only the AMAC sub

Please make payments to

The Treasurer Auckland Model Aero Club

Mrs Jeanette Northmore,

20 Larsen Road, Panmure 1072, Auckland

NEXT CLUB MEETING AND NATTER NIGHT

Monthly club meeting

7:30 PM

Monday June 1, 2015

ASME Clubrooms, Peterson Reserve, Panmure.

Theme: Indoor models

Items for the table:

Models, plans, engines, photographs etc

Trading table:

Buy, swap and sell

Visitors or intending members welcome