



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

November 2016



Keith Trillo's Peanut Scale Fike E recorded the highest flight time in this class at the Morrinsville Indoor Day. See the report on p.12. (Photo: Malcolm Campbell)



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

Photo of James Price's Tomboy, seen at Richmond NSW: 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 December Slipstream is November 25.

Photo credits

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

Editorial – Hurrah for indoor!

Readers unfamiliar with the various flying interests of club members, may well be forgiven for thinking that we fly indoor classes predominantly. This and the last issue of Slipstream have been so weighted that way, but with the windy weather conditions that we have encountered over the last two months, outdoor radio and free flight have been pretty much ruled out and we have been grateful for regular indoor flying. I have been both reluctant and sorry to have had to send out a scale day cancellation for Patetonga and the Hoteo day was so obviously set for gusty conditions a cancellation notice didn't seem necessary. Let's hope for a return to more outdoor flying activity soon. It was therefore with much pleasure that I received the report on the Northern North Island Vintage Rally, perhaps a sign of better weather to come.

The present weather has undoubtedly brought about plenty of model building and I was very happy to receive Stuart Ward's photos and comments about his two excellent RC projects. Please let me have photos and stories about your building projects.

Notable over October's events was the Morrinsville Indoor Free Scale day that attracted greater numbers than the last two Morrinsville days and was once again a very enjoyable day for fliers and spectators. Perhaps it is now heading for international status with Brisbane model fliers Malcolm Campbell and Kathy Burford taking part as well! As CD I must thank everyone who came, for supporting it and particularly the judges seconded at short notice and who willingly stepped in to judge and timekeep. Next year's June and October dates are booked and listed on page 14.

Stan Mauger



(Photo: Rob Wallace)

Monthly Club Night - Mike Fairgray reports

3-10-16

Present were Gwyn Avenell, Ricky Bould, John Chant, Paul Evans, Mike Fairgray, George Fay, Lloyd Hull, Angus Macdonald, Stan Mauger, Bill McGarvey, Brendon Neilson, Geoff Northmore, Arthur Pearce, Bryan Spencer, Don Spray, John Swales, Keith Trillo.

Vice President Ricky Bould stood in for President Charles who was in Australia.

Bryan Spencer reported that the attendance at the Ellerslie Indoor nights was low with only 3-5 flyers turning up. If this continues the Ellerslie indoor nights may need to be cancelled or reduced to one event per month. Keith Trillo reported that the Drury indoor nights were well attended.

Mike Fairgray had his usual selection of model magazines and there was Sam Speaks from Ricky. Bryan Spencer's selection of aviation and model books were up for grabs as were an OS engine and other bits and pieces brought by Angus Macdonald.

The theme for the night was Models for the Nationals

There was a drop in the number of models this month which was just as well as fifty percent of the display area was taken up with model engineers' items.

First up was Angus Macdonald who had his completed Jumpin' Bean electric powered model. He has incorporated adjustable incidence for trimming and the hand launches so far had been pleasing with all indications that the model will fly well. The plan was published in the 1955 Aeromodeller and the model has been built for a Classical 1/2E Texaco one design competition being introduced by the F/F SIG at the 2017 Nationals. A Laser Kit for the Jumpin Bean was supplied by Gwyn Avenell of Avetek for Angus's model. If you want a kit, contact Gwyn.

George Fay had a 32 inch Petlyakov PE2 Soviet Dive Bomber, his second model of this type. The model is a twin rubber scale version of the PE2 and George has reduced weight by reducing the size of the fuselage as the last model was the wrong shape. It weighs 115 grams in its bare bones. The wing is attached to the fuselage with the use of magnets. This allows the wing to detach should the model arrive hitting a wing tip. Counter rotating props will power the model.

Don Spray's Keil Kraft Piper Family Cruiser is complete and undergoing test flying. The model needs a tighter flying circle for indoor. Last month Don picked up a Gee Bee free flight rubber kit and this month the model sat on the table in its uncovered state. It is a complicated model with a short nose, spats and pants as well as a colour scheme with scallops everywhere. Might just appear in an all yellow scheme said Don.

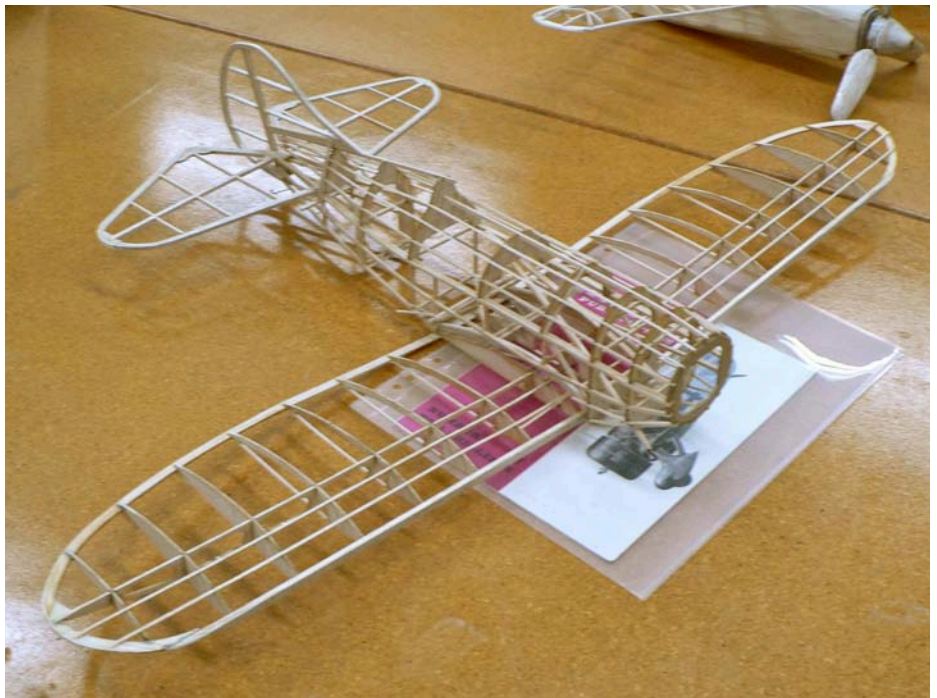
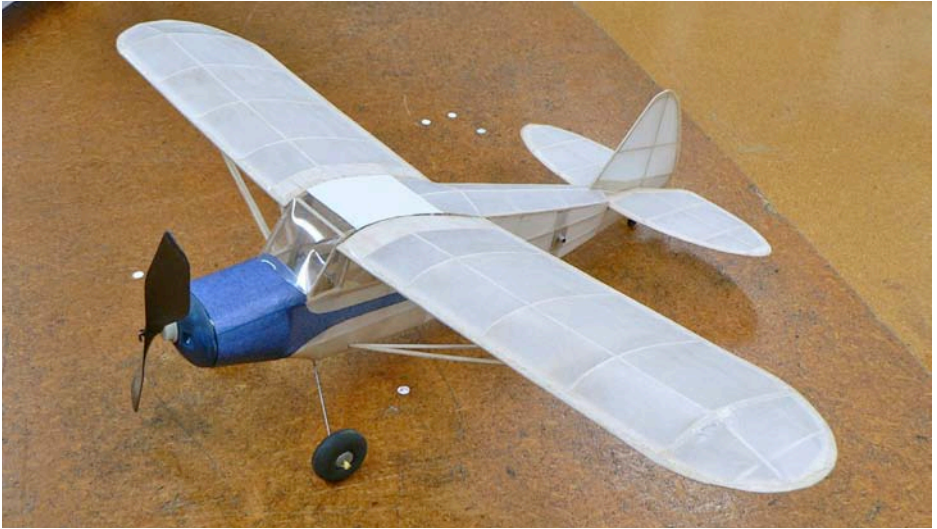
Bill McGarvey had a large covered wing up for grabs. He cannot find a fuselage to mate it to, so out it goes. There were also some carbon tubes for Wakefield fuselages.

Paul Evans wanted some therapy time so elected to build a 43 inch diesel powered Luton Minor from the Aeromodeller plan designed by E Fearnley, powered by a PAW .5cc engine. The first flight from a hand launch saw the model head for the ground but after a short touch and go it succeeded in a successful but hesitant first flight.



Upper: Paul Evans's handsome Luton Minor built from the Fearnley plan has had its first flight

Above: Ricky Bould's new Peanut Scale Fike has been flown and is now ready for some testing.



Don Spray had two new projects.

Upper: His new Keil Kraft Piper Family Cruiser already tested in the indoor hall.

Above: He has put this Herr Gee Bee together over the last month still with undercarriage and cowl to complete before covering stage.

Ricky Bould had the Fike that was under construction last month now completed and test flown. His Comper Swift powered by a CO2 motor has no con rod and relies on a eccentric crank to move the piston up and down its stroke. The model will be entered into Low Power Scale. He advised the meeting that he had a supply of parts for Gasparin CO2 motors.

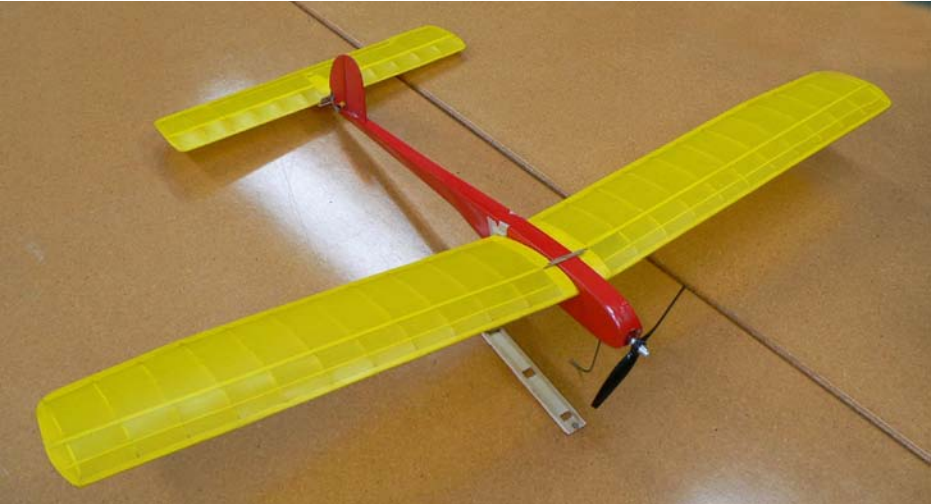
Mike Fairgray had a couple of SIG kits. The Cabinaire is a 1930s small scale-like model for fun flying designed by Paul McIlraty. SIG kits were usually of a high standard, however, the die-cut balsa parts were a disappointment as the die-cutting crushed the ribs so these were replaced. The wing centre section construction was reworked to make it stronger. The second model, The 29'er, was a much better kit with clean die-cutting.

This concluded the table so it was off to tea and biscuits.

Photos: Stan Mauger



Above: George Spray is well on with his new lighter PE2 for rubber scale. Should be a great flier.



Upper:
Angus's Jumpin' Bean. The open motor hatch reveals the motor set up, **Above**.

Upper left: The adjustable stop for varying incidence.

Right:
Various modelling bits from Angus FTGH.



Top:
Fine work on engine and pilot detailing on Ricky Bould's CO2 Comper Swift.

Centre and left:
Mike Fairgray's SIG '29'er and Cabinaire look to be easy to build and great fliers.

NNI Vintage Contest & Rally- Angus Macdonald

22-23-10-16

Strangely enough, the weather forecast for Labour Weekend was not too bad. No doubt there will be a report on the Saturday flying elsewhere but apparently it was a bit windy. Sunday dawned fine and calm. An early start was made but completely negated by an extra hour of detour around the top of the Bombay hills to avoid a crash site. Ngatea turned on calm sunny conditions and faces needed a coat of protection for the first time this year. A steady flow of "maxes" meant that later flights were mainly "fly-offs". The new owner of the site watched the activity with real interest. A '60' powered aerobatic model showed him what else might be flown there.



Top:

Playboy in various sizes is popular in Vintage RC.

Left:

Keith Trillo with RC Vintage E-rubber 57" span Yonder (272 sq") with a 2205/38 Hyperion outrunner giving assured maxes (10 min.) on 2S x 240m/a Lipo.



Top:
David Crook flying and Tony Gribble timing.

Centre:
Stuart Lightfoot (91 years – Matamata, Piako club) started flying 1938. Angus (89 years) – continuous membership Auckland MAC since 1936. Note the great flying site behind.

Right:
Stuart Lightfoot with New Ruler and Don Mossop – timer.



Morrinsville Indoor Free Flight Contest - Stan Mauger

9-10-16

There's nothing more pleasing for those organising an event than to see a good crowd ready to fly at start time, and that is what this indoor day brought. It is gratifying to see a continuing increase in numbers flying and attending the day.

Free flight events

Hangar Rat was best supported with twelve entries and some great flying. A glance at the results on page 14 shows the number making over four minutes (for two best flights) thanks to well trimmed models, but also to the space of the venue. There was predictably, very little wall-banging although a few models were stopped by ceiling joists and a couple were unlucky enough to get lodged on the curtain cable used for diving the courts when the hall is used for sports. Fortunately Rob Wallace came to the rescue with a roach pole and this enabled stranded models to continue to be flown again in the event. Angus Macdonald kindly supplied a model for Australian visitors Malcolm Campbell and Kathy Burford. As an accomplished free flight flier, Malcolm put in good enough times to make third place. He was up against real competition with Angus in second and Mike Mulholland in winning position. Mike's model showed the value of really careful wood selection to keep the model as light as possible. It was also great to see others doing really well in this event.

Hand Launched Glider brought some close competition with Graham Lovejoy and Paul Squires separated by only a fraction of a second for their second and third places. Rob Wallace was able to win the event.



Australian visitors Kathy Burford and Malcolm Campbell flew Hangar Rats provided by Angus Macdonald. Rob Wallace with hand launched glider, looking on.



Above: Bill McGarvey attending to his Hangar Rat during the morning session.

Centre: Angus Macdonald also seen setting up his Hangar Rat. Mike Fairgray and Paul Evans beyond, had a busy morning timekeeping.

Below left: Ricky Bould breathing in some trim on his Luscombe Sedan for Kit Scale. (Photo: Malcolm Campbell)

Below right: Graham Lovejoy and Paul Squires hard at work readying models. (Photo: Rob Wallace)



Push E, however, seems to have slipped from being a popular event to a thinly supported one, due undoubtedly to the difficulty in obtaining Nicad batteries to power these models. Keith Trillo had the event to himself. Perhaps finding a source may bring the event back to life again.

Modelair Hornet is showing increasing appeal. The majority of fliers got within a second or two of the target time in this precision event. The results show that with the 35 second target time there were several equal places. Fractions of seconds must be recorded or a fly-off used in future, to space out places. There was an excellent standard of flying and Modelair Hornet is set to become a popular event.

Indoor Free flight Events

Hangar Rat Total best two flights

1. M. Mulholland	7:07
2. A. Macdonald	5:32
3. M. Campbell	5:27
4. P. Squires	4:39
5. K. Trillo	4.37
6. G. Avenell	4:18
7. R. Bould	4:16
8. B. Borland	3:37
9. J. Swales	3:22
10. W. McGarvey	2:72
11. J. Godfrey	2:10
12. C. Burford	1:09

Hand Launched Glider Total best two flights

1. Rob Wallace	46.03
2. G. Lovejoy	45.60
3. P. Squires	45.59

Push E Best flight

1. Keith Trillo	3:11
2. J Godfrey	0:5

Modelair Hornet [precision style event]

1. P. Squires	-0.5
2. K. Trillo	-1.0
3.= R. Bould	-2.0
3.= J. Henson	-2.0
4. J. Godfrey	-3.0
5. W. McGarvey	-32.0

Morrinsville
Indoor
2017

Free Flight
contest days

Sunday
June 11,
Sunday
October 8

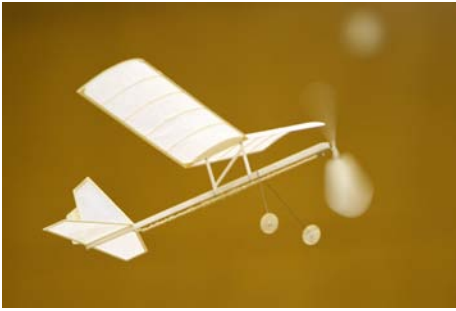


Upper: John Henson added some great graphics to his Hornet seen being wound, **left.**

Centre: John's nicely built Dornier Do335 entered in Peanut Scale flew remarkably well for this challenging subject.

Below: Graham Lovejoy's delightful Lockheed Vega entered in Peanut Scale.



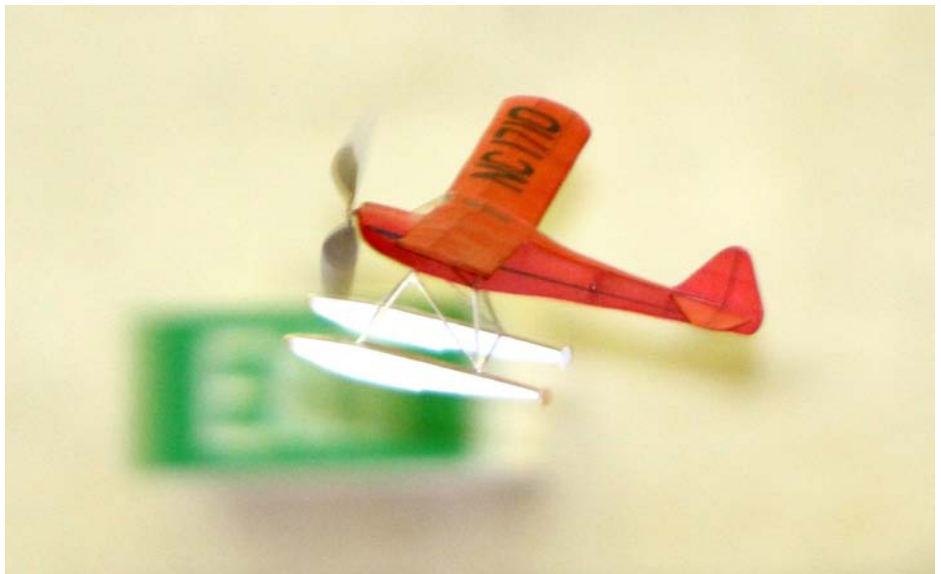


White Hangar Rats are hard to distinguish in the air. Probably Mike Mulholland's and Angus Macdonald's models.

Left: Flying slowly and beautifully, Mike Mulholland's Sommer Monoplane, winner of Peanut Scale.

Lower: Also great to watch flying, Graham Lovejoy's Taylorcraft floatplane.

(Photos: Malcolm Campbell)



Indoor Free flight Scale Events

All three scale events were well enough supported for some enjoyable competition flying. In F4D Open Rubber Scale all models were well built and final scores reflected differences in flying quality and complexity of subjects, with not a huge range between first to last place. Stan Mauger's Fleet Canuck flew well enough for first place.

Peanut Scale required the tie-breaker rule to separate out first and second and third and fourth places respectively. As the results show, Keith Trillo recorded the best flight time with his Fike E, John Henson the best static marks with his superb Dornier Do335. The winner was Mike Mulholland with his impressive Sommer Monoplane.

Kit Scale recorded the best number of entries and qualifying flights, proving how popular this event has become, with Keith Trillo taking the lead with his Spirit of St Louis, a challenging subject to trim.

Special thanks to Paul Evans and Mike Fairgray for timekeeping in both free flight and scale events and Brian Borland, Gwyn Avenell and Mike Fairgray for scale judging.

F4D Open Rubber Scale

	Points (Flying+Static)	
1. S. Mauger	1099	Fleet Canuck
2. G. Lovejoy	995	Stahlwerke RIII
3. R. Bould	959	Luscombe 11A
4. J. Godfrey	832	Found FB2A

F4F Peanut Scale

	Place	Flying/Static
1. M. Mulholland	2/3=5*	Sommer Monoplane
2. Paul Squires	3/2=5	Jodel
3. K. Trillo	1/5=6*	Fike E
4. J. Henson	5/1=6	Dornier Do335
5. G. Lovejoy	4/6=10	Lockheed Vega
R. Bould	DNQ	Fike E
J. Godfrey	DNQ	DH6

*Tie-breakers determined on best flying score

Kit Scale

1. K. Trillo	196	Guillows Ryan Spirit of St Louis
2.= G. Lovejoy	123	Comet Taylorcraft Seaplane
2.= A. Macdonald	123	Modelair Auster
3. R. Bould	111	Veron Comper Swift
4. S. Mauger	102	Keil Kraft Cessna
5. M. Mulholland	66	Airsail Piper Cub
6. J. Dowling	49	Guillows Aeronca Champion



Upper: Paul Squires was right near the top of Peanut Scale with this neat Jodel. It proves that low-wingers can do well in this class.

Centre: Angus's new Kit Scale Auster touching down after a great flight (left) and (right), Mike Mulholland's Piper Cub also Kit Scale, showing how well this model can fly.

Left: Keith Trillo had his Kit Scale Spirit of St Louis flying nicely - good enough to win Kit Scale.

(Photos: Malcolm Campbell)



Upper: Part of Jack Godfrey's model contingent, brought for the contest.

Centre: Brian Borland had a busy time judging several scale classes.

Left: Ah! the CD's job is never done . . . Stan Mauger transposing contest results to certificates in the closing minutes of the contest.

(Photos: Malcolm Campbell)

Building Board

From Angus Macdonald

Angus says “I have started sorting out wood for an even lighter one!”



Hangar Ratitis is an incurable disease!

From Stu Ward

I have recently got a couple of building projects under way, a Petrel glider and Fazer aerobatic model.

The Petrel

This glider is a British Slingsby type 13, inspired by the designer of the Rhönadler glider, Hans Jacobs. He came over from Germany, just before the Second World War and was employed by Slingsby. The Petrel was developed around that design. There are a lot of similarities between the two planes.

I have built the Petrel as a 5 metre aero tow model, 1:3.5 scale (30% full size) using largely traditional building materials. There's a lot of ply in the body, and ply and balsa used by and large. I am using hard balsa not competition balsa. While the glider needs to be kept as light as possible, it also needs a minimum mass. Weight is a requirement. If it doesn't have mass it doesn't penetrate, or fly through the air. At this scale the model needs to be about 7-8 kilos.

I was looking for spruce and couldn't obtain any anywhere so I hunted around for the next best, some Kaihikatea and found some from a mill in the South Island. They were



Clockwise from left: Kaihikatea being planed to the required thickness. The ply-covered fuselage dorsal section and Kaihikatea strip All moving tailplane and Petrel 3 view.



able to supply me a 4"x2" plank 2.5 metres long that was close grained, knot-free and dead straight. I ran that through a band saw and hand planed it. The tailplane laminations show the 2mm laminated strips of it that I planed. I used it for both wing and tail trailing edges and spars. I enjoy the work involved in building models.

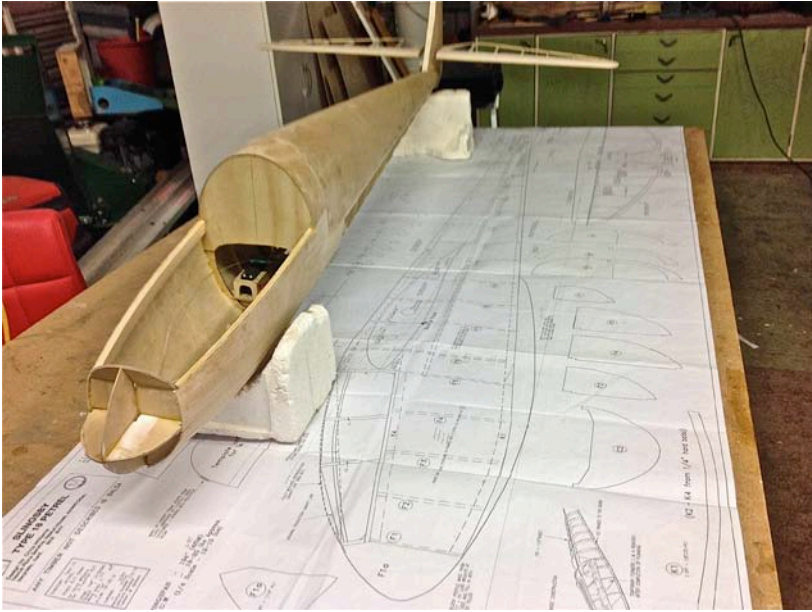
I built the fuselage first, set up on the bench as a half shell and then the other half built on top of it. Care had to be taken to keep it straight because it can easily twist at this stage of construction. I set up a series of centre lines to assess whether I was building it straight or not. The addition of the .8mm turtle deck tended to lock in the correct alignment. Setting up the fin was interesting because I had to set that up both straight and true, both forwards and vertically. I set up a series of centre lines and made an additional check by eye. A similar check was needed in the set up of the all-flying tailplane which is hinged at about 20% of the chord. There's a big bellcrank with a push-rod that goes all the way back from behind the cockpit, similar to the Dart sailplane I built. The all-flying tailplane is very effective.

The wings have yet to be covered and I will use Solartex a shrinkable fabric, in a vintage linen tea colour, slightly transparent in parts to show the woodwork through it. There were three full size petrels built. Two have survived and are still flying. One has an all-flying tailplane like mine, and that is known as the white glider, the other has a separate tailplane and elevator and is known as the red glider. I think that it looks better as it is spectacularly red. It has a slightly different cockpit as well. The white one has a thinner aerofoil section using a Quebec aerofoil HQ35 14%. The Greely tug plane we have used with the Dart will be more than adequate to tow the Petrel. There is still quite a lot building to go on this. Incidentally, if any one would like to see some glider flying, there is an aero tow on at Galatea between Tauranga and Whakatane on November 13.

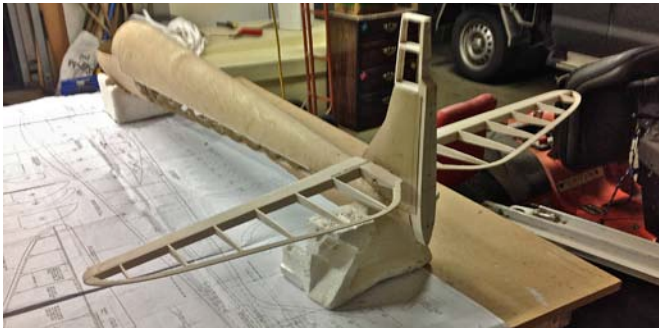


Upper: The fuselage half shell at an early stage.

Left: Ply panel taped, clamped and fastened to the fuselage framework.

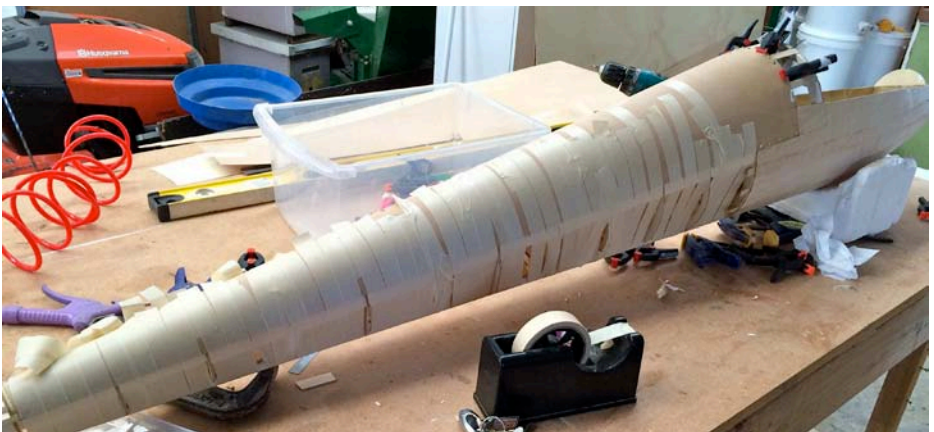


Upper: The fuselage and tail giving a sense of the size of the model.



Centre: Tail feathers assembled with the partially completed fuselage.

Left: Ply panel taped to the fuselage framework.



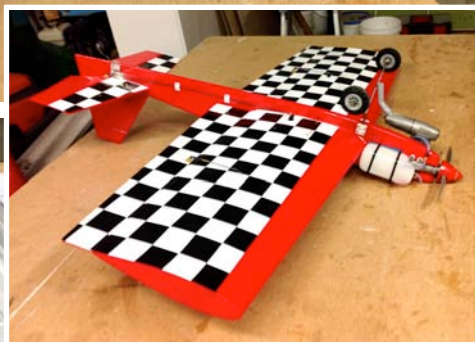
Stu Ward's Fazer

I saw Rod Drake's model at the Puni Park Flying site and decided that that model would suit the OS.46AX motor that I had sitting around. The design is based on a control line aerobatic stunter. The span is 1.2 metres and as it is designed for a .30-.40, it is over-rated. The plan is from a kit so all the profiles were there. I had the ribs laser cut because the wing is tapered both through span and chord, so that saved me a bit of a job. I have used no washout as the model needs to be able to fly inverted. The motor is on zero zero, (there is no sidethrust or downthrust), and it hooks awfully to the left when you take off and flying in a cross-wind doesn't help either. It is a bit twitchy to fly. I have had only two flights with it with the rates backed off to about 20% so I had very little control movement on it knowing that it could be a handful and that it was a difficult day to do a maiden flight, with the wind blowing about 15-20kms/hour, about three weeks ago.

I have used polyester covering and the plane is very light. The chequers on the lower surface help to show which way it is flying. It could be flown in aerobatics but I am a fun flier and don't have those skills, but this will hopefully bring up my skill in aerobatic flying!



Above: Showing an obvious lineage to control-line stunt models, the Fazer awaiting covering.



Upper: The Fazer has now been test flown and promises to be a great way of improving my aerobatic flying skills.

Inset: The chequers should be a great aid to orientation during flying.

Left: The wing under construction showing the thick symmetrical aerofoil used.

Hangar Rat at Drury Hall - Ricky Bould & Keith Trillo

26-9-16

Some of the regulars were absent, but there was still a good number attending. Five flew Hangar Rat providing enough for an enjoyable event. Ricky's Hangar Rat seemed to be in need of some downthrust, but this was found after the event. It still managed a flight of over a minute. Keith Trillo's model made over two minutes with a flight that involved the model dropping in height but recovering and keeping going to make this good time. John Swales flew later and made a number of flights to improve times. Chris Groves was also actively flying his Hangar Rat.

Mike Stoodley put in good flights with his Push E. Don Spray had his Keil Kraft Family Cruiser for its first outing but more trimming was needed. Keith Trillo spent time trimming his Kit Scale Spirit of St Louis. Ricky had his new Fike to test but was busy with Hangar Rat flying so the model stayed in its box.

Keith and Bill McGarvey were flying their Modelair Hornets, with Bill getting some good endurance out of his model which is very light. He also flew his Hangar Rat but did not record any times.

Electric model fliers also flew in the gaps between rubber model flying. John Swales helped a newcomer to test his Fokker D7 RC model. Drury continues to be a great venue and well supported.

Results

Hangar Rat

K. Trillo	2:07	2:00	2:13
J. Swales	0:57	1:13	1:36
R. Bould	1:13	0:51	



Above: In between the free flight flying, John Swales was seen flying this RC Ares rtf Fokker D7 for Mike Stoodley.

Calendar **November**

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)

NDC RC Vintage events - see Hoteo list

Karaka Steward

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

HOTEO

NDC events including:

A1 Glider

Vintage RC Precision

Kiwi Power

Vintage RC 1/2E Texaco

P30

Vintage RC E Texaco

Coupe d'Hiver

Vintage RC E Rubber Texaco

Vintage FF Glider Duration

Classic FF Glider Duration

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

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

Drury School Hall

Monday November **28**

Indoor free flight scale -all classes [7.30-10pm]
- *for Club points*

Ellerslie

Tuesday November **8**

Tuesday November **22**

Michael Park School Hall

Indoor radio flying [7.00-10pm]

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 \$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

Mike Fairgray,

3 Kanohi Tce Mangere Bridge 2022, Auckland

NEXT CLUB MEETING AND NATTER NIGHT

Monthly club meeting

7:30 PM

Monday November 7, 2016

ASME Clubrooms, Peterson Reserve, Panmure.

Theme: Kits on the wish list

Items for the table:

Models, plans, engines, photographs etc

Trading table:

Buy, swap and sell

**Visitors or intending members
welcome**



Be there