



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

April 2017



Angus Macdonald's SIG Monocoupe drew admiring glances at the March meeting.



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 Charles Warren's Tomboy, seen at Karaka. Photo: Ricky Bould

Editorial – That time again . . .

Yes, it's time for the Club's Annual General Meeting again. For some, the acronym AGM spells a possible call for office and a deterrent to attend. But breathe easy, all of your existing committee have agreed to stand again for another year! Not that committee involvement is all that onerous anyway. I am sure that all of the committee would join me in expressing the pleasure in working towards keeping the Club running smoothly. This is a moment, however, to pause and thank the committee for the time spent over the years, meeting monthly to discuss Club business. It does add up to lots of hours donated to keep the Club in good shape. There is also the social time over the cups of coffee too, and surprising aviation questions can come up as the photo below attests.

On the theme of thank yous, I would like to thank Charles Warren, for being President for fifteen years or so and who is now stepping down. He has been at the helm through many changes in the interests in the Club and has reliably steered us along through these. As the Vice President Ricky Bould, has been nominated for president, nominations for a new VP are needed.

The topic for this month's meeting, after the AGM, is 'new builds'. As weather has been highly variable, I am sure that many have been glad of the opportunity and incentive to get on to projects. Please bring these to the meeting. Many thanks also, to those who have sent in photos and reports for the building board section of Slipstream. I am sure that these will be of great interest to everyone and an opportunity to learn from others.

See you at the AGM.

Stan Mauger



Left: Monthly committee meetings are never dull! Your editor trying on a parachute harness, kindly brought by Keith Trillo (obscured to the right). This was in response to a question over supper, about how to make a harness for a scale pilot.

Monthly Club Night - Mike Fairgray reports

6-3-17

Present were Gwyn Avenell, Ricky Bould, Guy Clapshaw, Paul Evans, Mike Fairgray, George Fay, Tony Hill, Angus Macdonald, Stan Mauger, Mike Mulholland, Brendon Neilson, Geoff Northmore, Arthur Pearce, Bryan Spencer, Don Spray, Allen Teal, Keith Trillo, Charles Warren and Keith Williamson. Apologies from John Swales.

The Secretary Mike Fairgray, reminded members to have their MFNZ subscription paid before 31st March and these could be paid to him now. Mike also outlined the changes to the Club Rules that would be presented to members at the AGM. These changes were to bring the administration of the club in line with current practices. Members would be receiving a copy of the recommended changes and reasons for these changes within the next couple of weeks. A proxy form for those unable to attend would be included, to nominate a member to act on his behalf and record his vote at the AGM.

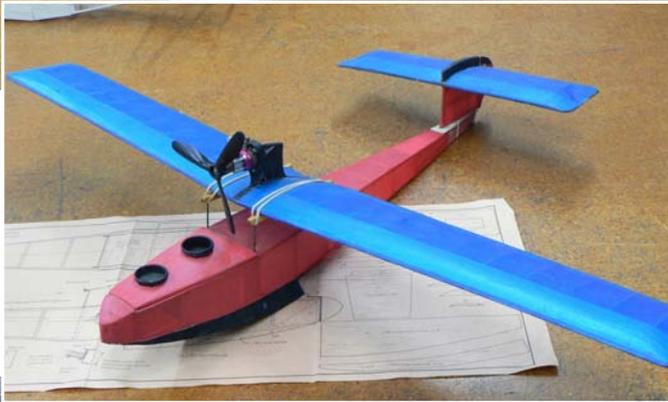
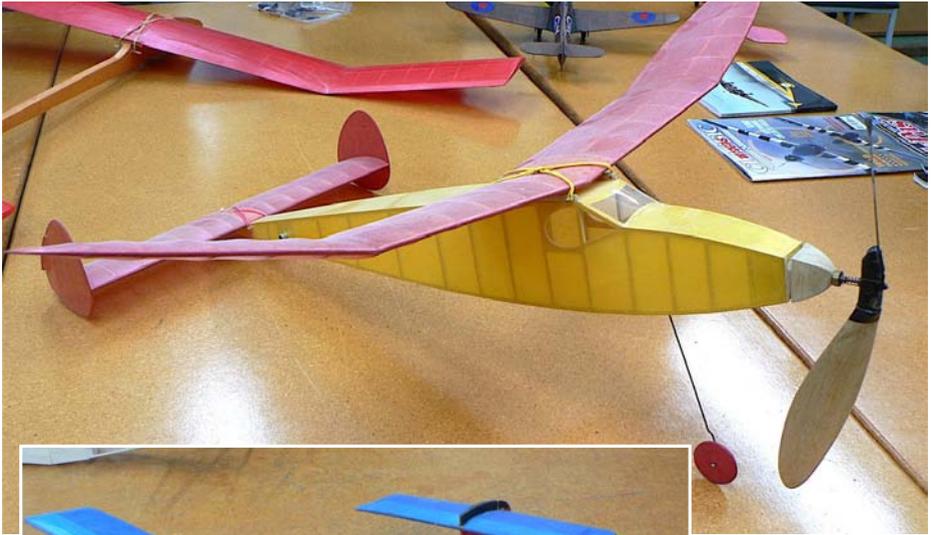
Ellerslie indoor is down on numbers and more flyers are required to cover costs. There were reminders of the Peterborough – Auckland Cloud Tramp Challenge and Whangarei control line and indoor event.

Theme for the night was Free Flight.

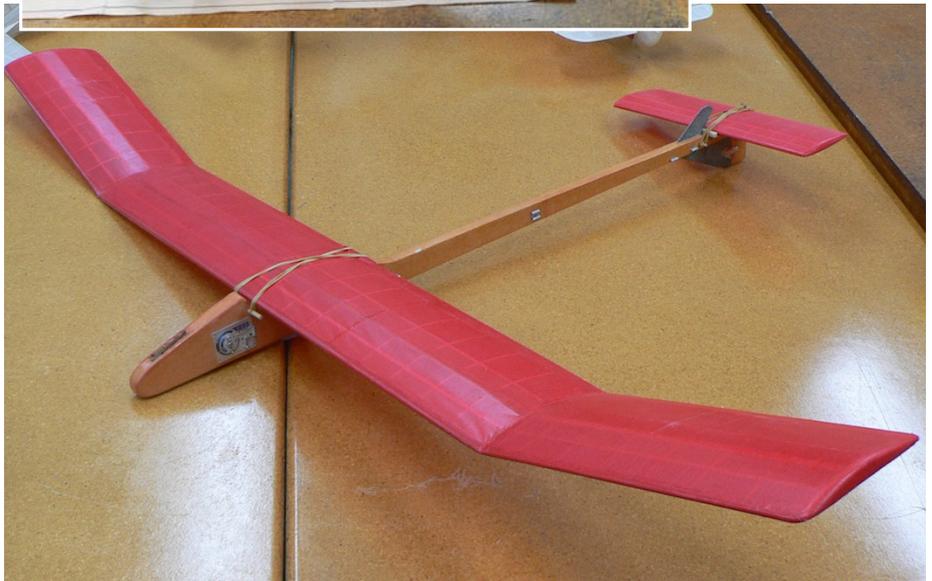
There was a good showing of free flight models as well as a couple of R/C models thrown in the mix. First up was from Mike Mulholland who had the prototype re-engineered Pilatus PC9 Airsail kit. The model weighs 45 grams with rubber and all parts are laser cut. Airsail kits have been around for twenty years and the full range is being upgraded to laser cut parts, with less moulded plastic parts and hand selected light wood which lowers the overall finished weight of the model and increases the chances of a good performing model. All the free flight kit upgrades would include an adjustable side and down thrust nose block produced on a 3D printer. The nose block is honeycombed on the inside making it a very light weight item. Mike also had a Airsail Ascender (now there is a blast from the past). He had devised a way to have the single undercarriage fold back against the bottom of the fuselage. The one blade propeller with a corresponding weight on the other end was not easy to get balanced.

Charles Warren had his flying carpet, from an APS plan. The design gives the impression that the likelihood of capable flight would allude all attempts. However, fly it does and its strange flight pattern gives a lot of laughs to those watching. Next was his Sopwith Triplane (or Ebenezer) that has not flown for a while.

Don Spray had a very well finished Bellanca Skyrocket from a free plan in Flying Scale Models by Peter Rake. Don has made a good job of the engine cowl which would have hidden away the radial engine powering the full scale aircraft. This 36 inch free flight rubber powered model flew well. His second model is of a Zlin Akrobat. Zlin is a manufacturer in Czechoslovakia that has a long history of producing aerobatic aircraft. Don's model was scaled up x 4 from a three view. The long nose section forward of the canopy is planked and inserted in the right hand side is a recessed louvre air vent, very realistic. Don has made a canopy blank to make the clear canopy.



Representing the free flight theme were:
Upper, Mike Mulholland's Airsail Ascender, a proven performer, Paul Evans's Krumppler Corsair flying boat **Left** and **Below**, Mike Fairgray's Ffoxy towline glider on which hangs a story.



Once again this model will be rubber powered. It is rumoured that Don and George Fay have a competition going to see who can build the largest free flight rubber scale model. One must wonder if they have found a balsa tree to feed the large amount of balsa needed to build these models.

George Fay in keeping with the “who can build the largest model” had a new version of the Skyraider. This was his second build and was built from scaled up three views giving it a 40 inch wing span, 10 inches larger than his last Skyraider that flew well. George has started to put a lot of detailing into the construction and plenty of planking has been done. Once again it will be free flight rubber.

Keith Trillo keeps astounding members with both his model building and engineering skills. His first Stardust Special was electric powered. This time his second model of the Stardust is for IC. He has made two nose sections, one housing an ASP 21 and the second a PAW 15, for Texaco and vintage, respectively. The nose sections also contain the fuel tank. You could call these models “plug and play” as the removal of four screws allows for the quick change of engines even to electric from his electric version depending on which competition he wants to fly the model in. There is a pop out triangular hatch held in with small magnets in the side of the pylon so that the receiver can be easily removed and replaced without dismantling the model for access. One of the fuel tanks uses a Humbrol tin but the second is hand made from a 10cc syringe. Each end of the syringe has a purpose made aluminium plug with the top plug incorporating the fuel connections. As the syringe has graduation marks there can be argument as to how much fuel the tank contains, very neat. Looking at the finish of the nose section the question was asked was it made from a fibreglass mould? No Keith made it from balsa with three layers of epoxy sanded smooth after each layer had hardened. It really did look as though it was made from fibreglass as there were no blemishes in the perfectly finished black enamel. There was also an indoor profile Gyro Copter which was work in progress and proving a bit of a challenge to get flying. Keith needs to launch from a running start so that the copter blade gets up some rotation. The propeller is rubber powered.

Guy Clapshaw had his second model of the Percival Gull 6 as flown by Jean Batten. The first was lost in the sun. The model is electric powered and slightly smaller than the first model. It was superbly finished and included a lot of detail. Guy said that the model needed to take off quickly, which was not scale like, or it would nose over.

Allen Teal who is no longer a visitor having joined the Club, had a very smart Heron Gas Buggy. The model was partly constructed by another modeller and handed on to Allen. Covered in Litespan it is powered by a Boddington 1.3 Mills.

Angus Macdonald has now finished his rubber powered Monocoupe from a SIG kit. The model really stood out in its white and blue finish. The radial cowl with the raised blisters really sets this model apart and just lifts it into one of those models which just need to be built. Paul Evans was searching around in his boxes of model stuff in storage and came across a model of the Krumppler Corsair which after 15 years was remarkably undamaged. This is a high wing flying boat with accommodation for two crew in separate open cockpits. Paul said it has been getting some air under its wings and while not



Upper and inset: Charles Warren's Dart powered magic Carpet, complete with intrepid pilot.

Above: Allen Teal's handsome Airsail Heron Buggy.

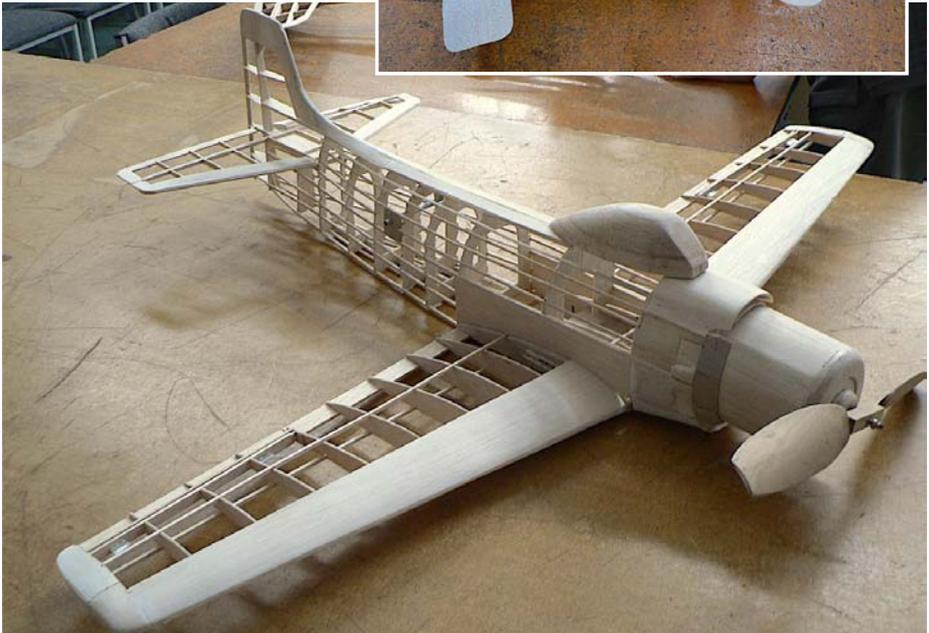
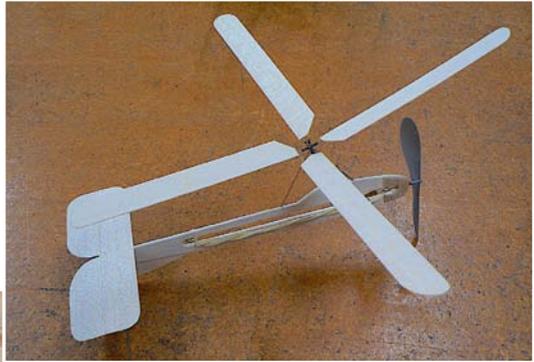
Left: Angus Macdonald's Windbag is evidence that compressed air models can be made to fly successfully.

having the model take-off from water it has been successfully ROG'd from wet grass. Ricky Bould's Curtiss Robin was looking a bit sad with damage to the rear fuselage. It was not intended to present the model in this condition, however, after placing the model on the back seat of his vehicle the damage occurred on the way to the meeting when a book on the same seat slid and contacted the fuselage.

Mike Fairgray's contribution was a Ffoxy tow line glider. This design was incorporated in the Nationals by the Free Flight SIG for Juniors only. It was entered by Mike's Godson and on his first attempt at towing a model with a number of people shouting conflicting advice from the sideline, the model impacted the ground nose first shattering the tissue on the wings. Martin Evans set to with a tube of glue patching together the tissue. The model did fly again but without success. Mike has recovered the wing and tail in Lite Span unfortunately it has not flown again. There were three other free flight rubber scale models, a KK Hurricane in black night fighter finish, a KK SE5A and just to show that Ricky Bould does not have a monopoly on the Comper Swift, a rubber powered model from the Skyleada kit plan found on the internet.

Right: Keith Trillo's profile indoor gyrocopter is at trimming stage.

Below: George Fay's Skyraider is not far away from completion.





Top: Mike Fairgray's scale squadron including SE5a, Comper Swift and Hawker Hurricane.

Above: Don Spray's Bellanca Skyrocket is now well flight-proven.

Left: This redesign of the Airsail Pilatus PC9 being built by Mike Mulholland is progressing well. Note the nice nose detailing.



Top: Guy Clapshaw's superbly finished RC electric powered Percival Gull.

Above and insets: Keith Trillo's immaculate Stardust Special, showing alternative nose modules and syringe-derived tank.

Left: Charles Warren has had lots of fun flying this profile triplane.



FREE FLIGHT
SCALE DAY



Sunday **April 23**, Patetonga
from 8.00am

Trophies for all free flight scale classes

- F4A power scale • Rubber scale • CO2 / Electric • Kit scale

Venue TBC Intending fliers and visitors please check for confirmation of venue and possible 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

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 May Slipstream is April 22

Photo credits

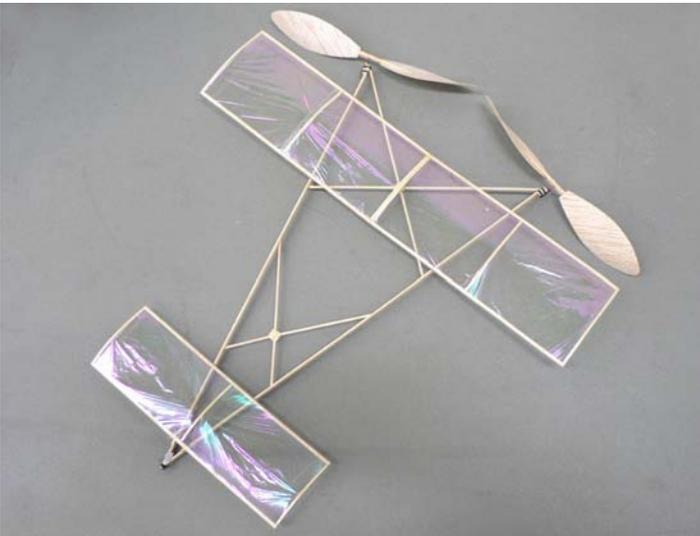
Unless otherwise noted, all photographs are by the authors of each article.

Indoor at Drury - Stan Mauger

27-2-17

There was a small attendance on the first night of indoor flying for the year, at Drury School Hall. Set down as a practice night, this was an opportunity to trim models and also to fly models that may not fit competition evenings. Angus Macdonald was amongst the first get a model in the air, with his No6 (not No9 as reported in the last bulletin) Hangar Rat. The model made a good time of 2:38. Keith Trillo had his Trevor Martin-built Modelair Kiwi Trainer that initially just stooaged around. With a replaced rubber motor it was transformed, putting in a respectable 1:38 on its next flight. Like the Hangar Rat it flies slowly and is great to watch in flight. As Keith remarked, Trevor would have been pleased with this flight. Curiously the tailplane has undercamber reversed to the top. Keith flew a number of other models. His A-Frame pusher was given an outing and proved to fly well in ultra slow circles. This was followed by his ever-reliable Modelair Hornet and his Bruce Keegan-built Grebe. The latter needing a motor change to improve on its flight performance on the night. In between this flying, John Swales had his T-28 Trojan making fast circuits of the hall with a few figure eights and mild aerobatics thrown in.

There were also a few free flight scale flights. Angus persevered with his Modelair Auster which was starting to fly well. Stan Mauger brought his KK Cessna and Fleet Canuck. The Cessna narrowly averted some rafter banging after reaching good altitude in the hall. The Canuck did not fare as well, colliding with a rafter and damaging the wing on an abrupt arrival and impact with a chair leg. Bearing in mind that rubber and flying settings on these two models were the same as on their last outings where the models reached only moderate altitude, it was clear that the warm air of the summer's night in the hall provided additional efficiency. Perhaps a case for winding few turns for first flights when flying in a warm hall!



Above: Keith Trillo's A Frame Pusher delighted us all with its slow sedate flights.



Left: Keith Trillo seen lining up his Modelair Kiwi Trainer between flights.

Above: The model gaining good altitude.

Below: Angus Macdonald's Hangar Rat No6 off on another good flight.



Karaka Diary - Keith Trillo

26-2-17

A good morning for flying with a South-west wind and partly cloudy conditions giving good lift at times. Angus Macdonald flew one flight with his E Tomboy and made two maxes with his E Texaco 8 Ball. Bryan Spencer flew E Tomboy and had two maxes with his 1/2E Texaco Slicker. Keith Trillo managed to get two maxes from three flights with his 1/2A Texaco Skipper Cox 049 powered. John Swales paid us a visit after flying his new large electric T-28 Trojan in the Karaka Sports ground. Steve Fifield also visited. We could do with more people flying from our Karaka paddock on Sunday morning, even to be just sociable or help with the timing (chair provided). Over the last couple of months it has only been three of us and it's getting to have the feel of the 'Last of the summer wine'.

E Tomboy

K. Trillo	11.45	9.41
A. Macdonald	6.10	
B. Spencer	6.31	6.07

1/2A Texaco

K. Trillo	7.10	8,24	11.05
-----------	------	------	-------

E Texaco

A. Macdonald	10.19	10.23
--------------	-------	-------

1/2E Texaco

B. Spencer	13.33	13.17
------------	-------	-------



Above: Angus, Bryan, Keith with Tomboys.
Foreground, L to R, 8Ball, Skipper, and Slicker.

Karaka Diary Ricky Bould

25-2-17

The overdue fine weather was apparent as we all arrived; some later than others, for a mix of flying at Karaka. The ground was rock hard and wind was non-existent until about 10.30. Don Spray and Ricky Bould were the early birds and next was George Fay. The normal flying site was occupied by cricket matches so we moved nearer the main entrance and flew on the rugby fields. Our parking area was dusty, as was the road, and as a result it was prudent to wash rubber motors after flying.

Don's new Bellanca Skyrocket performed well with a nice wide left hand climb opening out into a left hand glide and had a very steady flight pattern. His initial flight with the Puss Moth was similar, with a scale-like climb and long cruise and the Stinson Voyager did similar, but was a bit tight on the glide that was a right spiral. This was rounded off by a number of flights by the CO2 Piper Pacer that now flies consistently with a very long motor run.

George Fay had his large Curtiss Robin that is now flying well having a nice sit in the air and a realistic flying speed. The model has improved as George has sorted out motor strands and props. This has included shortening the motor as well. The Folkerts also flew but was not as consistent as it normally is. The ex Arthur Pearce Jimmy Allen Racer was next model up on George's flying. It now has a three-bladed prop that gives a very positive and stable climb but does impact on the glide that is somewhat steep. Ricky Bould had a number of CO2 rubber models still in the trimming phase that have made good progress. The Comet Curtiss Robin just needs some downthrust to get a



Above: Apart from a Modelair Sportster and KK Elf, all models in this group, seen waiting for the day's flying, are free flight scale.



Top: Don's Bellanca is a steady flier.

Above: George had his Jimmy Allen Racer flying well.

consistent power pattern. The Aeronca C3 is now much improved but is very sensitive to rudder setting that makes for an inconsistent power pattern so that needs some rethinking. The Luscombe Sedan put in some good flights and now has a much improved power pattern thanks to a gurney flap on the port wing that reduces the angle of bank. The same applies to the KK Elf that now flies in flat left hand circles. The tail was also found to be warped and has since been straightened. The Comet Grumman Avenger was the only casualty when after a good start it spiralled into the right and removed the wings cleanly just requiring to be re-glued in place. Definitely work in progress. Flying finished at 1100 after a very satisfying morning.

THE PETERBOROUGH - AUCKLAND CLOUD TRAMP CHALLENGE



April day to be confirmed. Please be ready to do battle! Contact Ricky Bould for further details.

Coming up - May 2017 NDC Calendar

HOTEO

1/2A Power, Open Rubber, Kiwi Power, Open Glider, FF Vintage Precision, FF Vintage Power Duration, FF Nostalgic Rubber Duration

KARAKA

RC Vintage and Classic Scale Texaco, RC Vintage Open Texaco



Top: Don's Bellanca off from a good launch.

Centre: George had exciting moments when his P-39 decided to turn right.

Above: Don's Piper Pacer off on a cross-country jaunt.

Hoteo Diary

26 - 2 -17

We were spoilt with another perfect morning at Hoteo. Ricky Bould arrived at 0800 followed shortly after by Don Spray and George Fay in the van at about 0900. Ricky started with a trimming flight of the Simplex that is now re-powered with a Red Phin 061 using an 8x3 prop. This produced a very good and long powered flight to the right on very little fuel, that landed almost back at the launch point. Next up was the KK Bantam on its first flight that also spiralled to the right perhaps a little tightly but safe. Something to locate the tail more positively would be a good idea. Finally the Ballerina, that provided a bit of a challenge as it was going tight left. The PAW 80 was probably a bit on the powerful side for the model and did not have any right side thrust. A DC Merlin has now been installed with right side thrust since the weekend.

The Venomeezer was also not cooperating with starting difficulties on the Red Phin 030 due to flooding that was traced to a spring preventing the needle closing. Another Red Phin 030 TBR has now been installed and runs very well. CO2 models were next up with a GM120 powered Comper Swift being re-trimmed after some repairs and a Waco SRE being flown. By then the wind had risen and a stop to proceedings was called.

Don Spray had the Bellanca Skyrocket, Puss Moth and Stinson Voyager all flying well. The CO2 Piper Pacer also showed its usual consistent flight pattern but gave Don a long walk when it decided not to turn on the glide. The Curtis Robin however was not as cooperative as it decided to fly right and suffered an arrival that was fortunately not too serious. Mainly broken struts. George Fay had a mixed morning with the P39 deciding to turn right resulting in short flights that demonstrated the ability to shed parts without damage. Subsequently it was found a rudder tab needed adjustment. The Jimmy Allen Racer had a mixed day but turned in some good times for NDC. A stop was called to flying at 1100. Another magic morning with some really good flying enjoyed by all.

RICKY BOULD

19-3-17

Martin and Paul Evans arrived to find Don Spray with his model in the air. He arrived early but left his van lights on - not a good start. The weather was very good with no wind and the farm roads were dry. There have been some more gates installed so we don't have to go under the electric fences. The main reason for the gates is for the farmer, but thank you.

Don put in some flights with his Puss Moth with the normal performance of a well trimmed model, he also flew his Bellanca Skyrocket and Piper Pacer that both flew well as Don has the control of rubber motors. This led to one long flight that needed the use of his van, - problem a flat battery! We manage to get him going, but later when he was testing the Cloud Tramp he was called back to his van, which had a very strong smell of burning. This was stopped and Don went flying again.

George Fay was the last to arrive and his Curtiss Robin was soon showing itself as a well trimmed model. The Skyraider was also in good trim but a fence jumped out and grabbed it. The Folkerts SK3 flew very well but George said it wanted some more trimming. He had some problems with the diesel powered Broussard which took some starting and would drop a wing as it was released

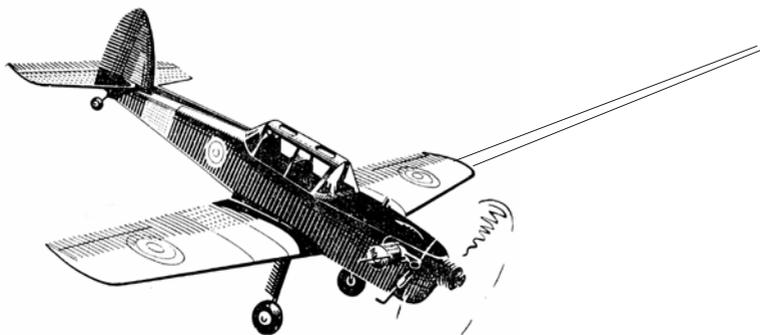
Martin was testing the Cloud Tramp (it is strange to see them in daylight). The CO2 powered Fozzle flying wing biplane was very good in the still air. His Gadfly, his latest R/C showed some good flights and he was happy with it. The Hornet R/C was also flown. This is a lot faster than the Gadfly but flew well. The F/F power Cirrus Moth was given its first flight. After some trimming a flight was made that was good, but as normal it found a fence with some wing damage.

Paul flew the trusted old Voltimer nice and slow electric R/C. Also in the air was a Roger Left design model, The Bugler, electric R/C, a little bit faster but the colour has to be changed as it is hard to see in the air. His Cloud Tramp was also given a flight, but his best flight of the day was a first with the scale f/f Luton Minor, from the hand a good climb away a then a left turn into transition to glide that was good but right hand turn was a little tight. The second flight was not as good and then it found a fence but with little damage.

At this stage it was time to get Don on the road with some alterations to the electrics in his van. We left after him and found him by the side of the road so a drive to get him a new battery and he was on his way .

So come to Hoteo for a fun day with models and vans .

PAUL EVANS



Control Line Scale

at Gerald Wimmer's Farm, Kakanui

Sunday April 9, starting at 10.00am

Phone Gerald Wimmer on 09 420 4429 or 020 410 38170 for further details.

Building Board

News of members' current projects

Mike Fairgray's R/C version of the Cessna 170B

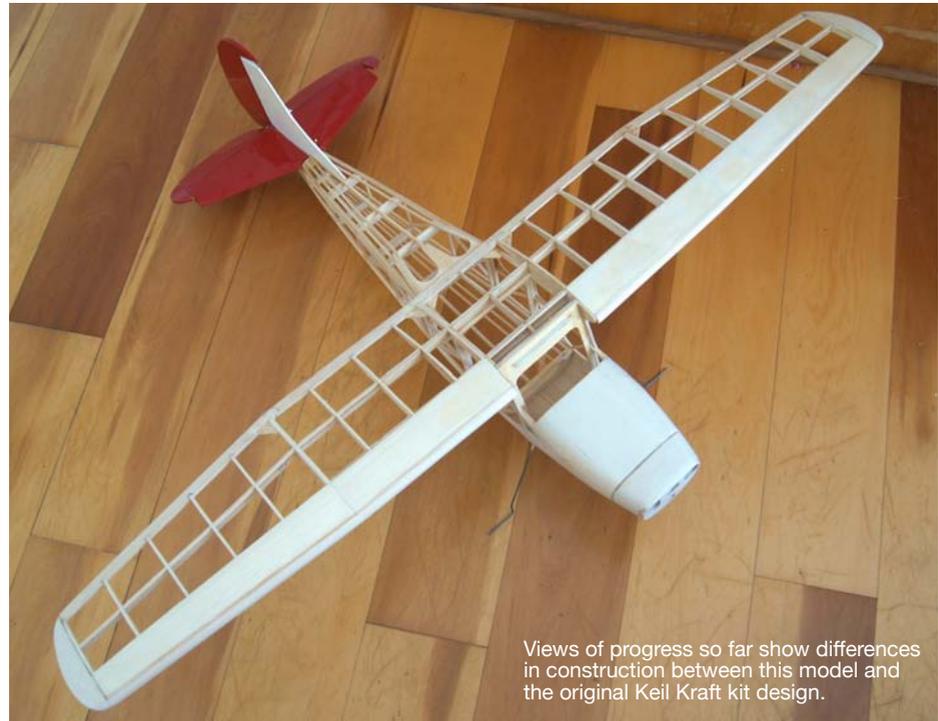
Well here I am again with an update on what is gracing my building board at the moment. I have resurrected a previous project, an electric R/C version of the KK Cessna 170B model for IC power, drawn up by Adrian Britton and published as a free plan in the October 2008 issue of Flying Scale Models. He has drawn up plans for the Luscombe Silvaire and the Piper Super Cruiser with the plans supplied in other issues of the magazine. I have built the KK Luscombe Silvaire kit which came second in a NATS power scale event. I also have two unbuilt kits for the Cessna and Piper which I will not build so if anyone is interested in purchasing them please contact me.

My first step was to visit Copy and Print and have two copies of the plan made, one to build from and one to cut-out the necessary parts. I find it best to cut-out the parts and then adhere them to the balsa/ply with glue stick.

I had previously completed the construction of the fuselage. The construction of this differs from the original, which had a centre crutch to which the formers were attached and stringers added. For this model the fuselage is the traditional box-type structure both sides built first and joined together with formers, with stringers added where required. I filled in the nose with 1.5mm balsa and planking, sanding to the required shape. The electric motor is attached to a front ply former and the nose block is a built up laminated structure with a ply nose former finishing off the front of the nose. I have used a couple of pegs to align the nose block to the nose and will fit small magnets to keep it attached. The inside of the fuselage has good access for the electrical bits and cable runs. With the major construction work completed on the fuselage there are just some minor things to be done before covering. The tail and fin have been completed and covered with control horns fitted.



Above: Progress on the fuselage showing the construction.



Views of progress so far show differences in construction between this model and the original Keil Kraft kit design.

The Wing

The wing was printed on the plan in two sections left and right hand side. I cut out both sides and joined them together. This was when I found that things did not line up and if I had built them separately I would have had an alignment problem. Something to watch out for when you have plans copied.

The construction method that Adrian had adopted was to keep the top spars straight and jig the wing so that the lower portion of the outer panel was slanted upwards giving it under wing camber. I decided to go with the method as shown in the original plans of keeping the underside of the ribs flat with the bench and adding in 1 and ¼ inch dihedral by tilting the root rib. This required redesigning the ribs in the outer panel and the dihedral brace. The spars are from 1/8th square hard balsa with a dihedral brace of ply on the front and rear spars. The front of the wing from the leading edge to the first spar is sheeted in balsa and rather than cut the ribs slightly undersize to accommodate the sheeting I kept the ribs at a constant size and added capping to the top of all the ribs from the front spar, blending in the cap strip to trailing edge. I think that this gives a very neat finish and a little more area for the covering to adhere to. Also the spars do not show when the top of the wing is covered. The original sheeting was from 1/32 inch balsa and the problem with this is that you can get a wavy finish along the top face as well as a lot of thickness to allow for sanding. I replaced with 1 mm sheet as this is more stable and allowed for a bit of sanding. There was some hollows between a few ribs which I filled. I will cover the sheeting with tissue to give a better finish under the film covering. The wing tips are shaped from balsa block with the leading edge being made from a strip of 1/8th balsa shaped to form. The front of the centre section has a ply tongue which slots into a slot at the top of the front cabin former. Once the wing is in place the back is clipped down using a dummy aerial. Adrian assures you that this method is sound and has been used by him many times.



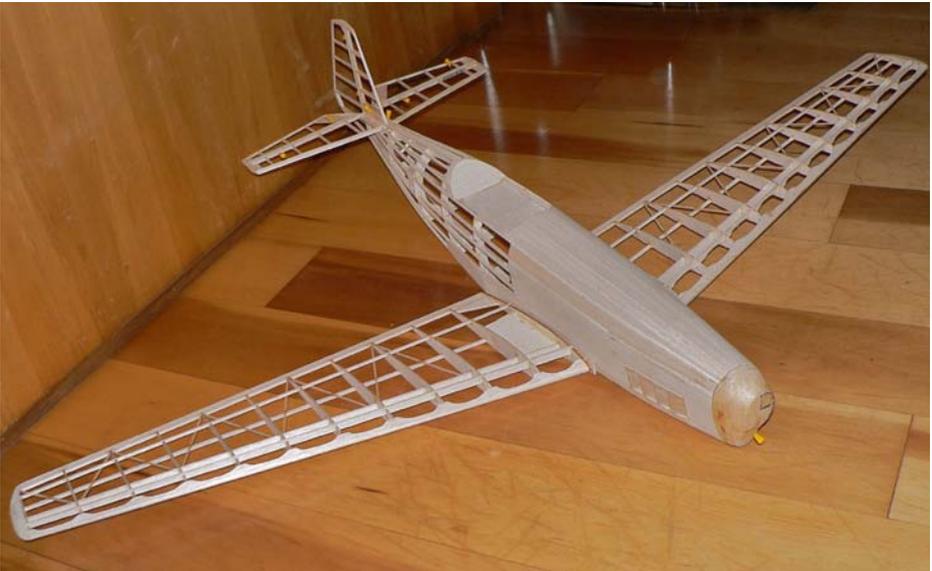
The centre section above the cabin is filled in with sheet. I have used 1.5mm sheet to allow for sanding to form. I will cut out the skylight, cover the centre section with film and add the glazing on the underside before gluing it into place. Once I have inserted the anchor points for the struts the wing will be ready for covering. I am using Toughlon which is a heat shrink covering material that has good adhesion and shrink-

ing qualities. It comes in rolls of 800w x 2m long. There is also a covering called Lightex which is a lighter material.

The paint scheme I have chosen is red and white, as can be seen on the tail and fin. The fuselage will be predominately white with a red nose and stripe down each side and the wings will be predominately white with red tips and possibly red leading edge.

Don Spray's Zlin 226 Akrobat . . .

I've been eyeing up the Zlin 226 Akrobat for some time as it has good proportions for a model – long nose moment coupled with good scale dihedral. I had a 3-view with a 0.3m span so I just multiplied everything by 4 and, hey presto, 1.2m span, rubber power (lots) and a great variety of colour schemes to choose from. I do have trouble in knowing when to stop adding bits, extra gussets etc. All the construction is now completed, with knock-off wings and removable tail assembly for ease of packing. Covering and test flying will be in the next few weeks and hopefully it's ready for Richmond in July, and an informal competition with George's Skyraider.



Top Left: A nose close-up showing replication of cooling fins.

Top Right: Tongue in box wing attachment system held in place during construction.

Above: Not that much more to do before covering stage.

Charles Warren's Flair Fokker Triplane . . .

The photos of the Fokker DR1 Triplane show it assembled without the inter-plane struts and with the controls not yet connected. I am revising the undercarriage to include a sprung axle and will need to make a new stub wing to allow movement of the axle. I have chosen to try and reproduce Werner Voss's colour scheme but the streaky camouflage on the sides and top surfaces is hard to reproduce without it looking as if the paint has just dribbled down! The only authentic photos of the original are in black and white with bright reflections off the upper surfaces so it is anyone's guess as to what it really looked like. I have covered it with silk over Mylar and after three coats of clear dope painted it with acrylic paint.

The Flair kit is only semi scale as they have omitted the large cut out at the trailing edge of the middle wing to allow the pilot to have a view of the ground ahead as he approached to land and have lengthened the nose slightly and changed the shape of the cowl slightly. The wing section is changed to Clark Y.

The kit was very comprehensive, the balsa and ply very good quality, some hard and some heavy but that is appropriate for a plane of this size. All the small fittings were included although I have spent so long building it I am finding it hard to find them now! The second hand kit is probably twenty years old and came with a choice of two engines four vintage style wheels and a kit for two plastic machine guns. I have fitted the 23cc Kalt petrol 2 stroke, which has never been run.



Above: The Flair Fokker DR1 Triplane

Free Flight contest days 2017

Indoor flying at Morrinsville

Sunday June 11, 2017

Sunday October 8, 2017

Put them in your diary!

- **Hangar Rat** • **HL Glider**

Flown to MFNZ rules

- **Push E** • **Modelair Hornet**

Flown to AMAC rules

- **F4D Rubber Scale** • **F4F Peanut Scale**

Flown to FAI rules. Refer to link on MFNZ website under Scale FF & CL SIG

- **Kit Scale**

Flown to rules on MFNZ website under Scale FF & CL SIG

Come and join us

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

Programme: **9.45am** Arrive and unpack ready for start time

10.00am Hangar Rat, Push E and HL Glider
Scale static judging until 12.30pm

12.30pm Peanut Scale, Rubber Scale, Kit Scale

3.45pm Prizegiving.

3.55pm Hall vacated.

Fliers Entry: \$20.00

Spectators welcome

Contact Stan Mauer 09 575 7971, stanm09c4@gmail.com for more information



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

Calendar April

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 **RC Vintage 1/2E Texaco, RC Vintage A Texaco, RC Vintage E Texaco. (also see Hoteo FF list)**

Karaka Steward

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

HOTEO

Call the field steward if you would like to go up and do some free flight and vintage flying there.

NDC FF Vintage events **1/2A Power, Open Rubber, Open Power, Coupe d'Hiver, P30, A1 Glider, Open Glider, Catapult launched Glider, HL Glider, Kiwi Power. (see Karaka RC list)**

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

Ellerslie

Tuesday April 11

Michael Park School Hall

Indoor radio flying (7.00-10pm)

Drury

Monday April 24

Drury School Hall

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

Indoor Steward

Bryan Spencer 570-5506 bspencer@xtra.co.nz

PATETONGA

Sunday April 23

Free flight scale trophy events - See notice page 11

OFFICERS OF AUCKLAND MODEL AERO CLUB INC.

Patron	Angus Macdonald	575 7232	angusmac@xtra.co.nz
President	Charles Warren	09 238 9430	cpwarren@ps.gen.nz
Vice President	Ricky Bould	478 8949	unimec@ihug.co.nz
Secretary	Mike Fairgray	636 8439	amacsecretary@outlook.com
Treasurer	Mike Fairgray	636 8439	amacsecretary@outlook.com
Recording Officer	Keith Trillo	298 4161	careith@hotmail.com
Bulletin Editor	Stan Mauger	575 7971	stanm09c4@gmail.com
Committee	Paul Evans	479 6378	ziply@xtra.co.nz
	Brendon Neilson	09 239 3204	2neilsons@gmail.com,
	Don Spray	828 4892	drlmspray@xtra.co.nz

Club subscriptions

NZMAA Affiliation is mandatory for Club flying

Senior \$50 (+\$75 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 April 3, 2017

ASME Clubrooms, Peterson Reserve, Panmure.

AGM and theme: new builds

Items for the table:

Models, plans, engines, photographs etc

Trading table:

Buy, swap and sell

Visitors or intending members welcome