



BULLETIN OF THE AUCKLAND MODEL AERO CLUB INC. EST. 1928  
**August 2017**



Ricky Bould's Rubber powered DH Tiger Moth getting away from a launch at the NSW State Champs (See p.15)



# 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 – Meetings

Like several others in the Club, I have missed monthly meetings, having been at overseas free flight scale contests during the last two months. I am really looking forward to being able to attend again. My absence from meetings has also made me reflect on the value of meetings both to me and to all of us in the Club. This contact and camaraderie has contributed much to my aeromodelling cultural capital over the years and I hope that I have similarly been able to share my knowledge with others in the same way. It seems that even some sports clubs are seeing a diminishing membership base from what I have learnt from conversations with friends in these clubs, so we are lucky in our Club to have maintained fairly constant membership numbers in the last year or two.

The theme for the next Club night is appropriately enough, 'Travelled scale model aircraft' but that does not exclude other scale models that you may wish to bring to the table or of course other projects. I look forward to viewing the table and being in your midst at a meeting once more.

Stan Mauger



Mike Fairgray, who regularly reports on monthly meetings, is seen discussing a bevy of his favourite models at the July monthly meeting. Charles Warren is to the left and Angus Macdonald seated beyond.

### 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 September Slipstream is August 25**

### Photo credits

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

# Monthly Club Night - Mike Fairgray

3-7-17

Present were Guy Clapshaw, Paul Evans, Mike Fairgray, Angus Macdonald, Brendon Neilson, Bryan Spencer, John Swales, Allen Teal, Keith Trillo, Charles Warren and Keith Williamson. Ricky Bould, George Fay, Stan Mauger, Mike Mulholland and Don Spray, were away in Australia competing in the NSW State Champs.

With Ricky away Charles presented the table and John Swales stood in for Stan as photographer. The theme for the night was Bring your favourite model aircraft. With five of the Club's regular attendees away on this Club Night, there were a lot fewer models than hoped for.

Mike Fairgray advised the meeting of the upcoming MFNZ AGM and asked members to exercise their right to vote on the important remit to replace the existing Constitution, by completing the available proxy form which Mike would email off to the Secretary MFNZ. Both he and Ricky would be attending.

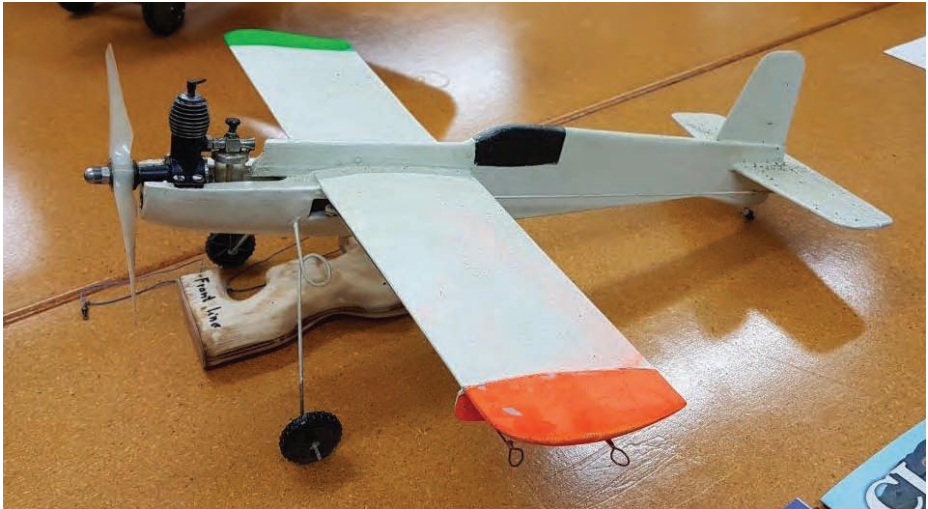
Mike Fairgray and Guy Clapshaw had a selection of magazines up for grabs. Mike's lot consisted of copies of the Air Trails magazine which ceased publication many years ago. The magazines had some good reading and plans in them for those wishing to take a step back in time when aeromodelling was in the early stages of development into a commercially viable hobby.

Guy Clapshaw had a profile control line model powered by a Mills .75. He commented that this type of model was well advanced with fly by wire technology and a handle which was the forerunner of remote control.

Allen Teal had his completed Druine Turbulent, which has been the subject of two build articles in the Bulletin. He printed the markings on a laser printer, however, the glue on the paper used had deteriorated and when applied went wiggly. So off they came and were replaced with markings made out of tissue. The end result was a very smart looking model of 15 grams that Allen could be well proud of.

Keith Trillo had been surfing the net again and spending more money. He had a laser cut kit of a flying flea. The kit cost \$30.00 from BanGood situated in China. This will be electric R/C and the micro electrics were so small that if you blinked you would lose them. The laser cut parts were excellent and showed how laser cutting technology had advanced to make these micro models possible. Keith had purchased a Connectors Variety Pack from Micron Wings based in Australia. The kit contains all sorts of micro connectors and shrink tubing. It was truly a remarkable selection which would cater for all types of micro installations. The kit is available at a cost of A\$38.50 and is value for money. Also the company stocks solder 0.3mm to 1.5mm dia for small jobs with a video on how to do fine soldering. Esaki Tissue, Mylar and a host of other parts as well as kits are also available. Have a look at <http://www.micronwings.com/index.shtml>

A small drone was seen skittering across the table, which Keith said he bought two of for his grand children to play with. Sounds like an excuse to have a play himself. Brendon Neilson was seen struggling in with a very large scale model. He insists that he received



**Top:** Guy Clapshaw's profile control liner looks a bit like a simplified KK Champ. Must have been fun to fly.

**Centre:** Angus Macdonald's Modelair Humming Bird has become a favourite model. He is also the designer.

**Left:** Brendon Neilson brought this Waco UIC for RC, built by a Whangarei modeller.

a call from a friend in Whangarei who was giving up modelling and wanted to pass on a couple of models to Brendon. The builder of the model built his models from three views and his skills showed when you took a close look at the model. The model was a Waco resplendent in its red and white colour scheme.

Keith Williamson's PAW 15 powered Lanzo Bomber was his model of choice. It was radio controlled with an engine cut-out. It has seen plenty of competition flying in its day and was a sedate flyer.

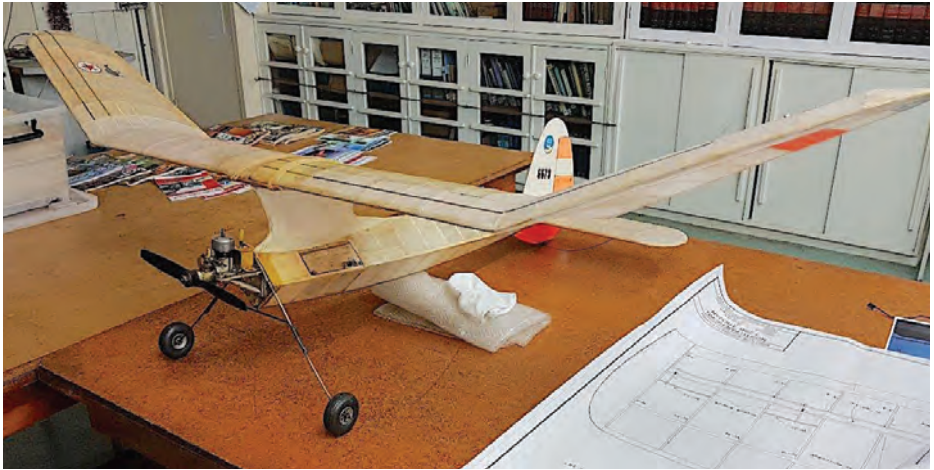
Angus Macdonald's favourite was his R/C electric Humming Bird. It has had hundreds of flights over the years and had bounced back from damage a number of times. The model can fly inverted but required a lot of busy times on the sticks.

Mike Fairgray could not make up his mind which model to bring so brought along his top three choices. There were two KK Luscombe Silvaires. The small rubber powered version was covered in silver tissue while his Dart powered version was covered in Oracover chrome shrink film. It was under refurbishment with a new fin being made and the fuselage recovered. The model was made around fifty years ago and had been placed second in scale at the Nationals. The original KK wing attachment method was not great as it allowed the wing to move, so he will modify it to have plug in wings. There were also two Bird Dogs. One was the Herr Engineering kit covered in white with red trim shrink film and the other from an Aeromodeller Plan, in USAF blue. Both were powered by a KP01 electric motor which lacked the power to have the Herr model gain any height. The last model was a P6E Curtiss Hawk. This was from an Indoor Scale Dumas kit and several items such as spats and external fuel tank had been added to up the scale details. The model was finished in Army colours of the day. There is only one example left which resides in the National Museum of the US Air Force, and there was one flying replica. (follow link to view <https://www.eaa.org/en/eaamuseum/museum-collection/aircraft-collection-folder/curtiss-rosnick-p6-e-hawk-replica--nx606pe>)

Mike brought along a selection of scale detail books for each model. So ended another club night.



**Left:** Allen Teal's recently completed Druine Turbulent ready for some indoor(?) testing.



**Top:** Keith Williamson's much loved and much flown PAW 2.5cc powered Lanzo Bomber.

**Above:** Keith Trillo's purchases including a Flying Flea from BanGood and connectors from Micro Wings.

**Left:** Charles Warren built this SE5a from the McHard plan and converted it to RC.

# Karaka Diary - Keith Trillo

Karaka 14-5-17

A pleasant morning for general flying, the only timed flights were Brendon Neilson with his IC Tomboy and John Butcher flying Peter Townsend's large Gollywock. This aircraft is setting the standard when it comes to the competition fly-offs in the E Rubber category. Ross Northcott flew his ½ E Lanzo Bomber and Charles Warren flew his IC Tomboy. Keith Trillo worked on making friends with his Cox .049 powered ½ A Texaco Skipper.

## Recorded times

B. Neilson	5:39	IC Tomboy
J. Butcher	24:23	Gollywock

16-7—17

On the way to the Club's regular field around 8.30am, I called into the Karaka Sports ground and eventually stayed. There Don Spray and Ricky Bould were flying rubber powered free flighters. The weather was calm but overcast and cold with the sun breaking through around 10am giving warmth. About this time Ross Northcott, Charles Warren, Mike Mulholland, Brendon Neilson and George Fay turned up. George and Don kept us entertained with good flights from their rubber powered models and Mike with his RC ASP four stroke powered Keil kraft Scorpion. Charles, Brendon and Keith flew timed IC Tomboy flights.

## Recorded times

C. Warren	5:45	6:12	3:18
B. Neilson	4:45	4:00	
K. Trillo	6:19	0:34	6:09



**Above:** L to R, Brendon, Charles, Keith, with IC Tomboys. Ross Northcott was the camera man.





**Above:** Peter Townsend, John Butcher and Charles Warren watching Brendon flying his RC Tomboy from behind them.



**Above:** Don Spray had his Stahl Stinson Voyager flying well on Sunday July 16.



**More action from July 16 Above:**

**Top:** George Fay's Folkerts Racer gaining real altitude.

**Centre:** Mike Mulholland's KK Scorpion on its take-off run.

**Left:** Keith Trillo and Don Spray getting close-up with Mike's KK Scorpion.

23-7-17

After a depressing wet depression affecting the weather on Friday and Saturday causing much flooding in parts of the country, Sunday dawned fine and flyable. Being the Steward for our local flying field, I needed to be present in case any of our members turned up, while the flying conditions were perfect it was definitely gumboots for foot-wear. By 9.30am Ross Northcott turned up and he had three good flights with his 1/2E Texaco Lanzo Bomber.

Keith Trillo continued to make friends with the Cox .049 in his 1/2A Texaco Skipper and is now on first name terms. After the first short flight, a quarter of a turn enrichment of the needle valve resulted for the first time three flights exceeding the eight minutes max required for 1/2A Texaco.

**Recorded times**

R. Northcott	5.1	8.34	7.42		1/2E Texaco
K. Trillo	4.03	9.56	12.47	13.59	1/2A Texaco



**Above:** Keith Trillo's 1/2A Skipper left, and Ross Northcott's 1/2E Lanzo Bomber right.

MIMLOCT Sunday August 6, 2017

**(Memorial Mass Launch of Cloud Tramps)**

4.00AM (yes it's true) NEXT SUNDAY AT THE DOMAIN.

## Drury Indoor - Stan Mauger

26-6-17.

Down for a scale competition night, these classes were not flown as most were content to spend time trimming models. Despite the cold evening, there was a better attendance than on previous nights.

Keith Trillo has his Guillows Spirit of St Louis under control, getting good flights from it. Ricky Bould had plenty of models on the go to fly, fitting in time to get most in the air. He sorted out the best of his two Peanut Fikes and tried out his Keil Kraft Luscombe Silvaire. His Bücker Jungmann showed promise, needing some turn and a bit more trimming.

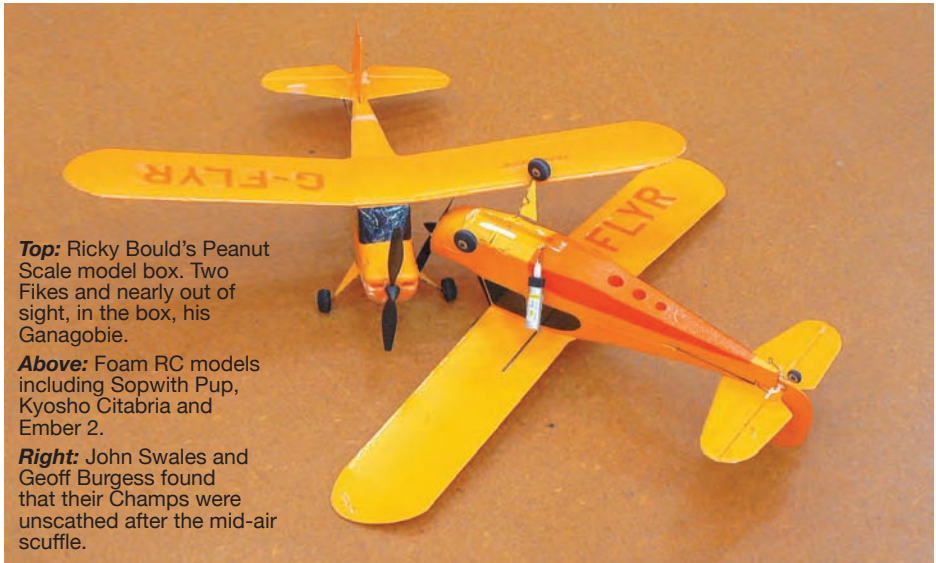
Don Spray joined Keith Trillo and Bill McGarvey in getting good flying from Modelair Hornets. His Peanut scale FRED was showing signs of being 'nearly there'. After replacing existing rubber motors with larger rubber, Stan Mauger had both his Keil Kraft Cessna and Fleet Canuck flying well. It did not take too long for Angus to sort out the trim on his Modelair Auster (Autocar).

Bill and Angus were seen trimming Hangar Rats and Bill delighted us with flights from his Modelair Trainer. There was also RC flying from John Swales and Geoff Burgess whose Champs got in a minor tangle mid-air. Having the same rego doesn't help I suppose! Other RC fliers included Rex Benns and Steve Fifield.



**Above:** Angus Macdonald's Modelair Auster was showing good form.

**Above:** Don Spray's FRED should be a good flier with a bit more trimming.



**Top:** Ricky Bould's Peanut Scale model box. Two Fikes and nearly out of sight, in the box, his Ganagobie.

**Above:** Foam RC models including Sopwith Pup, Kyosho Citabria and Ember 2.

**Right:** John Swales and Geoff Burgess found that their Champs were unscathed after the mid-air scuffle.



**Top:**  
Don Spray favours a battery winder for his Modelair Hornet (left). Ricky Bould putting on some turns on his Peanut Bucker Jungmann, a promising model.

**Above:** Ricky's Keil Kraft (3/6D)Luscombe Silvaire in between trimming flights.

## **An enjoyable Free Flight Scale Rally - Stan Mauger**

Where else in the Southern hemisphere can we rely on calm weather essential for free flight scale flying? The tally of spectacularly calm early morning flying conditions at July Richmond weekends is up to ten or so in a row, amazing as it may be. This year's scale event was NSW State champs for free flight scale and Scramble (our aggregate or 'aggie'). The first few fliers were on the field and flying models while the morning frosty mist was lifting, but there were no worries about having enough calm weather for getting flights in, in fact flying continued until well into the afternoon.

In the early days of Australasian free flight scale get togethers like these back in 2006, there was just a handful of fliers on the field. The weekend has now grown into a much better supported event, now that it is regarded as a rally. It also attracts its share of spectators.

In recent years there has been quite a cross section of free flight scale subjects flown. Out for an airing for the first time was Phil Mitchell's Handley Page 0400 from the Bill Dennis plan, but powered with electric motors. After some tentative flights, it made a gentle circuit of the field. The standout aspect of the best flight, however, was the slow flying aspect of the model. It had the presence of the stately bomber, if bombers can be stately and deserved the top spot. Phil also had his Sopwith 1<sup>1</sup>/<sub>2</sub> Strutter flying well, having, like others brought along a number of models – this was a rally after all. Another Sopwith, the Swallow, flown by Roy Summersby put in creditable flights and ended up not far behind Phil Mitchell and Stan Mauger's Antarctic Auster. Don Spray's nicely detailed Curtiss Robin was great to watch and also scored highly.

In rubber, both Mike Mulholland and Ricky Bould provided a real Tiger Moth presence with their Avetek designs closely grouped at second and third place. Phil Warren had overtaken them on points thanks to the nice ROG that he achieved with his Gipsy Comper Swift.

This weekend was made a success by all fliers, as much as by the placegetters. Don Spray, Ricky Bould George Fay and Mike Mulholland had each brought boxes of models in the plane – no mean task – and enjoyed the fun of scale free flight flying in such ideal conditions. George achieved the best flying from his Folkerts Racer on the Sunday (day two), as luck would have it. Don was a worthy recipient of the People's Choice award for his Puss Moth. Terry Bond provided some exciting moments from the somewhat aerobatic flights of his Rubber Gee Bee and diesel powered Corby Starlet. For this he received the 'Spectacular Arrival' award. Bob Craine has been a regular flier in rally and Trans Tasman events. This year he was the recipient of the 'Most Consistent' award this year flying his Curtiss P-40 using a take-off 'dolly'.

Flying carried on into Sunday after the power scramble event (See p. 19) and morning mist in similar conditions to the day before. A special thank you to Ricky and Mike for providing transport to the field and to other events. Now we all need to get models trimmed for the trials for F4A and to fly in Reg Jude Trophy for rubber scale, for next year's Trans Tasman when undoubtedly, we can rely on the same flying conditions once more.

**Right:**

George Fay had his Folkerts Racer climbing away nicely on the Sunday morning.

**Below:**

Mike Mulholland's DH Tiger Moth is a proven flier, making second in Rubber Scale.

*Photos: Ricky Bould*

**Opposite page**

**Top:**

Phil Mitchell persevered with his Handley Page 0/400 to achieve a slow and stable flight and win Power Scale.

**Centre:**

Peter Jackson has built a large fleet of WWI biplanes for .25cc diesels and enjoyed flying his models for fun during the weekend.

**Lower:**

Roy Summersby's nicely built Sopwith Swallow flew well powered by a Rothwell diesel.







**Left:**

Phil Warren, Rubber Scale winner, with his Gipsy Comper Swift and Don Spray with DH Puss Moth, built from an enlargement of the West Wings plan.

*Photo: Ricky Bould*

**Below:**

Don setting up his Power Scale Curtiss Robin. Ricky Bould's Comper Swift is seen on the grass beyond.



## Results

### Power Scale.

- |                                       |      |
|---------------------------------------|------|
| 1. Phil Mitchell. Handley Page 0/400. | 1417 |
| 2. Stan Mauger (NZ) Auster C4.        | 1396 |
| 3. Roy Summersby. Sopwith Swallow.    | 1375 |
| 4. Don Spray. (NZ) Curtiss Robin.     | 1329 |
| 5. Ricky Bould. (NZ) Comper Swift.    | 1313 |
| 6. Phil Warren. Tiger Moth.           | 1310 |
| 7. Robert Craine. Kitty Hawk P40E.    | 1194 |

### Rubber Scale

- |                                      |      |
|--------------------------------------|------|
| 1. Phil Warren. Gipsy Comper Swift.  | 1477 |
| 2. Mike Mulholland. (NZ) Tiger Moth. | 1402 |
| 3. Ricky Bould. (NZ) Tiger Moth.     | 1320 |
| 4. Don Spray. (NZ) DH Puss Moth.     | 1239 |
| 5. George Fay (NZ) Folkerts SK3.     | 1158 |

# Power Scramble at Richmond - Stan Mauger

Power Scramble has become a regular event at Richmond July Scale weekends. Early morning mist is a sure sign of a great calm sunny day and that is just what we got on the Sunday, however, it took the mist a little longer than usual to lift, which delayed the start time and the event was still flown in misty conditions as the photos show. The mist made seeing models difficult especially when they climbed high. Ricky Bould and Stan Mauger were kindly lent Flying Carpets by Tahn Stowe and fortunately these models didn't drift too far. It was a matter of getting under them when they gained altitude. This was particularly important when they disappeared into the mist above. Ricky Bould was assisted by Don Spray and Stan Mauger by Mike Mulholland on the start line. Both Stan and Ricky enjoyed the Andrew Heath modified Mills .75 power at the front of their carpets, and showed that they could still hack this event! Having had a taste of scramble we are keen to do better next year and a strategy is afoot, with training at Karaka once some models are built.



**Upper:** Stan Mauger and Ricky Bould running up the Modified Mills engines pre-contest, on Carpets kindly lent by contest organiser Tahn Stowe. Mike Mulholland assisting.



**Lower:** Evasive action as a model comes too close. Stan seen to the right getting his carpet away nicely, in the morning mist.

*Photos: Yolande Mulholland*

## Swedish Air Force Museum - Ricky Bould

The Swedish Air Force Museum at Linköping South of Stockholm and being Sweden, is very easy to get to by train and a bus service that connects to it. The museum is nicely laid out with good informative displays in both Swedish and English. Under a glass floor that you could stand over, there is a Dakota that the Soviets had shot down in the Baltic and recovered. It had come off the bottom of the sea and has been displayed really well.

What stood out for me was the surprising range of early aircraft that they have managed to preserve from the earliest plane right through to more recent aircraft. The collection shows a German influence with a number Heinkel types, though Sweden also made Bristol engines under licence. They produced some great aircraft of their own including the Saab 17 that was a reconnaissance light bomber and the Saab 18, a state of the art twin that was pretty much as quick as a Mosquito, certainly into that range. They also designed a lightweight fighter and the Saab J21, a twin boomed pusher appeared. Eventually the piston engine was taken out and a De Havilland Ghost put in, putting them right up with the play. Sweden had some Spitfires, Vampires and Venoms and the American Mustang. Then of course they had the Saab J29 which was every bit as good as the Sabre with less power. It was quite a refined aeroplane. Then there was the Lansan. Their air force also operated Hunters for a while. Then they went to the Viggen followed by the Gripen. The museum visit is a thoroughly good day out.



**Above:** Thulin G, a primary trainer aircraft accompanied by other early aircraft in the museum based on the Albatros B.IIa.



**Top:**  
Macchi M5  
Flying boat  
**Above:**  
DH 60 re-engined.  
**Left:** Gloster  
Gladiator



**Top:**  
FFVS J 22-2

**Above:**  
Saab J21R.

**Left:** Saab J29

## Calendar August

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 classes: E Texaco, Vintage Precision Classic E, IC Duration**

**Also** Aggregate trimming.

**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**

Hand Launched and Catapult Launched Glider, Open Power, Kennedy Precision (**also see Karaka RC list**).

**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

Brett Naysmith

**Aka Aka Steward**

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

### CONTROL LINE

As advised

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

**C/L Steward**

Stan Mauger 575 7971 stanm09c4@gmail.com

### INDOOR EVENTS

**Ellerslie**

Tuesday August 8

**Michael Park School Hall**

Indoor radio flying (7.00-10pm)

**Drury**

August 28

**Drury School Hall**

Hangar Rat (7.30 - 10pm)

- *For Club points.*

**Indoor Steward**

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

### AUCKLAND

**August 6**

MIMLOCT Mass International Memorial Launch of Cloud Tramps Auckland Domain 4.00am [No kidding!]

## OFFICERS OF AUCKLAND MODEL AERO CLUB INC.

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	Don Spray	828 4892	drilmspray@xtra.co.nz
	Charles Warren	09 238 9430	cpwarren@ps.gen.nz

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## 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

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## NEXT CLUB MEETING AND NATTER NIGHT

Monthly club meeting

7:30 PM

**Monday August 7, 2017**

ASME Clubrooms, Peterson Reserve, Panmure.

## Theme: Travelled scale model aircraft

### Items for the table:

Models, plans, engines, photographs etc

### Trading table:

Buy, swap and sell

**Visitors or intending members  
welcome**