



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

**October 2017**



After last month's centrespread, it was great to see Arthur Pearce's pristine Modelair Kea complete with Mk1 ED Bee, at the last Club 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 Keith Williamson's Tomboy at Hoteo. Photo: Stan Mauger*

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

## Editorial – A Club that builds . . .

Whilst I would be the last to question the diversity of model construction materials and processes in commercially produced model aircraft, I nevertheless feel some pride in belonging to a club where model building has survived. In fact I have been surprised at the interest expressed overseas, as well as elsewhere in the country, at times, at the projects that are written up in the bulletin. Probably more than in any other aeromodelling discipline, free flight scale fliers like myself are accustomed the builder of the model rule, essential to recognise the building quality in scale models.

Monthly table reports convey progress on our various building pursuits, but I am particularly pleased that this month there are a number of building articles. More than just providing news for Slipstream, these reports offer comparisons of how others go about aspects of building and designing models, of interest to us all. Thank you to all contributors.

It seems likely that the efforts of Don Spray and Brendon Neilson in building and perfecting Stringless Wonders will encourage others to give this design a go. It should also get more fliers in aggregate (scramble) events. It was particularly pleasing to be able to run both building and flying reports about this design this month. I have also heard some enthusiasm for a few more Flying Carpets to be got under way. Several Cloud Tramp fliers recognised that their models were showing their age, in the recent Peterborough – Auckland Challenge. Looks like we may see some more building there too.

Whilst on the subject of contests, may I put in a last minute reminder of the forthcoming Morrinsville Indoor Day. There has already been great interest expressed in supporting the day, so as CD, I am looking forward to seeing a great event.

Stan Mauer



Back to completing my first Vildebeest. The pilot is now installed, and I am confronting how to mount the tailwheel spat!

# Monthly Club Night - Mike Fairgray reports

5-9-17

Present were Ricky Bould, Paul Evans, Mike Fairgray, George Fay, Angus Macdonald, Stan Mauer, Mike Mulholland, Brendon Neilson, Geoff Northmore, Arthur Pearce, Bryan Spencer Don Spray and Keith Trillo.

Morrinsville indoor is being held on the 8th October.

## **The theme for the night was Indoor models for Morrinsville.**

Ricky Bould had two rubber powered models, his Veron Comper Swift for Kit Scale and a Jodel D18 from a kit that he purchased while in England at the British Nationals. The kit is manufactured by the Vintage Model Company and cost 25 pounds. It weighs 25 grams and went together using the majority of materials in the kit. The VMC has a good range of kits produced by Keil Kraft, Frog etc and ships worldwide. The website can be found at [www.vintagemodelcompany.com](http://www.vintagemodelcompany.com)

George Fay had two models and although they were not indoor. The first, a de Havilland T.K.4 racer, was an interesting model. The aircraft, a 1930s British single-seat racing monoplane, was designed and built by students of the de Havilland Technical School. It first flew in 1937 and was raced once ending in a fatal crash. The model had been built some years previously and sat around with a broken wing. It showed promise on its first flight after being repaired, and weighed in at 30grams. The second model was of a Zero on floats. The fuselage was recycled from another rubber powered Zero and this was George's first model from a Guillows kit. It ended up rather heavy and not at all willing to fly. Now with new wings and re-covered with added floats it is much lighter and should fly well. The four-bladed propeller is made up from broken props.

Keith Trillo had three indoor models. The Fike and Spirit of St Louis are heading for Morrinsville where that have previously flown with good results. The third was the Flying Flea in miniature, built from the kit mentioned in the last bulletin, and the miniature R/C equipment had been installed. The first flight was not encouraging as it did not get off the ground. This was put down to a faulty battery where the motor took all the power and the controller cut out power to the radio gear. A new battery has since been fitted and it will be tried again at the next indoor night at Drury. Keith was not happy with the sprayed finish to the wings so a new wing will be made and a different application of the colour tried.

Don Spray has had a successful though eventful flight of his Stringless Wonder as shown in last month's bulletin. Powered by a diesel Doonside Mills it climbed away and when the engine cut was facing down wind and proceeded to fly away. Keith Trillo had a good view of the direction it was heading and thankfully it was found without damage. The engine has been changed to a Boddo .55 which has less power and hopefully the model will behave as it should, which is gentle turns and no flyaway. His second model was of a Zlin Aerobat previously seen as a rubber powered free flight model. Don has converted it to be powered with a Doonside Mills. This is yet to fly. Don also had copies of the plan for the Stringless Wonder for those who were interested.



**Top:**  
Ready for testing, George Fay's  
rubber-powered de Havilland T.K.4.

**Above:** Ricky Bould's latest indoor  
projects. A re-covered Comper Swift  
for Kit Scale and Peanut Jodel D18.



The Trophy for the competition between the Peterborough Model flying Club and AMAC was brought along by Paul Evans who has made a stand which allows for the separation of the Trophy from the stand for easy transport. This was the first of an Annual competition and was won by AMAC.

On seeing the article on the Modelair Kea in the last Bulletin, Arthur Pearce had brought along his never-flown Kea. The model was powered by an ED Bee diesel, however, both model and engine had not seen flight as the engine was missing some parts mainly the spray bar and tank. The Kea is a very pretty looking model so now it has been seen in the flesh, so to speak, some club member might get the urge to build one.

Last month Mike Mulholland brought along the revised kit model of the CT4. This time the model had been covered and fully finished. It weighs 38 grams and as usual, was finished to Mike's high standard. A rather larger rubber model was also presented. This was the 1936 Convertible, which was found on top of a wardrobe during a recent house clear up. Originally built with floats and able to take off on grass, it was converted to wheels which according to Mike, looked better.

So, ended another club night.



**Upper:**  
Proven performers.  
Keith Trillo's Peanut  
Scale Fike and Kit  
Scale Spirit of St  
Louis.

**Left:**  
Don Spray's Zlin  
Aerobat now  
converted from rubber  
to diesel power.



**Upper:**  
Mike Mulholland's  
Convertible [correct  
spelling]. has float or  
wheeled undercar-  
riage options.

**Centre:**  
Truly exceptional,  
Mike Mulholland's  
new CT4 for Avetek.

**Left:**  
Keith Trillo's Indoor  
Scale Flying Flea,  
prior to successful  
flights at Drury.

# Drury Indoor - Stan Mauger

28-8-17

The August Drury indoor night showed the popularity of this venue. Hangar Rat was well supported on this busy indoor night. The regulars were joined by newcomer Ken Smith and Stan Mauger who spent the evening trimming his model. Hangar Rat was flown by Ricky Bould, Angus Macdonald, Gwyn Avenell, Bill McGarvey, and Mike Mulholland. Some good flight times were recorded with Mike Mulholland making the best time, narrowly eclipsing Angus Macdonald in second. All of the remaining flights recorded for placings were over one minute as the results show below. Following MFNZ and Club rules, placings are now calculated from the total of each flier's best two flights.

Ricky Bould also managed to fit in time to test his VMC Jodel D18, deciding to put the model away when it became damaged in a trimming flight. Don Spray enjoyed some flights with his ever reliable Modelair Hornet. Mike Mulholland gave visitor, Jack Godfrey, up from Hamilton, some help with setting up his Jodel.

Keith Trillo had switched to RC on this evening being seen trying to coax his Flying Flea to gain altitude. Other RC fliers included Geoff Burgess with his Citabria and Fokker DR1, Steve Fifield who flew Vapor and Ember and Brian Howell who also flew an Ember.

## Hangar Rat

Results	Total best 2 flights
1. M. Mulholland	5:25
2. A. Macdonald	5:12
3. G. Avenell	4:12
4. B. McGarvey	3:58
5. R. Bould	2:38



**Right:**  
Hangar Rat competi-  
tion under way. Angus  
Macdonald checking  
his No6 Hangar Rat and  
Stan Mauger attending  
to his model.

*Photo Ricky Bould*





***This page:***  
Proof, if any was  
needed, of how well  
Angus's No6 goes.  
*Photos Ricky Bould*

18-9-17

Although this night was down for Kit Scale and Push E a variety of models were flown. Early into the air was Keith Trillo's (Bang Good) Flying Flea, flying much better than last month after a battery change that provided more power.

As the only Push E flier, he had the hall to himself. Nevertheless, his model made a good time. As has been noted before, the difficulty in locating suitable 50mAh 1/3AAA batteries for the motors in these models has kept a number of Push Es grounded. His Kit Scale Guillows Ryan Spirit of St Louis was in good form and with a good static sore was top of the table in Kit Scale.

Stan Mauger's often flown Keil Kraft Cessna also put in stable flights, but needed a little more urge to get more altitude in the hall. Ricky Bould brought boxes of models but the star for me was the foam Igra Avionette, rubber powered profile scale model. After not much trimming he had it floating around very nicely indeed. His re-covered Comper Swift for Kit Scale was still in need of trimming as was his recently completed Jodel D18.

Don Spray put away his Keil Kraft Piper family Cruiser after some trimming flights but it looked as though the best flying is yet to come. His two nicely built peanuts, a Wittman and FRED were also brought out for trimming. His Modelair Hornet was flown for a little light relief from trimming the other models I suspect.

Apart from the scale flying, several Hangar Rats were flown. Bill McGarvey had a couple that he was tweaking. The second put in a very good flight. Ken Smith was seen comparing notes on setting up Hangar Rats, after his model sustained some damage.

Steve Fifield took time off flying his Ember to assist with judging Kit Scale This was greatly appreciated. Brian Howell flew an Ember, and Rex Benns had his Champ making fast circuits of the hall, when not flying his Ember. Lawrence Lynn showed skill in the way he flew his Horizon Hobby E Flite UMX Ultra Micro Corsair. We were joined by visitor Colin Tutton.

### Kit Scale

Results	Static	Flying	Total
1. K. Trillo	82	54	136
2. S. Mauger	58	52	110
3. Bould	66	-	66
4. D. Spray	-	-	-

***This page, Below:***

Keith Trillo's Spirit of St Louis after a great flight in Kit Scale.

***Opposite, Above:***

Don Spray's Piper family Cruiser on the stoooge and Ken Smith beyond.

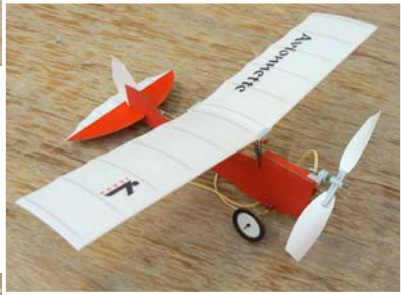
***Opposite Left:***

Ricky Bould Had his Kit Scale Comper Swift out for testing.









**Above and inset:** Ricky Bould's Igra Avionette proved itself to be a delightful flier and nicely produced model.

**Below, Clockwise from top:** Don Spray's Keil Kraft Piper Family Cruiser after a trimming flight. Lawrence Lynn flew this EFlite Corsair very capably, Don's nicely built Peanut Wittman Tailwind.





## Flying Fleas - Stan Mauger

There was, in the words of David Hope-Cross who reported the contest, “a momentous event” at the Northern Area Scale Day on June 4, 1990, at the old Karaka field. Brian Crocker, a fine scale builder, had brought his as yet unflown Flying Flea built from the APS Longbon plan, to fly. Conditions were perfect as the model, powered by a DC Spitfire, was launched. To quote David again, it was “a perfect flight that nearly got away. But Electrocorp came to the rescue and arrested the model as it headed off cross-country”. As sometimes happens, the excellence of that first flight was never repeated and on subsequent outings the model provided plenty of hair-raising moments as stability appeared to be often marginal. It was with great pleasure that I witnessed Keith Trillo’s Flying Flea flying perfectly at the last indoor Drury evening.

Under Radio Control the model was flown with full wing incidence. Power settings were used to gain or lower height and rudder gave turn. Let’s hear from anyone else who has built and flown a Flea.



**Above:** Brian Crocker seen launching his Flying Flea for a winning flight at Kidds Road, old Karaka field in 1990.

**Right:** Brian with his Flea at a 2005 Club meeting.



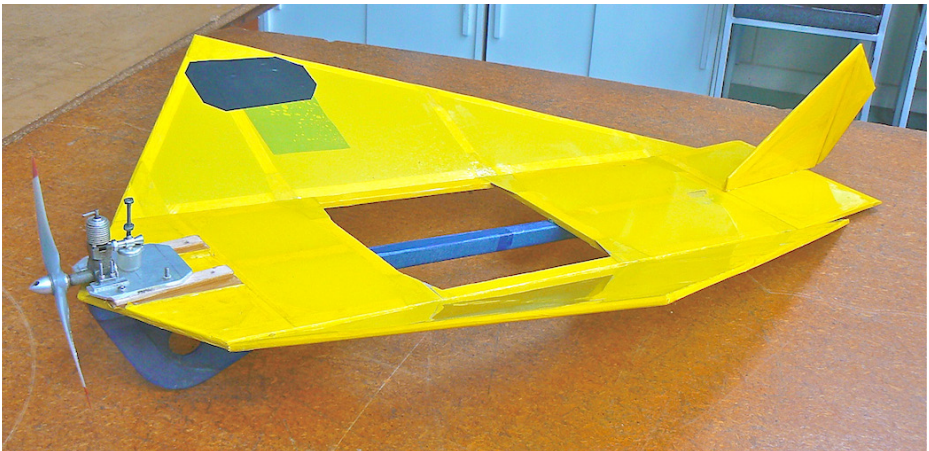
### References

The Fliers World Magazine p. 32  
9/1990  
Slipstream p.1 1/2005

## Stringless Wonders

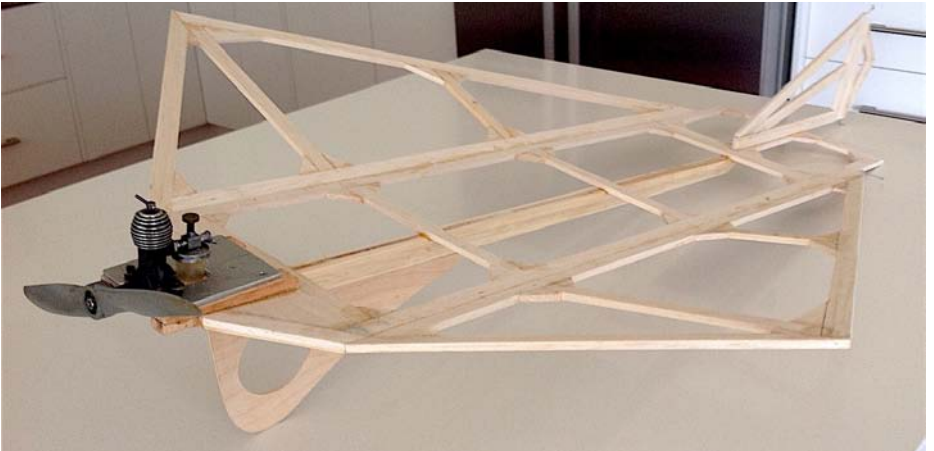
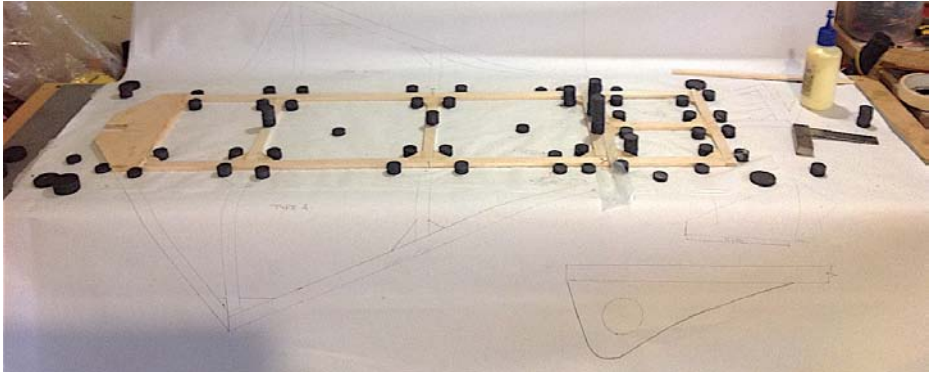
The plan for my Stringless Wonder was scaled up from photos taken at the Richmond, Australia, meeting in 2016, guessing and estimating to the nearest inch or so. The flight pattern observed in Australia was a gentle circling of the launch point, followed by a very short retrieval – great! However, conditions at Karaka on 3 September 2017 were a firm westerly wind of 10-20 knots. Exhaustive pre-flight preparation checks and testing – nil. So, with one-third of a tank of diesel, I fired up the .75 Doonside Mills and launched it gently. This resulted in a near vertical spiral climb to approximately 150 metres, followed by a straight glide downwind to an out-of-sight landing. This led to our meeting of many of the neighbours of the Karaka Sports Field, all with positive responses. Fortunately, Keith Trillo was my keen-eyed observer and took a good line on its landing. After much searching, Keith found the model a lot further away than I anticipated, under a fence, behind the café, still intact – what a relief! Therefore, second flight requirements will be: a calmer day, smaller motor, fewer revs and less fuel, prop reversed, and more trim ability for both power and glide built in. Lastly, I will tie an extremely long string to it and won't forget to remind myself that no matter how sore my feet are, I'm still having fun!

DON SPRAY



I was so impressed with this concept of Don Spray's Stringless Wonder that I decided that even though I had said "never a free flight again" here I am in the throes of construction! George certainly needs Don's expertise in finding a model after a flight. It appears that one needs a little bit of rudder to keep the circle going, especially after the motor stops! As one can tell, I use magnets on a steel plate to hold balsa in place, and the odd pin. This system was shown to me by Keith Trillo, and I have found it to be a great way of constructing models.

BRENDON NEILSON



**Opposite page:**  
Don's Stringless Wonder re-engined with .5 Mills.

**This page**  
**Top:**  
Stringless Wonder construction under way on Brendon's magnetic building board.

**Centre and Left:**  
Brendon's model before and after covering with film.

# Karaka Diary - Keith Trillo

24-9-17

Called into the Karaka Sports Ground on my way to our regular field as Don Spray was in attendance. As the morning progressed George Fay, Brendon Neilson and Brian Howell turned up. As I had no Vintage RC customers, I decided to stay at the Sports Ground and watch the activities along with Brian who came to spectate.

Don had a very good flight with his Modelair Sportster and Bellanca Skyrocket. George had some very good flights with his rubber powered models being a PE2 DH TK4 and Curtis Robin. Don and Brendon then spent some time getting their Stringless Wonders trimmed, while both would glide OK, on launching with power they would pitch up and stall then impact Mother earth. The general consensus was more down thrust was required.



**Top:**  
Brendon Neilson about to launch his Stringless Wonder

**Right:**  
Model stalling! Maybe some more downthrust would help.

**Opposite page:**  
Don's Stringless Wonder re-engined with .5 Mills, off for a test flight. That's a steep climb!









George Fay had his Curtiss Robin **Top**, flying nicely. He is caught by the camera before straightening up his PE2 for a launch, **Above**.

## Comet Clipper - Brendon Neilson

Apart from the windscreen, My Comet Clipper is now complete (see photo). Covering is silk over tissue. This is the first time that I have used silk. While it was probably easier than I imagined, it was still a steep learning curve! Only the wings are left to cover, then it will be ready for flight. Power is PAW 2.5 cc diesel with R/C throttle control. The model is for RC Vintage Open Texaco. As most would know, the Comet Clipper was designed by Carl Goldberg in 1938. It has always been a very popular aeroplane and, I think, a stunner, even today. I dyed the silk light purple, a strange colour you say, but I have found that with aged eyesight, I can identify it quite easily in all conditions. Should be fun to fly! I had a choice between this model and a Scram, one that Charles flies. What drew me to both was the elliptical wing shape. It is more work to fabricate, but a beautiful sight in the air. Come on good weather!



### 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 November Slipstream is October 27**

**70th Nats 3-7 January 2018 BE THERE . . .**



## Oh no not another Tomboy Build! - Mike Fairgray

Well not really, this is a conversion of an existing Tomboy. After buying Trevor Martin's IC powered Tomboy I now had two IC Tomboys, so the decision was made to convert my RC IC to electric, sell the original Mills and use the money to fund the electrics. After seeking advice as to what electrics required, from Bryan Spencer and with the motor, BEC and battery sitting on the bench it was time to get to the actual conversion. The original Tomboy was covered in tissue so I set to removing it from the model.



The wing had suffered some broken ribs and was warped so I decided to build a new one. I cut the front of the fuselage back to a point where the motor mounting firewall position allowed the electric motor to extend from the nose area sufficiently enough to allow the propeller to turn without contacting the fuselage.





The nose was rebuilt with new cheek sides, bottom and removable upper section to enable access to the wiring. When modifying the nose, I kept the original engine mounts cutting them back as required to allow for the installation of the motor mounting former. This allowed me to keep the original side and down thrust settings.

Next task was to build in a battery box and BEC mount which is accessed through a thin ply hatch held in place by two lugs on the underside of the fuselage.

As the RC servos and controls were already fitted it was now on with the covering. I decided to cover the fuselage with Solafilm and the wing and tail with Litetex which is a very light shrink film. Litetex needs to be shrunk using the iron as the heat gun is too hot and tends to over shrink the film which becomes slack if reheated as when left in the sun.

The hardest thing about covering the model with film was having to work around the attached tail, fin and control cables. Things just

kept keeping in the way making it awkward to work around them with the iron. Another problem which manifested itself was the covering glue reacting with the doped tissue left on the trailing and leading edge of the rudder and tail. This caused wrinkling where it attached to these areas. This did not affect the overall shrinking of the film but looked a little untidy.

Finally, new glazing and the electric gear was fitted. I visited Keith Trillo with the model for him to check over the electrics, to ensure all was fitted correctly and performed as they should. I will be using my existing FM radio equipment and as most flyers in the club use the latest 2.4Ghz radio equipment there should be no frequency clashes. Now there is no excuse not to fly the model, so when time allows it's off to Karaka for its first test flight.

**Sunday after next!**

# Indoor flying at Morrinsville

## Sunday October 8, 2017

- **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 **October**

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**

Open Texaco, E Texaco, 1/2E Texaco

**(also see Hoteo FF list).**

Aggregate model trimming, Cloud Tramp 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**

1/2A Power, FF catapult Glider, FF hand Launched Glider, **(also 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 October 10

#### **Michael Park School Hall**

Indoor radio flying (7.00-10pm)

#### **Drury**

October 16

#### **Drury School Hall**

All Indoor Free Flight Scale classes(7.30 - 10pm)  
- *For Club points.* [NOTE EARLIER TIME OF MONTH]

### **Indoor Steward**

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

#### **Morrinsville**

Sunday October 8

#### **Westpac Stadium Hall**

Indoor free flight and scale classes (see notice opposite)

## OFFICERS OF AUCKLAND MODEL AERO CLUB INC.

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	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 October 2, 2017**

ASME Clubrooms, Peterson Reserve, Panmure.

## Theme: Models for the Nationals

### Items for the table:

Models, plans, engines, photographs etc

### Trading table:

Buy, swap and sell

**Visitors or intending members  
welcome**