



BULLETIN OF THE AUCKLAND MODEL AERO CLUB INC. EST. 1928
December 2016/January 2017



Hamish Ward on tow plane and Stu on Dart sailplane at the Galatea Aero Tow weekend.
See the report on p.18. *(Photo: Angus Macdonald)*

SLIPSTREAM Christmas Quiz

1. What does the abbreviation ALES stand for?
2. What American kit manufacturer did Bill Effinger design for?
3. Name the designer of (a) the APS Pushy Cat and (b) the Push E.
4. Who designed the well-known Simplex vintage design?
5. (a) Name the New Zealand designer of the APS R6B
(b) What engine was specified on the plan, to power it?
6. What is the period of eligible designs to be 'legal' in New Zealand Vintage class?
7. (a) In what year was the Tasman first crossed by air? (b) Who made the epic journey?
8. Which is lighter (a) Esaki lightweight silk or (b) Heavyweight Modelspan?
9. When was AMAC established?
10. What does the abbreviation FAI stand for?
11. (a) When was New Zealand's Permanent Air Force established?
(b) What was the RNZAF's first bomber?
12. Which New Zealand company manufactured Berkeley kits under licence in the 1950s?
13. What is the New Zealand endurance record for a Hangar Rat (total of two flights)?
14. Who designed the Mills .75?
15. What is the FAI designation for Peanut scale class?

[Answers on page 25]

Editorial – In this month's bulletin

I was pleased to receive two contributions from overseas this month. These have given this issue of the bulletin a more international flavour. Last month I reported that Malcolm Campbell and Kathy Burford had visited us. Malcolm's article reflects on his visit and how much was accomplished in the time both spent here. Bill Dennis's flying scale article came out of correspondence with Mike Mulholland. Having been a writer on the subject for many years and an accomplished flyer, Bill is very able to make observations about this branch of aeromodelling.

Closer to home, the Drury indoor hall continues to attract lots of indoor flying, all of which makes writing this up, a pleasure! As I write this I am packing some models for tonight's scale events there. While it's great to have practice nights, regular contest evenings must help to put us in better shape for Nationals and other contest events.

Besides his write-up of the monthly Club 'table' this month, Angus Macdonald also provided an account of the Galatea Aero Tow weekend. Whilst this venue has hosted sailplane rallies of this kind before, it is refreshing to see Club fliers involved in aspects of the hobby beyond those regularly reported in the bulletin. For those of us who build small models, the scale of sailplanes and tow planes seems large. It was heartening to see scale extending into replication of full-size glider subjects.

As this month's bulletin is a bimonthly issue, the flying event calendar includes January. Hopefully there will be some good flying weather in January, even if not in December! Karaka and Aka Aka sites can still be used. Hoteo fliers should keep in touch if the weather looks good enough to fly there. There is an indoor RC scale contest night at Ellerslie in January, so if you fly these classes, please support it.

As we approach the busyness of the Christmas season it's timely to extend greetings to all, including our overseas readers. For many, the Nationals are synonymous with reaching the end of the year. To those attending, good luck, great flying and much success.

Hope that you enjoy the Christmas quiz and that at least *some* questions are challenging!

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 February Slipstream is January 27

Photo credits

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

Monthly Club Night - Angus Macdonald reports

7-11-16

Present were Gwyn Avenell, Ricky Bould, Guy Clapshaw, Paul Evans, George Tony Hill, George Fay, Lloyd Hull, Angus Macdonald, Stan Mauger, Bill McGarvey, Brendon Neilson, Geoff Northmore, Arthur Pearce, Bryan Spencer, Don Spray, John Swales, Keith Trillo, Stephen Wade, Charles Warren and Keith Williamson

First up on the table was an Aeromodeller plan for a Free-flight rubber powered Westland Lysander by Howard Boys presented by Mike Mulholland. At 50 inches span (1/12th scale) it would be an impressive model in the air. Keeping it company, was an 18 inch Keil Kraft version. Stan Mauger's KK kit for a Stinson Station Wagon was just yearning to be built for indoor kit-scale. Stinsons usually prove to be good flyers in model form.

George Fay, having proved his capability with low wing scale models, has moved now to a high wing. His large rubber power red and white Curtiss Robin looked impressive and will probably need an impressive amount of rubber. To protect the propeller from this power, he has the blades mounted flexibly to the hub. While firm enough to maintain correct position, they will move sufficiently to avoid damage on impact. Yet to try impact!

In a Scale Models magazine, Guy Clapshaw found details of a Short Sunderland. Now that would be impressive. Maybe this wet Spring has turned his interest this way! Pres. Charles returned from the last Nats with a discus launch glider kit. No action yet apart from showing it on club night.

A Voltimer kit brought by Don Spray may indicate that he is joining the 'bring them back alive' fliers. A Tip! Hair clips from the \$2 shop are real handy for holding bits of balsa in place while the glue dries. He also brought a Curtiss Robin rubber free flight model.

Mike Mulholland showed a 1/4 scale Tiger Moth fuselage frame. Rigid wire U/C will rely on soft tyres to absorb landing shocks. He is working on this with Gwyn Avenell to produce an Avetek kit. Also displayed was the plan for a Thomas Designs, Piper Vagabond due to blossom into kit scale.

Gwyn had a Sterling 'Stuka' kit, FTAGH, Plus an MP Jet .6cc diesel, due to go onto the front of a Tomboy. Further progress on beautiful polished cowling panels for his upcoming Hawker Fury also graced the table. Bryan Spencer had diesel fuel available and a box of modelling bits and pieces which later had many hands dipping in to it for treasures.

A big chart and information on how to apply for NOTAMS for height exemptions was produced by Paul Evans. At the recent Vintage meet the new owner of the Ngatea 'Blackfeet' flying site was given demonstrations of the various types of models (including a '60' aerobatic) and was handed a Tx. He guided a fairly docile vintage model around for while. The site will continue to be available.

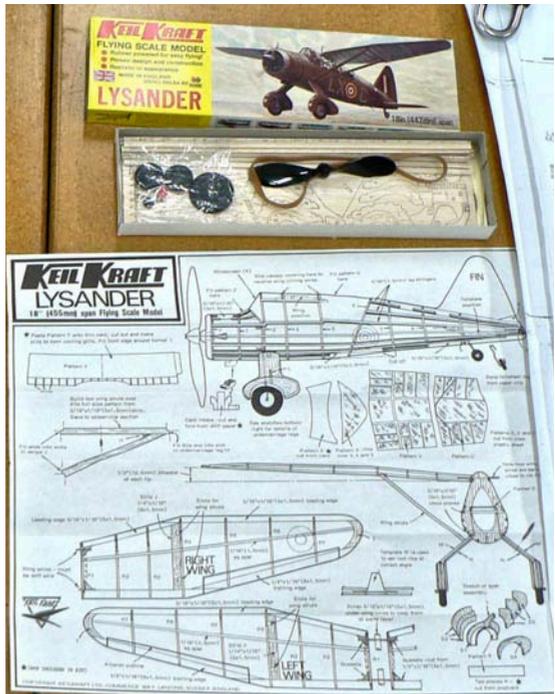
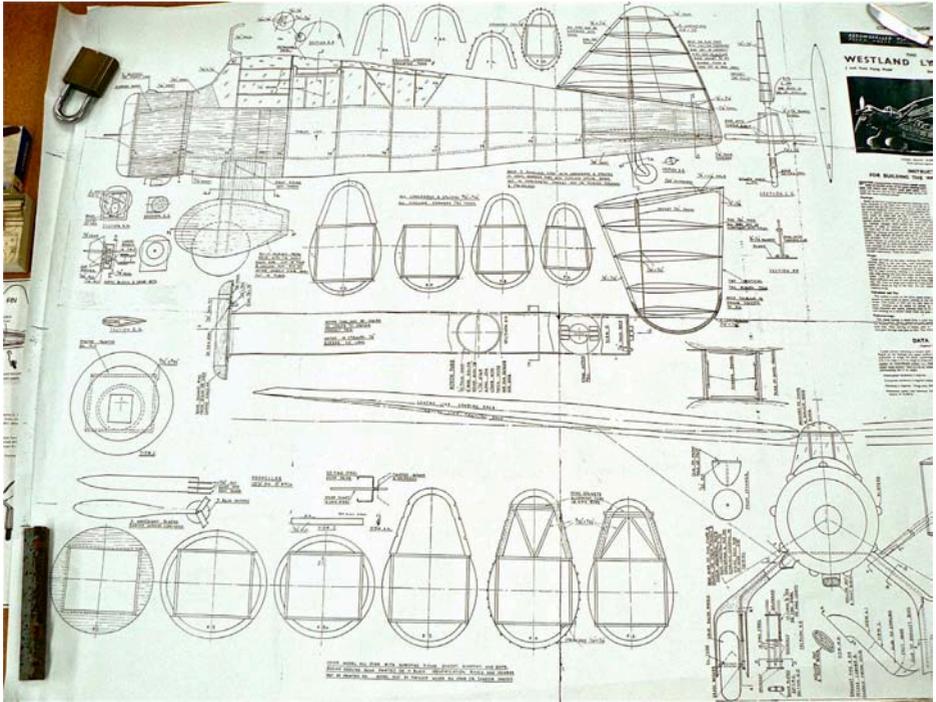
Pitts Special, Eideker, Heinkel He 100D and Dornier Do335 kits were lined up by Keith Trillo. The Pitts will be first on the building board. Keith manages to produce a lot of models while maintaining a very high standard of workmanship. Last on the table was a Dumas kit for a Beech D17 Staggerwing, to be Angus's next kit scale. Then it was off to bikkies and coffee. *Photos: Stan Mauger*



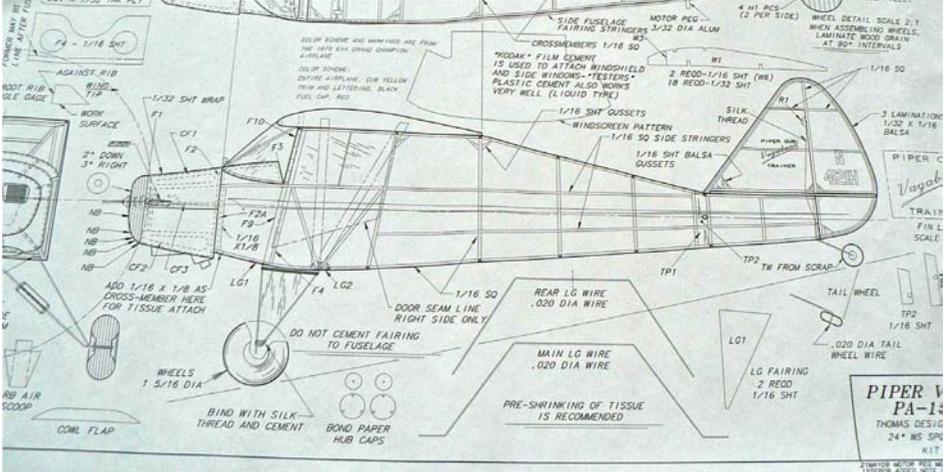
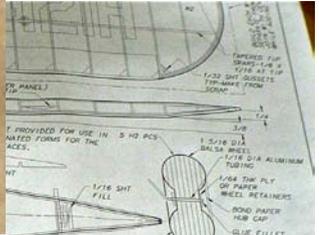
Left: Next on Angus Macdonald's building list, the Dumas Beech Staggerwing.

Below: Keith Trillo had lined these kits up in priority to build with Pitts Special first and the Dornier Do335 last.



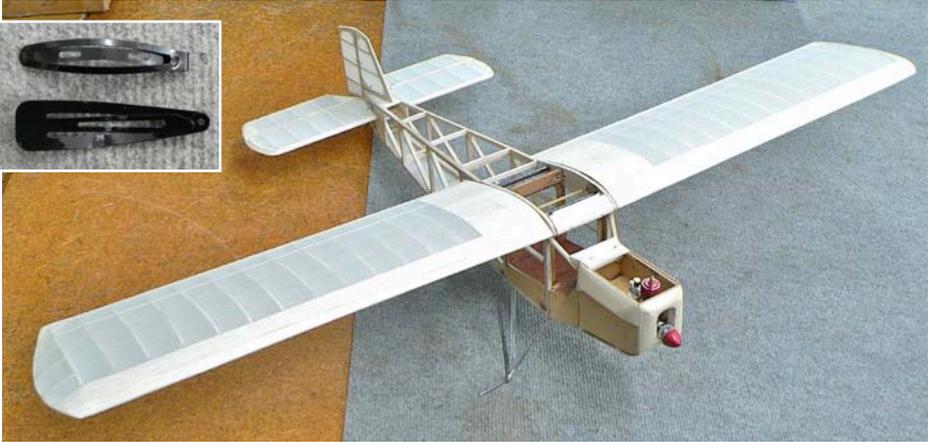


Upper:
 The classic Howard Boys Westland Lysander plan and Keil Kraft Lysander kit **Left**.
 The large model will involve lots of work. Both were brought to the table by Mike Mulholland.



Upper:
Mike Mulholland brought this nicely presented Thomas Designs Piper Vagabond.

Left:
High on Stan Mauger's 'want to build' kit list, the Keil Kraft Stinson Station Wagon.



Top: Don Spray is making good progress on his Curtiss Robin for a Red Fin Compish .5cc diesel.

Centre: George Fay's Curtiss Robin is light and should be a great flier.

Right: A cropped view of Mike Mulholland's RC Tiger Moth project to show progress on undercarriage forming.



Upper right:
Various plastic and nylon props including Frog, brought by Bryan Spencer and offered free to a good home.

Upper left: A look inside the Guillows Stuka Dive Bomber kit that Gwyn Avenell also offered FTAGH.

Above:
Also from Gwyn, progress on beautiful polished cowling panels for his upcoming RC Hawker Fury. A close view is needed to see to this fine work.

Drury Indoor Night - Stan Mauger

31-10-16

The evening was down for Push E and Kit Scale, but all present were happy to either trim free flight indoor models or practice RC flying, so no competition flying ensued.

Keith Trillo was unable to make any timed flights after his Push E became lodged at the top of a wall and the battery could not be found.

Both Mike Mulholland and Bill McGarvey were getting good times from their Hangar Rats. Angus Macdonald had heeded the Morrinsville Day CD's plea for more identification on white tissue covered Rats, by providing identification for his No6 model. It showed an immediate eagerness to fly and was soon making over two minute flights.

The Modelair Hornet class continues to thrive with some good flying from models. Mike Mulholland, Bill McGarvey and Don Spray all flew well-trimmed Hornets. Don Spray was having difficulty getting his Keil Kraft Piper family Cruiser to turn. Keith Trillo had short flights from his Guillows Spirit of St Louis. Stan Mauger was happy to see his Keil Kraft Cessna making good use of the space of the hall. Mike Mulholland was able to assist Jack Godfrey to sort out the trim on his models.

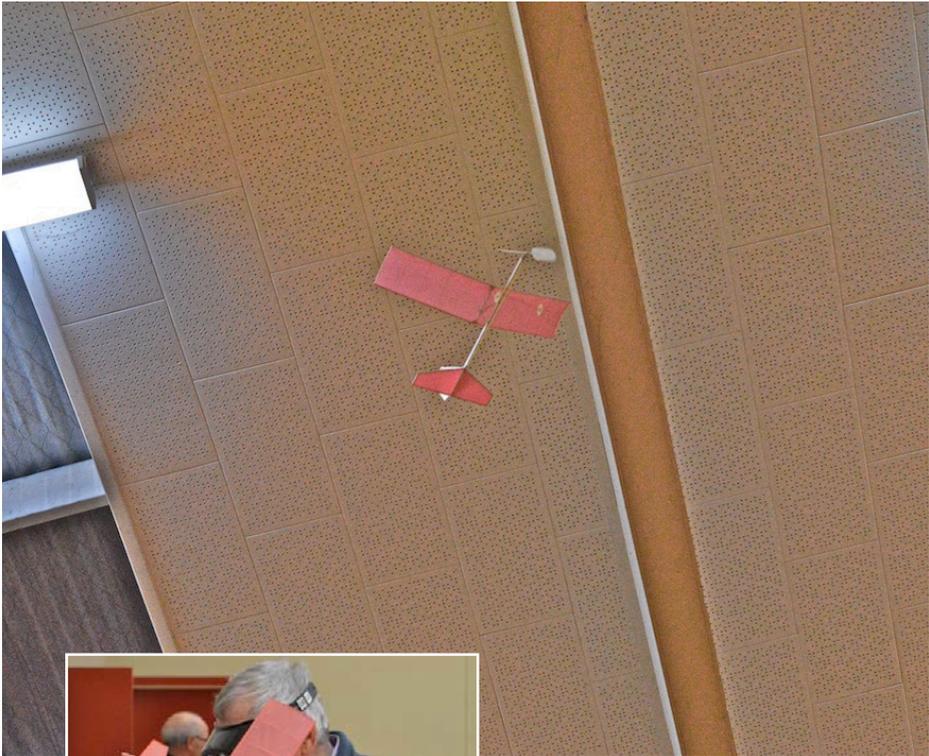
Ricky Bould put in a number of flights with his new Peanut Fike and then pulled out the earlier model that is still flying well. Mike Mulholland's Sommer Monoplane was also seen making slow stable circuits of the hall.

There was confident indoor RC flying by Rex Bennis with his Aeronca Champ and Geoff Burgess with Stearman biplane. Patrick Castles was assisted by John Swales to fly his foam electric twin and also had a flight with John's Vapor – an easier subject to fly.

Support for indoor continues to be strong at this venue.



Right:
Keith Trillo's Push E, lodged on the ledge (circled) was retrieved sans battery, without much damage.



Angus Macdonald soon had his new No6 Hangar Rat flying well.

Inset: Bill McGarvey setting up his Hangar Rat for a good flight. The model seen finding altitude, ***Upper.***



Top:
Ricky Bould's Peanut model box including Fikes old and new and his Ganagobie.

Centre left:
Don Spray's Modelair Hornet and KK Family Cruiser saw plenty of flying.

Centre right:
Geoff Burgess flew his indoor RC scale Stearman biplane.

Right:
Mike Mulholland offering Jack Godfrey some trimming tips for his Open Rubber Scale Found FB2A.



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 Mauger 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

We visited the North Island of NZ- Malcolm Campbell

Kathy and I recently visited New Zealand for a touring holiday. At Richmond in July I casually mentioned to Ricky Bould that we'd be crossing "The Ditch" in October for a few weeks. He contacted me on his return to Auckland advising me of an Indoor FF event at Morrinsville, an hour south of Auckland during the time we would be driving around. Suggesting we spend a couple of days with him, I planned our circuit of the island to be in Auckland at that time. There was a Hangar Rat event that he said we should fly in and promptly organised a couple of loaner Rats for Kathy and I.

That was good enough but he went further, asking us to be Guests of Honour at their regular scale get-together evening dinner. Well, we did and it was a superb meal with beautiful food for a dozen modellers and their wives/partners. We left Stan Mauger's home at midnight after an excellent time with enthusiastic modellers.

The Morrinsville event was very successful. Hangar Rat was well supported and my loaner Rat scored me third place out of twelve flyers. Kathy's lost some packing and failed to come on tune in time. Peanut Scale was also well contested and the build quality of many models was truly excellent. Rob Wallace, Rex Bain and Bill McGarvey were also there. And I once again caught up with John Henson, a scale modeller I first met at Stew Cox's place six years earlier. Kathy and I headed to Rotorua that afternoon to continue our 3,500 km tour.

Later on, we called in on Rob Wallace at Hastings for a cuppa and then caught up with Paul Squires at Masterton to join the local MG Car Club who were visiting the Hood Aerodrome to see the Vintage Aviator museum, a Peter Jackson (Lord of the Rings) initiative. I have never seen WWI aircraft in such pristine condition, and they are all flyable. More outstanding is the fact that many are reconstructions not restorations, being built from the plans of the day using the materials of the day, and they are all flown by a group of very experienced pilots. These aircraft look like the day they left the factory in 1914 – 1918.



Above: The Sopwith Camel in distinctive livery.



Upper: Part of the Vintage Aviator Collection with the BE2c in the foreground.
Above: The Sopwith Snipe.

One of these pilots took us through the hangar and was quite happy to spend two hours with us telling us in an encyclopaedic way all about the aircraft of the time. Hearing the technique required for flying and landing the rotary engine aircraft made me realise how deadly the experience could be for the poorly equipped flyers of the period. Paul Squires told me that the free flight flyers at Carterton just down the road regularly see two or three of these aircraft in the air while they are flying. That must be a surreal experience.

Leaving Masterton, we drove on to Antony Koerbin's place where we spent a wonderful three nights with him and his wife Laraine. On the first morning Antony and I drove back to Carterton where we caught up with Paul Squires, his daughter Ashley and John Malkin. Paul and Antony flew their F1Bs maxing five rounds for their team selection process, and John put up some Open Rubber models. The picturesque field had emerald green grass and was back-dropped by snow-capped mountains. Antony said the weather wasn't always as perfect as I experienced.

While in Wellington, I dropped in on Stew Cox at the Mets Office, catching up on the years since I last saw him at Omarama in 2010. We then absorbed ourselves in other things until we returned to Auckland for the last two days before we flew home. Once again a meal had been organised for us to attend. This was at Mike Mulholland's country residence, 45 minutes south of Auckland, for the same group of friends that we met two weeks earlier. Mike's BBQ was great – chicken and steak cooked on a Weber and smoked with manuka wood chips. Another late night and unfortunately the Bledisloe Cup rugby union was playing on the TV in the background. Luckily they were not football enthusiasts, but it was a truly inspiring display of powerhouse All Blacks rugby. Another late night and thank goodness for the GPS, as it successfully led us back from the country to our city side Parnell accommodation.

I came away with good memories of New Zealand free flighters, and some nice gifts from Ricky Bould – a book on Hawker Tempests and some Pirelli black rubber for our CLGs. I also purchased a laser-cut Tiger Moth kit from Avetek, a New Zealand company (<http://aveteknz.com/>) run by Auckland modeller Gwyn Avenell. Avetek produces superbly packaged kits of many popular aircraft. My one regret is that I had to pass up on an invitation to see a fully restored DH Mosquito fly. I'd promised Kathy a seafood lunch on the Auckland Wharf that day, and I'd already had my fair share of aircraft activities! The Kiwis did an exceptional job of making us feel welcome. We really appreciated it.
(All photos: Malcolm Campbell)



Right: taken at the Hood aerodrome, Masterton prior to our Vintage Aviator visit



Carterton flying

Upper: John Malkin launching his rubber model.

Lower: Paul Squires and Antony Koerbin beyond, launching F1Bs.

Galatea Aero Tow - Angus Macdonald

11-14 November

Galatea – Where is that? It's about 70 Km south-east of Rotorua, accessed through the Kaingaroa forest on long, straight, flat, smooth roads. One straight of 15km bends a little on to a further 4 km straight before Murapara. The Council-owned airstrip is home to the Galatea Microlight Club who have established a hangar, clubhouse, toilets, kitchen and shower. By Friday afternoon, Bill De Renzy and his team had mown a 200m strip suitable for even quite small wheels.

Some flying was done on Friday afternoon but the weather was deteriorating. But there was good company in the clubhouse till the barbeques were fired up. Saturday dawned with cloud down on the deck! Even DLGs (discus launched gliders) had to wait for it to start lifting. About midday, Dominic Sharland squeezed his way up the valley in a Cessna. As the cloud lifted to the top of the valley sides, models were being prepared and soon, Dom and his dad, Rob Johnston had their trusty ¼ Piper Cub working hard. A number of tows were done until a heavy shower chased everyone inside. So – more conviviality and barbeques.

Sunday dawned fine and clear. Stu Ward and son Hamish were prompt to prepare their green and yellow “practical” (it is not exactly beautiful) towplane special, followed by three ¼ scale Piper Pawnees. (They are beautiful). Obviously, there was plenty of ‘tow power’ available. Another Pawnee stayed in its trailer! As the morning warmed, thermals produced some long flights as more and more scale sailplanes, large and small, emerged. There was a great variety of types from single seaters (Ka8s are popular), two seat trainers (Blanik and a large military Schweizer), to long, slim, super sailplanes (Rob's 1/3 green Antares), an aerobatic Fox and the ‘exotic’ Austria Ku4. A very special vote of thanks to the tug pilots and especially to Dominic who has been the backbone of towing for some years. Thanks Dom. We do appreciate your help. Lots of activity but home calls. Over to Bill DeRenzy -

Monday morning was simply stunning with Ted Bealing starting the day out flying his hand launch glider at 6.30am. We entertained the Galatea school children on Monday with explanations of the aircraft and how they worked. We had many questions and then we gave them many towing displays with aerobatics and high speed low passes from Rob Johnston and his Antares. Jim Hamill gave a topdressing display with his Pawnee and lots of smoke then he topped off the excitement with a landing roll shedding a tyre on his Pawnee – the children thought it was great but it could well have ended badly with Jimmy tipping his Pawnee over. All was well and we ended the weekend's flying a little after one o'clock on Monday, tidied up the facilities and headed home bout 2.30pm.

Upper:

The Piper tow plane in action.

Centre.

The Galatea Gliding Club field.

Lower:

Pawnees waiting for work.





Upper:
Peter Randerson's Ka8.

Above: various gliders
awaiting the tow plane and
beyond Dominic Sharland's
Cessna, not used for towing!



Upper:
Vic Shaw and his Austria Ku4.

Lower: Gordon McArthur's Blanik,
ready to go.

Inset: Ken Rose's Schweizer PT6.

On UK Free Flight Scale - Bill Dennis

From here in the UK I have corresponded recently with Mike Mulholland, and marvelled at the quality of his builds. Now he has suggested I send some photos and a few words to go into this newsletter to describe what goes on here in FF scale.

First, a few words about me. I was born in 1950 and built dozens of Airfix kits. Eventually I had done them all and was faced with the awful prospect of going on to helicopters, sailing galleons or even Henry VIII. At that point I had the brainwave of throwing them all out of my bedroom window to see if they would fly. This led to the Keil Kraft kits, which never flew (yes, I know about Mike's 50 second Camell!). By 1964 I had tried a few types of model but the penny dropped when I attended the first SMAE Scale Rally. The first FF scale flight I saw was by Terry Manley's Mills 1.3 Bristol Fighter. I can still see it clearly as it took off, turned right and headed for the adjacent curved corrugated hangar. Landing halfway up, it followed the grooves to the top, where it jumped out, turned left and bumped along to the very end. Here it jumped again, turned round and precisely followed its path, lifted off and landed at Terry's feet. And that was it – hooked.

At that time the UK scale scene was dominated by Terry Manley and Eric Coates. Overall entries were high but expertise poor. All models were diesel-powered. I read *Aeromodeller* avidly and felt an affinity with modellers in New Zealand and Australia because they alone also flew diesel FF scale models. By the early 70s I knew what I was doing and began to have some success, along with my friend Mike Smith. Then came Andrew Hewitt, and the coveted Superscale Trophy features these names almost exclusively since then.

Round about the late 70s the rubber model began to make a comeback, along with the new CO2 motors. I have been doing this now for nearly 50 years and over that time, the numbers participating has fluctuated. At some points, activity was so low I thought it was over, only to see a resurgence. Currently things are a little weak. People say it is down to flying sites but it isn't – it's more about getting off backsides. However, flying sites certainly are being squeezed.

We have a good variety of events. Six scale events at the Nationals, three at Old Warden, Peterborough, two at Oxford and a couple of others, all no more than 100 miles apart. But people pick and choose. Indoor is popular (I fly indoor when there is no alternative!) but we find many only fly indoors and are never seen outside.

Rubber models are overwhelmingly popular, with a good smattering of diesel models still. Electric has never really caught on – perhaps it's the horrible noise – with the exception of ducted fan, using the units manufactured by Derek Knight.

Top: The SE5a is from the VMC kit, designed by Andrew Darby as part of his mission to update the KK kits so they fly!

Centre:

This Jungmann was built from the Eric Coates diesel model plan reduced to 30" and won Nats rubber scale this year.





Upper:
Ivan Taylor's 2015 Nats winning rubber powered Supermarine S5, and **Left**, his new Spitfire, also rubber powered.

Opposite page:
My Hawk Moth will be a replacement for The Jungmann in Rubber scale at the Nats next year .



SLIPSTREAM Christmas Quiz

Answers

- Altitude Limited Electric Soaring
- Berkeley Models Inc.
- (a) Vic Smeed, (b) Jack Reid
- Paul Plecan
- (a) Alan Rowe
(b) Mills 1.3
- Up to December 31st, 1950
- (a) 1928, (b) Charles Kingsford Smith and Charles Ulm
- Lightweight Esaki Silk.
- Astute readers will have noticed that this is on the cover every month. The answer is 1928.
- Federation Aeronautique Internationale
- (a) 1928
(b) Vickers Vildebeest
- The Bettair Supplies, New Plymouth.
- 6.56 minutes
- No definitive record exists, but Arnold Lewis Hardinge was the patent holder.
(Refer Ron Chernich, www.modelengineneews.org)
- F4F



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

Calendar **December - January**

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

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

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 December **13**

Tuesday January **23**

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

Matamata

January **3 - 7**

69th New Zealand Nationals

Refer Model Flying World or MFNZ website for details.

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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 December 5, 2016

ASME Clubrooms, Peterson Reserve, Panmure.

Theme: Electric powered model aircraft

Items for the table:

Models, plans, engines, photographs etc

Trading table:

Buy, swap and sell

**Visitors or intending members
welcome**



Be there