



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

March-April 2021



Ken Smith seen at Karaka, winding his Eastbourne Monoplane built from a fifties Ray Malmström Aero Modeller design, under the close observation of Brian Howell.

(Photo: Charles Warren)

Angus Macdonald Commemoration



Hornet

E V E N T

Drury School Hall, Young Crescent, Drury
April 19, 2021. All flyers & spectators welcome.

Plans and building notes for the Hornet were in the November Slipstream. For a fullsize plan contact Stan Mauger.

Ricky Bould has kitsets of parts available for those who would like to build one.

Indoor Free Flight Morrinsville Day

Sunday October 17, 2021

- Hangar Rat
- HL Glider
- Modelair Hornet
- F4D Rubber Scale
- F4F Peanut Scale
- Kit Scale

Westpac Stadium Hall, 21 Ron Ladd Place, Morrinsville

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

Editorial – Modelair Hornet

From time to time commemorative events have been proposed to remember distinguished aeromodellers. It seems that commemorations tied to an event have the best chance of enduring. In free flight power scale, for example, the Free Flight & Control Line Scale SIG created the Hope-Cross Trophy Challenge event between New Zealand and Australian teams to compete in the newly introduced F4A class and that has been regularly contested since 2004.

In this month's Slipstream it is hopefully hard to miss the notice opposite, for the Club's Modelair Hornet event honouring Angus Macdonald. The Hornet design was a particularly appropriate type of model to fly in this sort of event. Angus had been known to bring out a Hornet to fly in the Balmoral Hall in the days when indoor was flown there and later flew in Hornet events once the class was established. He even went one better with a half sized version that was also flown at Balmoral and if I remember correctly, over the table at a Club monthly meeting. Others were also flying this design at indoor evenings from about 2011. Whilst other Modelair subjects could have been suggested for this commemorative event, the Hornet has many advantages. It can be flown indoors, so weather conditions do not affect the contest and the model is easy to build and trim.

It is not too late to join the growing band of Hornet flyers comprising both Club members and others beyond the Club. The notice opposite gives details of where to find help if you wish to build a Hornet. As long as you have flown your model enough and can judge how long it will fly, contest experience is not really required. Hornet practice is down for the next Drury night so come and join the fun. The rules are simple.

The model needs to be built from the Modelair plans or those traced by Maurice Poletti. These have been republished in recent Slipstreams. See the notice opposite. A plastic propeller of the same diameter as the original balsa one may be used and alternative wheels may be fitted. The competition is a precision event that has target time set by the contest director in the range of 25-45 seconds. If the flight meets the target, it scores zero. Any deviation from the target time is added to score at a rate of 1 point per second. The model with the lowest score wins. A fly off will be used to break a tie.

So there you have it. Please support the event by joining us as flyers or spectators on April 19 when we will be joined there by the Macdonald family.

Stan Mauger

Slipstream contributions

Contributions of reports and photos on flying activity as well as articles and information about latest projects are very welcome. Please just send them in.

The deadline for articles for the May-June Slipstream is April 22

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

Monthly Club Night - Stan Mauger

1-2-21

Present were Gwyn Avenell, Ricky Bould, Guy Clapshaw, Mike and Virginia Fairgray, Brian Howell, Eddie Mann, Stan Mauger, Bill and Sarah McGarvey, Harold McGrath, Mike Mulholland, Brendon Neilson, Ken Smith, Bryan Spencer, Don Spray, Charles Warren and Tony Woodroffe.

The meeting got under way with the presentation of the Macdonald Memorial Trophy Award. President Ricky Bould invited Rob Macdonald to make the presentation. Rob had recently taken over the late Angus Macdonald's place on the Macdonald Memorial Trophy Trust, to represent the Macdonald family.

The recipient was well known free flight flyer and Club member Bill McGarvey, and the award was made in recognition of his services to model aviation. For the full citation go to <https://www.modelflyingnz.org/macdonaldaward.html> The meeting joined in congratulating him on this achievement.

Next on the agenda was the usual opportunity for Club notices. Bryan Spencer reminded us of the next Drury Indoor night that will be for all indoor free flight scale classes. Ricky reminded us of the Modelair Hornet event honouring Angus Macdonald and down for April 19 at Drury. He referred to his own Modelair Hornet on the table and encouraged others to join those already intending to support this Drury evening. Stan Mauger offered

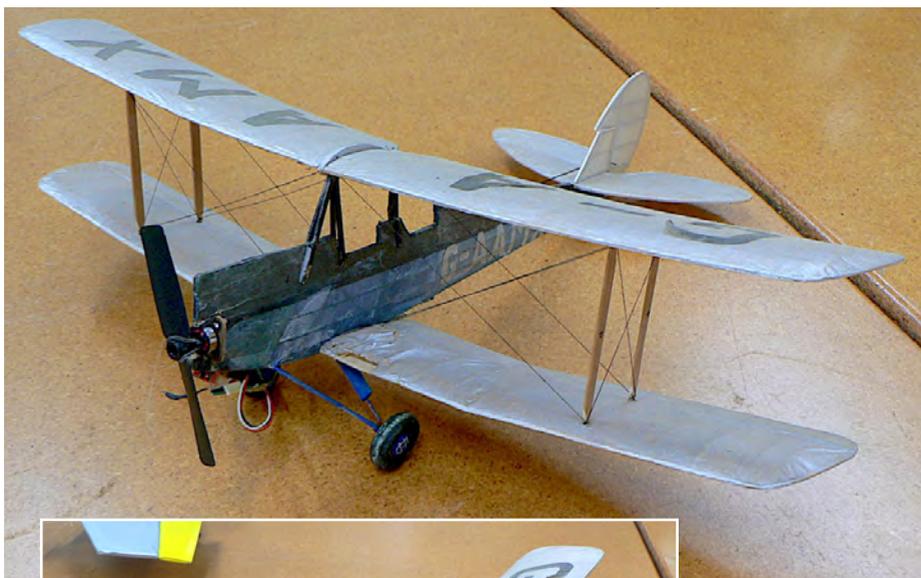


Right: Bill McGarvey, this year's recipient of the Macdonald Memorial Trophy is seen here with the accompanying plaque.

full-size plans and Ricky mentioned that he has balsa parts needed to build these models. Members were encouraged to contact Ricky or Stan for assistance.

Ricky announced that the annual Peterborough-Auckland Cloud Tramp Challenge was likely to be moved further on in the year, probably in September.

The first model on the table was a No-Cal DH Gipsy Moth built by Angus Macdonald and brought to the table for new owner, John Swales. The model had been seen from time to time at the Eilerslie indoor hall and been successfully flown there, but the servos mounted



Above:
A No-Cal RC electric DH Gipsy Moth flow by Angus Macdonald, at Eilerslie indoor evenings from time to time. The lower view shows electronics and servos.

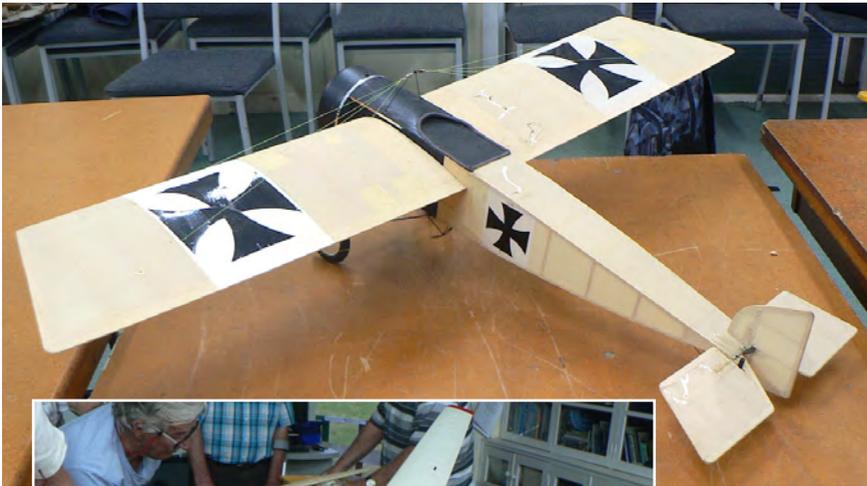
on the fuselage had disengaged at times, grounding the model. Next was Charles Warren's RC Der Fledermaus, back on the table again and ready for further flying after damage to the nose after a heavy landing. It had also had a completely redesigned rebuilt wing as the characteristic polyhedral 'Fletcher style' wing was irreparably damaged in the crash that crunched the nose. Charles had also brought an RC WWI Pfalz monoplane built by Arthur Pearce, who powered it with a Cox and flew it with two channel RC, that he was sure that Stan Mauger had his eye on. It turned out that Stan had just previously remarked what a nice model it was! The story has a nice ending, because Brian Howell also thought that it was a nice model and happily took it away with him at the end of the meeting. Also from Charles's stable was a Texaco style Corben Super Ace. This model had an interesting history, having been built by Terry O'Meara, who passed in on to Charles. Years back, Dave McKinley drew up some excellent plans for the model based on a 37" reduction of the thirties Modelcraft design by Barney Snyder and made famous by Pete Dillon. The model came with the building plans and had been in Charles's shed for ten years or more. He had never got around to flying it. On a visit to Charles's home, Stan expressed a soft sport for the Corben as a scale subject, and within minutes he was seen taking the disassembled model to his car. There is a footnote. The model is destined to be flown free flight in the new Memorial Flight scale class, after it is restored and after the RC snakes have been extracted. It was originally powered by a Cox .049 glow. Stan has installed a radially mounted ME Heron using the backplate mounting screws to attach the engine to a radial plate. There is still work to be done to re-install wing struts, create exhaust and cooling exits and complete the engine cowling.

Another model to emerge from storage was Guy Clapshaw's large Foka glider from a German Graupner kit. This was his first high performance glider, and has a very flat gliding angle. It needs a lot of space to fly in, making Highbrook his choice of place to fly it. The glider had been dusted off for a minimum of restoration to get it in the air again. After describing his model, Guy reflected on how older radio gear like Kraft, once top of the line, is now superseded, so that even unused components are unlikely to be used again, so much so that he quipped "I think that I would pay to see them taken away to a good home".

About the only one to bring models from competition at the Nationals, was Ricky, who commented on the way in which VMC kits had helped to generate interest and ultimately support for Kit Scale at the Nationals. His VMC Bird Dog had made third in Outdoor Kit Scale, but his Veron Comper Swift had done even better, winning Indoor Kit Scale.

Two ambitious free flight scale models completed Ricky's round of the table. Don Spray's McDonnell XP67, now at framework stage will be watched with interest and drew plenty of discussion. As Don reflected, "You have got to enjoy building to take this on". It was great to see Mike Mulholland's gorgeous Westland Lysander back on the table again. Discussion centred around options for flexible propellor design. The rib tape treatment was also much admired.

With the table done it was time for the usual catch-ups before the journeys home.



Top: This Corben Super Ace was being restored to free flight scale flying for the Memorial Flight event. Wing struts were yet to be added

Centre: The Pfalz is to be restored to electric RC.

Lower: Guy Clapshaw's FOKA glider dusted down and in the process of being set up to fly again.



Upper: It was great to see Mike Mulholland's super scale Westland Lysander on the table again.

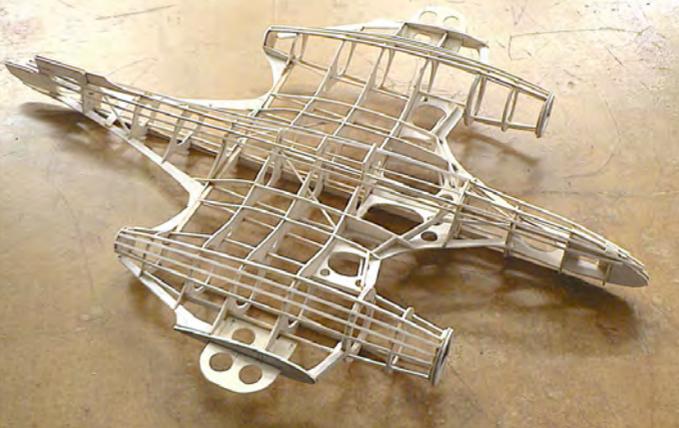
Lower: Mike explaining some finer points to Don Spray (left) and Bryan Spencer (centre). Don's new McDonnell XP67 is on the table.



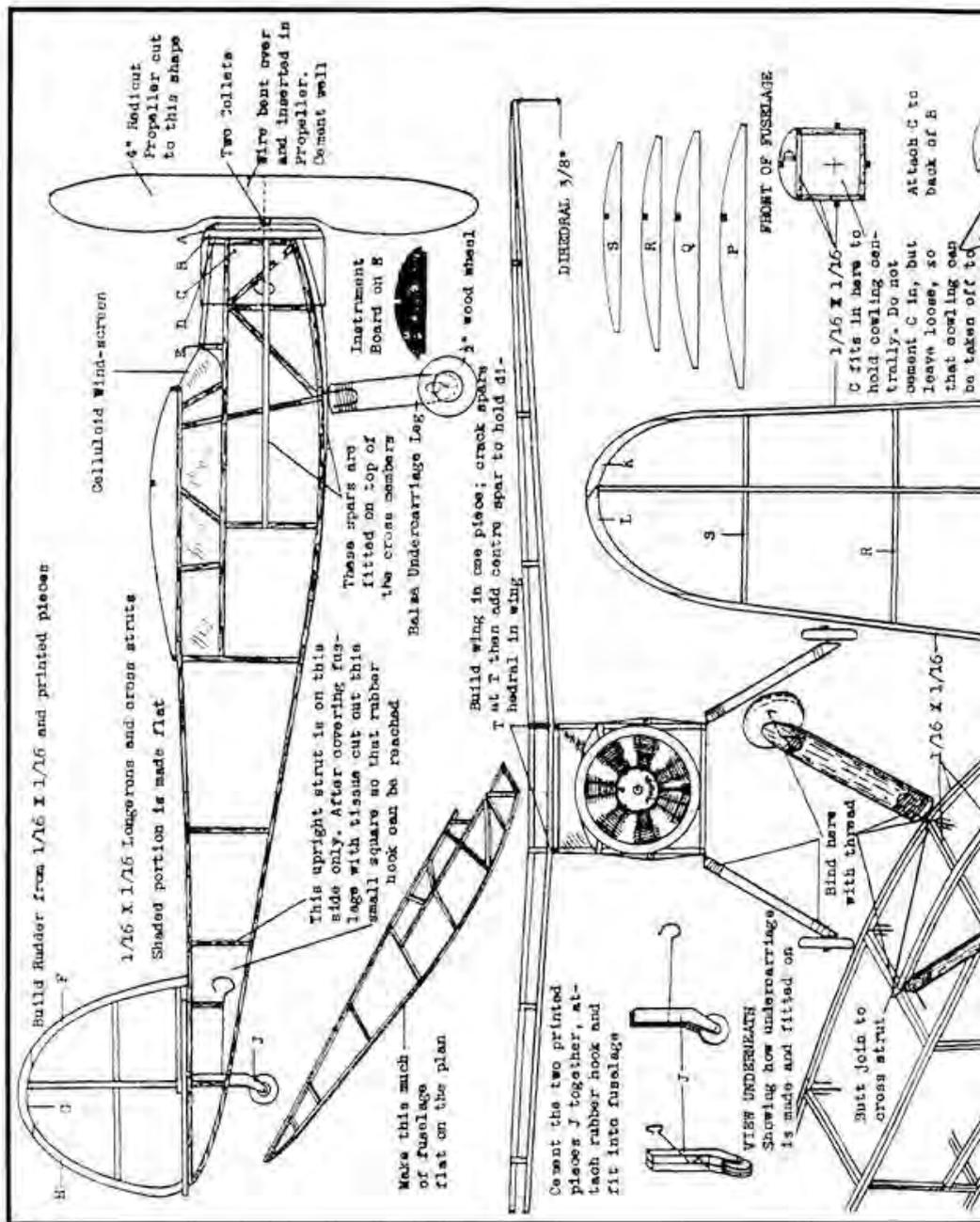
Top:
Ricky Bould brought his Indoor Kit Scale Comper Swift, Aggregate Presto and Outdoor Kit Scale Bird Dog, all fresh from the Nationals. In front is his Modelair Hornet.

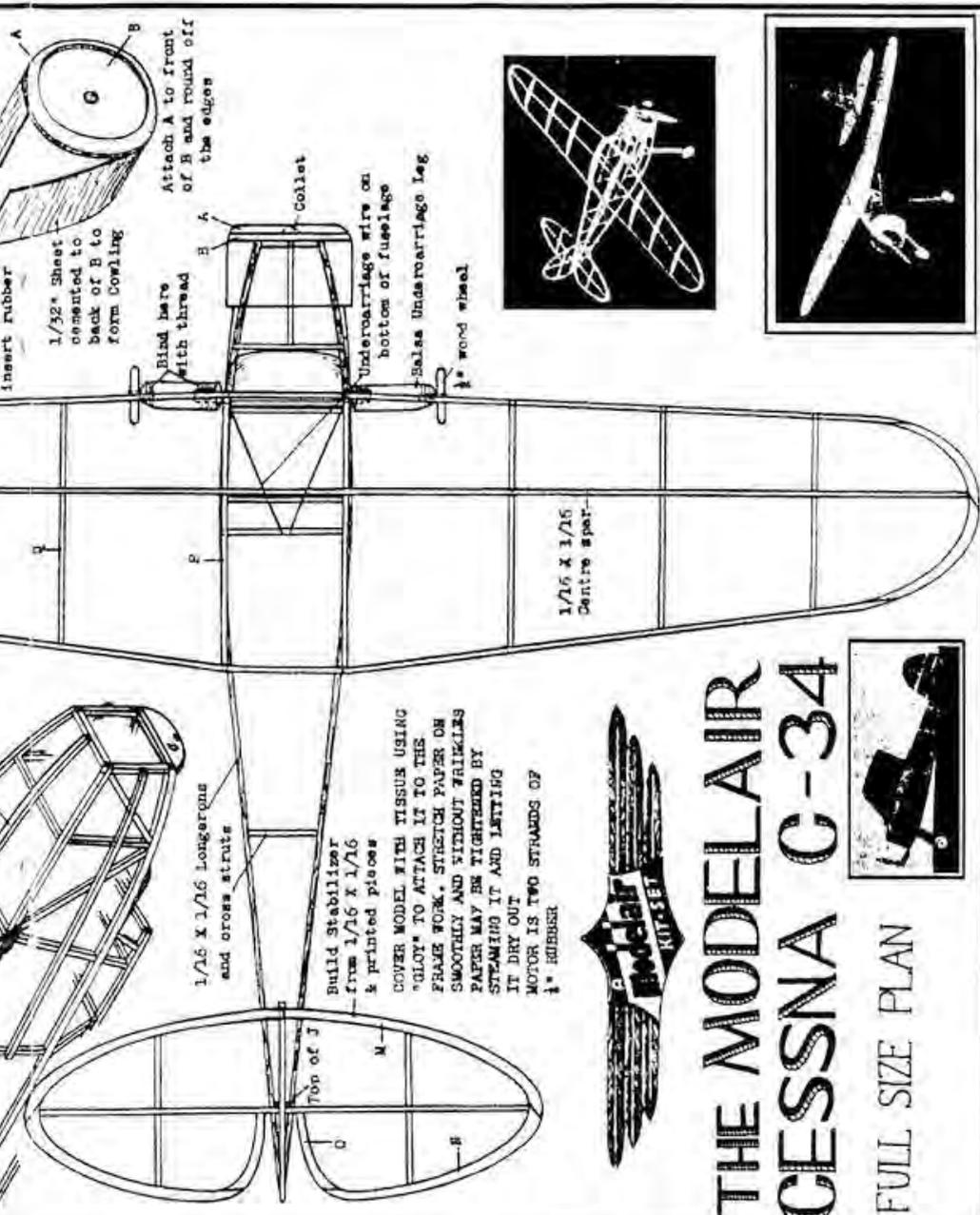
Left:
Don Spray's ambitious McDonnell XP67 for rubber scale.

Lower:
Charles Warren's RC Der Fledermaus after repairs to the nose following a sudden arrival.



Note: This plan is positioned across these two pages to provide a centrespread in the hard copy version of Slipstream. Alternatively, the division between separate pages should present no problems in combining the pages from a pdf file.





Insert rubber

1/32" Sheet cemented to back of B to form Cowling

Attach A to front of B and round off the edges

Bind here with thread

Collet

Undercarriage wire on bottom of fuselage

Balsa Undercarriage leg

1/8" wood wheel

1/16 x 1/16 Centre spar

1/16 x 1/16 Longerons and cross struts

Build Stabilizer from 1/16 x 1/16 & printed pieces

COVER MODEL WITH TISSUE USING "GLOY" TO ATTACH IT TO THE FRAME WORK. STRETCH PAPER ON SMOOTHLY AND WITHOUT FRINKLING PAPER MAY BE TIGHTENED BY STEAMING IT AND LEAVING IT DRY OUT
MOTOR IS TWO STRANDS OF 1/8" RUBBER



THE MODEL AIR GESSNA C-34

FULL SIZE PLAN



The Modelair 12" Cessna C-34

The following is an extract from Maurice Poletti's accompanying notes for the Modelair 12" Cessna C-34, from p.11 of the November 2003 Slipstream. The model is of similar size to the Modelair Westland Lysander included in the October-November 2019 Slipstream - Ed.

The Modelair rubber scale Cessna C-34 kitset was one of the popular and simple-to-build 12 inch series, which were introduced about 1940. It is believed that these were all designed by Bill Alexander before he went to overseas early in World War II. Until recently it was thought that there were no surviving plans of the C-34, but Bruce Radford came across one recently at a sale, and promptly bought it. That plan was used to produce the edited plan (previous pages).

Hoteo Diary - Ricky Bould

21-2-21

The drive to Hotel was through patchy mist and offered views of unusually green countryside. The mist had cleared by arrival time at the farm just after eight, where there was a light easterly breeze. Paul and Martin Evans followed shortly after and we set up on one of the lower fields at a junction of four paddocks. This provided convenient access for recovery. The grass was long enough to provide a good cushion in the event of an arrival, which was a definite plus.

Ricky started with trimming of his ex - Jack Godfrey WACO SRE rubber model. The first flights revealed a strong power stall that added downthrust did not moderate. Further examination revealed the need for a reduction in the stabiliser incidence that is a workshop job. His Bellanca Pacemaker had the opposite problem but showed promise. The final rubber model flown was his Jodel D18 that flew nicely just requiring increased turn. The power models were the next up starting with his Miss35, that was definitely off trim and after several attempts to get it flying, a warp was found in the port wing. The final model flown was a Presto with a SAM35 engine that provided its usual well trimmed performance and stopped well short of the maize crop.

Paul was having a frustrating day with uncooperative engines preventing his Longster and the Luton Minor from flying, but he managed some good flying with his lively CAVU electric model that has a distinctive shape in the air.

Martin's Mini Drake floated around with graceful ease and looked the part. He also flew an electric Tom Thumb that was a joy to watch in the conditions. By 1100 the breeze had increased so we packed up and left.

Opposite

Top: Martin Evans's Mini Drake RC electric assisted glider.

Lower: Paul Evans getting his Cavu vintage model into the air.



Karaka Diary - Charles Warren

January-February 2021

There was model flying at Karaka on three Sundays in January and the good weather has continued into February. On 10th January Don Spray, George Fay, Ken Smith, Brendon Neilson and Charles Warren were there and flew a great variety of models as conditions were ideal. Steve Fyfield, a visitor, came and had a chat. On 17th the usual crew were there again but for Charles who was communing with nature on an island in the North. On the 31st conditions were right for flying again and the scale free flight flyers were there once again with a similar selection of models. Then on 7th February it was all go again and on the 21st conditions were right but Brendon was playing croquet and Don and George must have had some other excuse. However Dave Vere and Carl Anderson were there early, flying RC aerobatic aircraft, a very fast composite electric powered glider and a helicopter. Ken and Charles spent most of the time watching and chatting but eventually Charles flew a Radian and Ken his small electric powered model with only aileron and elevator and speed controls which distinguished itself by disappearing in the sky directly overhead and landing independently. This is the best summer weather wise for Sunday model plane flying for some years.



Karaka 7 February

Above:

Don Spray holding his pristine unflown Grumman Tigercat

Opposite

Top: Dave Vere's SAAB Lizard, electric ducted fan model.

Lower: Dave Vere's Kril Z2300 and FMS 330 Extra 3D stunters, both electric powered. In the foreground is Carl Anderson's electric powered helicopter.

Photos: Brendon Neilson





21st February.

Top: Dave Vare with his Tucan V tail electric powered glider.

Inset: Dave has a few degrees of flap down and both ailerons are slightly up to give him control and lift at the low speed of hand launch.

Right: Ken Smith with his Ferry 500 and Gym Bob super capacitor powered models.





Top:
Dave Vare's Mustang.

Above:
Carl Anderson's FMS
Hamilton electric powered 3D
stunter.

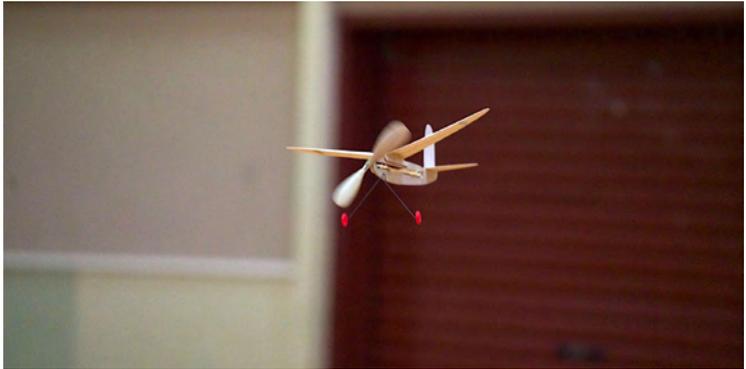
Left:
Ken Smith's super capacitor
powered glider flown at Karaka.

Drury Indoor - Ricky Bould

22-2-21

A good sized group of modellers consisting of Keith Trillo, Brian Howell, Dean Trillo, Ken Smith, Tony Woodroffe and Ricky Bould, gathered at short notice for a good evening's flying. We all concentrated on trimming Modelair Hornets in preparation for the upcoming Angus Macdonald Commemoration event.

This effort ended with both Brian and Ken having models almost trimmed and showing great promise. Keith had a number of good flights with nice steady climbs that were close to the ceiling but did not touch, as did Ricky, but with a somewhat different climb pattern and rate of climb. We all returned home well satisfied with the evening's results.



Right:
Ricky's Modelair Hornet, just one of several brought to the hall.

REDFIN Precision Event, Karaka

The winner of this contest will win a RedFin SAM 75 .75cc engine. The contest is now scheduled for April/May. Date to be notified by email.

Rules

1. Model: Any IC Engine powered model.
2. Target Time: To be set on the day by the CD.
3. Flights: The Contest will consist of three flights.
4. Scoring: The score will be one point for each second variation from the target time up to the set target time. This will be scored for each flight and the person with the lowest score will be
5. judged the winner. In the event of a tie a further flight will be made.
5. Minimum flight time is 20 seconds.
6. Engine timers are allowed.
7. DTs are allowed but they must operate at a time greater than twice the target time and are seen as a means of ensuring the model is recovered. In the event of early operation the flight will score the maximum penalty.

Calendar **March-April**

For information about the location of club fields and cancellations or postponement of flying, contact the field stewards.

KARAKA

Karaka Sports Park

Free flight and radio flying within field limitations

NDC RC Vintage events (refer to MFNZ under NDC)

HOTEO

Sundays

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

NDC FF Vintage events
(refer to MFNZ under NDC list).

Hoteo Steward

Paul Evans 479-6378 ziply@xtra.co.nz

AKA AKA

Saturdays & Sundays

Intending flyers should phone Lloyd Hull to arrange to fly
Lloyd Hull 09 235 2890

Aka Aka Steward

CONTROL LINE

As advised

Control line flying
Intending flyers 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

(For Club points)

Drury

Drury School Hall

Monday March 15

Hangar Rat and Modelair Hornet trimming (7.30 - 10pm)

Monday April 19

Angus Macdonald Commemoration - Modelair Hornet
(7.30 - 10pm)

Indoor Steward

Brian Howell 020 4121 5201 b.how@xtra.co.nz

Calendar **Looking Ahead**

KARAKA

April /MayTBA

RedFin Precision Event

THE DOMAIN

August 7 (4.00pm)

MIMLOCT International Cloud Tramp mass launch

MORRINSVILLE

Sunday October 17

(10am to 4pm)

Indoor Free Flight classes

Hangar Rat, Hand Launched Glider, Modelair Hornet

Indoor Free Flight Scale classes

Open Rubber Scale, Peanut Scale and Kit Scale

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Club subscriptions

NZMAA Affiliation is mandatory for Club flying

Senior \$50 (+\$95 NZMAA) **Family** \$55 (+\$100 NZMAA)

Junior \$10 (+\$30 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 meetings 7.30pm at ASME Clubrooms,

Peterson Reserve, Panmure.

March 1: Theme: Model engines

April 5: AGM

Theme: Modelair designs / Memorabilia

Your current projects, models, plans, engines and photographs etc are also welcomed for the table.

Trading table:

Buy, swap and sell

Visitors or intending members welcome