



BULLETIN OF THE AUCKLAND MODEL AERO CLUB INC. EST. 1928  
**April-May 2019**



Ricky Bould took the opportunity to trim his Jodel D18 at the last Hoteo flying day (See page 15).  
*Photo: Stan Mauger*



# & 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

*Charles Warren's RC Tomboy. Photo: Keith Trillo.*



# Open Rubber

Put in flight times for this year's Open Rubber competition at either Karaka or Hoteo

*Mike Fairgray's Flying Aces Moth. Photo: Mike Fairgray.*

## Editorial – International opportunities

Up until the seventies, entries in overseas events by club members were largely restricted to proxy flown models, and proxy flying was mostly Wakefield rubber powered models. In the seventies, there was participation in Trans Tasman RC glider team events and various free flight classes after the seventies, and more recently in the Free Flight World Champs in 2009. We have also been represented in control line in 2010 in the World Control Line Speed Champs.

Interest in Trans Tasman free flight scale challenges occurred prior to 2004, largely through the efforts of David Hope-Cross, but in 2004 Trans Tasman free flight scale received an added impetus with the creation of the new FAI (provisional) F4A class for free flight scale power. Since that time there has been regular attendance by club members either as part of teams or as individuals to compete in The Hope-Cross Trophy event for F4A Power scale, and for the Reg Jude Trophy event for F4D Rubber Scale at Richmond. Further afield, several from the club will be flying models in the BMFA Nationals free flight scale classes at RAF Barkston in August. In the last few years this has become an annual or perhaps biannual journey for them. A week later the Peterborough MFC are running an annual Flying Aces Day, which is an informal event. See page 27 for more details.

If anyone in the club is planning to be in Australia at the time of the Richmond Scale Rally this year in July, or in the UK in late August, as has been reported in this bulletin, these weekends have been immensely enjoyable and are recommended for free flight flyers in these classes or spectators alike.

As individual modellers from the club have made contact with clubs overseas there has come the opportunity for international competition. As most will be aware, the Peterborough Model Flying Club's Cloud Tramp Challenge is once again upon us. The fly-off will be later this month or at the latest in early May. If you are planning to take part in this event please contact Ricky Bould to ensure that you have any support that you may need and can be available on the day of the fly-off.

I am sure that the club wishes all participants in the above events all the best in their endeavours.

Stan Mauger

### Slipstream contributions

Contributions of photos and information about latest projects are very welcome for the Building Board section of the bulletin or as separate articles. Field reports and other articles are too! Please just send them in.

**The deadline for articles for the June/July Slipstream is May 24**

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

# Monthly Club Night - Mike Fairgray

5-2-19

Present were Ricky Bould, Guy Clapshaw, Paul Evans, Mike Fairgray, George Fay, Tony Hill, Brian Howell, Angus Macdonald, Stan Mauger, Brendon Neilson, Arthur Pearce, Colin Polglase, Bryan Spencer, Keith Trillo and Charles Warren.

Members arrived at the Clubhouse to a new layout of the parking area. A good number of spaces have been deleted and the area put into grass. With so many using the popular Basin area at the moment the available parks were full so parking had to be found elsewhere or we had to be patient and wait for a space to come free.

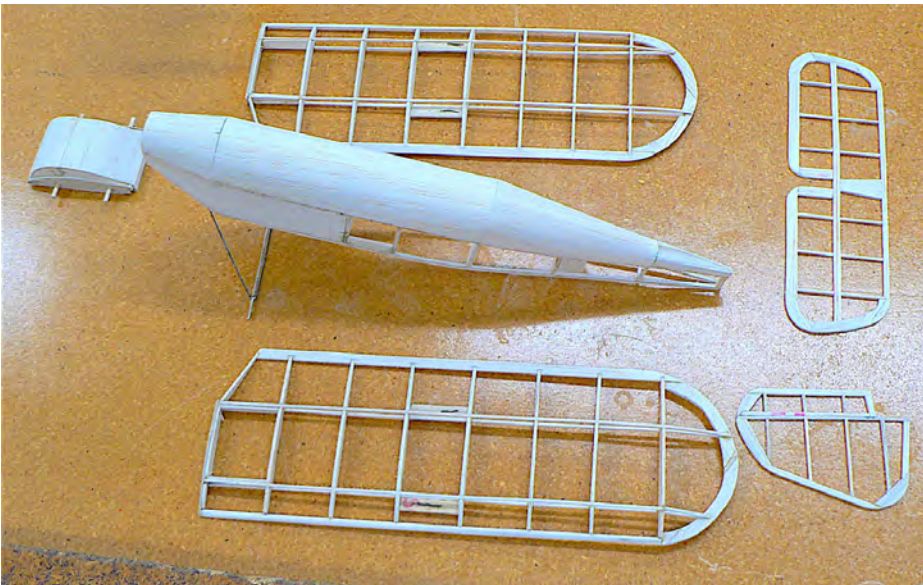
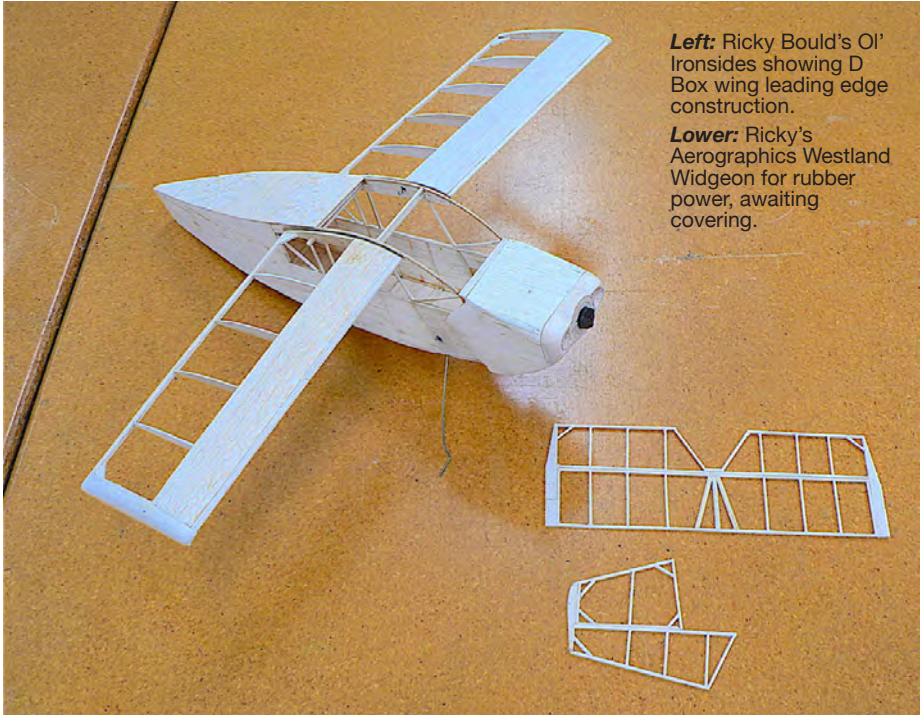
## Models on the table

Stan Mauger had the Antarctic Auster that he had entered in the UK Nationals in 2014. There was only time for one quick trimming flight before he left for England, which turned out to be not enough as the model proved to be out of trim in the contest. On the second day the model hit the grass verge at the side of the runway, damaging the nose and this ended all hope of being able to fly it again. Repairs to the nose have since been made and the model is now well on its way back to its former glory.

Ricky Bould had two models under construction. The first was a 20.5" Ol' Ironsides which is now structurally complete, and the next stage is the detail parts like spats and struts. The 1/32 inch sheeted fuselage sides make the structure quite stiff. The tissue for the tail and fin will need to be pre-shrunk prior to applying as these structures are fragile and would most likely distort badly if tissue was shrunk after covering. The second model was an Aerographics Westland Widgeon. The fuselage and tail were completed and it will be rubber powered. This was started while on holiday in the UK, however, he left the completed fuselage centre section behind so a second one had to be made on his return.



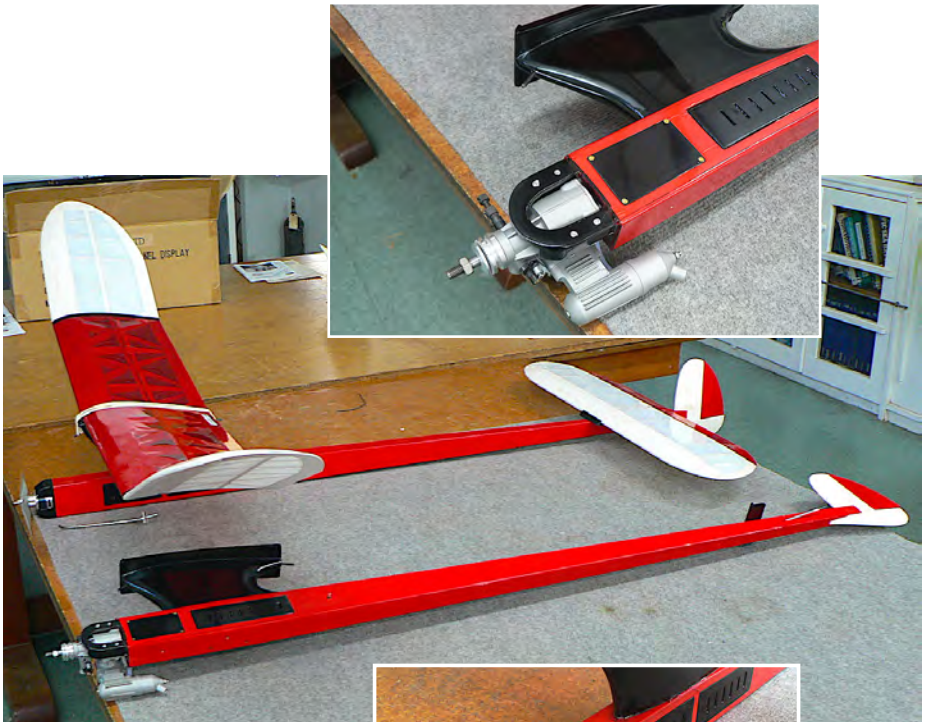
**Above:** Stan Mauger's larger 48" span Antarctic Auster C4 showing repairs after damage at the 2014 UK Nationals.



Keith Trillo had on the table, one John Sheppard Glowworm fuselage with an ASP 21 glow motor and a complete E powered Glowworm. He used a laser cut kit of wing ribs cut by Avetek. The model is 64 Inches in span and is covered with shrink film. Keith said the primary colour of red with the outer dihedral bays in white stands out well against a blue sky background even at 800 feet.

The E version is entered in Classic E Duration and E Texaco while the IC powered model is entered in Classical IC duration. The same wing is used on each fuselage. At the Nationals the E version scored first place in Classical E Texaco after a nail-biting fly off.

Arthur Pearce continues to have a clean out and there was a box of bits to rummage through. Angus Macdonald had his trusty Modelair Humming Bird for Brian Howell. Brian went to his first Nationals this year as an observer. He visited all of the sites and was impressed with the standard of the models and flying. He said that there was a friendly



**Centre:** Keith Trillo's Glowworm showing two fuselages for Electric and IC classes.

**Upper Inset:** The glow powered version showing access hatches.

**Lower Inset:** The electric powered version.

atmosphere and lots of people willing to talk and answer his questions. The reason for the Humming Bird being on the table was that having attended the Aggy event and enjoyed it so much, he wanted to build a Humming Bird with the view of entering next year. Brian had asked Angus, the designer of the Modelair Humming Bird, for the plan. Angus responded by donating him the model.

Tony Hill had progressed to bare bones stage with his Guillows Corsair rubber powered model. This was a Christmas present and the kit was one of their new laser cut kits and the wood appeared to be lighter.

Charles Warren's model was no stranger to the table. Charles had named it 'Turbo' due to the turbo exhausts one down each side. It now appeared with a new tapered wing, Ailerons, Flaps, retract undercarriage and a semi symmetrical rib profile. It was now

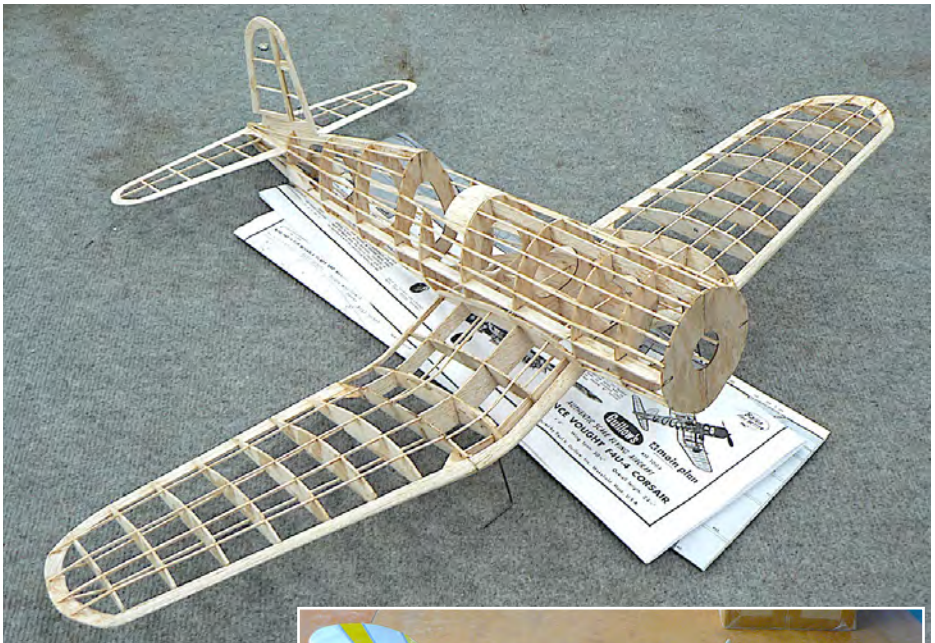


**Upper and inset:** Charles Warren's latest version of his Turbo showing functional ducts for motor cooling and knock-off wing tips.

ready for Charles to step up to flying a full house model. As a matter of interest, the Turbo exhausts are hollow to allow for the exit of hot air generated by the electrics. The wing has knock off wing tips as those on the original suffered from 'car boot' rash. This model will bring him one step closer to flying his Hurricane which has been completed for several years and awaiting its first flight. Charles also had two .75 Mills diesels up for a new home and could be seen later running up the motors out on the deck of the Clubhouse.

A discussion started around the need for down and side thrust and how much should it be. Opinions varied however, it would appear that the consensus was that not all models needed some down and side thrust. R/C models only required side thrust as down thrust could be countered by elevator control. No doubt builders will always use their tried and tested combination.

Then it was time for tea/coffee and biscuits.



**Upper:** Tony Hill is making good progress with his Guillows Corsair.

**Right:** Angus Macdonald's often-flown Modelair Humming Bird now has a new owner.



# Monthly Club Night - Mike Fairgray

4-3-19

Present were Ricky Bould, Guy Clapshaw, Paul Evans, Mike Fairgray, Brian Howell, Stan Mauger, Brendon Neilson, Geoff Northmore, Bryan Spencer, John Swales, Don Spray, Keith Trillo, Charles Warren and Tony Woodroffe.

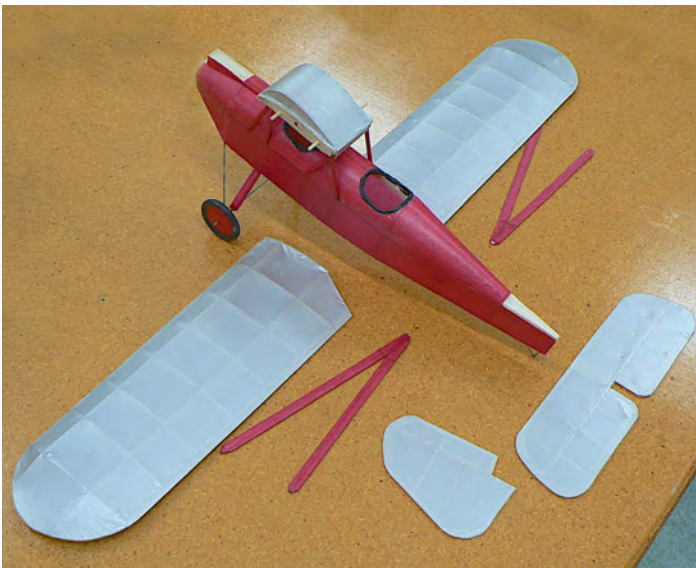
Notice was given for the upcoming Cloud Tramp competition with the Peterborough Club in the UK. Ricky Bould reported that Members of the Peterborough Club are taking the challenge seriously and expect to win again. He said that so were AMAC members, and to help those who are having trouble selecting the correct rubber to power their models, he has several rubber motors made up for them to use. The competition takes place in mid April/May, so now there are no excuses if you have not made one of these simple rubber powered models, which have excellent performance. Get to it and participate in the competition. Contact Ricky for advice.

## **The theme for the night was: Favourite Model Aeroplane**

There was a disappointing response as there were few models on the table and none that represented a member's favourite model.

Ricky Bould had his Westland Widgeon to the point where it is now covered using light weight Esaki Tissue and airbrushed clear dope. So far, the model weighs in at 20 grams and will be flown in rubber powered indoor scale.

Keith Trillo Has stepped back in time and built a Modelair Kea which is 38inch span and converted to electric R/C and will be flown in ½ E. It took a bit of thought to fit in all the electrical gear. The battery is accessed through a removable cowl and the R/C receiver through a door cut into the right hand side of the fuselage which is all but invisible when the door is closed. There were two modifications. The first was to the wing main spars



**Left:** Ricky Bould's Aerographics Westland Widgeon for kit scale has moved on from progress shown at the last meeting. Note the good use of silver tissue covering [refer p. 5].

making them into a box section to prevent wing collapse, which he has observed with other similar models and the second was to have a plug-in undercarriage as per his Tomboy's. The undercarriage modification makes it easy to fit into a box for transport. It looked good covered in lightweight Modelspan tissue. He estimated the weight to be six ounces to the square foot and expects to get up to twenty minutes for each flight.

Mike Mulholland had two models, the first was a Frog Jupiter free flight rubber sports model. The Jupiter was kitted by Frog between 1947-1950 and designed by E A Ross. The model is powered with 16 strands of 1/8" rubber. The test flight of one minute showed that it flies well. It has a sprung undercarriage and plug in wing. His second model was a Keil Kraft Lysander covered in black tissue. Mike said that the model was

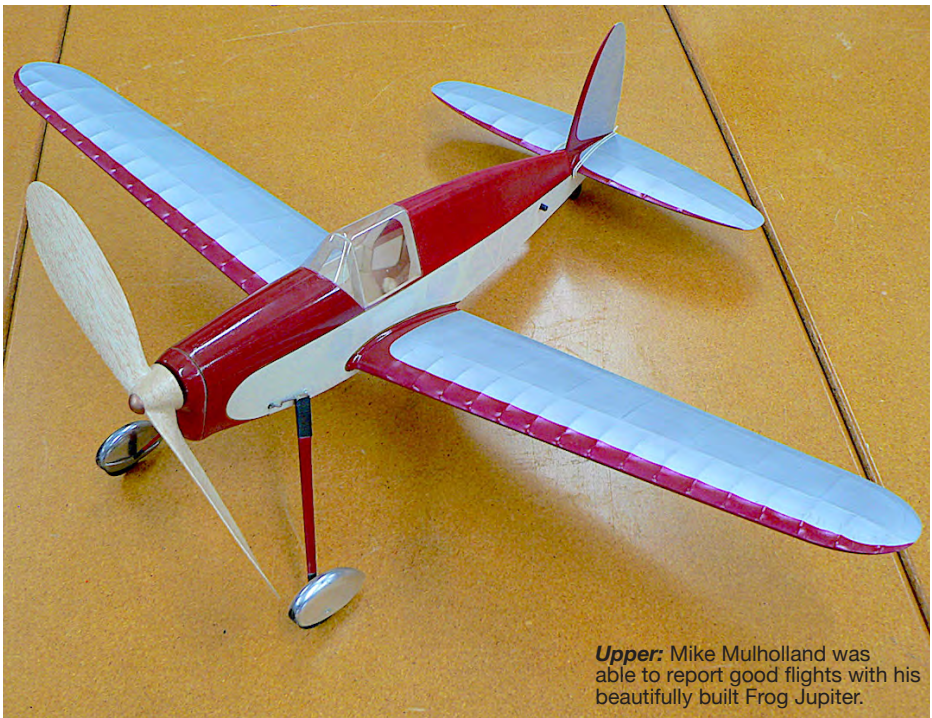


very accurate and would be flown in Kit Scale. Mike also made a plug for the canopy which looked very accurate (see a further report on page 18-Ed).

Don Spray who is standing out to be the Club's prolific builder of scale free flight scale models, is being tempted to produce yet another model from the two plans that Ricky Bould passed his way. The first was an APS 36inch Westland Widgeon by E J Riding, the second, another APS plan but of the DH Puss Moth to which Don is no stranger, as he has built several of these models of various wing spans. The plan from Aeromodeller in 1965 was designed by E G Longbon and had a wingspan of 52 inches. It is powered by a 1.5 Diesel. Which plan will Don chose to build from, who knows, but we look forward to seeing in the future, another of Don's well built and accurate scale models.

Also on the table was Jack Godfrey's Chrislea CH3 Super Ace. Jack who resides in Hamilton, is well known to many modellers for producing very accurate and excellent flying free flight models. Stan Mauger had brought along Jack's model which is powered by a KP02 electric motor, and wanted some information on how to change the nicad battery powered motor to LiPo power. The resulting discussion was what Club night is all about. There were several recommendations put forward and these would be followed up with further discussions between a number of the Club's members who were up with electrics and choosing the correct battery.

Then it was time for tea/coffee and biscuits.



**Upper:** Mike Mulholland was able to report good flights with his beautifully built Frog Jupiter.

# Karaka Diary

3-3-19

A fine morning with light and variable winds, with very good lift as the morning progressed. Ricky Bould and Don Spray had arrived early and were flying rubber scale and Cloud Tramp.

It was good to see Bryan Spencer back after a long break. He had a very good flight of 23 minutes with his 1/2E Texaco Slicker, due to the strong lift at that time. He was also achieving good times with his E Tomboy. Brendon Neilson had four flights with his Mills powered Tomboy, also getting good times. It was great to see an IC Tomboy airborne again.

Charles Warren arrived to fly his Fledermaus and flew it first with its original rectangle wing. Then with a little trepidation he flew two flights with a change to a new tapered semi-symmetrical wing fitted with flaps and retractable gear. Both flights went well with the last landing running long and going uphill of the embankment and parking neatly on top. Keith Trillo flew two flights with his 1/2A Texaco Skipper, slowly making friends with the Cox .049. His Gloworm was also seen climbing well.

## Times recorded

B. Neilson	5:17	3:25	7:12	5:14
B. Spencer	23:00			
B. Spencer	8:45	12:54		
K. Trillo	7:45	8:12		

## Model

Tomboy IC
Slicker E
Tomboy E
Skipper 1/2A Texaco

KEITH TRILLO



**Above:** Ricky Bould was pleased to find his Cloud Tramp making over one minute flights.



**Left:** Bryan Spencer's KK Slicker made some great flight times.

**Below:** Keith Trillo's John Sheppard designed E powered Gloworm climbed well.  
*Photos: Ricky Bould*



It was great to get out and fly in the flat calm weather that existed for the first part of the day. Don Spray had his Piper Pacer and DH Puss Moth to fly. Whilst the Pacer was in need of trim adjustments, his Puss Moth flew beautifully on its first two flights. On the next flight, however, it chose to go straight, eventually ending up in a tree. It was later recovered with a long pole and stick by Keith Trillo and Charles Warren, having not suffered much damage.

Don and Ricky flew Modelair Sportsters. Both models flew well, but as Ricky broke a longeron on his model, this put paid to future flights with it. At least it gave him time to get out his Cloud Tramp that rewarded him with a flight of over a minute.

RICKY BOULD



**Above:** Don Spray's ever-dependable DH Puss Moth off on its way.

**Inset:** The result of a straight flight, Don's Puss Moth stuck in a tree.

*Photos: Ricky Bould*

## Hoteo Diary - Paul Evans

17-3-18

The good clear morning drive to Hoteo was a sign that we would have a good day at last. Paul Evans was the first to arrive but he was soon followed by Ricky Bould and George Fay then Don Spray with a car full of six models and a little later Stan Mauger.

Don's rubber scale Puss Moth was seen making some great flights, making use of the still air, as did his rubber powered Stinson Voyager and Fairchild Ranger. His CO2 Piper Pacer also had good air time and was great to watch in flight. His diesel powered Piper Super Cub needed some more trim work to get a better flight. The main thing was that Don had a great day with no damage to models.

It was great to see George at Hoteo again. He had a great flight with his rubber powered Folkerts SK3 Racer, but not a good day with PE2 twin rubber which had a sad end, having been in need of trimming. Ricky used most of the day working on the trim of his Grumman Avenger and Jodel D18. Both are rubber powered and should soon be trimmed out.

Paul had two great flights with the Henderson Longster power scale model but then it found a fence, but the damage was not too bad. His APS Luton minor had its first real flight as the last time it had motor problems. It was flown three times, all good but a bent undercarriage, the result of a landing, put a stop to it. Paul's Mills .75 powered Mercury Tiger moth had its first flight after a number of small hops, then with the trim sorted it looked good at last, but a poor engine run cut the flight. Thankfully there was no damage.

Stan took the opportunity to try out his rubber Indoor Kit Scale Keil Kraft Cessna to try to improve the trim. It seemed to fly alright with a left turn, but as he was trying to achieve a right turn for indoor, it might be a matter of starting over again. He also had his Austerboxy testbed for his two 48" Austers, out for testing. For a high wing model it seemed challenging to trim out.

By late morning the wind then started to rise so all left having had a great day. Lets see more there next time.

# THE PETERBOROUGH - AUCKLAND CLOUD TRAMP CHALLENGE

Day to be confirmed. Please be ready to do battle!

Contact Ricky Bould for further details and advice on 478 8949

Ricky has several rubber motors made up for you to use.

There is still time to build or trim your Cloud Tramp.

Come and trim your model at Karaka, Sunday mornings (early for calm conditions).



**Top:** George Fay's PE2 looked good on the launch but suffered a wing drop from a tight left hand turn.

**Above:** Some of Don Spray's models on the day including from left, Stahl Stinson Voyager, Piper Super Cub, Fairchild Ranger and DH Puss Moth.





**Top:** Paul Evans was rewarded with a good flight with his Luton Minor. **Inset:** His Mercury Tiger Moth is set to be great flyer.

**Above:** Don Spray's CO2 Piper Pacer was flying nicely.  
*Photos: Ricky Bould and Stan Mauger*

## The Keil Kraft Lysander - Mike Mulholland

Following the Richmond contest last year my wife had come away with a desire to compete in Kit Scale at the 2019 event. She went through my kit museum (that we all have!) and liked the look of the Keil Kraft Lysander; would not be diverted by Cubs, Cessnas, Austers or any of the usual suspects. Hmmm, I thought. The Lysander is an aircraft that had interested me for many years and I had often looked longingly at the Howard Boys 50" plan for rubber, but never quite got the courage up to start one. It's an aircraft that seems to have one of those reputations amongst modellers for 'not flying'.

Some models get these reputations and I don't know why, but another one is the Sopwith Camel. I built one of these and it flies beautifully. Of course the full sized Camel and Lizzie were very tricky aircraft to fly, for different reasons. In the case of the former the gyroscopic effect of the powerful rotary in a short-coupled aircraft and in the case of the latter, the variable incidence tailplane that was required to compensate for the automatic leading edge flaps slots and flaps. Neither of these factors apply to rubber powered free flight models and I suspect that these reputations derive more from the half heard stories of the real aircraft rather than from the characteristics of the models.

That said, with the Lysander we are looking at a relatively small wing area and a big chunky fuselage. It's fairly short-coupled so a scale tailplane could be an issue, but for kit scale the Keil Kraft design is suitably enlarged. Apart from that it is just another high wing monoplane with great scale dihedral, a huge fin area and bags of character, so all in all, if built light why would it not fly? Fast forward to now, my wife having given up after cutting out most of the parts and moving on to an Airsail AOP9, I decided to finish it off and fly it.

In fairness to the nay-sayers the Keil Kraft design needs to go on a diet and the oak supplied in the average kit would have been the kiss of death for most, but there is nothing essentially wrong with the aerodynamics and angles. In 2018 we also have the benefit of superb wood available from boutique suppliers. Formers, keels and ribs were 4lb stock, and stringers and spars were firm 6lb stock. Final weight came out at 18g. The mods I made to the kit were minor and actually added rather than subtracted weight, including block wing tips and tailcone sitting on top of the original Keil Kraft structure,



just to give a more pleasing shape that was easier to cover. As designed, the extensive greenhouse is made up of 3 separate flat sheets of celluloid. For a number of reasons I decided to carve a plug and vac form mine. It makes a far neater job and avoids wrecking the model as you attempt to hold your celluloid in place while gluing . It also provides a very strong self-supporting structure, and you end up with a lighter canopy due to the stretch of the plastic. I have made spares so canopies are available gratis if anyone wants to build one of these.

Another change I am very happy with is the modification to the undercarriage to a torsion system that gives good springing in the wheel well, as a means of protecting what could otherwise be a very vulnerable area where the undercarriage leg encounters the fuselage. Ricky Bould supplied me with some nice black Esaki which was applied damp The fuselage was covered in two pieces and wrapped around nicely. The undercarriage legs are a lovely but complex shape and again these were covered wet and with careful 'thumbing' the tissue also went around the tight radius. The legs and 'spats' were covered in two pieces. The roundels were out of some 1/48 plastic kits I had lying around. Not quite right but very much in the spirit of Kit Scale.

There's a little bit of paint that I hope his Honour, the judge won't kill me for, being the cockpit interior and the cowling exhaust ring. A difficult colour to try and reproduce. In my attempt I used Alclad White Aluminium with a couple of drops of Alclad Copper, overlaid with Tamiya clear 'Smoke' to try and approximate the colour of heat affected stainless steel. 1/16" washout in each wing keeps those pointy little wingtips from stalling. And then for the 50" version which I feel a lot more confident about as a result of my experience with this 18" one! The model has flown well. Go to:  
<https://www.facebook.com/Aveteknz/videos/2025298417778772/>



# Drury Indoor - Ricky Bould

18-2-18

Bill McGarvey and Keith Trillo were battling it out in Hangar Rat, the scheduled event for the evening. Ricky Bould's model was doing some rafter banging resulting in a time a little under the other flyers. He vows to throw out his Hangar rat motors and make some new ones! Also flying Hangar Rats were Gwyn Avenell and Colin Polglase.

John Swales was flying his RC Trojan in between the Hangar Rat flying. He was joined by other RC flyers including Lawrence Lynn flying his Radian and Duet and Geoff Burgess his Space Walker, Citabria, PT-19 and Sopwith Pup.

## Hangar Rat results

B. McGarvey	2:08	1:53	1:52	2:21
K. Trillo	2:09	2:14	2:03	2:18
R. Bould	0:51			



**Upper:** The RC selection including models brought and flown by Geoff Burgess and Lawrence Lynn.

**Left:** Hangar Rats getting attention from Gwyn Avenell, Colin Polglase, and Bill McGarvey.  
*Photos: Keith Trillo*

## From AA to BA – Geoff Northmore

*This is the second part of an edited two part article which was originally published in The Cranwell Wheel - Journal of RAF Cranwell apprentices Association, Autumn 2000 issue, that was included in the last Slipstream - Ed*

### PART II

#### Worksop

RAF Worksop was a shock. So were the Meteor 7s and 8s. Worksop was a typical wartime leftover of Nissen huts, bicycles and general scruffiness. The Meteors seemed a rough collection and bolts flying in the same general direction for forty minutes. Where were the electric seat adjusters and more importantly, the three hour endurance?

The airfield was situated to catch all the industrial smog possible. The month of November didn't help one iota; when we were airborne we were lost. After ten or eleven dual sorties, mostly single engine practice and circuits, we all went solo praying that the R/T wouldn't fail. Flying above cloud, let alone in it, was a new experience. Eventually, things got better. Our formation and instrument flying was superior to the home grown product. Navigation was our weakness. I never did fine Gamston, a satellite airfield within 'cooey distance'? for practice solo circuits. I did get the odd glimpse of a runway ending in the murk as I hurtled overhead, but which one!

The end of the course in February was a final handling check. Mine was with a taciturn Squadron Leader. The air work went well. Descent was different. We broke cloud over a



In a Meteor 8 at Worksop.

river that I thought was the Trent – wrong! I followed my ‘usual’ railway line – shock, horror, dismay – Worksop failed to appear. “What are we going to do?” said Sir! “Shut down and engine to save fuel and get a fix” I replied. “Good idea” he said. After flying on for ever, with the fuel gauges nudging zero, Worksop appeared through the gloom. “We may as well do a single engine overshoot” said Sir! As I parked the aircraft, our engine died of fuel starvation. End of career thoughts filled my mind. “You’ve cut it a bit fine said Sir! “Good luck in the future”. That man must have had nerves of steel.

The Korean War having ground to a halt there was a slow down at the OCU's. What to do with us? My posting, with some other newish pilots was to RAF Aldergrove 202 Squadron and the Hastings.

### **Aldergrove**

Two or three days after arrival I was co-pilot on a nine hour meteorological (Met.) flight over the Atlantic. I pulled up the undercarriage and later on was allowed to fly straight and level. There were no instructions of any kind and we newcomers picked up the job as we flew along. After two or three sorties we did everything apart from take off and landing. The crew comprised Captain, Co-pilot, Navigator, two signallers and a Met Observer. The sorties went out every day of the year and followed triangular tracks decided by the Central Met Office. They started somewhere over the sea and were into the worse weather. The Met Officer occupied the right hand pilot's seat through the three legs of the triangle and so the pilots took turns in the left hand seat. It was interesting work but very tiring as the aircraft had to be accurately flown and its auto-pilot could not be used. The first leg was flown at an altitude with a barometric pressure of 950mbs. (approx. = 2000) with descents of 50 feet, measured with the radio altimeter every fifty miles. On the second leg we would climb in 50mbs. (approx. = 1500ft) ‘steps’, interspersed with short cruises at constant altitude, to 3000mbs (approx. = 21,000ft). After a short cruise at that altitude, there would be a similarly ‘stepped’ descent to 950mbs. The third leg was flown in a similar manner to the first, at 950mbs with descents of 50 feet every fifty miles. The triangle completed, I re-occupied the right hand pilot's seat as we flew home.

The squadron had some Oxfords available as hacks with no Pilot's Notes of course. I lost no time getting a qualified pilot to check me out. He already had the engines running before I got in. Then we were off for a quick twenty minutes dual, after which he departed, leaving me to ‘bash the circuit’ for an hour. The penny dropped as I parked. I couldn't find the fuel cut-offs, I hadn't the faintest idea where they were. I got out and found ‘Chiefy’ who smirkingly, escorted me back and stopped the motors.

### **From Shackletons to Meteors**

Opportunities came to act as co-pilot on Shackletons of 120 Squadron, also on Yorks on delivery flights from the local MU. The MU pilot had never flown them although he did have time on Lancs. I've often wondered what sort of hash I'd have made of landing one of these larger aircraft if Sir(!) had dropped dead. The rest of the crew would certainly have offered up prayers, adding to my own I might add. I'd experienced some pretty awful arrivals from qualified pilots, as it was!



With a Meteor 8 at Worksop.

Six happy months came to an end with a posting to a Provost/Vampire refresher course. I did point out that I had flown neither a Provost nor a Vampire. "Go" was the reply. Feltwell was the place for Provosts. After a day and night check, I flew ATC cadets on air familiarisation, for the remainder of the month. This was the only time that I operated from grass, apart, that is, from my earlier accidental excursions in Harvards. Vampires miraculously changed to Meteors at Worksop. Second time around, the 'Meatbox' didn't seem so bad. It was strong and, short of crashing, almost impossible to break. I have never met anyone who had an engine failure in one. It's a pity so many pilots and students were killed practicing for them. The weather was awful as before, but warmer.

My Operational Conversion Unit (OCU) choice was night fighters so RAF Leeming was my next port of call. Once there, thirty assorted aircrew milled around and sorted themselves out into fifteen crews. The Meteor turned out to be a very stable aircraft, ideal for instrument flying. It was equipped with AI Mk10, Gee and AYF. With under wing tanks its performance was poor. A practical ceiling of 30,000 feet coupled with mach 0.72 wasn't exactly a threat to hostile aircraft, unless that was also a Meteor NF11. The course itself was interesting, with about equal day and night flying. As the interceptions got more difficult, I really had to fling the aircraft about following my navigator's commands. We grew confident in each other's abilities and settled into a happy relationship. This was put to the test landing one night when, due to rain on an icy surface and my heavy feet, we careered backwards down the runway at eighty knots. To a volley of caustic remarks from the rear, I eventually got the beast pointing the right way. The end of the course was devoted to gunnery. What a joke! A thirty minute demo in a Vampire T11, then Meteor NF11s for cine and live firing. Another foible of the Meteor NF11 manifested itself. Pull any sort of 'G' turn and the wings flexed, and the wing mounted cannon no longer pointed where you were aiming. One target flag would last all day with scarcely a hole in it. It was great fun and I learned that there was an awful lot of aeroplanes flying around in cloud, that I had previously flown through with gay abandon.

## On to Venoms

253 squadron equipped with Venom NF2as and stationed at Waterbeach, was our posting. Conversion to the Venom NF2a comprised a check out on a Vampire T11, five hours mutual Vampire flying with another new pilot, a Venom duo sitting in the navigator's seat and then a first solo with Ted, my navigator. The Venom NF2a turned out to be easy to fly. It was fully aerobatic, had a ceiling of 50,000 feet, mach 0.88 and a sea level performance of more than 500 knots. Compared to the Meteor NF11, that was a sparkling performance. The fuselage was basically the front of a mosquito with a De Havilland Ghost stuffed up its rear. The seats were side by side albeit staggered. It was equipped with AI Mk10, Gee Mk3 and two VHF sets and its punch was four nose mounted 20mm Hispano cannon.

There was a downside. The Venom NF2a was an interim aeroplane hurried into service and it had many defects. Serviceability was appalling. Electrics, hydraulics and engines all gave trouble either singly or in combination. It wasn't unusual to have only two or three aeroplanes available out of a squadron strength of sixteen. The Venom NF2a had a shocking record on the three squadrons it equipped. Quite a few of its crews were killed, mainly at night, due to engine failure. We had a crew bale out by day at 2,000 feet. That was the only successful escape from any airborne Venom NF2 or NF3. Ejector seats would have saved many lives, or at least given a sporting chance. Still, we made the most of a bad job.

One regular duty that lasted a fortnight, was guarding the UK by night against the Russian hordes. If the weather was grotty we did it by day as well. An armed aeroplane and crew was on the runway Operational Readiness Platform (ORP) at all times. A landline from Sector plugged into one of the booms was the only external communication. There was no ground power, and the internal batteries were isolated. So we sat in darkness for the two hour stint. On a scramble the battery 'Master' was switched on, the engine start cartridge fired. The brakes were released and as the engine revved up. The aeroplane was lined up on the runway and kept rolling. Most importantly a finger was placed on the artificial horizon 'Fast Erect' button in the hope that it would be working when we got airborne. We had a crew killed because it wasn't.

Not all was gloom and doom. One pitch black night another aeroplane flew at right angles between us and our target which was only about a hundred feet in front of us. That caused a heart flutter or two. Ted had his faith in me put to the test on a black, wet and windy winter morning. The rain was torrential and completely obscured my forward vision. I was looking out to port trying to judge my height as we neared the diffused glow of the runway lights. Out of the corner of my eye, I saw Ted suddenly cringe in his seat and heard him start to say something. There was an almighty wallop as we struck terra firma. We didn't bounce. The only thing that appeared to be dented was my pride. After I had cleared the runway, I turned to face Ted and apologise. I saw his oxygen mask was off and his face and mouth were covered in blood. He also appeared to be a bit peeved. Just as he'd tried to say "I think we're a bit low" he'd bitten his tongue on impact. Eventually after a suitable bribe of umpteen pints, he forgave me.



Another pilot was having difficulty seeing the target at under minimum Radar. His navigator later told us "I looked up just in time to see NO PUSH as we glanced off the target's tailboom". Surprisingly, I was one of the few pilots checked out on Meteors, so regular target towing for gunnery practice kept me current on the type.

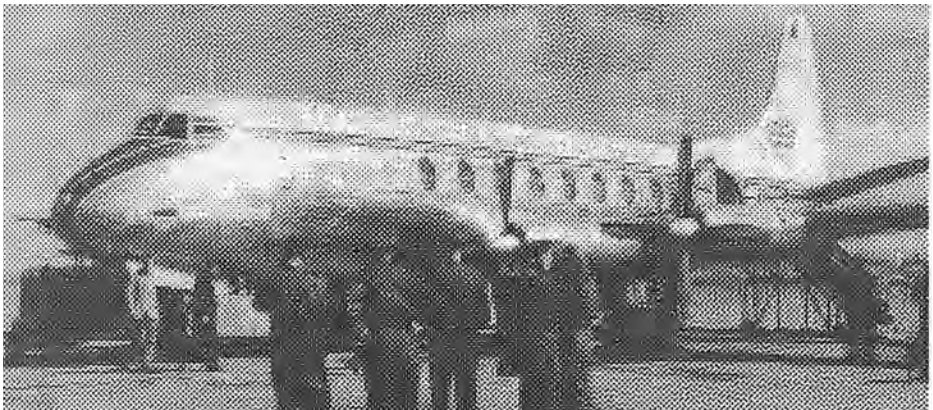
There were two more good years then, in 1957, Mr Sandys, wielded his axe. We were disbanded over night. We carried out air tests and ferry flew our aeroplanes away to be chopped up. I became a U/T fighter controller. RAF Bolt Head was the place. The students were mostly disgruntled aircrew. Ex wartime Luftwaffe night fighter aircrew and controllers were on a separate course for the newly reformed Luftwaffe. They all spoke good English. Our ex-wartime bomber types looked thoughtful when they heard some of their stories and scores.

### **Off to airline flying**

A signal came out saying that if we could get a job with either BOAC or BEA the RAF would release us. I applied and was accepted by BEA. It took fifteen months to get out of the RAF. I was sat down at Neatishead and felt as if I would be staying in the controlling world for ever. I spent the time working for a commercial pilot's licence. Some flying on Meteors and vampires was available to keep me current. I only had to pay for an hour on an Auster, five quid at Croydon, for my licence. Finally came a release date. I cleared the system for the last time. Not without a pang at leaving the life that I had known and enjoyed for almost nine years. I left the RAF on one day and joined BEA the next. For almost twenty eight years as it turned out. By then BEA had merged with BOAC to form British Airways, so I'd come from AA to BA. I finally hung up my cap, goggles and big wrist watch (the one with lots of buttons and dials) in 1986.

One last thing, in the mid sixties I and nine other pilots (five cockpit crews) were positioning as passengers from Berlin to Heathrow. We were out of uniform sitting together and sinking nourishing gin and tonics. Someone happened to mention he'd been a brat\*.  
"So was I" said the other nine.

\*Brat - An Apprentice at RAF Halton or RAF Locking.



**Above:** RAF personnel and a BEA Viscount.

## Calendar April - May

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** (refer to MFNZ under NDC list).

**Karaka Steward**

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

### HOTEO

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

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

**Sunday April 22**

Free Flight scale classes (including power, rubber, CO2 and Electric and Kit Scale). For Club points  
Because of the uncertainties of weather, please check that the event is being run, by phoning 575 7971, before departing.

**Hoteo Steward**

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

### AKA AKA

Saturdays & Sundays

Intending fliers should phone Lloyd Hull to confirm that there will be flying.

Instructor

Brett Naysmith

**Aka Aka Steward**

Lloyd Hull 09 235 2890

### 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

(For Club points)

**Drury**

**Drury School Hall**

Monday April 15

Indoor Free Flight scale . Peanut Scale, Kit Scale and Open Rubber Scale (7.30 - 10pm) - For Club points.

**Drury**

**Drury School Hall**

Monday May 20

Practice night

**Indoor Steward**

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

## Calendar **Looking Ahead**

### **MORRINSVILLE**

**Sunday October 6**

#### **Indoor Free Flight classes**

Hangar Rat, Hand Launched Glider, Modelair Hornet  
(10am to 4pm)

#### **Indoor Free Flight Scale classes.**

Open Rubber Scale, Peanut Scale and Kit Scale

**New Zealand Nationals** Refer <http://www.modelflyingnz.org>

**Monday December 30 2019 - Saturday January 4 2020**

## Calendar **International events**

These events are listed as some Club members will be travelling to them.

### **RICHMOND NSW SCALE RALLY**

**Saturday July 6**

All free flight scale classes including Power, Rubber, CO2, electric and Kit Scale

**Sunday July 7**

Scramble (Aggy to us!) then scale classes and control line

If you would like more information on this great weekend of free flight scale flying contact Stan Mauger 575 7971

### **BMFA FREE FLIGHT SCALE NATIONALS CLASSES - RAF BARKSTON**

**Saturday August 24**

**Sunday August 25**

Power, Rubber and CO2 free flight scale classes

### **PETERBOROUGH MFC - FLYING ACES EVENT**

**Saturday August 31**

A huge range of free flight classes in a fun atmosphere including:

Masefield Rubber Scale, Open CO2/ Electric/ Rubber Scale,

Kit Scale Jetex/Rapier Authentic Scale EDF Authentic Scale Jetex/ Rapier Profile Scale

P-20. Cloud Tramp, Tailless Rubber Duration, Frog“Senior” Rubber Duration,

Rubber Ratio, Catapult Glider, TableTop Precision, 36 inch Hi-Start Glider;

Best Unorthodox, Rubber Scramble, Flying Swarm Mass launch

#### **For more information**

Contact Ricky Bould or in UK, Brian Waterland on 01778 343722 (07717461000 on the day).

Visit Peterborough MFC Website at [www.peterboroughmfc.org](http://www.peterboroughmfc.org) for full details of this event

## 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 meetings 7.30pm at ASME Clubrooms,  
Peterson Reserve, Panmure.

## April 1 AGM

**Theme: Unfinished models**

## May 6 Prizegiving

**Theme: Favourite model aircraft**

**Your other current projects, models, plans, engines and  
photographs are also welcomed for the table**

## Items for the table:

Models, plans, engines, photographs etc

## Trading table:

Buy, swap and sell

**Visitors or intending members welcome**