



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

October-November 2019



Ricky Bould in between flights with his Comper Swift in CO2/Electric class at the August BMFA Nationals at Barkston. *(Photo: AeroModeller magazine)*

Free Flight contest day

Indoor flying at Morrinsville

Sunday October 6, 2019

- **Hangar Rat, Hand Launched Glider**

MFNZ rules

- **Modelair Hornet**

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, HL Glider and Modelair Hornet
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 Hornet rules and more information



Organised by the
in conjunction with the Control Line SIG

NEXT SUNDAY

Editorial – Scale in Scale News

This month, the second issue of Scale News was published by the Free Flight & Control Line Scale SIG and it has been a well received medium for providing news of free flight scale (and potentially RC scale) in the country and elsewhere. As many will be aware, I am editor of both Scale News and Slipstream. As Slipstream has, over the ten plus years that I have been its editor, carried many articles on scale subjects, models and events, there is a potential for duplication of content between the two newsletters. This bulletin does not include a report on the BMFA free flight scale events at the August Nationals, as it usually would. This was covered in the Scale News issued this week. As both are emailed publications, I will be circulating both newsletters to all membership and other interested readers. This will provide plenty of news about scale activities and at the same time maintain the balance of Slipstream content.

With discouraging weather conditions over the last month or two there has been little outdoor flying to report on in any of the main aspects of aero modelling supported by the club. Here's hoping that this will change! We do, however, have an ongoing indoor flying programme. The Drury Hall is well-established as a great venue for both indoor free flight classes including scale and for small RC models. The programme is circulated by Bryan Spencer, and the events for the next two months are listed on the inside back page of each bi-monthly Slipstream.

This is also a very late reminder of the Morrinsville Indoor Day on Sunday October 6. As the publicity says, both spectators and flyers are very welcome. See full details opposite. There have been a number of memorable and enjoyable Morrinsville days. Come and join us.

Also scheduled is the RedFin Precision free flight event scheduled for Karaka. Rules were on page 8 of the last Slipstream. While present weather may not seem conducive to holding this event, there will undoubtedly be some better conditions soon. Contact Ricky Bould if you intend entering, so that you may be contacted closer to the day.

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 December/January Slipstream is November 21

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

Monthly Club Night - Stan Mauger

5-8-19

Present were Ricky Bould, Guy Clapshaw, Paul Evans, Brian Howell, Angus Macdonald, Stan Mauger, Brendon Neilson, Geoff Northmore, Colin Polglase, Bryan Spencer, John Swales, Don Spray, Charles Warren and Tony Woodroffe.

The president, Ricky Bould, reminded the meeting of the forthcoming Morrinsville Indoor Day on October 6, as advertised in Slipstream. He also noted that unlike previous years, the MIMLOCT celebration fly-off had been cancelled because of stormy weather on the scheduled afternoon.

The first model for Ricky's attention was Brendon Neilson's Ebenezer biplane dubbed Holy Critter, that was intended as a possible entry in the coming RedFin competition. The 350% enlargement of this design had created the problem of keeping the weight down. Fifty one lightening holes had been made and this had helped to reduce the weight. He also found problems in keeping the CG in the right place.

Charles Warren had brought along his twenty year old APS Popsie. He had also been looking for a model for the competition and came upon this model which had been lying in the back of his shed for some time. He reckoned that with its rapid climb and descent it might be a worthy choice. It was originally built for Aggregate (Scramble) but in Charles's words, with an ED Bee it "flew too well".

Charles had two other offerings for the table, The first was his Li'l Plank, built from an AeroModeller plan from years back featured in a recent issue. He was also enthusiastic about the properties of a curious piece of Kevlar from the boatbuilding industry. Apparently it does not shatter and strands are good for reinforcing dihedral joints. His final contribution to the table was a pair of wings that had been built by Trevor Martin and were now in Charles's care. These wings had previously been used in powered gliders.

Ricky Bould's Presto, a quick-built design from a Maris Dislers' free AeroModeller plan is now covered with SolarFilm and almost ready to go. The model has an engine mount that allows various engines on individual mounts to be easily swapped over. The tank can be an eyedropper or coil of fuel tubing.

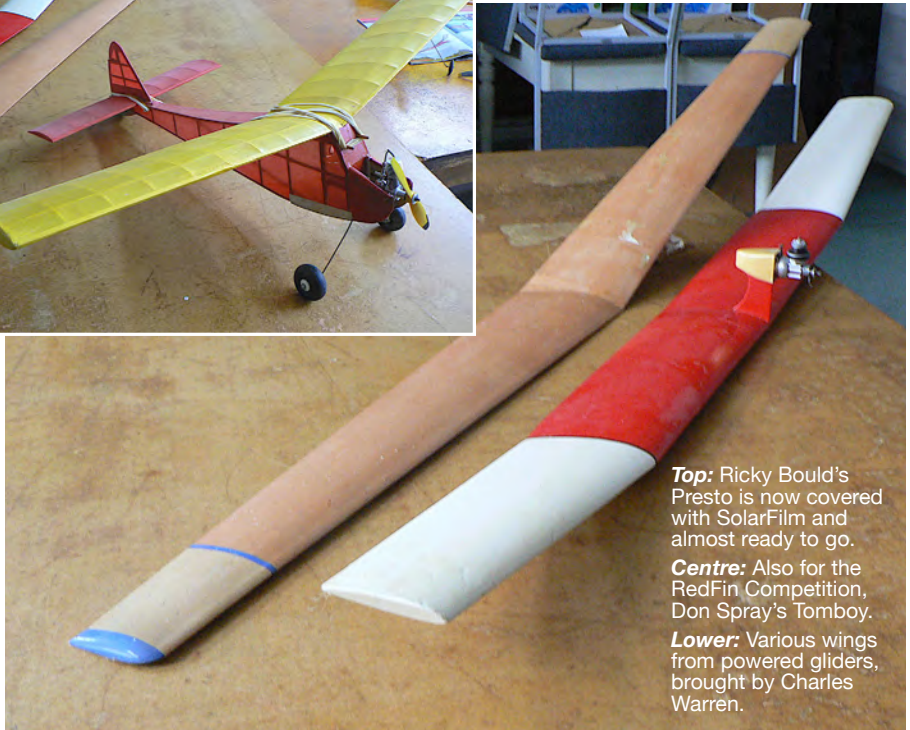
Like Charles, Don Spray also had a well used model. His Tomboy is presently powered with an MP Jet after an earlier installation of a Webra Piccolo sent it climbing nearly vertically. He gets engine runs of up to 25 seconds on lengths of fuel tubing.

As part of his on-going model room clearance, Angus Macdonald had brought a Magnum .44 glow two stroke engine that appeared to be in original wrapping and un-run, and a similarly new starter motor. Both soon found new homes.

The table done, it was time for the usual coffee, biscuits and natters.



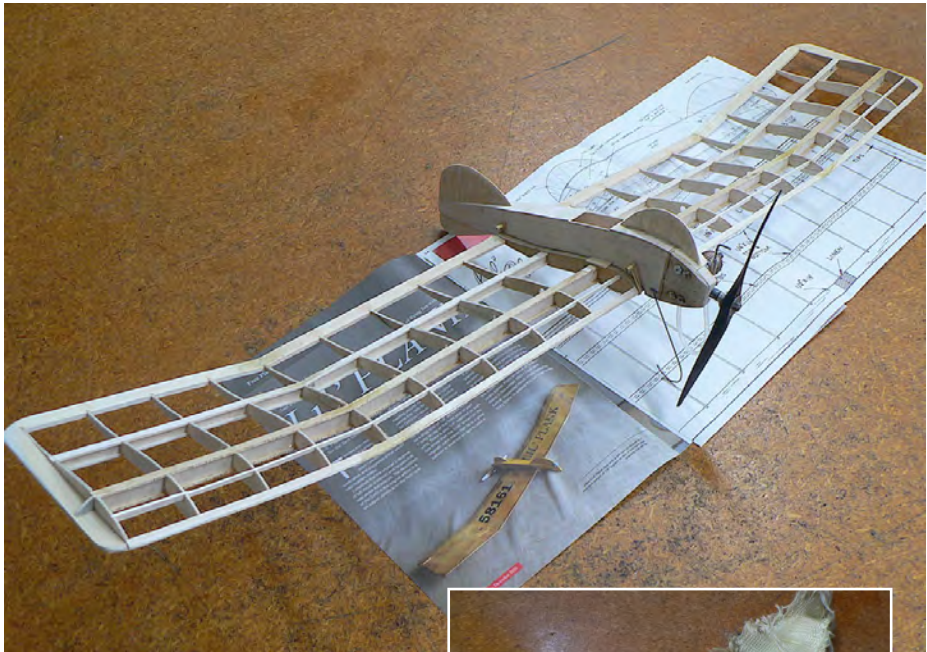
Top: Brendon Neilson's Holy Critter (enlarged Ebenezer) built for the RedFin competition.
Centre and inset: Also for the RedFin Competition, Charles Warren's Popsie rescued from storage.



Top: Ricky Bould's Presto is now covered with SolarFilm and almost ready to go.

Centre: Also for the RedFin Competition, Don Spray's Tomboy.

Lower: Various wings from powered gliders, brought by Charles Warren.



Top: Charles Warren's Li'l Plank from the Aero Modeller plan.
Inset: Kevlar from the boat building industry with applications for aero modelling.
Right: New Magnum glow motor and starter brought by Angus Macdonald.



Top: Yolande Mulholland's beautifully built Kit Scale AOP9 which proved itself at the Richmond Scale rally.

Centre: George Fay's new Folkerts racer should go well.

Right: Don Spray has joined George in building a racer. Don's is a Keith Rider R4.

Monthly Club Night - Bryan Spencer

2-9-19

Present were Guy Clapshaw, Paul Evans, George Fay, Brian Howell, Angus Macdonald, Mike Mulholland, Brendon Neilson, Geoff Northmore, Bryan Spencer, John Swales, Don Spray, Charles Warren and Tony Woodroffe

Apologies were received from Stan Mauger, Ricky Bould, Mike Fairgray and Keith Trillo. With Ricky Bould away, Charles Warren took us through the table discussion. Brian Howell advised that he had spoken to Keith Trillo during the afternoon. Keith is still making good progress and is walking freely around the house and the property.

Bryan Spencer advised that notices for the indoor flying session at Drury would be sent out for the third Monday of the month.

The theme for the monthly meeting was Westland Aircraft. On the basis of this Tony Woodroffe had brought along a book titled *The Book of Westland Aircraft*. This was a hard-covered volume that had photos and technical information relating to the whole range of Westland aircraft.

There were a limited number of models on the table and all but one was a new, or very recent, rubber powered scale model, all displaying excellent workmanship. Mike Mulholland had brought the first of these which was his wife, Yolande's, 24-inch Airsail Auster AOP9. This model was successfully flown to second equal place in the Kit Scale class at the recent Richmond Scale Rally in New South Wales.

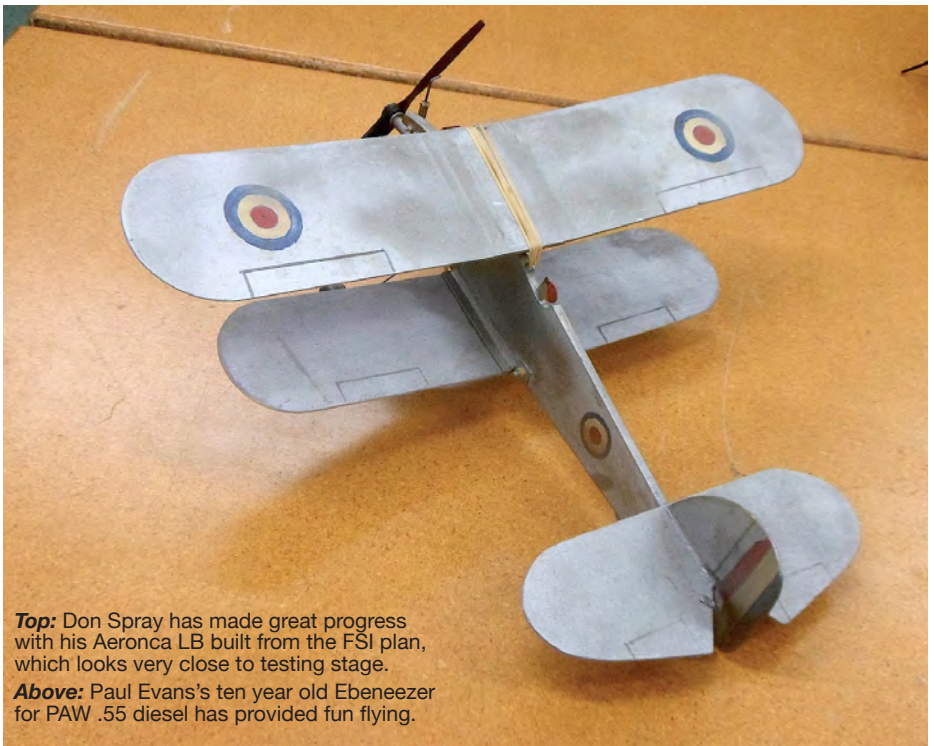
Mike told us that Yolande had built the model herself. He had provided advice and built a few special tools to be used to ensure strip wood was cut square etc. The Auster is a beautifully built and finished model. As reported in the last Slipstream, the model performed very well, which resulted in the sharing of the \$200 prize money with Noelene Lyon an Australian flyer who also finished equal second with her Dumas Beaver. We were told that the cash was converted to wine which disappeared fairly quickly.

Next on the table was George Fay's nicely built rubber powered Folkerts SK-4 Racer. George commented that the original full-size plane crashed during the 1939 National Air Races. Folkerts didn't build any more aircraft after that.

George has built a nice model which is finished in an unusual cerise colour(?) but others may think differently. Don Spray's model is similar to George's but is a rubber powered Keith Rider R4 Racer, finished in white. This is also a nicely finished model, which is currently at the trimming phase.

The next aircraft belonged to Paul Evans and was the only non-rubber scale model. This was a 10+ year old Ebenezer biplane. This was powered by a PAW 0.55cc diesel. When asked what full-size aircraft his model was based on Paul said he didn't know. A few of us thought it was a Hawker Fury.

Next on the table was a box of modelling and aircraft reference books brought by Angus Macdonald, and free to a good home. Included were hard cover reference books full of three view drawings in Frank Zaic books from the 1930s, etc. Angus is having a clean out



Top: Don Spray has made great progress with his Aeronca LB built from the FSI plan, which looks very close to testing stage.

Above: Paul Evans's ten year old Ebenezer for PAW .55 diesel has provided fun flying.

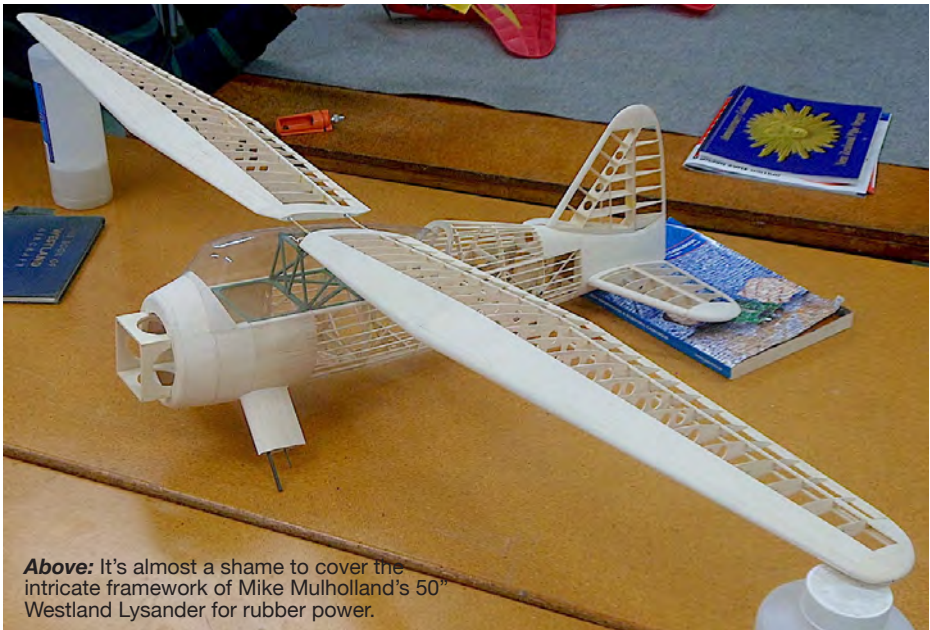
and has lots of similar books to dispose of. He'd be happy for anyone to approach him to discuss what he has available.

Don Spray's second model was a rubber powered scale 1933-34 Aeronca LB. This is nearing completion and features include knock off wings and undercarriage.

The last model on the table was Mike Mulholland's nearly completed 50-inch Westland Lysander. This was to be based on the Howard Boys design published in the *Aeromodeller Magazine* in 1958. The drawing for this was found to be really inaccurate scale wise, as was the first three view drawing Mike found. It looked as if Howard had used the same three view to draw his model plan. Using the Haynes Publications 'Workshop Manual for the Westland Lysander' and a very accurate *Aeromodeller* three view drawing, the Howard Boys plan was redrawn to accurately represent the original aircraft.

The full-size Lysander has an RAF 34 wing aerofoil section; this has a reflex trailing edge. Mike has retained the RAF 34 wing section for his model, except for a modification which removes the reflex trailing edge. Mike explained that the Lysander really has a parasol wing which is mounted on a pylon that is enclosed by the cockpit and cabin glazing. The model's wing mounting pylon has been completed and is a perfect scale replica of the real thing.

One of the reasons the model is very light is because all the balsa block areas have been hollowed to 1/32 of an inch thick, using a Dremel tool. The undercarriage legs have been mounted rigidly into the fuselage, using small diameter carbon fibre rods. The wheels and their spats are spring mounted to the rigid undercarriage legs and will be displaced in the event of a crash.



Above: It's almost a shame to cover the intricate framework of Mike Mulholland's 50" Westland Lysander for rubber power.

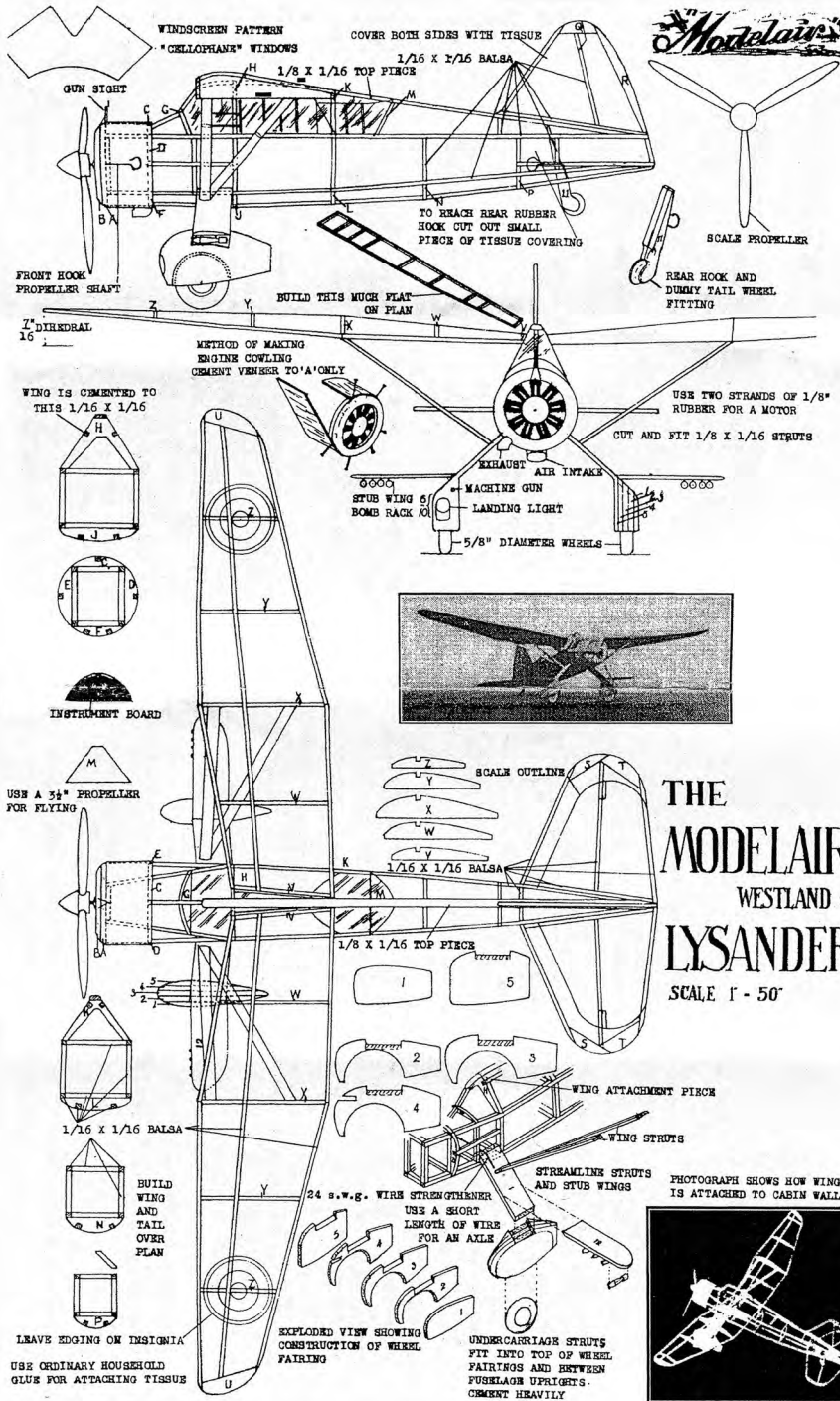
Covering of the model will be bank ledger tissue, which is usually used for indoor models. This is the sheet tissue originally used between the pages of bank ledgers when they used to be filled out using a pen and ink. The tissue stopped the ink transferring to the opposite page. This tissue was originally made available by Angus Macdonald. A supply of the tissue, from Trevor Martin's tissue stock, is available for Mike to use. Mike commented that such light tissue can be used on this model as the areas of the individual tissue covered panels aren't large.

The proposed colour finish for the model is the black Special Operations scheme, as on the Shuttleworth Collection Lysander. This is the same colour scheme as on Mike's smaller Keil Kraft Lysander model which recently won the Kit Scale contest at the Richmond Scale Rally in Australia. Mike says he expects to use 16 strands of 1/8 inch rubber, or 8 strands of 1/4 inch rubber, to power the model.

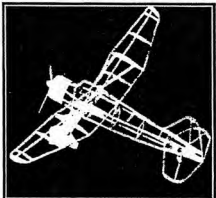
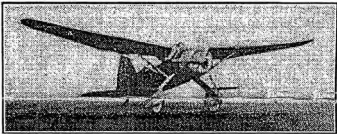
Tea, coffee and biscuits were next on the agenda. With Mike Fairgray, Ricky Bould and Stan Mauger away there were no magazines and newsletters to browse through so we had to have an extra biscuit.



Above: Mike Mulholland discussing the construction of his 50" Westland Lysander.



**THE
MODELAIR
WESTLAND
LYSANDER**
SCALE 1 - 50"





Above: An assembly of the various components of Mike Mulholland's Westland Lysander.

The Modelair Westland Lysander - Stan Mauger

I have to confess to a degree of sentimentality in the selection of this subject for the plan on the previous page. My recollections of this model go back to childhood days when I was given the Modelair Lysander as my first stick and tissue model. It's too long ago to remember how well it flew, although I do recall managing to complete the airframe and cover the model from the tissue in the kit. It was probably a rather poor bit of construction as I had no one around had assisted me with it. I had wondered since those days, what the plan was like and whether I might build it with the benefit of what I had learnt in the intervening years. I was delighted to reacquaint myself with the plan when in 2000, Maurice Poletti presented the plan and some accompanying notes in the August issue of Slipstream.

Maurice Poletti states that it appeared around 1940 and was likely to have been designed by Bill Alexander. He also thought that there were various opinions as to how well the model flew, hinting that perhaps it needed a delicate touch in the trimming phase and most certainly needed light balsa, especially for the undercarriage. As this was a kit model the weight of kit wood would have been a factor.

The model is smaller than a Peanut scale model and has sparse use of ribs and formers, so it would be a challenge to build and an even greater challenge for beginners, however, with some enlargement it would present a more straightforward building subject.

B-25 Mitchell Bomber - George Fay

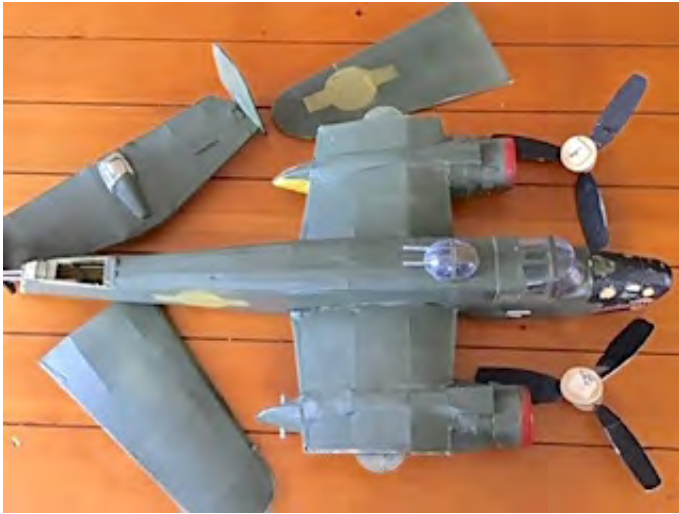
Refurbishing A Twelve Year Old Rubber Model

A little while ago I was scrummaging through some of my old models and came across my twelve year rubber powered B-25 Mitchell Twin. It has not flown for a number of years and at first appearance it appears to be in a sorrowful state. But in hindsight it was not too badly damaged and with a bit of work I could remedy most of the faults.

Stripping all the tissue was the first step, then I fixed all the broken formers and stringers. The centre of the fuselage where the two inner gull shaped wings join on to was stripped of all unnecessary wood including ply formers, bracing etc. A 1/4 inch diameter aluminium tube was inserted through to the fuselage into the two wings - light but strong!

I recovered the whole model with Jap or the lightest tissue I could find. Maybe it was a bit of a mistake on my part, because parts of the model did show a few wrinkles.

Two sets of contra rotating three bladed props were made. The propellers are not dead



centre of the nacelles, in fact they are offset slightly towards the outer nacelles, allowing for slightly larger props to be used. Detachable undercarriage is fitted but it will be removed for flying. The overall weight after covering and painting plus all the extra gun turrets etc, seems to be quite reasonable and I am wondering if it will fly as well as it did twelve years ago.

A visit to RAF Hendon - Stan Mauger

Scale modellers who have travelled to the UK will be well aware of the rich resource offered by air museums. The list of museums is long. One practical consideration for those intent on seeing their favourite aircraft is that collections are constantly changing. I have visited RAF Hendon, for example, a number of times but have been surprised at the aircraft that I would have imagined to be basic to their collection that have disappeared. Understandably, museums have to keep visitor numbers up and one way to do this, that is attractive to museums, is to set up interactive facilities for children, and other age groups, presumably, to make museum visits more of a family affair. I sense that as these facilities develop, pressure is put on collection aircraft that may have deep historical significance, but may be seen by the museum not to fit their collection any more. Civil aircraft that have been gifted to air force museums clearly are more in need of relocation than other military aircraft, but even military subjects are being shed. In practical terms aircraft, even heavy bombers are being disassembled and re-assembled elsewhere in a process that may take months. Other aircraft may even be put in storage to be eventually disposed of or sent to another museum or sold off. With this in mind, it is essential for those of us travelling from the other side of the world to check museum collection lists where available or email or event phone museums prior to leaving for the UK, to be assured that an aircraft that you may have seen previously is still held in the museum.

On my visit last August, I was pleased to find that Hendon's DH9A was available to view. Previously it had been on its wheels. This time it had been re-displayed suspended. Having taken photographs last time, I now had the opportunity to see a different view and photograph it. I have to confess that the 9A is a building project that I may never get too, but photographing it was both fun and an opportunity to learn more about the aircraft. If anyone has the Eric Coates plan and the urge to tackle this subject for free flight scale or RC, I can supply a number of photographs!

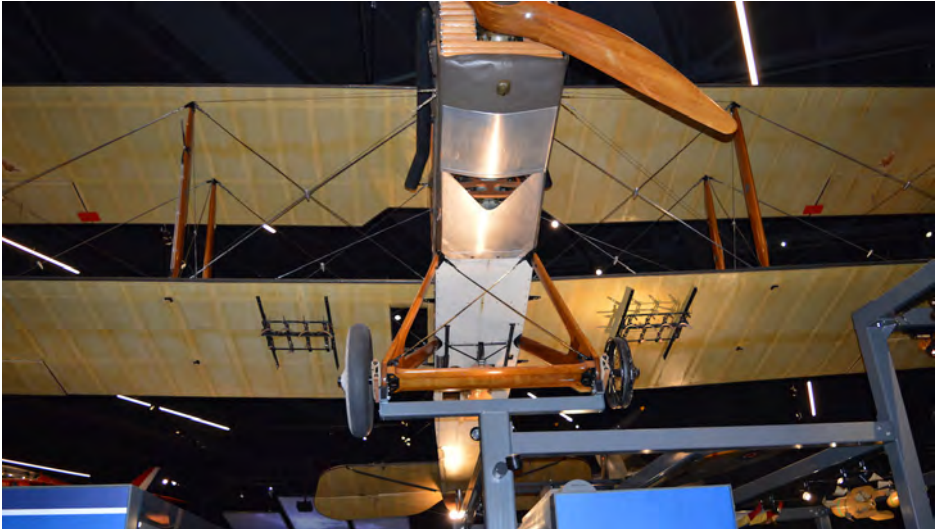
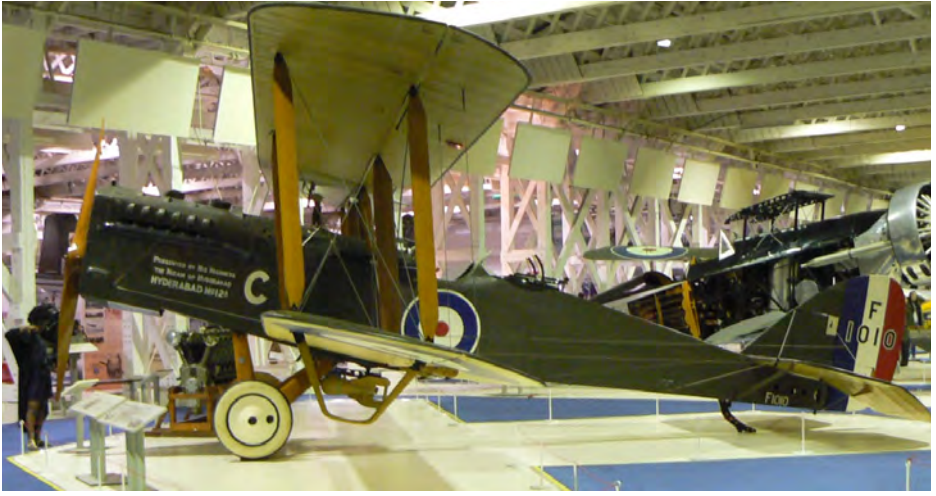
I was intrigued to see Mick Henderson's winning DH9A flown in the RC class F4C at the Nationals. It is a large and impressive model of the same aircraft, beautifully finished and detailed. What a great resource the museum is for this research.

Of course, it should also be remembered that there are many good early scale subjects ideal to model in the Vintage Aviator and other collections at Masterton's Hood Aerodrome and also at Omaka. These are world class. Other museums including Wigram, MoTat, Croydon and Ashburton, for example, should not be overlooked.

Opposite:

Mick Henderson's winning DH9A flown in the RC class F4C at the BMFA Nationals, Barkston, in the static judging tent.





The DH9A in the RAF Museum, Hendon, London provides great access to enable photography for documentation and scale model research.

Calendar **October** **November**

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

KARAKA

Sundays

Tomboy and Texaco (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

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 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

Drury

Monday October 21

(For Club points)

Drury School Hall

Hangar Rat (7.30 - 10pm)

Drury

Monday November 18

Drury School Hall

Modelair Hornet and Kit Scale (7.30 - 10pm)

Indoor Steward

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

Morrinsville

Sunday October 6

Indoor Free Flight and Free Flight Scale classes

(See notice on p. 2)

NZ Nationals

**December 31 -
January 4**

New Zealand Nationals, Carterton
Full details - www.modelflyingnz.org

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	Charles Warren	09 238 9430	cpwarren@ps.gen.nz

Club subscriptions

NZMAA Affiliation is mandatory for Club flying

Senior \$50 (+\$88 NZMAA) **Family** \$55 (+\$93 NZMAA)

Junior \$10 (+\$25 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.

October 7 **Free flight & RedFin
competition models.**

November 4: **RC models and Nats projects.**

**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