



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

December 2019 -January 2020



Alan Reed setting up his Super Ace (also inset) for Kit Scale at the Morrinsville Indoor Day.

(Photo: Ricky Bould)

SLIPSTREAM Christmas Quiz

By Brendon Neilson and Charles Warren

1. What was the "Arrow Maker's" prototype called in the early fifties?
2. What was/is the world's fastest aircraft?
3. How many humans have walked on the moon?
4. Who was the last one to walk on the moon?
5. Who wrote the series of Model Aeronautics Year Books from 1930 to 1960?
6. What year did the Boeing 747 first fly?
7. Who was the New Zealand R/C pioneer in the forties who lost the aircraft in the Cook Strait when demonstrating it to the military?
8. Who was the maker of the 0.192cu in Godwit Spark Ignition motor advertised in Whites Aviation in 1945?
9. Which New Zealander broke four R/C glider records in the fifties?
10. Who was the member of AMAC pre WW2 who flew a tour on Whitley bombers and became patron of the Club?
11. What company made the engines for the Prestwick Pioneer, the Twin Pioneer, the Percival Prince and Westland helicopters?
12. What were the type names of three low wing piston-engined trainer aircraft made by Percival?
13. Name the New Zealander who designed the APS Karoro free flight floatplane published in 1953?
14. What is the area number associated with alien conspiracy theories?
15. Where is this strange area situated? Clue: It is not Trump Tower?
16. Who designed the APS Leprechaun?
17. Name the New Zealander who was first equal with five others in a free flight power world champs at Cranfield?
18. Where near Pukekohe, did Charles Kingsford Smith land and take off, giving joy rides when barnstorming around New Zealand?
19. What model is shown on the dust jacket of the 1949 Aeromodeller Annual?
20. How many U-Control models could Jim Walker fly at once in the same circle?

[Answers on page 22]

Editorial – Weather dependency

Those outside our hobby may well shake their heads at the way in which our outdoor flying is so disrupted at times by the absence of ‘flyable’ weather, attributable no doubt to the island location of the country. This is particularly an issue for outdoor free flight, even if not so much for radio control. Metservice forecasts are about as good as one can get (correct me if I am wrong!). But sometimes taking a calculated guess can enable us to take advantage of good patches. Karaka flyers have recently proved this with a few mornings of active flying. From a contest director’s perspective, however, the last quarter of the year is usually fraught with possible cancellations. Those eager to take part in the RedFin precision event may well be wondering when the flying day will happen. Be of good cheer, we will eventually get a reliable enough day to hold the event without either having to battle with wind strength or having to retrieve models from trees on the periphery of the sports ground at Karaka. So have your free flight models ready for this event. And talking of future events we have several to look forward to.

The Nationals are just a little over a month away. If you are going, now is a good time to sort out accommodation, models, and registration, if you haven’t already. There are also a number of other contests and competitions coming up in the new year, to prepare models for. Although it is a minor event, we have managed to fly off open rubber each year. This can be flown at any time as it is a year-long event. When the autumn weather is upon us there will be scale events on free flight scale days offered by the Free Flight and Control Line Scale SIG. This will be an ideal opportunity (along with regular Karaka days) to fly Kit Scale and in particular some of the VMC kits under construction. Later in the year the Club will once again be taking part in the Peterborough – Auckland Cloud Tramp Challenge. It’s not too soon to get out Cloud Tramps for some trimming as weather allows. Finally, the Club will once again be hosting a Morrinsville Indoor Free Flight contest Day in October (see p. 13). More information will be forthcoming.

To those heading to the Nationals, good luck! Finally, best wishes for Christmas and the New Year, to all.

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 February/March Slipstream is
January 24**

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

Monthly Club Night - Stan Mauger

7-10-19

Present were Ricky Bould, Paul Evans, George Fay, Brian Howell, Stan Mauger, Brendon Neilson, Geoff Northmore, Colin Polglase, Bryan Spencer, Mike Stoodley, John Swales, Don Spray, Charles Warren, and Tony Woodroffe.

The president, Ricky Bould, welcomed Keith Trillo and visitors Ken Smith and Eddie Mann. He reminded the meeting that the forthcoming RedFin competition would be flown when weather conditions were suitable. Please contact Ricky by email if you would like to be contacted when a date is decided.

Immediately in front of Ricky was Eddie Mann's Radian electric powered glider. Eddie was keen for some help to learn to fly it. He had found information re radio set up on You Tube to be misleading, so it was good that a group of interested flyers soon gathered around after the table presentations, to assist. He is intending to fly it at Karaka, where advice is sure to be available.

George Fay is no stranger to building and flying rubber scale twins. He had brought the rebuilt B-25 Mitchell described by him in an article in the last bulletin. With several improvements incorporated in the re-build, the model should go well. George mentioned that the undercarriage is removed for flying, an obvious weight saving and possible flying improvement.

Also mentioned in last month's bulletin was Ricky's Maris Dislers' designed Presto. This model flies well with a .5cc Giles Elfin replica as is described in a separate Hoteo report on p.11. He will also have the choice of various small engines if necessary. Discussion turned to Ricky's VMC Bird Dog now about to receive markings. This started a discussion about how to generate tissue lettering. Ricky favours cutting Jap tissue taped over glass.

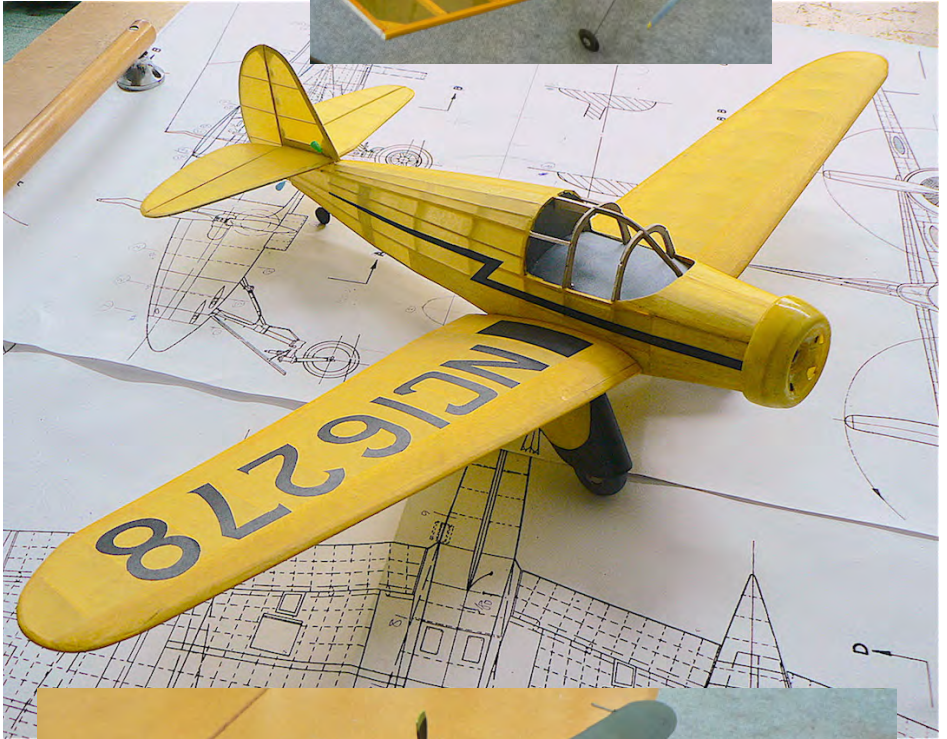
Don Spray's Aeronca LB is looking great with final doping and finishing. Like Ricky, Don also had questions about markings, in this case producing decals. Stan Mauger referred to his article on making Testors Decals in the August/September Slipstream (p.24). Don has another challenging rubber scale project in mind. Joining George in building twins, Don has enlarged a Grumman Tigercat 3 view to about 39" span. The ample cowl length for rubber and sleek fuselage should both aid good flying qualities in the finished model. Not short of projects, Don also brought along his Golden Age Reproductions 23" Albatros DVa, donated by Sydney flyer Peter Jackson.

With a smallish showing of models, it was then over to supper and a number small group conversations.

Top: Ricky's Presto ready for some successful test flying.

Centre: Don Spray's Aeronca with further finishing from last month, seen over the enlarged 3 views for his twin rubber powered Grumman Tigercat project.

Right: George Fay's NA B-25 Mitchell twin ready for some testing.





Top: (Over Don Spray's shoulder). The Albatros DV scale kit for rubber.

Inset: Eddie Mann's Radian Glider

Above: John Swales giving Eddie a helping hand with radio set up.

Monthly Club Night - Stan Mauger

4-11-19

Present were Ricky Bould, Guy Clapshaw, Paul Evans, George Fay, Tony Hill, Brian Howell, Stan Mauger, Brendon Neilson, Ken Smith, Bryan Spencer, John Swales, Don Spray, Keith Trillo, Charles Warren, and Tony Woodroffe.

Announcements included a reminder of the coming indoor evening at Drury where Modelair Hornet and Kit Scale will be flown as competition classes.

Ricky got his tour of offerings on the table under way with a look at the 1970s volumes of the UK magazine, Scale Models. These had been brought by Stan Mauger who had also found an early aviation reference entitled British Aircraft. Each of these books found eager readers. Beside these publications, were several recent issues of SAM Speaks brought by Ricky. They are always great to read. The next three models were all rubber powered and brought by Don Spray. The first was a Jimmy Allen Skokie, built by Arthur Pearce and now in Don's care. It is a great flyer as Jimmy Allen models tend to be. Next to it was a Jack Godfrey-built Waco Cabin biplane, destined for flying in the new Memorial Flight class. Don's Zlin Z-37 Čmelák was built and flown as a rubber model but now had MP Jet diesel power. It is a great flyer and should fly well with a diesel.

Towering over it was Charles Warren's Mid-Star 40 RC floatplane. It had been flown with wheel undercarriage some time ago and then fitted with floats and a more powerful engine. Charles had stored the model for a while in the back of his shed and after locating some floats for it had made the floatplane conversion. It had been on an outing to the Lake Kainui Floatplane Meeting on the preceding Sunday, with an OS46 Ball-raced engine in place of the OS 46LA plain bearing motor earlier installed.



Above: Charles Warren's RC Mid-Star for a 40 engine.

The model was test flown at the recent Lake Kainui Floatplane meet by another modeller, Gordon Mends, who had some experience with flying RC models off water. It had some difficulty unsticking from the mirror-like lake surface. Gordon suggested altering the angle of the floats to increase the angle of attack of the wings, whilst planing on water.

Conditions at the lake were ideal with smooth water for take-offs, although it was only when the model encountered some ripples that it edged off the surface. This was put down to the lack of incidence on what was the aerobatic (See Charles's report on page 17 for more details of the day - *Ed.*)

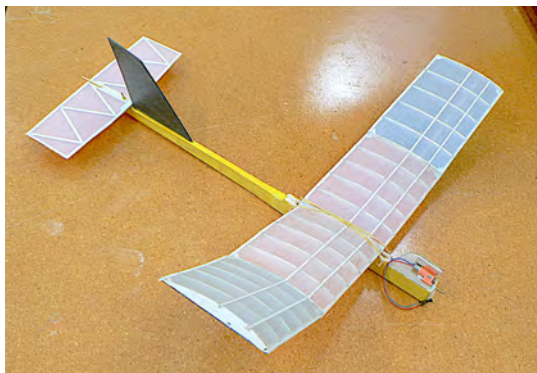
Next was Paul Evans's RC sport model that had a vintage look about it as well it should have. It was from a plan left by Michael Taylor. Paul had had the model out and found it to be a great flyer with electric power.

It was then time to look at a series of RC plans for large models. These plans had been donated to Mike Fairgray and brought to the meeting by Stan. All found homes by the end of the evening. Hopefully we will see some new large RC scale models built from them in the future.

At the other end of the scale was Ricky's E-20, built from the kit designed by Kevin Wallace from SAMS. For the technically minded this little gem has an Electroflite geared 8mm motor and with a Peterborough timer. It also has a viscous DT timer. It was an easily built model thanks to laser cut parts and simple design. It should be a great model for flying at Karaka. Also a candidate for Karaka, but just as likely to be at home indoors at Drury was Ricky's other offering, his VMC Bird Dog, now ready for some flying. He was pleased with its final all up weight of 17.5g. Hopefully this model heralds the start of a list of more of the other of the fourteen or so VMC kits now in the hands of scale modellers and awaiting construction!

Finally, George Fay had brought his now well flown YP-37 fighter for rubber power. The full-size aircraft was apparently the forerunner of the P40 hawks. The model is a good flyer and handles windy conditions well.

The table done, it was time to examine the large plans, look at books and the assembled models and have a natter over coffee.



Right: Ricky Bould's lightweight electric powered E-20.



Top: Don Spray's Z-37 Čmelák now has a new Lease of life with a .6 MP Jet diesel.

Centre: His Jimmy Allen Skokie is a great performer.

Right: His Jack Godfrey built Stahl Waco is an excellent subject for Memorial Flight class.



Top: Paul Evans had built this small electric RC model from a plan left by Michael Taylor.

Centre: Ricky Bould's VMC Cessna Bird Dog, ready for some flying.

Right: George Fay's well-flown Curtiss YP-37 fighter which has proven to be good in windy conditions.

Hoteo Diary - Paul Evans

13-10-19

This was a fine day at last. Martin and Ceinwen with me in tow arrived to find the 'For sale' board had been taken down so we started to fly hoping it was the same farmer, but in a short time he came past with a wave so we were good to stay. A little later Ricky arrived and by this time Martin was flying his RC Coronet but the controls were soon passed to Ceinwen, who had full control and was very relaxed about it with very little input from Martin. On the next flight Martin let her fly it out of his hand for the first time, with no problem.

She had a few more flights and the next stage is the landing when she goes flying next, as the wind was a bit strong on the day. Martin also flew his new RC APS Debutante. For such a small light model it was very good in the wind. It may not be so good for contests but it is a great fun model.

Ricky had a new model to try, his Presto, powered by a Giles .5 Elfin replica. This took some starting and then some difficulty to keep running when in flight, but in the end he got it sorted, resulting in some good flights. Ricky was pleased but some more test runs for the motor will be needed.

I had my old Fury Ebenezer out for the first time in years, but it had not changed. It still went like a bat out of hell with six flights - not one of them the same, but very good fun. It was also good that the ground was soft for it to stay in one piece. The wind then was a bit strong so it was the end of a good day. The farm was dry on the roads and the grass not too bad so come and fly.



Above: Martin Evans assisting Paul with a launch of his electric RC Found monoplane.



Top: Martin Evans's RC electric Debutante flying happily.

Centre: Paul Evans's Found Monoplane was flown several times.

Left: Paul Evans's ten year old Ebenezer for PAW .55 diesel provided fun flying in the conditions.

Above: Ricky Bould's Presto was brought out for testing.

Indoor events at Morrinsville - Stan Mauger

Indications were that this year's Morrinsville Indoor day would be quieter after a number signalled that they would be unable to attend. However, there was soon a line-up of cars at the start of the day and the contest quickly got under way. The results show a good number of models entered from the smaller than usual number of flyers attending. One of the attendant problems that a CD is faced with, is finding sufficient judges and timekeepers to record scores and allow the contest to proceed, when numbers are down. This year a small group of judges worked at keeping the results coming and assisting the CD to keep the contest events flown within the time designated. The judging team included Nancy Reed (Hangar Rat, Hand Launched Glider and Modelair Hornet), Keith Trillo and Rex Bain (Kit Scale) Don Spray (Open Rubber Scale) and Stan Mauger (Peanut Scale). A big thank you to all who helped.

Even although smaller numbers were flying in the morning Hangar Rat and Modelair Hornet events, there were rarely down times where the hall was not being used. As the results show, the top spot in Hangar Rat caused a tussle between Dave Jackson and Alan Reed, who both put in good times. Ricky Bould was precluded from seeing what his model could do before completing its flights, when it lodged itself in a very confined space behind the electronic scoreboard screens and could not be reached with a pole, for any further flying. Both Ricky Bould and Don Spray had their Modelair Hornets well under control with Ricky just above the 30 seconds target time and Don closer mainly just short of it, giving him the best result.

In Kit Scale all results were close and some good flights were made. Alan Reed was the only flyer with a new model and he spent time trimming it. With the ranking system in scoring Peanut Scale, flight times had to be used as a tie-breaker. As in previous years, Open Rubber Scale was lightly supported as the results show.

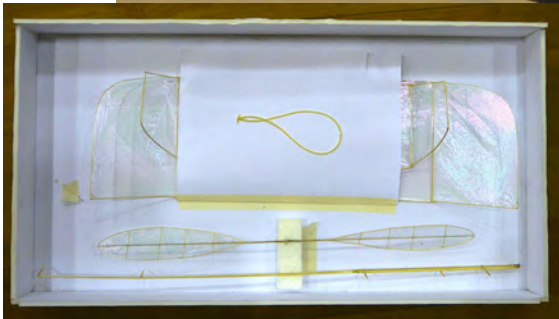
Despite not having the usual numbers there, the Club can take heart from the breadth of representation. It was great to have flyers from New Plymouth to the south and Whangarei to the North. The intention of this contest has been to offer indoor competition wider than the Club's usual Auckland area and this was achieved. The Stadium is a splendid indoor venue, well worth travelling too. The Club in conjunction with the Free Flight and Control Line Scale SIG is resolved to offer this contest again next year in October. With your support it can be an even better contest day.

**Free Flight indoor contest day
at Morrinsville 2020**

Provisional date Sunday October 11



Top: Alan Reed with his Peck Super Ace for Kit Scale.



Left: Dave Jackson flew his lightweight F1D Indoor endurance model, seen in a purpose made carry box to protect the frail structure. Covered in super light film. It has made 10 minute flights.



Inset and Right: Dave's Comet Stinson 105 flown in Kit Scale, seen on the winding stooage. His Hangar Rat is also awaiting attention.





Top: Dave Jackson's Lacey achieved the best flying time, showing the consistency of this subject.

Centre: Ricky Bould's Luscombe Sedan is a consistent performer in Kit Scale.

Left: Don Spray assisting with scale judging. His own KK Piper family Cruiser is in the foreground.

Results

Hangar Rat

	Total best 2 flights
1. D. Jackson	380
2. A. Reed	261
3. R. Bould	227
4. S. Mauger	13

Hand Launched Glider

	Total best 2 flights
1. D. Jackson	70.00

Modelair Hornet

(Target time 30 seconds)

1. D. Spray	28.80	29.66	30.69
2. R. Bould	31.6	33.0	31.10

F4D Indoor Rubber Scale

	Static	Flying	Total	
1. S. Mauger	730	1157	1887	Fleet Canuck
2. R. Bould	565	1006	1571	Comper Swift

F4F Peanut Scale

	Static	Flying	Ranking	
1. D. Jackson	39.5	52	3/1*	Lacey
2. R. Bould	40	43	2/2*	Fike
3. A. Reed	43.5	12	1/3*	Eastbourne Monoplane

(*Flying decides tie-breaker)

Kit Scale

	Static	Flying	Total	
1. S. Mauger	76	53	129	KK Auster Arrow
2. R. Bould	56	55	111	Luscombe Sedan
3=. D. Jackson	60	49	109	Comet Stinson 105
3=. A. Reed	71	38	109	Peck Baby Ace

Lake Kainui Floatplane rally - Charles Warren

3-11-19

Hamilton MAC have four meetings each year for floatplanes at Lake Kainui (Aka Lake Dee) The last one for the year was on November 3, which was a beautiful hot, sunny, day with little or no wind. There were more than twenty flyers with a great variety of models including flying boats, seaplanes, electric and i.c. powered foamies, built up scale models and 'way out' shapes.

I had brought an old SIG Mid-Star that I had bought secondhand some years ago and flown as a land plane with an OS46 LA. The engine wore out and became unreliable. I bought some floats on the Internet and a new OS46 ASX which has a lot more power. The model then sat in my model room for several years, unflown. I ran the engine in but on the day I was feeling under the weather after two late nights in successions, however, Gordon Mends volunteered to fly it for me and did a great job. At first it rushed backwards and forwards like a high speed hydroplane, but it eventually took off when it hit some ripples. He trimmed it out so that it would fly 'hands off'. He suggested that the floats needed to be adjusted with packing up so that the wing angle of attack was increased when the model was at water-planing attitude. This was necessary because the wings are set at zero incidence and have a symmetrical section. I spent the rest of the day watching the others. Wayne Cartwright brought a SIG Mystere with an i.c. engine. John Danks came with a white flying boat that he had converted to electric after its previous 4 stroke engine had been trying to shake it apart. He put in a lot of fast aerobatic flights. Malcolm Foster was flying his own-designed foam flying boats, which are quite slow and realistic in the air. There were several large Piper Cubs on floats, one of which did a dead-stick landing far out on the lake and one float slowly flooded before it came slowly back on tow behind the RIB rescue boat



Above: A Macchi Schneider Racer taxiing with one of Malcom Foster's Flying boats overhead.



Above: A Sikorsky flying boat with a Catalina and non-scale craft beyond.

Centre: The Macchi racer.

Below: The RIB about to be put into service to rescue of an upended model.





Above: A Beaver with a reluctant 2 stroke engine.

Centre: John Danks's flying boat had been converted to electric. It was capable of aerobatic flying.

Left: 'Youth aid' was needed to rescue a model that didn't clear a tree near the lake.

Hangar Rat at Drury - Stan Mauger

21-10-19

On quite a mild night, about a dozen for so flyers and spectators were present. Apart from the four entries in Hangar Rat, the contest event for the night, others brought Hangar Rats to fly or at least test, so there were Hangar Rats in action throughout the evening. As the results show, temperatures made it possible to fly well over the one minute mark with trimmed models. All four who recorded times, had models in good flying trim, but Ricky Bould had a particularly good night with his model, that climbed well and made good (sometimes too good) use of the hall. Colin Polglase was glad to receive some pointers on covering on his model and should be back flying it soon. Stan Mauger was re-trimming his model and hopeful of improved performance once it was sorted. In between flying his Hangar Rat, Lewis Avenell also found time fly his very lightly built rubber powered Harvard. This is one of a series of delightful lightly built small indoor scale models.

Brian Howell flew is RC Vapor and Geoff Burgess brought several small foam RC Scale ARFs to fly. Both Brian and Geoff's models stayed down when there was a competition flight in the air and this was appreciated by free flight flyers.

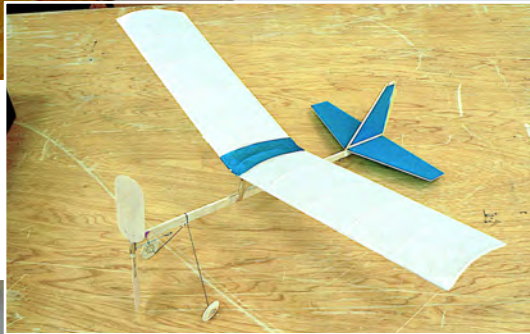
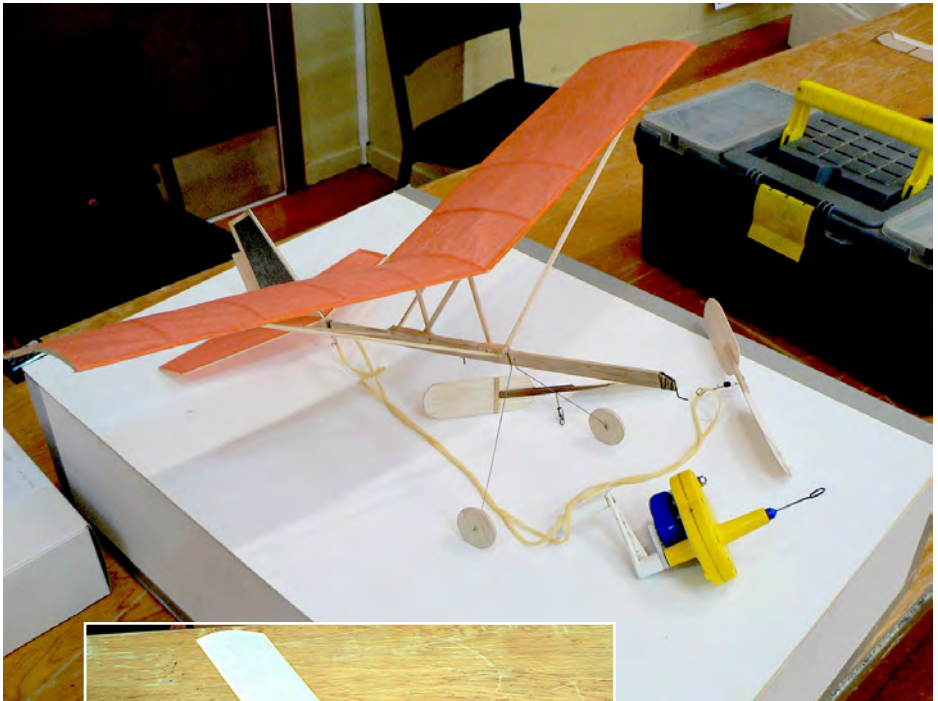
Gwyn Avenell's help with timing was appreciated. It was also great to see Keith Trillo and Carol at this evening and Keith was also ready to assist with a stopwatch. They were both joined by Rex Benns who came as a spectator.

Results [Best two flights]

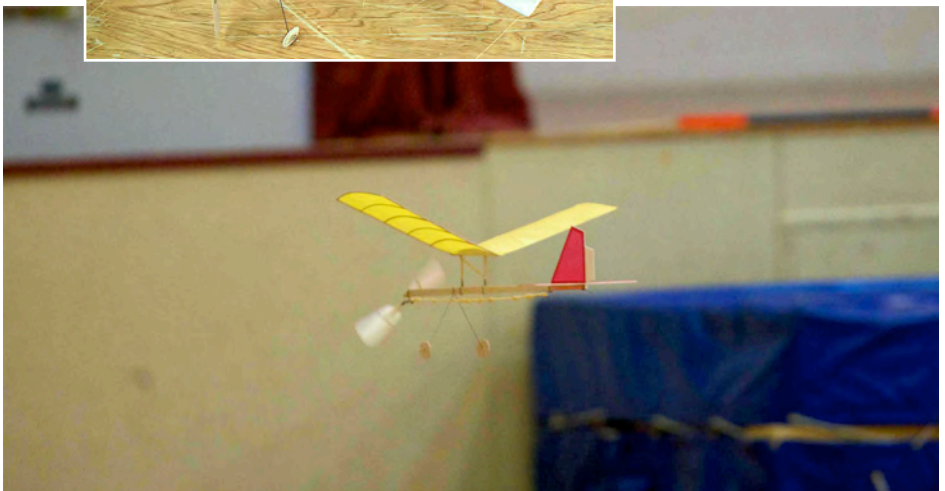
1. R. Bould	1:28	1:43	1:37	1:10	1:25	3:20
2. K. Smith	1:21	1:20	1:19			2:48
3. L. Avenell	1:13	1:12	1:36	1:48	1:55	3:43
4. G. Avenell	0:43					0:43



Above: Geoff Burgess brought several small foam RC Scale ARFs to fly.



Hangar Rats including models by Ricky Bould (Top), Stan Mauger (Centre) and Ken Smith (Lower).





Above: Lewis Avenell had his Hangar Rat flying well, but spent much of the evening sorting out his beautifully built ultra light, rubber powered scale models, seen in the foreground.

Quiz answers

- | | |
|----------------------|--|
| 1. Fletcher Defender | 11. Alvis |
| 2. SR71 | 12. Prentice, Proctor and Provost |
| 3. Twelve | 13. John Sheppard |
| 4. Eugene Cernan | 14. Area 51 |
| 5. Frank Zaic | 15. Hiko Nevada USA |
| 6. 1969 February | 16. Dick Twomey |
| 7. Les Wright | 17. John Sheppard |
| 8. V. Pepperell | 18. Harrisville |
| 9. Frank Bethwaite | 19. Scalded Kitten free flight duration model with forward swept wings |
| 10. Bill Mackley | 20. Three, one from each hand and one from a special hat. |

72th Nats December 31 2019-January 4 2020

ONLINE REGISTRATION IS NOW OPEN
LOOK FOR LIVE TOTALS FOR EACH SIG

GO TO http://www.modelflyingnz.org/Admin/Nats_entry.php

Calendar **December** January

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 December **16**

2020

Drury

Monday February **17**

Indoor Steward

(For Club points)

Drury School Hall

Practice night (7.30 - 10pm)

Drury School Hall

Hangar Rat (7.30 - 10pm)

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

NZ Nationals

**December 31 -
January 4**

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

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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.

**December 2: Catapult
 competition models.**

February 4: Hangar Rat.

**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