



BULLETIN OF THE AUCKLAND MODEL AERO CLUB INC. EST. 1928  
**July-August 2020**



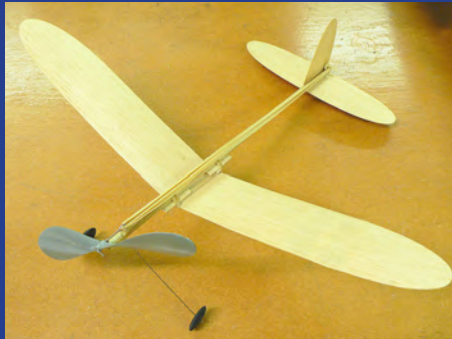
Brendon Neilson launching Charles Warren's Geoff Northmore-built flying wing at Karaka on May 24.  
*(Photo: Ricky Bould)*

# THE PETERBOROUGH - AUCKLAND CLOUD TRAMP CHALLENGE



Keith Trillo achieved top overall score in the Auckland team's 2019 fly-off.

The 2020 Cloud Tramp Challenge postponed because of Covid, is now re-scheduled for September. This leaves some time to build and trim models and hopefully some good weather between now and then. The selected flying date will be advised close to time.



MIMLOCT Saturday August 1, 2020  
**(Memorial Mass Launch of Cloud Tramps)**

4.00pm at the Auckland Domain.  
Meet at the entrance to the Museum  
Call Ricky for further details on 478 8949

## Editorial – Together again

To state the obvious, it's been a very different few month's, with an absence of club meetings and a period without being able to get out and fly as well. I am sure that you will have, like me, looked out the window at some great flying weather during lockdown. This has provided time for some of us to turn attention to new building projects or at least completion or progress on existing models. It seemed to me like a great opportunity for building without as many distractions as usual. The reality was that I spent quite a bit of time tidying and rethinking my model room storage and not completing as much as I might have imaged that I would have. Sound familiar? Others were more productive and I was pleased to receive a number of contributions of articles and photographs documenting building progress.

As the Karaka flying reports show, flying had recommenced by mid-May when we had got over the restrictions of Level four and three. It was great to have photos and reports of activity on the field again. Thank you to all contributors of both Covid building stories and Karaka reports.

Looking ahead, after some months without club meetings, I am pleased both to be getting this bulletin out and to be including notices club meetings again. The July meeting is, of course, our delayed AGM but will also be an opportunity to view the production of models over the lockdown period. Please be sure to bring projects that you have been working on. There will also be some items free-to-a-good-home, on the table.

Elsewhere in the bulletin there are notices for a number of flying meetings. Drury indoor is back again with Kit scale and Hornet events to be flown, as well as the usual indoor free flight trimming and indoor RC flying. The annual MIMLOCT [Memorial Mass Launch of Cloud Tramps] memorial to Charles Hampson Grant will be flown at the Domain on August 1, and the other main Cloud Tramp event, the Peterborough-Auckland Cloud Tramp Challenge later in the year. Time to dust of Cloud Tramps and get them flying. Further on again in October, there is the annual Morrinsville Indoor Free Flight Day. It's not too soon to sort out models for this event. As well as all of these, Club fields including Karaka, Hoteo and Aka Aka are open for flying.

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. Please just send them in.

**The deadline for articles for the September-October Slipstream is August 28.**

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

# Karaka Diary

March 2020

These photos record flying in March just prior to lockdown when we were dressed in light summer shirts, and some on 22 May when we were in heavier clothes. New Club member Dave Vare is shown flying his large Mustang and his ducted fan model, both electric powered. The Mustang is an FMS Foam model with six cell battery power and has retracts, flaps and ailerons. Dave was able to demonstrate its aerobatic potential, with a series of rolls and even some inverted flying. His Scorpion ducted fan jet, also an FMS model has retracts, flaps and ailerons and was shown to be similarly aerobatic. Dave has a well equipped van that provides both impressive model storage and a charging station.



Early March flying, Karaka.

**Right:**

Dave Vare with his FMS Scorpion jet.



**Upper:**

Dave taking the Mustang through its paces.

**Right:** Dave with Roger Warren (right). Further back, Dave's super equipped van.





22-5-20

Brendon Neilson brought the Kea built by Angus Macdonald and now in Brendon's care. He found it an absolute joy to fly and had several flights with it in the light to variable wind conditions on the morning.

He also had his electric Tomboy, that is now a regular flyer there and this too was flown several times.

CHARLES WARREN



**Left:**  
Brendon  
Neilson about  
to fly his Kea.

**Lower:**  
Dave Vare with  
his impressive  
FMS Scorpion  
ducted fan jet.



24 May 2020

The weather and the move to Covid Level 2 allowed a group of club members to come out to play. We maintained our social distancing and stayed within the maximum numbers allowed. Ricky was the first arrival followed by Brendon Neilson then Don Spray. Gwyn and Lewis Avenall came to spectate for a period. Eddy Mann arrived with a Radian and Gwyn Avenall provided some guidance as requested, for the flying that Eddy did. Charles Warren arrived later. We all set to assembling models.

First up was Ricky's Presto that produced the usual steep climb followed by an equally steep right hand spiral, the SAM35 performing as its usual reliable self. On the final flight the glide was transformed after the wing had moved forward by 6mm on previous arrival and that had not been noticed. The climb was perhaps a little steeper but still safe. Ricky's Vampire and Venomezzer were both retired after hitting a goal post, and having a hard arrival respectively, that in each case removed the stabilisers after a very satisfactory flight. It was a five minute fix.

Don had the usual array of models including, a new rubber Piper Super Cub that was being trimmed but unfortunately became blown off the car bonnet damaging a wing tip. The Stahl Stinson was a great performer with consistent graceful left circles and realistic flight speed. His Fairchild Ranger is now a well-proven performer and his Keith Rider Firecracker also flew realistically as a finale.

Brendon had his two newly finished Miss 35s, one of 48" span and electric powered with RC, the other the standard 35" with his new SAM50 for power. The RC model flew well and handled very nicely with a real presence as it flew by. Brendon rates the model as nicer than the Tomboy to fly. He also flew his Tomboy that floated around in helpful air.

Charles had a flying wing designed and built Geoff Northmore, to entertain us. It was intriguing to watch, but if it got away it could be a handful. Charles had rebuilt the winglets incorporating vertical sweepback of 45° to improve control. The model had originally been engine powered but had subsequently been converted to electric. It survived two nice flights using the rudder control on each tip that worked in one direction only. He also had a Radian that performed in the usual spritely manner

There was a break for morning coffee when we all sat in a circle maintaining the correct distancing, enjoying the company and swapping lockdown stories, some taller than others.

The wind picked up around 11.00am so we all packed up and made our way home feeling very satisfied with the morning's activity. Now all we need is for the weather to cooperate in the coming weeks.

RICKY BOULD



**Upper:**  
Brendon's electric powered  
Miss 48.

**Lower:**  
His ever reliable RC Tomboy  
with Mills .75.



## Guy Clapshaw's DH Swallow

The full-size DH Swallow was a proof of concept project for a proposed jet liner, to be called 'the Comet'. My electric powered model is a spectacular performer and lovely to fly. Endurance averages out at 15 minutes of high powered flying or 38 minutes if I glide it a lot. I used transparent plastic for the winglets, which are essential for directional stability although not incorporated on the full size machine. The model is derived from a Combat Wings foamy but with a few changes, looks the part and has remarkable resilience as well as remarkable controllability and great acceleration.

The original full size Swallow was test flown by an old boy of Charles Warren and my English school - John Derry, who later perished in the unfortunate de Havilland 110 crash at Farnborough in the 1950s. The Swallow did not have a very good record. It killed its initial test pilot, Geoffrey de Havilland son of Mr D.H. and all three prototypes were lost during test flying. After this experience, de Havilland's decided to design their Comet on more conventional lines.



**Upper:** Bringing the model in after a flight at Highbrook.

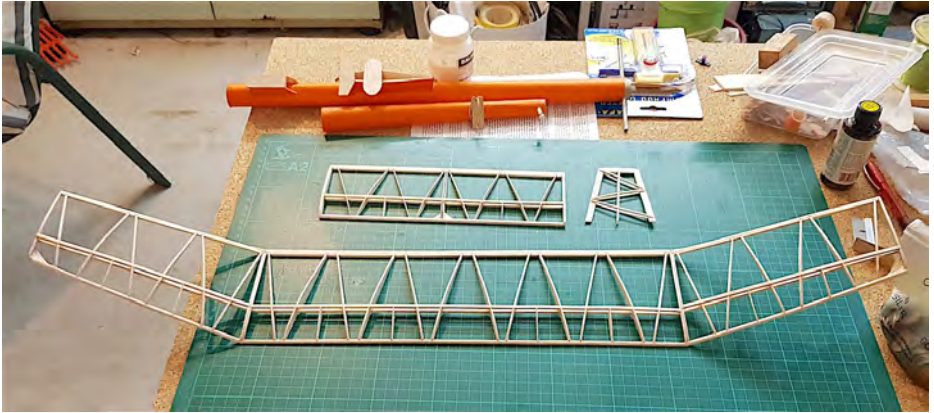
**Left:** The winglets added to increase stability, are evident in this view of the model taken some years back, displayed by my grandson.



## Covid-time Building board

**Ken Smith writes . . .**

Here are some photographs of my Rubicon 5 built over the Covid period. Dave Ackery sent the plan just as the lockdown was starting. It is my first P30 and I was building it blind but it was a good project for trying to interpret the plan and working with what I had available. The model is a bit tail heavy so will have attend to that.



## Brendon Neilson writes . . .

11-4-20

Shakespeare called it *A comedy of errors*! It all started when we changed our phone and Internet to Wifi. Then Covid 19 hit. What to do? A phone call to Ricky sorted it when he said that he would email plans for Miss35, a mid wing sports, for my new Sam50 motor. What could go wrong? The plans duly arrived, but the printer would not accept the new Wifi. "Ricky, could you please post!" Seven days to cross Auckland! Just prior to receiving the mail, daughter arrived with groceries. She is in IT. Before she touched the printer *it worked*. So, download the plans for printing. Somewhere in the Cloud three pages morphed into one . . . twice. "Ricky, would you please resend." Beaut, they arrived as they should. Cut and tuck (glue accepted) and now we have acceptable plans. Building then commenced. A neat model took shape. The plans said a 35inch wingspan. Really? A quick measure showed a lovely 27 inch model. So I then measured the plans Ricky had kindly posted . . . a 30 inch model! We are still trying to figure out just how this all happened. Am I upset, certainly not. I have made arrangements to get a Sam 35 motor for the built model, and will build a 35 inch model for the Sam50. This will increase my stable. I have three Tomboys, one each for FF, RC, and electric RC, so what is the problem with two Misses - Miss27 and Miss35. During the lockdown this has kept me from the streets . . . is that a crime? I can only hope that your lockdown has been as interesting as mine has.

22-4-20

In this world of acronyms, I had fun working with COVID. I came up with *Convenient Opportunity Valuable In Deliberation*. In other words, do not waste this time of achieving. Do something that you might otherwise not do. So I Googled Outerzone and searched about 1488 free flight sport plans. I seemed drawn to designs by Vic Smeed. There is that old adage, if they look good, they will probably fly good! Then, to prove that I am not biased, I searched 444 free flight scale plans. That showed me just why I prefer sport models (Boyhood coming through?). So, for fun, having completed the Miss 27, I then built the Baby Boomer. At 133g including motor, I believe it should fly very well. That done, the mail arrived with correct size plans for Miss 35 which is now underway! Also in the plans envelope, plans for a Miss 48! Thanks for the humour, Ricky ! I can only hope that in the near future we will all be released from domestic captivity and that weather will give us some lovely winter calms to enjoy the flying of our creations.

17-5-20

Still with time on my hands, what better to do than build the Miss 48? As I had all the pieces lying around, I decided to make it two channel electric RC. Don said to number these planes. #1, #2, #3. He explained that it would make it easier to know just what plane it was that I was flying! Also, in the event of a team race with a Le Mans start,

### **Opposite page**

**Upper:** Brendon's line up from top, Miss 27 (#1), SAM 35 (#2) and SAM 48 (#3).

**Left:** The same line up joined by Brendon's Baby boomer (awaiting SAM 35 engine).

that each pilot would immediately know which was their own aircraft. Great, innovative advice! So, here we are with the lockdown a thing of the past, and the first days flying under the belt. A bit windy for new FF, but fine for Miss 48. Three flights and no quirks. An impressive debut. Handles not unlike a Tomboy, and its glide is every bit as good!





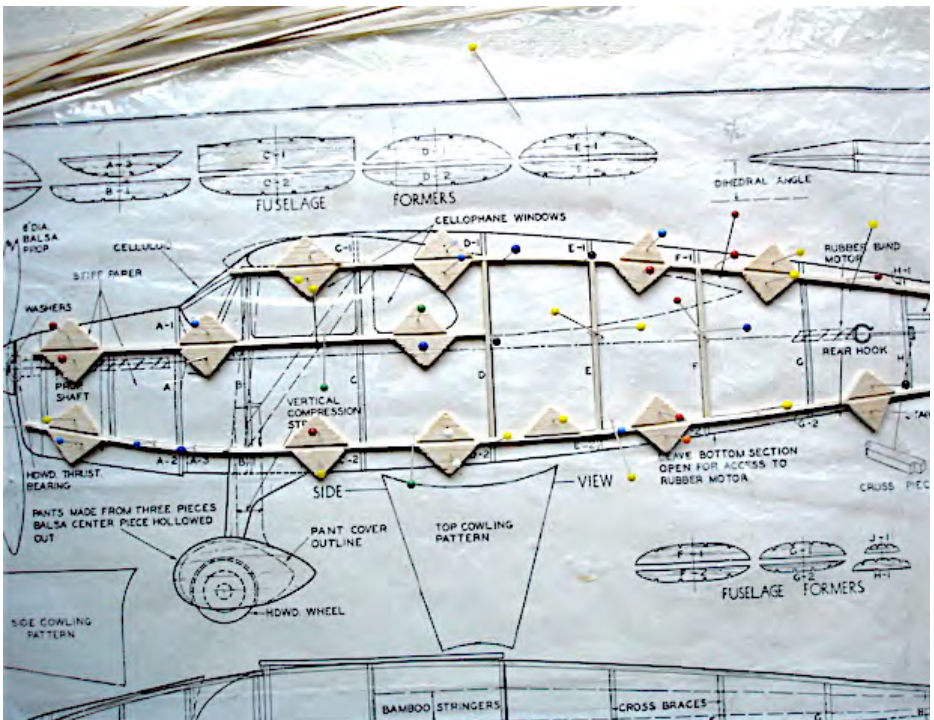
## Mike Fairgray writes . . .

The SIG Cabinaire is a small lightweight rubber powered model from a kit that is no longer available. The kit itself is one that you would expect by SIG, with excellent plan and instructions, laser cut light wood and parts that fitted well.



## Starting the build

I used pins on each side of the strip to hold the 1/16 strips in place. I then covered the first side with cling wrap and built the second side over the first making identical sides. I used Aquadhere Quick Set Interior which is dry in about 30 minutes but takes 24 hours to get to maximum strength, for most of the build. Aquadhere Outdoor, which is weatherproof, takes longer to dry and is best used when the part can be left for 24 hours. Both glues are made by Selleys. Instant glue was used where appropriate.





Bruce Keegan showed me how he ensured that the end grain is penetrated by glue. He mixed up a small amount of glue with a small amount of water and before gluing the part dipped the ends in the mixture then applied glue to the joint and pinned it in place. This produces a strong bond between the two joints.

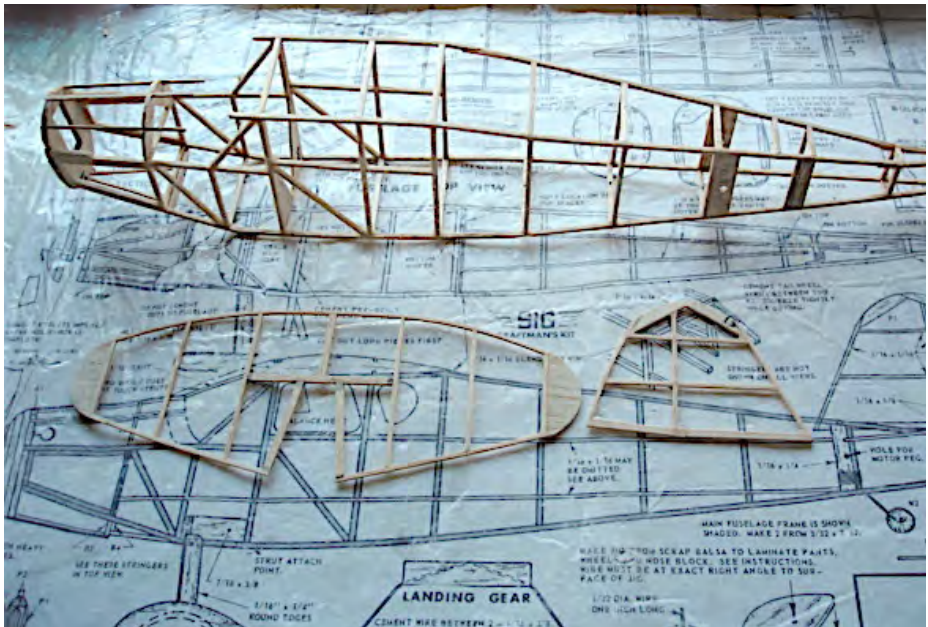
After joining the two sides, thus making the fuselage, I covered the nose area in 1/32" balsa rather than the recommended card. The same was done with the side cabin windows. I do not like to use card as it can distort when doped and does not look good under tissue. This way it will blend in better as well as adding strength to the nose. There is an option to add stringers which I did on the top and sides of the fuselage to give it some shape.

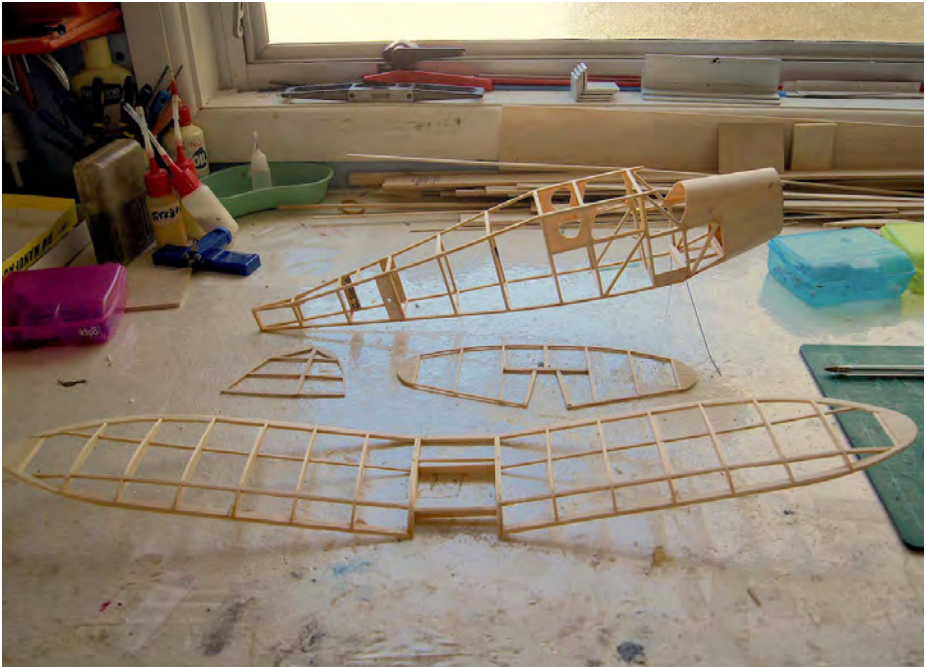
### The tail and fin.

The tail and fin were very light and flexible when finished, so will need to be pinned down during tissue covering to ensure no warps. A small piece of 1/16" strip is glued under the trailing edge where it fits to the fuselage. The front of the tail is built with a vee shape which slides down both sides of the fuselage, and glued to the rear of the fuselage.

### The wing

The wing construction was straightforward being in two halves with a centre section to fit on top of the cabin. The centre section is glued to the fuselage in the plan, but I will change this to rubber bands.





### **The nose block**

The nose block comes in three parts glued together and formed to shape. There is a cunning way to ensure that all three parts are correctly aligned during gluing. A piece of wire is glued to a balsa base and set truly vertical. The nose pieces have a dot for a hole to be drilled the same diameter as the wire then each piece is glued, fed over the wire and clamped. Once the glue has set a balsa locating piece the same size as in former 1 was aligned and glued into place on the back of the nose block. When dry the nose can be sanded to shape. Finally, the hole for the nose peg can be drilled, the position of which is also marked on the nose block. I used the Aquadhere outdoor glue here.

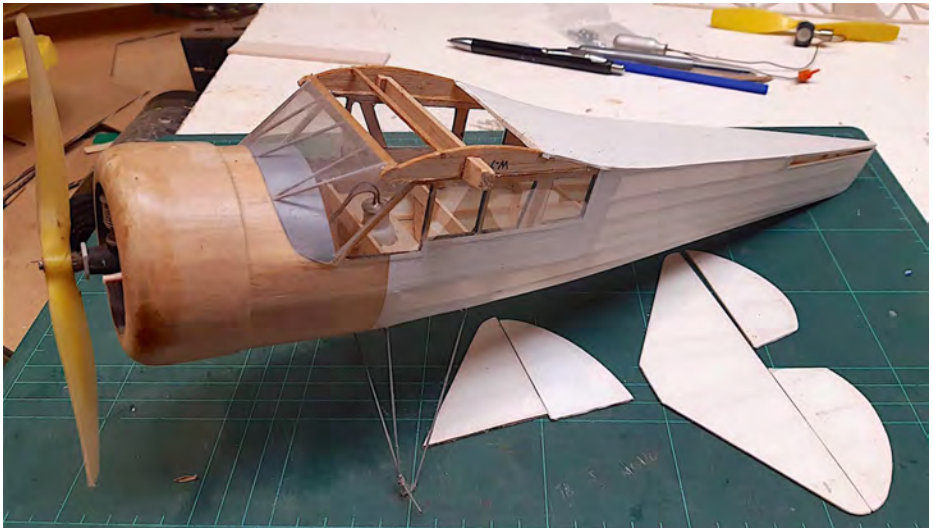
Well that is far as I have got so next step is to cover the model.



**Mike Stoodley writes . . .**

At the last club meeting I made the bold claim that I would finish something before starting anything new. Well there is plenty of opportunity in my workshop and the Covid19 lockdown seemed like a good time to start. So, besides the CO2 Hellcat (a Diels kit) that I had at the club night, here are the next three in line...

A SIG Mr Mulligan for CO2, is all built except for the wings, covered in Litespan. I just need to find the plan! Or I guess scale it from a 3 view. When I was a kid this was the first CO2 model I ever saw, at a model exhibition in Palmerston North.



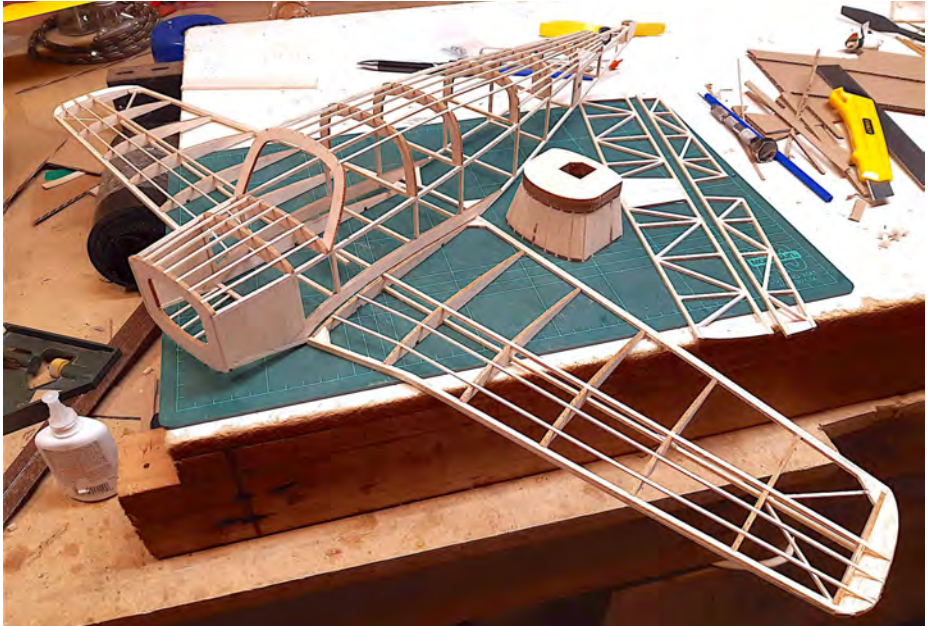
An Earl Stahl Rearwin Speedster in need of refurbishment. This one is for KP01 electric, and has flown a long time ago, but has since suffered from being walked on by the cat.





So a bit of a rebuild and recover needed, although because it is covered in litespan it has aged well. Not sure what I was thinking with the black cowl, I might have to revisit that! I will incorporate a small lipo and a Peterborough timer on this one.

A Beechcraft Bonanza from a Herr Engineering kit has structure mostly completed and ready to cover. The fuselage feels a little flimsy to me so I might add some diagonal bracing. I'm thinking rubber for this one as I have a Gizmogeezer nose block looking for something to go in.



# Indoor Free Flight Morrinsville Day

Sunday October 11, 2020

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

Westpac Stadium Hall, 21 Ron Ladd Place, Morrinsville

Contact Stan Mauger 09 575 7971, stanm09c4@gmail.com  
for more information.

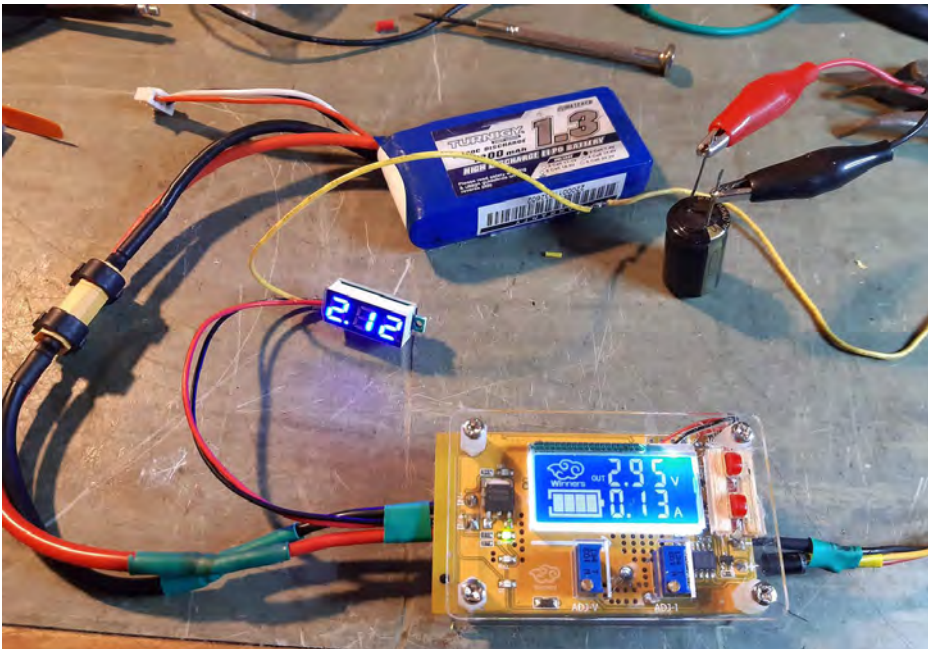


Organised by the Auckland Model Aero Club Inc  
in conjunction with the Scale Free Flight & Control Line SIG



## Supercap charger

Here is my latest experiment in small model electronics. It is a Supercap charger made following a video on YouTube. You can find it by searching youtube.com for "Supercap Field Charger Build for Free Flight Models". It uses a small board available on Banggood for about NZ\$20 and runs off a DC supply e.g. a Lipo as seen in the photo. After calibrating the board, which is pretty straightforward and all covered in the video. You just dial in your desired supercap voltage with one of the little trim pots and hook it up to charge. The board shows the output voltage climbing and the current dropping until the Supercap is charged, when a little blue light comes on anyway. Overall, looks very promising, and if you follow the video, no electronic skills are really needed!



# Kit Scale & Modelair Hornet

Join us in Kit Scale and Modelair Hornet competition at  
**Drury School Hall on July 20 at 7.30pm.**

*AMAC placings count to event Club points*

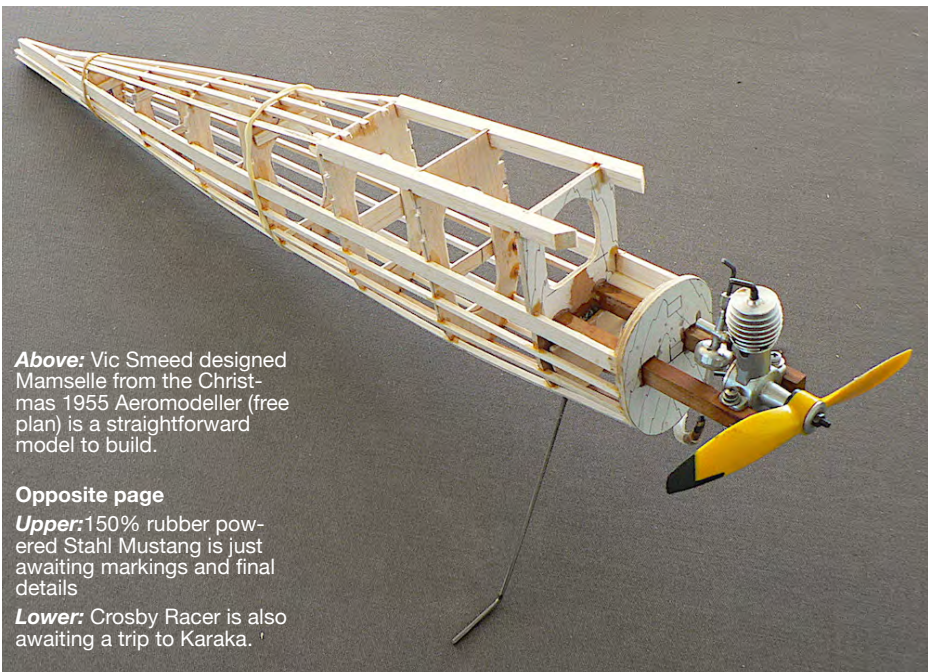
*Don Spray's AOP9, Photo: John Swales. Angus Macdonald's Hornets, Photo: Stan Mauger*

## Don Spray writes . . .

My 'lockdown' period turned out to be a great time for building. First up was a challenge from George Fay to build another racer and, with a Crosby CR4 plan on hand, it was under way without further ado. The wingspan is 25" and overall length 31". Currently it weighs 175g without rubber. The motor will be eight to ten strands of 3/16" rubber, yet to be established. A pleasant build with whatever material I had on hand.

Further discussions with George revealed that he was half way through building a 30" Mustang, and why wasn't I building one? So after mentioning this to Bryan Spencer, I received in the post, not one but three plans and information on various Mustangs. Many thanks Bryan! Whilst comparing these drawings the differences between the three plans became apparent. I ultimately settled on the relatively simple Earl Stahl P-51B of 30" span. It currently weighs 157g without motor. There is still a certain amount of finishing to do and Stan Mauger is drawing up the insignia for it. I employ the Ivan Taylor style propellers on my rubber models using a heavy grade of nylon line trimmer, and I haven't broken a prop of this type.

I'm looking forward to some fine Sunday mornings with much model trimming to be done, and maybe a mass launch of Mustangs and racers. Stan and Ricky Bould also have also built Mustangs under way (hint, hint). I can't wait for the July club meeting to be amazed by all of the new builds from other club-members during lockdown. There will be no biscuits for anyone who hasn't got something for the table!



**Above:** Vic Smeed designed Mamselle from the Christmas 1955 Aeromodeller (free plan) is a straightforward model to build.

### Opposite page

**Upper:** 150% rubber powered Stahl Mustang is just awaiting markings and final details

**Lower:** Crosby Racer is also awaiting a trip to Karaka.





## Ricky Bould writes . . .

The activity at 50 Penzance Road has been a steady since lockdown and on my return from the UK just before everything closed down. Two peanuts were built for the Hip Pocket Mooney cookup, a Miles Sparrowhawk and a Renard R17. These are now complete, and are both are ready for trimming. My VMC SE5a now has been painted and is in the detail fitting out stage. It uses the same strut securing system as my Tiger Moth, to allow it to be dismantled for travel.

A Comet P-51A Mustang is almost finished. This model has been sitting unfinished for longer than I care to remember and has only needed a prop, noseblock, and canopy finished to complete the model. This is the early P-51 that used the Allison engine.

Two new Comper Swift tail units have been finished and replace the original inaccurate surfaces and resulted in my thinking about further improvements to the models.

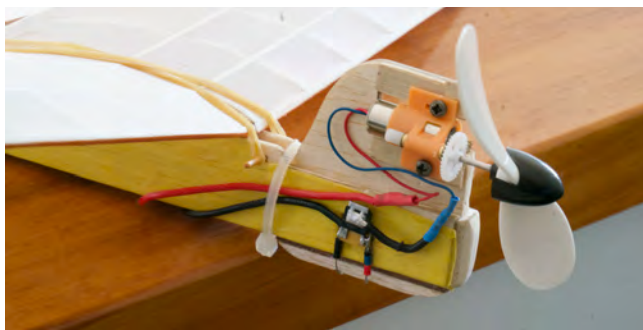
A SAM's E20 has been completed. This model uses a geared electric motor and is aimed at small flying sites like Karaka. The weight is 37gm and it uses a 180mAh battery with a Peterborough timer that gives a 9 second run. The initial hand glides look promising. I have all the necessary components for anyone who wishes to build one or a Ferry 500 that uses a direct drive motor.

There is an Ol' Ironsides to finish, that needs cockpit windows and trim as well as wheel pants fitted. Not a lot, but has to be done. This is a 20" rubber model that has been scaled up from a Peanut plan.

The SAAB Tunnan ducted fan model has reached the painting stage with the wings being covered in tissue over Mylar. The weight has reached 110 gm and that is encouraging. The model uses a KP 32mm fan and speed controller. I selected the Tunnan because it is known to fly well in model form and has an unusual appearance.

The large project is my Max Holste Broussard for power scale. After a false start that was at the painting stage before major outline errors were discovered and a new one was started. One advantage was that the structure went together more quickly, as many of the difficult bits were known quantities, and in some cases changes were made to improve the build. Currently the cockpit furnishings are being done at an earlier stage so that placing them in the fuselage becomes less difficult.

It has been satisfying to see the number of completed projects and others that have moved forward.



**Right:**  
E20 Motor and  
set-up on the  
E20





**Top:** Reynard R17 for the HPA Mooney Cook-up, complete with spoked wheels.

**Centre:** Peanut Miles Sparrowhawk ready for trimming.

**Left:** SAMS E20 with geared motor, ideal for small field flying.

## From Peterborough Model Flying Club, UK

**Martin Skinner** PMFC Secretary writes . . .

Just to let you know that the PMFC Committee has decided to cancel this year's Flying Aces event in September at Peterborough. This is due to problems in maintaining anti-viral conditions in a public place. I know several of your New Zealand aeromodellers take a keen interest and sometimes attend. Nice to see that your lovely country is shaking off Covid19 and things returning to normal.

**Brian Waterland** PMFC President writes . . . (June 2)

Brian Lever and I went to Buckminster (BMFA National Centre) last Wednesday. As you can see it was right crowded with a total three people including an RC pilot! The primary challenge was to fly Brian Lever's Tribute Voetsak with an AM25 (red and green), but I also flew his Phantom (Yellow), Mini Goodyear (yellow), that made third place in last Nats final, my electric Peacemaker (grey), and my Anduril combat wing (red) using a Malcolm Ross sorted Ridley Oliver. The grass was too long to fly the British Goodyear (blue/natural). Apart from the Voetsak everything flew great! The Mini Goodyear was a bit surprised to find itself flying on 52ft lines but coped well (we only realised when we saw the lap time). A most enjoyable, if exhausting, day



**Above:** Brian Lever with models flown on the day. The combat wing (Anduril), the grey stunter (Buntline Special, an electrified Peacemaker) the Cloud Tramp and the Veron Fledgling were Brian Waterland's. All others were Brian Lever's.

**Inset:** Brian Waterland with Buntline Special

## Calendar July-August

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 arrange to use the field.

**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 July 20

Kit Scale and Modelair Hornet (7.30 - 10pm)

Monday August 17

All indoor free flight scale classes (7.30 - 10pm)

**Indoor Steward**

Brian Howell 09 298 4161 027 4607180  
b.how@xtra.co.nz

## Calendar Looking Ahead

### MORRINSVILLE

**Sunday October 11**

(10am to 4pm)

**Indoor Free Flight classes**

Hangar Rat, Hand Launched Glider, Modelair Hornet

**Indoor Free Flight Scale classes.**

Open Rubber Scale, Peanut Scale and Kit Scale

## 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 (+\$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

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## NEXT CLUB MEETING AND NATTER NIGHT

Monthly club meetings 7.30pm at ASME Clubrooms,  
Peterson Reserve, Panmure.

**July 6**

**AGM**

**Theme: Models made or refurbished,  
or nearly completed**

**August 3**

**Theme: Care and operation of  
CO2 motors**

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

**Trading table:**

Buy, swap and sell

**Visitors or intending members welcome**