



BULLETIN OF THE AUCKLAND MODEL AERO CLUB INC. EST. 1928
September-October 2020



Brendon Neilson's SAM 56 designed by Geoff Northmore, seen at a Karaka outing on September 4. See p.25. (Photo: Charles Warren)

THE PETERBOROUGH - AUCKLAND CLOUD TRAMP CHALLENGE



Mike Mulholland had some great flights in the Auckland team's 2019 fly-off.

The 2020 Cloud Tramp Challenge postponed because of Covid-19, is now re-scheduled for September. This leaves some time to trim models and hopefully some good weather for the event. The selected flying date will be advised by Ricky, close to time.

Indoor Free Flight Morrinsville Day Sunday October 11, 2020

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

Westpac Stadium Hall, 21 Ron Ladd Place, Morrinsville

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



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

Editorial – Covid-19 related updates

Covid Level 2 requirements have set some limits on model aircraft flying, but as Aucklanders we also need to be aware of the local Covid-19 level 2.5 rules as well. The following is a précis of the main points to be aware of, as set out in the recent AMAC Secretary's letter emailed to membership.

MFNZ level 2 requirements

We can go to our local club flying fields for recreational flying but need to be aware of social distancing and keep two metres apart.

As well, we need to avoid physical contact with others and their equipment, and also keep a record of whom we meet, for contact tracing purposes. In addition, it is strongly recommended that we wear a mask when in close proximity to others.

Monthly Club meeting

Level 2.5 will not allow for Club Monday meetings because of the need to keep to a maximum number of ten persons. So unfortunately, there will be no meeting on the 7th September. The Committee will be reviewing this issue at their next meeting.

Drury School Hall

The Drury School Hall is open again but the restriction of no more than ten in the hall under Covid-19 2.5 rules is an issue. Please space yourself at least two metres from each other. As the majority of Club members are over fifty years of age, please wear masks while in the hall and use hand sanitiser on arrival. Both of these items will be available at the hall. The School has advised that they will expect all users to abide by the local Auckland Level 2.5 requirements. Failure to do so could mean that the club loses access to the hall.

Morrinsville Stadium

Covid requirements exist in the use of the Morrinsville venue but as it is at Covid Level 2, the maximum of 100 in the hall will present no problems.

Like everyone, I am looking forward to a return to the freedoms we once enjoyed! At least Covid-19 Level 3 provided a good excuse to finish off some model projects.

Stan Mauger

Slipstream contributions

Contributions of reports on flying activity as well as photos and information about latest projects are both very welcome.

Please just send them in.

The deadline for articles for the November-December Slipstream is October 23.

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

Monthly Club Night - Stan Mauger

6-7-20

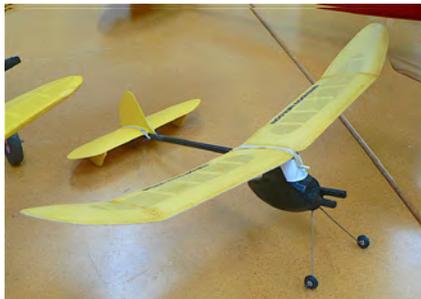
Present were Ricky Bould, Guy Clapshaw, Paul Evans, Mike Fairgray, Brian Howell, Harold McGrath, Stan Mauger, Brendon Neilson, Geoff Northmore, Ken Smith, Bryan Spencer, Don Spray, Charles Warren, Tony Woodroffe and visitor Kevin Hu.

This was the Club's AGM and as usual all business from it was recorded separately in the AGM minutes.

This first meeting after the Covid lockdown period was well attended. It is always good to be able to find models that align with the evening's theme and this was true of the meeting with evidence of models produced over the Covid-19 lockdown.

The Table

Before getting underway with models on the table, Ricky Bould referred to Stan Mauger to identify models on the table that had come from Angus Macdonald. They included a Mini-Bird which was an all sheet reduction of the Humming Bird design, complete with a Cox 030 glow engine, a metre span tailless slope soarer and a 1/2 A Vintage electric version of the basic 8Ball design. By the end of the meeting the Mini-Bird had found a new home with Brian Howell and the 1/2E 8Ball eventually passed to Gwyn Avenell after being auctioned by Brendon Neilson. The soarer was later taken over by Hamish Ward.



Upper:

A couple of views of Brendon Neilson's Baby Boomer.

Right:

Brendon's Miss 48 (#3), Miss 35 (#2) and Miss 27 (#1).



The first group of models included the series of the basic Miss 35 design built by Brendon Neilson and described in the last bulletin. Brendon commented that so far the RC Miss 48 had flown, but the Miss 27 and Miss 35 were awaiting calm weather for testing. The Baby Boomer, was awaiting the installation of the SAM35 diesel recently acquired for it. With this amount of power it should be a sprightly performer.

Also described in the last Bulletin, Mike Fairgray's SIG Cabinaire had progressed further to covering stage. Word was that the design is no longer produced by SIG, which is a pity because it is an attractive, light rubber powered model that should fly well.

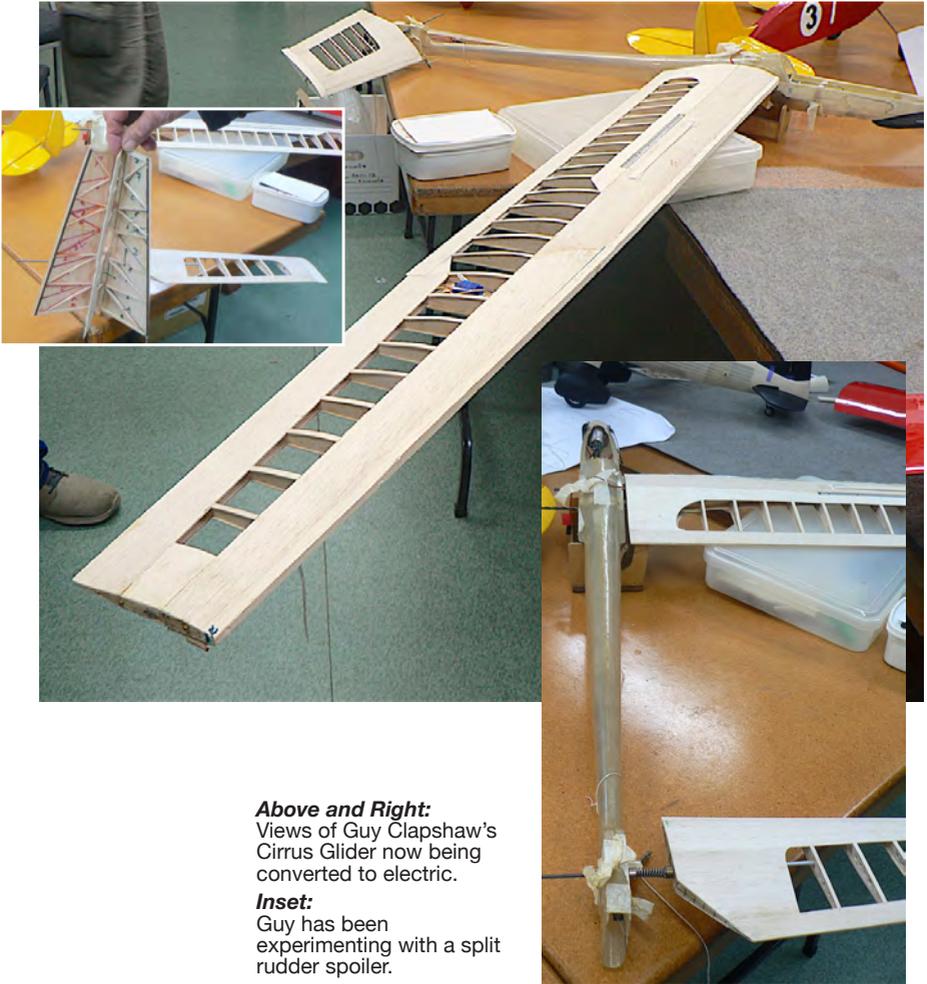
Mike Mulholland's superb 50" large rubber-powered scale model is just awaiting completion of painting.. It has already been test glided but showed a need for tweaking elevation. The model is super-detailed, with moulded parts and much surface detail and weighs around 150g. The undercarriage legs are divided to allow dismantling of the lower section including wheel and spat assembly, to make the model more compact for storage. Wheels are sprung within each spat.

Mike had also brought his much smaller semi-completed Corby Starlet. A feature of the



Upper and Right:
These views of Mike Mulholland's Westland Lysander show fine detailing and its intricate construction.





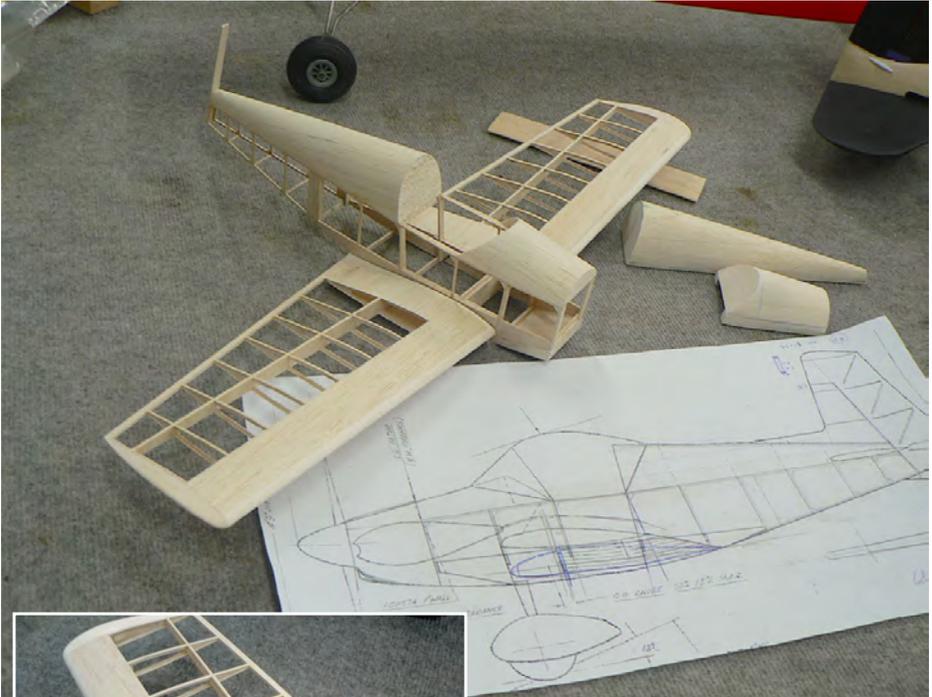
Above and Right:
Views of Guy Clapshaw's
Cirrus Glider now being
converted to electric.

Inset:
Guy has been
experimenting with a split
rudder spoiler.

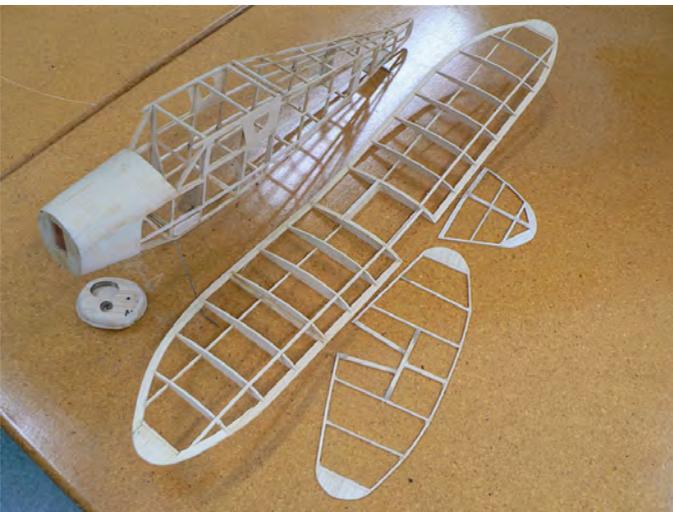
model is the formed rear turtle-deck that had no internal formers to support the shape between front and rear formers under it. The wing section is RAF34. Predictably, Mike has built the model very lightly and with his experience is sure to be able to get the completed model to fly.

Ken Smith was encouraged to build a P-30, by David Ackery who supplied the plan for his model. Ken explained that the circular cross-section design of the fuselage was achieved by rolling balsa around a broom handle. The tail section was made by tapering the end of the broom handle to make a form for it. The model had not been flown.

Ricky Bould's E-20 is built from a SAMS kit and features a geared motor with Gunther prop. It is light and seems to be a promising flyer for Karaka. Beside it was evidence of some productive building time over the Covid lockdown, in the form of a couple of Pea-



Upper and inset:
Mike Mulholland's
Corby Starlet
showing the
lightweight turtledeck
and capped rib
construction.



Left:
Mike Fairgray's SIG
Cabinaire now at
covering stage shows
the lightweight
construction.



Top: Ricky Bould's E20 (left) and Ken Smith's P30 (right).

Centre: Paul Evans's four channel RC Telemaster. The Magnum .45 (inset) shows the needle valve extension.

Right: Ricky Bould's contribution to the Hip Pocket Mooney Cook-up was his Peanut scale Reynard R17 and Miles Sparrowhawk.



nut scale models motivated by the Hip Pocket Mooney Cook-up. Both were built from Walt Mooney plans. The full size Reynard R17 was a French design originally intended to carry flowers over a short distance. It looked quite a challenging subject, with its large fuselage, small fin and no dihedral. Testing is likely soon. The Miles Sparrowhawk could call for patience in the trimming stage owing to the possible effect of the pronounced undercarriage fairing, but time will tell.

Paul Evans had been encouraged to tackle the Telemaster for four channel RC by Martin who considered it a suitable model for his dad because of the practice it would provide in managing full span ailerons. The engine, a Magnum .45, is set up with an extension on the needle valve to allow adjustment well clear of the propeller arc.

Guy Clapshaw has been busy converting his Cirrus glider to electric. He has set up thrust angles to be 2° right and 3° down. The wings have electric spoilers. He is also experimenting with a split rudder spoiler.

Brian Howell would welcome any information re the origins of the Pencil Bomber vintage design that he had brought to the table. The model had been built by a modeller around the 1950s and was missing radio and engine. A building plan would be helpful reference for the task of restoring the model.

Finally, there were various modelling items free to a good home. Mike Fairgray had brought a large shoulder wing RC model without RC gear or engine, but sufficiently well built to be a practical restoration project. A fan complete with foam surround with yellow and black design, bereft of a model, was brought by Brendon Neilson who had had it passed on to him. Don Spray had been thinning out his store of model wheels and had a bag of them of mainly medium to larger sizes on offer. Stan Mauger had various radio bits, spinners and covering film from Angus Macdonald, also free to a good home and many were gone by the end of the evening.



Above:
Brian Howell would be grateful any information on his Pencil Bomber design.

Inset:
Brendon Neilson had this fan with foam surround, free to a good home.

Monthly Club Night - Stan Mauger

3-8-20

Present were Ricky Bould, Guy Clapshaw, Paul Evans, Brian Howell, Eddie Mann, Bill McGarvey, Harold McGrath, Stan Mauger, Brendon Neilson, Colin Polglase, Don Sharpe, Ken Smith, Bryan Spencer, Don Spray, Charles Warren, Tony Woodroffe and visitor John McDonald.

Notices

The MIMLOCT international commemoration of Charles H Grant event had been cancelled on Saturday August 1 and was re-scheduled for the following weekend. We were reminded that the September Drury indoor night had been changed to September 28. This is down for practice for Morrinsville Indoor Day. There was also a reminder of the Morrinsville Indoor Day on October 11.

The table

After the good turnout of models for the table at the last monthly meeting, the showing at this meeting was somewhat reduced. The first item on the table was a pair of floats made by Angus Macdonald. These had no undercarriage attachments fitted so could easily be adapted for various models. They comprised a polystyrene form with balsa sheet lamination and were taken away by Charles Warren.



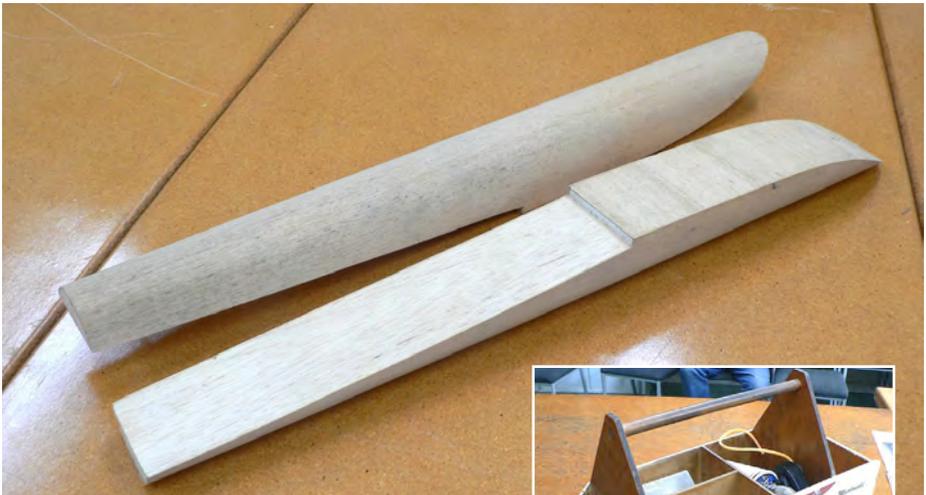
Above: Charles Warren's Coasby-designed Icarus Junior stunter powered with a Yulon .29. Unmuffled, it must have been noisy.



Models by John McDonald including: (Top) A nicely built Hawker Hunter from a Jetex kit, (Centre) his Pee Wee Racer from a Kingsway kit and (Right) an Oliver Tiger down for a rebuild.

He was able to give a fascinating background to both the next model on the table, his Icarus Junior stunter, and its engine. Charles had seen an Icarus in his youth whilst living in England. There were two versions of the John Coasby-designed stunter published in Aero Modeller. Charles recalled seeing the full size on 100 feet long control lines, when the design needed plenty of lead counterweight in the outboard tip for even 70 feet long lines. The model brought to the meeting was the smaller 43 inch version. It had been languishing uncovered for years in his workshop and the acquisition of some Solafilm (circa 1970) from the table at the last meeting was just what was needed to complete covering wings and tail surfaces. A Yulon 29 glow motor had been installed and Charles was able to tell us about Yulon engines. Apparently these engines, apart from being unmuffled, were particularly noisy. This was partly because of the design of the exhaust ports. Being already an expensive engine, Yulons disappeared when they were priced out of the market by the UK Government's 30% tax slapped on model accessories at the time.

Next up were several contributions to the table, by former AMAC club member, John McDonald. He had continued to build models over a number of years. His control liner from a Kingsway kit was a Pee Wee Racer, the name leaving no doubt as to the intended glow engine to power this very small model. Despite its size, it had flown well and provided lots of fun. Beside it was a handsome Hawker Hunter built from a Jetex kit that dated back to the days of moulded sheet models manufactured by them. This was enough to arouse nostalgia and create a discussion about Jetex engines and the attempts to revive this form of model propulsion by enthusiasts in Poland, Germany and the UK.



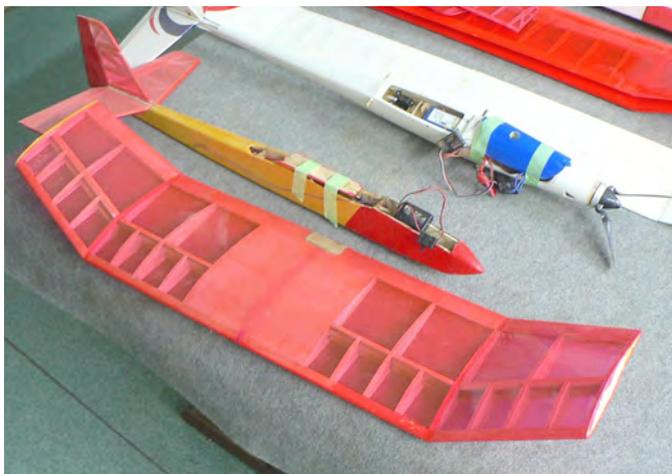
Above: a pair of floats just right for an RC model. They had a foam core and sheeted balsa surfaces.

Right: a well used but very handy carry box. Both items made by Angus Macdonald.

Stan Mauger had brought along a field box made by Angus Macdonald and now offered free to a good home after everyone had had a chance to acquire any items of interest from it. Tony Woodroffe is now the new owner.

Bill McGarvey had been given several RC models from the estate of Ken Kame of the Piako Club. Little was known about the three RC models comprising two gliders and an electric model, but all found new homes.

Finally attention turned to Ricky Bould's collection of CO2 engines and the two fuselages of models brought in support of his presentation on CO2 engines. These models were a Comper Swift powered by a Gasparin G120 and an Aeronca C3 with a Brown twin. Having built models for CO2 power over a number of years, he was able to give an excellent overview of CO2 engines including information on their history, care and operation. The main points of his talk are covered in the article on page 15.



Above and left:
Views of unidentified
RC models brought
by Bill McGarvey



A range of CO2 motors

Starting from bottom right going clockwise these are a Brown MJ70, Gasparin GM73, Humbrol Shark, Telco and in the centre Gasparin GM24.

CO2 motors - Ricky Bould

Introduction

CO2 motors were developed by Bill Brown and the OK Company in the USA in the 1945 era. They were cumbersome as they used complete capsules for their motive power making them both heavy and expensive to run. Brown made the change to a small light tank that was charged from the CO2 capsule and reduced weight and cost dramatically. However the Brown was still relatively expensive and difficult to source outside the US. They range in size from 23 to 140 cubic millimetres.

In the early 1970s a newcomer appeared on the scene in the shape of Telco of 63 cubic millimetres, that used plastics and aluminium with an eccentric bush to control speed and it was a very affordable. The early engines were of better quality but the later units also run well. The Humbrol Shark was also an early entrant that had variable quality and was not as practicable to install and operate.

Gasparin and Modela from the Czech Republic were the next to appear. The Gasparin in its many forms was a very nice motor and easy to install, operate and maintain and is still available. They range in size from 3 to 500 cubic millimetres. Speed adjustments are by altering the position of the cylinder in the crankcase over a very small range

Hardware

Using a Sodastream bottle considerably reduces the cost of flying these models. This is a very practical method of charging. An adaptor is needed to fit CO2 tanks.

Models

Models for conversion to CO2 range from about 400mm to 900mm span and weigh up to a maximum of 120 gm for the large motors. The normal candidates are conversion of the VMC, Veron , KK and Comet kits in the above range. For instance I have a Hacker Piper Cub that is 32" span and weighs 60 gm powered by a GM 120 Gasparin. The Comper Swift is an Aerographics kit of 650 mm span. It weighs 112 gm and is powered by a GM160 while the Veron Aeronca C3 of 650 mm span weighs 100 gm. There are a good number of magazine plans available as well from Aeromodeller, Flying Models, Model Aviation and Model Builder, for example. Hip Pocket and outer zone on the web are also sources of CO2 plans.

Design Considerations

When planning the motor installation for a new design, make the tank as near to vertical as possible and if it is necessary to angle the tank ensure it never goes below the 45 degree line. This is to prevent liquid CO2 from entering the motor and forming dry ice that can damage O rings.

Excess tube is wound around a pencil sized dowel to avoid damage to the piping. As piping ages or is worked, it hardens and to soften it needs annealing by heating to low red heat after all the O. Rings are removed. Also keep the heat source away from any soldered joints.

Charging

The charger fitting can be left free or if fixed to the model it needs to be firmly fixed to a structure that is capable of taking the load when the model is charged.

Lubrication

Like all motors they need to be properly lubricated. I use some refrigeration lubricant that is a shell product. However the general consensus is that a good light machine oil as used in sewing machines will be adequate. **Do not use 3 in 1 oil.**

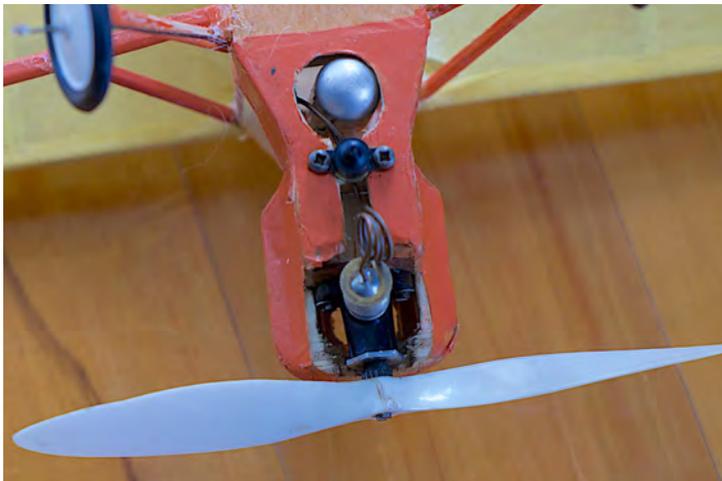
All motors have openings for oiling usually in the crankcase or the backplate in the case of Gasparin's and Telcos and the other oil point is the exhaust ports to lubricate the cylinder liner and piston. I usually try to lubricate before use and every 5-6 flights on the field. Accessibility should be a consideration when building the motor into the model.

Propellers

There are a small range of props the motors use. With the relatively low RPM range the props tend to have a high pitch and are fairly flexible to avoid damage to the prop bolts in the event of an arrival. Most are out of production but can be found from the usual Internet sites. The Telco prop is the least efficient, The most favoured for medium sized motors are the white nylon Williams Bros props. They are flexible and well matched to Telco sized motors. The larger Gasparin motors work well with the Modela props but they can be a little fragile. I have also used KP electric props that are used on the KP02 electric motor and they work well on the Comper Swift. These are available from KP Aero in the UK.

References

- Dislers, M. (2017, May). CO2 engine maintenance. *Aeromodeller*, pp12-14.
Dislers, M. (2019, May). Gasparin G.160. *Aeromodeller*, pp16-19.
Evans, G. (2019, June). Telco CO2 service. *Aeromodeller*, pp58-64.



Right: Telco motor installation in a Curtiss Robin showing neat tube coil, secure filler mount and vertical tank placement.

Drury Indoor flying - Stan Mauger

20-7-20

It was great to be back flying indoor again after the Covid shutdown. There was no competition flying, but the small group present took advantage of the evening to test models.

A VTOL RC foamy created interest, with seven year old Mishka Soroka at the controls. He was able to keep it hanging vertically using the three channel controls. Horizontal flight would have called for a larger outdoor space.

Several Hangar Rat models were flown. Bill McGarvey had a new model for testing, with an eye to having it sorted for the Morrinsville day. Brian Howell's model was built from the Avetek kit and was still at testing stage. Ken Smith on the other hand, was achieving flights of up to ninety seconds with his model. Lewis Avenell was also impressing us with nice flights with his indoor model based on the basic Hangar Rat with the addition of polyhedral wing extensions and twin fins.

Scale was represented by Ricky Bould who brought a box full of models, but there was not time to fly them all. He did have his kit scale Comper doing circuits of the hall and spent some time testing his VMC Bird Dog. Stan Mauger found that his Keil Kraft Auster Arrow had apparently received an undiscovered knock at its last outing and proved to be unflyable. Lewis Avenell's Beneš-Mráz Be-56 Beta-Major was also left on the table after some initial damage on its first flight.

This was a pleasant night's flying and a chance to check out models for future events.



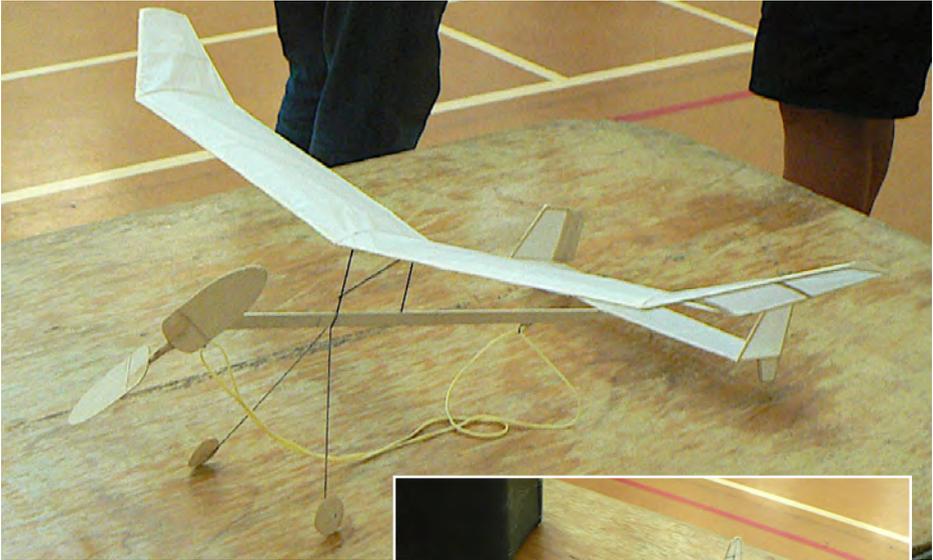
Mishka Soroka totally at home with keeping his indoor RC foamy in vertical holding pattern.



Top:
Ken Smith with his
Hangar Rat.

Centre: Brian Howell
being assisted with
Hangar Rat winding by
Gwyn Avenell.

Inset: Brian's Hangar
Rat.



Top:
Ricky Bould had plenty of scale models to test.

Centre:
Lewis Avenell's development of the basic Hangar Rat design was a good flyer.

Right:
His Beneš-Mráz Be-56 Beta-Major was grounded after breaking the propellor.

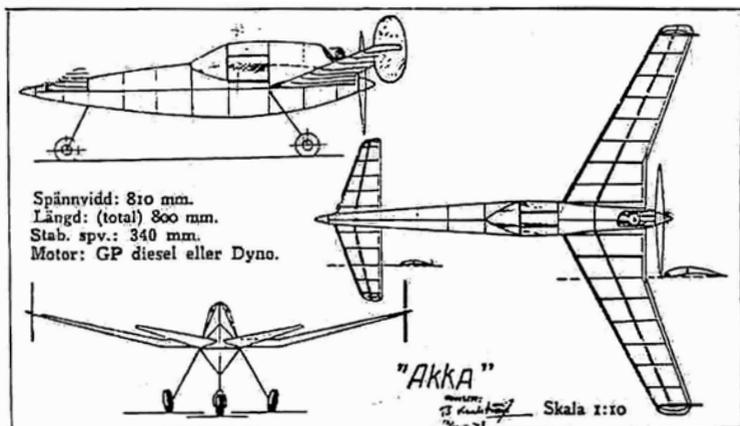
Vintage with a difference - Geoff Northmore

About fifteen or so years ago with Old Warden Vintage Weekend looming on the horizon I was looking for something to build with a difference. Looking at a SAM 35 Speaks magazine I discovered a small three view plan of the AKKA, a diesel powered Swedish canard design of 1945. This 3 view was 4.5 by 2.5 in size! It looked a fairly straightforward model to build so after scaling up the plan by hand to around 32 inches span it was built for 3 channel micro radio and a P.A.W. 80 R/C diesel. Akka was tissue covered and had dihedral forward elevators and rudders on the wing as per original. I guessed that the C of G was about an inch or so in front of the wing. Came the day and with the engine fired up it was launched and self destructed before I could form any opinion as to its potential as it went straight in to the ground. The front end was completely demolished and seemed to be very vulnerable to any whoopsy! Plus I discovered installing the radio and hooking servos to the rudders and elevators was not the simplest task!

So back to the drawing board and a doubled up version of 64 inches W/S was designed, but again sticking very closely to the original 3 view as a true blue vintage builder. This time my proposed power was an OS.40 FS turning a 9 by 6 pusher prop - I couldn't find a larger diameter of lesser pitch unfortunately - plus 3 channel radio.

Construction was generally straight forward, but by trying to faithfully follow the limited information on the 3 view plan the main wing spar position was in a very awkward position which led to constructional difficulties. I also had to draw up all the ribs by hand. This time I used an all moving dihedral tail plane plus throttle and rudders. The completed model was covered in Solatex the C of G being located about 2-3 inches in front of the wing L/E as far as I can recollect. As the wing was in one piece it proved convenient to have the receiver within the wing and its aerial exiting at the tip. At the patch one lovely week day morning and with no audience present I fired up the engine, tested the controls and commenced take off. Akka tracked true and got airborne without any problem. Pitch control was positive, but roll was a very different matter. Akka lurched from side to side in a continuous Dutch roll. After completing a couple of circuits with no improvement I landed Akka. Next flight I decreased the rudder movement and tried flying again - just as bad. The model wasn't really safe enough to fly and certainly not with potential accident victims around so I gave Akka up as a bad job. I took it to display, but not to be flown at O.W. and was most interested by a couple of people's comments that it looked as if wash in was present at the wing tips. Looking at the model more closely I had to agree and this would certainly explain the apparent Dutch roll as being possible tip stalling. I am now certain the unusual wing spar position was the real culprit for this built-in design error on my part. I couldn't really correct this problem without a major rebuild and Akka being an awkward model to transport was retired and eventually reduced to produce as they say.

I still get the odd urge to have another go and would certainly alter the main spar position to ensure no accidental built in warping in the structure and not stick so faithfully to the 3 view. The photos show the large version as the smaller didn't survive long enough to be photographed.



An early post-war design (1945) for a diesel-powered pusher canard by Björn Karlström. Wingspan 32", length 31.5"

Hoteo Diary- Ricky Bould

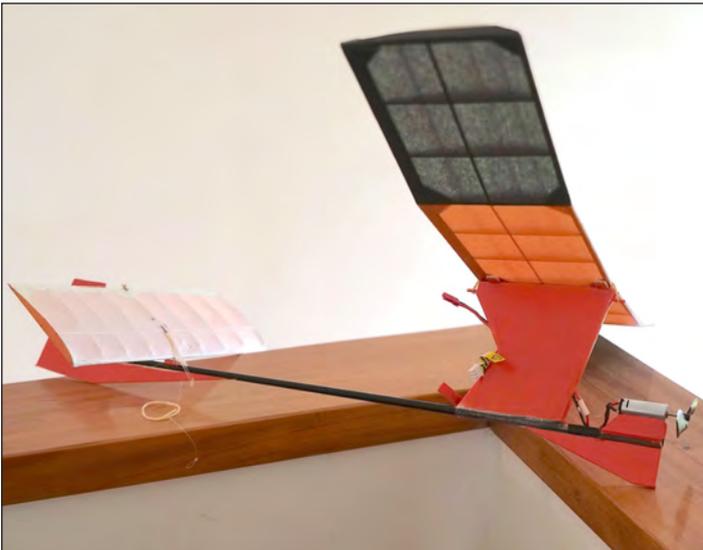
19 -7-20

The drive to Hoteo did not look promising initially but conditions improved as I got nearer to the field. Paul and Martin Evans were already there and setting up. Paul had an electric scale Found that wasn't performing well. The conditions were decidedly soft underfoot, definitely gumboot weather.

Martin flew a Chindit and Bandito with his usual aplomb and dash. Paul's Found struggled with vibration due to a loose motor and also was marginal in power. He then flew the Krumpier Corsair briefly before finishing for the day

Ricky had a mixed day. The E20 that he was hoping to trim only just got to the hand gliding stage because he had not put the 9V battery, used to activate the timer, in his field box. Must do better. The glide trim was good. Next out was his Venomneezzer. After an initial prolonged glide the tail trim tab was adjusted and on the next flight it punched a big hole in the sky in very wide circles. The engine run was also a bit longer than intended. He got a good line on it and it appeared that it had come down into the paddock below. A long search followed to no avail. Then there was a shout from Martin in the paddock we were flying from to say he had found it. Two of us had walked by the model but to Martin it stood out clearly. I am now thinking of adding some bright colour to the camouflage to aid visibility.

Building board- Ricky Bould's Ferry 500

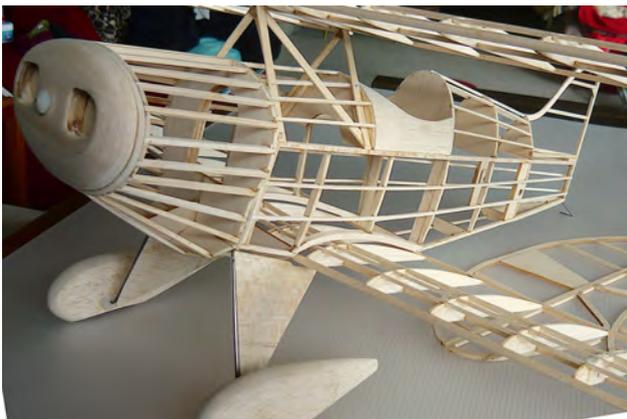


My Ferry 500 is just finished and is awaiting trimming. It has a direct drive motor, Peterborough timer and a two cell 180 mah battery. It weighs 65 gm. The plan was in the June 2019 Aeromodeller and is available on the Peterborough MAC website.

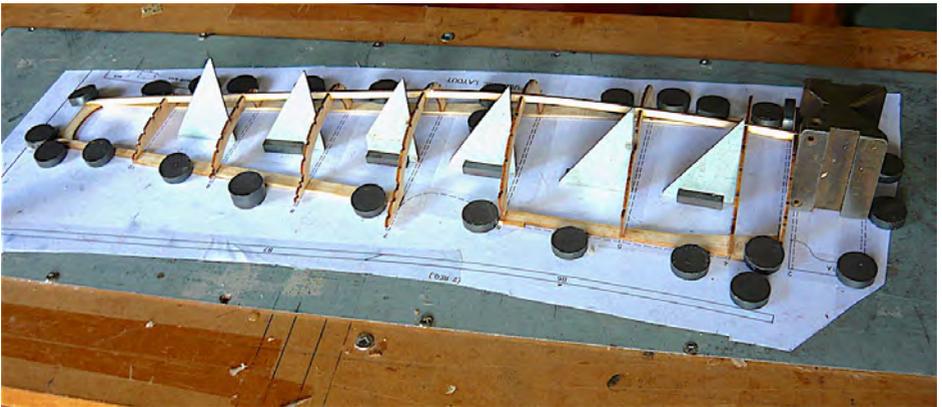
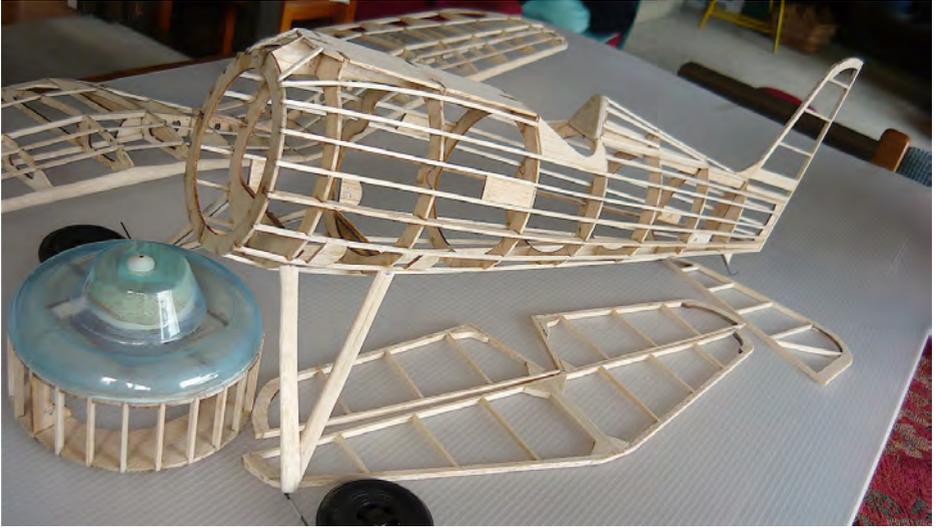
Building Board - Keith Trillo's scale projects

Two laser cut kits were built during Covid lockdown Level 4, the first was a 30 inch span Dumas PZL P11C and the other a Herr 24 inch Pitts Special. On both kits I weighed the sheet stock before removing components and put the sheet dimensions into the balsa density calculator Website. All sheet stock was good (no oak trees). With the 1/16" x 1/16" strip wood on the PZL, I grouped into three lots on weight using the lightest on the curve of the fuselage and to keep the weight out of the back end, and the Heavy on the front part of the wing.

On the Pitts the wing trailing edge stock varied from .6 grams to 2.1 grams. Used my own wood on all four at .9 grams each. The laser cutting on the Herr kit was very good but the Dumas kit shows scorch marks on some components. The PZL is quite a delicate structure with a pre cover weight less prop of 50 grams for a 30" span with a wide chord.



Above and Left:
Herr Pitts Special
progress so far.



The Pitts is more robust at a pre-covered weight less prop of 70 grams for a 24 inch spar biplane. Both of these kits were built on a magnetic building board which was a great help as my stroke arm (leftie) is clumsy and not to be let near delicate structures. With the magnetic board you can eliminate a lot of higgledy piggledy and get good joint clamping pressure.



Top:
PZL P11c awaiting tissue covering.

Centre and Above:
Laying up PZL Fuselage on the magnetic building board.

Building Board - Brendon Neilson's Vintage model

This parasol electric powered model was designed and built by Geoff Northmore by scaling up a vintage rubber model that he found in a SAM 35 publication. Geoff passed it on to Charles Warren in an unfinished state. He did a bit of work on it and then put it aside until he passed it on to Brendon who then got going with completing it and covering it in a grey colour scheme. The model looks like a pre-war fighter complete with dummy exhausts, US decals and pilot. It was first flown just before the recent Covid level 3 lockdown and again on September 4. After a slight adjustment of thrust line it has turned out to be a very stable slow flyer that is a delight to fly and looks very realistic in the air. The identity of the model is unclear, so Brendon has dubbed it SAM 56, owing to its 56" wingspan.



Above:
Flight testing at Karaka
(Photo: Charles Warren)

Building Board - Stan Mauger's APS Frankenstein

My APS Frankenstein is one of my few recent departures from scale model building. I alluded to my fascination with this model in the November 2013 Slipstream editorial entitled 'An affair with Frankenstein', part of which I have shamelessly repeated below . . .

I recall an encounter with a strange looking model aeroplane, as probably, on reflection, the first free flight IC powered model that I had seen as a youngster. The big 'boots' hanging on the undercarriage and the fuselage with bright green silk covering, left a lasting impression. Not that this was any beauty. It had a vague resemblance to full-size aircraft of the day like Austers (of course) but only slight. And how that small engine, probably an ED Comp Special, got this 50" model airborne was a mystery to me.

Not that any of this prevented an ongoing intrigue with this model. In the years that followed, I quietly got on with building sport models for my newly acquired Mills .75 (paper run earnings), like the Keil Kraft Pirate and Mercury Magna. I never did see that model fly but I did learn later that it was an APS Frankenstein.

Later when I returned to aeromodelling again it was dropped into my nostalgic 'must track down list' and I even got as far as photocopying the magazine article and plan. But nothing more. Eventually I did acquire the building plan and had high hopes of building the model as a nostalgic free flight project, however, more pressing free flight scale projects got in the way.

With this year's Covid-19 lockdowns, I have found time to at last get on to building it, but at a reduced 40" span, for a .06 RedFin. I had imagined that I might complete it quickly, but after years of scale building, I have found that even so called simple projects seem to take longer to complete. The model is now ready to test and when a fine day comes along, I look forward to launching it into the blue yonder. Looking at those big wheels, maybe I will try an ROG!



Above:

The model has detachable undercarriage and two piece wings for compactness for transport.

Calendar **September-October**

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

KARAKA

Karaka Sports Park

Free flight and radio flying within field limitations

NDC RC Vintage events (refer to MFNZ under NDC)

HOTEO

Sundays

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

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

Hoteo Steward

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

AKA AKA

Saturdays & Sundays

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

Aka Aka Steward

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 September 28

Practice night for Morrinsville (7.30 - 10pm)

Monday October 19

Hangar Rat (7.30 - 10pm)

Indoor Steward

Brian Howell 020 4121 5201 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

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

Junior \$10 (+\$30 NZMAA) **Social** \$40

Intending members with current NZMAA affiliation pay only the AMAC sub

Please make payments to

The Treasurer Auckland Model Aero Club

Mike Fairgray,

3 Kanohi Tce Mangere Bridge 2022, Auckland

September club meeting cancelled