



BULLETIN OF THE AUCKLAND MODEL AERO CLUB INC. EST. 1928  
**October - November 2022**



Riley Howell seen launching his Cloud Tramp in the flying after the MIMLOCT fly-off at Windsor Park (See p. 12). *Photo: Stephen Daniel*

**NEXT MONTH !**

# Indoor Flying at Morrinsville

## Sunday October 16, 2022

**Highlight the date in your diary!**

- **Hangar Rat • HL Glider**  
Flown to MFNZ free flight rules
- **Modelair Hornet**  
Flown to AMAC rules.
- **F4F Peanut Scale • F4D Rubber Scale**  
Flown to FAI rules. Refer to the link on the MFNZ website under FF&CL SIG
- **Memorial Scale • Kit Scale**  
Flown to MFNZ rules. Refer to the link on the MFNZ website under FF&CL SIG

**Venue:** Westpac Stadium 21 Ron Ladd Place, Morrinsville

**Programme:** **10.00** Hangar Rat, Hand Launched Glider and Modelair Hornet  
Scale static judging until 12.30pm

**12.30** F4F Peanut, F4D Indoor Open Rubber Scale, Kit Scale and  
Memorial Scale All run concurrently.  
Scale flying ceases at 3.15pm

**3.45** Placegetters announced and certificates awarded. Please stay for this.

**Flyer's entry \$20.00**

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



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

## Editorial – New normal

Mask wearing has officially gone, although some of us are not entirely sure that Covid risks have gone, and we should be able to look forward to regular monthly meetings and indoor events without disruption. Looking back over the year so far, there have been a number of missed meetings, both members' monthly and committee meetings, and indoor nights which were also suspended. Hopefully that is a thing of the past, so it's time to return to these meetings as they were pre-Covid. Monthly meetings have seen smaller numbers recently, but it is to be hoped that our new freedoms will be reflected in better attendance. There is a reminder on page 28, to please bring your current projects, models, plans, engines and photographs for the monthly meeting table. The August table was laden and provided considerable interest to those at the meeting.

Thanks to some great weather there have been a couple of great flying days at Karaka and this issue carries photos of the action at these. Indoor nights have also been sufficiently well attended to indicate that we can get back to recording and judging scheduled indoor events and we can probably run outdoor events as well, as in the pre-Covid days. And talking of competition days, Morrinsville Indoor Day is almost upon us. This is a great opportunity to fly in a large open indoor space and to enjoy flying alongside others from all over the North Island. So far, interest in the day compares well with previous years. Then there is the Nationals. Dates have been announced and the programme will be out soon. It is not too early to think about making bookings for accommodation as January is a busy time.

On the international front, following on from the Club's Cloud Tramp Challenge with the Peterborough Model Flying Club, the Club is about to announce an International indoor Hangar Rat Challenge over the remainder of the year with Peterborough Model Flying Club and a Western Australia Club, participating.

Whilst not a contest, the annual commemorative MIMLOCT Cloud Tramp fly-off was enjoyed by the small band who came to it at the start of August. Having moved the start time from early hours of the morning to the afternoon, it is now a much easier event to get to and more participants would be welcome for next year's event. There is a report of the afternoon on p.12.

I would normally be including reports on overseas events at this time of year, here's hoping that we can soon see a return to the old normal.

STAN MAUGER

### Slipstream contributions

Contributions of reports and photos on flying activity as well as articles and information about latest projects are very welcome. Please just send them in.

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

# Monthly Club Night- Stan Mauger

1-8-22

This was an interesting meeting with a greater attendance than on the previous two Club nights with a great contribution by visitor Richard Fallas. Present were Ricky Bould, Guy Clapshaw, Martin Evans, Paul Evans, Brian Howell, Stan Mauger, Brendon Neilson, Ken Smith, Bryan Spencer, John Swales, Charles Warren, Tony Woodrooffe and Richard Fallas.

Bryan Spencer advised that there would be indoor flying at Drury this month. Brian Howell will confirm the programme for flying there for the rest of the year, shortly. Ricky Bould reminded us of the international cloud tramp mass launch (MIMLOCT) to celebrate the contribution of Charles Grant, at the Domain on Saturday afternoon.

The theme for the monthly meeting was indoor models and a number of these models were brought for the table to support this theme. The first up were Martin Evans's two rubber scale models. His Easy-Built Fairchild Trainer had not been particularly easy to build. The outlines, however, seemed to be reasonably true to the Fairchild PT-19. Martin had



**Above:** Martin Evans brought this Easy-built Fairchild Trainer. Light construction is clear in the photo.

**Right:** His nicely built Tern Porterfield Collegiate has proved itself a winner in Kit Scale.

**Opposite page:** Stan Mauger's rebuilt KK Auster Arrow and below it, his KK Cessna, for Kit Scale. and Fleet Canuck for Indoor Open Rubber.



wisely strengthened the wings as the plan construction looked under-engineered for the rigors of outdoor flying. His Porterfield Collegiate was built from the Tern plan. Martin had built it beautifully and along with some great flying, won the Kit Scale event with it at a Nationals a few years back.

Also with Kit Scale models was Stan Mauger who had brought a raft of scale models with the object of raising awareness of the Morrinsville Indoor Day on October 16. The first was his Keil Kraft 3/6D Auster Arrow, rebuilt after problems with fading blue tissue had let down its static appearance. The Arrow had proved itself to be a great flyer both indoors and outdoors, owing to its generous wing area and comparatively light wing loading. His 3/6D Keil Kraft Cessna was another rebuild, the previous airframe having suffered from damage from wall banging over the years as Stan had gained more experience in indoor flying. Beside them was his Indoor Open Rubber Scale Fleet Canuck also now a seasoned flyer.



It had been built from a reduction of the Earl Stahl plan, but with a number of corrections to outlines and sections. His Modelair Auster which is really an Autocar was built by Bruce Heasley and then handed on to Stan. Whilst he can not fly it because of the builder of the model requirement in all free flight scale classes, it can be entered in the Memorial Scale class that will be officially flown Indoors for the first time, at Morrinsville.

Ricky Bould had also brought some of this indoor Scale fleet to support the evening's theme. He recommended the VMC Cessna Bird Dog as an easy to fly laser-cut Kit Scale subject as was his Cessna 140 also from the VMC range of rubber scale subjects. The Cessna was simplified to fly well and Ricky had used a four strand motor to avoid rubber bunching. His much flown Luscombe Sedan from the Veron Flying Scale Series is an older subject from the 1950s era when printwood and stick and tissue construction was the order of the day.

Ken Smith brought along a Peanut Scale Fike built by the late Keith Trillo. This lovely model must have brought back memories of Keith's excellent flights with it at Drury, Morrinsville and the Nationals. While not able to be entered in Peanut Scale because of the builder of the model rule, it can still be entered in the Memorial Scale class. And talking of scale models with an interesting history, Paul Evans had brought along his APS DH Humming



#### **Kit Scale Quartet**

**Upper:** Ricky Bould's VMC Cessna Bird Dog (left) and Veron Luscombe Sedan (Right).

**Lower:** Stan Mauger brought this well flown Modelair Auster Autocar (left). Ricky Bould's VMC Cessna (right) is at testing stage.

Bird built from a plan from the 1990s and recently restored with new paint. Paul recounted his amazing flight at the 2009 Nationals when this challenging model turned in a flight that could best be described as one out of the box and he had a photo by Ricky to show the model heading for the hills. Paul also recounted a time when having to change from a PAW 80 to PAW .55 actually improved flying at a Trans-Tasman Free Flight Scale Challenge at Richmond, rewarding him with a great flight.

Charles Warren had brought along two non-scale models. He had set up the first, his Modelair Hornet, to fly well although he modestly reflected that it “was good at flying into walls!” The other was a hand launched glider that he had designed. It will probably be flown as a catapult glider. It took advantage of some nice quarter grain balsa that he had on hand. The model was yet to be tested, but with that polyhedral wing should be stable.



**Upper:** Paul Evans's restored DH Humming Bird awaiting engine installation and the addition of windscreen and pilot. Struts have temporary attachment clips.

**Left:** Paul's model against a scenic backdrop at the 2009 Nationals. (Photo: Ricky Bould)

**Below:** Charles Warren brought his new catapult glider, just right for Karaka (left) and his indoor Modelair Hornet, now a proven flyer (right).



Quite the most imposing looking model on the table, was Richard Fallas's OS FP25 powered control line F2D wing that had been developed into a MIG 29 look alike. The F2D part of the model had been made in the Ukraine and incorporated clever use of Kevlar reinforcement and cartridge paper covered foam leading edges on the wings that ended up under six ounces. As the photos show, a new tail section attached to the wing converted the model into a MIG 29.

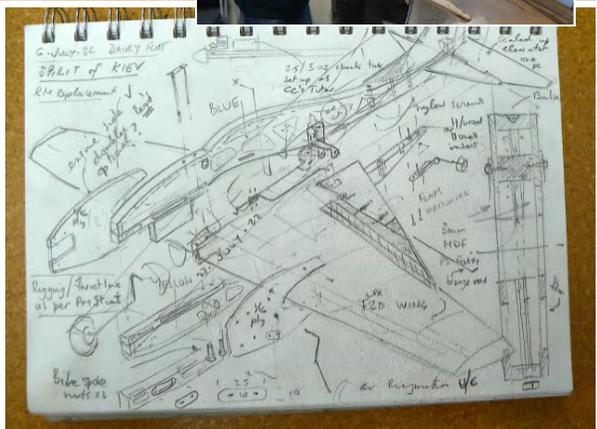
Richard also brought three miniature diesel engines that he had made and whilst he recounted that he had trouble getting these to run (See separate article on page 11), he has shown his skill in building other engines like his hand-built Mills .75, 1.3 and other replicas that run well as reported on p.23 in the Issue 5 of Scale News.



**Upper:** Richard Fallas brought this Mig 29 modification to a Ukrainian combat wing.

**Inset:** A close-up of the removable aft extension, attached to the F2D combat wing.

**Right:** A delightful concept sketch of Spirit of Kiev showing how the design might go together.



Fresh back from the UK, Ricky Bould took us through various modelling items acquired whilst over there. A Zing Wing from Andy Sephton had been found to fly perfectly. It could be easily assembled and made ready for action. From Derek Knight came an Arden rubber propulsion unit, essentially a rubber band in a tube, designed for Keil Kraft. He also had a bagful of plastic rubber model props, some of which were eagerly taken by several rubber flyers.

Ricky's trip to Alex Phin's RedFin home had provided the opportunity to make contact again and of course, not to leave without a couple of Alex's latest creations, his lovely SAM25 and SAM35 engines. Just when it looked as though Ricky had gone through everything that he had for the table, he surprised us with a totally unexpected gesture. Out of its box came a SAM125 that the Club had gifted to Stan Mauger for his work for the Club over the years. And Stan was uncharacteristically lost for words, but grateful to everyone and just able to put together an explanation of his procrastination over acquiring one of these beautiful engines – an opportunity seized by Ricky, who on the Club's behalf had saved the day.

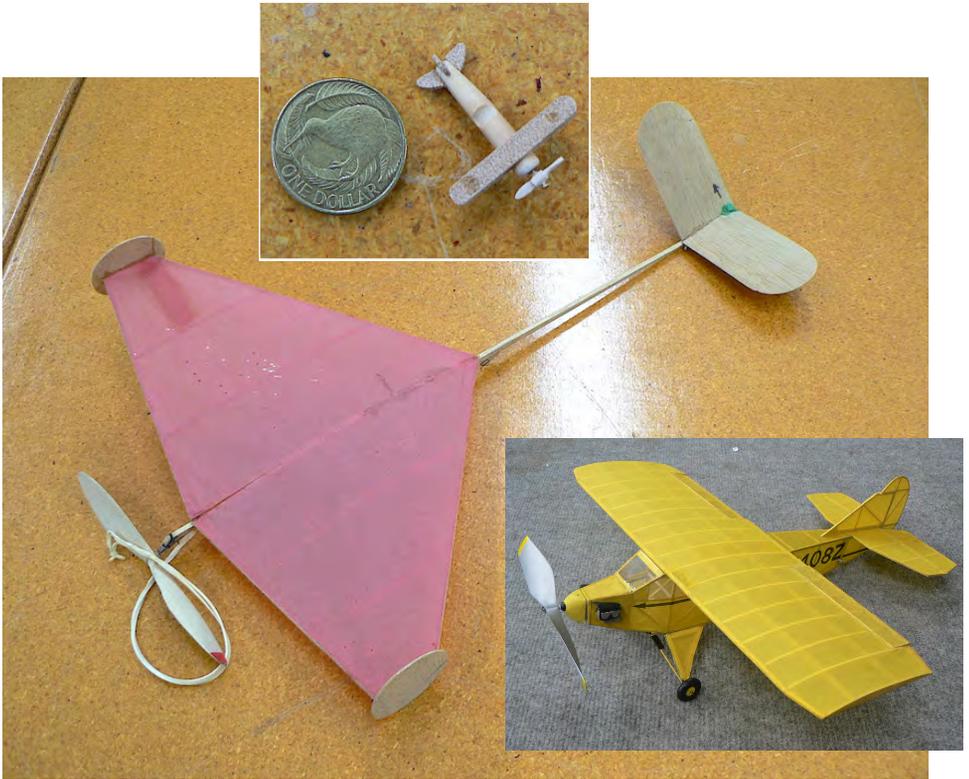


**Upper:** (Clockwise from top) Arden propulsion unit pack, rubber props, Arden propulsion unit installation instructions and Zing Wing before assembly.

**Left:** Fresh from the home of RedFin Engines, SAM.25cc and SAM.35cc diesels.

Ken Smith's Peanut Scale Fike from the late Keith Trillo, that will be ideal for Memorial Scale events. Brian Howell had brought a vintage canard indoor model built some years back but had no details of model design or whom had built it. The model has been tested and is easy to get flying well. Finally, he produced a miniature wooden aeroplane of about 25mm span, built by his sister, who is a toymaker. He was greeted with questions about whether it would actually fly.

The table done, it was time for the usual chats and closer examination of the offerings on the table before heading home.



**Top inset:** A miniature model but will it fly?

**Upper:** Brian Howell brought this indoor canard model built some years ago.

**Right inset:** Now in Ken Smith's care, this Fike Peanut was built by the late Keith Trillo, who flew it many times at Club and other contests.

**Right:** SAM125, A beautifully made Ukrainian diesel of 1.25cc capacity. This was presented to Stan Mauger on behalf of the Club, by president, Ricky Bould.



## My little engines- Richard Fallas

My Richard Gordon Nano is 0.1cc with a bore and stroke 5mm. It is meant to turn a Cox 3" TD 010 prop at anything up to 40,000rpm and is best started with a spring starter. I 'finished' mine five years ago and was not happy with the feel of things but it has not got to the top of the pile since. Shame! Bragging rights in getting a Nano to run are considerable!

The Dragonflea x 2 is as drawn by Ron Chernich on his excellent website Model Engine News which sadly, is no longer being updated and getting a little flaky on line since Ron's passing in 2013, but worth a visit anyway. Two sizes are offered, 0.11cc and 0.15cc. Mine are 0.15s with stroke 0.25" and bore 0.218". Again these are not (yet!) runners though I have had a few burps from the best of the two using a spring starter. It is very hard to get the disc valve etc lining up. Even worse on this design, is the lack of clearance for the con-rod as drawn. I intend to redesign the deck height and liner to improve things - one day real soon!

I designed and made my first diesel, the Fallas Sandfly, at 0.55cc loosely based on a Dart and a bit of Oliver Tiger DNA, back in about 1990 on my small Unimat 3 lathe. It was a pig to start by hand but did respond to the dreaded electric starter and once going was incredibly powerful, pulling a little high wing 2 channel model around at Old Warden very well. There is a photo and write up of the Fallas Sandfly on MEN in (I think) the last Gallery page.

A Mk II version is threatened and with Ricky having provided me with a SAM25 and his SAM35 as inspirations, I have started scheming this. It will use some 3D printed parts as these are a real time saver and in some places like the backplate, are practical if using ABS or even Carbon Filled Nylon. Plus I am powerfully persuaded by the value of at least one ball race in these motors and came back from the UK with several of these in my luggage.



**Left:** Dragonfleas as drawn by Ron Chernich (Upper) and Richard Gordon Nano (lower) as seen at the August Club meeting.

## MIMLOCT - Stan Mauger

This year's Auckland area Memorial International Mass Launch of Cloud Tramps was moved to Windsor Park in Mairangi Bay after we had realised at the last moment, that there may be protest rallies at the Domain. Due to weather and Covid restrictions we have not joined the rest of the world in this celebration, since 2019. The celebration which took part at approximately 4pm drew about the same number as last time with seven flyers. Apart from those who had taken part before, we were joined by other Cloud Tramp flyers including Brian Howell and his grandson Riley, and also Ken Smith. Also present were Eddie Mann and two friends from Canberra, David and Stephen Daniel. Stephen assisted with photographs of flying and we appreciated his contribution. Thank you to everyone who came to the event.

The Park, found at the eleventh hour, proved to be quite suitable for us although there was sports action around us that could have materialized into competing demands for the field. No great flight endurance was expected of Cloud Tramps in the Mass launch and that was just as well as not all models were fully trimmed for endurance. One important lesson learnt was that if your model turns right, stand at the right hand side of the line, otherwise mid-air can happen and they did! Once the launch was over the afternoon provided time for some good flights from all Cloud Tramps.

Ceinwen Evans is now an experienced Cloud Tramp flyer and soon had her model flying well. Brian Howell provided some help to Riley and both put in great flights with their models.



**Above:** The line-up for the mass launch including Ricky Bould, Paul Evans, Ceinwen Evans, Stan Mauger, Brian Howell and Riley Howell. *Photo: Stephen Daniel*

Apart from the value of joining in with others celebrating MIMLOCT, the opportunity to enjoy flying Cloud Tramps within the limited space of parks has much to recommend it. Let's hope that we have now re-established MIMLOCT as an annual fixture.



**Left:** Ken Smith about to launch under Ricky's watchful eye.

**Below:** Brian and Riley Howell soon had their models going well.  
*Photos: Stephen Daniel.*



## Monthly Club Night- Stan Mauger

5-9-22

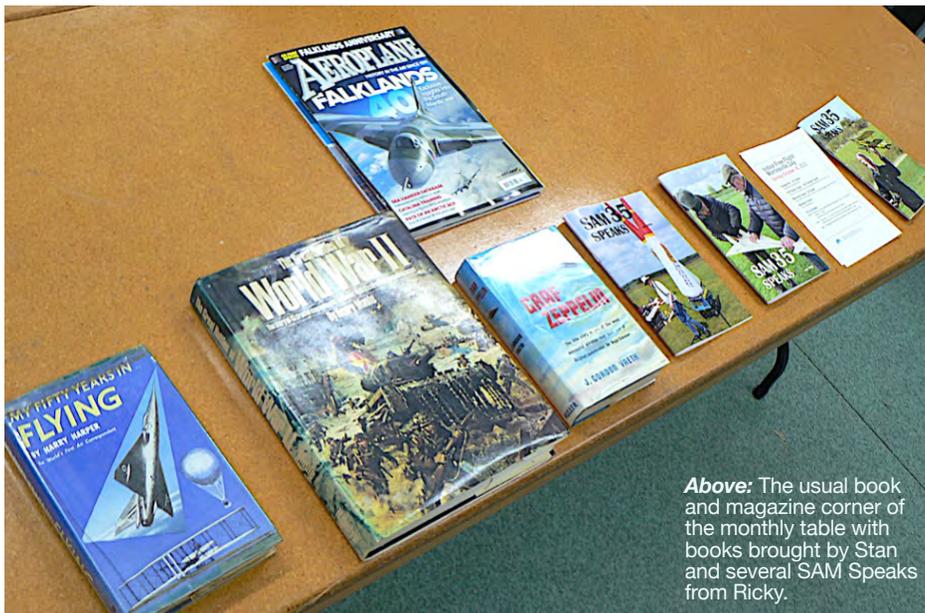
Present were Ricky Bould, Geoff Burgess, Paul Evans, Brian Howell, Eddie Mann, Stan Mauger, Brendon Neilson, Ken Smith, Charles Warren and Tony Woodroffe.

There was a small attendance and an even smaller number of models on the table. However, the offerings did spark some interest and some useful discussion.

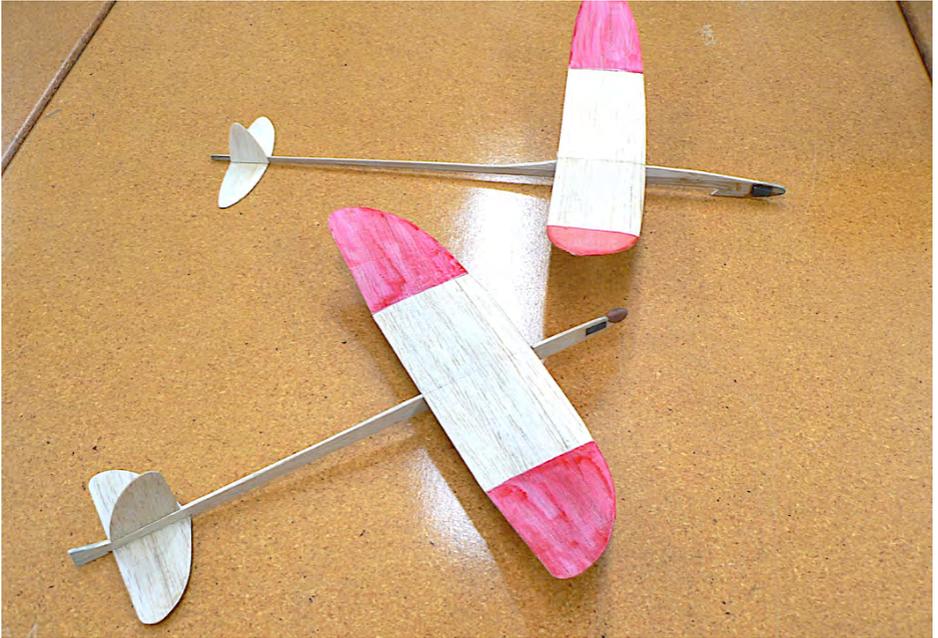
Notices included a reminder of the forthcoming Morrinsville indoor free flight contest day in October. A welcome was extended not only to flyers, but to spectators as well.

At the head of the table were several SAM Speaks brought by Ricky Bould and also a couple of publications that he had brought for Stan Mauger to look at. The first, a Guideline Publication on Military Austers had Stan eagerly poring over it. The second, a recent issue of Aeroplane, included a good article on the Foster Wickner Wicko. Who knows, it may be enough to see Stan make a start on building one from the drawings that he has been developing for a while!

Stan had started to thin down his bookcase and offered several books for new homes. They included Fifty Years of Flying, Great Battles of WWII and a volume on the Graf Zeppelin. All were taken away by interested readers. Turning to the models on the table, Ricky started with some catapult-launched gliders that he had built as sort of light relief from more demanding scale projects. They were built from plans found on Hip Pocket. At 400mm span, the larger of the two had ended up larger than expected when printed out. Bright red marker colour had been applied to the tips to aid visibility against the sky when these models achieved some height.



**Above:** The usual book and magazine corner of the monthly table with books brought by Stan and several SAM Speaks from Ricky.

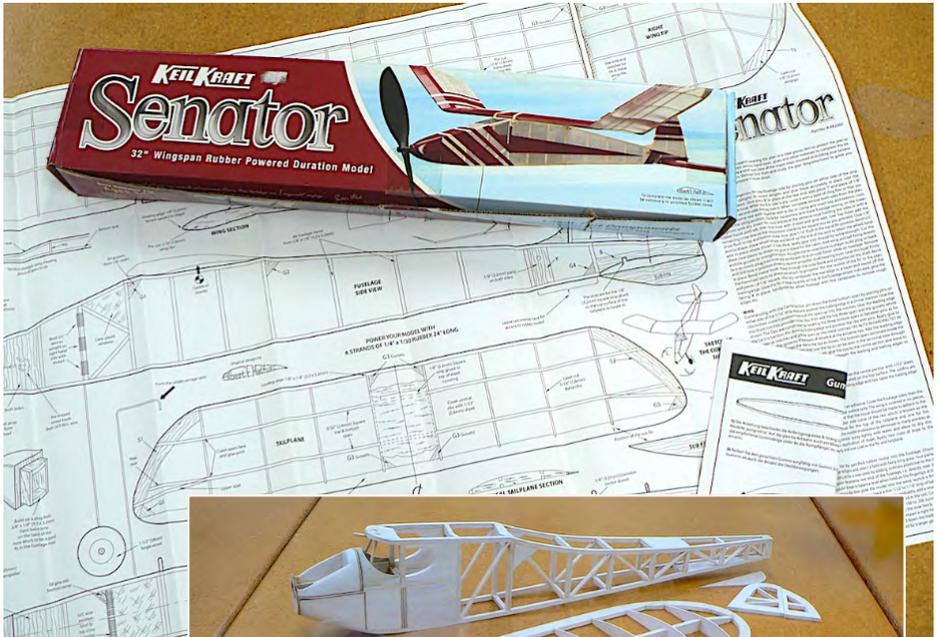


**Upper:** Catapult launched gliders in two sizes by Ricky. Bright tips added to aid visibility.

**Left:** Stan has been at work tidying up the cowl on his free flight Dart powered Piper Tri-Pacer.

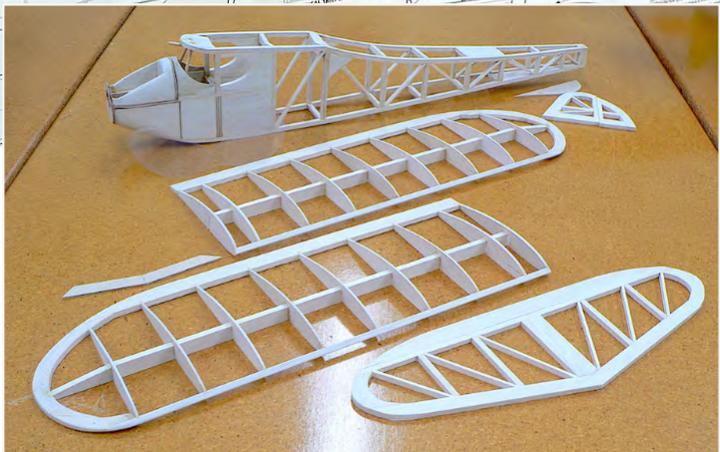
Next, he looked for the builder of a free flight scale Piper Tri-Pacer. Stan owned up and provided a background to the development of the model over the years. It had originated from the Model Aircraft plan of the 1950s, but with a few improvements. Whilst Pipers are renowned for being good flyers, getting this model trimmed had not been an easy journey. The Tri-Pacer had been waiting for a few repairs for some years and Stan had taken the opportunity to improve engine access with a better cowl design. He had also checked over alignment, elevation and CG in readiness for some test flying when a calm day comes along.

Brian Howell was making great progress on his very tidy Min-Hepcat destined for a SAM25 diesel. It was bought as a flat pack model imported from the UK. He described the Hepcat as something different from a Tomboy! Beside it was his Senator kit. His interest in this model had come from seeing this design flown as a rubber model at the Nationals. The laser kit was also bought on line. It was produced by RipMax and beautifully drawn and presented and should build up into nice model of 32 inch span.



**Upper:** A very well produced kit for a Keil Kraft Senator brought by Brian Howell.

**Right:** Also from Brian, this nicely built mini-Hepcat, destined for SAM25 power.



# Karaka Diary - Stan Mauger

21-8-22

With beautifully calm conditions, a great day of flying was assured. Perhaps with the most models between them, Paul and Martin Evans had a tall order to get through flying all of their models on the day. Paul had some of his regularly-flown RC models there including his Little Ship, Tomboy, Veron Deacon and Cavu. The Tomboy still needed some trimming and the Cavu was flying quite fast. He also fitted in time to do rubber flying with his Cloud Tramp. Martin had an even larger fleet of RC models but managed to find time to fly all of them except his APS Debutante. Most of his time, however, was spent flying his new 1/2E Texaco Viking. Ceinwen Evans was totally at home flying Dad's Coronet which ROG'd nicely.

There was also plenty of rubber scale flying with a great display by Don Spray and also George Fay. Don brought out his Mustang which performed well, but his real performer was his rubber twin Grumman Tigercat. He has really got the trim sorted out and the model was flying with authority in circuits of the park. Don has developed his own system to handle winding both motors, using leads of light cord to enable the propellor retaining pins to be released smoothly when preparing to launch the model. George Fay had several models out for flying. All were rubber powered. His Spitfire and PE2 twin were in need of more power but managed some low level flying. His Folkerts Racer was going well and made good use of the field. Also well-trimmed and flying well was his Corsair designed by Frank Scott and included in the Flying Models of WWII plan book. All other models were from plans that he had drawn up himself.

Charles Warren brought out his Dart powered APS Magic Carpet and enjoyed a few flights with it. It has a remarkably good glide when the motor runs out.

All in all this was a great morning for relaxed flying. A special thank you to Brian Howell for the photographs that accompany this report and to Brendon Neilson and Ken Smith whose pictures will be used in the next issue of Scale News due out shortly.



**Left:** In the foreground, models brought by Paul and Martin Evans including clockwise from left, Deacon, Coronet, Debutante, Viking, Little Ship, Cavu and Tomboy. Just visible, seen against the car wheel are George Fay's rubber scale models comprising from left, Folkerts Racer, Corsair and Spitfire.



**Upper left:** Ken Smith's Presto, unflown at this stage.  
**Upper right:** Charles Warren seen attending to the Dart in his APS Flying Carpet.  
**Above:** Martin Evans's APS Debutante, about his only model that was not flown on the day.



**Upper:** Paul Evans's RC Cavu proved to be a fast flyer

**Above:** Martin Evans's RC Coronet flown very confidently by Ceinwen Evans.



**Upper:** Don Spray with his rubber powered Grumman Tigercat. Cord to pull release pins for each motor are visible in this view. Propellers are contra-rotating.

**Right:** Propellor rotation is frozen in this dramatic view at the moment of launching.

**Far right:** George Fay after some flights with his new Spitfire, also for rubber. Lack of power meant settling for low level flights, dramatic nevertheless.





**Above:** Two British free flight designs converted to electric RC. Paul Evans's APS Tomboy showed a need for trimming adjustments.

**Lower:** his Veron Deacon taking a rest between flights.

# Drury Indoor Diary- Stan Mauger

15-8-22

Just a handful of flyers attended. They were Bill McGarvey, Ken Smith, Ricky Bould, John Swales, Tony Woodroffe, Brian Howell, Alan Bright (visitor).

Hangar Rats were making good times. Ken Smith was justifiably pleased with a couple of his flights and Bill McGarvey was putting in excellent times with his model too. Ricky Bould was making times approaching two minutes. He also took the opportunity to start trimming his Miles M-18 Mike Nassise plan built for the recent Hip Pocket cook-up. It made some tentative hops. We welcomed Alan Bright who is returning to the hobby and is keen to become a member.

13-9-22

There was plenty of flying activity with Alan Bright, Geoff Burgess, Brian Howell, Louise and Mishka Meredith, Stan Mauger, Ken Smith, John Swales, Charles Warren, Tony Woodroffe and visitor Paul Burgess, attending. Brendon Neilson made a brief visit to present Mishka with an RC model and transmitter. This was a wonderful gesture and it caused Mishka much delight. There will undoubtedly be Club members able to rally around if he needs any help with flying and caring for it.

The night was down for practice for the Morrinsville day, but several of the usual competition flyers were missing. Ken Smith had his Hangar Rat flying well enough to show the model's potential and on the last flight did over a minute. He was less successful with his Hornet which still needs some trimming. Hornets can be deceptively difficult to trim!

**Right:** Geoff Burgess attending to his RC Ember. Mishka Meredith and Paul Burgess (right) looking on. In the foreground from the left are Geoff's other RC models including Citabria, Vapor, unidentified 'copter, Sopwith Pup and Aeronca Champ,



Brian Howell had to be content with trim flights with his Hangar Rat. Charles ran out of time to sort his Hangar Rat having concentrated on trimming his Modelair Hornet. On opening the box containing his Hangar Rat, he had found some damage so that is where it will have to stay until it is out for repairs.

Stan spent quite a bit of time trying to get his Hornet to turn within the space of the hall, finally setting it up for a tight lefthand turn pattern, albeit with a severe wing drop. More work is needed there.

There was plenty of radio flying with both small foam scale models and the regularly flown Vapor and not so regularly flown Ember designs. Geoff Burgess had quite a fleet of foam scale models which gave him plenty of models to fly during the evening. First to be flown was his Sopwith Pup, a fun model that is easy to fly. He also brought a couple of slow-flying non-scale subjects, a Vapor and Ember. John Swales spent a lot of time with Mishka, helping him with flights and alerting him to bring his RC model down when free flight models were waiting for flights. John showed great skill in flying his Trojan and also enjoyed flying his Champ – both foam models.

Alan Bright had his shiny and new XK Fly Invader RTF helicopter which he was flying well initially, but it presented some challenges as he progressed with it.

Whilst not a great deal of flying was aimed at getting models ready for Morrinsville, there was a good deal of free flight trimming as well as expert RC flying on the night.



**Above:** Tony Woodroffe assisted by Alan Morgan (centre) and Brian Howell (right), trying to diagnose why an autogiro given to Mishka Meredith would not fly.



**Upper:** Mishka and Louise Meredith were justifiably delighted when Brendon Neilson presented Mishka with this outdoor RC model.

**Above:** John Swales was totally at home with flying a very tight pattern with his RC Trojan.

## Complete package - Guy Clapshaw

As a school boy I was an enthusiastic aeromodeller and built a Keil Kraft Pacer, Veron Skyskooter, APS Tomboy to name a few. Then at age 17 I learned about girls and was also awarded a Royal Air Force Cadet Force Flying Scholarship to learn to fly, so aeromodelling took third place (girls were first). Two years military flying training followed, leading to a subsequent career in civil aviation. Travelling to overseas destinations provided opportunities to browse in the World's model shops and my aeromodelling hobby resumed.

I became the NZ agent for a business in Scotland, Complete A Pac, who sold plans for a Spitfire Mk IX, Gloster Gladiator, Tiger Moth, Auster, Hawker Hurricane and others. New Zealand was still hide bound by import licensing, you couldn't buy model kitsets, engines or accessories so we were forced to scratch build, so my plans service became very popular. It also introduced me to a lot of other aeromodellers all over NZ.

Occasionally somebody wanted a plan in a hurry and would ask me to put it in the mail and they would mail a cheque to me. This worked alright ninety percent of the time but the occasional 'knocker' would forget or fail to pay me, so I had a rule - 'Plans sent immediately on receipt of payment' for there was no EFTPOST or Credit Cards then.

One evening, the phone rang and the father of a young lad in Christchurch phoned to ask if I had a plan for an Auster. I assured him I had, and could mail it to him upon receipt of payment.

"Er . . . I don't suppose you could mail it tomorrow? Our son is home for the holidays, I work overseas and we don't see each other very often so we'd hoped to build it together. Time together is precious."

"Sorry, our policy requires pre-payment before despatch."

"Couldn't you make an exception just this once?"

I could tell they were completely genuine and I was about to agree to send it when a dastardly thought entered my mind. I had just checked out on the McDonnell Douglas DC-10, which was Air New Zealand's new rocket ship then, and I was rostered in a crew to position an empty aircraft down to Christchurch early next morning before operating it across to Sydney.

"I could personally deliver it if you're not too far from the airport," I volunteered.

"We're five minutes away but how could you personally deliver the goods?"

"We've got a bunch of brand new DC-10s lying around doing nothing, I could borrow one, fly down to Christchurch, meet you at the check in counter with the plan then hop back to Auckland."

"We'd really appreciate it if you could, but are you sure it's not too much trouble?"

"Naagh, make sure you've got the money though."

Early next morning when three of us reported in civilian clothes to a cold empty aircraft outside the hangar, I explained my little joke to the rest of the crew and how I had said I would borrow a DC-10 to deliver the plan to him, saying he would be waiting at the

check-in counter to pay me, and then we would get back in the aircraft, which he would think we were returning back to Auckland.

They entered into the spirit of the occasion, and later next morning after I had taxied up to the Christchurch terminal, I hurried out to meet the father and son couple waiting at the check in counter.

“You really did borrow an aircraft to deliver the plan to us”, the father greeted me. “I can’t tell you how grateful we are, can we compensate you in some way? Maybe pay for your petrol? Won’t you get into trouble for taking an aircraft?”

“Naagh, we’ll just return it to where we borrowed it from and nobody will notice.” I assured him.

At this juncture the flight engineer, still in his street clothes, approached me. “You going to be long Guy, my wife’s booked a tennis court for mid-day so I’d like to get home as quickly as possible.”

The father’s look of utter astonishment had not diminished as we disappeared through the barrier and we dined out on that story at innumerable overseas watering holes where tall tales are told. All of which made me realize there are good stories in every hobby and occupation, and I’d love to have been there when the father repeated this one!

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# COMPLETE-A-PAC

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## SCALE MODEL AIRCRAFT KITS



**Above:** Complete-A-Pac logo and CAP Auster J4 for RC.

## Calendar **October - November**

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**

Model trimming and flying

**Karaka Steward**

Brendon Neilson 09 239 3204 2neilson@gmail.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 ziply@xtra.co.nz

### **AKA AKA**

Saturdays & Sundays

Intending flyers should phone Lloyd Hull to arrange to fly

**Aka Aka Steward**

Lloyd Hull 09 235 2890

### **CONTROL LINE**

As advised

Control line flying

Intending flyers should phone Ricky Bould to confirm where and whether there will be flying.

**C/L Steward**

Ricky Bould 478 8949 unimec1994@gmail.com

### **INDOOR EVENTS**

**Morrinsville**

Refer to notice on P.2

Sunday October **16**

**Indoor Free Flight classes**

Hangar Rat, Hand Launched Glider, Modelair Hornet.

**Indoor Free Flight Scale classes**

F4D Rubber Scale, F4F Peanut Scale, Memorial Scale, and Kit Scale.

**Drury**

**Drury School Hall**

Monday October **17**

Modelair Hornet and Kit Scale, (7.30 - 10.00pm).

Monday November **21**

Indoor free flight scale all classes (7.30 - 10.00pm).

**Indoor Steward**

Brian Howell 020 4121 5201 b.how@xtra.co.nz

## Calendar **Looking Ahead**

**Carterton**

**New Zealand Nationals**

January **1- 7 2023**

Refer [www.modelflyingnz.org](http://www.modelflyingnz.org) for details

## OFFICERS OF AUCKLAND MODEL AERO CLUB INC.

Patron	Vacant		
President	Ricky Bould	478 8949	unimec1994@gmail.com
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	Brendon Neilson	09 239 3204	2neilson@gmail.com,
	Charles Warren	09 238 9430	cpwarren@ps.gen.nz

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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)    **Non-flying** \$40

Intending members with current NZMAA affiliation pay only the AMAC sub

Please make payments using online bank transfer to the Club bank account  
030291-0086069-00 (please use your name as the reference)

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## NEXT CLUB MEETING AND NATTER NIGHT

**Monthly Club meetings 7.30pm ASME Clubrooms,  
Peterson Reserve, Panmure.**

**Monday October 3**

**Theme: Nationals models**

**Monday November 7**

**Theme: Catapult and hand launched gliders  
– models and plans**

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

**Trading table: Buy swap and sell.**

**Visitors and intending members welcome**