



BULLETIN OF THE AUCKLAND MODEL AERO CLUB INC. EST. 1928
February - March 2023



Mike Mulholland winding his APS Jaguar in Open Rubber at the 2023 New Zealand Nationals. He is assisted by Yolande Mulholland. *Photo: David Ackery*

Angus Macdonald Commemoration



Hornet

EVENT

Drury School Hall, Young Crescent, Drury
April 17, 2023

A plan and building article for the Hornet were in the November 2020 Slipstream. For a reduced plan and further notes see page 25-26.

Ricky Bould has kitsets of parts available for those who would like to build one.

Indoor Free Flight Morrinsville Day

Sunday October 8, 2023

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

**Morrinsville Events Centre,
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 – Looking forward

With February upon us, it's time to look forward to a number of Club fixtures as well as the informal flying days and indoor evenings during the year. But before I do, note that there is a brief report on the achievements of the Club flyers who took part in the Nationals, on page 17.

With April not far away, it is timely to think about getting Modelair Hornets trimmed or built for the Angus Macdonald Memorial Commemoration event at Drury School Hall. To assist with this, as noted opposite, a plan and some building hints are included on pages 25-26. Those who attended the last event in 2021 will agree that it was a fun evening and a great way to remember Angus.

Also back, is the RedFin Precision Challenge, and as we are likely to have the best weather in the early part of the year, it should be possible to run this event in the next few months. Karaka seems to be the most convenient field to fly the event, but adjustments to assure that a model will turn in the space of the field is advised. This will be particularly important if the wind direction is across the field on the day. Let Ricky know if you are intending to take part. See the notice on page 26.

Also tabled for the calmer part of the year are the annual Peterborough-Auckland Cloud Tramp Challenge and the MIMLOCT Cloud Tramp Memorial fly off, so some trimming prior to the time is advised! If you do not have a Cloud Tramp and would like to build one please let me know as I can supply fullsize plans to build from.

There is a confirmed date for the annual Morrinsville Indoor Day for free flight classes. After a better attendance than ever last year, this is now a firm fixture and interest has already been shown for the next day on October 8. It is a great meeting point for flyers in the indoor free flight and scale classes flown. The Morrinsville hall presents a large space for indoor flying, but the regular Drury indoor nights provide opportunities for attending to trimming models in both the free flight and free flight scale classes prior to the event.

Speaking of Drury, the regular monthly indoor flying evenings resume this month with Hangar Rat. There will be a useful practice night for Modelair Hornet in March along with the usual Kit Scale.

Monthly Club meetings resume on February 6 when the theme will be electric models, but as usual all model aircraft and related items are welcome for the table.

See you then . . .

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

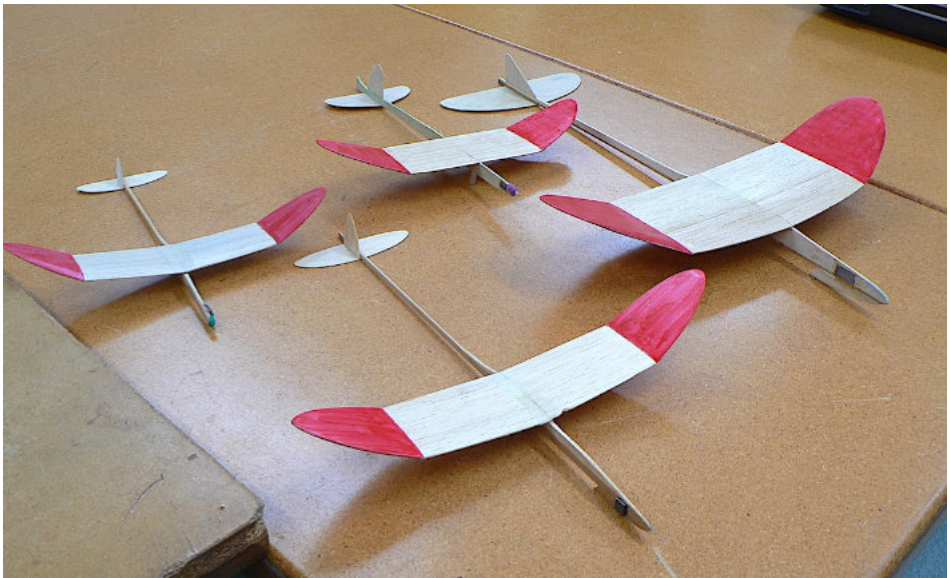
7-11-22

Present were Ricky Bould, Alan Bright, Guy Clapshaw, Paul Evans, Don Foley, Brian Howell, John Macdonald, Eddie Mann, Stan Mauger, Brendon Neilson, Ken Smith, Bryan Spencer, John Swales, Charles Warren and Tony Woodroofe.

At the top of the events notices was a report on the very successful Morrinsville day and confirmation that the 2023 Indoor Day will be on October 8. Attention was then directed to the Nationals and the flyers attending in January. Being the 75th Nationals, it was expected that these may be better supported than previous years. Notice was also given of the Modelair Hornet event to be run on April 17 next year at Drury.

Turning to the table, Ricky had brought four hand launched gliders to support the month's theme. The largest was a John Buskell design and the others were a Jikah AL300 in two sizes, owing to the vagaries of the photocopy machine, and a Stinger II. All had been flown, but all needed further trimming. All but one of the Jikah AL300s will be taken to the Nationals where further pre-competition trimming will be done.

Next were some gliders made from foam sheet by Tony Woodroofe who had been experimenting with wing plan-forms to see how performance was affected. At very low Reynolds numbers, wing shape was significant enough to show differences in model flight



Above: Hand launched gliders brought by Ricky Bould. They are, clockwise from left, Jikah AL300 (15"), Jikah AL30B (10"), Stinger2, and a Buskell design.

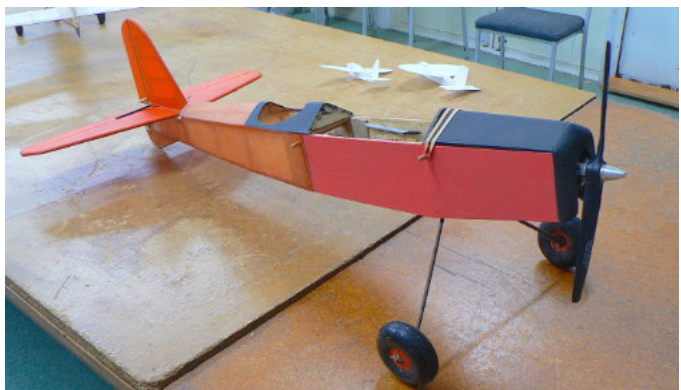
characteristics. The model with a small conventional wing plan was hard to trim for any reasonable kind of glide, whilst the low aspect wing flew well as he demonstrated in the clubroom.

Keeping with the hand-launched glider theme, Brian Howell had brought his E-flite Whipit. This is a lightweight glider that can be launched with care either by discus tip launch or in the conventional hand launch manner. Being of largely foam construction the glider is capable of long flat glides and even of straying away in windy conditions. Brian had managed some short flights with RC to keep it within range and to climb into available lift.



Upper: Foam sheet gliders from Tony Woodroofe, who has been experimenting with various plan forms.

Above: Brian Howell's E-flite Whipit foam glider.



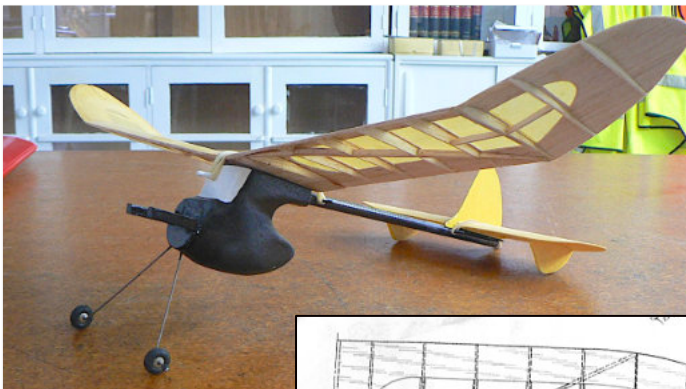
Upper: Stan Mauger has recently restored this APS Debutante built by David Hope-Cross in 1989.

Centre and right: Eddie Mann's mystery model drew some discussion regarding its origin.

Stan Mauger had been busy restoring an APS Debutante built by David Hope-Cross in 1989. He could be sure of the construction date because it was hand written on the balsa cockpit wing base. The model came needing structural repairs and wing and tail covering. Now restored, complete with Mills .75 and Keil Kraft black plastic spinner it was ready for some testing.

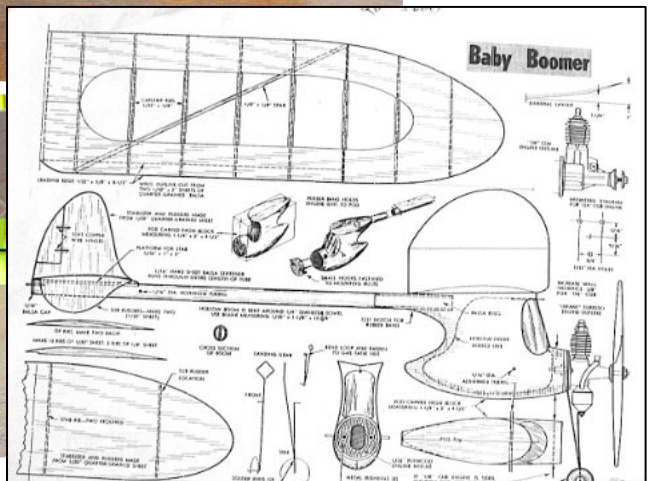
Reaching the end of the table, Ricky came across a Baby Boomer, a forties design dating back to 1949, for a K&B Infant glow engine. Apparently, the original Boomer had been inspired by the pod and boom Baby Bowlus sailplane. The pod was carved from balsa and the 26" design was light and able to climb. Brendon Neilson had built his for a RedFin engine, but had brought the model to the table to find it a new home. John Macdonald was seen with it at the end of the evening, so a new life is assured.

Eddie Mann had some of us puzzled as to the identity of his vintage style RC model. Having brought just the fuselage to the meeting, he made it even harder to guess. It transpires that the model was a Geoff Northmore design based on a Jimmy Allen thirties inspired design. Eddie's main concern was how to improve the rudder runs from the servo. Suggestions were made regarding wire thickness and supports in the fuselage to achieve better control.



Upper and lower left: Brendon Neilson's Baby Boomer features unusual wing construction.

Lower: The Baby Boomer plan showing suitable engines of the era.



Monthly Club Night- Stan Mauger

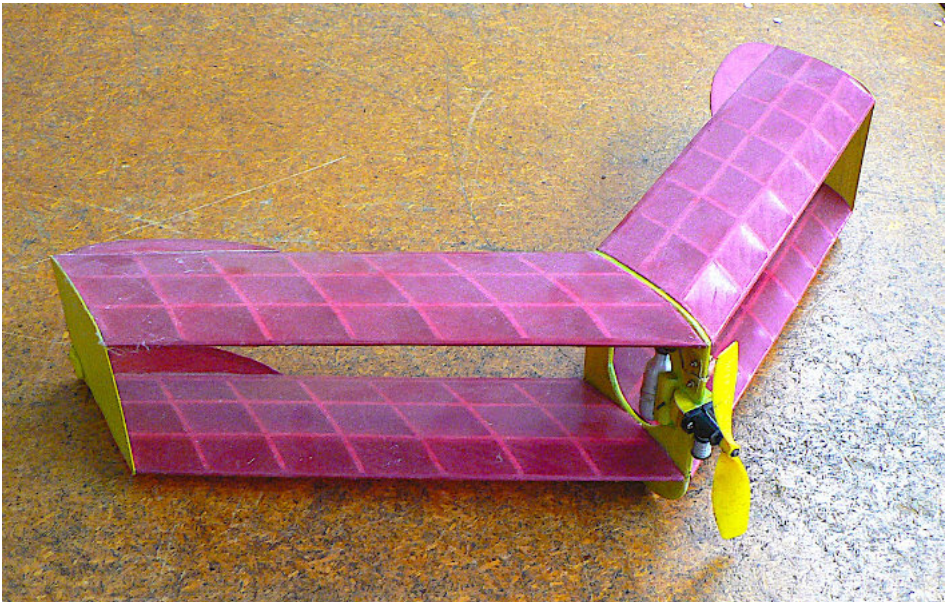
5-12-22

Present were Ricky Bould, Alan Bright, Martin Evans, Paul Evans, Don Foley, Brian Howell, Stan Mauger, Brendon Neilson, Ken Smith, Bryan Spencer, Charles Warren and Tony Woodroofe.

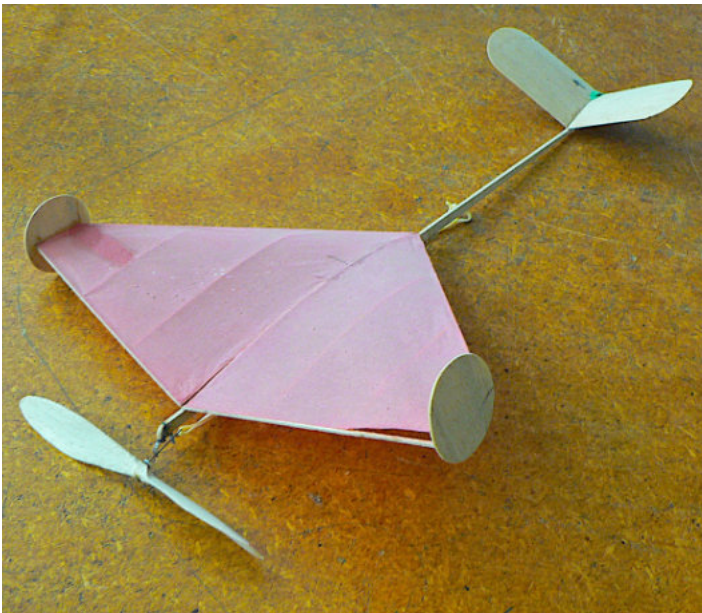
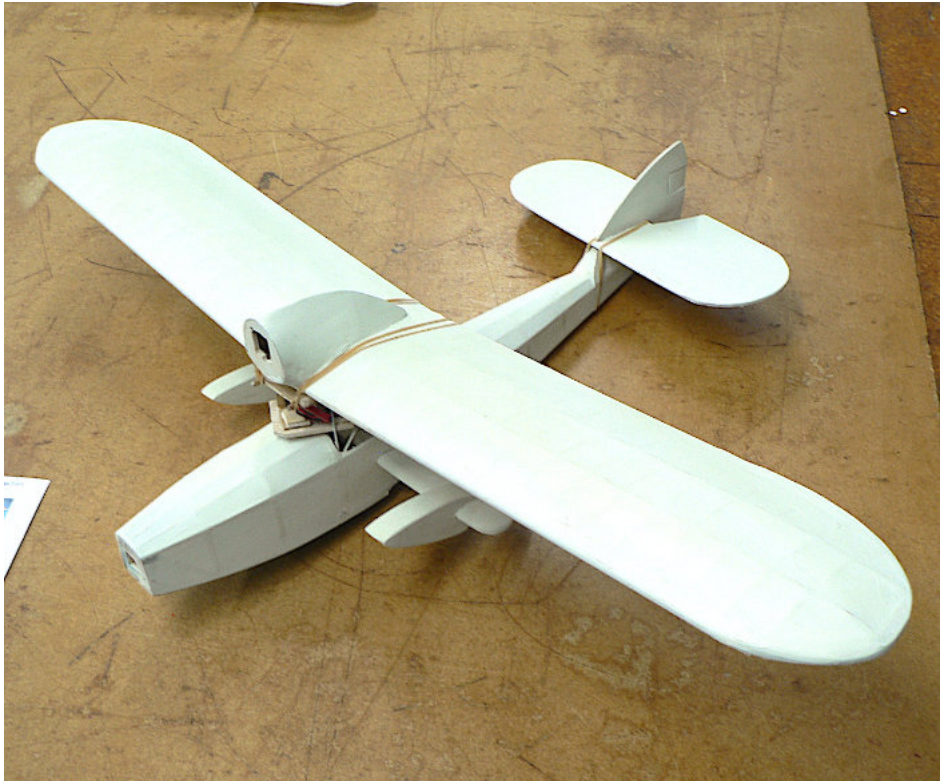
The first notice was a reminder of the forthcoming Drury Indoor night changed to the next day, Tuesday December 6 as a workaround for end of year hall availability at this busy time. Brian Howell was planning some outdoor Vapor flying and possible indoor Vapor spot landing if there were sufficient flyers interested in this. The evening was also a last chance for Nationals indoor model trimming. Ricky Bould offered parts or kitsets of parts for anyone needing a Modelair Hornet for the April 2023 event.

The night's theme brought a few unconventional designs to the meeting. Paul Evans who had been isolated when there was Covid in the house, had built an unusual free flight scale model for electric power, as a 'Covid boredom project'! The model was a Russian Shavrov Sh-2 ambulance aircraft. He was having trouble finishing it, however.

Beside it was another unconventional model, but one with a history. The carnard design was a lightweight indoor model built by Keith Trillo some years back and now in the care of Brian Howell. No one was able to confirm the design, but the model was reported to be a good indoor flyer.



Above: Martin Evans built this APS Fozzle for Telco power. In calm weather it proved to be a good flyer.



Upper: Paul Evans had made great progress with his Sharov seaplane. It just awaits some finishing touches.

Lower: Brian Howell brought this carnard, thought to have been built by Keith Trillo. It is a great indoor flyer..

Martin Evans made a splendid contribution to the evening's theme with two unconventional designs. The first, a Bun Fighter from an Aero Modeller free plan designed by Peter Hall and dating back to 1988. When first tried, it flew well on a CO2 KP motor, but the model had not been flown for years and was showing the ravages of storage. It was later christened a 'Pink Pig'. His other offering and also an AeroModeller free plan, was a Fozzle swept wing tailless biplane, which was also a remarkably good flyer capable of long flights on CO2 power, but it demanded calm weather for stable flights.

Stan Mauger confessed that he did not possess any unconventional models, but he had turned up a strange design for a class B team racer powered by a BB Amco 3.5. His plan was for a Nimbus tailless pusher design that had originally appeared in Model Aircraft magazine in 1952.

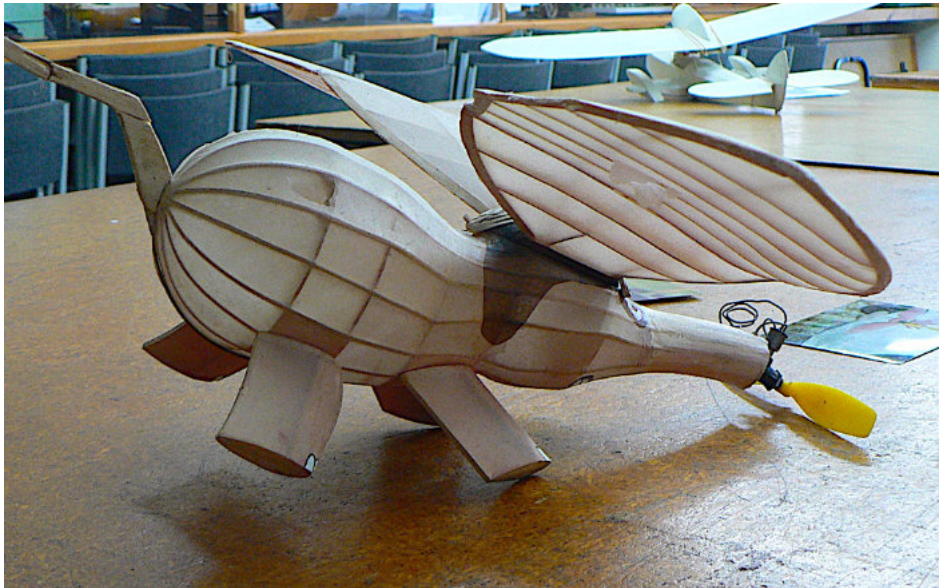
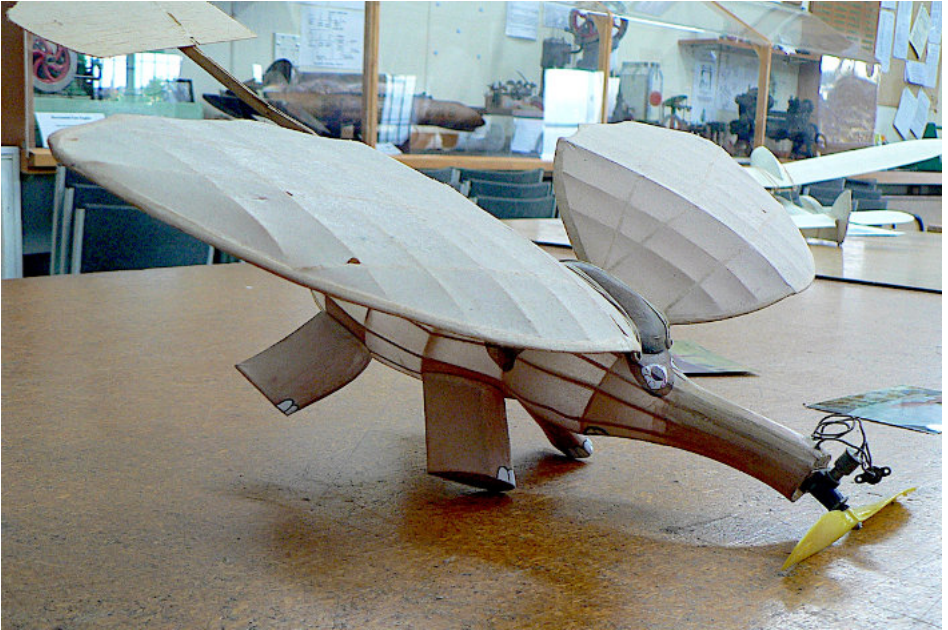
Still in the unconventional category, Ricky Bould's Maris Disler-designed Presto was now a regular to the table. A SAM .35cc diesel was installed and with this power, the model was a good performer. It had proved itself in Aggie [scramble] events at the Nationals. The engine mounting system allowed easy changes, but with this good combination, why change anything!

Moving on to more conventional model items Ricky found, at the top end of the table, a couple of RC trays/slings brought by Alan Bright. The first was a simple low cost and practical design made by John Swales. Beside it was a commercial version bought as a kit from the US, by Alan. Made by Esprit, the tray also needed separate handgrips.

Martin Evans had built a reduced Trenton Terror for a DC Dart, whilst he had time at home. The table done, it just left Ricky to wish us all merry Christmas, before we headed home.

Right: Martin's Pink Pig alias Bun Fighter being set up by him at Hoteo, twenty years back (?) showing its pink colour scheme and built up tail surfaces as per the plan, then.



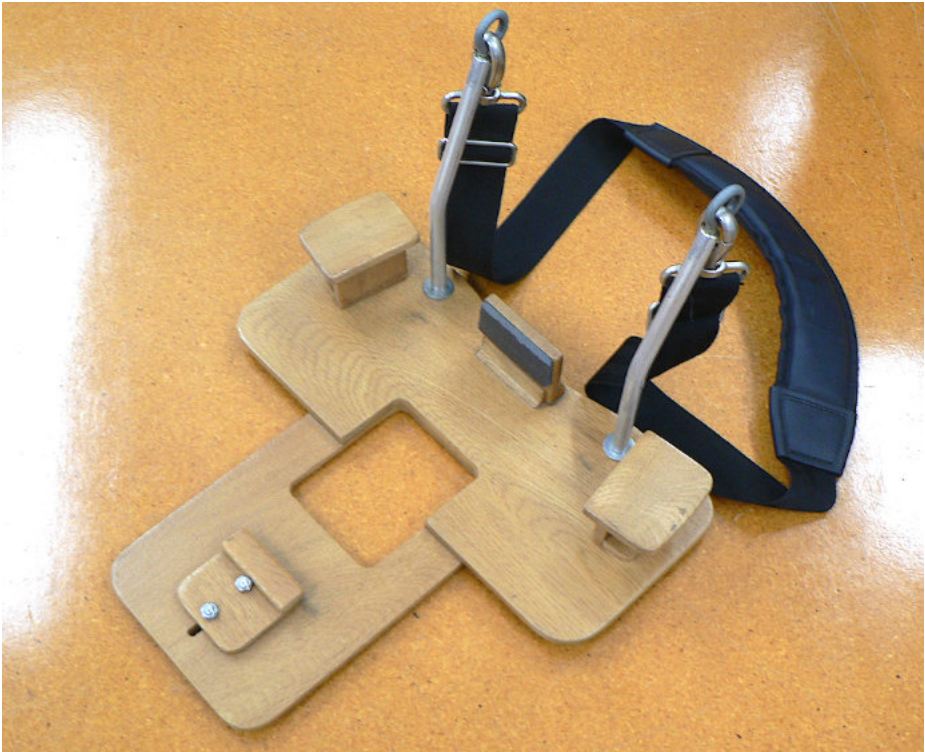


Upper: On the table many years later, still with its Telco CO2 motor installed. These photos show the lightweight construction.



Upper: Ricky's well proven Presto.

Lower: Martin Evan's reduced Trenton Terror showing DC Dart installed.



RC Tray/sling designs

Upper: John Swales low-cost practical design.

Lower: Alan Bright's RC tray/sling from Esprit.

Karaka Diary - Stan Mauger

23-10-22

Good weather brought a good turnout and plenty of model flying. The morning started out calm but the breeze got up as the morning progressed. Alan Bright soon had his Conscendo powered glider flying well after its maiden flight thanks to some help from Brian Howell who also flies on Mode 2. Jeremy Davies was flying his foam RC glider, a V tailed ROC Hobby model which he flew several times. He had his Cessna Cardinal RC out too. It had been converted from tricycle to a tail-dragger undercarriage. Jeremy was a club member years back and hopefully we see him joining us again.

In Brendon Neilson's car boot was his large much-flown Jimmy Allen RC sports model and also his Geoff Northmore designed Sportster. Both were flown. Charles Warren had varying models to fly. His Ludd Bipe was flown several times before he turned to his E-Flite F27, a model with quite different flying characteristics. The Ludd Bipe is quite docile and easy to fly whereas the F-27 is very responsive with wide speed range and has great manoeuvrability. Charles delighted all present with the fast climb and surprisingly good glide characteristics of his DC Dart powered APS Flying Carpet.

Don Spray had several rubber powered free flight scale models. His two twins, a Grumman Tigercat and McDonnell XP-67 Moonbat were well trimmed and put in delightful flights. He was also seen putting up his NA Mustang, another free flight rubber scale design.

Arriving later in the morning, Ken Smith was happy with his electric powered Slow Worm which had an impressive climb and an excellent glide. With RC to assist, it was easy to bring it back to the launch point.

Apart from helping with others' models, Brian Howell once again supplied a good photo record of the morning, which made writing it up that much easier.



Above: Don Spray brought a number of rubber powered free flight scale models including his Grumman Tigercat (left) and Aeronca LC.



Top: Brendon Neilson flew his Geoff Northmore designed Sportster, shown above, as well as his large Jimmy Allen design, both were RC.

Above left: Charles Warren delighted everyone with spirited flights from his Magic Carpet.

Above right: Jeremy Davies's FMS Cessna Cardinal.



Top: Jeremy Davies was getting great flights with his V Tailed ROC Hobby RC electric glider.

Above left: Jeremy flew a Radian PRO and caught some thermals with it.

Right: Alan Bright soon had his new Horizon Conscendo, powered glider flying well.

The 2023 NZ Nationals

A small group from the Club took part in this year's Nationals and we were pleased to be joined by John Macdonald. This year's Nationals was better supported than several previous years, but apart from the first day, conditions were challenging with the wind coming up and disturbing events. Club members were well represented in both indoor and outdoor free flight scale events.

Ricky Bould was Scale Free Fight Champ, winning CO2 Electric, Indoor Kit Scale, and high placings in most free flight scale events. Stan Mauger won Outdoor Free Flight Power Scale, Outdoor Rubber Scale and Memorial Scale. Mike Mulholland won Outdoor Kit Scale. Paul Evans flew in Open Power Scale, Memorial Scale and Kit Scale and assisted once again with judging. A fuller report on Free flight scale and control line scale events will be in the next Scale News due out soon.

In Free Flight, Ricky and Mike put in great flights in Hangar Rat and Open Rubber, respectively. Mike and Ricky also flew in Catapult Launch Glider and Ricky in Aggregate. Complete results of all events are available on the MFNZ website.



Above: Stan Mauger about to launch his Vickers Vildebeest flown in Free Flight Power Scale.
Photo: Barry Price

Left: Ricky Bould choosing his moment to launch in Catapult Launch Glider.
Photo: Ross Gray

Drury Indoor - Stan Mauger

17-11-22

Once again there was a small group of flyers. Ricky Bould had plenty of models to test. His new Peanut Comper Swift built from the Andrew Moorehouse plan, was out for testing but after several flights and some adjustments, seemed under elevated. His latest Modelair Hornet had too much washout on the inboard wing, showing that this design seems sensitive to the amount of washout applied.

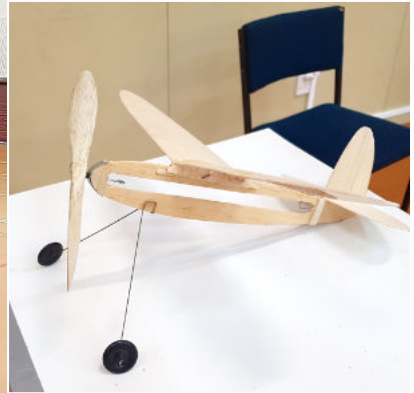
He had more success with his Hangar Rat which after some experiments with motors of varying rubber sizes and some minor thrust adjustments was soon making some good flying times. Bill McGarvey was pleased to be able to rely on good times from his Hangar Rat making an average of a minute thirty or so. Steve Fifield was testing a his Harvard from laser cut parts supplied by Lewis Avenell. The model was given some tests but needed better sealed tissue and this affected flying.

Vapors were well represented with models confidently flown by Geoff Burgess, Brian Howell and Mishka Meredith.

Ken Smith came without models but was happy to assist and has supplied the photos used in this report. Many thanks, Ken.



Above: Bill McGarvey had a productive night trimming his Hangar Rats.



Upper: Ricky Bould's nicely built Peanut Scale Comper Swift showed a need for more elevation, after some trimming flights.

Above: Ricky's new Hornet brought for trimming flights.

Left: Steve Fiefeld had a Harvard for testing but it needed some more trimming flights.

Drury Indoor - Stan Mauger

6-12-22

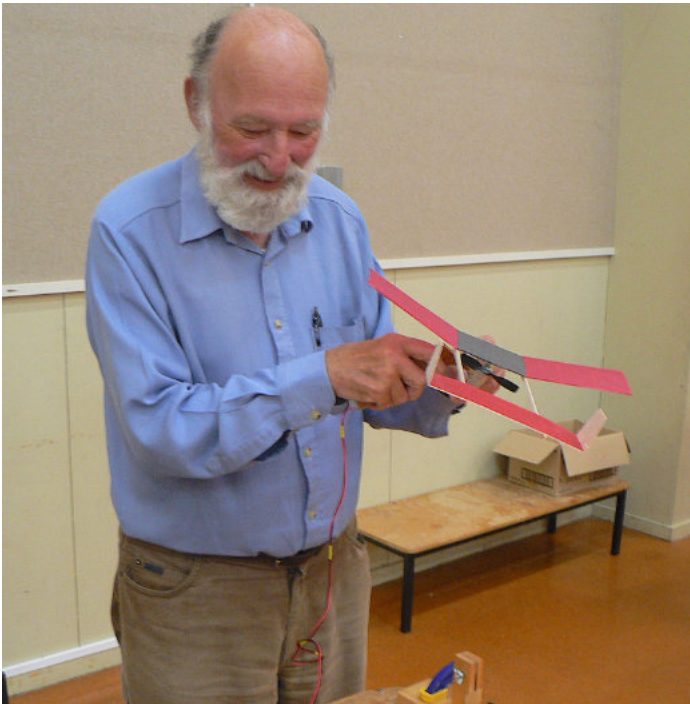
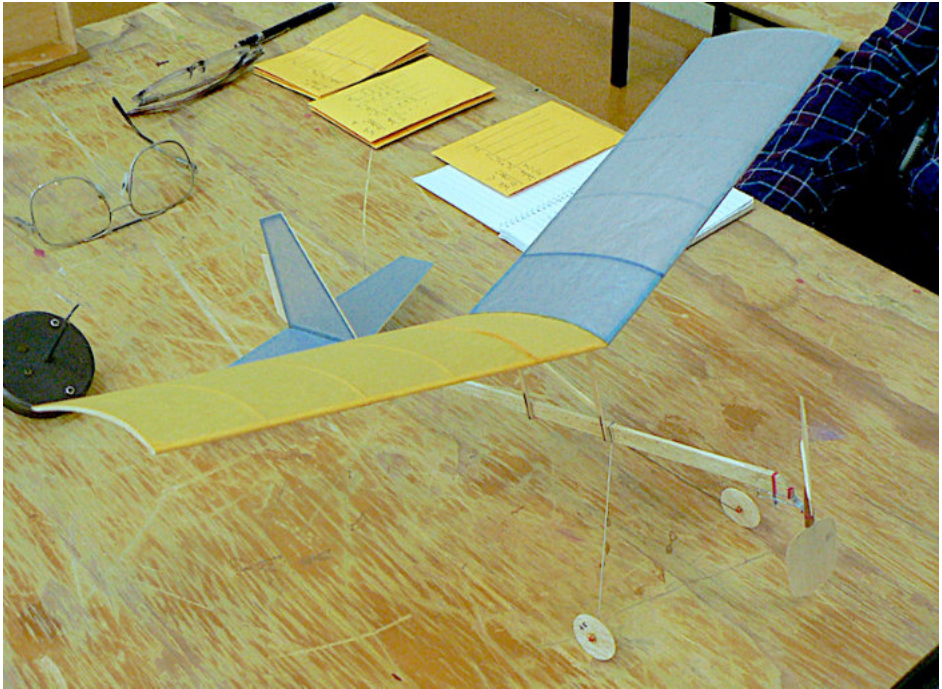
This Drury Indoor night had been changed from the usual third Monday in the month to Tuesday December 6 as a workaround end of year hall availability at this busy time. Brian Howell had put some work into possible Vapor activities for this end of year night including possible spot landing indoors and night vapor flying in the school grounds. A few flyers took advantage of the opportunity to fly outdoors. Stan Mauger had his just completed a Clipped Wing Cub Peanut Scale model based on the Peck plan and seeing the possibilities of testing it without indoor wall-banging, was soon at work making a test flight. After reducing sidethrust the model was transformed and made a pleasant flight outdoors. The prevailing breeze buffeted it about slightly. Indoors the model completed a good flight turning nicely within the space of the hall and gaining a good height. Brian Howell made an eleven minute flight outdoors in the grounds, with his Vapor, but found that this light model was thrown around by the breeze. He also had a cheap foam glider with LED's on it, which needed some of modification as it either did a quick loop or dived into the ground. A work in progress. The elevator has two positions but they are too coarse, needs some packing. Bill McGarvey gave his number 5 Hangar Rat some testing with an eye for trimming it well for competition flying next year. It uses a small amount of upthrust and wing tip wash-in on both tips and the results using this have been encouraging.

It was great to see a PushE being flown again. Ken Smith had replaced the NiCad mini electric motor previously used in them for a capacitor electric set-up. This worked out well with the model making good circuits of the hall. Hopefully this may encourage others to revive this very enjoyable class.

Geoff Burgess came with his Amber and Citabria and once again, flew each skillfully. Vapors were well represented with models confidently flown by Geoff Burgess, Brian Howell and Alan Bright. Besides the usual group of indoor flyers we were pleased to have Jeremy Davies join us and another visitor, Francis Santillan.

Right: Stan Mauger soon had his new Peanut Scale Clipped Wing Cub flying nicely within the space of the hall.





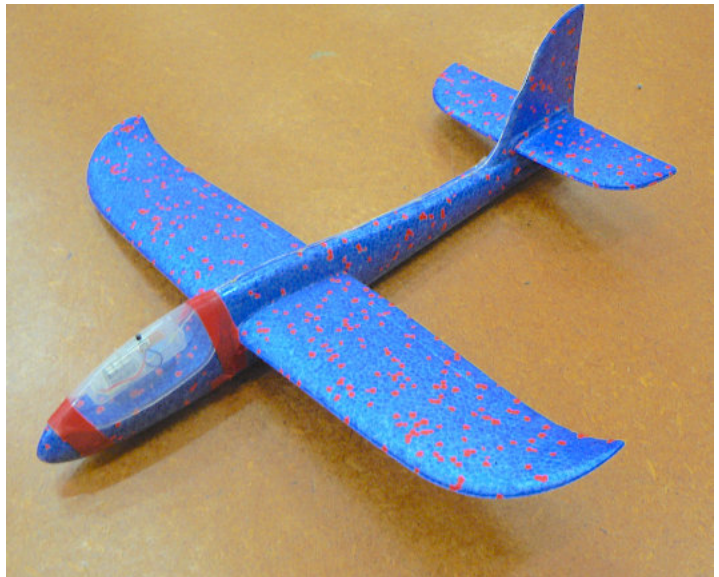
Upper: Bill McGarvey's Hangar Rat between flights.

Lower: Ken Smith's success with capacitor power may herald a return to further interest in the Push E class



Above: Geoff Burgess's Ember with foam flying surfaces is easily distinguished from the more familiar Vapors.

Lower: Brian Howell brought this cheap foamie.



PAW.19 Diesel Wanted

I am looking for a PAW .19 diesel in good nick with a good few hours still on the clock.

Happy to make a cash offer if you have one that is not needed anymore,

DS or TBR, muffled or unmuffled!

Phone Stan Mauger 09 575 7971

Two restorations by Mike Mulholland

Sans Egal

Published in Aeromodeller (April, 1959), Sans Egal, designed by Finnish flyer Reino Hyvarinen, was described as "Finland's finest A/2 glider for several years". The model was built by Bruce Keegan, probably in the early sixties and must have appealed because of its contest successes overseas and also for its ability to handle windy conditions, as noted in the Aeromodeller article.

It was passed on in poor condition so a considerable restoration task was needed. The process started with removing the old tissue which had a top coat of varnish. The double covered wings were wrapped in paper towels which were then soaked with acetone and then dropped into a dry cleaning bag. The covering came off easily after giving time for the acetone to work. Once stripped of tissue, the wings were covered in Mylar and then Peck tissue.

The model needed a new tailplane as the original had disappeared. This was of complex design and involved a lot of work. The fin was replaced and a new spring for the auto-rudder was required. When the fuselage was stripped, it was clear that Bruce must have experimented with various different kinds of dethermalizer set-ups

The CG position has been moved back from 30% where Bruce had it, to the point indicated in the original plan. This seemed logical as the model has an undercambered lifting tailplane. A hand glide has it travelling forty or so metres. She's a real floater. Next comes some tow-line flights.

Mike would like to hear from anyone who may know when the model was built or have reports on how this model performed when Bruce Keegan was flying it.

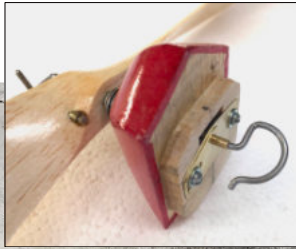


The Convertable

The Convertable is a Tad Dietrich 34 inch span rubber model design from 1934, for the old C rubber class. The name 'Convertible' (note the spelling) refers to the choice of either wheels or floats in this design. More recently Peck kitted the design and the model was built from one of their kits, about fifteen years ago. It has been stored since then and showed a need for refurbishment.

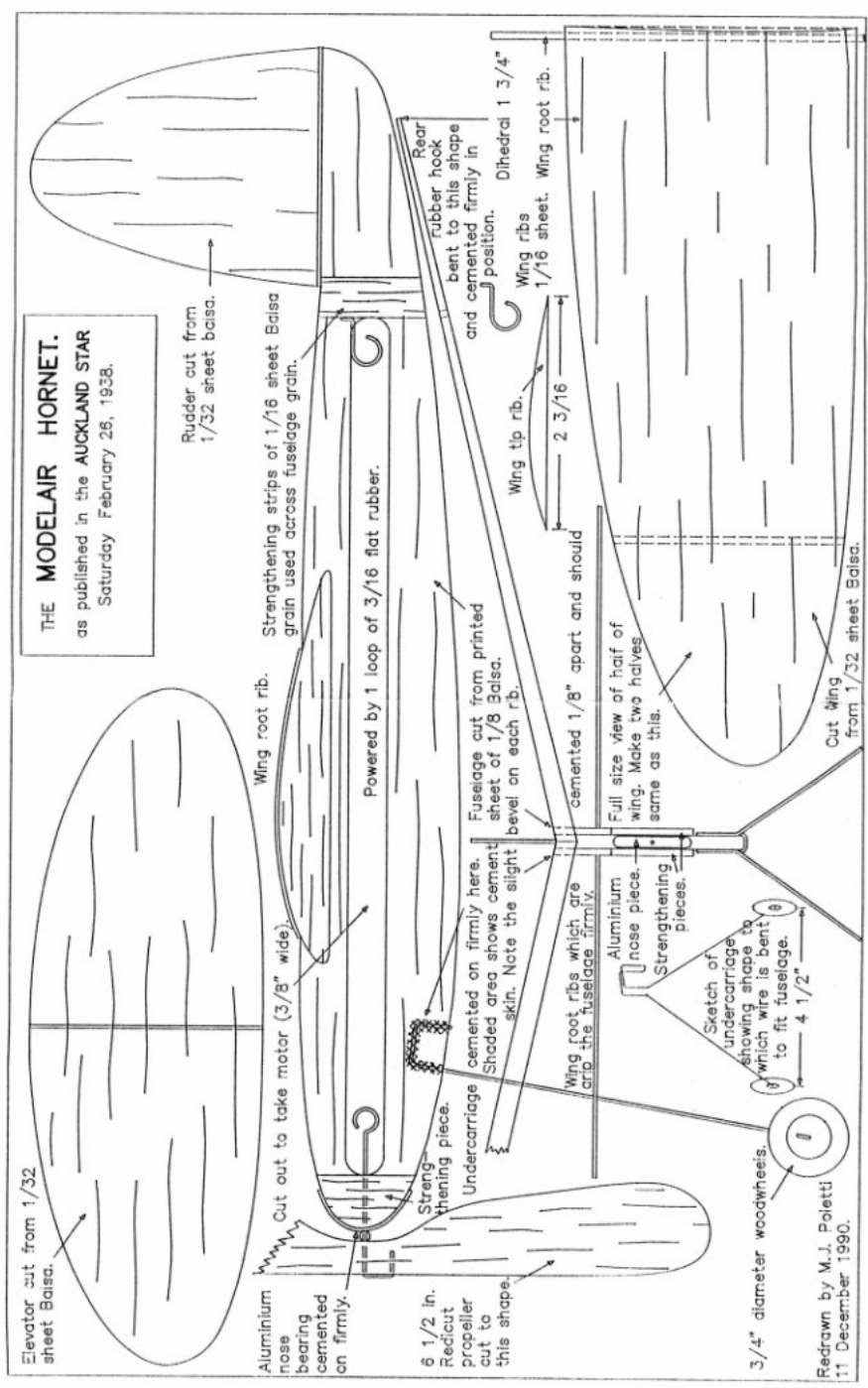
After recovering it with tissue over Mylar a couple of coats of thinned dope were applied. A coat of oil based polyurethane was then wiped on and then off again with toilet paper, which is a hand launch glider/catapult launch glider technique. The original prop from the Peck kit also needed attention. The back edge has been carved back, making it a more efficient prop. Some testing at Karaka has shown the model to climb well even on 500 turns.

Right: The rear face of the noseblock showing the plates that make adjustment easy and positive.



Above and right: The completed model and the float option.

THE MODELAIR HORNET.
 as published in the **AUCKLAND STAR**
 Saturday February 26, 1938.



Modelair Hornet - Building notes

While the Modelair Hornet event is not too far away, there is still time to build one and certainly opportunities to trim your model at the Drury indoor evenings.

A plan and article on building the model were included on pages 24-25 of the November - December 2020 Slipstream. Copies of the article will be available at the next Club meeting on February 6, if you would like them. Alternatively, I am happy to email the issue containing the article to you if you wish. Just let me know if you would like it. The plan on the previous page needs to be enlarged to increase the span to 14" (356mm).

It is worth re-stating that this is a fun class and ultimate endurance is not the goal. The object of the event is to get your model to fly for as close to the target time given on the night, as possible.

Here are some additional hints. If you prefer to use a nose button for the prop shaft, use 1/8"(3mm) rather than 1/16"(1.5mm) balsa on each side of the nose to allow drilling or filing out a hole for the nose button, which can have thrust angles set at the same time.

When attaching the wing to the two saddle ribs, ensure that they are closely enough spaced to ensure a tight fit push fit over the fuselage. The wings can also be pinned to the fuselage initially until the amount of incidence is decided.

STAN MAUGER

REDFIN Precision Event, Karaka

The winner of this contest will receive a RedFin SAM 75 .75cc engine. The contest will be flown at Karaka when a calm day seems likely. Contact Ricky if you wish to fly in the event, so that you can be contacted at short notice.

Rules

1. Model: Any IC Engine powered model.
- 2 Target Time will be set on the day .
- 3 The Contest will consist of three flights.
4. The score will be one point for each second variation from the target time up to the set target time.

This will be scored for each flight and the person with the lowest score will be judged the winner.

In the event of a tie a further flight will be made.

5. Minimum flight time is 20 seconds.

6. Engine timers are allowed.

7. DTs are allowed but they must operate at a time greater than twice the target time and are seen as a means of ensuring the model is recovered. In the event of early operation, the flight will score the maximum penalty.

Calendar February - March

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 2neilsons@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

(For Club points)

Drury

Drury School Hall

Monday February 20

Hangar Rat (7.30 - 10.00pm).

Monday March 20

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

Indoor Steward

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

Calendar 2023

Drury

Modelair Hornet

Angus Macdonald Commemoration

April 17 2023

See notice page 2

Morrinsville Events Centre Indoor Free Flight Day

October 8 2023

See notice page 2

OFFICERS OF AUCKLAND MODEL AERO CLUB INC.

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	Brian Howell	020 4121 5201	b.how@xtra.co.nz
	Brendon Neilson	09 239 3204	2neilson@gmail.com,
	Charles Warren	09 238 9430	cpwarren@ps.gen.nz

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)

NEXT CLUB MEETING AND NATTER NIGHT

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

Monday February 6

Theme: Electric models and equipment

Monday March 6

Theme: New aeromodelling projects

**Plus for both meetings, models, plans, engines and
photographs etc for the table.**

Trading table: Buy swap and sell.

Visitors and intending members welcome