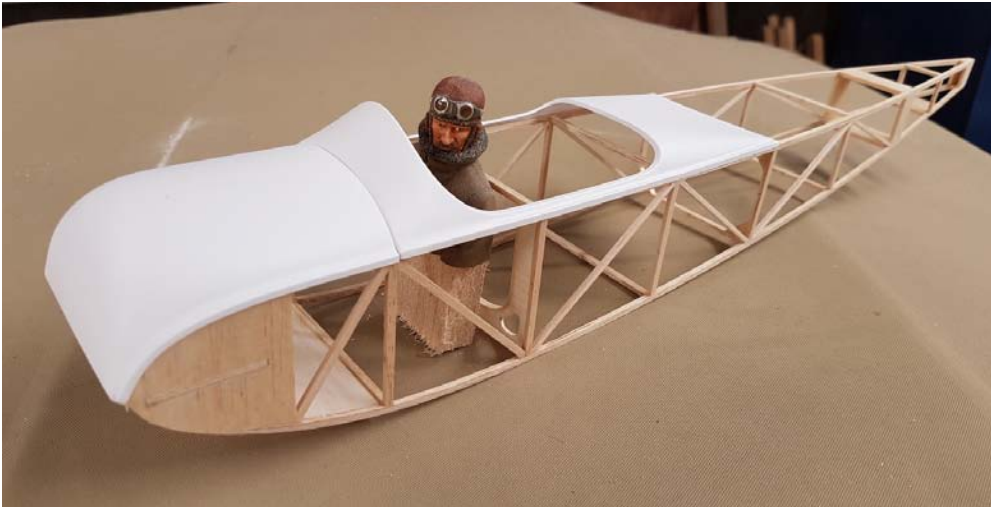




BULLETIN OF THE AUCKLAND MODEL AERO CLUB INC. EST. 1928  
**May 2017**



What is this unusual scale subject? Turn to p.19 for the answer.



# Tomboy & Texaco

Tomboy and 1/2A Texaco will be flown as a monthly competition at either the AMAC field at Karaka or the Tuakau Club field.

Contact Keith Trillo for confirmation of site and possible postponement,  
Mobile: 027 460 7180.

AMAC placings count to event Club points

*Photo of Charles Warren's Tomboy, seen at Karaka. Photo: Ricky Bould*

## Editorial – Preserving some older classes

Thumbing through an early 1940s Model Airplane News recently, I was delighted to see plans and article for one of the vintage models recently brought to a club meeting table. It was a bit like putting a face to a name, but importantly, it was a reminder of Club Members' ongoing interest in building some of these older designs again, or even of discovering them. The Texaco classes that we fly are also an incentive to enjoy these models.

I was intrigued to receive Bill McGarvey's building article describing his work on the Gossamer power model of yesteryears, for the building board section. Some may recall others building this model.

Having just returned from an enjoyable morning's Cloud Tramp flying I am reminded that there is great fun to be had in flying these old designs and keeping these classes alive. Hopefully we can do it again soon. Incidentally, there will be a full report on this event in the June Slipstream.

I am grateful to Ricky Bould for providing a report on the Control-line scale event at Kakanui. Control-line scale support has waned over the years, but this relaxed day of flying suggests that there is interest in this scale event and that there is potential for more interest, aided to some degree by the advent of electronic control for added functions, as demonstrated on the day.

I was very pleased to have a number of building board articles to include in this bulletin. They are of great interest to others in the Club and further afield. Thanks also to regular contributors and others who have provided articles for this month's bulletin. The deadline for the June Slipstream is much earlier than usual because I will be heading overseas to the BMFA Scale Nationals in May and need to get this issue to you all before I leave.

Enjoy the nice flying weather, well, it has been today!

Stan

### Slipstream contributions

Contributions of photos and information about latest projects are very welcome for the Building Board section of the bulletin. Field reports and articles are too! Please just send them in.

**Deadline for articles for the June Slipstream is May 16**

### Photo credits

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

# Monthly Club Night - Mike Fairgray

3-4-17

Present were Rex Bennis, Guy Clapshaw, Paul Evans, Mike Fairgray, George Fay, Angus Macdonald, Bill McGarvey Stan Mauger, Geoff Northmore, Bryan Spencer, Don Spray John Swales, Keith Trillo, Charles Warren and Keith Williamson. Bill Bell visitor

## **Theme for the night was new builds**

There was little on the table tonight possibly due to the AGM being held at the same time. Don Spray had his Zlin Akrobat a bit more advanced than last month. The model can be easily broken down to fit into a purpose designed model box for easy transport to Australia for the Trans Tasman next year. Keith Trillo had along his second wing for the Stardust he had along last month. Expected usual high standard of the build was again evident.

Angus Macdonald has moved back into building large sailplane models since a cataract operation that has restored his vision to a level where he can actually see the models in the air. The model is a scratch built German Libelle glider (name means Dragonfly). The fuselage is well on the way and is large! The size of the single wheel poking out of the underside of the fuselage is large, which gives an idea as to how heavy this model will eventually be.

The last models were from Mike Fairgray's pile of numerous partly built models which rest in a bare bones state around his workshop. The wing of the Cessna featured in the last Slipstream has progressed to a completed construction state and was partly covered. As Mike explained the method the designer had chosen to build the wing was complicated with the use of jigs to raise the underside of the wing to achieve the correct dihedral. Mike decided to go with the original method that was used in the Keil Kraft design of flat bottomed ribs and setting the dihedral at the root rib. This involved redrawing the rib profile to allow for this. The covering used was heat shrink Lighttex.

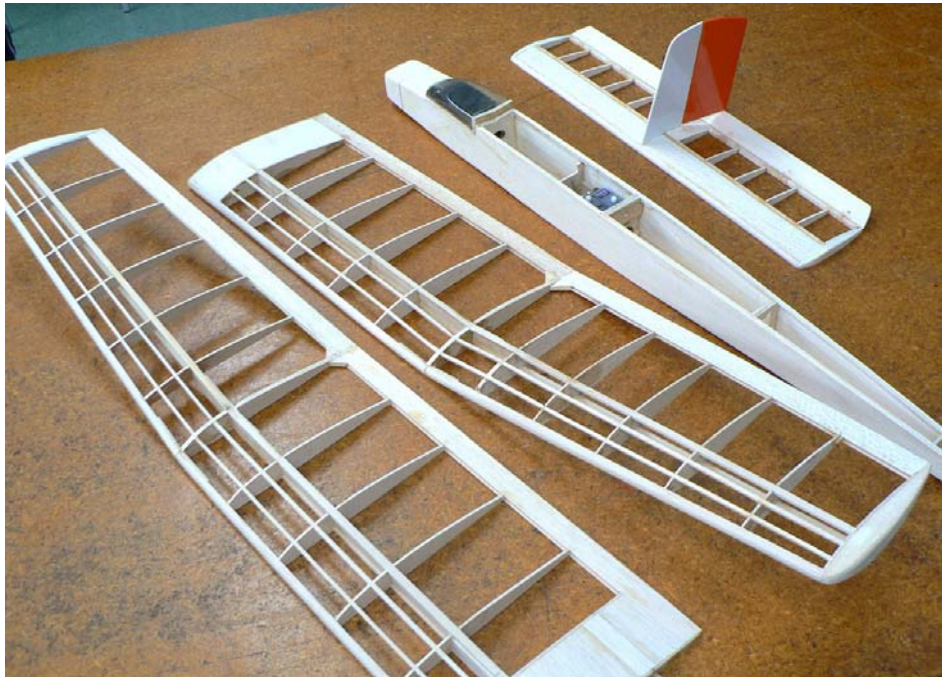
The second model was a motorised glider 'A Piece O Cake' from a very old Dynafite kit. The build was anything but!! Most of the ribs were replaced due to crushing in the die cutting process. The fuselage construction was simple but proved impossible to obtain a straight finished fuselage. So in the bin and put on the thinking cap. Constructing the fuselage from the Dandy, a previous glider, the fuselage was modified to accommodate the electric motor and increased rib length and a canopy. The wing was one piece but at a span of 2 meters the wing was constructed as a two piece using the method from the Dandy Plan. The original fin and tail were constructed from solid sheet and the position of the control horns on the tail and fin caused them to come in contact with each other and without positioning the fin horn half way up the fin and redesigning the control runs,

### **Above:**

Don Spray's Zlin Akrobat needing just a canopy and spray finish before flight testing.

### **Right:**

A Piece of Cake - Mike Fairgray's motorised glider.



He decided to replace these with the Dandy tail and fin as they were approximately the same size, built up and the control system was proven. The early Graupner kits were well designed and in some cases the construction methods were ahead of other designers.

Bill Bell had along a collection of motors in various condition for sale. A few members picked up a bargain and went home happy.

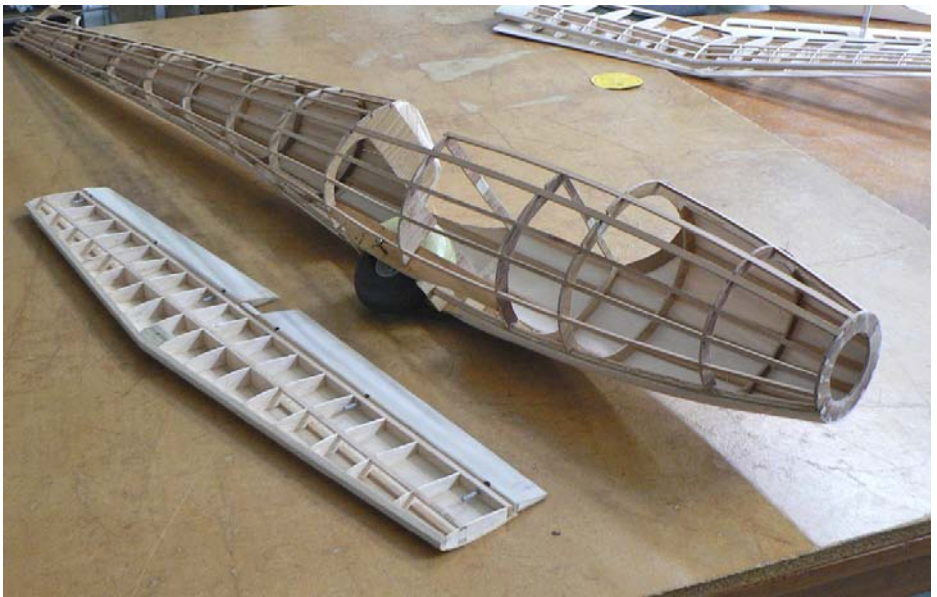
So off to tea and biscuits and a slice of the Feijoa and Date loaf provided by Mike Fairgray from the kitchen of his wife Virginia.



**Top:** Keith Trillo displaying progress on the wing of his new Stardust Special.

**Below:** Keith Williamson's bag of spinners, wheels and tanks free to a good home and the remains of Bill Bell's engines estate sale. No offers for the Nuffield tractor? To the rear, Bryan Spencer's box of diesel fuel to keep us going.





**Upper:** Charles Warren gives some scale to Angus Macdonald's new glider. Bill McGarvey and Bill Bell looking on.

**Above:** A view of the fuselage formers and stringers. Note the rigid tailplane construction.

# Control Line at Kakanui - Ricky Bould

9-4-17

There was a good turn out for this control line Scale day including Gerald Wimmer and his two sons Max and Otto, both control line fliers, Dave Ackery, Steve Hansen, Dave Ackery, Bob Reynolds and Bill Bell. The ground was quite soft and pliable but quite good to fly control line on. Gerald had done a really job of mowing a couple of circles. Things got under way at a leisurely pace and later in the day the wind came up.

Dave had his profile Hellcat that was capable of flying a number of aerobatic manoeuvres, Steve had converted an electric Extra Flugzeugbau EA300 into a control line stunter. It looked good, but I didn't see it fly. Otto had built a Kawasaki Hein Ki 61 (Tony) with OS 15 engine, Max had Martlet (Grumman F4F Wildcat) also with OS 15 and an SE5 biplane with OS 40 and 2.4 ghz control. Gerald's fleet included a Bell P39D Airacobra with Fox 29 with pulsed signal control down the lines, a Vought Vindicator with Fox 40 and 2.4 ghz control, and a P51B Mustang with Fox Hawk 60. Hopefully AMAC and Scale SIG fliers can coordinate with the Free Flight Club a little more on their control line scale days.



**Left:**  
Bob Reynolds is seen helping Dave Ackery with his Grumman Hellcat  
*Photo: Otto Wimmer*

**Below:** Gerald to the right of the models lined up for the day including (from left) Steve Hansen's converted electric Extra Flugzeugbau EA300 aerobatic scale model, Profile Airacobra, SE5a, Vought Vindicator, Kawasaki Hein Ki 61 Tony and Grumman Hellcat.







**Above Upper:** One of the two control line circles on the Wimmer farm.

**Above:** Gerald and his son Otto joining other fliers at the start of the day hosted by Gerald and Alina Wimmer.  
*Photos: Otto Wimmer*

# Karaka Diary - Keith Trillo

2-4-17

A low key morning with the weather being partly cloudy and a light Northerly wind. Present were Ross Northcott who flew his 1/2E Texaco Lanzo bomber, Bryan Spencer and Keith Trillo who flew E Tomboys.

## Results:

### E Tomboy

K. Trillo	11:58	10:39	
B. Spencer	6:12	4:15	7:41

### 1/2E Texaco

R. Northcott	8:27	9:11	
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9-4-17

Keith arrived at the Karaka Sports ground around 8.30am and met Ross Northcott, as the wind was 20kph with gusts to 27kph and forecasted to get stronger, Ross decided to go home. Keith phoned Bryan Spencer to inform him of the conditions and he decided to stay home. He then phoned Angus Macdonald who said he would come and play in the wind with his Humming Bird, which has a higher wing loading than a Tomboy. While waiting for Angus, the wind dropped sufficiently for Keith to hover his E Tomboy low down. If he went for altitude it would drift downwind. After Angus turned up, the wind dropped further, the sun came out resulting in both Angus and Keith staying to midday. Angus flew E Tomboy, Humming Bird and Jumpin' Bean, Keith flew E Tomboy and four flights with 1/2A Texaco Skipper slowly making friends with its Cox .049 engine and getting five minute engine runs.

16-4-17

Keith went to Karaka field to mow the grass verge in front of the stiles, wind was marginal for flying but he prepared his 1/2A Skipper for flight. As one paddock had a herd of cows, he was going to use the other paddock until he noticed a bull in it, so de-rigged and went home.



**Above:** Improvements to the field may entice more members.

## Guy Clapshaw - from my files



The two O.A.Ps in the upper photo were photographed at Highbrook about two years ago. They had flown model aircraft at school in England 65 years previously and when they found they were both living in New Zealand, they decided to resume flying together. President Charles (the good looking one in the blue shirt) went on to fly full size gliders with the school cadet corps before a distinguished career in medicine. Regrettably after military service, his companion spent the rest of his life in commercial aviation as a fly-by-night with no visible means of support.



The picture to the left was taken on the exact 100th anniversary date of the Wright Bros flight.

Guy Clapshaw's grandson Hugo is seen with an Airsail Voltimer which was about to have its first flight. It flew OK but was seriously under powered with a 400 motor but when a 480 was installed, it impressed everybody - mainly because Guy hadn't installed a more powerful E.S.C. and the model trailed smoke as it headed skyward.



This photo is of Guy Clapshaw's De Havilland 108b Swallow, seconds before its first flight. Regrettably, it flew well for a few minutes before suddenly diving into the ground for no apparent reason. After repairs, it was flown again at a different site with identical results - flying perfectly until suddenly diving into the ground. Symptoms were typical of radio interference but ground range checks were OK. After several repeat performances, the model was retired to the workshop wall.

## Early Notice!



# MIMLOCT Sunday August 6, 2017

## (Memorial Mass Launch of Cloud Tramps)

Now that the Peterborough- Auckland Cloud Tramp Challenge has brought out a number of these models don't put them away in a corner!  
Join the band of early morning fliers in the darkness.

## A tale of two Jabberwockies - Stan Mauger

I have built two jabberwockies, one in my secondary school days in the late fifties in my days living in Timaru and one as a nostalgic project in the early nineties. The first was rather roughly built. I had only just started to learn how to plank a fuselage and seal balsa. The magnificent finish that experienced control-line fliers got on their models caused my heart to sink when I saw them. I had installed a very bitey Webra Mach 1 (bought with paper run money) in it, that got through fuel quickly, made lots of noise and frequently drew blood. That motor along with most of my others went to the local model shop when my parents cleared out my model shed when I went to university. A sad story – the motors that is. The second model in the nineties was built to a much higher standard and powered by an ED Racer. Let me say that the Jabberwocky is not very fast, even with a good vintage diesel (perhaps an Oliver would make a difference), glides like a brick and on anything but a dead smooth surface cartwheels on landing occasionally destroying the natty twin fin tail assembly. Other than that, it is loaded with nostalgic charm (if team racers can be?).

This model distinguished itself by winning a classic team race on its first outing at Whenuapai in a 'hare and tortoise' fashion. The other two Oliver powered models flew much faster but retired due to damage or mechanical problems during the race leaving my Jabberwocky, flown by Karl Wimmer, to carry on at a fraction of their pace! Like some famous actors of yesteryears, Jabberwockies prefer to be photographed from one particular angle, in this case from rear three quarter view. The construction could be improved by making the tail surfaces out of a ply balsa lamination and putting a bend in the undercarriage about 15mm back from the wheel axles so that the wheels are positioned further forward, but leaving the rest of the undercarriage unchanged, but that would depart from the original design. With 7" props, the undercarriage could also be shortened, though I suspect that the original was probably flown with a red plastic FROG 8x6. With these limitations the model has been relegated to hanging from the ceiling of my model room. I don't quite have the heart to part with it or even bin it.



**Right:** Team Race nostalgia!  
My ED Racer powered APS Jabberwocky.

# A tale of an RC Jabberwocky - Geoff Northmore

Jabberwocky was a control line team racer powered by an ED Racer 2.46 diesel, published in the Aeromodeller in 1953. Its dimensions were span 12" and length 17". I was always intrigued by its appearance and through the kind offices of our bulletin editor, who gave me the small printed plan to enlarge in 2006, in 2007 a Jabberwocky was built. I decided to virtually double it up, using an OS.26FS for power. I made some plan alterations e.g. reducing the fuselage depth, as it appeared to be a bit over the top for the OS, the rib section was changed to Clark Y, the fin and rudder areas were enlarged to cater for my single acting rudder movement and lastly strip ailerons formed the inboard sections of the wing trailing edge.

Building commenced and progressed well and was finally completed by a covering of polyester tissue, with some fuselage double covering using ordinary orange tissue and black painted areas at the fuselage nose. The model was fuel proofed using diluted polyurethane varnish.

Came the great day for its first flight at the patch. A range check was carried out using my newly purchased 2.4GHz Tx. The engine was fired up and after another control check at the take-off point the model was released. A bit tricky to keep straight, but then lift off and climb out. I turned the model left and found it started to descend on its own – no control of pitch became apparent. The model disappeared over a hillock and vanished from view. I had stopped the engine and hearing nothing ominous went to investigate. There was no apparent damage. Back at the strip another range check showed a miserable fifty metres only, for the elevator. Not happy with the new Tx, I purchased another and had another go. The same thing happened on its first flight. Then I discovered that it was the elevator servo that was at fault! Not very pleased at the time. With a new servo installed the model flew, but was not a pleasure to handle as the ailerons were small and not very effective in their inboard position. The rudders were out of the prop wash so not much use until a reasonable speed was achieved. The short fuselage couple was no help either.

The next improvement was to insert a 2" fuselage bay aft of the wing trailing edge. This did improve things somewhat, but I would not say that the model was a success. Later in its somewhat chequered career, I lowered the wing to the fuselage bottom. It flew, but with no real handling improvement. Finally it decided to commit suicide from a great height. If I built another I would make it lighter for electric power plus have ailerons on the outboard wings for a start.

## Coming up - June 2017 NDC Calendar

### **HOTEO**

A1 Glider, P30, Coupe d'Hiver, FAI F1A Glider Vintage FF Hand Launch Glider, FF Nostalgia Power Duration, FF Classic Rubber Duration

### **KARAKA**

RC Vintage Precision and Classic E Duration



**Above:** The developed model out for some testing.

**Below:** The newly built model on the table on a Club night.



# The Modelair 1933 Supermarine S6B

The following is an abridged version of Maurice Poletti's original article from the October 1999 Slipstream. My thanks to Angus Macdonald for clarifying the use of the MASCO name. It should also be pointed out that 'Propellor' was none other than Fred Macdonald – *Ed*.

This S6B rubber scale model began as a Masco (Model Aeroplane Supply Company) kit. After it was realised that the Masco name was used by a knitwear company, the new name Modelair was adopted in the mid-thirties.

The earliest known advertisement for Masco was printed in Fernleaf, October 1932. It is known that Fred Macdonald cut balsa and produced kits in his garage at Onslow Road, starting some time around August or September 1932. In the catalogue dated September 1935, the company was still called MASCO. The front cover displayed the prominent Modelair wings logo, the MASCO name and address, and 'manufacturers of Modelair kitsets and supplies'. This is the earliest known use of the word Modelair. On the front cover of the May 1936 catalogue, the name was Modelair Limited and the address given as 1a Osborne Street, Newmarket.

It seems almost certain that the S6B kit was introduced to the Masco kit line late in 1933. The plan was printed in the Auckland Star in two parts on the 18th and 23rd of November 1933.

The November 18th article began "This model of the S6B is an authentic replica of the famous record breaking aeroplane that won for England, the Schneider Cup. It is very spectacular in its takeoff from water and flies steadily to make a perfect landing again. Coloured as shown, it will look realistic, and be a handsome addition to your fleet".

Neither the source of the plan nor the designer is known. Apart from the very small stabiliser, it looks as though it would build into a practical flying model. However, there must have been trimming problems. In the Assembly section we find "Cement the wings to the stub pieces, giving the left-hand wing, looking at the machine from the front, exactly 3/32in more incidence. This is to counteract the torque of the propellor when flying. Give the wings about 1/2in dihedral. There is no dihedral on the real machine, but it is vital on the model." And "About eight strands of 1/8" x 1/32" rubber are required to fly the model. However, this may vary a little according to the weight that you have built into the model."

Of course this was written in the days before side and down-thrust were understood, and with modern trimming methods, no doubt this drastic asymmetric rigging could be avoided. Clearly not a beginner's project, either building or flying, but what an interesting challenge!

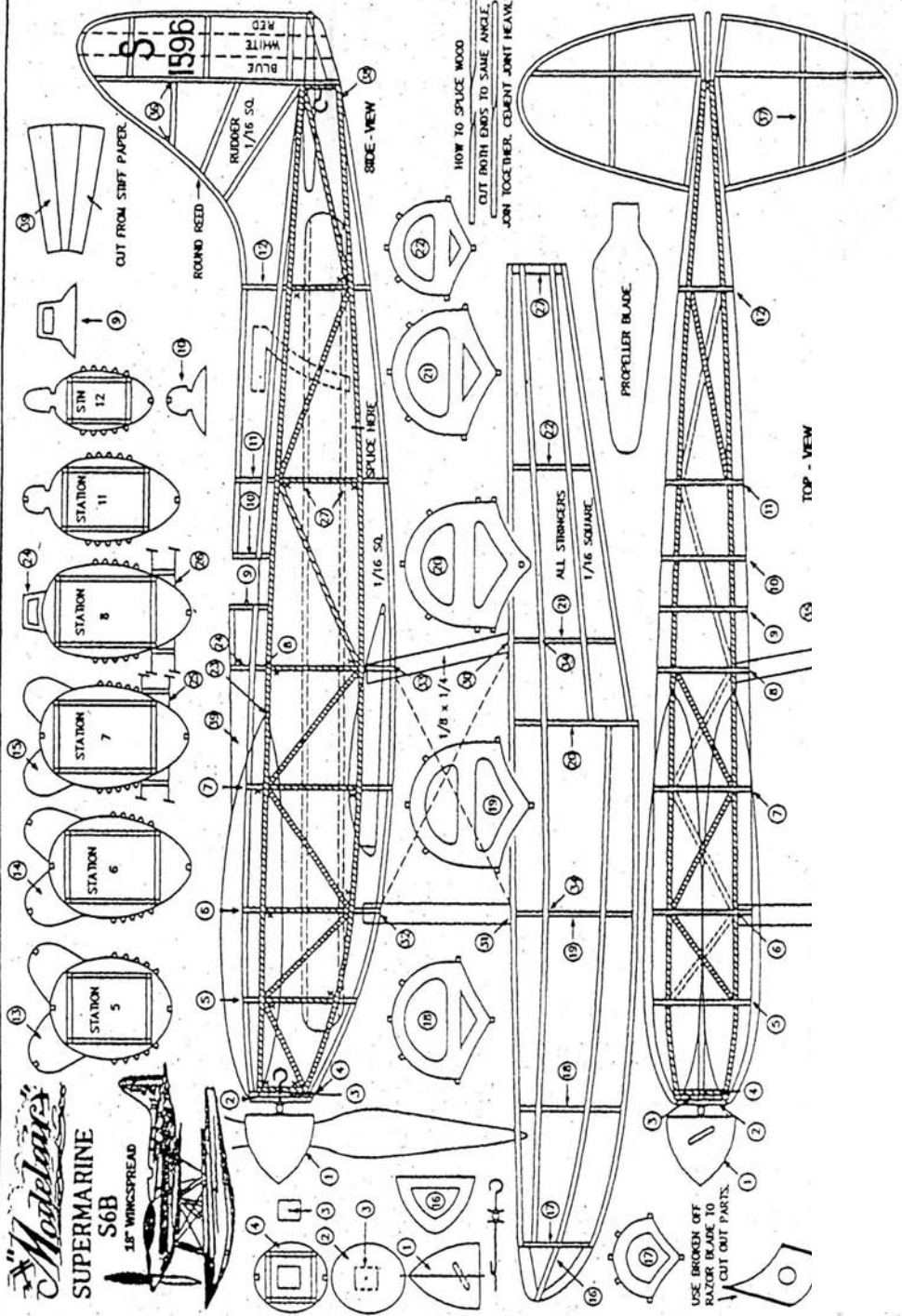
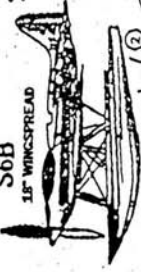


*Modelair*

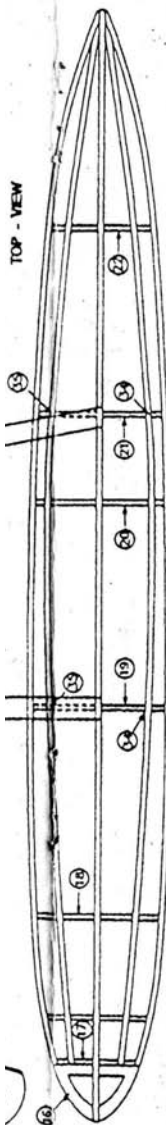
**SUPERMARINE**

**S6B**

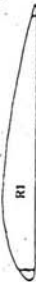
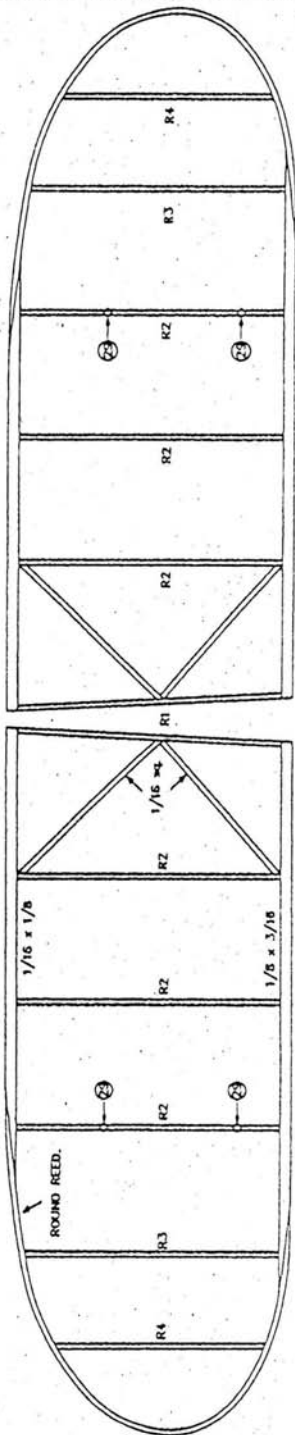
18" WINGSPREAD



TOP - VIEW



POWER MODEL WITH ABOUT EIGHT STRANDS OF 1/8 x 1/32 RUBBER.



R1  
Make 2. 1/16 sheet.



R2  
Make 6. 1/16 sheet.



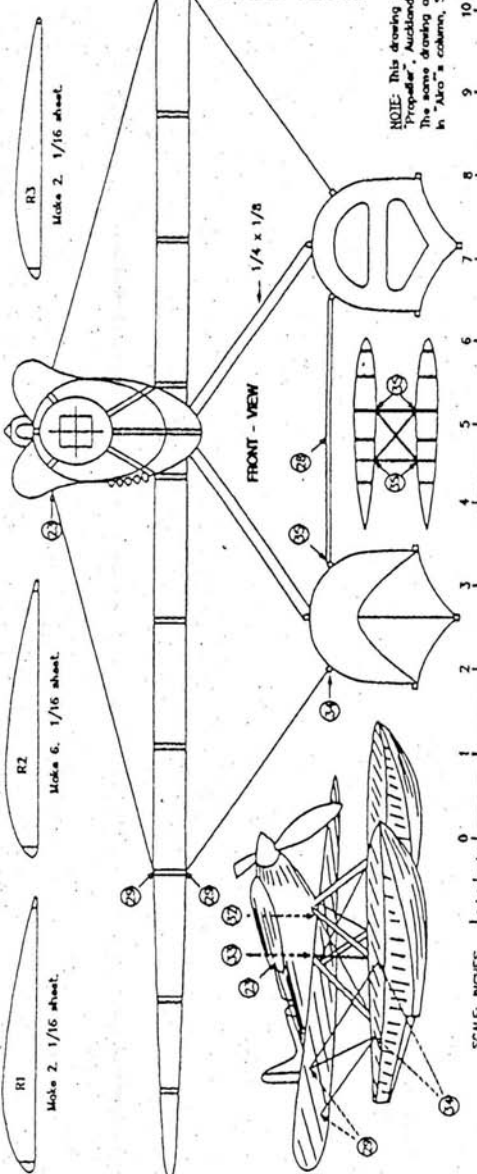
R3  
Make 2. 1/16 sheet.



R4  
Make 2. 1/16 sheet.

COLOURS

- FUSELAGE TOP SILVER
- FUSELAGE SIDES BLUE
- FUSELAGE BOTTOM BLUE
- COILING TUBES SILVER
- STRUTS WHITE
- STABILISER WHITE
- ROUNDER SEE PLAN
- PONTOON TOPS WHITE
- PONTOON SIDES WHITE
- PONTOON BOTTOMS BLUE



FRONT - VIEW

NOTE: This drawing is based on the plans published by "Proceder", Auckland Star, November 1913, and 25th 1911. The same drawing also appeared in "The Home Pictorial", in "Aero" magazine, Sept. 26, Oct. 3, 10 and 17, 1914.

Redrawn by M.J. Podattu  
3 September 1999.

SCALE: INCHES. 1/16 INCHES

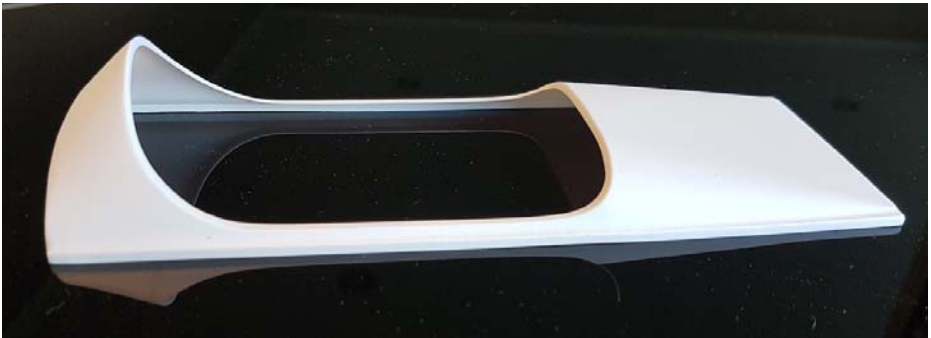
## Mike Mulholland's Borel Monoplane . . .

Gabriel Borel was originally associated with Morane and Saulnier but later diversified into aircraft component manufacturing for other makes and the business survived until 1949, having been operated by and for the Germans during the 1940-45 occupation and ending up with some involvement in the Max Holste 52 in the late 40s.

The Borel Hydravion was flown with some success in 1912 and 1913 including the Tamise – Venice race in 1912, and Paris – Deauville and Monaco in 1913. My model is based on Lubomir Koutny's 1/20 plan but blown up to around 1/12 scale which gives a wingspan of just over 30" and allows the use of one of Dave Banks' lovely 1/12 pilots.

As a scale model the Borel has a lot to recommend it including a huge wing, large tail surfaces, and although it has the very short nose typical of rotary powered aircraft of the period it also has floats that project a long way forward of the prop and effectively give you a very long nose – that is where the nose weight goes! The floats are also widely spaced and allow any size prop you want. The engine was an 80-hp Gnome, which is much simpler to reproduce than the Le Rhone but adds plenty of scale character.

The aircraft had no dihedral, however, I will put in a degree of two just to avoid the droopy look you can get with straight wings. Other than that, the big dangly floats should give me plenty of pendulum effect. The fuselage on the Borel featured a very nice pressed aluminium cowling and upper deck. The windscreen was pressed integral with the rest of the fairing and had a celluloid covered cutout for forward vision.

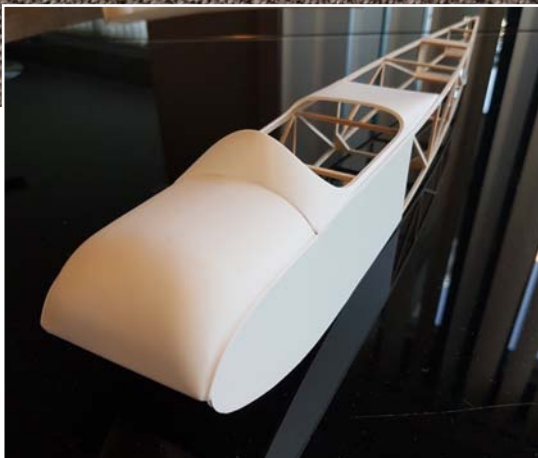
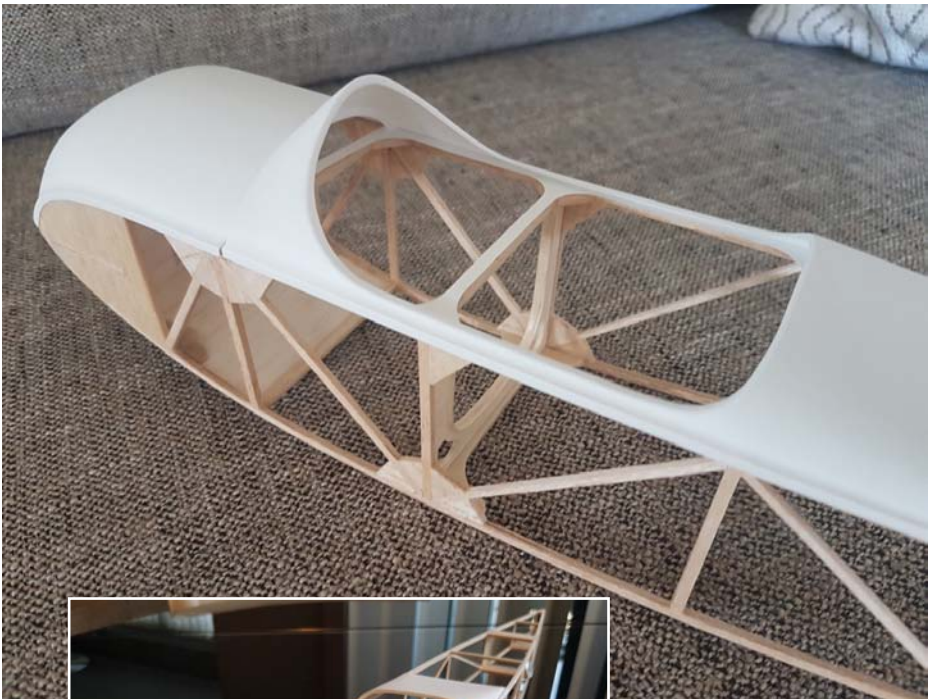


**Above:** The vacuum-formed cowling and upper deck.

**Left:** The plug for moulding this.

Constructionally I have gone with 3/32" square sanded towards the rear of the fuselage to 3/32 x 1/16. I have made much use of 5 and 10 thou. styrene sheet and vacuum-formed the engine cowl and upper fuselage decking.

The engine cowling will be attached via cunning means to the removable part of the nose block, which is a bit more involved but avoids a non-scale vertical joint in the front of the cowling. Flying surfaces are yet to come but are likely to involve some use of carbon fibre to keep those very thin wings nice and straight. I have a build thread on Hip Pocket Aeronautics if anyone is keen to follow progress: [http://www.hippocketaeronautics.com/hpa\\_forum/index.php?topic=21872.msg205812;topicseen#msg205812](http://www.hippocketaeronautics.com/hpa_forum/index.php?topic=21872.msg205812;topicseen#msg205812)



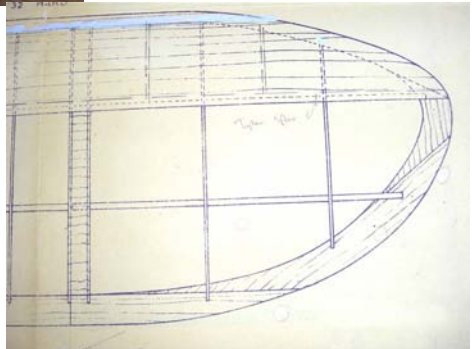
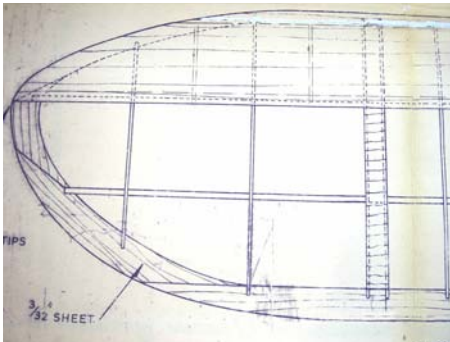
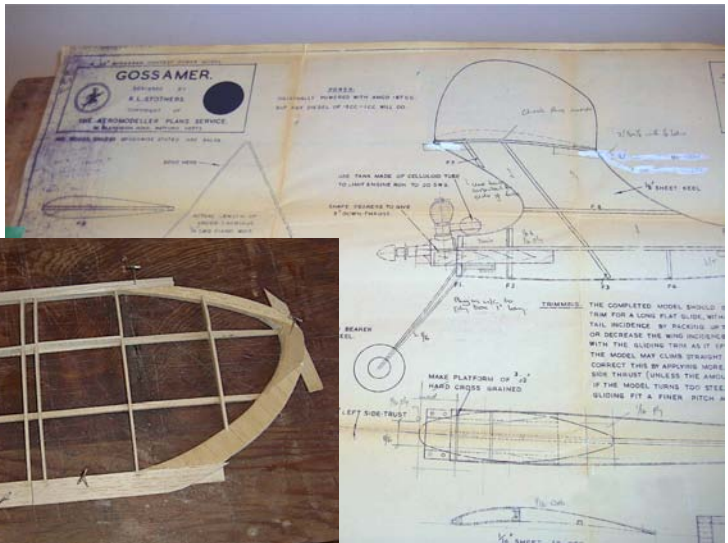
# Bill McGarvey's Gossamer . . .

## SPOT THE DIFFERENCE

I am building a Gossamer which is a small power model with twin fins but otherwise rather like the Slicker Mite. I built one in 1953 and powered it with a Mills 0.75 which I bought with my paper round money. It flew well and I thought another would be a good precision model if I put a less powerful engine in it. (I still have the Mills and it still runs sweetly)

While copying up the rounded wing tip framing I spotted the drafting glitch in the original plan. This must have been built into the original model without me noticing. See if you can spot it.

I have been cleaning up and running some possible engines most of which seem to be worn out. The 2 Webra Piccolos I had in mind blow a stream of bubbles through the piston/cylinder fit and my Dart is a bit tired too. Can anyone suggest an alternative to the Amco 0.87cc shown on the plan. I have a newish P.A.W. 0.55cc which has the right power but is a reluctant starter.



## Allen Teal's Turbulent A New Build: (Part one) . . .

After building the Pilatus Porter and Hangar Rat, I was ready to try my hand at something new. Scale aircraft are something of interest to me and so I began looking through various plans for a small scale aircraft for indoor evenings. I didn't want anything too complex and it came down to a close race between a Druine Turbulent and a Bebe Jodel, eventually settling on the Turbulent.

I do like the lines of this aircraft which was designed to be amateur-built and is a single-seat ultra-light aircraft with cantilever low-wing and fixed tailwheel landing gear. Power is generally by a 30hp (1200cc) Volkswagen engine. The online plan is one produced in 2006 by Flying Aces as a 20 inch model. A trip to the photocopy shop and I had the plans printed reducing the wing span to 14.5 inches. That's around 37cm for those who like metric. Being 'old school' I still tend to talk in inches as that is what I mentally can carry an image of.

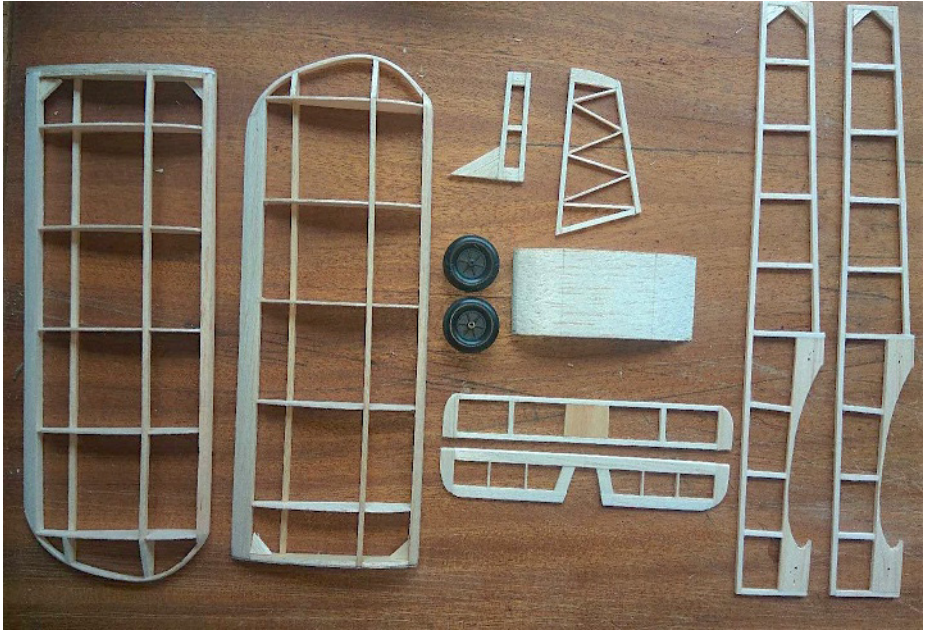
I have to say the plans are pretty sketchy and there are some glaring errors once one starts to study the drawing. As an example, the starboard wing has an extra rib bay which would make for an interesting flying model! Notches in the fuselage formers are indicative only and one has to ensure that everything is aligned in its proper place before starting construction. There is an old adage, 'measure twice, cut once'. This definitely applies here.

So, enough study and time to put knife to balsa. After a day's work interspersed with house chores, I had the wings pretty well constructed. With a reasonably solid leading and trailing edge, I initially wondered whether they were going to turn out too heavy but much of the 'meat' was shaved away in the shaping. Wing tips are two laminations of 1/32" glued and dried in a mould, then sanded to shape once fitted. The ribs are 1/32" as well. I debated what to do around the centre section and started construction of a lightweight one made up with formers etc but it all seemed too light if the model was to hit the wall or table with a wing. So I have made a light solid centre section. Another factor in this decision is that the undercarriage is mounted in this section so it takes the punishment of any 'heavy' landings. Does an indoor model make heavy landings!

I have halved the number of ribs shown on the plan as this is a smaller model but I am debating whether to add small half riblets in the form of a small curve about 1/16" wide, between the top spar and leading edge to help keep the aerofoil shape when covered.

With this done and put aside, I started on the fuselage sides, fin and tailplane, all from 1/16". A deviation here was to separate the elevators and rudder primarily for trimming purposes later on. These will be hinged with very small slivers of lithoplate. Photo here is where it stands at present.

There was no indication on the plan as to position for the rear anchor pin or the amount of rubber to use. I am sure I will be able to obtain some helpful advice here from others more experienced. This will definitely be tissue covered but colour scheme not yet decided. Construction will halt soon as I have a work trip soon to Malaysia so progress will not be a quick as it has been so far. More to come as the model develops.



*FREE FLIGHT*  
**SCALE DAY**

Sunday **June 18**, Venue TBA  
from 8.00am

- F4A power scale • F4D Rubber scale
- F4E CO2 / Electric • Kit scale

Intending fliers and visitors please check for cancellation  
because of weather conditions, by calling Stan Mauger  
on 575 7971 before departing.

Organised by the Scale Free Flight and Control Line SIG in conjunction with AMAC

## Grahame White Museum – Ricky Bould

On a recent trip to the UK I was able to spend some time at the RAF Hendon Museum. The Grahame White hangar there had been moved. They took it down, literally brick by brick and rebuilt it 'by numbers'. They have moved the whole thing from the days when I was at Hendon in 1974. They have done a really nice job. As you come in you get all the early stuff and they have a piece on Claude Grahame-White, who was a motor car salesman and obviously a man of some presence. He was very much a driving force of early British aviation. The atmosphere of the place is great and things like the switchboards are authentically restored. They may not be functional, but they are very much period pieces. Going through the aircraft, there is a DH9A, the later one, with a Liberty engine. I was also interested to see the Sopwith Dolphin, Camel and Triplane and the reproduction BE2 and RE8 built in New Zealand TVAL. Just for Mike Mulholland there is a Bleriot that he really should model. It's a very early one. That was a really good walk around.

The other areas of Hendon's main museum were in some disarray because of the amount of work going on and some of my favourites were not there. A main hangar with the Sunderland was also closed. Nevertheless, it was a great hour or two that I quite enjoyed.

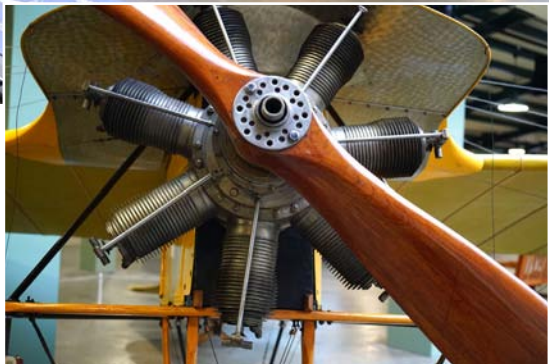


**Above:** The impeccable RE8 TVAL reproduction aircraft.

**Right:** The rarely seen Sopwith Dolphin with reverse stagger.







**Top:** Another view of the Sopwith Dolphin.

**Centre:** The early Bleriot monoplane.

**Right:** The Gnome engine powering the Bleriot.

Free Flight contest days 2017

# Indoor flying at Morrinsville

**Sunday June 11, 2017**

**Sunday October 8, 2017**

Put them in your diary!

- **Hangar Rat** • **HL Glider**

Flown to MFNZ rules

- **Push E** • **Modelair Hornet**

Flown to AMAC rules

- **F4D Rubber Scale** • **F4F Peanut Scale**

Flown to FAI rules. Refer to link on MFNZ website under Scale FF & CL SIG

- **Kit Scale**

Flown to rules on MFNZ website under Scale FF & CL SIG

## Come and join us

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

**Programme:** **9.45am** Arrive and unpack ready for start time

**10.00am** Hangar Rat, Push E and HL Glider  
Scale static judging until 12.30pm

**12.30pm** Peanut Scale, Rubber Scale, Kit Scale

**3.45pm** Prizegiving.

**3.55pm** Hall vacated.

**Fliers Entry: \$20.00**

## Spectators welcome

Contact Stan Mauer 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

## Calendar May

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

### KARAKA

Sundays

**Tomboy Extravaganza** (*for Club points*)

Flying can take place between 10am and 2pm

(9am to 3pm for gliders and other silent models)

**NDC RC Vintage events** **RC Vintage and Classic Scale Texaco, RC Open Vintage Open Texaco.** (also see Hoteo FF list)

**Karaka Steward**

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

### HOTEO

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

**NDC FF Vintage events** **1/2A Power, Open Rubber, Kiwi Power, Open Glider, FF Vintage Precision, FF Vintage Power Duration, FF Nostalgic Rubber Duration** (also see Karaka RC list)

**Hoteo Steward**

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

### AKA AKA

Saturdays & Sundays

Intending fliers should phone Brett Naysmith to confirm that there will be flying.

Instructors

Brett Naysmith

**Aka Aka Steward**

Brett Naysmith 09 235 8803 brejo@xtra.co.nz

### 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

**Ellerslie**

Tuesday May 16

**Michael Park School Hall**

Indoor radio flying (7.00-10pm)

**Indoor Steward**

Bryan Spencer 570-5506 bspencer@xtra.co.nz

**Drury**

May 29

**Drury School Hall**

Practice night for Morrinsville contest day (7.30-10pm)

**Morrinsville**

June 11

**Westpac Stadium Hall**

Scale and Free Flight events - see opposite page.

## OFFICERS OF AUCKLAND MODEL AERO CLUB INC.

Patron	Angus Macdonald	575 7232	angusmac@xtra.co.nz
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## Club subscriptions

NZMAA Affiliation is mandatory for Club flying

**Senior** \$50 (+\$75 NZMAA)    **Family** \$55 (+\$75 NZMAA)

**Junior** \$10 (+\$20 NZMAA)    **Social** \$40

Intending members with current NZMAA affiliation pay only the AMAC sub

## Please make payments to

The Treasurer Auckland Model Aero Club

Mike Fairgray,

3 Kanohi Tce Mangere Bridge 2022, Auckland

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## NEXT CLUB MEETING AND NATTER NIGHT

Monthly club meeting

7:30 PM

**Monday May 1, 2017**

ASME Clubrooms, Peterson Reserve, Panmure.

## Prizegiving plus Theme: Tomboys and Texaco

### Items for the table:

Models, plans, engines, photographs etc

### Trading table:

Buy, swap and sell

**Visitors or intending members  
welcome**