



BULLETIN OF THE AUCKLAND MODEL AERO CLUB INC. EST. 1928

February-March 2020



Brendon Neilson's Tomboy setting off on a flight at Karaka that required a long retrieval.

(Photo: Stan Mauger)

Editorial – A time for . . .

Now home from this year's Nationals the usual idealism sets in! What can be achieved in this whole new year? I must assume that I am not alone in the contemplation that comes from long stretches of driving, particularly from Carterton. As a well known modeller once said to me, the important thing is focus. So how does one make the most of available time during the year? As an idealist, I often wonder whether, as modellers, we can take advantage of the natural world around us. Right now with extreme summer temperatures, isn't this the ideal time for doping and spraying models? Autumn is usually the most settled time for model testing. Winter is an 'indoorsy' period great for model construction and so on. Reality: life just isn't like that! But in this imperfect world I find that a little planning is helpful! So with this in mind, here are some gentle reminders of events ahead.

Close to home, for indoor flyers (and spectators) the Club's regular cycle of indoor evenings can do with your support. The Drury nights are a great time to get indoor models trimmed for Morrinsville and Nationals. This month's bulletin also carries a notice of the Rees Jones Memorial Fly-In in Whangarei on March 7-8 that includes indoor events as well as outdoor flying (refer to p.16).

Our own RedFin Precision event is likely to take place in late February-March when conditions are expected to be suitable. The Peterborough-Auckland Cloud Tramp Challenge is scheduled for the April May period, but it is not too soon to be trimming models. There will be more on this in the next Slipstream. Cloud Tramps are also flown in the annual MIMLOCT (Memorial Mass Launch of Cloud Tramps) event in the Auckland Domain on the first Sunday in August. August will be a busy month for those heading to the UK with the BMFA Nationals free flight scale events and the Peterborough MFC Flying Aces Day. In the month before there is the Trans Tasman F4A Power Scale Challenge for the Hope-Cross Trophy held at Richmond. Scale flyers and spectators will find this an enjoyable weekend and well worth the trip! The annual Morrinsville indoor day is now set for October 11, so there is plenty of time to develop indoor models for this. Finally in the last week or so it has been announced that next year's Nationals will once again be held at Carterton on January 4-8.

Expressed this way, there's lots to focus on and a great new year ahead.

Happy flying . . .

Stan Mauger

Slipstream contributions

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

The deadline for articles for the April/May Slipstream is March 27.

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

Monthly Club Night - Stan Mauger

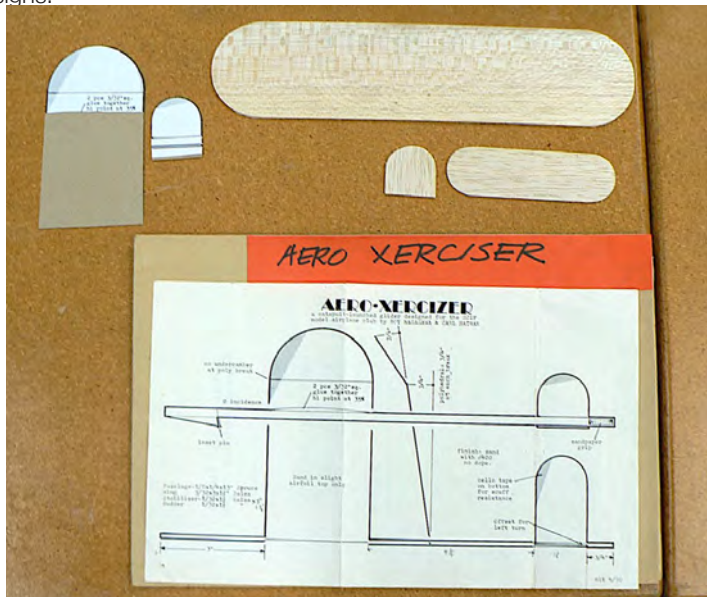
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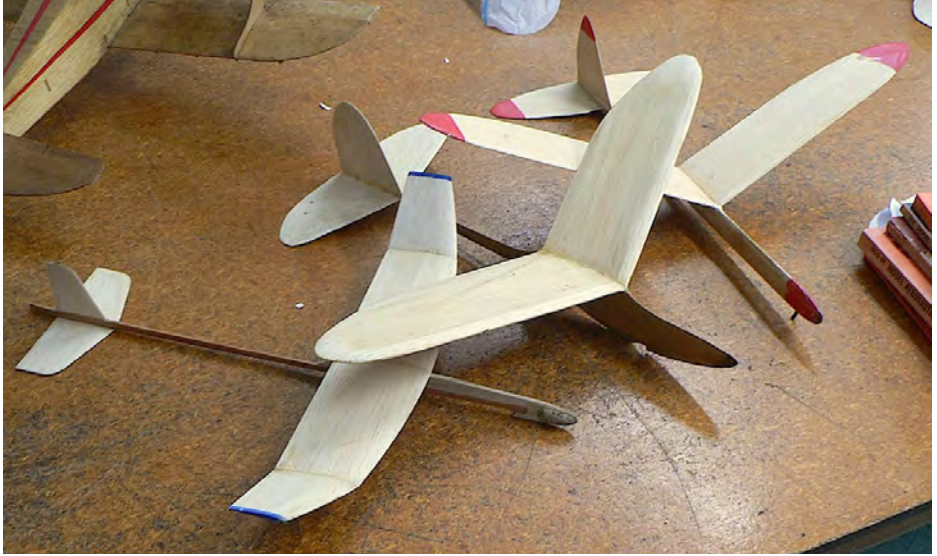
Present were Ricky Bould, Guy Clapshaw, Paul Evans, George Fay, Brian Howell, Harold McGrath, Stan Mauger, Brendon Neilson, Geoff Northmore, Ken Smith, Bryan Spencer, Mike Stoodley, Don Spray, Charles Warren, Tony Woodroffe and visitor Ken Buckley.

The president, Ricky Bould, welcomed visitor Ken Buckley and then reminded the meeting of the forthcoming Drury practice night and of the Nationals not far away. The first model to catch Ricky's eye was George Fay's replica of the original American Junior Army Interceptor folding wing glider designed by Jim Walker, which originally came from Bruce Keegan, as he had liked these gliders. The glider is launched with wings folded but they unfold instantly under the rubber bands tensioning them, as the model is launched. He had other gliders too. Brought along were another swing-wing F14 Tomcat fighter of his own design and a more conventional looking catapult or hand launched glider. The Tomcat has swing-wings that fold back in flight, and flies quite well. His other glider was given by someone else and still needs some trimming.

Charles Warren has flown a number of catapult-launched gliders over the years. He had brought along several and explained a little about them. His Hervat, designed by an American flyer of the same name was an older design with both swept wings and generous dihedral and was best launched at 45°. Beside it was his Schmaedig design from the Frank Zaic Yearbook, also a great performer. By comparison his polyhedral Airsail contest glider was a more modern design that with this wing layout suited near vertical launches after which followed a roll off the top as the model slowed. He had brought a pile of Zaic Yearbooks for those interested in looking for other vintage hand-launched or catapult launched designs.

Right: Stan Mauger's Aero Exerciser, from an American plan that had been distributed in a local free flight or vintage club newsletter some years back. Note also the card templates made for cutting radiuses on wings and tail surfaces.





Top: George Fay's replica of the original American Junior Army Interceptor folding wing glider designed by Jim Walker, with wings that unfold instantly under the rubber bands tensioning them as the model is launched. He also brought another swing-wing, an F14 Tomcat fighter of his own design and also a more conventional looking catapult or hand launched glider.

Above: Charles Warren's Hervat, designed by an American flyer, and Schmaedig, a design from the Frank Zaic Yearbook, are both great performers. His polyhedral Airsail contest glider was a more modern design.

The final catapult glider contribution was Stan Mauger's Aero Exerciser, from an American plan distributed in a local free flight or vintage club newsletter. He had also brought the card templates made for cutting radiuses on wings and tail surfaces. The completed glider is destined to go to his young grandson, to fly with some supervision! Also at an early stage of completion was Stan's Fairchild F-24W free flight scale model. Light 3/32" construction is being used and the 36" model enlarged from the FSI plan will be the radial Argus version for a Mills .75.

Ricky Bould had brought his Maris Dislers'-designed Presto to show the engine mounting system. On close inspection it was easy to see the simplicity of it, only requiring unbolting exposed bearers and engine. His electric SAAB has moved along since last month with more sheeted surfaces, and canopy moulding plug completed. Ricky was looking for suggestions on where to source batteries for motors for both his SAAB and E20 models.

No newcomer to the table, Paul Evans's Terry O'Meara-built Dakota has been flown many times. It has had an adventurous life including brief stays up trees and being stoned to bring it down. The original plan was for a 1/2A glow motor. Paul flies it with a DC Dart although the original design by Joe Wagner used an OK Cub .049.

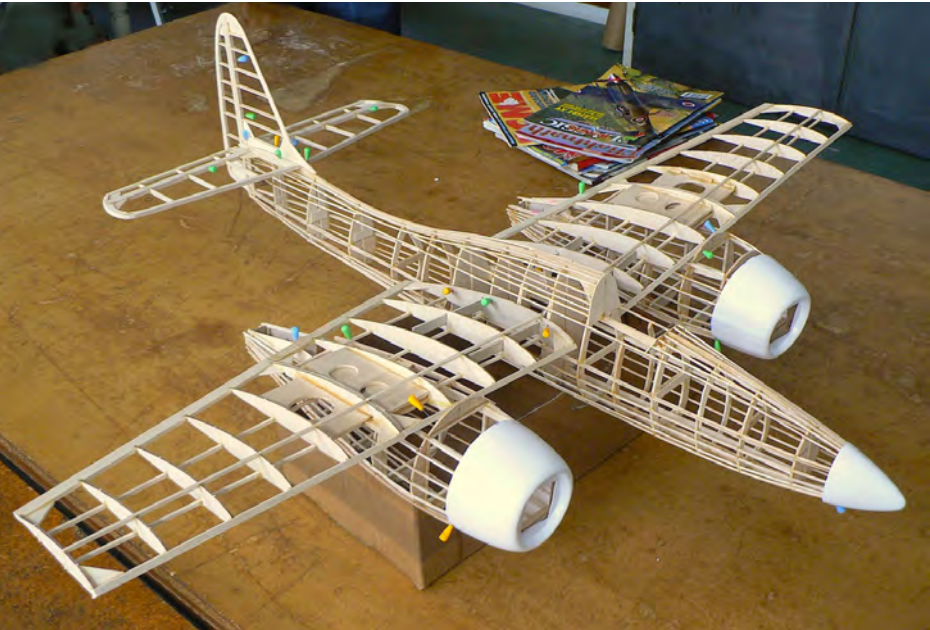
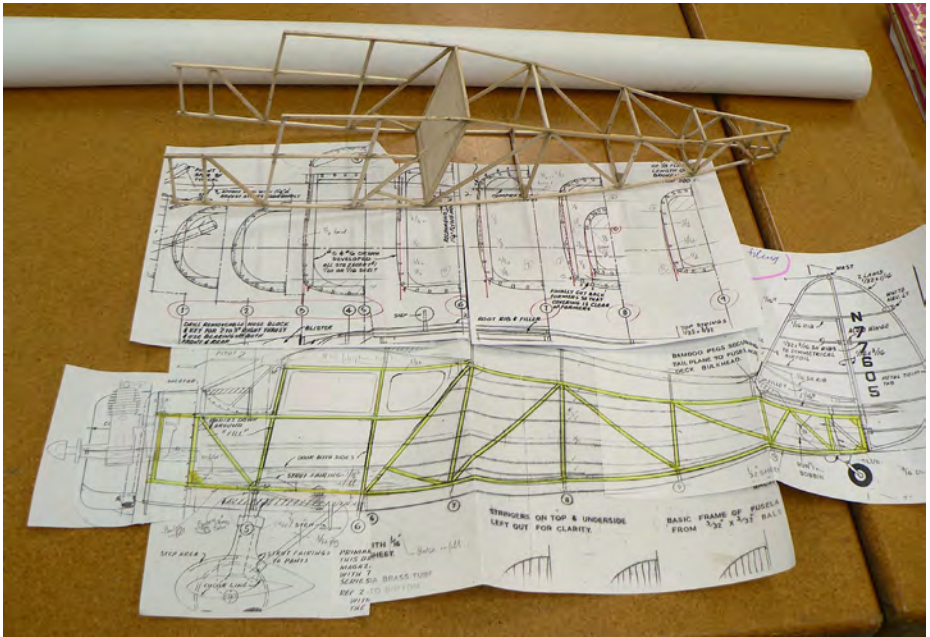
George Fay has completed another rubber twin. This time it's a FW 187 fighter. The model was built from a plan enlarged from a small 3 View. It had not been flown yet, but at 110g less rubber and props should be light enough to be promising.

Still on the subject of rubber powered twins, Don Spray's Grumman Tigercat had progressed considerably since the last meeting, showing off some nicely moulded cowls supplied by Gwyn Avenell. After great progress he is now completing props and looking for ways to lighten the model.

It was then over to supper, catch-ups and browsing through the books and magazines brought by Guy Clapshaw and Brendon Neilson that were looking for a new home.

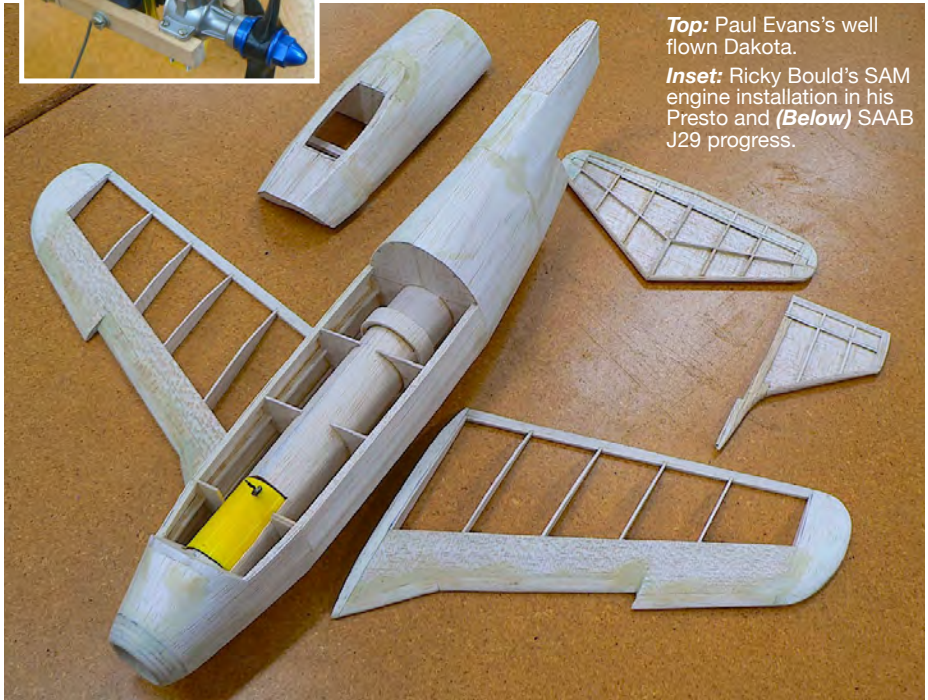
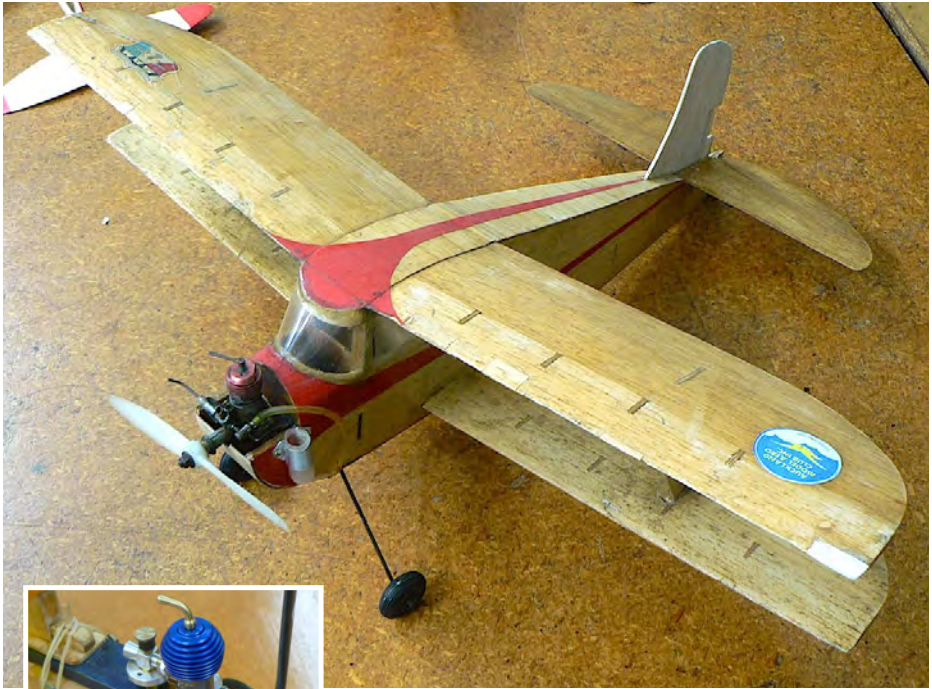


Right: George Fay's FW 187 fighter built from a small 3 View. It is light enough to be a promising flyer.



Upper At an early stage of completion was Stan Mauger's Fairchild F-24W free flight scale model. It was enlarged from the FSI plan and will be powered by a Mills .75.

Above: Don Spray's impressive rubber powered Grumman Tigercat has progressed well since last month, sporting handsome engine cowls and nose cone.



Top: Paul Evans's well flown Dakota.
Inset: Ricky Bould's SAM engine installation in his Presto and **(Below)** SAAB J29 progress.

Indoor flying at Drury - Brian Howell

18-11-19

A good number attended including Ricky Bould, Geoff Burgess, Don Spray, Colin Polglase, Steve Fifield, Ken Smith, Lewis Avenell, Gwyn Avenell, Brian Howell, John Swales Tony Woodroffe and visitor Rex Bennis.

With a number of the kit scale regulars away only one kit scale model was presented for marking by Gwyn Avenell. This was Ricky Bould's Veron Luscombe Sedan. After some test flights it ROG'd and flew very nicely several times, even landing well at the end of each flight.

Geoff Burgess brought his squadron of foam scale models which were flown in between a variety of flights of Hangar Rats, as well as other rubber powered scale and non scale models. This was a good flying night with plenty of action and some good flights from those with Hangar Rats in particular.



Drury Hall

Join us in Hangar Rat competition this month
at Drury School Hall on February 17 at 7.30pm.

AMAC placings count towards event Club points

Keith Trillo's Hangar Rat getting away nicely at Drury, 2018. Photo: Ricky Bould.

The Nationals - Stan Mauger

This year's Nationals must go down as one of the better attended and for those who were there, the ideal flying conditions on most days made for some memorable flying experiences on the field. Some extremely hot days undoubtedly brought thermal activity on flying fields. This year only five from the Club took part, but all managed to place well in various events. Both Ricky Bould and Stan Mauger were well placed in nearly all outdoor and indoor scale events. A full account of these events is available in the next Scale News due out shortly. Ricky also entered and placed well in a number of free flight events. His Presto flew really well in Aggregate, and not withstanding the DT, managed an OOS with his Teacher's Pet in P-30. His Simplex also performed well in Vintage Precision. Paul Evans managed to find some time to fly and place well in Free Flight Scale in between judging scale events. Brian Howell placed a creditable fourth in Hangar Rat in his first foray into this event at the Nationals. Gwyn Avenell made second in Intermediate RC Scale and won F4H, as well as being National RC Scale Champion. For those interested in viewing results go to https://www.modelflyingnz.org/Admin/Event_Results_Detail.php

For me, the Carterton Nationals venue still scores highly. The logistics are about as good as one can get. Personally, I feel that the long journey encourages participation in a good number of events for most of us. There are also great opportunities to meet with others from around the country. Next year's Nationals are planned for Carterton again, so there's plenty of time to sort out models and do planning. Let's hope for another dose of calm summer weather again.



Above: Stan Mauger packing the turns on his Keil Kraft Cessna in Outdoor Kit Scale, in the early morning before the heat of the day.

Photo: Lloyd Dickens.



Top: Bob Schoefield (left), Marion Carrodus (centre) and John Carrodus (right) sheltering from the heat, as they watched Control line Scale. **Above:** Paul Evans hard at work judging Indoor Kit Scale. Ricky Bould is in the distance unpacking models.

Karaka Diary

1-1-20

The Club flying morning, was overcast with high cloud and light variable winds, a perfect day to start 2020. Attending were Charles Warren, Brendon Neilson, George Fay, Don Spray, and two visiting dogs.

Charles's Popsie with his ED Bee looked really good in the air, with a graceful flight attitude (destined for the Red Fin challenge, I believe). He also flew his RC Radian with great aplomb.

Brendon continues to show-off with his E70 (an Ebenezer with 70 lightening holes), also for the Red Fin challenge, clocking regular flights of 57-64 seconds - I think he's getting rather serious. He also flew his Tomboy RC, Tomboy free flight and Radian.

George's new Folkerts racer flew really well, with good altitude and speed, on eight strands of 1/8 rubber. His Russian PE2 twin was also performing well with good regular flights, limited only by the amount of rubber he can stuff into the nacelles.

Don's Tomboy with a Webra Piccolo .8cc motor is proving too powerful for the small-field Red Fin challenge so he will have to down-size the motor to suit. His Pacer and Fairchild Ranger both had consistent flights, and the high point of the day for him was the Ryder R4 which is starting to look most impressive – watch out George! All in all, it was a really neat morning's flying for the first day of 2020, and may there be many more.

DON SPRAY

12-1-20

This was another warm calm summer morning ideal for model testing. There were a number of models brought out for testing for the RedFin event. Tomboys were well represented. Don Spray was getting good altitude with his RedFin powered model, but the longest Tomboy flight was undoubtedly by Brendon Neilson's model that rapidly gained height, as Tomboys can do, and ended up over the road, necessitating a bit of time to retrieve. Brendon was also seen launching his E70 that like his Tomboy gained good height rapidly but thankfully did not stray so far on its descent. Charles Warren was testing his APS Popsie again as a possible model for the RedFin event, achieving a longer flight amongst some shorter ones with rapid arrivals. The ED Bee seemed about the right power for this model. Ricky Bould's now proven Presto was flying well, in reasonable bounds of the field and should be competitive in the RedFin event.

Several rubber scale models were also being flown. Don Spray had nice flights from his Stinson Voyager and delighted us with a well trimmed circuit or two by his new rubber powered Keith Ryder R4 Racer. Also joining the rubber flyers was Stan Mauger who was checking some trim changes on his Keil Kraft Cessna, which is now flying nicely. Another rubber model now well trimmed out was Ricky's Curtiss Robin for Kit Scale. The light grass cover did not seem to be a hazard for models, so little flight damage was recorded. The Karaka Sports field is an easy journey for most of us and provided models are set up not to go too far, is an idea flying venue that we should use and enjoy for smaller models.

STAN MAUGER



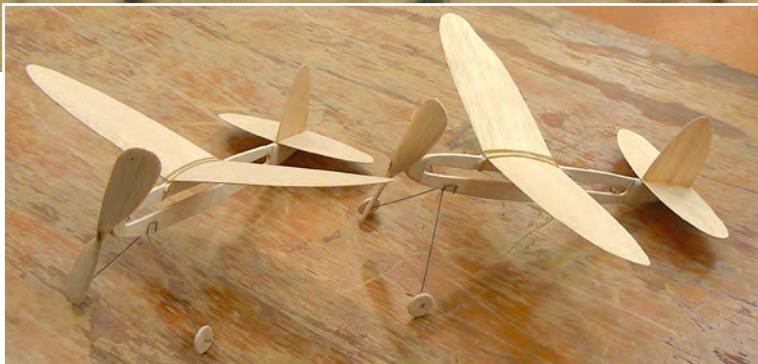
12-1-10 at Karaka

Upper: Ricky Bould with his RedFin powered Presto recorded some nice flights.
Above: The scene as Brendon and Don set up their models.



Above: Charles Warren at work starting the ED Bee, adjusting the timer and flying his APS Popsie, destined for the RedFin event.

Drury Hall Kit Scale & Modelair Hornet



Join us in Kit Scale and Modelair Hornet competition at
Drury School Hall on March 16 at 7.30pm.

AMAC placings count to event Club points

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

Indoor Free Flight Morrinsville Day

Sunday October 11, 2020

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

Westpac Stadium Hall, 21 Ron Ladd Place, Morrinsville

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



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

WMAC invites you to the Inaugural Rees Jones Memorial Fly-In

March 7th & 8th 2020, Portland, Whangarei



Saturday: 10am **Round 4 of the North Island Stunt Series**
F2B Aerobatics, Sportsman Stunt
Classic Aerobatics
3pm **Control Line Scale, Jet Speed**

Sunday: 8am **Outdoor Free Flight - Aggy, HLG, CLG**
930am **Indoor Hangar Rat, IHLG, F1L**
Kit Scale, Peanut Scale, F4D Scale
Modelair Hornet, Push-E
10am **Phantom Racing, Slow Goodyear**
Rees Jones Memorial Speed Event

Saturday Practice starts 0900, Pilot Briefing 0945, Round One starts 1000
Sunday Outdoor Free flight events from 0800 (weather permitting) Hall Open 0930 for Pilot Briefing
\$20 landing fee covers all events both days. Michelle's Famous BBQ Saturday!

Whangarei Model Aircraft Club

Contact Daniel Walker 021 450 338 danwalker@hotmail.com

The 1938 Modelair 12" span Lockheed Vega

Having just returned from the Nationals and seen how well Graham Lovejoy's Peanut Scale Lockheed Vega flew, I was encouraged to include this Modelair kit plan from 1938, of this nostalgic subject for Kit Scale. The following is an abridged version of the article by Maurice Poletti that accompanied this plan when published in March 2004 issue of Slipstream -Ed.

The first Lockheed Vega flew from Mines field, now part of Los Angeles International Airport, on July 4 1927, powered by a 225 hp Wright Whirlwind J-5 engine. Designed by Jack Northrop, the Vega featured a moulded plywood fuselage and cantilever wing. It could carry four passengers and a pilot and cruised at 118 mph.

By 1938, the year that Modelair produced their 12" flying scale kit, the Vega had become one of the most talked-about aircraft of the day. Wiley Post and Harold Gatty flew Winnie Mae around the world in 1931 in a little under nine days. In 1928, a Vega had made a series of Arctic flights flown by Carl Eielson with Sir Hubert Wilkins and then later in the year mapped 100,000 sq. miles of Antarctica. By 1934, Wiley Post had taken Winnie Mae to an altitude record of 50,000 feet. Amelia Earhart flying a Vega became the first woman to fly the Atlantic solo.

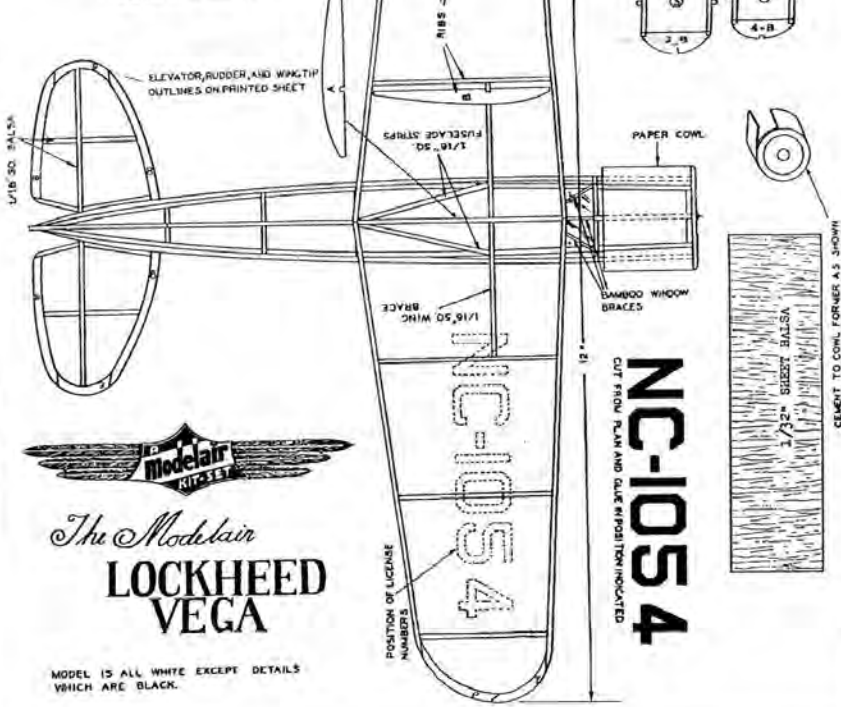
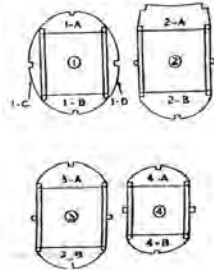
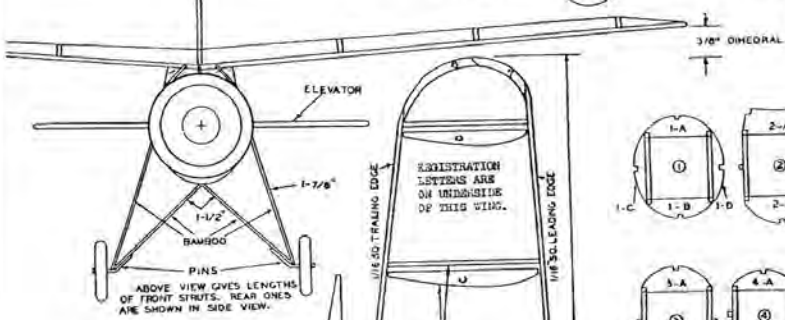
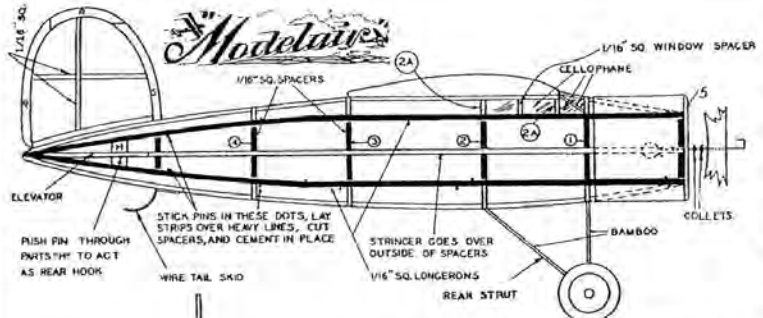
In 1938 there came another first for the Vega, admittedly on a lesser scale in the grand scale of things, when it became the first of what was to become a very popular range of Modelair 12" rubber scale kit models! It is not known who produced the design but there are some pointers. By 1934 Bill Alexander, who then aged 21, had established a small business called W.A. Model Aircraft, selling model supplies and a small range of kits from his mother's home in Parnell. He was also conducting the model aircraft column in the NZ Home Pictorial which was a weekly magazine published in Auckland.

Writing under the pen-name "Airo" he published plans for a number of small flying models, and advertisements for his kitsets were published at the foot of the page under his columns. In the September 19 1934 issue, it was announced that W.A Model Aircraft had amalgamated with Modelair. The exact nature of Bill's position in Modelair is not known, but he was known to be a keen flying scale man and in the 1932-34 period held a number of flying scale records in the Waitemata MAC. It seems quite likely then that the 12" Vega was designed for Modelair by Bill Alexander.

Turning to the plan itself, it will be seen that printed wood has been used for wing tips and tail outlines, and possibly also for the fuselage formers, although this was not explicitly stated. The wing has no main spar but just a short spar out to the second rib. The fuselage is built around two sides from 1/16" sq. balsa, with formers and side stringer to give the rounded fuselage. The undercarriage is from bamboo, with pins for axles. Although the plan shows the cowl as made from paper, there is a 1/32" balsa alternative given.

No propellor size is given, and there is no indication of the rubber motor size. The CG position is not shown on the plan, and neither is there any trimming advice. Possibly there was another sheet that provided this information.

NC-1054



The Modelair LOCKHEED VEGA

MODEL IS ALL WHITE EXCEPT DETAILS WHICH ARE BLACK.

Calendar February March

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

KARAKA

Sundays

Tomboy and Texaco (for Club points)

Flying can take place between 10am and 2pm
(9am to 3pm for gliders and other silent models)

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

Karaka Steward

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

HOTEO

Sundays

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

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

Hoteo Steward

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

AKA AKA

Saturdays & Sundays

Intending fliers should phone Lloyd Hull
to confirm that there will be flying.

Aka Aka Steward

Lloyd Hull 09 235 2890

CONTROL LINE

As advised

Control line flying
Intending fliers should phone Stan Mauger
to confirm where and whether there will be flying.

C/L Steward

Stan Mauger 575 7971 stanm09c4@gmail.com

INDOOR EVENTS

(For Club points)

Drury

Drury School Hall

Monday February 17

Hangar Rat (7.30 - 10pm)

Monday March 16

Kit Scale and Modelair Hornet (7.30 - 10pm)

Indoor Steward

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

Calendar Looking Ahead

MORRINSVILLE

Sunday October 11

(10am to 4pm)

Indoor Free Flight classes

Hangar Rat, Hand Launched Glider, Modelair Hornet

Indoor Free Flight Scale classes.

Open Rubber Scale, Peanut Scale and Kit Scale

OFFICERS OF AUCKLAND MODEL AERO CLUB INC.

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	Charles Warren	09 238 9430	cpwarren@ps.gen.nz

Club subscriptions

NZMAA Affiliation is mandatory for Club flying

Senior \$50 (+\$88 NZMAA) **Family** \$55 (+\$93 NZMAA)

Junior \$10 (+\$25 NZMAA) **Social** \$40

Intending members with current NZMAA affiliation pay only the AMAC sub

Please make payments to

The Treasurer Auckland Model Aero Club

Mike Fairgray,

3 Kanohi Tce Mangere Bridge 2022, Auckland

NEXT CLUB MEETING AND NATTER NIGHT

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

February 3: Building and trimming Hangar Rats.

March 2: Models that show processes developed during building the model.

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

Trading table:

Buy, swap and sell

Visitors or intending members welcome