



ScaleNews

February 2026
Issue 15

Official Newsletter for Free Flight and Control Line Scale flying in New Zealand
produced by the Free Flight & Control Line Scale SIG



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Morrinsville Indoor Free Flight Contest Day

Sunday **March 15** 2026

10.00am until 4.00pm

Programme:

10.00 am - 10.30am	Set up and contestants' meeting
10.30am - 12.00pm	Hand Launched Glider and Catapult Hand Launched Glider
12.00 pm - 1.00pm	Hornet Sport flying and lunch.
1.00 pm - 3.30 pm	P18 and Hangar Rat
3.30 pm - 4 pm	Prizegiving and pack-up

Note: Trimming of scale models will be allowed where possible during the contest but with clearance from the competitors flying at the time.

Flyer's entry fee \$20.00



Morrinsville Events Centre. Photo: Ken Smith

Morrinsville Events Centre, 21 Ron Ladd Place, Morrinsville

Contact Paul Squires 021 02994110 pwsquires@hotmail.com for more information



Organised by the Auckland Model Aero Club Inc
in conjunction with the Free Flight SIG



A periodic publication with news of interest to free flight and control line scale modellers in New Zealand and beyond.

Editorial

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Special Interest Group
of Model Flying New Zealand

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The opinions expressed in this newsletter are not necessarily those of the editor or the Free Flight & Control Line Scale SIG or of Model Flying New Zealand.

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COVER PHOTO

Wayne Lightfoot brought his unusual Walt Mooney designer Pottier Peanut Scale model for testing at the Morrinsville Indoor Day. Photo: Stan Mauger

Scale contests

As the contest year gets under way, there are several events to mention. For control line flyers and spectators alike, the Dave Wright Memorial Day on March 1 is a fitting way to remember Dave Wright who was a regular F4B Control Line Scale flyer, when this event was regularly contested at the Nationals, as well as flying other control line classes. The venue is the Kakanui field which is an easy drive from Auckland.

As explained in the article on Morrinsville Day changes on page 8, indoor free flight and indoor scale free flight classes will now be contested on separate days. However, the Events Centre is a large hall so indoor free flight scale trimming should be possible in the lulls in free flight contest flying on the next Morrinsville Day which is on March 15.

It may seem a while away, but the Richmond Scale Rally in the first weekend that runs from July 3-5 leaves scarcely enough time to complete and trim models for those of us attending. Last year's weekend included the Bi-annual F4A Free Flight Scale Trans Tasman Challenge for the Hope-Cross Trophy. This year it is a rally for free flight and control line scale events. See the notice on p.28. It would be good to see more joining us for what is a great weekend of scale flying.

Scale projects

Contributions of reports on your scale projects are an important part of Scale News, keeping alive its original objective of reporting on scale activity across the country and beyond. I am pleased that there are a number of varied building write-ups to share in this issue. There is much to be gained from hearing of the building techniques and ideas explained in these reports. As always, a special thank you to all contributors to this issue.

Annual General Meeting

This is a time for a review of the Free Flight and Control Line Scale SIG's year. See the notice below. Please join us if you can.

Happy flying . . .

STAN MAUGER



New Zealand Model Aeronautical Association Inc

Scale Free Flight and Control Line
Special Interest Group

NOTICE OF ANNUAL GENERAL MEETING.

The 2026 AGM of the Free Flight and Control Line Scale SIG will be held at 7.30pm on Friday April 17 at 96A St Heliers Bay Road, Auckland.

Business

1. Apologies
2. Approval minutes of last AGM
3. Chairman's Report
4. Financial Report
5. Election of Committee
6. Remits
7. General Business

Note: The Chairman's Report, Financial Statement and Proxy Forms will shortly be available by emailing the SIG secretary at unimec1994@gmail.com.

Remits should be sent to the Secretary at least 21 days prior to the meeting

NZ Nationals Free Flight Scale Outdoor

Compared with last year, several of this year's outdoor events struggled to reach official numbers. Surprisingly, Kit Scale could not be run as an official event because of insufficient entries. A number of the regular flyers were either unable to attend or flying at New Plymouth. Once again, early starts created opportunities to take advantage of early morning calm weather, before the wind came up as the days warmed up.

F4A Power Scale

Chris Murphy achieved a lovely flight with his newly completed Luton Minor. It took just a few trimming flights to get things right. His efforts enabled him to win this event. Paul Evans was having less luck with his DH Humming Bird, which appeared to need more power to gain more altitude. Ricky Bould brought his Max Holste Broussard, but it stayed earthbound.

F4D Rubber Scale

This was the best supported outdoor scale event. Paul Evans's Piper Super Cruiser is a good stable subject for rubber scale, but the model seemed to lack penetration in the wind suggesting a stronger motor may be needed. Ricky Bould's Aeronca Chief flew well under power, but

flights were spoilt by stalls on the glide. Chris Murphy's Lacey put in some good stable flights, showing the benefits of having a well-trimmed model. Rubber Scale flight of the day would have to go to Martin Evans's PT19, a perfectly trimmed low-winger, that flew smoothly, thanks to the increased power from a motor replacement.

Memorial Scale

Memorial Scale did not attract enough entries to make it an official event, nevertheless some good flights were made. Once again, Ceinwen Evans had her Lacey M10 making some great stable circuits of the field. Having increased the rubber size in his Cessna 195, Paul Evans was rewarded with some nice flights and a good flight score.

A big thank you to Andy Green who looked after all the static and flying judging. Thanks also to Roger Morrell for taking the photos in this report.

STAN MAUGER

Results

F4A Power Scale

	Subject	Static	Flying	Total
1. C. Murphy	Luton Minor	779	605	1384
2. P. Evans	DH Humming Bird	772	515	722
- R. Bould	Max Holste Broussard	--	--	

F4D Free Flight Rubber Scale

1. M. Evans	Fairchild PT-19	778	558	1336
2. R. Bould	Aeronca Chief	761	455	1216
3. C. Murphy	Lacey	727	467	1194
4. P. Evans	Piper Super Cruiser	735	455	1190

Memorial Scale

			Builder
1. C. Evans	Lacey M10	92	Jack Godfrey
2. P. Evans	Stahl Cessna 195	87	Michael Taylor



TOP: Paul Evans running up the PAW 55 in his free flight scale DH Humming Bird, prior to putting in flights.



Free flight scale action early in the day.

UPPER: Ceinwen Evans holding Martin Evans's Fairchild PT-19.

ABOVE: Dave Colman assisting Ricky Bould to set up his Kit Scale Bird Dog, which flew well.

NZ Nationals **Free Flight Scale Indoor**

As with outdoor events, indoor scale events suffered with lower attendance numbers this year. Paul Evans took the load of judging Kit Scale and Peanut with help from Andy Green. Thanks also to Roger Morrell who has provided photos of models.

Peanut Scale

There was only a group of three in this event but unusually, with the ranking system for establishing event placings, all tied with static and flight rankings that added to four (refer to the results below). This was broken by following the rule that static placings are used when this happens. Martin Evans took first with a stable realistic flight with his Blackburn Monoplane. Ricky Bould's Fike took second with good flights, but having been flown over the years, the model suffered in

static, from various repairs. Peter Williams's Ganagobie is a good indoor subject that gained plenty of altitude in the hall.

Indoor Kit Scale

With, surprisingly, only two flyers this was a low key non-official event. Martin Evans was the clear winner, with a good static score. Ricky Bould had his Comper Swift flying nicely to make second.

As commented in last year's Nationals indoor scale report, it would be great to see competition again in Open Rubber Scale. Perhaps next year!

STAN MAUGER

Results

F4F Peanut Scale

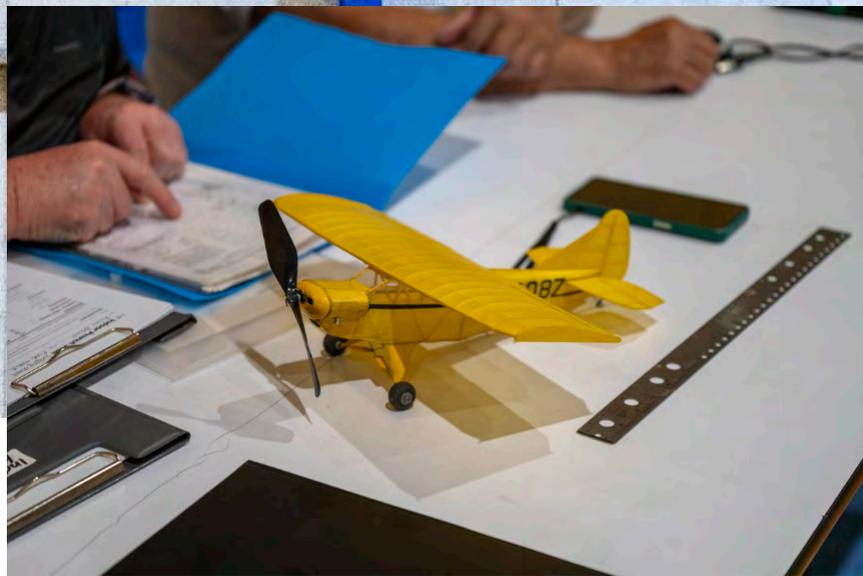
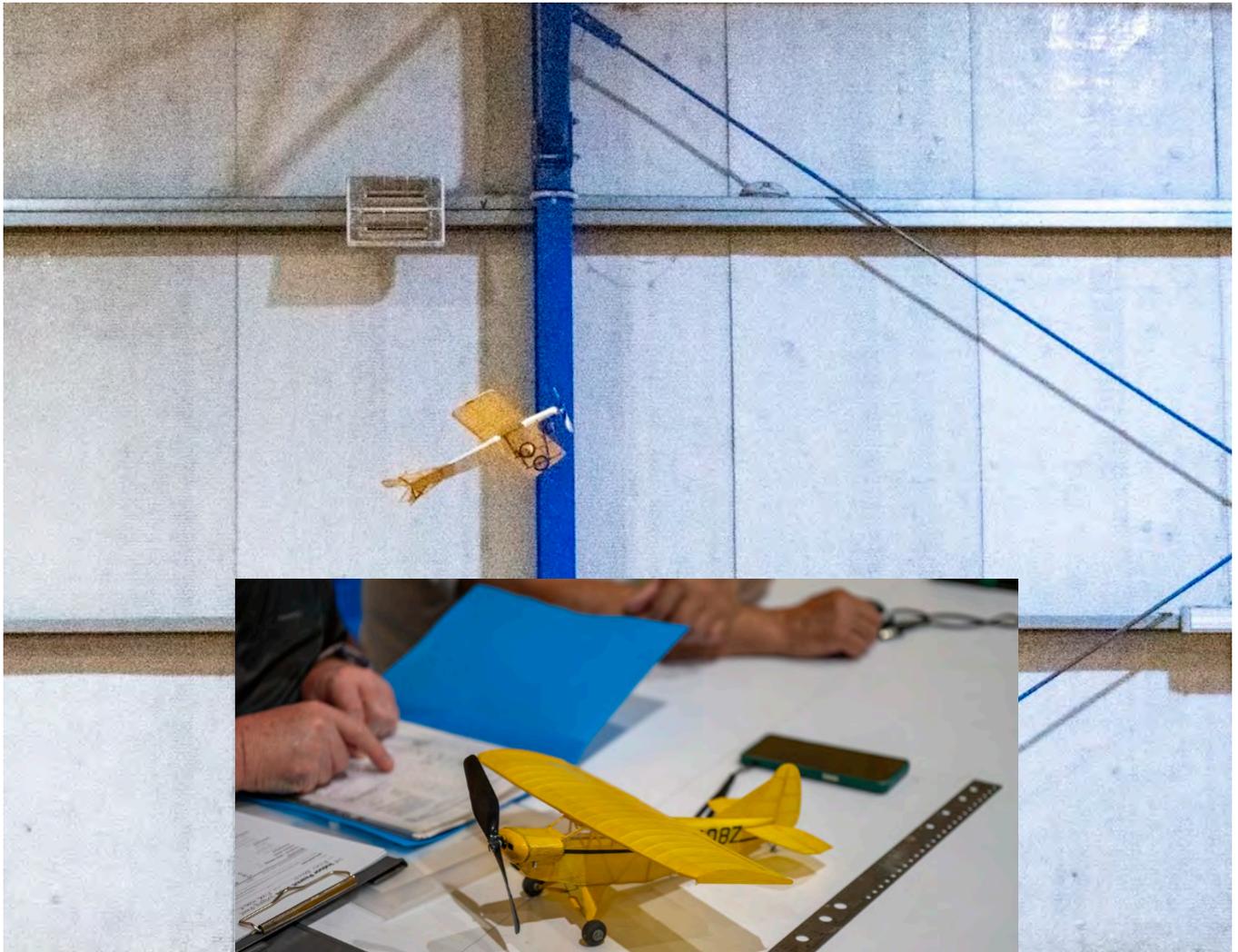
	Static	Flying	Ranking	Subject
1. M. Evans	42.5	25	1/3	Blackburn Monoplane
2. R. Bould	39.5	40	2/2	Fike
3. P. Williams	34	42	3/1	Ganagobie

Indoor Kit Scale

	Static	Flying	Total	Subject
1. M. Evans	73	40	113	Tern Porterfield Collegiate
2. R. Bould	45	43	88	Veron Comper Swift



ABOVE: Martin Evans winding his Tern Porterfield Collegiate. He had good flights in Kit Scale. To the right, Ricky Bould seen getting his Kit Scale Veron Comper Swift set up.



Peanut action on the Indoor Scale night.

TOP: Martin Evans's Blackburn Monoplane climbing away.

CENTRE: Ricky Bould's Fike getting the judge's scrutiny.

ABOVE: Andy Green looking over Peter Williams's Ganagobie.

Indoor Free flight events

Morrinsville 2026 - a re-format

The existing format of running both indoor free flight endurance events and Indoor free flight scale events on the same day has worked well over the ten years that Morrinsville indoor days have been held. However, it has always been a logistical challenge to judge events, collate results and award certificates by the end of the day.

With the requests for additional free flight endurance events, made at the October 5 day last year, it became clear that some re-thinking of how events could be accommodated in the available time was needed.

Events on the two days

The logical change has been to concentrate on indoor free flight events on one day and indoor free flight scale events on the other. This concept has been proposed to a number of regular flyers and the overwhelming consensus has been to adopt this change. It should be noted that we expect that there will be more time to test and fly models and that scale models can be flown concurrently with free flight and vice versa on the two days, but competitions will be run for only indoor free flight classes on the free flight day, and scale on the scale day.

Contest days in 2026

Indoor Free flight Day March 15, 2026

(This replaces the previously announced non-competition practice day)

Indoor Free Flight Classes to be contested

Hangar Rat
Modelair Hornet
Hand Launched Glider
Indoor Catapult Hand Launched Glider
P18 Rubber

These events will be spread out over the day with more time available for each and also for practice flying, including free flight scale, where possible during the day.

Indoor Free Flight scale Day October 11, 2026

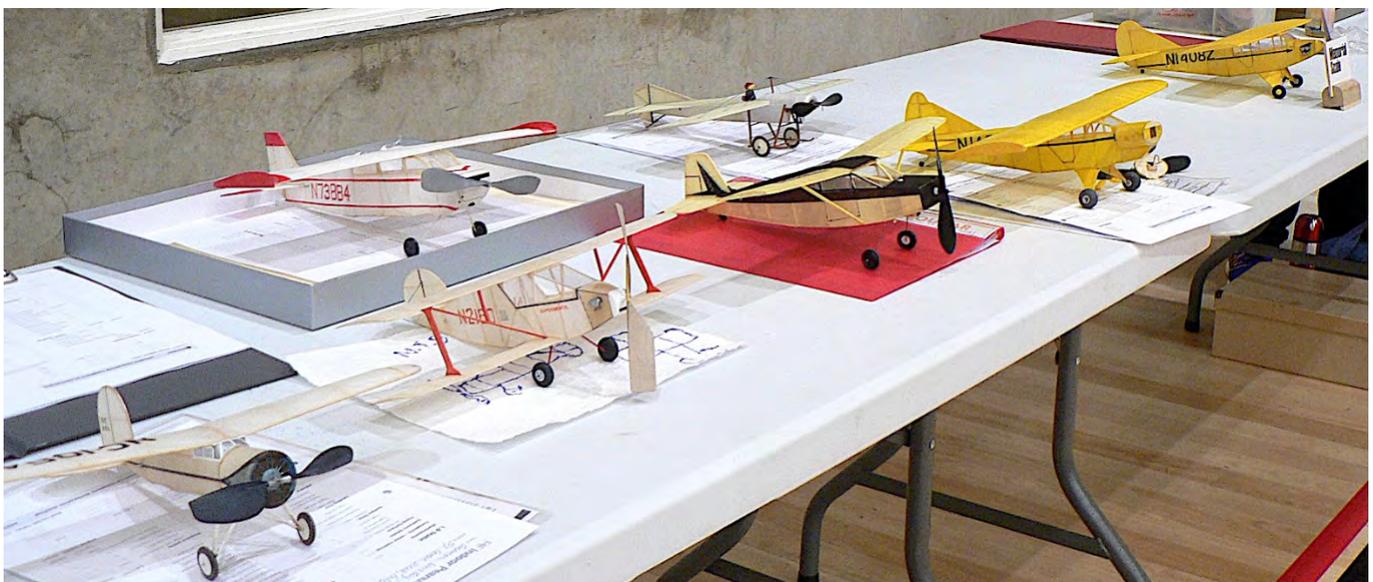
(This replaces the previously announced competition day for both free flight and free flight scale contest classes)

Indoor Free Flight Scale Classes to be contested:

Peanut Scale
Kit Scale
F4D Rubber Scale
Memorial Scale

These events will be spread out over the day with more time available for each and also for practice flying, including free flight endurance classes, where possible during the day.

STAN MAUGER



ABOVE: Peanut Scale models lined up for judging at the last Morrinsville Day. Photo: Stan Mauger

Grumman G44 Widgeon ZK-CFA Walk around

First flown in 1940, the Grumman Widgeon was designed as a utility flying boat. Apart from civilian customers, early buyers included the US coast Guard and Navy. The first Widgeon to appear here was a second-hand import from Australia, for the fledgling Amphibian Airways in 1950. Later more were imported by them and later again Tourist Air Travel added them to their existing Widgeon fleet when they absorbed Amphibian Airways in 1960. During their time with TAT the original Ranger engines were replaced with Continental Horizontally opposed engines, in a local conversion. This resulted in improved performance. These Widgeons were to later fly for Mt Cook Airline and Barrier Air and latterly by Aquatic & Vintage Airways (later becoming Salt Air). Their Widgeon ZK-CFA, is the subject of the walk around photos in this article. The history of airlines flying Widgeon aircraft in New Zealand is an interesting story often showing perseverance and struggles for viability. It is well recounted in Waugh et al., (2003), and Ladd (1971).

Colour Schemes

Amphibian Airways aircraft were in what appears to be a factory scheme of yellow overall with blue trim. Their colour scheme follows the colour description in the Matt (2000) drawings, which are definitive and reliable. Tourist Air Travel livery was white with red trim as in the photo below. The Aquatic & Vintage Airways Widgeon colour scheme can be seen in the walk around photos that follow. Barrier Air and Mount Cook Airlines Widgeon colour schemes can be easily found with Internet searches.

Model designs

Paul Palanek and Robert Schweitzer have designed control line versions. Palanek's design (Flying Models March 1960) is a very straightforward model to build but it shows some simplification of outlines and employs a balsa unglazed cockpit area in the style of earlier control line scale models. Robert Sweitzer's design is more accurate, but solidly constructed and likely to be heavy if wood sizes are followed. It was originally available from Sid Morgan Plans Service but may now be in the AMA Plan Library.

The short nacelles on the Widgeon have made it impracticable for rubber power, but in Roy Summersby's article that follows, the use of lightweight electric motors and flight controllers provides a great alternative, as Roy's very good Widgeon flights at the last Richmond Trans Tasman scale weekend attest.

STAN MAUGER

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- Ladd, F. (1971). *A shower of spray and we're away*. Wellington: A.H. & A. W. Reed
- Matt, P. (2000) *Paul Matt's Scale Airplane Drawings*. Vol 1. Terre Haute IN: Sunshine House
- Waugh, R., Gavin, B., Layne, P., McConnell, G. (2003). *Taking off. Pioneering small airlines of New Zealand 1945-1970*. Invercargill: The Kynaston Charitable Trust



Grumman Widgeon CFA in Tourist Air Travel colours with in front, Margaret, Bruce, John, Mark, Elena, and Maurice Poletti and to the right, Johnny Hassett. Photo via John Poletti



THIS PAGE: CFA in new colour scheme after its time with Barrier Air.



The Continental engine conversion made in the early sixties by TEAL at Mechanics Bay.

TOP: A good view of the exhaust and over wing colour scheme.

ABOVE: The engine nacelle design showing a larger left-hand intake.

LEFT: The cowlings and colour scheme are shown well in this view.

Roy Summersby's Grumman J4F US Coast Guard Widgeon

The Dumas USCGJ4F-1 Kit No 328

This is a 30" span scale rubber powered kit by Dumas of the Grumman J4F-1 Widgeon. Grumman built them as an air sea rescue and coast guard aircraft in 1941. As soon as I saw the kit, I thought this is for me, but I threw the rubber idea out the window. Can you imagine the rubber running through the nacelles and out to the stabilizer. The stab would be ripped off on the first wind. I liked the look of the aircraft with some modifications like installing a couple of small electric motors. It would then have a chance of being a real flyer, and it is. It has been finished and flying for a couple of years now and is a joy to fly. The wing tip floats are prone to damage in long grass, as they get caught up. Landings at Richmond on the short grass are great, even better if the grass is wet and the motors are still running as it skids along the grass to a stop.

Dumas make nice kits, and this kit is no exception. It went together easily with modifications to the wing mounting and the nacelles. I had to mould the engine cowls to suit my conversion to electric. Michael Towell sourced the motors and electrical bits for me and a mass of wires it is, but with the big box fuselage there is plenty of room. I installed a Hubin timer which allows me to have two settings of power and time on each. On the second power, the cruise setting, the model will lose height and most times it lands just as the motors stop, well that is what is supposed to happen, and sometime does.

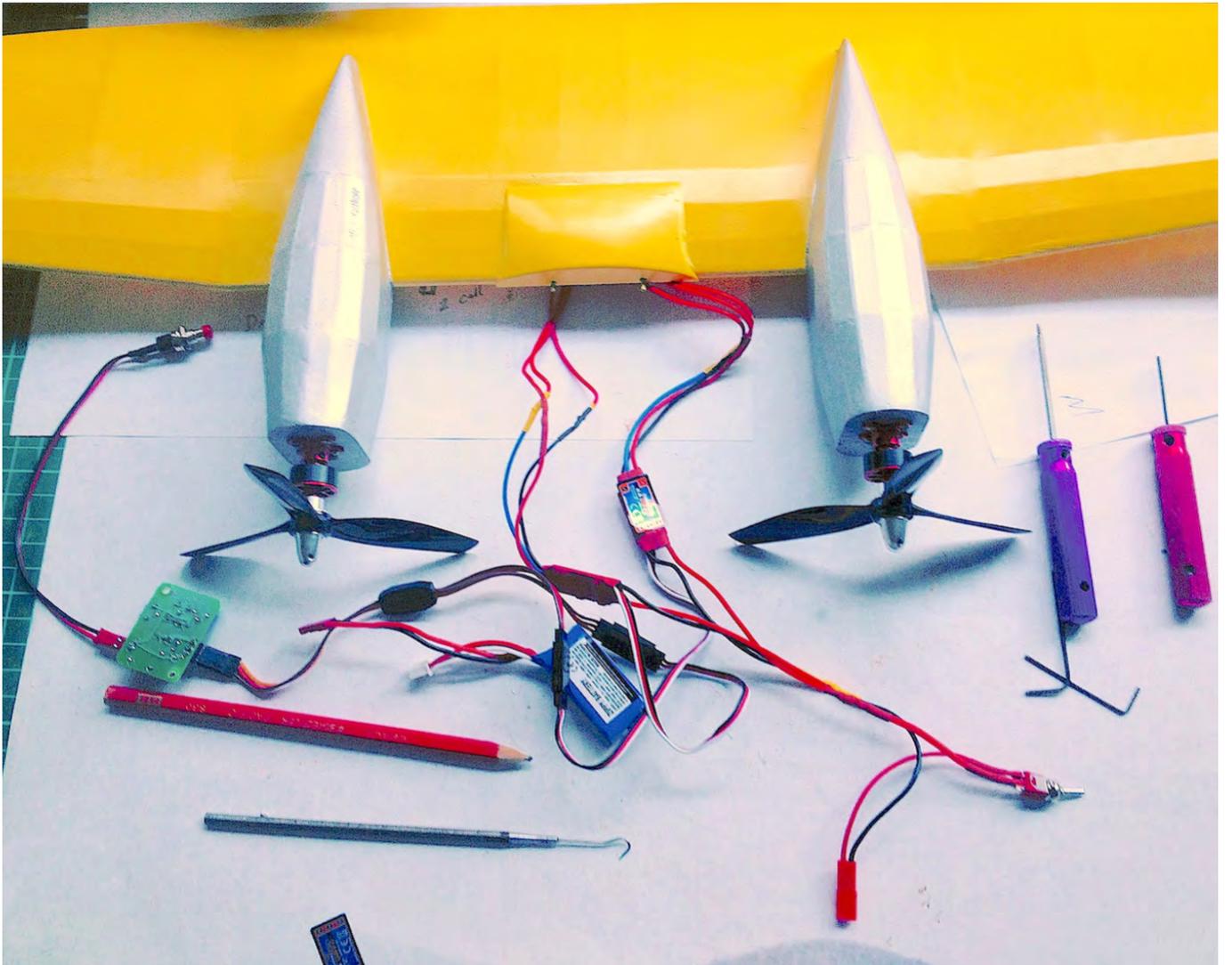
If the motors cut out before landing the glide is reasonable. Covered in laminating film it is fairly waterproof but I haven't tried a water take off, maybe one day.

Over the last three years the model has been out flying on quite a few occasions. It needed a small amount of weight on the back to get a nice glide. Apart from that, there has not been any trim changes. The motors are contra rotating. I am not sure if this is good or bad, but I thought that is how it should be, and it does work. If the model is launched slightly tilted left or right it will stay that way. Under full power the turn is tight (they are looking for a downed airman) but once it changes to low power the turn opens up. Not super scale but being a little different, it is very enjoyable to build and fly.

ROY SUMMERSBY







UPPER: Resting between flights at the Richmond scale weekend last year.
ABOVE: Wiring and components that make twin engine scale models viable.

Mike Mulholland's Curtiss Sparrowhawk

In my earlier report in Scale News 13 I noted that this model started off from a Dumas kit and has since been much modified to improve model weight, construction and detailing. Since then, the model has progressed and further improvement of parts has been made.

Cowling and crankcase

The original vacuum formed dummy engine cowling and crankcase unit have both been replaced with two separate parts. The crankcase cover has been moulded from a form that I have turned from MDF. Cooling slots were marked out on the part while still

supported on the mould, with the aid of a protractor, compass and dividers. They were then carefully cut and filed. After trying various methods, the outer cowl ring was made from three laminations of quite hard 1/32inch balsa wrapped long grain around a form and gently baked prior to gluing. Cross grain would have been easier but nowhere near as strong. The cowl ring will be supported by hard balsa supports extending radially as per the photo below and these will also be used as armatures for the dummy cylinders.



Wing mounts.

I would love to be able to take this model to Australia for the Richmond scale meet and so decided to make the wings detachable. A carbon fibre tube runs through the lower centre section and the lower wings slide onto this firmly. The top wings are dowelled and rubber banded internally and connect to the load-bearing lower wings via the interplane struts.



Wheels

The main wheels are of balsa construction for lightness and turned to achieve a scale profile. They have an additional moulded cover that will be glued in place once the wheels are permanently retained. The tailwheel assembly is quite intricate. Like the main wheels, the tailwheel is of turned balsa construction and uses a wire axle with dummy plastic bolt and nut heads from the plastic modeller's armoury. The bracket itself is made of scraps of styrene around a 1/64 ply core.



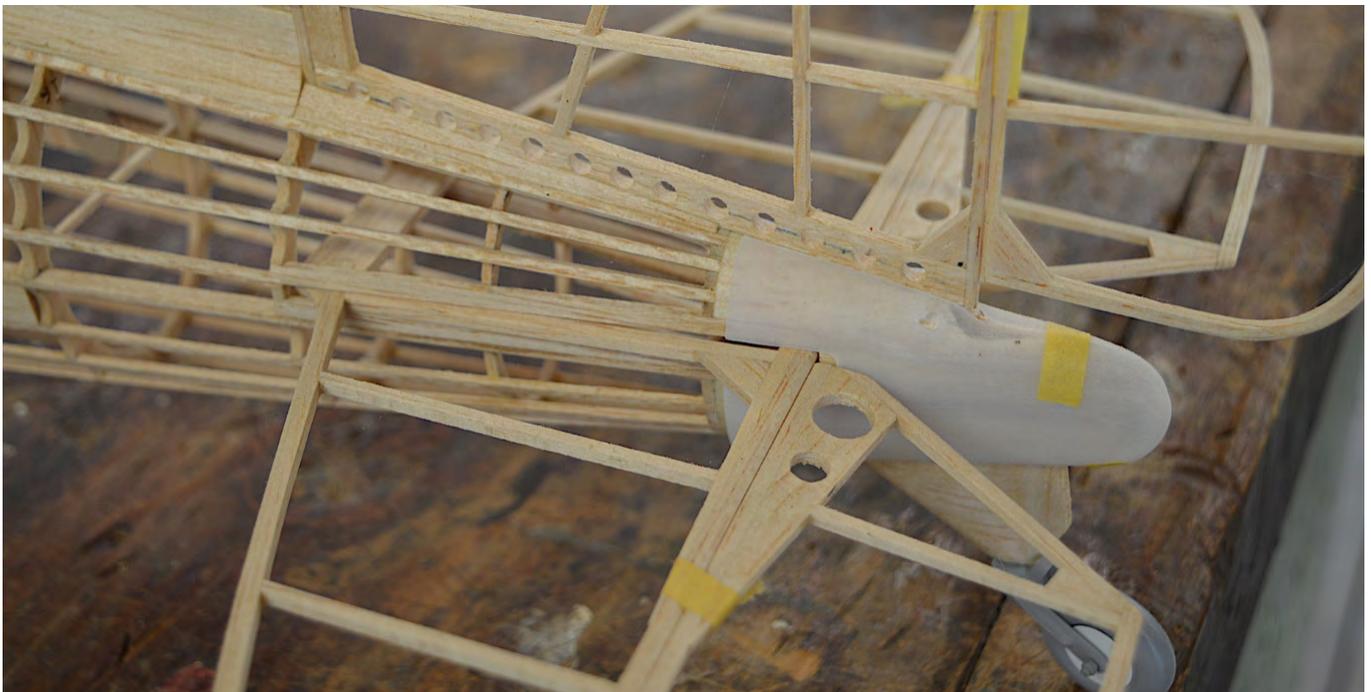
Tailcone

Some time after building the basic fuselage I was looking at photos of the real aircraft and realized that the tail end was actually quite bulbous, and that the model as designed was quite skinny. As the real aircraft had aluminium panels in that area I re-visited the tailcone shape and represented the aluminium panels with two vac-formed plastic shells. I lightened these by sanding and polishing them within an inch of their lives while still supported on the form.

Rear motor peg

The housing for the rear motor peg has been located further forward than designed, to assist with the Centre of Gravity. The area of 'fill' is two opposing layers of firm 1/16inch balsa with the simple addition of an internal .4mm ply washer to eliminate the possibility of looseness as the mounting holes wear.

MIKE MULHOLLAND



Chris Murphy's Luton Minor

There was a report on this model in Scale News 6, but there were a few gaps. As it was built from the 1953 Eric Fearnley aeromodeller plan, the model is probably less accurate than it could be.

The model

The Luton was started two decades back but had to wait until the first Covid lockdown, to be framed up completely, and largely covered by then. It was still unpainted and lacking any detail. Having made promises that it would be ready for the Nationals I soon came to realise how much work it would involve.

The full sized aircraft that I have modelled is G-AMAW. I have no particular interest or relationship with this Luton, the choice was made purely on the simplicity of the red and white colour scheme, since I knew I was going to be pressed for time. I also managed to paint myself into a corner unknowingly, when I made the engine mount. I chose a PAW 80 due to the model's very sharp nose taper, but I would probably have put a DC Merlin in it given a choice, but there was no meat left in the plywood to enlarge the crankcase gap. I have to say that the PAW 80, a BR one (not many of those about!) performed flawlessly on the day and the power output on an 8x4 turned out spot on for realistic scale flight.

I broke every rule in the book by turning up with a brand new model for a Nationals event. It had not been test glided beforehand, so time was spent trimming to get it to a state where it could at least record an official flight. I was pleasantly surprised to find that it balanced exactly where the plan CG said it should, so no lead was added. Trimming consisted mainly of a series of prolonged powered glides into the ground, as I added more and more negative to the tailplane, eventually running out of space to add anymore packing. Fortunately, at this point I was able to get a very nice flight under power, though the glide left a lot to be desired. I can see a bit of lead being added to the tail end after all, to sort out the glide, on its next trim outing.

A few details

This is not a lightweight model. The fuselage weighs 497g, the tailplane 19g, and wings (including struts) 183g - call it 700g all up (24.67oz). Ironically this may account for its stability under power, the model being less likely to get upset by a wind gust. It does, however, have a lot of wing area and a quick check reveals a wing loading of about 9.2 ounces per square foot.

I found a few issues during trimming and it sustained a bit of cosmetic damage, still to be repaired. The centre section suffered, but some fiberglass sheet on the facing surfaces will help. I will also give the tailplane another coat of paint, as I was worried about a heavy back end. This fear was not unfounded, but a bit more weight there will be needed. The other area of concern is the windshield which has fairly acute curvature and despite using tabs on the base and canopy glue, to tension it, it sprang the joints. When time permits I will make a wooden plug and mould the windshield to shape rather than using flat sheet, which of course wants to stay flat even when bent into a curve. The pilot is a perfect match - a polystyrene moulding I have had for decades. The instrument panel is a genuine Luton Minor one found on line and simply printed on to photographic paper. I note there is quite a bit of variation in Luton instrument panels so I have no idea whether it is correct for G-AMAW.

As time permits, I may add a few minor details such as the tensioning wires for the wing struts, anodize the PAW 80 head fins black, and blacken the comp screw to more closely resemble the JAP in the original. Quite how I can similarly deal with the fuel tank opposite yet still retain visibility of the fuel level, I have yet to work out.

CHRIS MURPHY



Jason Magill's Sorrell Guppy

After finally having to retire my 35 year old Fike E, I thought I would have a go at something a little different and decided to build this cute little biplane. I actually built this same model as a kid, but used all sheet construction and it flew surprisingly well. The plan was fullsize from the September 1982 Model Builder magazine, and I believe this can also be found online at Outerzone.

The model was pretty much built as per plan except I made laminated sliced ribs for the wings (these are much stronger than ordinary sliced ribs!), and made every effort to keep things as light as possible. The model was fairly straightforward to build but care was needed in rigging the wings at the right incidence and to be square to the fuselage, so I built a simple jig from scrap balsa to do this. The prop was reduced slightly in diameter to enable more clearance for ROGS, and being made from thin ply, it also provides much needed nose weight!

Finishing this model took a little time. I used condenser paper covering, which was pre-shrunk beforehand, by mounting some large sheets on balsa wood frames of 3/4 inch square, spraying with plain water and letting it dry thoroughly, and I did this eight times from memory. The sheets were then ironed between newspaper and then used straight after to cover the model. I used thinned Elmers white glue as the adhesive and covered the model in pieces, and in as hot a room as I could stand! The aim of all this was to try to ensure the model would not warp in different conditions. Each surface was then

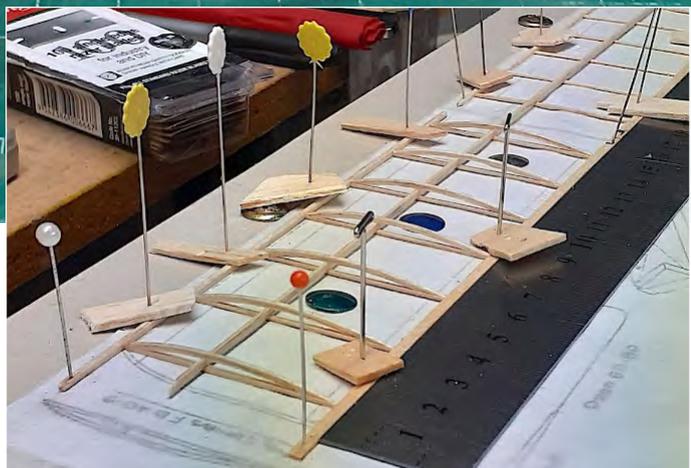
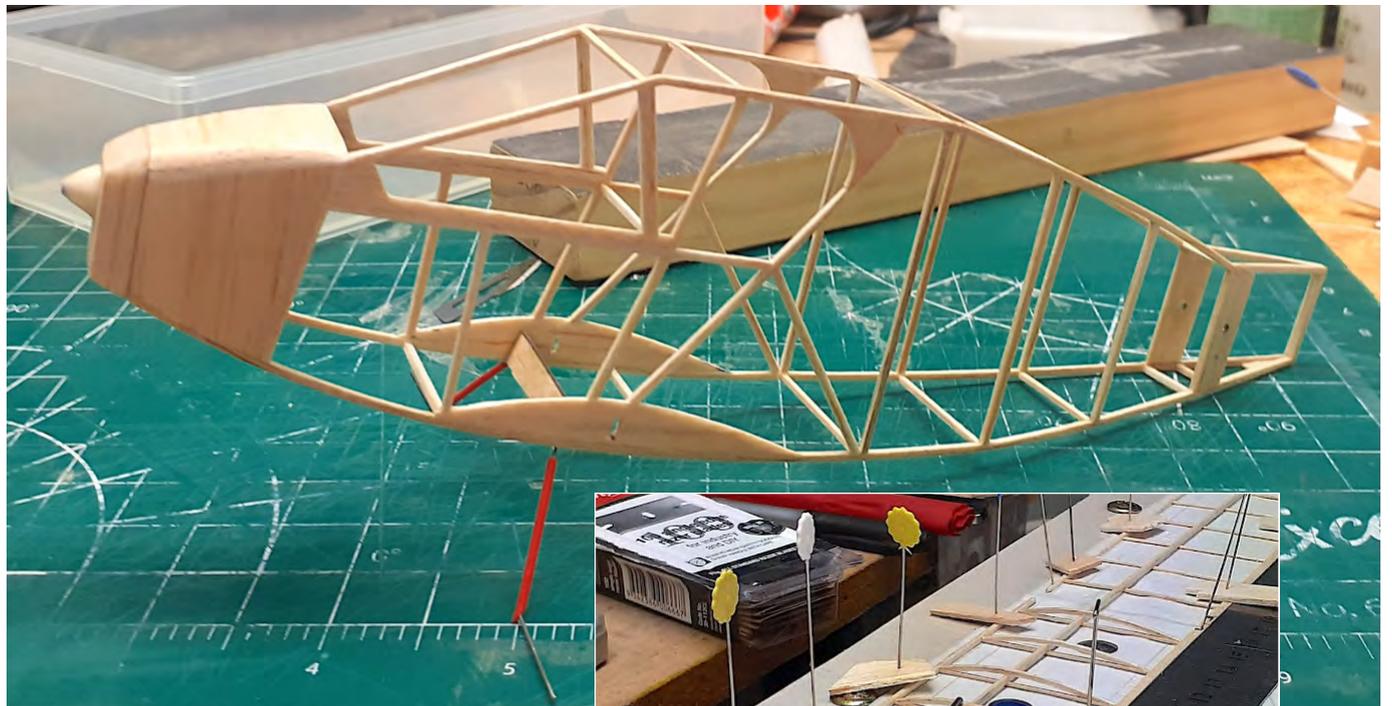
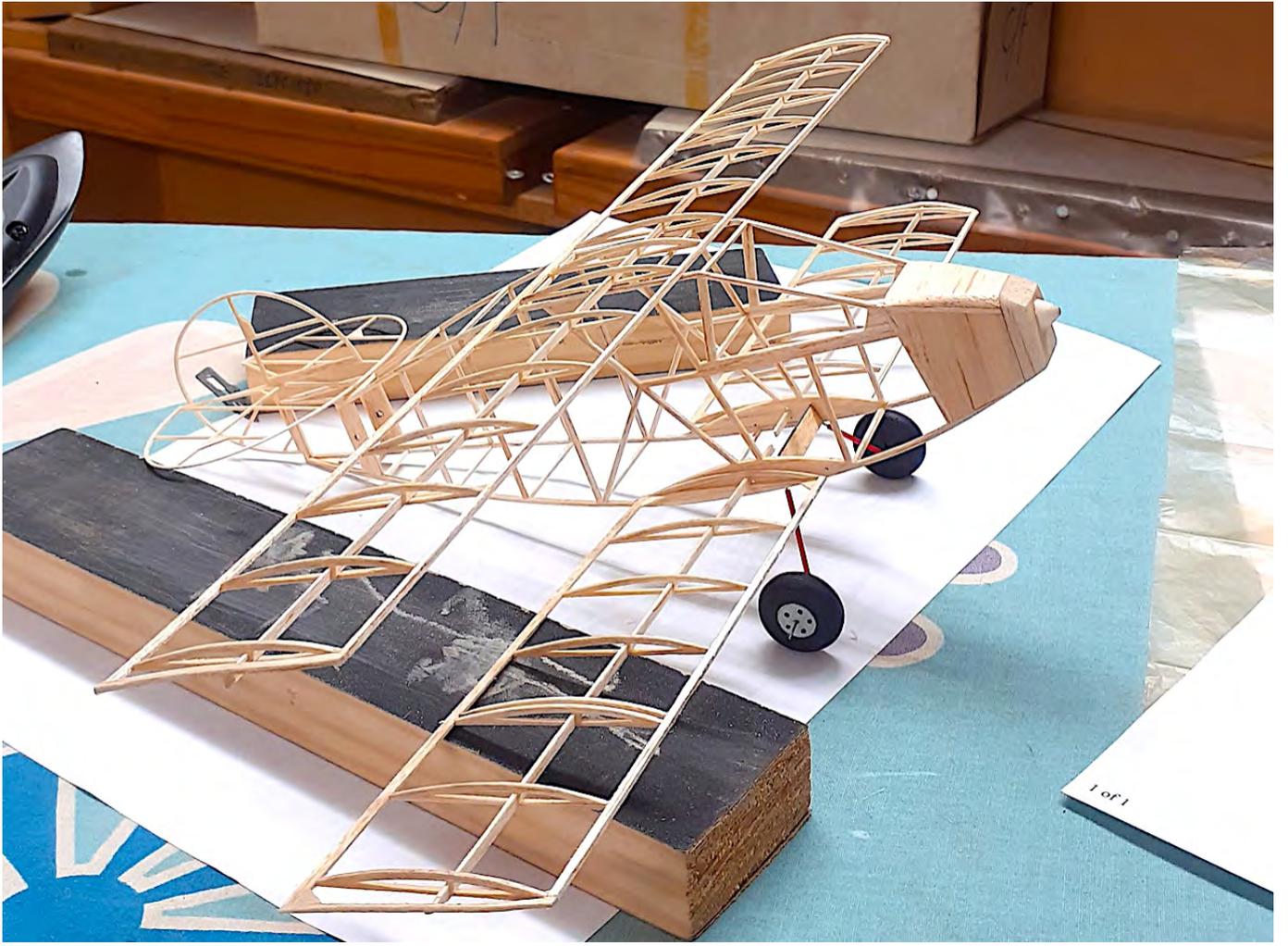
airbrushed separately using well thinned Tamiya Acrylic plastic model paint, shaking the airbrush jar regularly to stop separation. The lettering and elevator lines are all cut from tissue using a scalpel and good lighting, then stuck in place using tweezers and tiny dots of RC-56 canopy glue.

At this point the window glazing was applied using RC-56 (great stuff, this!) and the model assembled. I built the dummy engine cylinders from the bendy parts of bendy drinking straws, the exhaust stacks from electrical wire, and carburettor parts from small diameter carbon rod, bound with trout fly tying thread. The cylinder caps are balsa.

Trimming proved to be extremely, uh, challenging! I believe this model is right on the verge of instability with no dihedral, a short tail moment and small tail and fin. The CG is as far forward as I can get it for this reason. I have trimmed it to fly to the right as most biplanes are, but the model is prone to flat spins if the turn is too tight, and is extremely sensitive to trim changes. I have applied some wash-in (bottom wing only) on the right wing, and washout on the left wing to try and stop the spinning tendency but I am still experimenting with the right amount thus far. Best flights so far have been around 35 seconds from ROG, so it has a long way to go to keep up with the Laceys and Fikes, but I feel it is capable of more if I can learn all its little foibles!

JASON MAGILL





Antony Koerbin's **Auster AOP9** for **Rubber Scale**

I have been a fan of the AOP9 since a school mate built the Aeromodeller FF power scale version. I fancied building a rubber scale version and decided on the same size as the Airsail kit so I could employ the cabin glazing of the kit. Beyond the glazing and a couple of the intake scoop moldings nothing much from the kit was used. I got hold of already approved 3 views, scaled them up to the size of the model I wanted and built off the drawings.

The Fuselage

The 3 views did not have any structural detail but there are plenty of photos online of an AOP9 being restored. It was logical to use the Warren girder style construction of the full-size aircraft. Photos show the early stage where the fuselage sides were constructed. Work on the front end followed, so that the two parts could become one as construction progressed.

Wing

I used the airfoil section as per the kit but replaced the rest of the structure with four 1/16" spars and adding separate ailerons and scale number of ribs. I made the tips from hollowed out balsa and molded clear navigation light covers. The wings are plug in and have a retaining band (dental band) to hold them in place. The bottom of the wing struts are retained by a tiny o-ring made from sliced fuel tube, allowing them to pull out in a hard arrival.

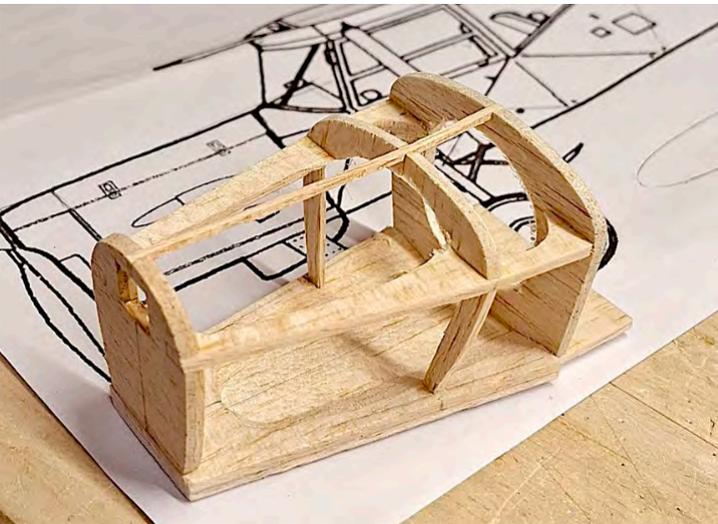
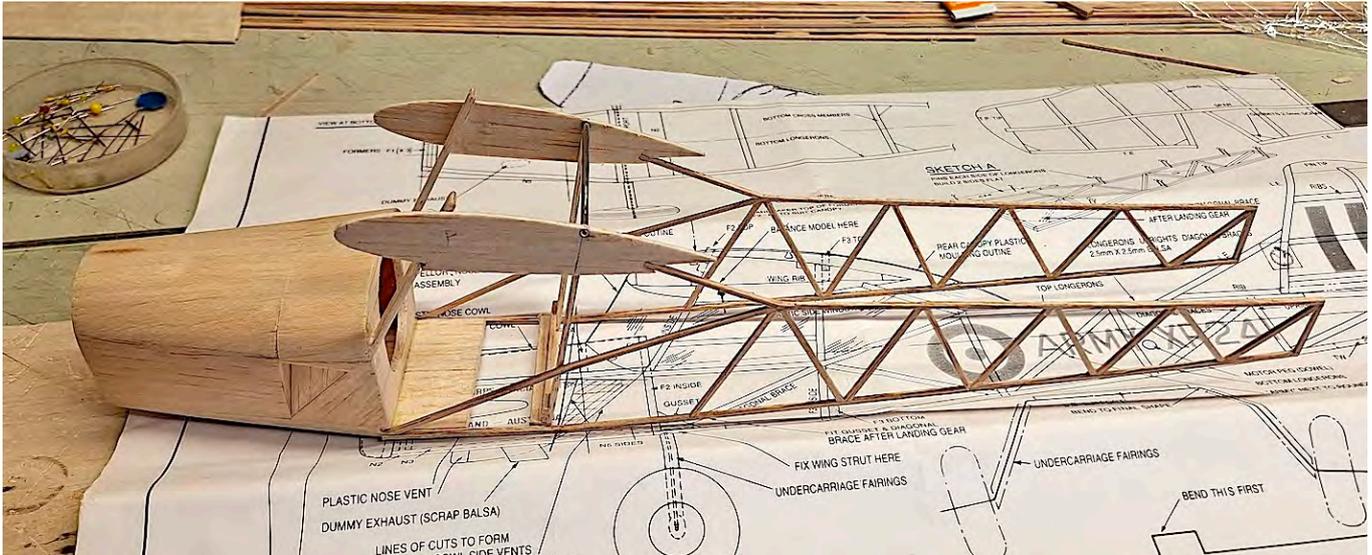
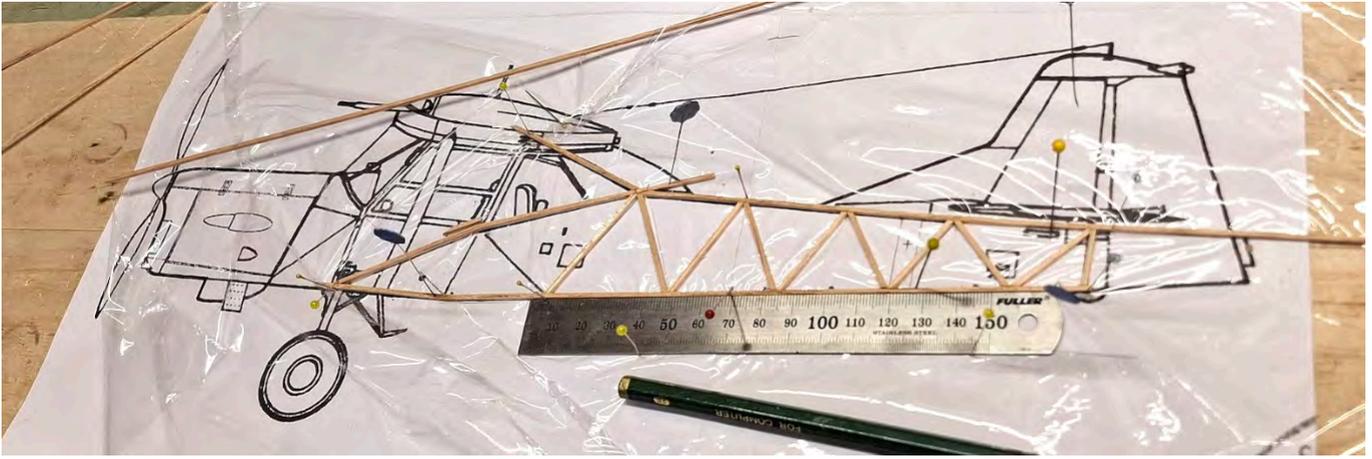
Wheels

The vacuum formed wheels in the kit were quite good but I made more realistic ones which were half the weight. The green foam tires are turned on the lathe with sandpaper (after glueing 1/4 " dowel in the centre) The hubs are made in two pieces to plug into the tires, turned from aluminium. Each wheel is around 0.6g. Hubcaps are moulded acetate.

Covering and Finishing

Just about all models I make now are covered with tissue over mylar. Compared to tissue alone, it is the same weight or lighter, allows warp removal with an iron and is several times more puncture resistant. To prevent warping the delicate structures I use 2 micron mylar. This is not difficult to do providing that you stretch it out well before ironing on. Lightweight tissue (pre-shrunk) is moistened and applied with thinned dope. A second coat of thinned dope is then applied before airbrushing the colour. The colour scheme I chose is reasonably complex due to the hi vis. So far everything has been done making masks on a Cricut® machine. I am just learning to use this but it is proving to be a great machine (the Roland® vinyl cutter I had for many years came to the end of its life).



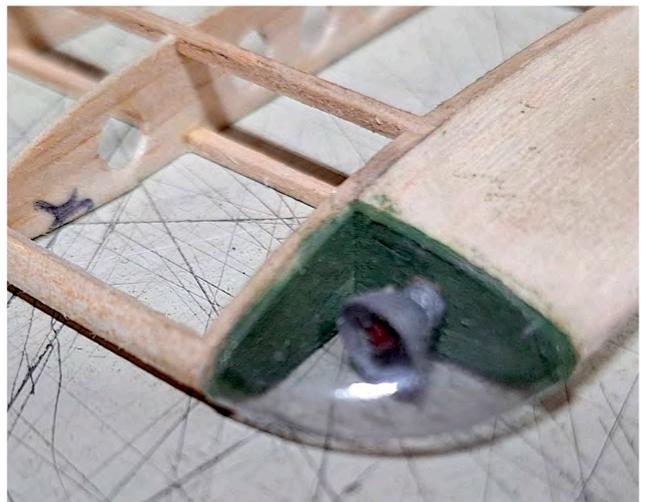
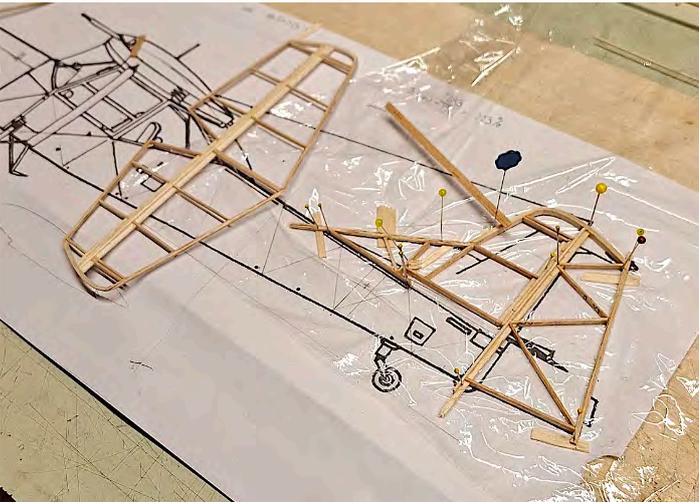
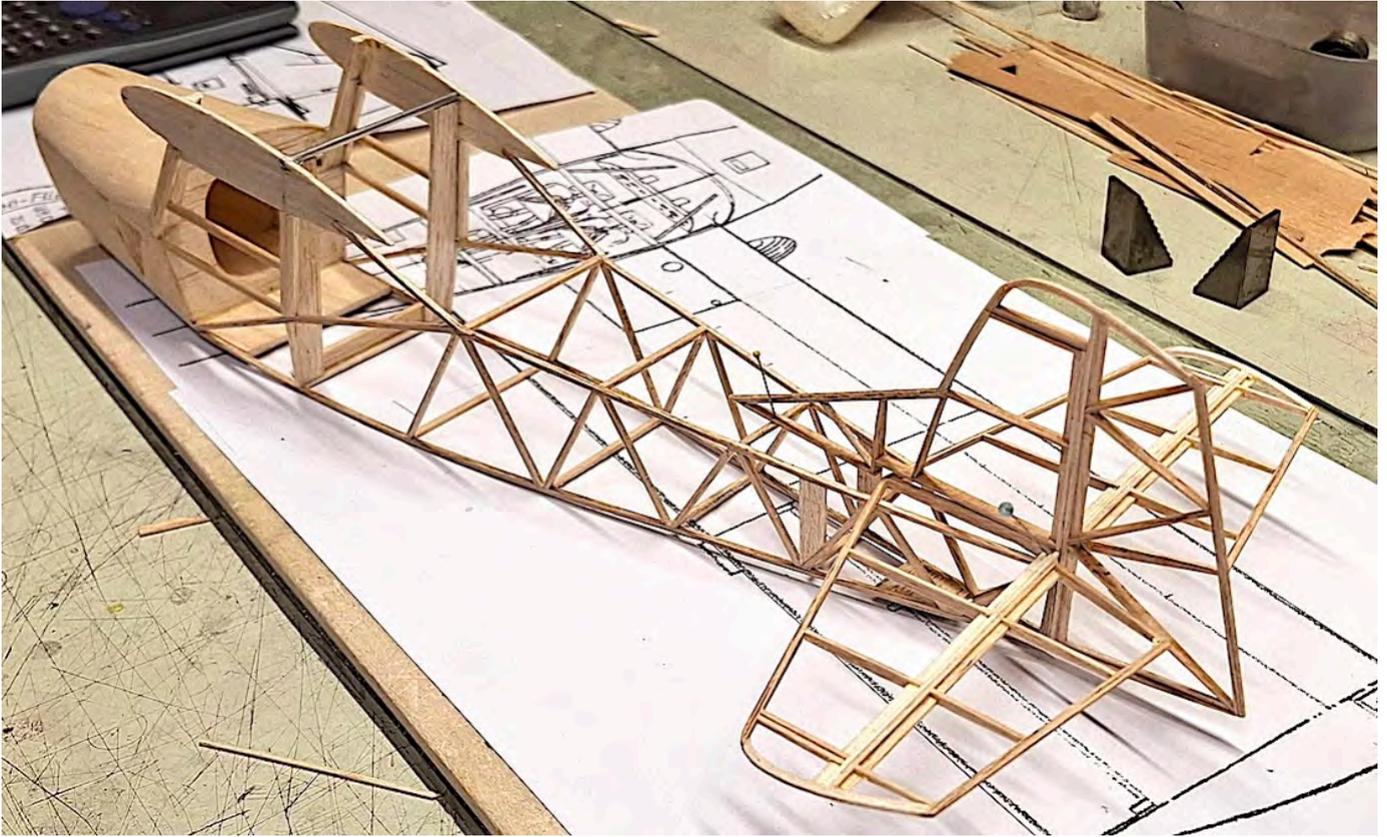


Flying

Initial trimming has gone quite well thanks to the knock off wing system. (The first few flights of a rubber scale model are always nail-biting). The model seems to want to fly in a Right - Right pattern so I will let it do that. I did have trouble with the prop freewheel resulting in some ungainly arrivals when the turns ran out. I braided my motors so that the CG doesn't change when the turns run out. The disadvantage is that this can lead to slight tension on the prop shaft that prevents freewheeling. The model now has a Garami type clutch which has sorted this out. I have added further decals and more scale detail as well as a satin finish as per the original. The last job has been a scale prop for judging.

ANTONY KOERBIN







ABOVE: A slice of fuel tubing on the lower end of the wing strut to function as a shear pin for heavy arrivals.

Phil Warren's Ganzavia GAK 22

The Hungarian Ganzavia GAK 22 Dino was designed in the 1980s and first flew in 1993. The model was built off a 3 view which I found to be incorrect compared to photos, so I have followed the photos. The aircraft has no dihedral, just small taper at the wing tips on the underside. I am guessing that the CG might be between the two wings, but as the model has not flown yet time will tell.

The model is rubber powered. The span is 27" and the length 22". I found the wing difficult to build and had to use a second shorter spar because of the wing cutting back from the leading edge and the underside tapering upwards to the tip. I am hoping that the upward slope will give some stability due to the flat wings. The horizontal stabilizer fits around the fuselage, so I am not sure what angle to set it to. That is going to be the fun part. I am also hoping that I have made the nose wheel mounting strong enough. Even if it glides well it will always land on the nose wheel first, as one can not flare free flight models! The model is covered with Esaki tissue doped and airbrushed.

PHIL WARREN



John French's Fairchild F-24 ARGUS



There are many subtleties to master in attempting to build an Argus, to make a realistic version. John French has followed the Karlstrom drawing, to keep to scale proportions in his. It was built as a non-flying 'Cabinet scale' model and so balsa thicknesses and weight did not need to be watched as they might in a flying model. The careful detailing of this 21 inch span model will be of interest to builders of flying models. The engine comprises resin cast cylinders made from a turned brass master used to create a silicon mould. Covering is Airspan®.

STAN MAUGER





Trans Tasman Scale Rally Richmond, July 3-5

Free Flight events - F4A Power Scale, F4D Rubber Scale and Kit Scale
Control Line Scale events - F4B CL Scale, Stand Off Scale.

Please contact me if you are interested in more information about the event or are keen to join us.

STAN MAUGER
09 575 7971



A batch of models lined up for static marking at last year's Richmond scale event. Just a few of the over thirty scale models flown over the weekend. Photo: Stan Mauger

Dave Wright Memorial CL Scale Day, March 1

There will be a Control Line fly-in at Kakanui airfield on the March 1 to raise money for Dementia North NZ. The idea is to donate \$10 or more per person to help a cause that Dave's family has been raising money for, in gratitude for the help they gave Dave.

We will start flying around 10.30am and have lunch and then fly a bit more. It is not a contest, it is just for fun. Any scale control line model is welcome including scaly Pizzazz models!
(and free flight scale if it's unusually calm).

Please call or email Gerald Wimmer 02041038170 for further details.

