



ScaleNews

February 2024
Issue 11

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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2024 Trans Tasman
Free Flight Scale Rally

Indoor Free Flight Practice Day

Morrinsville

Saturday March 9, 2024

An opportunity to trim your indoor free flight models in the open space of the Events Centre from

10.00am until 4.00pm

Morrinsville Events Centre, 21 Ron Ladd Place, Morrinsville

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



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



Photo: Ken Smith



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

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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.

Photos are by authors unless otherwise credited

COVER PHOTOS

MAIN PHOTO: Martin Evans, seen on the free flight field at the Nationals, flying his Fairchild PT-19, in F4D Rubber Scale

INSET: the model climbing away nicely.

Photos: Gary Mildenhall

Editorial

There are both contests to report and coming events to announce, in this issue. Last October's Morrinsville Day brought out some great indoor scale models and enjoyable flying. The Morrinsville venue has become established as a focus for competition in these classes in addition to the Nationals. As the report notes attendance was slightly up on previous years. Importantly the day brings together indoor free flight and free flight scale modellers and there is strong interest in this year's event there which will be on October 13. There is, however, another Morrinsville day scheduled prior to this, on March 9. After some discussion with interested flyers, it was decided that it would be better to offer this day as an opportunity for trimming indoor free flight models. Refer to the notice on page 2 for details.

Both free flight outdoor scale and indoor scale events received enough entries to run most classes at the Nationals. With good weather at the start of the day, outdoor events ran smoothly. Whilst some classes could have been better supported it was great to see some new competitors. Memorial Scale brought out models from yesteryears that were wonderful to see flying again. Indoor scale was more low-key than last year and missed the usual Open Rubber Scale event through lack of numbers. F4B Control Line Scale was also not flown, but there seemed to be potential interest for running it next year. Sport Control Line Scale on the other hand was well supported. Refer to the reports on the Nationals events included in this issue for photographs and details of how it all went.

A notice and background to another scale event of interest to free flight scale flyers is also included. I refer to the Richmond (NSW) Scale Rally in July. Those of us who have attended in previous years are all enthusiastic about the venue and weather conditions that can be expected. If you have an interest in flying free flight scale classes, or simply enjoying meeting experienced scale flyers, it is worth attending.

Finally, my thanks to all who have contributed to this issue, with photographs and reports on current scale projects.

STAN MAUGER



New Zealand Model Aeronautical Association Inc.
Scale Free Flight and Control Line
Special Interest Group

NOTICE OF ANNUAL GENERAL MEETING.

The 2024 AGM of the Free Flight and Control Line Scale SIG will be held at 7.30pm on March 8 as a Zoom meeting at 50 Penzance Road, Mairangi Bay. If you wish to take part, please contact the secretary by email at unimec1994@gmail.com

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 are 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.

Ricky Bould
Secretary, Free Flight & Control Line Scale SIG.

Free Flight Scale at Morrinsville

As in previous years the Morrinsville Indoor contest day last October was well supported. With the open spaces of the hall, there is ample room for the occasional model straying from trimmed flying. It was great to have contact with scale flyers on the day, but those of us competing or assisting with the running of the day, often did not have enough opportunity to discover more about models brought to the contest. This report, attempts to provide details of models flown in the various scale classes, to fill in some of these gaps.

F4D Indoor Rubber Scale

Always great to watch, Graham Lovejoy's Taylorcraft Seaplane was built from pre-war Comet kit plans that had been handed to him years back. The plan showed only the floatplane version and floats on the model were

initially silver to replicate metal appearance. The markings on the plans were followed. The Taylorcraft has generous wing area and smallish fuselage leading to light wing loading, all of which assists the trimming process.

Also initially presented as a floatplane, Stan Mauger's Fleet Canuck was from a reduced version of the Earl Stahl plan for a free flight scale model from 1948. With a few outline improvements, this provided a good basis for a smaller indoor model and the model has been flown at indoor events over a number of years. It is set up to turn right but was reluctant to take-off on the day. It did manage some good stable flying, however.

F4F Peanut Scale

Lacey 10s were flown in Memorial Scale, but equally competitive Fike Es held the two top places in Peanut. Ricky Bould's six year old Fike was well trimmed and nicely finished to make top place in both static and flying in



ABOVE: Seen from the mezzanine, action in the right hand side of the stadium at the start of the day. Photo: Ken Smith

this event. He chose the cowled version and built it from a Butch Hadland plan which is a tad more accurate than some others. He also followed the Hadland approach of forward CG and use of up elevator for adequate elevation. It was straightforward enough to trim.

At more than thirty years old, Jason Magill's Fike is a seasoned performer and well-trimmed. It was built from the Bob Durham plan published in Model Aviation in 1982. Its flying dates back to the golden days of indoor competition flying in the Kawerau Hall. It was also flown at several New Zealand Nationals. Jason used a Tern prop cut down slightly and the model was very light when built.

Built from the Peck kit plan, Stan Mauger's Clipped Wing Piper Cub had all the right proportions for a practical Peanut Scale model. It was flying well enough, but still needed some experimentation with motor size to get the best out of it.

Definitely different from the mainstream Peanut favourites and not originally built for serious competition, Graham Lovejoy's Peyret Taupin showed that subjects with unusual configurations can still be flown in this event. It was built from the Emmanuel Fillon plan. The undercarriage was shortened slightly to make it more scale and the propellor was changed to a Jim Clem Bostonian style type, but with the angle reduced to 30°. The model flies well and is capable of good duration times.

Also unusual for this event was Dave Jackson's Heinkel He-100v8, built from the Flying Models plan by Dave Katagiri, downloaded from Outerzone. The model was still untrimmed but seemed light enough to have potential for the class. A model of René Caudron's first aircraft, Anthony Hope-Cross's Caudron Type A was also still at trimming stage. A carbon fibre motor stick was used to get enough motor length, but the model is still

under-powered. Some experimentation with propellor design is planned. With so much space available, the hall was a good place for testing the model.

Kit Scale

Tern kits have a reputation for well thought through design and good flying performance, making them a good choice for this event. Martin Evans's nicely built Tern Porterfield Collegiate performed well.

Graham Lovejoy's Modelair Lockheed Vega had taken ages to trim out. The original Modelair plan was given to him way back. He had built it with basically the same kit plan construction with just a change to tip lamination on flying surfaces. Flights were great to watch, helped possibly by the small stature of the model.

Dave Jackson chose a Peck Lacey 10, a scale subject with good flying characteristics, for this class.

Ken Smith's Cessna 140 was built from a VMC kit. Having found a number of videos on how to construct it, the building side was straightforward. He had fitted a Tom Nallen-style moveable prop spindle and adjustment tab on the rear face of the noseblock to make thrust adjustments easier and found that this worked well. He had the model flying well.

A lesser known Skyleada kit design, Stan Mauger's Curtiss Owl was a potential challenge to trim. The plan called for using the alternative lengthened undercarriage provided to allow a suitable propellor size. The large tailplane area made trimming easier than expected. It was a hard subject to build light, so it flew at a spritely pace, as did the full-size aircraft. Nevertheless it was great to see this subject modelled and flying again.

Ricky Bould has built Comper Swifts for a number of indoor classes over the years and is very conversant with this subject. The model is the second from this plan and at 18" span is a good size for this event, but with an all up weight of 25g, it has a fairly fast glide.



UPPER LEFT: Stan Mauger's Fleet Canuck is a regular in Indoor Rubber Scale but was hampered with take-off problems.

UPPER RIGHT: Graham Lovejoy's Taylorcraft Floatplane was also hand-launched in this event.

LEFT: His Modelair Lockheed Vega flew well in Kit Scale.

Memorial Scale

With flights from a number of leading indoor models over the years, this class is now becoming established as a wonderful nostalgic event. Two former Peanut Scale regulars from way back were flown in Memorial Scale and they took the top two places for the best flights. Graham Lovejoy's Lacey built by Bruce Keegan needed little repair before being fit for some good flights again. All that was needed was replacing the noseblock, loading in fresh rubber and making some tissue repairs. Bill Long's Lacey, built by Paul Lagan, had seen many contests but was in good form.

Two more Peanut models were entered and both were Nesmith Cougars. Alec Fuller had D. Baunton's Nesmith Cougar flying in great form. Even though Angus Macdonald's Nesmith Cougar is now truly a vintage Peanut, it needed only fresh rubber and some tissue repairs to be back to flying trim again. In Wayne Lightfoot's hands, Brian Crocker's Curtiss Robin was once again in the air and making stable circuits of the hall.

STAN MAUGER



TOP: Stan Mauger's Skyleada Curtiss Owl between flights.

CENTRE LEFT: Graham Lovejoy's Peyret Taupin proved once again that models with this configuration can fly well.

CENTRE RIGHT: Jason Magill's Fike flew well in PeanutScale

LEFT: Dave Jackson's new Peanut Scale Heinkel 100v8 was still at trimming stage.

Results

F4D Indoor Rubber Scale

	Static	Flying	Total	
1. S. Mauger	702	314.1	1016.1	Fleet Canuck
2. G. Lovejoy	603.5	321.3	924.8	Taylorcraft Seaplane

F4F Peanut Scale

	Static	Flying	Ranking	
1. R. Bould	44	50	1/1	Fike E
2. J. Magill	33	44	3/2	Fike E
3. S. Mauger	40	24	2/4	Clipped Wing Piper Cub J3
4. G. Lovejoy	31	32	4/3	Peyret Taupin
5. D. Jackson	DNQ			Heinkel He100v8

Kit Scale

	Static	Flying	Total	
1. M. Evans	67	47	114	Tern Porterfield Collegiate
2. G. Lovejoy	56	54	110	Modelair Lockheed Vega
3. D. Jackson	52	55	107	Peck Lacey M10
4. K. Smith	57	33	90	VMC Cessna 140
5. S. Mauger	53	33	86	Skyleada Curtiss Owl
6. R. Bould	19	52	71	Veron Comper Swift

Memorial Scale

	Flying points	Builder		Year
1. G. Lovejoy	52	B. Keegan	Lacey M10	Not known
2. W. Long	42	P. Lagan	Lacey M10	Not Known
3. A. Fuller	40	D. Baunton	Nesmith Cougar	1995
4. S. Mauger	31	A. Macdonald	Nesmith Cougar	1980
5. W. Lightfoot	30	B. Crocker	Curtiss Robin	1990s

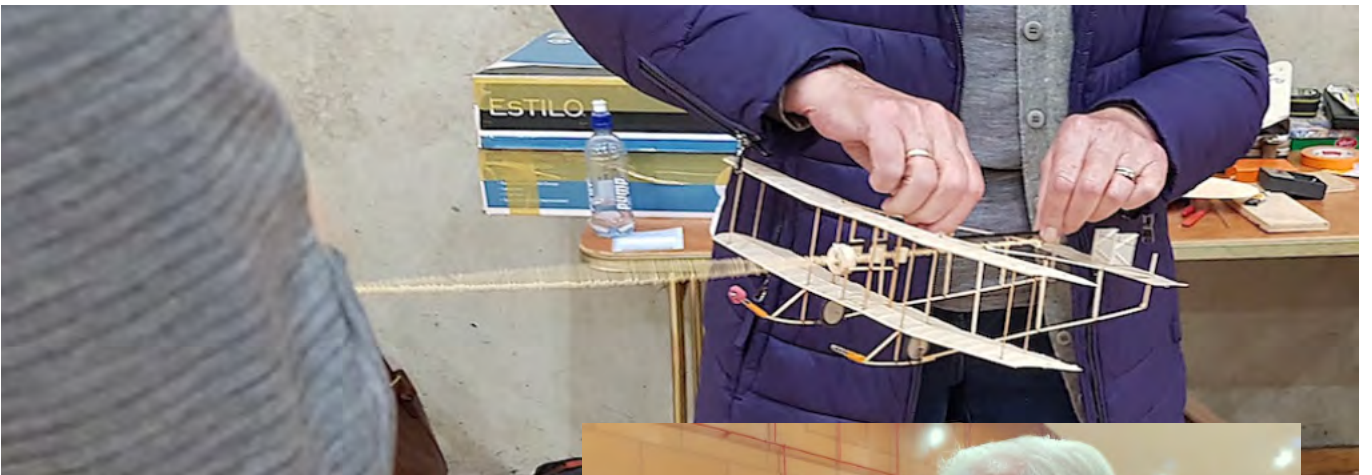


UPPER: Bill Long's Lacey flew well in Memorial Scale.

ABOVE: Wayne Lightfoot enjoyed flying this Curtiss Robin in Memorial Scale again.

UPPER: Graham Lovejoy got good flights from his Lacey in Memorial Scale.

ABOVE: Alec Fuller had good flight times with his Nesmith Cougar in this event..



TOP AND CENTRE:
Anthony Hope-Cross, assisted by Barbara Hope-Cross, setting up his Caudron Biplane for trimming flights.

RIGHT:
Ricky Bould led the field with his reliable Fike in Peanut Scale.

NZ Nationals Day 2 - Free Flight Scale Outdoor

Power Scale and Kit Scale were down for Day One, but a brief drop of rain and a building breeze resulted in a postponement to the next day on the alternative free flight field. It was blessed with wide open spaces, but with a slight northerly drift during the morning several free flight scale models travelled some distance. Conditions early in the morning were suitable for even smaller models but the wind speed eventually increased presenting challenges for flying smaller models.

F4A Power Scale

Paul Evans flew his new DH Humming Bird, which soon found its feet and gained some real altitude, eventually flying out of sight thanks to the northerly drift. After an anxious day of not knowing where the model was, it was eventually found much to Paul's relief. Along with a good static score, the flight was enough to put the model in first place. Stan Mauger was less fortunate with his Vildebeest, which was turning tightly.

F4D Rubber Scale

Now trimmed out well, Martin Evans's Fairchild PT-19 built from an Easy Built plan, put on a good display, proving that low winged subjects can be trimmed to fly predictably. Graham Lovejoy once again delighted us with nice flights with his ever-reliable Taylorcraft Floatplane. Stan Mauger was out of the running with a poor first flight with his usually reliable Helio Courier.

Kit Scale

Many in this event flew models later when the wind had increased. Stan Mauger flew early enough to get in a good flight with his KK Cessna which, coupled with good static score, gave him the lead.

Memorial Scale

Ceinwen Evans had the top score in this flying-only event with her Lacey built by Jack Godfrey, achieving a great flight. Anthony Hope-Cross was delighted to get David's Puss Moth flying again after nearly thirty years in storage. The flight was met with a round of applause by all present. Stan Mauger was also pleased with the way that Jack Godfrey's Stinson Voyager flew. It made a smooth circuit of the field before a gentle descent, in very much the way that Jack flew it. Only a point separated this flight from Wayne Lightfoot's Brian Crocker-built Curtiss Robin that also looked great in flight. Memorial Scale continues to gain support with many old favourites being flown again. There were even other models that fitted the class but not flown the day including a Stahl Cessna 195 built by Michael Taylor and David Hope-Cross's Farman Moustique.

Our thanks to flight judges Paul Evans, Lloyd Dickens and Andy Green (UK) for putting in the hours to provide flying scores. Thanks also to Gwyn Avenell and Neil Schrader for judging the scale models flown in outdoor events for static scores, once again.

STAN MAUGER

Results

F4A Power Scale	Subject	Static	Flying	Total
1. P. Evans	DH Humming Bird	657.5	438	1095.5
2. S. Mauger.	Vickers Vildebeest	702.5	285.5	988
3. R. Bould	Auster AOP9	719.5	--	719.5

F4D Rubber Scale	Subject	Static	Flying	Total
1. M. Evans	Fairchild PT-19	517	672	1189
2. G. Lovejoy	Taylorcraft Floatplane	371	400	771
3. S. Mauger	Helio Courier	748	attempt	748

Kit Scale	Subject	Static	Flying	Total
1. S. Mauger	Keil Kraft Cessna	82	33	115
2. M. Evans	Easy Built Fairchild PT-19	61	attempt	61
3. R. Bould	VMC Cessna Bird Dog	55	attempt	55
4. P. Evans	Airsail Fairchild PT-19	50	attempt	50

Memorial Scale	Subject	Points	Built by
1. C. Evans	Peck Lacey M10	40.5	J. Godfrey
2. A. Hope-Cross	APS DH Puss Moth	32.5	D. Hope-Cross
3. S. Mauger	Stahl Stinson Voyager	30	J. Godfrey
4. W. Lightfoot	Curtiss Robin	29	B. Crocker



TOP: Martin Evans had some great flights in F4D Rubber Scale with his Fairchild PT-19.

CENTRE: Graham Lovejoy's Taylorcraft Floatplane (left) and Stan Mauger's Heli Courier (right) also in Rubber Scale.

ABOVE: Paul Evans launching his DH Humming Bird before a very long flight in F4A Power Scale.

RIGHT: Stan Mauger's Vildebeest was having a less successful day.

Photos: Gary Mildenhall.



TOP: Ceinwen Evans's Lacey M10 off for a great start in Memorial Scale.

CENTRE: Stan Mauger had his Stinson Voyager trimmed out nicely in Memorial Scale.

BELOW: Also flown in Memorial Scale, Wayne Lightfoot's Curtiss Robin is seen climbing away well.

Photos: Gary Mildenhall





UPPER: Anthony Hope-Cross getting David's DH Puss Moth away after many years in storage. Note that the apparent dihedral is exaggerated in this long lens photograph. Photo: Gary Mildenhall

ABOVE: Anthony Hope-Cross with his DH Puss Moth and Barbara Hope-Cross with another of David's models, his free flight Farman Moustique built from the Flyline kit. Photo: Stan Mauger.

NZ Nationals Day 3 Indoor

Although competitor numbers were only slightly down on last year's indoor free flight scale night, the evening was missing the usual crowd to cheer us on as they had been enjoying other Nationals social events on the evening.

Open Rubber Scale was not flown owing to insufficient entrants on the night to make it an official event. It would be sad to see a decline in this event so if you have an indoor free flight model please enter it next year

Peanut Scale

Paul Squires once again scored well in both static and flying with his Lacey, to lead what was a small entry in the event this year. Ricky Bould's Fike is a seasoned flyer and once again was well trimmed and performed well. We were pleased to be joined in this event this year, by Chris Murphy who flew his nicely built Bede.

Kit Scale

Ricky Bould did it once again with his Comper, to win the event, helped by a smooth flight. Martin Evans made top static points with his nicely built Porterfield. Chris Murphy had a good flyer in his Lacey and Graham Lovejoy's Taylorcraft floatplane continues to be a joy to watch. Stan Mauger worked at trimming his Auster Arrow and had it flying well.

Even with a smaller turnout of competitors than usual, judges were kept busy. Our thanks to Lloyd Dickens and Paul Evans who judged Peanut Scale. Thanks also to Andy Green from the Peterborough Model Flying Club who happily jumped in to judge Kit Scale at the last minute.

STAN MAUGER

Photos: Gary Mildenhall

Results

Peanut Scale

1. P. Squires
2. R. Bould
3. C. Murphy

Subject

Lacey M10
Fike Model E
Bede BD-4

Static

53
49
38

Flying

58.8
49.4
27.1

Ranking

1/1
2/2
3/3

Kit Scale

1. R. Bould
2. M. Evans
3. C. Murphy
4. G. Lovejoy
5. S. Mauger

Subject

Veron Comper Swift
Tern Porterfield Collegiate
Peck Lacey M10
Taylorcraft Floatplane
Keil Kraft Auster Arrow

Static

63
67
64
64
65

Flying

49
41
43
42
39

Total

112
108
107
106
104



ABOVE: Ricky Bould made second in Peanut with his Fike Model E (left) and won Kit Scale with his Veron Comper Swift (right).



Excellent in-flight photos of model flying, by Gary Mildenhall
TOP: Martin Evans was pleased with the flights he had with his Tern Porterfield Collegiate in Kit Scale.
CENTRE: Chris Murphy's new Lacey 10 flew well in Kit Scale.
ABOVE LEFT: Graham Lovejoy's Taylorcraft showing his handmade propellor, to advantage.
ABOVE RIGHT: Stan Mauger's Keil Kraft Auster Arrow flying wide circuits of the hall..

NZ Nationals Day 3 Control line

Sport Control Line Scale

This event continues to be well supported and this year it brought a crop of varied models to be flown. There was a round of applause for both Richard Fallas and Nigel McAnelly when they flew their well-detailed scale models. Richard's DC3 flew more happily this year in calmer conditions. Nigel's Stinson looked great in the air once it had been able to take off on the control line circle. We were also impressed with junior William Long who with tutelage from Julius, showed himself as a keen and promising control line flyer. The remaining group of flyers all excelled with some impressive flying. Gerald Wimmer topped the group with best overall flying score with David Thornley not far behind him. Adrian Hamilton showed us his usual crisp flying again in the event. Otto and Max Wimmer put in great flying performances too. Special thanks to Alina Wimmer who judged the event.

Results

1. G. Wimmer	970
2. D. Thornley	956
3. A. Hamilton	886
4. M. Wimmer	828
5. R. Fallas	826
6. N. McAnelly	810
7. O. Wimmer	732
8. W. Long	524



ABOVE: Richard Fallas getting his control line Douglas DC3 ready for a flight.
Photo: Gary Mildenhall



TOP: Dave Thornley's GeeBee proved itself a very maneuverable flyer.
 UPPER INSET: Nigel McAnelly's Stinson Reliant before making a take-off attempt from the grass field.
 UPPER: Ready to fly at the start of the morning were Max Wimmer's Hawker Hurricane, Otto Wimmer's Douglas Skyraider and Gerald Wimmer's Fairey Firefly.
 CENTRE: Julius Long giving young William a hand to fly the profile NA Mustang (inset).
 RIGHT: Another Mustang expertly flown by Adrian Hamilton
 Photos: Stan Mauger

Don Spray's Twin Mustang

In building my Twin Mustang, I soon realised that the tricky bit was going to be achieving a reasonably true alignment between the major pieces which constitute the centre of the plane. In addition, both fuselages needed to be pre-tissued as much as possible while still leaving good glueing (PVA) access. The centre cross-section of the wings has a full width LE and TE, and spars, is light but strong, sheeted and well-sanded and tissued. Thus, when I pick it up by the centre section I am fairly confident of not putting my fingers through it. All spars protrude through the fuselages to the outside.

During construction, the wing centre section was gently but firmly clamped to a flat jig that ran the full length of the fuselages. Then the fuselages were temporarily attached with pins, clamps and assorted large hair clips. The elevator was then slid into the rudders and pinned. All measurements, angles and parallels were taken off the centre jig which mirrored the wing incidence. At this point, I could pick the jig up, turn it, rotate it, adjust it and, no matter what I did at one end it seemed to impact on something at the other. Every time I looked at it I could see where a minor improvement was needed. After a couple of days of frustration I finally glued it and was really quite pleased with the result. The whole model is covered in Dilly (UK) tissue. The outer wing panels just plug into balsa tongue and box attachments. The cockpits will both

have a pilot and basic furnishings. The canopies were made by Avetek Whangarei, from a balsa mould I created. The colour scheme will be basic pale alloy grey with black trim, where applicable.

I found a local woodturner to make the spinners out of hard balsa. He had not turned balsa previously but he made an excellent job of them! The four-blade props are made from laminated light ply, moulded and baked in a warm oven around my trusty alloy drink bottle.

The props are attached to the spinners with nylon line trimmer 3.5mm section, as per Ivan Taylor UK. With all my line-trimmer props I have not had one breakage, I highly recommend it. The props are contra-rotating, and I have been amazed at the stability of my twin models to date. From the experience of my Tigercat model's first flight, with 500 winds on both motors, which flew the length of the field and disappeared down a slope, I saw that twins can and should be test flown using plenty of power.

With reference to undercarriages, I tend not to like them on models of combat aircraft. Who wants to see something like an ME 109 tearing around with its undercarriage down?

Above all else, you must enjoy what you're doing and models must fly!



A pair of Lacey M-10s - Chris Murphy

The larger Lacey 10 of two that I have been working on came about because of an incorrect enlargement of the original Peck plan by the photocopier firm. Looking at the enlarged plan I decided that at 18.5" span the new size might be quite suitable for a slightly larger indoor model than the Peanut version. The larger model has a fuselage of 19" length and weighs 57.2g at present so I am expecting it to increase to about 60g with decals etc. Propellor options include a 7" Peck, an 8" Peck cut down to 7-1/4" and a moulded 1/64" ply unit

along the lines of those successfully used by Graham Lovejoy. I plan to install garami clutches on the two noseblocks.

The structure is mainly 1/16" basswood for extra strength, although 1/16 square spruce would be preferable if available. In the photographs below, the original Peanut model contrasted with the big one gives an idea of size. Both now have registration number and trim on cowling added.



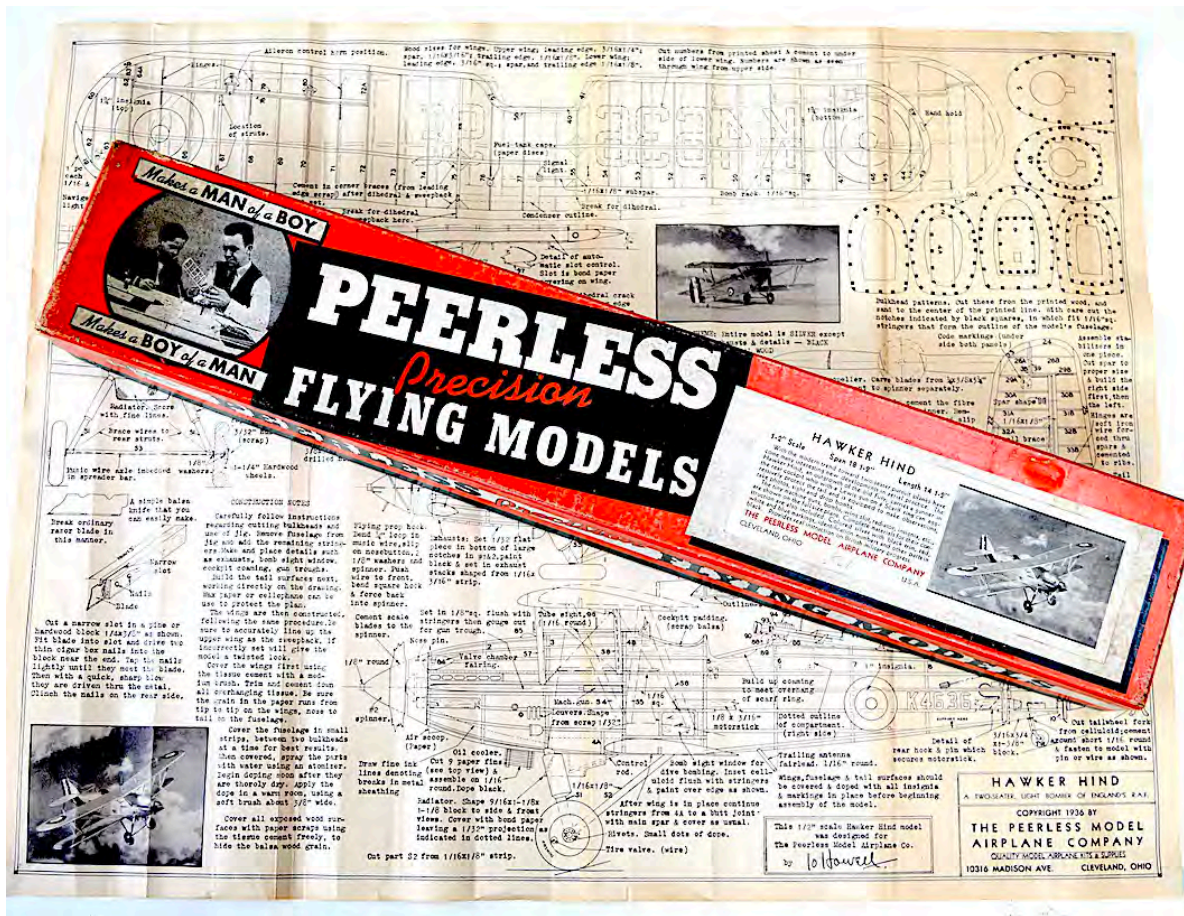
UPPER : The larger Lacey and Peanut model for size comparison.

ABOVE: The larger model.

LEFT: Some decisions need to be made regarding propellor selection.

Kit Review

Peerless Hawker Hind



This original Peerless Hawker Hind Kit is part of John Macdonald's collection. It was probably manufactured around 1940. I have decided to write this review knowing that these kits are so rare that it is unlikely that many others will be available, but at least I can provide insights into what Peerless kits were like and as this is the first time I have come across a Peerless kit I was fascinated to see it.

It is difficult to find anything on the web about Peerless, but other Peerless designs are shown on the Scalemates website but I could not find much information about the Peerless' history there. Scalemates do point out that Peerless was in business for only the nine years between 1933 to 1942.

Now for impressions of the kit. The kit plan is nicely-drawn and not dissimilar to Cleveland plans of the same era. There are many helpful notes fitted into available spaces around the drawings, but this does make the plan look very cluttered. It is a great help to have fuselage formers shown and the model could probably be built easily enough from the plan if you are not fortunate enough to have the kit. Wing and tail rib sections could also be worked out from the plan.

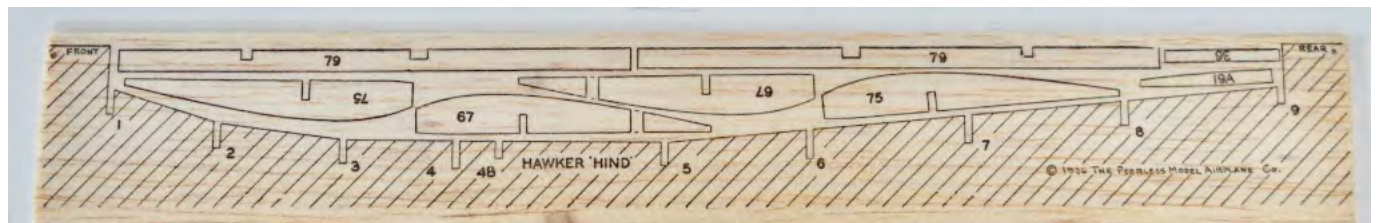
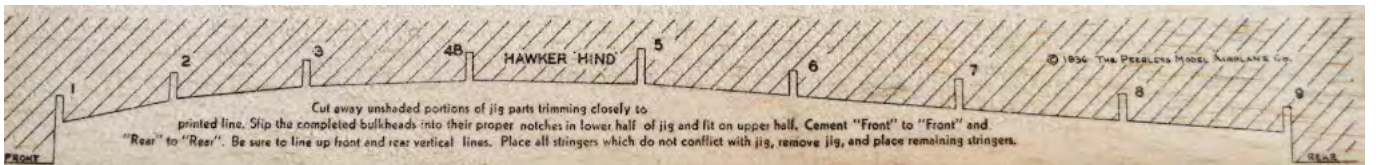
The printwood is both light and good quality. The age of the wood probably helps here as well. It was amazing to see letterpress printed decals still with brilliant colour after all of this time and the serials looked accurate to the letterforms of the RAF at this time. The kit also includes a nicely turned hardwood spinner and even a

glass tube of balsa cement, now understandably solid after eighty or so years since the kit was manufactured. Apart from printwood and balsa strip, the kit contains rubber (also too old to use), wheels, partly carved propeller, lightweight tissue not unlike Japanese, wire and sandpaper.

Finally, in the absence of a keel to align fuselage formers, the fuselage is constructed using a top and lower jig which can be found in the printwood. This sounds fine in theory, but I can imagine some challenging moments in getting formers correctly aligned to avoid locating them off-centre as they are assembled. This is not a kit for the inexperienced builder but would make a great project for a patient more experienced modeller. At 18 1/2" span, the model would need calm weather for testing and flying. It would also appeal to those who like the challenge of recreating subjects like these, but with less concern with getting them to fly! With some enlargement, the plan would be much more manageable and the model would also be much easier to trim and fly.

Incidentally, the Hawker Hind holds a special place in the minds of many interested in New Zealand aviation history or with relatives who served in the RNZAF around the Second World War when these aircraft were used as trainers and bombers.

STAN MAUGER



HAWKER HIND

1-2" Scale Span 18 1-2" Length 14 1-2"

With the modern trend toward two seater pursuit planes have come many interesting new developments in aerial practice. The Hawker Hind, an outgrowth of the old Fury, carries a sunner in the rear cockpit who with a Lewis gun on a Scarff ring can aggressively protect the tail and is equipped to make observations, take photos, sight and drop bombs.

The tiny machine guns, bombs, wing slot, radiator, insignia, etc., are shown on the full size plans. Complete materials for their construction are also included. Colored silver with black trim, red, white and blue markings, identification numbers and other parts in black. Provides real instruction on British military progress.

THE PEERLESS MODEL AIRPLANE COMPANY
CLEVELAND, OHIO U.S.A.

ABOVE: Kit contents showing the pre-printed jig for fuselage assembly.
LEFT: The kit label gives details of the fullsize aircraft.

Chrislea Super Ace

Walk around

The Chrislea Super Ace was designed in 1946 and two aircraft were imported into New Zealand, ZK-ASI and ZK-ASJ, in 1948. Both featured the unusual steering wheel control system with a yoke for rudder control. It is questionable whether the control system found favour and Chrislea built only a small number of the Ace and its successor the Jeep, a taildragger version.

In a promotional article in an early New Zealand aviation magazine *Flying* (1948), the factory colour scheme was specified as silver with blue trim, however, a later photograph in *Sport Flying* (summer, 2004) shows ASI with a maroon trim scheme which was a factory alternative. Over the years these New Zealand aircraft have been seen in the basic silver scheme with a colour trim. It was surprising to see ASI, the beautifully restored aircraft in the Ashburton Aviation Museum, in the cream and red colour scheme shown in the accompanying photographs. However, ASI is recorded as being seen at Rotokawa in 1967 "in white and red trim" in a post on the Chrislea Super Ace thread on the [rnzaf.proboards](http://rnzaf.proboards.com) website (see link below). If you would like to model the aircraft and would like other views of ASI that are not included here, please get in touch.

STAN MAUGER

Plans

Riding, E. (1948, July). *Aeromodeller*, Plan FSP 331

Reece, D. (2000, May). *Model Flyer Magazine*
can be downloaded from: www.outerzone.co.uk

NOTE: Outerzone has several Super Ace plans listed and also the Mercury Sky Jeep plan. Go to www.outerzone.co.uk

Documentation and 3 views

Granger, A. (1992, October). Chrislea Super Ace. *Wingspan*

Riding, E. (1948, July). Aircraft described No 9. The Chrislea C.H.3 Super Ace. *Aeromodeller*.

Sinclair, V. (1991, June/July). Chrislea Super Ace. *Radio Controlled Model Aircraft*.

Publications

Flying Magazine. (1948, July). The Super Ace. *Flying Magazine*

Jerram, M. (1987, March). For business and pleasure.
The Chrislea Aircraft Company Limited. *Aeroplane Monthly*.

Kirkus, M. (2013, August). An ace idea – or was it?
Aviation News.

Reference

<https://rnzaf.proboards.com/thread/10478/chrislea-super-ace>



ABOVE: Ashburton Air Museum's beautifully restored Chrislea Super Ace.

RIGHT: A cockpit view showing the control wheels and period interior.



More views of Ashburton Aviation Museum's Chrislea Super Ace showing the excellent restoration of the aircraft..

Chrislea Super Ace - model plans

Much as it is fun to build Eddie Riding designs, his Chrislea Super Ace free flight scale design has a number of challenges. The centre of gravity (CG) position needs to be sufficiently well forward to cope with the short coupled wing/tail layout and small tailplane. There are also the practical problems of starting and launching the model, because of the bulky fuselage. At 54" span the Chrislea seems a large model to haul, for an engine like the Amco .87 or 1cc diesel specified in the later plan, but there is a generous amount of wing area and correspondingly less fuselage area.

A smaller 45" span version of the taildragger variant of this design, The Chrislea Sky Jeep, was designed by Ron Young for Mercury Models and kitted in the 1950s. The plan looks less accurate than the Riding design, when compared with three views and the fuselage is decidedly bulky. Nevertheless Ray Hall proved that this design could fly well, when he flew it at a BMFA Nationals free flight scale day

some years back. David Hope-Cross also had success with his model built for Barbara.

There was an even smaller version of the Super Ace, built by Jack Godfrey about twenty years ago, from UK plans for a 36" version, designed by Dennis Reece and published in Model Flyer Magazine May 2000, flew very nicely on a KP 02 electric motor. Mike Stoodley is now the owner of this model and his restoration of it was reported in Scale News Issue 5, August 2020.

Having pointed out that the CG position is likely to be important, it is interesting to note that the Mercury design building notes specify anything from 25% - 35%, but 35% seems far too far aft even if you are looking for the best possible glide! The Model Flyer plan takes a more cautious approach suggesting 30%, which is about as far aft as I would place it.

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ABOVE: Jack Godfrey's Chrislea climbing away nicely at Patetonga on a scale day there some years back.

INSET: The same model now in Mike Stoodley's care showing the prop-saver..



UPPER: Jack Godfrey's model on the table at an Auckland Club meeting.

CENTRE AND ABOVE: Bill Dennis found that he could get his model built from the Riding plan, flying successfully on a Mills .75.

Chrislea Sky Jeep - Mercury Models

The model has a nice little back story to it. The scheme and ZK registration are non-scale, they are in fact my mother's maiden initials (BJM) as the model was made by my father David, when they were dating in the late 50s (we estimate 1959) before they were married in 1961. For its age it is not doing too badly and is basically airworthy! It was almost certainly built from a kit as Mercury Models kit plan seems to match it. The span, chord, rib count and spacing of the Mercury Models kit are identical.

The kit design is by Henry J Nicholls and it has a wingspan 45 inches and overall length of 36 inches. This makes the scale 1 1/4" to the foot. Wings are silk covered and fuselage and tail tissue covered.

The model is powered by an English Mills 0.75 which was adequate for a largish model like this, in fact I have early memories of it flying well and being a stable flyer, perhaps owing to it being high winged.

ANTHONY HOPE-CROSS

BELOW: Views of the Mercury Sky Jeep built by David Hope-Cross. Despite its age, it remains airworthy.



Miles Mohawk - John French

The fullsize Miles Mohawk is in the RAF Museum at Hendon, London. Miles only ever made the one Mohawk and this was for Charles Lindbergh so he would be able to travel through Europe with an aeroplane more suited to him than the big, heavy and thirsty American ones.

This was a delightful model project right from the start. Like so many other scale modellers I love the between the wars period, both for civil and military types, so as soon as Lloyd Willis sent me the plan of the Miles Mohawk I was in love with it.

My rubber powered Miles Mohawk designed by A. Lidberg was built directly from the plan. It has been a long term project, the best part of eighteen years, and construction is more or less as per the plan, with the exception of the formers which are balsa cross grain laminations to prevent fracturing, fraying and other faults if left as single thickness. I tend to do this on all my models where I think trouble could be brewing. I didn't use any spruce or hardwoods in the construction at all, but the birch ply dihedral bracing in the wing is slightly more robust than is shown on the plan. Heavyweight Modelspan orange tissue with only three coats of thinned clear dope to seal it was used on all the flying surfaces, with Airspan and similar doping for the black areas. I covered the model some time ago but I seem to recall using SIG Stixit to iron the Airspan onto the framework. I would prefer tissue any day but the compound curves would not give a wrinkle-free finish like the Airspan

does. I chose to use Humbrol gloss enamel for the wheel pants, but the colour of them didn't come to light until afterwards. They should be black with orange trim. Too late now!

The first version of the full-frame for the cockpit glazing was made by cutting strips of Canon photo quality paper and spraying them with an enamel aerosol, but I only had to touch them and the silver fell off, so I guessed photocopy paper would absorb some of the paint, creating an anchoring effect and that worked perfectly, enabling me to complete the cockpit framing. The flying propeller is also now a fabulous silver. It looks just like a polished aluminium one.

I really don't think the structure of this model would cause any problems to anybody who has built a couple of simpler scale models. There is a tremendous amount of satisfaction to be had when cockpit details, exhausts etc are added and you can say you made them yourself from raw materials.

Low wing free flight designs are not usually much different to trim than cabin high wing ones. I have made both Keil Kraft and Veron DHC-1 Chipmunk models of around 21" span and they both flew straight off the board but no doubt the designers took certain scale liberties by enlarging the tail surfaces to provide a more stable configuration.

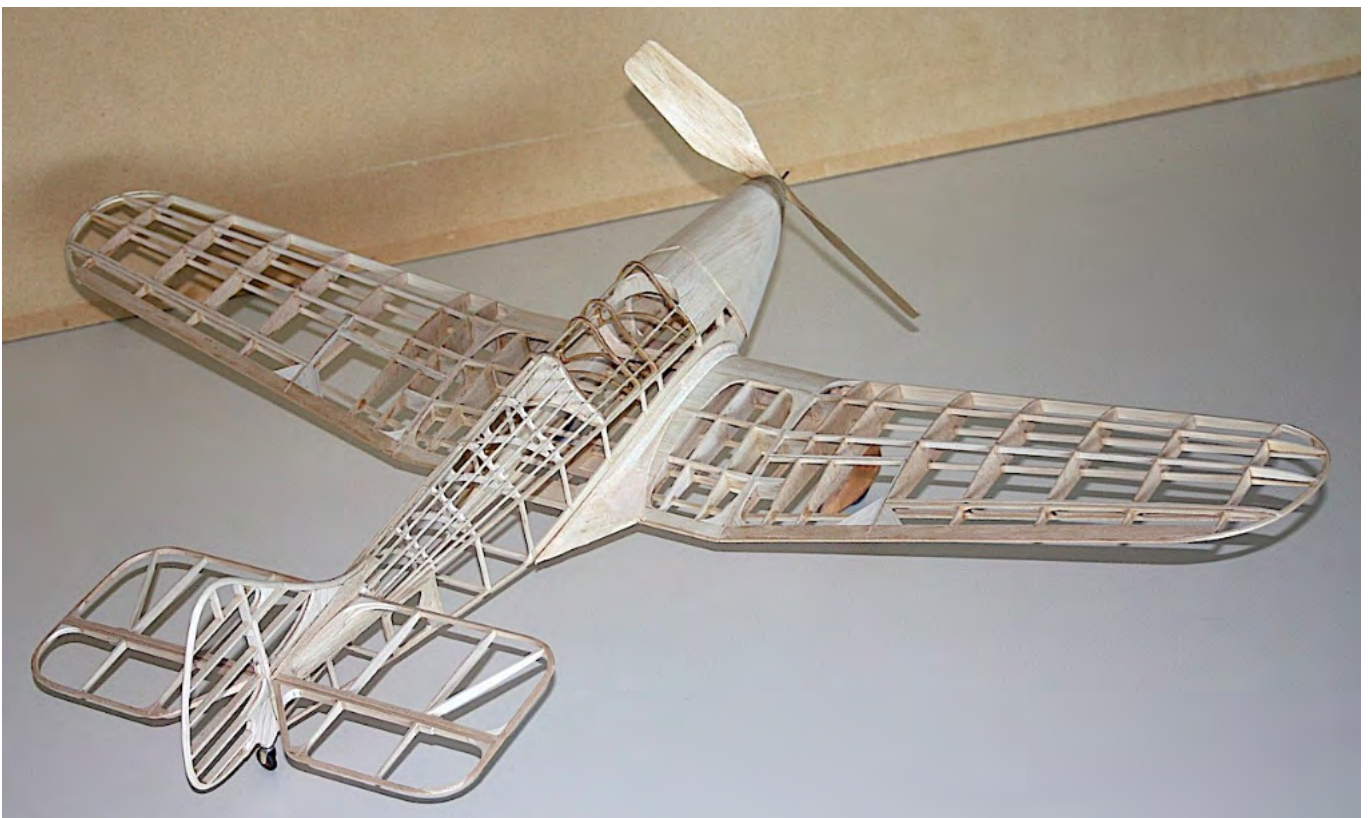


ABOVE: The Miles Monarch built from an A. Lidberg plan sent by Lloyd Willis.

Although my model is yet to be completed, it is very close to the flying stage. All up weight but with no rubber is just over six ounces and the wingspan is almost 36". Luckily the excess weight is in front of the balance point! I do plan on flying it, although there are no suitable free flight flying fields anywhere near where I live.

The Mohawk plan isn't available on Outerzone which is a shame.

BELOW: Views of the Mohawk showing the details added and the airframe prior to covering.



Trans Tasman Free Flight Scale Rally Richmond



Yolande Mulholland had some great flights from her Auster AOP9 in Kit Scale at the 2019 Scale Rally. Photo: Glenn Crouch

Trans Tasman Free Flight Scale Rallies have been held at Richmond NSW since 2004 when the Hope-Cross trophy for F4A power Scale was first contested. The venue for this event is a turf farm near to the Richmond RAAF base. It is a wonderful site with short grass or even bare earth areas for take-offs and the weather is almost always calm. It is an excellent occasion to mingle with Australian free flight scale flyers and an opportunity to see expert scale flyers in action.

A contingent from here attended every year until the advent of Covid restrictions prevented or discouraged us from being there. However, this year several scale flyers from New Zealand intend going. Please contact me if you are interested in more information about the event or are keen to join us.

STAN MAUGER

Trans Tasman Scale Rally

Friday 5th July to Sunday 7th July 2024

Richmond at 8am each day



Classes

- F4A
- Kit Scale
- Rubber (for Reg Jude Trophy)
- F4B State champs
- C/L Stand off Scale

Friday – Static Judging

Saturday – Flying Judging

Sunday – Scramble and BYO BBQ

Entry fee - \$5 per car per day

Please contact F/F Phil Warren 0405 579 904

C/L Michael Towell 0433 175 295

