



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

July-August 2021



A veteran Warneford Stick Tractor oiled silk covered rubber powered ARF, first marketed in the UK in 1928 and brought to the June meeting by Mike Mulholland (see p.8).
(Photo: Mike Mulholland).

REDFIN Precision Event, Karaka

The winner of this contest will win a RedFin SAM 75 .75cc engine. The contest is now awaiting suitable weekend weather and will be convened at short notice with a ring around.

Rules

1. Model: Any IC Engine powered model.
2. Target Time: To be set on the day by the CD.
3. Flights: The Contest will consist of three flights.
4. Scoring: The score will be one point for each second variation from the target time up to the set target time. This will be scored for each flight and the person with the lowest score will be
5. judged the winner. In the event of a tie a further flight will be made.
5. Minimum flight time is 20 seconds.
6. Engine timers are allowed.
7. DTs are allowed but they must operate at a time greater than twice the target time and are seen as a means of ensuring the model is recovered. In the event of early operation the flight will score the maximum penalty.

Indoor Free Flight Morrinsville Day

Sunday October 17, 2021

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

Editorial – The competition year

This year prizegiving was combined with the AGM and both are reported on page 4. As I note in the report, opportunities for competition activity during the year (from April 2020 until March 2020) were affected by various Covid-19 levels that provided limitations on being able get out and fly models. For those of us who look forward to these events, I am pleased to say that they are back on the horizon again.

A notice for this year's RedFin Challenge appears opposite. Expect to hear from Ricky Bould as soon as weekend weather permits, for a short notice advice of the contest that will be held at Karaka Sports Ground. With an excellent RedFin diesel at stake, it is hoped that those with i.c. powered sports models up for some precision flying, will assemble to do battle. Karaka is also a great venue for test flying Cloud Tramps in readiness for the Peterborough – Auckland Club Challenge down for later in the year. And on the subject of Cloud Tramps, the MIMLOCT event will be on the first Saturday in August in the Domain (see page 23).

The annual Morrinsville Indoor day promises to be well supported this year with interest from flyers beyond the Club. Classes are listed opposite. The Drury nights offer good opportunities for testing models in both indoor free flight and free flight scale classes, to ensure models are nicely set up for the Morrinsville October day. Whilst Drury indoor nights for Hangar Rat and Modelair Hornet continue to be well supported, there is room for more flyers in the scale events in particular, that are down for each month. If you are new to any indoor free flight scale classes, you can be sure of help to get models trimmed and flying from experienced modellers there.

For flying free-flight where good space for retrieval is needed, Hoteo farm is available subject to ground conditions. Contact Paul Evans if you would like to go up there. Hoteo is ideal for Open rubber, a class that can be flown all year around.

So here's to an enjoyable competition year.

STAN MAUGER

Slipstream contributions

Contributions of reports and photos on flying activity as well as articles and information about latest projects are very welcome.

Please just send them in.

The deadline for articles for the September-October Slipstream is August 26

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

AGM and Monthly Club Night - Stan Mauger

3-5-21

Present were Ricky Bould, Paul Evans, Martin Evans, Mike Fairgray, Tony Hill, Brian Howell, John Macdonald, Stan Mauger, Brendon Neilson, Colin Polglase, Don Spray, Mike Stoodley, John Swales, Charles Warren and Tony Woodroofe.

Apologies: Ken Smith and Bryan Spencer.

The table rounds were preceded by the AGM and prizegiving.

AGM Special Award

This was made by the Club President, Ricky Bould, to Mike Fairgray in recognition of years of dedicated work for the Club in supporting and initiating events, accepting various Club positions, ensuring the smooth operation and organisation of the Club and being there for us in a number of capacities.

Presentation of certificates

Preceding the presentation of awards, Recording Officer Stan Mauger reported on competitive flying activity in the Club. He referred to Covid shut downs and restrictions that had limited events for the Club during the year, but pointed out that the Club had the best supported Cloud Tramp Challenge yet and won this against Peterborough MFC. He encouraged everyone to consider supporting this easy class to build and fly in the coming year. Following the 2018 RedFin Precision event which was held in good weather and greatly enjoyed, another RedFin contest would be held shortly. These two events had shown the value of outdoor competition to stimulate building and flying skills. Other

Right: Retiring Secretary-Treasurer Mike Fairgray accepting a Certificate of Appreciation for many year's work for the Club, from Ricky Bould, President of the Club.



classes like Open Rubber, RC Tomboy and Texaco, once popular events, were not flown for club points, but could well be considered for contesting again in the coming year. Competition in Hangar Rat and Modelair Hornet, as well as scale classes, at Drury had done much to keep indoor activity going. The Club's partnership with the FF & CL SIG to run annual Morrinsville indoor days had also served to encourage participation in these classes.

The prizegiving was short because of the limited contest flying over the year due partly to Covid-19 restrictions and sadly the huge stash of hallowed trophies available could not be presented with this level of activity. Perhaps next year? Even though the Club has flying sites that some clubs would envy there was potential for more activity during the coming year. With the passing of Angus Macdonald and Keith Trillo the Club had lost two great competition flyers. Through their flying achievements they had demonstrated the value of competitions to hone building and flying skills.

The places gained in the events were an aggregation of points gained by Club members in competition during the year from Club events that included the Morrinsville indoor day that was hosted by the Club.

Prizewinners

Hangar Rat

1. R. Bould
2. B. McGarvey
3. S. Mauger

Modelair Hornet

1. R. Bould
2. K. Smith
3. B. Howell

Cloud Tramp

- 1= M. Mulholland
- 1= K. Trillo
3. R. Bould

Peanut Scale*

1. R. Bould

F4D Indoor Rubber Scale*

1. S. Mauger
2. R. Bould

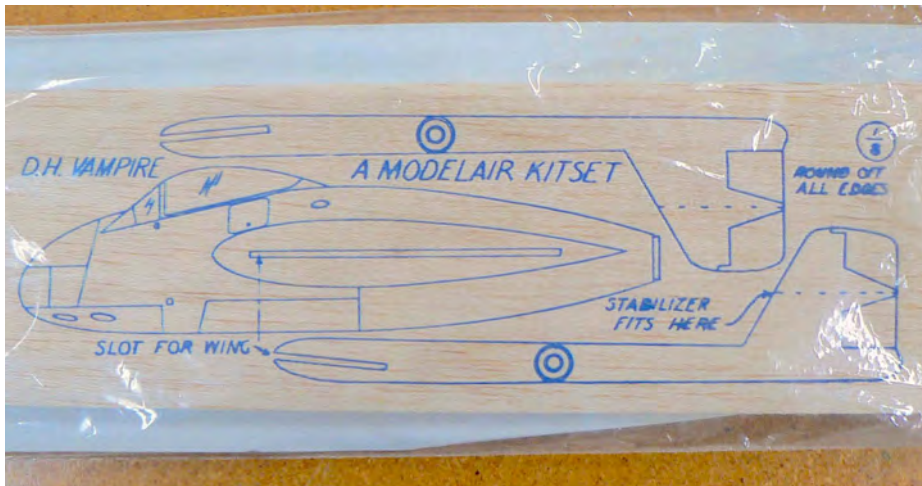
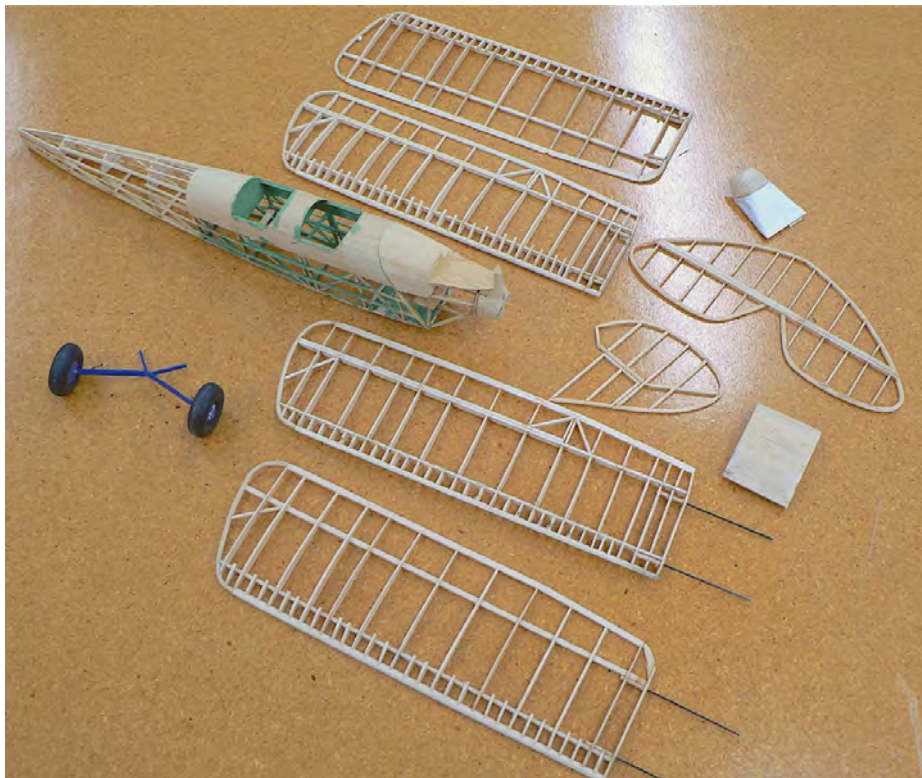
Kit Scale*

1. S. Mauger
2. R. Bould

*Other placings in these events were by non-club members.

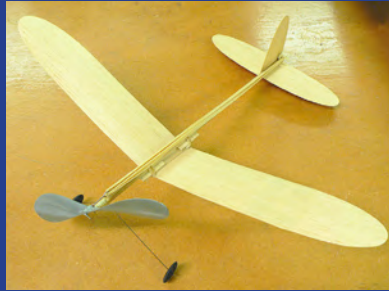
The table

Undoubtedly due to the main events of the evening, the AGM and Prizegiving, the showing for the table was smaller than on some other nights. John Macdonald brought a good range of mint Modelair flying scale rubber kits produced many years back. These were of great interest to all and brought back a few memories to many. John had hoped to have brought them for the previous month's Modelair memorabilia theme. Stan Mauger had the respective parts of a Gipsy Moth built by Angus Macdonald and just asking to be completed and flown with a small electric motor. It was eventually taken away to be completed by John Swales who was pleased to add it to the other profile No-cal Gipsy Moth also built by Angus and wanting a good home, that he received last month.



Top: A Gipsy Moth intended for electric power, built by Angus Macdonald was taken away to be completed by John Swales.

Above: Looking unopened, this Modelair Vampire panel glider dating back to the 1950s was brought by John Macdonald.



MIMLOCT Saturday August 7, 2021

(Memorial Mass Launch of Cloud Tramps)

Plans for the Cloud Tramp were published in the October 09 Slipstream, or are available from the Editor. There must now be plenty of these to fly.



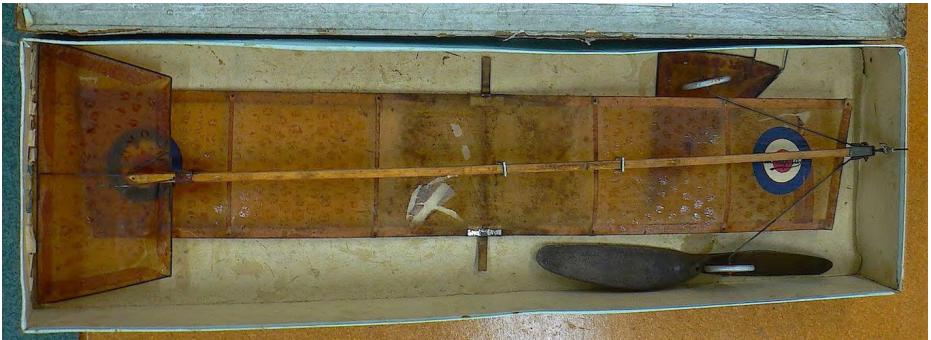
Above: More Modelair treasures. John Macdonald also brought these complete flying scale kitsets for the table. They brought back memories for many of us.

Monthly Club Night - Charles Warren

7-6-21

Present were Ricky Bould, Paul Evans, Brian Howell, Eddie Mann, Stan Mauger, Mike Mulholland, Yolande Mulholland, Brendon Neilson, Ken Smith, Bryan Spencer, Charles Warren and Tony Woodrooffe

Ricky Bould chaired the meeting and conducted the table. He announced that the Cloud Tramp Challenge with Peterborough MFC was postponed until September but MIMLOCT Mass Launch would take place on August 7 at 4.00 pm in the Auckland Domain. The RedFin Precision Challenge free flight event would be held at Karaka on the next Sunday that was favoured with good weather omens, but likely entrants would be informed by a ring around. He reminded us of the indoor Day to be held at Morrinsville and the classes to be flown. He anticipated that there may be entries from the Hamilton club this time.



The Demon - Warneford Stick Tractor brought by Mike Mulholland.

Upper: Shown in its box with undercarriage folded. **Above:** The undercarriage pivot at the front of the stick fuselage (see arrow). **Right:** Box label.

The table

The theme for the evening was model aircraft engines. However, the first item on display was a veteran Warneford Stick Tractor oiled silk covered rubber powered ARF, first marketed in the UK in 1928. Mike Mulholland had bought it recently at the Whangarei sale of Rees Jones's modelling items. It is made from Bass or Lime wood and is pegged together at the joints rather than just glued. The undercarriage and prop mounting was designed to fold on landing once there was no tension in the rubber motor. The covering was looking very tired and grubby so he is proposing to recover it and bring it up to his usual standard of finish!



Upper: Two purchases from the Whangarei Auction, Mike Mulholland's 40th Anniversary Brown Junior and Ohlsson 60 by Herb's Model Motors.

Above: Mike's splendid Spartan Bomber complete with three-blader. The model had been tested and flew well.

He had also invested in two reproduction vintage spark engines; a Brown Junior and a Ohlsson 60. In contrast to the stick tractor these were bright and shiny and had only been test run but he has plans to put them to good use. Mike also brought his Jimmy Allen Spartan Bomber rubber powered shoulder wing job complete with three bladed prop. This was originally built twenty five years ago but recently recovered and flown again. Further along the table was a smart yellow with black trim Airsail Skeeter also built by Mike long ago and recovered and reflowed recently.



Upper: Ricky Bould had completed his Ol' Ironsides. It is now waiting for trim flights to determine whether it will fly indoors or out.

Right: Mike Mulholland's nicely restored Airsail Skeeter, already proven to be good flyer. It would be good to see more of these built.



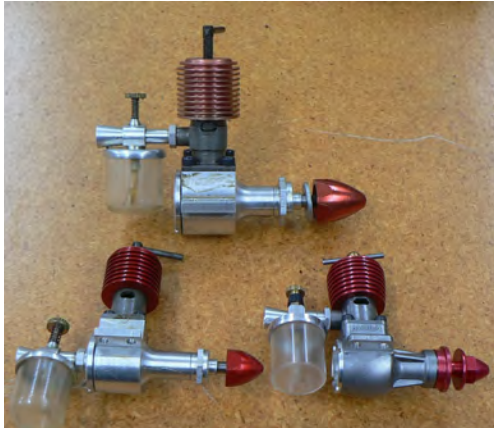
Next to these was a Malmström-designed Mimi with an ED Baby for power, brought by Charles Warren and alongside was Ricky's eighteen inch span rubber powered Ol' Ironsides, covered in white, trimmed with light blue and complete with pilot in the cockpit. This is scheduled for indoor or outdoor flight depending on how it performs.

Beyond these was a heterogenous collection of engines brought along by Charles comprising an ED Bee series 2, an ED Hornet 1.46, an ED 2.46 Racer, an AM10 and an AM 35, an Ohlsson 19 an Ohlsson 23 sparky, and an OK Super 60 complete with Truflex prop. He also brought a Yulon 29 Eagle which is a relatively rare English glow engine, with open 360° unmuffled exhaust ports guaranteed to raise the welkin and attract the noise police. He brought another noisy one, an Amco 3.5 plain bearing which has an incredible power to weight ratio but a rather long and vulnerable crankshaft and a reputation for giving you a rap on the knuckles (wear a leather glove to start). That was compared with an Italian Super Tiger G27 of the same capacity but much heavier than the Amco. Another Italian engine brought along was his Tartan 1.32cu in (21cc) glow engine and



Clockwise from top left:

Long shaft AMCO 3.5cc diesel and ED Racer. Next, Yulon 29 glow engine and Italian Super Tigre G27 of 3.5cc. Below them, a Magnum XL RC glow engine. Then an OK Super 60 complete with TruFlex prop. Above it, four well known British diesels including an AM 35 and AM10 (top row) and below them an ED Bee MkII and ED Hornet.



Top: Ricky Bould brought along these four replicas which included (from top left), a miniature Eta 15 at 0.34cc, Russell reproduction Amco 0.87 Mk 1, (lower from left), a reproduction 0.5cc Elfin and a 0.2cc Stealth made in Crewe, England

Middle left: Ricky's RedFin engine offerings included an earlier .09 Diesel and below it two excellent later Ukrainian made engines.

Lower left: Fresh from the Whangarei auction Ricky's East German 0.5cc EGA by Schlosser and an Australian Taipan 1cc.

Above: Stan Mauger brought these two unusual US made Gilbert side-port glows.



lastly he had brought the box and instructions for the RCV-60SP which has an unusual layout as the prop is driven from the cylinder liner which runs at half crankshaft speed. The engine is at present in a model Hurricane which sports a large aluminium spinner to absorb heat in the hope that it will not melt the 3 bladed prop.

Next in line was Stan Mauger's Corben Super Ace built by Terry O'Meara as an RC 1/2A Texaco model but now undergoing conversion to free flight, the Cox having been replaced with a ME Heron diesel and the strut attachment changed to cope with typical free flight arrivals now that the landing can no longer be flared with a touch of up elevator before touch down.

Ricky Bould had brought a collection of modern small diesels and commented that the quality of the RedFins manufactured in the Ukraine is consistently excellent but the earlier ones made in China were variable and often ran better after he had relieved the sharp edge between the flat piston top and the sidewall. He had a 1.5cc and a 0.75 sideport and a Reed Valve version as well. A reproduction 0.5cc Elfin an East German 0.5cc Schlosser designed EGA, a 0.2cc Alpha made in Crewe England a Russel reproduction Amco 0.87 Mk 1 and a miniature Eta 15 0.34cc. Also he had recently bought an unusual Australian Taipan 1cc.

Stan brought two small (.11 and .07cu in) Gilbert side port glow engines which had been designed by Fox for use in mass produced ready-to-fly toy planes, which failed to sell and so the surplus engines were sold off on e-Bay. Last but not least, Brendon had a new unused in box Magnum XL R/C glow engine that is surplus to his present requirements.



Left: Largest engine on the table, Charles Warren's Italian Tartan 1.32cu in (21cc) glow engine.

Right: Stan Mauger's radially mounted ME Heron installed in his free flight conversion of the Corben Super Ace built by Terry O'Meara years back, for Texaco.

Opposite page: The Super Ace now has a pilot in place of servos in the cockpit.

Below: Charles Warren had installed an ED Baby MkII (see box) in his Ray Malmström-designed Mimi.





Hoteo Diary - Paul Evans

3-5-21

The fine windless day was a good start. Paul and Martin Evans arrived to find Ricky Bould all set up and flying. Martin was soon away with his RC Meadow Lark, a low wing electric model with rudder and elevator control. He also flew his RC Trenton Terror which is a much more relaxing model to fly. The Meadow Lark keeps you awake when you fly it.

Paul then had some very good flights with his Henderson Longster with good power climb and glide. The motor on the Longster was a Red Fin .5cc. His Ebenezer Pup with .5 cc PAW was put in the air and on the first flight flew in a good flight line, not as it normally does, all over the sky, but the previous flights were much more fun! The motor in Paul's Luton Minor kept cutting so there were no flights, having seen the problem, Ricky has offered to make a fitting to restrict the air intake to give more power.

Ricky flew his Simplex with a new 1cc Red Fin diesel in place of the older 1.5 cc and it resulted in a much better flight so he was happy, but the next flight was with his Ballerina with a .75 cc Merlin. The model was not in trim and went across the farm. This gave us a good two hours of looking on parts of the farm not seen before, but the model was not found, so two hours later with sore legs we called it a day. The next day the farmer rang to say she had found the model safe, we think, near the road. Next visit for us is Specsavers! So come to the farm for good free flight and smaller RC flying, and great helpful farmer.

Drury Indoor - Stan Mauger

17-5-21

After the splendid turn out of Hornets at the last indoor Drury night, it was good to see a number flying in the informal precision event on this night. A positive of this class is that it continues to attract new flyers as well as those who have had a chance to become familiar with Hornets. Whilst the Hornet was undoubtedly envisaged to be a simple quickly built design, understanding setting up and trimming them has its own challenges. Brendon Neilson and Charles Warren had clearly got through these stages and were rewarded with some good flights. Both were knocking on the 28 second target set by the CD, in their first few flights as seen in the results below. Their best scores were only .01 seconds apart! Ken Smith was getting much nearer on his last flight. Both Brian Howell and Stan Mauger had to concede there was work to be done to get their models set up and trimmed.

Hornet Results

(Target time 28 seconds. Best of best flights, lowest number wins). Score

1. B. Neilson	26.22	20.88	29.69	30.53	28.44	0.44	
2. C. Warren	28.75	27.25	27.55			0.45	
3. K. Smith	6.97	9.22	34.0	7.5	17.63	21.60	6.40
4. B. Howell	7.06	7.30	5.60	7.70			20.30
5. S. Mauger	7.5						20.50

There were three flyers with Kit Scale models but an event did not ensue. Ken Smith brought his nicely built VMC Cessna but ran out of time to fly it. Bernard Scott had a new



Right: Models brought for Kit Scale included Stan Mauger's Keil Kraft Cessna (in background) and Ken Smith's more recent VMC version of this scale subject (in front).

Frog Dart Kitten to test. Stan Mauger's Keil Kraft Cessna flew some circuits of the hall but needed some tweaking for the glide.

Geoff Burgess and John Swales had indoor RC models to fly. Geoff came with several boxes of models but only his Citabria and Sopwith Pup were seen on the bench. John Swales put in a number of flights with his fast and manoeuvrable T-28 and enjoyed some slow Vapor flying.

We were pleased to be joined by Dave Crook and Bernard Scott of the Hamilton Club. Bernard was getting excellent times from his Hangar Rat and had a new model to test. Dave Crook was also testing his Hangar Rat. We look forward to seeing them at Drury on future evenings there.



Left: Bernard Scott's all sheet Frog Dart Kitten was in contrast to the usual stick and tissue Kit Scale models.

Below: from the left, Brendon Neilson, Charles Warren, Dave Crook, Bernard Scott and Ken Smith around the model tables.





Top: Geoff Burgess brought light indoor RC models including a Citabria and Sopwith Pup biplane.

Centre: Vapor and Night Vapor RC models entertained us.

Right: John Swales's Helicopter was also flown well on the night.

Drury Indoor - Stan Mauger

21-6-21

With insufficient starters for indoor scale competition, the evening became a practice night. Ricky Bould had his Veron Luscombe Sedan but damaged it on a first flight. Stan Mauger had his Cessna for Kit Scale and Fleet Canuck for Open Rubber, both of which flew short flights on half the required turns. Elsewhere it was mainly Hangar Rat trimming with models flown by Bernard Scott, Dave Crook, Charles Warren, and Colin Polglase, whose models flew well. Ricky Bould offered lots of help with winding and trimming Hangar Rats. He also enabled Mishka Meredith to become familiar with flying the Modelair Hornet that he had given him. We were pleased to once again see Hamilton modellers Bernard Scott, Dave Crook and Rex Bain join us.



Left top: Colin Polglase setting up his Hangar Rat.

Left centre: Mishka Meredith hard at work winding his Hornet whilst Louise holds the model for him.

Lower left: The performance of Mishka's Airy electric glider suffered through insufficient battery charge.

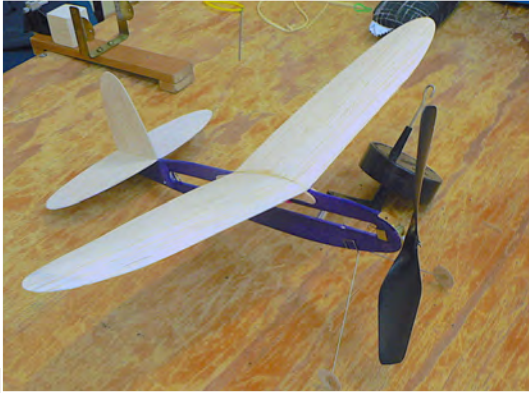
Above: Charles Warren with his Hangar Rat.



Top: Charles Warren's Hangar Rat going for altitude.

Centre: Brian Howell and Dave Crook with Hangar Rats.

Left: Dave Crook had good flights with his model.



Left: Bernard Scott's new Modelair Hornet with painted Fuselage avoided the usual plain balsa finish.



Centre: Hamilton flyers, Dave Crook and Bernard Scott accompanied by Rex Bain.

Left: Ricky Bould assisting with winding Charles Warren's Hangar Rat.

Hangar Rat Hints - Bernard Scott

At Drury, there were several queries about two aspects of the Hangar Rats I flew. These are illustrated in an extract from an item I wrote for the HMAC bulletin, along with the method I use to check CG.



Left:
The removable wing set-up.

Removable Wing

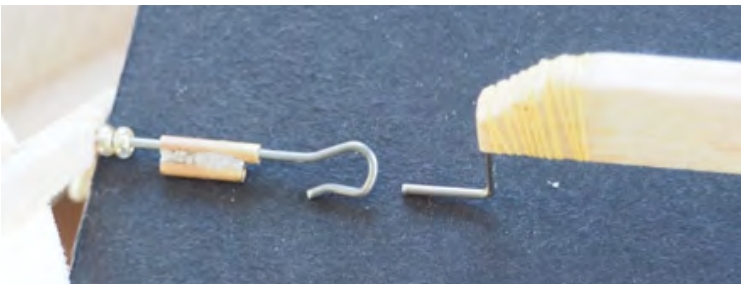
A must-have modification for balance adjustment and ease of storage. Use double wing struts that grip the fuselage. No need for a vice-like grasp, just a gentle friction fit will do.

Centre of Gravity

Checking your Rat's CG by balancing on fingers is unhelpfully inaccurate. The correct CG is on the plan - mark its location on the centre rib then drill a 3/32" hole at that point. Make a bend towards the end of a 1/16" wire, insert this in the hole and use it as a fulcrum to get an accurate indication of balance. Move the wing until Ratty balances with his tail horizontal.

Removable Propellor

Two pieces of brass tubing that are a close fit on the prop shaft are soldered together. One slides onto the mounting wire on the fuselage, the other is permanently on the propellor wire. The fuselage mounting wire may be bent to obtain different thrust lines. Propellor thrust line will vary between models. Most have a little downthrust but one of mine needs upthrust - Rats are individuals.



Left:
A view of the pieces of brass tube that make a fitting to allow a removable propellor.

Calendar Jul-August

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

KARAKA

Karaka Sports Park

Free flight and radio flying within field limitations

NDC RC Vintage events (refer to MFNZ under NDC)

HOTEO

Sundays

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

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

Hoteo Steward

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

AKA AKA

Saturdays & Sundays

Intending flyers should phone Lloyd Hull to arrange to fly
Lloyd Hull 09 235 2890

Aka Aka Steward

CONTROL LINE

As advised

Control line flying
Intending flyers 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 July 19

Hangar Rat (7.30 - 10pm)

Monday August 16

Kit Scale and Modelair Hornet (7.30 - 10pm)

Monday September 20

Practice night for Morrinsville (7.30 - 10pm)

Indoor Steward

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

Calendar Looking Ahead

KARAKA

July/August TBA

RedFin Precision Event

THE DOMAIN

August 7 (4.00pm)

MIMLOCT International Cloud Tramp Mass Launch

MORRINSVILLE

Sunday October 17

(10am to 4pm)

Indoor Free Flight classes

Hangar Rat, Hand Launched Glider, Modelair Hornet.

Indoor Free Flight Scale classes

Open Rubber Scale, Peanut Scale Memorial Scale,
and Kit Scale.

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Club subscriptions

NZMAA Affiliation is mandatory for Club flying

Senior \$50 (+\$95 NZMAA) **Family** \$55 (+\$100 NZMAA)

Junior \$10 (+\$30 NZMAA) **Non-flying** \$40

Intending members with current NZMAA affiliation pay only the AMAC sub

Please make payments to

The Treasurer Auckland Model Aero Club

Virginia 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.

July 5: Theme: Capacitor powered models

August: Theme: Indoor models

Plus for both meetings, your current projects, models, plans, engines and photographs etc for the table.

Trading table:

Buy, sell, and free to a good home.

Visitors or intending members welcome