

AVANZ

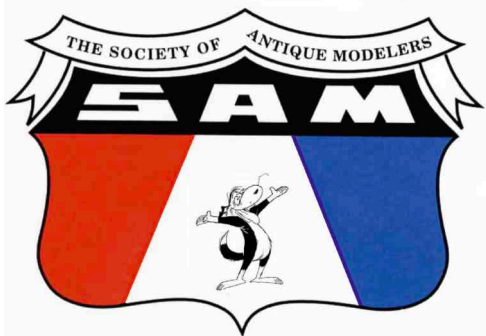


NEWS

Newsletter of the Vintage Special Interest Group of Model Flying New Zealand #176



COMMITTEE NOTICES



Vintage SIG AGM 2020

AGM of the Vintage SIG held on Thursday Jan 2nd 2020 at the Clareville A&P Showgrounds.

Present: Allan Knox, Wayne Cartwright, Barrie Russell, Grant Fulton, Peter Townsend, David Gush, Terry Beaumont, Bernard Scott, Robert Wallace, Ross Gray, Bryan Treloar, David Ackery, Jan Butcher and Don Mossop (Chair)

Apologies: Dave Crook, Tony Gribble, John Butcher, and Stuart Cox

Minutes of previous AGM: These were distributed at the meeting and moved as a true and accurate record by Don Mossop, seconded Barrie Russell.

Matters arising from previous AGM minutes: None

Chairman's report: This was distributed at the meeting and moved by Don Mossop, seconded Jan Butcher, and carried. A number of folk were thanked for their various contributions to the SIG; Allan Knox for his work with NDC, David Crook and Tony Gribble for their contribution to NI Rallies, Peter Townsend for his work developing an excel spreadsheet for tabulating results at future rallies and Nationals, Bernard Scott for his AVANZ contribution, and the SIG committee in general.

Financial Report: A summary of the financial position of the SIG to both 31st March 2019, and to 30th Nov 2019 was distributed and spoken to by Jan Butcher (Treasurer). The SIG has

accumulated adequate reserves for present requirements (\$4506.13 in our Super Saver a/c and \$385 in our cheque a/c)

That the Financial report be accepted was moved by Jan Butcher, seconded by ? Carried.

Election of SIG Committee and Officers: The following were nominated and accepted as SIG Committee members and/or Officers -

Chairman/Sec.	Don Mossop
Treasurer	Jan Butcher
AVANZ Editor	Bernard Scott
MFNZ Scribe	Barrie Russell
AVANZ Plans	Mark Venter

Committee:	Jan Butcher	Wayne Cartwright
Dave Crook	Tony Gribble	Allan Knox
Don Mossop	Barrie Russell	Bernard Scott
Bryan Treloar	Mark Venter	

NI Rally Organisers	Dave Crook, Tony Gribble
SNI Rally Organisers	Jonathan Shorer, Bryan Treloar, Stuart Cox

These nominations were moved by Don Mossop, and seconded by Wayne Cartwright. Carried.

Vintage SIG AGM concluded at 5:30pm **(Continued on page 2)**

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Miscellaneous

On the Cover: Levin Vintage Fliers L-R: Barry Hall, Bryan Treloar, Allan Knox, Terry Beaumont, Jonathan Shorer

Logo: Dog from Footrot Flats - see Miscellaneous

Contributors to this Issue

David Thornley Angus Macdonald Barrie Russell
Wayne Cartwright Allan Knox John Butcher

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NI RALLYS SNI RALLYS

Stuart Cox flierstew@gmail.com

General Business Session: A general business session immediately followed the AGM.

1. State of the current Vintage Rules. While there remains some disquiet with some aspects of the new E Texaco rules, most seemed satisfied. Allan Knox suggested considering a rules freeze for the coming year. Bernard Scott noted that there was a need to clarify some of the VFF rules for electric models. →

2. Schedule of Vintage Rallies and North Island Champs. The schedule is currently being negotiated by Dave Crook and Tony Gribble – the North Island Champs will be held at Pukekawa (JR Airsail Field) in March (dates tba). It was discussed that the relevant NDC events be promoted and flown at the Vintage SIG rallies. Individual flyers will be responsible for submitting NDC scores to Allan Knox.

3. Nationals improvements: An important concept to retain is no overlap between scheduled Vintage FF and Vintage RC events at future Nationals to avoid disadvantaging contestants. This was moved by Wayne Cartwright, seconded by Don Mossop, and carried. The timing of future Nationals was discussed – there was unanimous agreement among Vintage flyers present that the Nats. should be held after New Year in early Jan rather than the present arrangement (late Dec/early Jan). Family commitments were believed to be an important reason why some folk don't come to the Nationals. This "straw poll" will be conveyed to the Combined SIG committee (Kevin Botherway) by Don Mossop.

4. Promoting Vintage Flying: The HBMF Club and their approach to developing interest in flying was an example of how other clubs could develop general flying - and Vintage flying. In addition to encouraging new members to construct a foam-board trainer (see the HBMF website) to develop flying skills with a simple, inexpensive, easily-repaired model, HBMF also encourages participation in NDC events each month. The consensus was that NDC is a useful tool to get folk interested in Vintage flying. Allan Knox made a plea for all to support NDC. The Vintage SIG column in Model Flying World was also considered an important forum to spread the interest wider. Barrie Russell, the new MFW scribe, is keen to receive copy from Vintage flyers.

Electric Powered Free Flight models: Clarification of existing rules

As electric power becomes the norm in RC, it can be expected that Free Flyers will also consider electric models either for the challenge of a new area or to fly in noise-sensitive areas.

Our Vintage Rules do not have separate events for electric power (EP) free flight but its use in existing power events is permitted by General Rule 6.1.1 which includes electric motors as a power source, and by 6.2.6 which states "All types of electric motors are permitted". This recognition in the General Rules allows EP models in Power events from all eras of Vintage Free Flight. EP is specifically mentioned in event rules at 7.1.1 (VFF Precision), and at 7.2.4 (VFF Power Duration) where power allowance is defined, although other events in which EP can be used under Rule 6.2.6 (Miniature Replica, Nostalgia Power Duration, Small Vintage / Nostalgia Power Duration, and Classic Power Duration) do not have motor runs defined in their rules. The additional wording below corrects these omissions by clarifying what is already implied and by defining electric motor run times. As has been necessary with RC electric events, power allotment and / or motor run allowances will require adjusting as experience grows in FF electric events.

Note that these adjustments do not change any existing rules, they simply provide motor run times for fliers who want to experiment with electric powered models.

Additions to existing rules are shown in italics:

1. Vintage FF Precision
At 7.1.3 add: *...electric motor size "or battery" ...*
2. Vintage Miniature Replica
At 7.5.2 add: *"For electric motors, 7.2.3 and 7.2.4 apply."*
At 7.5.3 add: *"c. 12 seconds for electric motors"*
3. Nostalgia Power Duration
At 8.1.4 Add: *"For electric motors, 7.2.3 and 7.2.4 apply."*
At 8.1.5 Add: *"c. 10 seconds for electric motors"*
4. Small Nos/Vint Power Duration
At 8.4.2 Add: *"For electric motors, 7.2.3 and 7.2.4 apply."*
At 8.4.3 For types (a) and (b) add: *"Electric 12 seconds"*
At 8.4.3 For type (c) add: *"Electric 7 seconds"*
5. Classic Power Duration
At 9.1.4 Add: *"For electric motors, 7.2.3 and 7.2.4 apply."*
At 9.1.5 Add to end of sentence: *" ... and electric motors".*

Your comments are invited before these suggestions are considered by the Committee.

Another Nats come and gone with the best weather by far in the 12 years I have attended. We were caught by surprise with the advanced start time on the first Vintage RC day. However on arriving at the field we were put in our place. We thought this was unfair and my granddaughter was not impressed either.

On doing a little research I found that 8 of the 18 RC flyers were free flighters with a total of 90 entries against about 50 for the purely RC flyers. Free flighters should rate a little more consideration! A few years ago we flew RC in the afternoon only and nobody seemed to complain. Now we have too many classes and some rather lengthy ones.

A suggestion that could be considered is that vintage models be allowed to compete in Classical to build up numbers in that competition. So we need even more days of the Nats to get them done. I see no reason not to run RC after free flight on the first two days from 12.00 onwards. This would give two days flying from 12-4 and three days flying from 9-4. This would also take the pressure off the last day.

I feel we need to some how address the eye-watering times being achieved in E Rubber and ½ E Texaco as there will surely be further increases. One possibility

is make E Rubber a 180.2S class and go back to the temporary rules used at Matamata, clearly the best used so far.

The current ½ E rules are an abomination and bear no resemblance at all to the original intended rules which were to have a close resemblance to ½ A Texaco. With four classes using the same size battery it would also be economical, cost-wise at least. Unfortunately, sourcing small capacity batteries at reasonable prices is becoming difficult.

What may solve this problem is a programmable power limiter. This would allow the use of larger capacity batteries and avoid the destructive effect of running smaller batteries completely flat.

I am encouraging two more Tuakau flyers to compete in the IC classes. We have motors and models, so fingers crossed. Finally, one advantage of flying qualifying rounds - one is able to know fairly accurately the time to allow for each event.

Happy flying all, John Butcher

PS Are there any others interested in IC sport cabin apart from Bernard and Lyn Rodway?

(Some of John's concerns are dealt with by the programme for the next Nationals - see page six. Editor)

2021 Nationals *Adapted from an email from Len Drabble*

Great to see you at the last Nationals and thank you for making it a huge success. You all ran your events professionally and I have had positive feed back from participants in a good cross section of the events. At the combined SIG meeting we discussed issues surrounding certain locations such as Matamata and Hawkes Bay for the next Nationals. There has been feed back from a those who were looking at areas for consideration for Control line and Free Flight, amongst others. I have made the following decisions.

The Nationals will be back at Carterton for 2021:
Sunday the 3rd January - Registration
Monday the 4th January - First day of competition
Friday the 8th January - Prizegiving and rain date.

Many reasons have driven the decision.
Free Flight - the facility at Matamata is too distant.
Control Line - no hard circle at Matamata and the grass circle is off-site.
Soaring and Vintage - no guaranteed venue.
Aerobatics - Cannot get a NOTAM at Matamata above 900ft with the active runway.
Scale and Pylon - No current issues
Heli, FPV and Roto Cross - Carterton provides excellent venues for both of these disciplines.
Jets - Working to get a strip at Carterton for the whole week for large models including jets or those who are not competing on RC1.

THE BENEFITS OF CARTERTON

The ability to have 5 disciplines at the show grounds in full view for the public and people attending it makes a spectacle. Camping on-site has lots of shade and is quieter than Matamata. Indoor hall on site. Head Quarters accessible to all. Facilities for social functions. Access to off-site accommodation for non-campers. Guaranteed flying sites for all disciplines. Meeting Rooms for SIG meetings. Easy access for hire equipment. Lastly, I have put my hand up to run the Nationals at Carterton again but if it were at Matamata I would not be available.

The objective is to make this the best-attended Nationals by all the disciplines. By making this decision now and setting the dates, nobody can whinge that they didn't have time to make arrangements.

Other news will be announced after the Council zoom meeting on Tuesday the 4th of February.

Get your skates on and submit your event information to me at the earliest opportunity - then sell the tripe out of those events all year.

2020 Northern North Island

March 21 to 23	NI Champs	Airsail
April 18 and 19		Blackfeet
May 30 and 31		Tuakau
Contacts:	Dave Crook	021 123 6040
	Tony Gribble	09 8185551

2020 Southern North Island - Levin

May 16 and 17		Bob Burling Memorial
September 19 and 20		John Selby Memorial
Contacts:	Stew Cox	027 5481 894
	Bryan Treloar	0204 147 6917

Thanks to those who gave feed-back on last year's Nationals programme. This has been helpful in preparing the next event balancing act. Last year, flying times on Day One were altered at the last moment to accommodate the "needs" of a single flier. This was a mistake which created a situation that, as pointed out by John Butcher in his comments, was unfair to other contestants who were prepared to fly the programme as published. Lesson learned !

Suggestions from fliers and Committee discussion have led to rethinking event scheduling. VFF and VRC events continue to be kept separate despite VRC events now being spread over five days. This time allocation for VRC is up from the 3, 3.5, and 4 day spreads of past Nationals, so this half of the Vintage SIG's mandate is well and truly catered for without intruding into the two mornings allocated to VFF - the other half of the SIG's responsibility.

So fliers can make the most efficient use of their time, VRC events are distributed according to anticipated flight time requirements - unlimited max events on full days 3 and 4, and shorter max events on partial days 1, 2 and 5. Those wishing to fly many events will, as always, need to decide their priorities. Prizegiving and AGM have an open-ended time slot, so having to cut these short as at the last Nationals will be avoided. Other explanatory notes are temporarily included on the programme.

2021 NATIONALS PROGRAMME for VINTAGE					
REGISTRATION Sun 3rd January 2021	DAY 1 Mon 4th January	DAY 2 Tue 5th January	DAY 3 Wed 6th January	DAY 4 Thur 7th Jan	DAY 5 Fri 8th January
	7am - Noon	7am - Noon			
	Vintage FF Power	Nostalgia FF Power			
	Vintage FF Rubber	Nostalgia FF Rubber			
VINTAGE FREE FLIGHT 7 am - 12 noon	Vintage FF Glider	Small FF Power			
	Vintage FF Precision	Classic FF Comb R/P/G			
	Vintage FF Catapult				
	<i>One hour buffer between FF and RC</i>				<i>Early finish</i>
	1pm to 5pm	1pm to 5pm	9am to 5pm	9am to 5pm	9am to Noon
VINTAGE RC	Vintage Open Texaco	Vintage 1/2A Texaco	Classical 1/2E Texaco	Vintage 1/2E Texaco	Vintage A Texaco
Days 1-2 1pm - 5pm	Vintage Precision	Vintage IC Duration	Sport Cabin E Texaco	Vintage E Texaco	Classical IC Duration
Days 3-4 9am - 5pm	Classical Precision		Classical E Texaco	Vintage E Rubber Tex	
Day 5 9am - Noon			Classical E Duration	Vintage E Duration	3pm AGM and PRIZEGIVING
	Fun Fly (event to be decided, one or both days)				
<i>Total Contest durations</i>	<i>FF: 10 hours</i>	<i>RC: 27 hours</i>	<i>On-field time required of RC CDs is 2 hours more</i>		
PRINCIPLES:					
1. FF and RC do not overlap			... Unlimited max events.		
2. RC events are spread over five days			... 8, 10, and 15 minute max events.		
3. RC events distributed according to maximum			... 3, 4, and 5 minute max events		
4. Pressure on Day 5 lessened					
5. AGM and Prizegiving have an open-ended time slot					

2020 VINTAGE NDC

March 2020	117	VINT	RC Vintage IC Duration
March 2020	118	VINT	RC Vintage E Duration
March 2020	119	VINT	RC Classical E Duration
April 2020	122	VINT	RC Vintage 1/2E Texaco
April 2020	123	VINT	RC Vintage A Texaco
April 2020	124	VINT	RC Vintage E Texaco
May 2020	128	VINT	RC Vintage and Classical Scale Texaco
May 2020	129	VINT	RC Vintage Open Texaco
June 2020	134	VINT	RC Vintage Precision
June 2020	135	VINT	RC Vintage E Duration
July 2020	137	VINT	RC Vintage and Classical Scale Texaco
July 2020	138	VINT	RC Classical Precision
July 2020	139	VINT	RC Sport Cabin IC Texaco
July 2020	140	VINT	RC Sport Cabin E Texaco
August 2020	141	VINT	RC Vintage IC Duration
August 2020	142	VINT	RC Vintage E Texaco
August 2020	143	VINT	RC Classical E Duration
August 2020	144	VINT	RC Vintage Precision
September 20	147	VINT	RC Vintage 1/2A Texaco
September 20	148	VINT	RC Vintage A Texaco
September 20	149	VINT	RC Sport Cabin IC Texaco
September 20	150	VINT	RC Sport Cabin E Texaco
October 2020	153	VINT	RC Vintage Open Texaco
October 2020	154	VINT	RC Classical 1/2E Texaco
October 2020	155	VINT	RC Classical E Texaco
November 20	158	VINT	RC Vintage E Rubber Texaco
November 20	159	VINT	RC Vintage 1/2E Texaco
November 20	160	VINT	RC Classical IC Duration

March 2020	115	VINT	FF Classic Glider Duration
March 2020	116	VINT	FF Vintage Rubber Duration
April 2020	120	VINT	FF Nostalgia 1/2A/ Min Replica
April 2020	121	VINT	FF Classic Power Duration
April 2020	122	VINT	RC Vintage 1/2E Texaco
May 2020	125	VINT	FF Vintage Precision
May 2020	126	VINT	FF Vintage Power Duration
May 2020	127	VINT	FF Nostalgia Rubber Duration
June 2020	130	VINT	Vintage FF Hand Launch Glider
June 2020	131	VINT	Vintage FF Catapult Glider
June 2020	132	VINT	FF Nostalgia Power Duration
June 2020	133	VINT	FF Classic Rubber Duration
July 2020	136	VINT	FF Nostalgia Glider Duration
September 2020	145	VINT	FF Nostalgia 1/2A Min Replica
September 2020	146	VINT	FF Classic Power Duration
September 2020	147	VINT	RC Vintage 1/2A Texaco
September 2020	148	VINT	RC Vintage A Texaco
September 2020	149	VINT	RC Sport Cabin IC Texaco
September 2020	150	VINT	RC Sport Cabin E Texaco
October 2020	151	VINT	FF Vintage Hand Launch Glider
October 2020	152	VINT	FF Vintage Catapult Glide
October 2020	153	VINT	RC Vintage Open Texaco
November 2020	156	VINT	FF Vintage Glider Duration
November 2020	157	VINT	FF Classic Glider Duration

- Dates:** March 21/22/23 2020
- Times:** Each day commences at 9.30am and all flying of rounds will finish at 4.30 pm.
Fly-offs will commence as soon as possible after 4.30, or at an earlier time if all fly-off participants agree.
- Venue:** 299 Native Rd, Pukekawa (exit SH1 at Mercer, travel along Mercer Ferry Rd toward Pukekawa, take first left into Morrison Rd, then straight ahead onto Native Rd)
- Host:** Airsail MAC John Danks, 09 233 4014, airsailmac@airsail.co.nz
- CD's:** Dave Crook, 021 123 6040, chloecat@xtra.co.nz
Tony Gribble, 09 8185551, agrib@orcon.net.nz

This is a full-on contest, run similarly to the Nationals, except registration is on the day of flying and there is no fee. Events may be flown only on the days specified in the Schedule. There are no 'rain days'.

All classes will be flown to the rules published in the Vintage page of the MFNZ website or, in the case of the Tomboy events, in AVANZ News. Only one entry is allowed in each class, but a reserve model may be flown in each class. There is no minimum number of entries for each event to qualify as 'official'.

Results will be sent by email and published in AVANZ News. Certificates for 1st/2nd/3rd will be sent by mail, including overall North Island RC Vintage Champion, using the points systems used at the Nationals

Saturday 21 March
Vintage Precision
Classical Precision
Vintage IC Duration
Vintage Electric Duration
Vintage E Rubber Texaco

Sunday 22 March
Classical IC Duration
Vintage 1/2A Texaco
Vintage E Texaco
Tomboy IC
Tomboy E
Classical 1/2 E Texaco

Monday 23 March
Vintage Open Texaco
Vintage 1/2E Texaco
Vintage A Texaco
Classical Electric Duration
Sport Cabin Texaco (SCT) IC and E

Levin - 15 and 16 February 2020 Report by Stew Cox

An excellent turnout for the Gareth Newton at Levin, particularly on the Saturday which was always forecast to be the better of the two days. Participants came from Levin, Wellington, Kapiti, Ashurst and Feilding clubs and there was both fun flying and competition flights with a rally style atmosphere. There were 11 attendees who put in times for RC events and four who were keen to fly Vintage Free Flight but were put off by the wind that came up on the Sunday, flyable for RC but not ideal for FF. Both days were very relaxed with lots of chat between flights and excellent BBQ lunches provided by Jonathan Shorer along with great baking by Jonathan's wife Gill.

Vintage RC Precision as always proved the most popular, an event that anyone can fly with any eligible vintage aircraft. The motor run of up to 60 seconds to achieve a three minute flight is generous enabling sport vintage models to compete equally with duration models. The skill in the event is landing within 15 metres of the spot on time at three minutes give or take the age bonus for the model. Easier said than done as none of the nine flying Precision managed three landings on the spot. Despite not having flown vintage for a long while, Joe Bradbury of

Levin did achieve a perfect score on his first two flights but had to retire due to a suspect spar on his *Viking*. Barry Hall of Wellington had a good initial flight and landing with his *Buzzard Bombshell* but then experienced issues with his electric motor curtailing further flying. It was great to see Owen Stuart of Kapiti flying his lovely *Playboy*. Had Owen put in a third flight, he would have had a comparable score to the rest of the fliers who put in three flights as these scores were all pretty close. Bryan Treloar continued his good form from the Nats to win the event with his *Red Zephyr* with the Kapiti boys Terry Beaumont and Ian Crosland in hot pursuit with their *Mercurys*.

Open Texaco saw two beautiful models gracing the Levin sky. Trevor Glogau of Wellington flew his magnificent *Falcon* finding great lift to make the 15 minute target with his second flight after having gone close to the target on his first flight. Ian Munro of Wellington flew his *TD Coupe* with Brown Junior puttering away beautifully and flirted with lift for a very good first flight but didn't locate helpful air for his second.

Three flew A-Texaco. Like Open Texaco, there is a limited tank capacity and the skill is to get as long an engine run as possible out of a tank made from a simple Humbrol paint tin. Ian Munro flew a *Simplex* with a Mills he had



built himself! Unfortunately the breeze had come up when Ian was flying and the *Simplex* struggled to make it back to the spot. Stew Cox has found A-Texaco to be a suitable application for his *Brooklyn Dodger* that dutch rolls badly in other classes when any speed is applied managing a couple of huge flights in big lift – he has now with drawn its nickname as the “Dodgy Dodger”. Bryan Treloar won the event with a diesel powered *Airborne*. Jonathan Shorer was surprisingly one of the few flying electric models. He achieved some good flights and two spots in RC E Duration with his *Viking*.

A number of fliers also flew other vintage models in addition to those they competed with. Some that stood out were the huge *Tomboys* of Ian Crosland, Terry Beaumont and John Miller. Terry was also seen flying his re-engined Lanzo *Bomber*. Along with Owen Stuart, these Kapiti boys build some beautiful models to a very high standard and fly them well too.



Rumour has it that there is also a proliferation of *Tomboys* being produced in the Kapiti area so perhaps we should look to fly *Tomboys* as another class at the next Levin event. Discussion amongst the Free Flighters led to the suggestion that in addition the RC Vintage events, we include FF in the next two Levin events. While one can fly any class for the Leader Board, the suggested specific events for the Burling and Selby events are Combined Vintage/Nostalgia Precision, Vintage Mini Rubber and Vintage Catapult Glider, all of which are well suited to small field flying. The Combined event also enables any eligible Vintage or Nos free flight model to be flown.

The next two day Vintage event at Levin is the Bob Burling Memorial on 16 and 17 May followed by the John Selby Memorial on 19 & 20 September. All welcome.



Above: Joe Bradbury with teeth to the throttle

Results:

Vintage Precision

- | | |
|------------------------|------------|
| 1. Bryan Treloar | Ashurst |
| Red Zephyr 1936 | 587 |
| 2. Terry Beaumont | Kapiti |
| Mercury 1938 | 583 |
| 3. Ian Crosland | Kapiti |
| Mercury 1938 | 579 |
| 4. Stew Cox | Wellington |
| New Ruler 1940 | 569 |
| 5. John Miller | Kapiti |
| Buzzard Bombshell '40 | 566 |
| 6. Jonathan Shorer | Levin |
| Junior 60 1946 | 558 |
| 7. Joe Bradbury | Levin |
| Viking 1946 | 400 |
| 8. Owen Stuart | Kapiti |
| Playboy Snr 1940 | 362 |
| 9. Barry Hall | Wellington |
| Buzzard Bombshell 1940 | 200 |

Vintage Open Texaco

- | | |
|------------------|------------|
| 1. Trevor Glogau | Wellington |
| Falcon 1949 | 1750 |
| 2. Ian Munro | Wellington |
| TD Coupe | 1152 |

Vintage A Texaco

- | | |
|----------------------|------------|
| 1. Bryan Treloar | Ashurst |
| Airborne 1938 | 1844 |
| 2. Stew Cox | Wellington |
| Brooklyn Dodger 1942 | 1567 |
| 3. Ian Munro | Wellington |
| Simplex 1941 | 1424 |

Vintage E Duration

- | | |
|--------------------|-------|
| 1. Jonathan Shorer | Levin |
| Viking 1946 | 904 |



Above: Jonathan Shorer pleased with his spot landing



Above: Terry Beaumont fuelling up his Mercury

CD's Report

With most of the North Island in drought and no rain seen for some 46 days we were hoping that the rain would hold off for just another couple of days. But oh no, it had to arrive when we were all anticipating a good weekend's competition flying. So instead of sunshine, the rain arrived just before lunch. But this came after the wind had picked up.

Sunday's forecast was for fine weather but once again wind stopped play very early on in the day and once again it was all over by midday.

Thank you to all those that turned up. At least we all had a good chat if nothing else.

Dave and Tony

Vintage Precision

Tony Gribble	<i>Miss FX</i>	796
Don Mossop	<i>Lanzo Bomber</i>	169

E Texaco

Dave Crook	<i>Lanzo Bomber</i>	870
Doug Baunton	<i>PB2</i>	146

Vintage E Duration

Don Mossop	<i>Playboy</i>	940
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Classical ½ E Texaco

Tony Gribble	<i>1/2A Train</i>	1234
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Vintage ½ A Texaco

Bernard Scott	<i>Playboy Snr</i>	384
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A day or two later ...



... the weather was back to "normal" with the Hamilton FFers making the most of it with a dawn start. Typical Waikato fog for the first few hours had models playing hide and seek.

Kevin Barnes used a cellphone application for this sequence. An initial exposure has superimposed upon it the moving elements in subsequent exposures.

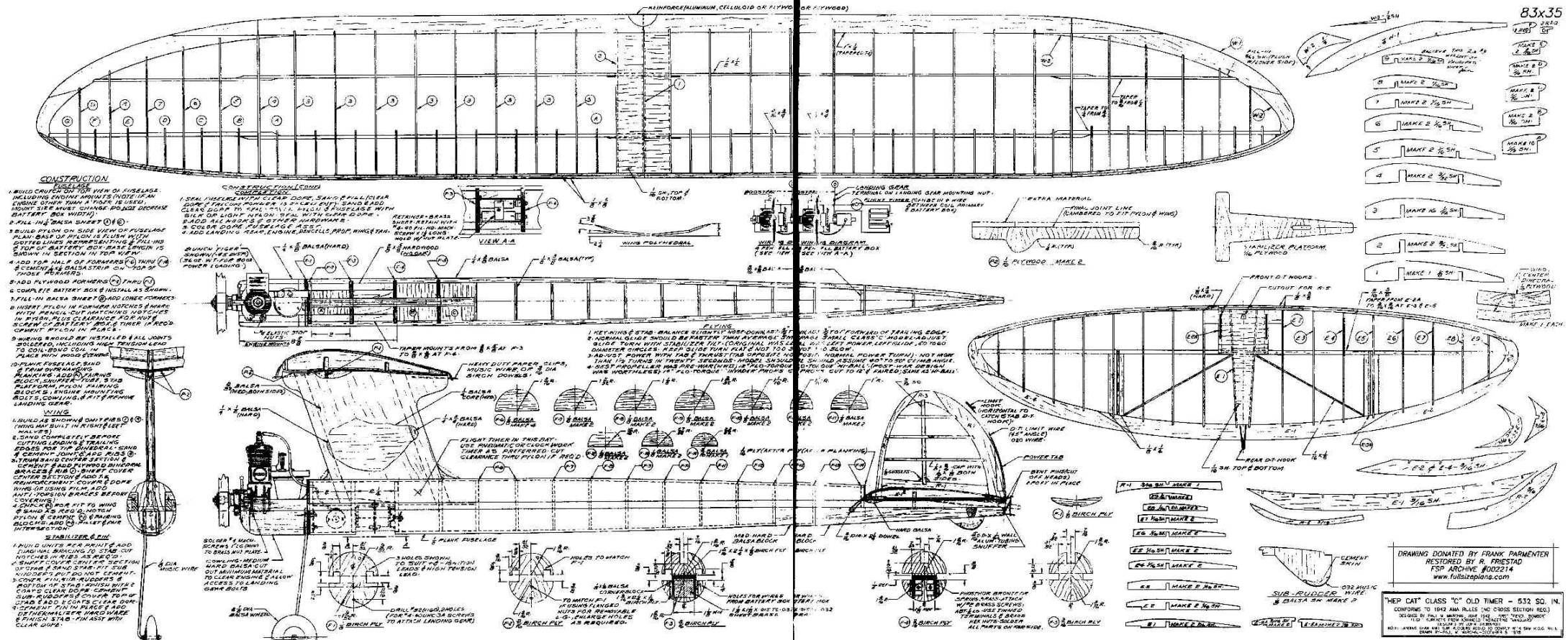
A fine tool to aid trimming FF models. The later images in the sequence show Editor's miscreant Nostalgia Gas model starting to go off trim, rolling to the left partway through the climb.



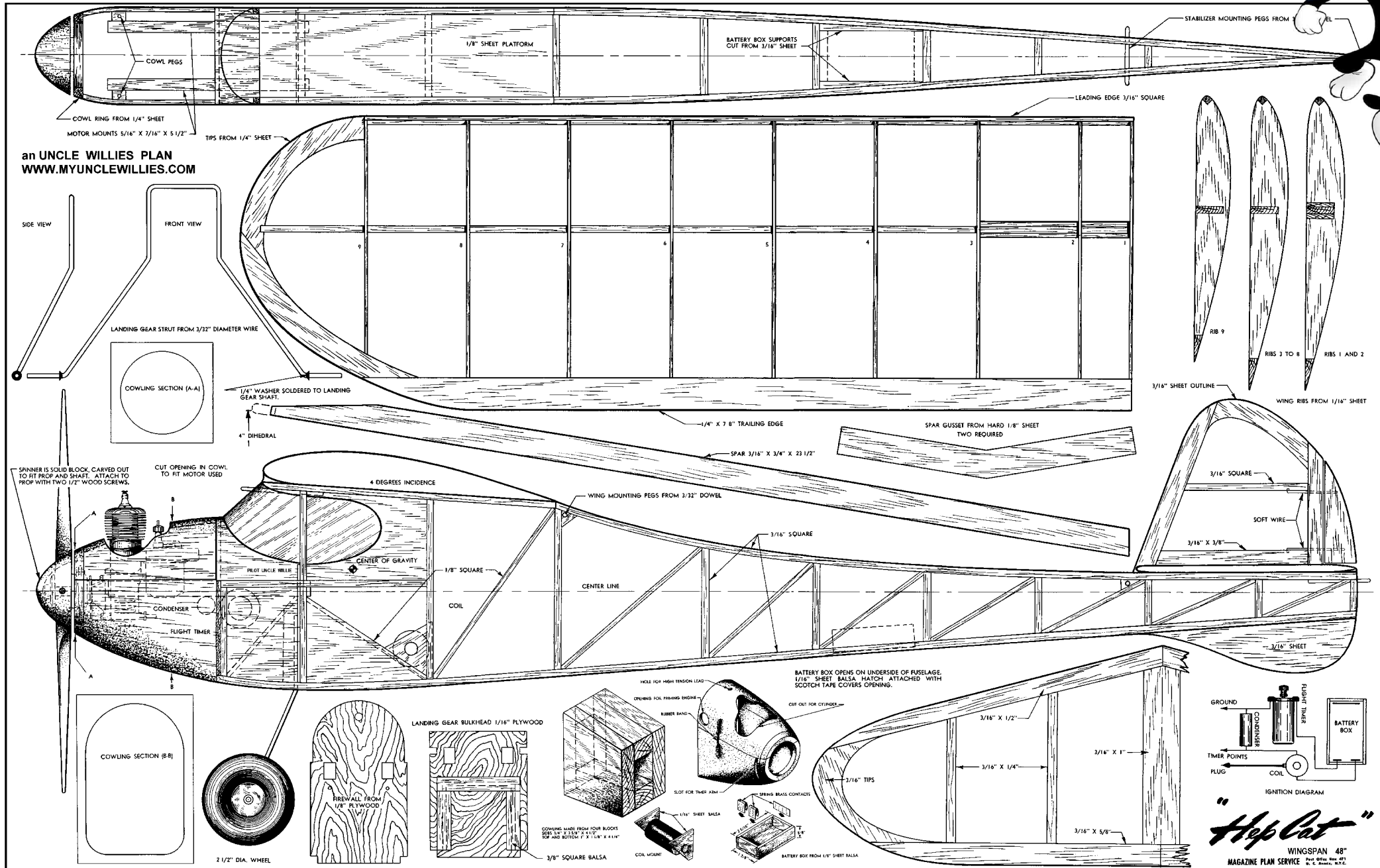
Page 12: Hepcat #1 is the least well known *Hepcat*. The notes on the plan suggest the date of plan publication was 1978, so it falls outside any NZ Vintage eras unless further evidence of the claimed 1942 design date can be obtained.

Page 13: Hepcat #2 *Air Trails* Oct 1944 attributes this *Hepcat* to Charles Guarnieri, while Outerzone has it as a Paul Plecan design. As flying surfaces are identical to Plecan's 1941 *Simplex*, the dual attribution is understandable.

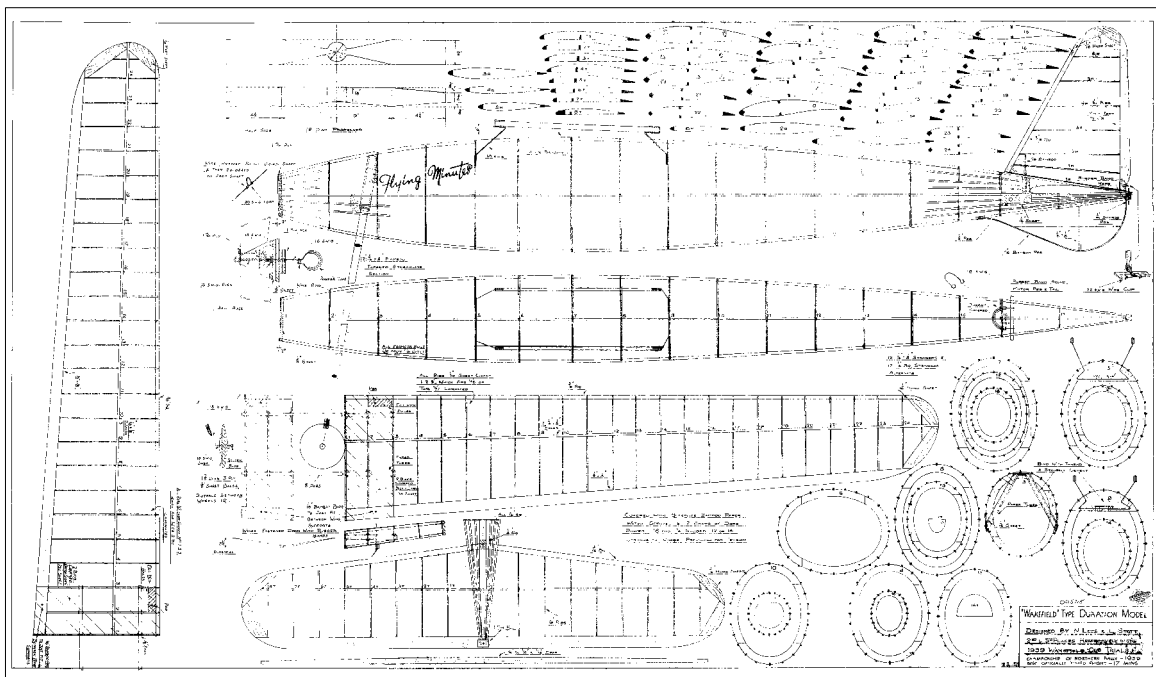
Page 14: Hepcat #3 tops the charts as the best known and widely most built *Hepcat*. A lightweight rubber design, it was a game-changer in its day as rubber models until then were, necessarily, cumbersome heavyweights under the British rules.



Editor's note: A few issues ago SAM Speaks published plans for a model called HEP CAT. This was a FF model by C. Guarnieri and was originally published in *Air Trails* of January, 1946. Frank Parmenter sent in a letter and the above plan of the SAM approved HEP CAT designed by his friend Paul Marchal in June of 1942. This plan, drawn by Marchal from his notes in 1978 has been said to be the first "Pencil Bomber" model. A PDF file is downloadable from the SAM Speaks web site. Go to www.antiquemodeler.com and click on the link to download the current issue of SAM Speaks. Incidentally, there is a third HEP CAT, a rubber ender model called HEP CAT published in *Aeromodeller*, January 1946



"Hep Cat"
 WINGSPAN 48"
 MAGAZINE PLAN SERVICE



“HERALDING THE 1949 FLYING SEASON” —

BRITISH RECORD HOLDER
with a flight of over 33 mins. o.o.s.

“FLYING MINUTES”

PROVEN DESIGN

The above illustration shows the clean efficient lines of the now famous “FLYING MINUTES” model—winner of innumerable contests throughout the country and three times placed in the “WAKEFIELD” team to represent Great Britain.





I bought the Avetek *Jumping Bean* kit about two years ago after seeing the design fly at a Levin meet. I thought it could squeeze into the car along with my large vintage models so I could fly an extra event.

It took me a while to start during which time I talked to a few others about their experiences. It seemed that the original design is not really up to the rigours of vintage competition. I was told that of the ten models initially built to get the class going, only two have survived. Don't know how true this, is but it certainly made me think that I needed to build in some survivability into my version.

(Dave, I haven't had any problem. Built per plan my JB is as tough as they come. No issues with fragility, even after a "brown-out" and vertical arrival when using 2.4GHz - have since reverted to 72 MHz for reliability.





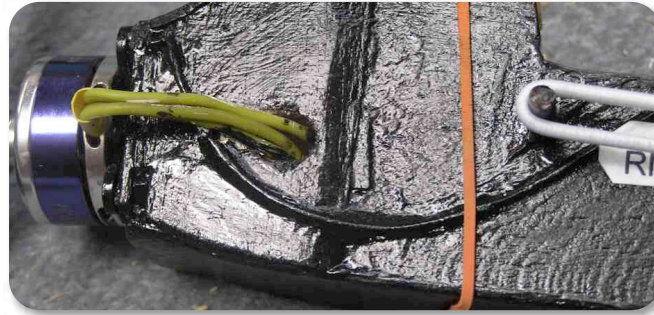
It always seems to be windy at Vintage meets and the models get blown onto their backs during landing, stressing the dihedral joint so the wing breaks, especially a plug-in wing like the original JB design. I therefore decided to build a one-piece wing with a reinforced central joint and spar roots. It was good to see that the rules specifically allowed this.



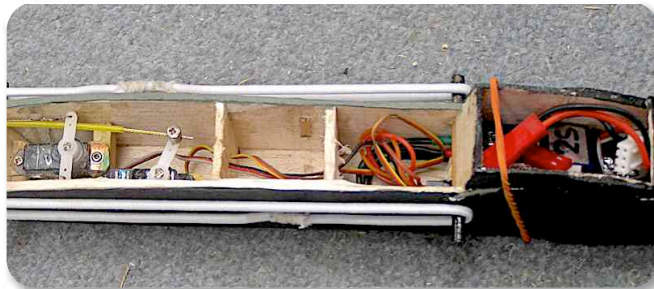
A weak point on the JB is the small fuselage section just in front of the tail. This was reinforced with tapered doublers inside balsa skin. The tailplane was rubber banded on so that it would knock sideways in the event of a bad landing. That also minimises travelling damage and reduces packing space.

The fuselage is really small and the space lost to the wing joiner makes fitting in the electrics even worse. I have to say that these small models really test one's building skill and patience - handling 1/32in wing ribs and 1/16 in turbulator spars is a challenge. Its much easier to build nice big sturdy vintage cabin models! The pics show the end result. As yet I haven't got a working competition model because I haven't found an RX battery small enough to fit in together with the motor battery. I could get two motor batteries in (presently 260mah), but the connecting leads make practical installation very difficult. It may be that they will have to hang outside the fuselage! A source of small LiPo batteries needs to be found.

The pics shows that the Hyperion 2205-34 motor leads are outside the fuselage and then re-enter to connect to the ESC which lies in the front bottom of the nose.



The receiver lies on top of the ESC and is wrapped in aluminium foil in the hope of preventing electrical interference using Faraday cage theory. The 2.4Ghz antenna leads exit the fuselage on opposite sides and are then bonded to the outside at 90 deg to each other.

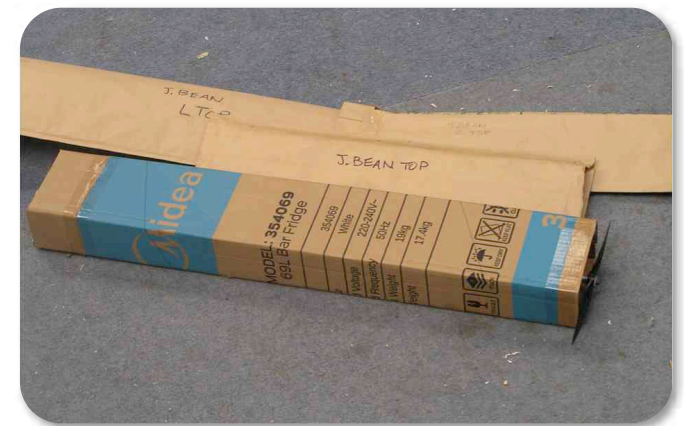


The 260mah Li Po lies on top of the RX and then the top of the fuselage is closed off with a plastic hatch that is rubber-banded on. There is room for another battery but the connectors will need changing to a more compact type and possibly have to be external. Note the bungee wing fixings. These are made up from thin multi stranded rubber bungee cord and provide secure attachment with the knowledge that

the multi strand construction gives a guarantee against breakage. The tailplane is held on with similar bungee cord. The horn attaches to the Sullivan cable with a homemade clevis. Because the fin is fixed to the fuselage a pull-pull set up is perfect.

I have only flown it twice so far. It has proved tricky to fly, probably due to the CG being too far back and the wings both having wash in. Further developments are in order! The second flight showed how sensitive it was to thermals, so when it is sorted it should be a great flier. First time out I broke the ASP electric prop so will now fly with a clunky Master Airscrew nitro prop until I get the model sorted. If the rules allowed folding blades on a model of this type it would be much more practical.

Black covering was used on the underside and it is great for visibility. I plan to spray black on all my other vintage models. My carrying arrangements are shown below. The cardboard box for the fuselage and the brown paper wing protectors work great for a delicate model like the *Jumpin' Bean*.



Finally, thanks to Bernard Scott for his invaluable help and advice during building this model.

VINTAGE GLIDERS

No noise, no mess, no smell and no NZ RC Vintage event for them !!!



Archaopterix 1942



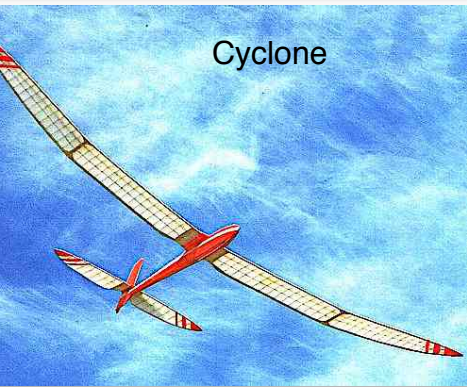
AS.14 1945



Der Grosse Winkler 1936



??



Cyclone



Hast 1934



Guillemard 1943



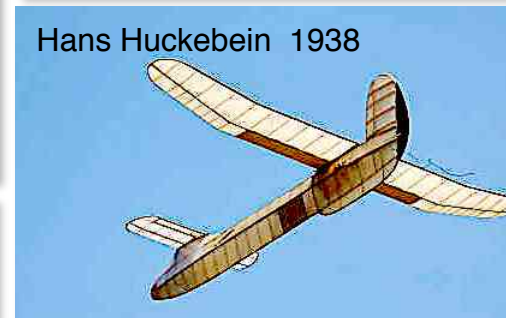
Krkoun



Jungvolk 1940



Jaguar 1944



Hans Huckebein 1938



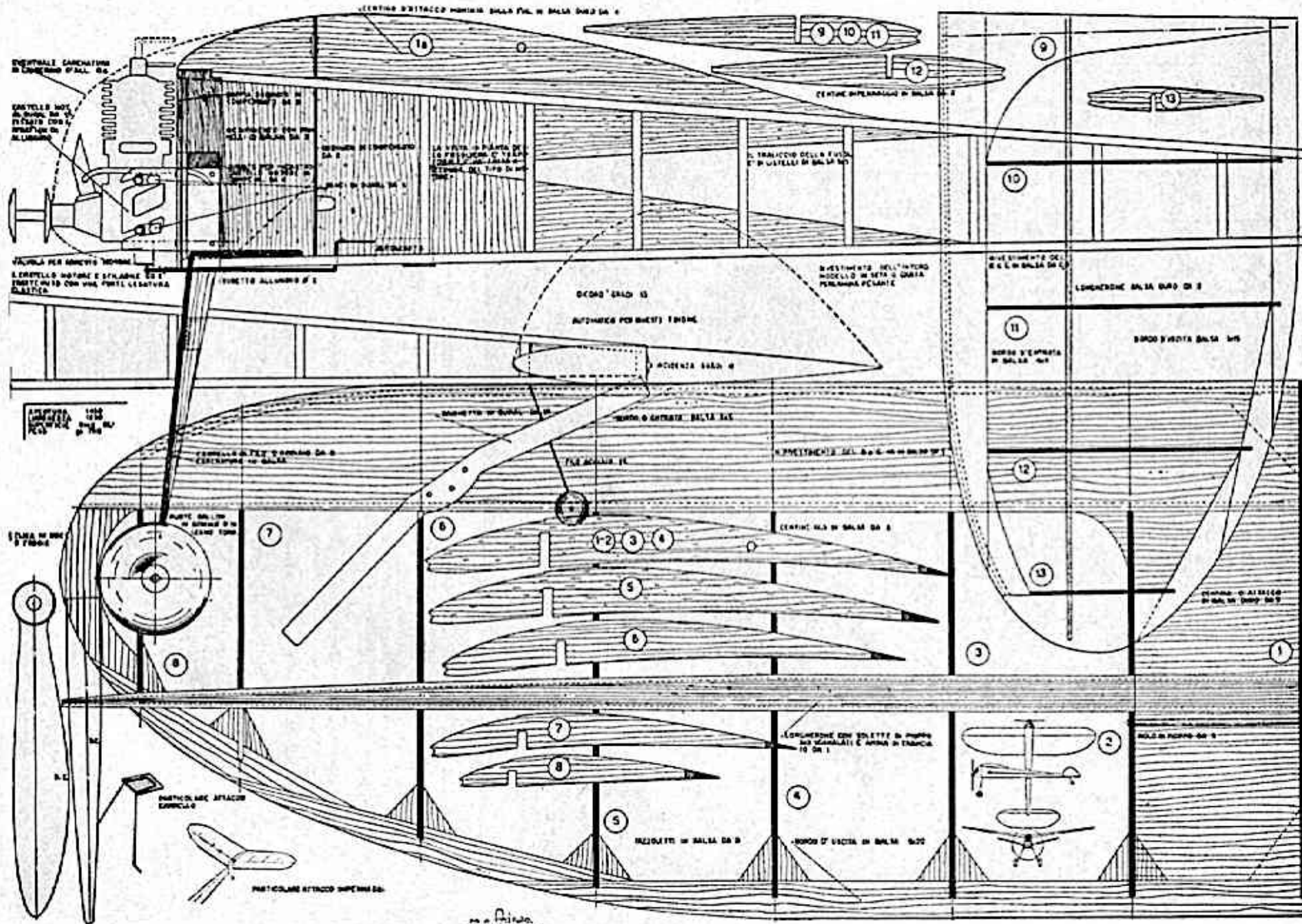
Chaonat 1923



Kondor 1942

*I wonder
if the rudder is big
enough?*





Ed: My attempt at translating the Italian notes -

The wings are 143 cm span. They are joined by one steel strip and rest on the fuselage.

G14 engine has a dural mount.

Twin wheel undercarriage.

Weights: 780g total 22g per sq dm.

Construction in balsa with local strengthening where needed.

Extracted from SAM 2001's "L'Aquilone" Sept-Oct 2019

" Myself, just on 90 years ago, outside the "Drill Hall" in Auckland city, our indoor flying site.

I have been a member of AMAC continuously since May 1936 ".

Angus



RC Top 10 Leader Boards 2020

The purpose of the Vintage SIG Leader Boards is to increase enjoyment of competition flying by showing fliers how well they are doing relative to others.

Scores are posted from the results of contests, NDC, and independently-timed flying.

The top 10 scores are updated throughout the year, just prior to each issue of AVANZ News. The Leader Boards run for each calendar year, after which they are cleared and started afresh. However, the record for each class is maintained over time, and shown in italics with the year in which it was set.

New scores posted in this update are shown in red. They are from the Gareth Newton Memorial at Levin, and the NNI event at Tuakau.

Please email me if you spot any errors or omissions.

Wayne Cartwright
rwcartwright4@gmail.com

Standings at 27 February

Precision Classes

Vintage Precision

*Record: A Knox (2017), J Shorer (2018),
 D Mossop (2019), and B Russell
 (2019) 600 + 200*

1. B Treloar 600 + 199
2. B Russell 600 + 198
- A Knox 600 + 198
4. **T Gribble 600 + 196**
5. D Gush 600 + 193
6. P Pearpoint 596
7. S Cox 586
8. T Beaumont 585
9. **I Crossland 579**
10. D Mossop 578

Classical Precision

Record: B Harris (2016) 598

1. G Fulton 596
2. D Mossop 577
3. B Russell 571
4. J Butcher 533

Duration Classes

Vintage IC Duration

*Record: S. Cox (2019)
 780 + 500 + 391*

1. A Knox 780
2. B Scott 741
3. B Treloar 721
4. T Beaumont 685
5. D Gush 639
6. S Cox 260

Vintage E Duration

Record: B Harris (2018) 960 + 600

1. D Mossop 960
2. **J Shorer 904**
3. G Fulton 897
4. B Russell 871
5. S Hubbard 819
6. A Knox 818
7. W Cartwright 717

Classical IC Duration

Record: D Thornley (2017) 900 + 600

No score yet posted.

Classical E Duration

*Record: W Cartwright (2018) and
 B Russell (2019) 900 + 600*

1. D Gush 766
2. P Townsend 760
3. B Russell 711
4. J Butcher 114

Texaco Classes

Vintage 1/2A Texaco

Record: A Knox (2018) 1500 + 1833

1. J Butcher 1498
2. B Scott 1490
3. A Knox 1461
4. W Cartwright 1182

Vintage A Texaco

Record: A Knox (2018) 1860 + 1870

1. B Scott 1860
2. B Treloar 1852
3. S Cox 1848
4. A Knox 1568
5. B Russell 1428
6. I Munro 1424

Vintage Open Texaco

Record: B Treloar (2018) 1840 + 1703

1. B Treloar 1840 + 782
2. B Scott 1840
3. S Cox 1830
4. T Glogau 1750
5. A Knox 1489
6. B Russell 1264
7. I Munro 1152
8. J Butcher 1045
9. T Beaumont 917

Vintage 1/2E Texaco

Record: P Townsend (2020) 3689

1. P Townsend 3689
2. W Cartwright 2138
3. B Russell 1663
4. K Fisher 1597
5. A Knox 1280
6. B Scott 1221`

Classical 1/2E Texaco

Record: T Gribble (2019) 1793

1. W Cartwright 1339
2. T Gribble 1234

Vintage E Texaco

Record: W Cartwright (2020) 2337

1. W Cartwright 2337
2. K Fisher 1965
3. B Russell 1507
4. G Fulton 1322
5. D Mossop 1076
6. D Crook 870
7. A Knox 579
8. D Baunton 146

Classical E Texaco

Record: P Townsend (2020) 2051

1. P Townsend 2051
2. W Cartwright 1876
3. D Gush 1870
4. K Fisher 1616
5. B Russell 1418
6. G Fulton 867

Vintage E Rubber Texaco

Record: B Russell (2019): 5685

1. K Fisher 4712
2. D Gush 4272
3. D Mossop 2779
4. W Cartwright 2643
5. B Russell 2383
6. A Knox 2052
7. T Webby 1225
8. P Townsend 546

Sport Cabin Texaco IC

No score yet posted.

Sport Cabin Texaco E

Record: K Trillo (2019) 4457

1. P Townsend 2996
2. K Fisher 2636
3. J Butcher 2101
4. D Gush 1482
5. G Fulton 958
6. B Russell 696

Vintage and Classical Scale Texaco

Record: A Knox (2019) 1680 + 620

No score yet posted.

Tomboy IC

Record: R Anderson (2015) 1432

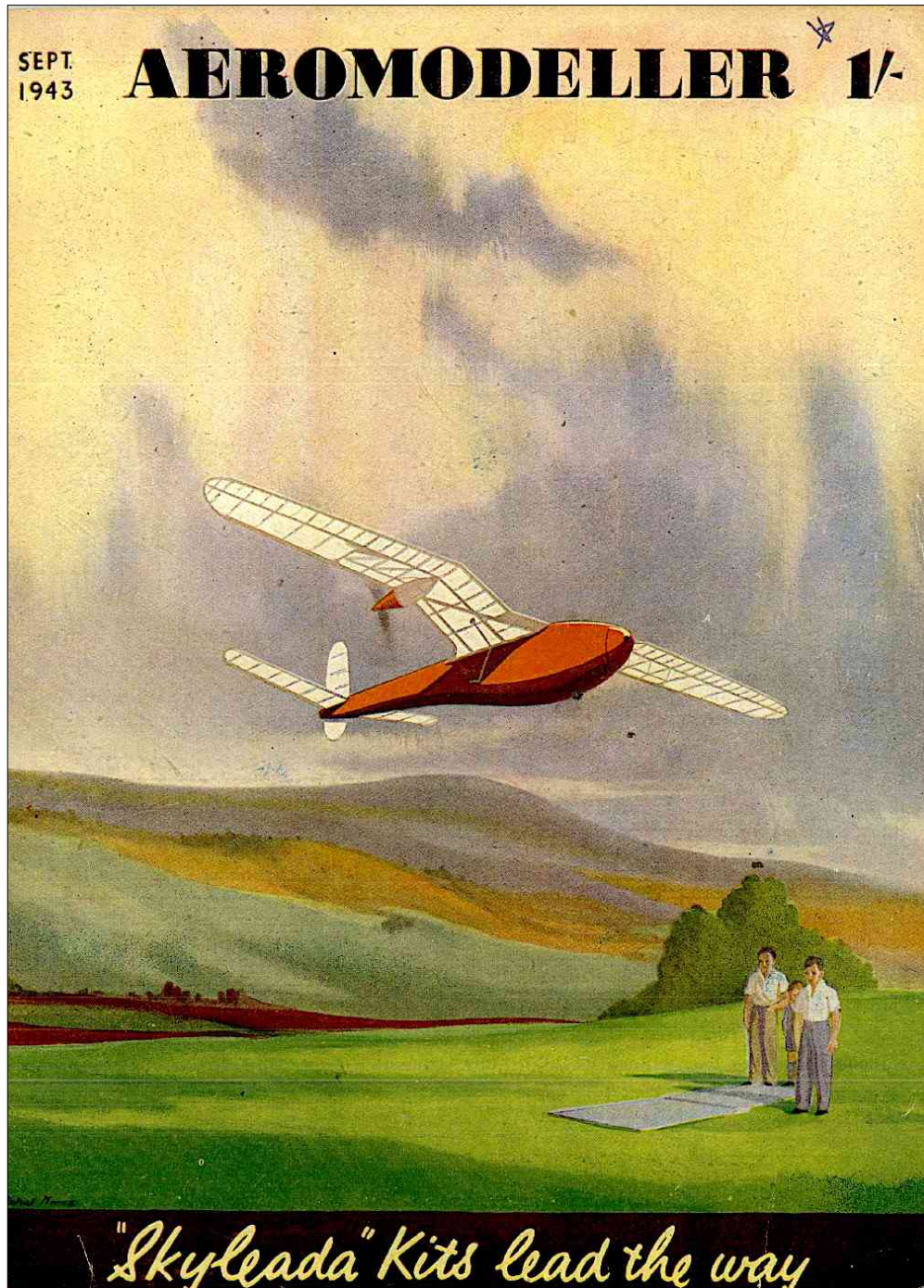
No score yet posted.

Tomboy E

Record: J Butcher (2019) 2725

No score yet posted.

COVER STORIES



CUMULUS 96" 1250 sq in (NZ)
 Ben Shereshaw 1937
 Klarich Kustom Kit Hand cut balsa
 Includes wire U/C parts, plans
 Folder of build articles and other details.
 \$140 plus post

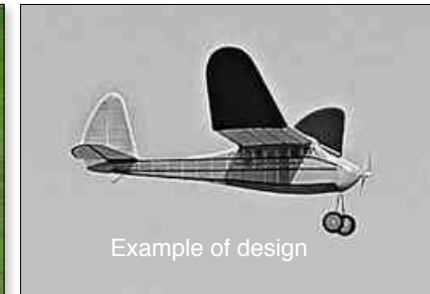


Example of design

AIRBORN 430 sq in
 Chester Lanzo 1938
 Bob Holman Kit Laser cut balsa
 Area by NZ rules 488 sq in
 Includes plan, plus extra plan for a 340 sq in version.
 \$60 plus post



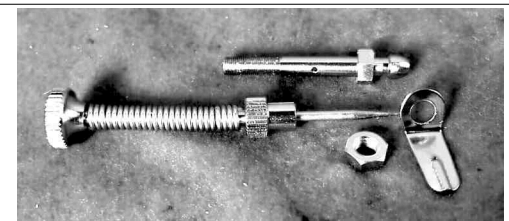
Example of design



Example of design

CONTACT for all items :
scott.scott@xtra.co.nz

WANTED
 Spraybar, needle
OS.15 S
 (non-RC version)



MISCELLANEOUS



May 1999 Tan II rubber 1/8" Free Flight 5/99 27.94g

Condition: **Used**

Ended: Jul 25, 2019, 1:50PM

Winning bid: **US \$34.87** [18 bids]
Approximately **NZD53.14**

NZ ICON #176 DOG



Footrot Flats is a comic strip by New Zealand cartoonist Murray Ball. It ran from 1976 to 1994 in newspapers. There was also a stage musical, an animated feature film called *Footrot Flats: the Dog's Tail Tale*, and even a theme park in Auckland, New Zealand. The strip reached its peak of popularity in the mid-1980s, with the books selling millions of copies in Australasia. The comic's protagonist is a border collie sheepdog, called "Dog", owned by Wal Footrot, who runs a sheep and cattle farm called Footrot Flats near the fictional rural town of Raupo in New Zealand. The comic depicts the trials and tribulations of Wal, the Dog and other characters, human and animal, that come into their lives.