

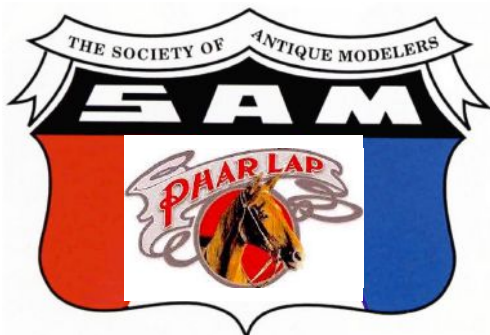
AVANZ



NEWS

Newsletter of the Vintage Special Interest Group of Model Flying New Zealand #184





COMMITTEE NOTICES



2022 RC VINTAGE NATIONALS PROGRAMME

REGISTRATION	DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
VINTAGE RC 9am - 5pm	Vintage IC Duration Classical IC Duration Vintage Precision Classical Precision	1/2A Texaco Vintage E Duration Classical 1/2E Texaco Classical E Texaco	Vintage A Texaco Classical E Duration Sport Cabin E Texaco Vintage E Texaco	Open Texaco Vintage 1/2E Texaco Vintage E Rubber Tex	Rain-date
		AGM			
	... Unlimited max events.				
	... 8, 10, and 15 minute max events.				
	... 3, 4, and 5 minute max events				
	PRIZEGIVING : Timing and format yet to be decided				

See page 30 for overseas reaction to our Nationals programme

On the Cover: *Ballerina - unmistakably Smeed*
Logo: *Phar Lap (see Miscellaneous page)*

Contributors to this Issue

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Paul Lagan Dale Montgomery
Stew Cox Paul Lagan
Allan Knox Wayne Cartwright

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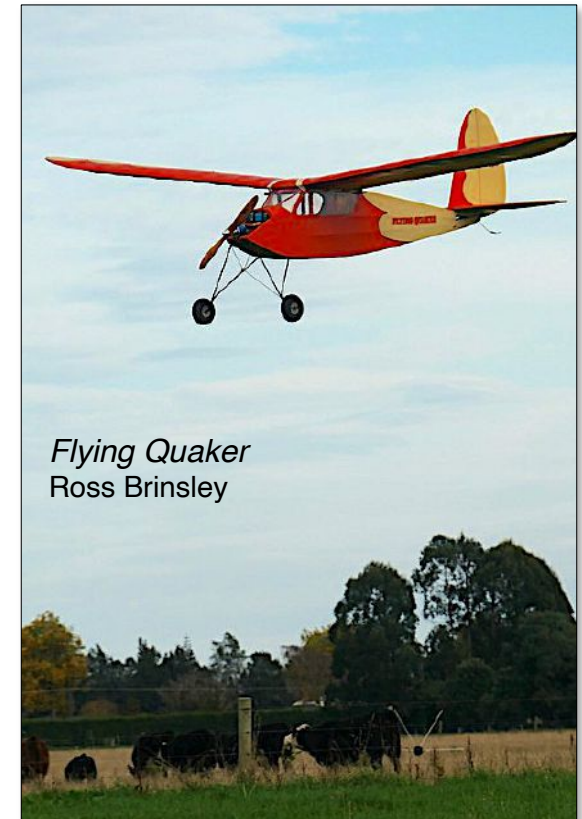
The Bob Burling Memorial Vintage Event is a long standing Levin Club event which is enjoying a resurgence in interest. Held at Levin on 8th May, the event was very well attended with 15 fliers recording times and six clubs represented. There were also a couple of sport fliers. Several supporters came along to help their mates and a number of spectators came specifically to watch the vintage events, some of whom went away enthused to complete vintage models to participate in the Levin events in the future. And missing from the great turnout were a few regular attendees! Numbers were bolstered by a strong contingent who made the day trip down from the Hawkes Bay. It was also great to see three attendees flying at the Levin events for the first time – Flemming Ravn and Bruce McKay from Palmerston North Aeroneers, and Ross Brinsley from Hawkes Bay.

These Vintage events are all about low key fun and everyone seemed to enjoy their day.

... continued p.4



Corsair
Trevor Glogau



Flying Quaker
Ross Brinsley

After a lazy high had hung over the area for a week preceding the event, it was clear from the forecasts that the calm weather would just hang on long enough for Saturday and then deteriorate. All flying was completed on the Saturday. That day the Levin Club Holfuy weather station showed a peak temperature of 21.5 degrees and a peak mean windspeed of 7 km/hr. It was flat calm at the end of the day when we locked up. Great weather for May! By contrast Sunday had a peak mean windspeed of 19 km frequently gusting up around 38 km/hr with light rain on and off all day. Just down the road at Kapiti it bucketed down all day Sunday with some minor surface flooding. Everyone had a good day on Saturday and the decision to cancel Sunday proved to be the correct one.

There was a wide variety of vintage and classical models on display with over 30 models counted!

Nine classes were flown, in part due to the excellent teamwork of the Hawkes Bay club fliers and their supporters getting through a large number of flights in a very relaxed manner befitting Vintage flying.

Predominantly flying electric models also enabled rapid turnaround between flights by the Hawkes Bay boys and others.

... continued p.5

Vintage Precision

1.	Barrie Russell	Hawkes Bay	Stardust Special	1940	600 + 195
2.	Bryan Treloar	Ashhurst	Red Zephr	1936	600 + 191
3.	Wayne Elley	Kapiti	Miss America	1936	591
4.	Flemming Ravn	PN Aeroneers	Kloud King	1938	589
5.	Bruce McKay	PN Aeroneers	Red Zephr	1936	588
6.	Stan Nicholas	Hawkes Bay	Stardust Special	1940	585
7.	Barry Hall	Wellington	Buzzard Bombshell	1940	579
8.	Stew Cox	Levin	Brooklyn Dodger	1941	574
9.	Ross Brinsley	Hawkes Bay	Flying Quaker	1936	571
10.	Terry Beaumont	Kapiti	Mercury	1938	541
11.	Trevor Glogau	Wellington	Corsaire	1945	505
12.	Stuart Hubbard	Ashhurst	Quaker Flash	1937	439
13.	John Miller	Kapiti	Buzzard Bombshell	1940	373
14.	John Ellison	Kapiti	Mercury	1938	338

Classical Precision

1.	Stan Nicholas	Hawkes Bay	Night Train	1968	599
2.	Barrie Russell	Hawkes Bay	Night Train	1968	572
3.	Brett Robinson	Hawkes Bay	Night Train	1968	542

Vintage IC Duration

1.	Wayne Elley	Kapiti	Miss America	1936	596
2.	Terry Beaumont	Kapiti	Playboy Senior	1940	260

Vintage E Duration

1.	Barrie Russell	Hawkes Bay	Stardust Special	1940	960 + 461
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Classical E Duration

1.	Brett Robinson	Hawkes Bay	Night Train	1968	817
2.	Stan Nicholas	Hawkes Bay	Night Train	1968	755

Vintage 1/2A Texaco

1.	Stew Cox	Levin	Playboy Senior	1940	1490
2.	Bryan Treloar	Ashhurst	Rambler	1939	1466

Vintage ½E Texaco

1.	Brett Robinson	Hawkes Bay	Stardust Special	1940	1576
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Vintage Open Texaco

1.	Bryan Treloar	Ashhurst	Lanzo Airborne	1938	1586
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Vintage E Rubber

1.	Barrie Russell	Hawkes Bay	Voodoo	1949	2588
2.	Stan Nicholas	Hawkes Bay	Gollywock	1939	2468

Vintage Precision was the most popular with 14 participants. Barrie Russell and Bryan Treloar made the fly-off with a *Stardust Special* and a *Red Zephr* respectively, Barrie winning only 5 seconds off a perfect fly-off flight. Wayne Elley, Flemming Ravn and Bruce McKay all flew very well missing just one spot and took third, fourth and fifth in that order with very close scores. Flemming was particularly unlucky with his beautifully built *Kloud King* running through the spot on his last flight. While the fuselage was within 15 metres of the spot, unfortunately the nose to which the spot distance is measured was outside.

In Duration, Barrie Russell stood out with his Vintage E-Duration score. Barrie flew his *Stardust Special* very well to max out and then made a fly-off flight of over 7 minutes plus spot.

Stan Nicholas showed the way in Classical Precision with an excellent score only one second off perfect. This was a Hawkes Bay *Night Train* benefit – great to see these beautiful elliptical tipped models of George French’s 1968 World Champs FAI Power design floating around the Levin sky.

Vintage ½ A Texaco is an endurance class flown with Cox Babe Bee powered models to an 8 minute max with spot landing. Stew Cox and Bryan Treloar both had their standard Cox Babe Bees on song – Stew’s shortest motor run was 7.30ish and best 7 minutes 45 seconds. Key to this class is using a large slow-fly prop with just enough revs to enable the model to slowly climb while extending the motor run to times two to three times that which we got out of Cox Babe Bees in our youth.

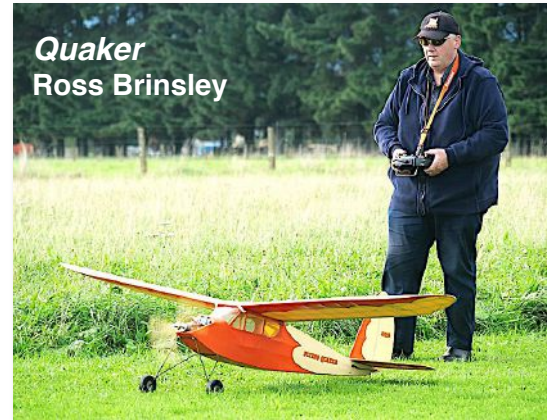
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Stardust Special
Barrie Russell



Night Train
Stan Nicholas



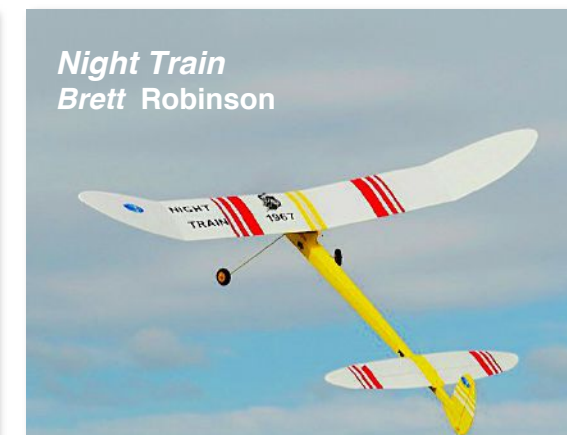
Quaker
Ross Brinsley



Kloud King
Flemming Ravn



Falcon
Trevor Glogau



Night Train
Brett Robinson

Brett Robinson put up an excellent time with his *Stardust* in Vintage 1/2E Texaco including a 14½ minute flight. This event has no max and is all about making the most efficient use of the limited battery capacity.

Vintage E Rubber was fascinating viewing. Barrie Russell flew his *Voodoo* making two very respectable flights of 26 minutes and 16½ minutes to win narrowly over Stan Nicholas with his lightweight *Gollywock*. Stan had a stunning second flight two seconds shy of 33 minutes and his spot landing was dead centre, a great way to finish the day before the HB contingent headed back home. Barrie Russell had an impressive day winning three of the four classes he flew, two of them with excellent fly-off scores.

While there were some excellent scores, the day will be remembered for the great variety of vintage models flown in perfect conditions in a leisurely low key fun day.

Thanks to Ross Gray and Brett Robinson for the photos. Thanks also to Linda and Ivan of the Levin Club for organising the BBQ.

The final Vintage event for 2021 at Levin is the John Selby Memorial on 25 September.

Stew Cox



Photographs of the combined Gareth Newton and Vintage Championship event at Levin were included in the last AVANZ News. Unfortunately, the report on the event by Stew Cox was overlooked. With apologies to Stew, and thanks for his written and photographic coverage of all the Levin events, his report is belatedly printed here.

The weather leading up to the original date for the event was brilliant with about ten consecutive days of very flyable weather. However, as the planned date neared, it was apparent that the dire forecast was coming to fruition and the event was postponed to 27/28 March. This decision proved to be wise with wind, rain and very low cloud each contributing to an unflyable weekend. The postponement date was by contrast much better and the event was held in very pleasant autumnal conditions with light winds all weekend.

Attendance was down with a number of regulars not able to make the revised date due to prior commitments but those that attended had fun and enjoyed themselves in idyllic conditions for vintage flying. Twelve fliers attended from nearby Ashurst, Feilding, Levin, Kapiti and Wellington. It was good to see Noel Fisher from Kapiti bring along a new Buzzard Bombshell for his first vintage event. While the model needs a few minor tweaks before recording times, Noel enjoyed some good sport flying. Both competition and sport flying of vintage models is welcome at these Levin events. It was also pleasing to see Owen Stuart who has sport flown at previous Levin vintage events this time flew in both Precision and Duration and enjoyed the experience.

Precision was the most popular with Bryan Treloar the only one to make the spot for all three rounds. He managed the spot again on his flyoff flight which was only two seconds off a perfect score. Second to fifth were very close with each missing only one spot, that being on the last of the three flights for all but Terry Beaumont. Previous winner Barry Hall was one of this group missing the spot by only about half a metre.....

It was pleasing to see more attempting other classes in addition to Precision. IC Duration saw Terry Beaumont put up some excellent flights with his very floaty Lanzo Bomber. John Miller also flew his lovely Mamselle in Classical E Duration. The spot seemed particularly elusive for the duration events with only seven of a possible 18 spots made. As with Precision, landing on the spot is a key challenge in all vintage classes.

In 1/2A Texaco, the challenge of getting a long run out of a standard Cox Babe Bee 049 saw Bryan Treloar and Stew Cox get good runs from two of their three flights but early cuts on the other flight made the difference in the scores. Most of us will recall in our youth getting runs of 2 ½ - 2 ¾ minutes with Cox Babe Bee full tank. Flying to an 8 minute max for this endurance event, Stew managed an astounding 8 minute 20 second engine run on his first flight and 7 minutes and 28 seconds on the last thanks to the advice gleaned from excellent articles in AVANZ News.

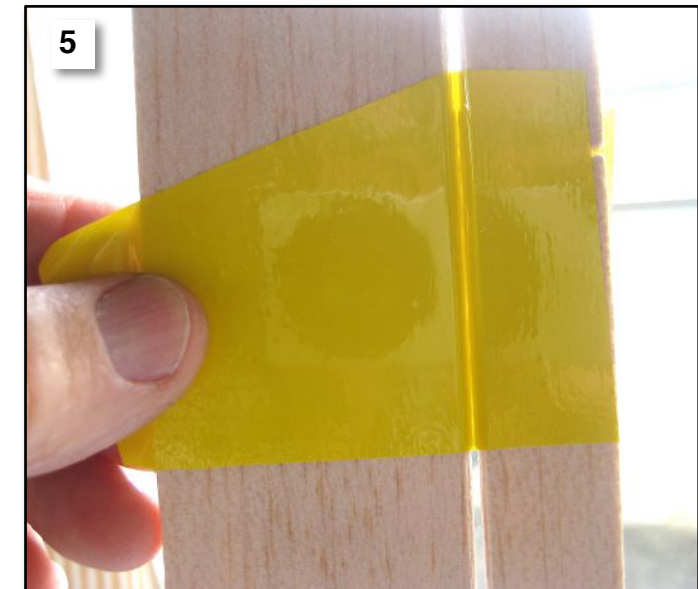
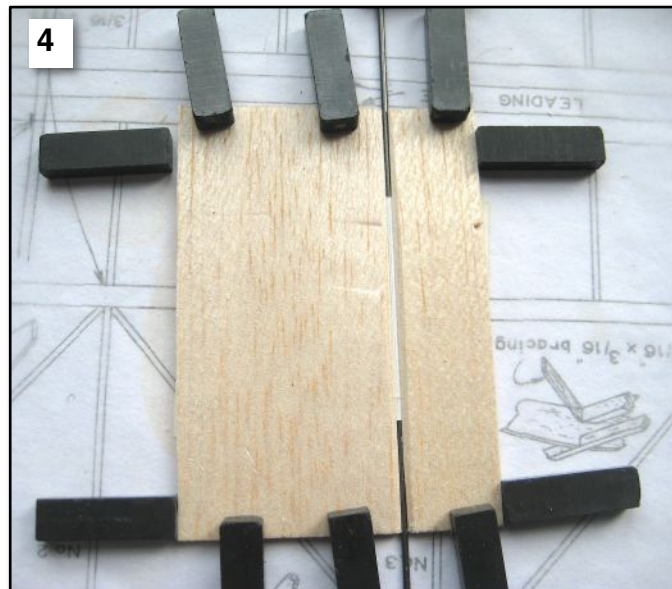
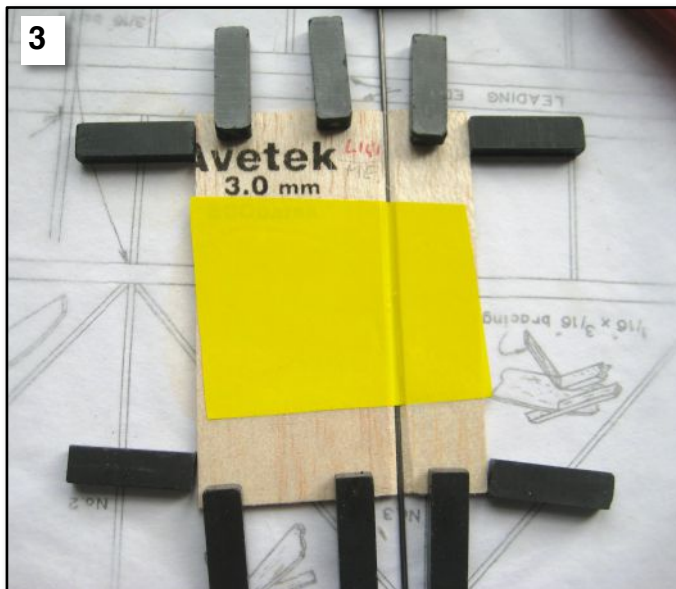
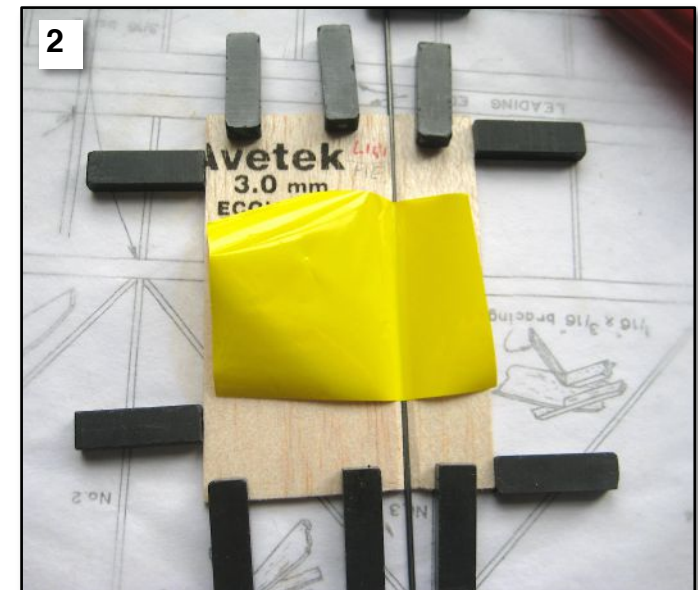
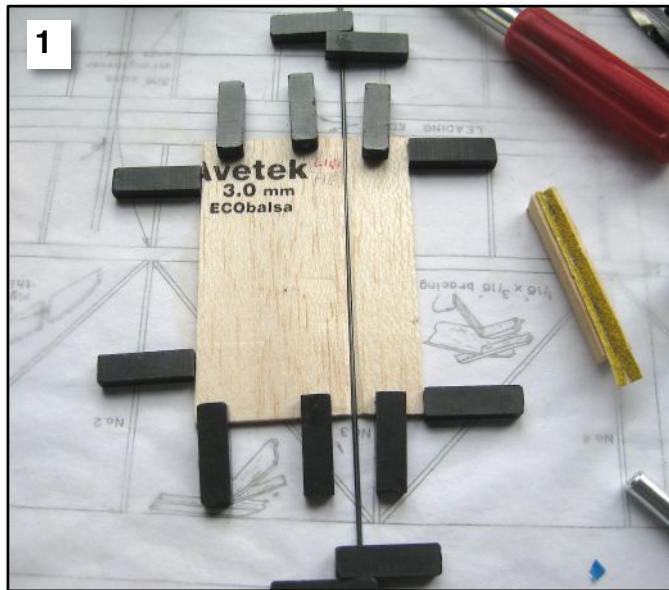
A Texaco is another endurance event in which the diesels dominated able to run a long time on the limited capacity tank made from a standard Humbrol paint tin. Bryan Treloar's Oliver Tiger powered Lanzo Airborne ate the target flight time of 10 minutes and he made all his spots. Bryan then went on to put up a fly-off flight but an early cut kept the flight down to around 11 minutes. Trevor Glogau had a new model he built in lockdown, a 1945 Corsaire covered in Solartex and powered by an Enya diesel. The Corsaire is an interesting design with a box fuselage and shoulder wing and flew extremely well.

Free Flight was represented at this event with Des Richards, Graham Lovejoy and Stew Cox indulging in a fun Vintage Catapult Glider competition. For those that think such simple models are child's play, think again. These small models with fixed surfaces launch at extremely high speeds and need very fine adjustment to climb, transition and then circle optimally in glide let alone be launched into a thermal picked from the ground. Des flew well to post a very creditable six flight score and all involved agreed that we will fly this class again at the Levin vintage events.

Linda and Ivan from the Levin club put on a nice BBQ on the Saturday which was appreciated by the fliers.

Stew Cox

This is how I make 'covering' hinges. First get a wire that is half the thickness of the fin/rudder and secure this on the work top. With the fin and rudder bevelled on their mating surfaces, lay them each side of the wire leaving a small gap for the iron to fit. Make sure the parts are securely held down. With your iron set just hot enough to fix the covering to balsa without too much shrinkage, run the tip of the iron down the gap above the wire until you just feel it touch the wire all the way down. Then work the iron along the edges of the fin/rudder to secure to balsa. Then you can work out from there and iron that side down. Flip it over and put the covered side over the wire and repeat. You can turn the iron up a bit so that when the covering on each side touches along the hinge line it adheres one to the other. This gives a nice flexible hinge that will give very little problems for a slow flying Vintage type model. *Dayle*



"Being mid-winter (this is being written on one of the shortest days) we are at present in the middle of the 'building season' - nice long evenings to get stuck into that latest creation. I often wonder just what makes a person select a particular type of model to build for there are, as we all well know, many types. I also wonder what the effect would be on NZ modelling if these various types were reduced drastically.

First, no doubt, there would be a terrific hue and cry from those whose models were rendered obsolete, but after a while there would surely be an improvement both in standards and in the numbers competing in contest classes and, probably most important of all, one would receive more enjoyment from the hobby. Still, this is nothing but a pipe dream as I doubt if there will ever be a reduction in the number of classes we fly - they'll keep growing, one at the expense of the other, until we get two or three entries in each of 50 or so events at a Nationals.

It is really up to the modeller himself to be honest with himself and, getting back to the original question, to build models that the majority build, not one that might beat four or five others, rather one that will compete with (and if good enough, beat) fifty or sixty others. This is happening, of course. The number of A/2's built in NZ over the past couple of years must be phenomenal and, naturally, the standard has improved along with the number of models.

So, if you are toying with 'what to build' - build something that you can really compete with. Build an Open Rubber ship, not a Coupe; build something you can and will fly several times a year, not just a Nats-only model."

COMMENT: It is over half a century since Paul wrote in South Island News about an issue that has more recently been discussed by the Vintage Committee, an issue that Vintage flyers may have to steel themselves to in the near future. The extract at the left is Paul's editorial from a 1969 issue of SIN.

It was written shortly before the 23rd Nationals at Feilding, a time when FF was booming and RC was just starting to get a toe-hold in Nationals competitions, a time when you could attend the Nationals and have a jolly good lash at events from all the different codes rather than specialising in one or two codes as most do today; a time when the Nationals was regarded as the ultimate challenge of building and flying, for while there was a social element, it was not the major driving force of the Nationals as it seems to be today.

Paul's concerns and recommendations referred to free flight models of the day, but would be equally applicable to wireless models today.

"The more things change, the more they stay the same"

A description of the 23rd Nationals appears on the following pages, taken from John Malkin's book "The National Championships"

The 23rd NZ National Championships at Feilding 1969-70

SPECIAL EVENTS FOR 1969-70

Prizes (1st, 2nd & 3rd) will be awarded for three Junior events, namely A/1 and H.L. Glider in Free Flight and C/L Stunt.

A Ladies Event will be flown as an extra unofficial contest in the classes Open Glider, Open Rubber and Open Power and will be flown as a separate event.

22nd NATIONALS, FEILDING, 1969-70.

Venue: Feilding Racecourse, Taonui Airfield.

Contestants

F/F	Glider; Hand Launch, Nordic A/1, Nordic A/2. Rubber; Class A, Wakefield. Power; Class A, Aggregate, Payload, FAI. Ladies Event.
	Scale; Indoor; Hand Launch Glider, Class B, Class D.
C/L	Speed 1,2,3,4-5. 1/2A Team Race, FAI Team Race, Class B Team Race, Aerobatics, Combat. Scale.
R/C	Class A, Class B, Class C. Scale.

Notes: F/F 11, Indoor 3, C/L 10, R/C 4.
Classes Introduced, F/F Ladies Event, C/L FAI Team Race.

PROMOTING THE 22nd NATS

From the advance notices "It is proposed to officially organise a DO for New Year's eve, some sort of social event in which EVERYONE can take part, perhaps a few films in the early part of the evening to be followed by a bit of entertainment and a sing song with liquid refreshments and supper."

Once again, the Palmerston North Aeroneers hosted the Nationals at the Feilding Jockey Club's Racecourse with the weather being much better than the last Nationals at this site.

Nordic A/2 had a slight breeze for most of the contest, and maxes appeared to be difficult to make until the morning had warmed up. At the close of the contest, Alf Leong had kept his score in front, for his win. Near perfect weather helped winner Brian Roots to win FAI Power, creating a new NZ record in the process. Another beautiful morning greeted the Wakefield fliers, and more new technology was apparent with the advent of the "Thermal Detector" – an electronic unit designed to check temperatures and thus make lift detection easier. The event was won by Paul Lagan who used the unit, but missed the thermal in one round. It was decided this year to have an 'unofficial' Ladies event; Rosalie Douglas headed off three other fliers in this contest. The field of 33 Aggregate fliers provided keen competition, Bruce Turner led by a mere 1 second.

Indoor events were flown at the Feilding Community Centre and in HL Glider, Murray Stringer was victorious. Winners of Classes B & D, respectively, were Paul Lagan and Trevor Martin. The Control Line Team Race A event was won, by the slim margin of 1s, by Murray Stringer, whereas Bill Forbes easily beat his rivals in the FAI race. Class 1 Speed was won again by Paul Lagan using his Monoline control with great skill to create a new NZ record for this event. Paul also won the Class 2 Speed event in another NZ record time. Speed Classes 3,4 & 5 were won by Phil Staples and in Combat, Murray Stringer emerged the winner.

Grenville Thompson again took Class A Radio Control, while Angus MacDonald finished 40 points ahead in Class B to win this competition. Radio Control Class C maintained its popularity, this year having 11 entrants, Alf Leong flying two good rounds for his win.

Free Flight Scale had some well-constructed and highly finished models, none more so than winner Fred Percy's Piper Cub J3, which was complete with the control cables to all the surfaces



Dave Richardson, Wanganui starts Noel Hewitson's Free Flight Scale model due to Noel breaking his finger.

Russ Johnson Photo

worked from the Control Column, spring loaded to ensure self-centring. Don Hague had built an Ansaldo SVA5 which gained high flying and static points to be only 9 points below the possible score, thus winning the Control Line event. The Radio Scale contest attracted some fine models but lacked serious flying, the top place being taken by Mike Kendrick.

Champion of Champions - Paul Lagan.

Junior Champion - Bruce Turner.

Champion Club - Christchurch MAC.

ENTRIES IN RADIO

Entries in Radio events of the 1970 Nats were no greater than in previous years even though the trend is more towards radio than the other classes these days. This is not really surprising as radio enthusiasts are not generally known for their "Competition spirit; usually being more 'Sport' fliers.



2021 VINTAGE RC CHAMPIONSHIP POINTS to 30th May (excludes Nationals)

Vintage Precision

B Treloar	798
B Russell	795
D Crook	790
D Mossop	600
T Gribble	599
J Ryan	599
W Elley	591
B Hall	590
F Ravn	589
T Beaumont	588
B McKay	588
S Nicholas	587
B Scott	586
J Miller	583
B Robinson	583
A Knox	583
O Stuart	576
D Little	575
S Cox	574
R Brinsley	571
D Thornley	568
H Stiver	565
T Glogau	505
J Ellison	459
S Hubbard	439
J Ellison	338

Classical Precision

S Nicholas	599
A Knox	592
M Shears	590
B Robinson	589
B Russell	575
Main	553
D.Thornley	553
G Fulton	548
B.Scott	391

Vintage IC Duration

A Knox	773
T Beaumont	764
D Thornley	757
S Cox	703
J Miller	655
W Elley	596
J Ryan	589
D Little	495
O Stuart	386

Vintage E Duration

B Russell	1421
D Mossop	914
A Knox	910
S Nicholas	869
W Cartwright	639
B Scott	535
P Townsend	310

Vintage 1/2A Texaco

A Knox	2122
S Cox	1490
L Rodway	1489
B Treloar	1466
P Townsend	1239
S Morse	1233
J Ryan	1110
S Grant	1025
W Cartwright	953
B Scott	746
D Little	528
J Beresford	308

Classical E Duration

B Russell	1199
B Robinson	891
A Knox	853
W Cartwright	825

S Nicholas	755
M Shears	741
D Mossop	713
J Miller	712
D Crook	694
B Scott	590

Classical IC Duration

B Scott	539
D Thornley	514

Vintage Open Texaco

B Scott	1830
A Knox	1756
B Treloar	1586
S McCurrie	187

Vintage A Texaco

B Treloar	2529
A Knox	1852
S McCurrie	1643
S Grant	1395
T Glogau	1218
B.Scott	1138
S Cox	1028

Vintage 1/2E Texaco

W Cartwright	2839
J Butcher	2388
T Gribble	1624
B Robinson	1576
B Russell	1378
L Rodway	1372
B Scott	1202
A Knox	884

Vintage E Texaco

D Crook	2793
W Cartwright	2317

A Knox	1600
J Butcher	1450
T Gribble	1427

Classical 1/2E Texaco

T Gribble	1482
D Crook	1437
B Scoitt	804
W Cartwright	637

Vintage E Rubber Texaco

J Butcher	4570
D Mossop	3835
D Crook	2688
B Russell	2687
J Danks	2533
S Nicholas	2468
T Gribble	2026
A Knox	1566

Classical E Texaco

P Townsend	1857
T Gribble	1219
D Mossop	697

Sport Cabin Texaco IC

S McCurrie	1646
A Knox	971
J Beresford	543
L Rodway	389
B Scott	324

Sport Cabin Texaco E

J Butcher	2382
B Scott	747
L Rodway	603

Scale Texaco

A Knox	1660
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Vintage Precision

B Scott	266
L Rodway	227
J Beresford	201
S Morse	149

Vintage Glider Duration

L Rodway	236
J Beresford	77
B Scott	33

Nostalgia Power Duration

B Gibson	469
B Scott	462
K Barnes	431
Rex Bain	85

Vintage Power Duration

B Scott	466
R Bain	423
L Rodway	298

Nostalgia Rubber Duration

B.Scott	368
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Vintage CAT

Vintage HLG

Classic Rubber Duration

Vintage Rubber Duration

Bernard Scott	305
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Nostalgia Glider Duration

B Scott	273
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Classic Glider Duration

Nos / Vin Small Power

Classic Power Duration

Not doing so well on the FF front with several events failing to record three entries at 30th May.

Events in Green have earned points in the Championship.

Events in Blue still have the potential to earn Championship points - see below.

Events in Red are "dead", as they have had less than three entries and there are no further chances to record scores in these events before the end of this year's Championship.

Last chances to record or improve FF scores :

JUNE *Vintage HLG
Vintage CAT,
Nostalgia Power,
Classic Rubber*

UN PLAN
DE LA REVUE
LE MODÈLE RÉDUIT D'AVION
74 rue Bonaparte - PARIS - 6^{ème}

- ECHELLE - 1/1

LE CALAO

- PLANCHE 1

Motomodelle de M^r Georges BOUGUERET du M.A.C.P.

pour moteur à auto-allumage de 1,25 c.c. à 2 cc

- CARACTÉRISTIQUES -

Envergure: 170 mm longueur: 98 Surface: 31 dm²
Poids Total: 450 g Poids au dm²: 14 gr 5
Allongement: 9

Moteur Allouchery ECLAIR 1,25 cc.

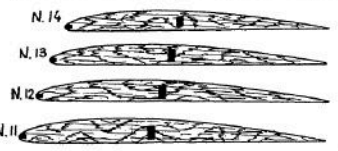
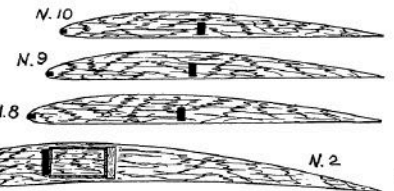
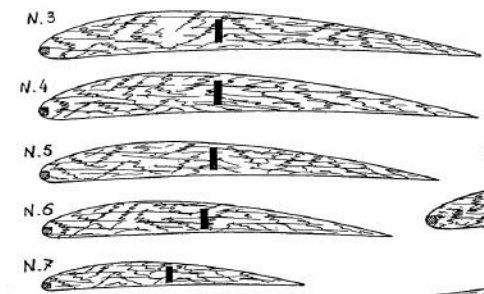
- NOMENCLATURE -			
N.	Désignation	Quant.	Ion
4	baguettes balsa	6x6	1m
"	"	5x5	1m
"	"	10x3	1m
"	"	20x3	1m
"	"	6x3	1m
"	"	3x2	1m
"	"	10x2	1m
"	"	12/10	1m
"	"	20/10	1m
"	"	30/10	0,5
"	"	60/10	0,5
Bios			
"	Contre plaqué	30/10	1m
"	"	12/10	1m
"	Corde epiano	10/10 ou 8/10	1m
"	"	20/10	1m
"	"	15/10	1m
"	"	10/10 - 6/10	1m
Colle			
Enduit			
Papier, japon			
Ponge de soie			
		5 feuilles	

- PERFORMANCES -

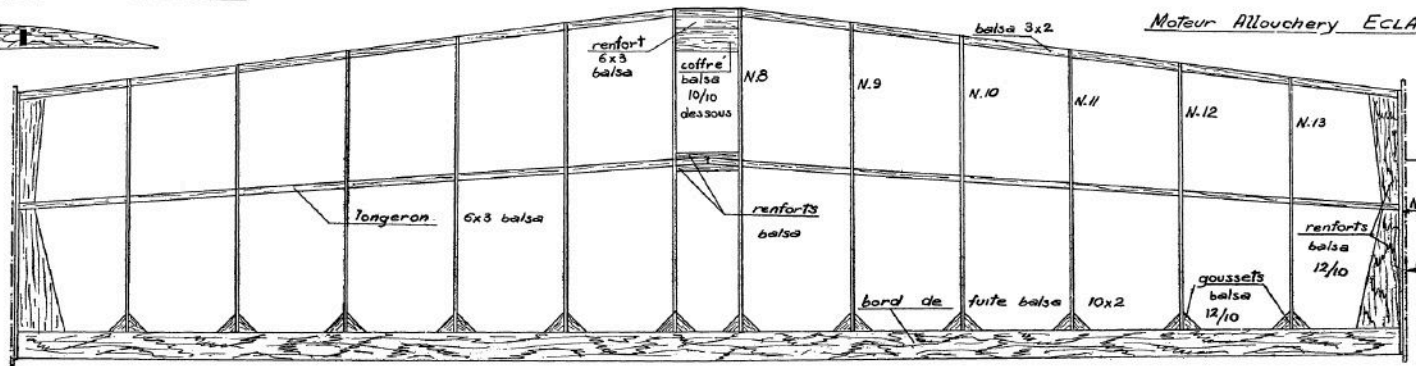
Altitude: 1.100 m - Durée: 12'2"
Distance: environ 10 Km
GRAND PRIX DES MOTOMODELE 1945

SECONDE PLACE -

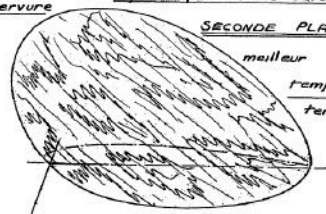
meilleur rapport
temps plane /
temps moteur
= 4,33



Note: Toutes les nervures du plan fixe en balsa 10/10



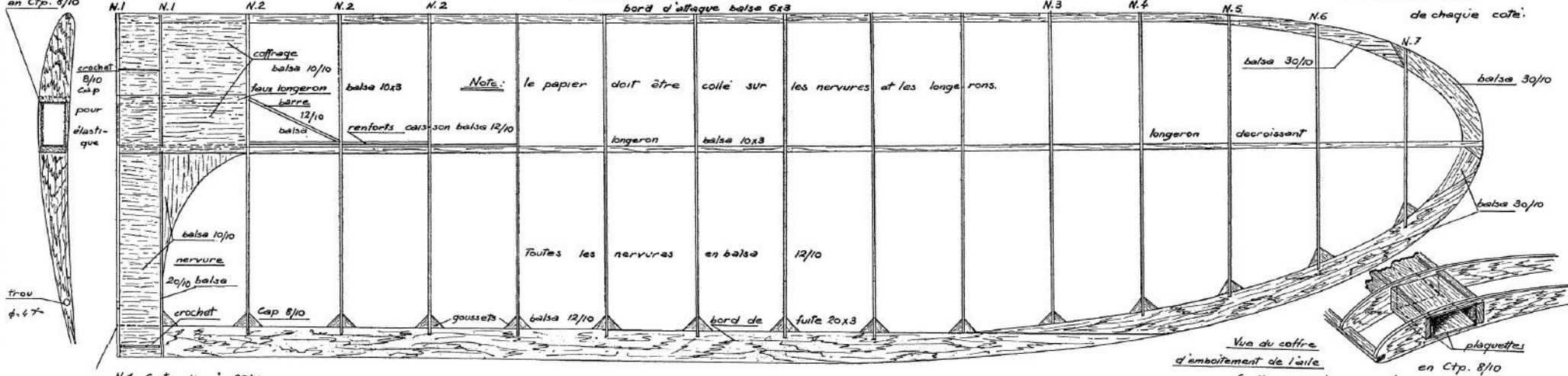
les dérives sont directement collées sur la nervure



coffre d'emboîtement de l'aile en Ctp. 8/10

empennage fixe par brides caoutchouc

Entoilage japon rouge enduit 3 couches



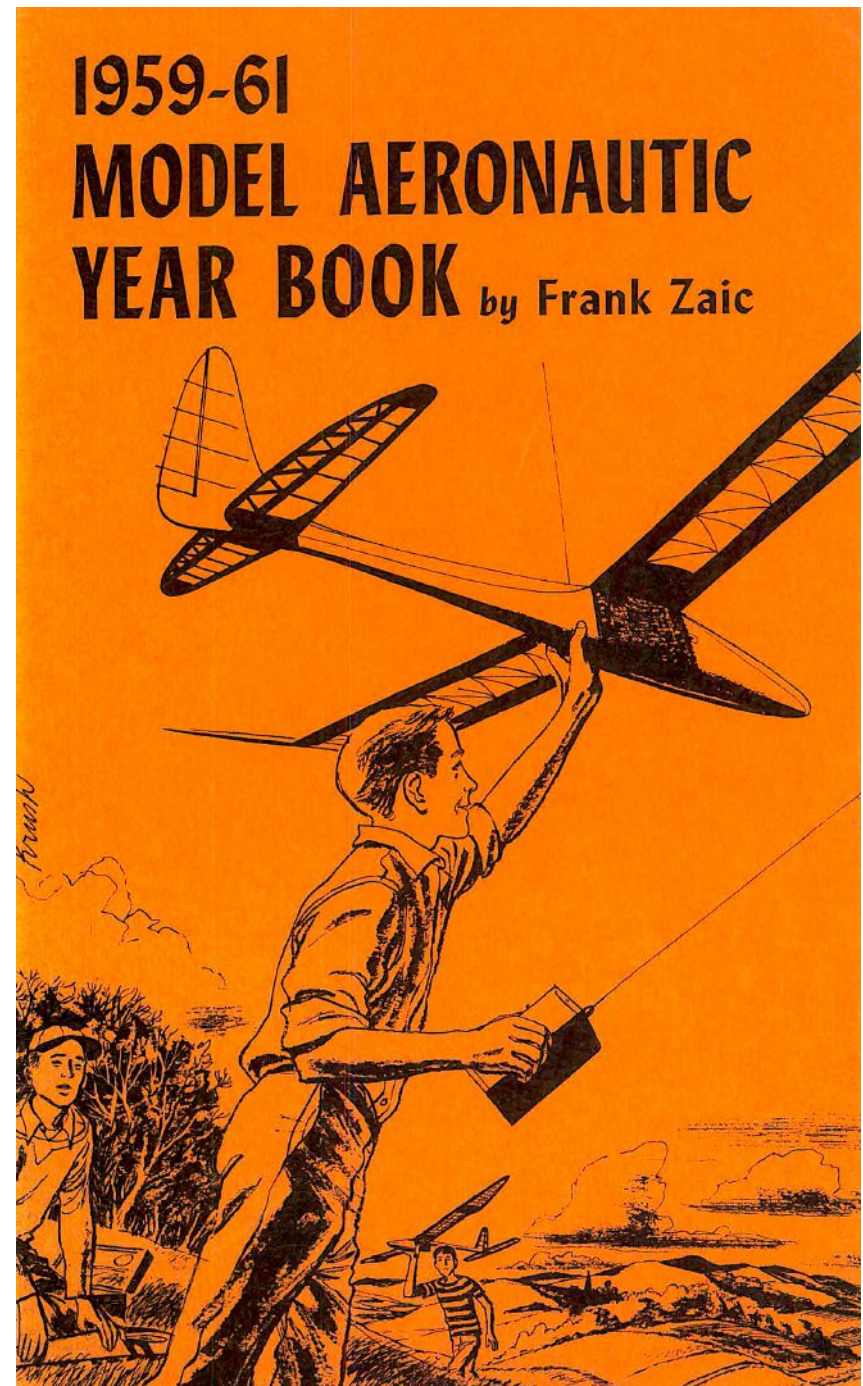
Cet appareil peut être réalisé en Bois dur sans changer les sections

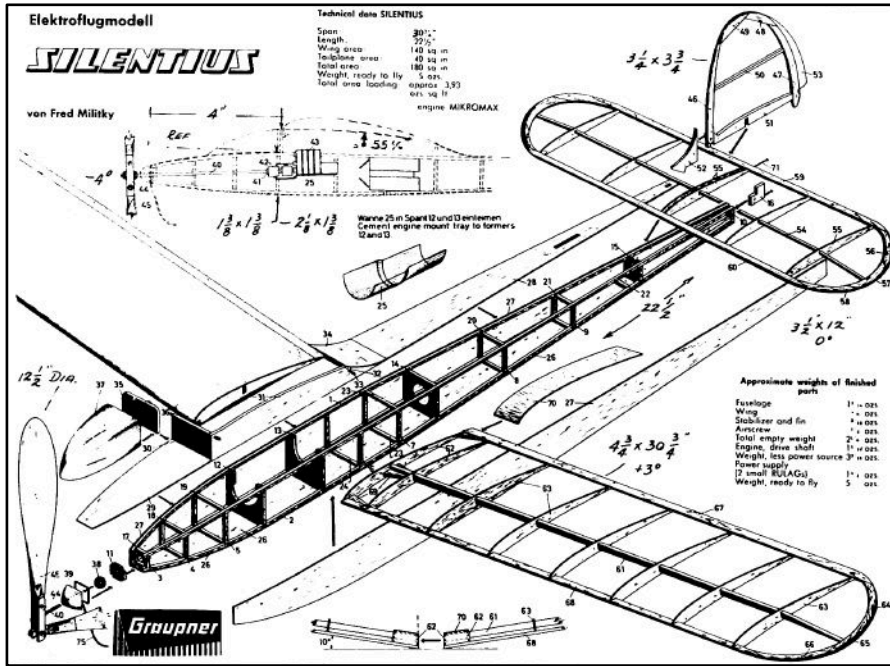
By now many of us have realized that Model Aeronautics is an enjoyable and satisfying lifetime hobby. - - Therefore, let us treat it as we would a lifetime companion.

What an all-encompassing volume this one is! Skimming through its 285 pages attempting to summarize the "juicy bits" I was spoiled for choice - it was not so much a case of deciding what to mention but what to, reluctantly, not mention.

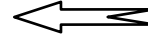
Fred Militky opens the volume with a description of his first electric model. Power plants were difficult to find and at one stage he used a servo motor from a scrapped Focke Wulf 109. Areas of investigation, as usual supported by practical trials, include low aspect ratio, very high trust lines (with articles by VHTL experts Hill and Hoover), tail volume and CG location, turbulators, and construction techniques. Classes of models covered include glider, rubber, power, PaaLoad, Jetex, helicopters, floatplanes, scale, indoor. RC coverage is growing with pylon and aerobatic designs featured.

Of particular local interest is the inclusion of the "Famous Five" designs which includes John Sheppard's *Gloworm*.

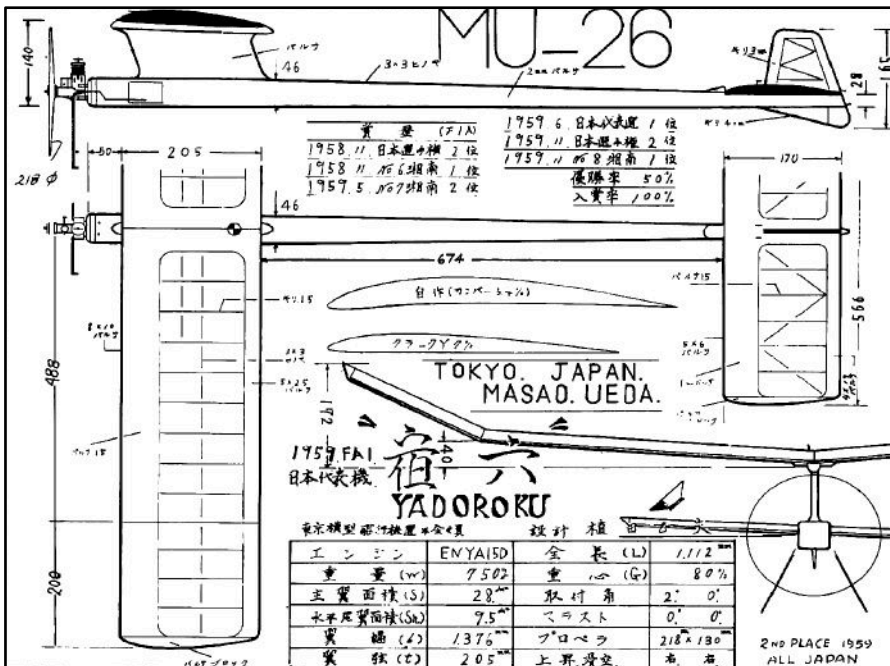
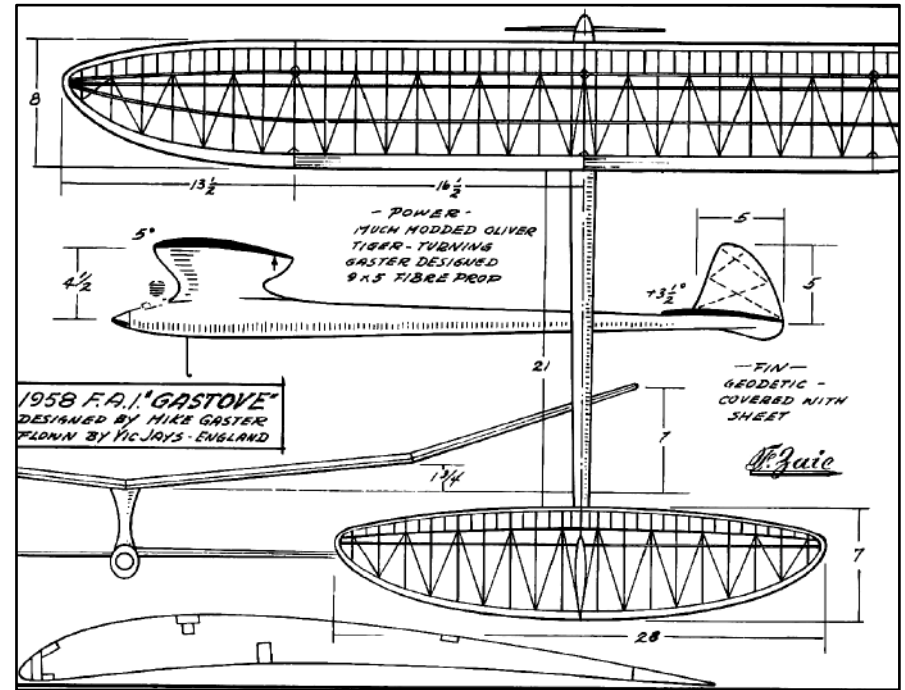
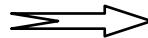




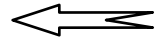
SILENTIUS
Fred Militky



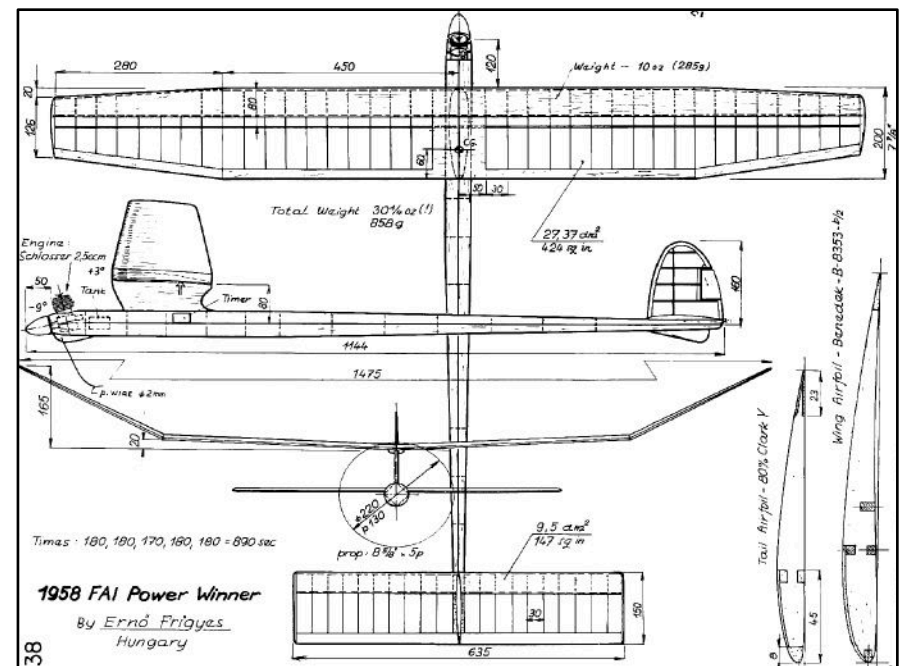
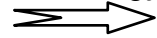
GAS STOVE
Mike Gaster

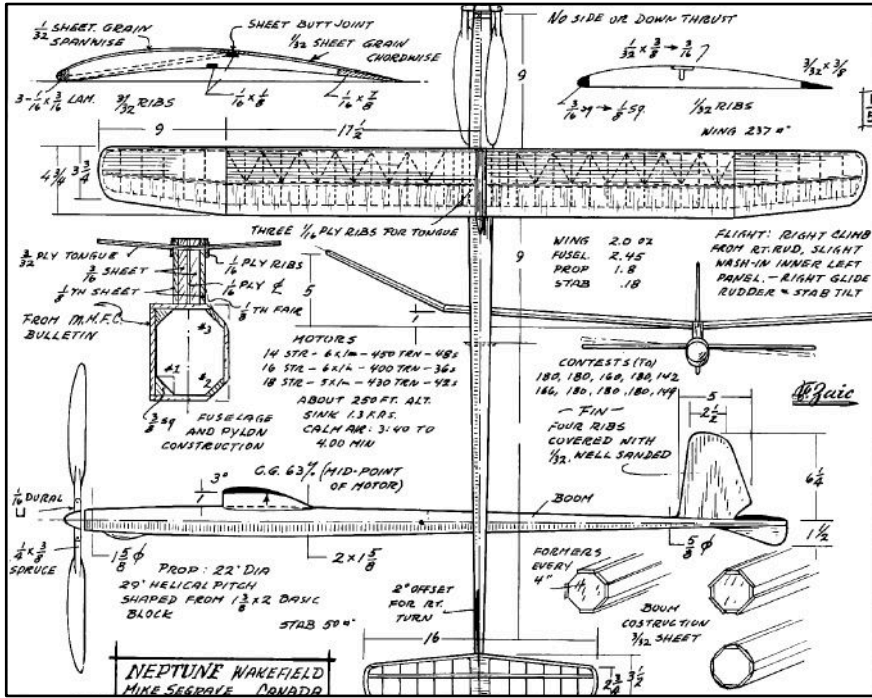


MU-26
Masao Ueda

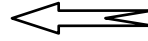


FAI
Erno Frigyes

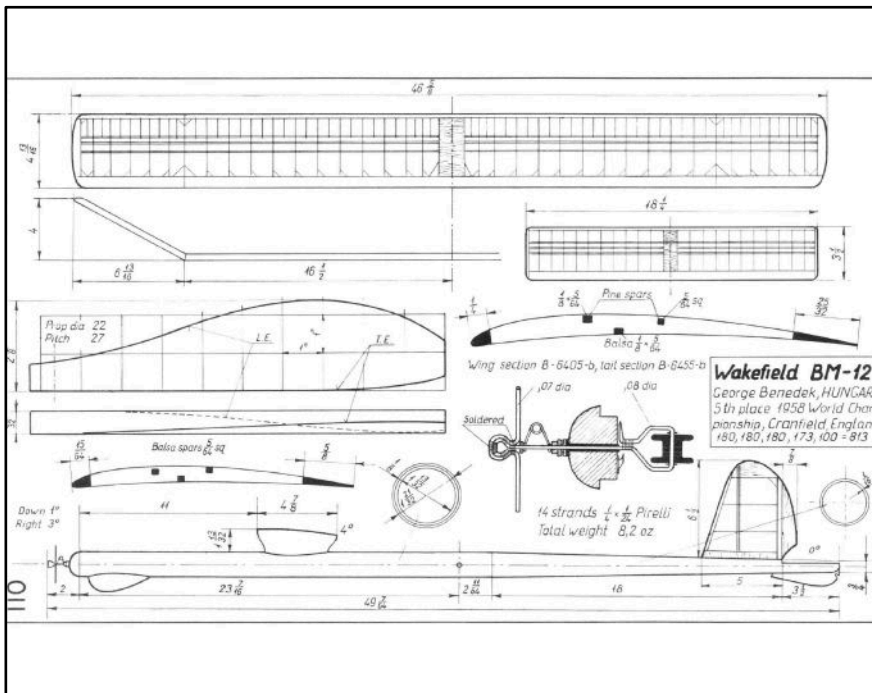
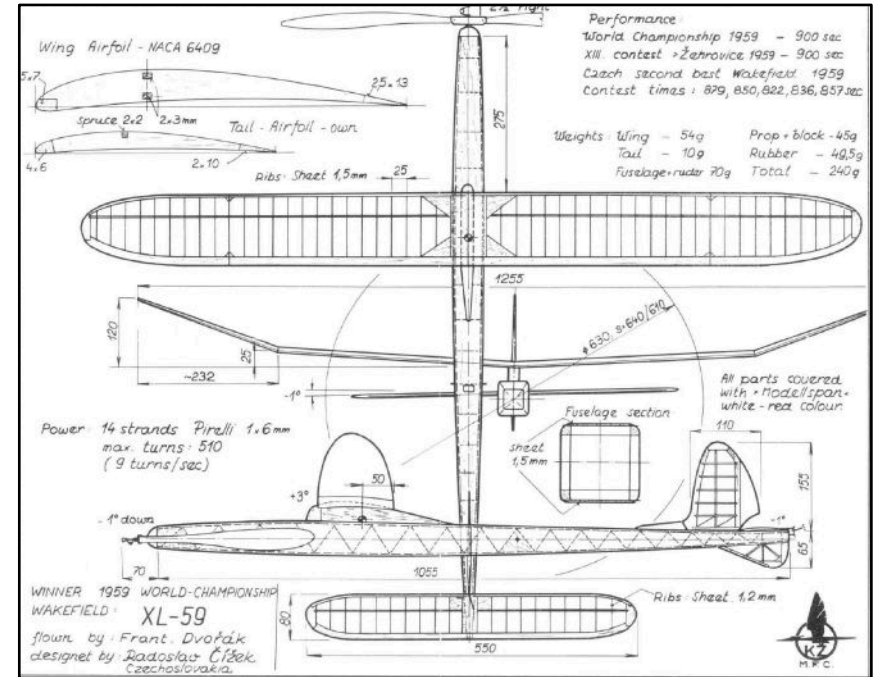
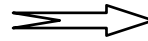




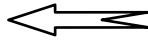
NEPTUNE
Mike Seagrave



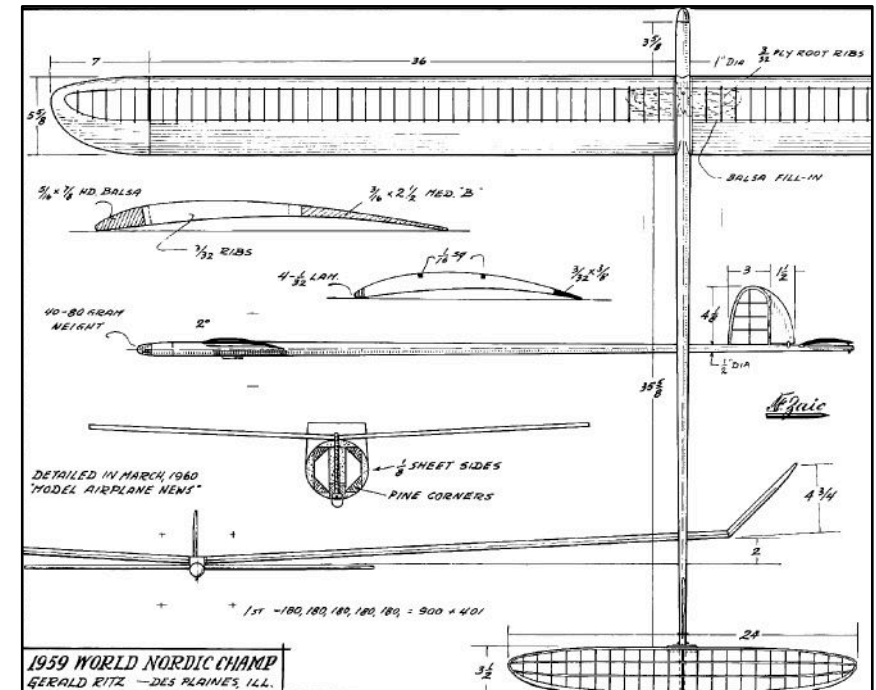
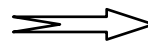
XI-59
Frank Dvorak



BM-12
George Benedek



A2
Gerald Ritz



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In April 2011, Graham Main was 60 issues into his record editorial term of 81 issues. For this column, I did look back a further ten years to the start of Graham's work but the Vintage scene in 2001 was thin compared to today so there was little to reminisce about. By 2011, the Vintage juggernaut was gaining momentum. The 119th issue was particularly important as it presented proposals that created separate rules for IC and Electric events.

Issue 119 also introduced the Top 10 Leader Board, devised and administered since then by Wayne Cartwright.

Postal events were still in vogue in 2011 and a new one was announced for the FF Small Power event. The programme for the 64th Nationals allowed just two days for six RC events.

Mark Venter announced the creation of a website for our plans:

It has taken many months and headaches of ISP going belly up and developers losing interest but finally through the efforts of a dedicated group we are up & running. There are still many hundreds/thousands of hours work to be done to clean up all the plans but at least there is something tangible at last.

There were two contributions from readers, the first from Allen Teal who described his latest build, a *Heron Gas Buggy* intended for a Mills 1.3



Second, Bryan Treloar described how he added an RC throttle to his McCoy spark ignition engine.



On A Texaco, the editor praised the skills displayed by Southerners and encouraged Northerners to do better in the future:

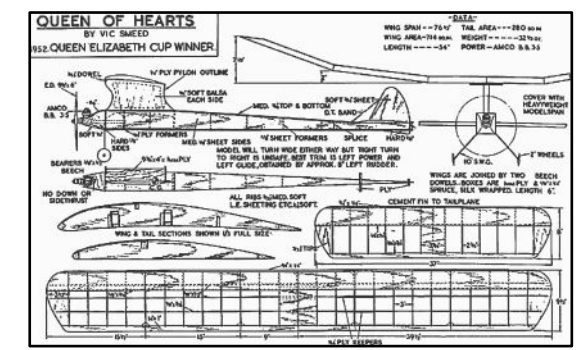
Those who fly A Texaco in the North Island seem to have a problem getting the long engine runs that are seemingly common place for flyers in the South Island. A 10 minute max using with the engine run for the whole time seems to be the usual for those canny southerners. Those of

us in the North seem to be lagging so we need to try harder. Low revs. light models and careful flying seem to be needed.

Pictured were John Ensoll with his PAW 2.49 PAW powered *Simplex* and Allan Knox with his OS.20FS powered *Cumulus*.



This was the year that Vic Smeed died. In recognition of his model design achievements, one of Smeed's "serious" models, *Queen of Hearts* was featured along with a comprehensive yet not fully complete listing of Smeed's designs.

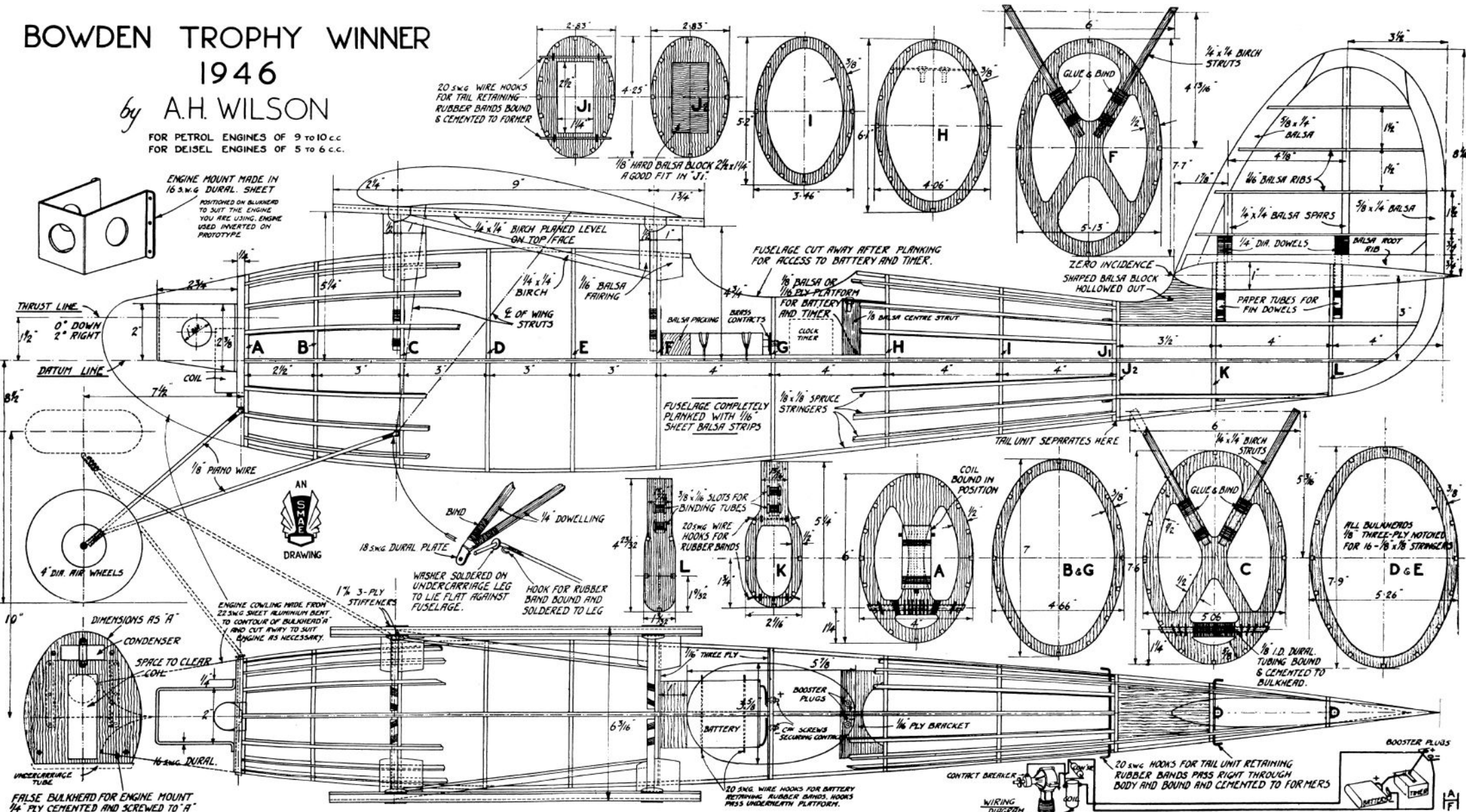


"The high-wing monoplane which won the Bowden International Trophy this year demonstrated its reliability by subsequently winning the Bournemouth Reliability Contest; placing second in the Froit Trophy; and also placing second in the Eaton Bray Rally. Consistency of this nature is no fluke and indicates sound fundamental design. The model can therefore be recommended to those requiring a model of unquestionable reliability. The fuselage is constructed from oval formers cut from 1/8in birch three-ply notched for 16 spruce stringers 1 in. square. The tail extremity of the fuselage is built in unit construction with the tailplane and detachable. It is held in position on the fuselage by two sets of rubber bands on each side and correctly located by a rectangular ply spigot engaging the similar rectangular aperture in the terminal former of the fuselage proper".

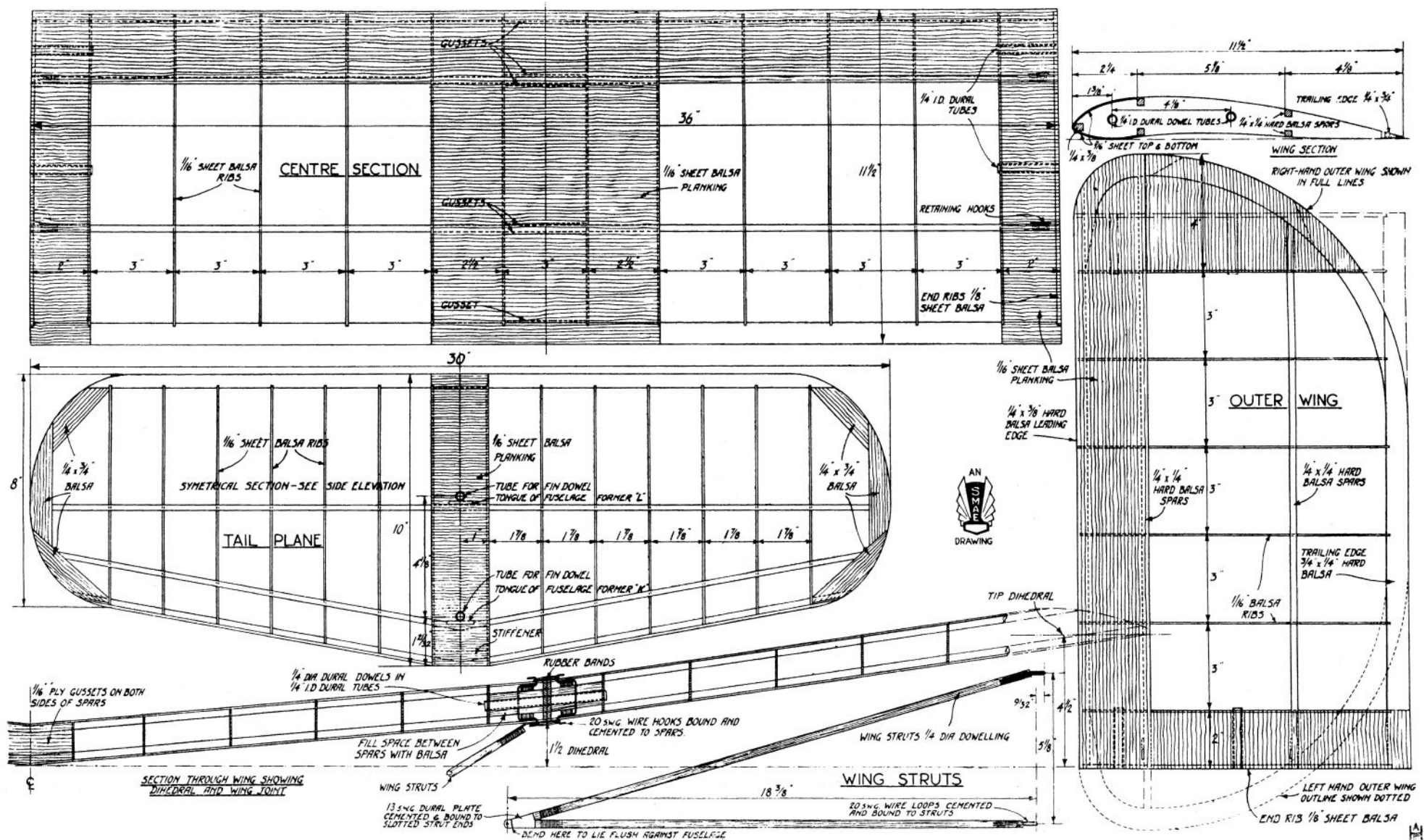
BOWDEN TROPHY WINNER 1946

by A.H. WILSON

FOR PETROL ENGINES OF 9 TO 10 C.C.
FOR DIESEL ENGINES OF 5 TO 6 C.C.



"The wing is in three pieces. A parallel centre section with built-in dihedral, and two outer wings attached to the centre section by duralumin tubes and dowels. The outer wings are set at an angle to the centre section to give a polyhedral angle and they are held in position by rubber bands passing over hooks. The wings are provided with supporting struts which are anchored to the same hooks and attached to the rear undercarriage struts at their lower end. The wings should be covered in silk and doped. The undercarriage is straightforward and plugs into duralumin tubes. The struts are fitted at their upper ends with stop washers and wire hooks to take retaining rubber bands passing under the fuselage to those on the other side. The engine mounting is made from 16-g duralumin sheet to the dimensions given, will suit most engines, and it should be toned on the false bulkhead in the correct position to give the desired thrust line. This position will, vary with different engines".



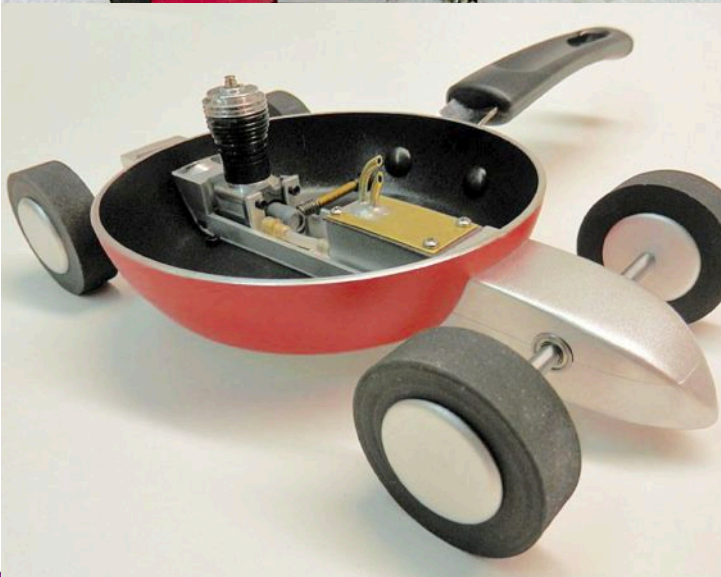
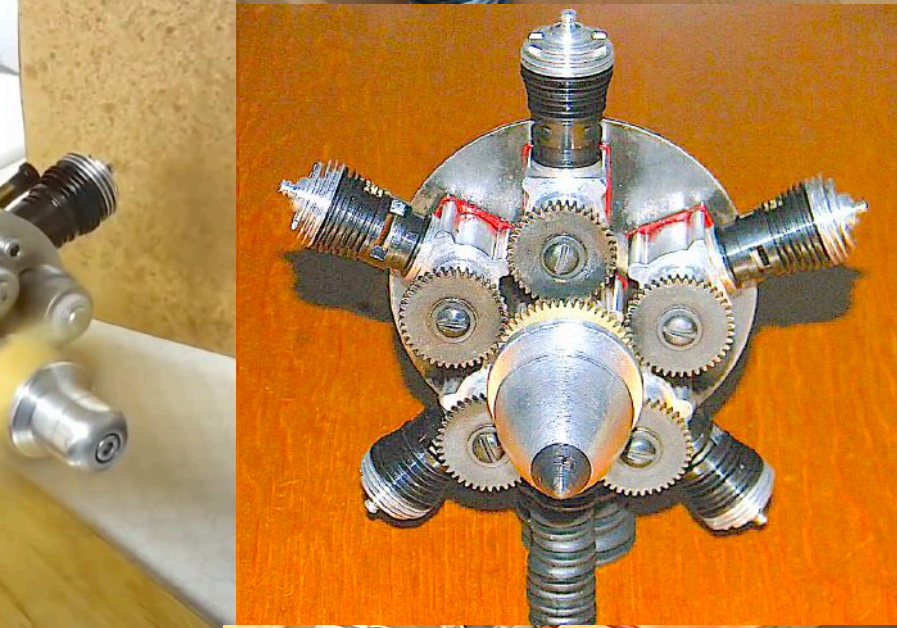
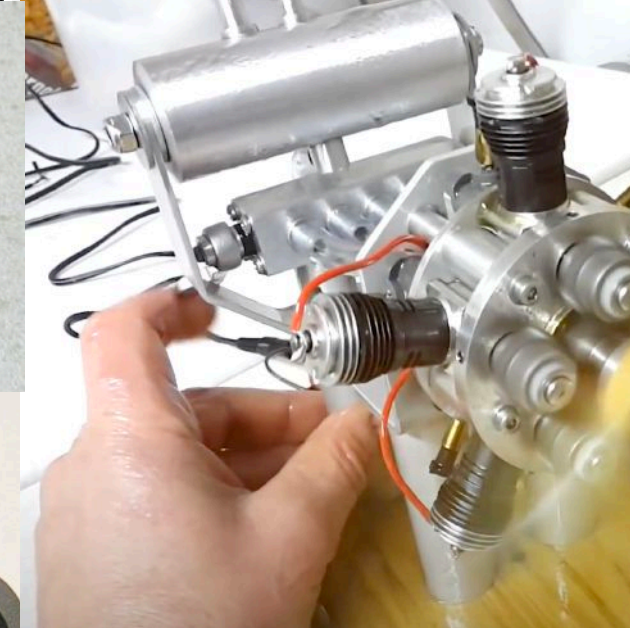
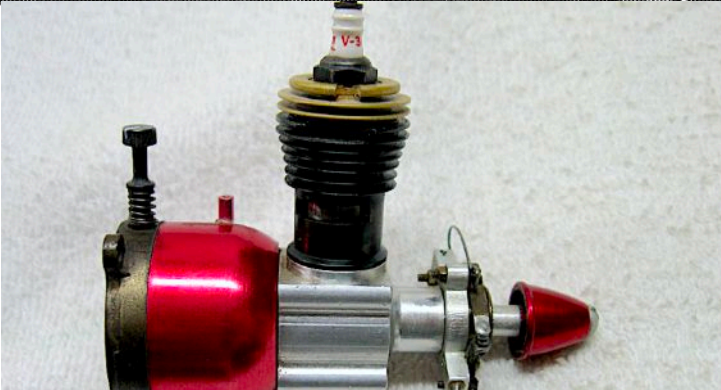
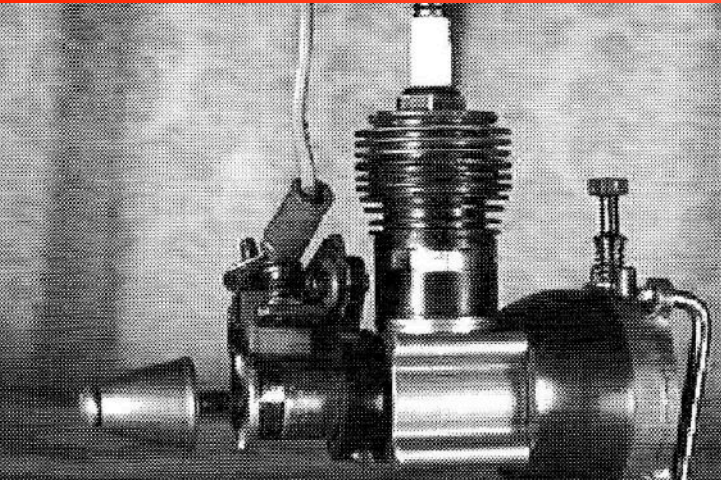
REAL VINTAGE

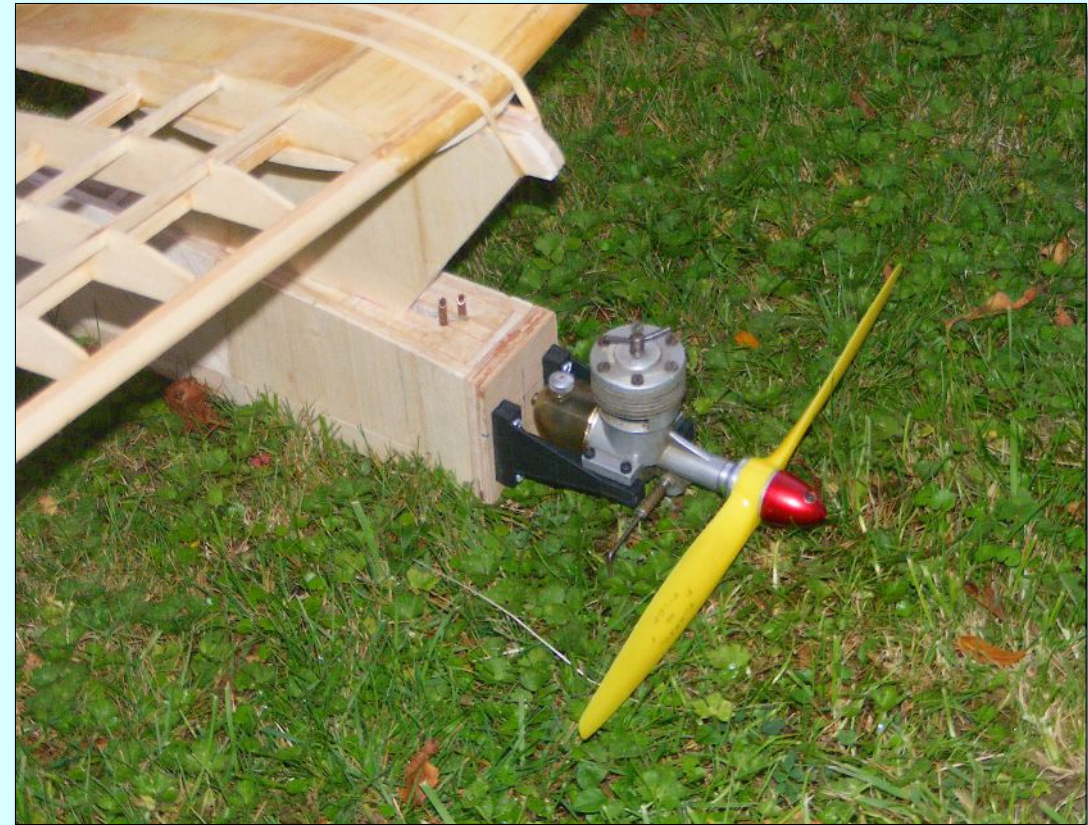


Toddy 'Bats' MacBelfry, with helper Eric Dominate, returns to the pits after testing his new 2.4 GHz control box.

A long-time fan of the so-called "long wire" radio control systems, Toddy was surprised by the easy handling of his compact new 2.4 transmitter.

Shedding his usual inscrutability, Toddy exuberantly exclaimed "Thuh control liver's 'bout as smoot as the shift on ma turdy-eight Reo"





Funny you should feature a *San De Hogan* in the last issue as one of these has been slowly gestating on the Murphy building board for a number of years. I am spoiled for choice as regards engines. It could be the DC 350 already fitted, an ED Mk4 Hunter or an Amco 3.5BB. The ideal would be a Frog 500. The plan shows a Torpedo 29, but it's a bit small at 572 sq ins to use .29 in as .254 cu ins would be the max displacement permitted under our 225 sq ins per 0.1cu in rule. If only I'd made it 20% larger, or had a Hurricane .24! Of course it would be poor form (in the Murphy book) to fit a modern .25. CJM

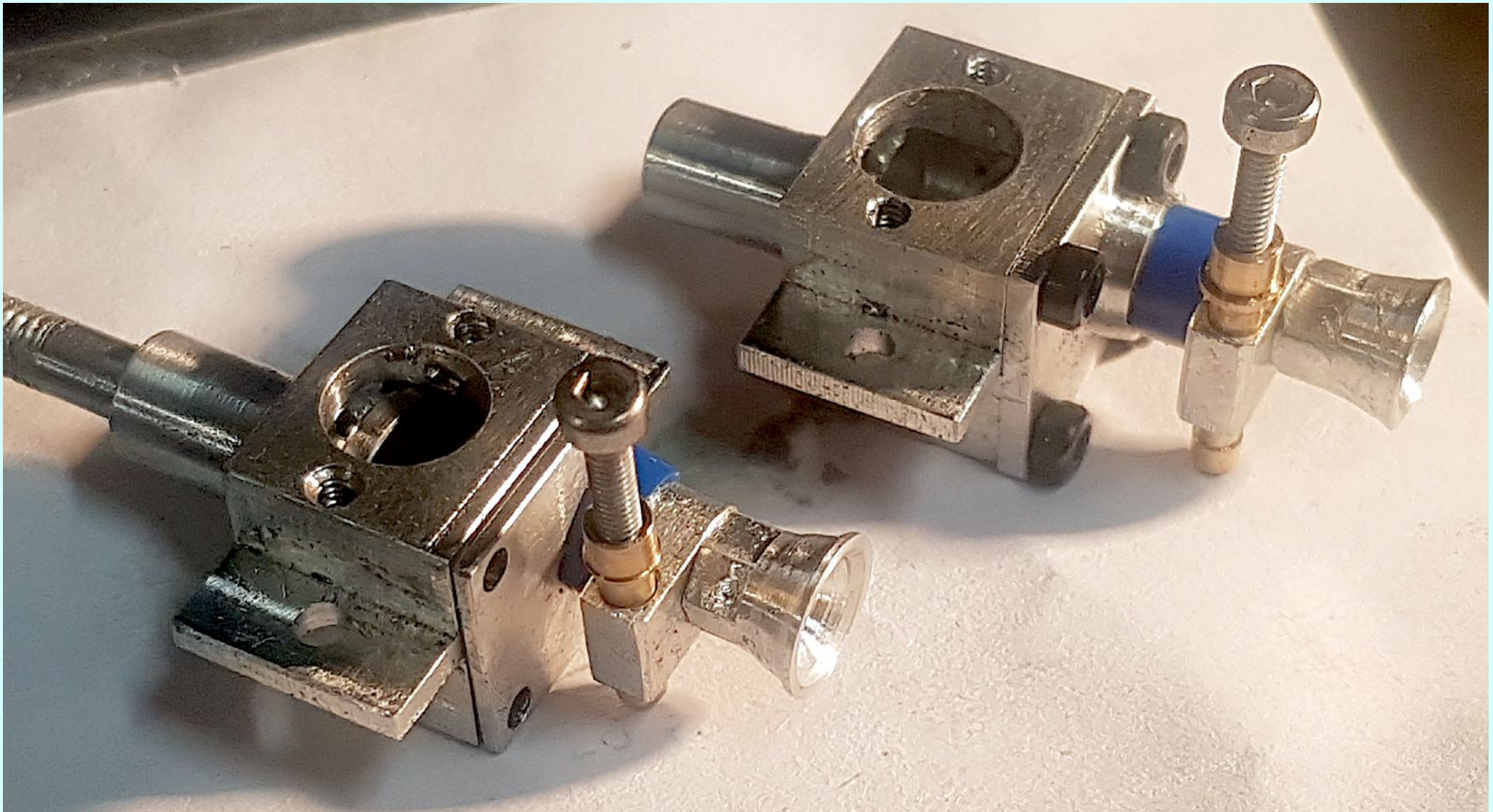


Check out my rendition of Cox 020 TD carbs!

A long way to go yet but the carbs make them look like they are doing 20k just sitting there.

The small matter of pistons and cylinders to do.

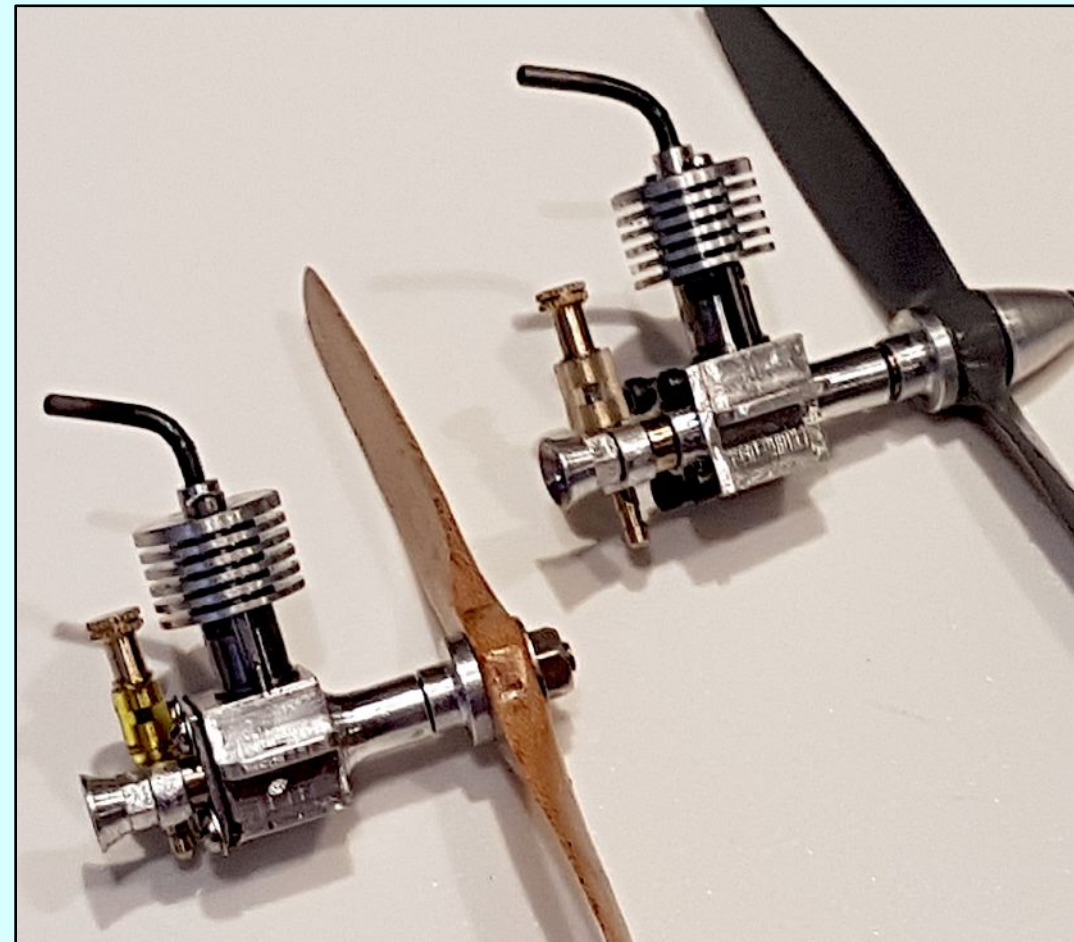
At this size there is just no room for error. Bore is 0.218".





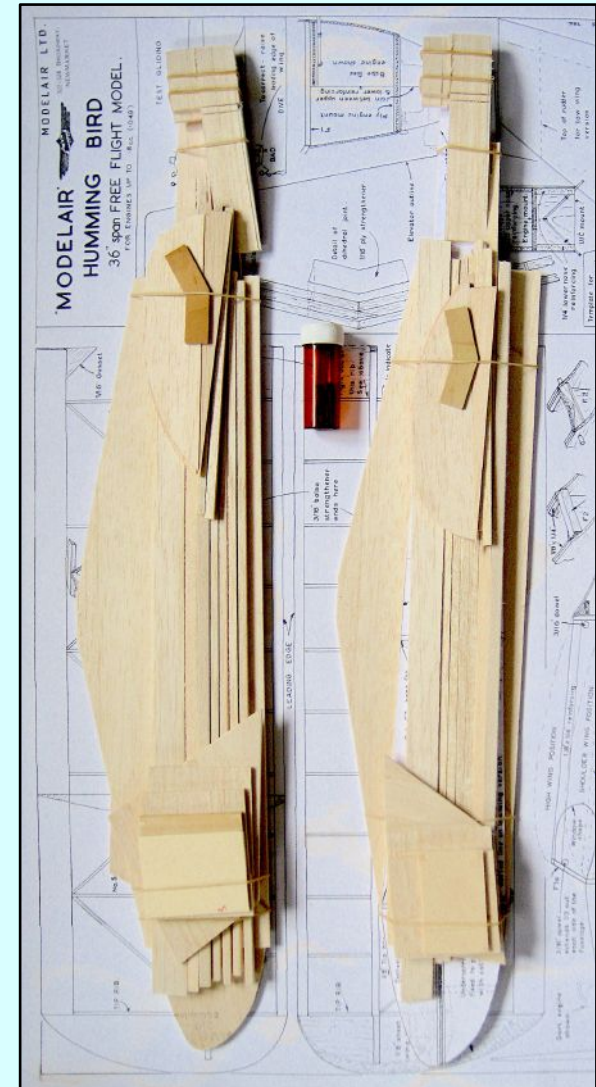
0.15cc Dragonfleas My latest little engines. See attached pics of finished but not yet sorted ie firing but not running motors. Based on possibly mythical engines produced for Henry J Nichols called Dragonfly. Drawn up by Ron Chernich under his MotorBoys banner before he passed away in early 2014. Plans are on Adrian Duncan's diesel website out of Canada.

I decided to build a pair and nearby colleague Ross Purdy has built one. We are both having issues with cylinder and piston fits but will persevere. The drawings are a little unrealistic and we suspect nobody has made one of these until us...? Induction is rear disc valve. All the parts are home made but I changed venturi to a copy of a Cox TD.020 that I had previously made a batch of... cos I like em!





Dale is building not one, but two *Hummingbirds*. One is the standard cabin or high-wing version, while the other is the seldom seen low wing version. Both will be for electric power. An original Modelair kit (the one that came in an environmentally friendly brown paper bag), below left, was found to have wood that was a bit hard so the kit parts were used as templates to produce two sets of lighter parts, below right. Dale kindly scanned the instruction manual included with the kit and it is a masterpiece of clear, detailed instructions for the beginner - the last two pages of the manual are reproduced on the next page. The next AVANZ News will have full coverage of Dale's building.



the sub-rudder. Cover the sub-rudder each side. When dry, very lightly sand all surfaces with a very fine sandpaper. (No.320 or 400 "wet and dry"). If you see any "bubbles" (places where the tissue has not stuck down) rub some more dope on these spots to stick them down before sanding. Give another coat of dope all over including the engine bay. Give the engine bay two more coats of coloured dope to prevent fuel soaking into the wood and weakening it.

The wing is covered with 4 pieces of tissue. Cut the sheet of thick tissue into 4 so you have 4 pieces 20 x 7½. (Sheet is 20 x 30). Start by covering one half of the bottom first. Apply tissue paste or strong dope (you have to work fast if you use strong dope — we advise tissue paste for beginners) to the centre rib, the L.E. and T.E. and a narrow band (approx. ¼") around the wing tip. Place the tissue in place on the wing and smooth down onto the centre rib with your finger so that it sticks firmly. Work along the L.E. and T.E. smoothing the tissue down and pulling it outwards and towards the tip at the same time to remove all wrinkles. Make sure that razor blade is clean then trim the excess tissue away close to the edge of the wood. Repeat on the other half lapping the tissue over the centre rib about 1/4" onto the first half. Repeat on the top and trim leaving about 1/8" to lap over the edge as with the rudder and elevator. Give the whole wing a coat of strong dope and allow to dry. With the small pieces left over double cover the two centre panels (i.e. from the centre rib to No.1 rib) top and bottom in the same manner as covering the rudder. Give the whole wing a second coat of strong dope. When dry, you can brush on coloured dope or modeller's enamel to the colour scheme of your choice. Do not put it on too thickly. A couple of very thin coats make a better job than one thick one. Remember — Coloured dope or enamel adds weight so don't overdo it.

Using a square (or marking from the plan) pencil in two lines across the top of the elevator in the centre (shown dotted on plan) where the rudder will go. Scratch the tissue away in several places then smear cement on these spots. Smear cement on the bottom edge of the rudder, allow to dry then apply more cement and pin in place making sure the rudder is exactly upright. When dry pin the elevator in position on the fuselage making sure the rudder is straight fore and aft and mark on the undersurface along each side of the fuselage. Repeat the removal of tissue and pre-cementing procedure here before permanently cementing it in place.

Bend the wire skid to shape and force the ends into the balsa (back first) and cement in place holding with pins each side until dry. Now sand the ends of the wing holding dowels and slide into place and cement securely. Paint a false window in contrasting coloured dope on the sides and across F1a as shown on the plan. If a tank is not included with the engine a separate one will have to be mounted behind the engine. Methods of mounting will vary with the type of tank but remember — do not have it too high (will flood the engine) or too far away (hard to start). Slide the wheels into place on the axles and force small pieces of plastic tube on the outside ends of the axles to keep them in place. If you have a soldering iron, solder a small washer on the end of each axle instead. This makes a better job.

Bolt the engine in place and hold wing in place with rubber bands. Place the model on a table then lift it with your two fore-fingers under ribs No. 4 and about ¼" behind the centre spar. The model should balance with the bottom of the fuselage level. If not, cement a small piece of lead in the nose (under the mount) or in the rear of the fuselage to correct the balance. When dry cement again. Put on any

transfers or other finishing touches you may require. The "low" wing model may have a "bubble canopy" and pilot fitted on top of the fuselage if you wish or in the case of the "shoulder" version, on top of the wing. Now remove engine, tank and wing and give the *whole* model (except canopy if fitted) a coat of fuel resister. This is most important if using a glo plug engine. Go about 1" into the inside of the fuselage at the wing opening. Give at least the engine bay and front of the fuselage a second coat but preferably the whole model. Allow to dry overnight. The fuel resister does what its name implies and also imparts a high gloss to the finish. **DO NOT BE TEMPTED TO RUN THE ENGINE UNTIL THIS IS DONE.** Re-fit the engine and tank and band the wing in place.

FLYING: Test glide over grass (preferably long) by launching smoothly forward and FLAT. The model should glide out 25 to 40 feet (in calm conditions). If it stalls pack the T.E. of the wing up from the fuselage about 1/32" or less at a time until the stall is eliminated. If it glides steeply down add packing under the L.E. until a slight stall is seen then remove one piece. Now replace the packing pieces with one piece of wood of the same thickness as the several packing pieces and cement to the fuselage. Low wing adjustments are:- Stall — pack L.E. down. Dive — pack T.E. down. If any vicious turning tendency is noted check the wing for warps (twist) If warped hold over a pot of boiling water until the covering softens a little and then remove and hold the wing with about an equal amount of twist in the opposite direction until it dries (2–3 minutes in sun or warm room). Repeat if necessary.

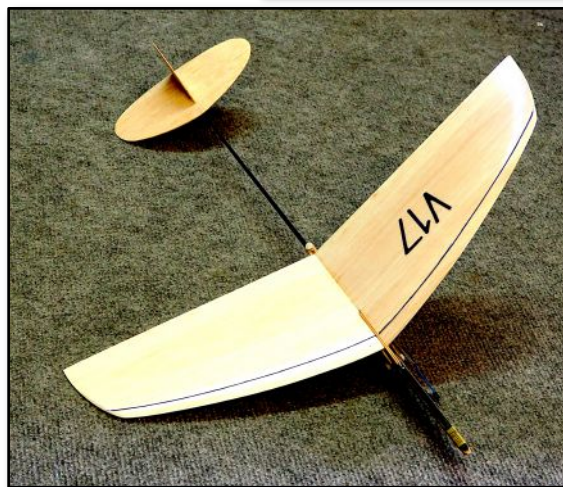
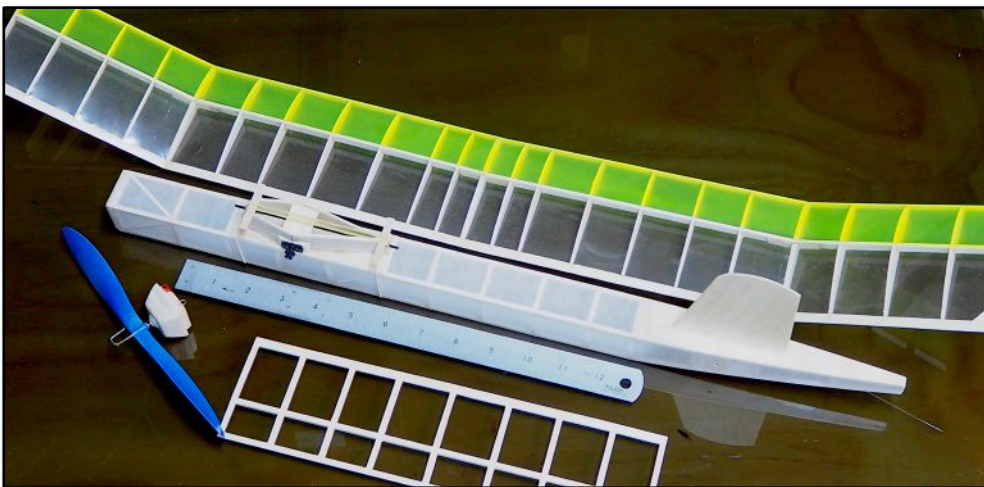
To obtain a gentle right hand turn warp the trailing edge of the rudder to the right by gentle bending. A crease on the right hand side of the rudder made by pressing the back edge of a knife will help. Now you are ready for a power flight. Run the engine a few times experimenting with the amount of fuel to obtain a 10 second engine run, then launch the model with the engine running slowly. It may just glide down. Try again with a little more power. If O.K. try again with more power and make any corrections necessary. Too sharp a turn is corrected by bending the rudder the opposite way. A tendency to climb too steeply or to loop under power is best corrected by adjusting the position of the engine to a "down thrust" angle. (Removing or adding further packing under the wing would of course upset the gliding trim). Down thrust adjustment (i.e. tilting the engine forward) can be done simply by using washers on the bolts between the ply engine mount and engine mounting lugs — rear bolts in the case of beam-mounted engines and top bolts in the case of radial. Keep testing in this manner until a full power flight is obtained. You do not HAVE to use full power (except perhaps in the case of a very small engine) as a lot of fun may be had with a longer "puttering" engine run. Although the Humming Bird is designed for smaller engines, it can be flown with engines up to 1.6 cc.

If such an engine is used it may be necessary to add a fair bit of balast to the rear of the model to balance as per the instructions. First flights should be made with low power. The propeller fitted back to front will have a reduced efficiency and thus decrease the power. With careful trimming the Humming Bird can be flown with the full power of a 1.6 cc. engine.

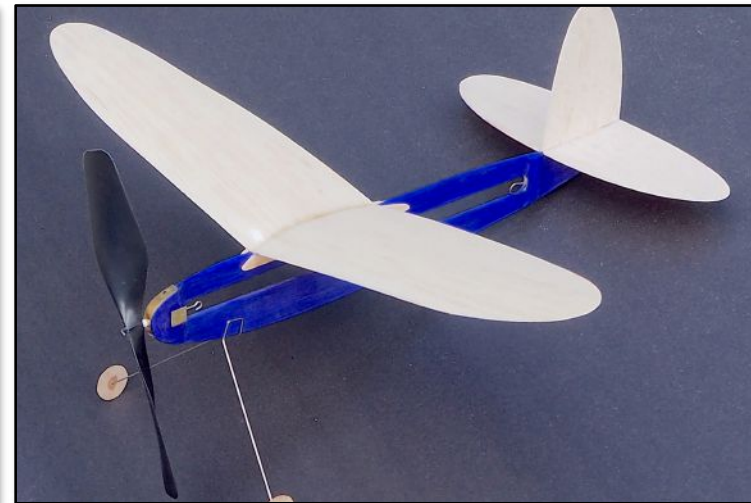
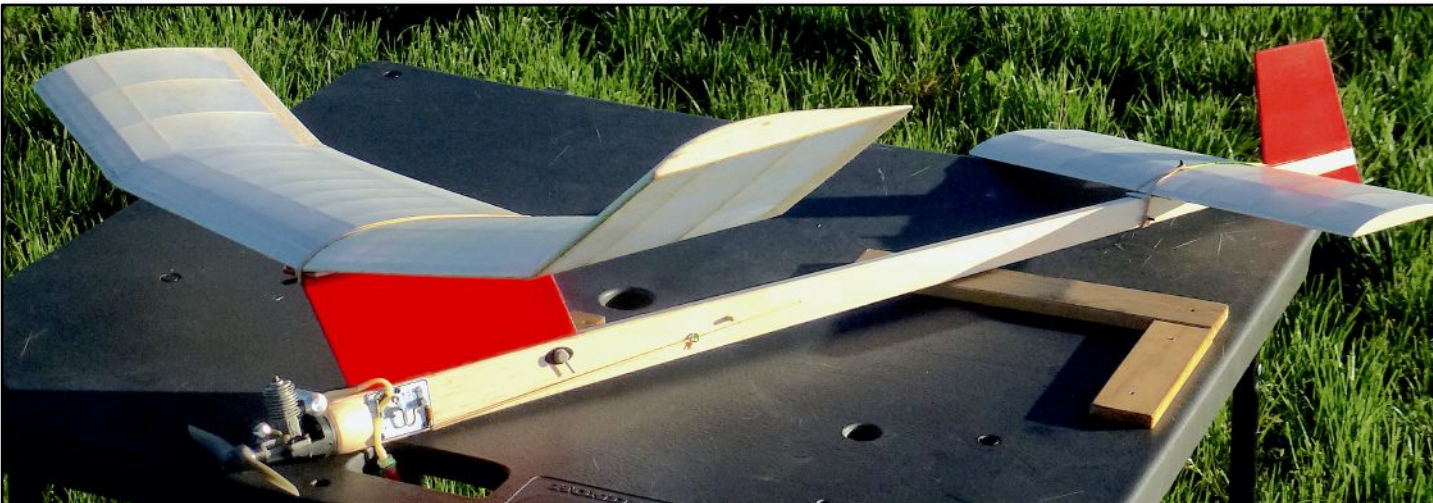
A small change which has been found to improve this model is to make a shallow V in the top of F1a, to allow the wing to slide forward in the event of a hard landing without knocking F1a right out.



SMALL DREAMS ... The last two months have seen a number of small models fly (in some cases) off the editorial building board. The 1944 *Doonie Glider* which is featured later in this issue really was a production-line effort with six reaching the trimming stage. A hopefully named *Sundancer* rubber design from 1970 is P-30 size and was built as a quick stop-gap for Classic after losing my model for this class. The 36" *Mini Pearl* trimmed out easily, and just as easily disappeared upwards never to be seen again. For indoor, there was a Modelair *Hornet* from 1938, and another (non-Vintage) *Hangar Rat*. Also too young for Vintage is the *V-17*, an attempt at a more high-tech CAT glider - not much success here so I'll revert to the well behaved Vintage *Polly*. Finally, a not-so-small *Zoot Suit*, not shown here, is in the process of being trimmed.



Design date of the *Mini Pearl* was established thanks to Chris Murphy who contacted various US luminaries, resulting in this comment by Dan Berry: *"Talked to Mike Fedor this morning who discussed this with Chenault. No date on orig pencil plan but Mini Pearl was designed in 1969. They know this because Chancey won the Nats with his in 1971 and by that point the model was about 2 years old"*. The Chenault referred to is the designer of the Pearl series, reliable witness to the *Mini Pearl*'s Classic status.



After Joe Ehrhardt's 1931 win, the next Wakefield was to be held in the USA. With the world in the grip of the "Great Depression", model events were not on the financial agendas of any corporation, and in the USA the Airplane Model League of America, which until 1932 had conducted the US Free Flight Nationals, lost all of its financial backing and could not continue its sponsorship of the Wakefield.

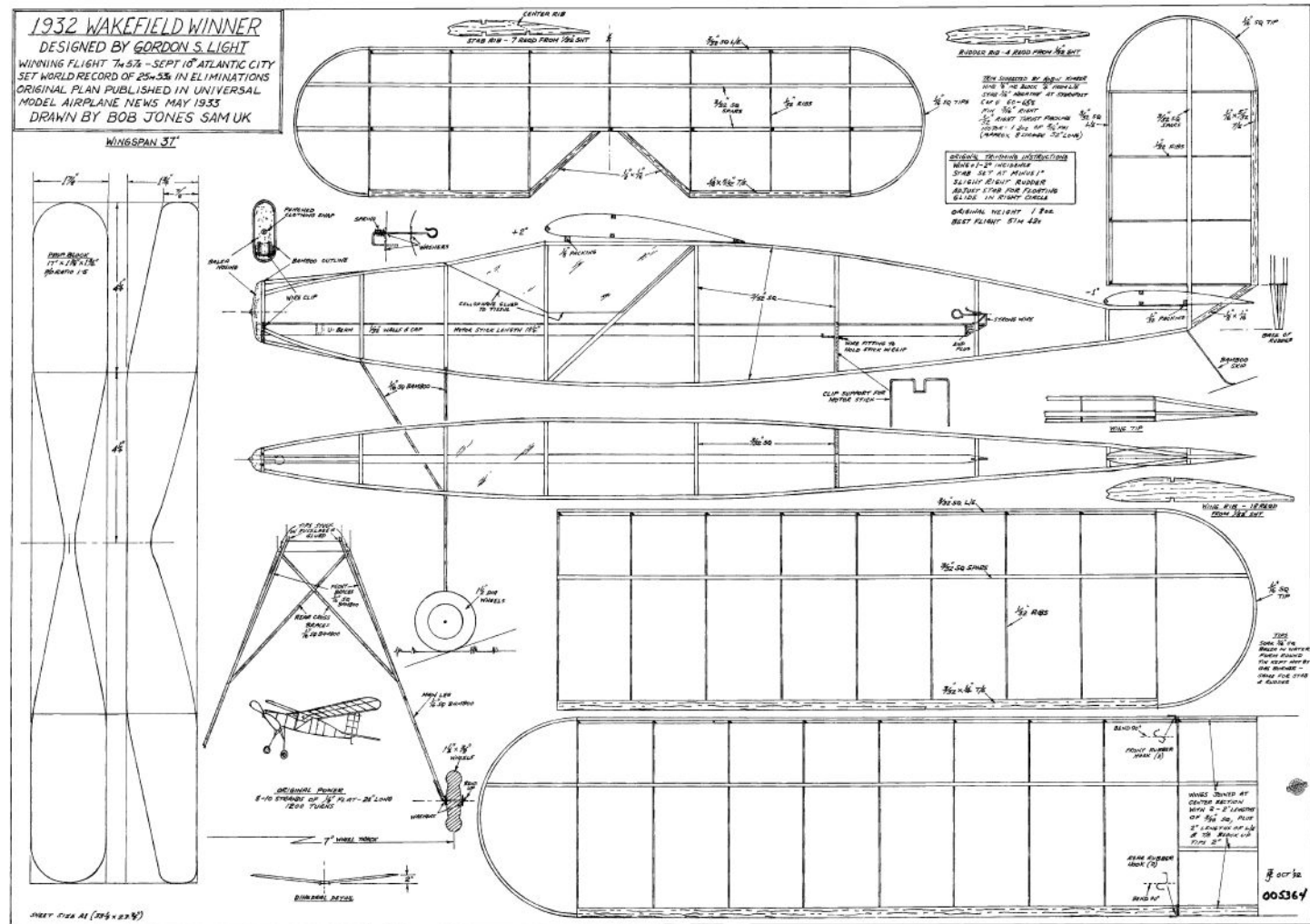
As the US Nationals were scheduled for late June, the Wakefield Cup this year was tacked on the end of these contests. Agreeing to this arrangement, the SMAE prepared Team Great Britain's proxy aeromodels, boxed them and shipped them in time to arrive in the USA for the June contest.

The SMAE was not consulted when the Bamberger Aero Club of New York assumed sponsorship of the US Free Flight Nationals and rescheduled the Wakefield contest date and venue to September 10th, 1932 at Atlantic City.

In light of this, the SMAE declared the Wakefield event a "No Contest" as British Wakefields had been encased for months and could not be considered contest-ready. The Wakefield Cup was ordered to be returned to the SMAE in England

The US would have none of this and pressed on with its own unauthorised Wakefield event on September 10th. The reigning Wakefield Champion Joseph Ehrhardt was there, as were Team USA, Team Canada, and the selected Proxy Team. It was a hard fought contest. The winner of the event (although officially not of the Cup) was Gordon Light of Pennsylvania who had the longest flight of the day with what some consider to be the most beautiful Wakefield of the "Antique Period". On the winning OOS flight of 7 minutes 57 seconds, the T-56 brown rubber motor of only 8 strands had been wound to 1200 turns. The extremely low weight of the model was enabled by using a motor stick to take the stresses of the rubber motor.

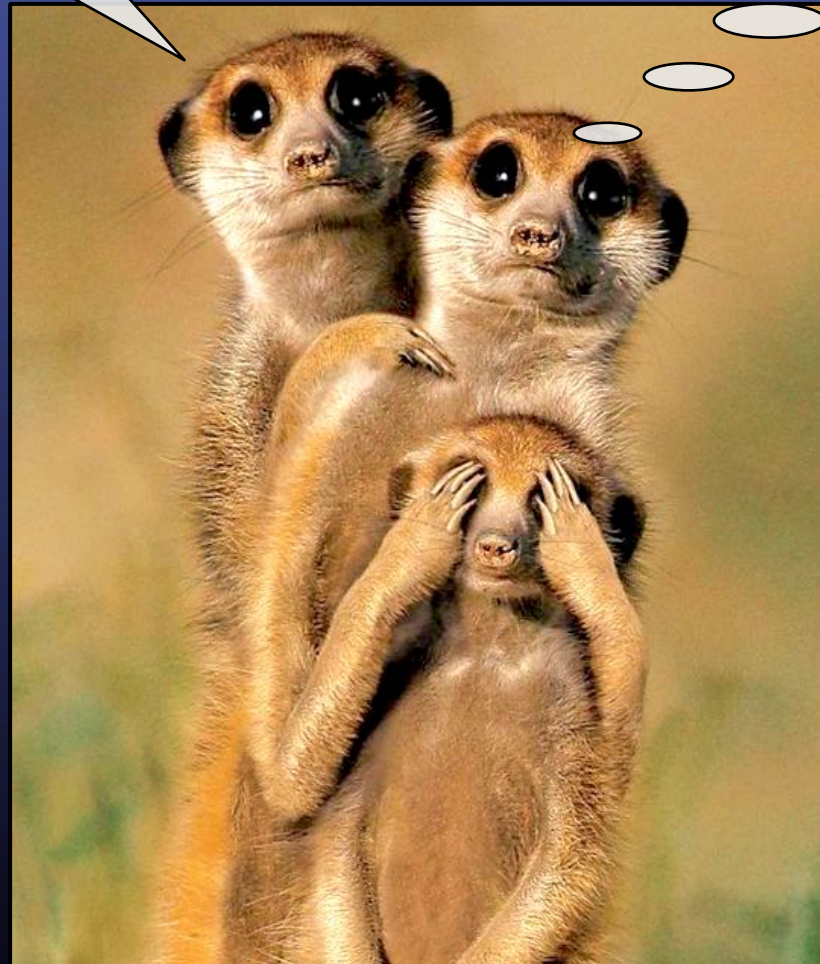
Light later commented that he was just pleased to beat Maxwell Bassett who had flown a petrol powered Wakefield to 4th place!



As evening falls over the Serengeti ...

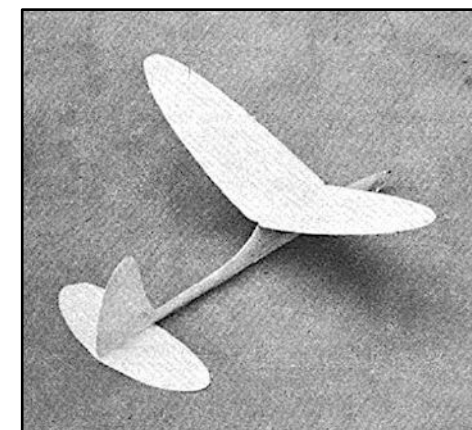
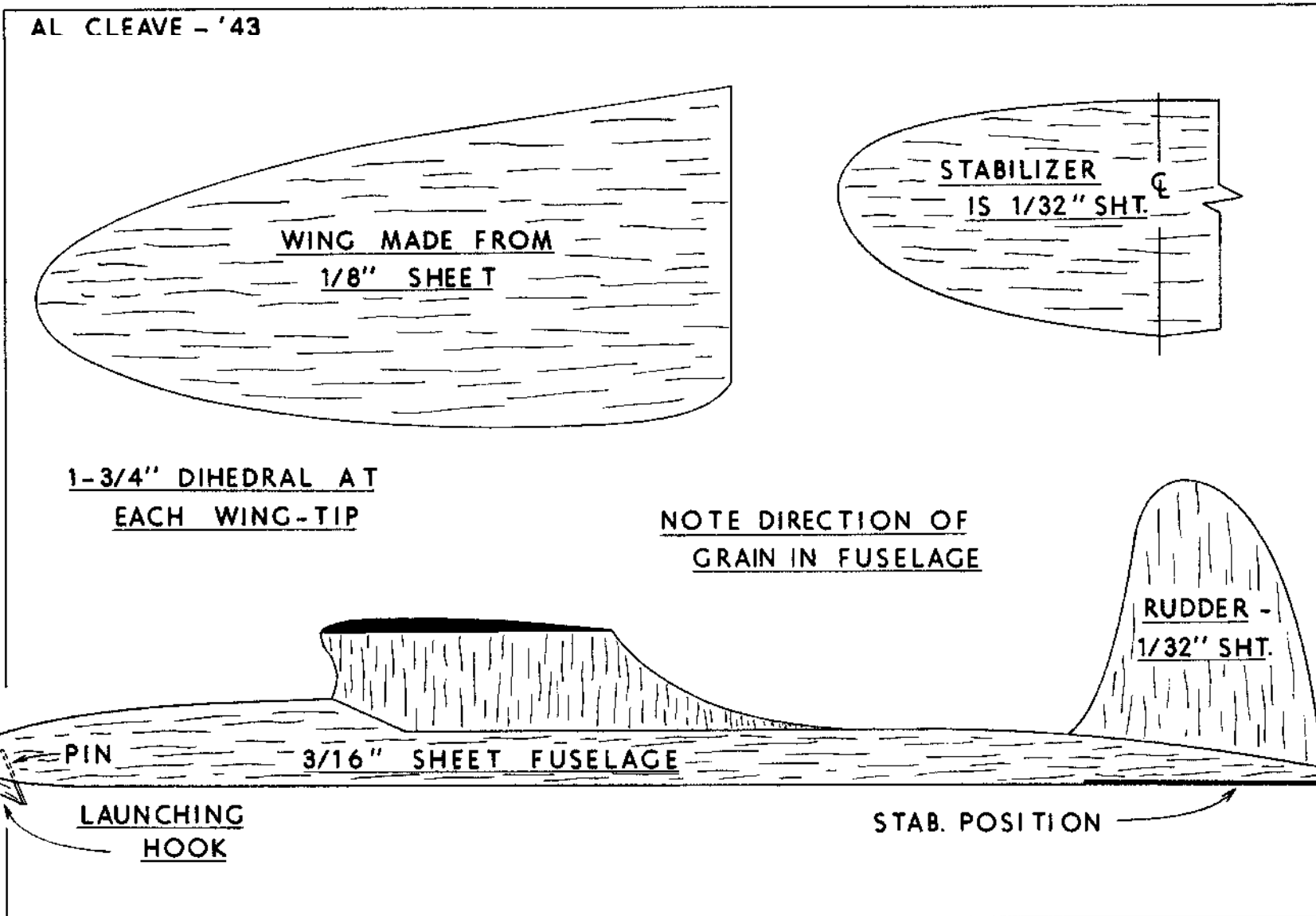
Ere, Hermione my luv, wos all dis abart there not bein' no Vindige Free Flight at the nex' Nationals? Wot abart me Vindige Rubba, then?

Lez 'ope no-one puts up their bleedin' 'and so's I don't ave t'get t'field at 6:30 each mornin'.
But young Sylvester ere, ee's goin' t'be reet miffed, wot wif 'im jus' done a bleedin'
Nostalgia Gas model !

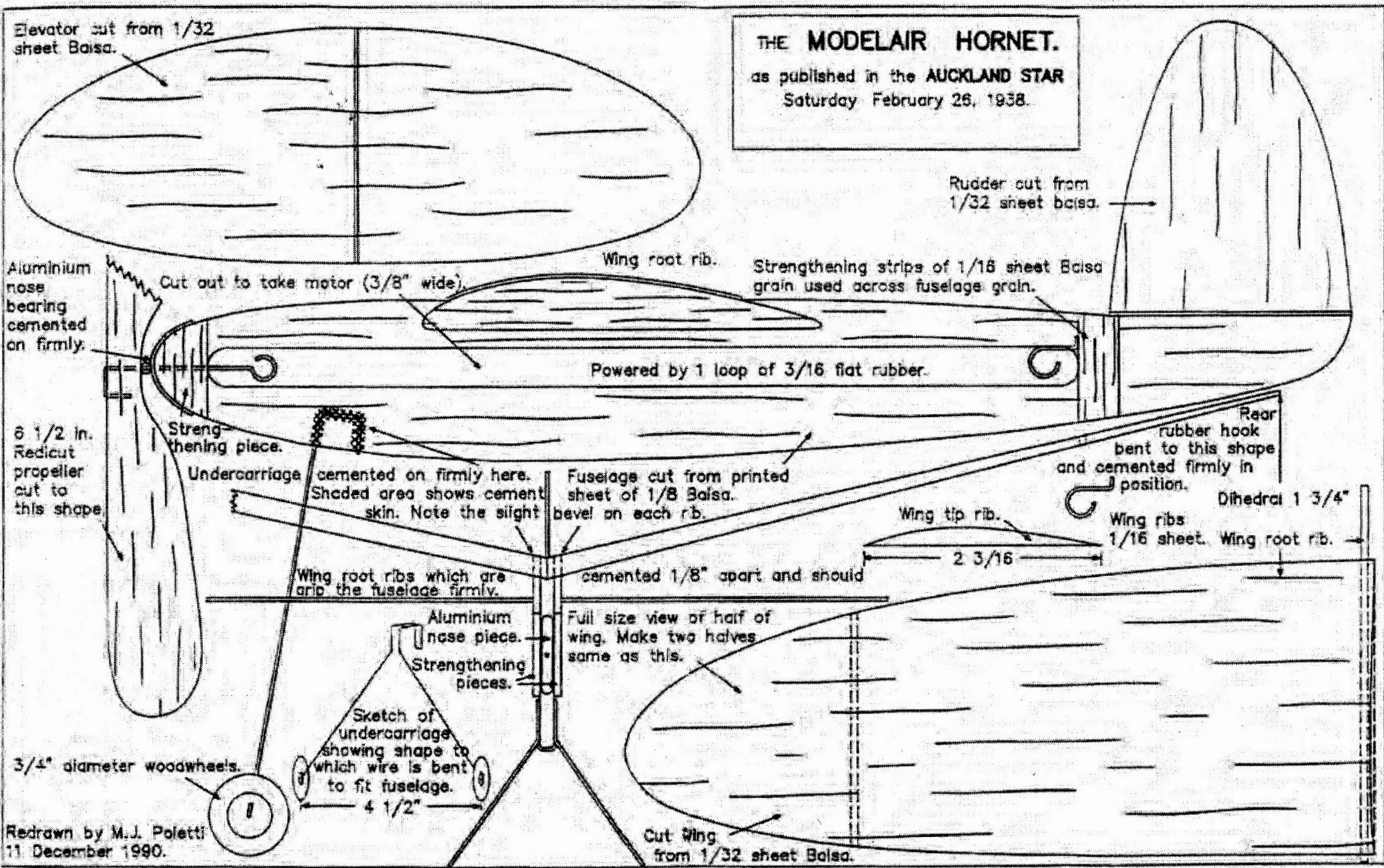


Wossup? Wossup? Or've gorn blind !





The Sales Pitch : "When flown with a catapult the original Doonie reached an altitude of nearly a hundred feet, and had an exceptionally slow, floating glide. If stalled at the top of the climb, it merely munched forward, gradually coming back to level flight, and only losing a few feet of altitude in the entire pullout. It is also very spirally stable when properly adjusted". (Ed. This glowing flight description does not apply to my examples of the Doonie)



Redrawn by M.J. Paletti
11 December 1990.

Free Flight and Vintage don't always have to be about competition and NDC.

I'm constantly impressed by the many sports models typical of my youth that I see flown by Christchurch club members for the sheer pleasure of flying. No vertical climbs making lots of noise, just the gentle flying of these classic models we grew up with from the likes of Veron, Keilcraft and our own Airsail or Modelair.

Often they have simple radio for rudder and elevator controls added to reduce the chasing.

Roy Gunner epitomises this sort of modeller for me. Beautifully built simple older designs flown for the pleasure of it. Even the hardened competition types have a few of these.

Right, top: John Beresford with his beautiful little Keilcraft Ace from 1950. It flies even better than it looks, certainly better than the models of this type that I built dozens of as a kid.

Right, bottom: Roy Gunner with his immaculate Veron Deacon, converted to radio assist.

Most of these designs with their plans and articles can be found on Outerzone just waiting to be downloaded and printed at whatever size you would like.

See <https://outerzone.co.uk/search/>



RC Top 10 Leader Boards 2021

The purpose of the Vintage SIG RC Leader Boards is to increase enjoyment of competition flying by showing fliers how well they are performing relative to others. Scores are posted from the results of contests, NDC, and independently-timed flying.

The Leader Boards run for each calendar year, and are updated throughout. At the end of each year they are cleared and started afresh. The record for each class is maintained over time, and shown in blue italics with the year in which it was set.

The Leader Boards are very healthy following several Vintage Championship events and NDC flying. There are 61 new postings which are shown in red, and one new record – Sean McCurrie in Sport Cabin Texaco IC.

Please email me if you spot any errors or omissions.

Wayne Cartwright
rwcartwright4@gmail.com

Standings at 1 June

Precision Classes

Vintage Precision

Record: B Russell (2020) 600 + 400

1. A Knox 600 + 200
2. B Russell 600 + 199
3. B Treloar 600 + 198
4. D Mossop 600 + 193

5. D Crook 600 + 190
6. T Gribble 599
7. J Ryan 599
8. B Hall 590
9. W Filley 589
10. T Beaumont 588

Classical Precision

Record: B Harris (2016) 598

1. A Knox 594
2. M Shears 590
3. B Robinson 589
4. B Russell 575
5. D Mossop 570
6. G Main 553
- D Thornley 553
8. G Fulton 548
9. S Nicholas 538
10. B Scott 391

Duration Classes

Vintage IC Duration

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

1. A Knox 773
2. T Beaumont 764
3. D Thornley 757
4. A Knox 740
5. S Cox 703
6. J Miller 655
7. J Ryan 589
8. B Russell 575
9. R Anderson 515
10. D Little 495

Vintage E Duration

Record: B Harris (2018) 960 + 600

1. B Russell 950
2. D Mossop 914
3. A Knox 910
4. S Nicholas 869
5. W Cartwright 639
6. B Scott 535
7. R Anderson 521
8. P Townsend 310

Classical IC Duration

Record: D Thornley (2017) 900 + 600

1. B Scott 539
2. D Thornley 514

Classical E Duration

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

1. B Russell 900 + 299
2. B Robinson 891
3. D Gush 875
4. A Knox 853
5. W Cartwright 825
6. P Townsend 772
7. M Shears 741
8. D Mossop 713
9. J Miller 712
10. D Crook 694

Texaco Classes

Vintage 1/2A Texaco

Record: A Knox (2018) 1500 + 1833

1. A Knox	1500 + 622
2. L Rodway	1489
3. B Treloar	1416
4. S Cox	1363
5. B Scott	1240
6. P Townsend	1239
7. S Morse	1233
8. D Gush	1222
9. J Ryan	1110
10. S Grant	1025

Vintage A Texaco

Record: A Knox (2018) 1860 + 1870

1. B Treloar	1860 + 669
2. A Knox	1852
3. B Treloar	1844
4. S McCurrie	1643
5. S Grant	1395
6. T Glogau	1218
7. B Scott	1138
8. S Cox	1028
9. J Butcher	614

Vintage Open Texaco

Record: B Treloar (2018) 1840 + 1703

1. B Scott	1830
2. A Knox	1828
3. B Treloar	1586
1. B Russell	744
2. I Munro	686
3. S McCurrie	162

Vintage 1/2E Texaco

Record: P Townsend (2020) 3689

1. W Cartwright	2839
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2. J Butcher	2388
3. K Fisher	1964
4. T Gribble	1624
5. B Russell	1390
6. B Robinson	1387
7. L Rodway	1362
8. B Scott	1313
9. A Knox	884

Classical 1/2E Texaco

Record: D Crook (2020) 2774

1. T Gribble	1482
2. D Crook	1437
3. W Cartwright	637

Vintage E Texaco

Record: A Knox (2020) 3000

1. D Crook	2793
2. W Cartwright	2317
3. B Russell	1735
4. A Knox	1600
5. J Butcher	1450
6. T Gribble	1427
7. B Scott	1388
8. B Robinson	1340
9. D Mossop	1188
10. R Anderson	1170

Classical E Texaco

Record: A Knox (2020) 3310

1. D Mossop	2697
2. A Knox	2291
3. P Townsend	1857
4. K Fisher	1636
5. B Russell	1335
6. T Gribble	1219
7. B Scott	804
8. D Thornley	512

Vintage E Rubber Texaco

Record: B Russell (2019): 5685

1. J Butcher	4570
2. D Mossop	3835
3. D Crook	2688
4. B Russell	2687
5. J Danks	2588
6. K Fisher	2037
7. T Gribble	2026
8. S Nicholas	1857
9. A Knox	1566
10. D Gush	1268

Sport Cabin Texaco IC

Record: S McCurrie (2021) 1646

1. S McCurrie	1646
2. A Knox	971
3. J Beresford	543
4. L Rodway	389
5. B Scott	324

Sport Cabin Texaco E

Record: K Trillo (2019) 4457

1. K Fisher	3116
2. J Butcher	2382
3. B Scott	1779
4. R Anderson	1422
5. B Russell	1243
6. P Townsend	1222
7. M Evans	1134
8. L Rodway	603

Vintage and Classical Scale Texaco

Record: A Knox (2020) 1680 + 786

1. A Knox	1680 + 771
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VINTAGE PRECISION

<i>G.Burrows</i>	<i>2014</i>	<i>411</i>
1. B.Scott	NDC	266
2. L.Rodway	NDC	227
3. David Ackery	Nationals	223
4. J.Beresford	NDC	201
5. S Cox	Nationals	200
6. Bryce Gibson	Nationals	193
7. Chris Murphy	Nationals	178
8. S.Morse	NDC	149
8. R. Bould	Nationals	128
10. Kyla Fisher	Nationals	93

VINTAGE POWER

<i>Anderson / Bain / Scott</i>	<i>540</i>
1. B.Scott	NDC 466
2. R.Bain	NDC 423
3. L.Rodway	NDC 298
4. Rex Anderson	Nationals 175
5. C.Muyrphy	Nationals 160
6. A.Koerbin	Nationals 92

VINTAGE RUBBER

<i>McGarvey / Koerbin</i>	<i>540</i>
1. A.Koerbin	Nationals 525
2. P Squires	Nationals 455
3. C.Murphy	Nationals 430
4. R.Pilcher	Nationals 375
5. B Scott	NDC 305
6. W.Lightfoot	Nationals 304
7. B.Gibson	Nationals 195

VINTAGE GLIDER

<i>R.Anderson</i>	<i>2018</i>	<i>436</i>
1. D.Ackery	Nationals	277
2. L.Rodway	NDC	236
3. S.Cox	Nationals	220
4. J.Beresford	NDC	77
5. M.Evans	Nationals	38
6. B.Scott	NDC	33

NOSTALGIA POWER

<i>Bain / Scott</i>	<i>540</i>
1. R Bain	Nationals 502
2. B.Scott	Nationals 479
3. B.Gibson	NDC 469
4. K.Barnes	Nationals 465
5. R.Anderson	Nationals 436
6. B.Gibson	Nationals 372
7. C.Murphy	Nationals 281

VINTAGE CAT GLIDER

<i>J.Butcher</i>	<i>2012</i>	<i>339</i>
1. D.Richards	Nationals	297
2. R.Brown	Nationals	255
3. K.Barnes	Nationals	253
4. G.Lovejoy	Nationals	243
5. J. Butcher	Nationals	233
6. R.Pilcher	Nationals	223
7. J.Warner	Nationals	212
8. A.Knox	Nationals	211
9. A.Reed	Nationals	209
10. A.Fuller	Nationals	208

NOSTALGIA RUBBER

<i>L.Vincent</i>	<i>2021</i>	<i>1011</i>
1. L.Vincent	Nationals	1011
2. P.Squires	Nationals	872
3. W.Lightfoot	Nationals	488
4. G.Lovejoy	Nationals	477
5. B.Scott	NDC	462
6. B.Gibson	Nationals	435
7. C.Murphy	Nationals	427

NOSTALGIA GLIDER

<i>M.Evans</i>	<i>470</i>
1. B.Scott	NDC 273

SMALL POWER

<i>B.Scott</i>	<i>2016</i>	<i>353</i>
1. S.Cox	Nationals	261
2. B.Scott	Nationals	253
3. R.Anderson	Nationals	150

CLASSIC POWER

<i>Bain / Murphy</i>	<i>540</i>
1. C.Murphy	Nationals 540
2. K.Barnes	Nationals 432
3. D.Ackery	Nationals 283

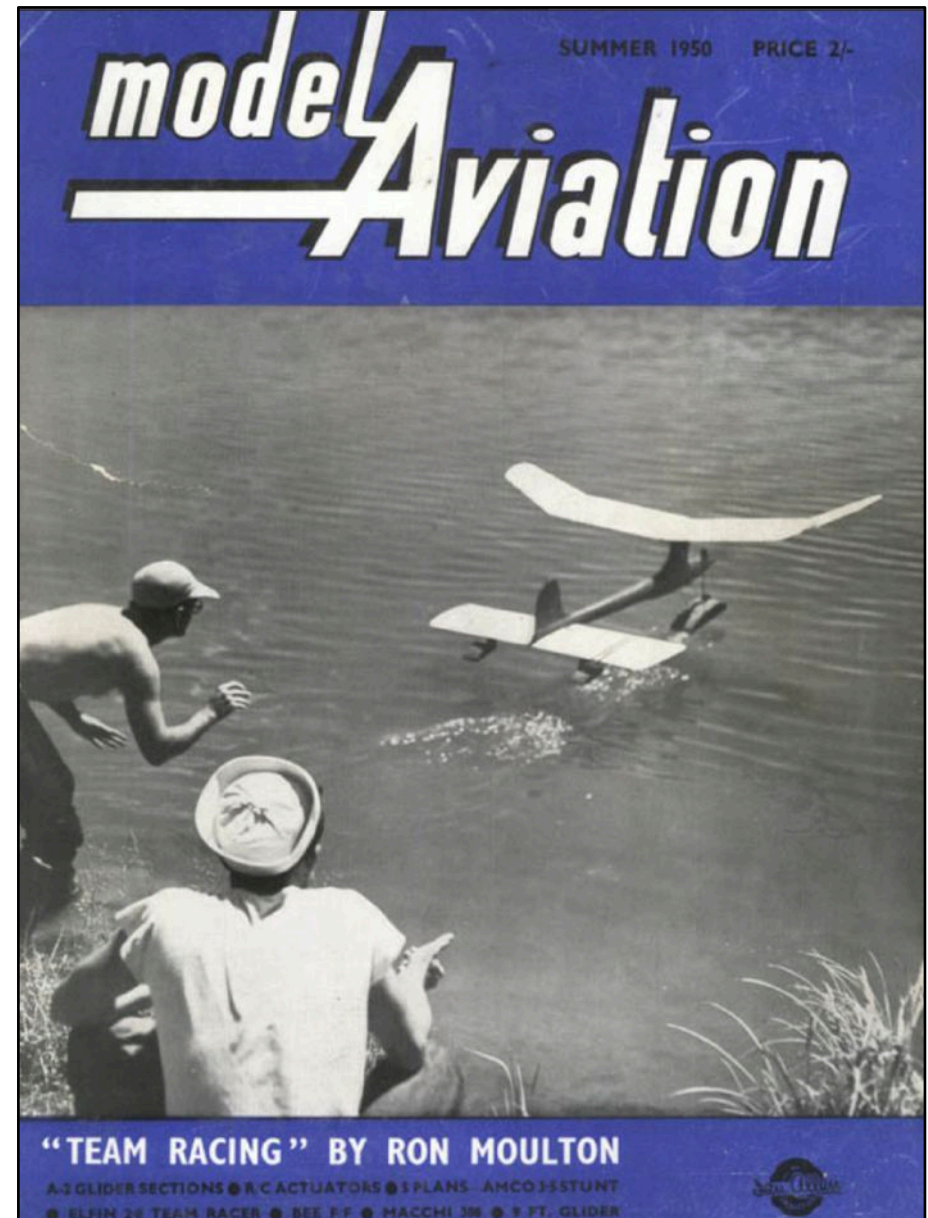
CLASSIC GLIDER

<i>R.Anderson</i>	<i>2015</i>	<i>540</i>
1. R.Anderson	Nationals	400
2. A.Knox	Nationals	294
3. M.Evans	Nationals	197
4. M.Vincent	Nationals	130

At fourth from left, little Billy Baxter of Porridge Lane, Upper Piddlehampton, dreams of the day when he will be as tall as brother Albertus (fifth from left) whose model, although launched at the same moment as Billy's, has already a three foot height advantage. "Never mind, Lad," consoles behatted Uncle Robert, holding a bottle of Guinness for emergency use, "At least you ain't lost your arm or your wing like them down the end."



AFTER WWII THERE WAS SUCH A SHORTAGE OF PAPER IN ENGLAND THAT BY LAW NO NEW MAGAZINE TITLES COULD BE PRINTED. HOWEVER, BOOKS COULD BE PUBLISHED. THESE *MODEL AVIATION* MAGAZINES WERE ADVERTISED AS BOOKS TO AVOID RESTRICTIONS. PUBLICATION CEASED AFTER SEVEN ISSUES SO THEY ARE NOW HARD TO FIND. ALL WERE EDITED BY BILL DEAN AND RON WARRING.



CHIMNEY SWOOP

Navy chopper rescues model plane stuck on top of old stack

BY MAX CHANNON & JOHN BETT

TENSION may have been stacking up on the ground but a Royal Navy chopper pulled off a model rescue.

Roger Bath crashed his radio-controlled plane on top of the remote chimney while out with his club and was stumped.

So a member of RC Cornwall Flyers called Royal Naval Air Station Culdrose in Helston – which happened to have a search and rescue exercise on and took up the challenge.

Roger, 68, from Camborne, said: "We were having a competition of spot-landing. I had the perfect spot-landing, you could say. How the heck it got in the chimney I don't know."

The Merlin chopper lowered Lieutenant Donell Fairweather down to grab the plane at the Victorian engine house chimney near Nancegollan,



TALL ORDER Victorian chimney West Cornwall. Lieutenant Commander Steve Thomas said Wednesday's extra test was simply too good to miss.

He said: "The task was far from simple. Everyone gets more out of doing something like this than they do just training at the airfield."

mirrornews@mirror.co.uk @DailyMirror



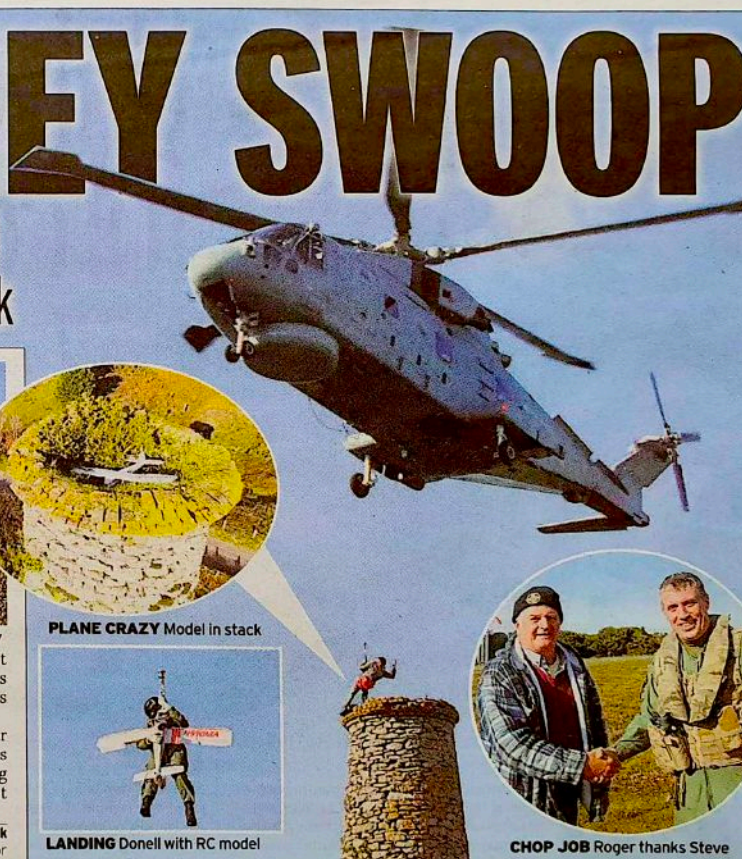
PLANE CRAZY Model in stack



LANDING Donell with RC model



CHOP JOB Roger thanks Steve



NZ ICON #184

Phar Lap 1926 - 1932 NZ-bred racehorse that dominated Australian racing and was a symbol of hope during the early years of the Great Depression. Phar Lap won the Melbourne Cup, two Cox Plates, the Australian Derby, and 19 other weight for age races. One of his greatest performances was winning the Agua Caliente Handicap in Mexico in track-record time in his final race - he won in a different country, after a bad start many lengths behind the leaders, with no training before the race, and he split his hoof during the race.

After a sudden and mysterious illness, Phar Lap died in 1932 in Atherton, California. At the time, he was the third highest stakes-winner in the world. His mounted hide is displayed at the Melbourne Museum, his skeleton at the Museum of New Zealand, and his heart at the National Museum of Australia



"I fear the day that technology will surpass our human interaction. The world will have a generation of idiots."

-Albert Einstein

