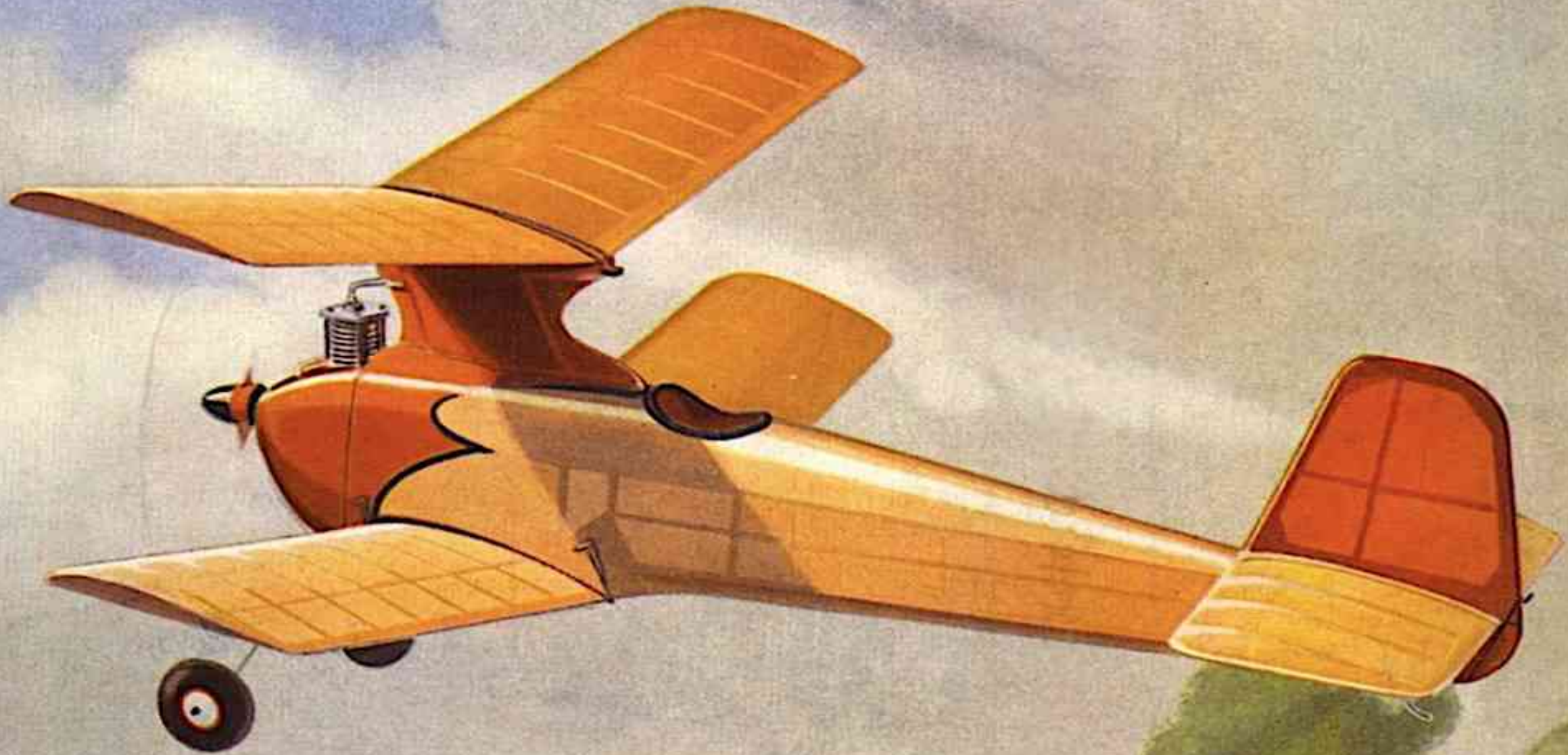


AVANZ



NEWS

Fostering Vintage and Traditional Aeromodelling in New Zealand # 188





Committee Notices



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Vintage SIG Chairman's Report 2022

These are interesting times we live in. Between COVID protocols and unfavourable weather, opportunities for organised Vintage flying rallies have been rare. We can at least be grateful for NDC. And of course, plenty of opportunities to spend time in our sheds.

This year we lost a wonderful competitor and friend in the passing of Keith Trillo. Keith will be remembered for his dogged competitiveness, knowledge of flying and building and his cheery personality.

A highlight was the induction of Wayne Cartwright into the MFNZ 'Hall of Fame'. Wayne was deservedly recognised for his massive contribution over many years to both MFNZ and the Vintage SIG.

"Ask not what my SIG can do for me, but what I can do for my SIG." A reminder that when someone asks for assistance, don't just leave it to someone else. The debacle that Vintage FF encountered in getting flyers to put their hands up to act as CDs in the Nationals is a case in point.

It seems there is a perception within the Vintage flying community that we are messing about with the rules too much. It is true that there have been some rigorous discussions within the SIG Committee. I personally believe this is healthy and more likely to ensure we end up with good rules. Over the past two years the only significant rule change has been to the way Age Bonuses are applied to Vintage competitions of limited flight duration. It has also become

clear that we need to get information from current and past flyers, and from folk currently on the fringes of Vintage flying, to assist us make our sport more relevant, accessible, and attractive to new participants.

I would like to thank a number of folk who have made valuable contributions to the Vintage SIG over the past year:

Allan Knox for his excellent work as NDC Coordinator and as Recording Officer.

Bernard Scott for his much-awaited AVANZ newsletter. These newsletters remain the most important way of communicating with the wider Vintage flying community.

Dave Crook, Tony Gribble, Allan Knox, Stew Cox, and Bryan Treloar for their work in organising and running the various vintage rallies and meets around the country.

Barrie Russell for his contributions to the Vintage SIG column in Model Flying World. Barrie is stepping down from this role this year. Many thanks for the great work, Barrie.

Jan Butcher, our Treasurer, is also stepping down this year. Many thanks, for your sterling work Jan. Wayne Cartwright has kindly offered to fill this role.

And all members of the Vintage SIG Committee for their contribution and guidance over this year.

Wishing you and yours the very best for the coming year, and many happy landings.

Don Mossop, 18th Dec 2021

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Minutes of the MFNZ Vintage SIG AGM

3rd of January 2022 6.00 PM at the Clareville Nats HQ concurrent with a BBQ.

Apologies: Wayne Cartwright, Dave Crook

Present: Don Mossop (Chairman), Allan Knox (Secretary on the day), Bryan Treloar, Terry Beaumont, Stuart Hubbard, Margaret Cooke, Bernard Scott, Roscoe Smith, Richard Fallas, Peter Townsend, Grant Fulton, Barrie Russell.

Minutes of previous AGM: Distributed and moved as a true and accurate record by Don Mossop, seconded Barrie Russell, carried.

Chairman's report distributed was moved by Don, seconded by Allan K, and carried. Don advised he will remain as Chair this coming year but would then step aside, and, that it was up to the committee to find his replacement. Don stressed that when there is a need for assistance, don't leave it to someone else - "Ask not what, but what can I do for my SIG". As a relevant example, volunteer for CD duties if asked, please.

Treasurer's Report: The Treasurer's report (via Jan Butcher) was distributed and moved by Don M, seconded by Grant

Fulton, and carried. Finances are looking sound for expected commitments and are strong enough for the purchase of items like Gazebos for use at regional meetings if required. Sunshade at the first 2 days of the Nats proved vital. Request Committee approval before expenditure please. Action: Regional Committee reps.

Jan Butcher is stepping down as Treasurer. A vote of thanks for Jan's contribution was moved and carried unanimously. Wayne Cartwright has agreed to be the next Treasurer, and arrangements are in hand to ensure a smooth handover.

Election of the SIG Committee and Officers:

Barrie advised he will no longer be doing the MFNZ column for MFNZ. He was thanked for his efforts. There are strong synergies between AVANZ and the Model Fliers World vintage column. Apportioning articles between the two is better done centrally between the two publications. Bernard Scott and Wayne Cartwright were proposed to pick up this solution between them and Bernard agreed to look at this. Action: Bernard

The composition SIG Committee as follows was moved by Don M, seconded by Barry Russell, and carried: Don Mossop (Chair and Sec.), Bernard Scott (and AVANZ Editor), Dave Crook, Wayne Cartwright, Allan Knox, Bryan Treloar, Peter Townsend and Barrie Russell.

Dave Crook and Tony Gribble have both stepped down from their NNI CD roles. Dave and Tony were thanked for their considerable contributions. Clearly there is a need to find replacements for the roles Dave and Tony filled.

Don may approach Stewart Cox to be on committee for the lower North Island and also vintage Free Flight representation, although it was noted that Bryan Treloar represents this area also.

Richard Fallas (Pres. NSMAC) indicated that Dave Wilkins of NSMAC may be appropriate to invite to join the Committee and also serve as a liaison for NSMAC to hold future Vintage rallies there. Action: Don to approach Dave Wilkins.

Meeting closed at 6:20pm

Allan Knox (Secretary)



MODEL FLYING NZ - VINTAGE SIG ACCOUNTS						
Kiwibank cheque account 38-9020-0855883-07						
		1-4-2019 - 31.3.2020		1.4.2020 - 31.3.2021		1.4.2021 - 17.12.2021
income						
rally entry fees		375.00		302.00		15.00
interest		0.54		0.03		
Nationals		<u>394.00</u>		<u>0.00</u>		
		769.54		302.03		15.00
expenditure						
rally hosting fees		270.00		160.00		0.00
printing/publishing;		55.00		50.00		240.00
laptop		503.20		0.00		
trophies						100.00
transfers to savings account	savings acc	<u>240.00</u>		<u>20.00</u>		<u>0.00</u>
		1068.20		230.00		340.00
balance	1.5.19	767.25	1.4.20	468.59	1.4.21	540.62
income	31.3.20	<u>769.54</u>	31.3.21	<u>302.03</u>	17.12.21	15.00
		1536.79		770.62		555.62
expenditure	31.3.20	<u>1068.20</u>	31.3.21	<u>230.00</u>	17.12.21	<u>340.00</u>
balance	31.3.20	<u>468.59</u>	31.3.21	<u>540.62</u>	17.12.21	<u>215.62</u>
Kiwibank savings account 38-9020-0855883-14						
balance	1.4.19	3916.22	1.4.20	4218.47		4252.87
interest	30.3.20	62.25	31.3.21	18.93		30.10
transfers	30.3.20	<u>240.00</u>	31.3.21	<u>20.00</u>		<u>0.00</u>
				4257.40	14.12.21	4282.97
PIE Tax			31.3.21	<u>-4.53</u>		<u>-0.98</u>
balance	31.3.20	4218.47	31.3.21	4252.87	17.12.21	4281.99
accumulated funds						
cheque account		468.59		540.62		215.62
savings account		<u>4218.47</u>		<u>4252.87</u>		<u>4281.99</u>
	31.3.20	4687.06	31.3.21	4793.49	17.12.21	4497.61
ANZ cheque account 01-0242-0170053-010 transferred to Kiwi Bank						
ANZ savings account 01-0242-0170053-050 transferred tp Kiwi Bank						

IRREGULAR COMMENTS

from the Editor

(Irregular: occasional, improper, unofficial, rough)

BULLETIN The new year brings another round of bulletins and after seven years there was a bit of a “samey” feeling. If you are not progressing, then you are stagnating, so it was going to be a new challenge or a new editor.

The challenge option was taken in the form of a publishing program with greater pizzazz that will exercise ossifying mental faculties while remaining impossible to master.

A begging letter to the Vintage Committee, and voilà! they kindly purchased it. What marvelous things it does - like inserting that à in voilà just now, and it has possibilities for more exotic layouts.

Developing a bulletin that is more interesting to look at (and even to read in the case of some recipients) will keep me editing for a bit longer, although it should be noted that the position of Editor is not an hereditary one and any budding Cub Reporter from Taihape, Twizel, or Tapanui could stage an unresisted coup at any time.

BUILD REPORTS The quirky “earomodelling” reports from the Crumble brothers pour in unabated, but it would be *jolly sporting*, to quote the Colonel, if others who are more advanced in the hobby shared their skills and love of aeromodelling.

The bulletin is a platform on which builders can present their efforts, but there is a modesty, or secretiveness, lurking out there. Many worthy creations pop into public existence only when they are seen flying for the first time, yet their sometimes rough road to completion could be of help to others. Is it a case of “Aw shucks, nobody wants to know about li’l old me”, or just laziness, that thwarts the reporting of activity? Thanks to those who do share their efforts, they are much appreciated.

On a pragmatic level, when your final curtain descends and the lights go down, we won’t then be able to ask you what torque a rubber motor will take, or how to tune a diesel engine, or any other of the things that you could have shared.

TRADITION Vintage enthusiasts are fortunate that the RTF industry does not yet dominate their hobby. We are mostly a band of old-fashioned (in the nicest way) builders who take pride in what we create. We can be rightly proud of these creations as our input is much more than gluing together five pre-formed foam components. We work with basic materials using “traditional methods”. I like better the description “stick and tissue building” but that might conjure up images that are intolerably primitive for some.

Could Vintage flying exist without traditional building? Perhaps it could, but not as we know it. As we traditional old farts all die off, taking our knowledge (shared or unshared) with us, exploitive capitalists will no doubt fill the gaps with foam kits for the Starduster, Playboy, Cumulus and their like, but they will likely be parodies of what we now have. A Tomboy with a foam wing? That’s just not right, and let’s not even consider a 3D-printed Lanzo Stick.

VINTAGE ELECTRIC FF After the query in #187, some useful feedback has been received regarding battery sizing for EVFF Power. Anyone else with experience in this area, please send your thoughts to the Editor.

NATIONALS Elsewhere, Vintage Free Flight at the Nationals is called a debacle, and rightly so. Thanks to timely offers from Stew Cox, Martin Evans, and Bryce Gibson, a complete rout was avoided and four of the nine intended Vintage free flight events could be flown. For 2023 there will, once again, be plenty of notice of the requirements for Vintage free flight events at the next Nationals. Starting right now.

There are no paid positions in our area of interest. The background activity that enables Vintage flying is voluntary, so we will need to find contest directors for 2023. Up to four for free flight, one for each day if a single volunteer is not available. Free Flight CDs will need to be sorted before the call for the next Nationals programme, and in 2021 that was in July.

Time for those who assume that someone else will (yet again) shoulder what should be a shared load to give a little back by volunteering to assist - even if it is just for one morning !

The Australian Nationals entry form on page 18, bottom left, has a “Statement of Agreement”. Perhaps we would benefit from something similar?

February to April NATIONAL DECENTRALISED PROGRAMME



Feb/22	106	VINT	FF Vintage Power Duration
Feb/22	107	VINT	FF Nostalgia Power Duration
Feb/22	108	VINT	FF Nostalgia Rubber Duration
Feb/22	109	VINT	FF Classic Rubber Duration
Feb/22	110	VINT	RC Vintage 1/2A Texaco
Feb/22	110	VINT	RC Vintage E Rubber Texaco
Feb/22	112	VINT	RC Classical IC Duration
Feb/22	207	FF	P30
Feb/22	208	FF	Open Power
Feb/22	209	FF	FAI F1A Glider
Feb/22	210	FF	1/2 A Power
Feb/22	211	FF	Open Tissue
Feb/22	212	FF	FAI F1L Indoor Rubber
Feb/22	213	FF	FAI F1B Rubber

Mar/22	113	VINT	FF Classic Glider Duration
Mar/22	1141	VINT	FF Vintage Rubber Duration
Mar/22	115	VINT	RC Vintage IC Duration
Mar/22	116	VINT	RC Vintage E Duration
Mar/22	117	VINT	RC Classical E Duration
Mar/22	214	FF	Indoor Hand Launch Glider
Mar/22	215	FF	Open Rubber
Mar/22	216	FF	Kiwi Power
Mar/22	217	FF	Kennedy Precision
Mar/22	218	FF	Aggregate
Mar/22	219	FF	Tip Launch Glider
Mar/22	220	FF	Hanger Rat

Apr/22	118	VINT	FF Nostalgia 1/2A/ Min Replica
Apr/22	119	VINT	FF Classic Power Duration
Apr/22	120	VINT	RC Vintage 1/2E Texaco
Apr/22	121	VINT	RC Vintage A Texaco
Apr/22	122	VINT	RC Vintage E Texaco
Apr/22	221	FF	1/2 A Power
Apr/22	222	FF	Open Rubber
Apr/22	223	FF	Open Power
Apr/22	224	FF	Coupe d'Hiver
Apr/22	225	FF	P30
Apr/22	226	FF	A1 Glider
Apr/22	227	FF	Kiwi Power
Apr/22	228	FF	Open Glider
Apr/22	229	FF	Catapult Launched Glider
Apr/22	230	FF	Hand Lunched Glider
Apr/22	231	FF	E36
Apr/22	232	FF	FAI F1L Indoor Rubber

UPCOMING VINTAGE RALLIES AND CONTESTS



February 26 - 27 **JR Airsail**
March 12 - 13 **Awatoto (MFHB)**

April 9 - 10 **Thames Blackfeet Ngatea**

April 23 - 24 **Nth Shore MAC** *North Shore Model Aero Club,
60 Green Road, Dairy Flat, Auckland. We will comply with the Government's criteria of the
day. Currently we are requiring vaccine passports for our events that could have an
attendance between 25 and 100. Robert Berger, Event Manager*

May 21 - 22 **Tuakau MAC**

NORTH ISLAND FREE FLIGHT CHAMPS

Friday 1st
Open Rubber 3x180
Open Power 3x180
Open Glider 3x180
Vintage Duration
combined 3x180
E 36 3x120

Saturday 2nd
Kiwi Power 3x120
Nostalgia Duration
combined 3x180
P30 3x120
Chlg/Hlg/Tlg
combined 6x60

Sunday 3rd
Mini Combined 3x120
(1/2A Power, coup, A1)
Vintage precision 3x90
Kennedy precision 3x90
Classic Duration
combined 3x180

Contest director: Paul Squires 021 029 94110 pwsquires@gmail.com

1st, 2nd & 3rd of April 2022
Raynor's Farm
Carterton

— New this year —
Teams Challenge
Teams of two drawn Friday night at
chosen venue
Combined times taken over 2 days
This event is separate to NIFFC
\$100 Cash to the winning team
Sponsored by CLG
(Connie Louise Gray)

FUTURE LEVIN VINTAGE EVENTS

The first of the three Levin Club Vintage event for 2022 is the Gareth Newton Memorial on Saturday 12th February. The events are all on Saturdays to have minimal impact on club flying by avoiding the normal Sunday club day flying activities.

The Levin Vintage events will be the same low key fun days that have become increasingly popular in recent years and both vintage competition flights and vintage sport flying is what the events are all about. Low key fun competition and enjoying flying vintage models together are the objectives.

The format is that you can fly any Vintage or Classical class that you wish. There are no entry fees and the flying is very much relaxed fun. We stop for lunch and depending on the Covid situation at the time, normally BBQ some sausages. Most fly Vintage Precision in which any Vintage IC or electric model may be used. This is a very straightforward class with three flights, each with up to a 60 second motor run and ideally a spot landing at 3 minutes give or take the age bonus of your model (one point for each year the design was published before the 1950 Vintage cut off date).

Many of us will also fly other Vintage or Classical classes such as Duration and Texaco. If you aren't familiar with the classes, bring along your Vintage models and ask Bryan or Stew about what classes they could be flown in. The classes are all very straightforward and we are very happy to help you on the day to "have a go" at a new class. Each class has its own challenges and appeal – all good fun!

To those that haven't attended before, come along and have a fun day of Vintage flying in a relaxed rally type atmosphere. To regular

attendees, how about expanding your horizons to fly an additional class or two at the events this year?



Gareth Newton Memorial Vintage Event

Saturday 12th February 2022

CANCELLED DUE TO COVID RESTRICTIONS

For any further details contact joint organisers Stew Cox 027 548 1894, Flierstew@gmail.com or Bryan Treloar 0204 147 6917, bryan_treloar@hotmail.com

Also note the dates for the other two Levin Vintage events:

Bob Burling Memorial - Saturday 14th May 2022 (Saturday 21st May wind postponement date)

John Selby Memorial - Saturday 15th Oct 2022 (Saturday 22nd Oct wind postponement date)

WAIKATO FREE FLIGHT CHAMPS

SATURDAY 30th April 2022

PROCTOR ROAD, ORINI 8.00am start Fly-offs 2.00pm

Entry point to field will be marked with a yellow sign

Close any gates that you open

CD Bernard Scott scott.scott@xtra.co.nz

Field Levy \$5

But, is it VINTAGE ??

*Yes, Vintage designs are regularly seen
in all classes except E-36 at this contest*

AGGREGATE	9:00 - 9:30 am
OPEN	3 x 180 (Power, Rubber, Glider)
KIWI POWER	3 x 120
CAT	6 x 60
E-36	3 x 120
MINI Combined	3 x 120 (P-30, Coupe d'Hiver, 1/2A, A1)

74th New Zealand NATIONALS

The 2022 Nats were well-organised, and despite fears of COVID, at all times folk felt safe and enjoyed the wonderful weather and companionship. Overall numbers of competitors were a little down this Nats., no doubt influenced by concerns about safety. Registration kicked off on Sunday 2nd Jan with magnificent burgers provided by Mike Briggs and helpers.

The weather on Monday, Tuesday and Wednesday was fine and hot with variable NE breezes and somewhat patchy periods of lift. On Thursday, a southerly front came through with fairly heavy rain after lunch causing several planes to fall from the skies and some flights to be deferred until the next morning.

Day 1 was all about Precision (Vintage and Classical) and Vintage IC Duration. A great turnout for Vintage Precision as usual including a few newcomers. In Vintage Precision, only two flyers achieved maxes to advance to the fly-off (Allan Knox 1st, Don Mossop 2nd). Somewhat surprisingly, in Classical Precision, after three rounds scores were tied (Barrie Russell and Don Mossop). Barrie nailed the fly-off. Vintage IC Duration was taken out by Allan Knox.

The AGM was held concurrently with a BBQ (using Mike Briggs leftovers) and refreshments at the end of Day 1 rather than at the end of the competitions. This seemed to attract a larger than usual number of

attendees and may be a sensible format to adopt in future.

Tuesday 4th Jan was breezier and lift was a little harder to find. Only Barrie Russell was able to score three maxes in Vintage E Duration.

Conditions on Wednesday were very similar, but Thursday 6th was a tale of two halves. An overcast day and a gentle southerly in the morning leading up to a squall coming through at midday forcing many from the sky. The rain held on for several hours before play was abandoned with a few flights re-scheduled for Friday. Unfortunately, Bryan Treloar's large Lanzo 'Airborne' was lost from view during Vintage Open Texaco in the morning. This was discovered sometime later by a farmer some distance away and Bryan's beloved Airborne will fly again.

Vintage RC Prize-giving on Friday afternoon was a rather lonely affair with just a couple of "survivors" present. Allan Knox flew consistently well all week and deservedly won the overall Vintage Champion plaque later at the main Prize-giving event. Well done, Allan!

There is an intention to keep the Nationals at Carterton for the foreseeable future – largely because of its central location, and, that it is able to accommodate the needs of Free flight and Control Line more conveniently than other venues. So, get yourself organised for the Nationals next year - consider car-pooling, hiring vehicles, and sharing accommodation.

Vintage RC Precision

Placing	Name	Model	Score
1	Allan Knox	5 Ft Gas	792*
2	Don Mossop	Lanzo Bomber	772*
3	Barrie Russell	Stardust Special	582
4	Bryan Treloar	Red Zephyr	580
5	Bruce McKay	Red Zephyr	573
6	Martin Evans	Miss Trenton III	571
7	Pete Townsend	Playboy	567
8	Richard Fallas	Southerner	559
9	Terry Beaumont	Mercury	553
10	Grant Fulton	Playboy	547
11	Stuart Hubbard	Quaker Flash	527

- Fly-off

Classical Precision

1	Barrie Russell	Night Train	791*
2	Don Mossop	Pulteri	786*
3	Allan Knox	Pulteri	589
4	Grant Fulton	Night Train	585

- Fly-off

Vintage IC Duration

1	Allan Knox	Cumulus	737
2	Bryan Treloar	Lanzo Airborne	675
3	Barrie Russell	Super Slicker	665
4	Pete Townsend	Flying Pencil	600
5	Terry Beaumont	Lanzo RC1	495

Vintage E Duration

1	Barrie Russell	Stardust Special	960*
2	Allan Knox	Scram	802
3	Don Mossop	Playboy	801
4	Stuart Hubbard	Cloudster	790
5	Pete Townsend	Civvy Boy	554
6	Grant Fulton	Playboy	380

- 3 Maxes

Classical ½ E Texaco

1	Don Mossop	<u>Starduster</u>	1312
2	Allan Knox	Easy-Boy	1197

Classical E Texaco

1	Allan Knox	<u>Pulteri</u>	1338
2	Barrie Russell	Night Train	1086
3	Pete Townsend	Glow worm	964
4	Don Mossop	Dixielander	924
5	Grant Fulton	Night Train	504

Vintage ½ A Texaco

1	Allan Knox	Skipper	1480
2	Bryan Treloar	Playboy	1387
3	Pete Townsend		1113

Sport Cabin E Texaco

1	Pete Townsend	Tomboy	1845
2	Barrie Russell	Tomboy	1445
3	Martin Evans	Debutante	780

Classical E Duration

1	Don Mossop	<u>Pulteri</u>	1392
2	Barrie Russell	Night Train	1284
3	Allan Knox	<u>Pulteri</u>	610
4	Grant Fulton	Night Train	538
5	Pete Townsend	Glow worm	461

Vintage E Texaco

1	Allan Knox	5 Ft Gas	3593
2	Barrie Russell	Stardust Special	1537
3	Don Mossop	MG-2	1147

Vintage E Rubber Texaco

1	Don Mossop	Stormont	4679
2	Barrie Russell	<u>Voo Doo</u>	2255
3	Allan Knox	Dart Senior	1572
4	Pete Townsend		360*

- DNF – squall came through

Vintage ½ E Texaco

1	Barrie Russell	Stardust Special	2443
2	Allan Knox	MG-2	1161
3	Pete Townsend	Civvy Boy	212*
4	Don Mossop	Miss Quito	82*

- DNF – squall

Vintage Open Texaco

1	Allan Knox	Hangar 13	1840
2	Pete Townsend	Flying Pencil	1407
3	Ian Munro	TD Coupe	1234

Vintage A Texaco

1	Bryan Treloar	Red Zephyr	1840
2	Allan Knox	Lancer	1581
3	Ian Munro	Simplex	1342

Report and results by Don Mossop

THE COVER

A 30" WINGSPAN SPORT BIPLANE

SPORTY

DESIGNED BY
J. S. HUMPHREYS

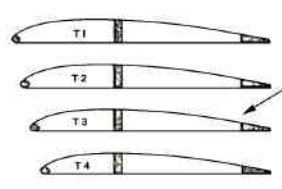
COPYRIGHT OF
THE AEROMODELLER PLANS SERVICE
THE AERODROME, STANBRIDGE, NR LEIGHTON BUZZARD, BEDS.
ALL WOODS ARE Balsa UNLESS OTHERWISE STATED

POWER
ANY DIESEL OR GLOW-PLUG
ENGINE FROM 1CC - 2 CC

PLYON FROM 2 OUTSIDE LAMINATIONS
CROSS GRAINED OF 1/8" SHEET &
ONE CENTRE PIECE OF 1MM PLY
GRAIN RUNS VERTICALLY

MATERIALS REQUIRED

10 STRIPS OF 1/8" x 1/8" x 36" Balsa	1 SHEET OF 1/2" x 2' x 4" Balsa
3 " 1/8" x 3/8" x 36" "	1 " 1/8" x 2' x 36" "
3 " 1/8" x 1/2" x 36" "	MISCELLANEOUS
2 " 1/4" x 1/2" x 36" "	150 FT OF 1MM PLY
1 SHEET OF 1/32" x 2' x 36" Balsa	4 X 2' OF 2MM "
2 " 1/8" x 3' x 36" "	6 X 2' x 1/2" Balsa BLOCK
	18' OF 14 SWG PLANO WIRE
	6' OF 20 " "



ALL TAILPLANE RIBS
FROM 1/16" SHEET

1/16" SHEET TIP

1/16" SHEET GUSSETS

1/8" x 1/2" T.E.

1/8" x 3/8" SPAR

1/8" SQ. L.E.

1/16" SHEET GUSSETS

20 SWG HOOK FOR
TIPLANE ATTACHMENT

1/16" SHEET GUSSETS

14 SWG 1/16" MUST BE TIGHT
FIT IN SLOT CUT OFF 2 MM
PLY FORMER

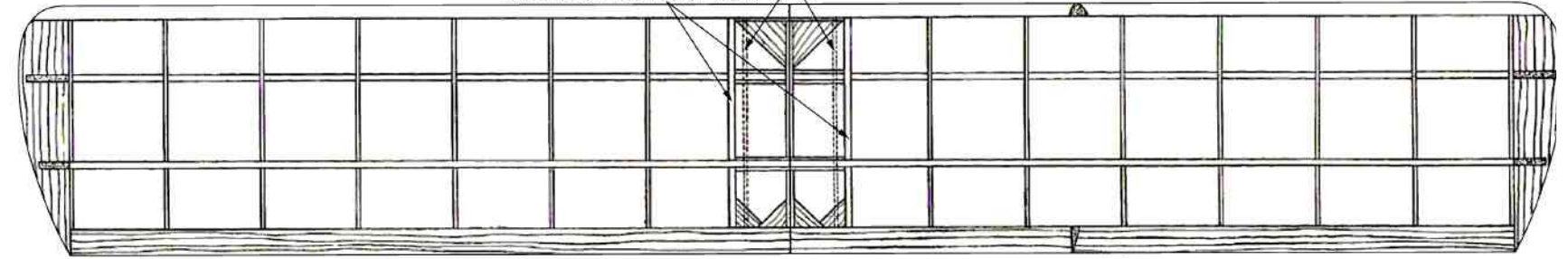
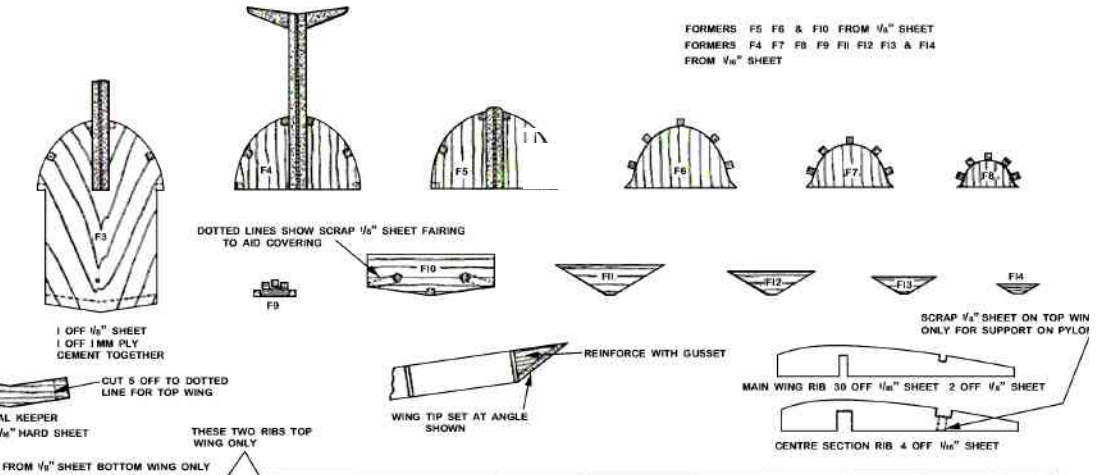
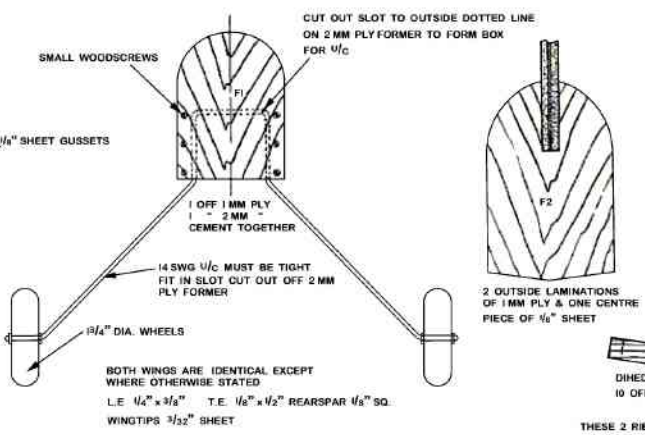
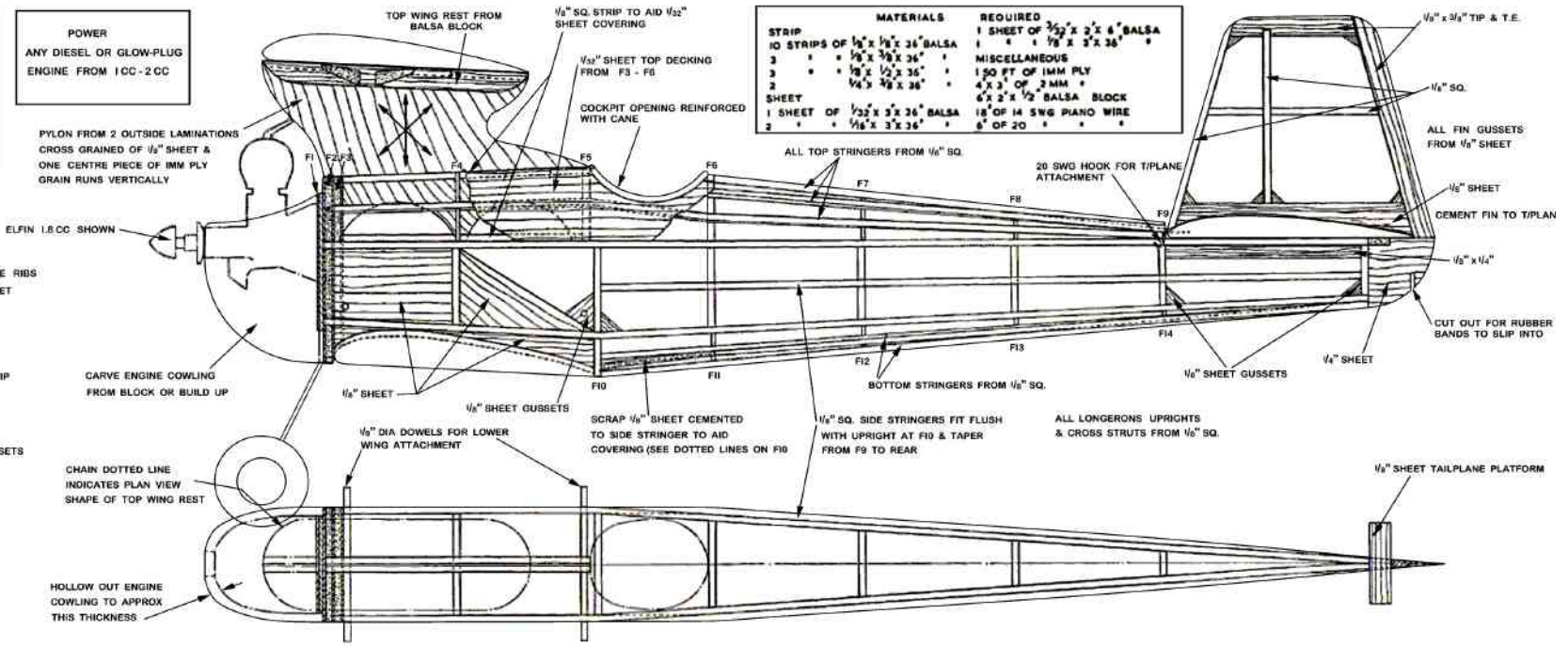
3/16" DIA. WHEELS

BOTH WINGS ARE IDENTICAL EXCEPT
WHERE OTHERWISE STATED

L.E. 1/4" x 3/8" T.E. 1/8" x 1/2" REARSPAR 1/8" SQ.

WINGTIPS 1/32" SHEET

TAPER SPAR FROM T4 TO TIP

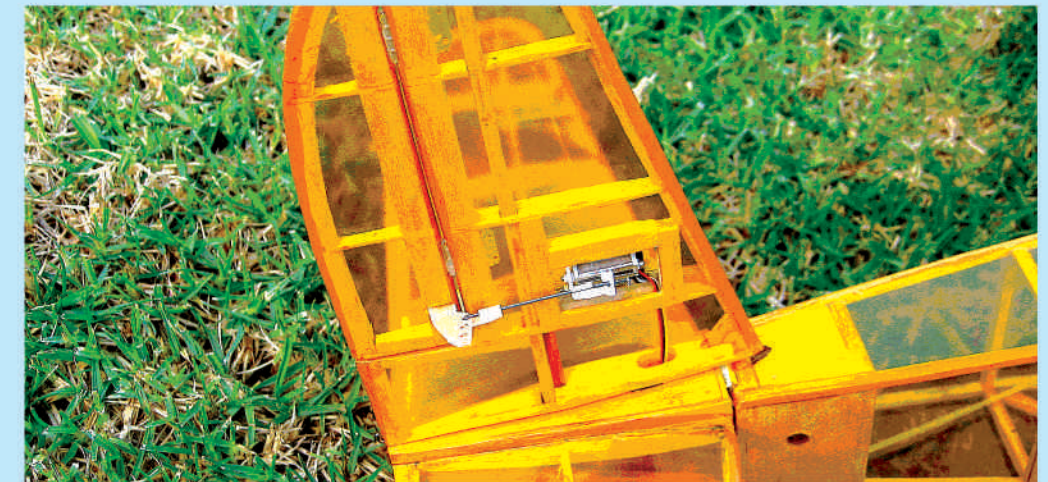
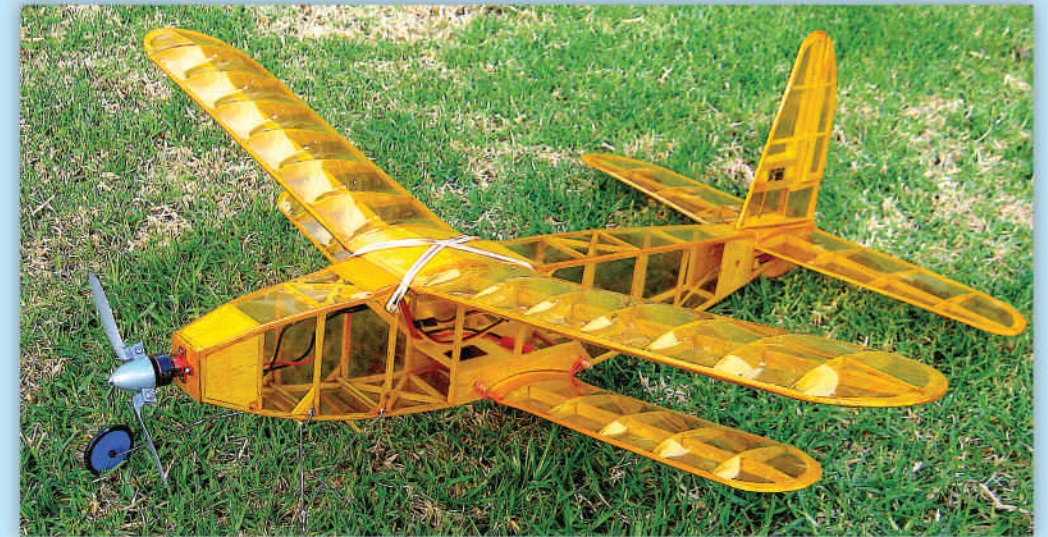


AEROMODELLER
February 1950

J. S. Humphreys

DAYLE MONTGOMERY

Dayle is no stranger in this bulletin. Last year we saw his rendition of the *Dragonfly*, at right. Very light construction was aided by the use of a tiny linear servo for rudder control, built into the fin. Then there were his twin builds of the well known and widely-built *Hummingbird*, but with a twist - one of them was a low-winger. Quite kosher, as designer Angus Macdonald had included both mid- and low-wing variants on the plan of the standard high-wing version. The low-wing version may have been an after-thought, as the wing to fuselage joint is rather clumsy on the plan. Dayle added his own refinement and faired the wing root in nicely, *below*



Tweaking designs for improved looks, performance, or strength is a feature of Dayle's building, and he does not hold back from modifying a design to a use that the designer could not have envisaged - such as converting Bill Dean's dual purpose *Cub*, originally

intended for either Jetex or towline, to electric ducted fan. Two of Dayle's models, a *Fieseler Storch* from the Aeromodeller plan and Ben Shereshaw's *XP-3* were featured in the December 2021 *Model Flying World*. The latter of these gets another mention a little later to

illustrate the servo wiring system that has been used. Dayle's choice of subject is diverse, and it is a pleasure to present over the next few pages a sampling of Dayle's recent work, along with comments from the builder on both his models and his approach to aeromodelling.



ASCENDER 34" Airsail

1811-2000kv outrunner, HK 6a esc, 180 to 300mah 2s Lipo. 6x3 folding prop from an old Flyzone "Ventura", loading 4.50 oz/ft². A beauty in flight. Rudder only. Gets about 15 minutes in the air on one charge.



CUB 72" Kiel Kraft Bill Dean

Converted to 64mm electric ducted fan. 30A esc, and 1000mah 3s lipo gives 21 oz thrust. Loading is 8.67 oz/ft². 'Cheat holes' (square sections below windscreen) open in unison with throttle advance. A y-cable connecting the cheat hole servo with the throttle failed to work properly so I hard wired a 3 pole double toggle switch to the throttle potentiometer and to the sixth channel potentiometer so that in the down position the servo responds instantly with the throttle. In the up position the sixth channel is set as normal.

BUZZBOMB 37" Zaic Yearbook 64-65 Stu Richmond

2205-2300kv outrunner, HK 20A esc, 500 mah 4s lipo, 5x5 propellor, 6.5 oz/ft² Not yet flown.



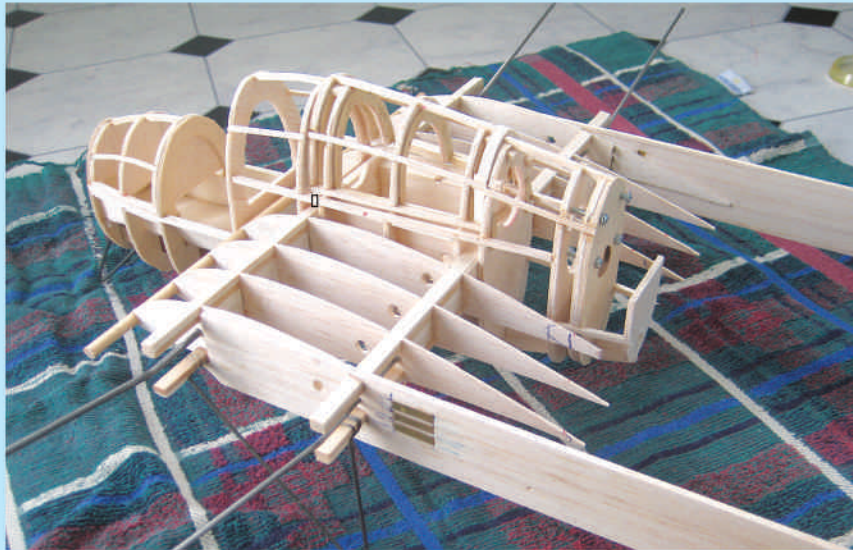
INVADER 51" Keil Kraft

50mm electric ducted fan. 20A esc, 1000mah 2s Lipo gives about 10 oz thrust. Loading is 6.14 oz/ft². No tail surface controls as a wing "waggle" system is employed.



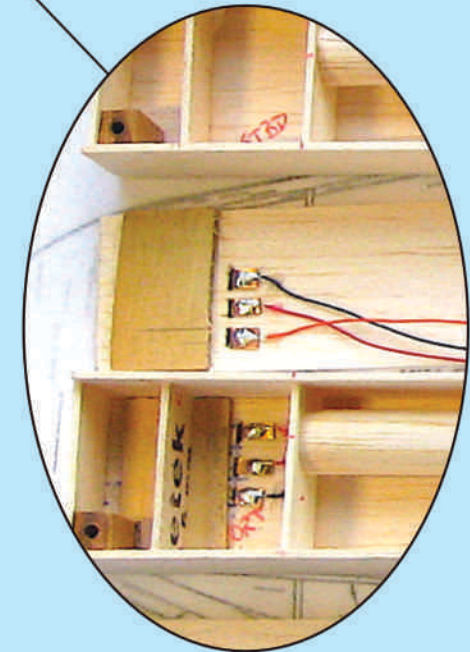
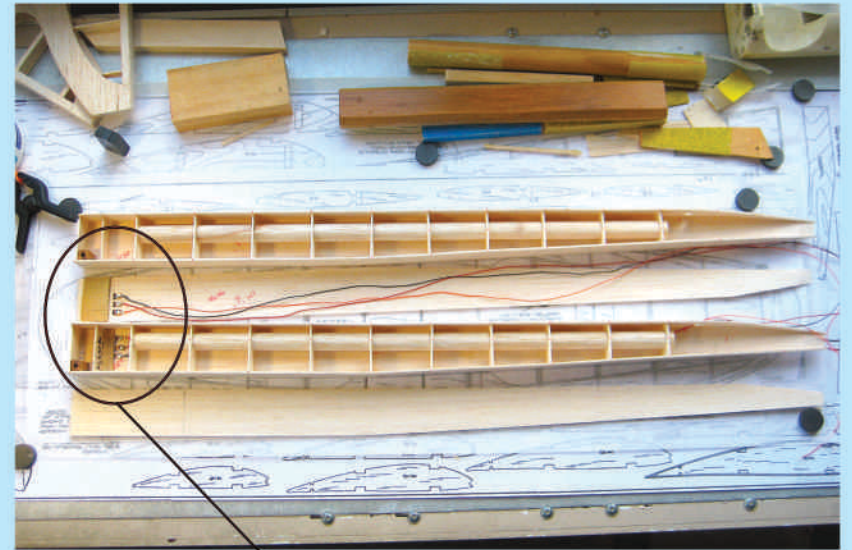
TUMBLETOT 2008 Vic Smeed

Fixed wing version is 22.5" with 1811-2900kv outrunner, 10a esc, 5x4 propellor, and loading is 7.33 oz/ft² The autogyro is a conversion with 26" span rotors. 2211-2300kv outrunner, 10A esc, same 180mah 2s lipo as for fixed wing, 7x4 prop.



XP-3 70" (original 120") 1939
Ben Shereshaw

2836-1500kv outrunner, 30A esc, 1100 to 2200mah 3s lipo, 9x5 3-blade or 9x4.5 Gemfan prop, 12.1 oz/ft². Brass strip used for servo connections to tail boom servos. Model electric train wiring used in booms. The brass has "rippled" section on the boom itself, and a flat section on the centre pod section. Yet to be flown.



PNP servo wiring in the XP-3. This idea, developed by Dayle, will be looked in the next issue.

THE COLONEL

JOLLY FINE TIPS FOR AEROMODELLING BODS



I SAY, CHAPS, SOME TOPPING FLIGHTS BEING PUT IN, EVEN WITH THIS DEM'ED COVID THINGY, WHAT, WHAT? GOT TO MENTION, THOUGH, NOTICED SOME RATHER POOR ASPECT RATIOS ON SEVERAL BI-PLANES AND, OF COURSE, AS ALWAYS, I KNOW EXACTLY WHY. WE ALL UNDERSTAND THE SIMPLE FORMULA FOR DETERMINING MONO-PLANE STABILISER ASPECT RATIO, DON'T WE? IN CASE THE OLD GREY CELLS NEED A BIT OF A PROD, HERE IT IS AGAIN:

$$A_s = \frac{A}{8.5M} \left(\frac{4.5(ND^2)}{M^2} + 3C + 2N \right) \left[1 - \frac{Q + \frac{X}{M} - 2}{7} \right] \left(1 - \frac{G + 2T}{9C} \right)$$

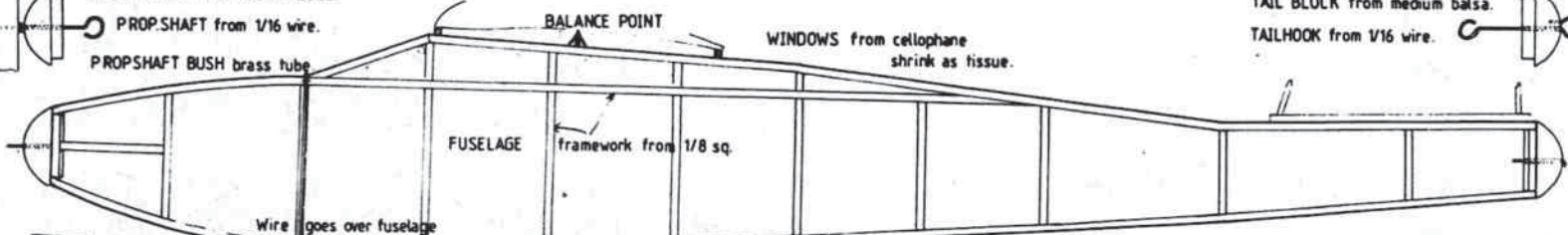
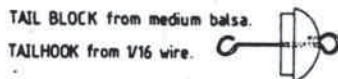
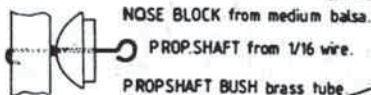
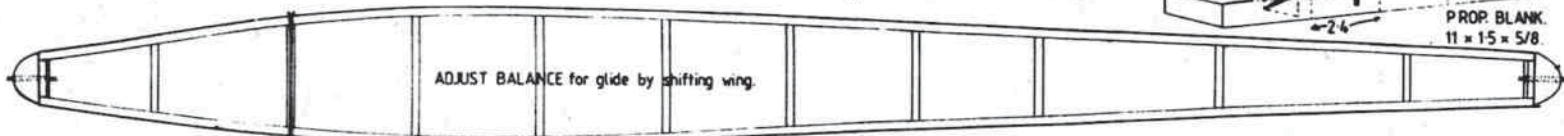
WHAT SOME OF YOU CHAPS ARE OVERLOOKING IS THAT THE FORMULA IS SLIGHTLY DIFFERENT FOR BI-PLANES. NOTICE THAT "0.8" AT THE END OF THE BI-PLANE STABILISER ASPECT RATIO FORMULA BELOW? AND THE -5 INSTEAD OF -2? WELL, THEY ARE RATHER IMPORTANT!

$$A_s = \frac{A}{8.5M} \left(\frac{4.5(ND^2)}{M^2} + 3C + 2N \right) \left[1 - \frac{Q + \frac{X}{M} - 5}{7} \right] \left(1 - \frac{G + 2T}{9C} \right) 0.8$$

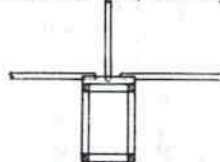
I SUSPECT SOME HAVE NOT USED THE CORRECT FORMULA IN THEIR DESIGN CALCULATIONS. COME ON, CHAPS. IT'S SIMPLE ENOUGH, DON'T BE MARCHING OUT OF STEP WITH SUCH A BASIC BEGINNER'S ERROR !!

ALL WOOD IS Balsa UNLESS STATED OTHERWISE

ALL DIMENSIONS IN INCHES

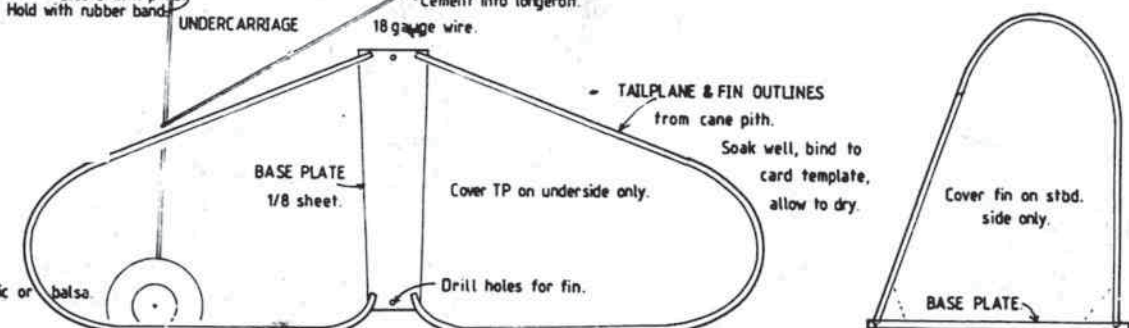


MOTOR 6 strands of 3/16, 20 in. long, or 8 strands of 1/8, 20 in. long.

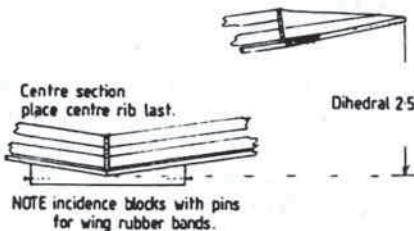
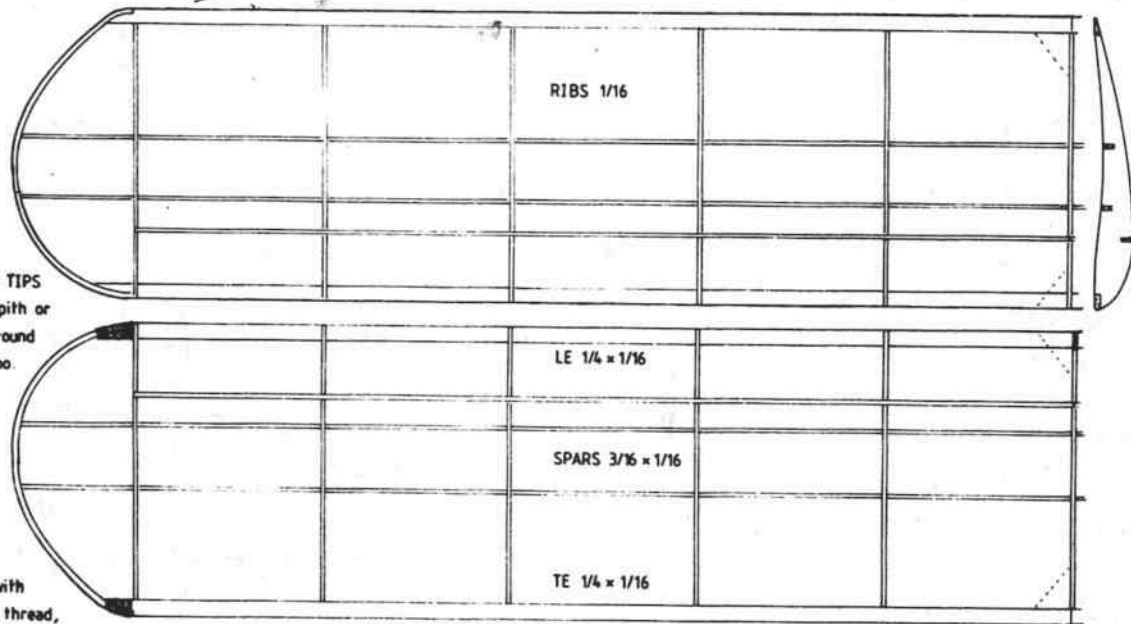


Cross-section at tail.

Wire goes over fuselage. Locate with pins. Hold with rubber band.



COVERING
Lightweight Modelspan:
Wings white,
Fuselage & tail, coloured.



The AUSTRALIAN
WOMENS'
WEEKLY
Cabin Monoplane

FIRST PUBLISHED 28 SEPTEMBER 1935.

FLYING WITH THE AUSTRALIAN WOMEN'S WEEKLY.

It was at the Albany Nationals that Ivor F produced a small rubber model on vintage day and proceeded to battle with the breeze. When he started winding the rubber motor a small crowd gathered (there were very few people on the field) mainly because of the novel sight of Ivor winding from the tail end of the model! And that is how we were introduced to the Women's Weekly Cabin Monoplane. It flew, like thousands of its predecessors of many years before, and here it is again, presented as something more than vintage and totally Australian, having been designed by the late Norman Lyons especially for the Australian Women's Weekly.

The Australian WOMEN'S WEEKLY gives every boy and girl a 25' CABIN MONOPLANE for only 4' POST FREE

only 4 tokens to collect in 4 Short Weeks

British throughout—flies from the ground under its own power—guaranteed to fly—easy to make

RESERVATION FORM

The Australian WOMEN'S WEEKLY

Dear Mr Editor of the AVAZN News

I am once again brimming over with the jubilation of writing to you about the earomodelling of me and Ranji and Ransid. We are all well and wish that all our earomodelling fiends are too what with the cervix panendemic. We inject ourselves every week with bleach like Mr Trump told us so we are all safe but now Ranji says he has trouble focussing his camera but that could just be too much of Amarilla's delicious hot lentil curry.

Back now to the earomodelling and you will be beside yourself to learn that now we know all about how to catch the thermals after advice from our very clever neighbour. He knows so much that we think he must be impotent! It is very exciting to see the models go up in the thermals and even sometimes to see them come down as well.

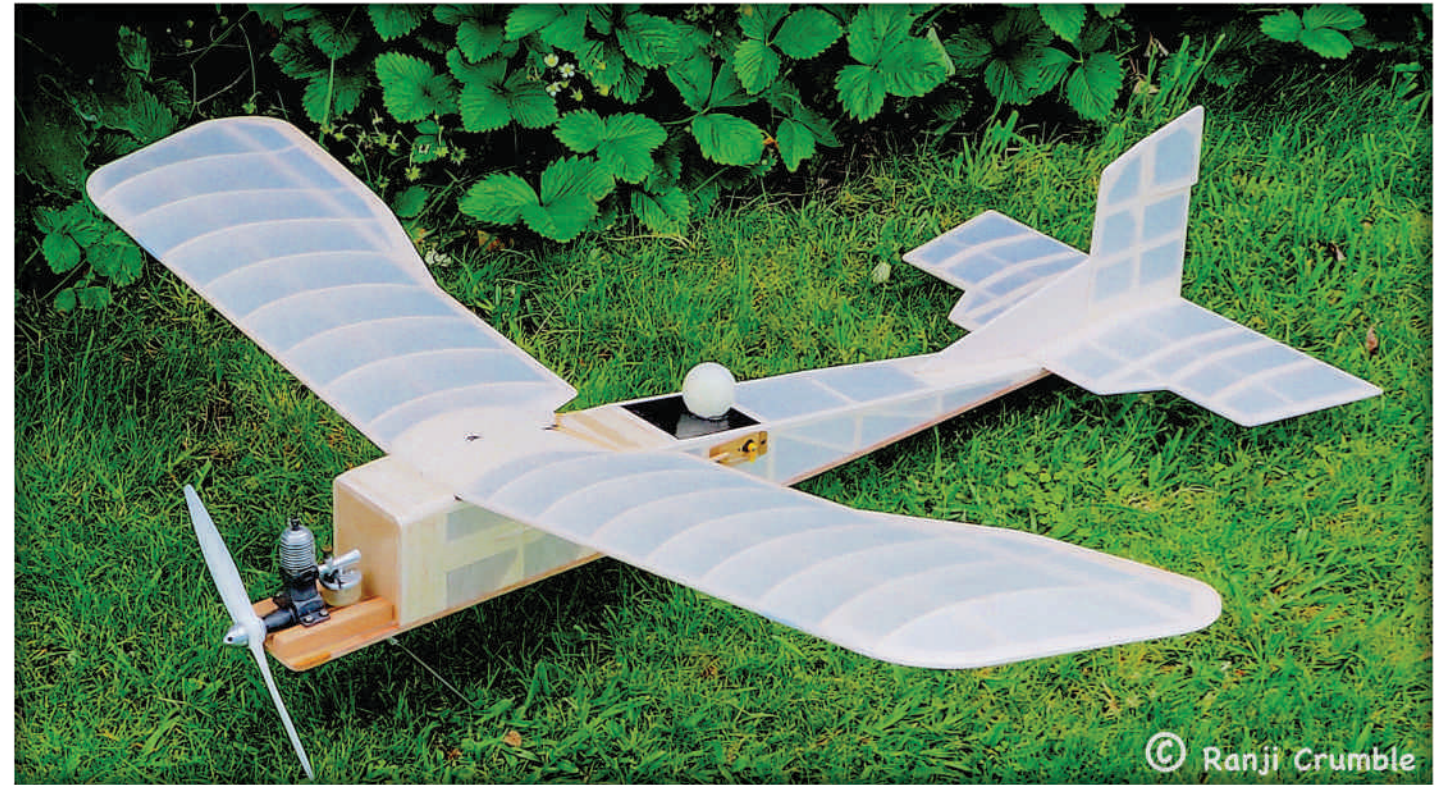
I said we are all good but there is something that is not all good and that is when we go to the earomodelling meetings and the fliers are flying the serious flights. We take our fun models but sometimes we do not fly them because they say they are not old enough or not heavy enough or not proper models or we can't fly because they are not serious enough for flights. Last time we didn't even wait for the BBQ sausage lunch with tomato sauce and onion rings on slices of white bread but that didn't matter very much because we are vegeotarians. We went to the park to fly our fun models and we ate Ransids Thermos and Amarillas delicious hot lentil curry with extra noodles.

Our latest earomodelling building is called Oddie 94 that Ranji found in a book called AMI. Ransid thinks he must be confused because why would the insurance company put the earomodelling plan in its book? Anyway we have built it anyway and you can see clearly how our earomodelling skills are getting really very much better.

We even made it have a pilot (not a real one! Ha, Ha!!) with a ping-pong ball and inside the ping-pong ball is the special aerial for making the deathaliser work from inside the ping-pong ball. Our deathaliser makes the front of the wing go up. Ransid said that this is wrong and it should be the back of the tail that goes up but anyway we will see if it works.

Ransid wanted to put the Olson in it but we said no it was too big and we used a Thirteen Miles engine instead of the Olsen.

Good flying to you all,
Randy, Ransid and Ranji (The earomodellers)



THIS model was originally designed for an attempt on the "Forces Trophy," but army duties prevented the designer from completing it. It was, however, built by another club member, who has obtained average flights of 3 min. 50 sec. from it, and it can be recommended, to those who favour the lightweight type of model, as a reliable machine which is simple to construct and economical in material.

LIGHTWEIGHT DURATION MODEL BY J. P. BUCKERIDGE

Fuselage

The "Warren" girder construction provides considerable strength and, above all, absence of distortion in the vertical plane if it is properly constructed, thus ensuring reliability of performance.

It is essential to make sure that the "Warren" girder spacers are a good fit between the longerons, and accurately mitred to each other at their apexes. The "double gluing" method must be used on all joints, the single gluing method being unsatisfactory.

When building up the two sides special care must be taken to see that they are both exactly alike, as they cannot be sprung on final assembly to correct errors, in the way the usual open-girder construction can. Care in making the two sides accurately and alike will be amply repaid on the flying field.

When the two sides have been made, and the cement is thoroughly set, the fuselage can be completed by inserting the horizontal spacers, starting with the centre ones and working outwards.

When the fuselage box structure is complete a $\frac{1}{8}$ -in. sheet balsa platform, 1 in. wide is cemented at the tail end of top longerons, to provide a suitable attachment for the tail and fin assembly.

The wing mount consists of two $\frac{1}{8}$ -in. round bamboo struts, $6\frac{1}{2}$ in. long, attached to the top of piano-wire struts, the front being 18 s.w.g., and the rear 20 s.w.g. The piano-wire struts should be both glued and bound to the longerons where shown.

The tail skid, or lower fin, is built up from two sheets of $\frac{1}{32}$ -in. balsa glued round their outer shaped edges, and separated along their upper straight edge to give a streamline section and a sufficiently wide base for efficient attachment to the fuselage.

The undercarriage is also permanently

attached to the fuselage and consists of a single strut of 18 s.w.g. piano wire, bent at its upper end to follow along half the horizontal spacer, and approximately $\frac{1}{4}$ in. along the fuselage longerons. It should be bound and cemented to both the spacer and the longeron.

The Mainplane

The wing is of straightforward design and should present no difficulty in construction,

particularly if a dihedral board is used for its final assembly.

The rib section is the designer's own J.P.5, and all the ribs are cut from $\frac{1}{8}$ -in. balsa sheet.

Note that the centre of the wing is reinforced with $\frac{1}{32}$ -in. balsa sheet on the underside only.

The Tailplane Assembly

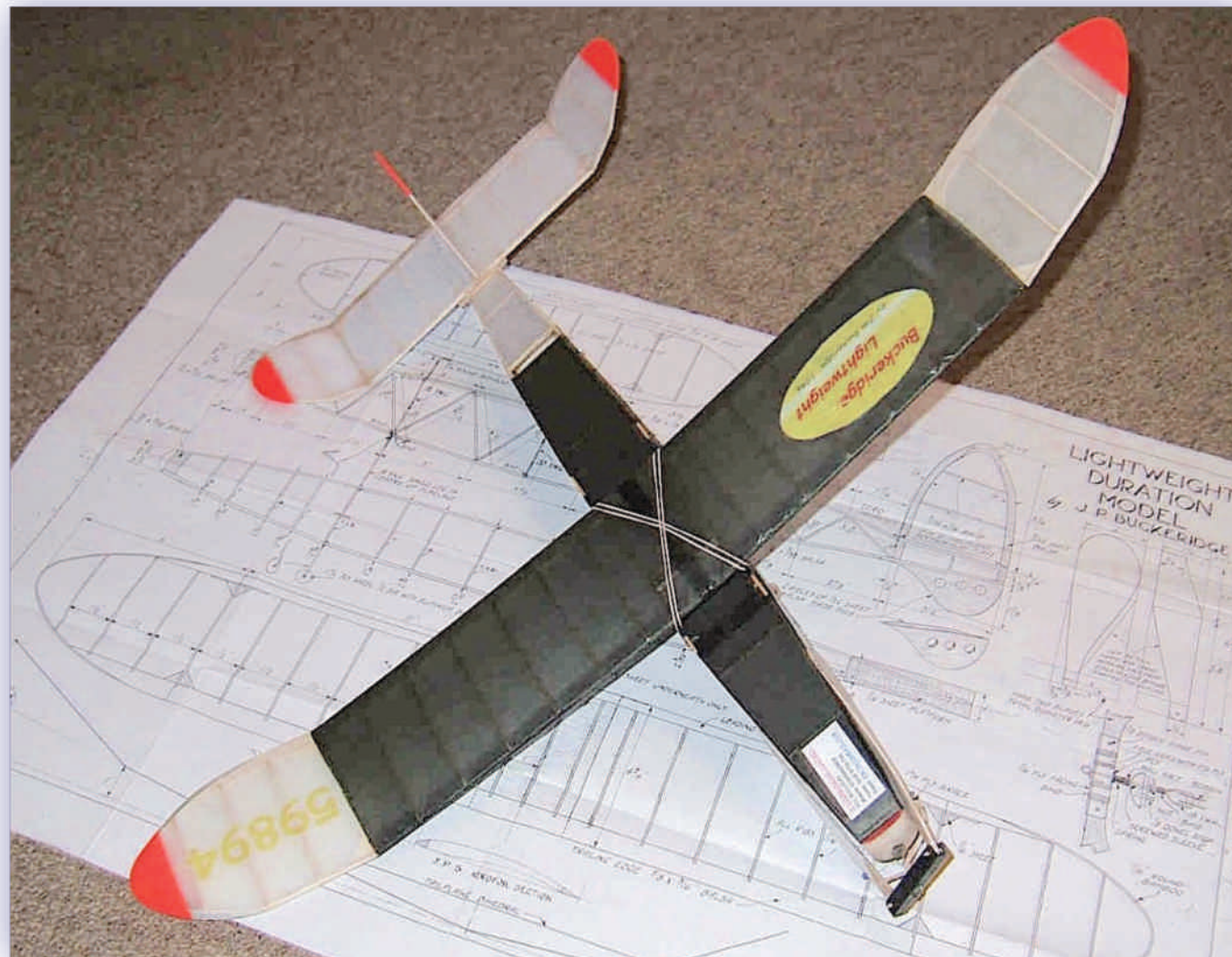
The tailplane is also of straightforward design, all ribs being cut from $\frac{1}{8}$ -in. \times $\frac{1}{8}$ -in. balsa strip. There is no camber except the slight amount given by bevelling the leading and trailing edges on their upper sides.

The fin is cut from $\frac{3}{32}$ -in. sheet balsa to the contour shown and permanently cemented to the centre of the tailplane. The tailplane assembly is attached to the fuselage platforms by rubber bands embracing the two.

The two-bladed folding propeller is made from two balsa blocks measuring 6.3 in. \times 2 in. \times $1\frac{1}{2}$ in., which are first cut to the straight outline indicated. The working faces are then carved from edge to edge on these blocks and finished before cutting them to the curved contour. The back face (or forward face on the aircraft) can then be finished to an aerofoil section and the blocks accurately balanced.

The hub is formed from a piece of hard balsa, $1\frac{1}{2}$ in. \times $\frac{1}{2}$ in. \times $1\frac{3}{8}$ in., faced on three sides with ply. Note that the sides are faced with 1-mm. ply, but that the forward face has $\frac{1}{8}$ -in. ply reinforcing. The propeller blades are hinged to the ply facings on $\frac{1}{4}$ -in. dia. bamboo dowels and an orthodox tensioner is employed. A ply washer is cemented to the rear face of the hub to take the pressure of the rubber motor when wound.

The details of construction and assembly are clearly shown in the sketch on the drawing.



CG	60%
Thrustline	7 degrees right, 3 degrees down
Incidences	Wing 2.25 degrees. Tail 0.75degrees (Measured from thrustline and from apex of leading edge, not undersurface)
Wing warps	Centre panels flat, tips 4 degrees washout
Tail	Flat
Rudder	1 1/4" x 3/8" tab, offset 3/16" to left
Motor	10 Strands 3/16" Tan II, 30" long, Wt. 38 grams
Tension Spring	Load 14oz
Airframe Weight	58.5 grams (The same as on the plan)

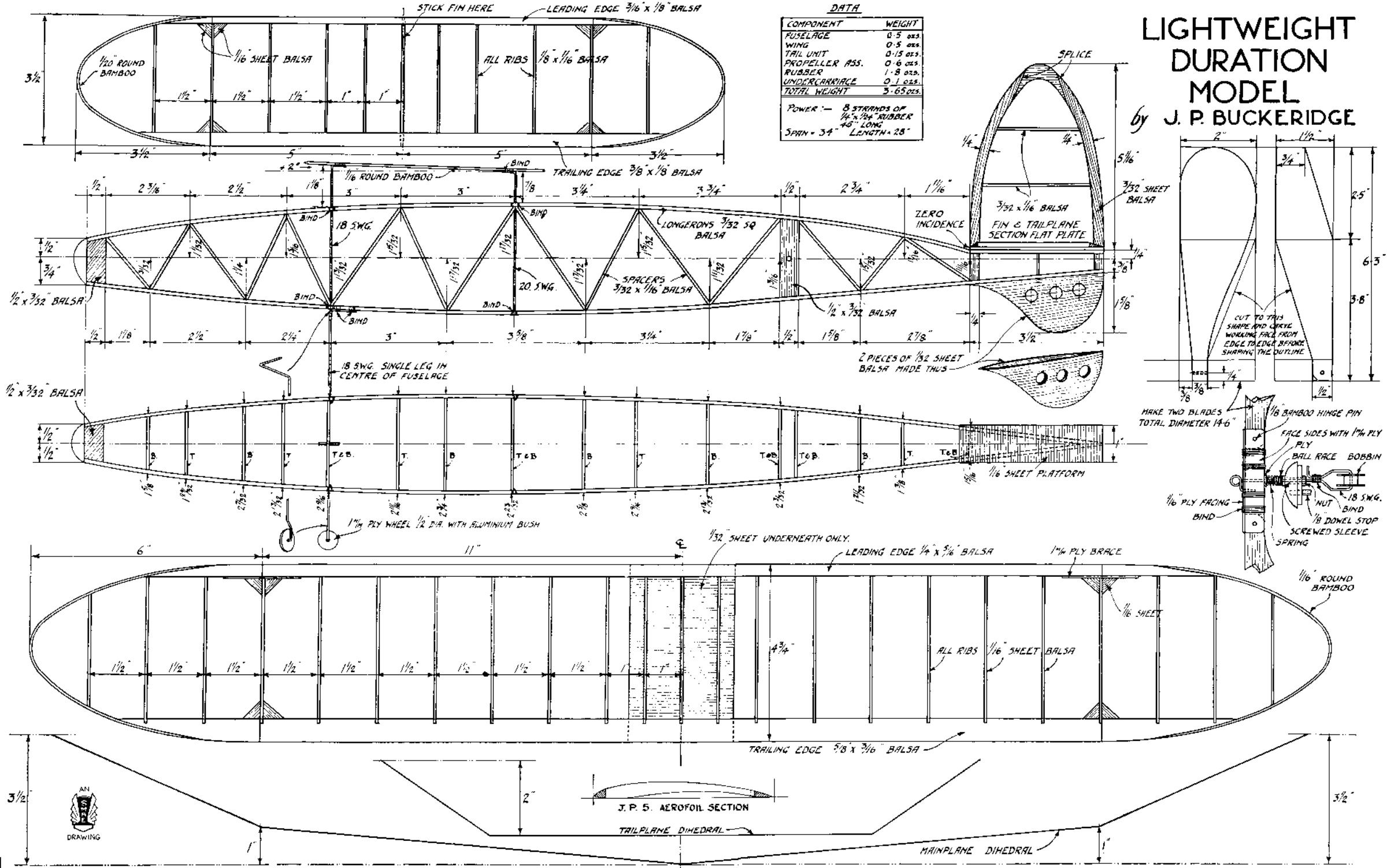
LIGHTWEIGHT DURATION MODEL

by J. P. BUCKERIDGE

DATA

COMPONENT	WEIGHT
FUSELAGE	0.5 ozs.
WING	0.5 ozs.
TAIL UNIT	0.15 ozs.
PROPELLER ASS.	0.6 ozs.
RUBBER	1.8 ozs.
UNDERCARRIAGE	0.1 ozs.
TOTAL WEIGHT	3.65 ozs.

POWER: - 8 STRANDS OF 1/4 x 1/32 RUBBER 45" LONG
 SPAN = 34" LENGTH = 28"



DRAWING

The Veron Story *by Phil Smith*

The following article by Phil Smith was kindly sent by Peter Michel of SAM 35. Unfortunately, Mr. Smith passed away on 23 May 2010. But, as is evident here, his ground-breaking and meticulous work—his legacy in model aviation—lives on. ...lnb

Model Aircraft Stores (Bournemouth) Ltd. was started by George Baster from his home at 133 Richmond Park Road, the premises being a garden shed. Offered were a range of kits from 2s. 6d. to 12s., and lightweight models: the 36" Lincol and the 22" Pelly Fry. There were also five scale kits, possibly American imports. [December 1938 *Aero Modeller* advertisement.]

In 1936 the Comet 18cc engine was announced and news that A.E. Brookes's Comet II had flown from Cranborne to the Isle of Wight, a distance of 35 miles.

Then in 1937 came the move to 127b, Hankinson Road, which backed on to the window factory of George Baster. The company now belonged to Mr. and Mrs. Guy Rickard. Guy was an early petrol model enthusiast. Veronica Rickard came from

a wealthy British Shanghai banking family. Her name in abbreviated form gave the well-known trade mark Veron. Bill Forster was company secretary and in charge of production.

In early 1938 MAS were distributors for Keelbuild Kits, Aeromodels, etc. On offer was the Ohlsson Gold Seal at £4 15s. and the 2.5cc Trojan. In April the Comet Scorpion kit was announced for the Trojan engine and was designed by Brookes. The Trojan soon went out of production and was superseded by the Spitfire 2.5cc of the same capacity, so the kit name was changed to Comet III and sold at the same price £2 2s. For a short time the kit was also advertised as the Spitfire—very confusing—as Bill Forster had a habit of swapping kit names around.

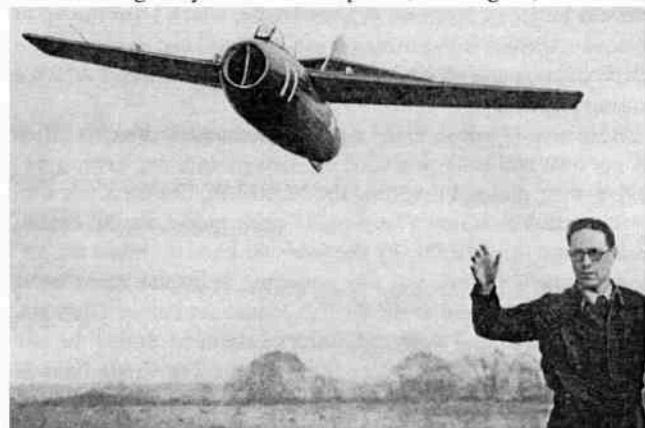
The Hornet of July 1939 was the only power model designed by Jack Leadbetter, a member of the 1937 Wakefield team. However, it never went into kit production because of wartime flying restrictions. The Hornet was a 53" streamline shoulder-wing model and another design around an engine of the same name. The 3.5cc Hornet motor was by Rogers and Geary of Leicester who produced the earlier engines such as the Wasp. (After the war they did the Stentor, designed by Ted Martin who later moved to Anchor Motors of Chester and designed the AMCO series.) The Christmas *Aero Modeller* shows that they were importing scale kits by Megow and Comet, and had British duration kits such as Cloud Zenith, Britannia Skyscout, Aerolark and Comet Baby. March 1939 saw the announcement of the first Veron models, the gliders: Buzzard (60") and Swallow (39"), and duration: Eagle (46") and Hawk (39"). The Eagle was a Hawk enlarged to Wakefield size. This and the Buzzard were designed by Bill Forster. These were

luxury kits, compatible with those produced by other model shops. They included ready-cut ribs, spars notched to take ribs with dihedral cut in, fretted ply fuselage formers, finished prop, including prop-shaft with winding and free-wheel device (no soldering was required), ready-turned wheels, ample supplies of tissue, paste, cement, dope, etc., and their "Bournemouth Grey" rubber. All the other models were designed by and tested by Jack Leadbetter. Jack had joined Veron before the war, and was originally manager of a Southport model shop designing such as the Sea-Fly, a design sold to Greenhalgh of Bolton, together with the trade name Britannia Kits. When the shop closed Jack moved to Bournemouth.

In late 1939 the smaller Veronite series was introduced,

also by Jack, commencing in August with the Veronite No.1, a high-wing cabin monoplane with 28" elliptical wing priced at 7s 6d. This was followed at monthly intervals by the No.2 shoulder-wing (31"), No.3 parasol (22"); No.4 low-wing (22"), No.5 twin-fin (20") and No.6 glider (30").

January 1940 saw the introduction of Truscale solid 1/72 scale aircraft recognition models. The initial range consisted of the Hurricane, Lysander, Anson, Hampden, and two French fighters, plus the Me.109 and He. 111. All were priced between 1s. and 2s. The advertisements carried pictures of models built from the kits. Added during the year were the Spitfire, Wellington, Blenheim,



Phil Smith hand launches his Lavochkin ducted fan model, the first kit model of this type to be offered to the public (1951). Hundreds of replicas have been flown all over the world.

Me.110, and Defiant. By December modelling was described as "A Hobby to beat the Black-Out." In April 1941 all prices were increased and there was a further addition of Purchase Tax. Truscale cockpit covers were being offered in June 1943, and during this year a fresh model was advertised each month, making a total of 19 by the year end. By 1945, the ads featured photos of the full-size aircraft, including the Tempest, Marauder, Mitchell and Ventura. Prices ranged from fighters at 2s. 3d., to bombers up to 5s. 6d. (Total range: 18 planes).



Typical contents for the Tru-Flite series included printed balsa sheet parts, stripwood, rub kit shown here.

"No more prop-carving..."

The war years carried few ads for Veron and Veronite, though in 1942 the Eagle was heralded as the winner of the Edinburgh Model Exhibition. Also this year the advantages of Buzzard and Veronite No.6 gliders were extolled... "No more broken models through rubber breakages. No more prop-carving and breakages. No more intricate wire parts to make & solder. Easy to build and fly. Long soaring flights!"

During 1945 the Navy co-opted the Hankinson Road premises and the company moved to Norwood Place. I was demobbed from the R.A.F. in 1946 after a career as a technical instructor. I joined Veron as their designer and was happy to meet Bill Forster, the manager. Before the war Bill had been an active competitive modeller in the northern circuits. We often met on the flying fields of Lancashire and Yorkshire. He was also a customer of my own pre-war business, Normac, in Manchester, which I had run up to the end of the war with a manager in situ. Thus I had an insight into kit production and all it entailed, except that I had never drawn a tracing in my life!

At Norwood Place in 1946 I was given a complete drawing office of my own and soon produced my first design, the Kiwi, a 42" flying-wing glider. I modified the NORMAC Condor Curlew to produce the Veron Junior Snipe, a 20" cabin model, the 20" Fantail pusher, and three HLGs. By the year end I had designed the 45" control-line Goshawk and was preparing to display these latest designs on our stand at the British Industries Fair at Olympia. This was the first of many exhibitions I attended, during the late 1940s and early 1950s. There followed the Toy Trade Fairs at Earls Court during the 1960s and 1970s. Each required fresh models and layouts to be built and prototypes displayed for home and overseas customers.

More designs were kitted in 1947, including the scale model 22" Spearfish, the 24" Fledgling, and the 72" Stentorian cabin power for the Stentor 6cc engine designed by Ted Martin, which won a trophy for Mr. Savage in September, 1947. Later in 1949 two Stentorians participated in the first S.M.A.E. radio control contest at Fairlop. That in first place was flown by Chuck Doughty and second was Peter Wallis of Telecommander Radio.

More control-line models were introduced in 1948, including the Speedee, the Stunter 24" biplane, and the 17" Nipper. For the new Jetex 100 and 200 units I designed the Air-O-Jet and the 35" Cirro-Jet for the 200 unit. However the highlight of the year for me was winning the Queen's Gold Cup at the Northern Heights Gala (June 6, 1948) held at Hawker's Langley airfield, Slough, and being presented with this huge gilt trophy by H.M. Queen Elizabeth—the late Queen Mother. The design called for a 300 sq. in. wing area and 12 oz. weight. Never kitted by Veron, it was offered as a plan and printed parts. It was a larger version of a model to Wakefield size called the 38" Hi-Climber.

My attention turned to scale control-line in 1949. The first was the Hawker Sea Fury X, a 25-1/2" model with flap and elevator control, capable of 60 mph. Veron advertisements included a picture of me flying the model at a local field. The Sea Fury was followed by the Spitfire Mk22, the FW 190 and the Westland Wyvern.

In the spring I built the 37" Streaker for 1cc power, but lost the prototype on its second flight. At the end of the year came news that the Cirro-Jet (J200) had won the All India Competition on December 12, 1949. The arrival of lightweight radio control in 1950 allowed me to design the 48" Sky-Skooter. I also designed the 34" Sentinel, a cabin model based on the Condor Clipper. Team-racing had just started, and the 24" Midget Mustang was a winner for me at Brighton and at the Arthur Mullet Trophy contest.

Besides my own drawing office, I handled the design of labels and kit boxes. My other tasks included making up dummy kits to ensure the parts would fit the designated box, and making patterns for mill production and most of the tools, such as the frames for slotting leading and trailing edges.



This Veron fully aerobatic control line 33-1/4" vs. Focke-Wulf 190 kit for diesel or gas combined controls for the flaps and elevators and included plans, printed balsa, decals, tissue, metal fuel tank and spinner, hardware, and more.

The KAPA Collector is a quarterly publication of KITS AND PLANS ANTIQUITOUS

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See p.20 for membership rates and other services.

A lot of nights were spent sub-contracting kit parts, such as the wire bending for every kit Veron produced, often making a 16-hour day. During my 34 years at Veron I produced 308 designs. Not all, for various reasons, some of them financial, saw the light of day. Designs were thought up outside office hours. They then had to be drawn, traced, built and test flown. This was the minimal part of kitting. Then it had to be photographed, a box designed, building instructions written accurately and in proper sequence. All this had to take place alongside replying to daily queries and servicing the repairs on the guarantees of the engines we factored under the name of Veron. These responsibilities fell on me as the only aeromodeller among a staff of 28.

Every five years the Shah of Persia (now Iran) had an official celebration of his birthday. The theme for 1964 given to General Rafat, principal of the Civil Aviation Club in Tehran, was the job of promoting aeromodelling to encourage educational and vocational inspiration, as well as literacy, among the youth of the country. Fourteen days saw Peter Cabrol (designer of Climax Radio Gear) and myself in Tehran and on Mehrabad airport, giving demonstrations at 5,000 ft. above sea level, and in extraordinary heat (plus dust devils), to the Shah and his family, plus an entourage of ministers and dignitaries.

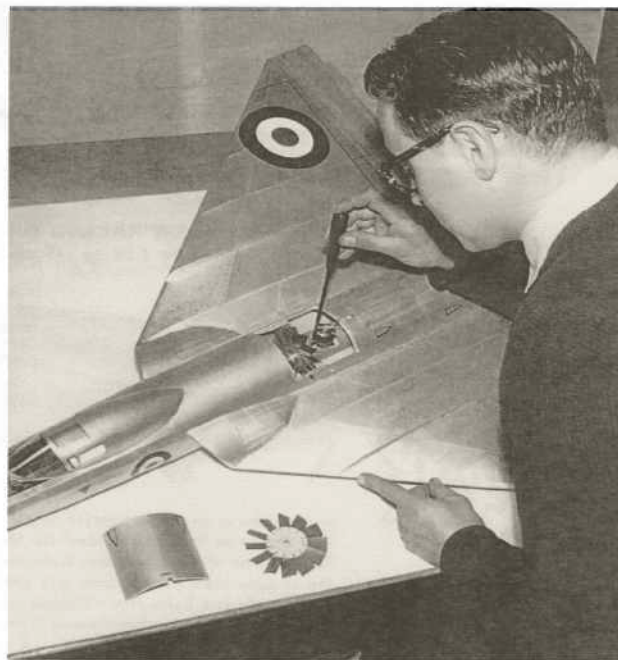
We took a selection of models to demonstrate, including the newly-designed Concord of 66" span, fitted the R.C.S. Anlogue "button-pushing" multi-radio with Peter's own-designed "Servomites." We also flew a Mini-Concord (seven years before the one with the final "e" produced by B.A.C.!) with a single-channel R.E.P. radio with flip-up elevator control, and the Veron Mini-Robot, also with the same gear, to instruct Iranian Air Force and Army personnel on how to fly radio models!

I was also able to demonstrate the Mini-Robot and give talks about the theory of flight to evening classes at the Civil Aviation Club. Our stay in Persia included a trip in the Shah's private BAC Viscount to the city of Isfahan in the southern desert—a trip to recall and cherish all my life.

In my teens I was a member of the Air League of the British Empire. You paid a sub, and received a certificate, but basically contributed to the barnstorming efforts of C.W.A. Scott and Campbell Black, who had taken over the Air Circus of Alan Cobham in the early 1930s. As a League member I paid a reduced fee (5s.) for a 10-minute flight in an Avro 504J from a Merseyside site, including a loop in which neither of us (the two passengers) was harnessed in. I've never been so frightened in my life! I also had a flight in a Hawker Tomtit at Castle Bromwich aerodrome, the home of the Midland Aero Club, where my cousin, Wilf Sutcliffe, was chief flying instructor. About 1935 there were three Tomtits there, two being the "hacks" of Alex Henshaw, later to become chief test pilot on Spitfires at the war-time factory. (See his book *Sigh for a Merlin*.) I then realised the Tomtit had every feature that made a very stable platform and proportions for a model.

Thus those two flights were the inspiration for creating kits for these, subjects that were nearest to my heart—though for the Avro the eventual kit produced was the Service version, the open-engined 504N.

The advent of marine kits, with much larger boxes, permitted larger RC scale kits and my choice was the 1916/18 Nieuport 28, knowing that the Williams brothers in USA had won three consecutive Nationals with one in scale free flight. Research



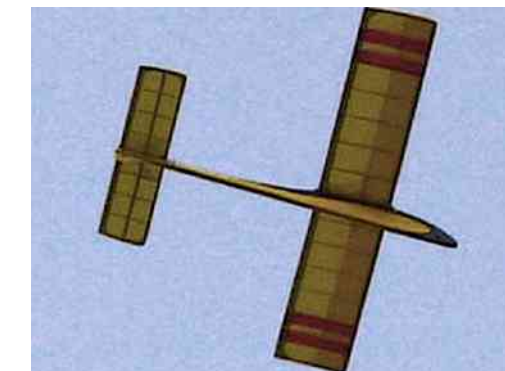
Phil Smith in 1957 works on prototype of his ducted fan Fairey Delta II with AM 10 diesel and 3-1/4" diameter impeller. All up weight 14 ozs! Phil noted it was a "very fine flyer FF".

provided the detail to create a model of 65" span for a .60 two-stroke engine.

A feature that had proved successful in earlier Veron series (Tomtit, Sopwith 1-1/2 Strutter, and Tiger Moth) was a departure from the scale wing section. Most biplanes using RAF under-cambered foils have an inclination to "float" when on reduced power approach, creating havoc for the unwary. To give more lateral control the section chosen was semi-symmetrical—the Ritz 2-30-10 from *M.A.N.* (Feb. 1961). This made all the difference to the landing performance of these happy Veron designs.

Sadly the Nieuport 28 was never a Veron kit, as after the take over by Solarbo (and later Amerang) they refused to finance the kit. So the prototype, drawings and info were retained by me. The plan appeared in the October 2000 *Model Flyer*.

At the end in 1979, firstly Veron was taken over by Solarbo. Then we started to produce Keil Kraft kits, as they had also bought the Wickford factory and closed it down. In 1980, Solarbo boss Dennis Peake, a multi-millionaire, having made his fortune providing balsa for tankers, imported from Ecuador via Miami, died suddenly, so the whole concern was taken over by Alan Hales (of Leicester-Yeoman kits) with George Fuller who had been designer and factory manager. Hales bought the concern for his two sons and took in money from bankers Kaiser-Uhlman who insisted on the name change to Amerang. Thus Norwood Place was sold to pay off Mrs. Peake, the widow. By that time (in 1981) I had retired, but was on a retainer, working three mornings a week to keep things going until a few months before the factory closed and all staff made redundant.



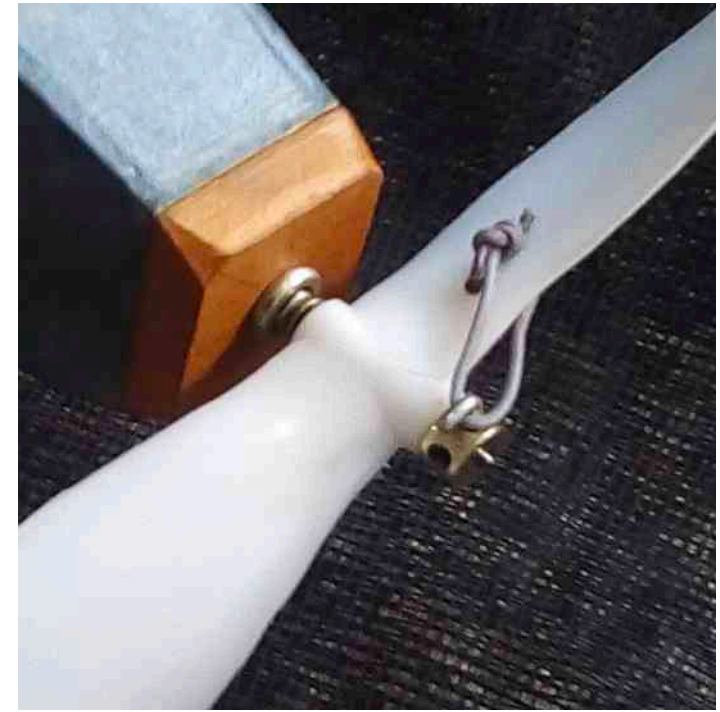
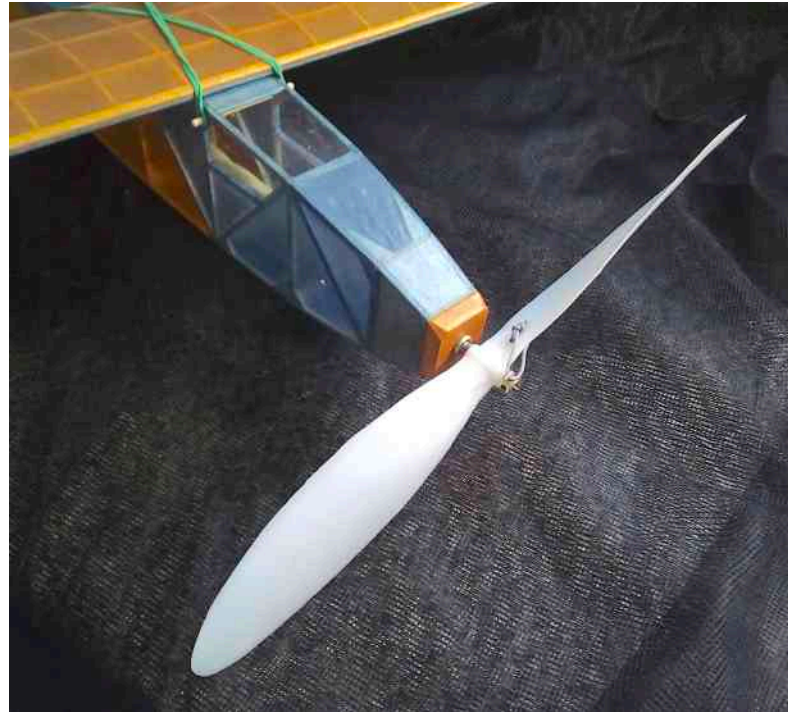
Above: A sampling of designs produced by Phil Smith for Veron.

FREE-WHEELING

Rubber-powered models often incorporate a propellor free-wheel mechanism to allow the propellor to disengage from the rubber motor when turns are all run off. If it did not disengage, the propellor, turned by the slipstream, would try to put turns back onto the motor until it could do this no longer - then it would stall and cause a lot of drag.

There are all manner of free-wheel mechanisms and after a century of use and development it would seem unlikely that a new system could be developed. Yet Simon Hayes, writing in the Sticks and Tissue bulletin managed to come up with something that this flyer has never seen before.

“I found lots of freewheeling propellor mechanism on the web (Garami, etc). Here’s one I dreamed up. It’s basically a loop of Dyneema which pops over a small hook in drive mode, and then flops off it to freewheel”.



Looks like it would work, but the loop might be made smaller and attached closer to the propellor hub to prevent it slipping back over the collar at the end of the run.

An aspect of his idea that Simon did not mention is that if the collar is held by a grub screw, opposite the wire hook, it could be removed for quick and easy replacement of the propellor.



SHOE SHOPPING AND TIMERS

As we strut to centre stage for our next magnificent flight, with admiring eyes fixed upon us, it is easy to forget that however awe-inspiring our exhibition may be, it would count for nothing without the help of a timer.

We need timers as much as we need fliers: we need to keep those we have and to encourage others to take up the role. At a busy contest a willing timer is a pearl of great price who will always be in demand. Better is to have a partner, the other half of your flier/timer team. Those who have such a team have an easier time at contests, they can fly more events and they depart the field in a less stressed condition.

The partner's role extends beyond the stopwatch. It begins before leaving home with refreshment preparation and reminders to pack pieces of essential equipment. Then, setting up base on the field, the flight timing itself, logging the score cards, making coffee, fending off that chap who wants to know how many turns you are putting on, and a dozen other tasks that smooth the way so the flier may better concentrate on flying.

Those without a dedicated timer miss these benefits, so why did only five free flighters at the last Nationals benefit from a partner/timer/helper? Most would claim their potential timer (PT) is simply not interested, and while that is likely to be correct it need not be writ in stone.

If asked why my timer is willing to time both me and others I can answer with just two words. These two words have the power to exorcise a PT's unreasonable reluctance to spent endless hours on a cold/hot/windy/wet paddock with the nearest Portaloo four fields away. The words are - *shoe shopping*.

Men and women buy shoes in different ways. A male looks in the window of the nearest shoe shop, sees a pair over there and if they fit, he buys them. Forty-five minutes tops - end of story and on with living. The PT looks in the window of the nearest shoe shop, likes that pair over there, but even if they fit, checks out all other shoe shops just in case there is something better. Four hours and fifty-six minutes later it's back to the first shop for the initial pair.

An intolerable waste of time to the flier, but it is a revealing lesson that demonstrates how the PT feels about the flying field. It is these feelings that need to be overcome and turned to advantage.

What would happen if the flier accompanied the PT on her hunts for the perfect shoe (even going so far as to suggest the ventures), bore the whole process without agitation, and paid for the eventually chosen pair without flinching?

It need not be just shoe shopping. Whatever the PT's passion happens to be, showing interest and spending (investing) time attending the shows, meetings, and whatever else the passion calls for, pays off. After a year of this attention the PT would have to have a middle name like *Adamant* or *Flint* to not return the interest.

Another stopwatch on the field benefits all. 'My' timer assisted four other fliers at the last Nationals, so encouraging new-comers is to the general good. But, recognition and success are needed if their interest is to continue.

Anyone new to timing toy planes will face a steep learning curve. Differences in maximum flight times, engine runs and number of flights are just the beginning. Rubber, power and glider all have their own rule variations. Even modelling's vocabulary can be a challenge. What to do when the model goes behind something, and what to do when the flier does not meet the rules? There are dozens of unique situations that even the old-hand can cock up.

After a year of shoe shopping, we don't want to blow all our efforts by mistreating new timers, so here are some things to remember.

1. Asking for a timer's assistance is an acknowledgment that he/she is up to your impeccable standards.
2. Putting psychological pressure (*No, I can see it, it's still up!*) on any timer is unsporting, but on a new person it is downright manipulative.
3. If you observe what you believe is an error, speak first to the person who is instructing the timer. The "error", if it is indeed one, is most likely due to an omission by the instructor.
4. After your flight, thank your timer, even if you missed the max. That's good manners and may mean the timer will be willing to work for you again.

Tootle-pip, I'm off for a little shoe shopping !!



RC Top 10 Leader Boards

These are the final standings for 2021. Participation was excellent, with nine classes having the full ten postings.

Congratulations to all fliers whose scores have been posted to the Leader Boards, and special congratulations to those at the top of each Board.

These postings will be cleared for 2022 and the Leader Boards will begin afresh.

However, the Record for each class will be retained and will be updated over time.

Three very impressive new records were set in the last few months of 2021 – two by Peter Townsend (Classical E Duration and Vintage E Rubber Texaco) and one by Allan Knox (Classical 1/2E Texaco).

Wayne Cartwright
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Precision Classes

Vintage Precision

Record: A Knox (2021) 1194

1. A Knox 600 + 200+ 200 + 194
2. B Russell 600 + 199
3. B Robinson 600 + 199

4. B Treloar 600 + 198
5. D Mossop 600 + 193
6. D Crook 600 + 192
7. L King 600
8. T Gribble 599
9. J Ryan 599
10. M Larsen 596

Classical Precision

Record: A Knox (2021) 599

1. A Knox 599
2. M Shears 590
3. B Robinson 589
4. B Russell 575
5. D Mossop 570
6. G Main 553
7. D Thornley 553
8. G Fulton 548
9. S Nicholas 538
10. B Scott 391

Duration Classes

Vintage IC Duration

Record: S. Cox (2019) 1671

1. A Knox 780 + 359
2. A Knox 773
3. T Beaumont 764
4. D Thornley 757
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 960 + 559
2. S Nicholas 950 + 481
3. A Knox 960 + 404
4. R Nimmo 946
5. D Mossop 914
6. B Robinson 877
7. W Cartwright 639
8. M Larsen 571
9. B Scott 535
10. R Anderson 521

Classical IC Duration

Record: D Thornley (2017) 900 + 600

1. B Scott 539
2. D Thornley 514

Classical E Duration

Record: P Townsend (2021) 2700

1. P Townsend 900 + 600+ 600 + 600
2. B Russell 900 + 299
3. B Robinson 891
4. D Gush 875
5. A Knox 853
6. W Cartwright 825
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.	J Ryan	1402
5.	S Cox	1363
6.	B Scott	1240
7.	P Townsend	1239
8.	S Morse	1233
9.	D Gush	1222
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.	A Knox	1840 + 1054
2.	L Rodway	1832
3.	B Scott	1830
4.	B Treloar	1586
5.	B Russell	744
6.	Munro	686
7.	S McCurrie	162

Vintage 1/2E Texaco

Record: A Knox (2021) 3957

1.	A Knox	3957
2.	W Cartwright	2839
3.	J Butcher	2388
4.	B Robinson	2327
5.	B Russell	2219
6.	K Fisher	1964
7.	D Gush	1658
8.	T Gribble	1624
9.	L Rodway	1362
10.	B Scott	1313

Classical 1/2E Texaco

Record: A Knox (2021) 3266

1.	A Knox	3266
2.	T Gribble	1482
3.	D Crook	1437
4.	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.	A Knox	2924
2.	D Mossop	2697
3.	P Townsend	1857
4.	K Fisher	1636
5.	B Russell	1335
6.	T Gribble	1219
7.	B Robinson	914
8.	B Scott	804
9.	D Thornley	512

Vintage E Rubber Texaco

Record: P Townsend (2021): 7988

1.	P Townsend	7988
2.	J Butcher	4570
3.	D Mossop	3835
4.	S Nicholas	3634
5.	B Russell	3407
6.	D Crook	2688
7.	J Danks	2588
8.	A Knox	2342
9.	K Fisher	2037
10.	T Gribble	2026

Sport Cabin Texaco IC

Record: S McCurrie (2021) 1646

1.	S McCurrie	1646
2.	A Knox	1427
3.	L Rodway	852
4.	J Beresford	543
5.	B Scott	324

RC Top 10 Leader Boards 2022

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. This is the first set of leader boards for 2022. Most of the postings are from the Nationals results, with others received since then.

I expect many more postings from the events scheduled over the next few months – Covid permitting!

The Leader Boards are presented this year without Class Records attached. These are presented separately. This simplifies the Leader Boards while also giving the records the prominence that they deserve. In this issue, the Records are included with the Leader Boards 2021 Final Standings.

Please email me if you spot any errors or omissions.

Wayne Cartwright
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Standings at 1 February

Precision Classes

Vintage Precision

1. A Knox	600 + 192
2. D Mossop	600 + 172
3. B Russell	582
4. B Treloar	580
5. B McKay	573
6. M. Evans	571
7. P Townsend	567
8. R Fallas	559
9. T Beaumont	553
10. G Fulton	547

Classical Precision

1. A Knox	600 + 199
2. B Russell	600 + 191
3. D Mossop	600 + 186
4. G Fulton	585

Duration Classes

Vintage IC Duration

1. A Knox	737
2. B Treloar	675
3. B Russell	665
4. P Townsend	600
5. T Beaumont	495

Vintage E Duration

1. B Russell	960
2. A Knox	802
3. D Mossop	801
4. S Hubbard	790
5. P Townsend	554
6. G Fulton	380

Classical IC Duration

No score posted

Classical E Duration

1. D Mossop	900 + 492
2. B Russell	900 + 384
3. A Knox	610
4. G Fulton	538
5. P Townsend	461

Texaco Classes

Vintage 1/2A Texaco

1. A Knox	1480
2. P Townsend	1470
3. B Treloar	1387

Vintage A Texaco

1. B Treloar	1840
2. A Knox	1581
3. I Munro	1342

Vintage Open Texaco

1. A Knox	1840
2. P Townsend	1407
3. I Munro	1234

Vintage 1/2E Texaco

1. B Russell	2443
2. A Knox	1160
3. P Townsend	212
4. D Mossop	82

Classical 1/2E Texaco

1. D Mossop	1312
2. A Knox	1197

Vintage E Texaco

1. A Knox	3593
2. B Russell	1537
3. D Mossop	1147

Classical E Texaco

1. A Knox	3900
2. B Russell	1086
3. P Townsend	964
4. D Mossop	924

Vintage E Rubber Texaco

1. D Mossop	4679
2. B Russell	2255
3. A Knox	1572
4. P Townsend	360

Sport Cabin Texaco IC

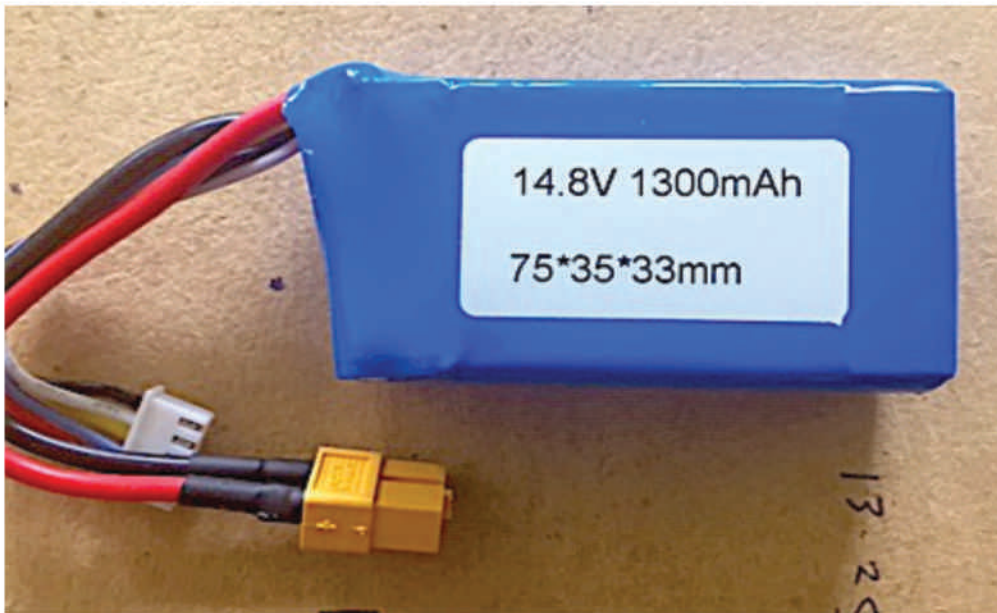
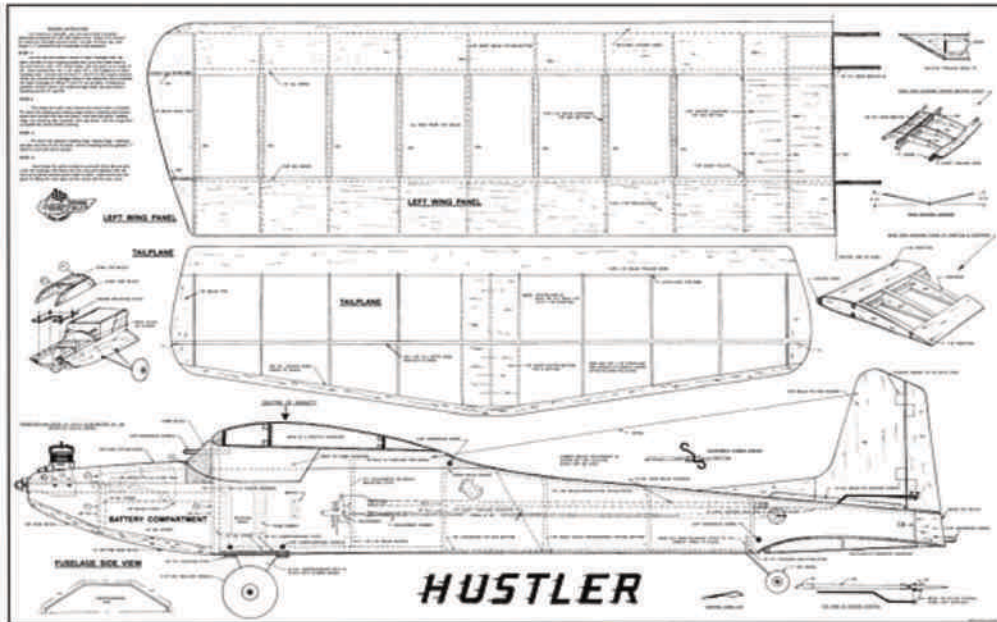
1. A Knox	1068
2. J Beresford	733

Sport Cabin Texaco E

1. P Townsend	1845
2. B Russell	1445
3. M Evans	780

Vintage and Classical Scale Texaco

No score posted



Hi Bernard,

Thanks for another great newsletter. I enjoyed the article on AeroFlyte. Their Hustler kit was my introduction into radio control. Using an RCS bang-bang radio with a rubber driven escapement and an OS Max 10. On occasions it even managed to land in the same paddock that it took off from. A little later I added 3 position sequential throttle which helped the landing no end. A couple of years ago I took a trip down memory lane and built a new Hustler using the plan that came with the kit. This time using 4 channel radio and an OS40FS.

vcell 1300mah 25C LiPos available for the vintage models like Night Train and Stardusts etc. These are still priced at \$55.00. I shudder what these would be worth if imported today with the freight costs that are being charged now. If you could mention these batteries in your next newsletter there may be modellers out there that would find them useful. I have attached a photo of the battery which shows dimensions.

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