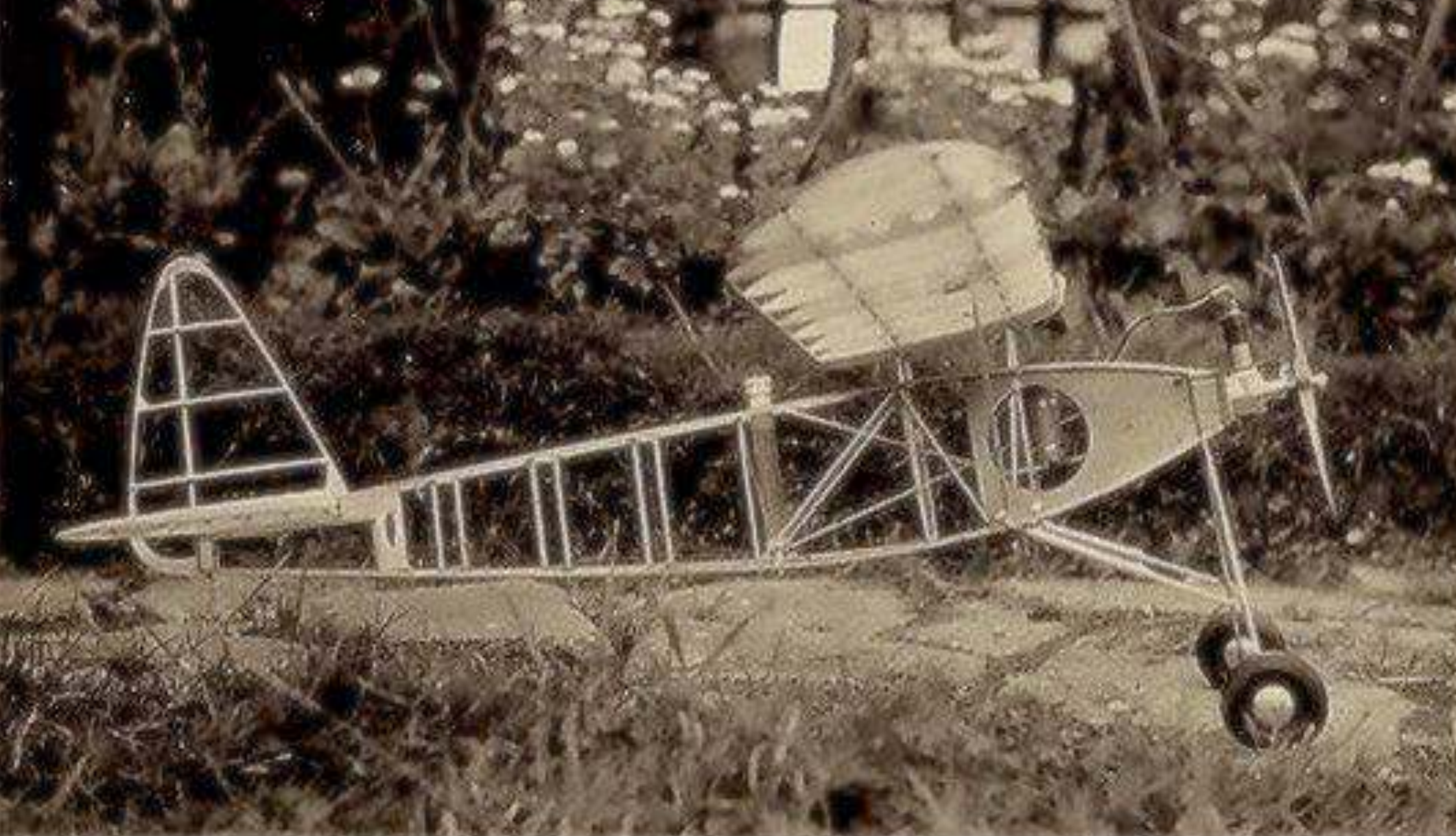


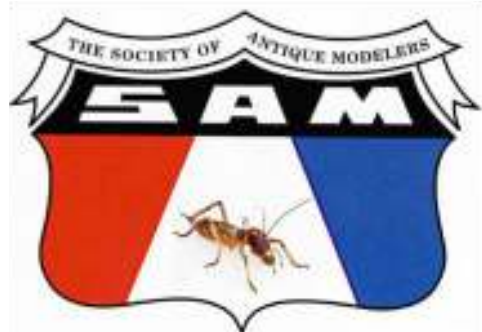
AVANZ



NEWS

Newsletter of the Vintage Special Interest Group of Model Flying New Zealand #167





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Temporary Rules for:

*RC Vintage 1/2E Texaco,
RC Classical 1/2E Texaco,
RC Classical E Texaco.*

*RC Vintage E Texaco,
RC Vintage E Rubber Texaco,*

The Vintage SIG Committee advises that, for the 2019 Nationals, the following special rules come into effect upon their publication in the next MFW. This is in accordance with Clause 3.2.2 of the MFNZ General Competition Rules.

As a separate process, these Special rules as detailed in the Next MFW will be voted on as permanent rule changes using email voting to the MFNZ Secretary. If approved by at least 75% the special rules will become permanent.

As the Committee wishes the changes to be used as soon as possible, the next SIG-run NNI Vintage

meetings may, with fliers agreement and at the CD's discretion on the day, trial the Special rules.

The Committee has been working on the rule change proposals for some time, and has consulted with those who have flown E Texaco classes. The aim is to reduce the times required to fly contests. The changes vary across the classes but focus on reducing the number of rounds, model performance, and the likelihood of fly-offs. As a separate matter, the age bonus has been dropped for the Vintage classes. The full rationale for the changes will be provided when voting is arranged.

Continued Pg.2

*On the Cover: Unknown model, 1930's?
Logo: Hemideina thoracica (see Misc. pg)*

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COMMITTEE NOTICES

The changes are indicated below in red:

5.4 RC Vintage 1/2E Texaco

Purpose: To enjoy electric RC flying with Power Model designs from the Vintage period with battery power of specified chemistry and maximum capacity, which parallels the spirit and flight performance of the single motor type specified in 1/2A Texaco rules.

- 5.4.1 Eligible models are from the Vintage period (see Rule 2.1.2). They are Power Model free flight designs and IC-powered designs originally intended for RC without aileron control.
- 5.4.2 All Radio Control General Rules (see Section 2) apply, **except 2.1.6.**
- 5.4.3 Maximum wing area is 310 sq in and **minimum wing area is 180 sq in.**
- 5.4.4 **Minimum wing loading is 6 oz/sq ft.**
- 5.4.5 Drive battery chemistry is LiPo.
- 5.4.6 The drive battery has maximum manufacturer's rated battery capacity of either **180 mah** if 2 cells are in series (2S), or **125 mah** if 3 cells are in series (3S).
- 5.4.7 The motor may be stopped and started in flight and its speed may be adjusted.
- 5.4.8 **Age bonus does not apply.**
- 5.4.9 Landing bonus applies (see Rule 2.3.5).
- 5.4.10 Score is the aggregate of 2 flights, each scored as one point per

second up to **840** maximum flight time, with landing bonus added up to a maximum of **860.**

- 5.4.11 If scores are tied, fly-off has no maximum and landing bonus applies. (See Rule 2.3.10 for NDC fly-offs.)

5.5 RC Vintage E Texaco

Purpose: To enjoy electric RC flying with Power Model designs from the Vintage period through managing battery energy supply that is limited by a formula based on model size (measured by wing area) to achieve maximum flight time.

- 5.5.1 Eligible models are from the Vintage period (see Rule 2.1.2). They are Power Model free flight designs and IC-powered designs originally intended for RC without aileron control.
- 5.5.2 All Radio Control General Rules (see Section 2) apply.
- 5.5.3 Minimum wing area is 300 sq in.
- 5.5.4 Drive battery chemistry is one of LiPo, LiFePo, and NiMH.
- 5.5.5 Maximum manufacturer's rated battery capacity for the drive battery is:
 - for LiPo cells: 1.8 x WA/S mah
 - for LiFePo cells: 2.1 x WA/S mah
 - for NiMH cells: 5.5 x WA/S mahwhere WA is wing area in sq in
S is number of cells connected in series.
- 5.5.6 The motor may be stopped and started in flight and its speed may be adjusted.

COMMITTEE NOTICES

5.5.7 Age bonus does not apply.

5.5.8 Landing bonus applies (see Rule 2.3.5)

5.5.9 Score is aggregate of 2 flights, each scored as one point per second up to 1080 maximum flight time, with landing bonus added up to a maximum of 1100.

5.5.10 If scores are tied, fly-off has no maximum and landing bonus applies. (See Rule 2.3.10 for NDC fly-offs.)

5.6 RC Vintage E Rubber Texaco

Purpose: To enjoy electric RC flying with Rubber model designs from the Vintage period through managing battery energy supply that is limited by a formula based on model size (measured by wing area) to achieve maximum flight time. The class can be regarded as a simplified version of the SAM US 'Spirit of SAM.'

5.6.1 Eligible models are from the Vintage period (see Rule 2.1.2). They are Rubber Model free flight designs (see Rule 2.1.1).

5.6.2 Radio Control General Rules (see Section 2) apply, except Rules 2.1.6 and 2.1.10 which do not apply.

5.6.3 There is no minimum wing loading.

5.6.4 Propeller design is at the discretion of the contestant. Propellers have either one or two blades and may fold, freewheel remain fixed when the motor is stopped.

5.6.5 Drive battery chemistry is one of LiPo, LiFePo, and NiMH.

5.6.6 Maximum manufacturer's rated battery capacity for the drive

battery is:

for LiPo cells: 1.8 x WA/S mah

for LiFePo cells: 2.1 x WA/S mah

for NiMH cells: 5.5 x WA/S mah

where WA is wing area in sq in

S is number of cells connected in series.

5.6.7 The motor may be stopped and started in flight and its speed may be adjusted.

5.6.8 Age bonus does not apply.

5.6.9 Landing bonus applies (see Rule 2.3.5).

5.6.10 Score is the aggregate of 2 flights, each scored as one point per second for an unlimited flight time, with landing bonus added.

5.6.11 If scores are tied, that is the result.

5.7 RC Classical 1/2E Texaco

Purpose: To enjoy electric RC flying with Power Model designs from the Classical period with electric battery power of specified chemistry and maximum capacity, which parallels the spirit and flight performance of the single motor type specified in 1/2A Texaco rules.

5.7.1 Eligible models are from the Classical period (see Rule 2.1.2). They are Power Model free flight designs and IC-powered designs originally intended for RC without aileron control.

5.7.2 All Radio Control General Rules (see Section 2) apply, except 2.1.6.

COMMITTEE NOTICES

- 5.7.3 Maximum wing area is 310 sq in and minimum wing area is 180 sq in.
- 5.7.4 Minimum wing loading is 6 oz/sq ft
- 5.7.5 Drive battery chemistry is LiPo.
- 5.7.6 The drive battery has maximum manufacturer's rated battery capacity is either 180 mah if 2 cells are in series (2S), or 125 mah if 3 cells are in series (3S).
- 5.7.7 The motor may be stopped and started in flight and its speed may be adjusted.
- 5.7.8 Age bonus does not apply.
- 5.7.9 Landing bonus does not apply.
- 5.7.10 Model is required to land within the boundaries of a field defined by the CD.
- 5.7.11 Score is aggregate of 2 flights, each scored as one point per second up to 840 maximum flight time.
- 5.7.11 If scores are tied, fly-off has no maximum. (See Rule 2.3.10 for NDC fly-offs.)

5.8 RC Classical E Texaco

Purpose: To enjoy electric RC flying with Power Model designs from the Classical period through managing battery energy supply that is limited by a formula based on model size (measured by wing area) to achieve maximum flight time.

- 5.8.1 Eligible models are from the Classical period (see Rule 2.1.2). They are Power Model free flight designs and IC-powered designs originally intended for RC without aileron control.
- 5.8.2 All Radio Control General Rules (see Section 2) apply.
- 5.8.3 Minimum wing area is 300 sq in.
- 5.8.4 Drive battery chemistry is one of LiPo, LiFePo, and NiMH.
- 5.8.5 Maximum manufacturer's rated battery capacity for the drive battery is:
 - for LiPo cells: 1.8 x WA/S mah
 - for LiFePo cells: 2.1 x WA/S mah
 - for NiMH cells: 5.5 x WA/S mahwhere WA is wing area in sq in
S is number of cells connected in series.
- 5.8.6 The motor may be stopped and started in flight and its speed may be adjusted.
- 5.8.7 Age bonus does not apply.
- 5.8.8 Landing bonus does not apply.
- 5.8.9 Model is required to land within the boundaries of a field defined by the CD.
- 5.8.10 Score is aggregate of 2 flights, each scored as one point per second up to 1080 maximum flight time.
- 5.8.11 If scores are tied, fly-off has no maximum. (See Rule 2.3.10 for NDC fly-offs.)

FUTURE EVENTS

24 - 25	November 2018	Blackfeet
02 - 07	January 2019 <i>Nationals</i>	Waharoa
16 - 17	February 2019 <i>Bob Burling</i>	Levin
23 - 24	February 2019	Tuakau
TBA	March 2019 <i>North Island Champs</i>	Levin
20 - 21	April 2019	JR Airsail
11 - 12	May 2019 <i>Gareth Newton</i>	Levin
18 - 19	May 2019	Tuakau
27 - 28	September 2019 <i>John Selby Memorial</i>	Levin

LEVIN: Monthly Vintage meetings focusing on NDC events. Contact Allan Knox.

HAWKES BAY: Vintage meetings every Thursday. See HBMC website.

NDC: Results to reach the MFNZ Recording Officer by the 14th of the following month.

NATIONALS VINTAGE PROGRAMME

Vintage		All events entry fee \$5			
RVC01	RC Vintage A Texaco	RC 3	2	9.00am	4.00pm
RVC02	RC Classical Precision	RC 3	2	9.00am	4.00pm
RVC03	RC Vintage IC Duration	RC 3	2	9.00am	4.00pm
RVC04	RC Classical E Texaco	RC 3	2	9.00am	4.00pm
RVC05	RC Classical 1/2 E Tex	RC 3	2	9.00am	4.00pm
RVC06	RC Vintage 1/2 A Texaco	RC 3	2	9.00am	4.00pm
RVC07	RC Vintage E Duration	RC 3	3	9.00am	4.00pm
RVC08	RC Vintage 1/2 E Texaco	RC 3	3	9.00am	4.00pm
RVC09	RC Vintage E Rubber Tex	RC 3	3	9.00am	4.00pm
RVC10	RC Sport Cabin Texaco IC	RC 3	3	9.00am	4.00pm
RVC11	RC Sport Cabin Texaco E	RC 3	3	9.00am	4.00pm
RVC12	RC Classical E Texaco	RC 3	3	9.00am	4.00pm
RVC13	RC Vintage Open Texaco	RC 3	4	8.00am	2.00pm
RVC14	RC Vintage E Texaco	RC 3	4	8.00am	3.00pm
RVC15	RC Classical IC Duration	RC 3	4	8.00am	3.00pm
RVC16	RC Classical E Duration	RC 3	4	8.00am	3.00pm
RVC17	RC Vintage Precision	RC 3	4	8.00am	3.00pm
RVC18	RC Scale Texaco	RC 3	4	8.00am	3.00pm
FFV01	FF Vintage Power Duration	FF	5	7.00am	1.00pm
FFV02	FF Vintage Rubber Duration	FF	5	7.00am	1.00pm
FFV03	FF Vintage Precision	FF	5	7.00am	1.00pm
FFV04	FF Nos/Vint Small Pwr Dur	FF	6	7.00am	1.00pm
FFV05	FF Classic Glider/A2 Comb	FF	6	7.00am	1.00pm
FFV06	FF Vintage Glider Duration	FF	6	7.00am	1.00pm
FFV07	FF Nos/Class Pwr Dur Comb	FF	7	7.00am	1.00pm
FFV08	FF Nostalgia Rubber	FF	7	7.00am	1.00pm
FFV09	FF Vintage Catapult Glider	FF	7	7.00am	1.00pm

L'AQUILONE SAM 2001

TOMBOY RALLY INTERNATIONAL POSTAL CONTEST 01/06/2018 • 31/05/2019

We wish to present this competition to all the lovers of this nice model with the only aim of having fun in a postal contest which is organized to provide some fun flying together or at the same time as are all postal contests. The Tomboy Rally wants to prove the performance of this model along with the ability of the builder and pilot, without reaching the peak agonism of usual contests and only wishing to fly the model having fun in a relaxed manner. After having earned out some tests we have decided to admit the use of i.c. engines and electric motors trying to reduce the gap between them.

Model

- The 36' or 44' wing span (as per plan Aeromodeller) and 48' (as per Boddington plan or 36' scaled up) models are admitted;
- Models may be fitted with floats as per plan (scaled-up for 48' version);
- No minimum weight;
- Reinforcement or lightening of the structure - retaining the outline of the original
- Materials to be used are those found on the plan;
- Plastic covering in place of tissue, silk or other is admitted.
- More than one person can use same model;
- Same model can flight in L.&. or float version;
- Lone fliers can self launch and time

Engine/motors 36"- 44" wingspan:

I.C : 1 cc max, Fuel tank: 3 cc. R/C carburettor is admitted.

Electric : Any electric motor with direct drive. 450mA 2 cell LiPo; separate battery pack for Rx is allowed.

The engine cannot be stopped and started again, the motor must run continually without interruptions till the end of the battery charge or competitor's decision. No folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band; freely assembled admitted batteries.

Engine/motors 48" Wingspan

I.C : 2.5 cc. maximum; Fuel tank: 6cc. R/C carburettor is admitted.

Electric : Any electric motor with direct drive. Battery 500 Mah 3 cell. Separate Rx pack allowed.

The engine cannot be stopped and started again: the motor must run

continually without interruptions till the end of the battery charge or competitor's decision. No folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band;

Flights and results

Each competitor may fly as many flights as wished during the admitted period but only the best flight will be considered for the final result.

Hand launches are admitted. The flight time start when the model is released or takes off. The flight time ends when the model lands or hits a fixed obstacle. In case the model flies out of sight the timekeeper will time for 10 seconds after losing sight of the model. Timing will continue if model is seen again or stopped after 10', deducting this time from the total time of the flight.

Awards:

A diploma for all competitors and prizes for the first three in each version rank. Special prize for best flight in float version.

Results

Results, address, photos and technical specification about model must be forwarded to the Organization within the 15th June 2018 to Curzio Santoni i cusanton@tin.it) or to Sianfranco Lusso (gfl@orange.fr). Many pleasant flights and happy landings to ALL!!!!

Special Prize Vic Smeed

SAM 2001 have scheduled an extra Diploma that will be awarded to the best flight in Tomboy floatplane version (36'.44-or48") taking off from water. The Editor will send to the winner a Diploma signed By SAM 2001 President and a bottle of special Italian Wine to drink to Vic Smeed! Good ROW and flight.

Special Prize David Baker

The 2012 was the 5[^] edition of SAM 2001 Tomboy Rally and we have scheduled a special prize for the three best flights obtained with 36' Tomboy F/F. Only engines diesel max 0.75 c.c. shall be used. The other rules are the same for 36* or 44' wingspan type. It is possible to use an R/C Tomboy, however, being this a free-flight contest, the time must be stopped when transmitter is used, since the aircraft model should fly freely from any control from the ground. Good thermals



The Flying Quaker is an enlarged version of the Quaker Flash that was designed in 1937 by Paul Karnow. It has a wingspan of 84 inches and I built the wing as a single piece rather than a two piece wing. This was done because I have other 84 inch wings that are easy to transport in a station wagon and a single wing is easier to build.



I started building the fuselage sides first. The longerons are 3/8 square as are the cross members up to the rear of the cabin and 1/4 square from cabin rear to end of the fuselage. Bending the bottom longeron was quite difficult and required making a number of partial cuts to allow the wood to bend towards the nose structure. 1/4 sheet was used as infill between the longerons and crossmembers from the front of the cabin to the firewall. This also served to maintain the shape of the sides once released from the building board. Joining the sides from the front and rear of the cabin was easy as the sides are parallel. The crossmembers were araldited as serious strength was required and ca glue tends to be brittle. Bending the sides to accommodate the firewall required the use of F clamps as the pressure required to get the correct curvature was quite high. Bending the sides from the rear of the cabin to the rear of the fuselage was done two crossmembers at a time and again used araldite and F clamps. Once the sides were fully joined from firewall to the rear and the glue set, I removed the assembly from the board and had a strong and fully symmetrical fuselage.

The next step was to install the engine mount which was the OS mount that fits the OS 60 open rocker four stroke engine that I chose to use. Then came the cowl cheeks and bottom. The undercarriage was made as a plug in one that plugs into brass tubes set in the fuselage. This made covering the fuselage easy as once done, all I had to do was plug the two parts in and that was that.

The wing was built in two halves and then joined. 1/8 ply spar doublers were installed at the main spar and the leading edge. The main spar specified in the plan was from two 1/4 square balsa but I used 1/4 square spruce instead. This ensured a good and very strong wing as I had heard of wing failures with this particular model and didn't want to revisit that sad and sorry space. Gussets were installed where the ribs meet the trailing edge as the ribs are not inset into the trailing edge.

The tailplane, elevators, rudder and tail were built as per plan and robart hinge pins were used to hinge the control surfaces. Prior to covering I used Balsloc to aid adhesion of the covering over the sheeted surfaces. The covering used was transparent Solarfilm. It was put in place and sealed with a covering iron and all seams were thoroughly checked for adhesion and no loose parts. Tightening was done with very careful use of a heat gun. The covering tightened beautifully over the solid sheet surfaces with not a wrinkle in sight.

Installation of tank, radio gear and control cables was straight forward and that completed the build. The engine was installed and test run to make sure the throttle response was correct for idle and flying power. The plane will be test flown at Levin as our field at Ashhurst is a bit more restricted for safe space in case problems arise.



LEVIN September 15th, 16th



LEVIN September 15th, 16th



Another two days of vintage at Levin. The weather on Sunday was quite flyable but not as nice as Saturday, so well done those who made the most of yesterday. This really was a great couple of days, Levin at its best. Lots of attendees are new to this sort of flying and are really getting on top of it now, particularly you newbys from Kapiti. We missed a few mates at this one. The lads from Hawkes Bay didn't make it as Barrie was recovering from an op. There were a few others it would have been great to see, too, but we can't have everything.

Thanks for the support, Allan Knox.

After the long winter break it was great to get the new season under way. And what a way to start the weekend with both the sun shining and plenty of blue sky. But hang on a second, which way is that wind blowing? It was blowing from the north east, not the ideal wind direction for the Tuakau field but given that we were all in the same position it was a case of suck it up, harden up and get on with it. What started as a pleasant 7 – 10 kph steadily rose to 15 gusting 20 by lunch time. Not long after and only a couple more flights pointing into the wind everyone decided to call it an early day as nothing positive would be achieved. Hopefully the Sunday would be better.

Sunday dawned nice and sunny once again but this time the wind had shifted to the more favourable direction of south west which was forecast but once again was expected to increase as the day went on. OK everyone, onwards and upwards. The airspace got very busy very quickly to make the most of the conditions. Some got lucky and were able to get a fly off flight early enough, others not so and once again not long after a lovely BBQ lunch put on by David Gush and the Tuakau MAC individuals had to make the call as to whether they wished to proceed.

In the interests of not wanting to rebuild a perfectly good airplane most elected to pack up and fly again another day.

It was great to see John Ryan competing with his Coronet which flew beautifully. We hope you weren't put off by the weather John and we'd like to see you again. Tony Gribble debuted his Glow Worm in Classical E Duration and John Butcher took to the skies with his Kea Sports Cabin Texaco. A lovely little aircraft which should stay up all day in the right conditions.

Laurie Jackson came all the way from Whangaparoa north of Auckland with his Red Ripper but unfortunately elevator problems kept the model on the ground.

All up a good start if not a bit rusty on the sticks.
All the best, Dave and Tony



		R1	R2	R3	FO	Total
Vintage Precision						
John Ryan	Coronet	200	200	200	199	799
Keith Trillo	Tomboy	188	196	198		582
David Gush	Miss FX	144	140	193		477
Vintage E Duration						
Keith Trillo	S / Special	320	210	316		846
Classical E Duration						
Tony Gribble	Glow Worm	266				266
Vintage IC Duration						
Keith Trillo	S / Special	216	238	214		668
Classical IC Duration						
John Ryan	Coronet	167	274	134		575
Vintage 1/2E Texaco						
John Butcher	Miss FX	740	740		1410	2890
Keith Trillo	S / Special	740	740			1480
Bryan Spencer	Slicker	713	613			1326
David Squires	Miss FX	239	313			552
Tony Gribble	S / Special	485				485
Classical 1/2 E Texaco						
Tony Gribble	Jumpin Bean	720	720		853	2293
Dave Crook	Jumpin Bean	540	720			1260
E Texaco						
Dave Crook	Bomber	620	620	620		1860
John Butcher	RC 1	616	574	616		1806
Keith Trillo	S / Special	620	620	523		1763
Tomboy E (180, 2S) (Best 2 of 3)						
Keith Trillo		411	332	-		743



John Ryan, chased by *Coronet*



Laurie Jackson's *Red Ripper*

Vintage E Rubber Texaco

Dave Crook	Toots	620	620	620	975	2835
Tony Gribble	Smith Mulvihill	620	620	620	643	2503
David Squires	Gollywok	620				620

Open Texaco

John Butcher	RC 1	909				909
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1/2 A Texaco

Keith Trillo	Skipper	436	500	467		1403
John Butcher	Miss FX	492	411	500		1403
John Ryan	Coronet	417	388	235		1040

Sports Cabin Texaco – E (180, 2S) (Best 2 of 3)

John Butcher	Kea	756	800	919		1719
Tony Gribble	Petardo	538	-	-		538

CD REPORT:

Another beautiful weekend with lots of blue sky and of course more wind. It was a duplicate of the Tuakau event the previous month with the wind coming up by lunch time and it was pretty much game over for those wanting to achieve top results. This time the Airsail wind monitoring system did hit a high with a gust of around 35 kph but the norm for the day was between 15 and 30 kph.

It was good to see Gordon Meads from the Hamilton club back in action with both his Lanzo RC 1 in Precision and Playboy Snr in the IC Duration events. Other than that it was familiar faces trying to outdo each other once again.

Those that managed the high scores for the day had been able to get their flights in early.

A few people trialed the proposed rules. A mixed bag of results not surprising with only John Butcher confirming a maximum flight in Vintage 1/2 E Texaco with his Kea. A beautiful little plane that got a thorough work out over the weekend and handled the conditions very well. Other than John, no one else got close to a maximum.

Thank you once again to John and Sharon Danks for allowing us to fly at their field - and where would we be without an excellent BBQ lunch?

Hope to see you all at the Thames Blackfeet field in November

All the best
Dave and Tony



Dave Crook *Jumpin' Bean*



Not the way to pack models !

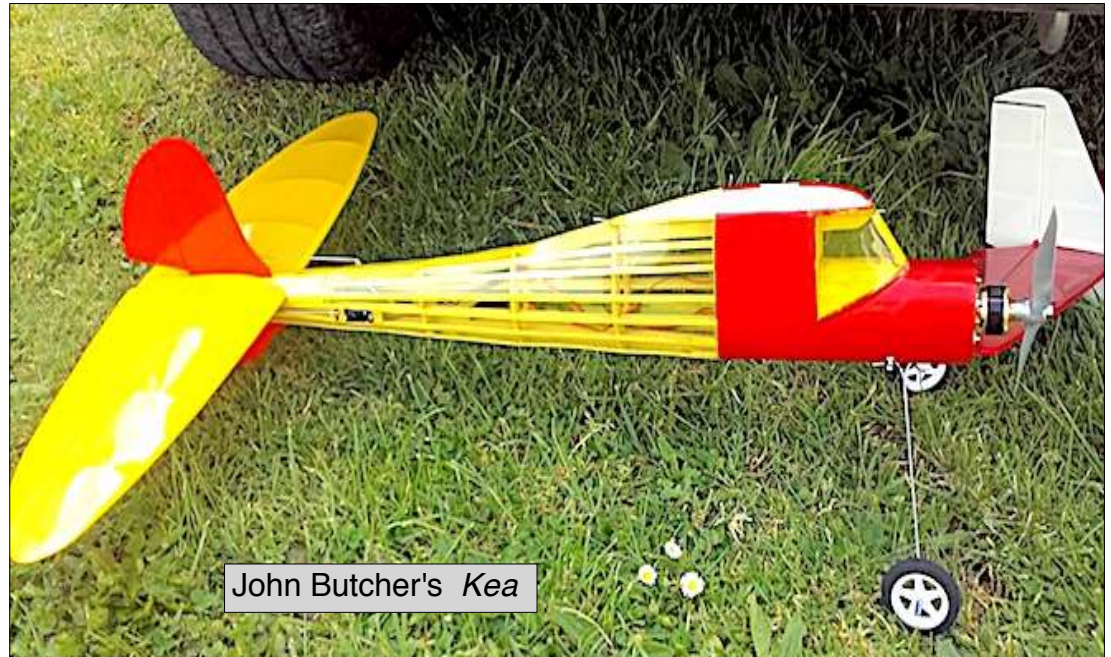


Pete's Golliwocks and Glow Worms

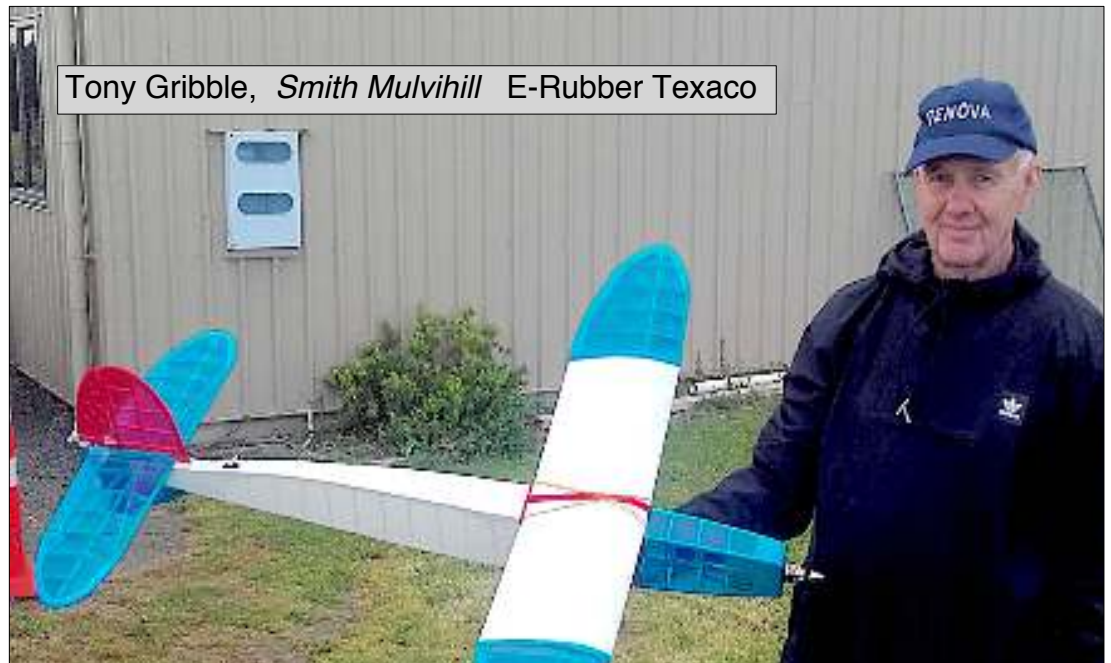


David Squires *Tomboy*

		R1	R2	R3	FO	Total
Vintage Precision						
David Gush	Miss FX	200	200	200	191	791
Keith Trillo	Tomboy	197	192	197		586
Gordon Meads	Lanzo RC 1	200	183	200		583
David Squires	Miss FX	188	193	167		548
Vintage E Duration						
Wayne Cartwright	Top Banana	316	320	320		956
Stuart Lightfoot	New Ruler	310	320	320		950
David Squires	Miss FX	176	320			496
Classical E Duration						
Tony Gribble	Glow Worm	300	291	232		823
Vintage IC Duration						
Gordon Meads	Playboy Snr	260	257	260		777
David Gush	Miss FX	260	174	244		678
Vintage A Texaco						
John Butcher	Miss FX	222	620	490		1332
Vintage 1/2E Texaco						
Tony Gribble	Stardust	740	588			1328
Classical 1/2 E Texaco						
Dave Crook	Jumping Bean	720	720		1320	2760
Tony Gribble	Jumping Bean	720	720		732	2172
Vintage E Rubber Texaco						
Dave Crook	Toots	620	620	620		1860
Tony Gribble	Smith Mulvihill	620	620	620		1860
Tomboy E (180, 2S) (Best 2 of 3)						
Keith Trillo		591	658	-		1249
David Squires		442	448	-		890
Sports Cabin Texaco – E (180, 2S) (Best 2 of 3)						
John Butcher	Kea	1251	1219	-		2470



John Butcher's Kea

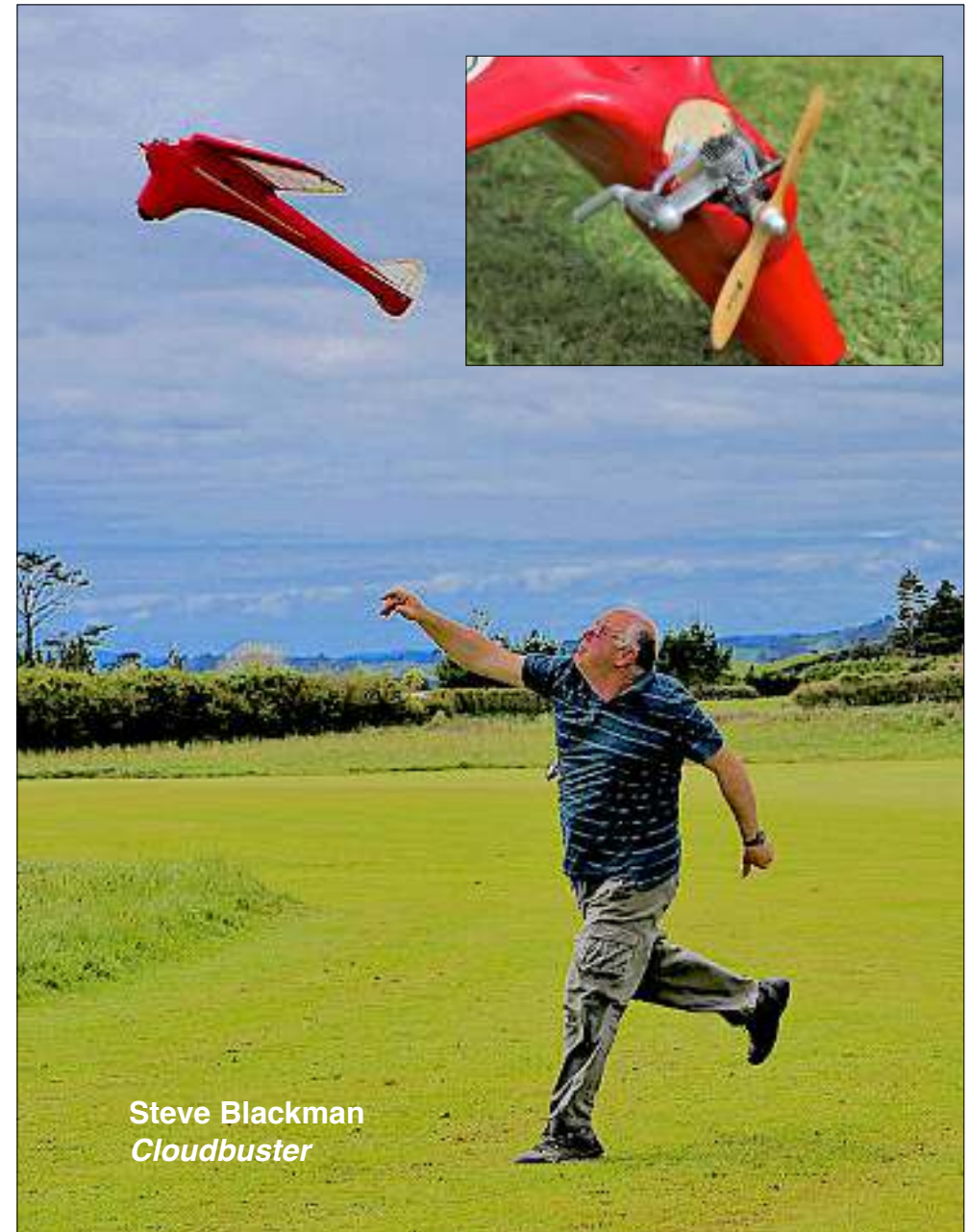


Tony Gribble, Smith Mulvihill E-Rubber Texaco

Inaugural Vintage Precision Competition at New Plymouth

This was the first time that a Vintage Competition has been organised and run at the New Plymouth Model Aero Clubs RC site at Ferndene. The day dawned cool and grey but as the morning progressed toward the 10am start time the wind increased to a gusty 20kmph. Six flyers had arrived intending to fly but nobody was keen to risk their Vintage models in this wind. Being CD, its never easy to cancel a planned competition just because its too windy and we also had a visiting modeller from Rotorua, Dave Thornley, so I felt a little obliged to explore possibilities. After consulting the weather man, I decided to postpone a decision till Lunchtime. In the meantime, three of the flyers called it quits. By Lunchtime the wind had warmed and was no longer gusty, just a steady 15kmph breeze but more appealing being warmer.

Alan Lawrence tested the air with his new electric Starduster(1940), tastefully finished in Blue and White. It seemed to handle the wind without problems. The ice now broken, Steve Blackman went for a test with his new Cloudbuster(1938), an unusual model with a faired in nacelle around the mono-wheel undercarriage and finished in a very racy red and white colour scheme. He got Avetek in Auckland to prepare a Laser-cut Kit of the main parts for him. It is powered by an OS 15. Steve seemed happy with the conditions and so we had the makings of a competition. Dave Thornley joined the fray with his Satellite 1000. Alan Lawrence was first up with an official flight and took off with an impressive climb and cut his motor at about the 50 second mark. With the wind whistling through and the need to stay up wind and facing into wind, searching for thermals was tricky and mostly involved side slipping left and right a little. He had no trouble making the 2 minute glide and had to spiral down to setup for the spot landing. He utilised what I think is termed "dorking" the landing, sort of flying along at a metre or so till close to the spot then a quick dive into the deck, relying on a very skinny bendy undercarriage to absorb most of the impact. Its an interesting technique and Alan seems to have perfected it. Just straighten out the bent undercarriage after each flight. As the air seemed buoyant and he was flying electric he opted to go straight up for his Round 2 flight and again set things up perfectly landing about 6 metres from the spot at 3min 2sec, so with his 10 sec Age Bonus made 180 plus the 20 point Landing Bonus. After landing, he went up for Round 3 and had a little trouble finding lift and nearly ran out of sky but came in deadon 3min 00sec and just 2 metres from the mark for another 200 score. This man was going to be hard to beat.



Steve Blackman
Cloudbuster

Next up Steve Blackman fired up his OS.15 and took to the skies. The Cloudbuster seemed to also have a decent glide and had a little height to loose before lining up the landing spot. He had a little trouble with a floaty glide and missed the 30 metre landing circle for a 3min 14 sec flight. With an Age Bonus of 12 seconds his score was 178 points. Round 2, another good glide performance but ran over time by the same 3min 14sec He got closer the mark to get the 20 point Landing Bonus this time to give him a total of 198. On his Round 3 flight he came down in good time with a little more speed to penetrate upwind and just rolled over the marker spot hitting the peg at 3min 02 sec that gave him a perfect 200 Max to finish on. Meanwhile Dave Thornley was preparing his Satellite 1000, a pretty big model with impressively big wings. He was explaining the rationale behind using a single dowel forward facing at the leading edge of the wing to wrap the rubber bands round, holding the wing onto the fuselage. The idea is that in a big crash, the wings moving forward, ping the rubberbands off the peg and release the wing to reduce the likelihood of damage. Little did Dave or anyone else know that we were about to see this occur for real. Dave went up for his Round 1 flight with the OS46AX hauling it skyward in very short order. Being a big model, it handled the wind pretty well. He was on time and on the downwind leg and about 30-40 feet up when it suddenly spiralled left and quickly disappeared below the edge of the rock Quarry next door !

As it is a working quarry, the club President phoned the Dave gathered his wits and decided to try to finish the competition using his spare Lanzo Bomber, good climb and great glide but seemed to have a little trouble making ground into wind on final approach to land short of the landing zone at 2min 53sec, the Age Bonus of 13 giving him a 180. On Round 3 he again took the model too far downwind to kill a little time and was luck to land just inside the Bonus area at 2m 55 sec plus Age Bonus easily giving him a 200 point Max. A kind of bitter/sweet way to finish.



Mike Pillette bought a partly built Playboy from the spare models that Dave Thornley brought along to sell. And I have a Playboy Senoir Cabin nearing completion one day soon. So potentially for the next competition we may have seven flyers. The consensus was that this was an interesting adventure that will be expanded on in the future to include other Vintage classes. From little ideas, big things grow. .

1	Alan Lawrence	Starduster 1940	200, 200, 200	600
2	Steve Blackman	Cloudbuster 1938	178, 198, 200	576
3	Dave Thornley	Lanzo Bomber 1937	167, 180, 200	547



Brilliant day yesterday. Good turn out for NDC Open Texaco with some massive scores in the outstanding early afternoon air. Bryan Treloar continues on his winning way with the petrol four stroke powered Lanzo Airborne achieving what I expect is the countries highest ever score for this event concluding with a 27 minute flyoff flight for a total of 3543. Well done Bryan. Others did well too with 4 out of 5 making the flyoff. It could easily have been all of us but Trevor had an uncharacteristically early engine cut, The landing precision was the best I can remember too. There were 19 scoring flights and everyone managed landing points. I think that is a record for this group.

Warner and I had a shot at Precision. We both maxed out but he won in the flyoff, just 2 points off perfect with me another 2 points back. Things got exciting in this event. Warner banged the Playboy down on the spot and rekitsetted it. Something to do this week mate? On my last flight my dear old Scram got run over on the roll out by a much larger and heavier club model. Lots of minor damage but nothing on the attacker. Jonathan didn't get his big Cloud Cruiser to work but was much more successful with the BBQ. We all enjoyed his fine fare. Cheers mate. This has to be one of the very best days for flying I can remember, perfect conditions, friendly air and light winds after some morning moisture. You have to love Levin!



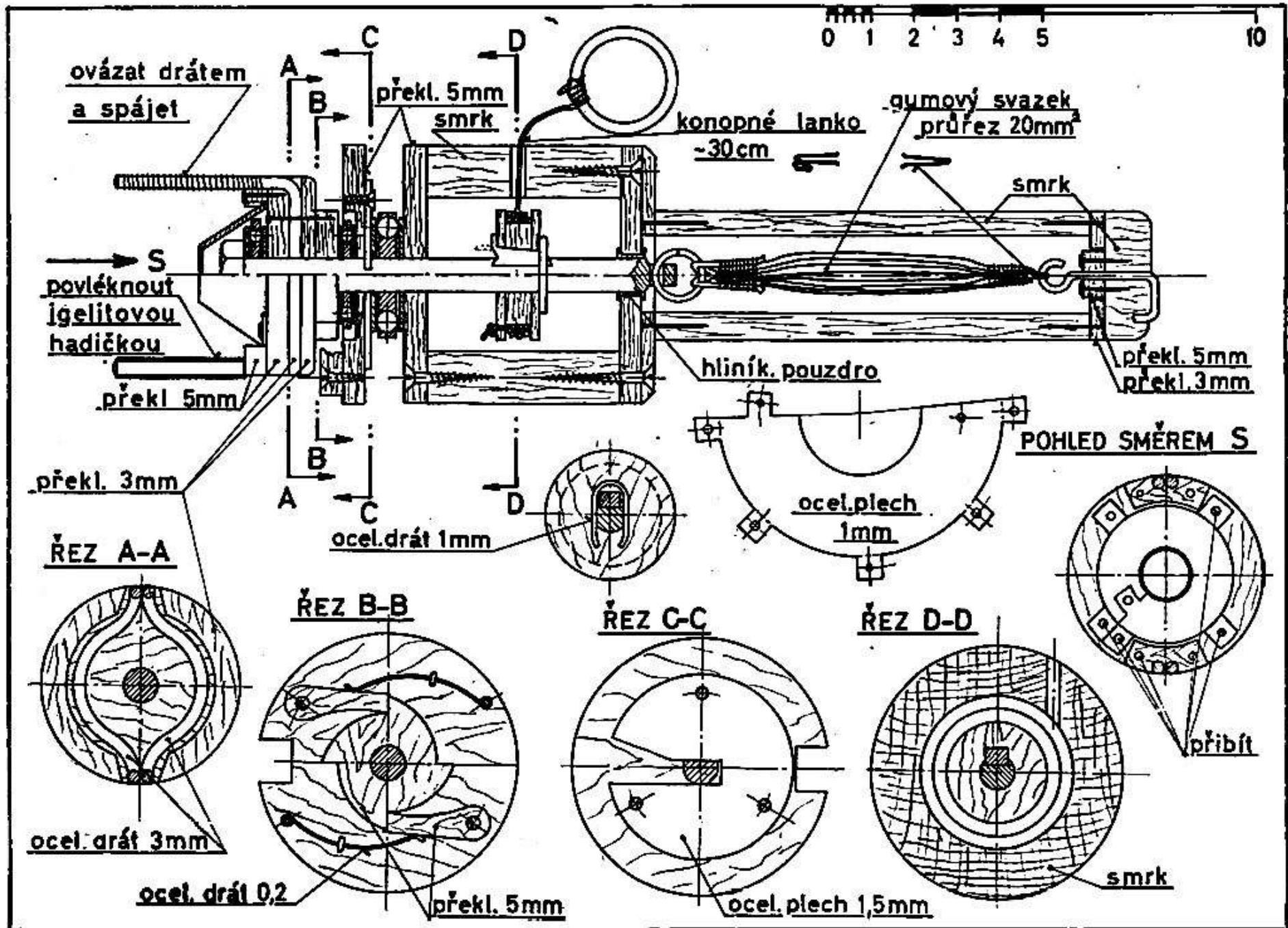
Next month it is probably going to be just me for NDC with a couple of Electric Texaco classes so I think we should just make it a come and fly day and bring out our lesser flown non competition vintage models. I know Bryan has some of these I would love to see.

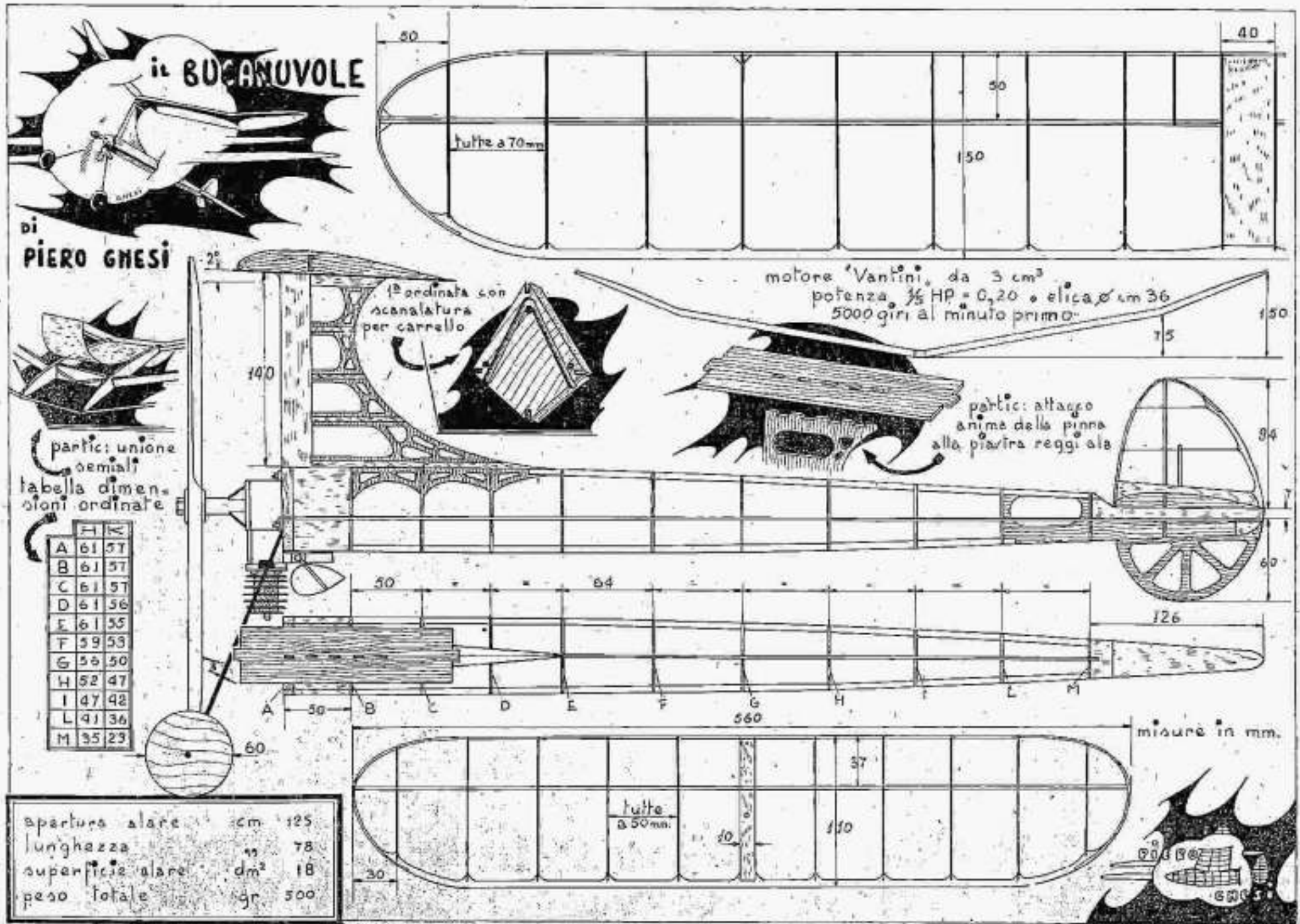
NDC Event 148	Vintage Electric Texaco	
1 Bryan Treloar		
<i>Lanzo Airborne</i>	(4 S Petrol)	3543
2 Bob McGrath		
<i>Lanzo Bomber</i>	(4 S)	2958
3 Warner Summerton		
<i>Lanzo Bomber</i>	(4 S)	2764
4 Allan Knox		
<i>Lancer 45</i>	(4 S)	2484
5 Trevor Glogau		
<i>KK Falcon</i>	(4 S Petrol)	1145

Vintage Precision	
1 Warner Summerton	798
2 Allan Knox	796

NDC Event 147	Vintage Catapult Glider	
1 Allan Knox	Hervat 1938	score 280.

A Handy стартер двигателя for those baulky engines



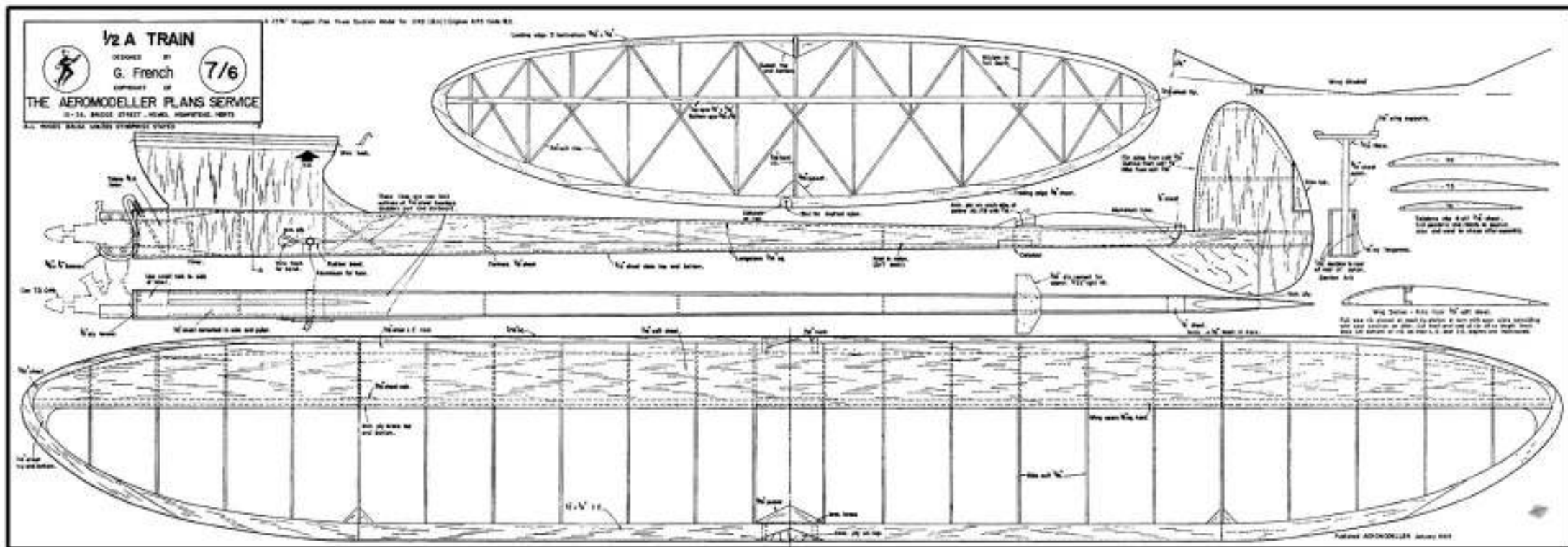




The *Night Train* design featured in the last issue was later produced in 1/2A size by its designer. It lost none of its elegance in the reduction and is as fine a flyer as the original.

VINTAGE : CLASSIC FF POWER, CLASSICAL 1/2E TEXACO.

FREE FLIGHT : 1/2A POWER, SMALL POWER.



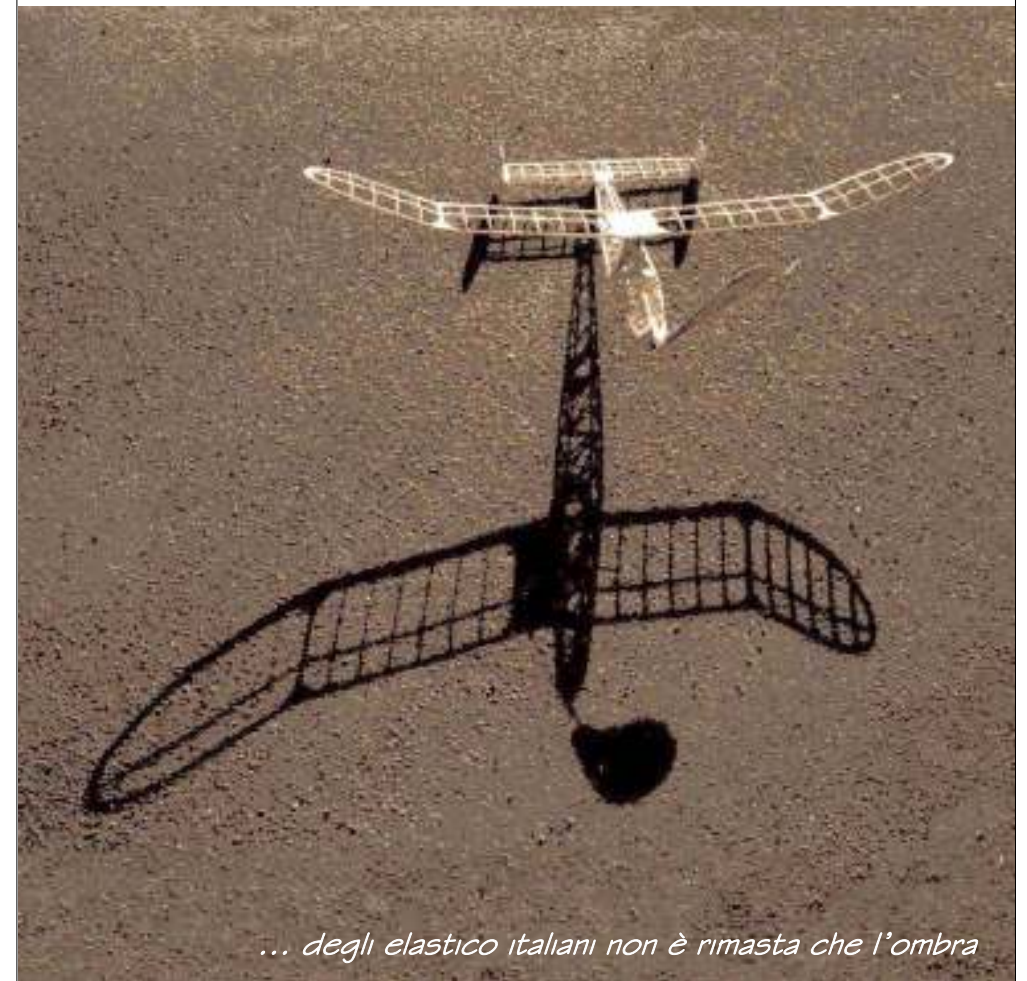
THE ORIGINAL *1/2A Train* was designed and built early in 1962 as a simplified, scaled down derivative of my *Night Train* FAI power models, hence the odd name. After having spent several years on unsuccessful FAI power models, I struck lucky in 1960-61 with the *Night Train* design, so a similar layout for my first own design 1/2A model was an automatic choice. However, unlike the F.A.I. model concept, simplicity of construction, lightness and ease of handling were primary considerations, hence no gadgets, not even an auto-rudder. Neither was an under-cambered wing-section considered necessary. With a wing area of 250 sq. in. and an anticipated total weight of 6oz or less the wing loading should be quite low enough to enable the 8-9 per cent flat-bottomed wing airfoil to produce a slow floating glide, apart from the low climb-drag advantage and ease of construction of the flat bottomed wing. The original model, ready to fly. weighed under 6 oz with a Cox Tee Dee .049 and K.K. 3-bladcd nylon prop. After an increase in fin area suggested by FAI expert Dr.Michael Gaster to cure a flattening tendency in the early stages of the climb pattern, it proved to be quite docile, a real fun model. GEORGE FRENCH, Aeromodeller, January 1969



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... degli elastico italiani non è rimasta che l'ombra

Vintage Precision	2017 A Knox	800
1 J Shorer	Bob Burling	800
2 B Treloar	Levin	799
3 B Russell	Levin	798
3 W Summereton	Levin	798
5 D Squires	Airsail	797
6 A Knox	Levin	796
7 D Mossop	Airsail	791
8 J Bradbury	Bob Burling	773
9 S Nicholas	Levin	765
10 Robin ?	Bob Burling	600

Vintage IC Duration	2014 R Anderson	1308
1 A Knox	Levin	1177
2 S Cox	Levin	1109
3 B Treloar	Nationals	757
4 K Trillo	Nationals	775
5 J Millar	NDC 116	774
6 W Summerton	Levin	770
7 D Thornley	Airsail	744
8 R Anderson	Nationals	614
9 T Beaumont	Levin	611
10 J Butcher	Champs	515

Vintage E Duration	2018 B Harris	1560
1 B Harris	Airsail	1560
2 A Knox	Levin	1494
3 D Mossop	Airsail	1306
4 K Trillo	Nationals	960
5 S Hubbard	Levin	940
6 J Butcher	Champs	900
7 B Russell	Champs	869
8 B Robinson	Champs	832
9 D Squires	Nationals	673
10 A Macdonald	Nationals	615

Vintage 1/2A Texaco	2018 A Knox	3333
1 A Knox	Bob Burling	3333
2 K Trillo	Champs	1500
3 J Butcher	Airsail	1369

Vintage A Texaco	2018 A.Knox	3780
1 A Knox	NDC 122	3780
2 B Treloar	Bob Burling	1892
3 B McGrath	NDC 122	1777
4 I Munro	Bob Burling	1554
5 W Summerton	Levin	722

Vintage Open Texaco	2014 J.Butcher	3320
1 B Treloar	Levin	3543
2 B McGrath	Levin	2958
3 W Summereton	Levin	2764
4 A Knox	Levin	2484
5 T Glogau	Levin	1674
6 K Trillo	Champs	1596
7 S Cox	Bob Burling	1521
8 I Munro	Bob Burling	1423

Vintage 1/2E Texaco	2017 K Trillo	3415
1 K Trillo	Champs	2911
2 J Butcher	Airsail	2691
3 A Knox	NDC 122	2487
4 W Cartwright	Airsail	2476
5 B Spenser	Airsail	2188
6 J Shorer	Levin	2154
7 B Russell	Champs	1480
8 D Crook	Airsail	1460
9 R Anderson	Nationals	1440
10 B Robinson	Champs	1414

Vintage E Texaco	2018 B Treloar	3543
1 K Trillo	Champs	2908
2 W Cartwright	Airsail	2853
3 B Russell	Levin	2805
4 D Crook	Airsail	2805
5 J Butcher	Airsail	2671
6 T Gribble	Champs	2591
7 Stan Nicholas	Levin	2528
8 D Squires	Airsail	2031
9 A Knox	Nationals	1860
10 A Macdonald	Airsail	1857

Classical Precision	2016 B Harris	598
1 D Thornley	Airsail	591
2 D Mossop	Champs	591
3 D Squires	Champs	569
4 B Harris	Airsail	563
5 G Main	Airsail	548
6 J Butcher	Nationals	544
7 B Russell	Champs	528

Classical IC Duration	2017 D Thornley	11501
1 D Thornley	Airsail	650

Classical E Duration	2018 W Cartwright	1500
1 W Cartwright	Champs	1500
2 B Russell	Levin	940
3 B Harris	Airsail	900
4 D Mossop	Airsail	854
5 D Crook	Airsail	803
6 G Main	Airsail	688
7 D Squires	Champs	529
8 D Gush	Champs	223

Classical 1/2E Texaco	2017 B Scott	2864
1 T Gribble	Airsail	2449
2 J Butcher	Champs	2439
3 W Cartwright	Champs	2388
4 G Main	Airsail	1915

Sports Cabin E-Texaco	2018 T Gribble	1400
1 T Gribble	Champs	1400
2 B Russell	Champs	1036
3 K Trillo	Champs	975
4 B Robinson	Champs	960
5 D Crook	Champs	843

V E-Rubber Texaco	2018 J Butcher	4001
1 J Butcher	Airsail	4001
2 W Cartwright	Airsail	3225
3 D Gush	Airsail	3001
4 K Trillo	Champs	2979
5 T Gribble	Airsail	2395
6 D Squires	Nationals	1860
6 A Knox	Nationals	1860

Vintage Scale Texaco	2017 A.Knox	2232
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Tomboy IC	2015 R.Anderson	1432
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Tomboy E	2014 S.Grant	1935
1 K Trillo	Airsail	1680

CATAPULT GLIDER **2012 J.Butcher 339**

1. D Richards	Nationals	288
2. A Knox	Levin	280
3. J Butcher	Nationals	242
4. D Warner	Nationals	240
5. K Fisher	Nationals	217
6. A Graves	Nationals	198
7. J Warner	Nationals	150
8. S Warner	Nationals	143
9. D Ackery	Nationals	69
10. S Cox	Nationals	64

VINTAGE FF POWER **Anderson/Bain/Scott 540**

1. Rex Anderson	Nationals	540
2. R Bain	Nationals	534
3. J Butcher	Nationals	283

NOSTALGIA FF POWER **Bain / Scott 540**

1. R Bain	Nationals	540
2. R Anderson	Nationals	403
3. B Gibson	Nationals	281
4. P Wilson	Bob Burling	183
5. S Cox	Nationals	65

VINTAGE FF GLIDER **2018 R.Anderson 436**

1. R Anderson	Nationals	436
2. S Wade	Nationals	309
3. S Cox	Nationals	266
4. M Evans	Nationals	265
5. P Evans	Nationals	141
6. K Fisher	Nationals	112
7. J Butcher	Nationals	60

SMALL POWER **2016 B.Scott 353**

1. C Murphy	Nationals	275
2. S Cox	Nationals	257
3. R Bain	Nationals	247
4. J Butcher	Nationals	231
5. R Anderson	Nationals	116

NOS FF RUBBER **McGarvey / Scott 540**

1. P Squires	Nationals	510
2. B Cox	Nationals	426
3. C Murphy	Nationals	180
4. B Gibson	Nationals	38

VINTAGE FF RUBBER **McGarvey / Koerbin 540**

1. P Squires	Nationals	480
2. W Lightfoot	Nationals	432
3. G Lovejoy	Nationals	311
3. B Gibson	Nationals	311
5. C Murphy	Nationals	103
6. J Dowling	Nationals	59
7. J Butcher	Nationals	12

CLASSIC / A2 FF GLIDER **2015 M.Evans 470**

1. R Anderson	Nationals	446
2. M Evans	Nationals	317
3. B Gibson	Nationals	263
4. M Vincent	Nationals	254

PRECISION **2014 G.Burrows 411**

1. S Cox	Nationals	200
2. A Graves	Nationals	157
3. K Fisher	Nationals	109
4. J Dowling	Nationals	74
5. C Murphy	Nationals	59
6. P Wilson	Bob Burling	39
7. J Butcher	Nationals	14



MISCELLANEOUS



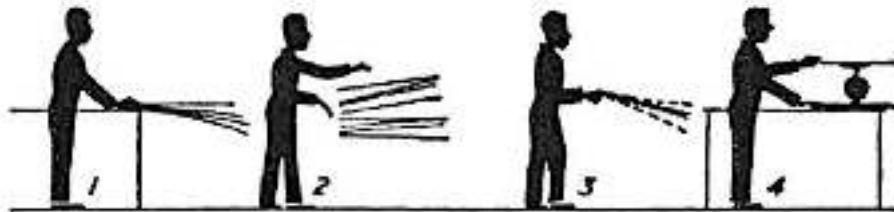
IF A MAN SPEAKS
IN A FOREST WHERE
NO WOMAN CAN HEAR,



IS HE STILL WRONG?

Remember the helpful hints below, that appeared in Solarbo Balsa advertisements for many years? No challenge of the second claim was ever seen, despite its working only on planet Zog during the eclipse of that planet's second largest moon.

It's far easier to work with strip bought in the size you intend to use—but not always so easy to match individual strips for strength, stiffness and weight. The best way is to buy more lengths than you need (they will always be useful later) and carry out a detailed selection later. The four steps in carrying out these tests are shown below.



1. If a bundle of strip lengths is supported over the edge of a table you can easily separate the 'stiff' from the 'flexible' strip by the amounts they bend at the end.
2. If a bundle of strips are dropped (not tangled up together!) the heaviest strips will reach the floor first.
3. Grasp four to six strips firmly and 'whip' up and down gently. Matched strips will whip the same amount.
4. Following 1, 2 and 3 should give you a number of matched strips. Now check them individually for weight.

ICON 167: Weta

Some weta species are among the largest and heaviest insects in the world. Their physical appearance is like a long-horned grasshopper but their hind legs are enlarged and usually very spiny. Many are wingless. Because they can cope with variations in temperature, weta are found in a variety of environments, including alpine, forests, grasslands, caves, shrub lands and urban gardens. They are nocturnal, and all New Zealand species are flightless. Different species have different diets. Most weta are predators or omnivores preying on other invertebrates, but the tree and giant weta eat mostly lichens, leaves, flowers, seed-heads, and fruit.



Weta can bite with powerful mandibles. Tree weta bites are painful but not particularly common. Weta can inflict painful scratches, with the potential of infection, but their defence displays consist of looking large and spiky, and they will retreat if given a chance. Tree weta arc their hind legs into the air in warning to foes, and then strike downwards, so the spines could scratch the eyes of a predator. Pegs or ridges at the base of the abdomen are struck by a patch of fine pegs at the base (inner surface) of the legs and this action makes a distinctive sound. These actions are also used in defence of a gallery by competing males. The female weta looks as if she has a stinger, but it is an ovipositor, which enables her to lay eggs inside rotting wood or mossy wood or soil. Some species of have very short ovipositors, related perhaps to their burrowing into soil and laying their eggs in a special chamber at the end of the burrow.





FFoNZ Notices

Rarely seen - a hole in one into a water trough



69th WAIKATO FF CHAMPS 6th October 2018

Fine weather with light breezes for much of the day made for a pleasant contest for fliers from Auckland, Napier, Tauranga, Hamilton and Tuakau. Nice to see E-36's being used to good effect in the Mini Combined event and we even had a first glimpse of Robert Wallace's newly aquired model van in Death Star Black. David Ackery's customary methodical approach saw him stagger home with the alcoholic prize. Report to appear in MFW.