

From the Chairman ...

Thank you all who got out and flew this year for your support of vintage flying, it really has been a beaut. It started well with a well supported Nationals then there were the North North island series and various two-day and one-day get togethers at Levin in the South where we now have a number of new fliers and models. NDC was well supported too, particularly in the south down as far as Christchurch. Our part of the hobby is about getting together to enjoy a gentler type competition with older, home built traditional models and to share good company in a relaxed atmosphere. Let's make next year even better. All the best to you and your families over Christmas and for the New Year, and for those of you going to the Nationals, I wish you good luck.

You will all have seen the rules change proposal published in Model Flying World. These changes have been consulted widely then debated in Committee and represent the committees's majority view.

You have the opportunity to vote and a form is included in this AVANZ. It can be posted or Emailed.

The approach has been to make the time targets difficult such that you will need to have a good model and to find and hold lift to make the target. This is different to other vintage classes where an average model, set up and flown properly, can be expected to max. The effect of the proposed rules will be more challenge, fewer maxes, and consequently far fewer flyoffs with a shorter time requirement in most cases.

Allan Knox.

In this Issue

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Paul Lagan

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On the Cover: PAUL LAGAN 6 July 1941 - 6 November 2018

Logo: Swandri - see Miscellaneous

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My name is Gary Burrows of the Christchurch Model Aero Club and I wish to make my tribute to a great New Zealander, one I believe is unique in the world as a modeller who has done almost every facet of the hobby to the expert level as witnessed by his results over his life time. I have known Paul for about 60 years and have been amazed by his dedication and achievements in the sport of aero modelling, also his willingness and friendliness to engage with all.

Born in 1941 he was the secretary of the club in 1958 at the age of 17 (a junior) and had already made his mark as he held club records in Hand Launched Glider, A1 Glider, Open rubber, 1 Hour Aggregate, Class 1 Control line speed, and Class A Control Line Team Race. February 1959 saw him resign as Secretary to join the RNZAF as a boy entrant. By 1963 he was again the secretary and editor of the club bulletin and by this time he held a NZ record in Class A Power Rise off Water which has never been beaten and not likely to be with the current state of free flight power. He also still holds the NZ record in Open Glider, nearly 43 minutes, and as recently as 2016 records in Tip Launched Glider, and Catapult Glider (which he took off me).

Paul's ability to produce consistently winning models during his time in the RNZAF was unbelievable. I have seen some of the workshops that he had to use, 6 by 4 foot garden sheds attached to RNZAF houses. You try that you modellers! Paul's competitive nature was witnessed by his 18 year consecutive run as National Champion will not be beaten.

To give you an idea of this competitive drive, after one nationals he and I were driving home when he said that he was going to quieten down those radio aerobatic fliers who reckoned that he wasn't flying real models. Paul said that he was going to take up the challenge just to shut them up. Paul then proceeded to build a "Little Stick" powered by a

OS.15 and flew it every chance he could get (which meant 5 to 7 days a week weather permitting) all the while he was building a fully contest designed aerobatic ship for the next nationals.

He was realistic on his chances of winning first up as his performance was in front of judges and he said that the halo effect of the current champion would be against him even if he flew better. Paul preferred a stop watch to give him his results. He got second - the silence was deafening.

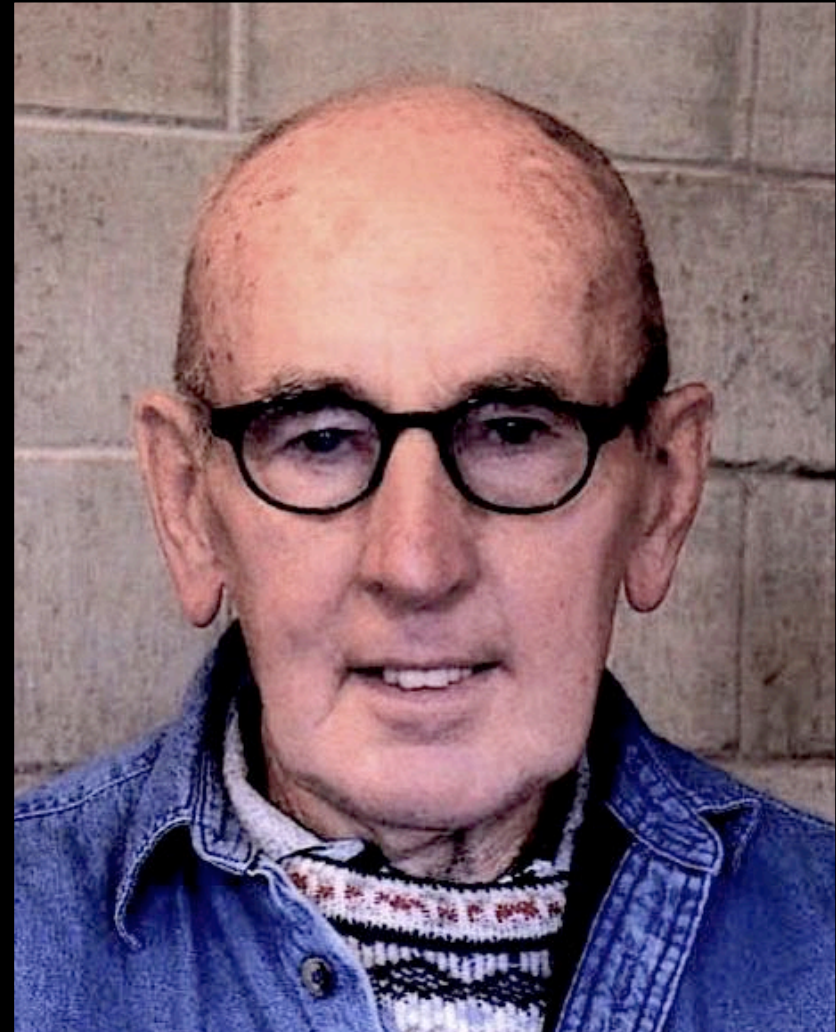
Paul should have been a world champion in at least one of the free flight classes but it was not to be, as he said later "you had to have the little Green Leprechaun on your shoulder" The closest he came was at Goulburn in Australia 1983. In A2 glider he placed second to the American Matt Gewain in a fly off for first. In this case the little green man was missing and a later assessment by Martyn Cowley said that Paul made the mistake of not doing a Americas Cup yachting tactic of covering your opponent's move while you are in a dominant position. If he had done what Martyn suggested he would have won but that was not Paul, he wanted to make sure, and came unstuck by a Auzzie sink hole (and there were many in the flying site) which he stumbled into and caused a premature unlatching of his model.

Paul was a communicator and was known and respected around the world as he met the top competitors of aero modeling at various world champs plus other major world contests - and he certainly went to a lot. A real globe trotter, Paul always kept up with all the latest trends by his ability to communicate

Paul also designed many models some of which are *Papanui Tavern HLG*, *Kiwi 2 A2 glider*, *18 Tons Power model*, *Inglefinger RC Soarer*, *Rasputin Wakefield*. Paul loved the little book “Jonathan Livingston Seagull” which I think epitomized his way of thinking – rise above the aero modeling flock by trying and testing himself to the limit He considered writing a sequel called “Menacing Martha Magpie” - humorous of course, and might have had something to do with his time in Australia.

His administrative roles were many: organizing Nationals and Trans Tasman events, NZMAA secretary, Club executive positions in a number of clubs as he moved around the country with his job. Writing and producing the South Island News, later Radio Control News, getting Vintage modelling going with AVANZ (Association of Vintage Aeromodellers NZ inc), plus FFONZ (Free Flyers of NZ). He was always thinking and promoting all aspects of aero modelling. His awards include Life Member of both the CMAC and NZMAA, Halls of fame in NZ and Australia, and the very prestigious FAI Alphonse Pernaud Diploma

Now, to those competitive modelers who have gone before, and there are a lot - you will need to lift your game ... Master Modeller Lagan is coming. The competition is going to get tougher !



**02 - 07 January 2019 Waharoa
Nationals**

**16 - 17 February 2019 Levin
Bob Burling**

23 - 24 February 2019 Tuakau

**TBA March 2019 Levin
North Island Champs**

20 - 21 April 2019 Airsail

**11 - 12 May 2019 Levin
Gareth Newton**

18 - 19 May 2019 Tuakau

**27 - 28 Sept 2019 Levin
John Selby Memorial**

NATIONALS VINTAGE PROGRAMME

Vintage		All events entry fee \$5			
RCV01	RC Vintage A Texaco	RC 3	2	9.00am	4.00pm
RCV02	RC Classical Precision	RC 3	2	9.00am	4.00pm
RCV03	RC Vintage IC Duration	RC 3	2	9.00am	4.00pm
RCV04	RC Classical E Texaco	RC 3	2	9.00am	4.00pm
RCV05	RC Classical 1/2 E Tex	RC 3	2	9.00am	4.00pm
RCV06	RC Vintage 1/2 A Texaco	RC 3	2	9.00am	4.00pm
RCV07	RC Vintage E Duration	RC 3	3	9.00am	4.00pm
RCV08	RC Vintage 1/2 E Texaco	RC 3	3	9.00am	4.00pm
RCV09	RC Vintage E Rubber Tex	RC 3	3	9.00am	4.00pm
RCV10	RC Sport Cabin Texaco IC	RC 3	3	9.00am	4.00pm
RCV11	RC Sport Cabin Texaco E	RC 3	3	9.00am	4.00pm
RCV12	RC Classical E Texaco	RC 3	3	9.00am	4.00pm
RCV13	RC Vintage Open Texaco	RC 3	4	8.00am	2.00pm
RCV14	RC Vintage E Texaco	RC 3	4	8.00am	3.00pm
RCV15	RC Classical IC Duration	RC 3	4	8.00am	3.00pm
RCV16	RC Classical E Duration	RC 3	4	8.00am	3.00pm
RCV17	RC Vintage Precision	RC 3	4	8.00am	3.00pm
RCV18	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	FFClassic 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 Nostagia Rubber	FF	7	7.00am	1.00pm
FFV09	FF Vintage Catapult Glider	FF	7	7.00am	1.00pm

REMITTS FOR RULE CHANGES as presented in MFW December 2018

Remit for Rules change

Proposed Electric Texaco rule text with changed Text in Red. (Thanks go to Wayne Cartwright for much of the work on this)

5.4 RC Vintage 1/2E Texaco

- 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 R without aileron control. 5.6.7
- 5.4.2 All Radio Control General Rules (see Section 2) apply, except 2.1.6. 5.6.11
- 5.4.3 Maximum wing area is 310 sq in and minimum wing area is 180 sq in. 5.6.8
- 5.4.4 Minimum wing loading is 6 oz/sq ft. 5.6.9
- 5.4.5 Drive battery chemistry is LiPo. 5.6.10
- 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). 5.7.1
- 5.4.7 The motor may be stopped and started in flight and its speed may be adjusted. 5.7.2
- 5.4.8 Age bonus does not apply. 5.7.3
- 5.4.9 Landing bonus applies (see Rule 2.3.5). 5.7.4
- 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. 5.7.5
- 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.) 5.7.6

5.5 RC Vintage E Texaco

- 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. 5.7.8
- 5.5.2 All Radio Control General Rules (see Section 2) apply. 5.7.9
- 5.5.3 Minimum wing area is 300 sq in. 5.7.10
- 5.5.4 Drive battery chemistry is one of LiPo, LiFePo, and NiMH. 5.7.11
- 5.5.5 Maximum manufacturer's rated battery capacity for the drive battery is: 5.8 RC
- for LiPo cells: 1.8 x WA/S mah 5.8.1
- for LiFePo cells: 2.1 x WA/S mah 5.8.2
- for NiMH cells: 5.5 x WA/S mah 5.8.3
- where WA is wing area in sq in and S is number of cells connected in series. 5.8.4
- 5.5.6 The motor may be stopped and started in flight and its speed may be adjusted. 5.8.5
- 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.) 5.8.6

5.6 RC Vintage E Rubber Texaco

- 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). 5.8.7
- 5.6.2 Radio Control General Rules (see Section 2) apply, except Rules 2.1.6 and 2.1.10 which do not apply. 5.8.8
- 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, or 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 and 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

- 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.
- 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

- 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 & 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 mah
 where WA is wing area in sq in and 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.)

Voting

Please think about these changes and vote....either for or against. Do nothing and you will get what you get. 75% in favour is required to get them adopted permanently.

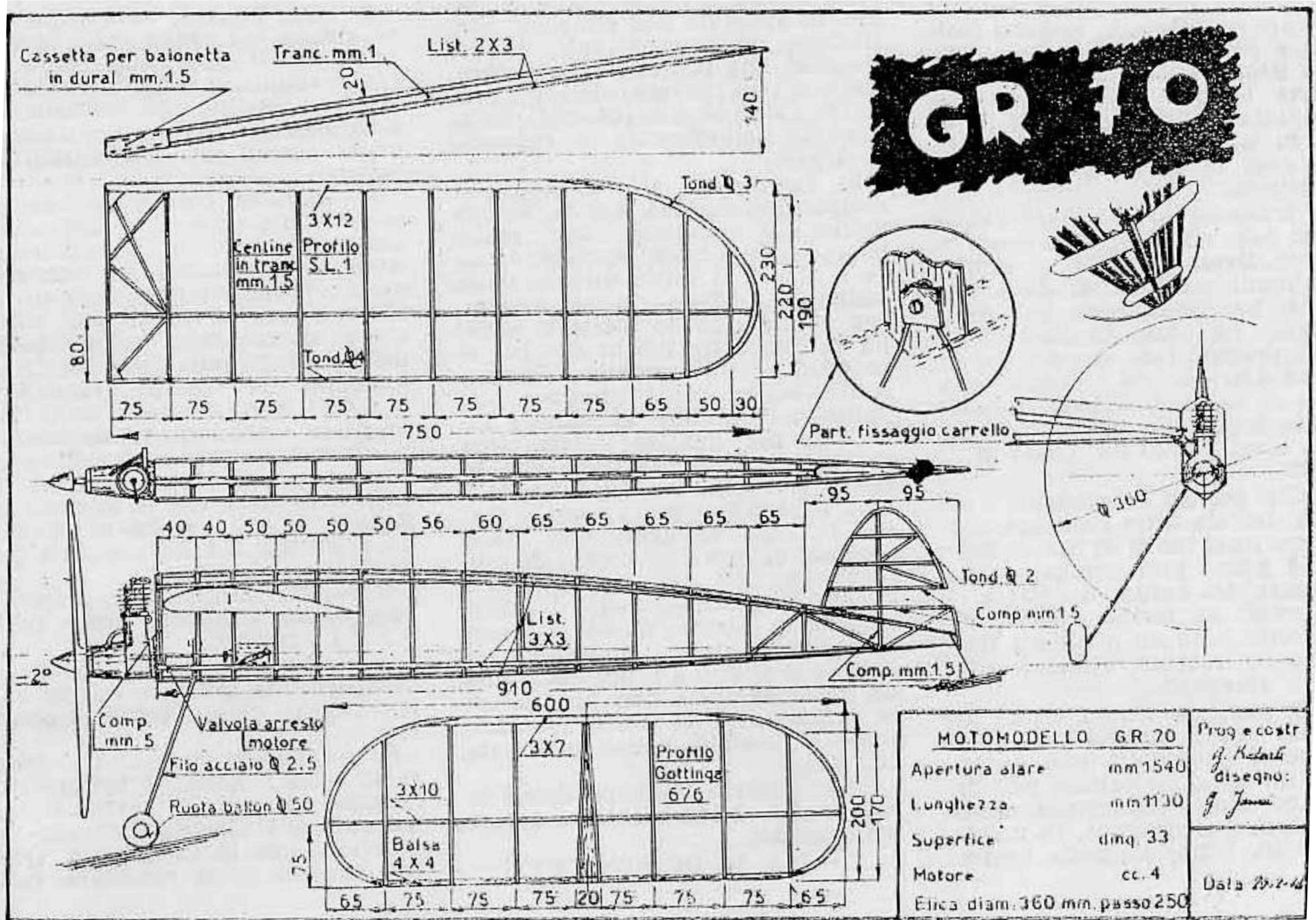
To be valid, your vote must be posted or emailed to the MFNZ Secretary **within 2 months of date of publication of this MFW.**

Please send to

Jonathan Shorer, 21 Emma Drive, RD31, Levin 5573 or Email secretary@modelflyingnz.org

Voting Form (place an X in the box to the right of your preferred voting statement to record your vote and complete the personal details block))

5.4 RC Vintage 1/2E Texaco	for Remit	against Remit
5.5 RC Vintage E Texaco	for Remit	against Remit
5.6 RC Vintage E Rubber Texaco	for Remit	against Remit
5.7 RC Classical 1/2E Texaco	for Remit	against Remit
5.8 RC Classical E Texaco	for Remit	against Remit
Name		
Membership Number		
Email address		
Phone Number		





Vintage Precision	2017 A Knox	800
1 J Shorer	Bob Burling	800
2 B Treloar	Levin	799
2 J Ryan	Tuakau	799
4 B Russell	Levin	798
4 W Summereton	Levin	798
6 D Squires	Airsail	797
7 A Knox	Levin	796
8 D Mossop	Airsail	791
8 D Gush	Airsail	791
10 J Bradbury	Bob Burling	773

Vintage IC Duration	2014 R Anderson	1308
1 A Knox	Levin	1177
2 S Cox	Levin	1109
3 G Meads	Airsail	777
4 B Treloar	Nationals	757
5 J Millar	NDC 116	774
6 W Summerton	Levin	770
7 D Thornley	Airsail	744
8 K Trillo	Nationals	727
9 D Gush	Airsail	787
10 R Anderson	Nationals	614

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 W Cartwright	Airsail	956
6 S Lightfoot	Airsail	950
7 S Hubbard	Levin	940
8 J Butcher	Champs	900
9 B Russell	Champs	869
10 B Robinson	Champs	832

Classical IC Duration	2017 D Thornley	1501
1 D Thornley	Airsail	650
2 J Ryan	Tuakau	575

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 J Butcher	Airsail	1332
6 W Summerton	Levin	722

Vintage Open Texaco	2018 B Treloar	3543
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
9 J Butcher	Tuakau	909

Vintage 1/2E Texaco	2017 K Trillo	3415
1 K Trillo	Champs	2911
2 J Butcher	Tuakau	2890
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	2012 W Cartwright	3325
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

Tomboy E	2014 S.Grant	1935
1 K Trillo	Airsail	1680
2 D Squires	Airsail	890

Vintage 1/2A Texaco	2018 A Knox	3333
1 A Knox	Bob Burling	3333
2 K Trillo	Champs	1500
3 J Butcher	Tuakau	1403
4 J Ryan	Tuakau	1040

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 T Gribble	Airsail	823
6 D Crook	Airsail	803
7 G Main	Airsail	688
8 D Squires	Champs	529
9 T Gribble	Tuakau	266
10 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
5 D Crook	Tuakau	1260

Sports Cabin E-Texaco	2018 J Butcher	2470
1 J Butcher	Airsail	2470
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 D Crook	Tuakau	2835
6 T Gribble	Tuakau	2503
7 D Squires	Nationals	1860
7 A Knox	Nationals	1860
6 T Gribble	Airsail	1860

Vintage Scale Texaco	2017 A.Knox	2232
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Tomboy IC	2015 R.Anderson	1432
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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





ICON 168 : Hamilton Jetboat

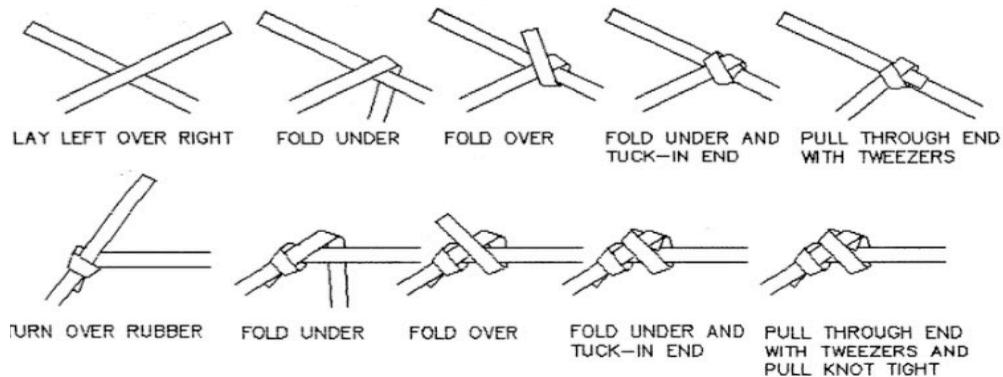
Sir Charles William "Bill" Feilden Hamilton OBE (26 July 1899 – 30 March 1978) was a New Zealander who developed the modern jetboat, and founded what is now the world's leading water jet manufacturing company - CWF Hamilton Ltd.

Hamilton never claimed to have invented the jet boat. He once said *"I do not claim to have invented marine jet propulsion. That honour belongs to a gentleman named Archimedes, who lived some years ago"*. What he did was refine the design enough to produce the first useful modern jet boat.

In the 1950s Hamilton set out to try to build a boat that could navigate the shallow fast flowing rivers where he lived. The rivers were too shallow for propeller driven boats to navigate as the propeller would hit the river bottom.

He investigated the American Hanley Hydro-Jet, a model which drew in water and fired it out through a steerable nozzle underneath the boat. Even when further adapted it did not work well. An employee suggested moving the nozzle to just above the waterline.

When he took one of his early demonstration jet boats to the United States, the media scoffed at his plan to take it up the Colorado River, but in 1960 three Hamilton jet boats, the Kiwi, Wee Red and Dock, became at that time the first and only boats to travel up the Grand Canyon. Critics were silenced even before then when the boats went down river through the Grand Canyon to cache petrol prior to the uprun - the Grand Canyon trip involved logistics for 2,500 gallons of fuel.



ANOTHER KNOT FOR TYING LUBRICATED RUBBER

