

# AVANZ



# NEWS

Newsletter of the Vintage Special Interest Group of Model Flying New Zealand #171







## *Changes to the Flying Rules of all Electric Texaco Classes*

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Voting by SIG members has approved changes in the flying rules of RC Vintage 1/2E Texaco, RC Classical 1/2E Texaco, RC Vintage E Rubber Texaco, RC Vintage E Texaco, and RC Classical E Texaco.

The changes remove from all five classes the previous rules that specified rounds with maxes and provision for an unlimited fly-off, and substitute a rule that specifies two unlimited flights, both counting.

The rationale for the change was based on unsatisfactory experience with the previous rules. Many models were achieving flight times far higher than the maximums specified for rounds, so that contest results are often decided by a single unlimited fly-off score after maxing-

out in rounds that were essentially redundant. The new rules have the advantage of allowing all flights to be satisfying and enjoyable because the model can be flown to achieve maximum performance. It is likely that the average elapsed time for a flyer to complete contest flights will be reduced. The new rules can be read in full in the updated 'Vintage Flying Rules' document which is posted on the Vintage SIG page of the MFNZ website.

The rules for models and batteries are as yet unchanged but a fairer, simpler, and more convenient method of energy allocation in the 1/2E and E Texaco classes has been investigated - see the Committee's proposal on page 3.

*On the Cover:* David Thornley with his refurbished Snow White  
*Logo:* Bungy Jumping - see Miscellaneous page

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# COMMITTEE NOTICES

## MFNZ Vintage SIG: Remit and Voting Paper for Changes in the Battery Rules of the E Texaco Classes (Draft for discussion only)

### Introduction

Our Electric Texaco classes were introduced 8 years ago. Since that time there has been significant improvement in battery technology and experience in building and flying electric models has been gained, and performance has increased. In the two 1/2E Texaco classes the allowed battery size was reduced in 2015 from 480 mah to the present 360 mah. However, model performance has again increased making the battery size rule outdated.

The Vintage SIG Committee now recommends improved rules that break from the tradition of a single battery size, and specify maximum battery capacity according to the weight of the model. This approach has been used successfully for several years by the Australian MAA. The rules proposed here are simpler and use different battery capacity allowances.

Although the focus is on fixing the 1/2E Texaco battery rules, the same weight-based approach is also proposed for the two E Texaco classes, for consistency. The batteries currently used in E Texaco classes will continue to be eligible.

The proposal is now recommended to members of the SIG for adoption by a majority vote of at least 75%. Votes should be returned by using the Voting Paper and instructions provided below.

### Effects of the Proposed Changes

#### The 1/2E Texaco Classes

1. A wide range of battery sizes would be available, including the popular 180, 260, 300 and 350 mah sizes.
2. No current models would be disadvantaged on the basis of weight or wing loading.
3. The fixed relationship between weight and energy means that people would be free to choose to build lighter or heavier, without penalty either way. This would open the way for people wanting to try a light wing loading or to build a heavier sport-type design, without the battery rule providing any inherent advantage to either.
4. A flier wanting to use a favoured bigger battery could always do this by ballasting the model to the required dry weight.
5. Builders with relatively heavy models are not disadvantaged, and models that may be lying unused due to being over 8oz/sq.ft could become competitive.
6. The size of 18 oz models should still be 'small' - roughly the same size as 1/2A models.

#### The E Texaco Classes

1. The 17 mah/oz allowance for 2S has been selected so that current batteries continue to be used.
2. The effects listed above as (3) – (5) apply to E Texaco as well as 1/2E Texaco.

# COMMITTEE NOTICES

## Remit

In the rules for RC Vintage 1/2E Texaco and RC Classical 1/2E Texaco:

- In Rules 5.4.2 and 5.7.2 replace the present wording with:  
*All Radio Control General Rules (see Section 2) apply, except Rule 2.1.6. There is no wing loading rule.*
- In Rules 5.4.3 and 5.7.3 replace the present wording with:  
*'Dry weight' is the weight of the model without the drive battery.*
- In Rules 5.4.4 and 5.7.4 replace the present wording with  
*Maximum dry weight is 18 oz and maximum wing area is 350 sqin.*
- \* In Rules 5.4.5 and 5.7.5 replace the present wording with:  
*The drive battery is LiPo with maximum manufacturer's rated capacity chosen from one of the following:*
  - a. 30 mah per oz dry weight if 1 cell is used (1S),*
  - b. 20 mah per oz dry weight if 2 cells are in series (2S),*
  - c. 13 mah per oz dry weight if 3 cells are in series (3S).*

## and

In the rules for RC Vintage E Texaco and RC Classical E Texaco:

- In Rules 5.5.2 and 5.8.2 replace the present wording with:  
*All Radio Control General Rules (see Section 2) apply, except Rule 2.1.6. There is no wing loading rule.*
- In Rules 5.5.3 and 5.8.3 replace the present wording with:  
*'Dry weight' is the weight of the model without the drive battery.*
- In Rules 5.5.4 and 5.8.4 replace the present wording with:  
*There is no upper or lower limit on dry weight.*
- In Rules 5.5.5 and 5.8.5 replace the present wording with:  
*The drive battery is LiPo with maximum manufacturer's rated capacity chosen from one of the following:*
  - a. 34 mah per oz dry weight if 1 cell is used (1S),*
  - b. 17 mah per oz dry weight if 2 cells are in series (2S),*
  - c. 11 mah per oz dry weight if 3 cells are used in series (3S).*

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## Voting

This remit will appear in the next MFW and an email voting paper will be sent to Vintage fliers after that.

In Loving Memory of  
**Judith Cartwright**

20th November 1944 - 26th April 2019





# Future Events

## FREE FLIGHT EVENTS at the 2019 / 2020 NATIONALS

One of the better elements of the "traditional" Nationals was that, after a woefully long prizegiving on the last evening, the dates and location of the following Nationals were announced. That gave a whole year for preparation and this could start while the lessons of the just-finished Nationals were fresh in mind. When the venue was to be the

same it was even possible to book accomodation before heading home. Having that commitment was a great spur to being prepared. We are not back to that yet, but representatives of the FF SIG, FF Scale, and Vintage FF have coordinated to publish as soon as possible a provisional program for the next Nationals. It aims to provide a more convenient schedule that will enable wider participation in Free Flight events.

<b>FREE FLIGHT EVENTS</b>	<b>2019-2020 Nationals</b>				
<b>Rego Day Monday</b>	<b>Day 1 Tuesday</b>	<b>Day 2 Wednesday</b>	<b>Day 3 Thursday</b>	<b>Day 4 Friday</b>	<b>Day 5 Saturday</b>
<b>December 30th</b>	<b>December 31st</b>	<b>January 1st</b>	<b>January 2nd</b>	<b>January 3rd</b>	<b>January 4th</b>
<b>Free Flight Field</b>	<i>Vintage Rubber</i>	<i>Notalgias Power</i>	<i>F1A-B-C combined</i>	<i>Open Power</i>	<i>P30</i>
	<i>Vintage Power</i>	<i>Nostalgia Rubber</i>	<i>Kiwi Power</i>	<i>Open Rubber</i>	<i>Mini combined</i>
	<i>Vintage Glider</i>	<i>Classic Combined P/R/G</i>		<i>Open Glider</i>	<i>E36</i>
	<i>Vintage Precision</i>	<i>Small Power</i>	<i>(Assumes this day is</i>		
		<i>Vintage Catapult</i>	<i>a World Cup event)</i>		
<b>Free Flight Scale</b>		<i>Rubber Scale On Free flight field</i>	<i>Any postponed FF Scale outdoor</i>	<i>Any postponed FF Scale outdoor</i>	
<b>Evening</b>	<i>Aggregate</i>	<i>HLG / Cat glider</i>	<i>Peanut, Rubber scale</i>	<i>IHLG, Hangar Rat</i>	
		<i>Radian, Social function</i>			

To keep your proof-reading skills sharp, one letter in this chart has been misplaced. Send the correction along with a \$5 note to the Editor.

# Future Events

## GARETH NEWTON MEMORIAL

We will be holding the Gareth Newton Memorial Vintage competition at Levin over the weekend 11 and 12 May. We are offering the following competition events ...

### Vintage

Precision	IC Duration	E Duration
A Texaco	E Texaco	1/2 E Texaco

### Classical

Precision	E Duration	E Texaco.
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If you would like to compete in another event, please drop us a line and we will see if there is sufficient support.

We will be planning on a 10am start and lunch will be available. It would be helpful if you would let Allan or Jonathan know if you are planning to attend. Entry is \$5 per day.

We have also been thinking about flying in rounds. Something like all of us flying Precision between 10 and 11am. Everyone flying Duration between 11 and 12.30. Then Texaco events in the afternoon. That way, all the entrants fly in the same air. Don't get bogged in the detail, what about the idea?

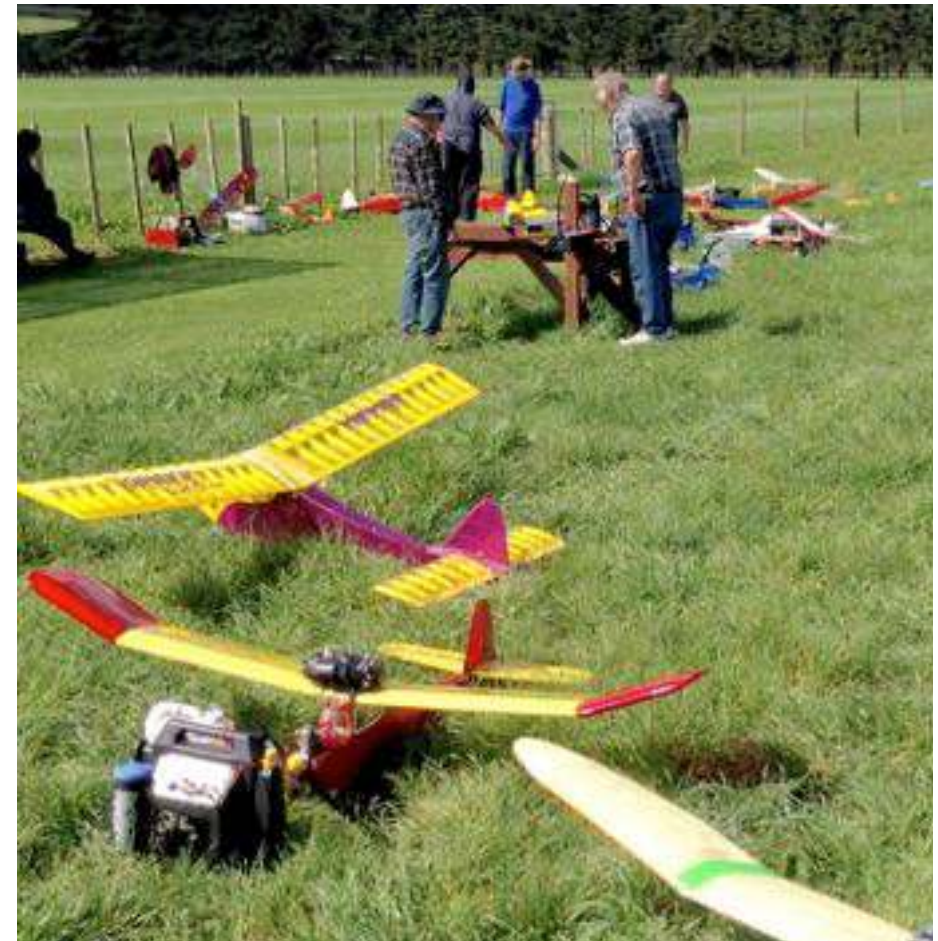
Free flighters very welcome, fly what you bring.

Regards,  
Jonathan

## NNI VINTAGE

**Date change**

The next Vintage NNI event that was scheduled for May 18 - 19 clashes with a Pony Club event on the same dates. This event will now be held a week later on **25<sup>th</sup> and 26<sup>th</sup> May**.





# LEVIN CHALLENGE : Identify the fliers by their knees





## Vintage Precision

1	Brett Robinson	Stardust Sp. 1940	600
2	Stew Cox	New Ruler 1940	590
3	Allan Knox	Lancer 1938	589
4	Barrie Russull	Stardust Sp. 1940	587
5	Bryan Treloar	Red Zephyr 1936	583
6	Jonathan Shorer	Junior 60 1946	580
7	David Thornley	Lanzo Bomber 1938	551
8	Terry Beaumont	Tomboy 1950	526
9	Stu Hubbard	Junior 60 1946	474
10	Warner Summerton	Playboy 1940	297

## Vintage IC Duration

1	Stew Cox	1871	4492	New Ruler 1940
2	Allan Knox	1161	7621	Cumulus 1937
3	David Thornley	772	10338	Lanzo Bomber 1938
4	Bryan Treloar	889	10605	Lanzo Airborne 1936
5	Terry Beaumont	880	1095	Mercury 1938

## Classical E Duration

1	Barrie Russell	848	Night Train
2	Brett Robinson	803	Night Train

## A Texaco

1	Bryan Treloar	1844	Lanzo Airborne	1938
2	Allan Knox	1667	Lancer 45	1938

## Open Texaco

1	Bryan Treloar	1840	Lanzo Airborne 1938
2	Stew Cox	1724	New Ruler 1940
3	Allan Knox	1692	Lancer 45 1938
4	Trevor Glogau	373	Falcon 1946

## Vintage E Texaco

1	Allan Knox	3816	5 Foot Gas 1938
2	Barrie Russell	620	Stardust Spec. 1940

## 1/2E Texaco

1	Allan Knox	1480	Lancer 45 1938
2	Barrie Russel	1461	Stardust Special 1940
3	Brett Robinson	1255	Stardust Special 1941
4	Jonathan Shorer	1011	Playboy 1940

## Vintage E Duration

1	Barrie Russell	2287	960	Stardust special 1940
2	Allan Knox	7621	952	Scram 1938
3	Brett Robinson	2980	876	Lanzo Bomber 1938
4	Jonathan Shorer	10190	802	Viking 1940
5	Stu Hubbard	5306	791	Cloudster 1938

## Classical Precision

1	Barrie Russell	591	Night Train
2	Brett Robinson	584	Night Train
3	David Thornley	563	Satellite 1000

## 1/2A Texaco

1	Allan Knox	1500	Skipper	1948
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## Classical IC Duration

1	Thornley, David Mr	714	Satellite 1000
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## 1/2A Scale Texaco

1	Allan Knox	1640	Megow Cub
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*Knee-deep in Levin Lifty Stuff*



*Off to find Sneazy*



*Allan's Scale Texaco*



*Zoom in for one or two more knees*





Allan and Stew after the IC Flyoff.  
*Cumulus* and *New Ruler*, both Saito 65 powered.





It was the Southern North Island's turn again this year to hold the Champs but it was really just a regional contest with Dave Thronley from Rotorua the furthest travelled. Kapiti was represented by Warner Summerton and Terry Beaumont, Levin by Jonathan Shorer, Ashhurst by Bryan Treloar and Stu Hubbard, Barrie Russell and Brett Robinson from Hawkes Bay, Wellington by Trevor Glogau, Stew Cox and myself. Vintage fliers don't travel far! (*Agreed, we rarely see southern fliers at the northern events. Ed*)

The Levin club is very hospitable and has a super field and club house set in wide open farmland, ideal for vintage flying. Saturday was about as nice as it gets with lift popping off from 10 o'clock onward and the wind shifting around to point to where it was. Some nearby mown fields were generating lift into the afternoon and we could see the thermals marked by dust columns going straight up at times. Lots of fliers posted good times in these conditions as you would expect but where there is up there has to be down and that caught a few. Jonathan had mown a nice 40m square patch for us and that was a challenge in itself. With little wind, the bigger heavier models were landing fast and rolling right on through the spot. The only way was to dot down right on the lip of the square but if you got it short, you caught the long grass and stopped dead, 20 points down the tube. Unlimited flying would have been interesting on this day. I flew E Texaco and maxed out so thought I would take a shot at a flyoff flight for the leader board. Fortunately Ross, who had come to spectate with Graham Rose (Hawkes Bay) was free to hold the watch and spot lift for me. Ross is a keen aerotow guy so knows a bit about thermal flying. I launched the 5 Foot Gas and away we went using about 5 different thermals over the next 32 minutes before I had lost concentration and called it a day. A long flight that could have been even longer if it had needed to be.

Usually there is a lot of local support for Open Texaco. We missed Ian Munro with his TD Coup and Bob McGrath with his Bomber this time. Warmer came along but his Open Texaco Bomber was at home under repair after a mid-air structural failure so it was just Bryan Treloar, Stew Cox, Trev Glogau and myself for this tough event. Bryan blitzed us with his big Lanzo using four stroke petrol power. He cut ignition at about 10 minutes and drifted down for his maxes. I timed for Stew and it was interesting to see the different approach. Stew knew his couldn't just putter around, he had to go for height. The Saito 65 was out of fuel at just 2 minutes but the new

Ruler was just a tiny dot way up in the blue at that point. Still 13 minutes needed on the glide to max out. He nearly made it too just 10 seconds short on the first flight. I flew my A Texaco Lancer set up with the smaller Open tank. I have about 5 minutes fuel to climb high but couldn't match Stew or Bryan. Good fun. Trevor had no end of grief with his petrol Saito powered Falcon. It just refused to keep running once airborne so he had a frustrating and nerve wracking day as his beautiful big model would cut out nose high and just off the deck. He managed it and to his credit and didn't give up. I caught up with Trev at Trentham on the next Sunday and he thinks old fuel, a wide plug gap and perhaps valve clearances were the problems.

Only one event went to a flyoff. Vintage IC Duration came down to Stew Cox and me very late in the day. Only the two of us and Dave Thornley left on the field so we flew one after the other. Stew got away first with his New Ruler and was looking like doing about 6 minutes, but wait, the wings waggled the tail lifted and he put his DLG skills to good use standing the Ruler up on a wing tip and thermalling away from about 100 feet. The 8 minute max came up and back home he came to dot down in the circle. He had maxed the flyoff. I was next with my trusty old Cumulus. 25 seconds with the Saito 65 had her high despite its 6 pounds weight. Try as I might I couldn't hook it up though so no late saves and I was down at just over 6 minutes. An excellent win to Stew. He did a second Flyoff flight for the leader board too. I had to feel good about his success with an airplane we had restored from a wreck together, it looks a real picture these days.

At the end of a long hot Saturday David, Stew and I adjourned for a beer or two and dinner in town where we meet up with Jonathan again. We had earned our beers we reckoned.

There was a changing of the guard on Sunday as the focus moved to electric rather than IC. We were very fortunate to have Barrie Russell and Brett Robinson come over for the day from Hawkes Bay. They would have been there Saturday but Barrie had a funeral for a club mate. They came with lots of models and dominated the events. Gaggles of top performing Stardust Specials and Night Trains emerged from the Station Wagon. These things will be real weapons when we go to unlimited flights (crazy idea that! Allan's opinion). The rest of us did our best though. The weather was quite different starting out damp then settling to fine and a moderate Westerly. The nice thermals seemed to have deserted us but were

replaced by wave lift from time to time. I tried a number of times to turn in this lift hoping it was a thermal only to drop out and have to come back again and join the wave below the others who stayed on station. Wave moves up- and down-wind though and sometimes it just dumped us. A number got caught out in E Duration. Again we finished late in the day but not before David Thronley treated us to some Snow White flights. This is a beautiful model of legendary grace and elegance. Great to see one fly and fly it did, very well. David was wrapt and so were we. Strange to think it was destined for the rubbish bin after the last Carterton Nats. David took pity on it and took the partially completed tatty old model home. Now he has a real jewel.

We finished the day with the handing out of place certificates. There were lots for the gentlemen from the Bay.

This was a 3 day event but really there was no one left to fly Monday and just 1/2A and Scale Tex with any entries, mine! We flew A Tex on Sunday at Bryan's request (and he won it.) I blew my chances when I got caught in low cloud and had some hairy moments getting down cutting the motor in the process so no max on flight one. Normally 3 x 10 minutes are a given for the Lancer.

Jonathan and I went out in the morning and flew. I did 1/2A and 1/2A Scale Texaco making all the flight times but missed 2 landings in the breeze. Jonathan amused himself doing E Duration times for Leader Board using his Ex Tony Taylor Viking. It's a lovely model like all Tony's masterpieces. Tony is pretty sick these days but is still with us at time of writing. It's sad to see the old masters fade away, I will miss our chats.

My thanks go to Jonathan and Gill for putting me up and providing the wonderful catering each day. Also, field preparation by Jonathan and thanks to our club mates for accommodating us all on their patch. Stew, Warner and Bryan helped out with what little organisation was needed. Stew did his usual thorough job on score calculations, helping out competitors and sorting rules questions, all essential and this let me fly a lot of classes. Only my E Rubber model was left unflown, it's one of my favourites too. Looks great and thermals really well. Next month then for NDC.

Thanks for the memories, see you all again soon. Allan Knox





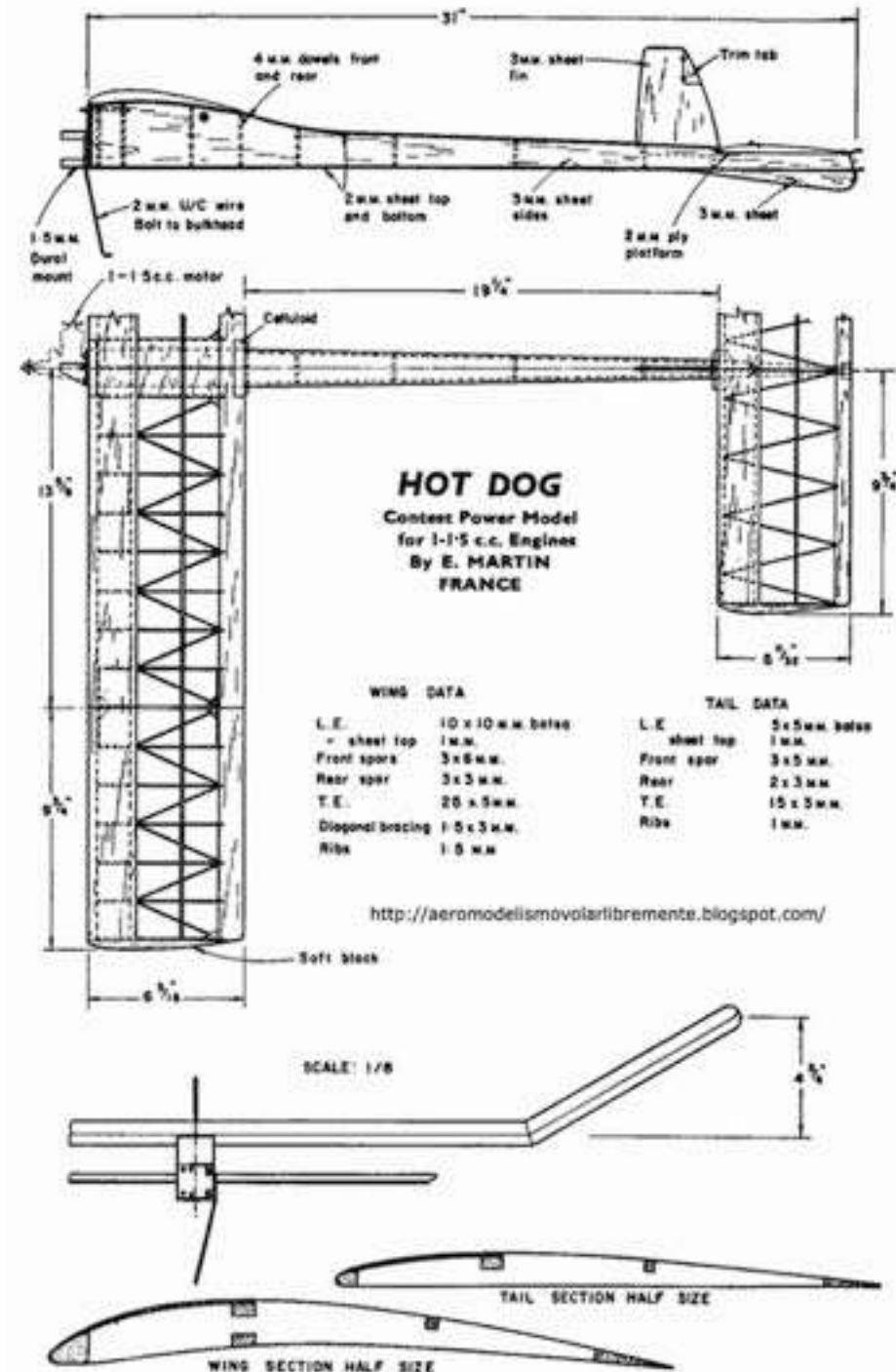
## Hot Dog for Classical 1/2 E Texaco (Part 1)

At the last NNI event held at Tuakau I was in the process of having what I believed to be a second successful flight in Classical 1/2E-Texaco with my Jumping Bean. The weather conditions had not been ideal that day with rain and strong winds forecast. At approximately two and a half minutes into the flight both myself and Tony Gribble, who was timing for me noticed a change in the dihedral of the aircraft. Before any remedial action could be taken one wing decided it had had enough and, sure enough, vertically down she came. Upon close inspection on the work bench at home the wing had failed at the end of the right hand doubler, along with other major damage throughout. Hence the electronics were salvaged and what remained took its rightful place in the bin.

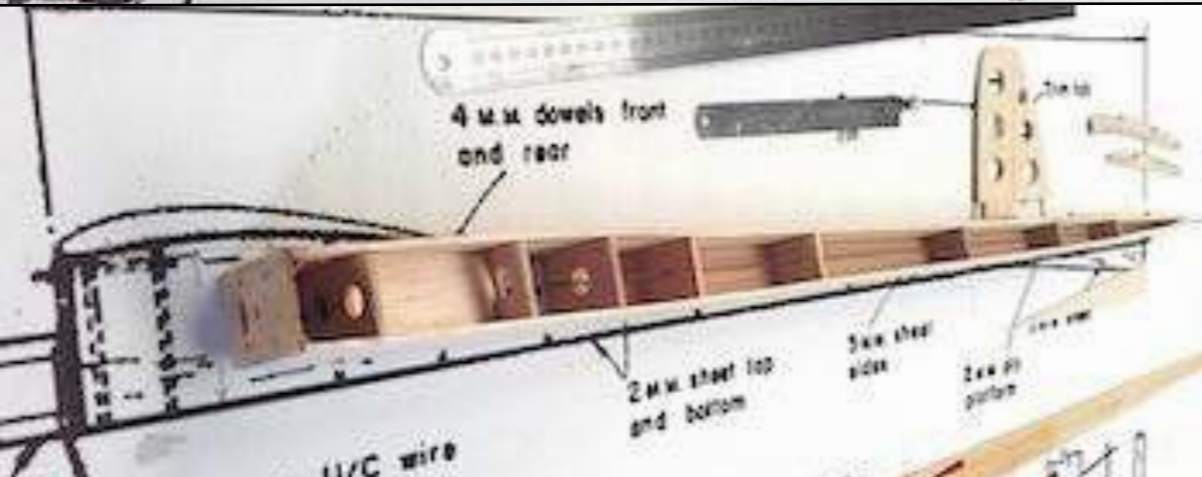
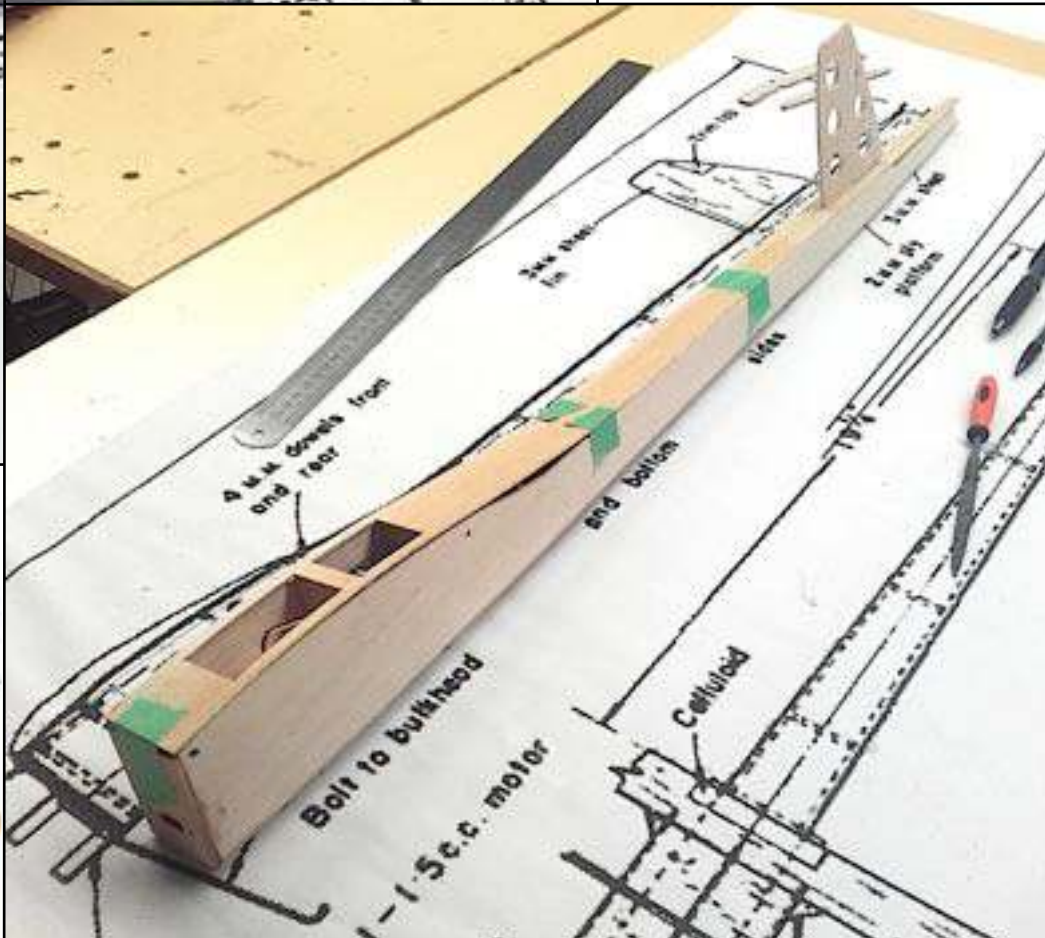
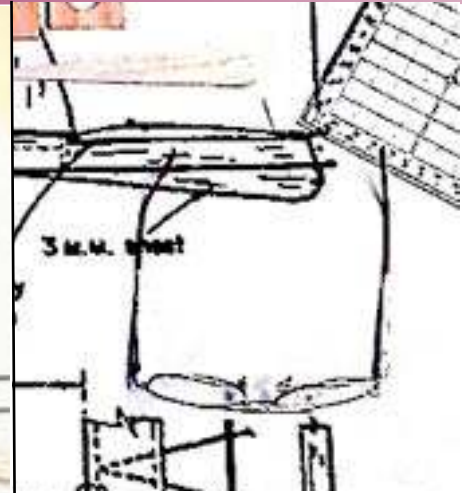
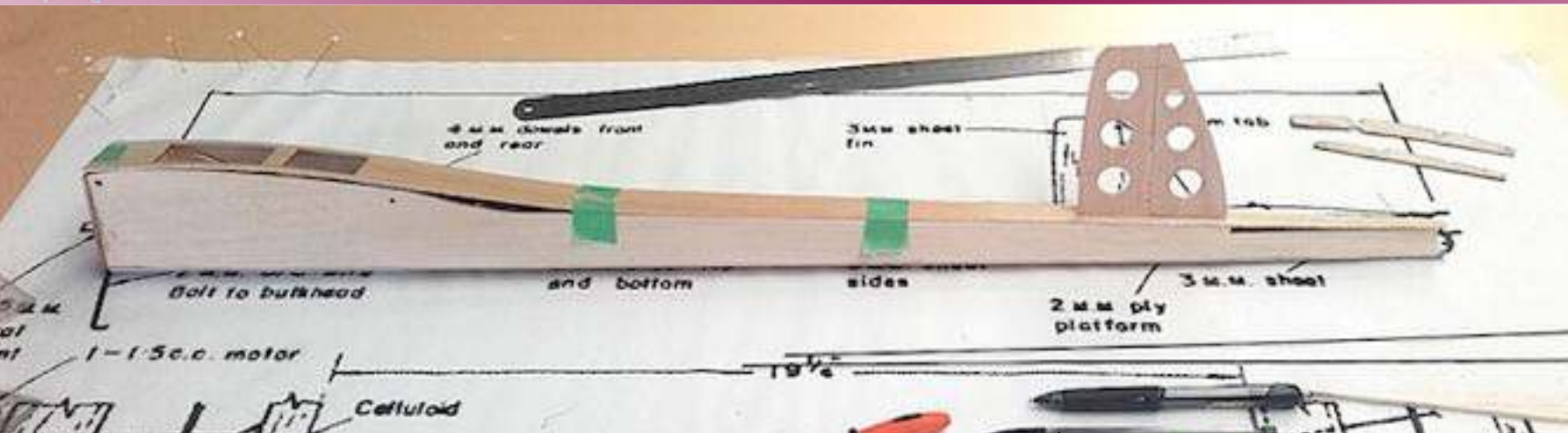
Building another Jumping Bean was not on the agenda. After speaking with Wayne Cartwright on the subject of a replacement, Wayne kindly sent through by email a few plans worthy of consideration. I chose the Hot Dog for a number of reasons. Mostly the simplicity of the design along with having a reasonable space at the front of the fuselage, giving the ability to fit all the gear comfortably where it needed to be, right up front which was not possible with the Jumping Bean.

The first step in the build process was to get the plan scaled up to the correct size and printed. Then comes what for me became a major decision, do I build the wings first or the fuselage first? What a dilemma. I decided to go with the fuselage so I could work out the placement of the ESC, Batteries (Rx and Motor), BEC and Servos very early on while the structure was open. This also incorporated the means of how I was going to gain access to everything should I need to replace anything other than by "breaking and entering". Access is provided to both top and bottom. Most of the balsa I already had, so little needed to be purchased.

A lesson learned from making the Jumping Bean was to replace the rear three formers with light ply instead of balsa. This stiffens up the rear of the fuselage considerably and also aids drilling holes to get the push rods through, unlike small pieces of balsa which object strongly. The front former is also ply for obvious reasons. Formers 2 through 5 have had adequate holes drilled into them for wiring and the bottom hatch has been made out of plastic card strengthened by a strip of carbon to gain easy access to the battery whilst the wing can remain in place. The fin and rudder have also been completed and hinged, both having three holes apiece drilled into them to help lighten up the rear end. A start has been made on the wings and tail - rib templates have been made but nothing further to report. Next month hopefully there will be one finished fuselage and some wings.











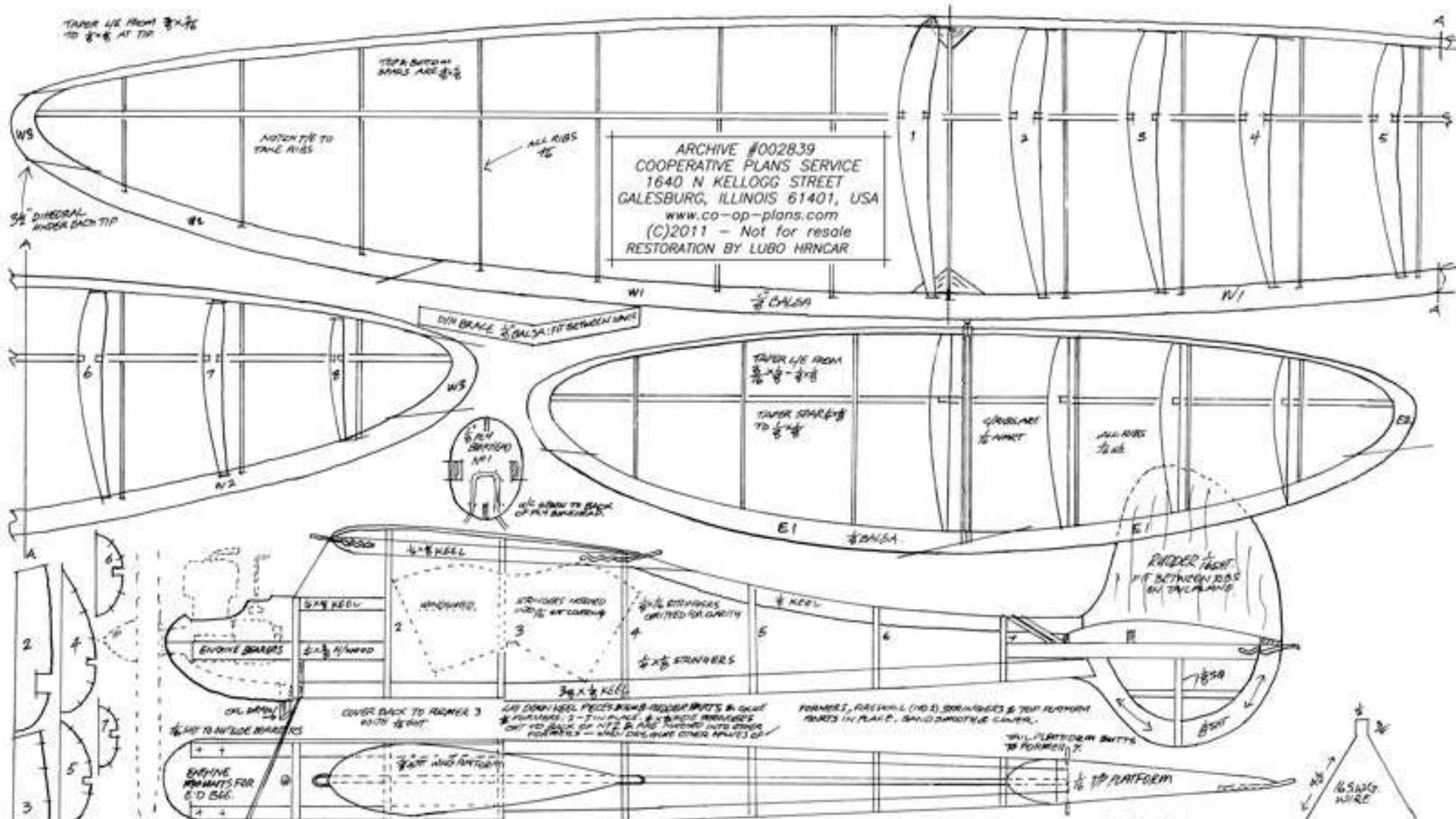
The *Kea* has had a great breeding season - mother and 2 chicks at Tuakau and father and 1 chick at Karaka. The original 38' span version as a sport cabin model I would highly recommend, and as a 1/2 E model too - at least at 6oz per square foot.

The weather gods don't seem to have been in a very good humour so far this year apart from a couple of short breaks. Some of us at Tuakau have been test flying new models, trying to find the best prop, motor and CG combination. It is hard to reach firm conclusions due to the continually varying conditions. Pete Townsend and David Gush had a crack at achieving a 1 hour flight with their *Gollywocks*. David did 42m.50s and 42m.51s Pete managed 62m with 40% battery power left. Saturday 29th at the JR Rally was a perfect day for vintage flying. Keith Trillo managed 48 mins with

the Karaka *Kea* chick in Sport Cabin. While he was flying I decided to do E-Rubber with the *Gollywock*, and with a 460.2 battery installed I did 3 eleven minute qualifying flights then a 30 mins fly off - all with the one battery! Those unusually long flights indicated a short burst of the much envied "Levin Lift". By reports from that area, and in fairness to the rest of the country, I respectfully suggest anyone flying vintage at Levin should be obliged to load their models to 12 oz a sq foot.







# The Modelair Kea

38" SPAN HIGH PERFORMANCE CABIN MODEL

DESIGNED & PRODUCED IN NEW ZEALAND BY MODELAIR LTD BREWSTERHAMPTON, NZ.

DESIGNED BY ANGLUS MACDONALD 190



## Airsail MAC RC Vintage and Classical Contest and Rally 20 – 21 April 2019

I couldn't believe our luck when we were forecast perfect weather for most of the weekend. I can't remember the last time we up north had ideal flying conditions that also coincided with a contest date. As a result there were 77 official flights logged on Saturday and up to Sunday lunchtime when the projected winds came in with gusts recording 25 kph with an average of 18 kph. It was only at this stage both Tony Gribble and Dave Crook decided to have a go at Vintage Precision. Not the best plan ever hatched as by then others had wisely decided to call it a day. There were five entries in Vintage Precision, Don Mossop showing once again why he is so good at this event. Don also took out the Classical Precision event.

Along with ideal conditions there was also good lift to be had once found and there were maximum scores recorded with fly-offs required in E-Texaco (17min 22seconds), E-Rubber Texaco (30min 9 seconds), Classical E-Texaco (14 min 29 seconds) and Vintage ½ E-Texaco (19 min 29 seconds). It has been a long time since we have had that many fly-off scores posted over the course of a weekend but the times paled by comparison when you consider both Keith Trillo and John Butcher flying their Angus Macdonald design Kea's in E – Sports Cabin Texaco. Keith with a recorded time of 48 min 39 seconds on his first flight, John Butcher not that far behind.

Both David Gush and Peter Townsend used their time wisely, preferring not to compete but had numerous flights testing their Gollywoks and Glowworms. It was good to see Bryan Spencer doing well in both Tomboy E and flying his Slicker in Classical 1/2E-Texaco. It is always good to see a new face at our events, so a welcome to Barry Ward. We hope we have whet your appetite for all things Vintage, you have a wide choice of aircraft to build and fly.

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 and scones. It was during lunch that the official Nats prize giving was held with head man Don Mossop handing out the trophies and certificates to those who were present. For those who unfortunately were not there, if you are due a certificate or two they will be making their way to you if you haven't already received them.

Hope to see you all at Tuakau on May 18 and 19 for our last official event prior to the winter break.

*All the best, Dave and Tony*



		R1	R2	R3	FO	Total
<b>Vintage Precision</b>						
Don Mossop	Bomber	200	200	200	184	784
John Butcher	Miss FX	200	200	200	178	778
Keith Trillo	Tomboy	179	178	177		534
Tony Gribble	Miss FX	146	163	200		509
Dave Crook	Playboy	182	185	133		500

<b>Vintage Classic Precision</b>						
Don Mossop	Madcap	200	199	196		595

<b>Vintage E Texaco</b>						
Dave Crook	Bomber	620	620	620	1074	2934
Keith Trillo	Stardust Special	620	620	620	796	2656
John Butcher	RC 1	620	500	620		1740

<b>Classical E Texaco</b>						
Tony Gribble	Glow Worm	600	600	600	869	2669
Keith Trillo	Glow Worm	600	600	600	735	2535
John Butcher	Glow Worm	579	600	460		1639

<b>Vintage ½ E Texaco</b>						
Dave Crook	Tomboy	740	740		1179	2659
Tony Gribble	Folly II	740	740		653	2133

<b>Classical ½ E Texaco</b>						
Bryan Spencer	Slicker	510	460			970

		R1	R2	R3	FO	Total
<b>Vintage E Duration</b>						
Don Mossop	Playboy Snr	248	320	320		888
Keith Trillo	Stardust Special	215	239	287		741
<b>Vintage E Rubber Texaco</b>						
John Butcher	Golliwok	620	620	620	1839	3699
Dave Crook	Toots	620	620	620	1215	3075
Tony Gribble	Smith Mulvihill	620	620	620	907	2767

<b>E – Tomboy (180,2S / Best 2 of 3)</b>						
Keith Trillo		643	674			1317
Bryan Spencer		308	557			865

<b>E – Sports Cabin Texaco (180, 2S / Best 2 of 3)</b>						
Keith Trillo	Kea	2919	1538			4457
John Butcher	Kea	1068	1081			2149



*Pete Townsend's method of stress testing his Golliwok wing*





# NIGHT TRAINS and NDC in Hawkes Bay

We're coming to the conclusion of the Night train build at MFHB - picture attached of progress to date. Five successfully in the air and two just about to be commissioned. All fly very well and still being fine trimmed for incidence and CofG. The last two in the club shed should be flying in a few days.

We had a great weekend's flying on April 20-21, the rain only arriving this morning. Saturday we had four enthusiastic members fly Vintage NDC at Awatoto Field, I would say a first at the club for many years. This is exactly what I am on about - drum up the enthusiasm and watch the movement grow.

Four of us flew in 1/2 E Texaco and three in E Texaco with some good times recorded. With the Night train build coming to an end, there is even talk about what we are going to do next. I think a couple of prospective newbies might start with Tomboys and the rest of us might look at some E Rubber plans. I have a couple in mind, but any suggestions would be welcome, my knowledge and experience is pretty limited.

*Barrie Russell.*



Stan Nicholas



Brett Robinson



Gavin Chute's NT



Barrie Russell



Derek Barber 35 oz Night Train



Bill and Grant's wings



## RC Leader Boards 2019

The purpose of the Vintage SIG Leader Boards is to increase enjoyment of competition flying. For many of us, our low-key and relaxed approach to contest flying is even more enjoyable when we improve our models and flying. The Leader Boards encourage us to do that by showing how well we are doing relative to others.

There are several new scores from the North Island Championships. Scores posted since the last AVANZ News are in red.

Remember that any scores signed off by an independent timekeeper may be submitted for the Leader Boards. The flights do not have to be at a contest but are, of course, governed by the Vintage Flying Rules. I receive from organisers the scores from SIG-run contests and NDC, but all other scores should be sent to me at [rwcartwright4@gmail.com](mailto:rwcartwright4@gmail.com). Please email me if you spot any errors or omissions. Wayne Cartwright

## Standings on 4 April

### Precision Classes

#### Vintage Precision

Record: A Knox (2017)

	and J Shorer (2018)	600 + 200
1.	D Mossop	600 + 193
2.	B Russell	600 + 180
3.	B Robinson	600
4.	J Ryan	599
5.	S Cox	590

6.	L King	589
7.	A Knox	589
8.	R Anderson	586
9.	B Harris	586
10.	B Treloar	583

#### Classical Precision

Record: B Harris (2016)

1.	D Squires	596
2.	B Russell	591
3.	J Butcher	584
4.	B Robinson	584
5.	D Thornley	563
6.	D Gush	526
7.	D Mossop	507

### Duration Classes

#### Vintage IC Duration

Record: S. Cox (2019)

1.	S Cox	780 + 500 + 391
2.	A Knox	780 + 381
3.	D Thornley	772
4.	K Trillo	740
5.	B Treloar	689
6.	T Beaumont	680
7.	J Ryan	656
8.	R Anderson	635
9.	T Christianson	605
10.	B Russell	542

#### Vintage E Duration

Record: B Harris (2018)

1.	B Harris	960
2.	B Russell	960
3.	A Knox	952
4.	D Mossop	921
5.	S Hubbard	886
6.	B Robinson	876
7.	R Anderson	733
8.	W Cartwright	698
9.	K Trillo	645
10.	J Butcher	537

#### Classical IC Duration

Record: D Thornley (2017)

1.	D Thornley	714
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#### Classical E Duration

Record: W Cartwright (2018)

		900 + 600
1.	B Russell	900
2.	B Robinson	803
3.	B Harris	459
4.	D Mossop	300
5.	D Squires	238

### Texaco Classes

#### Vintage 1/2A Texaco

Record: A Knox (2018)

		1500 + 1833
1.	A Knox	1500 + 826
2.	J Butcher	1465
3.	J Ryan	1375
4.	K Trillo	968
5.	R Anderson	840



## Vintage A Texaco

Record: A Knox (2018) 1860 + 1870

1. J Butcher 1860
2. K Trillo 1850
3. B Treloar 1844
4. R Anderson 1755
5. A Knox 1667
6. I Munro 1666
7. A Baker 1580

## Vintage Open Texaco

Record: B Treloar (2018) 1840 + 1703

1. B Treloar 1840
2. S Cox 1724
3. A Knox 1692
4. I Munro 1365
5. J Butcher 928
6. W Summerton 876
7. A Baker 822
8. D Gush 535
9. T Glogau 373
10. K Trillo 371

## Vintage 1/2E Texaco

Record: K Trillo (2017) 1480 + 935

1. A Knox 1480
2. B Russell 1461
3. T Gribble 1398
4. B Robinson 1255
5. J Shorer 1011

2019 Nationals, Temporary Rules:

1. K Trillo 1654
2. J Butcher 1616
3. W Cartwright 1159
4. D Squires 949

5. R Anderson 770
6. T Gribble 670
7. B Russell 606
8. D Gush 119

## Classical 1/2E Texaco

Record: B Scott (2017) 1440 + 1424

1. T Gribble 1072
2. D Crook 893

2019 Nationals, Temporary Rules:

1. W Cartwright 1079
2. J Butcher 386

## Vintage E Texaco

Record: A Knox (2019) 1860 + 1956

1. A Knox 1860 + 1956
2. B Russell 620

2019 Nationals, Temporary Rules:

1. K Trillo 1648
2. D Squires 1572
3. B Russell 1364
4. J Butcher 1034

## Classical E Texaco

1. K Trillo 1240
2. D Crook 1156

2019 Nationals, Temporary Rules:

1. K Trillo 2160 + 1244
2. D Gush 2160 + 862
3. J Butcher 1534
4. W Cartwright

## Vintage E Rubber Texaco

Record: J Butcher (2017) 1860 + 2141

1. A Knox 1785
2. D Gush 1240

2019 Nationals, Temporary Rules:

1. W Cartwright 2223
2. J Butcher 2026
3. D Squires 1821
4. T Gribble 1541
5. K Trillo 1266
6. T Webby 407
7. D Gush 119

## Sport Cabin Texaco IC

No score recorded to date.

## Sport Cabin Texaco E

Record: J Butcher (2018) 2470

1. B Russell 1285
2. J Butcher 925
3. R Anderson 385

## Scale Texaco

Record: A Knox (2017) 2040 + 192

1. A Knox 1640

## Tomboy IC

Record: R Anderson (2015) 1432

No score recorded to date in 2019.

## Tomboy E

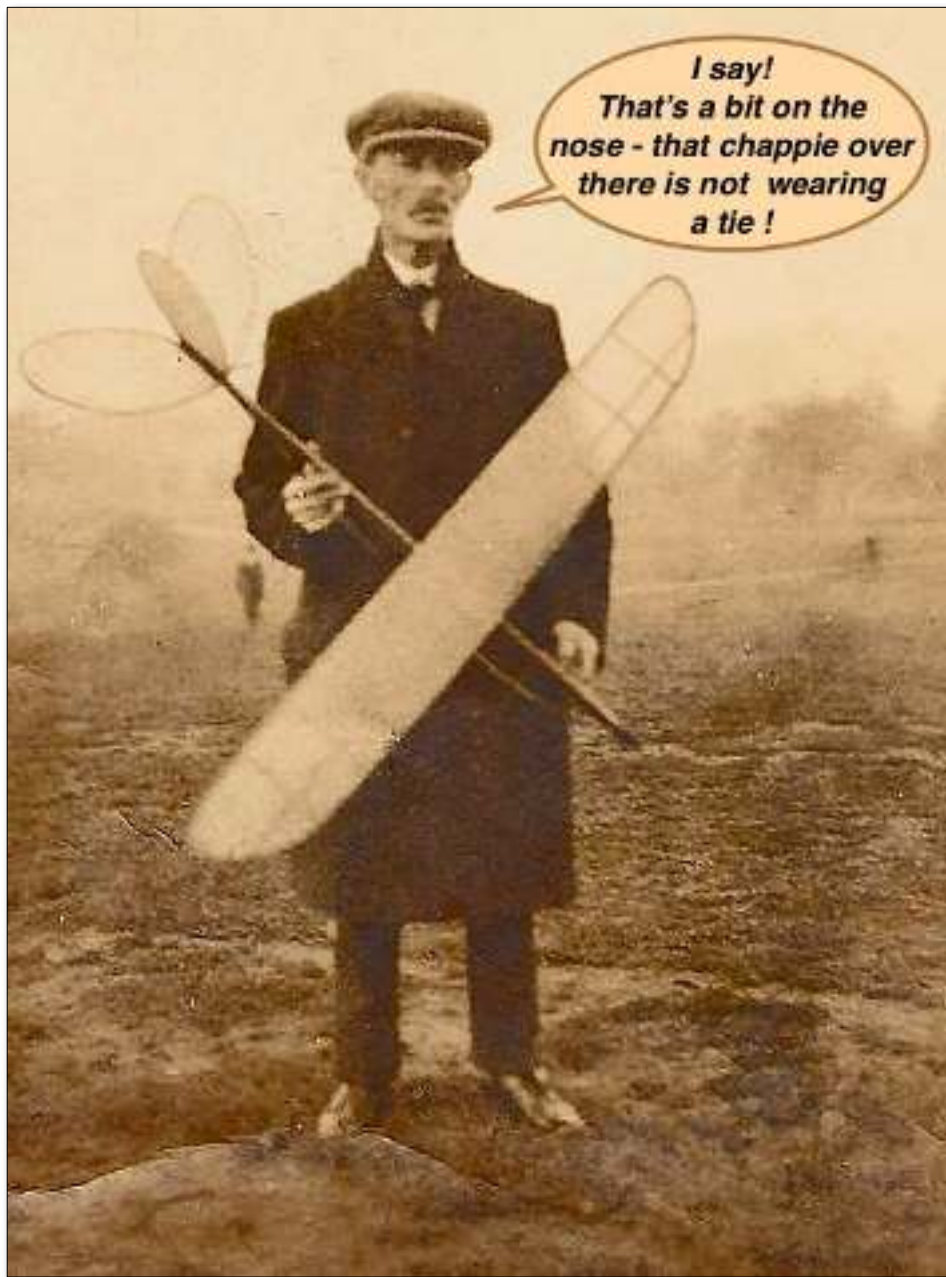
Record: S Grant (2014) 1935

No score recorded to date in 2019.











IT FINALLY HAPPENED!  
MY FLIGHTS ARE NOW  
BETTER THAN MY PHYSICAL  
ABILITY TO RETRIEVE  
THE MODEL.

## WANTED

OS.15 motors

Any variant - S, RC, FP, Max

Once common, now hard to find. Maybe ex control liners and free flighters have them gathering dust?

Bernard Scott [scott.scott.nz@gmail.com](mailto:scott.scott.nz@gmail.com)

## ICON 171 : Bungy Jumping



The first modern bungee jumps were made on 1 April 1979 from the 250-foot (76 m) Clifton Suspension Bridge in Bristol, by David Kirke, and Simon Keeling, members of the Oxford University Dangerous Sports Club, and Geoff Tabin, a professional climber who tied the ropes for the jump. The students had come up with the idea after discussing a "vine jumping" ritual carried out by some residents of Vanuatu. The jumpers were arrested shortly after, but continued with jumps in the US from the Golden Gate Bridge and the Royal Gorge Bridge (this last jump sponsored by and televised on the American programme That's Incredible), spreading the concept worldwide. By 1982, they were jumping from mobile cranes and hot air balloons.

Organised commercial bungee jumping began with the New Zealander, A J Hackett, who made his first jump from Auckland's Greenhithe Bridge in 1986. During the following years, Hackett performed a number of jumps from bridges and other structures (including the Eiffel Tower), building public interest in the sport, and opening the world's first permanent commercial bungee site, the Kawarau Bridge Bungy at the Kawarau Gorge Suspension Bridge near Queenstown in the South Island of New Zealand. Hackett remains one of the largest commercial operators, with concerns in several countries.