AVANZ NEWS

Newsletter of the Vintage Special Interest Group of Model Flying New Zealand #181

COMMITTEE NOTICES

In this Issue

Hall of Fame

In every area there are "movers and shakers" who are the major driving forces behind the progress of the group's activities.

The NZ Vintage movement is very fortunate to have such a motivator in the form of Wayne Cartwright.

On page two is the list of Wayne's achievements and contributions to aeromodelling that was submitted to MFNZ for the consideration of Wayne as an inductee to the Hall of Fame.

Those in the movement for some time will realise that the list does not include all that Wayne has achieved, and continues to achieve. Happily, it was sufficient for MFNZ to approve the nomination.

See page 3.

Looking Ahead

At the AGM there was a call to revise the scheduling of Nationals events. How this might be achieved is yet to be explored. We are looking for ideas ... your ideas.

With many events and a limited time available, it is impossible to have the perfect programme for all, but the intention is always to cater for all the aspects of Vintage in a way that alows the greatest participation.

There is an opportunity to share your ideas on this before the next Nationals programme is finalised in March.

See page 14.

On the Cover: *Antony Koerbin with his Nationals-winning Lamb Climber*
Logo: *The Beehive (see Misc page)*

Contributors to this Issue
Kevin Barnes Ross Gray Dave Crook
Ranj Crumble Don Mossop Allan Knox
Wayne Cartwright John Dowling

WAYNE CARTWRIGHT Hall of Fame 2021

COMPETITOR / PARTICIPANT

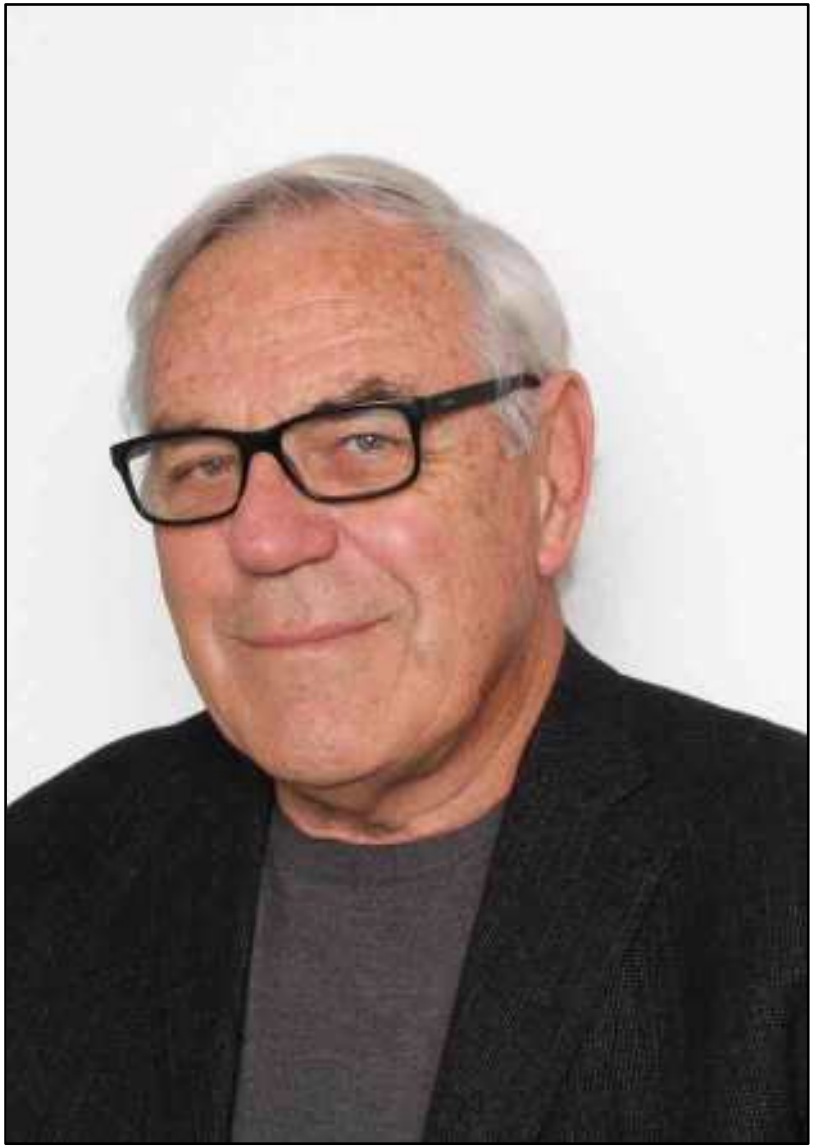
- **Entered events/contests:** Free Flight Nationals 1955,57, 58, and from 1976 for at least 25 National contests in IMAC, Scale, Aerobatics and Vintage events.
- **NZ Team Member:** Trans-Tasman Soaring (Thermal A) Team, 1978.
- **Nationals Winner, NZ Record Holder:** Won National Championships in Thermal A Soaring, RC Sports Scale, Team Scale, RC Vintage Precision, RC Vintage Texaco (3 times), RC Vintage 1/2 E Texaco (twice), RC Classical E Duration, and RC Classical IC Duration.
- **International Placings / World Records:** Trans-Tasman Soaring A - team was placed first, individual placing 3rd.

LEADER / ORGANISER

- **Organised/established Clubs:** A founder member and President of the MAANZ (Large model scheme)
- **Club officer/committee:** From 1972-1982 was a committee member of the Palmerston North Aeroneers serving as President for 2 years. Scale SIG committee member 5+ years in the 1970-80s). Vintage SIG Chairman from 2010 until 2017. An enthusiastic promoter of Vintage flying who increased participation in Vintage National entries four-fold, and the number of Vintage classes from 4 to 14 in this period.
- **NZMAA Official:** A councillor from 1975 to 1978 (whilst council was based in Palmerston North), and again from 2001-2006 as NNI Representative, and served 1 year as Vice-President.

CONTEST / EVENT DIRECTION

- **Local rallies/contests:** As part of the RC Vintage series he initiated (see below) a number of local rallies have become regular fixtures in the Vintage calendar.
- **Provincial/Regional Events:** Initiated the NNI RC Vintage in 2012 involving 6, 2-day events each year. Was CD of these events from 2012-2016.
- **National / International events:** Flew Soaring A in Trans-Tasman series in 1978. A judge at 2 RC Scale Trans-Tasman events. A regular competitor and CD at National Championships (both RC Scale and Vintage). Initiated the Vintage Leader Board.



2021 NZ Vintage Championships Programme

January	10-31	FF	Vintage Precision, *Vintage Glider, Nostalgia Glider*
February	20-21	RC	Airsail at Pukekawa
February	01-28	FF	Vintage Power, Nostalgia Power, Nostalgia Rubber, Classic Rubber
March	06-07	RC	Levin - concurrent with Gareth Newton
March	13-14	RC	Christchurch at The Willows
March	20-21	RC	Ngatea Blackfeet Fliers
March	01-31	FF	*Classic Glider, Vintage Rubber*
April	10-11	RC	Awatoto
April	17-18	RC	Tuakau - to be confirmed
April	17-18	RC	Christchurch at The Willows
April	01-30	FF	*Nos 1/2A / Min Replica, Classic Power*
May	01-31	FF	Vintage Power, Vintage Precision, Nostalgia Rubber
May	09-10	RC	Levin - concurrent with Bob Burling
June	01-30	FF	*Vintage HLG, Vintage CAT,* Nostalgia Power, Classic Rubber

This year's Championship is a little different to previous Vintage RC Championships. Check that you understand its operation with the summary on page five.

Championship Free Flight events marked in *italics* may be flown twice during their scheduled month.
Championship Radio Control events are not limited to two entries and may be flown at every meeting.

Non Vintage Championship Events 2021

May	22-23	2021	Blackfeet
September	25-26	2021	Selby Memorial, Levin

AVANZ News 2021 Contribution Deadlines:

MARCH	25th	MAY	25th	JULY	25th
SEPT	25th	NOV	25th		

2021 VINTAGE NDC EVENTS

NDC Calendar 2021 Final			
Month	**Event #**	**SIG**	**Event Name**
Jan/21	102	VINT	FF Vintage Precision
Jan/21	103	VINT	FF Vintage Glider Duration
Jan/21	104	VINT	FF Nostalgia Glider Duration
Jan/21	105	VINT	RC Classical 1/2E Texaco
Jan/21	106	VINT	RC Classical E Texaco
Jan/21	107	VINT	RC Classical Precision
Feb/21	108	VINT	FF Vintage Power Duration
Feb/21	109	VINT	FF Nostalgia Power Duration
Feb/21	110	VINT	FF Nostalgia Rubber Duration
Feb/21	111	VINT	FF Classic Rubber Duration
Feb/21	112	VINT	RC Vintage 1/2A Texaco
Feb/21	113	VINT	RC Vintage E Rubber Texaco
Feb/21	114	VINT	RC Classical IC Duration
Mar/21	214	VINT	FF Classic Glider Duration
Mar/21	215	VINT	FF Vintage Rubber Duration
Mar/21	216	VINT	RC Vintage IC Duration
Mar/21	217	VINT	RC Vintage E Duration
Mar/21	218	VINT	RC Classical E Duration
Apr/21	120	VINT	FF Nostalgia 1/2A/ Min Replica
Apr/21	121	VINT	FF Classic Power Duration
Apr/21	122	VINT	RC Vintage 1/2E Texaco
Apr/21	123	VINT	RC Vintage A Texaco
Apr/21	124	VINT	RC Vintage E Texaco
May/21	125	VINT	FF Vintage Precision
May/21	126	VINT	FF Vintage Power Duration
May/21	127	VINT	FF Nostalgia Rubber Duration
May/21	128	VINT	RC Vintage and Classical Scale Texaco
May/21	129	VINT	RC Vintage Open Texaco
Jun/21	130	VINT	FF Vintage Hand Launch Glider
Jun/21	131	VINT	FF Vintage Catapult Glider
Jun/21	132	VINT	FF Nostalgia Power Duration
Jun/21	133	VINT	FF Classic Rubber Duration
Jun/21	134	VINT	RC Vintage Precision
Jun/21	135	VINT	RC Vintage E Duration
Jul/21	136	VINT	FF Nostalgia Glider Duration
Jul/21	137	VINT	RC Vintage and Classical Scale Texaco
Jul/21	138	VINT	RC Classical Precision
Jul/21	139	VINT	RC Sport Cabin IC Texaco
Jul/21	140	VINT	RC Sport Cabin E Texaco
Aug/21	140	VINT	RC Vintage IC Duration
Aug/21	141	VINT	RC Vintage E Texaco
Aug/21	142	VINT	RC Classical E Duration
Aug/21	143	VINT	RC Vintage Precision
Sep/21	144	VINT	FF Nostalgia 1/2A Min Replica
Sep/21	146	VINT	FF Classic Power Duration
Sep/21	147	VINT	RC Vintage 1/2A Texaco
Sep/21	148	VINT	RC Vintage A Texaco
Sep/21	149	VINT	RC Sport Cabin IC Texaco
Sep/21	150	VINT	RC Sport Cabin E Texaco
Oct/21	151	VINT	FF Vintage Hand Launch Glider
Oct/21	152	VINT	FF Vintage Catapult Glide
Oct/21	153	VINT	RC Vintage Open Texaco
Oct/21	154	VINT	RC Classical 1/2E Texaco
Oct/21	155	VINT	RC Classical E Texaco
Nov/21	156	VINT	FF Vintage Glider Duration
Nov/21	157	VINT	FF Classic Glider Duration
Nov/21	158	VINT	RC Vintage E Rubber Texaco
Nov/21	159	VINT	RC Vintage 1/2E Texaco
Nov/21	160	VINT	RC Classical IC Duration

TIMING

10th January to 30th June. The 10th January start keeps National scores separate.

ENTRY

Open to members of MFNZ.

RC CONTENT

Entrants may fly in any of the 16 RC classes at as many of the RC contests (listed on page three) as they choose to attend. Each entrant's best score in each class is recorded in the final results.

FF CONTENT

Each of the 14 FF classes listed on page three may be flown twice for the Championships. The months in which these Championship events are flown match the MFNZ programme of NDC events.

To the end of June, some FF events appear only once on the MFNZ programmne for NDC. These events are shown in italics on the Championship programme on page three, and may be re-entered once in the specified month for the purpose of bettering Championship scores. Howeve, second attempts can not be used to better NDC scores.

CHAMPIONSHIP / NDC

VRC Championship classes may sometimes coincide with the MFNZ's programme for NDC. If this is so, you may choose to forward your Championship scores to the NDC Recording Officer.

VFF Championship classes all coincide with the MFNZ programme for NDC, so scores may be entered in both the Championship and NDC. Each flier forwards his own scores to the NDC Recording Officer.

SCORING

Each entrant's first score in each class is recorded and is then updated if a higher score is attained at a subsequent meeting.

CHAMPIONS

First, a Champion is declared in each class.

Then, using the Nationals points system, the flier with the highest RC points total is named VRC Champion; the flier with the highest FF points total is named VFF Champion; and the flier with the highest aggregate of RC and FF points is named Overall Vintage Champion.

A CONTEST THAT WON'T GET CANCELLED- HOPEFULLY…

Stuart Darmon, Theddingworth, Leicestershire, UK

After the frustration of the 2020 season, recent vaccine trials provide a glimmer of hope, but the first half of next season (at least) is still far from guaranteed. Therefore, in order to provide some opportunity for purposeful Free Flight activity within the twin vagaries of Covid restrictions and the weather, The 'Birmingham MAC Classic A1 research group' has organised an 'email international' contest for the Classic A1 glider class, in which competitors can fly on a date of their choice between January 1st and July 1st 2021, submitting results by email (or post if they prefer).

In order to encourage participation, and hopefully confer a degree of prestige, high-value prizes are on offer; many thanks to the sponsors for their generosity.

1st. prize- Complete stand-alone RDT system (donated by Peter Brown & Leo Bodnar electronics) plus trophy (hand cut lead crystal champagne glass engraved with 'Classic A1 winner')

2nd. Prize- £50 voucher for goodies from Free Flight Supplies, (donated by Mike Woodhouse,

https://freeflightsupplies.co.uk/)

3rd. prize 12 month subscription to Aeromodeller magazine (donated by Andrew Boddington & Doolittle Media).

Top junior (aged 16 or under on the date of participation) will get an engraved glass trophy and a laser cut Classic A1 kit donated by Bernard Guest from Hummingbird Model Products.

https://hummingbirdmodelproducts.com/

And finally, 'team prize' for highest aggregate score by three members of the same club, each of whom gets am engraved whiskey tumbler.

Entry is free, and welcomed from anywhere in the world – the dates are such as to give both hemispheres the chance of some decent weather.

A few FAQs before we get to the rules.

Q. Why Classic A1? A. the models have a basic performance of 2 minutes or less and are therefore suitable for smaller flying sites. They are easy to fly but challenging to consistently max with. They are recognizable as duration models by followers of modern classes but also appeal to old-timer enthusiasts because of their traditional structures. Many are extremely simple and can be built in a few hours.

Q. Is there a minimum weight? A. No. There was a wing loading (8g./sq. dm.) in the fifties but it was not felt necessary today, as very light models have negligibly higher performance

Q. Do I have to use tissue covering? A. No. Structural materials not available in the fifties (carbon in particular) aren't allowed but non- rigid coverings like Polyspan & Mylar are fine. Turbulators are also allowed, as is any form of DT including RDT. No circle towhooks though, even fixed offset ones.

Q. Is there a catch? A. Nope. Entry is totally free, no data collection, no spam, just a model aeroplane contest and nothing else.

Email address for entries is in the rules below, but won't be checked regularly until the start date, so any enquiries or comments should go to

stuartdarmonf1a@yahoo.com

or call Stuart Darmon on 01858 882057 (United Kingdom). Those who don't use email can post their entry to 1, Post Office Cottages, Main Street, Theddingworth, Leicestershire LE176QP United Kingdom, but they must get here before July 07 2021.

Classic A1 Glider Email International 2021

ELIGIBLE MODELS

A Classic A1 glider is any Free Flight towline glider of total projected surface area not exceeding 18 square decimetres, built in accordance with a design published or kitted between January 1951 and January 1961, as per BMFA Classic Glider rules (https://britishmfa.sharepoint.com/sites/public/Rule Books) Maximum length of towline 50 metres under 2Kg. tensile load

THE CONTEST

All flights for each entry must be made on the same day between 01 January 2021 and 01 July 2021 inclusive. All flights must comply with local regulations governing model flying and with the guidelines of the national aeromodelling governing body (BMFA, AMA, etc.) All flights for each entry must be made with the same model. An individual may make up to three separate entries provided that each is made with an entirely different eligible model. A model may not be used by more than one individual over the age of 16 years. Juniors below this age may fly a model borrowed from another entrant. The maximum for the first flight of each entry is 30 seconds. If this is achieved, the entrant is permitted a second flight of maximum 60 seconds, and so on, the maximum increasing in increments of 30 seconds until either a max is not achieved, or flying cannot continue (e.g. because the model is lost or damaged). The score for that entry is the total flight time including the sub-max final flight. All flights must be timed by a person other than the entrant. Procedure for starts, timing, attempts, etc. is per F1H except that a flight aborted by RDT does not qualify for a second attempt, even if less than 20 seconds (in line with BMFA classic rules)

ENTRY

Entry is free of charge. Once the flights are completed, entry is submitted no later than 07 July 2021 by email to classica1postal@gmail.com by sending the following information: (1) The name and contact email of the entrant. (2) The name(s) of the timekeeper(s). (3) The score, in seconds, in the form of an addition, e.g. 30+ 60+ 90+ 120+ 124= 424. (4) The name of the model and where it was published. (5) The country and location where the flights were made. If entrants aged 16 or under wish to be eligible for the junior prize they must include their age in years (D.O.B. not required). Juniors are also included in the overall results and are eligible for the other prizes. In order to qualify for the team prize the entries of all three team members must be submitted in the same email, also stating the name of the team. Entries received in this way will also be included in the individual results. Information about the flying, the site, etc. plus photographs will be very welcome and will help in reporting the contest in the modelling press.

CLASSIC A1 GLIDER

The Classic A1 Glider class is not an attempt to 'dumb down' duration Free Flight; it is not suggested as a substitute for high performance competition, nor is it predicated on the dubious notion that things were somehow better when model aircraft were made of sticks and paper. It's simply a pragmatic way of flying more Free Flight, either on sites such as Buckminster (near Grantham in the UK) or as a second string class at traditional contests where the existing 'minis' have either a five-flight format, too much performance, or both, resulting in a decline in the practice of flying multiple classes which was once the norm. In the year and a half or so since I began touting the idea, about twenty- five models have been built to my certain knowledge (including by several former & current international flyers), and no doubt there are others of which I'm not aware.

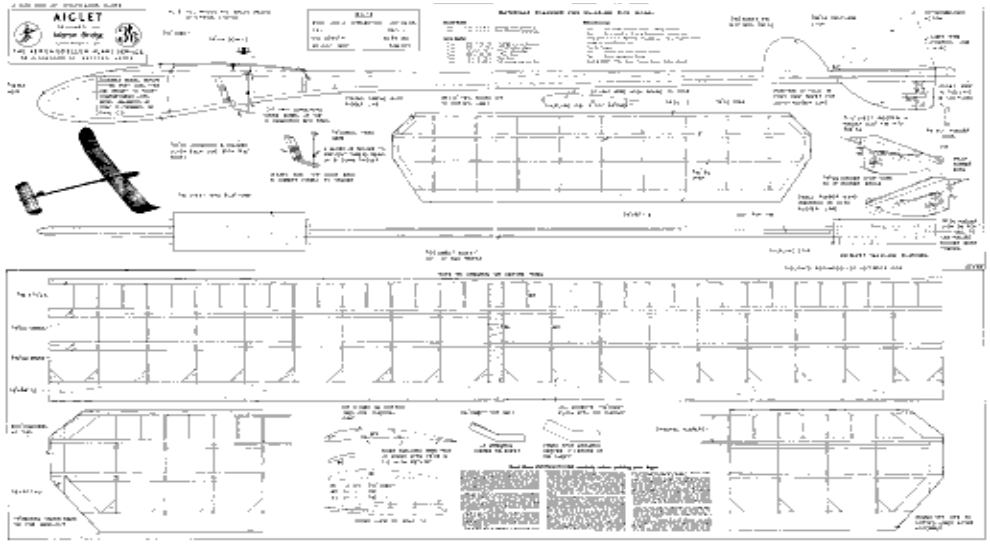
The considerable amount of flying to date, including two well supported contests last year, has yielded information which may be of interest to anyone considering giving it a go. Firstly the fearsome reputation of small gliders (especially early ones) seems unfounded. Given the right warps (a little tip washout with fractionally more on the outside of the turn), a reliable tow trim is simply a question of adjusting the rudder and the towhook position, which as a general rule ends up more rearward than one would expect. Only one of the designs built so far, a V-dihedralled model named 'Mock Turtle', has proved inherently problematic, the two individuals who've built it each reporting an incurable divergence on tow. Generally, the performance of the more conventional designs is roughly similar at around the two-minute mark- when everything goes right.

Of these, the most popular is probably the 'Aiglet', at least half a dozen of which are doing the rounds, and which is now even available as a kit from Mike Woodhouse. A wise modification to this design is spruce top spars in the centre panel, as a couple of people have folded them so far (albeit one was Peter Tribe, who I sometimes think does it on purpose). Bernard Guest (Hummingbird Models) has introduced no fewer than three classic A1 kits, including Ray Hansen's starkly functional design from the 1959-61 Zaic book, a scratch-built version of which won the inaugural UK Nationals contest and seems to have performance to spare over the two- minute max.

Unsurprisingly, models with surface spars tend to glide noticeably better than those where the airfoil has been kept intentionally smooth, as was often done. The rules do permit thread turbulators, which are known to have been in use at the time, but despite one of these, Gavin Manion still isn't satisfied with his 'Pluto' (which has spars threaded through the ribs and out of contact with the covering), and would like to hear from anyone with evidence that invigorators were in use in 1958. By way of encouragement, a few of the designs built and flown successfully thus far are: Pjerri 75, Everest, La Mouette, Hatchetman, Santanita, and Jetstream, all of which can be downloaded free from the Outerzone plan sharing site. (outerzone.co.uk)

Free Flight Quarterly January 2021

An example of the A-1 designs mentioned in the article is the Aiglet, from Aeromodeller, 1955. The plan from Outerzone has been considerably improved from its original by skillful graphic specialists.



It's always good when we are able to fly at the Thames Blackfeet MAC field. A great location with very little passing traffic, a site that is nice and quiet in the middle of rural farmland with a lovely view to the hills to the west Thanks to both Martin and Paul Evans for allowing the Vintage SIG to fly at this field, and also getting the field ready for our arrival by having the electric fences turned off and the posts down. The strip was unable to be mowed prior to the weekend but I don't think that caused any concern for anyone. It was just a matter of getting up in the air as quick as possible and at least you knew your landings were going to be short ones.

Conditions for both days were practically identical. Nice and warm requiring sunblock with a steady 10 – 15 kph wind gusting 20 kph straight down the strip. Not ideal, but it was the same for everyone and as usual some aircraft and pilots handled it better than others. Fourteen categories of Vintage were flown which is great to see. The downside of this is that we don't have many competitors per class.

There were no incidents except for Tony Gribble's *Gloworm* which decided to park itself up a very large tree for an hour or so (right). After a sandwich and a drink and a very strong gust of wind the said *Gloworm* was dislodged and Tony was seen scampering across the road into the adjoining field to retrieve it. Damage report – one broken prop and a couple of puncture wounds to the covering. By early Sunday afternoon everyone had had enough of the wind and an early day was called enabling everyone to get home with time to spare so they could mow their lawns before dinner.

A great weekend and again thanks to the Thames Blackfeet MAC for their hospitality. Thanks also to those who came from further afield than the Auckland / Waikato areas: John Ryan, Dave Little and David Thornley from Rotorua and Doug Baunton up from New Plymouth. Your presence is very much appreciated. I don't think any scores on the leader board will be improved upon but we had fun which is the main thing.

Dave, CD

Captured by one tenacious twig !

		R1	R2	R3		Total
Vintage Precision						
John Ryan	Coronet	198	200	200		598
Dave Little	Simplex	195	200	200		595
Tony Gribble	Miss FX	200	190	200		590
David Thornley	Lanzo Bomber	186	192	197		575
Dave Crook	Miss FX	200	170	194		564
David Thornley	RC 1	188	172	200		560
Classical Precision						
David Thornley	Satellite 1000	178	149	134		461
Vintage IC Duration						
David Thornley	Lanzo Bomber	240	253	253		746
Dave Little	Simplex	93	117			210
John Ryan	Coronet	123				123
Vintage E Duration						
Don Mossop	Playboy	320	320	320	610	1570
Peter Townsend	Civiy Boy	212	301	147		660
Classical IC Duration						
David Thornley	Satellite 1000	188	190	180		558
Classical E Duration						
Don Mossop	Texan FAI	189	225			414
Open Texaco						
Bernard Scott	Lost Horizon	394				394

		R1	R2	R3	Total
Vintage 1/2 A Texaco					
John Ryan	Coronet	500	400	500	1400
Dave Little	Simplex	159	141	239	559
Vintage A Texaco					
Rex Anderson	Cloud Snooper	620	620	323	1563
Bernard Scott	Super Simplex	504			504
Vintage E Texaco					
Dave Crook	Lanzo Bomber	794	874		1668
Doug Baunton	PB 2	516	371		887
Vintage E Rubber Texaco					
David Gush	Golly Wock	1124	1580		2704
Dave Crook	Toots	1017	861		1878
Tony Gribble	Smith Mulvihill	546	875		1421
Classical 1/2 E Texaco					
Tony Gribble	1/2A Train	685	1107		1792
Classical E Texaco					
Don Mossop	Dixielander	781	1074		1855
Sports Cabin E Texaco (Best 2 of 3)					
John Butcher	Tomboy	932	914		1846
David Gush	Tomboy	567	515	463	1082
Tomboy - E (Best 2 of 3)					
John Butcher	Tomboy	956	596		1552

Thames Blackfeet RC Vintage and Classical Contest and Rally

It's been a tough month trying to fit flying into windy Christchurch weekends. Today, though, was just beautiful with a dying southerly with all the lifty air that comes with that conditions. Stu Grant, Lynn Rodway and Allan Knox fronted for NDC vintage 1/2E Texaco.

RIGHT (Left to right): Stu Grant with light-weight Tomboy, Lynn Rodway and Miss Fortune X, Allan Knox and Lancer 45. All models are set up for 1/2E Texaco. Note the snow on the Alps!

NDC Event 159 Vintage 1/2E Texaco

Lynn Rodway	Miss Fortune X	1936	180 MAH 2S.	544 + 334 = 878
Stu Grant	Tomboy	1950	180 MAH 2S	1072 + 293 = 1365
Allan Knox	Lancer 45	1938	180 MAH 2S	965 + 1079 = 2044

I finished the day flying Vintage E Rubber Texaco with my big Dart Senior. It looks like a low wing scale model but is just an enlarged 30 inch rubber powered sport model from 1939. My first flight was 18 minutes but some switch idiocy on my part meant I landed with 85 % of the pack unused. Flight two was over 50 minutes. This sort of unlimited flying is a bit nutty but that's the rules these days.

Event 158 Vintage E Rubber Texaco

Allan Knox Comet Dart Senior 1937 460MAH 2S 1128 + 3075 = 4203

Non-Vintage HLG and Coupe were also flown.

BELOW Stewart Morse with Coupe d'Hiver

Report by Allan Knox

DAY ONE FREE FLIGHT

Bernard Scott

The weather affects all our flying classes, but in Free Flight it is of paramount importance. Seeking a description of this National's weather, the phrase *"like the Curate's egg"* was Googled and found to be appropriate. Politely, there were challenging breezes at times, but between the blows were some glorious, if too short, periods of calm which were lucky for some - the writer's Vintage Rubber entry failed to DT yet landed just two paddocks distant after six minutes.

VINTAGE POWER suffered as air movements were such that only two braved one flight each and Rex Anderson with two short flights secured first place *even without claiming age bonus points* - quite right, Rex, good on you for taking a stand against them! Not so good was that all three score cards were incorrectly, or not fully, completed.

Rex Anderson	*Stratostreak*	175
Chris Murphy	*Winged Yankee*	160
Antony Koerbin	*Slicker 42*	92

VINTAGE GLIDER can usually be counted on for some high times, but not so this year.

David Ackery	*Cumulus*	277
Stewart Cox	*Lulu*	220
Martin Evans	*Archangel*	38

VINTAGE RUBBER

Antony Koerbin	*Ed Lamb Climber*	525
Paul Squires	*Lanzo Stick*	455
Chris Murphy	*Korda Wakefield*	430
Ron Pilcher	*Senator*	375
Wayne Lightfoot	*Ascender*	304
Bryce Gibson	*Korda Wakefield*	195

(1st and 2nd places were mistakenly reversed at prizegiving The placings here are correct. Apologies to winner Antony Koerbin for the error)

VINTAGE GLIDER can usually be counted on for some high times, but not so this year.

David Ackery	*Cumulus*	277
Stewart Cox	*Lulu*	220
Martin Evans	*Archangel*	38

CATAPULT GLIDER A good turnout with fifteen fliers, six of whom did not fill in the age bonus points column on their score cards. Is the protest against age bonus points growing?

Des Richards	*Hervat*	297
Rod Brown	*Vartanian*	255
Kevin Barnes	*Polly*	253
Graham Lovejoy	*Hervat*	243
J. Butcher	*Mayne*	233
Ron Pilcher	*Vartanian*	223
Josh Warner	*Vartanian*	212
Allan Knox	*Hervat*	211
Alan Reed	*Hervat*	209
Alec Fuller	*Mayne*	208
David Gush	*Vartanian*	182
Daniel Warner	*Vartanian*	181
Bernard Scott	*Polly*	140
Kyla Fisher	*Mayne*	123
Peter Townsend	*Vartanian*	111

PRECISION Despite gliders and rubber models being allowed, the usual weapon for Precision is a sport cabin design with a slowly running diesel engine. David Ackery bucked the trend and won using his Vintage Glider.

David Ackery	*Cumulus*	223
Bernard Scott	*Shadow*	217
Bryce Gibson	*Simplex*	193
Chris Murphy	*Warring High Cabin*	178
R. Bould	*Simplex*	128
Kyla Fisher	*?*	93
Stewart Cox	*Lulu*	32

... blessing the rubber

... waiting for inspiration

Just four events this morning, but still hard to squeeze them all into five hours.

Nostalgia / Vintage Small Power Duration Crikey, that's a mouthful, and no room for capitals. Perhaps we could call it *Small Power* without losing meaning? Now that Miniature Replica is no longer a Nationals event, Small Power is an opportunity to use MR models. Their generous engine run compensates for their diminuative size when compared with the commonly used 1/2A Power designs. Two of the three entries were MR's and they handled the blustery conditions well.

Stewart Cox	*Stratostreak* .020	261
Bernard Scott	*Dixielander* 1/2A	253
Rex Anderson	*Stratostreak* .020	150

CLASSIC COMBINED Gliders and Power designs were used - yet to see a Rubber model in Classic Combined despite it being the ob vious choice for duration.

Chris Murphy	*Eureka MkII*	(P)	540
Kevin Barnes	*Sloworm*	(P)	432
Rex Anderson	*Lively Lady*	(G)	400
Allan Knox	*Kiwi II*	(G)	294
David Ackery	*Night Train*	(P)	283
M.Evans	*Floridian*	(G)	197
Moira Vincent	*Kiwi II*	(G)	130

NOSTALGIA POWER The first four places went to Hamilton fliers, and five of the six entries used *Dixielanders*. Rex Bain used a *Jaysbird* to crush the Dixie domination. Bernard Scott tweeked the OS.15 engine a little too much on his full size Dixielander and needed to use a 1/2A back-up model which was, what else - another Dixielander.

Rex Bain	*Jaysbird*	502
Bernard Scott	*Dixielander*	479
Kevin Barnes	*Dixielander*	465
Rex Anderson	*Dixielander*	436
Bryce Gibson	*Dixielander*	372
C. Murphy	*Dixielander*	281

NOSTALGIA RUBBER This was the only event that went to a fly-off which, after some debate, was held at 12:20pm when the wind had lessened. Paul's *Maxmaker* out-climbed Lincoln's model and headed slowly downwind while the *XL59* defied the wind and flew out at ninety degrees to the *Maxmaker*'s path. Paul's model appeared to return a little towards the launch point before landeing with 332 seconds on the watch. Lincoln RDT'ed and was down after a further 139 seconds.

Lincoln Vincent	*XL59*	1011
Paul Squires	*Maxmaker*	872
Wayne Lightfoot	*Specialist*	488
Graham Lovejoy	*Last Resort*	477
Bryce Gibson	*Gee Bee 6*	435
Chris Murphy	*Last Resort*	427
Bernard Scott	*Flip Flop*	425

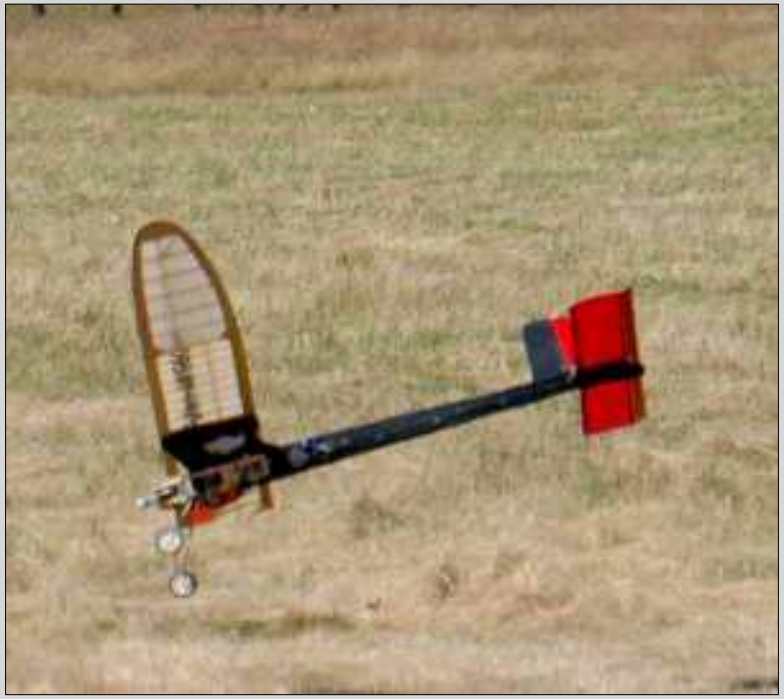
Stew and winning .020 Stratostreak

YOUR MISSION,
SHOULD YOU DECIDE TO ACCEPT IT ....

You are invited to submit a programme that might better serve both Vintage RC and Vintage FF fliers at the next Nationals

THIS PAGE WILL SELF-DESTRUCT IN 15 SECONDS

NATIONALS "HOT-SPOTS" Captured by Ross Gray



Report: Don Mossop (CD) Images: RossGray

That flyers from all around New Zealand were able to compete in a national event is something few other countries would be able to do presently - we must be thankful for that.

During the 5 days on which this year's Nationals were flown, the weather was relatively cooperative. Fine on all but part of one day, with a variety of wind directions and strengths which affected only a few events.

On the first day of the Nationals, Vintage Precision, Classical Precision and Vintage Open Texaco were flown.

The number of entrants in V**intage Precision** field was, as usual, the greatest – unfortunately, as with many other events, of those scheduled to fly, only a proportion actually did.

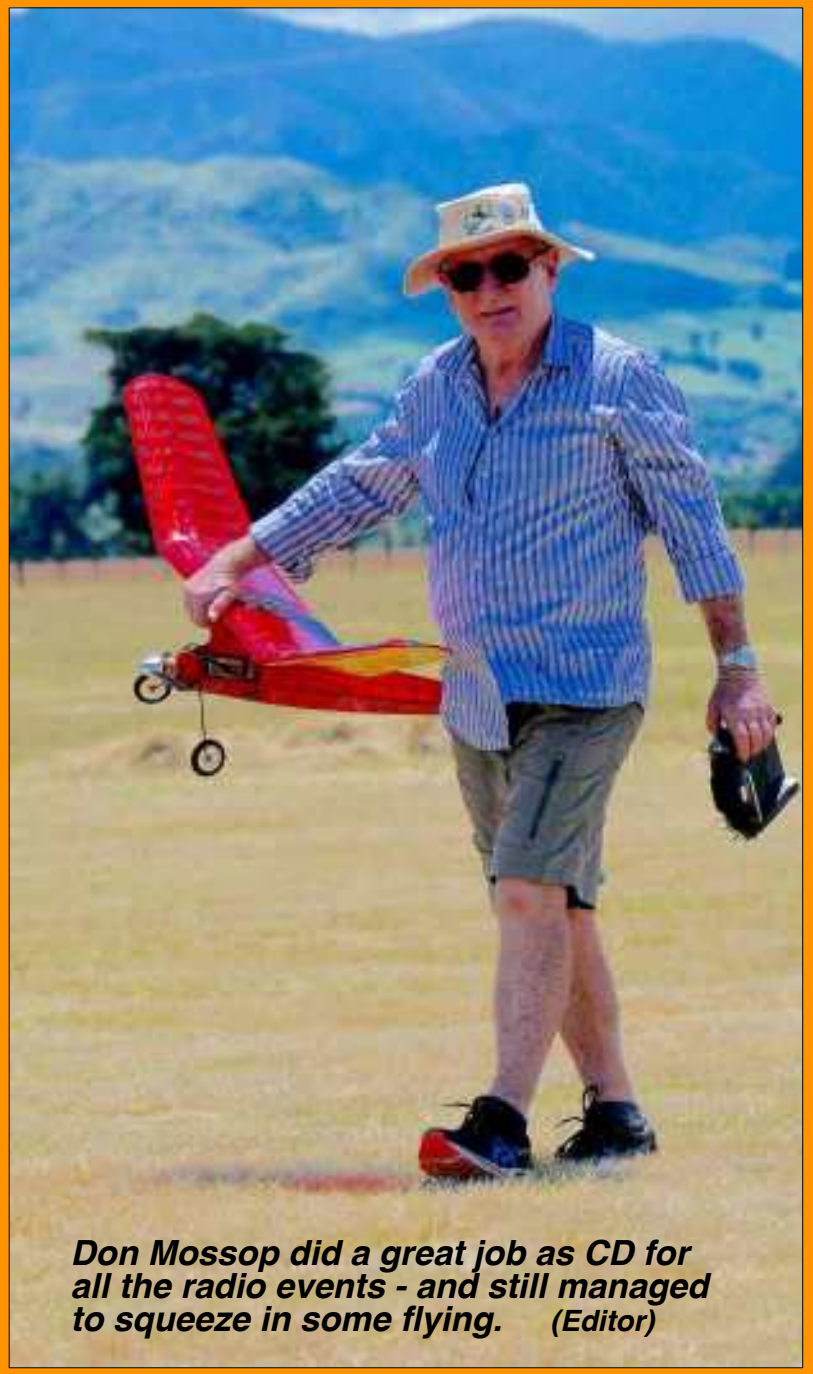
The event was a real mixed bag of fortunes. Several flyers did well in two of their flights but failed to score a third max. Rex Anderson was doing wonderfully until his last flight when his model was lost from sight – soon after, the local farmer turned up with Rex's model on the back of his ute. The model had landed gently behind his ute some kilometer away.

Three flyers scored three maxes, and in the fly-off, Barrie Russell prevailed (600 + 198) over Allan Knox (2nd) and Don Mossop (3rd).

Classical Precision was dominated by Allan Knox with his Palteri who scored a creditable 594/600, followed by Don Mossop with a Madcap (570/600), Barrie Russell with his Night Train (565/600) and David Thornley with his Satellite 1000 (542/600) in 4th.

In **Vintage Open Texaco**, the stiff westerly breeze influenced times obtained. Bernard Scott with his Playboy Cabin model prevailed with his scores totalling 1756 + 1840. A superb effort. Allan Knox with his Lancer scored 1026 (2nd), Barrie Russell scored 744 (3rd) and Ian Munro with his 1936 TD Coupe with a spark ignition engine scored 686 (4th).

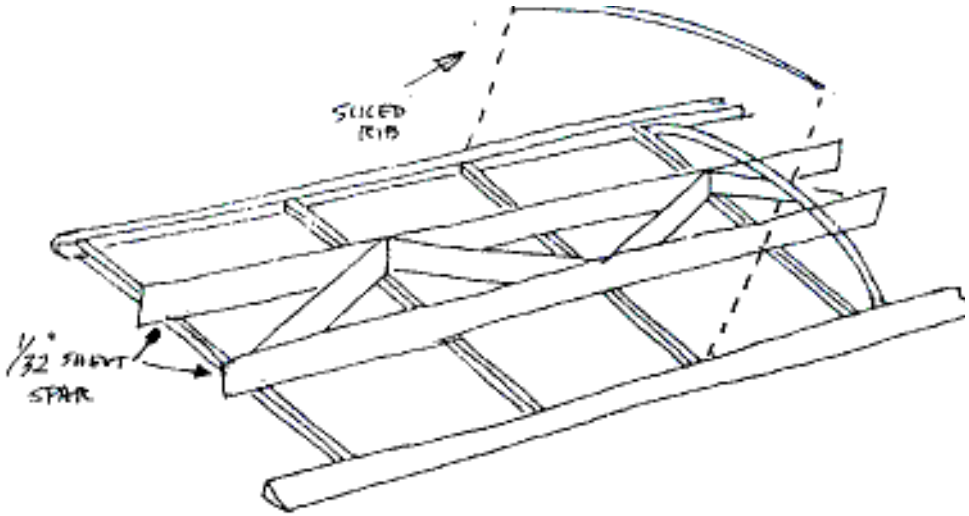
IMAGES from THE NATIONALS by ROSS GRAY



Don Mossop did a great job as CD for all the radio events - and still managed to squeeze in some flying. ***(Editor)***

IMAGES from THE NATIONALS by ROSS GRAY

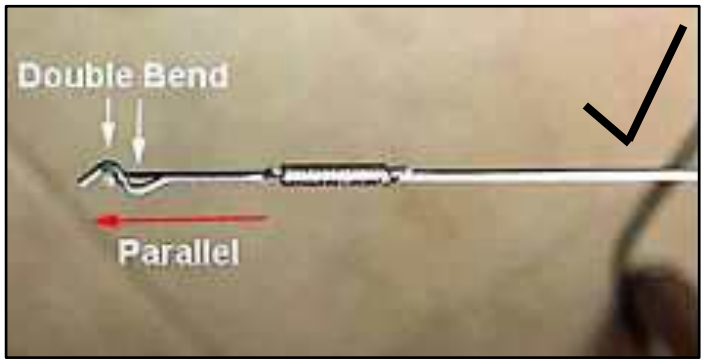
IMAGES OF THE NATIONALS by ROSS GRAY



Dave Rees, master modeler from North Carolina, whose construction articles have appeared in numerous issues of Flying Models, is a believer in light construction. He uses sliced ribs along with a very strong internal spar. While the sliced ribs are widely used, the spar is what's interesting.

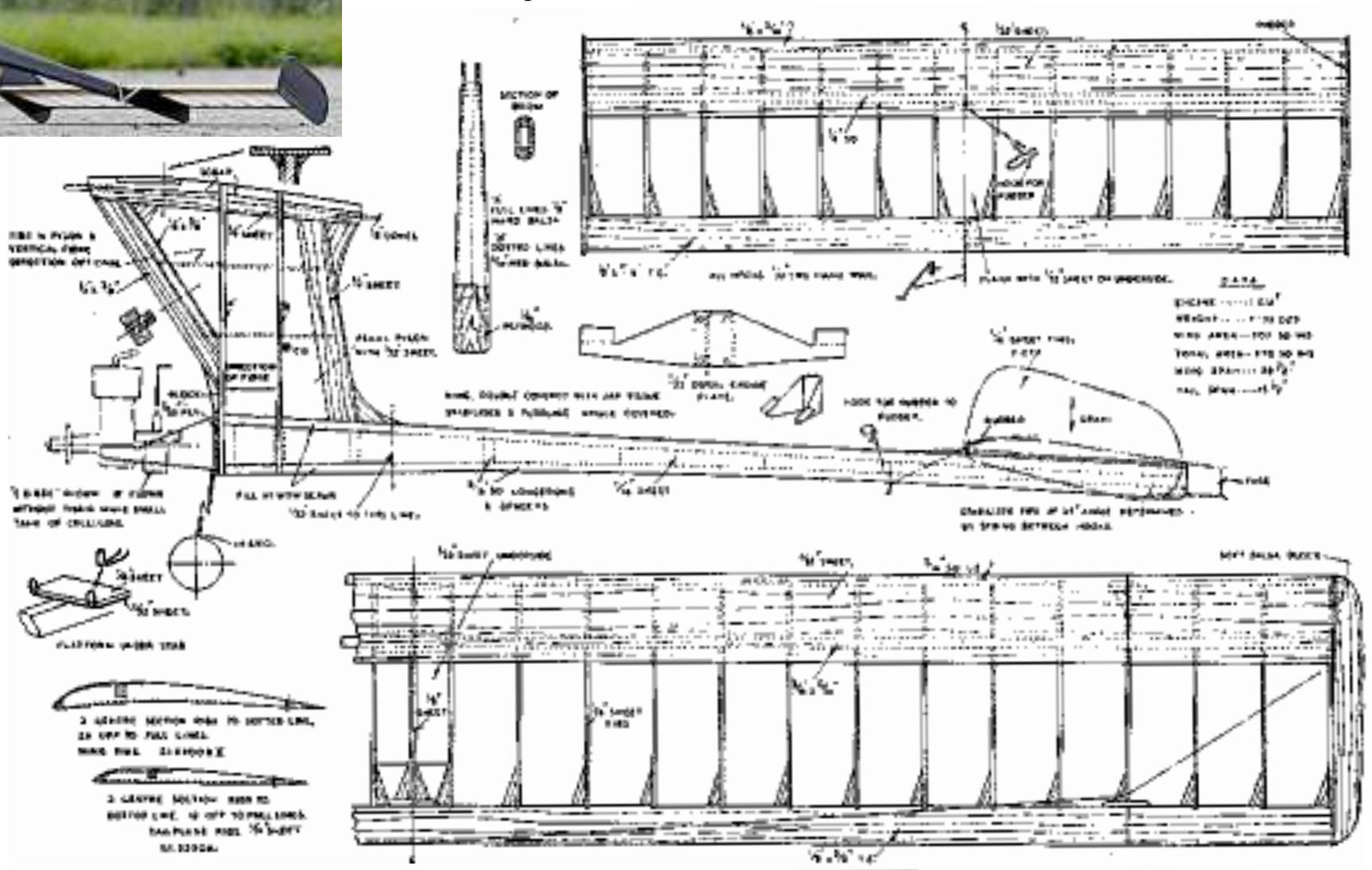
Basically the bottom 1/16" sq. strip is laid into place between the leading and trailing edges. Then a spar of the correct depth is laid down spar-wise on them at about the 30% and 60% chord points. These two spars can be half the thickness of the usual single spar. At this point a series of "running" diagonal braces are glued into place to form what is called a "Warren Truss." Then the top sliced ribs are glued into place. When it is completed, you have a very rigid, warp resistant wing for the same weight as the normal single spar version.

Soldered push-rod clevises are more appropriate than plastic ones on Vintage models. They are easy to make and very secure. From the build log of Tandy Walker's *Cleveland Cloudster*, the three images below show how Tandy improves the look of the clevis by getting the wires parallel.



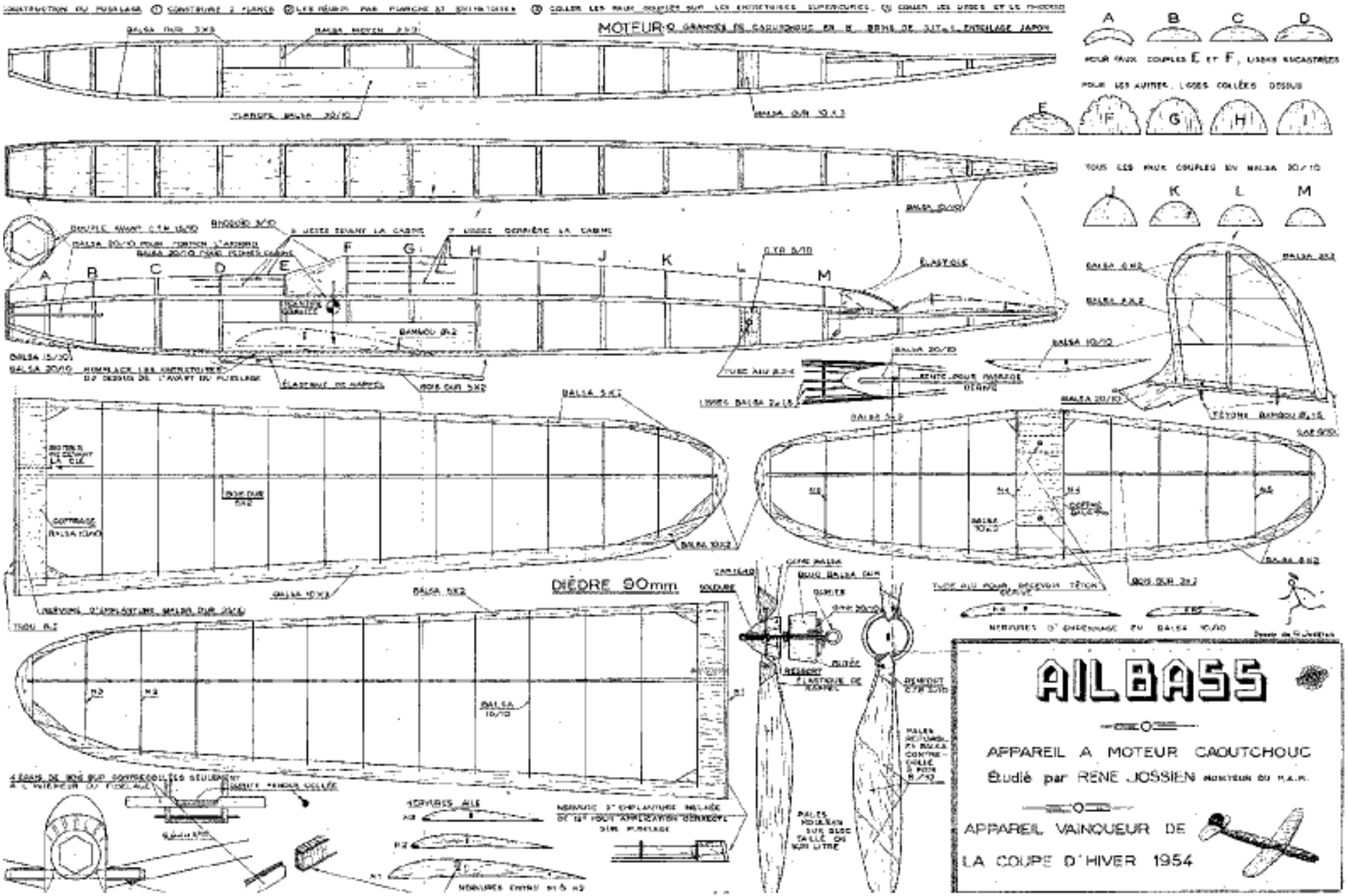
"This model conforms to the new international class for power duration models, if powered with a 1 c.c. engine. The performance with an ED. Bee is from 3 min. 20 sec. to 4 min. in non-thermal conditions with 20 sec. motor run. The model is trimmed to fly to the left both in climb and glide, with 1.5° left sidethrust and 5° positive incidence to tailplane".

"Because of this trim and the high pylon there is absolutely no stall or loss of height at the end of the motor run. Iota is therefore very well suited for ratio-contests under windy conditions, when a short motor run is desirable to avoid O.O.S. flights. Because of its great stability, easy trimming and construction, the model is an excellent beginner's model, and can be flown by more experienced modellers with one of the hot 1.5 c.c. engines".



AIL BASS 1954

Rene Jossien



The Introduction to the 1957-58 Yearbook has been quoted previously in AVANZ News, but it is worth reconsidering.

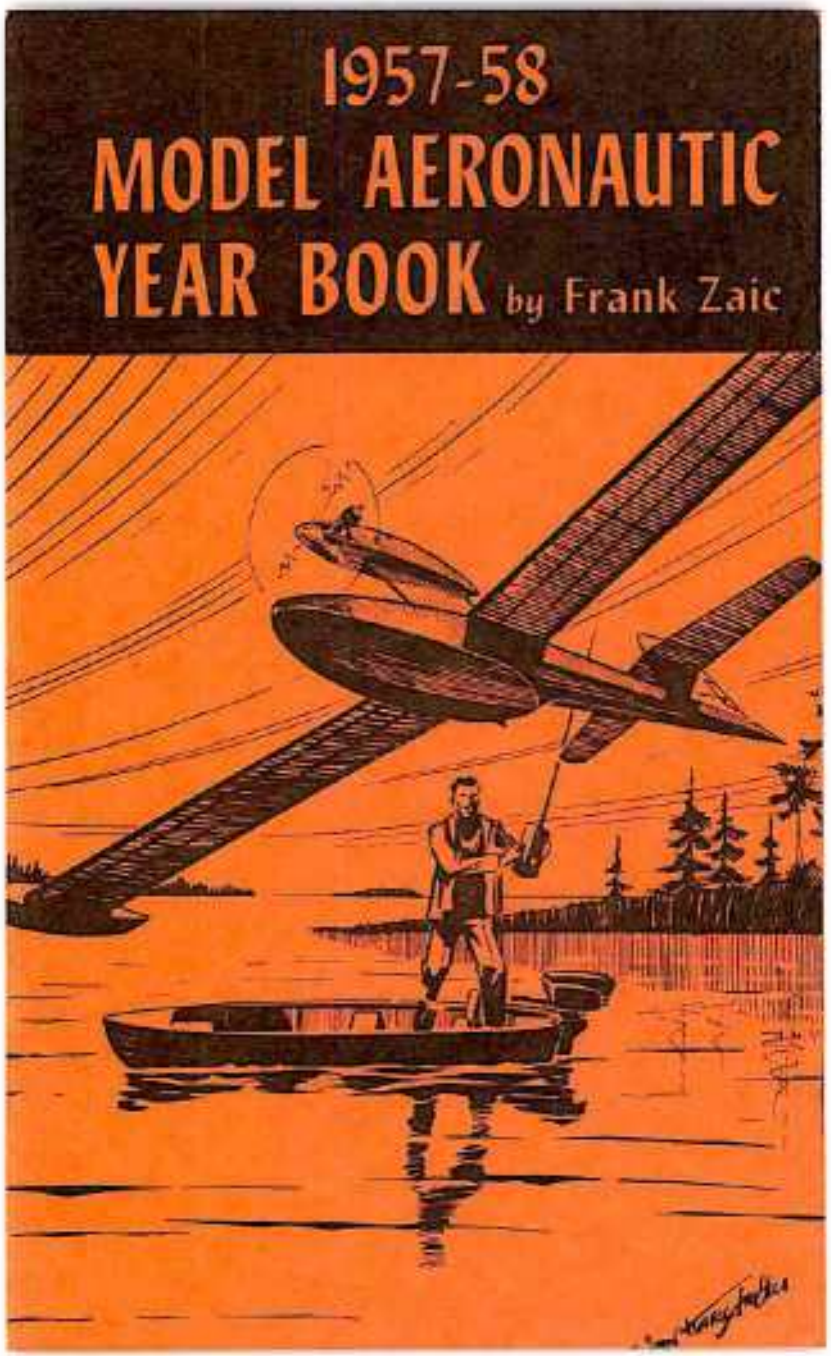
All of the pleasures and joys that we experience while we build and fly model airplanes are being handed to us by those who were here before us.

All of the knowledge that we may find in this book we will take for our own, and feel that it is our right to do so. It truly is our right, if at the same time we assume the responsibility of eventually adding to the sum total of human knowledge. How could a fountain stay alive if we all dipped our cups in it and no one took care that water will continue to flow?

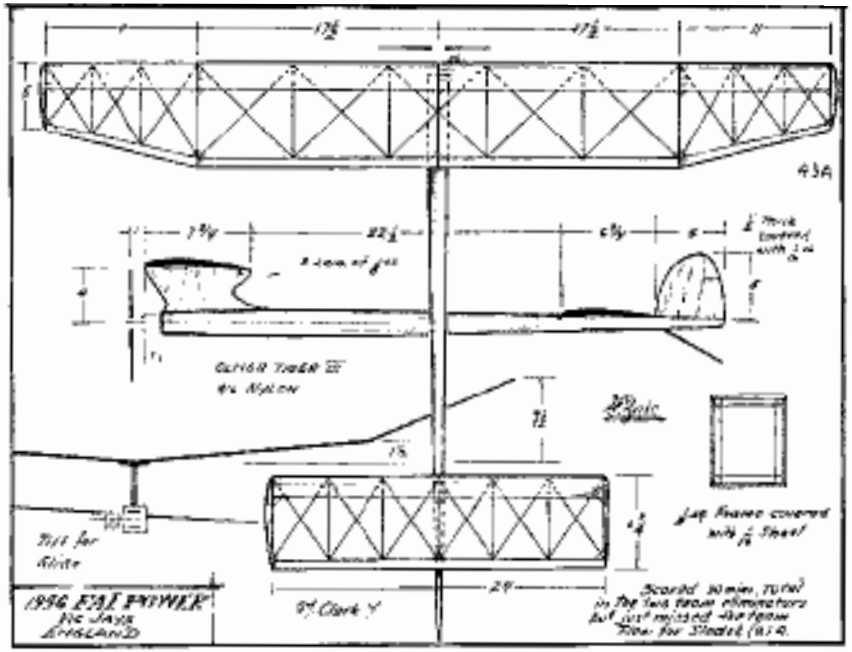
Pity the man who will take and use the knowledge gathered by others and does not contribute his own. He will miss one of the finest feelings of life, the glow that comes from bringing light into a corner that has been dark since time began. . . . And that which he holds so tight to himself will eventually be rediscovered someday, someplace by someone else.

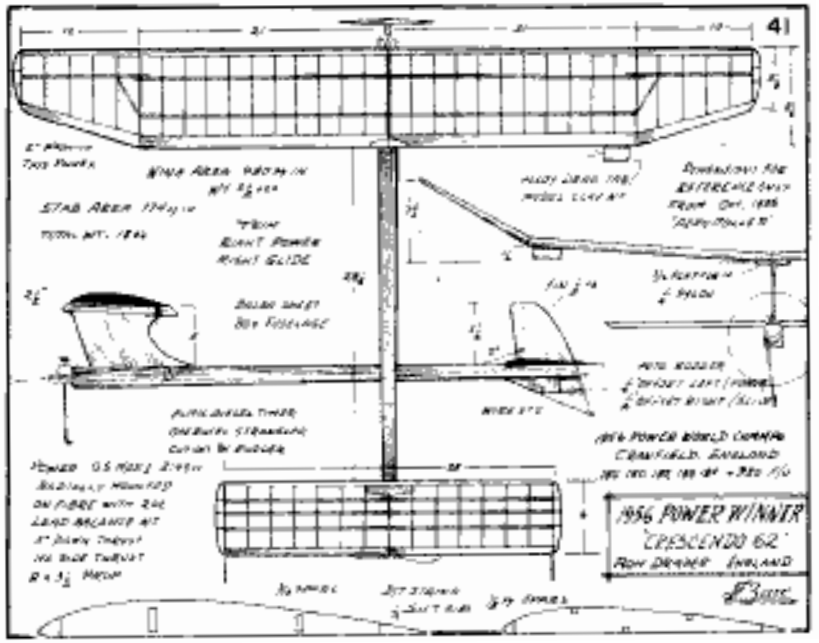
May, 1958
Clifton Heights, Pa.

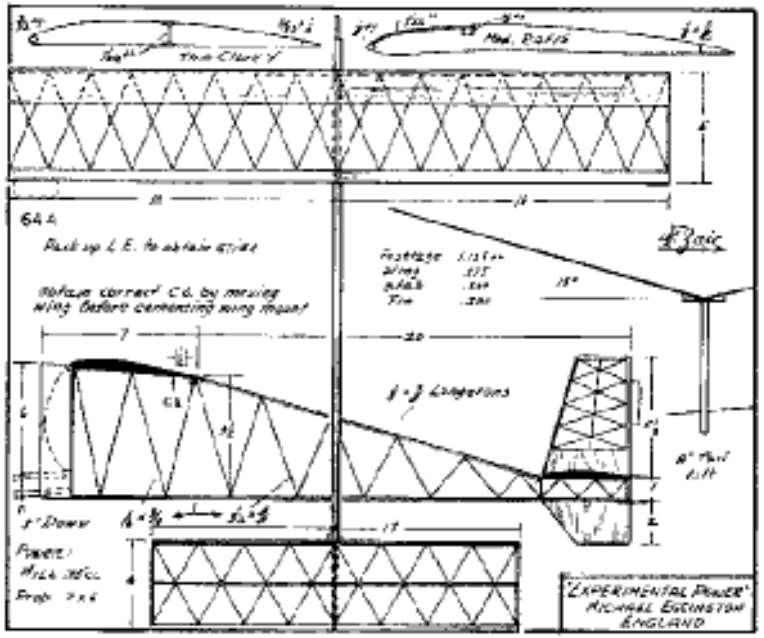
Frank Zaic

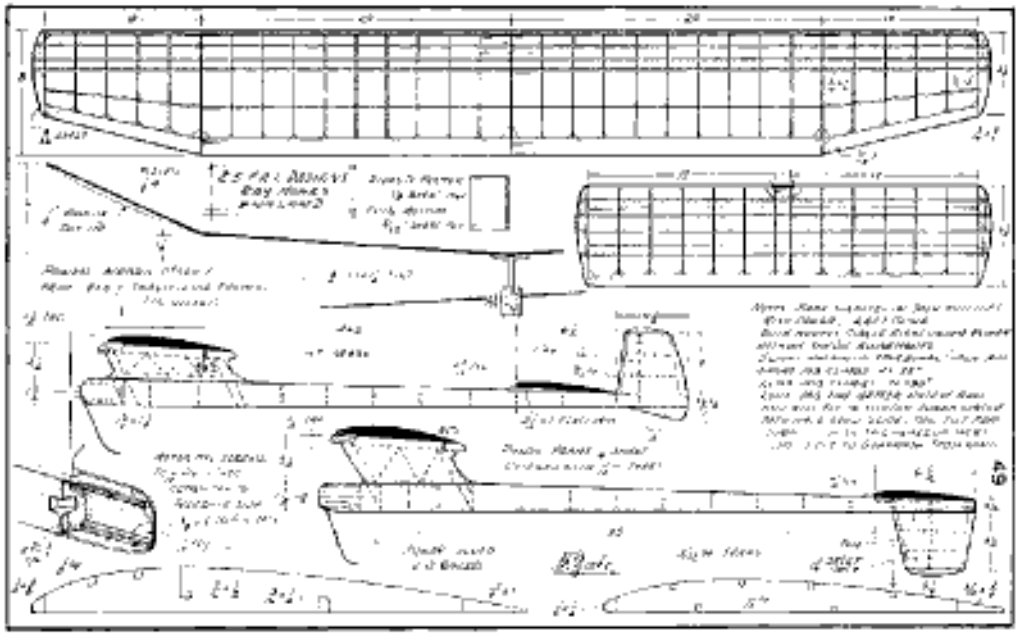


.... a pleasing number of British FF power models ....

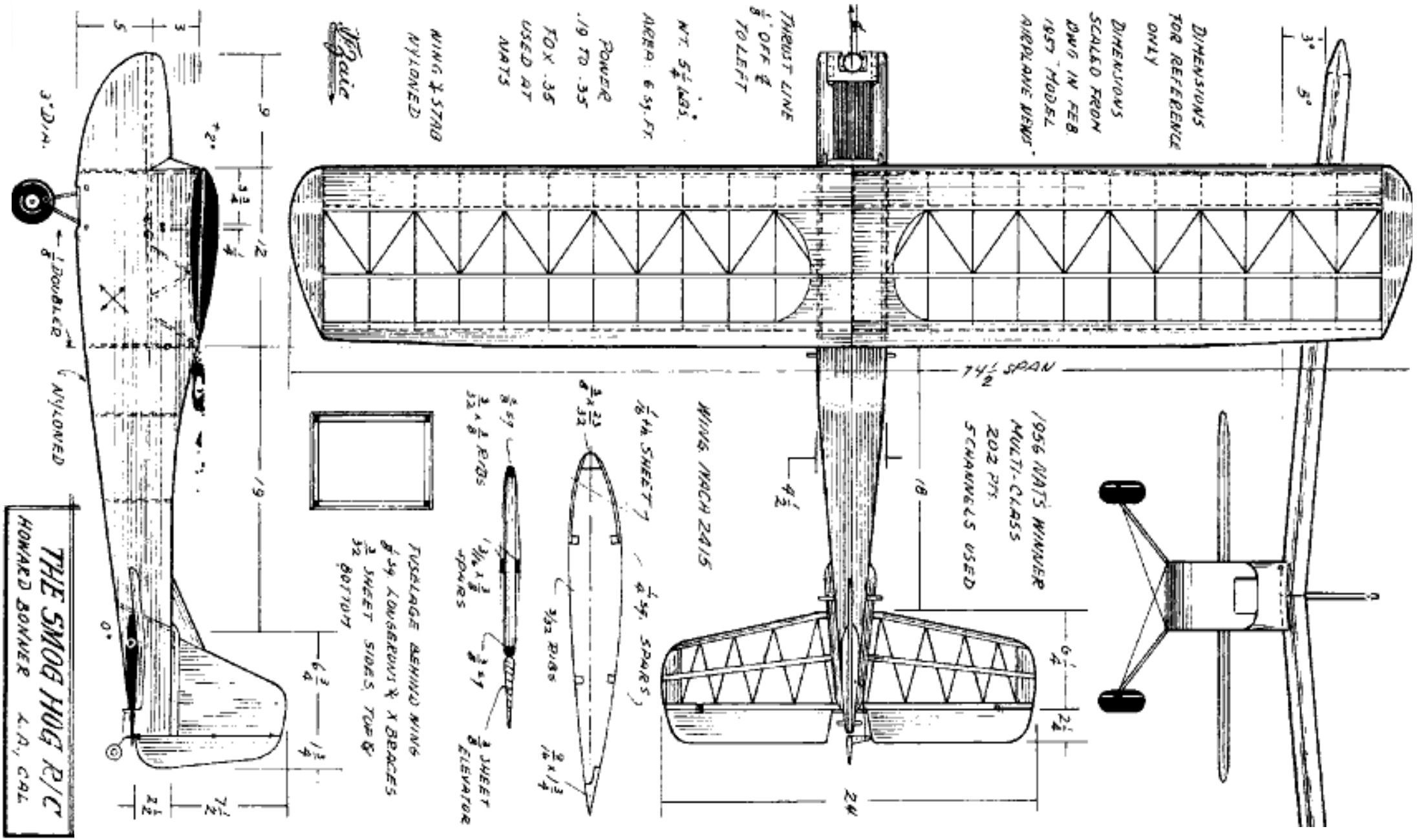


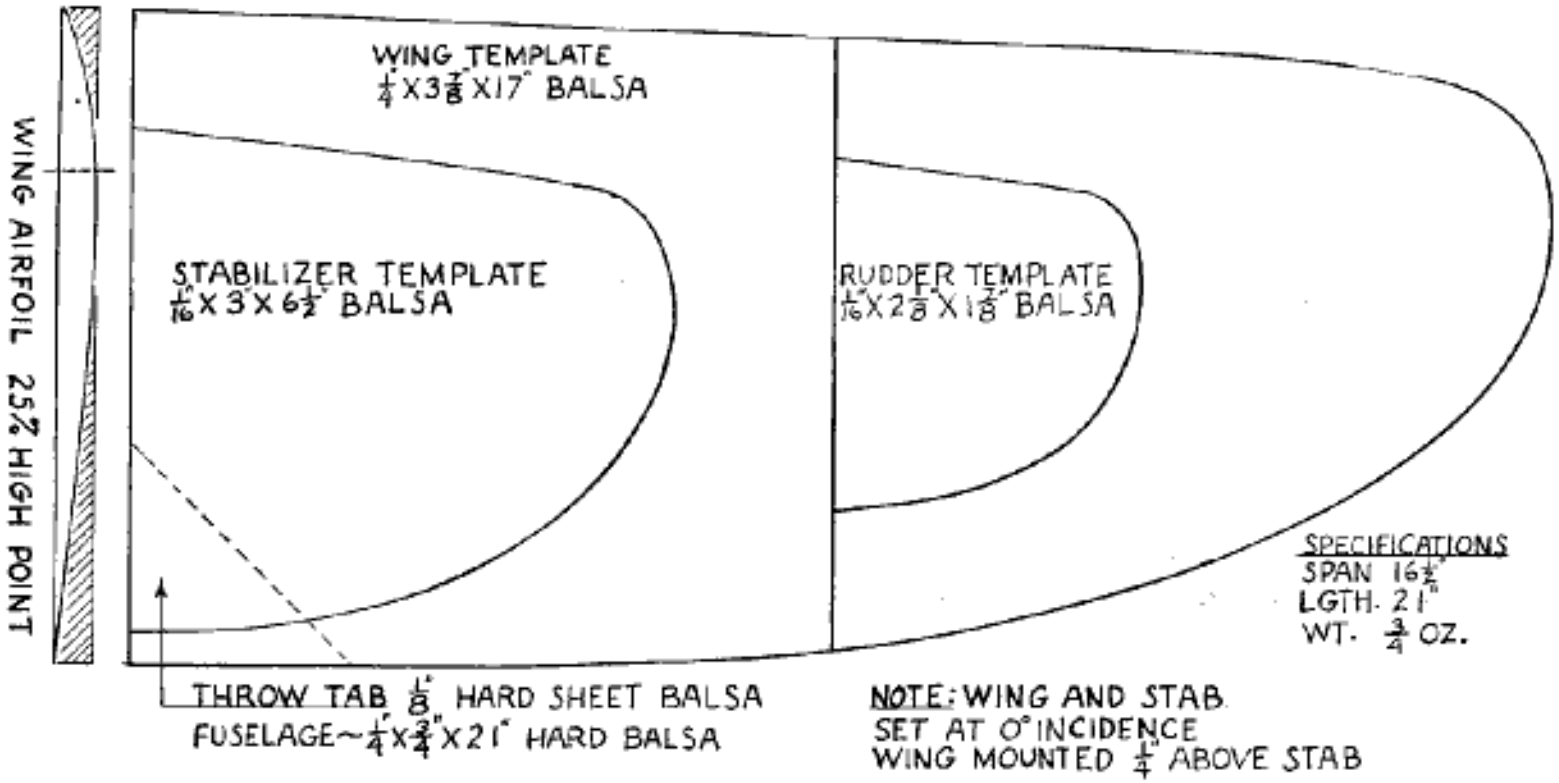


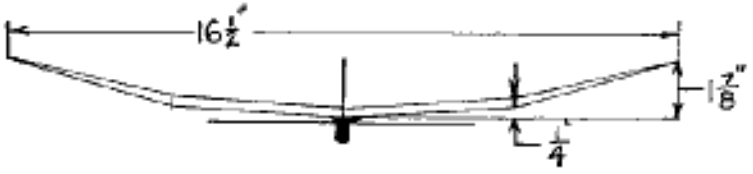


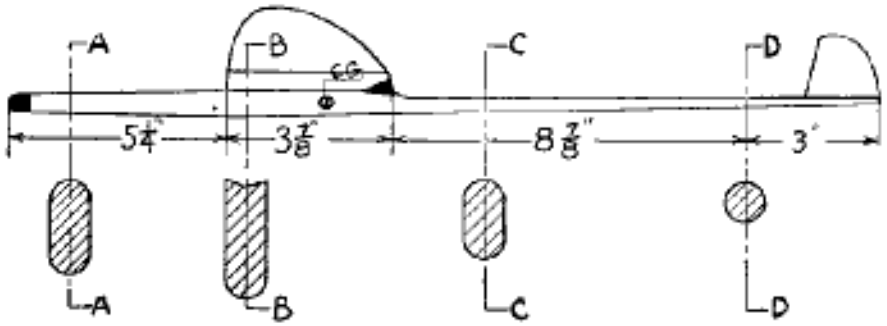


.... and an early, successful RC design that would be suitable for Classical Precision









RECORD "B POLLY" GLIDER
DESIGNED BY CARL RAMBO
BUILT BY PETE DEMOS
OAKLAND CLOUD DUSTERS

MODEL AIRPLANE NEWS • March, 1949

BONUM AVIS VOLAT (the Common Polly) from "Native Birds of NZ"

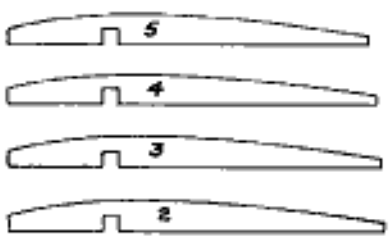
Above: *Here we have a most unusual sight, indeed. In the twilight, three Pollys, two colourful males and a drab female, approach the water's edge to drink, ever watchful for passing aeromodellers who will play with a Polly if they can catch it. The aeromodeller will hurl the Polly into the air, fetch it, and repeat the game. Pollys are rarely injured by this although they appear to dislike it and will try to fly from the aeromodeller, hiding in the long grass into which they land then keeping still and quiet. Exactly why evolution has endowed the male Polly with vivid colouration remains a mystery as this makes retrieval by the aeromodeller and further hurling almost inevitable. After a sharp decline in numbers, first noted in 1960, Pollys are making a comeback and can, with due patience, be observed on open grassland - an ironic twist of fate as this is the very environment preferred by aeromodellers.*

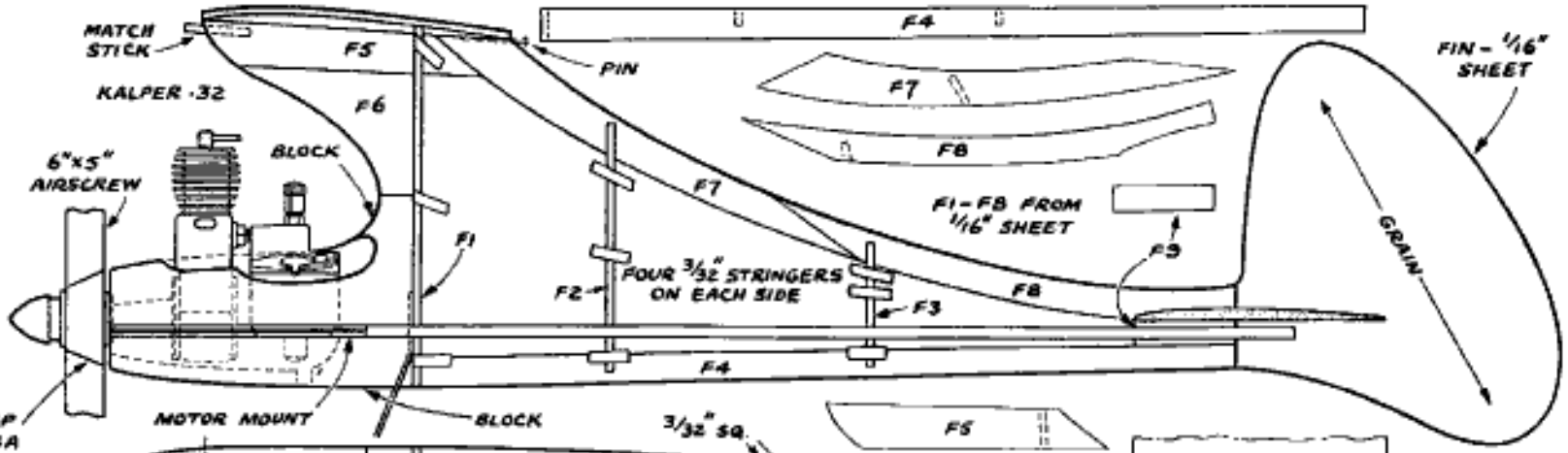
Below: *In the Piako Road area of Waikato, Pollys have evolved protective measures, using wings that fully articulate where they meet their bodies. Specialised joints enable wings to be angled almost vertically so a Polly may fall vertically to the ground, confusing the pursuing aeromodeller who expects the usual slow gliding descent. The vertical fall also gives an impression of lifelessness, causing birds of prey to discount the falling Polly as a food source.*

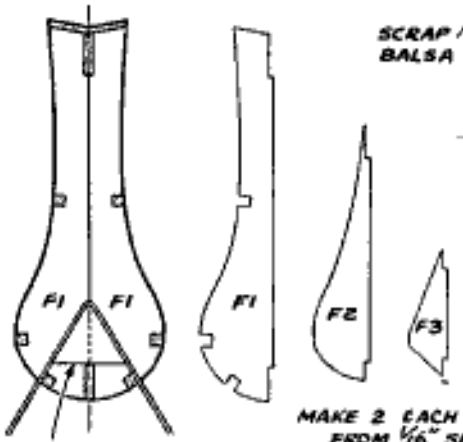
With the aid of camouflage netting, soft-soled shoes and a small brown wholemeal loaf, wildlife photographer Ranji Crumble has captured this fallen Polly in its descent mode. (Nikon D3300 f3.5 200mm 1/250 sec)

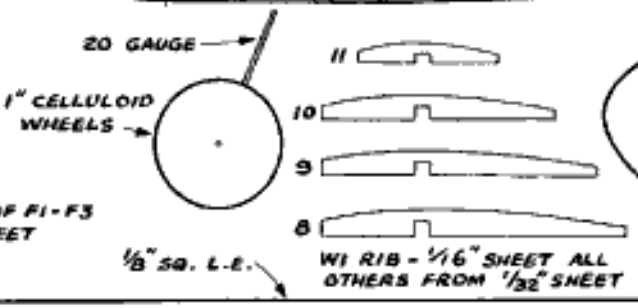
The *Polly* has been a eureka moment for my Vintage Catapault Glider flying. Previous attempts with well respected designs such as the *Vartanian* and *Papanui Tavern* gave little success. A seldom seen design by Belski was an improvement although it lacked consistent performance and its age bonus points often exceeded its flight times. Then, I saw a *Polly* flown by Kevin Barnes. It went up like a rocket, transitioned well and had a floating glide. Most of Kevin's gliders do that so I thought no more of it until he offered some advice on my CAT attempts. His praise of the *Polly* convinced me that it was what was needed. Two overweight *Pollys* were built and both flew well. The plan shows a target weight of 21g for indoor use and Kevin's example weighs 28g, so it is a credit to the design that my 48g models fly at all. *Editor*

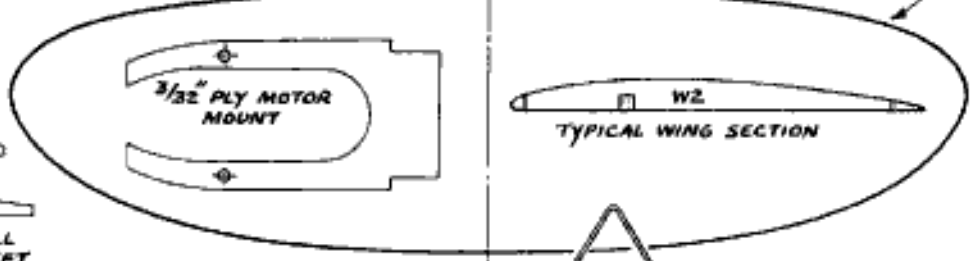
DWARF 22" wingspan 1949 Dave Hilliard

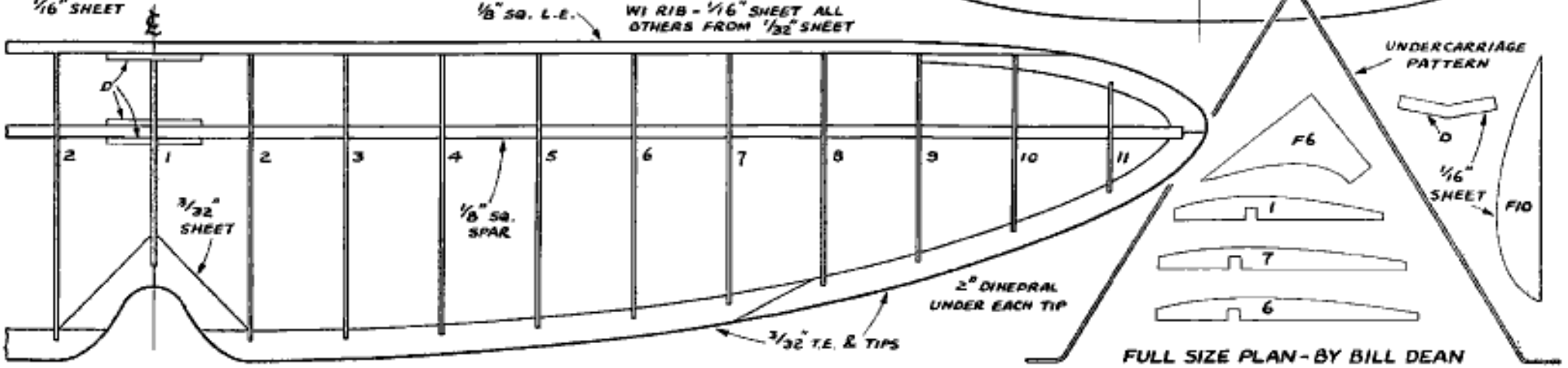












FULL SIZE PLAN - BY BILL DEAN

By 1961 the Cox Babe Bee had been selling well for four years, but a higher powered engine of the same capacity was needed for competition use. The TD.049 was the answer, and has become the most lauded Cox engine, sitting in the middle of a range of engines of similar appearance that stretches from a miniscule .010 through .020 .049 .051 .09 to .15 cubic inch .

The TD.049 fulfilled its design brief, was dominant in competition for many years, and is still a potent performer in 1/2A free flight models. It was the creation of Bill Atwood, hired by Cox specifically to produce this line of competition engines.

TD.049 (Cat #170)

While the TD range was designed to be produced on the well established and efficient Cox production line, the .049 was not merely a souped-up Babe Bee but a totally new design. Several elements contribute to the greater power of the TD range.

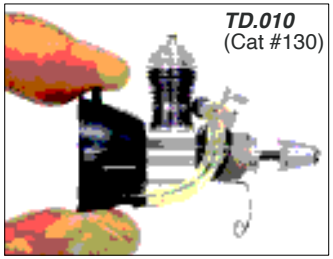
A tapered piston runs in a tapered cylinder to give tighter piston fit at TDC yet less friction throughout most of the piston travel, and a lightened piston gave less reciprocating mass. The reed-valve inductiuon of the Babe Bee had limitations at high revs so the TD was fitted with a true carburetter using peripheral fuel inlet ports in the venturi for more efficient fuel induction. TD cylinders had two deep transfer ports and two booster grooves (sometimes referred to as "side flutes") on either side of the transfer ports. Compared with the one or two ports on the Babe Bee, the TD could breathe much more efficiently. The crankshaft was precision balanced for less vibration.

The TD.049 was tested by Aeromodeller Magazine in 1962 with output power recorded as .105 bhp (78 watts) @ 22,000 rpm with a maximujm torque of 5.5 oz.in. at 18,000 rpm on 25% Nitromethane. For comparison, a modern Norvel AME .049 engine outputs .14 bhp (100 watts)@ 20,000 rpm. So the 60 year old Cox design is capable of producing 75% of the power output of a truly modern engine design - no bad at all, Mr Atwood!

In 1973 the .049's bypass porting, crankshaft timing and venturi were modified slightly and a mesh screen was added to the venturi to keep out dirt. This resulted in a minor performance improvement over the earlier versions.

TD.051 (Cat #200) The 051 is simply a Class A version of the .049 engine, of similar external appearance except for its red carb body. The bore is slightly larger and the piston has a small groove in its skirt that visually differentiates the .051 from the .049. The groove is useful for competion scrutineering and it has been suggested that the groove bled off just enough power so an .051 would exactly equal an .049 in power, obviating trim changes in free flight models. The ability of the groove to consistently perform such a task seems unlikely to this writer in light of the differences in power created by manufacturing and assembly variations.

One of the engines Cox required of Atwood was an .010. Cox had already tried to halve the size of the Pee Wee .020 but couldn't get it to run. The problem was with the tiny reed valve. Atwood found that the front rotary valve of the TD.049 worked well in the .010 size so the .010 was born along with a x2 version, the TD .020



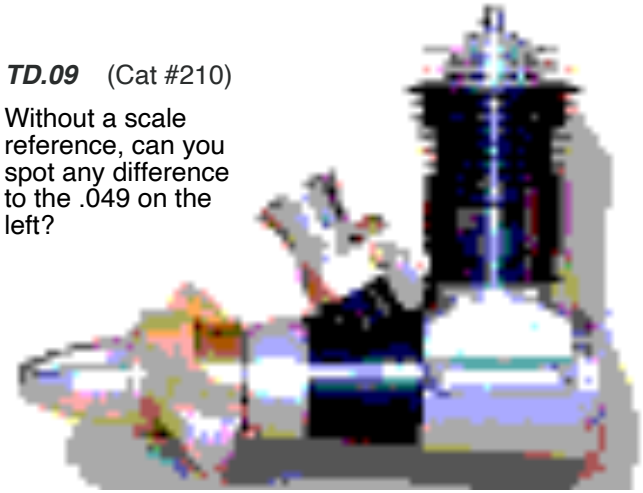
TD.010
(Cat #130)

TD.020
(Cat #160)

TD.15 (Cat #180) The original Tee Dee 15 quickly became the engine to use in FAI FF. It had much higher performance than Cox's Olympic .15, an earlier engine that had supplanted the European diesels in use at the time.

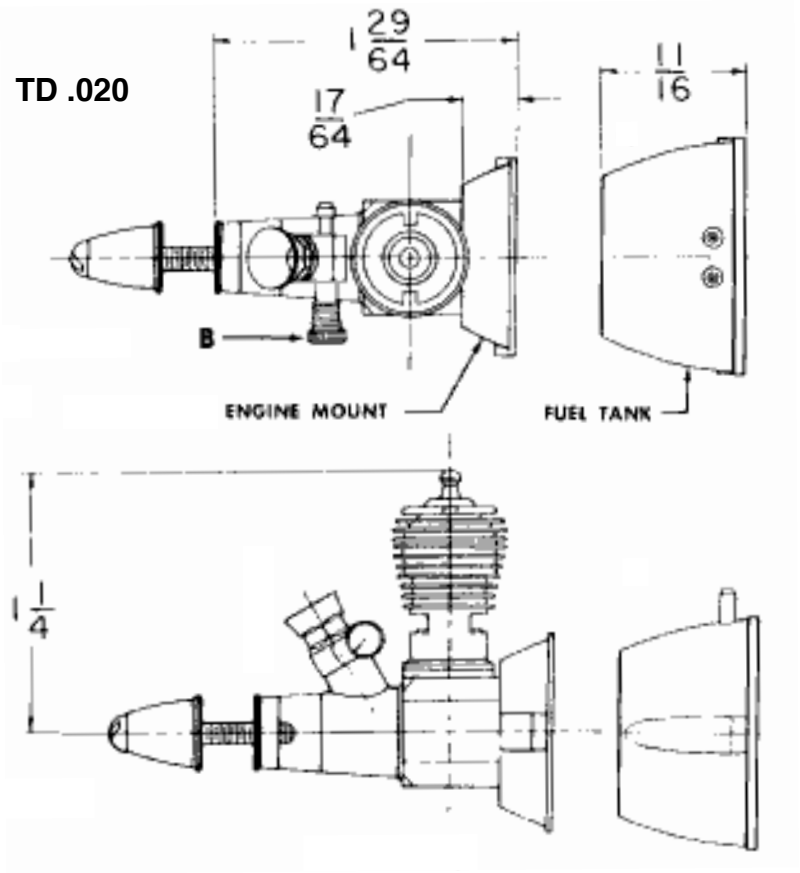
TD.09 (Cat #210)

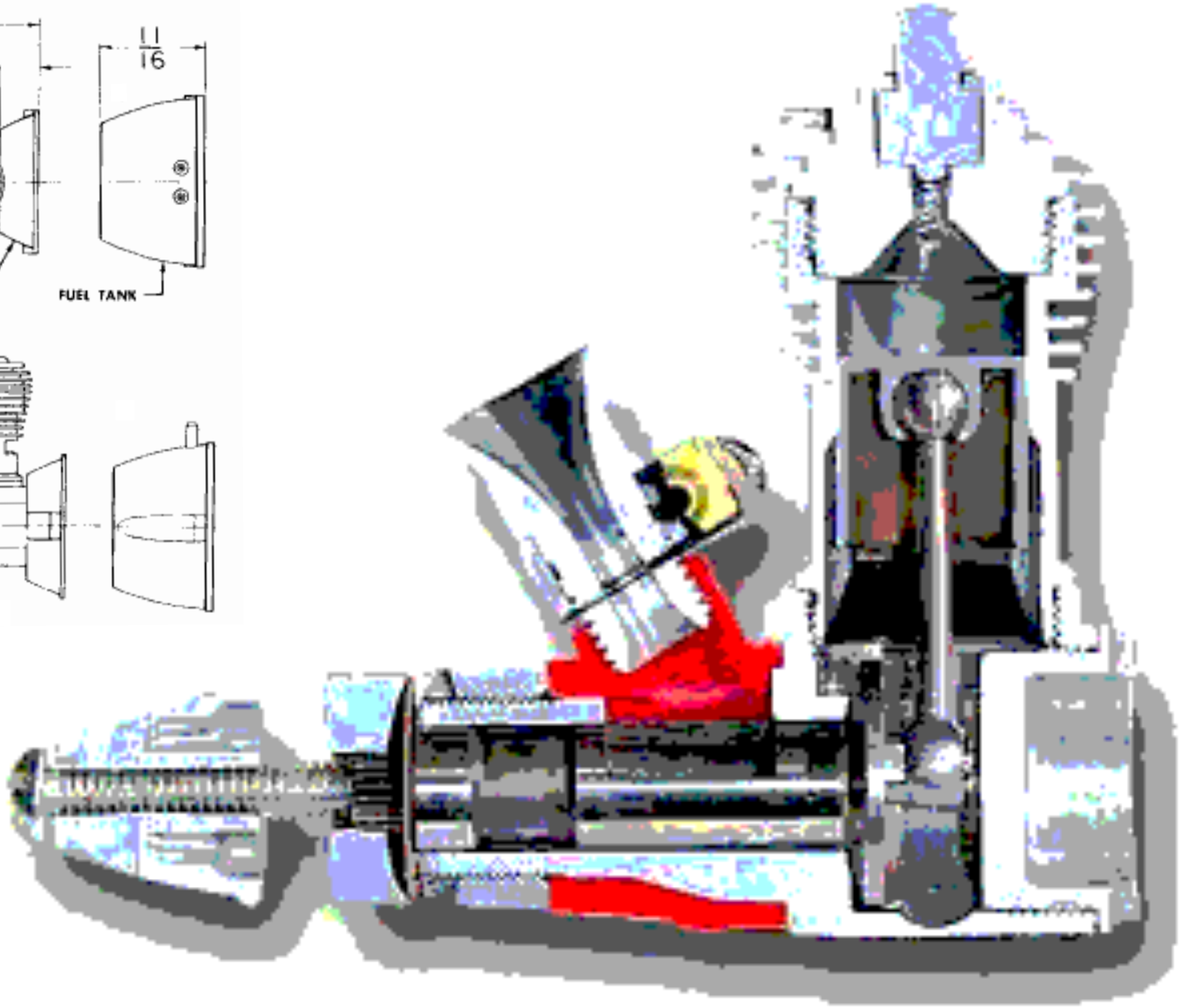
Without a scale reference, can you spot any difference to the .049 on the left?



With the advent of more powerful (if heavier in weight and price) engines of similar capacity, the Cox TDs are no longer Kings of Power, yet the TD series remains a useful, lightweight and reliable engine for small power. And why *TD*? Earlier Cox products had been sold under the name *Thimble Drome* which was abbreviated to *TeeDee* and then *TD* for this engine series.

Sectioned TEE DEE .051 Engine





Above: The .020 and the .010 came with a backplate for use with a separate tank, plus a combined tank and mount. The combined unit was handy, but prone to leaks.

1st November:

Things have been quiet here as some flying mornings have been missed due weather. Canterbury is very windy this time of year and we lost this morning to heavy rain as well. I haven't even been able to fly my new *Tomboy* in the club contest yet.

I have an old Free Flight *Pulteri* from the estate of John Selby. It was powered by a hot-looking open exhaust 2 stroke. I have finally done something with it and added electrics and RC to make a pretty useful classical model that will do Precision, E Tex and E Duration. I was surprised to find the CG way back at 90% and a strange amount of incidence per the plan. I ran it through my "Plane Geometry" software and, surprise surprise, it confirmed the plan setting exactly at my preferred stability margin.

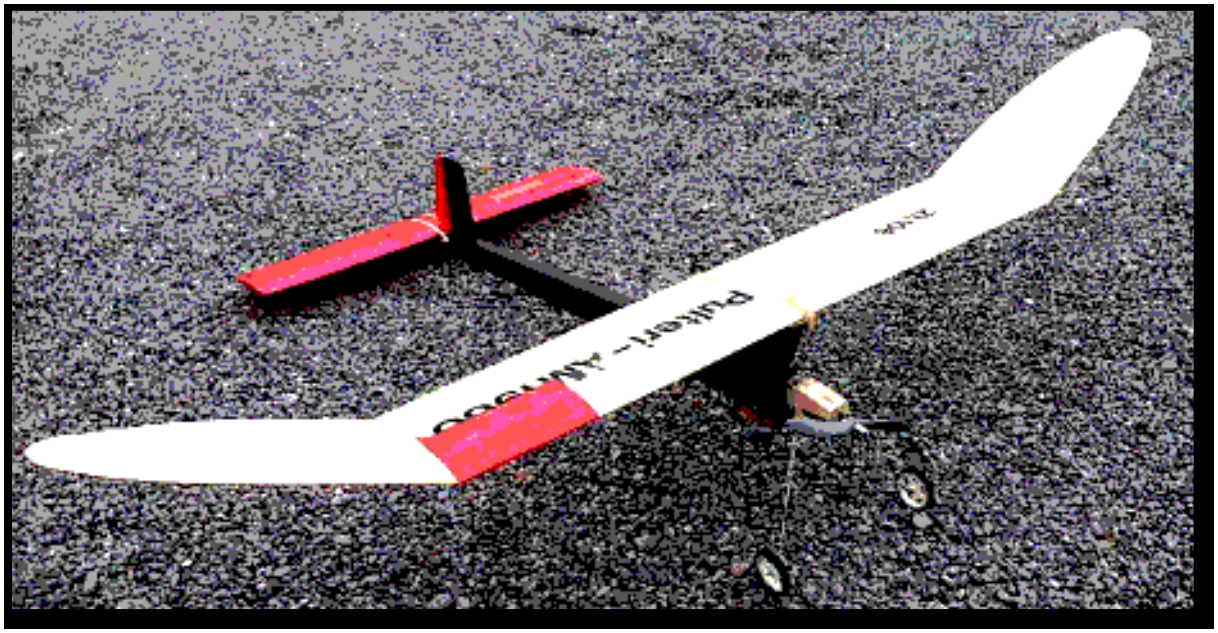
I've set it up accordingly and flown it. It is a very nice handling model and thermals beautifully, like the fine FF competition model it must have been back in the 1960s. Perhaps I will have to tidy it up a bit but it's nice to have the patina of age the way John would have flown it. The tail is recovered though, as it needed an elevator.

Update 12 Nov:

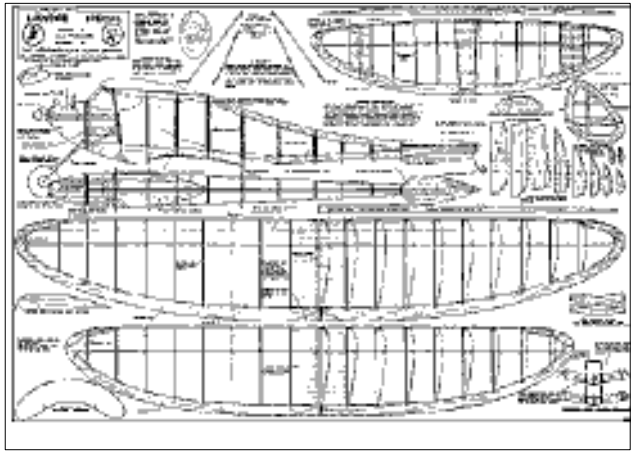
Popped out to CMAC this morning with a few club mates for a fly. Now Summer is nearly here the air is improving. I flew the Pulteri in Classical E Texaco trim for the first time at 27 3/8 ozs so used a 450 2S pack.
Flights were 22:54 and 32:16 so = 1374 + 1936 = 3310

The air was still nice around midday so I pulled out the Mills equipped Tomboy and had a go at IC Sport Cabin Texaco on the 3cc tank. The motor is running really well now thanks to DII I think (2%). Starts well and runs dead smooth at low compression and slow speed on a 9 x 5 wood. It gets close to 4 minutes engine run in the air that takes it to super high altitude. Flights were 10:40 and 10:05 secs = 1245

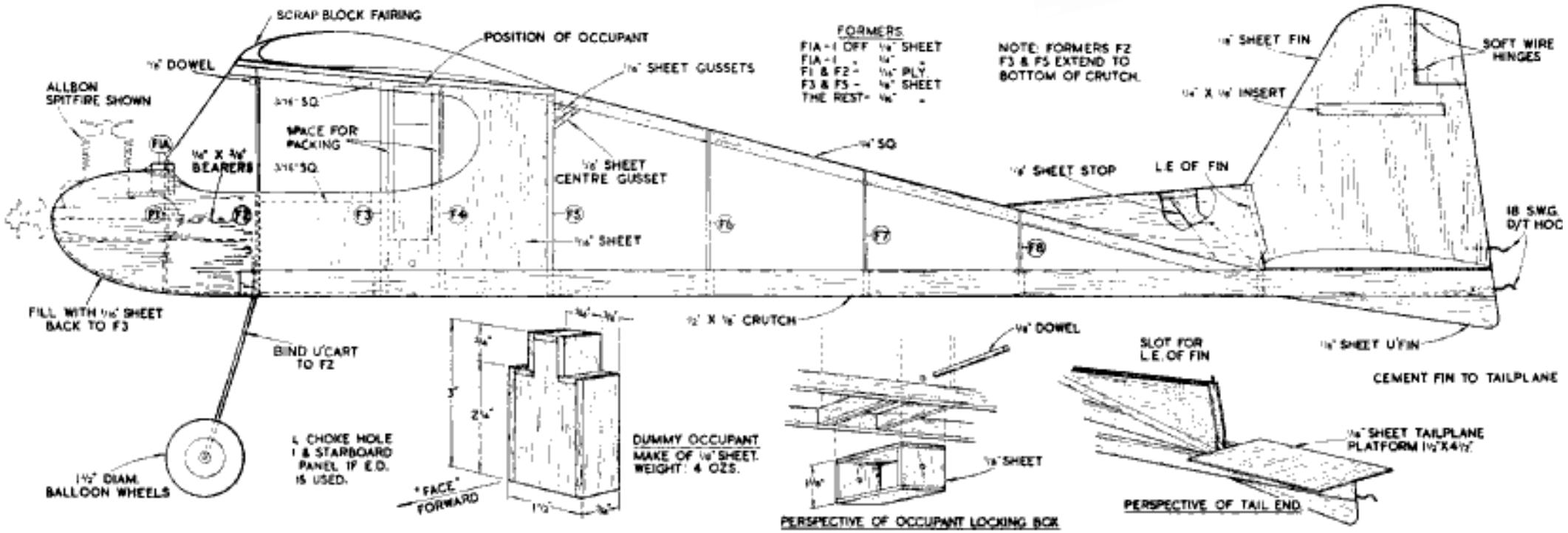
Allan

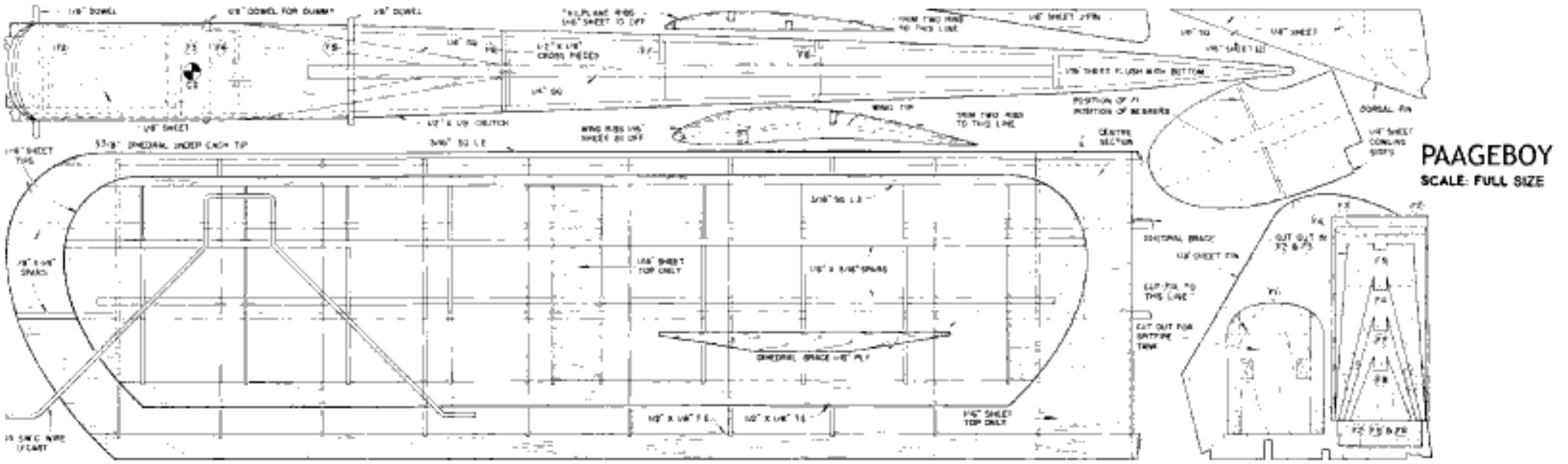


When John relocated south to Ashburton, he was able unpack models that had been in storage for some time. John reckons this one was begun about twenty years ago (how many of us have such part-completed skeletons in our closets?). John has been inspired to complete the model, a ***Ladybird Special*** by H.J.Pridmore.



Vic Smeed


SCRAP BLOCK FAIRING
POSITION OF OCCUPANT
FORMERS
FIA - 1 OFF ⅛" SHEET
FIA - 1 " "
F1 & F2 - ⅛" PLY
F3 & F5 - ⅛" SHEET
THE REST - ⅛" "
NOTE: FORMERS F2 F3 & F5 EXTEND TO BOTTOM OF CRUTCH.
⅛" DOWEL
ALLBON SPITFIRE SHOWN
⅛" SHEET GUSSETS
⅛" SHEET FIN
SOFT WIRE HINGES
¼" X ⅛" INSERT
SPACE FOR PACKING
⅛" X ⅜" BEARERS
⅛" SHEET CENTRE GUSSET
⅛" SHEET STOP
L.E. OF FIN
18 S.W.G. D/T HOOP
FILL WITH ⅛" SHEET BACK TO F3
BIND U'CART TO F2
½" X ⅛" CRUTCH
⅛" SHEET U'FIN
CEMENT FIN TO TAILPLANE
SLOT FOR L.E. OF FIN
⅛" SHEET TAILPLANE PLATFORM 1½"X4½"
1½" DIAM. BALLOON WHEELS
¼ CHOKE HOLE L & STARBOARD PANEL IF E.D. IS USED.
"FACE" FORWARD
DUMMY OCCUPANT MAKE OF ⅛" SHEET. WEIGHT: 4 OZS.
⅛" DOWEL
⅛" SHEET
PERSPECTIVE OF OCCUPANT LOCKING BOX
PERSPECTIVE OF TAIL END

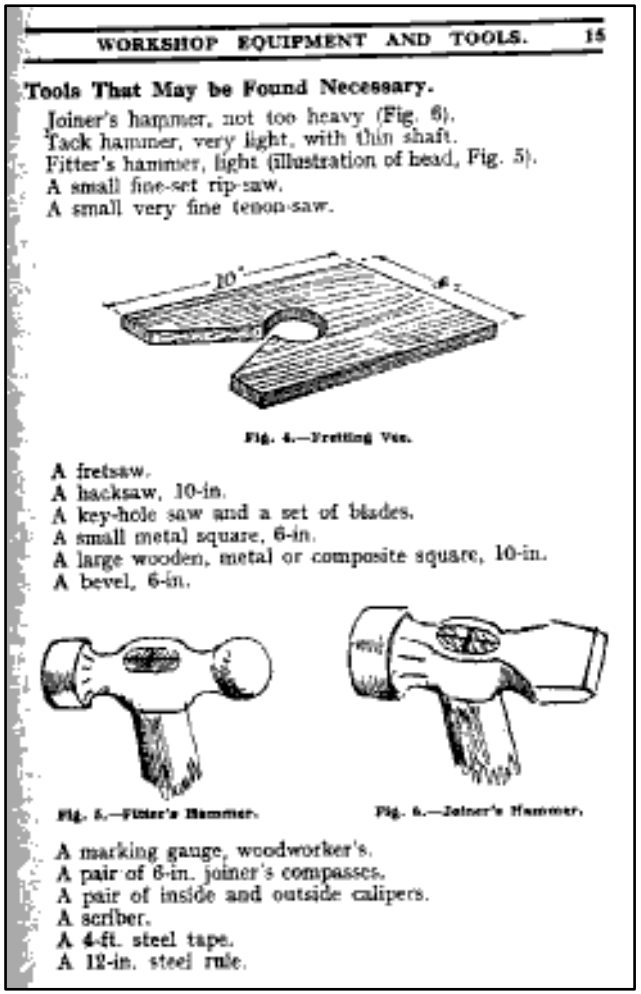

PAAGEBOY
SCALE: FULL SIZE

CONTENTS.

In his preface, author Mr Langley expresses his gratitude to a long list of builders and contributors *"without whose labour this book could never have appeared".* Good things can be expected in the following pages as those named helpers were the cognoscenti of 1930's British aeromodelling, and include Newell and Bullock, winners of the 1928 and 1929 Wakefield Cup events, Evans, Pelly Fry, van Hattum, and Knight.

Given the year of publication, only rubber powered models are covered. Other than some dated references, most of the content would be useful to today's builder. The three designs explored in detail would not be winning choices today although the basics of their construction is not so different from more modern designs. R.M.Knight's *Kinglet,* if enlarged a little, would make a very pretty Vintage Rubber entry. The plan and detailed building sketches for *Kinglet* follow.

My only criticism regards the second chapter - ten pages in which a wide range of workshop equipment and tools is presented as essential before any wood is cut. The extent of these "necessities" is such that few beginning builders would be able to assemble what they are led to believe they need. This is in line with many publications of the time, where complexity was extolled as evidence that building toy 'planes was not the childish past-time that it might first appear to be. *Editor*



WORKSHOP EQUIPMENT AND TOOLS. 15

Tools That May be Found Necessary.

Joiner's hammer, not too heavy (Fig. 6).
Tack hammer, very light, with thin shaft.
Fitter's hammer, light (illustration of head, Fig. 5).
A small fine-set rip-saw.
A small very fine tenon-saw.

Fig. 4.—Fretting Vice.

A fretsaw.
A hacksaw, 10-in.
A key-hole saw and a set of blades.
A small metal square, 6-in.
A large wooden, metal or composite square, 10-in.
A bevel, 6-in.

Fig. 5.—Fitter's Hammer. Fig. 6.—Joiner's Hammer.

A marking gauge, woodworker's.
A pair of 6-in. joiner's compasses.
A pair of inside and outside calipers.
A scriber.
A 4-ft. steel tape.
A 12-in. steel rule.

16 THE MODEL AEROPLANE MANUAL.

A joiner's 4-ft. folding rule.
A wheel brace.
A belly brace with ratchet.
Screwdrivers, large and small.
Bradawls, a few different sizes.
Twist drills and centre-bits (from 1/32nd-in. to ¼-in.).
A good pocket-knife with two blades and a handle which will not hurt your hand.
Chisels, 1¼-in. bevel edge, ½-in. and ¼-in. (Fig. 12).
Two or three paring and scooping gouges (paring Fig. 13, scooping Fig. 14).
Planes, a jack, and a small metal block plane, Stanley No. 220 (Fig. 7), 6-in.

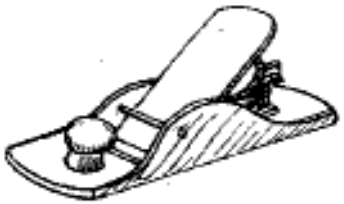


Fig. 7.—Small Iron Plane.

Six small cramps (Fig. 11).
About half a dozen small needle files.
A glue-pot.
About half a dozen 8-10-in. files, flat-round, half-round, square, triangular, etc.
Three wood rasps, flat-round and half-round, smooth and 8 ins. long.
A few handles for files and rasps.
A pair of fairly strong scissors, a pair of metal snips.
About half a dozen pairs of pliers of assorted sizes and types, namely, ordinary flat-nosed, round-nosed, pointed, and pincer-headed for cutting fine wire; none of these need be very large, about 3½ to 4 ins.
A pair of music-wire cutters, with replaceable blades, would be very helpful, and a pair of strong flat pliers for strenuous occasions.

Just *some* of the suggested tools!

WORKSHOP EQUIPMENT AND TOOLS. 17

A small soldering bolt.
An oil-stone, a gouge slip and a mechanical grinding wheel, hand operated.
A centre-punch, a vee-block and perhaps a small micrometer, and a standard wire-gauge.
Then there are a few drawing instruments, large compasses, spring bows and dividers, a protractor, a scale or two, a 45° and 60° set-square and a few curves, a tee-square and a drawing-board.

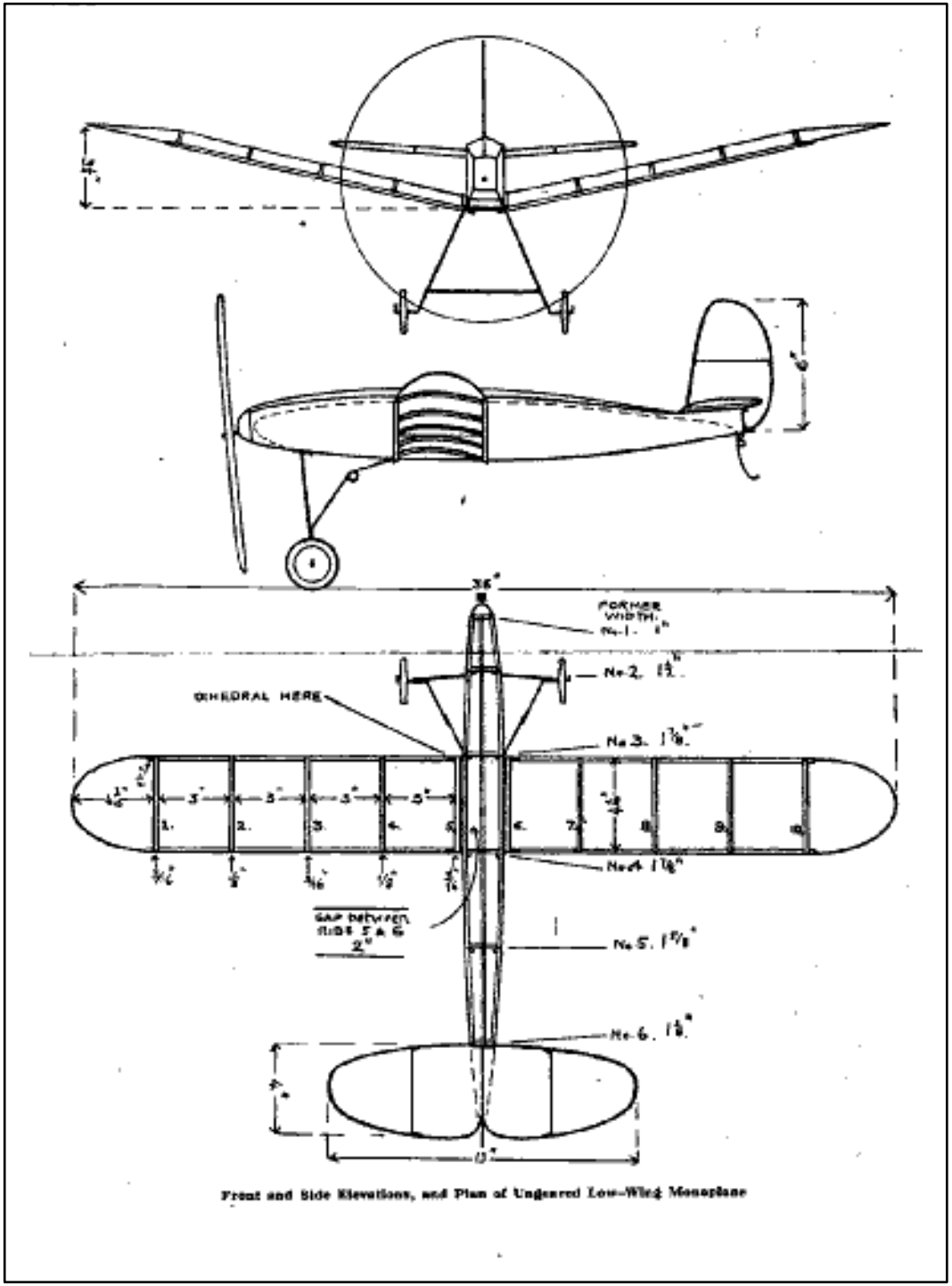
The foregoing list of tools, etc., if bought right out and new would cost a good deal, but if accumulated over a year or two do not seem to cost so very much. With these tools and equipment almost any type of model aeroplane can be made from the usual sorts of aeroplane material.

Figs. 8, 9, and 10.
Types of Piercing Tools and Diamond Point Drill.

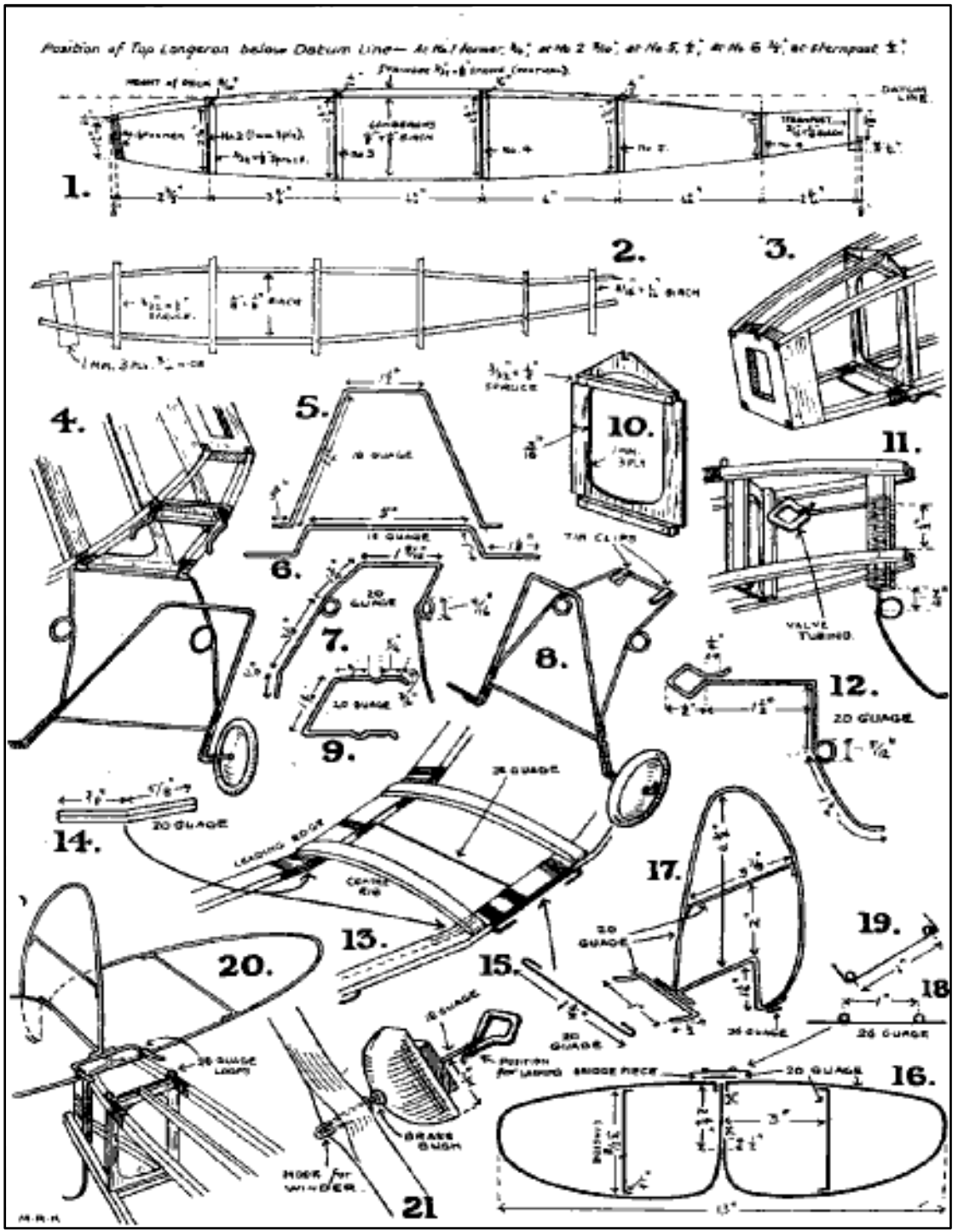
Extra Tools.

Many other handy tools can be devised, such as small bradawls, from different gauges of piano wire, drills from the same material. These last are done by cutting off the required length and softening in a flame and shaping to whatever type of point may be wanted, such as those illustrated, greatly enlarged, in Figs. 8, 9 and 10; Fig. 8 being a piercing point to make fine holes in thin sheet metal, paper, etc., Fig. 9 being a chisel point chiefly useful for piercing holes in wood,

KINGLET 1933 R.M.KNIGHT



Front and Side Elevations, and Plan of Ungeared Low-Wing Monoplane



RC Top 10 Leader Boards 2020

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

The top 10 scores are updated throughout the year, just prior to each issue of AVANZ News. The Leader Boards run for each calendar year, after which they are cleared and started afresh. However, the record for each class is maintained over time, and shown in blue italics with the year in which it was set.

Congratulations to all who have posted the seventeen new scores, which are shown in red. Special congratulations to the two new record holders – Don Mossop in Vintage E Duration, and Alan Knox in both Classical E Texaco and Sport Cabin Texaco IC.

Please email me if you spot any errors or omissions.

Wayne Cartwright
rwcartwright4@gmail.com

Precision Classes

Vintage Precision

Record: B Russell (2020)		*600 + 200 + 200*
1.	B Russell	600 + 200 + 200
2.	B Robinson	600 + 200 + 199
3.	S McCurrie	600 + 200
4.	B Treloar	600 + 199
5.	B Hall	600 + 199
6.	A Knox	600 + 198
7.	D Crook	600 + 198
8.	D Mossop	600 + 197
9.	T Gribble	600 + 196
10.	J Bradbury	600 + 196

Classical Precision

Record: B Harris (2016)		*598*
1.	G Fulton	596
2.	D Mossop	585
3.	B Russell	571
4.	D Gush	544
5.	J Butcher	533
6.	T Gribble	527
7.	D Thornley	461

Duration Classes

Vintage IC Duration

Record: S. Cox (2019)		*780 + 500 + 391*
1.	A Knox	780 + 361
2.	S Grant	770
3.	B Treloar	764
4.	D Thornley	746
5.	B Scott	741
6.	T Beaumont	685
7.	S McCurrie	671
8.	D Gush	639
9.	W Elley	635
10.	T Beaumont	556

Vintage E Duration

Record: D Mossop (2020)		*960 + 610*
1.	D Mossop	960 + 610
2.	S Nicholas	960 + 330
3.	B Russell	960 + 318
4.	J Shorer	944
5.	B Robinson	938
6.	G Fulton	897
7.	A Knox	855
8.	P Townsend	821
9.	S Hubbard	819
10.	R Nimmo	810

Classical IC Duration

Record: D Thornley (2017)		*900 + 600*
1.	B Scott	945
2.	D Thornley	558

Classical E Duration

Record: W Cartwright (2018) and B Russell (2019)		*900 + 600*
1.	D Gush	900 + 371
2.	B Russell	900 + 352
3.	W Cartwright	887
4.	P Townsend	879
5.	B Robinson	851
6.	P Townsend	760
7.	S Nicholas	745
8.	D Mossop	419
9.	J Butcher	114

Texaco Classes

Vintage 1/2A Texaco

Record: A Knox (2018)		*1500 + 1833*
1.	A Knox	1971
2.	J Butcher	1498
3.	B Scott	1490
4.	J Ryan	1400
5.	W Cartwright	1182
6.	D Little	559

Vintage A Texaco

Record: A Knox (2018)		*1860 + 1870*
1.	B Scott	1860
2.	B Treloar	1852
3.	S Cox	1848

4.	G Knapp	1703
5.	A Knox	1568
6.	S McCurrie	1567
7.	R Anderson	1563
8.	I Munro	1502
9.	B Russell	1428
10.	J Butcher	1235

Vintage Open Texaco

Record: B Treloar (2018)		*1840 + 1703*
1.	B Treloar	1840 + 782
2.	B Scott	1840
3.	S Cox	1830
4.	T Glogau	1750
5.	A Knox	1657
6.	I Munro	1529
7.	B Russell	1264
8.	J Butcher	1045
9.	T Beaumont	917

Vintage 1/2E Texaco

Record: P Townsend (2020)		*3689*
1.	P Townsend	3689
2.	W Cartwright	2138
3.	A Knox	2044
4.	B Scott	1980
5.	B Russell	1745
6.	K Fisher	1597
7.	B Robinson	1514
8.	S Grant	1365
9.	L Rodway	878
10.	T Gribble	636

Classical 1/2E Texaco

Record: D Crook (2020)		*2774*
1.	D Crook	2774
2.	P Townsend	2310
3.	B Scott	1946
4.	T Gribble	1792
5.	W Cartwright	1339

Vintage E Texaco

Record: A Knox (2020)		*3000*
1.	A Knox	3000
2.	D Crook	2535
3.	W Cartwright	2337
4.	D Mossop	2160
5.	K Fisher	1965
6.	B Russell	1507
7.	G Fulton	1322
8.	D Baunton	1099
9.	T Gribble	700

Classical E Texaco

Record: A Knox (2020)		*3310*
1.	A Knox	3310
2.	W Cartwright	2366
3.	D Gush	2186
4.	P Townsend	2106
5.	D Mossop	1855
6.	J Butcher	1674
7.	K Fisher	1616
8.	T Gribble	1477
9.	B Russell	1418
10.	G Fulton	867

Vintage E Rubber Texaco

Record: B Russell (2019):		*5685*
1.	P Townsend	4744
2.	K Fisher	4712
3.	D Gush	4272
4.	A Knox	4203
5.	D Mossop	3900
6.	J Butcher	3757
7.	W Cartwright	3555
8.	D Crook	3337
9.	B Russell	2702
10.	D Baunton	2832

Sport Cabin Texaco IC

Record: A Knox (2020)		*1245*
1.	A Knox	1245
2.	S McCurrie	1122
3.	B Scott	633

Sport Cabin Texaco E

Record: K Trillo (2019)		*4457*
1.	P Townsend	2996
2.	D Gush	2873
3.	J Butcher	2777
4.	K Fisher	2636
5.	T Gribble	1819
6.	K Trillo	1705
7.	G Fulton	958
8.	B Russell	696
9.	D Crook	552

Vintage and Classical Scale Texaco

Record: A Knox (2020)		*1680 + 786*
1.	A Knox	1680 +786

Tomboy IC

Record: R Anderson (2015)		*1432*
1.	B Scott	441

Tomboy E

Record: P Townsend (2020)		*3368*
1.	P Townsend	3368
2.	D Gush	2873
3.	J Butcher	1927
4.	K Trillo	1200

Vintage Precision
B Russell

Classical Precision
G Fulton

Vintage IC Duration
A Knox

Vintage E Duration
D Mossop

Classical IC Duration
B Scott

Classical E Duration
D Gush

Vintage A Texaco
B Scott

Vintage Open Texaco
B Treloar

Vintage 1/2E Texaco
P Townsend

Classical 1/2E Texaco
D Crook

Vintage E Texaco
A Knox

Classical E Texaco
A Knox

Vintage E Rubber Texaco
P Townsend

Sport Cabin Texaco IC
A Knox

Sport Cabin Texaco E
P Townsend

Vint and Cl Scale Texaco
A Knox

Tomboy IC
B Scott

Tomboy E
P Townsend

Vintage 1/2A Texaco
A Knox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"THE ONLY MAGAZINE DEVOTED EXCLUSIVELY TO EXPERIMENTAL AVIATION"

When drones (the aeromodelling justification for this item) disturbed the Royal Repose, HRH decided on direct action, sharpening Her aim at the Royal Swan Enclosure. Advice from long-suffering Major Jimmie Cosworth was unnecessary, but he was put to good use, holding the Ancestral Brolly to ward falling Swans off the Royal Shooting Bonnet.

NZ Icon #181

The BEE HIVE

The Beehive is the common name for the Executive Wing of New Zealand Parliament Buildings, located in Wellington. Its shape is reminiscent of a skep, the traditional woven straw beehive favoured by cartoonists. The building is registered as a Category I building by Heritage NZ. Construction began in 1969 and was completed in 1981. Since 1979 the building has housed the offices of the Prime Minister and "Beehive" has become a synonym for the NZ Government.

New to 1/2A Texaco? Want to fly the event at the next Nationals but your engine is not up to it? I have two 1/2A Texaco engines to donate to potential fliers. These engines have been refurbished from parts, either new or from donor engines and have been tuned for reliable running on large propellors. They would suit models of up to 300 square inches and 17 ounces. To be in a draw for an engine, just email the Editor (see pg 1) with details of the design you intend to build. Draws will be made in two weeks. I am interested in obtaining unwanted Cox engines to repeat this process. *Bernard Scott*