

# AVANZ



# NEWS

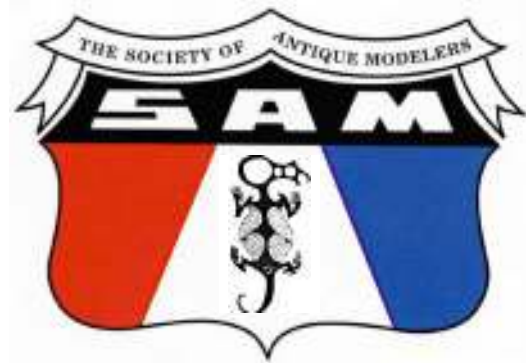
Newsletter of the Vintage Special Interest Group of Model Flying New Zealand #187



### ***We choose to go to the Nationals***

*We choose to go to the Nationals this year not because it is easy, but because it is hard; because that goal will serve to organize and measure the best of our energies and skills, because that challenge is one that we are willing to accept, one we are unwilling to postpone, and one we intend to win.*

# COMMITTEE NOTICES



## In this Issue

### Committee Notes

### Future Events

### Past Events

### Open Texaco Fuel

### Aeroflyte

- Hustler

### Tips

### Vintage Power

- French 1937

- Wedgy 1940

- Triangle 1938

### Readers' Models

- Allan Knox

- Peter Townsend

- Christchurch MAC

- Roy Gunner

- Bruce Bonner

- Lynn Rodway

- HMAC

### Real Vintage

### Free Flight Dreaming

### Vintage Glider

- Thunder King

### Vintage Rubber

- Valkyrie 1938

### Cover Stories

### For Sale

### Miscellaneous

## Nationals 2022

The MFNZ council, with the support of the Chair of all SIGs has indicated that the Nationals will proceed. Unless the situation changes radically, the Carterton area will remain in Orange.

The COVID precautions include:

- On registration, flyers will need to show their Vaccine Pass
- Use QR codes wherever they are located
- On Registration, flyers will be given a wristband to indicate they are double- vaccinated
- Please go to HQ and get verified that you are double-vaccinated prior to coming to the flying site
- Indoors, the use of a face mask is necessary. It is also recommended that a mask be worn at all times, as is practicable
- QR codes and signage will be made available at each flying site.
- Visitors to the various flying sites are inevitable – while signage should indicate that they will need to be double-vaccinated to enter, please direct them to the CD who will record details and check their Vaccine Passes as appropriate.

## Proposal to Combine Vintage and Classical Classes

Voting closed on Nov 16<sup>th</sup>. There was 78% support for change, barely above the required 75% threshold. Given that there was a relatively small number of respondents, the closeness of the vote, and that new information became evident during the process, the decision was made to reject this proposal at this time. That is, we will operate all Vintage and Classical classes as per our current rules.

## Proposal to Change rules to apply Age Bonuses to RC classes:

Voting closed on Dec 4<sup>th</sup>. There was a greater number of respondents to this proposal (30), with 80% in favour and 20% rejecting the proposal. Therefore, the rules for scoring will be amended as per the wording of the proposal. Where applicable, age bonuses will apply only up to the particular flight time maximum. This Proposal will be put to MFNZ Council to be ratified and, if approved, the new rules will be used at the Nationals 2022.

*More from the Committee on page 3 ....*

**Contributors:** Wayne Cartwright Allan Knox Peter Townsend Lynn Rodway Keith Turner Stew Cox

**On the Cover:** "Moon speech" by Theodore Sorensen, written for President JFK in 1961 and here adapted as inspiration for the somewhat lesser journey to the Nationals.

**Logo:** Petroglyph of a New Zealand Taniwha - see Miscellaneous page.

**SIG CHAIRMAN** Don Mossop donmossop@gmail.com  
**SIG SECRETARY** Don Mossop donmossop@gmail.com  
**MFNZ COLUMN** W Cartwright and D Crook chloecat@xtra.co.nz  
**COMMITTEE** Wayne Cartwright rwcartwright4@gmail.com  
Bryan Treloar bryan\_treloar@hotmail.com  
Peter Townsend petert2@hotmail.com  
Barrie Russell barrierussell@xtra.co.nz

**TREASURER** Jan Butcher jjbutcher@xtra.co.nz  
**AVANZ PLANS** Mark Venter avanz.plans@xtra.co.nz  
**AVANZ News** Bernard Scott scott.scott@xtra.co.nz  
Tony Gribble agrib@orcon.net.nz  
Warner Summerton gsumm@gmail.com  
Allan Knox allan.j.knox@gmail.com

## NATIONALS

On-line registration is available on the MFNZ website. Entry statistics can be accessed using this process: MFNZ website / Events Schedule [here](#) / 2022 74th Nationals (top) / drop-down menu / 2nd drop-down menu / 74th Nationals entry information - click "Entry Stats" at the bottom of the page.

## TROPHIES

Ensure trophies being returned are engraved and cleaned. Should Decrepitus (the God of arthritis and other things Vintage) smile upon you at the National and bless you with one or more trophies (but you are leaving before prize-giving) please collect your spoils before you depart. Certificates, but not trophies, will be entrusted to NZ Post.

## VINTAGE FF CD Nationals Day 4

Health issues mean Stew Cox is unavailable to CD Vintage FF Precision and Classic Combined on the morning of 6th January. A replacement CD is required for these two events to proceed. Contact the Editor immediately if you can fill this 1/2-day role. If the position is unfilled by 19th December the events for Day 4 will not be flown. If you are intending to fly either of these Day 4 events you can be individually advised on whether these events are on *if you register by email with the Editor* who will send notifications on 20th December.

## ERROR CORRECTION

It has been accepted practice that specialist, extremely powerful engines such as those intended for F1C and Pylon Racing have no place on Vintage FF Power designs. When the rules were last reformatted, the sentence that excluded these engines was unintentionally omitted. To rectify this, Rule 6.2.1 will be remedied by re-inserting the sentence: "Extreme performance engines are not acceptable. Examples include, but are not limited to, engines for F1C, Pylon and Control Line racing. If the legality of an engine is in doubt, the Vintage Committee will make a judgment on whether it can be used".

## ELECTRIC FF

When the option of electric power in Vintage Free Flight events was introduced, it was with the proviso that the stated battery and motor run limits were provisional until local experience had been gained. Comment from those who have experimented with electric power for Vintage Free Flight competition is invited - send to the Editor.

## FUTURE EVENTS

|                |      |                      |
|----------------|------|----------------------|
| December       | 2021 | No contest flying    |
| January 03-07  | 2022 | Nationals, Carterton |
| February 26-27 | 2022 | Airsail MAC          |
| March 12-13    | 2022 | Awatoto (TBC)        |
| April 09-10    | 2022 | Thames Blackfeet     |
| May 21-22      | 2022 | Tuakau MAC           |

## NATIONALS REPORTING

The Vintage SIG does not employ reporters to cover events. Any observations, comments, and reports of Nationals activities will come from the fliers themselves, that is ... *you*.

Sharpen your Cub Reporter Crayon and share your Nationals experiences.

No reports = No reports.

# 2022 NATIONALS - Vintage Programme



DON'T  
OVERLOOK  
THIS BIT...



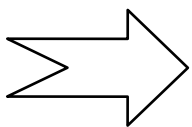
...RIGHT  
DOWN  
HERE...



...AT THE  
BOTTOM..



...ALMOST  
THERE...



|       |                                   |     |                     |                      |
|-------|-----------------------------------|-----|---------------------|----------------------|
| FFV01 | FF Vintage Power                  | FF  | Mon Jan 3 - 7:00 am | Mon Jan 3 - 12:00 pm |
| FFV02 | FF Vintage Rubber                 | FF  | Mon Jan 3 - 7:00 am | Mon Jan 3 - 12:00 pm |
| RCV02 | RC Classical Precision            | RC3 | Mon Jan 3 - 9:00 am | Mon Jan 3 - 5:00 pm  |
| RCV16 | RC Vintage Precision              | RC3 | Mon Jan 3 - 9:00 am | Mon Jan 3 - 5:00 pm  |
| RCV03 | RC Vintage IC Duration            | RC3 | Mon Jan 3 - 9:00 am | Mon Jan 3 - 5:00 pm  |
| RCV14 | RC Classical IC Duration          | RC3 | Mon Jan 3 - 9:00 am | Mon Jan 3 - 5:00 pm  |
| RCV06 | RC Vintage 1/2 A Texaco           | RC3 | Tue Jan 4 - 9:00 am | Tue Jan 4 - 5:00 pm  |
| RCV04 | RC Classical E Texaco             | RC3 | Tue Jan 4 - 9:00 am | Tue Jan 4 - 5:00 pm  |
| RCV05 | RC Classical 1/2 E Texaco         | RC3 | Tue Jan 4 - 9:00 am | Tue Jan 4 - 5:00 pm  |
| RCV07 | RC Vintage E Duration             | RC3 | Tue Jan 4 - 9:00 am | Tue Jan 4 - 5:00 pm  |
| RCV11 | RC Sport Cabin E Texaco           | RC3 | Wed Jan 5 - 9:00 am | Wed Jan 5 - 5:00 pm  |
| RCV15 | RC Classical E Duration           | RC3 | Wed Jan 5 - 9:00 am | Wed Jan 5 - 5:00 pm  |
| RCV13 | RC Vintage E Texaco               | RC3 | Wed Jan 5 - 9:00 am | Wed Jan 5 - 5:00 pm  |
| RCV01 | RC Vintage A Texaco               | RC3 | Wed Jan 5 - 9:00 am | Wed Jan 5 - 5:00 pm  |
| FFV03 | FF Vintage Precision              | FF  | Thu Jan 6 - 7:00 am | Thu Jan 6 - 12:00 pm |
| FFV07 | FF Classic Combined               | FF  | Thu Jan 6 - 7:00 am | Thu Jan 6 - 12:00 pm |
| RCV12 | RC Vintage Open Texaco            | RC3 | Thu Jan 6 - 9:00 am | Thu Jan 6 - 5:00 pm  |
| RCV08 | RC Vintage 1/2 E Texaco           | RC3 | Thu Jan 6 - 9:00 am | Thu Jan 6 - 5:00 pm  |
| RCV09 | RC Vintage E Rubber Texaco        | RC3 | Thu Jan 6 - 9:00 am | Thu Jan 6 - 5:00 pm  |
|       | Vintage Rain Date                 | RC3 | Fri Jan 7 - 9:00 am | Fri Jan 7 - 12:00 pm |
|       | SIG AGM Vintage AGM & Prizegiving | VCC | Fri Jan 7 - 2:30 pm | Fri Jan 7 - 3:30 pm  |

**FFV03 and FFV07** are conditional on Day 4 FF CD position being filled by 19th December.

**Vintage AGM** Monday 3rd at 2:30.

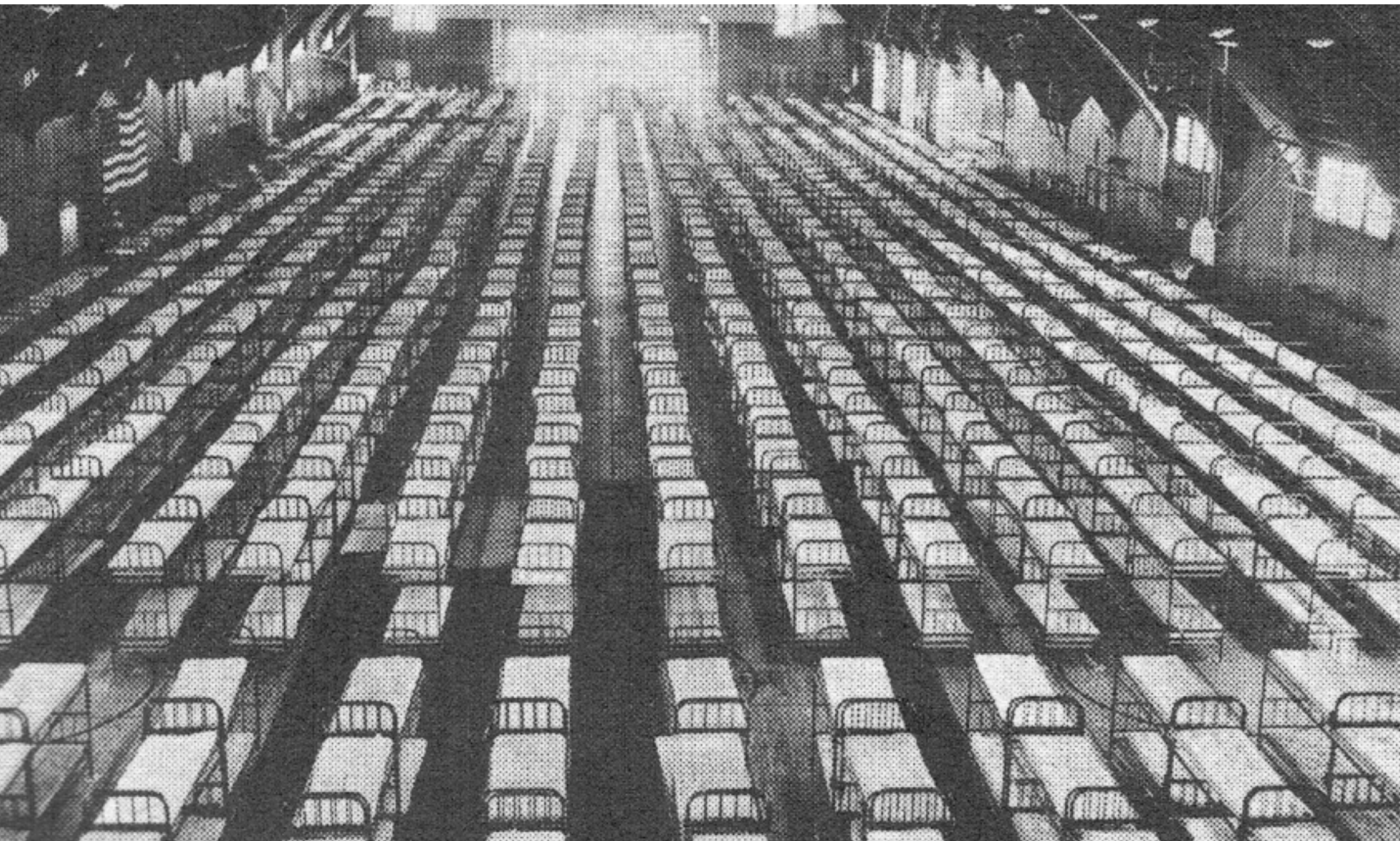
**BBQ** Monday 3rd starting at 5:45pm near the Hall at HQ,

**Vintage Prize-giving** Friday 7th at 2:30pm in the Vintage Car Clubrooms.

**Aggregate (aka Aggy)** 8pm Monday 3rd. (Straight after the BBQ - most timely for fliers!!)

## ***BOOKED YOUR ACCOMODATION FOR THE NATIONALS ?***

Sleeping accomodation for male contestants at the 1958 USA Nationals. Each of those units is a double bunk - quite a mission to find your way back to your bunk after a midnight pee. Lodging and food were provided by the US Navy and the AMA.



# John Selby Memorial Vintage Event, Levin 9 October 2021

Report and photographs by Stew Cox

With the region in Level 2, we were very lucky to be able to fly this event, albeit needing to postpone from the original late September date due to a combination of bad weather and cattle getting in and damaging the strip. The BBQ was the only COVID casualty.

We arrived on Saturday 9 October to find the wind as forecast averaging about 15 km/hr with some significant gusts, but forecast to drop from the middle of the day. Fortunately it was blowing pretty much down the strip which had been repaired with a large commercial roller. However, the extent of the phenomenal Spring growth was a surprise but Ivan and Linda from the Levin Club had come down to make sure all was well. Ivan quickly had the strip and pits cut to provide an ideal surface that was appreciated by all – thanks Ivan!

There was a good turnout with five clubs represented by 13 attendees including two from the Hawkes Bay – thanks for supporting these Levin events guys and helping to keep them going. Not everyone flew competition flights due to either weather, being happy to simply sport fly or in one case some unfortunate minor damage on a test flight. Quite a bit of Vintage sport flying was done with a variety of models flown that weren't flown in the competition, very much in the spirit of the Levin Vintage meetings.

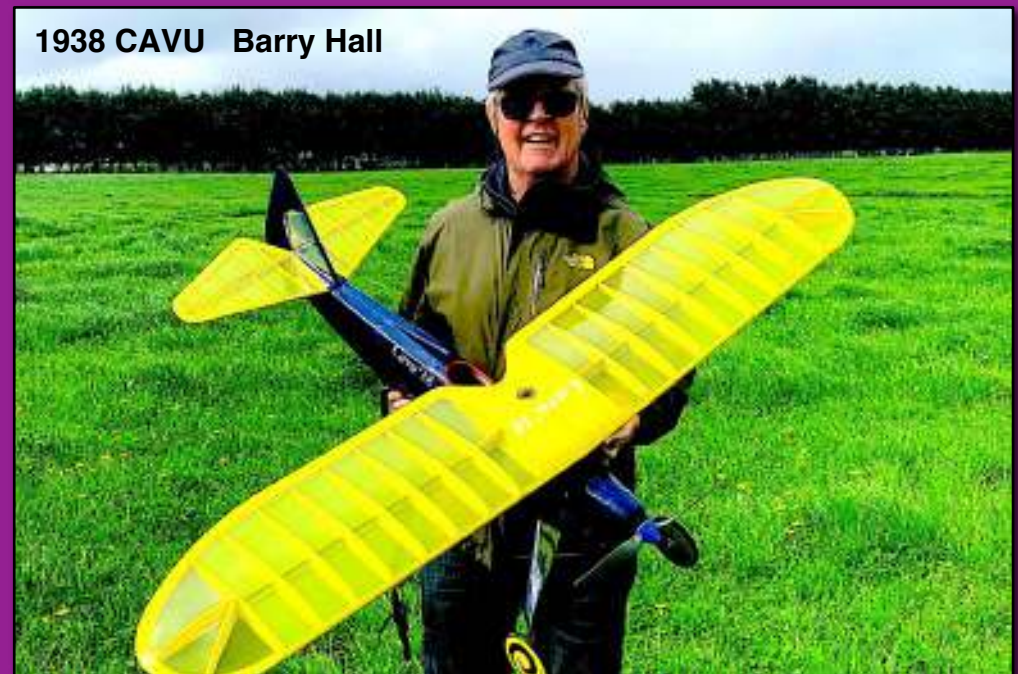
While there were a number of early test and sport flights that confirmed the conditions were quite flyable, many were happy to mix and chat through the morning, simply happy to be there and out of the recent lockdown. Most then had an early lunch and got stuck into flying, trusting the weather forecast which delivered. While the average windspeed took a while to drop, the gustiness abated after lunch, the sun came out and we had a very pleasant afternoon's flying.

Most flew RC Vintage Precision, a seemingly simple task of 3 mins from an engine run of up to 60 seconds with bonus points for spot landing. While not a problem for flying, the wind was still sufficient to make judging the spot landing a significant challenge that found all of us wanting at some stage. One flier managed the spot on his third flight and the entry under Spot in the score sheet saying "YES!!!" summed up the achievement. Most who missed the spot came up short, well short in many cases. Reasons for this were normally due to not

keeping up airspeed into the wind, sometimes caused by mushy downwind turns from not keeping up downwind airspeed although turning too far downwind of the spot was also common.

RC Vintage Duration was flown by three of us mid afternoon with strong thermal activity developing at height although only marginal assistance lower, enough to extend flights but not maintain height or climb away. Terry Beaumont showed the way here winning with his brand new stunning Lanzo RC1 finishing with a very big thermal flight.

There were three brand new models since the last Levin event, all demonstrating the wonderful variety of Vintage designs and all exceptionally well built. Terry Beaumont's 7 foot RC1 looked magnificent and dare I say, much nicer than it looks on a 2D plan. It's a real floater which thermals well. John Ellison had the maiden flight of his scaled three times Keilkraft Eaglet and put in several trimming flights. Another construction masterpiece by John which flies well. Barry Hall sorted out some teething issues with his new Cavu 38 which flies very well and turns on a five cent piece.



**1936 MISS AMERICA Wayne Elley**



**1949 FALCON Trevor Glogau**

## RESULTS

### RC Vintage Precision

|                   |            |                 |      |     |
|-------------------|------------|-----------------|------|-----|
| 1. Stew Cox       | Wellington | Brooklyn Dodger | 1942 | 586 |
| 2. John Miller    | Kapiti     | Bombshell       | 1940 | 572 |
| 3. Barry Hall     | Wellington | Cavu 38         | 1938 | 568 |
| 4. Wayne Elley    | Kapiti     | Miss America    | 1936 | 567 |
| 5. Terry Beaumont | Kapiti     | Mercury         | 1939 | 559 |
| 6. Trevor Glogau  | Wellington | Falcon          | 1949 | 547 |
| 7. Bryan Treloar  | Ashhurst   | Red Zephyr      | 1936 | 533 |
| 8. Ian Crosland   | Kapiti     | Mercury         | 1939 | 530 |

### RC Vintage IC Duration

|                   |            |                 |      |     |
|-------------------|------------|-----------------|------|-----|
| 1. Terry Beaumont | Kapiti     | RC1             | 1934 | 619 |
| 2. Stew Cox       | Wellington | Brooklyn Dodger | 1942 | 595 |
| 3. Wayne Elley    | Kapiti     | Miss America    | 1936 | 182 |

**1936 RC-1 Terry Beaumont**



**300% EAGLET John Ellison**



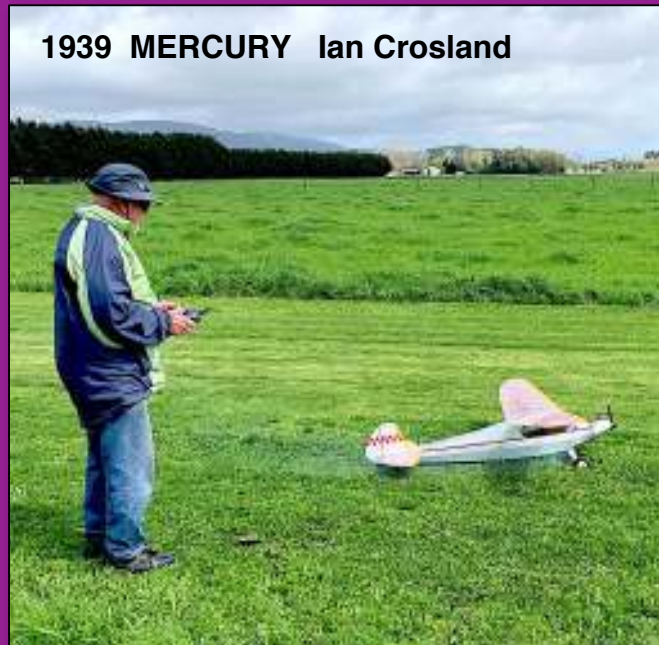
**1940 BOMBSHELL John Millar**



**1937 QUAKER FLASH Stu Hubbard**



**1939 MERCURY Ian Crosland**



**1936 RED ZEPHYR  
Bryan Treloar**



**200% TOMBOY John Millar**





It was Open Texaco this month, one of my favourites as its never easy. 15 minutes is a tough target with the tiny amount of fuel allowed in this event. Fuel quantity is determined by wing area. Just 11.25cc for my *Hangar 13* at 562 sq ins. Motors need to be super efficient so diesels make sense and the ball raced PAWs, in particular, are used universally by our club members. They just tick over at around 3000 rpm on big wooden props and are amazingly frugal. Well, usually. Mine quit quite early on both NDC flights, out of gas at 6 minutes when it usually runs 10 minutes or better. The fuel was old though and that is likely the problem. Two short 10 minute flights resulted.

Next up was Classical E Texaco in which I fly my ex- John Selby *Pulteri*. The air was very good at this stage but the wind was up a bit. It was a case of climb up, hook up lift then circle downwind to limit of visibility then glide home. Do that as many times as you can on the small 450MAH 2S battery pack.



The first flight was 18 minutes and the second a ½ hour. Amazing really but it shows how efficient these classical FF Power models from the 60s and 70 s are with their low drag skinny fuselages and thin flat bottom wings. With RC added, they really are good soaring machines. I know I had my timer John worried at times when a way down wind at the limits of visibility. Height can always be traded for speed and distance though with these models so *Pulteri* came home each time ready for another thermal ride.

Lastly I flew Vintage Catapult FF glider with my 1937 *Hervat*. It went well too in the calm air early on. This *Hervat* version is not seen much as the early one is preferred. There is an age bonus of one second for every year older than 1950 so the early designs are best.

### Results

NDC Event 153, Vintage Open Texaco

Allan Knox , *Hangar 13* 1936, 11.25cc of fuel.

Flt 1 10 mins 43 secs, landing = 20, Age bonus 14 = 677

Flt 1 10 mins 8 secs, landing = 20, Age bonus 14 = 642

Total = 1319

NDC Event 155, Classical E Texaco

Allan Knox

*Pulteri*, 1961, 450 MASH 2S

Flt 1 18 mins 27 secs = 1107

Flt 1 30 mins 17 secs = 1817

Total = 2924

NDC Event 152, Vintage CLG,

Allan Knox, *Hervat* 1937 Age bonus 13

44, 50, 47, 57, 60, 44, 57, 50. Total = 308

Lynn flew his *Hervat* the next weekend and recorded the following

NDC Event 152, Vintage CLG,

Lynn Rodway, *Hervat* 1937

22, 24, 20, 12, 24, 31 plus Age Bonus 6x13. Total = 211

### Lost Model

I have managed to lose my little Free Flight *Hummingbird* on the 24<sup>th</sup> and would love it back. I built it when I was 12 and the Mills on the front is special. We estimate it came down close to the Old West Coast Rd about a Kilometre west of the Thompsons and Old West Coast Rd junction. Please let me know if you hear anything about it being found. Allan.

021747950.



Ooo-Woo-woo-Woo  
dada-da-dum, dada-da-dum ...



## NEW ZEALAND NATIONALS

Paul Lagan and Gary Burrows  
report on the LINCOLNATIONALS  
27th December '70 to 2nd January '71

THE CANTERBURY PLAINS have a total annual rainfall of twenty inches and with only one inch falling in the six weeks prior to the 23rd Nats, conditions were very dry at the Yaldhurst Radio Control and Free Flight site with dust, grass seeds (biddy-bids) and a very real fire risk, all adding to the 'natural' hazards of this ex river bed. Things were much brighter back at the Nats Headquarters. Control Line and accommodation were at the Lincoln Agricultural College in a very pleasant setting. Most of the 200 contestants and their families utilised the single rooms left vacant by holidaying students - veritable 'hotel' accommodation - however, many purists continued in the tradition of 'roughing it' and stayed under canvas at the local domain.

New Year's Eve took its toll again this year. With celebrations packing up about 3 a.m. and the first round of A/1 starting at 5.30 a.m. there were some pretty sorry sights around. Tony Hill had a traumatic experience when he started off in line style towing his A/1 for lift, sprinting for some 200 yards when he suddenly stopped and slumped and the model fell off the line - New Year's Eve caught up on him with a real rush. A rather green Tony returned slowly from upwind to check his 50 second score!

Events this year were sponsored by firms, clubs and individuals, which lead to a very impressive prize list containing picnic sets, rugs, crockery, stopwatches, etc.

### Free Flight

Competition was again very keen in F/F events, spiced a little this year by the chance to obtain a team place for the coming World Champs in Sweden. The Christchurch Club proved the value of local knowledge by winning all but one of the F/F events. Except for A/1 and A/2, weather followed a pattern of cool breeze for the first two rounds (5-30

a.m. to 8 a.m.) then hot and calm with widespread periods of downdraft air between the relatively infrequent thermals for the remainder of each morning. A/2 suffered from a strong wind (up to 25 m.p.h.) which required a rugged (British?) model to last the distance and A/1 was flown in steady drizzle.

Highlights of the F/F events were most certainly the fly-offs in Open Power and Open Rudder. In Power, Murray Stringer spurned the use of a D/T on his *Sloworan* (after all, he was using Ron Magill's motor so why worry?) whilst the other two in the fly-off considered a six minute fuse would be adequate. All launched into the same bubble and Murray's risk paid off when he glided down in sight for 18 minutes the others having D/T'd down for around 8 mins - when still well in sight - all used 1/4 A models. In Rubber, nobody used D/T's, however, Bruce Keegan and Paul Lagan launched a little too early and it was Alan Morrison and Ron Magill who connected with the big bubble to fly O.O.S. well-up - Ron used the same model as last year (15 min fly-off then, you must be slipping Ron) and it had a size, hence a visibility, advantage over Alan's.

There were over 50 entries in A/1,

A/2 and Chuck Glider. Paul Lagan's *Kiw 11* proved ideal for the rough and tumble of A/2 (flown over 5 rounds as were all FAI events) and there were four of Paul's design in the top ten. Kelvin Lilley used a much modified *Strolling Home* to win A/1. In Chuck Glider, the maximum possible is 9 mins (6 flights of 1 1/2 min max) and Ron Magill's winning time of 8.25 was grand flying. A novel feature of chuck glider was an unlimited fly-off to break a second place tie. *Sweepnettes* and *Buck's Chucks* (a Gary Burrows design) were the best performers here and most top men used D/T's.

In FAI Power, Paul Lagan flew a new *Ronytube* glass fibre fuselaged 18 *Tons* which, with a G.15 turning his 7 x 4 Bartels prop at 22,000 - went up very fast indeed, however, Paul 'lemoned-out' in one round and Joe Johnson's model (of 18 *Tons* parentage) gained him his first team place. Wakefield was won in fine style by Alan Douglas (Lagan '67 Wake as in 1967/68 *Aeromodeller Annual*) with some shrewd flying.

Payload was again dominated by Cox '049 models although Joe Johnson's G.15 model with *Nig Nag* components caused quite a stir without actually recording a flight.

Heading photo shows Tony Hill and Jim McLeod reading the latter's F/F scale entry, a Bristol F2b Fighter.



Paul Lagan used his latest '18 Tons' in both F.A.I. and Open Power. Model features glass-fibre rod fuselage and cast engine pan.



Joe Johnson's Super Tigre G15 powered Payloader weighed 32 ozs. complete with a 12" oz. dummy. 'Big Noo' wing and tail surfaces employed. Contest still popular in N.Z. although fell from favour several years ago in this country.

Heather Clayton put the boys to shame when she won the Ladies Event with her little *Delphinium* - scoring three straight maxes!

The N.Z. teams for the World Champs were determined as - A/2: Paul Lagan, John Ernsoll, Colin Duthie (Christchurch); Power: Joe Johnson, Paul Lagan (Christchurch), Brian Roots (Wellington); Wakefield: Alan Douglas (Gisborne), Alan Morrison (Timaru), Paul Lagan (Christchurch).

At present, Paul Lagan is planning on making the trip to Sweden, however, the others will again be proxied (no doubt by British proxies once more).

### Radio Control

The feature of the Radio events was the newly instituted Pylon Class to Formula Kiwi rules. The Kiwi rules permit F.I and FAI Formula racers and normal FAI class Aerobatic models to compete on a common basis in an attempt to give as many people as possible flying experience before rigid specifications are formulated. The rules have proven to be very successful in practice and both the Pylon meetings to date run under these rules have

been well attended. Over 1,000 spectators watched this event at the Nats and were treated to some good, close racing. Bill Cook's *Midway Mustang* and Neville Dawson's *Minnow* were clear winners - each circulating at around the 2:15 mark with Series 70 K&B's.

Class C (FAI Aerobatics) was not as well supported as previous years - most Class C flyers hail from the North Island and many decided to give it a miss this year. One very welcome flyer was Australian John Quigley who flew his *Syca* very smoothly into 1st place and Alf Leong couldn't quite regain last year's Nats winning form with his modded *Kwik Fl.* Class B (Intermediate) is really catching on here at present and the most successful model so far has been Angus Macdonald's *Skippy B* - both Angus and Alf Leong flew this design in the event.

Class A Radio is for 'bang-bang' rudder-only, however, there is a move afoot to allow proportional control in future. The most accomplished Class A flyer in N.Z. at present is Grenville Thompson (who also flies a mean F.F. model) and he flew very well again this year.

### Indoor

Cowles Stadium has an absolute ceiling of 42 feet but has lights hanging 10 feet below this to make things very difficult. These hasn't been much progress in the indoor rubber classes over the past few years - however, flyers have become more consistent. Class B is for 'Easy B' types and Class D is Open Microfilm.

Indoor Chuck Glider is another story and the top men here perform well up to the best USA standards. Paul Lagan's winning flight constitutes a new N.Z. Record and the top four all bettered the previous best Nats time in this site. Paul didn't use a *Sweepster* - instead a 15 in. span *Banker Hill* weighing 4.8 grams.

### Control Line

As mentioned earlier, C/L entries were down this year, although the standard in some events was better than ever. One such event was Class B Team Race where, despite using .016 in. lines, the top three all bettered the old N.Z. Record! The final was fast and furious and resulted in a rare dead heat. The two concerned were given the chance of a fly-off but decided to call it a draw. FAI Team Race also produced some close, if slow, racing - the South Island dominating this event.

C/L Stunt was its usual high standard and the top four were very close with Peter Wheeler being very near to dethronement after his long reign (next year, Peter ... Murray Stringer had a good day in the wind of the first C/L afternoon when he won both JA Team Race and Combat with some fine flying.

Speed events enjoyed a little more interest than usual but unfortunately not many times were recorded. In 2.5cc Speed, Harvey Westland used



Left, John Malkin reads his glider for flight while Brian Roots watches the opposition disappear downwind at a spectacular rate.

Jan Henry believes in building them big! Here (right) he reads his McCoy 60 powered 'Safari Senior' Open power entry.



his home-made three port motor and Ian Henry had a piped Rossi in his usual excellent model but Ian had a bad run of luck in all four speed classes and didn't record a single flight!

### Scale

Best Scale model at the Nats was Nev Dawson's R/C *Zita Aerobar* which flew very well and eclipsed the opposition. C/L Scale was won by Gerald Nally's *Ballerina* - Owen Bruce from Whakatane could not attend this year with his *Anasako*. In F/F the hardy annuals fought it out again with only a couple of new models to be seen.

## RESULTS

### LADIES EVENT (3 x 3)

|                   |      |
|-------------------|------|
| 1. M. H. Clayton  | 4:00 |
| 2. M. R. Douglas  | 8:36 |
| 3. M. A. Hamilton | 5:49 |

### 1/4 A TEAM RACE (2 1/2 miles)

|                |        |         |
|----------------|--------|---------|
| 1. M. Stringer | Heat   | Final   |
| 2. A. Leong    | 5:32.5 | 6:21.0  |
| 3. P. Staples  | 3:47.5 | 7:34.5  |
|                | 6:12.0 | 76 laps |

### COMBAT

|                |
|----------------|
| 1. M. Stringer |
| 2. P. Staples  |
| 3. D. Turner   |

### FAI TEAM RACE

|               |        |         |
|---------------|--------|---------|
| 1. P. Wheeler | Heat   | Final   |
| 2. W. Forbes  | 4:09.5 | 12:49.3 |
| 3. M. Harris  | 4:03.4 | 13:11.9 |
|               | 4:12.2 | 14:18.0 |

### C/L STUNT

|               |     |
|---------------|-----|
| 1. P. Wheeler | 107 |
| 2. D. Turner  | 105 |
| 3. M. Woods   | 103 |

### 88 TEAM RACE (14 miles)

|               |        |         |
|---------------|--------|---------|
| 1. D. McNally | Heat   | Final   |
| 2. P. Staples | 8:40.0 | 7:28.0  |
| 3. R. Vazzy   | 8:49.0 | 7:18.0  |
|               | 7:16.5 | 97 laps |

### 2.5cc SPEED

|                |              |
|----------------|--------------|
| 1. C. Westland | 132.4 m.p.h. |
| 2. D. Staples  | 122.5 m.p.h. |
| 3. M. Harris   | 114.7 m.p.h. |

### 3.5cc SPEED

|               |              |
|---------------|--------------|
| 1. P. Staples | 137.4 m.p.h. |
| 2. M. Harris  | 119.2 m.p.h. |

### 5cc SPEED

|               |              |
|---------------|--------------|
| 1. P. Staples | 126.6 m.p.h. |
| 2. G. Nally   | 113.2 m.p.h. |

### 16cc JET SPEED COMBINED

|               |              |
|---------------|--------------|
| 1. M. Harris  | 125.0 m.p.h. |
| 2. D. McNally | 108.0 m.p.h. |

### A RADIO (RUDDER ONLY)

|                |     |
|----------------|-----|
| 1. G. Thompson | 549 |
| 2. J. Cannin   | 470 |
| 3. E. Gellomy  | 462 |

### B RADIO (INTERMEDIATE)

|                 |      |
|-----------------|------|
| 1. A. Leong     | 1359 |
| 2. R. Johnson   | 1305 |
| 3. A. MacDonald | 1292 |

### C RADIO (FAI PATTERN)

|                  |      |
|------------------|------|
| 1. J. Quigley    | 5689 |
| 2. A. Leong      | 5780 |
| 3. N. Richardson | 5925 |

### PYLON (FORMULA KIWI)

|               |    |          |
|---------------|----|----------|
| 1. W. Cook    | 15 | (2:22.4) |
| 2. M. Dawson  | 14 | (2:15.4) |
| 3. R. Johnson | 12 | (3:09.0) |

### NORDIC A/2 (5 x 3)

|               |       |
|---------------|-------|
| 1. P. Lagan   | 13:18 |
| 2. P. Staples | 12:08 |
| 3. J. Ernsoll | 11:31 |

### FAI POWER (5 x 3)

|               |       |
|---------------|-------|
| 1. W. Johnson | 14:43 |
| 2. W. Forbes  | 13:31 |
| 3. P. Lagan   | 13:07 |

### WAKEFIELD (5 x 3)

|                |       |
|----------------|-------|
| 1. A. Douglas  | 14:13 |
| 2. A. Morrison | 13:35 |
| 3. P. Lagan    | 13:40 |

### OPEN POWER fly-off

|                |        |
|----------------|--------|
| 1. M. Stringer | +14:44 |
| 2. T. Martin   | +9:32  |
| 3. A. Pearce   | +8:28  |

### OPEN RUBBER fly-off

|                |        |
|----------------|--------|
| 1. A. Magill   | +12:37 |
| 2. A. Morrison | +11:47 |
| 3. E. Keegan   | +9:50  |

### PAYLOAD (5 x 3)

|                |       |
|----------------|-------|
| 1. A. Pearce   | 13:36 |
| 2. R. Roots    | 12:31 |
| 3. G. Thompson | 12:09 |

### CHUCK GLIDER (5 x 3 1/2)

|                |      |
|----------------|------|
| 1. R. Magill   | 8:25 |
| 2. A. Morrison | 4:50 |
| 3. M. Stringer | 4:54 |
|                | 4:50 |
|                | 4:54 |

### NORDIC A/1 (5 x 3)

|              |       |
|--------------|-------|
| 1. C. Lilly  | 12:50 |
| 2. G. Raate  | 12:40 |
| 3. T. Martin | 12:29 |

### 1/4 HOUR AGGREGATE

|                |       |
|----------------|-------|
| 1. G. Thompson | 10:47 |
| 2. C. Dethle   | 10:40 |
| 3. R. Vazzy    | 10:25 |

### INDOOR CHUCK GLIDER

|                |      |
|----------------|------|
| 1. P. Lagan    | 40.2 |
| 2. T. Martin   | 37.2 |
| 3. M. Stringer | 36.4 |
| 4. Magill      | 36.4 |

### INDOOR CLASS B

|                |      |
|----------------|------|
| 1. P. Lagan    | 7:14 |
| 2. M. Stringer | 5:30 |
| 3. G. Barrows  | 5:32 |

### INDOOR CLASS D

|                |      |
|----------------|------|
| 1. T. Martin   | 9:31 |
| 2. P. Lagan    | 4:54 |
| 3. M. Stringer | 5:14 |



Left, Ron Magill seems amused by the frantic efforts of his assistants in helping him change a broken motor just 3 minutes before the end of the Open Rubber fly-off - which he then won! Below, Alan Morrison reads his Wakefield - note the vastness of the flying field in the background. Right, Arthur Macauley uses king-sized chuck gliders, complete with terror operated D/T.



Well known N.Z. flyer Murray Stringer launches his modified 'Slow worm' on its winning Open Power fly-off flight.



## Vintage IC Open Texaco : Fuel Allowance at 0.1cc per 5 square inches of Wing Area

| Sq In | CC  | Sq In | CC   | Sq In | CC   | Sq In | CC   | Sq In | CC   | Sq In | CC   | Sq In | CC   |
|-------|-----|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|
| 310   | 6.2 | 450   | 9    | 600   | 12   | 745   | 14.9 | 890   | 17.8 | 1035  | 20.7 | 1180  | 23.6 |
| 315   | 6.3 | 455   | 9.1  | 605   | 12.1 | 750   | 15   | 895   | 17.9 | 1040  | 20.8 | 1185  | 23.7 |
| 320   | 6.4 | 460   | 9.2  | 610   | 12.2 | 755   | 15.1 | 900   | 18   | 1045  | 20.9 | 1190  | 23.8 |
| 325   | 6.5 | 465   | 9.3  | 615   | 12.3 | 760   | 15.2 | 905   | 18.1 | 1050  | 21   | 1195  | 23.9 |
| 330   | 6.6 | 470   | 9.4  | 620   | 12.4 | 765   | 15.3 | 910   | 18.2 | 1055  | 21.1 | 1200  | 24   |
| 335   | 6.7 | 475   | 9.5  | 625   | 12.5 | 770   | 15.4 | 915   | 18.3 | 1060  | 21.2 | 1205  | 24.1 |
| 340   | 6.8 | 480   | 9.6  | 630   | 12.6 | 775   | 15.5 | 920   | 18.4 | 1065  | 21.3 | 1210  | 24.2 |
| 345   | 6.9 | 485   | 9.7  | 635   | 12.7 | 780   | 15.6 | 925   | 18.5 | 1070  | 21.4 | 1215  | 24.3 |
| 350   | 7   | 490   | 9.8  | 640   | 12.8 | 785   | 15.7 | 930   | 18.6 | 1075  | 21.5 | 1220  | 24.4 |
| 355   | 7.1 | 495   | 9.9  | 645   | 12.9 | 790   | 15.8 | 935   | 18.7 | 1080  | 21.6 | 1225  | 24.5 |
| 360   | 7.2 | 500   | 10   | 650   | 13   | 795   | 15.9 | 940   | 18.8 | 1085  | 21.7 | 1230  | 24.6 |
| 365   | 7.3 | 505   | 10.1 | 655   | 13.1 | 800   | 16   | 945   | 18.9 | 1090  | 21.8 | 1235  | 24.7 |
| 370   | 7.4 | 510   | 10.2 | 660   | 13.2 | 805   | 16.1 | 950   | 19   | 1095  | 21.9 | 1240  | 24.8 |
| 375   | 7.5 | 515   | 10.3 | 665   | 13.3 | 810   | 16.2 | 955   | 19.1 | 1100  | 22   | 1245  | 24.9 |
| 380   | 7.6 | 520   | 10.4 | 670   | 13.4 | 815   | 16.3 | 960   | 19.2 | 1105  | 22.1 | 1250  | 25   |
| 385   | 7.7 | 525   | 10.5 | 675   | 13.5 | 820   | 16.4 | 965   | 19.3 | 1110  | 22.2 | 1255  | 25.1 |
| 390   | 7.8 | 530   | 10.6 | 680   | 13.6 | 825   | 16.5 | 970   | 19.4 | 1115  | 22.3 | 1260  | 25.2 |
| 395   | 7.9 | 535   | 10.7 | 685   | 13.7 | 830   | 16.6 | 975   | 19.5 | 1120  | 22.4 | 1265  | 25.3 |
| 400   | 8   | 540   | 10.8 | 690   | 13.8 | 835   | 16.7 | 980   | 19.6 | 1125  | 22.5 | 1270  | 25.4 |
| 405   | 8.1 | 545   | 10.9 | 695   | 13.9 | 840   | 16.8 | 985   | 19.7 | 1130  | 22.6 | 1275  | 25.5 |
| 410   | 8.2 | 550   | 11   | 700   | 14   | 845   | 16.9 | 990   | 19.8 | 1135  | 22.7 | 1280  | 25.6 |
| 415   | 8.3 | 555   | 11.1 | 705   | 14.1 | 850   | 17   | 995   | 19.9 | 1140  | 22.8 | 1285  | 25.7 |
| 420   | 8.4 | 560   | 11.2 | 710   | 14.2 | 855   | 17.1 | 1000  | 20   | 1145  | 22.9 | 1290  | 25.8 |
| 425   | 8.5 | 565   | 11.3 | 715   | 14.3 | 860   | 17.2 | 1005  | 20.1 | 1150  | 23   | 1295  | 25.9 |
| 430   | 8.6 | 570   | 11.4 | 720   | 14.4 | 865   | 17.3 | 1010  | 20.2 | 1155  | 23.1 | 1300  | 26   |
| 435   | 8.7 | 575   | 11.5 | 725   | 14.5 | 870   | 17.4 | 1015  | 20.3 | 1160  | 23.2 | 1305  | 26.1 |
| 440   | 8.8 | 580   | 11.6 | 730   | 14.6 | 875   | 17.5 | 1020  | 20.4 | 1165  | 23.3 | 1310  | 26.2 |
| 445   | 8.9 | 585   | 11.7 | 735   | 14.7 | 880   | 17.6 | 1025  | 20.5 | 1170  | 23.4 | 1315  | 26.3 |



## From its modest beginning in 1954

in a small workshop at Norwood S.A. to its present position as the fourth largest model aircraft kit manufacturer in the world is the proud record of Aero-Flyte Products Pty. Ltd. Twenty five years have seen many changes in the model industry, the most significant obviously being the introduction of radio control equipment which by virtue of its size, reliability, performance and price, allowed the average 'man on the street' to get into this exciting recreation. Aero-Flyte played its part in this event, by producing RC Trainer kits like the Hustler and the Trident, and following through with a range of value-for money RC kits which are of world standard.

**With initial production runs** of as low as two dozen units, and all manufacture being of the hand-made variety, the original couple of years of the Trade Name 'Aero-Flyte' were both difficult and frustrating for its founders, Rob Thompson and Rex Meyers. The

original sales of the merchandise was made from a kit bag taken around Adelaide on the back of a motor bike. However, during those early years, many nostalgic names were in evidence: Fury, Thunderstreak, Taipan Trainer, Cobra, Supercoat

Dope, Superblast Fuel, etc and some memorable Trade Distributors: Scientific and Arthur Gorries in Brisbane; Eden Distributors in N.S.W.; The Hobby Shop in Adelaide; and Australian Model Aerodrome, Central Aircraft and the Model Dockyard in Melbourne.



Some of these names are no more, but it is pleasing to note that at least three of the distributors are, like Aero-Flyte, still going strong. Model aircraft kit manufacture was, and still is, an art, and the training of skilled personnel was a major factor in the early years of development. As sales grew, methods had to change, and in the late 50's, the

young Company moved to a site in Springbank (now Panorama), and constructed a 900 sq. ft. warehouse and manufacturing premises.



**The product range was widened**, as was the distribution network. However, control line was still King! Sailplanes and rubber power models were, as now, still very popular, but control line kits and associated products represented some 60% of the production. Having established a range of control line and other types of model aircraft kits that had excellent market acceptance meant more expansion, and by 1965, the factory area had increased to some 1,900 sq. ft. and the staff involved in manufacturing to seven.

**The late sixties saw the beginning** of the Radio Control boom and the Company responded to this call with the introduction of the original 'flying box' Hustler, designed for single channel control, using escapements for motive power and rudder controls. This kit, priced at \$9.95 retail, was essentially a free flight model guided

by rudder control, and many a flier experienced the pleasure of an 8 minute power flight, followed by an 8 minute thermal flight. Shortly after, 'Stormer' was introduced, a multi-channel RC model which, for its era, was the latest in design. Although it suffered from some inherent design faults, one of which was a distinct lack of power, many a modeller had hours of exciting (?) flying whilst piloting a Stormer around the sky.



**Further expansion followed**, and an additional building of some 13,000 sq. feet was erected in 1971. By this time, Aero-Flyte Products Pty. Ltd. Was a fully independent Company, a member of the Southern Model Group of Companies, with its own management, sales and manufacturing teams.

By the mid 70's the RC kits and associated products represented 35% of total sales with rubber powered models and sailplanes still increasing their percentage. The emphasis in control line sales had shifted from the larger competition to smaller models.



The introduction of 'ready to fly' units to the market place gave this area a considerable boost, however imports on the market throughout the range were a worrying factor, and changes were needed to offset this threat.

**More new kits followed,** with Jupiter, Gemini, Scorpio, Nomad, Cherokee and Cougar being some of the more notable, and further expansion followed with additional property being purchased, and a further 8,000 sq. ft. saw room and warehouse area built with still more staff. New methods in almost all areas of production were developed, and a major upgrade in packaging on all lines was initiated.

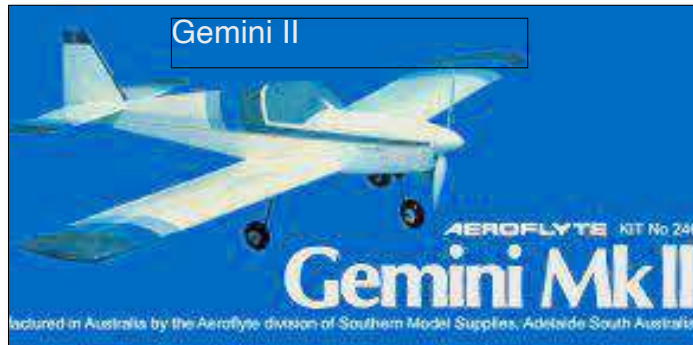
**As well as its manufacturing,** Aero-Flyte was able at this time to become the Australian agents for several top Hobby lines, Solarfilm, Tornado, O.S. Engines, Sanwa RC Gear, and Sullivan and Robart products and with this total package was able to offer its distributors a range which was both in demand, and backed by full product service.



Hustler



Crusader



Gemini II



Albatross



Brolga



Humbug CL



Platys



**It reads like a scene from a movie.** Two men driving an open-top Mini-Moke, speeding at 130 kilometers an hour down the old Midland Highway. A remote control airplane is zooming around 90 metres overhead and a police car is following close behind, but they are not on the run. Instead, they are attempting to be the first to fly a radio-controlled plane from Launceston to Hobart. It was September 30<sup>th</sup> 1978 and the men were Max Wiggins and the late John Bell, both members of the Evandale Radio-Controlled Model Aircraft Fliers Club.

**The ambitious idea** came to them over a few cold beers, following an enjoyable afternoon of flying their models planes together. As Max recalled, it was an idea he never actually thought would come to fruition. "John was the brains behind it all, I definitely needed a good push," he said. "It had never been done before so it seemed like a good idea for us to have a crack." A month later they were off. Their plane of choice was a 60-inch Aeroflyte Hustler valued at around \$700, which was a small fortune for the time and something Max described as the "perfect vehicle".

**The Midland Highway** in 1978 was winding, narrow and lined with trees - what could possibly go wrong? They had planned to set off at the break of dawn, with John behind the wheel of the Mini-Moke and Max controlling the Hustler which would fly ahead. As Max recalled, they wanted to leave as early as possible to avoid weekend traffic. The journey was close to 200 kilometres and at

least four stops for refueling would be required along the way. All of the necessary precautions had been taken, including notifying the police. "They thought we were crazy," Max said, "but it seemed perfectly sane to us at the time."



**By 5.30am** they were ready for takeoff from a paddock in Kings Meadows. Unfortunately, a heavy fog delayed the start by nearly three hours. "The rule is if you can't see it, you can't fly it, so we just had to wait it out." As it turned out, the weather would be the least of their worries. Between engine failures, radio

interference, pine trees "coming out of nowhere", higher than expected telegraph poles and some very confused sheep, the next few hours proved to be eventful for John, Max and the Hustler

**Still, almost 40 years later,** Max fondly recalls the detail of the historic journey as if it were yesterday. "We didn't have speed limits back then, so you could drive as fast as you like," Max joked. "John was doing about 130 kilometers to keep up with the model and I only had it on about three-quarters throttle. "We were out near Epping and the motor suddenly stopped for some reason. "I had to land it among a mob of sheep".

**Adding to the panic** at one point a plastic sheet the men had placed over their laps for warmth dislodged in the wind, flying over their faces. Their gallivanting caught the attention of the police, who pulled the Mini-Moke over, forcing Max to circle the Hustler overhead. "He came up, very concerned about what we were doing. Luckily, the policeman following knew we had been authorised so I left it to them to have a bit of a talk. In the meantime, I had to circle the model around the tops of the pine trees and the fog was just crazy, I almost lost it." Despite all of the hurdles, the Hustler made it to Hobart with a flight time of just over two hours. Landing in an open paddock, the pilots shook hands and toasted with some well earned bubbly. For the ride back to Launceston, the Hustler hitched a lift in the back of the Moke.

# Historic Flight with the AEROFLYTE HUSTLER

**The story** of John and Max's 'Historic Hop' appeared in *The Examiner* on October 2, 1978. Written by John himself, the report described the plans, patience and progress of the inaugural flight, including a close call with a lift bridge over the Derwent River. "Due to the steel superstructure, it was impossible for Max to view the model during our crossing," it read. "An additional hazard was a high-voltage transformer at the other end of the bridge. We could only hope the Hustler would maintain a straight course. It did! We arrived with the model unscathed and Max flew the Hustler over the suburbs of Hobart."

**After Max**, the Hustler found a new home with airline captain Kevin Swiggs. Both members of the Launceston Model Aero Club, at the time Kevin was just starting out with the hobby despite clocking up decades of experience flying real planes. Reflecting on the 1978 story, Kevin described the Hustler's achievement as nothing short of remarkable. "Technically it was very well done the way they pulled it off," he said. "Because back in those days the radio equipment was not as reliable as it is now. If two people had the same frequency on their transmitter, the models would crash. There was certainly a lot that could have gone wrong."

**For 20 years** the Hustler sat in retirement under Kevin's house before being rediscovered along with the original report from 1978. Apart from a bit of woodworm and some newly acquired rattles, he said it was in good shape. Now fully restored, the men would like to see the model plane's achievements recognised and the Hustler put on display at the Queen Victoria Museum in Invermay.

Max Wiggins with the Aeroflyte *Hustler*  
Picture: Paul Scambler







**Aeroflyte's HUSTLER** was the Editor's introduction to aeromodelling in the late 1970s - and quite by chance. Su and I were exploring south of Adelaide where, in Noarlunga, I came across a model shop. Being between jobs at the time something was needed for my spare time and a *Hustler* seemed like it would fit the bill nicely, along with an OS.40H, 5-channel Futaba "brown box", starter, battery, fuel, Solarfilm, plug clip, etc, etc ... the whole catastrophe. When it was all back at our flat it had to be puzzled out bit by bit as any sort of aeromodelling was new to me.

**The Hustler and a field box** were constructed, as the old magazines loved to say, "on the kitchen table". Tools were limited and mostly inappropriate, and when I look at the field box which is still doing sterling service today, it's hard to believe that it, let alone the *Hustler*, were built in those primitive circumstances. And yet, there were no construction mis-steps as the kit instructions were extensive and very clear, and were followed to the letter.

**The gentleman at Noarlunga Model Shop** was always helpful and tolerant of my beginner's questions. This, and the superb kit instructions ensured my first steps were successful.

**Noarlunga MAC** had been recommended to me at the model shop, so despite it being quite a hike from home that's where

I went. The members did the mandatory poke and prod, trying to find where this rank beginner had gone wrong, but they found nothing of note and agreed to teach me how to fly ... but, only on Mode 2 as that was what the Club members all used. So it was back home to open up the mysterious brown box and figure out what they meant by 'swap your throttle ratchet over'.

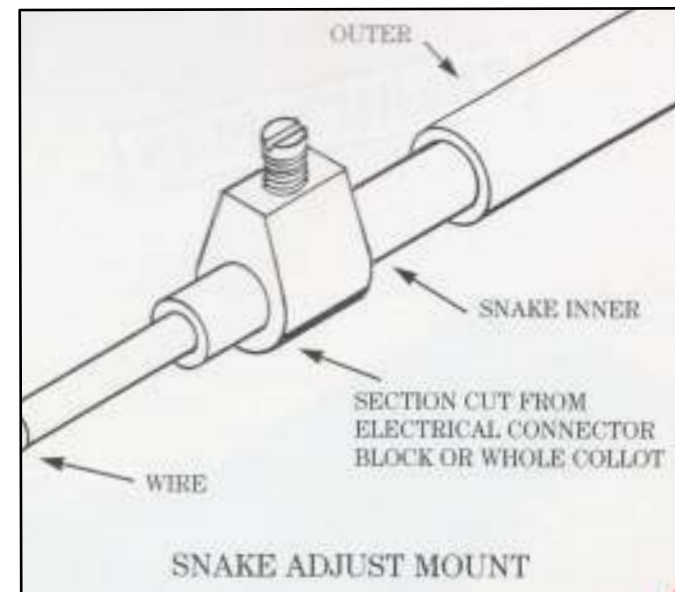
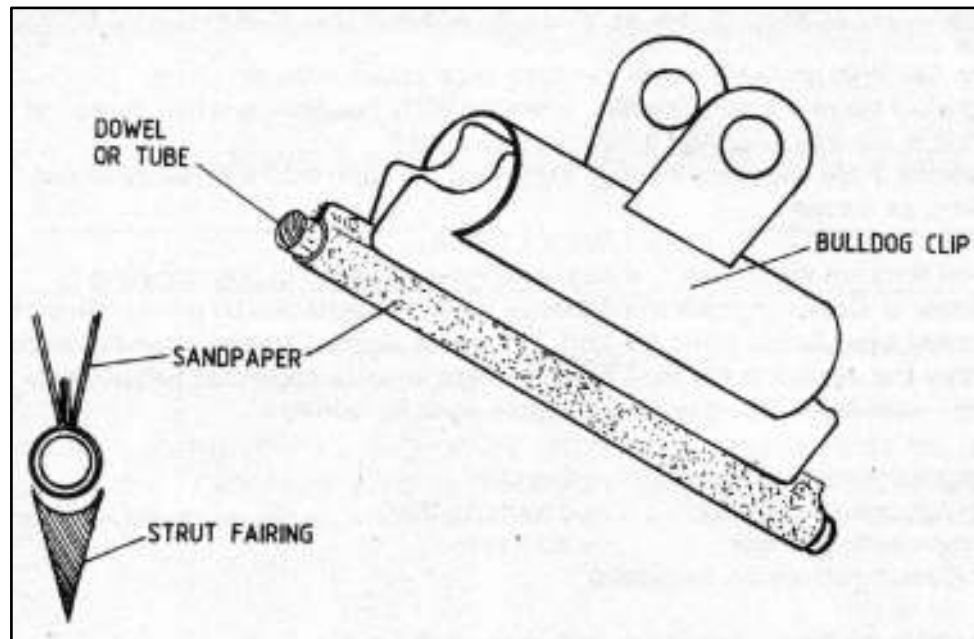
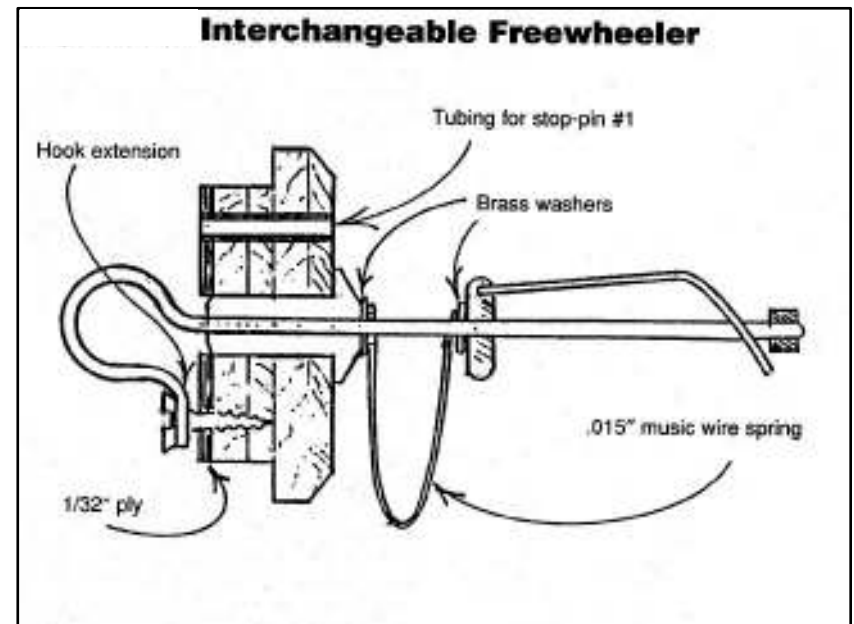
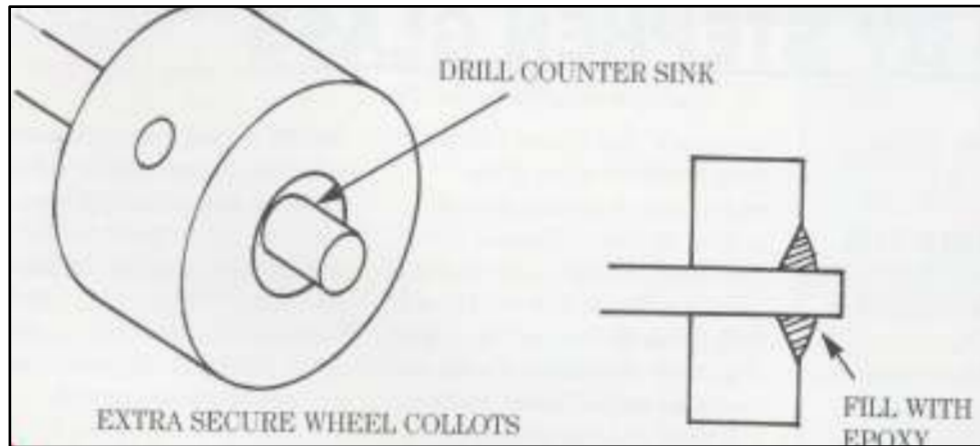
**After a weekend of instruction** on Mode 2, I quietly changed the transmitter back to Mode 1 and went flying when I knew there would be no-one else at the field. There were some rather hairy circuits that included disappearing behind a hay barn, but I soon adapted to what seemed to be the most natural mode of control. Also built was an Aeroflyte *Gemini*, a 4-ch aerobatic design, but this was not flown before we moved back to Napier, leaving both models behind.

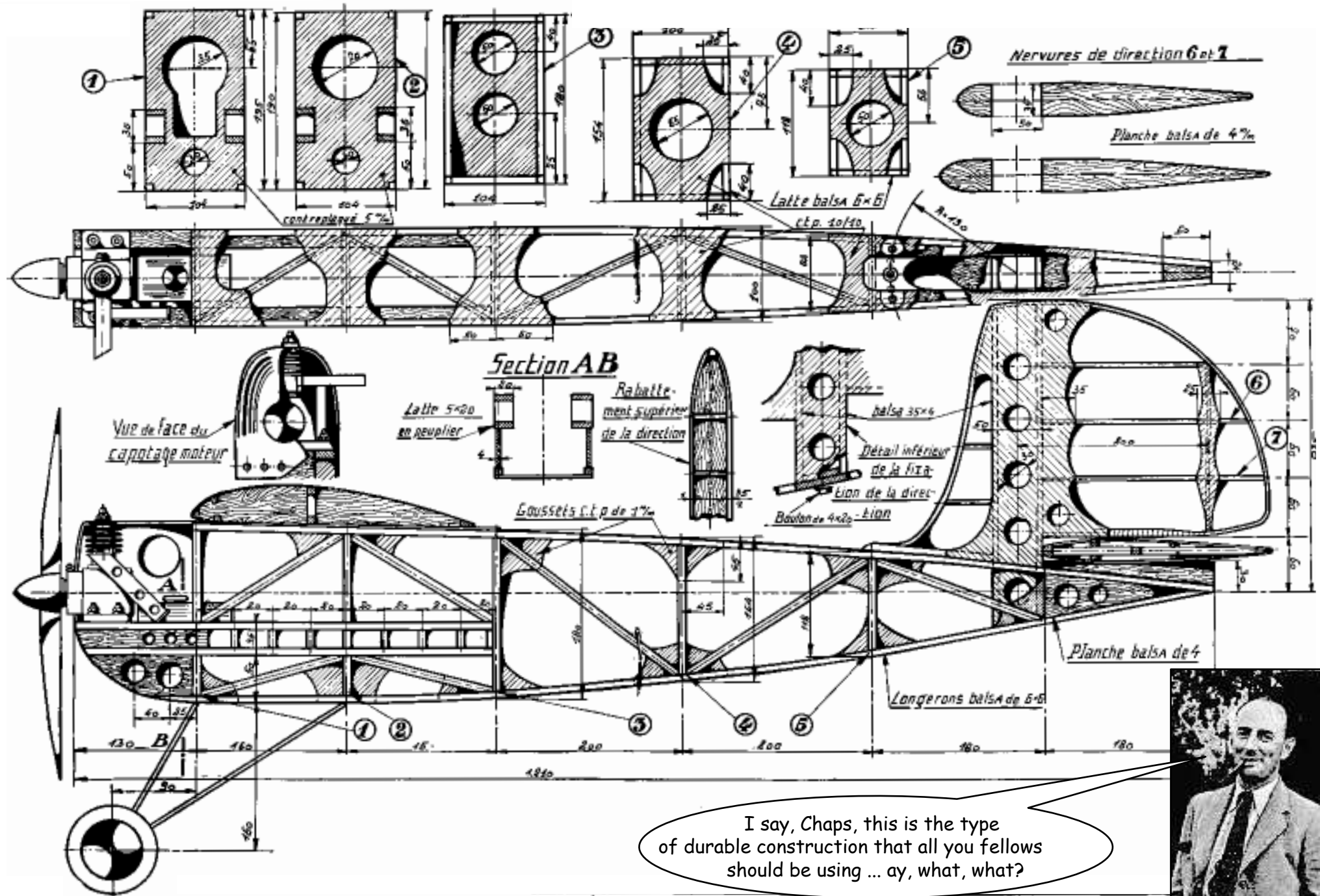
**The Hustler** design has been through several iterations and the Mk.III, above, appears to be a little sleeker than my version on the right - although

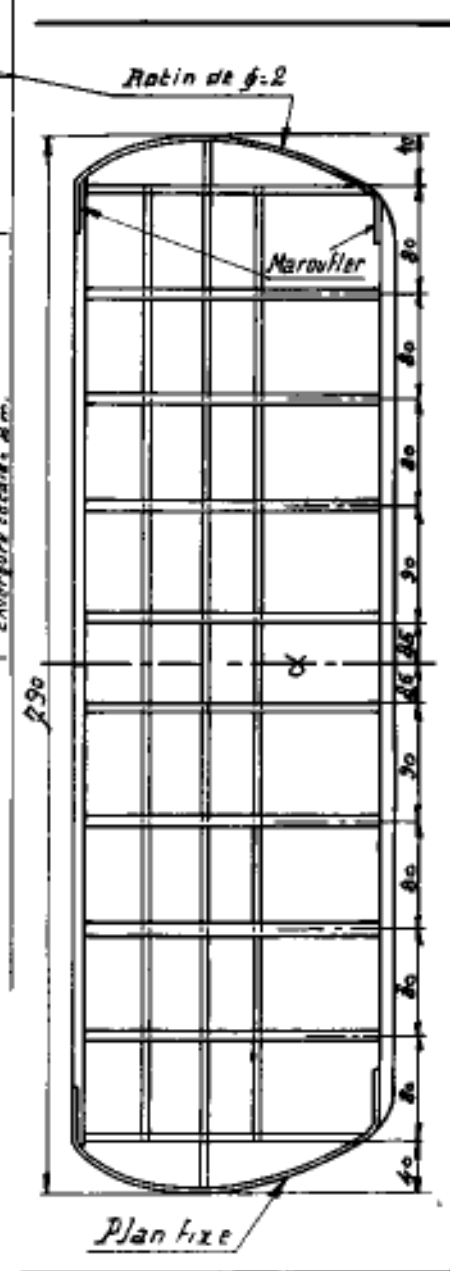
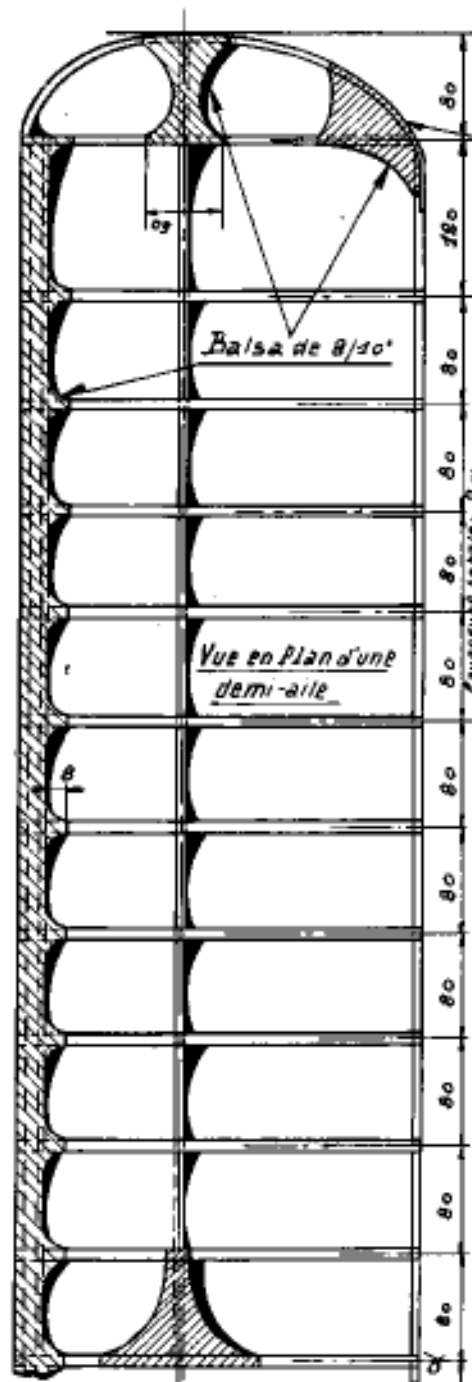
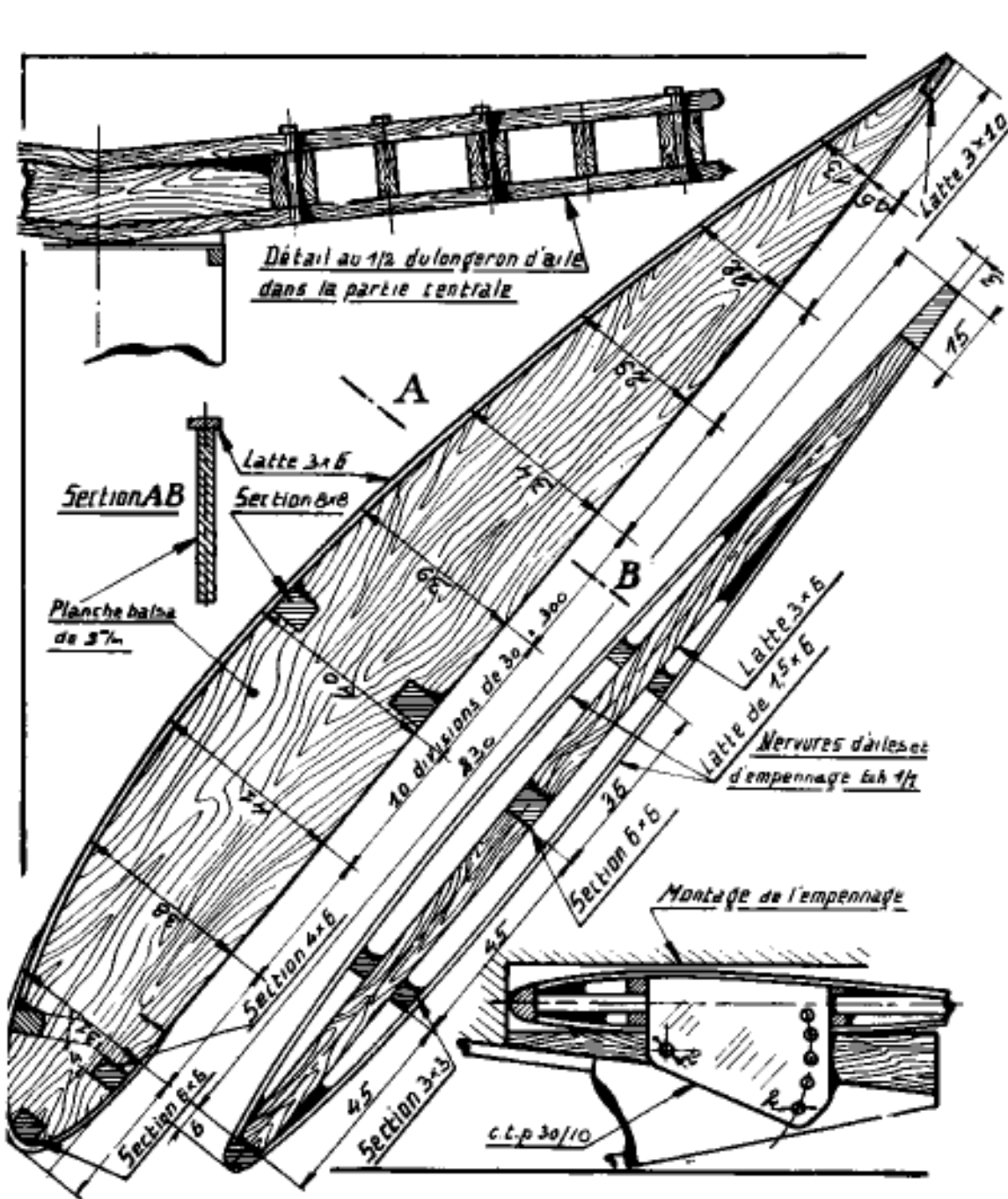
which version mine was is difficult to pinpoint as a variety of elevator / fin combinations appear in advertisements and mine does not match exactly any of the published plans.

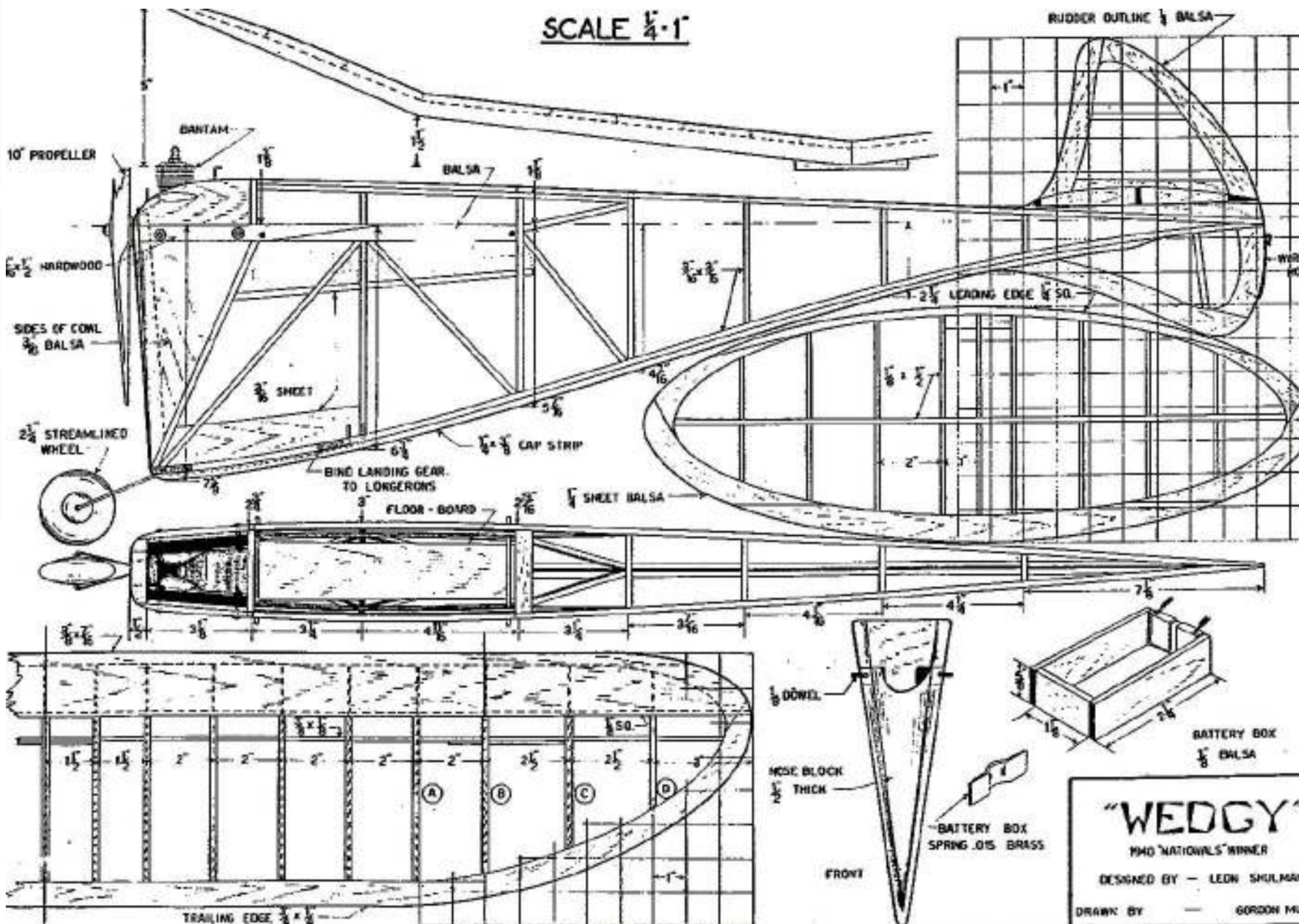
*Bernard Scott*



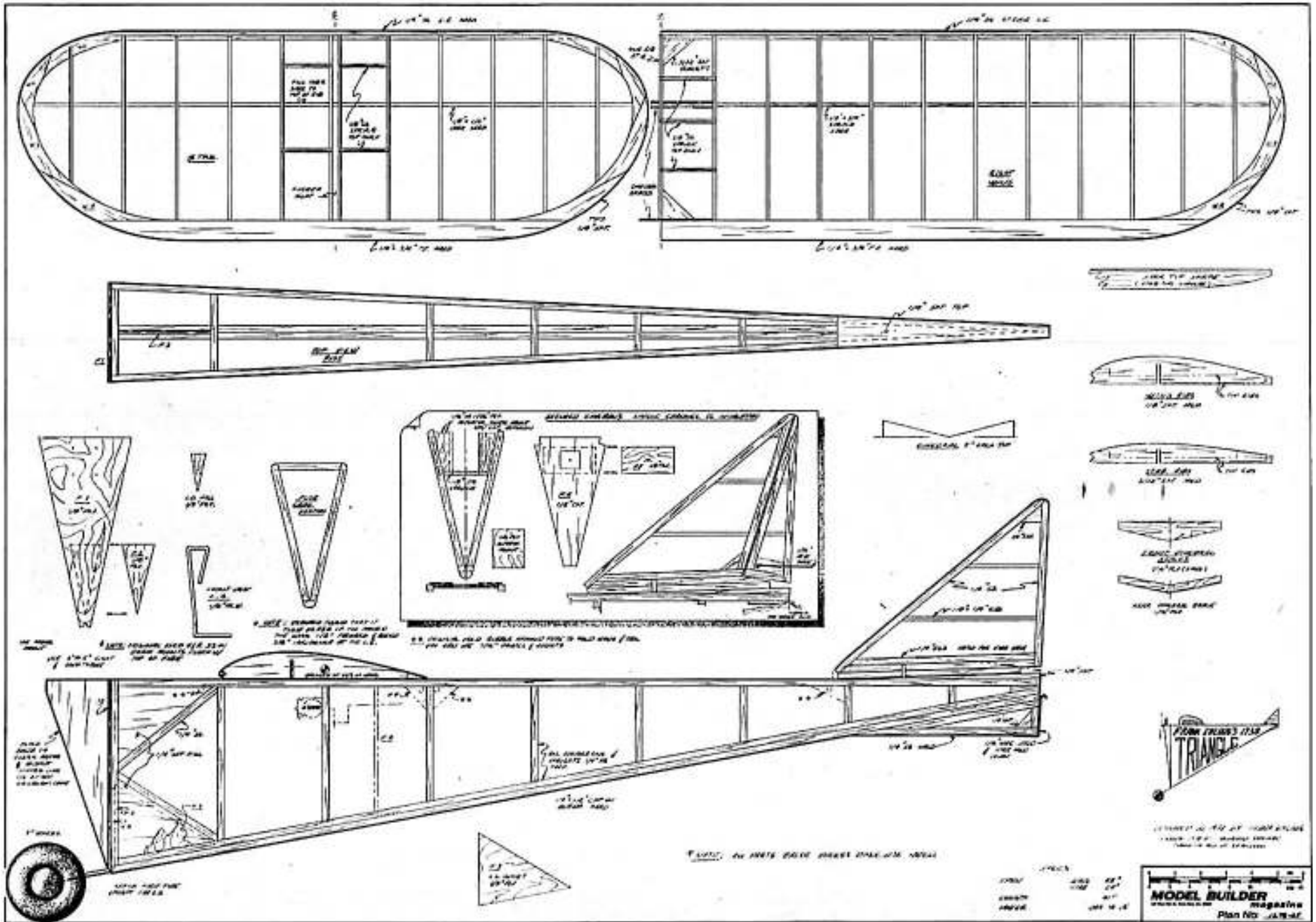








**“WEDGY”**  
1940 NATIONALS WINNER  
DESIGNED BY — LEON SHULMAN  
DRAWN BY — GORDON M...





**I'm still plugging away** at the Leader Board trying to improve this year's results. Gary Burrow's framed-up *Hangar 13* that was destined for the skip has been mated to a 2.5 cc PAW BBRC that I bought unused from John Selby's estate. The combination was targeted for Open Texaco since the 15 minutes is not readily achievable with my OS20FS powered Lancer. It hasn't proven to be a particularly easy road as these diesels are a wonder when tuned right but can be tricky to get right and reliable. I've found fresh fuel is essential when running on the lean ragged edge of low speed settings. Get it right, though, and these things will run over 15 minutes on just 11.2 ccs of fuel. Amazing.

**We had a lovely day** here today and I invited my Wigram Club mates out to CMAC for the morning as their field was out of action. We had a great time in the cold, clear, gentle SW conditions. Sport flying, gliding and a couple of us flying vintage models. I took the opportunity to put up an Open Texaco Time.

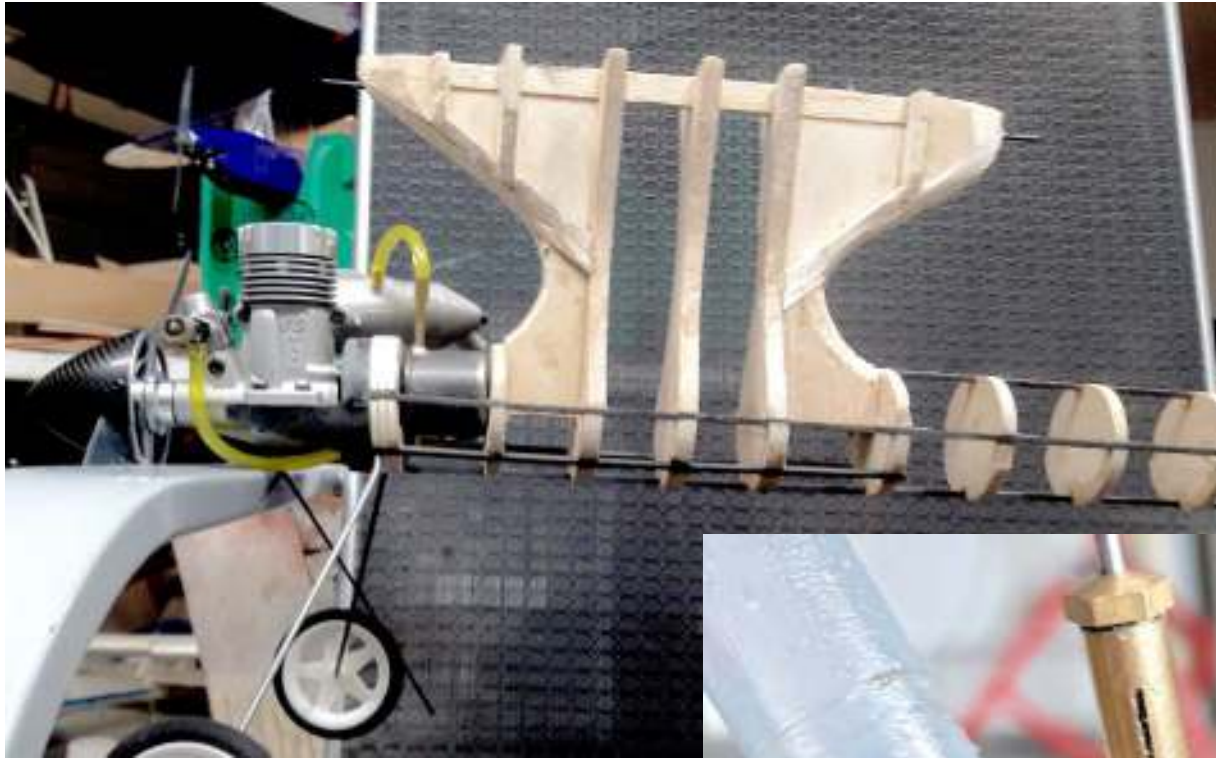
**Hangar 13 , 1936.**

Flight 1 18:03, Landing 20, = 920  
 Flight 2 15:31, Landing 20, = 920  
 Flyoff 17:10 + Landing 20 + Age 14 = 1054  
 Total **2894**

**That's the best** I have ever managed so I'm well pleased as I'm finally getting into Bryan Treloar territory. Thanks to Kelly and Ian for timing and Ian for the photos.

**Allan**





**Above** Peter's 520 sq in *Flying Pencil* which is intended for use in Duration with a glow and in Texaco with a diesel. In the quest for improved performance, Peter's construction methods go far beyond what the average builder is willing to attempt. His use of carbon fibre creates models that are exceedingly strong, yet are lighter than conventionally constructed models. This is particularly useful in E-Rubber Texaco which does not require a minimum wing loading.

**Below** Experiments with small engines for the IC Texaco classes have taken Peter right down into Cox .020 territory. Tiny is not always better, and the .020 had plug cooling problems at Texaco revs. Peter toyed with a driver to keep the plug hot, but settled (for the moment) on throttling an otherwise standard Mills .75.

This has produced good results and Peter has found the run is extended greatly by the carburettor, *even when running the same prop at the same rpm as with the standard venturi intake* - work that one out.







Some more local models, Bernard. The *Junior 60* is by a first-time builder in the Wigram club. **Keith Turner** has been learning to fly in retirement using the usual tyro-oriented foamies but was keen to build something easy to fly. The *Jnr 60* makes a perfect trainer, they just fly so darned well. He has done a lovely job of both the structure and covering, the real surprise is that it is nose heavy even as an electric. Unheard of for the Jnr 60.

**Lynn Rodway** in my club has been keen to build for Vintage RC classes and has finished this fine flying *Lanzo Airborne* for Open Texaco, a popular class down here. He is still running in the PAW 1.5cc BBRC but the model is showing lots of potential with over 13 minutes on its first timed flight. I think it will do 15 minutes OK once it's on the normal high paraffin, low oil fuel. Lynn also has a *Buzzard Bombshell* coming up.  
*Allan Knox*





Some more pictures of CMAC non-competition Vintage-style models. The *Paageboy* and *Ironside* are free flighters by **Roy Gunner**. The scale *Flyabout* belongs to **Bruce Bonner** and is from a 1947 rubber plan. This one has radio and Babe Bee power, making it eligible for Scale Texaco.



**PAAGEBOY**  
AM July 1953



**FLYABOUT**  
MAN April 1947



**IRONSIDE**  
AM Feb 1984

*Ironside* is a more recent design and was a free plan in *Aeromodeller*. It uses the traditional building techniques that are the backbone of Vintage building and it could pass for Vintage. This style of "faux-Vintage" design should not be ruled out by builders who want a fun-flyer with a Vintage feel as it is built and flown in the same manner as older designs. Putting aside our obsession with design dates opens up a wider range of designs to include such Vintage-style gems as the *Ironside*.





**Lynn Rodway** has been busy building R/C vintage machines and has done a lovely job of finishing the Lanzo *Airborne* shown earlier. He has a New Buzzard *Bombshell* too. Both fly beautifully and will fly themselves with little pilot intervention. Both designs are used extensively around the world and it's easy to see why.

Once the PAWs are run in and some tank issues sorted both models will be great Open Texaco weapons and can also be used Precision and even Duration events at a pinch.



*Allan Knox*



*Two of the fourteen (14 !!) Flying Aces Sticks constructed by Hamilton MAC.*

*Above:* OS LA.46 powered version by Wayne Cartwright. Ever see a *Stick* doing a rolling circle?

*Below:* OS FP-35 version by Bernard Scott. Just an excuse to use up surplus screws, nails, brass fittings and other heavy bits. Wood was stained with coffee so in the sun it smells like fresh double-shot espresso (with a sprinkle of nutmeg, of course, and with that leaf-pattern thingie on the top).

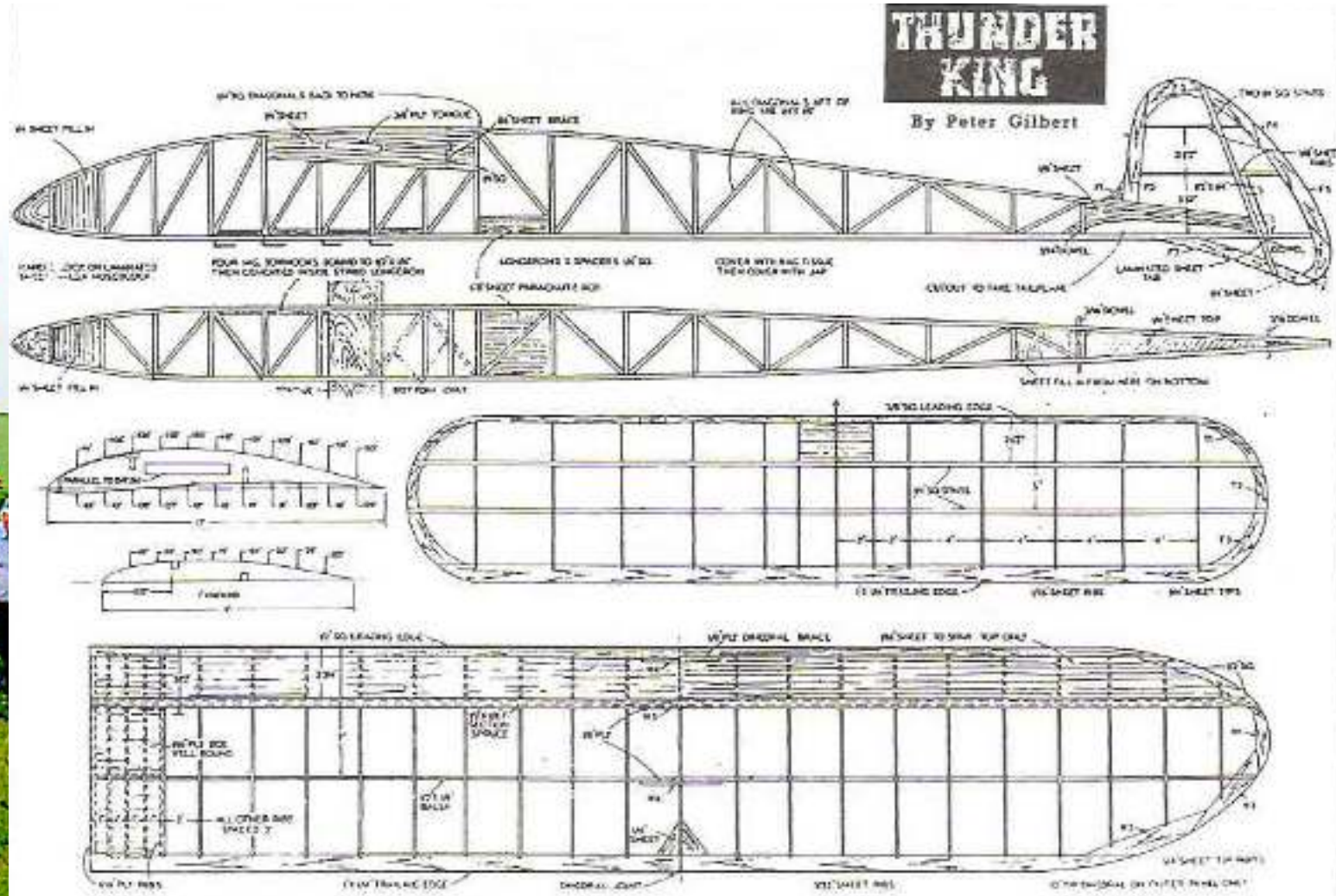


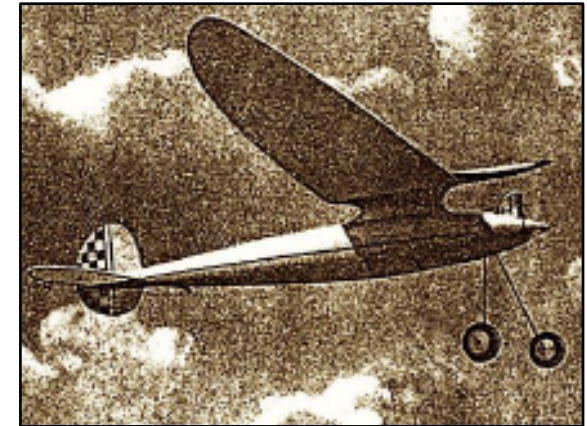
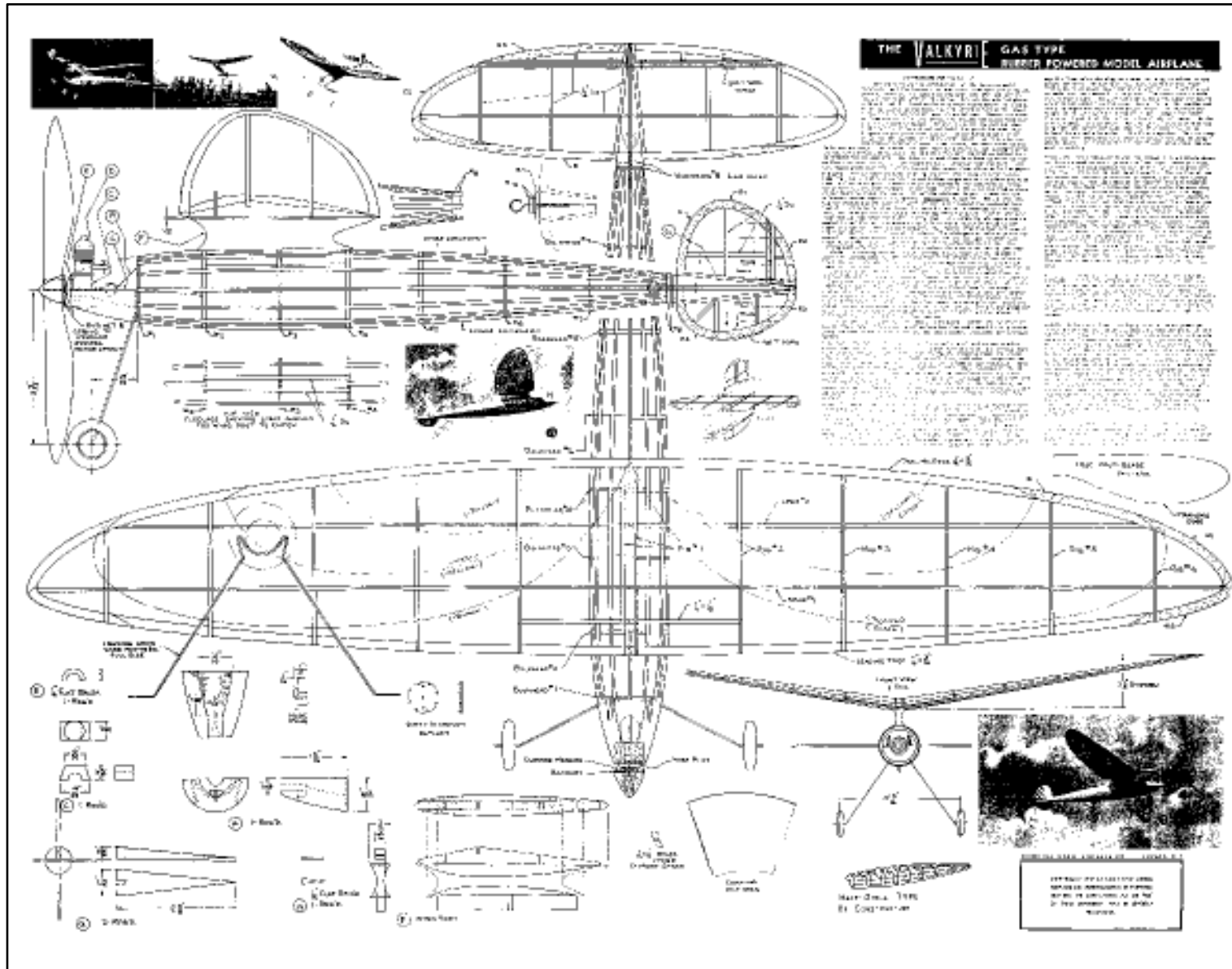


*Might this be a new use for our Vintage power models - towing up those stunningly beautiful Vintage Gliders?*



Big enough to hide behind!





Not the Goldberg *Valkyrie*, but it has more than a few similarities, and - a *fake engine*. Ideal for befuddled builders who can't decide on an engine or rubber power for their next project.

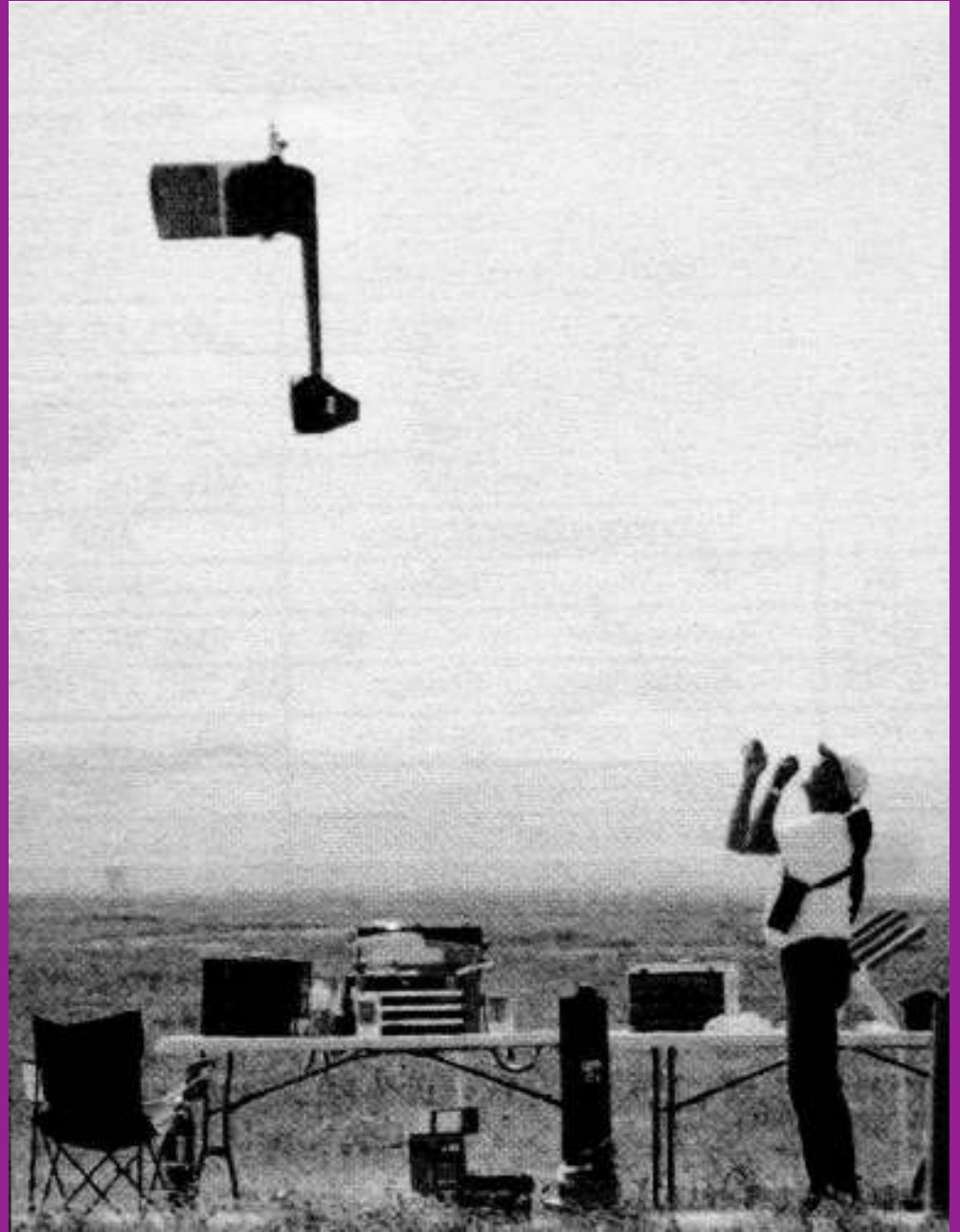
The last paragraph on the plan's free eyesight test chart inspires intending builders with ambitious promises ...

*"We believe that if you complete this model you will be delighted with the results. You certainly will have one of the most advanced models that has been designed."*

Even if I say so myself !

# FREE FLIGHT DREAMING

# Vertical Launch for the confident





# COVER STORIES

Excellent quality, though short-lived, British publication. Subsumed into *The Aeromodeller* in June 1941.

**The MODEL** <sup>126</sup> MARCH, 1937  
VOL. 1. No. 9

# **AEROPLANE CONSTRUCTOR**

THE PREMIER JOURNAL ON MODEL AERONAUTICS IN GREAT BRITAIN



**D.H. LEOPARD MOTH. FULL SIZE PLANS AND DETAILS**  
HINTS FOR BUILDING YOUR WAKEFIELD MODEL  
**THE SKYROCKET PETROL PLANE - SECOND SERIES**  
**SIXPENCE** SPECIAL ANNOUNCEMENT OF NATIONAL IMPORTANCE **MONTHLY**

**The MODEL** <sup>126</sup> FEBRUARY, 1937  
VOL. 1. No. 8

# **AEROPLANE CONSTRUCTOR**

THE PREMIER JOURNAL IN MODEL AERONAUTICS IN GREAT BRITAIN

*Valuable Cash Prizes  
to be Won!  
See—inside*

**FULL DETAILS HOW TO  
BUILD THIS 46" WING  
SPAN FLYING MODEL**

**HOW TO BUILD THE  
SKYROCKET PETROL  
PLANE**



**PUBLISHED 21st OF EACH MONTH - PRICE 6d.**



I have decided to sell the engines in the attached photos. All are unrun and in their boxes except for the .30 which was bench run at a very rich setting for approx 20 minutes. I have an idea of what these are and I am seeking good prices. This is not a forced sale. I have decided in my retirement to focus on one aspect of the hobby for which I have adequate power units. Please pass this on to fellow members who may be interested.

Thanks and kind regards  
Radley Clarke

Interested parties can contact me on  
0274742151



I'm after a genuine spun aluminium cowling for a **Modelair Airmaster**, whether an original or one of the repros Maurie or Roger Left had made years back.

Need to make something for all those sparkies I got up in Whangarei and I want a NZ connection.

Mike Mulholland  
[Mike.Mulholland@ventia.com](mailto:Mike.Mulholland@ventia.com)



*Editor's note: I found three of these four engines for sale on e-Bay and the asking prices were astonishing. The eBay FS-60 is clipped at right for your interest. Perhaps not so surprising as this engine remains potent in the Texaco events. It would be sensible to check out pricings of the eBay examples before making what might be an inappropriate offer.*



O.S. Engine - O.S. FS-60 four stroke open Rocker - New!  
Brand New

**NZD920.47**  
or Best Offer  
+NZD84.95 shipping  
from United States

Top Rated Seller

# MISCELLANEOUS

**NZICON #187 *The Taniwha*** A mythical creature reputed to inhabit dangerous areas in New Zealand waterways, especially at river bends, deep ponds, swamps and treacherous coastlines. The taniwha takes on diverse forms, but is most commonly depicted as a large water-dwelling creature with a lizard or dragon-like form.

Carved taniwha frequently appear in Maori meeting houses in their role as guardians.

The most famous depiction of a taniwha dates from the 16th century and was found in a shallow limestone cave in the Canterbury region. The "Ōpihi taniwha" was commemorated on the NZ two-shilling stamp first issued in 1960, and after decimalisation in 1967 on the 20-cent stamp.

The taniwha acts to protect the environment and bolster Maori authority over the land. The traditionally recognized locations of taniwha may embroil locals in development projects that will compromise waterways or swamps, however, fractious taniwha can often be appeased with monetary koha.

The taniwha's troublesome tendencies gives rise to a metaphorical meaning along the lines of 'an obstacle to a project'. New Zealand transport minister Steven Joyce once lamented: *"Treasury found a few fiscal taniwhas as well, so it doesn't surprise me that another one has turned up."*

Taniwha tours: Tanwhai Unlimited, Waikato.

