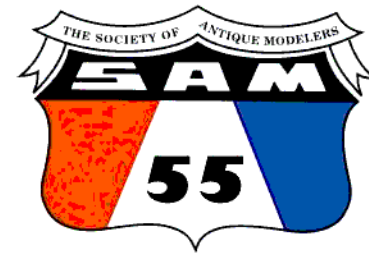
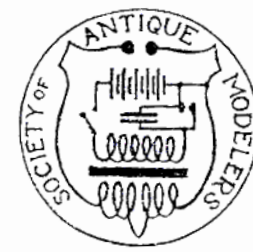








# Committee Notices



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## NATIONALS PROGRAM FORMAT

After consideration, the Committee has decided to trial modifications. Previous programs allocated events to specific time slots and event positioning was juggled to find what best suited most fliers. Less popular events also were considered - whether to include them even if they would not draw the minimum entry number, or leave them out to allow more time for popular events? Difficult to please all, and it's getting harder to do so when some now attend for less than the full duration of the Nationals and want to fly their events on their days of attendance.

Both VRC and VFF programs have had these organisational challenges and this year a different approach to both aspects of Vintage will be trialed.

**ALL RC EVENTS** will be on the program and competitors can decide when over the four flying days they fly them, rally-style.

## VRC rule changes for the Nationals:

[1] **FLYOFFS** A temporary change to the fly-off rule will apply to the new program format. Fly-off flights will be made after, and on the same day, as the contestant's qualifying flights.

[2] **LiPo BATTERIES** 200mAH LiPo batteries will be allowed in RC Electric Sport Cabin Texaco. This is required as 180mAH LiPo batteries have become unavailable while 200mAH batteries are available locally. This will later be put through the standard rule-change procedure, allowing fliers to decide whether this becomes a permanent change.

**ALL FF EVENTS** will be on the program, with flexible timing for events with shorter maximums. Vintage free flight events with 3-minute maximums (often viewed as the most competitive) remain allocated to a particular day

with a mix of power, rubber and glider on each of days one to three.

Vintage free flight events with lower maximums are listed under Day 4 on the program but may be flown on any of Days 1 to 4.

Controllability of RC models goes some way to reducing the competitive advantage of being able to choose when one flies, but in FF weather considerations are of paramount importance. For this reason, the VFF program uses a compromise between the usual format and the rally format.

## VFF rule change for the Nationals:

**FLYOFFS** For the four events listed under Day 4 on the program, fly-off flights will be made after, and on the same day, as the contestant's qualifying flights.

### COVER

Keith Turner's Dolphin. Designed by A.E.Hatfull in 1952 and kitted by Keil Kraft. See page 13.

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# IRREGULAR COMMENTS

## from the Editor

( Irregular: occasional, improper, unofficial, rough )

### THE 2024 NATIONALS

Details of the program for Vintage events, free flight and radio control, are in this issue and will be repeated in the December issue. Check out the changes to the usual program

### SMALL GLIDERS

I'm pleased to include in this issue a build report by Keith Turner who constructed the *Dolphin* on the cover. We have no Vintage Glider events on the rulebook - it's probably a bit late to add one now and that is a shame. At a guess, the original rule-writers left gliders out as, even back then, the exertions of tow or bungee launches were not appropriate for our membership. Fair enough, legs and backs age, and do so at an ever-increasing speed it seems.

Decrepitude being a global phenomenon, fliers in the Home Country created an event for Vintage and Nostalgia gliders that aging bodies could handle. Wingspan is limited to 36 inches and the 30 metre towline includes 7.5 metres of 1/8" rubber strip. Videos of these small gliders show them being easily hauled aloft by that seemingly puny rubber allowance.

Just the thing if you are looking for something completely different to your usual builds.

In Issue 136, editor Graham Main commented favourably on this event and the current editor was impressed enough to include examples of suitable gliders in later issues: Issue 143 *Doofa* and *Glevum*; Issue 158 *Frog Wren* and *Vespa*

### SAM WORLD CHAMPIONSHIPS POSTER

Last issue's poster for the SAM World Champs was accompanied by a tongue-in-cheek comment about NZ's absence from the poster and from many other world maps. SAM 5 in Hungary took this to heart and have created a new poster on which NZ does appear. The poster and letter from the President of SAM 5 are on page 4. I responded with an assurance that no offence had been taken.

Mr Torok's invitation to learn more about SAM 5 from their Facebook page is well worth taking up. It is interesting to see which designs are popular in Hungary and the skill with which they are built is inspiring.



The Editorial Piano

Dear Mr. Allan J. Knox,

Unfortunately, we don't know each other yet. I am Laszlo Torok, president of SAM 5 Hungary. My chapter and I will organize next year's SAM World Championship.

A Spanish friend of mine sent me your excellent newsletter with the article in which you can see our invitation and the text next to it. I would like to apologize for our inattention, due to which your wonderful country is not visible on the map. Of course, it would be our great pleasure if some of you would represent the excellent modelers of your country at the SAM World Championship in Hungary. We look forward to welcoming you!

In the attachment you will find our logo, which has since been completed, with which we have already taken great care to make New Zealand look good.

I had a relationship with a New Zealand antique modeller, who sent me a drawing and we also gave each other a yearbook of our countries.

I also congratulate the New Zealand FAI F5J team on their World Championship victory!

You can get to know us better through our Facebook group, the name of which is the same as the name of our chapter :  
<https://www.facebook.com/groups/989927571083658>

It would be an honor for me if I could share your newsletter with Hungarian antique modellers.

Once again, I apologize for our mistake and wish you and all New Zealand antique modelers many happy builds and flights.

Laszlo Torok  
President of SAM 5 Hungary





## 2024 Nationals Program for RC Vintage and RC Classical Events

Day 1\*

Day2\*

Day 3\*

Day 4\*

Day 5

RC Vintage Precision, RC Classical Precision, RC Vintage IC Duration, RC Vintage E Duration, RC Classical IC Duration, RC Classical E Duration, RC Vintage 1/2A Texaco, RC Vintage A Texaco, RC Vintage Open Texaco, RC Vintage 1/2E Texaco, RC Vintage E Texaco, RC Vintage E Rubber Texaco, Classical 1/2E Texaco, RC Classical E Texaco, RC Vintage and Classical Texaco Scale, RC Sport Cabin Texaco IC and E combined.

Weather morning

Administration

Meetings

[1] \* Events listed may be flown on Day 1, 2, 3 or 4 at flier's choice.

[2] \* An event must be completed on the day it is started.

[3] Entry fees: \$5 for each of first six events, additional events free but you must enter these extra events as normal.

[4] Events must be entered and paid for before arriving at the field to fly.

## 2024 Nationals Program for Vintage Free Flight

Day 1	Day 2	Day 3	Day 4 (see notes)	Day 5
Vintage Power	Vintage Glider	Vintage Rubber	* Vintage CAT	No Events
Nostalgia Rubber	Nostalgia Power	Nostalgia Glider	* Small Power	
Classic Glider	Classic Rubber	Classic Power	* Vintage HLG	Administration
			* Vintage Precision	Meetings

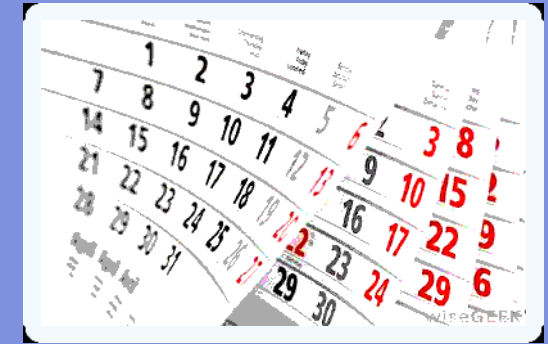
### Notes :

- [1] \* Events listed for Day 4 may be flown on Day 1, 2, 3 or 4 at flier's choice.
- [2] Day 1-3 events on days shown - will not be re-scheduled.
- [3] Day 5 reserved for Administration and Meetings.
- [4] Entry fees: \$5 for each of first six events, additional events free but you must enter these free events as normal.
- [5] Events must be entered and paid for before arriving at the field to fly.

# NATIONAL DECENTRALISED PROGRAMME

**Vintage and Free Flight**

**Oct - Nov 2023**



October/23	153	VINT	FF Vintage Hand Launch Glider
October/23	154	VINT	FF Vintage Catapult Glide
October/23	155	VINT	RC Vintage Open Texaco
October/23	156	VINT	RC Classical 1/2E Texaco
October/23	157	VINT	RC Classical E Texaco
October/23	257	FF	P30
October/23	258	FF	Hangar Rat
October/23	259	FF	Indoor Hand Launch Glider
October/23	260	FF	Tip Launch Glider
October/23	261	FF	E36

November/23	158	VINT	FF Vintage Glider Duration
November/23	159	VINT	FF Classic Glider Duration
November/23	160	VINT	RC Vintage E Rubber Texaco
November/23	161	VINT	RC Vintage 1/2E Texaco
November/23	162	VINT	RC Classical IC Duration
November/23	163	VINT	RC Vintage Precision
November/23	262	FF	A1 Glider
November/23	263	FF	Coupe d'Hiver
November/23	264	FF	1/2A Power
November/23	265	FF	Catapult Launched Glider
November/23	266	FF	Hand Launch Glider

# 2024 Events at North Shore MAC

## North Shore Model Airplane Club

The North Shore Club is pleased to announce that it will hold two Vintage Days next year. All dates and wind-dates are Saturdays.

North Shore M A C

ClubNum

26

LATITUDE

-36.68487

LONGITUDE

174.641271

Contact Person

Julian Alai

Contact Number

021 893 094

Contact Email

[nsmac.team@gmail.com](mailto:nsmac.team@gmail.com)

Internet Site

<http://www.nsmac.org.nz/>

**3<sup>rd</sup> February 2024**  
Wind date 10<sup>th</sup> February 2024

**13<sup>th</sup> April 2024**  
Wind date 20<sup>th</sup> April 2024





## MORRINSVILLE



## Indoor Free Flight & Scale

**Sunday October 8, 2023**

Highlight the date in your diary!

- **Hangar Rat** • **HL Glider**

Flown to MFNZ free flight rules

- **Modelair Hornet**

Flown to AMAC rules.

- **F4F Peanut Scale** • **F4D Rubber Scale**

Flown to FAI rules. Refer to the link on the MFNZ website under FF&CL SIG

- **Memorial Scale** • **Kit Scale**

Flown to MFNZ rules. Refer to the link on the MFNZ website under FF&CL SIG

**Venue:** Westpac Stadium 21 Ron Ladd Place, Morrinsville

**Programme:** 10.00 Hangar Rat, Hand Launched Glider and Modelair Hornet  
Scale static judging until 12.30pm

12.30 F4F Peanut, F4D Indoor Open Rubber Scale, Kit Scale and  
Memorial Scale All run concurrently.  
Scale flying ceases at 3.15pm

3.45 Placegetters announced and certificates awarded. Please stay for this.

**Flyer's entry \$20.00**

Contact Stan Mauer 09 575 7971, stanm09c4@gmail.com for further information



# CLASSIC A1 NEWS

## STUART DARMON ANNOUNCES A POSTAL/ONLINE COMPETITION FOR FLYERS OF CLASSIC A1 GLIDERS

The postal contest we ran during the pandemic (or to be strictly accurate, back when we were still taking the pandemic seriously) generated a good deal of interest in 1950's A1's and really helped to consolidate this relatively new idea into a class that most flyers are aware of. Now there are a lot of them about, and furthermore, the 'traditional' contests at Buckminster, Luffenham and elsewhere show a healthy and sustained entry, suggesting CA1 (Classic A1) has a future beyond novelty value. Tantalisingly, despite a good deal of activity and some serious competitors taking it up, we have yet to need a flyoff, which is not only a spur to competitors in the coming season but a pretty good vindication of CA1 as a small-field class.

Following that initial postal, I had several requests to do it again, mostly

from people who hadn't finished their models in time(!), so I suggested an informal comp for the remainder of '22, to be followed by a 'proper' postal this year. This was done with minimal fanfare, and I thought nobody had taken me up on it until I got an email from Per Grunnet, who surely speaks for glider flyers everywhere.

### "Hi Stuart,

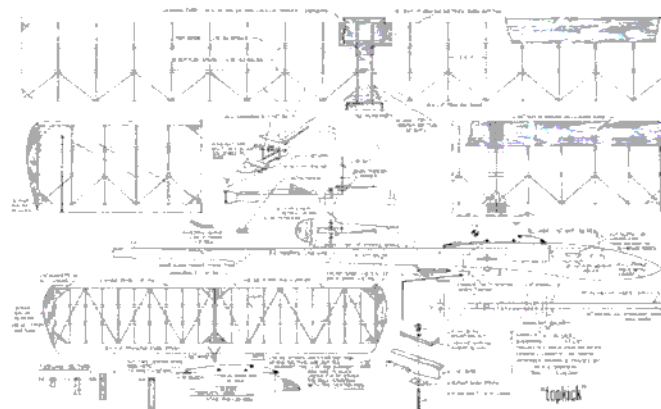
This year we hoped to show the world, what we from Denmark could do with Classic A1 models. Maybe we did – but our results were far from our ambitions. We tried to attract at least six competitors, who were known to have Classic A1-models. But as it was, only three came to the flying field on our chosen day, October 19.

The weather was ideal – light wind, sun and frequent thermals. We soon realized that the last year had not improved our

running capacity. We talked about the old days, when we ran and ran, jumped over fences if necessary, and ran further until the moment when we felt that wonderful pull in the towline that meant we had met the thermal.

Today it seems very different. We still start running, but already when the models is halfway up, it becomes very hard to breathe. The legs feel heavier than ever, and the sight blurs. Anyway, we actually did hit a couple of thermals.

Erik and I had brilliant flights in the third round, where we both had our models in really fine air. And Erik continued this in his fourth flight. Unfortunately he had not spent equal care to the timer as to the air, so his model DT'ed 10 seconds short of a max, that would have given him admission to the fifth round. My efforts were opposite – my timer DT'ed at 2:15 – but the models landed 55 seconds earlier...



The Top Kick is also eligible for this year's CA1 Postal despite originally appearing in September 1962 MAN.

Morten Broens – our young flier (Morten is more the 10 years younger than Erik and I) – was still working, so he was late on the field. He made two maxes before we had to stop flying.

### Results:

Erik Jakobsen 30+60+90+110 = 290

(Pjerri 75)

Per Grunnet 30+60+90+80 = 260 (Aiglet)

Morten Broens 30+60 = 90 (Fidusia)

We look forward to the 2023 postal."

### Congratulations Erik, 2022 champion!

### 2023 CA1 Postal

So, on to this year. The 2023 CA1 postal will be very similar to the original event, with a couple of tweaks in light of feedback from participants.

Firstly, the rules regarding eligible models were lifted directly from the Classic class in the BMFA rule book, and as such made sense to UK modellers - but were perceived by some overseas flyers as a bit strict for an 'oldtimer' event. This was particularly true of the USA where a couple of much-loved designs, known to have been flown in the fifties, were ineligible. I've awarded these designs special dispensation in the '23 postal, but UK flyers please be clear that this doesn't mean you can fly them in BMFA Classic events.

The second change is that I've relented on the subject of bungee (AKA Hi-Start) launching as an alternative to towing. I was reluctant to do this because I don't want to feed into the idea that glider towing is a game for the young alone. I still maintain that given a gentle breeze and a correctly placed hook anyone can tow, but I don't want anyone to feel excluded, and besides, if the 1979 F1A

World Champion says it's hard going, it's time for me to shut up. So, here we go again;

### CLASSIC A1 EMAIL INTERNATIONAL 2023

The second 'official' postal contest for Classic A1 gliders will run from June 1st to December 31st 2023. Top three individuals plus top team of up to three flyers will be awarded engraved glass trophies, and thanks to the generosity of Peter Brown, once again the winner receives a complete stand-alone RDT system.

### Eligible models

A Classic A1 is any towline glider of total area not exceeding 18 sq. DM (279 sq. in.), built to a design published or kitted between January 1951 and January 1961.

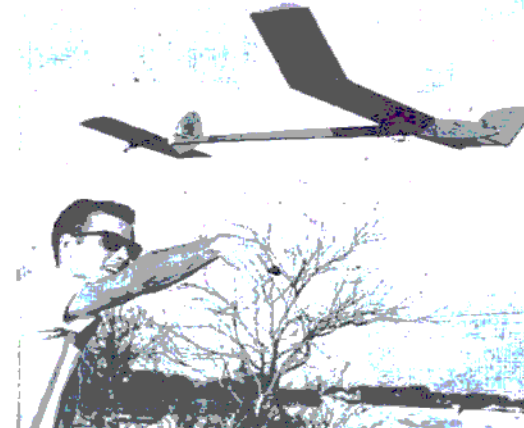
N.B. the 'Ghost', 'Top Kick' and 'Lil' Dip' will be considered eligible for this year's CA1 event.

There is no minimum weight requirement. Any form of DeThermaliser may be fitted.

Towline 50 metres (164 ft.) maximum. Alternatively launching may be via a 'bungee' containing no more than 20m. of rubber and not exceeding 50 m. relaxed length, anchored to the ground (provided the whole flight is over substantially level ground, i.e. no slope launching).

### Scoring

All flights for each entry must be made on the same day, using the same model. An individual may make up to three entries, so long as a different model is used for each. Flights must be timed by a person other than the entrant.



The max for the first flight is 30 seconds. If this is achieved, the entrant may make a second flight, of max 60 seconds and so on, the max increasing by 30 seconds each time until a max is not achieved (or flying cannot continue, e.g. because the model is lost or damaged). The total score for each entry is the sum of all flights, including the last sub-max. This should be submitted in the form of an addition, e.g. 30+60+90+112 = 292

### Entry

Entry is free of charge. Score should be submitted email to stuardarmonf1a@yahoo.com or by post to Stuart Darmon, 1 Post Office Cottages, Main Street, Theddingworth, Leicestershire LE176QP, United Kingdom

to arrive no later than January 10th 2024. Please include your name, the name of your timekeeper, the design you flew, and the location of your flights. Additional information and photos would be most welcome.

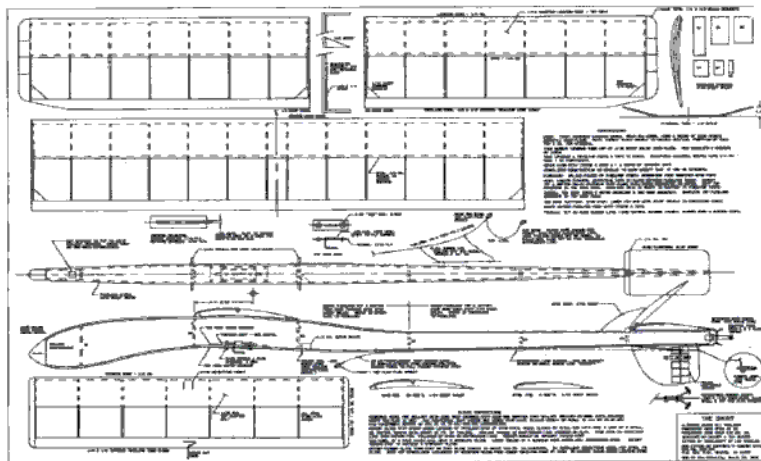
### Dates For the Diary

UK flyers have the opportunity to give their Classic A1's an airing in 'traditional' format contests (with proper prizes!) such as the 'Petit Classic de Birmingham' on April 16th at North Luffenham (contact Gavin Manion, gavin.manion84@gmail.com). Keep an eye on the AM Up & Coming diary, specifically for the end of season Buckminster FF Gala which will likely be on the 5th or 19th November (weather dependant, TBA Nov. 3rd more details closer to the time) at the BMFA National Centre for the Classic A1 Trophy.

We hope to add other dates during the season - watch this space. ■



Erik Jacobsen was the winner of the informal 2022 Classic A1 Postal flying his Pjerri glider.



The Ghost A1 glider is eligible for the CA1 Postal this year. A kit is available from Retro RC in the US as a Campbell's Custom Kit, website: retrorc.us.com







# MFHB: Looking good after the cyclone



Photographs from Barrie Russell of E-Rubber flying at the Hawkes Bay strip which is recovering nicely from its recent inundation.  
Stan: *Golliwock* Barrie: *Voodoo* Brett: *Flying Minutes*

Also, *Tomboys* were used in E-Cabin Texaco.  
Of the "Target" below, I know naught, but it looks exciting.

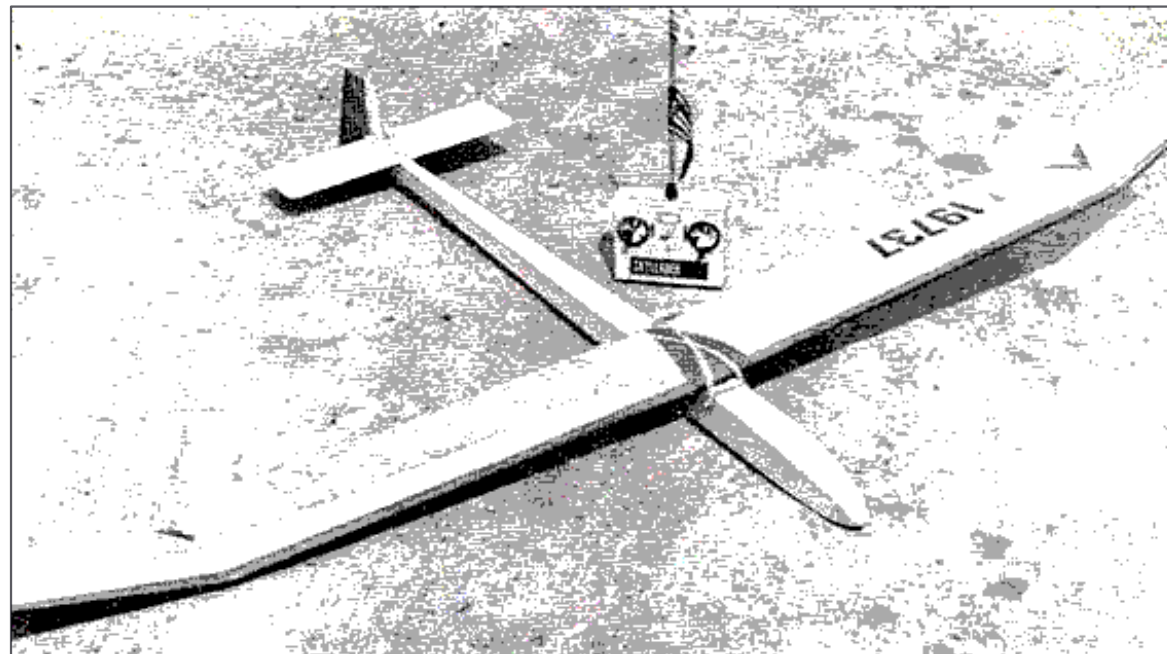
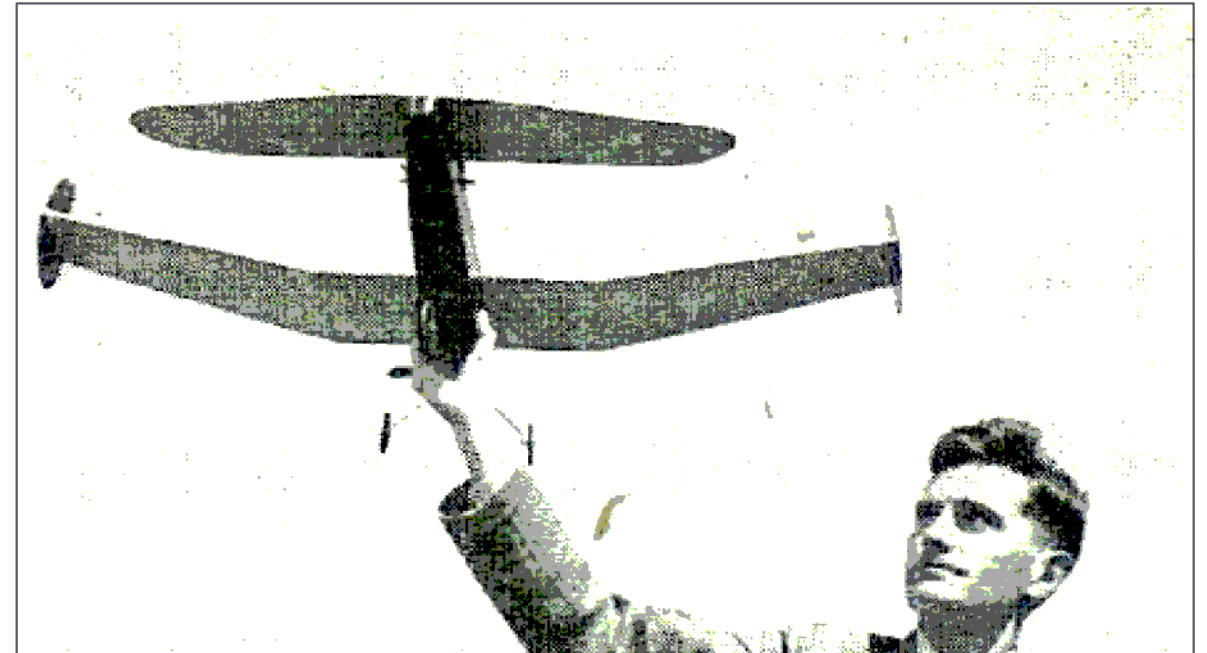
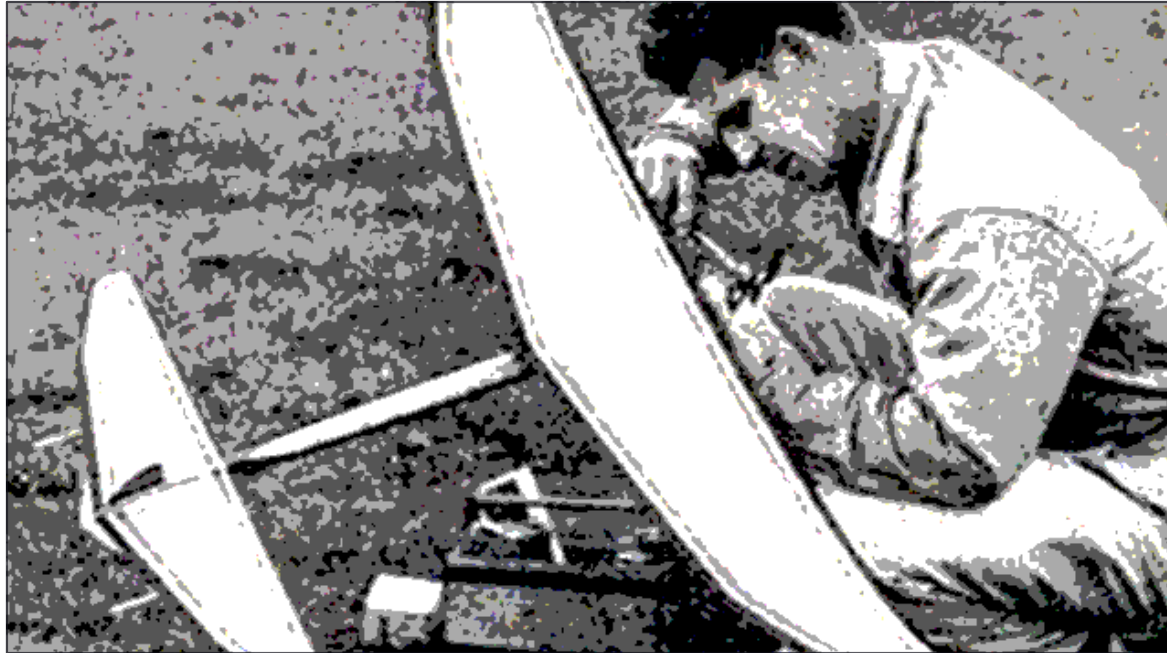




# More For Clever Dickies

Easy:  
Harder:  
Diabolical:

What is the common name of these designs?  
The names of the four designers?  
Years of publication?



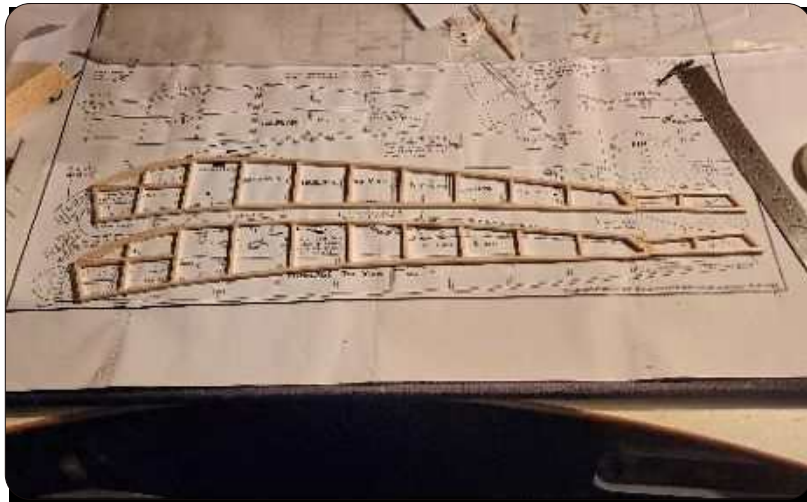
Being involved in model aviation has come quite late to me, but encouraged by my brother-in-law (Bruno Lees), I have persisted. They say that in this hobby there are flyers and there are builders and the lucky ones who can do both. I am definitely in the builder category.

After playing around with some depron style builds and repairing ARF models that had hard landings my first real balsa scratch build was a Junior 60. This has proved a good design for my style of flying and was a good way to hone a few building skills as well. Since completing that I have been working on finishing a Takahe glider as well as finishing a partly built SiG Piper Cub. I have also been thinking about what scratch build model I should try next.

Earlier this year we travelled to the UK to see our two eldest adult children and our grandchildren over there. This was the first chance we have had to do this since 2019. While there we did some tripping around England, and I naturally took the opportunity to check out any model shop we passed on our travels.

Most of these had few RC aircraft models of any kind but I did notice that a few Keil Kraft kitset were available, including the Caprice, Invader, Ace, Ajax, Gipsy and Senator. It turns out that Ripmax Ltd has been having these cut to basically the original plans and is distributing. I seriously considered purchasing one of these

*Fuselage sides complete*



but in the end decided that the chances of it being damaged in the homeward trip were too great. However, my interest had been aroused.

When your interest is aroused like that where is the first place you turn – Outerzone of course.

There are many Keil Kraft plans available on Outerzone and the one that caught my attention was the Dolphin, with its lovely, curved fuselage. The plan was downloaded ([https://outerzone.co.uk/plan\\_details.asp?ID=1333](https://outerzone.co.uk/plan_details.asp?ID=1333)) and added to the rather large folder I already have of downloaded plans that may / might be built one day.

Returning at the end of May to the start of winter meant it was time to think about a winter build project. We had quite a bit going on in other areas of life so I decided a simple quick build might be good – the Dolphin.

Plan printed out in A4 and then the joys of sticking the sheets together in as straight and true manner as possible. The plan called for 1/8" square balsa stick so a sheet of reasonably hard 2.4mm was found and stripping began.

The Dolphin was, as best as I can establish, designed and released in 1952. Its designer, Albert E Hatfull, designed many other models

*Front section of fuselage*



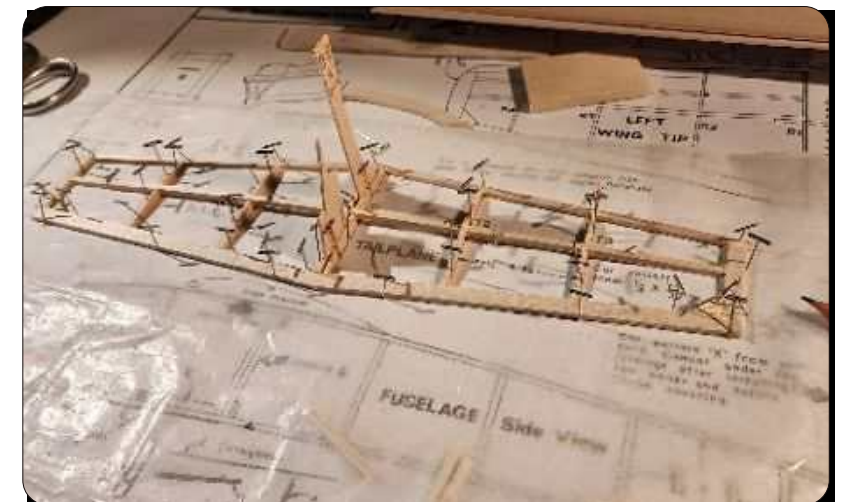
– including the Junior 60. His first Keil Kraft model was the Invader and he continued to design for them right up until the time they closed. For more information about him here is a link to an article about his life. <https://chuckglider.blogspot.com/2009/08/albert-hatfull-senator-junior-60-and.html>

When I built the Junior 60 I created a build log for it on RCGroups. I found that the advice and suggestions I received were invaluable, so I decided to do the same with the Dolphin. Anyone interested can find it here <https://www.rcgroups.com/forums/showthread.php?4377991-Keil-Kraft-Dolphin>

One of the things I decided at the start of the build was to try to follow the plan and instructions as closely as possible and to cover it with tissue, as it would have been in 1952. This was a new challenge for me as up to now I had only ever used iron on material. In the end I used Deluxe Eze-tissue, tissue paste and Eze-dope which is water based. I am generally happy with the end result, although I may yet add a clear coat finish to make it a bit more resilient.

I know that many of you who receive and read this bulletin are experienced and long-time builders and you probably don't need a series of build photos that, I hope, follow the usual norms and conventions.

*Horizontal stabiliser pinned out*



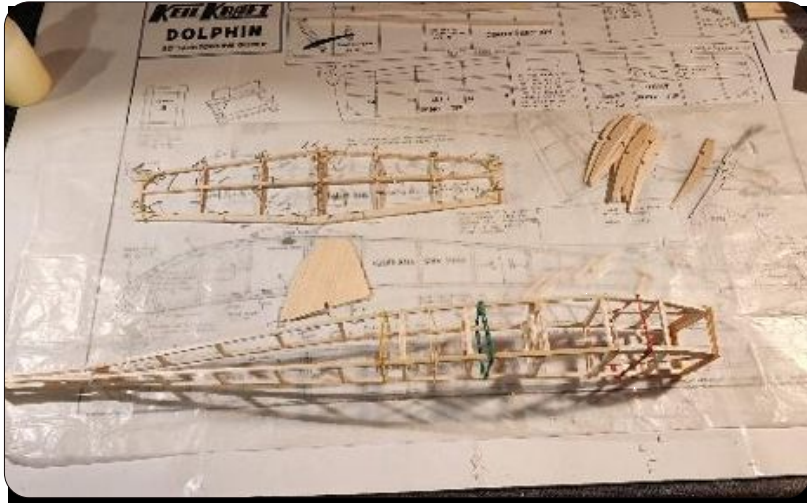


The Dolphin is now at the stage where it is nearly ready to soar. I have added D/T guides but no mechanism yet. Not sure if it will be necessary. We fly from a quite tight space on what remains of the old RNZAF Base Wigram airfield but don't get much thermal

activity. Of late the weather has been against us with either wet or windy conditions on our flying days so test flying hasn't been possible, however with the help of club stalwart, Allan Woodley, I

have begun the process of learning to trim the model and with each test throw the flights are getting longer and flatter.

Now to think about what to build next. **Keith Turner**



*Fuselage slowly taking shape*



*Tow hooks bend from paperclips*

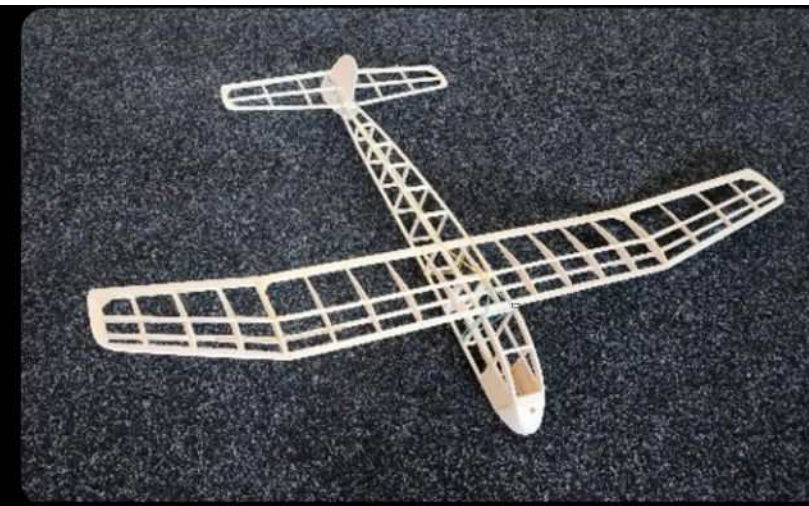


*Wings ready for covering*

*Getting wings square and level*

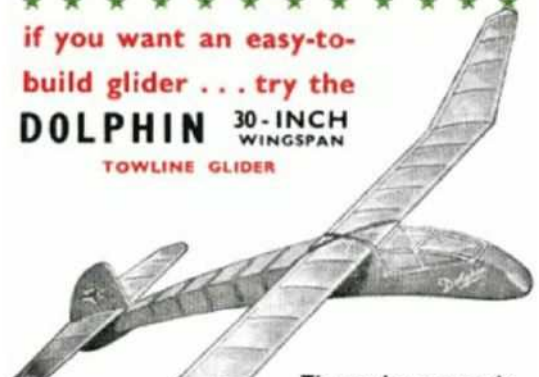
*Woodwork done*

*Covering*





if you want an easy-to-build glider . . . try the **DOLPHIN** 30-INCH WINGSPAN TOWLINE GLIDER

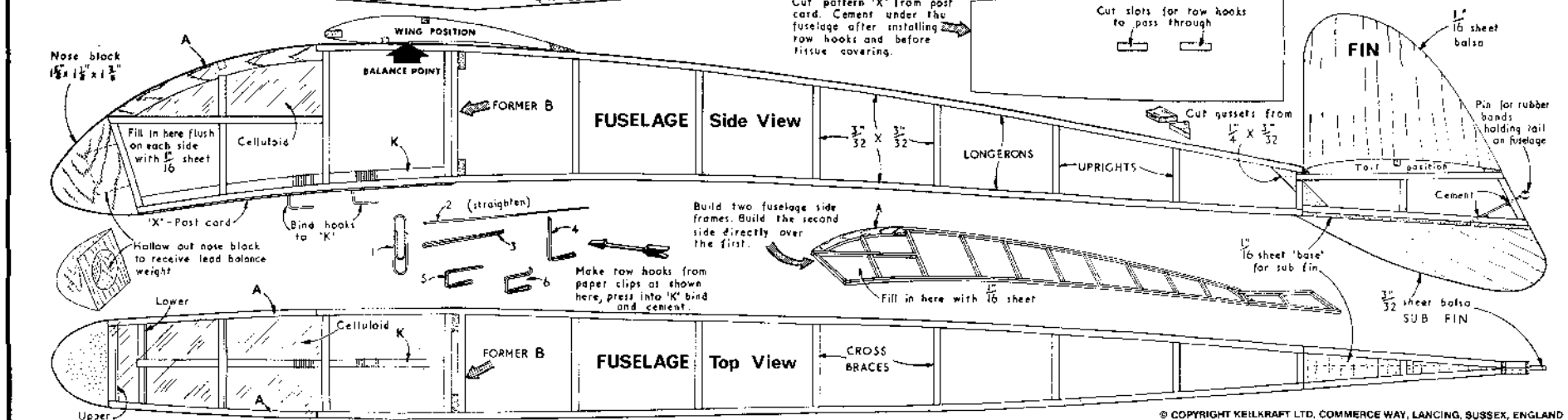
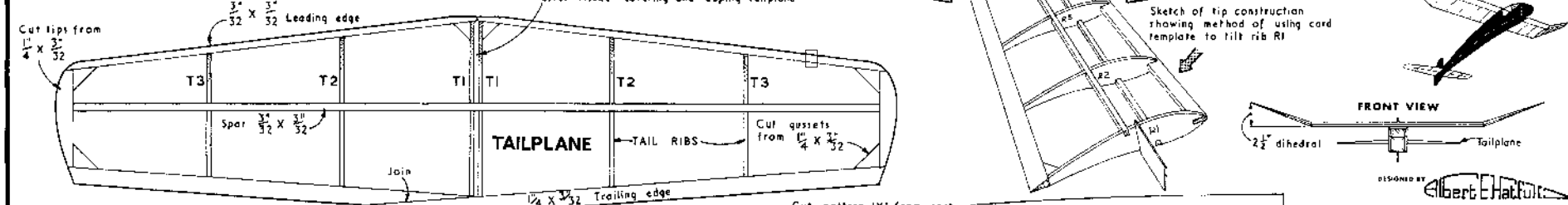
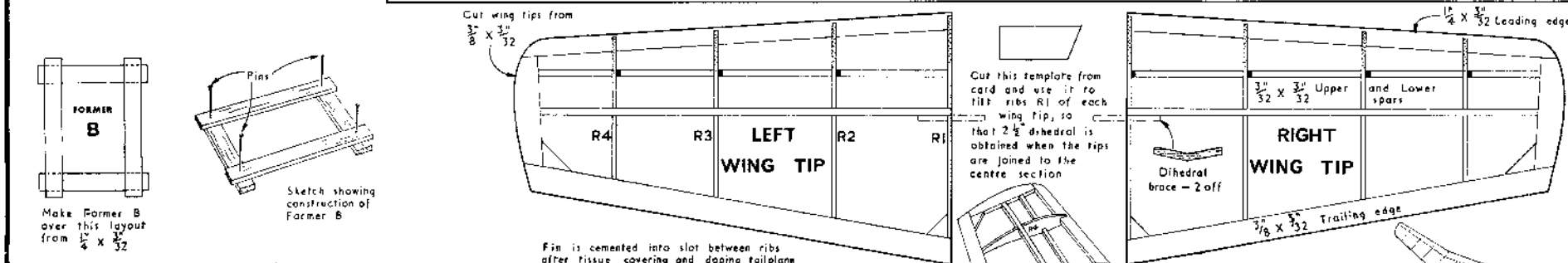
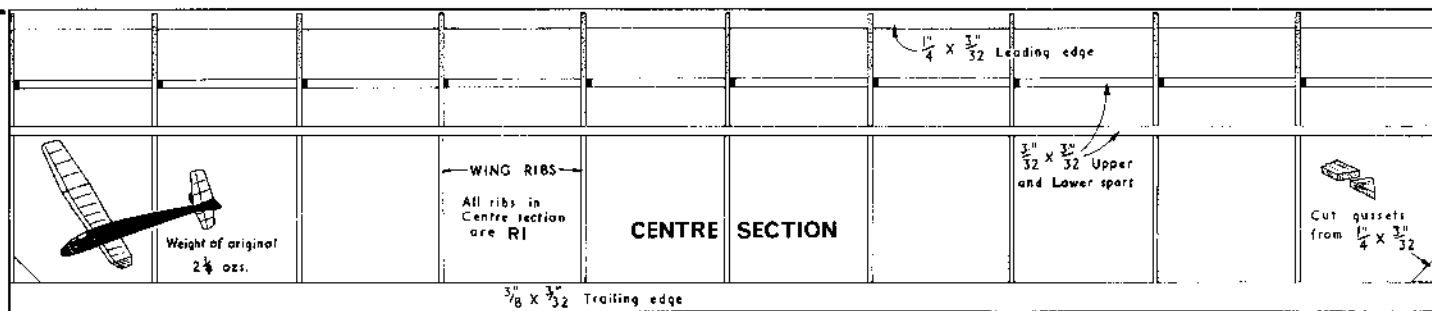


The novice cannot do better than start with a Dolphin kit. Building of this graceful glider is very straightforward, and trimming and flying is as simple as it can possibly be.

**4/11** INC. TAX.

**KEILKRAFT**

## KEILKRAFT DOLPHIN 30" Span TOWLINE GLIDER



### Memories ....

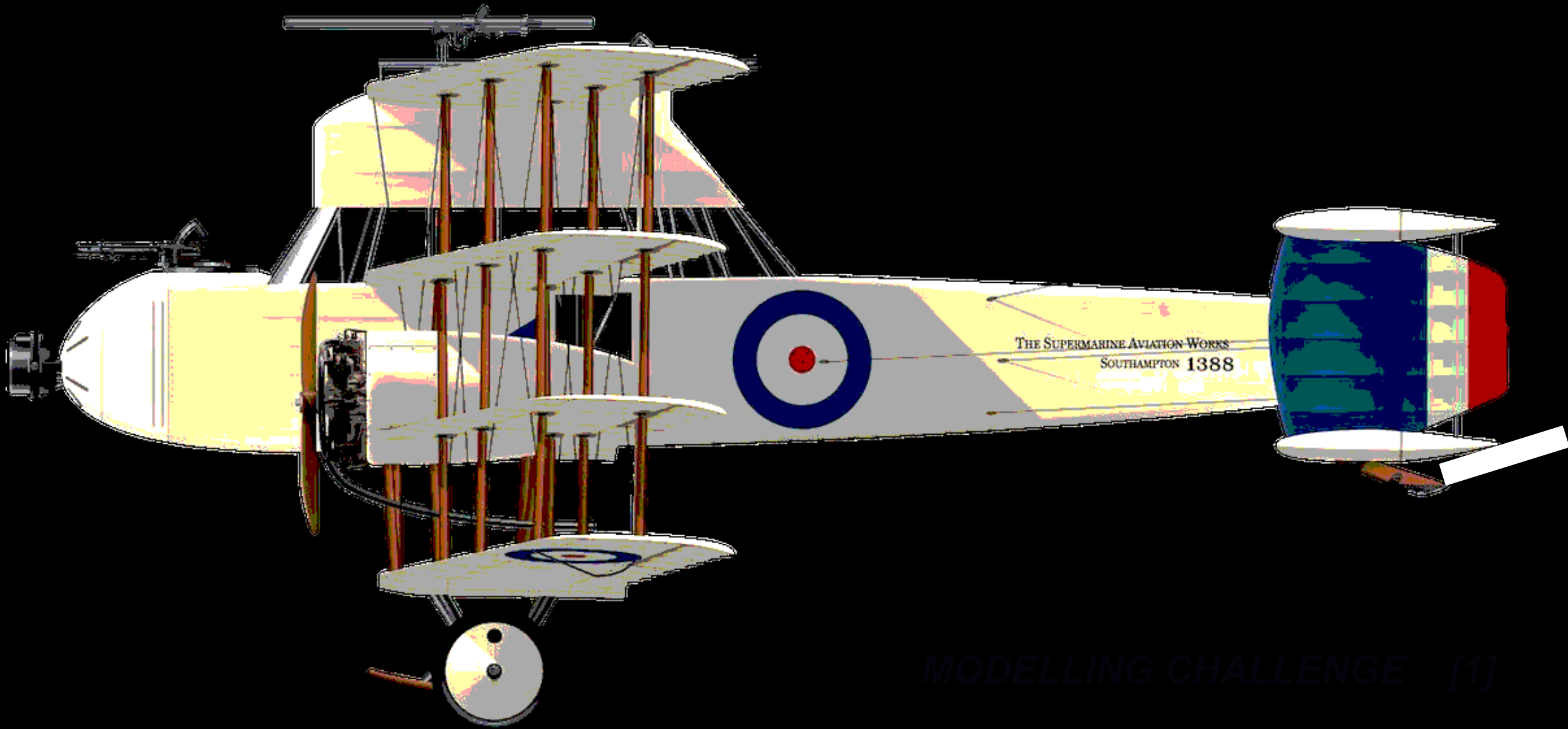
The town of Hastings had an influence on my involvement with aeromodelling. First memory of anything to do with aeromodel-building was a kit for the *Dolphin*. It was at the back of Bunkers store on Heretaunga Street. Bunkers was a long, narrow haven with all the good stuff, Meccano, slot cars and aeromodels, at the back.

Over the street and down a bit, a pram shop (Steven's?) rather incongruously stocked a range of glow and diesel engines, providing much gape, gawk and goggle time for an 8-year old.

Editor

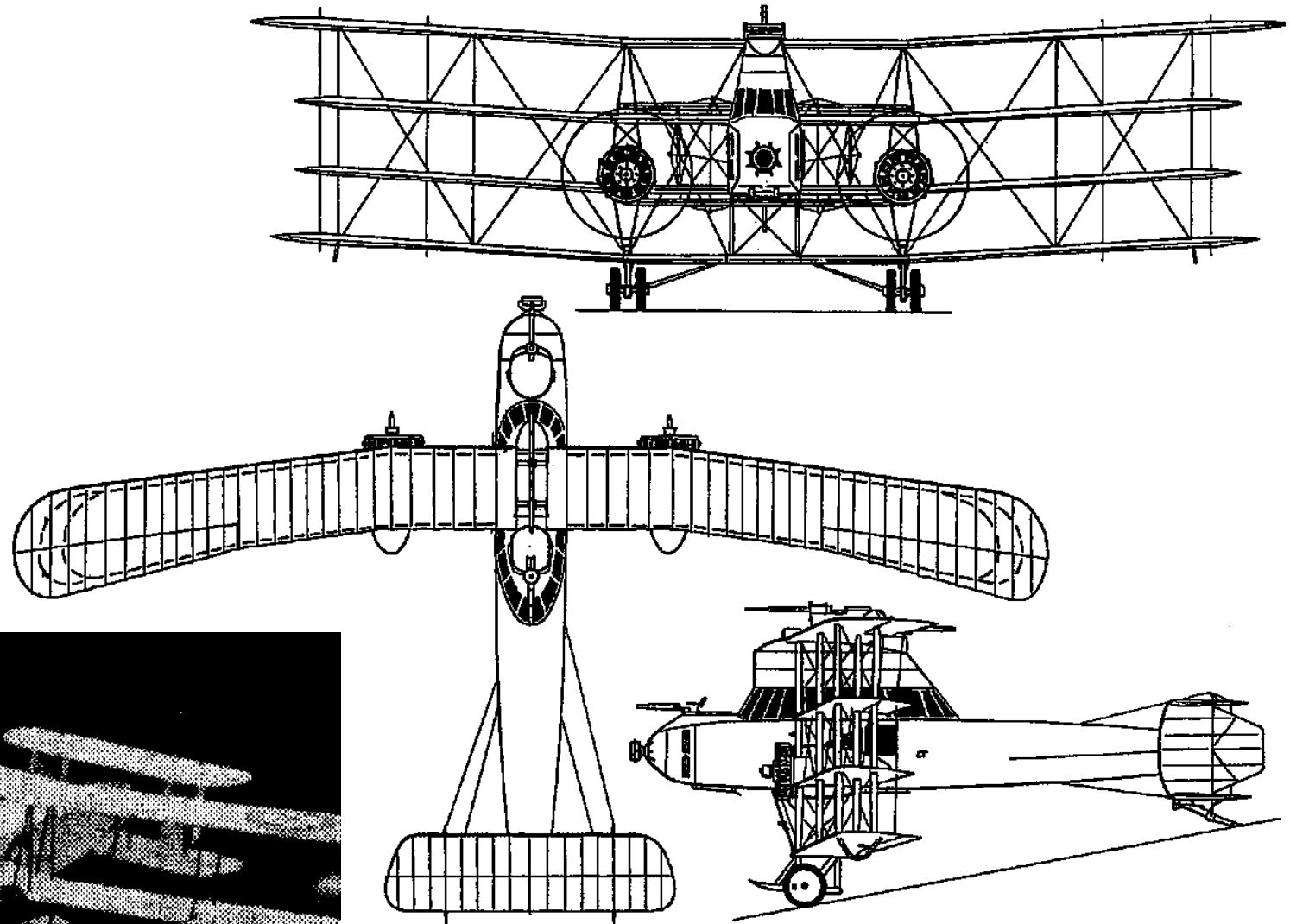
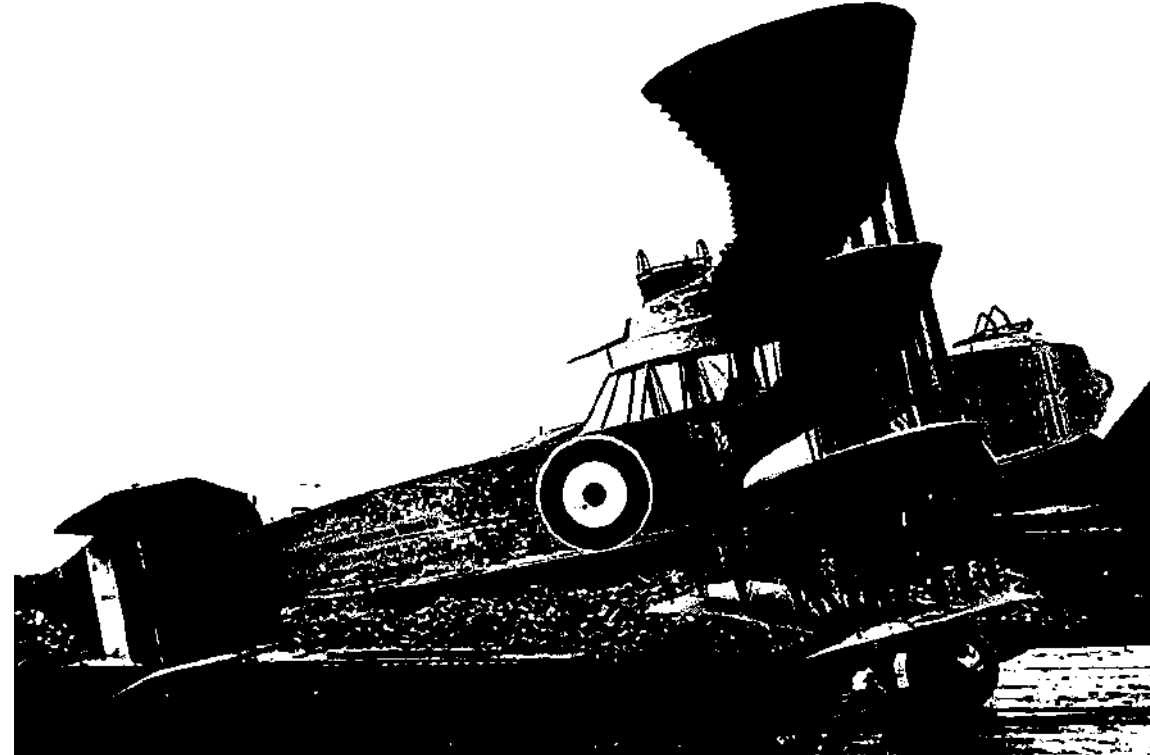


# Supermarine PB.31E "Nighthawk"



MODELLING CHALLENGE [1]

# Supermarine PB.31E "Nighthawk"



Hats off to **Simon Rogers** whose Supermarine Nighthawk at right appeared in *Aeromodeller* September 1986.

The Pemberton Billing Aircraft Company created this monster to repel Zeppelin attacks. Its two 100 hp engines gave a maximum speed of 121 kph and climbing to 3000 metres took a full hour.

Other woeful statistics at <https://plane-encyclopedia.com/ww1/pb-29e-pb-31e-supermarine-nighthawk/>

The design proved unfit for purpose, however



after a change of ownership the company redeemed its reputation with the **Supermarine Spitfire**.









A bookings by badminton players meant a late start at 8pm in the Star gym in New Plymouth for our Friday evening indoor meeting. It became obvious, fairly quickly, that numbers were going to be low. Several regular Hanger Rat Flyers flyers were out of town but its hard to say why the RC flyers stayed away. Maybe it was the two days of brilliant sunny, calm weather meant they were all flown out ? I suppose some may consider that August is still the middle of winter and it was no time to be venturing out on a chilly evening to fly models when you could be at home in front of the TV ?

Down the RC end of the hall, just Shawn Green and Greg Burrows flying their light weight RC models. At the FF end we had Allen Lawrence, Alan Reed and my wife Jo and myself flying.

Allen Lawrence put in a competent set of flights for Indoor HLG making good use of the 7 metre Cat 1 hall, for flights around 15-18 seconds.

Jo, also, put in a set of times in HLG using her cut-down but more rigid Cats Meow and using the new style of launch, where you fling it from the wing, holding the leading edge and do an underarm throw, launching it nearly vertically above your head. Its an unusual style but with the model trimmed right, it can be very effective. Jo is still a newbie at this indoor chucky thing and could have got a lot better with a couple of full days of practice. If it transitions to glide at the wrong angle and with too much speed on, then it either dives because the foam flaps dont come fully down or the floppy rudder straightens and it flies straight into a wall, instead of circling nicely as it will when its flying slowly. As luck would have it, the next flight, after her last official, was by far the best of all her flights, with the perfect flick off the top and a gentle circle glide to the ground. It is not surprising that lots of modelers have given up on this tricky dicipline, but nice to seen someone new having a go.

Allen Lawrence then got on with flying his Hanger Rat, quickly putting in a couple of flights at the 1min 20sec mark. Allen uses a torque meter so that he can monitor his launch torque very closely and also compensate for his rubber getting weaker with use, by adding more turns until he gets up to the right torque

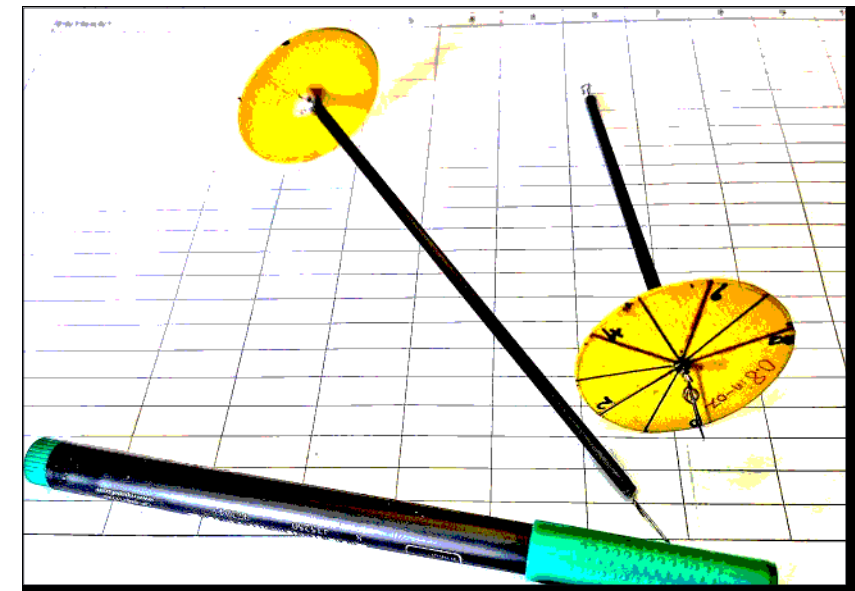
that the model needs to fly to its best. He tells me that he chose to use a well worn piece of rubber so that he could pile on lots of turns without the torque getting out of hand. This allows his model to climb slower and cruise longer under the low Cat 1 ceiling. A clever strategy I have to say. But not one that you could try unless you had the help from a torque meter to keep the model flying properly.

Talking of torque meters, a while back Matt Fairey and I made a couple of in-line torque meters that fit between the winder and your rubber but we hadn't got around to using them, while actually flying. With Matt Fairey being away, I lent his Torque Meter to Alan Reed to try out. This was a different style of torque meter to what he has used in the past, so a little guidance was needed, pointing out that you can wind to any torque figure you want but the only torque reading that means anything is the reading when the length of the motor is exactly the same as when it is connected to the propellor on the model, ie the length the rubber motor would be when the model is ready to fly. This is the torque reading that will determine how fast the model will climb and eventually how high the model will get at its highest point. Knowing what torque reading gets your model to the ceiling can be used to good effect by making sure that you launch with a torque reading just under that figure. Knowing that your model isn't going to hit the ceiling may help you to get that winning time.

You can also use your torque meter to help you while winding, to give the rubber an easier time and maybe stop it breaking but generally we are not winding the rubber to anywhere near maximum turns for flying in a Cat 1 hall, so for the most part we ignored the torque meter readings while winding. Most of us use a fairly liberal technique that roughly works out as stretching the motor to about 1.5- 2 metres and then winding on  $\frac{1}{2}$  to  $\frac{2}{3}$  the total turns and then very slowly shuffle towards the model while winding to meet its nose at the end of winding the last turns on. *(Similar to the method I use, except torque readings are monitored while moving in, allowing timing of the close-in speed so desired torque occurs when the motor is at hook-to-prop length. Editor).*

A typical figure for 6-8 gram Hanger Rats using a loop of 3/32 rubber in a Cat 1 hall with a 7-8 metre ceiling would be a launch torque of about 0.3-0.4 inch-oz. The torque before backing off could be a lot higher than that - maybe 0.6-0.7 inch-oz. It just depends on how many turns you put on and how many you unwind before launching. These torque meters were designed to take about 0.8 inch-oz at the the maximum recommended deflection of about  $\frac{3}{4}$  of a turn. This range was chosen so that you still have reasonable resolution at a flying torque of 0.3 - 0.4 inch-oz.

If you can prevent the power-surge stall soon after ROG, then sometimes you can fly without backing off turns but most of us seem to back of some turns. Some back off 20-30 turns, others 50 turns. I tried backing off 100 turns this time out and came 1st, so it worked for me this time. If you can prevent the power-surge stall soon after ROG, then sometimes you can fly without backing off turns but most of us seem to back of some turns. Some back off 20-30 turns, others 50 turns. I tried backing off 100 turns this time out and came 1st, so it worked for me.





# TARANAKI RATS

## STAR GYM 18<sup>th</sup> August

## Alec Fuller

An interesting idea that Dave Jackson uses to good effect is to always wind the rubber to near maximum turns and then backing off maybe several hundred turns back to where the model behaves nicely. Certainly this would get you a motor run with a very flat torque curve and very little power surge at the start. So, typically a 36 inch length of 3/32 tied into a loop, lubed and run-in, will take about 2000 turns before breaking so that may mean winding 1950 turns and then backing off 450 turns before launching. This idea does have a lot of merit and may even be the Holy Grail but remember that your rubber will be ready for the rubbish bin in just 4 or 5 winds. Both Alan Reed and I were flying at 0.30 to 0.35 inch-oz of launch torque but with different turns. I am unsure what figures Allen Lawrence was at.

One thing that annoys me a little while flying is that if you break a motor, then with the new motor fitted you need to do a "run-in" wind of about ¼ flying turns, before piling on the turns to reduce the chance of the motor breaking on the first full wind. So you can either launch the model and watch it float down, or wind it then un-wind it or ... here is a third idea. Set up two G-Clamps about 3 metres apart and string your new rubber motor between them. Leave it for a couple of minutes and then let it rest for ten minutes or more and after that use it as a "run-in" motor. Its an idea borrowed from INAV articles that advise stretching the rubber to 8 times its original length and then "resting" it. My yard of rubber ends up as about a 16" loop when tied. So 16" x 8 = 128 inches or 3.25 meters. I tried this idea, stretching out the motor even before setting up my stooge. Then I let it rest and stretched a second motor while the 1st was resting while I carried on with the stooge and assembling the model. I then had two run-in motors ready to go straight away.

Jo has been having a lot of trouble with her Rat misbehaving. A lot of times stalling out after launch and then with the tiniest adjustment, the next flight just not taking off. After a lot of trimming she got a flight away that looked promising and climbed out well and then at about the minute mark just dipped a wing and shallow dived to the ground. Conclusions - might have a fuselage that is still too flexible and giving downthrust on high turns, or the 70% CG could also be contributing to instability. So we put some more downthrust in and moved the wing back 5mm to make CG about 65% and then added about 1mm of positive incidence to the wing. And after all that her model "Fliss" was back in the groove and looking competitive again - to score a best time of 1min 53sec - but still temperamental.

Alan Reed had a couple of stally flights early on but with a couple of trim changes he was up to the ceiling, skimming the tiles for a very nice 1min 43sec. A few more turns and he was playing dodgems with the hanging lights, narrowly missing several before hitting one that robbed him of precious seconds. One flight I remember, he collected a hanging light, sending the model in a shallow dive right towards a wall and then miraculously about 3 metres from the wall, it nosed up into a stall, dropped its right wing and did a 90 degree turn to graciously carry on and land unimpeded. Very lucky.

I managed to dial-in a good trim fairly quickly, more by intuition than good strategy but I have to say that I was feeling my way with my new in-line torque meter as well. I have flown with a torque meter to very good effect in the past but it has been a meter clamped to

the bench as the rear hook and that meant that the rubber was wound off the model and then transferred to the rear hook and then to the propellor after that. A different technique but a bit of a hassle having to transfer both ends of the slippery wound motor to the model. This in-line torque meter is a big advance, as its no more complicated to use, than doing a normal rubber wind. I'm converted, I think. Its soon going to become my new favourite little gadget! I might have to get my architect friend Alan Reed to draw up a nice plan of it to share with you guys soon.

I did a 3rd official of 1min 59sec by which time we had all done four flights. Allen Lawrence did a quick tally up of everyone's best two times and realised that he was last. He was a bit put out by that and figured that he only needed another 6 seconds to get to second place. So, wound on some more turns and went for it and was rewarded with an extra seven seconds to bring him up a more respectable second place.

### Indoor HLG (Best two flights of 10)

1 <sup>st</sup>	<b>34.1sec</b>	Allen Lawrence	<b>16.8,</b>	<b>17.3</b>
2 <sup>nd</sup>	<b>16.8sec</b>	Jo Fuller	<b>8.4,</b>	<b>8.4</b>

### Hanger Rat (Best two flights of 6)

1 <sup>st</sup>	<b>3:47</b>	Alec Fuller	<b>1:48,</b>	1:40s,	<b>1:59s</b>		
2 <sup>nd</sup>	<b>3:31</b>	Allen Lawrence	1:14,	1:29,	<b>1:42s,</b>	1:39,	<b>1:49</b>
3 <sup>rd</sup>	<b>3:27</b>	Alan Reed	0:36s,	<b>1:43,</b>	<b>1:44,</b>	1:41	
4 <sup>th</sup>	<b>3:18</b>	Jo Fuller	0:11,	1:17,	1:14,	<b>1:53,</b>	<b>1:25</b>





# For Sale / Wanted



LiPo BATTERIES FOR SALE	
	<b>3S 11.1v 40C 1500mAh (for Radians)</b> <b>PRICE - \$45.00</b>
	<b>3S 11.1v 40C 2200mAh (for small foamies)</b> <b>PRICE - \$49.99</b>
	<b>4S 14.8v 25C 1300mAh (for general flying)</b> <b>PRICE - \$55.00</b>
	<b>2S 7.1v 40C 1300mAh (for general flying)</b> <b>PRICE - \$25.00</b>
	<b>1S 3.7v 30C 1300mAh (for Receiver battery)</b> <b>PRICE - \$19.95</b>
	<b>3S 11.1v 40C 2800mAh (for general flying)</b> <b>PRICE - \$55.00</b>
	<b>3S 11.1v 40C 2200mAh (for general flying)</b> <b>PRICE - \$49.99</b>

For details contact: Gavin Shute: 021 656 999 or gavinshute@gmail.com

## HUMMINGBIRDS for SALE

Good afternoon Bernard, Nice to see you have a 'Hummingbird' in your stable, they are a great flyer. The reason for contact is that my three Hummingbirds are for sale if you know anyone that wants one. Two high-wing and one low-wing. The low-wing and one high-wing are electric powered, not yet flown, rudder only, just require battery and Rx on rudder only so can be flown as free flight. The other is powered by a Cox .049 with a syringe fuel tank. It has had a few flights and is great in the air, it will come with an Ni-MH Rx battery. I am open to offers as I am downsizing my stable. I have about 25 models of various kinds that I am going to sell (so I can build a few more) as I have almost run out of room to store them.

Kindest regards.  
Dayle Montgomery 0274896373

## WANTED

"Building and Flying Indoor Model Airplanes"

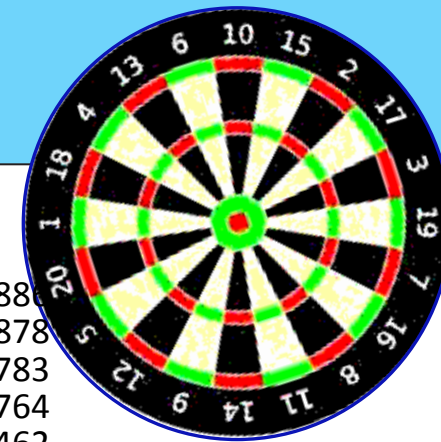
Book by Ron Williams, c1980  
Contact: scott.scott@xtra.co.nz





# RC Top 10 Leader Board

Standings at 1<sup>st</sup> October 2023



## RC Top 10 Leader Boards 2023

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

The Leader Boards run for each calendar year, and are updated throughout. At the end of each year they are cleared and started afresh.

Postings since the last publication in AVANZ News are shown in red.

Please email me if you spot any errors or omissions.

Wayne Cartwright  
[rwcartwright4@gmail.com](mailto:rwcartwright4@gmail.com)

## Standings at 5 October

### Precision Classes

#### Vintage Precision

1.	D Crook	600+200
2=	S Cox	600+199
2=	D Wilkins	600+199
2=	B Russell	600+199
2=	A Knox	600+199
2=	<b>B Robinson</b>	<b>600+199</b>
7.	L Beehre	600+198
8.	S Nicholas	600+196
9.	B Treloar	600+195
10.	J Miller	600+176

#### Classical Precision

1.	A Knox	597
2=	B Russell	595
2=	B Robinson	595
4.	B Scott	588
5.	S Nicholas	586
6.	B Perriam	584
7.	L Rodway	555

#### Duration Classes

##### Vintage IC Duration

1.	A Knox	780+290
2.	S Cox	780+285
3.	B Scott	770
4.	J Miller	760
5.	D Wilkins	743
6.	D Thornley	740
7.	T Christenson	731
8.	L Rodway	639
9.	R Gray	558
10.	K Daly	517

##### Vintage E Duration

1.	S Nicholas	960+514
2.	D Mossop	960
3.	B Russell	950
4.	A Knox	943

5.	D Crook	888
6.	B Robinson	878
7.	A Knox	783
8.	C Erlam	764
9.	B Scott	462
10.	C Brown	339

#### Classical IC Duration

#### Classical E Duration

1.	<b>B Russell</b>	<b>1336</b>
2.	A Knox	1151
3.	<b>B Robinson</b>	<b>894</b>
4.	<b>S Nicholas</b>	<b>840</b>
5.	P Townsend	835
6.	B Scott	735

#### Texaco Classes

##### Vintage 1/2A Texaco

1.	<b>A Knox</b>	<b>2124</b>
2.	B Scott	1480
3.	R Gray	1451
4.	<b>J Beresford</b>	<b>1440</b>
5.	<b>L Rodway</b>	<b>1221</b>
6.	D Little	1078
7.	J Ryan	1056
8.	S Cox	990
9.	J Beresford	883
10.	S Morse	132

# RC Top 10 Leader Board

Standings at 1<sup>st</sup> October 2023



## Vintage A Texaco

1.	A Knox	2620
2.	B Scott	1254
3.	L Rodway	1050
4.	S Grant	815
5.	B Treloar	600
6.	I Munro	269

## Vintage Open Texaco

1.	B Scott	1741
2.	B Treloar	1648
3.	L Rodway	1592
4.	T Glogau	1585
5.	A Knox	1498
6.	I Munro	1131
7.	S Cox	1041

## Vintage 1/2E Texaco

1.	A Knox	2033
2.	W Cartwright	1597
3.	B Scott	1162
4.	T Gribble	898

## Classical 1/2E Texaco

1.	L Rodway	1937
2.	B Scott	1737
3.	T Gribble	1405

## Vintage E Texaco

1.	A Knox	4552
2.	B Scott	2172
3.	B Russell	2203
4.	J Butcher	1770
5.	W Cartwright	1609

## Classical E Texaco

1.	A Knox	3630
2.	W Cartwright	2912
3.	D Mossop	1999
4.	T Gribble	1368

## Vintage E Rubber Texaco

1.	P Townsend	3016
2.	D Gush	2934
3.	W Cartwright	2057
4.	A Knox	1201

## Sport Cabin Texaco IC

1.	P Townsend	2447
2.	A Knox	1138
3.	L Rodway	1117
4.	B Scott	672

## Sport Cabin Texaco E

1.	P Townsend	2575
2.	S Grant	975
3.	A Knox	893
4.	L Rodway	784

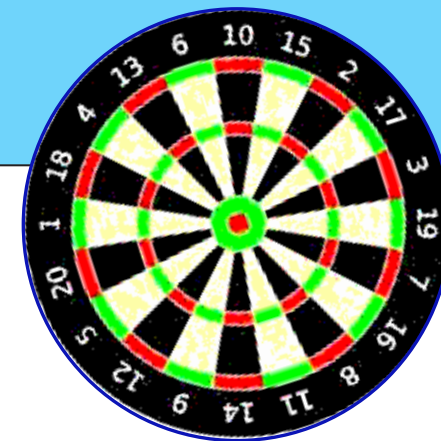
## Vintage and Classical Scale Texaco

1.	A Knox	2478
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# FF Top 10 Leader Board

Standings at 1<sup>st</sup> October 2023



## Vintage Power Duration

1. Chris Murphy 125
2. Lynn Rodway 112

## Vintage Rubber Duration

1. Paul Squires 490
2. Wayne Lightfoot 489
3. Chris Murphy 347
4. Mike Mulholland 335
5. Graham Lovejoy 321
6. Lynn Rodway 283
7. John Beresford 280
8. Loubna Murphy 232
9. Stewart Morse 222
10. Stew Cox 147

## Vintage Precision

1. Stewart Morse 270
2. Lynn Rodway 269
3. Bernard Scott 180
4. Chris Murphy 180
5. Ricky Bould 150
6. Bryce Gibson 14

## Nostalgia Power Duration

1. Rex Bain 520
2. Chris Murphy 466
3. Lynn Rodway 372
4. Stew Morse 58

## Small Power Duration

1. Lynn Rodway 86

## Nostalgia Rubber Duration

1. Wayne Lightfoot 540
2. Chris Murphy 190
3. Bryce Gibson 90

## Nostalgia Glider Duration

1. Bryce Gibson 12

## Classic Power Duration

## Classic Rubber Duration

1. Wayne Lightfoot 527
2. Lynn Rodway 283
3. John Beresford 280

## Vintage Glider Duration

1. Wayne Lightfoot 525

## Classic Glider Duration

1. Moira Vincent 131
2. Lynn Rodway 108

## Vintage Catapult Glider

1. Des Richards 266
2. Stew Cox 253
3. Allan Knox 240
4. Paul Squires 228
5. Connie Gray 223
6. Bernard Scott 222
7. Danny Walker 217
8. N.Walker 214
9. Kevin Barnes 211
10. Lynn Rodway 198



# Ongoing Records from Leader Boards

JUNE 2023

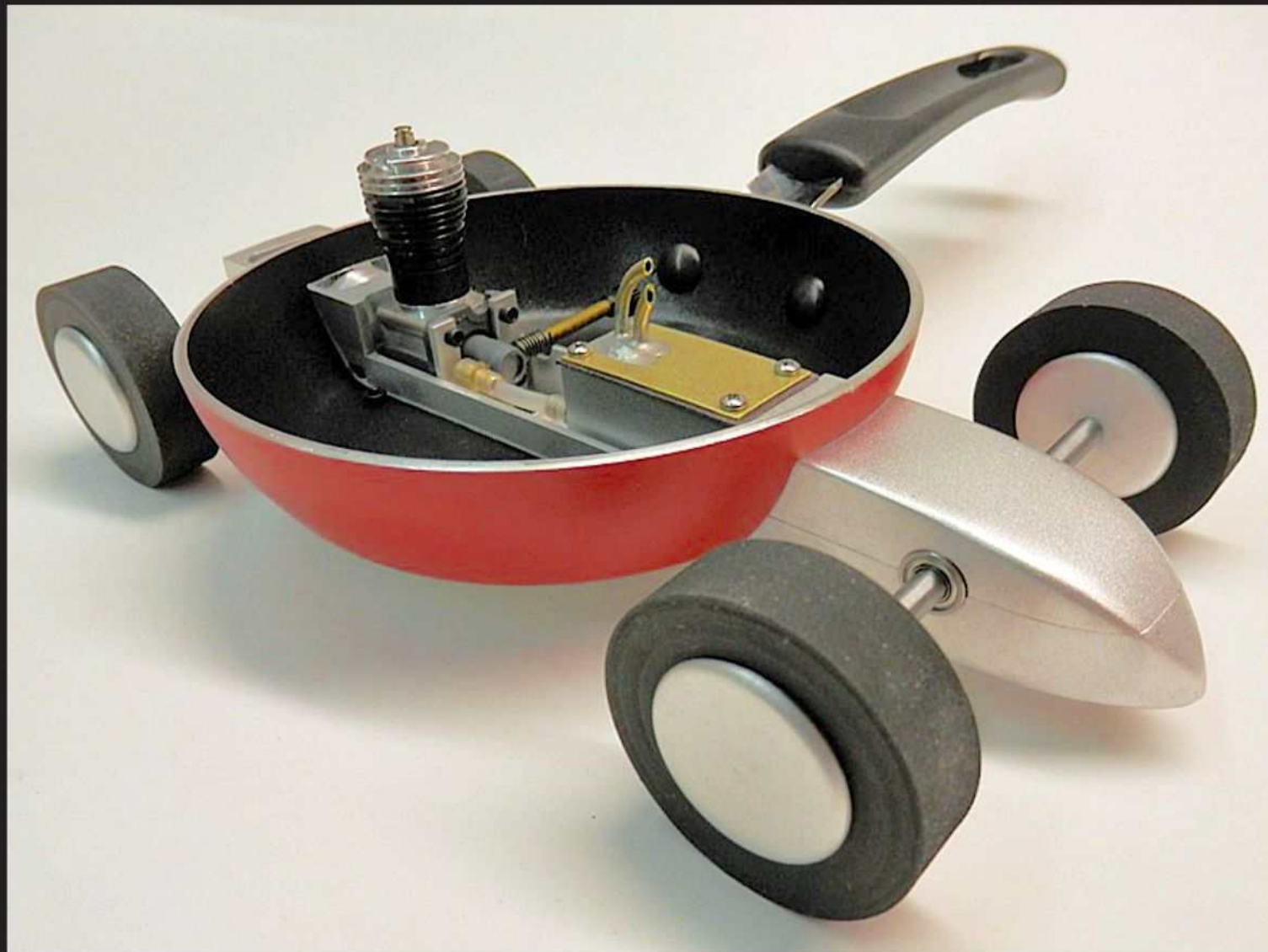
<b>RC Vintage Precision</b> Allan Knox 2021	<b>1194</b>
<b>RC Classical Precision</b> Allan Knox 2021	<b>599</b>
<b>RC Vintage IC Duration</b> Stew Cox 2019	<b>1671</b>
<b>RC Vintage E Duration</b> Brian Harris 2018	<b>1560</b>
<b>RC Classical IC Duration</b> David Thornley 2017	<b>1500</b>
<b>RC Classical E Duration</b> Peter Townsend 2021	<b>2700</b>
<b>RC Vintage 1/2A Texaco</b> Allan Knox 2018	<b>3333</b>
<b>RC Vintage A Texaco</b> Allan Knox 2018	<b>3730</b>

<b>RC Vintage Open Texaco</b> Bryan Treloar 2018	<b>3543</b>
<b>RC Vintage 1/2E Texaco</b> Allan Knox 2021	<b>3957</b>
<b>RC Classical 1/2E Texaco</b> Allan Knox 2021	<b>3266</b>
<b>RC Vintage E Texaco</b> Allan Knox 2023	<b>3638</b>
<b>RC Vint E Rubber Texaco</b> Peter Townsend 2021	<b>7988</b>
<b>RC Sport Cabin Texaco IC</b> Sean McCurrie 2021	<b>1646</b>
<b>RC Sport Cabin Texaco E</b> Keith Trillo 2019	<b>4456</b>
<b>RC Scale Texaco</b> Allan Knox 2020	<b>2466</b>
<b>FF Vintage Precision</b> Gary Burrows 2014	<b>411</b>

<b>FF Vintage Glider</b> Wayne Lightfoot 2023 (new)	<b>525</b>
<b>FF Classic Glider</b> Martin Evans 2015	<b>470</b>
<b>FF Vintage Rubber</b> W McGarvey / A Koerbin	<b>540</b>
<b>FF Nostalgia Rubber</b> Bill McGarvey / Bernard Scott	<b>540</b>
<b>FF Classic Rubber</b> Wayne Lightfoot 2023 (new)	<b>527</b>
<b>FF Vintage Power</b> R Anderson / R Bain / B Scott	<b>540</b>
<b>FF Nostalgia Power</b> R Bain / B Scott	<b>540</b>
<b>FF Small Power</b> Bernard Scott 2016	<b>353</b>
<b>FF Catpult Glider</b> John Butcher 2012	<b>339</b>



# THE LAST STRAW



## Clever Dickie Answers

Each design is an *Ascender*

Top Left:	Hal Roth	Aeromodeller, August 1956
Top Right:	Jim Fullarton	Aeromodeller, July 1951
Bottom Left:	Dave Hughes	Radio Modeller, October 1970
Bottom Right:	Earl Stahl	M.A.N. July 1945

(And, don't forget the Airsail *Ascender* rubber model)

