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Thanks once again to the contributors to this issue. As usual the issue is dominated by domestic issues with a raft of Remits being put forward for the January AGM, Nationals information and Results . As the News is a major source of Vintage information for NZ readers this is, unfortunately, unavoidable.

However we do have contributors covering real modelling as well.

The contest season is represented by a report of the Bob Burling event at Levin in May our apologies for the delay in getting this out as it was overlooked from the last issue.

Mini Bungee gliders have taken a step forward with some sound advice from UK

Power FF is well represented with some details from Rex Bain a long time enthusiast in these classes. Thanks for your contribution Rex .

The latest issue of the Leader Boards indicate we have a good following in the RC Vintage and Classical events, and we have yet to get into the spring and Summer flying season. Locally the last month has been wet and windy so that has pretty well put a stop to flying. 400+ mm of rain over a fortnight and plenty of flooding, maybe we could have fitted floats to our Vintage jobs and added to the experience if it weren't for the 100 km ph gales! Never mind some building has been taking place to fill the time.

A reminder to our NZ readers that there is some Remits out there covering some proposed changes to the 1/2E and E Texaco classes, ther is a voting form in this issue but contact the Sig Secretary (address below if you wish to have a copy in a more friendly format.

The Vintage Sig report on page 11 of this issue shows a positive note regarding the Vintage scene and with some more events in the coming months we trust this will continue.

As your Editor I remind you that I will be stepping down at the AGM so if any person is interested in taking over the job let the Vintage Committee know .

Graham Main Editor

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Treasurer: Rex Bain. Committee: Allan Knox, Gary Burrows, John Selby, Bernard Scott, Don Mossop

Bob Burling Memorial Fly-in Sunday 4th May 2014

The Bob Burling event in May had a good entry with some close results. It was good to see a few new entries though the "old hands managed to top out the scores. The weather looked cool and overcast, but eminently flyable. A couple of ignition entries from Bryan Treloar and Ian Munro added to the event.

Thanks to John Selby for acting as Contest Director.

R/C Vintage Precision

1st	Joe Bradbury	554	Viking	1940
2nd	Bryan Treloar	550	Red Zephyr	1936
3rd	Ian Munro	413	T D Coupe	1936
4th	Alan Sisson	351	Coronet	1941

R/C Vintage Duration

1st	Ian Munro	606	T D Coupe	1936
2nd	Joe Bradbury	596	Viking	1940
3rd	Bryan Treloar	583	Red Zephyr	1936
4th	Alan Sisson	552	Coronet	1941
5th	Les Cole	547	Scram	1938
6th	Des Richards	245	Junior 60	1946

R/C Open Texaco

1st	Ian Munro	937	T D Coupe	1936
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R/C Vintage 1/2E Texaco

1st	Alan Sissons	494	Coronet	1941
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Pictures:

Top Right: Ian Munro (Wellington) in foreground with his T D Coupe Brown Junior ignition up front and had a good day by the look of the results At rear Les Cole from Ashhurst with his Scram looks like an enlarged Tomboy in front there.

Middle Right: Bryan Treloar with his McCoy ignition powered Red Zephyr helper Des Richards keeping a lookout.

Bottom Right: Ooops! Did he miss the spot or was it shifted to the clubhouse roof. Limp wind-sock indicates benign conditions.

Bottom Left: Ian Munro is all concentration while George Brickell keeps the time ticking. Love those rural conditions Hay in the shed and tractor waiting to feed out after the flying is done.

Thanks to John Selby for the results and pictures.

Mini Bungee Gliders *Comment from Peter Michel (Epsom UK) and Ron Magill*Part 1

Many thanks once again for the latest ANVAZ news. I'm glad to know that you are "into" mini bungee gliders – a great new class. But I see you are having launch problems. We've been at it for a couple of seasons now and think we have ironed out most of the bugs. So if you'd like to describe the problems you've met I'd be only too pleased to pass on any tips we have found useful.

For instance, initially we discovered that bungee launching was virtually useless in flat calm; the models either hanging like dogs on a lead or ping-pong off the line if you applied a bit of extra tensioning. Now we find that *vastly increased* tensioning (around 40 paces instead of the usual 15 or so) does the trick, with the glider shooting to the top of the line in still air or near it. In fact with variable drift of 0 – 3mph or so you can actually launch down wind using high tensioning, the model making its own head-wind, as it were.

Surprisingly, you can also launch full-size A2s on the now-standard 30m bungee line with its 1/8in. or 3/32in. rubber strip – using around 70 tensioning paces! This seems scary at first, but it does work and is very useful for solo trimming.

Best regards (from Epsom),

Peter.

Part 2

Good morning, Graham. (Me, I'm just recovering after watching England's World Cup defeat last night...)

I would say that the first thing to do is to (see right) is the best I have come across. You just glue it on to the bottom of the fuselage. No problems.

We have found that for some mysterious reason the hook position for these mini bungee gliders needs to be farther forward than for conventional launching. Hence the need for movability. (*Rule of thumb*: Slewing to one side or the other, move hook forward. Hunting from side to side, move hook back.)

My own view is that a 40 per cent CG is a must, irrespective of what it says on the plan, with the glide adjusted by tail-plane incidence alone. This forward balance point also seems to prevent looping on DT which, as I know to my cost, can result in loss in very strong lift, and (very important) appears to dampen stalling at the point of cast-off.

That 1/8in. Champion rubber sounds a bit fierce. We've been using 3/32in. Sport. Some of the Bournemouth lads swear by 1/16in., although that sounds a bit too weak and would not work, I think, for 'power' launching.

There are other dodges, but you might try the above first. Do let me know how you get on.

And from Ron Magill

Re the Veron "Classic" and bungee launch. Warps will have different effects at different speeds. Wash in has more drag at low speeds and more lift at high speeds. I am guessing a little I think low speed will be after release and high in the launch before the release. Rudder has the opposite effect low speed little effect and high speed a greater effect. As always the balance of effects is important.

Editor's note. Lots of good advice there but the weather has been against further trials hopefully more success in the our spring and summer. Thanks to Peter and Ron for giving there time to put some ideas forward.

Hi Start glider plans by Martyn Pressnell can be found at www.msp-plans.blogspot.com

Two plans with 3 gliders on each



Gollywock Rubber Duration Model Dating

The Vintage SIG has had a query on the Gollywock Vintage Rubber duration model dating the result of which is as below.

After consultation with SAM USA and others the SIG will accept the following:

There are **three acceptable** "Gollywock" designs

The **first** is the original 1939 Midwest Design with bamboo tip outlines. Vintage Age bonus is 11.

The **second** is the 1941 Design "New Gollywock" by Midwest that has longer tapered tips and a rectangular tailplane. Vintage Age Bonus is 9.

The **third** is the 1991 redraw of the original 1939 design by Bob Bienenstein produced by Midwest as the "Gollywock II". This is accepted by the SIG as the same as the 1939 version but with Balsa framed tips and would have the age bonus of 11.

Not acceptable are

The plans redrawn from the Air Trails in 1940 and the later 1944 ? Air Trails Annual are not correct and are **not acceptable** as a Gollywock for Vintage competitions. The AT plans were incorrectly scaled and the accompanying full size wing rib was not correct. These errors changed the design markedly from the original.

The Airflo Mite

From Rex Bain

The readers may be interested in my AIRFLO MITE , a small Ron Warring F/F design published in Model Aviation in 1948 . A few of these magazines were published about 1948 by Ian Allan Ltd in England . They are not the same as the American ones of the same name which are published by the AMA . I started building , and almost completed , this little model almost 20 years ago but I never quite got around to finishing it . It is only 32 inches span and originally intended for an Amco .87 ; mine has an Indian Mills .75 which I see from the invoice in its box I bought from a model shop in Guernsey in the Channel Islands ! I never thought that a Mills .75 could overpower anything but this one does ! It would make a different and attractive R/C Precision or Duration entry scaled up to a suitable size. *Rex provided the plans but these should be available from the AVANZ Plans service. Ed.*



Above Left Rex Bain with his FF Nostalgia Small power model . A mid 50's Shaboom

Above Right Rex Bain's Woodpecker Classic FF Power SC 12 powered

Classical Precision to be Flown at 2014/15 NNI Events

The rules for Classical Precision have been in place for a couple of years (see Rule 6.3 below), and the SIG Committee feels that now is a good time to get the class off the ground. Classical Precision will be flown at the four NNI Contest/Rally weekends in 2014/15, and also at the first North Island RC Vintage Championships in March.

The rules are the same as for Vintage Precision except that designs must come from 1951 – 1975, and there is no age bonus. The lack of a 'buffer score' from age bonus will make landing performance more critical than in Vintage Precision.

This is our opportunity to fly again some of those great old free flight sport designs such as Paageboy, Debutante, Envoy, Mamselle, and Modelair Hummingbird – to name just a few. Non-aileron RC designs from the period also qualify – Super 60, the early Boddington designs, Airsail Apollo, and a host of others. Of course models flown in Classical Duration can also be used in Precision. Any design can be scaled.

The 2015 Nationals schedule does not include Classical Precision but if the class is well supported in the NNI events, it will be flown at the 2016 Nationals.

Classical Precision is also an NDC event, so the models that are built or revived can be flown there as well.

6.3 RC Classical Precision

Purpose: To enjoy RC flying of Power Model designs from the Classical period through achieving a specified flight time and landing bonus. The motor run is generous, so that 'sport' designs compete equally with duration types. Motors may be either IC or electric.

- 6.3.1 Eligible models are IC-powered free flight designs and IC-powered designs originally intended for RC without aileron control.
- 6.3.2 All rules 6.1.1 – 6.1.11 apply.
- 6.3.3 Power is either IC or electric. An IC motor may be of any type and size, subject to Rule 4.4.3 Maximum Engine Size. An electric motor may be of any type and size and the drive battery capacity is unlimited. If an electric motor is used, it is fitted with an electronic propeller brake function that is engaged when the motor is off.
- 6.3.4 Maximum motor run is 60 seconds.
- 6.3.5 Age bonus does not apply.
- 6.3.6 Landing bonus applies.
- 6.3.7 Score is aggregate of 3 flights, each scored at one point per second up to 180 seconds, with one point deducted for each second over 180 and bonus for landing added up to a maximum of 190.
- 6.3.8 If scores are tied, fly-off flights proceed according to the scoring in 6.3.7, but with a maximum of 200 points, until there is a clear winner, or until the CD declares joint winners. (In the case of NDC competition, joint winners are declared.)

EVENTS calendar

The CPMAA Vintage RC Champs

Sunday 14th September, 2014

Levin MAC Flying site

Tararua Rd, Levin

9am -3pm.

Events:

RC Vintage Duration (IC and E) Vintage RC Precision (IC and E)

RC A Texaco (IC and E) RC 1/2A Texaco and 1/2E Texaco

CD: John Selby (04)5637739 or (027)6008497

NNI RC Vintage and Classical Preliminary Events Schedule 2014/15

The NNI series of events was again very well supported in the 2013/14 season, and the following schedule for 2014/15 is intended to continue this excellent level of flying. Many felt that last year there was one event too many, so in the coming year there will be six events, including the Nationals. This will still enable people to get in plenty of flying, even allowing for some poor weather, as well as providing good choice of which events to attend.

Four of the events will follow the well-established two-day contest plus rally format – fly classes whenever you like.

The North Island RC Vintage Championships will be run for the first time. This event will extend over three days (Friday – Sunday) and each class will be flown on a specified day.

Preliminary schedule (subject to confirmation and possible change):

October 18, 19 JR Airsail Contest and Rally, Pukekawa (venue to be confirmed)

November 22, 23 Thames Blackfeet Contest and Rally, Ngatea (venue to be confirmed)

January 3 - 7 MFNZ National Championships, Waharoa (confirmed)

February 21, 22 Contest and Rally (host and venue to be decided)

March 27, 28, 29. North Island RC Vintage Championships (venue to be decided)

May 23, 24 Thames Blackfeet Contest and Rally, Ngatea (venue to be confirmed)

Classes to be flown:

The classes flown will be the same as last year **with the addition of Classical Precision.**

The rules for this class have been in place for a couple of years (see the SIG web page), and the SIG Committee feels that now is a good time to get it off the ground. The rules are the same as Vintage Precision except that designs must come from 1951 – 1975, and there is no age bonus.

Note that the Nationals schedule does not include either Tomboy or Classical Precision. If Classical Precision is well supported in the NNI events, it will be flown at the 2016 Nationals.

NDC VINTAGE CALENDAR 2014

The NDC programme will advertise events to be flown in each calendar month (see below for Vintage events) January through to November. Flights may be made on any Saturday or Sunday for the advertised events for that month, (This also includes extended holiday weekend days like Easter and Anniversary Weekends)
The contestant must advise the timer before starting the event that these are official NDC flights.
The contestant must then complete the event that day and may not restart or complete it on another day.
Where the event is a club or SIG event the contest director may declare the event an official NDC event.

August 2014

145 Vintage FF Power Duration
146 Nostalgia FF Power Duration
147 Classic FF Rubber Duration
148 Vintage RC IC Duration
149 Vintage RC E Duration

October 2014

198 Vintage FF HL Glider
199 Vintage FF Catapult Glider
200 Vintage RC Open Texaco
201 Classical RC 1/2E Texaco
202 Classical RC E Texaco

September 2014

167 Nostalgia FF 1/2A min Replica
168 Classic FF Power Duration
169 Vintage RC 1/2A Texaco
170 Vintage RC A Texaco
171 Classical RC IC Duration
172 Classical RC E Duration

November 2014

219 Vintage FF Glider Duration
220 Classic FF Glider Duration
221 Vintage RC Precision
222 Vintage RC 1/2E Texaco
223 Vintage RC E Texaco
224 Vintage RC E Rubber Texaco

All results to be sent into the MFNZ Recording Officer mfnz.recordingofficer@gmail.com
or Lloyd Dickens, 55 Titoki Street, Masterton 5810 Ph. 06 370 3790

PLANS SERVICE

Due to the digitisation process we can now make all plans available to MFNZ members free of charge.

Plans will be in pdf format and if they have been processed will be available on request. If they are still being worked on they may take a while to be processed.

Please do not request more than around three plans at a time.

Please send all plans requests to avanz.plans@xtra.co.nz

PUZZLE ANSWERS

The answers to the puzzle on page 10 of the last issue (No.137) are
Top to bottom, left to right, as if reading text.

1. Airborne
2. Bandit
3. Cherub
4. Dream Weaver
5. Alert
6. Banshee
7. Cardinal
8. Dixielander How did you go? No prizes.

Top Ten Leader Boards 2014 at 31 July

These are the Top Ten Leader Board standings at 31 July. There are new postings arising from the NDC Open Texaco and Precision events in May and June. In Open Texaco, John Butcher now leads with maxes and a mighty fly-off of 24:40, which just might be hard to beat! Another excellent score was posted by Allan Knox. John Danks, David Gush and John Butcher all join the elite group with three maxes in Precision.

More improved scores will no doubt be posted as the spring weather arrives.

Remember, the results of SIG-run contests are entered automatically but all other scores must be either emailed to me at wcartwright@vodafone.co.nz or mailed to 1 Millennium Heights, Flagstaff, Hamilton.

Cheers

Wayne Cartwright

Vintage Precision

Gordon Meads	RC1	600 + 200	18/1/14
Brian Harris	New Ruler	600 + 200	22/3/14
Rex Anderson	Trenton Terror	600 + 198	12/4/14
David Gush	Miss Fortune X	600 + 198	15/6/14
John Danks	Gas Buggy	600 + 196	21/6/14
Graham Main	Trenton Terror	600 + 194	8/2/14
John Butcher	Miss Fortune X	600 + 191	15/6/14
Bryan Treloar	Red Zephyr	600	8/2/14
Angus Macdonald	Buzzard Bombshell	595	13/4/14
Les Cole	Red Zephyr	591	8/2/14

Vintage IC Duration

Rex Anderson	Playboy	780 + 528	22/3/14
Wayne Cartwright	Bomber	780 + 344	10/5/14
Allan Knox	Cumulus	780 + 245	2/3/14
David Thornley	Bomber	764	10/5/14
John Butcher	Miss Fortune X	746	8/2/14
David Gush	Miss Fortune X	746	8/2/14
Gordon Meads	RC1	697	10/5/14
Allan Baker	Lancer	689	2/3/14
Ian Munro	TD Coupe	606	4/5/14
Joe Bradbury	Viking	596	4/5/14

Vintage Electric Duration

Brian Harris	Playboy	960 + 552	10/5/14
Allan Knox	Scram	960 + 223	30/3/14
John Butcher	Miss FX	955	22/3/14
John Warner	Playboy	940	Nats
Don Mossop	Playboy	893	10/5/14
Tony Gribble	Playboy	800	19/1/14
Rex Anderson	Anderson Pylon	793	19/1/14
Gary Burrows	Clipper	702	2/3/14
Wayne Cartwright	Top Banana	679	Nats
Bernard Scott	Buzzard Bombshell	622	Nats

Vintage Open Texaco

John Butcher	RC 1	1840 + 1480	18/4/14
Allan Baker	Zipper	1822	18/4/14
Allan Knox	Lancer 45	1568	18/4/14
Bernard Scott	Simplex	1401	13/4/14
Ian Munro	TD Coupe	937	4/5/14

Vintage A Texaco

Bernard Scott	Simplex	1860 + 1063	10/5/14
John Butcher	RC1	1860 + 675	18/1/14
David Gush	Miss Fortune X	1860	9/2/14
Allan Knox	Lancer	1852	6/4/14
Charles Warren	So Long	1849	Nats
Alan James	Miss Fortune X	1845	9/2/14
Ian Munro	Simplex	1664	9/2/14
Graham Main	Simplex	1651	12/4/14
Paul Evans	Miss Fortune X	1569	13/4/14
John Selby	Turner Special	960	Nats

Vintage 1/2A Texaco

Allan Knox	Skipper	1500 + 786	15/2/14
John Butcher	Miss Fortune X	1500	Nats
Martin Evans	Miss Philadelphia VI	1410	Nats
Wayne Cartwright	Airborne	1396	23/3/14
Rex Anderson	Playboy	1347	13/4/14
Allan Baker	Slicker	1332	15/2/14
Graham Main	Rambler	1238	Nats
Bernard Scott	Playboy	1198	Nats
Keith Trillo	Skipper	1175	22/2/14
Bryan Spencer	Slicker	1146	13/4/14

Vintage 1/2A Texaco Scale

Allan Knox	Chilton	666	6/4/14
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Vintage E Texaco

Wayne Cartwright	Cruiser	1860 + 721	12/4/14
John Butcher	Miss Fortune X	1855	10/5/14
Martin Evans	Miss Trenton III	996	13/4/14
Denis Griffin	Miss Fortune X	524	22/3/14
David Gush	Miss Fortune X	432	10/5/14
Tony Gribble	Bomber	368	23/3/14

Vintage 1/2E Texaco

Keith Trillo	Tomboy	1500 + 1492	22/3/14
John Butcher	Miss Fortune X	1500 + 1118	12/4/14
Bernard Scott	Tomboy	1500 + 995	Nats
Wayne Cartwright	Strato Streak	1500 + 887	10/5/14
Graham Main	Tomboy	1500 + 771	Nats
Rex Anderson	Kerswap	1500 + 693	22/3/14

Vintage 1/2E Texaco continued

Tony Gribble	Kerswap	1500 + 412	13/4/14
Martin Evans	Brigadier	1489	Nats
Ross McDonnell	Anderson Pylon	1488	Nats
John Danks	Gas Buggy	1482	19/1/14

Vintage E Rubber Texaco

John Butcher	Gollywock	1860 + 693	12/4/14
Wayne Cartwright	Surprise	1646	10/5/14
Graham Main	KK Gypsy	1545	19/1/14
Bernard Scott	Lanzo Duplex	1453	13/4/14
Jack Godfrey	Modelair Sportster	812	19/1/14
David Gush	Ascender	262	9/2/14

Classical IC Duration

David Thornley	Satellite 1000	900 + 203	10/5/14
Bernard Scott	Starduster	609	13/4/14

Classical E Duration

Don Mossop	Texan FAI-ton	900	10/5/14
Martin Evans	Skymaster	579	13/4/14
Wayne Cartwright	Nig Nog	560	Nats
John Warner	Eliminator	493	Nats

Tomboy IC

Rex Anderson	Doonside Mills .75	654	10/5/14
Rex Bain	Mills .75	541	10/5/14
Charles Warren	Mills .75	524	19/1/14
Keith Trillo	Mills .75	439	10/5/14
Jack Godfrey	Mills .75	77	19/1/14

Tomboy Electric

Keith Trillo	1306	22/2/14
Bryan Spencer	935	13/4/14
David Gush	617	13/4/14
Gordon Meads	603	12/4/14
Tony Gribble	454	23/3/14



Left are two approaches to the combined Nostalgia 1/2A / Vintage Miniature Replica FF class.

(L) "*Space Wamp*" Nostalgia 1/2A, powered by Cox ..049 Medallion

(R) "*Stratostreak*" Vintage Miniature Replica powered by Cox TD.020

Both are 36" wingspan. *Bernard Scott*

Vintage SIG Report 2013-14

Overview

The Vintage SIG continues to experience vigorous growth in competition flying, especially in the RC classes. The Electric events introduced in 2011 account for much of this growth but there are also expanded entries in the traditional IC classes. Enthusiasm has built around increased numbers of events run by the SIG, and interest has also been strengthened by the challenges provided by the new competition classes.

Sport flying of Vintage models has no doubt also increased, and most of the contests run by the SIG are combined with sport flying rallies.

The SIG recognizes that it also makes a wider contribution to aeromodelling through encouraging and maintaining traditional building approaches and skills.

Nationals

The last Nationals were successful for the SIG despite challenging flying conditions on most days. Entry numbers were at a record high, although some classes needed more support – which is being encouraged strongly for the 2015 Nationals.

The SIG continues to support the integrated Nationals format but also considers that this approach is under pressure, so is ready to implement a split approach whenever this is decided.

Beyond 2015, a shift to dates in March is supported strongly. Indeed, it is no longer feasible to run FF Vintage events at Clareville in January, due to changes in farm cropping practices.

NNI RC Vintage Contest Series

This development continues to be very well supported, although the six weekend events in 2013/14 will be reduced to five in the coming year. Over 200 competition flights were recorded at the best-attended event.

It is likely that in 2015 two of the weekend events will be replaced by one three-day 'NI RC Vintage Championship'. In subsequent years, this event could be run in SNI, and a similar SI event could also be considered.

Competition Flying in other Regions

The contest schedule run by Levin has been well maintained, as has Vintage club flying in Christchurch. The Blenheim group is strongest in the NDC programme (although NDC flying in general still needs a good push). The SIG's rules for club/regional Tomboy events (both IC and Electric) have been taken up in the Hawkes Bay and Tauranga as club projects.

Top Ten Leader Boards

The Leader Board concept is now a great success and is one of the key reasons for the solid interest in competition flying. Most of the Boards are now filled and some require very high scores just to gain a place. Each Board runs for the calendar year and is then cleared and begins afresh.

AVANZ News

The SIG's newsletter is sent by request to 106 members of MFNZ and to a further 18 people internationally. After a very successful and lengthy period as Editor, Graham Main has indicated that he wishes to step down at the next AGM. His skills and experience will be hard to replace.

AVANZ Plans Service

Mark Venter has recently completed a huge three-year task as the SIG's appointee to the Co-op Plans project – a joint effort with people in the USA, UK, and the Czech Republic. Our large collection of plans has now been digitized and tidied, together with even larger collections held by our partners. The entire set is now available in pdf form at no charge to members of MFNZ. This work has secured a major archive of Vintage and Classical plans – and some later designs as well.

Committee

The SIG continues to be served by a strong and enthusiastic committee with wide regional representation and with good continuity from year to year.

Wayne Cartwright
Chair, Vintage SIG
8/7/14

Notice of Vintage SIG Annual General Meeting

Notice is hereby given that the ANNUAL GENERAL MEETING of the VINTAGE SPECIAL INTEREST GROUP will be held on Thursday 8th January 2015 at 7.30 pm at the Nationals Headquarters, Warroo Airfield

Agenda

- Apologies
- Minutes of the previous AGM
- Matters arising from the Minutes
- Committee Report
- Financial Report
- AVANZ Report
- Election of Officers
- Notices of Motion /Remits
- General Business.

Remits for the AGM

Remits Proposed by Vintage SIG Committee

The purpose of Remits 1 – 6 below is to amend the rules for Vintage FF Duration to:

1. Update the specification of electric motors
2. Permit a wider range of IC motors
3. Specify maximum motor runs for the extended range of motor types
4. Make consequential changes in rules for Nostalgia and Classical FF Power Duration, to achieve consistency across the three classes.
5. Clarify the definition of Ignition Motors and motor run times for Converted Motors

Remit 7 and Remit 8 addresses a separate issue – the rules for RCDT in Vintage FF classes.

Rationale for Remits 1 and 2

1. **Update specification of electric motors.** The 'basic' and 'cobalt' brushed motors specified in the current rule are obsolete, so reference to them should be deleted. No further specification is required.

If interest in electric FF develops further, separate Vintage electric and IC classes could be considered.

2. **Permit wider range of IC motors.** If Vintage FF is to attract new fliers, there should be ready market access to motors that are competitive. Most motors in current production use Schneurle porting and these motors – such as the current OS and ASP ranges - have not been approved by the Vintage SIG.

Rather than specifying a new list of eligible motors, it is proposed that all Schneurle ported motors be accepted except specialist high performance motors (such as those intended for F1C and racing). Any uncertainty over eligibility can be referred to the Vintage SIG Committee for resolution.

3. **Specify maximum motor runs for the extended range of motor types**

The motor run for electric should be consistent with the power of readily-available brushless motors – equivalent to cross-flow glow.

A motor run of 12 seconds is proposed for all Schneurle motors - 80% of the run for a cross-flow glow.

To avoid confusion, it is proposed that all Cox motors have the same motor run as cross-flow glow.

Remit 1: In the rules for section 'Motors' amend Rule 4.4.6 to read:

- 4.4.6 Schneurle ported motors are allowed with the exception of specialist high performance motors such as those intended for F1C and racing. Where there is doubt, the Vintage SIG Committee will determine eligibility.

Note: Remit 2 will be introduced only if Remit 1 is approved.

Remit 2: In the rules for Vintage FF Duration, amend Rule 5.3.4 to read:

5.3.4. Maximum motor run for Power models

- | | | |
|----|-----------------------------------|------------|
| a. | Vintage Ignition | 25 seconds |
| b. | Non-vintage Ignition | 20 |
| c. | Vintage Diesel and Glow | 20 |
| d. | Modern Diesel / Cross-flow Glow | 15 |
| e. | Cox | 15 |
| f. | Electric | 15 |
| g. | Schnurle Ported Glow | 12 |
| h. | 4-Stroke Glow / Diesel / Ignition | 12 |

Note: Remits 3 and 4 will be introduced only if Remit 2 is approved.

Remit 3: In the rules for Nostalgia FF Power Duration, amend Appendix 1 to read:

Appendix 1 MOTORS FOR NOSTALGIA FF POWER DURATION

- a. Eligible IC motors are listed in Rule 5.3.4.
- b. Schnurle ported motors are allowed according to Rule 4.4.6.
- c. Power loading restriction applies as per Rule 4.4.4.

Remit 4: In the rules for Classical FF Power Duration, amend Appendix 1 to read:

Appendix 1 MOTORS FOR CLASSICAL FF POWER DURATION

- a. Eligible IC motors are listed in Rule 5.3.4
- b. Schnurle ported motors are allowed according to Rule 4.4.6.
- c. Power loading restriction applies as per Rule 4.4.4.

Remit 5: In the rules section 'Motors', amend Rule 4.4.1 to read:

4.4.1 Ignition Motors. Ignition motors are those that use a spark plug to initiate combustion. Fuel mixtures may be petrol or alcohol based but must not contain nitromethane or other performance enhancing components.

Rationale: Limiting ignition motors to those with cam-operated points, as specified in the current 4.4.1 excludes recently-produced ignition motors and is too restrictive.

Remit 6: In the rules section 'Motors', introduce new Rule 4.4.7 as follows:

4.4.7. Converted Motors. An motor converted to a mode of operation different to that it was manufactured for (eg Glow to Diesel, Glow to Ignition) uses the engine run time applicable to its converted state.

Rationale:

Allows for advantages in engine performance gained by converting a motor to a different mode of operation and clarifies the applicable motor run.

The Purpose of Remits 7 and 8 is to clarify the rules for RCDT in Vintage FF classes and to encourage adoption of these devices by making them more affordable.

Remit 7: Amend Rule 4.1.2 to read:

4.1.2 Gliders may have auto-rudder fitted to aid towing, otherwise no auto-rudders or variable incidence tailplanes are allowed unless they are used on the original design.

Rationale: This change retains the original rule about auto-rudders, but deletes the current subsequent unrelated section about RDT so that this can be replaced by a separate new rule (as in Remit 8).

Remit 8: In rules section 4.1 'Modification' introduce new Rule 4.1.6, as follows:

4.1.6 Radio Dethermalisation (RDT) is permitted in all Vintage, Nostalgia and Classical Free Flight classes subject to conditions:

- a) The RDT device is either commercially available, or if home built, is 2.4GHz.
- b) The RDT operating system does not interfere with R/C model operations.

Rationale:

RDT uses an airborne receiver to operate a servo that releases the model's dethermalising system – an irreversible one-shot action. The RDT supplements or replaces the more usual clockwork timer. The current rule assumes application of early systems that are of high quality but are expensive. More recently, RC equipment operating on 2.4GHz have become widely available provide a practical alternative to specialised commercial RDT systems at a fraction of the price. The proposed rule change allows use of these systems, which are excluded by the current rule for technical reasons that are no longer valid.

When RDT is a more affordable option, more fliers will use this technology, resulting in safer flying.

Remit 9: Proposed By K Foster (MFNZ 7439)

To delete the Age Bonus 4.6a. for :-

- a) All Vintage classes or
- b) Vintage Precision classes only

Rationale:

The current age bonus rule discourage the building and flying of vintage designs from the 1940's, probably the Golden Age of Free Flight Aero-modelling,

The deletion of the Age bonus may result in greater interest in Vintage flying as there are so many designs available, and they are usually semi-scale and very suitable for electric power conversion.

Voting on Remits.

Voting papers for the above remits will be available from The Vintage SIG Secretary:

G R Main by post at P.O. Box 55, Maungatapere 0152 by e-mail at gramain@xtra.co.nz or by voting at the AGM in person or by proxy.

The 67th Nationals at Waharoa

We trust all Vintage flyers are gearing up to get to these Nationals at Waharoa in the Waikato in January 2015. A Nationals Programme has been prepared and will be in this issue of the MFW. A team of experienced members will be running things with CD's at the FF and RC sites so you will be in good hands. With 21 events in the Vintage programme it will quite busy. As last year, Classical RC IC Duration and Classical RC E Duration are included in this year's event list. RC events will be over the first 4 contest days

The RC Events will take place at the Waharoa Domain Reserve and the FF events at the Proctor Road site

The Vintage programme is

	FF	RC
Day 1	Vintage FF Catapult Glider Vintage FF Power	Vintage RC precision Vintage RC IC Duration Classical RC IC Duration
Day 2	Vintage FF Rubber Duration Nos FF Power Duration	Vintage RC E Duration Vintage 1/2A RC Texaco Vintage 1/2E RC Texaco
Day 3	Vintage FF glider Duration Small Nos/Vintage Power Dur'n	Vintage RC A Texaco Vintage RC E Texaco
Day 4	Nos Rubber Duration Nos FF Glider Duration	Vintage RC Open Texaco Vintage RC E Rubber Texaco Classical RC E Duration
Day 5	Vintage FF Precision Classic FF Duration Combined	

The FF events will run from 7.00 am to 12 noon and the RC Events from 9.00 am to 5.00 pm.

Rules

The Rules for the Nationals will be those dated January 2014 with the exception that Vintage RC E and 1/2 E Texaco rules may change if the Remits proposed in the June MFW are passed. The latter will be notified in the November MFW and to those on the Vintage e-mail list.

Classes needing more entries.

The Council has now established a clear rule that a Nationals event is only official if **at least three entrants record scores**. To ensure that all events meet this requirement, more entries are needed in the following classes:

R C Classes: Vintage RC E Texaco, Vintage RC Open Texaco, Vintage RC E Rubber, Classical RC IC Duration and Classical RC E Duration.

FF Classes: Nos 1/2A Min Rep Power Duration, Nos Glider Duration and Classic FF Duration Combined.

Please give a thought to adding these to your Building programme and preparation for the Nationals.

Frequency Control at the Nationals

The RC Vintage site at Waharoa Recreational Reserve is sufficiently close to the main airfield site to make it necessary to have joint frequency control over the two sites, for those using radios on the 35, 36, 40 and 72 bands. It is likely that a supervised control system will be set up at the HQ at the airfield. This will not, of course, apply to those flying on 2.4mhz.

Voting Form for Remits to Change Vintage Rules: RC Vintage 1/2E Texaco and E Texaco

The Vintage SIG Committee recommends changes in the rules for RC Vintage 1/2E Texaco and RC Vintage E Texaco, with two overall objectives:

1. To increase the challenge of maxing in 1/2E Texaco, improving the satisfaction from flying the class.
2. To contribute to growth of entries in E Texaco by making it possible to use the same model in both E Texaco and 1/2E Texaco (but with different battery sizes).

The full text of the proposals for these changes was published officially in MFNZ Model Flying World June 2014, and also in AVANZ News No. 136, Feb/March 2014. There are two Remits.

Remit 1:

Effective 1/1/15, in the rules for RC 1/2E Texaco amend 7.4.11 to:

7.4.11 Score is aggregate of 2 flights, each scored as follows:

Vintage: One point per second up to 720 maximum flight time, with age bonus and landing bonus added up to a maximum of 740.

Classical: One point per second up to 720 maximum flight time. The score is zero if the model fails to land according to 7.4.10.

In both classes flights over 14 minutes score zero.

Remit 2:

Effective 1/1/15, in the rules for RC 1/2E Texaco amend 7.4.3 to:

7.4.3 Maximum wing area is 310 sq in.

And in the rules for RC E Texaco, amend 7.3.3 to:

7.3.3 Minimum wing area is 300 sq in.

Voting**Remit 1**

Please place a cross after one of the following:

I vote to adopt Remit 1

I vote to reject Remit 1

Remit 2

Please place a cross after one of the following:

I vote to adopt Remit 2

I vote to reject Remit 2

Declaration

To be valid, your voting form must include the following:

Name:

NZMAA Number:

Address:

Telephone Number:

Please return this voting form to Graham Main, SIG Secretary, either by email to gramain@xtra.co.nz or by mail to PO Box 55, Maungatapere, Whangarei 0152, to arrive before 5pm on 10 September 2014 – the time and date when voting officially closes. Separate Voting forms are available from the Secretary in other formats by e-mail.

Note: Please do not be confuse the Remits above and those presented on Pages 12 13 and 14 of this issue.

The latter are for approval or otherwise at the January 2015 AGM to be held at the Nationals.

The Texaco Remits above will be decided after the September close off date and if approved will be in force at the Nationals.