



## FROM THE EDITOR

### *In this Issue*

*From the Editor  
Contacts*

*Winter Building  
NDC Texaco in Marl-  
borough*

*Ron's column  
Cata Glider and Nos FF  
Glider list*

*Engines Wanted  
Kits for Sale*

*Events Schedule  
NDC Calendar  
Plans Service*

*Leader Board Update  
Vintage SIG AGM  
Remits for AGM*

*Nationals Information  
Vintage SIG AGM  
and Prizegiving*

*RC E Texaco Remit re-  
sults*

### **NEXT TIME**

*Contest Results  
And Comment*

No Contest Reports this time as the CPMAA Vintage RC event has been postponed due to weather. In my part of New Zealand (the top bit) the weekends have been wet and windy so not much flying being done. I should put the time into building but that went very slowly in a cool workshop with only a partly framed Classical RC model to show so far.

The weather has not stopped activity in other parts of the country with some good conditions prevailing and flying being done at members local patch for NDC and local club events. Christchurch has got a strong Tomboy series going and members are also flying FF NDC during the period.

For others it has been a period to build new models for the coming summer so thanks to those contributors to this issue for letting us see what has been going on in their workshops. Some new designs coming out and look to be competitive as well.

Even at this early stage the Vintage SIG Committee has been involved in getting things together for the Nationals next February, things are coming along well so we are hoping for a good turnout. If you intend coming along please read the notes in this News, don't be put off taking part the Vintage group is pretty friendly and helpful to any that show an interest. Just bide your time and don't start a conversation when they are in the middle of a competition flight, it takes a good deal of concentration despite being relatively simple! In the meantime there are a good number of events in the Northern area to test your skills and get familiar with contest requirements. Not that it needs to be all competition as the events scheduled also allow you to do your own flying rally style if that is what you prefer. Whatever your choice it is good to see the many and varied models that make up the Vintage/Classical scene.

In the Free flight area Nostalgia FF Glider was a little down on entries at the last Nats so it is timely that we have a list compiled by Ron Magill of Aeromodeller plans for that era (1951 to 1960) some of the models are simple so would make a good entry. My guess is it is an era when there was a good number of us were keen aeromodellers and looked upon the designs in a bit of awe. Why not choose one to try?

FF Classic Duration (1961 to 1970) also needs more contestants so look at these as well.

Again my thanks go to those who have contributed to this issue with copy and pictures. It looks as though we have a new Editor in waiting for next year so grateful thanks to those who put their hand up. One more issue from me.

*Graham Main Editor*

SIG Secretary and Newsletter Editor: Graham Main, P O Box 55 Maungatapere Whangarei Country 0152  
gramain@xtra.co.nz Phone (09) 434 7333  
Chairman: Wayne Cartwright, wcartwright@vodafone.co.nz  
Plans Coordinator: Mark Venter, avanz.plans@xtra.co.nz  
Treasurer: Rex Bain. Committee: Allan Knox, Gary Burrows, John Selby, Bernard Scott, Don Mossop

### **Winter Building Programme No 1**

*From John Butcher Tuakau*

After some fairly extensive testing with small E Rubber Texaco models David Gush and I have not as yet found any motor prop combination that gave anywhere near a ten minute flight, the best so far is about 6 mins. David is using a Airsail Ascender this size allows a 120 maH 2s battery. Mine is reduced KK Gypsy also to suit the suit the same. We hope John Danks is going to build an Ascender using a combination power and control pack from an indoor foamy power a 240 maH 1s battery we eagerly await the results. My feeling is a 270 sq in wing area model is the smallest model to suit readily available bulk standard gear and make 10 min flights. The best result so far is with the Toots, a 280 sq inch wing area model using 240 maH 2s Hyperion battery coupled to a Hyperion ZS 2205 -38 motor and a 7x6 APC electric prop model weight is about 300 grams. My Gollywock with the same wing area as Toots, power is Hyperion 240 maH 2s motor is a Turnigy SK 3 2836 980 kv with a 8x3.8 slow fly prop. All up weight around 326 gr. With regards to the Brigadier wing area 345 sq inch power PAW .09 cubic inch motor using half an elevator which does not seem to be a good idea on this model. The flight pattern seems to be quite erratic, not sure why as it works well on all other models I have used it on. As for the Miss Valiant, well some models are best left as free flight that way you may see the last of them sooner. It was to be for glow power A Texaco it may become tolerable we shall see. Motor OS FP10 42 span 300 sq inch 490 gr.

*Below Left: From Top to Bottom, Brigadier, Toots, and Miss Valiant.*

*Below Right Toots E Rubber Texaco*



### **Winter Building Programme No 2**

*From Rex Anderson in Hamilton*

I thought I would send you some photo's of my latest projects. The first is the 1939 Cloud Snooper by Ed Konefes. I have enlarged it from 50' to 55' for A Texaco. It is built from mainly balsa but the longerons, spars and stringers are from Paulownia. It is powered by the OS 20 FS I purchased from you and at present I am using a 10x5 Master Airscrew. The model is covered in Ultracote Fluor transparent yellow and Fluor Green on the fuse. It came out a little heavier than I would have liked, weighing in at 1179g giving a wing loading of 10.7 oz/sqft from memory. So far all flights have been over the 10min max and it has a very slow glide so it should be very competitive.

*Continued on page 3:*

*Continued from Page 3*

The second is of course the Tomboy built as a replacement for my 1/2E Texaco Kerswap which was built to the upper wing area however the rules suit smaller lighter models. It would do the 8 min max but was always beaten in the fly offs by the Tomboys which could get longer motor runs. I thought if you can't beat 'em join em'. It is built as per plan with exception of a carbon strip on top of the spar extra strength. I had to add 10g of ballast to bring the model up to 8 oz/sq ft for the wing loading rule which is removable for Tomboy contests. The motor is a Turnigy SK3 2826 980kv and model is covered in Ultracote light Fluor. First flights I used a 8x3.8 slow fly and got 11 1/2 min motor runs then I tried a 7x4 slow fly and achieved 16 1/2 min motor runs and I still had some battery left when I landed. I think I can still do better with a 6x4 prop but I haven't had a chance to try one yet. This is the sixth Tomboy I have built in 44 years, I still have three, 2 R/C one F/F! I will now fly the Kerswap in A Texaco when the rules change next year but it still won't that competitive for those rules either!

My latest project is building an Odenman 1950 Nordic A/2 for F/F Vintage which I have just started. It is a replacement for my Archangel which I lost at last Nats in crops. It flew it for 26 years and was a very successful model. I have now fitted Vin Morgan trackers to all my F/F models. *Cheers Rex.*



Top Left: Cloud Snooper Framework and Top Right Covered, hard to miss in that fluorescent scheme!

Bottom left: The unmistakable Tomboy outline even in the nude, and bottom Right covered in transparent to show off the excellent build, the carbon strip on the spar showing up quite clearly.

**NDC TEXACO IN MARLBOROUGH**

*From Allan Knox*

Sunday (September 14th) proved quite nice and flyable here in sunny Marlborough after rain Saturday. Al Baker and I flew 1/2A Texaco then A Texaco at the MAMS Tuamarina site in nice Spring condition, just a gentle north-easter. This is the club morning so had some help with timing.

The little 1/2 A Cox engines gave both of us some moments but went OK. Al missed just the one flight time with an early cut and deliberately set the model down prior to the no flight on another so he could retune. I had my normally very reliable engine go off mid-flight and burble as the model descended then it came right after a couple of minutes and climbed out for an easy max. Lucky.

Al's Tex A Zipper has been refettled and looking resplendent in a tissue over mylar finish that adds a lot of stiffness. He would have maxed easily but got disoriented and deliberately cut the engine early on one flight. I launched the Lancer lean and cold on one of my flights. It cut as I moved the throttle up then executed a lovely landing on top a freshly mown stop bank with no real assistance from the pilot. Fortunately well under 120 seconds so was a no flight. Unlike the Cox's, our OS20FS Tex A motors are ultra reliable

We both spent a lot time flying. About 3 hours of air time between us. This is an event that taxes the eye sight and the neck but the rule change allowing the use of throttle in class A makes it easier to manage height. Sounds easy but isn't.



Above: Allan Baker left holding his 1/2A Slicker Mite with his A Texaco Zipper in front while right Allan Knox holds his A Texaco Lancer with his 1/2A Skipper in front. From the results all the models fly very well indeed.

## More on the Sorteador Vintage HLG/CLG

*From Ron Magill*

On the Sorteador (Plan on page 8) - Before I changed anything it had some right hand wing tip washout and no tailplane tilt.

I put in some washout on the left hand tailplane.

It flies in a right hand spiral climb, transitions into wind from a half roll into a left hand glide. The side area on Vintage catapults is generally higher than a modern catapult so this flight pattern seems to suit Vintage although not as efficient in height gained as slimmer model designs. I flew the Sorteador in Vintage Decentralised Catapult to 3rd place, very satisfying !

## Nostalgia Towline Gliders from AeroModeller by Ron Magill

### 1951

Nord 2 January, Revenge February, Walthew A/2 May, Windrush August, Ursa October

### 1952

Veronica January, Quickie March, Snark April, Jader 60 June, Forwarder and Woodford Special September.

### 1953

BG 44 January, Tonto February, Tadpole July, Seraph December.

### 1954

Nebula July, Number 8 November.

### 1955

MP12 January, Shorty April, Golden Wings A1 July, Altair September, Khamseen November.

### 1956

Omega, February, Pelican Open March, Aiglet A1 December

### 1957

Lucifer January, Southern Sue, May, Hatchetman July, Finnair A1 September.

### 1958

Meanderer Open February, Aquila March, Everest A1 September.

### 1959

Satan January, Pluto A1 March, Cemis 55 March sans Egal April

### 1960

Daedalus January, Bjerri September, La Mouette A1 December

All models are A/2 size except where noted. A few have full size parts and could be built with some simple drawing, examples are Quickie, BG 44 and Southern Sue. The December plans were full size inserts e.g. Seraph, Aiglet and La Mouette A1's. One magazine only duo Dr Jekyll had a glider fuselage Mr. Hyde with the same wing and tailplane as the rubber version and there was a similar magazine only plan for a "Last Straw" A2.



Left: Ron Magill (left) winds up his Finn K Wakefield at a Fielding Nationals in the 70's. The model was subsequently lost at a World Champs at Lost Hills in California. As Ron says "How appropriate".

## **Engines Wanted**

Des Richards is looking for the following engines.

A PAW 1.49 with or without throttle

An AM 15

A PAW .75 with RC throttle or any .75 cc throttled diesel

Contact Des at [desr2727@gmail.com](mailto:desr2727@gmail.com) if you can help .

## **Kitsets For Sale**

*Selling on Behalf of Trevor Martin's Estate.*

All kitsets are complete and unstarted, unless noted. Asking prices are indicated.

My contact details are:

Bryan Spencer

13 Singleton Avenue

Stonefields

Auckland 1072.

Phone: (09) 570 5506

Mobile: 021 930 141

E-mail: [bspencer@xtra.co.nz](mailto:bspencer@xtra.co.nz)

1. Carl Goldberg Ranger 42  
42 Inch wingspan ARF foam R/C Sport Model  
1-4 channel; .049-.10 motors  
\$130

2. Carl Goldberg Junior Falcon  
37 inch wingspan Sport R/C Model  
Single channel; .049-.09 motors  
\$120

3. TopFlite Headmaster  
48 inch wingspan Sport R/C Trainer Model  
1-3 channel; .09-.15 motors  
True Alignment System (TAS)  
uses the kitset box for a fuselage jig  
\$150

4. TopFlite Schoolmaster  
39 inch wingspan Sport R/C Trainer Model  
1-3 channel; .049-.09 motors  
\$130

5. Ace R/C Dick's Dream  
34 inch wingspan Sport R/C Model  
Single channel; .020 motors  
Foam wings and built up fuselage and tail  
Includes a spare set of wings  
\$120

6. Airsail Apollo 107  
42 inch wingspan Sport R/C Model  
1-3 channels; .09-.19 motors  
\$120

7. Airsail Skyroamer  
42 inch wingspan Vintage 1949 Sailplane  
A Bruce Keegan design  
\$60

8. Airsail Centon Towline Glider  
31 inch wingspan High Performance Soarer  
\$30

9. Graupner Topsy  
32 inch wingspan Sport Free Flight or R/C Model  
Single channel or free flight; .030 motor  
\$100

10. Veron Midget Mustang  
24 inch wingspan Scale Control Line Model  
1cc-6cc motors  
\$130

Editor's Note Some of these will fall into the Classical RC category or Classic FF

# EVENTS calendar

## The CPMAA Vintage RC Champs

Sunday 12th October 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: Jonathon Shorer Levin MAC 06 362 6313

## NNI RC Vintage and Classical 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.

### Schedule

October 18, 19 JR Airsail Contest and Rally, Pukekawa

November 22, 23 Thames Blackfeet Contest and Rally, Ngatea

January 3 - 7 MFNZ National Championships, Waharoa

February 21, 22 Tuakau Contest and Rally

March 27, 28, 29. North Island RC Vintage Championships Ngatea

May 23, 24 JR Airsail Contest and Rally, Pukekawa

(Currently, no event is scheduled for April. This is a 'busy' month that includes Easter and ANZAC day weekend – both best avoided for scheduled events. However, one weekend is available and might be scheduled for a Vintage and Glider rally – more details in due course.)

### 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.

**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

**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 Des Richards at [mfnz.recordingofficer@gmail.com](mailto:mfnz.recordingofficer@gmail.com)

**PLANS SERVICE**

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

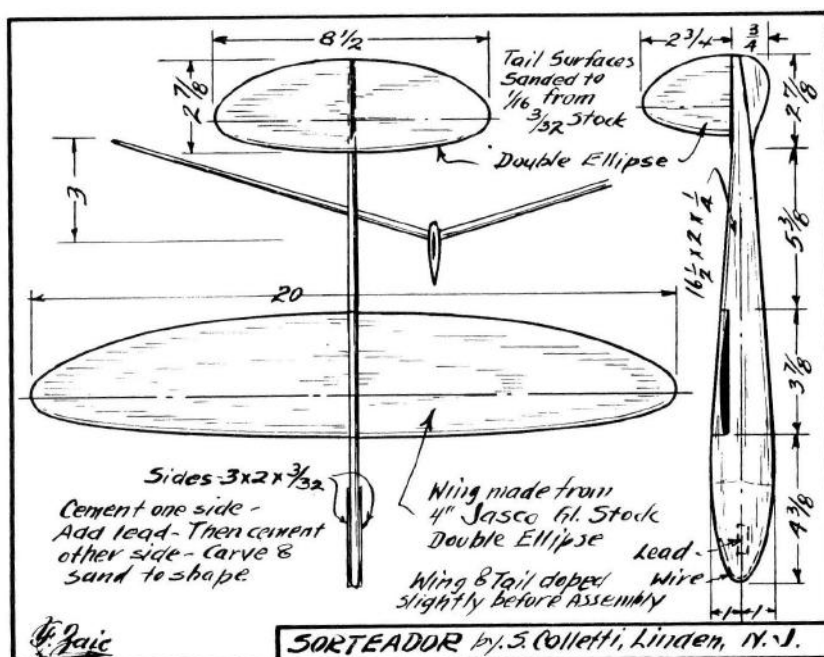
Plans will be in pdf format and if they have been processed will be available on request. If they are still being worked on they may take a while to be processed. Please do not request more than around three plans at a time.

**Please send all plans requests to [avanz.plans@xtra.co.nz](mailto:avanz.plans@xtra.co.nz)**

**SORTEADOR HLG/CLG**

(see reference on page 5 in Ron's column)

Plan is from Frank Zaic's Model Glider Design reference book page 86. Published 1944 an excellent reference for FF glider design even today





### Top Ten Leader Boards 2014 at end September

These are the Top Ten Leader Board standings at 30 September. There are two new postings from September—pretty good for the depths of winter! Allan Baker has entered the A Texaco Board and Stuart Grant has posted a superb E Tomboy flight of over 32 minutes.

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](mailto: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
Allan Knox	Lancer 45	600 + 198	15/8/14
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

#### 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**

Allan Knox	Lancer	1860 + 1113	14/9/14
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
Charles Warren	So Long	1849	Nats
Alan James	Miss Fortune X	1845	9/2/14
Allan Baker	Zipper	1741	14/9/14
Ian Munro	Simplex	1664	9/2/14
Graham Main	Simplex	1651	12/4/14
Paul Evans	Miss Fortune X	1569	13/4/14

**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
------------	---------	-----	--------

**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**

Stuart Grant		1935	14/9/14
Keith Trillo		1306	22/2/14
Bryan Spencer		935	13/4/14
Graham Main		768	24/8/14
David Gush		617	13/4/14
Gordon Meads		603	12/4/14
Tony Gribble		454	23/3/14

## 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 Wednesday 7th January 2015 immediately after the Vintage Prizegiving that starts at 3 pm at the Nationals Headquarters, Waharoa Airfield (see details on Page 16)

### 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 (e.g. 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 recently approved Vintage RC E and 1/2 E Texaco rule changes will apply at these Nationals (see page 17).

### 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 2.4 Ghz.

## **Vintage Prizegiving and Annual General Meeting**

At the next Nationals, the SIGs will be presenting their own certificates and trophies, with the MFNZ evening Prizegiving being only for the 'top table' awards.

The Vintage SIG will hold its Prizegiving presentation at 3.00pm on Wednesday 7<sup>th</sup> January 2015 at the National Headquarters, Waharoa Airfield.

The ANNUAL GENERAL MEETING of the VINTAGE SPECIAL INTEREST GROUP will follow the prize presentation. The Agenda for the AGM was published in the September 2014 MFW. Please note the change of date and time from that advised in the September 2014 MFW

At the conclusion, light refreshments – beer, wine and nibbles – will be available.

## **Rule Change Remits.**

**9 Remits have been put forward for the meeting and were published in the September 2014 issue of the MFW. These were:**

**Remits 1 – 6 are 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
6. Motor run times for Converted Motors

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

**Remit 9 Delete the Age Bonus 4.6a for either all Vintage classes or Vintage Precision only.**

**Postal Votes and e-mail votes will be accepted from those who cannot attend. Contact the Vintage SIG Secretary G Main at [gramain@xtra.co.nz](mailto:gramain@xtra.co.nz) for a voting form.**

## **Committee**

The current Committee have indicated they are prepared to stand again for the 2015 year. They are Wayne Cartwright (Hamilton) Chairman, Graham Main (Whangarei) Secretary, Rex Bain (Hamilton) Treasurer, Committee, Allan Knox (Blenheim), Gary Burrows (Christchurch), Don Mossop (Kati Kati), Bernard Scott (Hamilton), John Selby (Wellington), and Mark Venter (Christchurch).

(Note: Anyone who is unable to attend the AGM and wishes to make Nominations can put in a Proxy vote via the Vintage SIG Secretary whose address is in the SIG list at the front of this MFW, or have a person attending the AGM bring it to the meeting.)

## **The 67<sup>th</sup> Nationals at Waharoa 3<sup>rd</sup> to 7<sup>th</sup> January Waharoa**

A number of the above Committee will be attending the Nationals and will be acting as Vintage Contest Directors at both the FF and RC venues, but they may ask for help at times so please assist when asked. The FF Field is at Proctors Road and the Vintage RC Field is at Waharoa Reserve/Domain

The Rules to be used for these Nationals are those dated January 2014 with amendments as noted below recently approved E Texaco Rules that come into force on the 1<sup>st</sup> January 2015 (see page 17).

The rules are available on the MFNZ website via the Vintage web page,



**RC ½ E and E Texaco Rule changes approved**

The Remits were approved as follows Remit 1: 14 for the change 1 against Remit 2: 15 for the change 0 against.

Both Remits were passed so from 1<sup>st</sup> January 2015 and at these 67th Nationals the rules will be:

**R/C 1/2E Texaco**

Rule 7.4.3 Maximum wing area is 310 sq in

Rule 7.4.11. Score is the aggregate of 2 flights each scored as follows:

Vintage: one point per second up to 720 maximum flight time with age and landing bonus added up to a maximum score 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.

**R/CE Texaco**

Rule 7.3.3 Minimum Wing area is 300 sq in

Contestants are strongly advised to attend the **Contestants meeting** at the Nationals to ensure they are aware of the particular local field and contest requirements, such as any Fuse DT ban that may be made.

**Organisation for the Vintage F/F classes at the Nationals**

As has been past practice the Vintage control table may not be attended full time until about 11 a.m. each morning. The Committee would like to enjoy some flying as well as run the events.

The following is the procedure:- The flight cards will be available in competitor number order in the box at the Vintage control point. Different colour cards will be used for different events. Competitors should collect their own cards, fill out the model name age and the motor used and return to the box after completing all flights.

Timekeepers should have the watch checked by an independent person who should initial the card in the space labelled 'Checker Initials'. The timekeeper should initial each flight he/she times in the space labelled 'Timer Initials'.

At about 11.00 am the CD for the day will start collating the scores, entering scores in the score sheet and will be available at the control table. It will help if cards are returned immediately all flights have been completed. Note that if a card has not been returned to the control table by the end of the contest no scores will be recorded. The CD will, of course, be available somewhere on the field at all times should problems arise.

**Organisation for the Vintage R/C classes at the Nationals**

The R/C classes are scheduled for the first 4 days (3rd January 2015 to 6th January 2015) from 9.00am to 5.00pm. A control point will be set up at the start of each contest and the CD will be in the vicinity. The Scorecard procedure is as described for the F/F organisation above. Make sure you check the requirements for take-off area and landing areas before you fly. The events each day will be flown concurrently and the flight rounds can be mixed between each event. The final day 7th January may be used for any delayed event.