



FROM THE EDITOR

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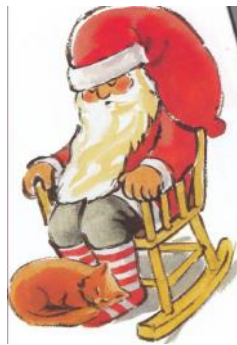
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NEXT TIME
New Editor Rules!



This picture sort of sums it up for your retiring Editor. Older and more tired as well as prone to napping! Thanks to those who have contributed this time we have a rather large issue.

The weather has not been kind in my area north of Auckland there really has been few flyable weekends, especially for small field free flight that the Editor does try from time to time. But we have managed some In-door flying!

The weather has hit the NNI contest season with the Ngatea rally blown out in November. In early December I was wandering around the hills in the Wairarapa where the gales were howling! Fortunately we were mostly in the leese side so the wind did not detract from the excursion. I wouldn't expect that the Wairarapa model flyers would be out in it.

Thanks to those who have reported on the events that have been held it is good to see that there still are a good few entering events. Fingers crossed for good weather at the Nationals, where the preparation of the FF field and Vintage RC field looks to be well in hand thanks to willing volunteers. You have got your entry in via the new electronic system we hope.

The new 1/2E and E Texaco rules will be force at the Nationals so if you have an entry check them over to ensure you comply. A change to the Nats Prizegiving means that the FF and Vintage groups will be having a combined Prizegiving after their AGMs on the afternoon of Wednesday 7th January.

As a final word I would like to say that it has been good to have so many contribute to this magazine, my thanks to you all.

When I took on the job some years ago I did not think I would be doing it for quite so long, but with others providing copy it has been made much easier. Please continue with the good work for our new Editor

It has been pleasing to see the growth in Vintage over the last period with the current SIG group widely spread and putting out the word that our simple events with not too complex models provide a lot of fun.

Best wishes to all Vintagents and their families over the Christmas and New Year

Graham Main Editor

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

In Appreciation of Graham Main, Editor

This is Graham's last issue as Editor of AVANZ News, which he has edited and produced since 2001 – over 80 issues. This has been an extraordinary effort of dedication and creativity – and a lot of hard work, often under pressure to meet deadlines.

AVANZ News is the glue that holds our Vintage movement together, and Graham has ensured that the glue remains strong.

Of course, Graham has served Vintage in other ways as well – as Secretary of the SIG Committee and as organiser/CD of many contests over the years. Thankfully, he is continuing in those roles.

I know that all members of the Vintage SIG will join me in expressing our grateful appreciation to Graham.

Graham has passed the editorial torch to Bernard Scott, who is well prepared to continue the tradition.

Wayne Cartwright
Chair, Vintage SIG



Top: The year is 1957 and here is young Main with his R6B. Much twiddling got some short flights from ridges in Dargaville.

Bottom: 1981 and an older Main is still twiddling with radio, this time in a Graupner Piper Cub in Hawkes Bay Highway 50 site. *D Richardson pic*

Editor's Years of Aeromodelling.

As with many of us flying Vintage, the early years were when we were schoolboys in the 50's. KK Rubber scale kits flown in short bursts to destruction and of course our homegrown Modelair kits. Thanks to the Macdonald family business. Trips from Dargaville down to the big city in Auckland were highlighted by those visits to the Modelair shop in Newmarket.

Trams were the method of transport a great adventure for small town lads.

In 1957 I managed to coerce my father into purchasing an HMV RC set for my birthday and Christmas, this was installed as an R6B and there were high expectations from our small group of fliers, mainly control line with a bit of Free flight thrown in.

Only short flights ensued however and soon I was off to Wellington to take on a job with Civil Aviation. All the usual followed, and modelling took a back seat for a while until I went up north to Whangarei where aeromodelling caught up and has been part of my life since. I have met any great people in the hobby and thank them for their help, advice and assistance over the years. I feel I am one of the lucky ones to always have had family support in my hobby right from the start to the present day I hope to be able to wind down a little now and get some more time on the building board.

Thanks to all Readers and Contributors

CPMAA RC VINTAGE CHAMPS

From Des Richards

This event was held on Sunday the 12 October 2014 in excellent conditions with a good turn out.

At 0830 the sun was shining, fluffy Cumulus floated overhead and a light breeze came and went. Thermals popped regularly and a more pleasant day couldn't have been had.

Three free flight's flew this months NDC classes with Maxes had by all and two Out of Sights amongst the excitement. (Both models yet to be found, Oops, just advised Graham Lovejoy has found his Coupe) Hand launched Glider was flown with a vintage Hervat and catapult glider with vintage Hervat's and Huguelet's.

Club fliers mixed with the Vintage contest types and at times there were 7 models in the air, from electric jets to 4 stroke oldies. The pits were packed and cars parked well up the drive.

In RC Precision two Palmerston North / Ashhurst fliers fought out first place in a very gentlemanly fashion, while the rest of us were not far behind.

Des only got in one flight with his 35 year old Junior 60 built to the original design and powered with an equally old original Mills 1.3 series 1 engine. Fuel cut off problems were his downfall.

Alan's electric Coronet performed well and flew smoothly. Tony's Playboy was a joy to watch. The contest between Joe and Ian was exciting with only the landing bonus points separating them. Jonathan's Quaker Flash flew well and was a picture with its see through covering in blood and custard. A bit more spot landing practice and the first two would have been seriously challenged.

Models flown were, Viking, Simplex, Coronet, Red Zephyr, TD Coupe, Scram, Playboy, Quaker Flash and Junior 60.

Lunch was the traditional Levin BBQ , able handled by President Jonathan and very well received.

Flying ceased at 2.30pm with some very tired but happy pilots all ecstatic about the great day.

Thanks again Levin for you generous hospitality.



Joe and Jonathan searching for the Quaker Flash's lost seconds. "I'm sure I buried them here"



Early shot of the pits

RESULTS

RC PRECISION

1 ST equal	Les Cole	600 points	Scram
1 st equal	Bryan Treloar	600 points	Red Zephyr
3 rd	Joe Bradbury	593 points	Viking
4 th	Jonathan Shorer	575 points	Quaker Flash
5 th	Ian Munro	541 points	TD Coupe
6 th	Tony Lammas	520 points	Playboy
7 th	Alan Sissons	498 points	Coronet
8 th	Des Richards	166 points	Original Junior 60

1/2E TEXACO

1 st	Alan Sissons	868 points	Coronet
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A TEXACO

1 st	Ian Munro	1691 points	Simplex
2 nd	Tony Lammas	1460 points	Viking
3 rd	Joe Bradbury	1299 points	Viking



Tony Taylor looks skywards in awe while Alan prepares his electric Coronet



Another view of the pits

JR Airsail RC Vintage and Classical Contest and Rally 18-19 October 2014

CD's Report

This was a good start to the 2014/15 season despite Saturday being rained out. Conditions on Sunday were excellent – sunny, moderate breeze and lift there to be found. Sixteen contestants made 47 entries and 123 flights were recorded – not too bad for one day! Despite this some of the classes were poorly supported – there was just not enough time to fly them.

It was great to welcome two new people – Dave Crook and Doug Baunton.

Several new models emerged for their first outings – Dave's Lanzo Bomber, Doug's Miss Arpiem, Bryan Spencer's electric Slicker, Gordon Meads' Playboy, Bernard Scott's Buzzard Bombshell, Rex Anderson's Cloud Snooper, Tony Gribble's New Ruler, and two from Brian Harris – a Classical Cizek Stardust, and a Humbug with which he won our first Classical Precision event.

Some of the flying was a little rusty, especially in spot landings, so the number of maxes was a bit below par. Nevertheless, several scores qualified as new or improved postings for the Leader Boards. Some of the scorecard entries were haphazard, so that needs attention.

I again thank John and Sharon Danks for their hospitality – a great atmosphere and excellent scones, coffee, and sausages.

We can now look forward to next event of the year, at Thames Blackfeet on 29/30 November.

Wayne Cartwright

Results

		R1	R2	R3	Total	FO
Vintage Precision						
Brian Harris	New Ruler	200	200	200	600	197
John Danks	Gas Buggy	200	200	200	600	
David Gush	Miss FX	200	200	193	593	
Gordon Meads	RC1	200	191	200	591	
Rex Anderson	Miss Fortune X	200	200	189	589	
Graham Main	Miss Trenton III	185	200	200	585	
Bernard Scott	Buzzard Bombshell	200	188	170	558	
David Thornley	Bomber	184	181	174	539	
Doug Baunton	Miss Arpiem	192	165	143	500	
Classical Duration						
Brian Harris	Humbug	191	194	198	583	
David Thornley	Satellite 1000	183	198	151	532	
Vintage IC Duration						
John Butcher	Miss FX, Saito 40FS	260	260	255	775	
David Thornley	Bomber, Saito 85FS	252	260	221	733	
Gordon Meads	Playboy, OS 61FS	206	250	230	686	
Rex Anderson	Playboy, OS 62FS	227	177	205	609	
Graham Main	Miss Trenton	147	105	120	372	
Vintage A Texaco						
John Butcher	Miss FX, OS 20FS	620	615	620	1855	
Charles Warren	So Long, PAW 1.5	549	620	0	1169	
Graham Main	Simplex, OS20FS	332	347	440	1119	
Rex Anderson	Cloud Snooper	571	232	0	803	

Continued on Page 5



*Contrasting models in Classic Duration
Top Brian Harris' Humbug and
Bottom Dave Thornley's Satellite 1000.
The result disproved the "bigger is better"
mantra, only just!*

Continued from page 4

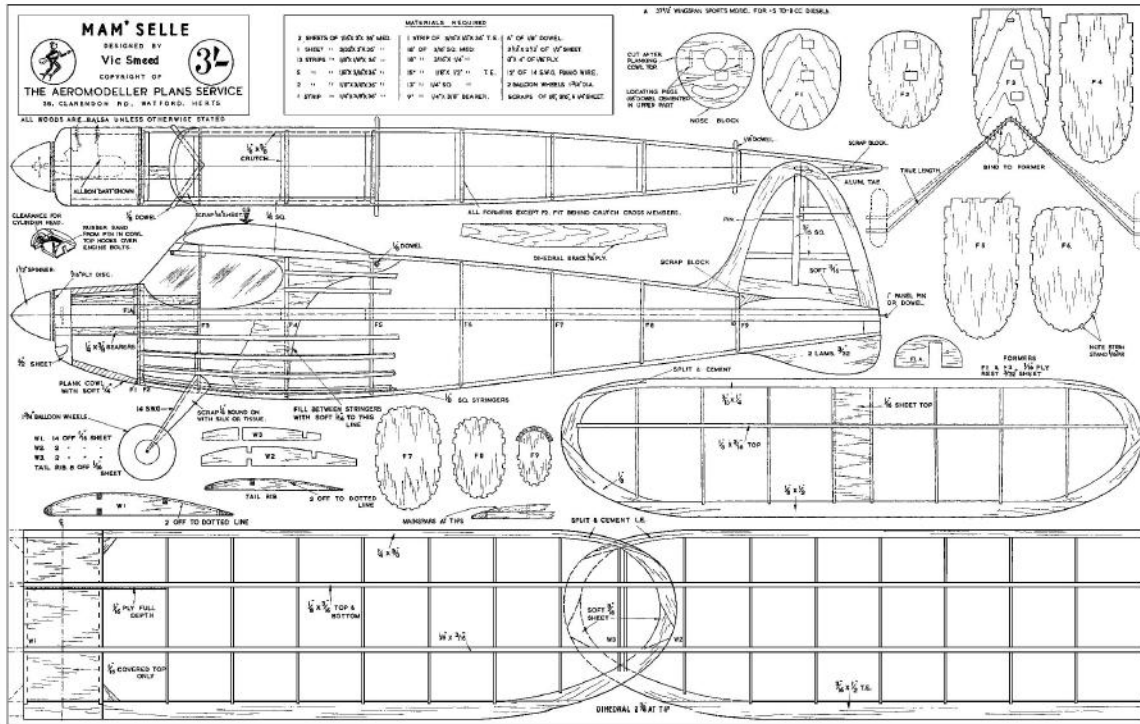
	R 1	R 2	R 3	Total	FO
Vintage 1/2A Texaco					
Bernard Scott Playboy	510	490	510	1510	
Open Texaco					
Vintage E Duration					
Brian Harris Playboy, 553 sqin, 1000, 4S, 30C	320	320	320	960	
John Butcher Miss FX, 600 sqin 2200, 3S, 20C	320	320	284	924	
Wayne Cartwright Top Banana, 880 sqin, 1100, 5S, 35C	301	301	276	878	
Tony Gribble New Ruler, ?	278	320	183	781	
Bernard Scott Buzzard Bombshell, 325 sqin, 950, 3S, 25C	215	155	320	690	
Doug Baunton Miss Arpiem, ?	128	116	158	402	
Rex Anderson Anderson Pylon, 577 sqin, 1350, 3S, 30C	320	0	0	320	
Dave Crook Bomber, 656 sqin, 1000, 4S, 35C	168	0	0	168	
Vintage E Texaco					
Dave Crook Bomber, 656 sqin, 550, 2S, 20C	620	620	612	1852	
Vintage 1/2E Texaco					
Rex Anderson Tomboy, 216 sqin	500	500	500	1500	974
Wayne Cartwright Strato Streak, 322 sqin	500	500	500	1500	737
Bernard Scott Buzzard Bombshell 226 sqin	500	489	500	1489	
Bryan Spencer Slicker	500	483	500	1483	
Keith Trillo Tomboy, 216 sqin,	500	480	500	1480	
Tony Gribble Kerswap, 315 sqin	302	500	500	1302	
Graham Main Tomboy, 216 sqin,	500	480	0	980	
Vintage E Rubber Texaco					
John Butcher Toots, 280 sqin, 240, 2S, 25C	620	620	620	1860	
Graham Main KK Gypsy, 200 sqin 180, 2S, 25C	441	0	0	441	
Classical IC Duration					
David Thornley Satellite 1000	244	290	300	834	
Classical E Duration					
Brian Harris Stardust(Cizek)	300	300	300	900	317
Wayne Cartwright Nig Nog	300	292	279	871	
Tomboy IC					
Charles Warren Mills .75		492			
Rex Bain Mills .75		330			
Tomboy E					
Gordon Meads 360,2S		611			



Tony Gribble's New Ruler flown in Vintage E Duration



Brian Harris' new Stardust a Rad. Cizek design for Classical E Duration



Vic Smeed’s Mam’selle – a Classical Beauty

From Don Mossop

While Vic Smeed’s Mam’selle (Aeromodeller News, Dec. 1955) is certainly no aerodynamic thoroughbred, it has elegant lines which have always appealed. Originally designed as a free flight sport power model, with the recent call to increase numbers of entrants in different Vintage SIG classes it became a ‘must build’ for me for Classical Precision.

From my own limited experience of Vintage Precision, to be reasonably competitive I figured that I needed to build it with a wing loading of about 11 oz/square foot, and, given the relatively unsophisticated airfoil section of the Mam’selle (12% section and a perfectly flat under-surface), and fairly draggy profile, I decided that bigger would probably be better. I chose to increase the plan by 150% taking the original 37.5” wingspan to 56.25”. However, if pressed, I doubt if I could defend this rationale.

This is a time when my wife usually begins to despair – she knows I will be ‘absent’ until the darned thing is finished.

The build was relatively simple and it was a real pleasure to build something that wasn’t all straight lines and aerodynamic functionality. With the C of G so near the front, to ensure I preserved the original prop line and not have to add extra weight, it became obvious that I would need to get as much weight forward as possible – the motor, ESC and battery would all need to be located within the cowl – necessitating a fibreglass, rather than the original built-up balsa, cowl. This was my first foray into the black art of fibre-glassing. After two abject failures, the third (and final) version is strong and relatively light (but still looks as rough as a billy goat’s butt).

Placement of the rudder and elevator lines were somewhat arbitrary and based on my “Tomboy” (rudder) and “Playboy” (elevator). To keep as much weight as possible out of the rear, I used a pull-pull system for the rudder and a carbon fibre rod supported through each of the various fuselage formers for the elevator. I used spruce spars top and bottom with balsa webbing between, and the plywood dihedral braces extended beyond the 2nd set of ribs on each side.

Mam'selle continued from page 6

The motor I chose was a Turnigy 35/48 1100 Kv, with a 4S 1300 mA/h 25C battery. With an APC 10 x 5 prop, this set-up draws about 44A and delivers about 645W. On reflection, it is somewhat over-propped and I'll need to try a few more combinations. The AUW was 39 oz – with a wing area of 485 Square inches this equates to about 11.5 oz/square foot. And at over 16W/oz lack of power was never going to be a problem! I wanted to be able to get as high as possible as I wasn't too confident it could stay up there more than 2 minutes without power. The maiden flight was on a fairly windy day (>20 kph) at our strip. It went out of sight within 20 seconds – although this says more about my diminished eyesight and lack of suitable covering colour contrast than to its altitude. At full throttle, anything more than the tiniest movement of the stick puts the plane into a series of spectacular Dutch rolls – as with most of my planes, they seem to fly better with as little of my input as possible! The glide was considerably better than I expected, and I've since added some dark blue contrast to the under-surface so I can now see where it is.

**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

1. Flyline Models Howard Classic Flying Scale Model.
24½ inch wingspan. Earl Stahl Design. Rubber or CO2 power.
Complete, unstarted model. \$90
2. Flyline Models Heinkel He 100D Flying Scale Model.
27 inch wingspan. Don Srull's 1977 USA Nationals Winner. Rubber or CO2 power.
Complete and unstarted kitset. \$90
3. Flyline Models Stinson Voyager Flying Scale Model.
30½ inch wingspan. Earl Stahl design. Rubber Power.
Complete and unstarted kitset. \$90
4. West Wings Westland Widgeon Flying Scale Model.
24¼ inch wingspan. Classic Series. Rubber or CO2 power.
Complete and unstarted kitset. \$90
5. West Wings D H 80A Puss Moth Flying Scale Model.
24½ inch wingspan. Classic Series. Rubber power.
Complete, unstarted model. \$90
6. West Wings Hawker Sea Fury FB11 Flying Scale Model.
21.6 inch wingspan. Warbird Series.
Complete and unstarted kitset \$90
7. West Wings Dornier Do335 Flying Scale Model.
25.4 inch wingspan. Warbird Series.
Complete and unstarted kitset.\$90



Playboy Senior - Cabin version

The original plan for the Playboy Senior shows markings for a cabin version. They were added at the last minute, the story goes, by Joe Elgin to meet Cleveland's requirement that the model be able to be built as either a pylon or cabin version. Limited information on the plan means there is some guesswork in building a cabin version so there could be disagreement between "experts" as to its precise form.

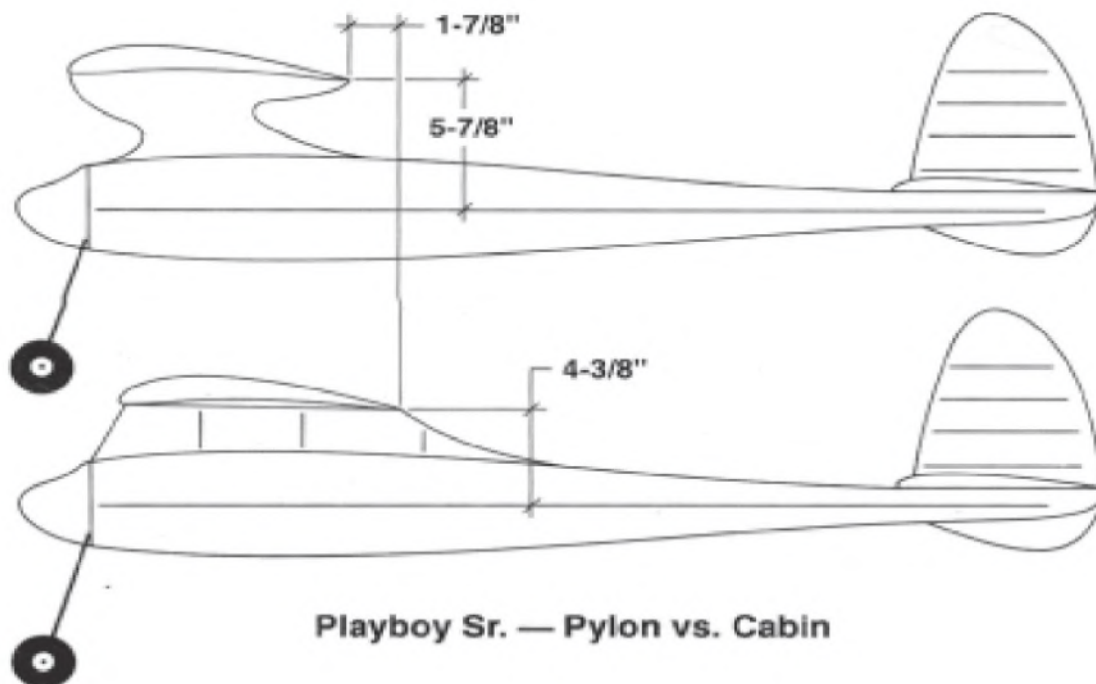
As a cabin Playboy was on the building board, some photographs were taken as memory joggers in case another is built. These, and photographs of a previous pylon-to-cabin conversion may be of use to anyone going the cabin route. But, why build a cabin version when the pylon looks so good and flies so well?

FOR

- + Correct CG is easier to obtain as the wing is further aft
- + More space for radio gear
- + No hatches - radio gear is accessible through the top of the cabin
- + Eliminates the model's weakest link - the pylon
- + Different to the usual pylon Playboy.

AGAINST

- Not so good looking, though *beauty is in the eye ...* etc.
- Larger frontal area
- More building
- Potentially heavier.

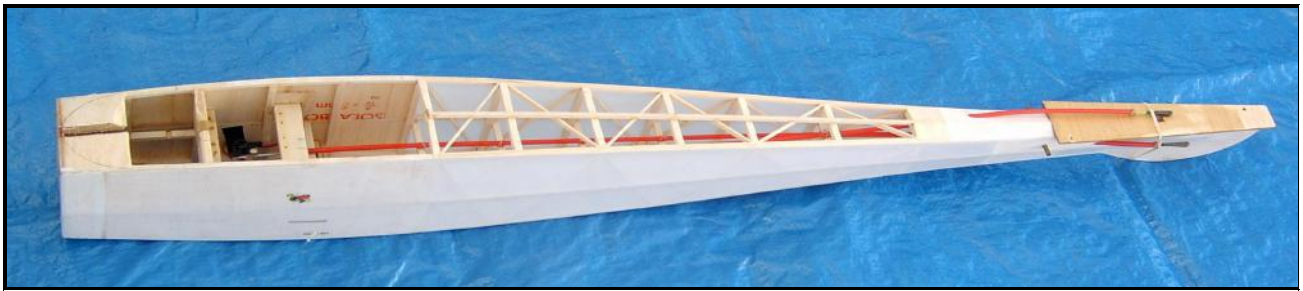


It has been suggested that the cabin is better than the pylon in high winds, but the only change in handling between the two that I have noticed is on landing when there is less tendency for the cabin model to be flipped by gusts - maybe the result of a lower wing location.

One measurable improvement is that the cabin stands up to spot-landing forces better.

1. Conversion

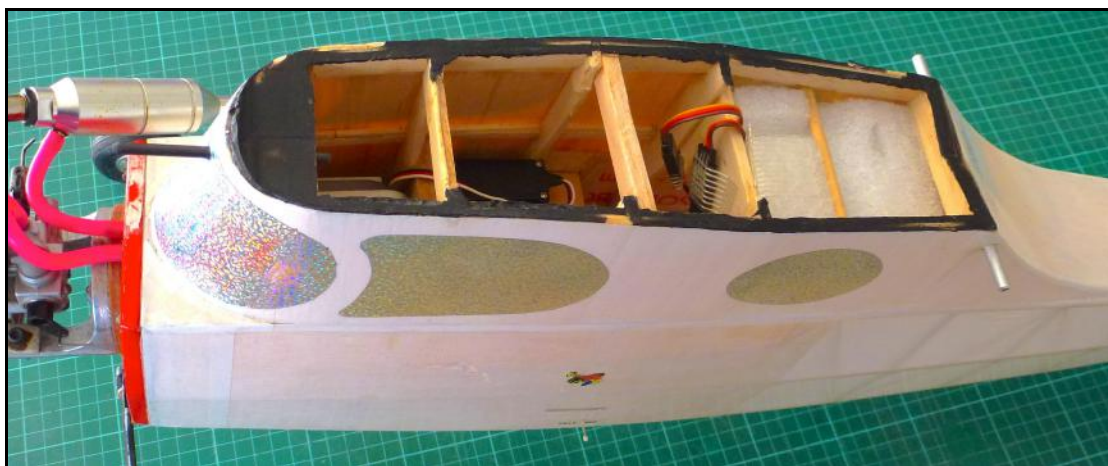
When I converted a pylon Playboy I started with removing the pylon and top covering ...



A sturdy mount for the front wing peg was attached to the rear of the firewall and fixing points for the Cabin sides were formed with an outline of 1/8 square ...



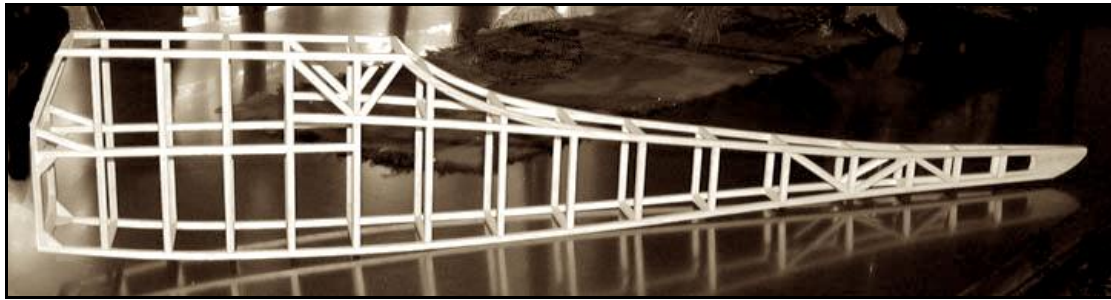
Cabin sides of 1/16 were built up and the top contoured to the wing. Rear of the cabin was faired into the fuselage. As the cabin structure is lightweight, the rear wing rod was secured down to the existing longerons.



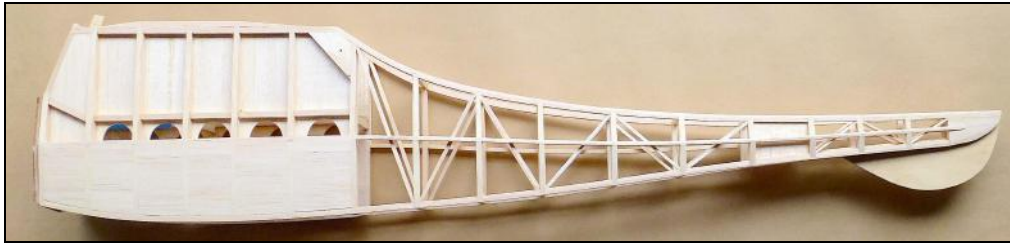
You might opt for a flat front to the cabin, although there is nothing on the plan to suggest that this is more authentic. Maintaining the CG required about 4 oz of lead in the tail.

2. Scratch built

Here's one interpretation of how to obtain the fuselage profile shown on the original plan ...



... and this is mine. I add 1/16" sheet to the inside of the cabin area framework and contour the cabin top to the wing. Diagonals give rigidity. Sheeting below the stringer in the outside of the cabin area provides a solid grip area for hand launching. It also makes the model easier to handle without damaging the covering.



A hardwood mount for the front wing dowel is epoxied to firewall.



On this model, a flat cabin front was used with a little rounding for both aesthetics and aerodynamics. Between the cabin sides and the wing dowel support is soft block fill to a depth that allows gentle rounding.



There are probably other ways of interpreting the Cabin structure while maintaining the side profile.



Bernard Scott

EVENTS calendar

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

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.

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

MFNZ Vintage R/C Tomboy International Postal and Leader Board Competition 2015

The SIG Committee announces that the two Postal competitions for R/C IC and E Tomboys will continue to run in 2015. These rules will also be used in the NNI Vintage contest series.

The prize for the highest score in each class during the year is NZ\$50. Entry is free and open to any member of MFNZ or any modeller who is a member of a recognised club in a foreign country. Scores from the NNI series are entered automatically. All scores will be posted to the Leader Boards that are published in each issue of AVANZ News.

In response to requested comments received from people who have flown the event in the past, two changes have been made in the rules. The E Tomboy motor battery is now a 180 mah 2 cell LiPo. The flight score for both IC and E Tomboy is now the sum of the best two flights from the three that can be flown

The rules for 2015 are as follows:

Purpose

To enjoy RC flying (IC and electric) of the Vic Smeed Tomboy in a competition that runs for a full year.

Model

- The model is an unscaled Smeed Tomboy, as published by APS, with 36 inch span wing and small-span tailplane. The model is correct in outline.
- Airfoil sections and dihedral are unchanged.
- Wheel diameter is not reduced and wheels are not of profile or streamlined.
- The fin and tailplane are modified to accept control surfaces within the spirit of the original design. The elevator is included within the tailplane outline.
- The wing has one spar in the location shown on the plan. This spar may be strengthened and increased in depth, provided that it does not touch the upper covering surface.
- Structural material sizes are not smaller than specified. Structure may be strengthened.
- Any type of covering material is allowed.
- The propeller is fixed pitch and has two blades.
- Rudder control is required and elevator control is optional. Motor speed control or fuel cut-off is optional.
- The contestant need not be the builder of the model.

Classes

There are two separate classes:

Tomboy IC

Eligible motors are up to 1cc (0.61 cu. In.) nominal capacity. Maximum fuel tank size is 3cc. The fuel tank is either integral or a separate commercially-available unit.

Tomboy E:

Any electric motor with direct drive is permitted. The motor battery is a 2 cell LiPo with maximum capacity 180 mah. The motor is not restarted after it stops.

Scoring

The score is the sum of the two best flights (in seconds) from the possible three that can be flown.

Launching

The model may ROG or be hand launched by either the contestant or an assistant.

Timing

Timing is undertaken by a timekeeper/witness and starts when the model becomes airborne. The flight ends when the model lands. The flight time is rounded down to the nearest whole second.

Submission of Scores

Scores attained in contests run by the MFNZ Vintage SIG are submitted automatically. All other scores must be submitted by email to the address given below. A contestant may submit unlimited improved scores throughout the year.

The list of scores currently recorded are published in the Leader Boards section of each issue of AVANZ News, or may be obtained at any time by email request to Wayne Cartwright at wcartwright@vodafone.co.nz.

NDC VINTAGE CALENDAR 2015

The NDC Vintage programme for 2015 will be the same as for 2014 . The whole NDC programme for all events (FF,CL,Soaring RCetc) is on the MFNZ website. The events are 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.

January 2015

- 16 Vintage FF Precision
- 17 Vintage FF Rubber Duration
- 18 Classical RC 1/2E Texaco
- 19 Classical RC E Texaco

February 2015

- 40 Vintage FF Power Duration
- 41 Nostalgia FF Power Duration
- 42 Nostalgia FF Rubber Duration
- 43 Classic FF Rubber Duration
- 44 Vintage RC 1/2A Texaco
- 45 Vintage RC E Rubber Texaco

All results to be sent into the MFNZ Recording Officer Des Richards at
mfnz.recordingofficer@gmail.com

Ron's Column: Classic FF Power.

I have been making some bits for Dave Gush. He couldn't get his Ascender to max on a couple of set ups. Maybe John Danks can get his to go.

I think Nostalgia Glider is handicapped by the fact that all us 70 year olds can't run A good reason to persevere with the introduction of Hi-Start models.

I have been going through some of the 1961 to 1970 Aeromodellers to see what the Classic powered scene was about. Most of the advertisements e.g. DC, E.D, ME were for motors NOT used in contests. This is the era we are trying to recreate Not the Sunday sport fliers. The World Champs reports of Supre Tigre G20's MVVS,Moki, are hardly applicable to our situation as few of these motors made it to NZ. Our choices were really limited to Oliver and ETA diesels and Cox and K&B glows, with AM's and Foxes as the next tier down and maybe still around and very 2nd hand,. Now of course 50 years old! Full size plans were also lacking ,an exception was Dusty and Sue Millars "Climax" which could be built with two different fuselages. Power range from 1.5 to 2.5cc say a PAW 1.49 or an OS 15 glow. The middle era model had elliptical tips and tailplane powered by the ubiquitous Supre Tigre G15. I visited the Supre Tigre factory in 1965 where it perched on a slope overlooking a vineyard and met Jaures Garofali.

The Great British team topped the results in 1967. George French with "Night Train", Ray Monks with "Veterano" and Segio (call me Joe) Savinis "Faital"- only Savini made it to the Aeromodeller plans range. Both the others sold out to the highest bidder "Model Airplane News in America.

Funnily enough M.A.N. advertised their plans in the Aeromodeller and as well as the two above listed Joe Wagner's "Uranus" Roger Simpson's "Condorian" Mike Poorman's "Angel", the Carl Golberg "Viking", Hank Spece's "Suspense" and woody Blanchard's "Gawn. A mixture of high thrust line models and rear finned normal pylon types.

But king of them all,was Hans Seelig with his "Gambrinus" first published as a 3 view of his Zell am See winner. After his win in 1967, APS scored heavily by getting his plan into their plans service. Apart from his introduction of the Seelig timers, his model had all the good features, Fibreglass sheeted wings, metal pan and the rear fin.

By this time, the Cox Tee Dee range was being advertised by AA hales in the UK but was relegated to Open models, after the FAI brought in the n Nitro rule.

World Engines run by Mick Wilshire was advertising the large, complete, range of Supre Tigre engines but Oliver and ETA diesels were hanging on for Control Line models. *Continued on page 16*

Continued from page 15

If you have a suitable motor e.g. Sure Tigre G15 and decide to build one I have the "Night Train" and "Uranus" plans that I can copy and post.

Before the "No Nitro" ban the Cox Tee Dee 15 motors reigned supreme and were used by most competitors at the World Champs and Internationals. After that it was Supre Tigre and the odd G 20.

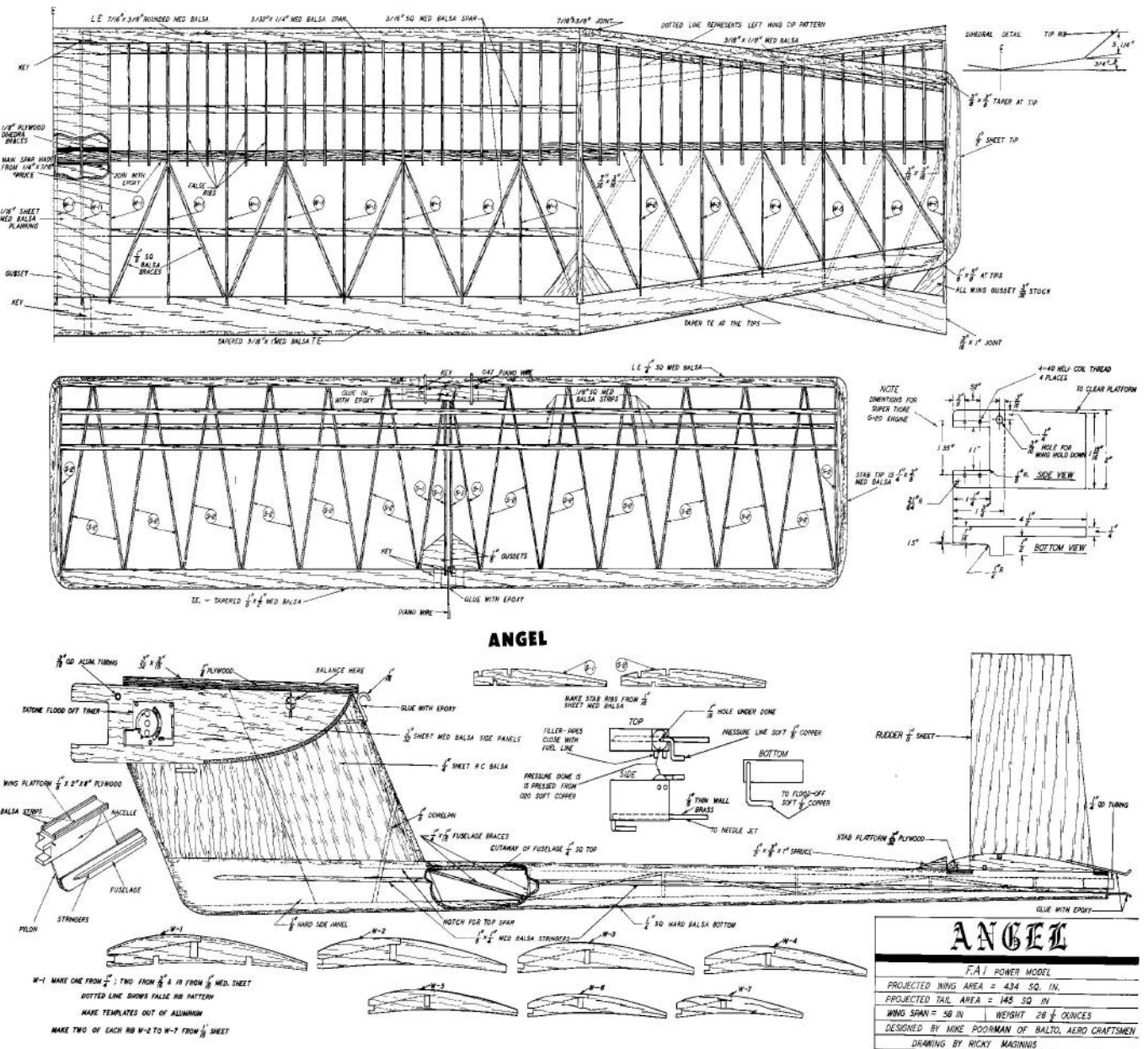
But it was the beginning of the end Cox tried to keep up with the Special and a Special Mk II. Alwyn Graves had the only Mk II I have ever seen Exhaust only one side and Transfers on the other.

The greatest effect on the U.S. side of the Atlantic was Bill Wisneuwski's introduction of the tuned pipe exhaust for speed. This was soon copied by the FF community but lasted only until the F.A.I. Banned "Exhaust extensions" as well, but not for C?L where it remains until this day. Greta Britain also had "silencers" for a while.

In Summation; if you have a plain bearing 0.15 e.g. an OS Max or Tee Dee weighing under 5 oz. Build a lightweight "Open" model.

A ball bearing 2.5 e.g Sure Tigre G15 or G20 build an FAI size model but not necessarily to FAI weight.

Cheers Ron Magill



Top Ten Leader Boards 2014 at end November

These are the Top Ten Leader Board standings at 30 November. The rough spring weather has severely affected people improving their scores.

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
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
John Butcher	Miss Fortune X	775	19/10/14
David Thornley	Bomber	764	10/5/14
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
Wayne Cartwright	Top Banana	878	19/10/14
Tony Gribble	Playboy	800	19/1/14
Rex Anderson	Anderson Pylon	793	19/1/14
Gary Burrows	Clipper	702	2/3/14
Bernard Scott	Buzzard Bombshell	690	19/10/14

Vintage Open Texaco

John Butcher	RC 1	1840 + 1480	18/4/14
Allan Baker	Zipper	1831	5/10/14
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
Stuart Grant	?	1833	NDC 170
Allan Baker	Zipper	1741	14/9/14
Ian Munro	Simplex	1664	9/2/14
Graham Main	Simplex	1651	12/4/14

Vintage 1/2A Texaco

Allan Knox	Skipper	1500 + 786	15/2/14
John Butcher	Miss Fortune X	1500	Nats
Gary Burrows	?	1500	NDC 169
Bernard Scott	Playboy	1490	19/10/14
Mark Venter	?	1489	NDC 169
Martin Evans	Miss Philadelphia VI	1410	Nats
Wayne Cartwright	Airborn	1396	23/3/14
Rex Anderson	Playboy	1347	13/4/14
Allan Baker	Slicker	1332	15/2/14
Graham Main	Rambler	1238	Nats

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
Dave Crook	Bomber	1852	19/10/14
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
Rex Anderson	Tomboy	1500 + 974	19/10/14
Wayne Cartwright	Strato Streak	1500 + 887	10/5/14

Vintage 1/2E Texaco continued

Graham Main	Tomboy	1500 + 771	Nats
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
Mark Venter	?	1108	NDC 49
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

Brian Harris	Stardust (Cizek)	900 + 317	19/10/14
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 at 3.00 pm in Peter Ryan's hangar at Waharoa Airfield. Immediately after the Vintage AGM (at approximately 4.30 pm) there will be a Combined FF and Vintage Prizegiving at the same venue.

Agenda for the Vintage SIG AGM

- 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 from the 3rd to 7th January 2015. A Nationals Programme has been prepared and is in the November 2014 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.

(**Note** the times for events 22,23 and 24 in the programme published in the November MFW are incorrect they should be from 9.00am to 5.00pm.)

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 24).

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. A supervised control system will be set up at the HQ office at the airfield.

Peg arrangements must be made there before flying at the Vintage site. Please remember to have a proper name peg for this use, a peg with your name clearly written on it (No bits of paper etc).

This will not, of course, apply to those flying on 2.4 Ghz.

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 1st 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.