

AVANZ NEWS



Newsletter of the Model Flying New Zealand Vintage Special Interest Group





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From the Editor

This issue marks the 27th year of AVANZ News.

Paul Lagan got the ball rolling in 1988 when vintage model flying was gaining recognition and rules suited to local conditions were being developed. Through the publication, a sense of unity developed as those who had previously been flying vintage models in isolation found a focus in the contests that were promoted.

From 1990 to 2001, Myrtle Clarke was editor during a time that saw a steady increase in Vintage flying, stimulated by shared information in AVANZ News and the wider promotion of both local and international events. Postal events such as those for 1/2A Texaco extended our Vintage community from a national one to an International one. The time intensive production methods used at this time mark Myrtle's 50-issue effort as a true labour of love.

Since 2001, Graham Main has produced an outstanding 82 issues and in 2002 introduced the email version of the newsletter. Graham's time as editor spanned the birth and evolution of electric events. In this he has lead the way with articles that made starting in this new area less daunting. Graham also devised the ingenious power rating formulae used in our electric events, using a process that will never be outdated as it is adaptable to the ever changing technology of electrics.

Looking back over past issues, it is clear that these three editors will not be easy acts to follow. While their direct involvement may have ended, the targets and standards they set for the newsletter remain, as do the innovations they introduced as their means of production changed.

Change continues. Like many of my generation, I prefer to read from pages rather than screens but with the demise of the FFoNZ newsletter we have lost the means of printing and distributing hard copies. It is increasingly difficult to find anyone willing and able to edit, print, collate and mail out traditional newsletters. Moving to just PDF format ensures that AVANZ News will continue.

The previous layout has been altered to suit publishing programs which are available to me, and the landscape format has been chosen, at least on a trial basis, to make effective use of the screens on which the newsletter will be displayed. See p.3 for more about the change-over.

What remains unchanged is the purpose of AVANZ News. With your support and input it will continue to stimulate interest and involvement in all aspects of Vintage aeromodelling.

Bernard Scott

On the Cover

On the way to the 2015 Nationals Free Flight field - balmy mornings were the rule

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AVANZ News Schedule

Six issues per year are intended, the first being for January / February. Issues will be sent towards the end of each eight-week period, although this issue is early to provide notice of the Tuakau event in late February. The deadline for future issues will be the sixth week of each cycle. Vintage and FFoNZ newsletter and email lists were used to distribute this issue. Email the editor if you do not wish to receive postings.

Contribution Guidelines

Text may be sent as an email, or as a word processing document attached to an email. Microsoft Word is compatible with most computers, making it the ideal programme to use. Letters are fine, as are physical photographs, but include an address if you want items returned. Digital photographs may be attached to emails. Size should be at least 500KB per photograph to allow for adjustments, cropping, and final compressing of the newsletter without loss of detail. Postal and email addresses for contributions are on Page 2.

News from the South and Beyond

This issue has a distinctly North Island bias. That's not intentional, it's just the way the activity reports and contributions have gone. AN represents Vintage fliers irrespective of latitude - news of Vintage events and building activity in the South Island, and from overseas, are welcome.

AVANZ News to suit your Internet Connection

The new format increases the size of the posting. This is mainly from presenting photographs and plans in larger size and higher definition than previously. On broadband connections this will not be significant but on dial-up connections it may be noticeable. Compression of the newsletter is used as a matter of course, but if download time is a bother, you can opt to have your issues even further compressed. There is a trade-off as smaller file sizes that are quick to download carry less detail in all graphic content.

Redrawn Vintage Plans

The Committee has been advised that some redrawn Vintage plans include modifications, such as the addition of turbulator spars, that are outside the NZ rules. Designs scaled down and simplified for 1/2A Texaco seem to be the main culprits. If building from a modern rendition of a Vintage plan, it would be wise to check it against an original to ensure it is legal for NZ contest flying.

Photographs

There's nothing wrong with words. It is said that some of the greatest books ever written use them. But for most of us photographs add interest and pass more information quicker than written descriptions. They are the lifeblood of newsletters such as this.

Your photographs of Vintage activities, whether they be contests, rallies, weekend flying, or what is on your building board, are of interest.

Add your camera to your field kit. When you take a break from flying, capture the fun you are having so that those who can't be there may enjoy it too.

Issue 141 Photograph Credits

Judy Cartwright

Page 9	All	Page 11	All except Top
Page 13	All except Bottom Left	Page 15	Top Middle, Top Left Bottom Left

Chris Murphy

Page 14	Top Right	Page 16	Top Left
Page 21	All	Page 22	All

Bill McGarvey

Page 16	Bottom Right
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Tuakau RC Vintage/Classical Rally and Contest

Dates: February 21/22 2015
Times: 9.30am Saturday to 3.30pm Sunday (flying permitted until dusk on Saturday and early morning Sunday.)
Venue: Tuakau Domain Recreational Reserve, Alexandra Redoubt Rd (off River Rd), Tuakau
Host: Tuakau MAC
Contacts: Tuakau MAC John Butcher, 09 236 9722
Contest CD Wayne Cartwright, 07 210 0298 wcartwright@vodafone.co.nz

This is a combined contest and rally. All contest classes are flown both days – contestants fly the classes they wish at any time they choose – and rally flying throughout the weekend, subject to the contest landing circle remaining free.

Classes flown to the rules published in the Vintage page of the MFNZ website:

Vintage: Precision, IC Duration, Open Texaco, A Texaco, 1/2A Texaco
E Duration, 1/2E Texaco, E Texaco, E Rubber Texaco

Classical: Precision, IC Duration, E Duration

Tomboy: IC and Electric – best flight of three attempts, with model specifications as published in AVANZ News.

Special notes:

1. Each contestant may make **multiple entries in each class**, subject to different model(s) being used for each entry.
2. Classical Precision has been added for the 2014/15 season.
This class is in the Rules - as for Vintage Precision but for designs from 1951 – 75, and no age bonus.

The Vintage SIG gratefully acknowledges Tuakau MAC for the use of their field.

2015 North Island RC Vintage Championship

Dates: March 20/21/22 2015

Times: Each day commences at 9.30am and all flying of rounds will finish at 4.30 pm.
Fly-offs will commence as soon as possible after 4.30, or at an earlier time if all fly-off participants agree.

Venue: Torehape Road, Ngatea

Hosts: Thames Blackfeet Club

Contacts: **Club** Martin Evans: martin.evans@ihug.co.nz

Contest CD Wayne Cartwright: 07 210 0298,
wcartwright@vodafone.co.nz

This is a full-on contest, run similarly to the Nationals, except registration is on the day of flying and there is no fee. Events may be flown only on the days specified in the Schedule. There are no 'rain days'.

All classes will be flown to the rules published in the Vintage page of the MFNZ website and, in the case of the Tomboy events, in AVANZ News. Only one entry allowed in each class, but a reserve model may be flown in each class. There is no minimum number of entries for each event to qualify as 'official'.

Friday 20 March	Vintage Open Texaco Classical E Duration	Vintage E Texaco	Vintage A Texaco
Saturday 21 March	Vintage Precision Vintage Electric Duration	Classical Precision Vintage E Rubber Texaco	Vintage IC Duration
Sunday 22 March	Classical IC Duration Tomboy IC	Vintage 1/2A Texaco Tomboy E	Vintage 1/2E Texaco

The Vintage SIG gratefully acknowledges Thames Blackfeet MAC for the use of their field.

Vintage Events at the North Island FF Championships

Carterton, March 13th - 15th

Fri 13th 8am-4pm *Vintage Duration Combined*
Open Power, Rubber and Straight-Tow Glider
Sat 14th 8am-4pm *Nostalgia Duration Combined*
Kiwi Power, Kennedy Precision
Sun 15th 8am-2pm *Classical Duration Combined,*
Vintage Precision
1/2A Power, A1, HLG / CAT / TLG.

(Only four strictly Vintage events, but it would be possible to fly in every other event using an appropriate Vintage, Nostalgia or Classical model).

Northern North Island RC Vintage and Classical Events

April 18 - 19 Glider and Vintage / Classical Rally
Cambridge MAC. This is a sports rally, not
a contest - details to be advised.
May 23 - 24 JR Airsail Contest and Rally
Pukekawa.

National Decentralised Contests

5.2.3 Flights may be made on any Saturday or Sunday for the advertised events for that month. 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.

Results are sent to : mfnz.recordingofficer@gmail.com

March

FF Vintage	Glider, Miniature Replica
FF Nostalgia	Glider
FF Classical	Glider
RC Vintage	IC Duration, E Duration

April

FF Nostalgia	1/2A/Miniature Replica
FF Classical	Power
RC Vintage	1/2A Texaco Scale, 1/2E Texaco, A Texaco
RC Classical	Precision

May

FF Vintage	Rubber
FF Nostalgia	Rubber
RC Vintage	E Texaco, Open Texaco
RC Classical	IC Duration, E Duration

This was a huge Nationals for RC Vintage and Classical. Numbers were up, and the standard of flying excellent. Conditions were hot, with light and variable morning breezes shifting to moderate westerlies in the afternoons. The site at the Waharoa Domain was satisfactory, although upwind turbulence from trees was sometimes a challenge. The lift tended to be in small patches.

The locations of flying fields made it tough for people who flew FF in the mornings, then drove 50 minutes to the Vintage site. This also made each event a 'game of two halves' – one group that was able to fly in the mornings and the other group that started vintage flying about 1.30pm – not ideal.

For the record, 25 people made 91 entries that recorded 267 scores. Many different model designs were flown - 36 in Vintage and 9 in Classical.

There were several highlights, the first coming on the first day in Precision. Nine achieved three maxes and seven actually flew in the fly-off – a stirring scene. Amazingly, David Gush and John Butcher proceeded to tie on 199 points (flights of 2.59 and 3.01 with spot landings) so a second fly-off was required for them. David won with a perfect 3.00 and score of 200.

The fly-off in Vintage 1/2E Texaco was also notable, because two fliers exceeded 20 minutes - Wayne Cartwright winning with over 25 minutes from his new Arrow Nut with John Butcher second.

Vintage 1/2A Texaco was won convincingly by Martin Evans, and Angus Macdonald had a new Eight Ball that won E Texaco with a full-house score.

To several people, the best sight of the Nationals was Ian Munro's large TD Coupe (1936 design) with Brown Junior ignition motor. Fittingly, it won Open Texaco with two flights at 1000+ ft – great stuff.

Our newer classes certainly 'came of age' at these Nationals. The numbers entering the Electric events were especially strong.

Vintage Champion

Bernard Scott was Vintage Champion (RC and FF points combined) for the second year running – well-merited and popular. The top six placings were:

1.	Bernard Scott	126
2.	Rex Anderson	80
3.	John Butcher	78
4.	Wayne Cartwright	62
5.	David Gush	49
6.	Martin Evans	43

Bernard was also overall National Champion Modeller. He is congratulated on both achievements.

Event Results

Vintage RC Precision

1	D Gush	Miss Fortune X	200	200	200	600	+199	+200
2	J Butcher	Miss Fortune X	200	200	200	600	+199	+197
3	B Harris	New Ruler	200	200	200	600	+198	
4	G Bradley	Lanzo RC1	200	200	200	600	+197	
5	S Warner	Spook	200	200	200	600	+197	
6	D Mossop	Lanzo Bomber	200	200	200	600	+192	
7	G Meads	Lanzo RC1	200	200	200	600	+175	
8	A Macdonald	B / Bombshell	200	200	200	600		
9	J Danks	Gas Buggy	200	200	200	600		
10	T Christensen	B / Bombshell	200	200	191	591		
11	J Warner	Record Breaker	200	200	188	588		
12	I Munro	TD Coupe	187	200	200	587		
13	R Anderson	Trenton Terror	200	200	185	585		
14	D Crook	Lanzo Bomber	187	191	200	578		
15	B Treloar	Red Zephyr	200	194	166	560		
16	C Warren	So Long	184	196	179	559		
17	D Richards	Junior 60	166	200	187	553		
18	D Thornley	Lanzo Bomber	192	200	157	549		
19	B Scott	Lanzo RC1	187	0	0	187		
20	M Andrews	Simplex	174	0	0	174		

Classical RC IC Duration

1	W Cartwright	Amazoom, ASP 46	300	300	258	858
2	D Thornley	Satellite 1000,	300	300	257	857
3	B Scott	Starduster, OS 25FP	300	240	300	840
4	E Pimm	Tequila, Thunder Tiger 40	300	252	284	836

Vintage RC IC Duration

1	B Scott	Playboy Cabin, ASP 32	260	260	260	780
2	J Butcher	Miss Fortune X, OS 25	256	260	260	776
3	R Anderson	Playboy, OS 61FS	260	250	260	770
4	T Christiansen	Playboy, ASP 62FS	260	250	260	770
5	W Cartwright	Lanzo Bomber, OS 56FS	260	252	252	764
6	G Meads	Playboy, OS 61FS	260	234	260	754
7	A Macdonald	B / Bombshell, Saito 56FS	260	220	260	740
8	B Treloar	Airborn, McCoy 49 ign.	252	252	199	703
9	D Thornley	Lanzo Bomber, Saito 75FS	252	260	187	699
10	D Gush	Miss Fortune X, OS 25	220	249	144	613
11	C Warren	So Long, Amco 3.5	221	42	269	532
12	I Munro	TD Coupe, Brown Junior	208	128	133	469
13	G Bradley	Lanzo RC1, OS 45	115	105	198	434

Vintage RC E Duration

1	D Gush	Miss Fortune X, 3, 20, 2200	320	320	320	960	+215
2	W Cartwright	Top Banana, 900, 5, 35, 1100	320	320	320	960	+205
3	B Harris	Playboy, 553, 4, 30, 1000	320	320	310	950	
4	B Scott	B. Bombshell, 328, 3, 25, 950	320	320	309	949	
5	R Anderson	Anderson Pyl. 520, 3, 30, 1350	320	282	320	922	
6	D Mossop	Playboy, 770, 4, 25, 1600	320	265	320	905	
7	D Crook	Lanzo Bomber, 742, 4, 35, 1000	211	315	312	838	
8	J Butcher	Playboy, 880, 3, 25, 2500	196	310	320	826	
9	J Warner	Playboy, 510, 3, 30, 1000	299	175	320	794	
10	A Macdonald	Eight Ball	310	63	333	706	

Vintage RC 1/2A Texaco

1.	M Evans	Miss Philadelphia IV	500	500	500	1500	+597
2.	R Anderson	Playboy	500	500	500	1500	+283
3.	B Scott	Playboy	493	500	452	1445	
4.	W Cartwright	Airborn	492	406	342	1240	
5.	C Warren	Lanzo Bomber	492	492	227	1211	
6.	J Butcher	Miss Fortune X	358	435	348	1168	
7.	K Trillo	Skipper	165	500	906	906	
8.	D Richards	Playboy	118	71	0	189	

Vintage RC Open Texaco

1	I Munro	TD Coupe, Brown Junior	920	905		1825
2	B Scott	Playboy Cabin, OS 20 FS	608	884		1492
3	J Butcher	Lanzo RC1, OS 20FS	424	916		1340
4	D Gush	Miss Fortune X	630	702		1332

Vintage RC 1/2E Texaco

1.	W Cartwright	Arrow Nut, 216, 2, 350	740	740	1480	+1554
2.	J Butcher	Miss Fortune X, 216, 2, 360	740	740	1480	+1237
3.	K Trillo	Tomboy, 216, 2, 360	740	740	1480	+919
4.	R Anderson	Tomboy, 216, 2, 350	740	740	1480	+795
5.	B Scott	B / Bombshell, 226, 2, 350	740	682	1422	
6.	M Evans	Brigadier, 306, 2, 360	604	740	1344	
7.	D Gush	Tomboy, 216, 2, 360	424	740	1164	

Vintage RC A Texaco

1.	J Butcher	Lanzo RC1, OS 20FS	620	616	616	1852
2.	C Warren	So Long, PAW 1.5	609	620	609	1838
3.	B Scott	Playboy Cabin, OS 20FS	620	378	620	1618
4.	I Munro	Simplex, Mills 1.5 repl.	519	451	596	1566
5.	R Anderson	Cloud Snooper, OS 20FS	417	584	522	1523
6.	D Richards	Junior 60, PAW 1.5	503	253	620	1376
7.	M Evans	Flamingo, PAW 2.5	613	0	0	613
8.	P Evans	Miss Fortune X, PAW 1.5	191	200	0	391
9.	D Gush	Texaco 39, PAW 1.5	381	0	0	381

Vintage RC E Rubber Texaco

1	D Gush	Rocket, 270, 2, 240	620	620	620	1860
2	J Butcher	Gollywock, 279, 2, 240	620	620	537	1777
3	W Cartwright	Surprise, 200, 2, 180	470	460	378	1308
4	B Scott	Duplex Stick, 206, 2, 180	183	0	0	183

Vintage RC E Texaco

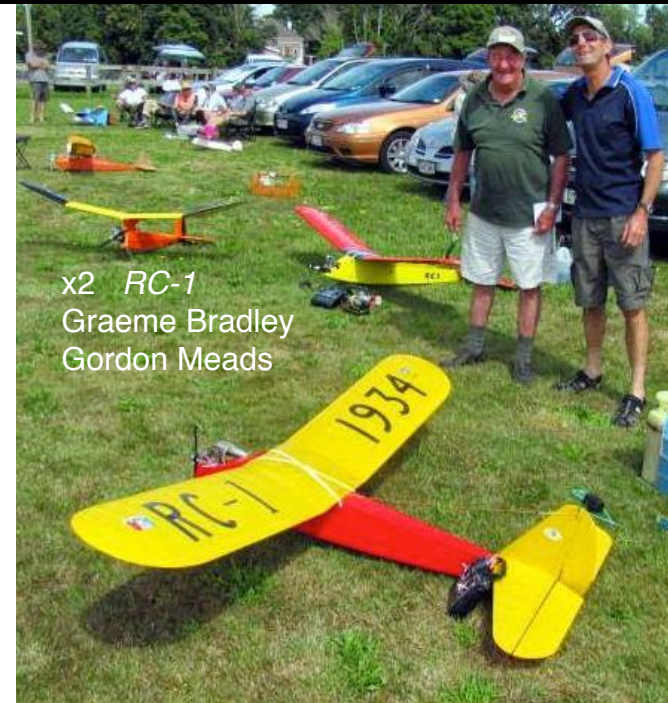
1	A Macdonald	Eight Ball, 351, 2, 300	620	620	620	1860
2	D Crook	Lanzo Bomber, 742, 2, 610	620	620	612	1852
3	W Cartwright	Cruiser, 643, 2, 550	620	620	510	1750
4	J Butcher	Miss Fortune X, 600, 2, 540	490	635	615	1740
5	R Anderson	Kerswap, 401, 2, 360	620	434	620	1674
6	M Evans	Miss Trenton III, 530, 2, 460	429	540	105	1074

Classical RC E Duration

1.	D Mossop	Texan FAI, 700, 4, 30, 1000	300	300	300	900
2.	B Scott	Frisco Kid, 685, 3, 35, 1100	289	300	278	867
3.	W Cartwright	Nig Nog, 623, 4, 35, 1300	300	300	202	802
4.	J Warner	Texan FAI, 418, 3, 30, 1000	300	300	161	761
5.	B Harris	Cizek Stardust, 472, 4, 25, 1000	300	217	215	732
6.	M Evans	Skymaster, 360, 3, 25, 1000	195	239	192	626



Group shot of Vintage Precision fliers
David Gush and David Butcher went to a second fly-off.



x2 RC-1
Graeme Bradley
Gordon Meads



Airborne
McCoy 49 spark-ignition
Brian Treloar



Tequila Evan Pimm



1960 World FF
Power Champion
John Sheppard

Catapult Glider

1	David Ackery	Vartanian	1941	313
2	David Gush	Vartanian	1941	287
3	Ron Magill	Mayn	1938	286
4	Kyla Fisher	Mayn	1938	283
5	Peter Wilson	Hervat/Mayn	1938/38	257
6	John Butcher	Mayn	1938	256
7	Heath Butcher	Mayn	1938	220
8	Bernard Scott	Belski	1937	199
9	Alwyn Graves	Hugelet	1938	183
10	Graham Lovejoy	Hervat	1936	182
11	Des Richards	Hugelet	1938	150
12	Steve Warner	Hervat	1936	133
13	Josh Warner	Pathos	Not stated	108
14	Daniel Warner	Pathos	Not stated	79

Mayn CAT Glider John Butcher



Stratostreak Rex Bain



Vintage FF Power

1	Bernard Scott	Stratostreak	1941	OS.15 FP	540
2	Rex Anderson	Stratostreak	1941	OS Max III	536
3	Rex Bain	Stratostreak	1941	Not stated	530
4	Paul Evans	Diamond Demon	1937	Mills 1.3	322
5	John Butcher	Tomboy	1950	Not stated	126





Playboy 1/2A Texaco
Des Richards



Lanzo Bomber 1/2A Texaco
Charles Warren



Brigadier 1/2E Texaco
Martin Evans



Arrow Nut 1/2E Texaco
Wayne Cartwright



Pulteri
Lincoln Vincent

Vintage FF Rubber

1	William McGarvey	<i>Korda</i>	1939	540
2	Bernard Scott	<i>Mercury</i>	1948	468
3	Ron Magill	<i>Outclimber</i>	1949	411
4	John Malkin	<i>Gollywock</i>	1941	409
5	Chris Murphy	<i>Korda Wake</i>	1939	381
6	Alwyn Graves	<i>Lanzo Stick</i>	1940	246
7	John Dowling	<i>Sparky</i>	1941	101



Mercury - the Senator's
slightly bigger brother

Winning *Korda* Bill McGarvey



Nostalgia FF Power

1	Bernard Scott	<i>Dixielander</i>	1959	<i>OS.15 FP</i>	540
2	Rex Bain	<i>Jaysbird</i>	1956	<i>OS Max III</i>	528
3	Rex Anderson	<i>Ramrod 250</i>	1955	<i>TD.049</i>	234
4	Lincoln Vincent	<i>Pulteri</i>	1959	<i>Silver Streak</i>	135
5	Peter Wilson	<i>Zoot Suit</i>	1954	<i>Not stated</i>	37

Typical misty morning at the Free Flight field



E Texaco Cruiser
Wayne Cartwright



Eight Ball used to good effect by
Angus MacDonald in E Texaco



Cloud Snooper / OS.20FS
A Texaco entry by Rex Anderson



Angus again - timing



Vintage FF Glider

1	Rex Anderson	Odenman A2	1950	369
2	David Ackery	Cumulus	1950	344
3	Bernard Scott	Thermalist	1948	341
4	Martin Evans	Archangel	1950	256
5	Paul Evans	Lulu	1948	198
6	Kyla Fisher	Nord 2 / Lulu	1950/48	157
7	Peter Wilson	Invader / Lulu	1946/48	92
8	John Butcher	Lulu	1948	89

Nostalgia FF Rubber

1	Bernard Scott	Flip Flop	1952	540
2	John Malkin	Ottair	1956	500
3	Graham Lovejoy	Thermal Bug	1951	412
4	Chris Murphy	Last Resort	1960	335
5	Alwin Graves	Urchin	1960	128

Nostalgia FF 1/2A / Miniature Replica Power

1	Rex Bain	Shaboom	1958	PAW.80	321
2	Bernard Scott	Dixielander	1959	TD.049	281
3	Rex Anderson	Stratostreak	1941	TD.020	221
4	Chris Murphy	" / Interceptor	1941/42	Cox.020	137

Nostalgia FF Glider

1	Martin Evans	Seraph	1953	470
2	Rex Anderson	Sans Egal	1959	185
3	Bernard Scott	Aiglet	1956	165



TD Coupe, Brown Junior
Ian Munroe



Ian was the clear
winner in A Texaco ...
312 seconds ahead of 2nd place !



Most of the Classical E Duration fliers



Many thganks to Judy Cartwright -
Photographer and Contest Director

Chris Murphy's kaleidoscopic
Vintage FF Precision entry



Dr Warren checks pulse
before discharging patient



John Dowling with a Mam'selle



Vintage FF Precision

1	Bernard Scott	<i>Shadow</i>	1937	261
2	Charles Warren	<i>Tomboy</i>	1950	235
3	Chris Murphy	<i>Warring High Cabin</i>	1948	166
4	Alwin Graves	<i>Clini</i>	1935	143

Classical FF Combined

1	Moira Vincent	<i>Kiwi 2</i>	1962	Glider	405
2	Bernard Scott	<i>Caravan</i>	1966	Power	364
3	Rex Anderson	<i>Lively Lady</i>	1969	Glider	322



Moira Vincent, no stranger to the Glider podium,
with winning Classical Combined model

The main advantage of having the Nationals relatively close to home and travelling down each day was not having to pack so much stuff and jam so many models into one trip. We also we had room for two grandchildren who were competing as well. This was the 6th year I have competed and the weather was the best by a wide margin. A lack of breeze for tow line gliders caused me a problem but Kyla, the most enthusiastic grandchild, had no problem.

At the close of free flight it was on to Waharoa Domain for vintage R/C. By the time we had organised ourselves at the R/C field, the temperature seemed to have risen to about 30deg. So we had a scorching exhausting afternoon, then with a double fly-off thrown in followed by the 1½ hour trip home, arrived back after 7.00pm, totally stuffed. Thanks must go to my wife Janice for her patience and for doing most of the driving.

Do it all again the next day after unloading, recharging everything and repacking the car going carefully over the checklist. Somehow not starting off with not quite the same vigour as the first day which, sad to say, diminished as the days went on. However, enjoyable company, some good flights and a few cans of beer purchased at the Tahuna Tavern on the way home all helped to reduce the aching joints. This remained the pattern until we arrived home on the evening of the 6th to have our car discharge about 2 litres of nasty looking liquid over the garage floor. This was the end of my Nats and the chance to improve points on the final day was lost - damn.

The most gratifying moment for me was when we found Kyla had won the open catapult. Of the 3 models that I know went awol, Ian Munro got his back okay, my Tex 39 flown by David Gush spiralled in from about 1000ft after radio contact was lost. As usual the hunt begins straight away. I expected a total write off as it came down amongst the houses but a local man saw it arrive and rang the Model Flying headquarters. They then rang Wayne Cartwright our CD. As this

phone call was unknown to us, we spent an hour looking until Judy arrived to inform us of the message, apparently it came down on the road. Hard to believe the damage was minor apart from the wooden 11x5 Garvon prop having been turned into matchwood, damage on the wing tips and one cheek cowl missing about ¼ inch of the front. The cause of the lost contact is not yet ascertained - the next flight may be a nervous affair. I don't know if Bernard got his back, sincerely hope so.

I must say thank you to all our Tuakau MAC members for competing and for their enthusiasm which helped to achieve an excellent overall result. At this stage we are claiming 2nd spot in the club overall point score with our 254 points behind Hamilton with 600 plus, unfortunately I can not say we were close. Last but not least, many thanks for all the CDs and the staff recording people etc.

Cheers,
John B

PS after all I my efforts in going over the checklist each night I still managed to leave at home the wings for my ½ A Texaco model.

.....

Thanks for your observations, John. We thought we had a long drive each day from Hamilton with a 175km round trip, but from Tuakau it must have been close to 250 km. Like you, we found the daily travel and afternoon heat to be energy-sappers. It wouldn't have been much less if we had based ourselves at the HQ in Waharoa, so we opted for the comforts of home which helped compensate. I'm afraid the E-Texaco Rubber model, a Lanzo Duplex, is now only a memory. Thanks to David Gush and Ian Munroe who helped look for the fly-away but that two metre high corn defeated us. Ed

**Minutes of the MFNZ Vintage SIG Annual General Meeting
Gliding Club Rooms, Matamata Airfield, 7 January 2015**

Opening and Welcome

The Chairman welcomed members to the meeting, which commenced at 3.00pm.

Present

Wayne Cartwright (Chair and Acting Sec.), Rex Bain (Treas.), Des Richards, Graham Lovejoy, Chris Murphy, Bill McGarvey, Don Mossop, Rob Wallace, Rex Anderson, Charles Warren, Paul Evans, Angus Macdonald, Ian Munro, Bernard Scott, Su Scott, John Warner

Apologies

The meeting **sustained** apologies for absence received from: Graham Main, Allan Knox, Mark Venter, Ken Foster, John Butcher, David Gush, Brian Harris, Martin Evans, and John Selby.

Minutes of the Previous AGM

Resolved: That the minutes be taken as read and confirmed.
(Cartwright/Richards)

Matters arising from the Minutes

No matters arose.

SIG Committee Report

The report was tabled and the Chair reviewed selected aspects.

Resolved: That the Report be received and approved. (Cartwright/Mossop)

Financial Report

The report was tabled and the Treasurer reviewed key aspects. The policy of using funds selectively to promote growth of competition flying was discussed.

Resolved: That the Report be received and approved. (Bain/Murphy)

AVANZ News and Plans Report

The report was tabled. The Chair noted the retirement of Graham Main from the position of Editor of AVANZ News and proposed the following resolution, which was **approved by acclamation:**

‘That this meeting acknowledge with gratitude and thanks the huge contribution made by Graham Main over many years as Editor of AVANZ News, and instructs the Chair to communicate this to Graham, including an appropriate gift.’

The Chair also acknowledged the huge effort made by Mark Venter as a member of the international Co-op Plans Project. The outcome is that the original AVANZ plans are now available to SIG members in pdf form at no cost– together with

the large number of additional plans provided by the other participants in the Project. The Chair also expressed the hope that the Co-op’s system for accessing the plans listings can be simplified.

Resolved: That the Report be received and approved. (Cartwright/Scott)

Election of Officers

A members of the 2014 Committee had previously been nominated for re-election. No other nominations were made. Therefore, it was **resolved** that the 2015 Committee is:

Chairman: Wayne Cartwright (Hamilton)
Secretary: Graham Main (Whangarei)
Treasurer: Rex Bain (Hamilton)

Committee: Garry Burrows (Christchurch)
Allan Knox (Blenheim)
Don Mossop (Kati Kati)
Bernard Scott (Hamilton)
John Selby (Wellington)
Mark Venter (Christchurch)

Other Appointments

The appointment of Bernard Scott as Editor of AVANZ News was **approved** with thanks to him for volunteering for this role.

The position of Mark Venter as ongoing AVANZ Plans Coordinator was **noted**.

Remits

Nine remits were considered and voted upon. The voting included three emailed voting forms and one proxy to the Chair. The following counts show numbers voting for/against/abstention:

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.

Approved: 15/2/2

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 seconds
c.	Vintage Diesel and Glow	20 seconds
d.	Modern Diesel / Cross-flow Glow	15 seconds
e.	Cox	15 seconds

- f. Electric 15 seconds
- g. Schneurle-ported Glow 12 seconds
- h. 4-Stroke Glow / Diesel / Ignition 12 seconds

Approved: 17/0/2

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. Schneurle ported motors are allowed according to Rule 4.4.6.
- c. Power loading restriction applies as per Rule 4.4.4.

Approved: 16/1/1

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. Schneurle-ported motors are allowed according to Rule 4.4.6.
- c. Power loading restriction applies as per Rule 4.4.4.

Approved: 16/1/1

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.

Approved: 18/0/0

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

4.4.7 Converted Motors. A 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.

Approved: 18/0/0

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.

Approved: 18/0/0

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.

Approved: 18/0/0

Remit 9: delete the Age Bonus 4.6a. for:

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

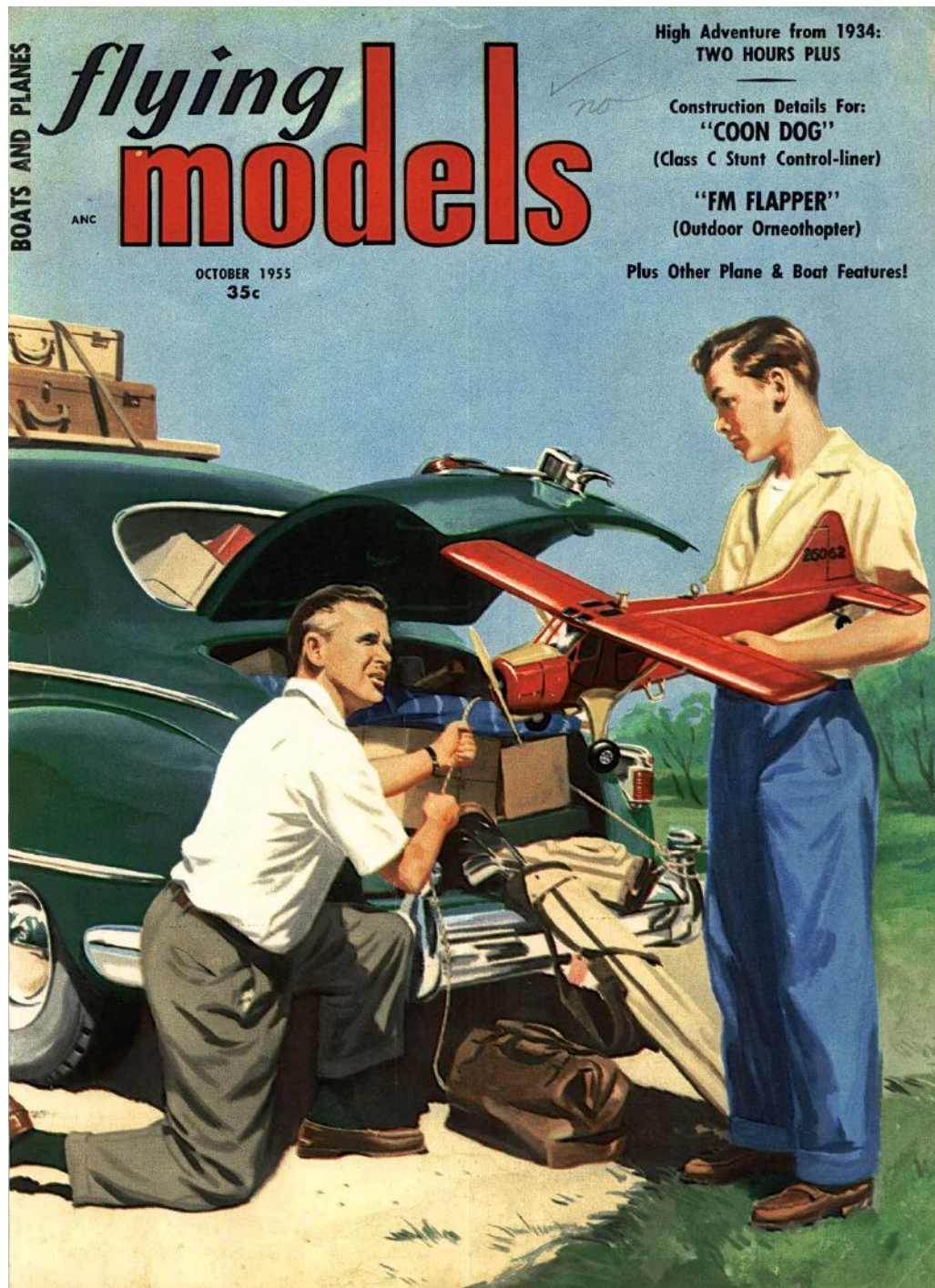
Rejected: 4/13/2

Consequent to the vote on Remit 9, it was **resolved** that the Committee be instructed to prepare and circulate to members a discussion paper that describes the purpose of the Age Bonus rules in all classes and explores the likely effects if the rules were deleted.

General Business

There was no further business.

The Chair thanked members for their attendance, closed the meeting at 4.05pm and invited everyone to refreshments and the SIG Prizegiving that followed.



This, the first of an ongoing series of indeterminate length, features some of the more obscure engines you may have read about but never seen, or sometimes not even heard of. Hopefully, these articles will bring back memories of earlier days, especially if you are in your 50s or older and started aeromodelling as a junior. If you're not in that age group, then prepare to be educated.... !

We'll start with the most prolific engine class, 1/2A, of which there are probably more engines in existence than all the other sizes put together. Literally, millions and millions of them. Most will have heard of Cox engines and perhaps have a passing familiarity with them, and maybe cursed the vagaries of the sometimes

cantankerous Cox reed valve engines. There were also WenMac and OK engines as major players in the 1/2A market, not to mention Atwood, Ohlsson&Rice, McCoy, K&B, and Holland as smaller and occasional players.

For some, the Cox reed valve engine is still part of the vintage scene in 1/2A Texaco. The 1/2A engine of the 50s and early 60s was like the 'standard R/C 40' of

the 80s, 90s and 00s, being the size of engine that beginners were recommended to start with. Relatively cheap to buy and operate, with a wide choice of engines, applicable to a range of model types, and with a large range of suitable model designs and kits produced for them. The demographic back then was completely different to today. The typical beginner in the 50s was a 12-14 year old whose funding base was after school work, a paper run or the occasional generosity of parents and relatives. The focus was FF and C/L, or as it was more commonly called back then, 'U-control'. Later the demographic altered considerably to the point where the typical beginner of the 1980s and later was in their 20s or 30s, in full time work, and the focus was sport radio flying at club level.

The reason 1/2A engines were produced in such huge numbers in their heyday was largely due to the convergence in the USA of two unrelated markets - the toy market, and the aeromodelling beginner's market. Both of these required cheap, easily manufactured engines that were simple to operate even by complete

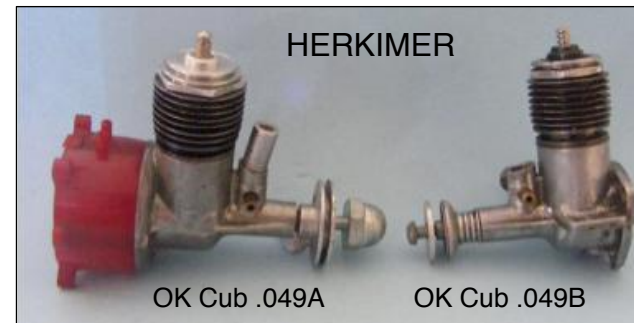
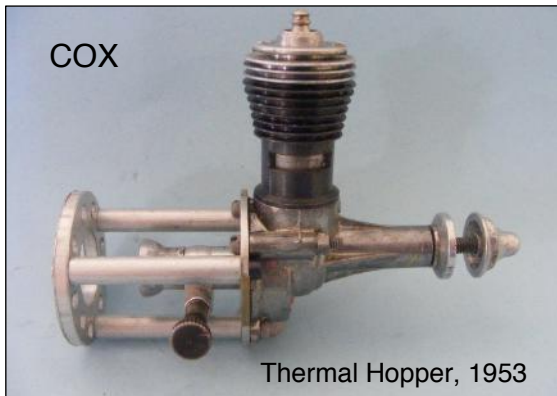
beginners, had a low parts count, and could be installed in planes, boats and land vehicles. There was also the emergence of production techniques such as injection moulding and mass production machinery such as automatic screw machines, automated grinders and temperature controlled facilities. These allowed for mass production of engine components with few machining operations, and assembly by unskilled/semi-skilled workers, resulting in a product that was marketed at very low cost and with a wide appeal to both children and parents.

So a plethora of planes, boats and cars hit the market in both RTF, ARF and kitset form, sold in model shops and, much more widely, in toyshops and department

stores. In the RTF market Cox and WenMac were the big players, backed as they were by the massive production capability of LM COX Mfg and the WenMac Corp (subsequently AMF). Lesser names such as Comet and Gilbert also put in an appearance in what was a very competitive and cut-

throat market, while OK engines provided many of the 049 power plants for other manufacturers' models.

Many of the plane products, most of which were U-control and generally of scale or semi-scale appearance for added market appeal, were at best indifferent performers largely due to weight and the propensity for using injection moulded polystyrene (a fairly brittle plastic) as the main structural material. They tended to have short, sometimes spectacularly short, lives at the hands of their users, thereby releasing their engines for other uses. If the engine survived the demise of the airframe it often found their way into various FF and C/L kits as the range of 1/2A aircraft designs grew. The C/L ones could be flown on a park or schoolyard, and the often-lost FF ones did not represent a major blow in terms of dollar value. The 1/2A size category continued to grow in popularity through the 50s and 60s and by the end of the 1950s had put down roots in the UK, Europe and Japan. We'll touch briefly on these countries efforts in later articles.

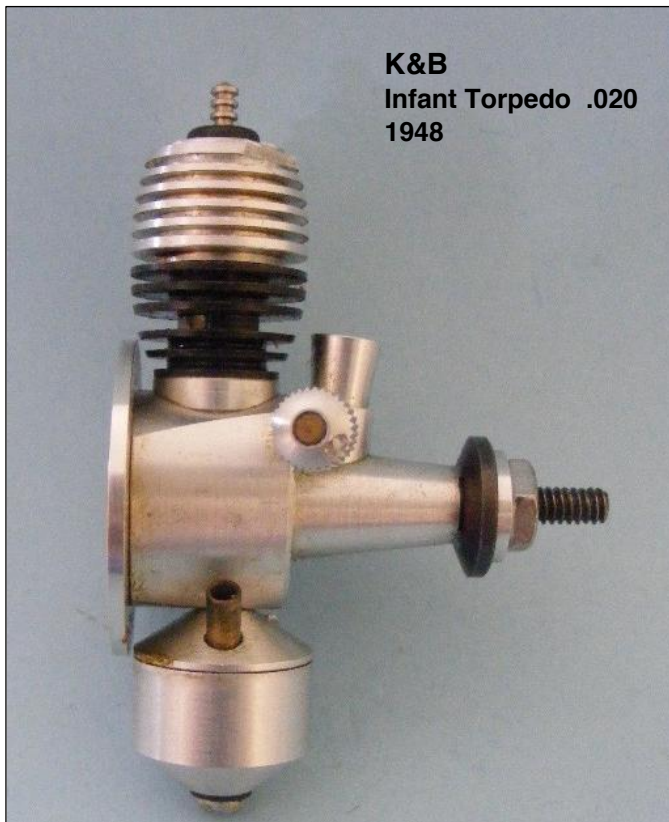


How did it start? A number of factors converging in the middle to late 1940s gave birth to the engine size we now call 1/2A:

- + Use of methanol-nitromethane fuels in spark ignition engines in tether car racing
- + The development of a practical glowplug by Ray Arden in 1947
- + The fascination with miniatures, especially working miniatures
- + Post WWII, the freeing up of strategic metal supplies and the under-utilized production capacity in the USA.

Prior to 1948 the smallest commercial engines were the 1941 Microdyne Mighty Atom and later Super Atom 09, and the 1946 Arden 099. Both were small ignition engines handicapped by the need to carry an ignition coil and flight batteries, leading to limited flight performance though Louis Garami designed a number of models of around 40" for these small engines-including the evergreen Strato Streak that made Vintage FF Power a 'one design' event at this year's Nats.

Lud Kading and John Brodbeck, the two principals of K&B worked together during WW2 and went into business together late in the war producing, among other things, components for the Manhattan Project. After the war they went into engine manufacture producing the prewar Atwood Torpedo .29 design which after buying the rights from Bill Atwood (who was himself to go on to a long and illustrious model engine designer career with Cox) went into



**K&B
Infant Torpedo .020
1948**

production in 1946 as the K&B Torpedo 29. This was initially an ignition motor but with the advent of the glowplug, was changed over to glowplug. Together they realized that the glowplug opened up great possibilities for very small ic engines freed from the burden of carrying an ignition system. Through 1947 they developed a tiny glowplug engine, the K&B Infant of 020 cu in capacity. Having tooled up for a production run of 10,000 they made 3500 examples before announcing the engine's existence to the modelling media just in time to capitalize on the 1948 Xmas market. A week later they had orders for 280,000 engines and spent the next year trying to catch up on the backlog. Eventually some 400,000 Infant Torpedoes were produced, a huge number for the time, and a staggering number for a single design.



**K&B
Torpedo .049**

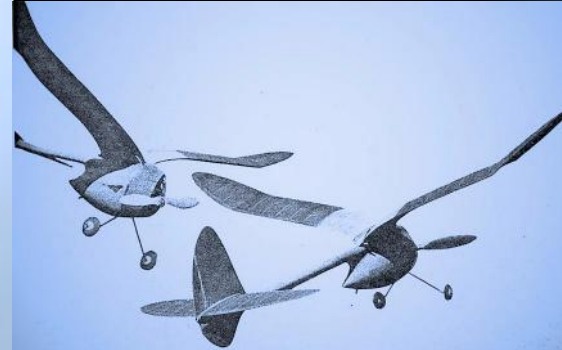
This anecdote shows just how large the potential market was for small engines even in the earliest days of the glowplug era. Herkimer were quick to follow with the OK Cub 049 and Anderson with the Baby Spitfire in 1949, with K&B following up with the Torpedo 049 and Atwood with the Wasp 049 in 1950, and Cox with the reed valve Space Bug in 1952.

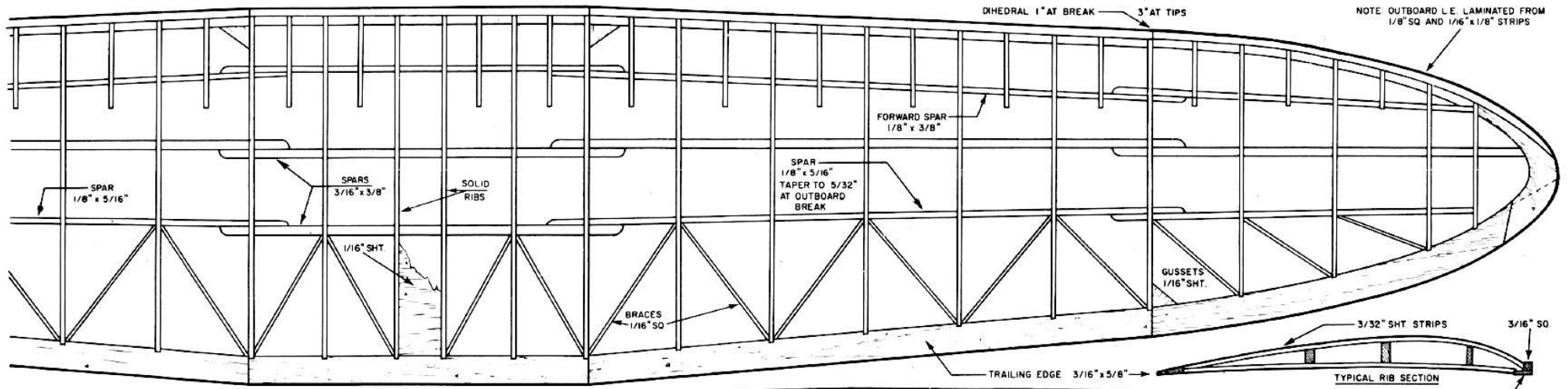
1/2A had arrived with a bang and did not really decline until the 1990s with the demise of Cox and when small electrics began to cheaply and quietly fill the small model niche, especially in the RTF and ARTF sections of the market.

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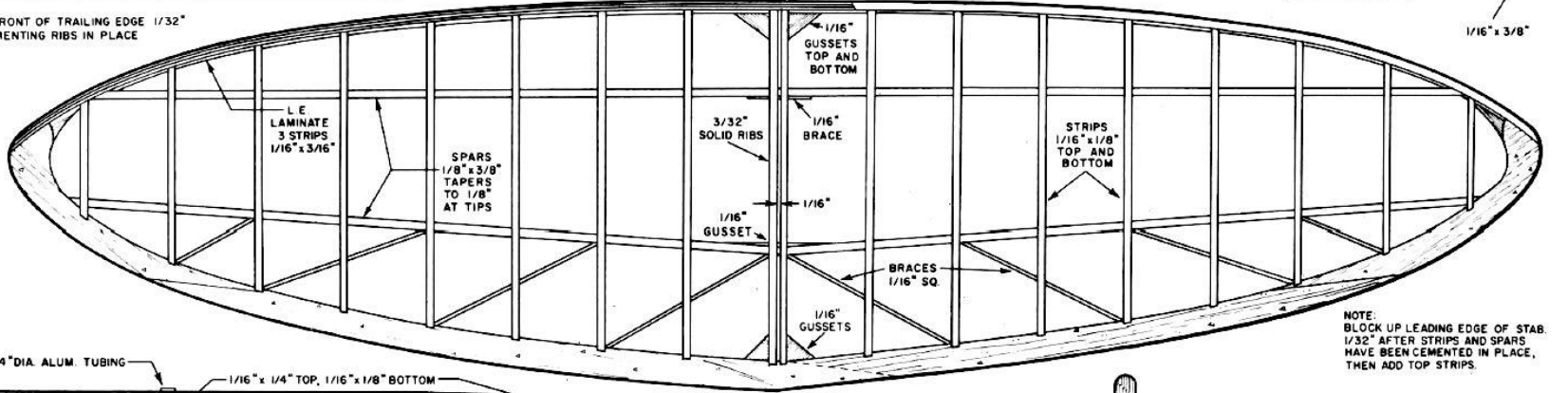
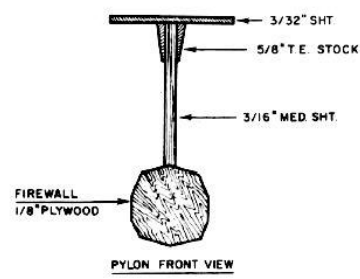


Inspired by the Bowlus Baby Albatross glider



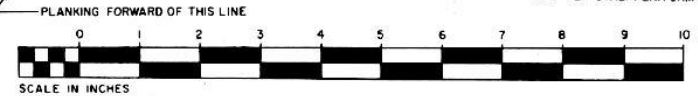
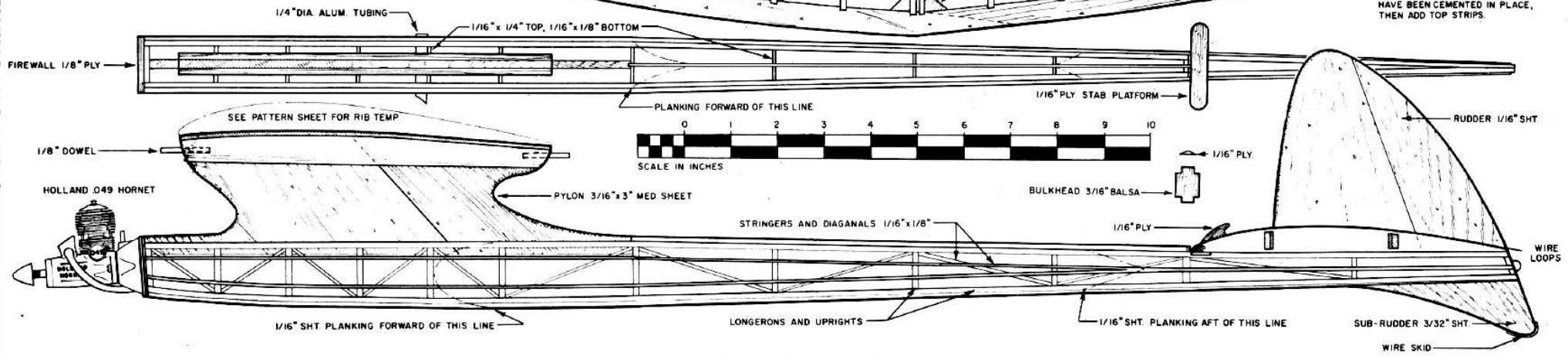


NOTE
BLOCK UP FRONT OF TRAILING EDGE 1/32"
BEFORE CEMENTING RIBS IN PLACE



NOTE:
BLOCK UP LEADING EDGE OF STAB.
1/32" AFTER STRIPS AND SPARS
HAVE BEEN CEMENTED IN PLACE,
THEN ADD TOP STRIPS.

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2		Super Fli	40"
3		Original Nobler	50 3/8"
4		Fancy Pants	41 1/4"
5	Midwest	Magician	48 1/2"
6	Topflite	Jr Flite Streak	31"
7	Control Line Classics	Oriental	55"
8	Sterling	Skylark (Ed Southwick)	52 1/2"
9	Richards	Veco Chief	53"
10	Sig	Twister	48"
11		Skyray 35	44"
12		Banshee	49"
13		Banshee	49"
14		Shoestring	28"
15		Akromaster	34"
16	Veco	Redskin	31"
17	Goldberg	Stunt Man	23"
18	Keil Kraft	Phantom	21"
19	Goldberg	Gentle Lady	78 1/4"
20	Guillows	Fokker DR-1	20"
21		Cessna 170	24"
22		Piper Super Cub	24"
23	Comet	Phantom Fury	32"
24	Peck Polymer	Piper J-3 Cub	13"

From David Thornley comes this newspaper clipping of Keith Trillo with a 1:1 scale model.



Before you Speak – Listen
Before you Spend – Earn
Before you Write – Think
Before you Quit – Try & Try again
Before you Die – Live!!!!
Before you Build - Check the Plan



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Waikato Free Flight Champs 2015

April 5th 9:00 am - 2:00 pm Piako Road

- | | | | |
|---|---------|---------------|---------|
| 1. Open Combined | 3 x 120 | 2. 1/2A | 3 x 120 |
| 3. Kennedy Precision | 3 x 120 | 4. P-30 | 3 x 120 |
| 5. HLG / CAT | 6 x 60 | 6. Kiwi Power | 5 x 120 |
| 7. RC Tomboy IC or Electric (2S, 180mA max) | | | |

Fly-offs at 2:30

CD : Bernard Scott scott.scott@xtra.co.nz

Waikato Nostalgia Champs 2015

May 3rd 9:00 am - 2:00 pm Piako Road

- | | | | |
|---|---------|--------------|---------|
| 1. Power | 3 x 120 | 2. Rubber | 3 x 120 |
| 3. Glider | 3 x 120 | 4. Precision | 3 x 120 |
| 5. HLG / CAT | 6 x 60 | | |
| 7. RC Tomboy IC or Electric (2S, 180mA max) | | | |

Models for 1-5 may be from Vintage, Nostalgia or Classical periods
 Fly-offs at 2:30

CD : Bernard Scott scott.scott@xtra.co.nz

FFoNZ NewZ is without an editor

The Yahoo news group started by David Ackery is useful for immediate exchange of information, so is there still a need for a regular FF news-sheet?

A trial free flight notice sheet will be appended to the Vintage publication to test this. This is not a continuation of FFoNZ NewZ, just a means of publishing notices received from the free flight group. The position of FFoNZ NewZ editor remains open in the hope that FN will continue as an independent publication.

Need some solid FF reading?

The National Free Flight Society's Digest is available digitally. It has excellent coverage of both the traditional and the latest trends in Free Flight.

A 2-year special membership offer, which allows access to previous digital issues, is currently available.

You can download a sample issue at :
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