

## FROM THE EDITOR

This issue is packed with information the majority of which is to do with Local Rules proposals for our NZ Readers. For the sake of a little brevity I have reduced the page numbers for our Overseas readers by leaving the Local Rules Proposals out of their copy as they deal with our local RC events that differ from the usual SAM style events.

Once again my thanks to our contributors. It is good to get some Free flight reporting as they are a major part of our events. The contestants are made of stern stuff waiting out fog to fly. The RC contest at Levin was down on numbers but they still flew. The Tuakau team deserve special mention as they had to go a long way to compete.

A couple of special Local Postal events are being promoted. The FF group have a Nostalgia 1/2A/Min Replica FF Power event they could try so as to get in some practise for the Nationals where the event is on the schedule. The RC fliers also have a postal style event for all the new and proposed classes this one worked up by Wayne Cartwright to generate interest in the new Electric and Classical classes as well as the older events. Give it a try. The Electric Duration and Texaco events are also on the January 2012 Nats schedule so the Leader Board will give some inducement to practise these new events

Thanks to Bryan Treloar for his continued Spark Ignition contribution, this time a throttle fitted McCoy, all this augurs well for some successful Spark flying.

Looking for some new designs? Well our plans man Mark has got the answer on page 10 having connected up with the world wide plans service. Those who get the US SAMS SPEAKS will have noted the wide variety of plans they are publishing in the magazine adding plenty of ideas for new models. These designs will be available through Mark.

Vic Smeed is a name us older generation modellers remember with some fondness, his sport power free flight designs like the Ethereal Lady and Tomboy are sure fliers and gave and still give plenty of pleasure. As a tribute of sorts we have a list of his designs from Aeromodeller. The Christchurch Club have instituted a Vic Smeed design day an idea I am sure would appeal to Vintage oriented Clubs. A good number of the UK "names" have passed on lately. I did have the pleasure of meeting Geoff Dunmore at Old Warden some years ago a real gentleman, designer of the "Dizzy Diesel" among others.

On that note it's time to wrap the issue up and get back to the building board, I feel a Vic Smeed Cherub plan waiting! But hold on wait there's that Black Magic to complete.

*Graham Main.*

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### ***NEXT TIME***

*Postal Results?*

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**CPMAA Bob Burling Memorial - Vintage RC  
16th & 17th April 2011**

*by Neil McDougall*

Last year we changed the CPMAA vintage RC contests to two day events on one weekend to try and persuade people to travel. This year it paid off because John Butcher and David Gush came down from Tuakau for the weekend despite the doubtful weather forecast. According to the forecast Saturday was supposed to be rain all day and Sunday not much better. However, when we got to the field on Saturday morning it was flat calm with a few spots of rain which soon stopped. A light north easterly breeze eventually came through and there were occasional spits of light rain but it was pleasant flying until about 1.00 pm. Sunday was a nicer day but with a rather strong north westerly which made flying challenging. The best flights were made on the Saturday. John and David did Duration and Precision and I did A Texaco. On the Sunday it was a case of trying to stay up wind. I found that the my Anderson Pylon could not get up wind so gave up after one flight. However, the Miss Fortunes of John and David got some good flights in A Texaco. Landing was interesting. The wind was not gusty so the approach to the spot was almost vertical with the wind speed almost the models gliding speed. Les Cole had one flight in Duration but found the conditions too challenging. The forecast seemed to have put most of the locals off but it was interesting flying for those who came and could manage the conditions.

**Results**

**A Texaco**

D Gush - Miss Fortune 1701  
J Butcher - Miss Fortune 1338  
N McDougall - Alert 1221

**RC Duration (IC)**

D Gush - Miss Fortune 745  
J Butcher - Miss Fortune 741  
N McDougall - Stoffer 473  
L Cole - Miss Fortune 114

**RC Precision**

D Gush - Miss Fortune 600  
J Butcher - Miss Fortune 586

**1/2A Texaco**

N McDougall - Anderson 212

**RC Duration ( Elec )**

T Taylor - Viking 308



Pictures : Top right. David Gush (L) and John Butcher from Tuakau with the inevitable Miss Fortune X. Centre right David landing to make the spot.

Below left Les Cole right and Mr Lambert from Ashhurst with another Miss Fortune X. Below centre Models huddle against the Levin Club-house for protection. Below left Neil McDougall's 1/2A Texaco Anderson Pylon. All pictures by Neil McDougall



## Nostalgia and Vintage FF at Stobies Farm Hamilton 22nd May *by Rex Bain*

Postponed from the previous weekend dense fog greeted an enthusiastic group of fliers at Stobies Farm. The forecasted south westerly drift never arrived but it was 12:30 pm before it became warm enough to disperse the fog and allow the duration models to be flown. It remained calm all day after much early activity by the Vintage Precision and Vintage Catapult glider flyers. Brian Leeves and Stan Somerfield arrived with a carload of models. Brian went on to win Catapult Glider with his 38 Mayn and also flew an attractive Modelair Kea in Vintage Precision. Bernard Scott used an Aiglet A1 to win Combined Glider whilst Rex Anderson flew a refurbished Sans Egal (ex George Thorpe) to second place. Dave Ackery won Combined Power with his MP Jet powered Le Timide from Rex Anderson's OS 15 powered Stratostreak which was unfortunately damaged when it hit a nearby tree. Alwyn Graves topped the rubber fliers heading off Bill McGarvey's Vern Gray Moffett winner. Stan Somerfield enjoyed some fun flying with his Ebenezer biplane.

Results ;

### Vintage HLG/Catapult glider

Bryan Leeves 248, Alwyn Graves 203, Terry Tank 197

### Combined Glider

Bernard Scott 331, Rex Anderson 211, Stan Somerfield 108

### Combined Rubber

Alwyn Graves 360, Bill McGarvey 297, Rex Bain 159

### Combined Power

Dave Ackery 183, Rex Anderson 135, A.Graves 53

### Vintage Precision

Bernard Scott 265, D.Ackery 251, Alwyn Graves 245, Rex Bain 143, Bryan Leeves 62



*Top Left: Bernard Scott with his Aiglet, a popular A1 Glider in its time*

*Top Right: Bryan Leeves with his Modelair Kea Mills 0.75cc powered. Nice to see a New Zealand design being flown.*

*Centre right: Bill McGarvey with his 1938 Moffett Cup winner Replica, The original was designed by New Zealand's Vernon Grey and was flown by proxy to win the Cup.*

*Centre left: Rex Anderson with his Sans Egal an elegant model built by the late George Thorpe and refurbished by Rex.*

*Left Dave Ackery with his Le Timide A neat French design this one with an MP Jet diesel up front.*

*All Photos provided by Dave Ackery*

## The Spark Ignition Journey continues... by Bryan Treloar

For some time I have been thinking about extending the versatility and utility of spark ignition engines.

The traditional way of operating the sparkies is on a "go/no go" basis and that can make for interesting takeoffs and quite exciting flights of short duration under power.

I have been looking at ways to interface a throttle to a sparkie with a view to being able to operate the engine over a range of speeds just like a normal modern engine.

There are not too many sparkies that can easily be converted because of difficulties with the configurations of carb inlets. The Ohlsson and Rice engines are a good example of difficulties that one would face. These side port engines have a narrow bore intake tube with very thin wall thickness. The front rotary ones have oval inlets and they are quite shallow.

Also one can forget the Super Cyclones and Anderson Spitfires and the Doolings.

There is one standout candidate for conversion and that is the McCoy 49 or 60. Why is this so?

Simple.....the venturi tube is a screw in unit into the rear of the back plate and is of generous dimensions that would allow for the machining of a suitable adaptor tube to act as an interface with a suitable radio controlled carburettor unit. Also the crankcase compression is such that when the engine is running it draws air in with considerable velocity.

This is an important consideration because the fitting of a throttle changes the inlet configuration and the generation of a good venturi effect is essential in order to draw in the fuel and atomise it effectively. Also the rotary disc induction acts as a chopper to further finely divide the incoming fuel stream.

Down to some specifics to describe the conversion and testing of my second McCoy 49 sparkie from a raging beast to a gentle lamb.

Because the venturi tube is 3/8 32 tpi external thread I had to select a throttle whose inlet could be internally threaded to accept an adaptor tube of the same thread. This was in order to keep the internal tube bore the same as that of the original venturi tube to maintain the same velocity of airflow as was originally catered for.

The adaptor tube was machined from stainless steel and both ends threaded externally with the aforementioned threads. Stainless steel was chosen because of its hardness and strength.

The throttle inlet which is the part that is inserted into a normal engine's intake was internally threaded to accept the adaptor tube and the completed assembly screwed into the back plate to complete the installation.

Care had to be taken to ensure that the throttle body cleared the rotor shaft extension that projects out of the engine back plate.

With the assembly mounted to the engine, the time was here to put it to the test. The engine was mounted to the test bench and a stiff wire connected to the throttle output arm to allow manual adjustment with the engine running. The engine started just as it should and I set the mixture to get it running at full power. Lovely even roar and the power output was as strong as the McCoy in my Red Zephyr. I adjusted the throttle by pulling on the wire and got the power right down to a slightly noisy burble and the engine ran evenly at a very low power setting. Advancing the throttle brought the engine up to full power and the transition was smooth without misfiring or hesitation. I was able to run the engine over the full range of settings just like a normal glow engine.

Having demonstrated that a McCoy can be converted successfully to a radio throttle controlled version, I will build a suitable plane that can double as a competition plane and a vintage sports flier.

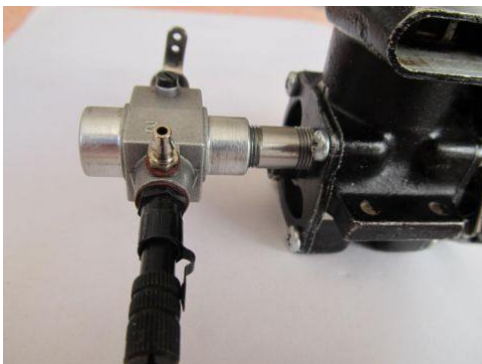
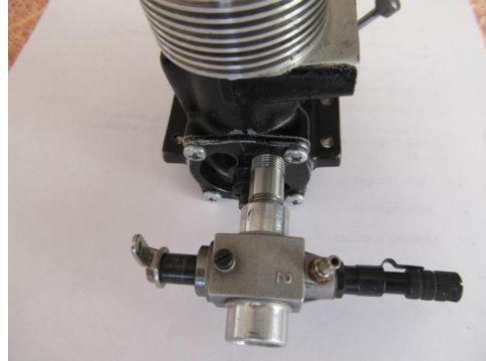
I hope I have thought sufficiently outside of the square to inspire others to explore the potential versatility and utility of doing a sparkie conversion.



The attached pictures more adequately describe what I have done rather than the written word.

Read it, see it and enjoy it.

*Bryan Treloar.*



*Photos above show the Carburettor modifications made by Bryan. It is good to read that the modification was successful and has resulted in a spark ignition motor that can be throttled in what is now a normal RC manner. The photo at the bottom right is two of Bryan's Spark ignition motors the one on the right being the Throttle fitted McCoy. (Photo by Neil McDougall all others supplied by Bryan Treloar)*

## Class A Texaco

Those who fly A Texaco in the North Island seem to have a problem getting the long engine runs that are seemingly common place for those flyers in the South Island.

A 10 minute max using with the engine run for the whole time seems to be the usual for those canny southern men.

Those of us in the North seem to be lagging so we need to try harder.

Low revs ,light models and careful flying seem to be needed.

Here are some pictures of the models used nothing special, except they look well built, but it's those long motor runs that make the difference.



Above Left: John Ensoll, right from Christchurch MAC with his Paw 2.49 diesel Simplex and Allan Knox of Blenheim with his OS 20FS powered Cumulus. Above Right: Razvan Rocas of Blenheim with his OS 20FS powered Miss Philly. All very competitive in the Class A Texaco class. Looks like a great field but I guess there will be a vineyard close by.

## Thames Blackfeet Rally April 9/10

Oooh! The Editor made an error and published the wrong date for this event in the last News.

Reporting on the event therefore is rather slim indeed, my apologies but if any reader has some pictures or comment I will be pleased to put them in the next issue.

Wayne Cartwright sent a short note as below

"The first day of the Thames Blackfeet vintage rally was very successful – excellent weather, relaxing flying, and superb hospitality. There was quite a variety of models – from memory a Brooks Skyrocket, Hornet, Powerhouse, Playboy Senior, Ehling Contest, Flamingo, Coronet, Miss Philly, Kerswap, Shrimpo, Eros, Buzzard Bombshell, Junior 60, Miss Arpiem, and several Miss Fortune Xs. There will be new models there today, but I have another commitment"

That is a wide variety of designs a "GOOD SHOW" to all those who attended

## Christchurch MAC Vintage Day

10th July with Rain date of 17th July 2011.

See page 9 for details

Vintage RC Precision, 1/2A Texaco Scale, and 1/2A Texaco with Vintage FF through the day

# EVENTS CALENDAR

## CPMAA VINTAGE RC CHAMPS

**Saturday September 17th & Sunday**  
**September 18th 2011**  
**( Any flight may be made on either day)**

**Venue:** Levin MAC field, Tararua Rd, Levin.

**Events:** RC Duration (IC only), RC Duration Electric (25 sec motor run), RC Precision, 1/2A Texaco, A Texaco.

For further information contact Neil McDougall, Ph (04) 479 3106

## NDC Vintage Events 2011

April 17th	053	Vint RC A Texaco
May 8th	079	Nos FF Rubber Dur'n
May 15th	080	Vint FF Rubber Dur'n
June 5th	088	Nos FF Glider Dur'n
	089	Vint FF Glider Dur'n
June 19th	098	Vint Catapult Glider
	099	Vint Hand launch Glider
July 3rd	102	Vint RC 1/2A Texaco
	103	Vint RC Precision
July 17th	110	Vint FF Precision
July 24th	112	Vint FF Min Replica
Aug 14th	119	Nos FF Power Dur'n
	120	Vint FF Power Dur'n
Sept 11th	130	Vint RC 1/2A Texaco
	131	Vint RC A Texaco
Oct 16th	141	Vint Catapult Glider
	142	Vint Hand launch Glider
Nov 13th	160	Classic FF Power Dur'n

Notes: Vint = Vintage models prior to 1/1/51  
Nos = Models from 1/1/51 to 1/1/61  
Classic = Models from 1/1/61 to 1/1/71  
FF = Free Flight RC = Radio controlled

## Thames Blackfeet Vintage Meet November 26th and 27th 2011 Blackfeet Field Torehape Road Ngatea.

Vintage Flying and models at their best. So RALLY round !

Lunches par excellence!

Contact: Frank and Carol Crowfoot 07 868 8023.  
or Dale Bradley 021 274 1844

Weather check on the day: Mobile 027 235 6345

### Allen Teal's latest Build

Attached is a photo (right) of my latest build, a 1939 design, the Heron Gas Buggy. Just a couple of small things to do before test flights. For me this build came about through the purchase of a Mills 1.3cc Mkl diesel engine from Frank Crowfoot. The engine is in keeping with the vintage period and a good match for the model. Covering is a mix of Airspan and Litespan. Static balance has come out pretty well spot on. Weight without receiver/battery is 17oz.

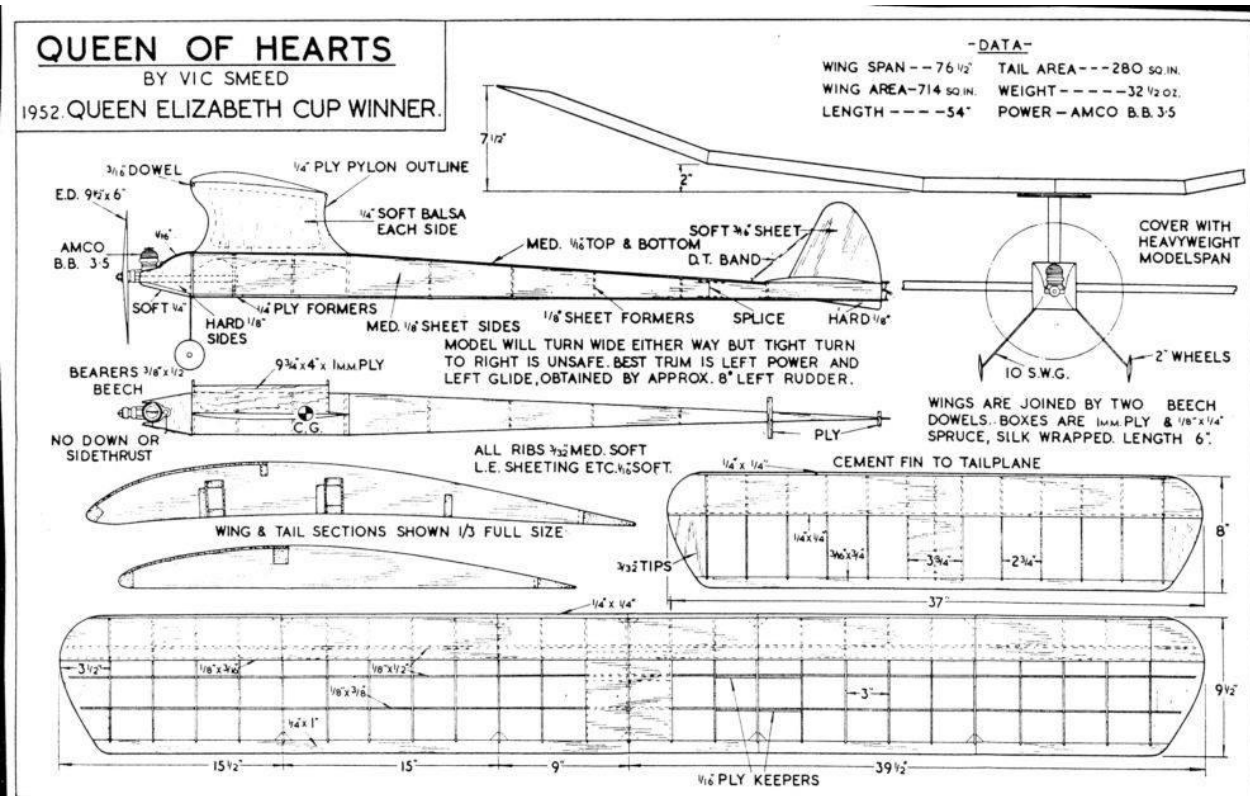
*The model looks very nice Allen I hope it goes well for you Ed.*



### VIC SMEED DESIGNS.

I would guess that most of the Vintage fraternity would be aware that Vic Smeed the well known and liked designer of mainly Free Flight sport power models died earlier this year. As an acknowledgement of Vic's contribution to our hobby here is a list, (not necessarily comprehensive), of his designs published mainly in Aeromodeller. This list has been taken from that compiled in the Christchurch MAC club magazine "Torque" with a few additions.

Year	Month	Name	Year	Month	Name
1948	June	Ethereal Lady	1950	July	Coquette
1950	November	Tomboy	1951	August	Hell's Belle
1952	April	Madcap	1952	September	Cherub
1952	Sept/Oct	Simple Design series	1953	April	Electra RC
1953	July	PAAgeboy*	1953	October	Pushy Cat
1954	March	Sea Nymph	1954	June	Tom Thumb*
1955	July	Golden Wings Glider	1955	October	Merbaby Rubber*
1958	December	Chatterbox RC*	1959	September	Pander e.g. 100 scale
1961	January	Band Boy RC	1962	March	Double Delta*
1962	May	Poppet*	1963	August	Lockheed 60 scale*
1982	February	Miss 38	1984	March	Pulstar*
1984	September	Austrish*	1984	November	Mini Minx*
1985	March	Spar ES Vintage Glider*	1985	June	Gordon Light's Miss America
1985	November	Stormbird Glider*	1985	December	Poppet*
1986	June	Pomilio*	1986	August	Victoria Parker Vintage Rubber*
1986	December	Dolly Bird*	1988	October	Courtesan
1989	October	Airy Fairy	1990	August	Majorette
1991	December	The Milton Special	1993	February	Banshee Babe*
1993	March	Ballerina	1993	May	Flying Midget*
1995	January	Flipper 27*	1996	December	Pretty Baby
1950	Aeromodeller Annual	Aprila Rubber	1952	Aeromodeller Annual	Queen of Hearts





### Nostalgia 1/2A/Miniature Replica Free Flight Postal Event.

In order to encourage participation in the new Nostalgia 1/2A / Miniature Replica FF class AVANZ is running a Postal event.

The class rules are repeated below for your information and the Contest is as follows

**Flying date:** Any day between Saturday 14th August and Sunday 2nd October 2011 including both start and finish days.

**Procedure:** You can fly the class as often as you like with the **best two** times to count as your score. Note the flying window includes NDC Nos FF Power Duration, Open FF Power, and FF 1/2A Power so you can use your times as NDC times if flown on the appropriate weekend.

Forward your best **two times** in to Rex Bain at rexbain@mac.com or R Bain, 1 B Wymer Terrace, Chartwell, Hamilton 3210

**Note:** Any Nostalgia design in the period 1 Jan 1951 to 31 Dec 1960 inclusive may be used and can be scaled appropriately. (The Editor apologises for the error last issue where it was advised that 1/2A models should be the original size. The Nostalgia scaling rule applies to these models

#### NOSTALGIA 1/2A/ MINIATURE REPLICA

A combined Class for small Nostalgia 1/2A Power Duration and Miniature Replica style models. 1/2A models to have a maximum motor capacity of 0.051 c.i and Miniature Replica models to have maximum span of 36" and maximum motor capacity of 0.034 ci (0.55 cc). Models must have been kitted or the design published prior to 1st January 1961

1. 3 flights, 120-second maximum
2. Maximum motor capacity 1/2A 0.051 c.i., Min Replica 0.034 c.i (0.55cc)
3. Motor Runs    Min Replica    Glow 12 secs  
    Diesel 15 secs  
    1/2 A                    Glow 7 secs  
    Diesel 9 secs
4. Hand launch

## CMAC Vintage Day

**OFFICIAL COMPETITION EVENTS AS FOLLOWS.**

RC PRECISION	(NDC)
1/2A TEXACO SCALE	(NDC)
1/2A TEXACO R/C	(NON NDC)

GENERAL FLYING OF ALL VINTAGE MODELS THROUGHOUT THE DAY. RC & FREE FLIGHT.


**NOTE: ONLY 2.4GHZ & VALID NZMAA FREQUENCIES ALLOWED**

**CMAC 2011 Invitational Vintage Day**

OPEN TO ALL NZMAA REGISTERED MEMBERS.  
 PRIZES FOR FIRST, SECOND & THIRD PLACES  
 CMAC ANNUAL VINTAGE TROPHY FOR THE WINNING CMAC CLUB MEMBER.

**Date:** 10th July  
**Rain date:** 17th July  
**Time:** 09:00—16:00  
**Place:** Willows  
 Thompsons Rd

**Midday Golf Club BBQ**  
 Meet Info: John Ensell  
 Email: granddad1@econ.net.nz



## **‘Top 10 Leader Board’ Competitions for all RC Vintage and Classical Classes**

The Vintage SIG Committee announces a ‘Top 10 Leader Boards’ competition for all the Vintage RC classes.

A contestant records one score each month for each chosen class. The classes may be flown at any times during the month and a contestant is permitted to fly a class several times and send in the best score. The NDC rule for fly-offs applies – there is a single fly-off round.

Each issue of AVANZ News will publish for each class the current ‘Top 10 Leader Board’ which will rank the best ten scores for the year to date. At the end of each year, the contestant ranked first in each class will be declared the winner and receive a certificate at the AGM. New Leader Boards will be established for the next year.

AVANZ News will also list the recorded monthly scores that did not make the Leader Board, so send in all scores, whether or not they are good enough for the Top 10.

The 2011 competition commences immediately, so scores may be recorded for July. Please send scores to Wayne Cartwright, by email to waynecartwright@wave.co.nz or by mail to 1 Millennium Heights, Flagstaff, Hamilton 3210. When you send in your scores please include information about the design, motor, and battery (if applicable). This information will be posted on the Leader Board.

### **VINTAGE PLANS SERVICE NEWS**

Finally we have our website up & running. It has taken many months and headaches of ISP going belly up and developers losing interest but finally through the efforts of a dedicated group we are up & running. There are still many hundreds/thousands of hours work to be done to clean up all the plans but at least there is something tangible at last.

The plans group now consists of a "co-op" of a small group of like minded modelers around the world with the main aim of restoring & preserving old plans.

These plans are constantly being added to the website as they are completed and can be browsed and downloaded for a minimal fee to cover website costs but you will need to register (free) to do so.

Search for "Index" to get the complete plans listing.

<http://www.co-op-plans.com/>

Alternatively - I can email you the latest plans list and plans can be ordered via myself as per normal at the new fee of up to three plans for \$5 for NZMAA members.

(Non members will need to download plans directly from the website)

Please be aware that all plans are in pdf format and at full size, so you only need to take them along on a memory stick or CD to your nearest copy shop for a full size printout of the plans.

All plans requests should be directed to me via email or snail-mail at the address shown elsewhere in this bulletin but please make sure to include your full name, NZMAA number & a phone number or else there could be long delays in replies.

Payment for plans can be per cheque made out to AVANZ or by direct transfer.

Mark Venter

AVANZ Plans coordinator Mark Venter, 30 Manor Place, Bryndwr, CHRISTCHURCH.

E mail [avanz.plans@xtra.co.nz](mailto:avanz.plans@xtra.co.nz) Phone 03 351 8193

## VINTAGE SIG Report

### The 64th Nationals at Carterton

We trust all Vintage flyers are gearing up to get to the 64th Nationals at Carterton in January 2012. The Nationals Programme will have some additional events added being Nostalgia 1/2A/Min Replica Power and # R/C Electric events. The provisional programme is as follows.

**Day 1**, Nostalgia FF Rubber, Vintage FF Power, **Day 2**, Vintage FF Rubber, Nostalgia FF Power, **Day 3**, Vintage FF Glider, FF Miniature Replica, Vintage RC 1/2A Texaco, Vintage RC A Texaco, Vintage R/C 1/2E Texaco, Vintage R/C E Texaco, **Day 4** Vintage FF Catapult Glider, Nostalgia FF Glider Duration, Nos FF 1/2A Min Rep Power, Vintage RC Precision, Vintage RC Duration, Vintage R/C Electric Duration, **Day 5** Vintage FF Precision, Classic FF Duration Combined.

The FF events are flown in the morning while the RC events will run for most of the day for days 3 and 4.

We will need **Contest Directors** for each day and would be pleased to hear from you if you can assist with this task.

### NDC Programme for 2012

The Provisional 2012 NDC programme has the addition of R/C Electric events and Nostalgia FF 1/2A Miniature Replica Power events as well as the usual events from the current year. As is usual some of the dates will need to be shifted around the Easter period.

### Proposed Electric Vintage RC Rules Approved

First up we have had the Special General Meeting concerning the **Proposed Electric Vintage RC rules**.

We have had agreement from both the email/mail Poll and the SGM held in March that the rules could now become Official Rules.

Regarding the results of the voting on the rules we had the following

#### Postal/e-mail Poll Results

15 returns 13 e-mail, 2 by post

- |  |     |   |
|--|-----|---|
| 1. I fully support the proposed new rules              | 13  |   |
| 2. I do not support the proposed new rules             | nil |   |
| 3. I could support the proposed new rules with changes |     | 2 |

The Committee considered the comments but felt it was best to leave the Rule proposals as proposed until some experience is gained. It noted that some were using models to the proposed rules at the Hamilton meet and made maximum times without the battery problems that had been mentioned.

At the **Special General Meeting** the 2 Remits were put and passed with no dissent from the 17 members in attendance. 4 of those at the meeting had submitted to the Poll so overall there were 26 in favour of the proposal and 2 conditionally in favour with none against the proposed new rules.

This means that the Electric will become Official with this notice of the vote being published in this July MFW. There will be RC electric classes at the next Nats and the Committee is working on ideas for encouraging more competitions.

An updated issue of the rules will be available on the MFNZ website shortly and copies can be obtained from the Editor Graham Main whose address is on the front page of this AVANZ news.

Proposals and voting forms for new rules and change are printed in full below.

## Two Remits for Additions and Changes to Rules including Voting Forms

The purpose of the following two remits is to introduce two new classes in Section 6 – **Classical Precision** and **IC-Powered Classical Duration** – and to adjust Section 7 so that the **Electric** rules align with these new classes where this is appropriate.

Under a change of procedure adopted by MFNZ Council, votes on these remits may be cast by mail and email. Copies of this paper, which includes voting forms, may be obtained from the Secretary of the Vintage SIG (sent by either email or mail), or downloaded from the Vintage page of the MFNZ website.

Please email or mail votes to the Secretary of the Vintage SIG to reach him no later than 31 August 2011.

**Remit 1: Recommended by the Vintage SIG Committee that the Rules for Section 6 be amended and added to, as follows:**

- 1. Re-label Section 6 as Radio Control IC-Powered Vintage and Classical.**

**Reason:** To distinguish IC-Powered from Electric classes.

2. **Introduce new Sub-section 6.1 General Rules for all Classes, as shown in Appendix 1.**  
**Reason:** For convenience, by bringing together these rules in one place, and to clarify the meaning of the design features specified by rules 6.1.3 – 6.1.6.
3. **Add RC Classical Precision as written in Sub-section 6.3 and re-present RC Vintage Precision as Sub-section 6.2 of Appendix 1.** (Sub-section 6.2 replaces the current 6.1 RC Precision, but no rules are changed.)  
**Reason:** To enjoy flying in a Precision class the many attractive designs from the Classical period 1951 - 1975. The Vintage and Classical classes can be flown together, resulting in more models being flown in Precision events and therefore more interest. The Classical class has no age bonus because incentives for older designs are not relevant in this period.
4. **Add RC IC-Powered Classical Duration written in new Sub-section 6.5, and re-present IC-Powered Vintage Duration as Sub-section 6.4, of Appendix 1.** (Sub-section 6.4 replaces the current 6.2 RC Duration, but no rules are changed.)  
**Reason:** To enjoy flying in a Duration class the many attractive designs from the Classical period 1951 – 1975. The Vintage and Classical classes can be flown together, resulting in more models being flown in IC Duration events and therefore more interest. The Classical class allows sport-type schneurle-ported motors. It has no age bonus because incentives for older designs are not relevant in this period, and it has no landing bonus because many designs from this period are well not suited to spot landing.
5. **Renumber present Subsections 6.3, 6.4, and 6.5 to become 6.6, 6.7, and 6.8 respectively.**  
**Reason:** To improve the layout of Section 6 by establishing sequences of Sub-sections for Precision (6.2 and 6.3), Duration (6.4 and 6.5), and Texaco classes (6.6 and subsequent).

**Voting: Please place a cross after one of the following statements and write in your name and MFNZ number:**

I vote to adopt Remit 1:

I vote to reject Remit 1:

Name:

MFNZ Number:

## Appendix 1

### 6. RADIO CONTROL IC-POWERED VINTAGE AND CLASSICAL

#### 6.1 General Rules for all Classes

- 6.1.1 Models are flown in accordance with the MFNZ General Competition Rules and the following paragraphs in Section 4a: Vintage: 1.4 Safety, 4.2 Construction of Models, 4.3 Number of Models, 4.4 Motors, 4.5 Wing Area Calculation, 4.8 Fly-offs, 4.9 Timing, 4.10 No-flights, 4.11 Thermal Detectors, 4.12 Conditions, 4.13 Definitions.
- 6.1.2 **Vintage** designs are from the period to 31/12/50 and **Classical** designs are from the period 1/1/51 to 31/12/75. Authentication of a model design and date of origin is the responsibility of the contestant. For a design published or kitted, eligibility is established by the date of publication or kit release, irrespective of when it was designed. Designs not published or kitted are eligible if approved and dated by SAM USA or NFFS, or by written approval of the Vintage SIG Committee on the basis of evidence submitted to it.
- 6.1.3 Designs may be modified to permit minor changes to thrustline, mounting of the motor (but no extension of nose moment as measured by position of propeller), and strengthening/lightening of structure. Areas, dihedral angles, moments and airfoil sections are not altered. Any additional wing spars or wing sheeting do not touch the covering, but additional surface sheeting is permitted in the vicinity of wing and tail mounting and fixing structures. Turbulators are not allowed unless specified. Multi-motored designs are eligible. Any materials may be used in construction and covering, subject to the finished model conforming to the general appearance of the original.  
 (As a special transitional provision, models built before 28/2/11 and fitted with surface sheeting and/or spars that do not conform to 6.1.3, continue to be eligible subject to written approval by the Vintage SIG.)
- 6.1.4 Models may be scaled up or down from the original design.
- 6.1.5 Undercarriages, including wheel-mounting and skids, have the original dimensions. One wheel gear may be changed to two but not vice versa. Gear that retracted may be operated by radio or presented as locked in either the retracted or extended position.
- 6.1.6 Moveable control surfaces are strictly limited to rudder and elevator (or elevons in the case of a v-tail design) unless the original design specified other **moving** surfaces (such as ailerons, flaps, spoilers or variable-camber). If such surfaces are present in the design they may be radio controlled. Ailerons and associated structure may be fitted to enhance general sport flying but, if not specified in the design, they are immovable during competition flight.  
 (As a special transitional provision, models built before 28/2/11 and equipped with working ailerons for use in competition, when these were not specified in the design, continue to be eligible subject to written approval by the Vintage SIG.)



- 6.1.7 Models may ROG or be hand launched.
- 6.1.8 Minimum wing loading is 8 oz/sq ft.
- 6.1.9 Vintage age bonus is calculated as one point for each full year the design predates the cut-off date specified in the rules for each class. The age bonus chart in Section 3 indicates the points for designs in each year.
- 6.1.10 When specified, landing bonus of 20 points is awarded if the nose of the model comes to rest within 10 meters of specified spot. The nose is defined as the most forward part of the model on the centre line.
- 6.1.11 Propellers are fixed pitch, have two blades, and are non-folding.

### **6.2RC Vintage Precision**

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

- 6.2.1 Eligible models are IC-powered free flight designs and IC-powered designs originally intended for RC without aileron control.
- 6.2.2 All rules 6.1.1 – 6.1.11 apply.
- 6.2.3 Power is either IC or electric. An IC motor may be of any type and size, subject to Rule 4.4.3 Maximum Engine Size. An electric motor may be of any type and size and the drive battery capacity is unlimited. If an electric motor is used, it is fitted with an electronic propeller brake function that is engaged when the motor is off.
- 6.2.4 Maximum motor run is 60 seconds.
- 6.2.5 Age bonus applies.
- 6.2.6 Landing bonus applies.
- 6.2.7 Score is aggregate of 3 flights, each scored at one point per second up to 180 seconds, with one point deducted for each second over 180, and bonuses for age and landing added up to maximum of 200.
- 6.2.8 If scores are tied, fly-off flights proceed according to the scoring in 6.2.7, but without age bonus, until there is a clear winner, or until the CD declares joint winners. (In the case of NDC competition, joint winners are declared.)

### **6.3RC Classical Precision**

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

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

### **6.4 RC IC-Powered Vintage Duration**

**Purpose:** To enjoy RC flying using IC (internal combustion) motors with Power Model designs from the Vintage period through achieving maximum flight time from a limited motor run.

- 6.4.1 Eligible models are IC-powered free flight designs and IC-powered designs originally intended for RC without aileron control.
- 6.4.2 All rules 6.1.1 – 6.1.11 apply.
- 6.4.3 Maximum motor capacity is determined by Rule 4.4.3 Maximum Engine Size and Rule 4.4.4 Power Loading.
- 6.4.4 The motor types permitted are vintage ignition, vintage glow/diesel, non-vintage ignition, two-stroke cross-flow, and four-stroke.
- 6.4.5 Maximum motor runs are:
  - Vintage ignition 40 seconds

- |  |   |            |
|--|---|------------|
|  | Vintage glow/diesel   | 30 seconds |
|  | Two-stroke cross-flow, non-vintage ignition, OS FP series,<br>and Cox TD series | 25 seconds |
|  | Four-stroke   | 25 seconds |
- 6.4.6 Age bonus applies.
- 6.4.7 Landing bonus applies.
- 6.4.8 Score is aggregate of 3 flights, each scored at one point per second up to 240 seconds and both age and landing bonuses added up to maximum of 260. Landing bonus is zero if flight exceeds 6 minutes.
- 6.4.9 If scores are tied, rounds of fly-off flights proceed with 480 seconds maximum flight time but no age bonus, until there is a clear winner, or until the CD declares joint winners. (In the case of NDC competition, joint winners are declared.)

### 6.5 RC IC-Powered Classical Duration

**Purpose:** To enjoy RC flying using IC (internal combustion) motors with Power Model designs from the Classical period through achieving maximum flight time from a limited motor run.

- 6.5.1 Eligible models are IC-powered free flight designs and IC-powered designs originally intended for RC without aileron control.
- 6.5.2 All rules 6.1.1 – 6.1.11 apply.
- 6.5.3 Maximum motor capacity is determined by Rule 4.4.3 Maximum Engine Size and Rule 4.4.4 Power Loading.
- 6.5.4 The motor types permitted are vintage ignition, vintage glow/diesel, two-stroke cross-flow, four-stroke, and schneurle-ported motors subject to them being front-intake, side-exhaust, and fitted with a non-tuned standard sport muffler and a standard R/C carburetor.
- 6.5.5 Maximum motor runs are:
- |  |            |
|--|------------|
| Vintage ignition   | 40 seconds |
| Vintage glow/diesel  | 30 seconds |
| Two-stroke cross-flow, non-vintage ignition, four-stroke,<br>OS FP series, and Cox TD series | 25 seconds |
| Schneurle-ported two-stroke  | 20 seconds |
- 6.5.6 Age bonus does not apply.
- 6.5.7 Landing bonus does not apply.
- 6.5.8 Model is required to land within the boundaries of a field defined by the CD.
- 6.5.9 Score is aggregate of 3 flights, each scored at one point per second up to 300. The score for any flight is zero if the model fails to land within the field boundaries defined according to 6.5.8.
- 6.5.10 If scores are tied, rounds of fly-off flights proceed according to 6.5.9 but with 600 seconds maximum flight time, until there is a clear winner, or until the CD declares joint winners. (In the case of NDC competition, joint winners are declared.)

**Remit 2: Recommended by the Vintage SIG Committee that the Rules for Section 7 be amended as follows:**

1. **Re-label Section 7 as Radio Control Electric Vintage and Classical.**
2. **Change all references to the Nostalgia and Classic periods to a single Classical period, which is 1/1/51 – 31/12/75.**
3. **Remove age bonuses from all Classical classes and remove landing bonuses from E Duration Classical and from all E Texaco classes (but retain for E Duration Vintage.)**
4. **Amend Sub-section 7.1 so that its provisions for model design features (rules 7.1.3 – 7.1.6) are consistent with the equivalent rules for IC classes (rules 6.1.3 – 6.1.6)**

**Reason:** To achieve appropriate consistency between the Electric rules and the amendments and additions to the IC-powered rules specified in Remit 1. (It is regretted that it is necessary for the Electric rules to be amended so soon after adoption, but it is clearly desirable to achieve appropriate consistency across the classes.)

**Voting: Please place a cross after one of the following statements and write in your name and MFNZ number:**

I vote to adopt Remit 2:

I vote to reject Remit 2:

Name:

MFNZ Number:

**Appendix 2****7. RADIO CONTROL ELECTRIC VINTAGE AND CLASSICAL****7.1 General Rules for all Classes**

- 7.1.1 Models are flown in accordance with the MFNZ General Competition Rules and the following paragraphs in Section 4a: Vintage: 1.4 Safety, 4.2 Construction of Models, 4.3 Number of Models, 4.4 Motors, 4.5 Wing Area Calculation, 4.8 Fly-offs, 4.9 Timing, 4.10 No-flights, 4.11 Thermal Detectors, 4.12 Conditions, 4.13 Definitions.
- 7.1.2 **Vintage** designs are from the period to 31/12/50 and **Classical** designs are from the period 1/1/51 to 31/12/75. Authentication of a model design and date of origin is the responsibility of the contestant. For a design published or kitted, eligibility is established by the date of publication or kit release, irrespective of when it was designed. Designs not published or kitted are eligible if approved and dated by SAM USA or NFFS, or by written approval of the Vintage SIG Committee on the basis of evidence submitted to it.
- 7.1.3 Designs may be modified to permit minor changes to thrustline, mounting of the motor (but no extension of nose moment as measured by position of propeller), and strengthening/lightening of structure. Areas, dihedral angles, moments and airfoil sections are not altered. Any additional wing spars or wing sheeting do not touch the covering, but additional surface sheeting is permitted in the vicinity of wing and tail mounting and fixing structures. Turbulators are not allowed unless specified. Multi-motored designs are eligible. Any materials may be used in construction and covering, subject to the finished model conforming to the general appearance of the original.
- 7.1.4 Models may be scaled up or down from the original design.
- 7.1.5 Undercarriages, including wheel-mounting and skids, have the original dimensions. One wheel gear may be changed to two but not vice versa. Gear that retracted may be operated by radio or presented as locked in either the retracted or extended position.
- 7.1.6 Moveable control surfaces are strictly limited to rudder and elevator (or elevons in the case of a v-tail design) unless the original design specified other moving surfaces (such as ailerons, flaps, spoilers or variable-camber). If such surfaces are present in the design they may be radio controlled. Ailerons and associated structure may be fitted to enhance general sport flying but, if not specified in the design, they are immovable during competition flight.  
(As a special transitional provision, models built before 28/2/11 and equipped with working ailerons for use in competition, when these were not specified in the design, continue to be eligible subject to written approval by the Vintage SIG.)
- 7.1.7 Models may ROG or be hand launched.
- 7.1.8 Minimum wing loading is 8 oz/sq ft.
- 7.1.9 Motors are brushed or brushless, use any type of permanent magnets, and are direct-drive or geared. Motor control must allow remote stopping.
- 7.1.10 The rules of each class specify the permitted chemistry of the drive batteries and the maximum manufacturer's rated battery capacity, which applies to the capacity of a single drive battery and, alternatively, to the aggregate capacity of multiple batteries. Recharging of batteries before each flight is allowed. The rate at which any drive battery is discharged does not exceed the safe rate stated by the manufacturer.
- 7.1.11 Vintage age bonus is calculated as one point for each full year the design predates the cut-off date specified in the rules for each class. The age bonus chart in Section 3 indicates the points for designs in each year.
- 7.1.12 When specified, landing bonus of 20 points is awarded if the nose of the model comes to rest within 10 meters of specified spot. The nose is defined as the most forward part of the model on the centre line.
- 7.1.13 Propellers are fixed pitch, have two blades, any folding mechanism is fixed so that they cannot fold in flight, and an electronic propeller brake function is engaged when the motor is off. (This rule does not apply to E Rubber Texaco.)

**7.2E Duration**

**Purpose:** To enjoy electric RC flying with Power Model designs - from the Vintage and Classical periods - through achieving maximum flight time from a limited motor run. The battery has maximum capacity - and hence current draw - specified by a formula based on model size (measured by wing area).

- 7.2.1 Eligible models are Power Model designs
- 7.2.2 The separate classes of E Duration are:  
a) Vintage    b) Classical
- 7.2.3 All rules 7.1.1 – 7.1.13 apply.
- 7.2.4 Drive battery chemistry is one of LiPo, LiFePo, and NiMH.
- 7.2.5 Maximum manufacturer's rated battery capacity for the drive battery is:  
for LiPo cells:  $(220 \times WA)/(S \times C)$  mah  
for LiFePo cells:  $(250 \times WA)/(S \times C)$  mah

for NiMH cells:  $(665 \times WA)/(S \times C)$  mah

where WA is wing area in sq in,

S is number of cells connected in series, and

C is manufacturer's stated standard discharge rating (not short-duration peak rating). If C is not stated, it will be taken as 50.

- 7.2.6 The motor runs continuously from launch for 20 seconds maximum.
- 7.2.7 Age bonus applies to Vintage but does not apply to Classical.
- 7.2.8 Landing bonus applies to Vintage but not to Classical.
- 7.2.9 Classical models land within the boundaries of the flying field, as specified by the CD.
- 7.2.10 Score is aggregate of 3 flights, each scored as follows:  
Vintage: One point per second up to 300, with age bonus and landing bonus added.  
Classical: One point per second up to 300. The score for any flight is zero if the model fails to land according to 7.2.9 or if the model flies for more than 8 minutes.
- 7.2.11 If scores are tied, rounds of fly-off flights proceed according to 7.2.10, but with 600 seconds maximum flight time, until there is a clear winner, or until the CD declares joint winners. (In the case of NDC competition, joint winners are declared.)

### 7.3E Texaco

**Purpose:** To enjoy electric RC flying with Power Model designs - from the Vintage and Classical periods - through managing battery energy supply that is limited by a formula based on model size (measured as wing area) to achieve maximum flight time.

- 7.3.1 Eligible models are Power Model designs
- 7.3.2 The separate classes of E Texaco are:  
a) Vintage    b) Classical
- 7.3.3 Minimum wing area is 400 sq in.
- 7.3.4 All rules 7.1.1 – 7.1.13 apply.
- 7.3.5 Drive battery chemistry is one of LiPo, LiFePo, and NiMH.
- 7.3.6 Maximum manufacturer's rated battery capacity for the drive battery is:  
for LiPo cells:  $3.5 \times WA/S$  mah  
for LiFePo cells:  $4.0 \times WA/S$  mah  
for NiMH cells:  $10.6 \times WA/S$  mah  
where WA is wing area in sq in  
S is number of cells connected in series.
- 7.3.7 The motor may be stopped and started in flight and its speed may be adjusted.
- 7.3.8 Age bonus and landing bonus do not apply.
- 7.3.9 Models land within the boundaries of the flying field, as specified by the CD.
- 7.3.10 Score is aggregate of 3 flights, each scored at one point per second up to 600. The score for any flight is zero if the model fails to land according to 7.3.9 or if the model flies for more than 12 minutes.
- 7.3.11 If scores are tied, fly-off flights proceed according to 7.3.10 but with 720 seconds maximum flight time, until there is a clear winner, or until the CD declares joint winners. (In the case of NDC competition, joint winners are declared.)

### 7.41/2E Texaco

**Purpose:** To enjoy electric RC flying with Power Model designs - from the Vintage and Classical periods - with electric battery power of specified chemistry and maximum capacity, which parallels the spirit and flight performance of the single motor type specified in 1/2A Texaco rules.

- 7.4.1 Eligible models are Power Model designs.
- 7.4.2 The separate classes of 1/2E Texaco are:  
a) Vintage    b) Classical
- 7.4.3 Maximum wing area is 399 sq in.
- 7.4.4 All rules 7.1.1 – 7.1.13 apply.
- 7.4.5 Drive battery chemistry is LiPo.
- 7.4.6 The drive battery has maximum manufacturer's rated battery capacity is either 500 mAh if 2 cells are in series (2S) or 360 mAh if 3 cells are in series (3S).
- 7.4.7 The motor may be stopped and started in flight and its speed may be adjusted.
- 7.4.8 Age bonus and landing bonus do not apply.
- 7.4.9 Models land within the boundaries of the flying field, as specified by the CD.
- 7.4.10 Score is aggregate of 3 flights, each scored at one point per second up to 480. The score for any flight is zero if the model fails to land according to 7.4.9 or if the model flies for



more than 10 minutes.

- 7.4.11 If scores are tied, fly-off flights proceed according to 7.4.10 but with 600 seconds maximum flight time, until there is a clear winner, or until the CD declares joint winners. (In the case of NDC competition, joint winners are declared.)

### **7.5 *Vintage E Rubber Texaco***

**Purpose:** To enjoy electric RC flying with Rubber model designs from the Vintage period through managing battery energy supply that is limited by a formula based on model size (measured as wing area) to achieve maximum flight time. The class can be regarded as a simplified version of the SAM US 'Spirit of SAM.'

7.5.1 Eligible designs are Vintage Rubber Models.

7.5.2 All rules 7.1.1 – 7.1.12 (but not 7.1.13) apply.

7.5.3 Propeller has one or two blades and may fold or freewheel, in the manner of designs of the period. The diameter of the propeller need not be as designed but should be in the spirit of the original.

7.5.4 All rules 7.3.5 – 7.3.11 apply.

## VOTING FORM FOR PROPOSED VINTAGE RC CLASS RULE CHANGES

**Remit 1:** Recommended by the Vintage SIG Committee that the Rules for Section 6 be amended and added to, as follows:

1. Re-label Section 6 as Radio Control IC-Powered Vintage and Classical.
2. Introduce new Sub-section 6.1 General Rules for all Classes, as shown in Appendix 1.
3. Add RC Classical Precision as written in Sub-section 6.3 and re-present RC Vintage Precision as Sub-section 6.2 of Appendix 1.
4. Add RC IC-Powered Classical Duration written in new Sub-section 6.5, and re-present IC-Powered Vintage Duration as Sub-section 6.4, of Appendix 1
5. Renumber present Subsections 6.3, 6.4, and 6.5 to become 6.6, 6.7, and 6.8 respectively

**Voting:** Please place a cross after one of the following statements and write in your name and MFNZ number:

I vote to adopt Remit 1:

I vote to reject Remit 1:

Name:

MFNZ Number:

**Remit 2:** Recommended by the Vintage SIG Committee that the Rules for Section 7 be amended as follows:

1. Re-label Section 7 as Radio Control Electric Vintage and Classical.
2. Change all references to the Nostalgia and Classic periods to a single Classical period, which is 1/1/51 – 31/12/75.
3. Remove age bonuses from all Classical classes and remove landing bonuses from E Duration Classical and from all E Texaco classes (but retain for E Duration Vintage.)
4. Amend Sub-section 7.1 so that its provisions for model design features (rules 7.1.3 – 7.1.6) are consistent with the equivalent rules for IC classes (rules 6.1.3 – 6.1.6)

**Voting:** Please place a cross after one of the following statements and write in your name and MFNZ number:

I vote to adopt Remit 2:

I  
vote to reject Remit 2:

Name:

MFNZ Number:

### Instructions

Mark the Voting paper above with your preference and either E mail the Vintage SIG Secretary at [gramain@xtra.co.nz](mailto:gramain@xtra.co.nz)

Or post your voting form to G R Main, P O Box 55 MAUNGATAPERE 1052

Votes must be received by e mail, or be postmarked on or before 31st August 2011 to be deemed valid  
Please remember to put down your MFNZ membership number. Your Club secretary or MFNZ secretary will have it if you have lost your membership card.