



FROM THE EDITOR

This past period has been dominated by Rules change proposals. The first Proposal was to include a Classical class in the RC events to cover the period 1st Jan 1951 to 31st Dec 1975. This has been the subject of an e mail and mail poll and has resulted in the proposal being approved by the majority of those who took part.

A second Proposal for changes in the Texaco Classes has been somewhat controversial and had a flaw in that each Remit contained too many diverse questions to be covered by a single vote. The SIG Committee has taken the decision to withdraw the Remit in full and re-draft the proposal to overcome the problems and allow voting on each point. We live and learn.. But it was good to get some strong feedback.

This issue is rather heavy on Spark Ignition and with luck that will translate to some real competition for the Spark Ignition trophy at this years Nationals. It was sad to see the low entry in the CPMAA RC Vintage event this year, a combination of personal circumstances of some the usual fliers and the weather seems to have been the culprit.

On the other hand we have quite a few contributions from other fliers describing their efforts with new models. All successful it seems which is great to hear.

The Tomboy is a popular model and rightly so as it is a good sport flier in both its Free flight and Radio assist form. The Italian Tomboy Rally report shows what it is capable of in good conditions. You either love this model or hate it but it certainly provides plenty of enjoyment for many modellers.

The designer Vic Smeed has recently died but leaves a legacy of sport FF designs behind. With the new Classical class coming in there is the opportunity to put a few of them into a competitive element as most were designs in this period.

The next period sees some events in the upper North Island with a new event at Tauranga in early November being of interest to the Electric Vintage fliers, well worth going along if the growing Electric classes are your choice of model these days.

The end of November sees the Thames Blackfeet Vintage fly in , Frank and Carol Crowfoot have stepped down but the new Committee is keeping up the tradition and we need to support them as in the past. So get prepared for a big do at Thames.

Well that's about it from me this time around , let's hear your news for the next issue. *Graham Main*

In this issue

From the Editor
Contacts
More on Spark
Ignition
Transistor Ignition
Radio and Spark
Ignition
CPMAA Vintage
RC Champs.
Diesel Fuel
A Texaco trials
More on the Scram
Heron Gas Buggy
On FF and CL
Gareth Newton
Meet notice.
Events Calendar
Top Ten Board
Italian Tomboy
Rally
AVANZ Plans
Vintage SIG News
AGM Notice
Classical Poll
Result
Texaco Poll
Withdrawn

NEXT TIME

Tauranga and
Thames reports.

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.More on Spark Ignition: The Editor finally gets ignited!

After a long delay the Editor has finally worked up the effort and put together the components for a Spark Ignition Test stand. The prime mover for this was the offer of a Forster 29 front rotor induction engine from John Ingram-Seal of Tauranga. This was a new in box engine complete with NGK spark plug and mounting bolts so I had a good chance of the engine being a runner without too many hassles.

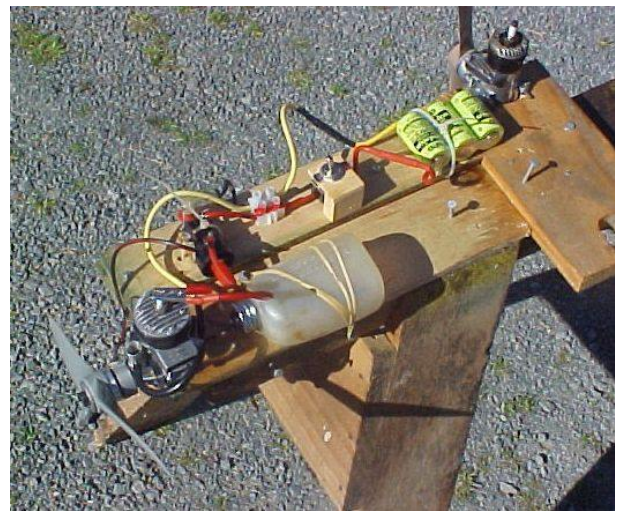
Putting together the battery, coil and condenser combination did not prove too difficult but a little care was needed to make a neat job. My set up is on an open "breadboard" so that I had access to all the components. The battery is a 3 cell Ni-Cad stripped down from one of my redundant electric power packs. The toggle switch plus some alligator clips along with multi strand wire from Jaycar was carefully soldered together along with the Modelectric coil and a foil type condenser.

With ignition set up on the Test bench, an old saw-horse in my case the Forster was mounted on a wooden plate using the supplied mounting bolts. The engine mount holes are of quite small diameter and close to the edge of the cut out leaving little clearance., so some metal plates were fitted for some added security.

With everything tied and screwed down the tank was filled with a mix of 3 parts 91 octane unleaded and 1 part Castrol R that I had left from some much earlier fuel mixing days.

A check on the spark showed a healthy looking flash as the propeller was turned over so all was ready for action.

My hand starting efforts achieved little not even any "popping" so the electric starter was brought into use with instant results. WOW! What a noise these open exhaust engines make, just as well I live in the country. The Forster ran nicely on the 10 x 6 APC propeller fitted responding to both mixture needle and timing adjustment well. On the 10x 6 the revs ranged from 6500 to 8500 rpm—at deafening noise levels, definitely ear muff territory! The runs were good and consistent but were kept short on a rich mixture as the engine is still being run in. The supplied mounting bolts were not up to the job and were replaced but apart from that all very satisfactory.



In retrospect one can see why Glow-Plug and Diesel engines were welcomed, that certainly eliminated the wiring associated with Spark Ignition as well as eliminating a few problem areas like points and plugs.

Still for your Editor a most satisfying outcome.

With the Forster up and running it was time to revisit the Ohlsson 23 front rotor, my original

spark ignition engine purchase. An initial check on the spark showed that it was non-existent, so investigation of the points set up was made. Using a multimeter on the resistance range across the points it appeared that the timing lever position could override the points leaving them fully open for the full revolution. The points only operated over a limited range of timing lever position, so this was set to have the points operational. On retesting with the full set up we had a good spark so it looked as though we may have some action. And so it proved to be—again my hand starting efforts bore no results so it was back to the electric starter. A bit of choke and we were away—the engine running on spark- woohoo! Some needle adjustment, and a little more advance the 23 settled down to a steady 8500 rpm on a Bolly 9.5 x 6 propeller. I thought that this was very good and compared well with my modern glow-plug OS 25 LA on the same propeller. A few more runs with the same result proved very satisfying.

So-now I have two bench tested and running spark ignition engines, so now it is time to think about putting them to work in the air.

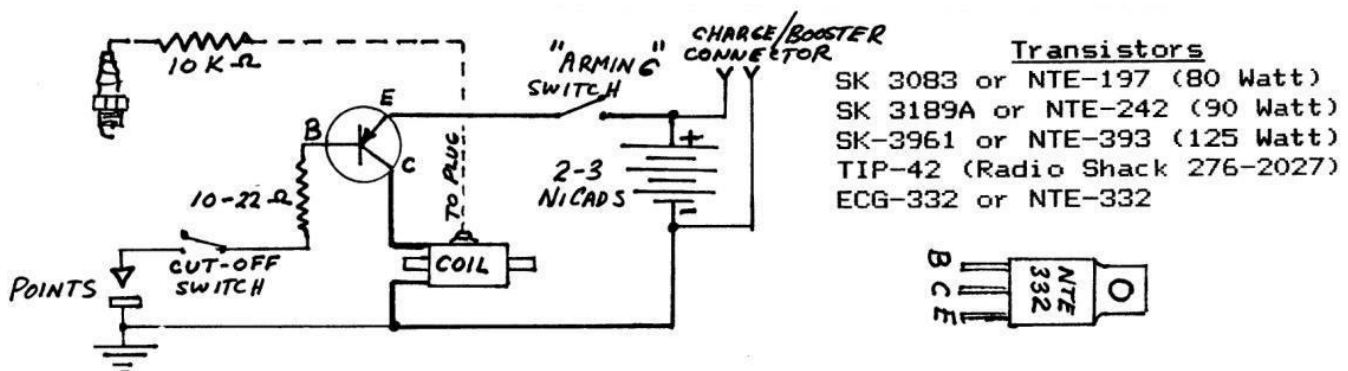
After such a long period of procrastination on my part it was, as I say, very satisfying to get these spark jobs running. They would not be my engine of choice, having been brought up on Diesel and Glo-plug engines, but one cannot deny they embody the true spirit of vintage, and as such maintain the interest of many involved in the vintage movement.

TRANSISTOR IGNITION

Following on from my experiments, I had a note from Ian Munro regarding Transistor assisted ignition circuits for the Spark engines. He rightly pointed out that our current NZ rules do not allow this option but is in the US SAM rules. As a result a Remit has been put forward to the next Vintage SIG AGM in January 2012 to allow for this option.

The benefit with using a transistor as a switch is that it unloads the points thus giving them a longer life.

A typical circuit is shown below.



Over to Ian..

" Transistors of course did not exist in the hey day of spark ignition but neither did reliable power supplies such as Nicads.

The high current in this circuit is switched through the transistor. The old style mechanical points still give the required spark timing. The Transistor (a TIP 42 is used by Ian) along with the resistors shown can be obtained from Jaycar. Best to get the circuit wire from Watts Up Hobbies as this is a nice soft silicon clad wire and needs to be of a suitable gauge (16 or 18 AWG). It is best to use a modular wiring system as shown using Deans type connectors. This set up helps to eliminate faults when they occur.. The transistor circuit along with coils and plugs from Larry Davidson in the USA. His own coils are about US\$ 30 and can be purchased through PayPal. Good quality coils are often for sale on EBay along with other spark ignition gear.

Right: Transistor circuit—Bench run set-up. Would need a servo/switch or timer arrangement for flight. Needs resistor in the HT lead for RC operation. Phone battery (rewired), transistor, resistors and Deans connectors all came from Jaycar. The coil is around 50 years old." Ian Munro

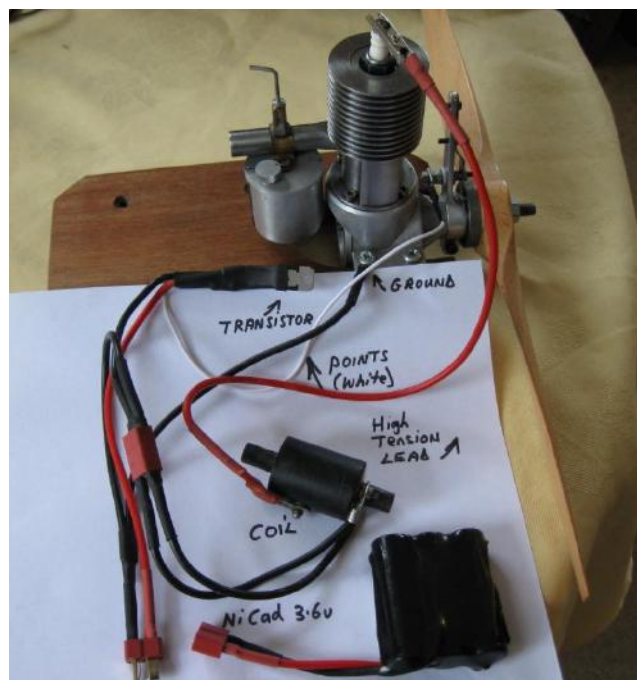
Radio and Spark Ignition

So the next question is how to minimise Radio interference ?

Well, as Ian has indicated, the transistor circuit with a 10 k ohm resistor (suppressor) in the High Tension (spark) lead seems the way to go .

With the Editor's bench set up a few trials were done. The Ohlsson was used as the test engine A group of different receivers on different frequencies were trialled with the following results.

The receiver aerials were placed in close proximity (5 cm) of the ignition circuit.



Standard Coil circuit (no transistor). No suppressor fitted

Transmitter	Receiver	Frequency	Result
Futaba 9C	Futaba R617FS	2.4 Ghz	No interference noted
Futaba 9C	Hitec Electron 6 Dual Conversion	40.770 Mhz	No interference noted
Futaba 4YF	R114F	72.70 Mhz	Slight interference
Futaba 9C	Hitec HS 04M1	40.730 Mhz	Slight interference

Standard Coil circuit (no transistor) 10K ohm suppressor fitted

Transmitter	Receiver	Frequency	Result
Futaba 4YF	R114F	72.70 Mhz	Interference only when aerial draped over ignition components as above.
Futaba 9C	Hitec HS 04M1	40.730 Mhz	

It seems rather hard to draw a conclusion from the above, but the best result for RC operation is likely to be with the full transistor set up. Though with 2.4 Ghz systems and full range dual conversion Receivers the standard coil circuit with suppressor would seem to suffice. Note that the 2 receivers that gave some indication of interference were basic 4 channel single conversion types.

The best advice seems to be to make sure your aerial and receiver are well away from the ignition system and use suppression at the very least. Another tip is to put the coil across the fuselage not in line, this lessens the magnetic field influence from the coil. Take a peek at the Report on the CPMAA event to see a successful spark application by Bryan Treloar.

CPMAA Vintage RC Champs 17th & 18th September 2011

by Neil McDougall

I was not able to be present the first day but it was sunny with a strongish breeze from the south west. Ian Munro and timer lost sight of the model on the last flight in A Texaco. Ian tried to spiral it down but they could not see the model. They started off to go across Tararua Rd to search for it and came across it with only half a wing but the rest undamaged alongside the race. Stan Belworthy also had trouble with the wind and shed half a wing.

Sunday was as forecasted with occasional spits of rain during the morning but clearing late morning with a light north easterly. Brian Treloar had his McCoy sparkie going well to win Duration.

Results

RC Duration (IC)

B Treloar - Red Zephyr 698
 A James - Red Zephyr 624
 S Belworthy - Miss Fortune 403

RC Precision

A James - Red Zephyr 584
 L Cole - Scram 572

A Texaco

A James - Miss Fortune 1860
 I Munro - Simplex 1208

1/2A Texaco

N McDougall - Anderson 1016

Bryan Treloar's winning Spark Duration model

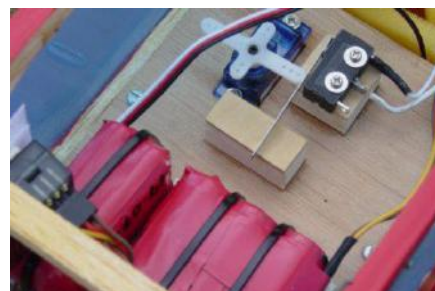


Above : Bryan with his Red Zephyr
 Right Top to Bottom
 McCoy 49 spark ignition up front



Radio switch above ignition switch mounted on side of the model
 To allow safe priming of engine for starting.

Micro switch operated by servo for engine cut off



All Pictures by Neil McDougall

Diesel Fuel

In the past I have had enquiries as to where to obtain Diesel Fuel.

One supplier is Airsail Wholesale who can supply mixed fuel to your local model shop on special order.

In the last month I have had advice that Diesel fuel is going to become available again soon through 436 Model Shop so they would be worth contacting.

Experiments in A Texaco

This may be old news to some but may be enlightening to others.

Neil McDougall has been experimenting with his diesel for A Texaco, trying to unlock the secrets of how the South Island fliers get long engine runs. Over to Neil.

I found a PAW 1.5 in my collection of motors and have put it in my Vampire (46" span) for A Texaco. I am trying it with an 11x6 prop and am using tubes to reduce the airflow into the carb. I am surprised how small a carb can be and still work well. So far I have got to about 7 minutes but it is still going too high. I have fitted another tube with about a 1/16th hole and will see if that works next weekend.

I tried again with the Vampire on Sat and Sun. I had reduced the choke to 2 mm with an additional tube but it still climbed too fast. On Sun I tried a 12x6 prop and it slowed it down and I got 7 3/4 minutes on the ground. However, it still climbed too fast so I cut the motor and brought it down. I had a 1 mm ID tube in the box which fitted so I tried that. I think that is as small as I can go. The climb was still fast so I gave it full down and did relatively tight circles to kill the climb. It got to a reasonable height this time but was flying a lot faster so I only got 6 minutes climb. I ran out of time then but next weekend I will try a prop on backwards to kill the climb and try for the longer run. I will let you know what happens

More on the "Scram"

Bryan Treloar wrote in the following

I enjoyed the part about the Scram in the last News which I am also building to carry the McCoy 49 throttled sparkie.

Fuselage frame completed and just needs covering and same for the tail, tailplane, rudder and elevator.

All ribs are cut and the mainspars have been made by laminating 1/4x3/4 with 1/4x1/4 spruce top and bottom.

Also the fuselage longerons are all in spruce to give the plane extra strength.

I have just acquired an Orwick 64 sparkie that is in absolutely pristine condition.

I will supply some pictures once the Scram nears completion. Thanks Bryan all pictures and contributions welcome! Ed.

And some more from Allan Knox:

I thought you might want some filler for AVANZ so attach some photos of my new Scram.

Model is sized at 96% to match an old OS H40P my Dad gave me about 40 years ago. This results in a 79 inch span and she is a whisker over 4 pounds so is about 10 oz/ft sq.

Structure is beefed up a bit. Carbon tubes in the wings provide torsional and bending strength as well as being tubes to plug a joiner into so I can 2 piece the wing for transport.

The longerons are bigger and there is general gusseting in the fuselage and more ply than original. I have ensured I comply with the new proposed rules which have changed what can be done with wing structure such that no additional sheeting and spars touch the covering.

Initial trials for duration flying showed the model to be marginal so I have had to re think the engine. That lovely as new H40P has been replaced by the last of the cross flow OS 40's which have bigger ports. This motor with a modified silencer is now giving 13,500 rpm on an APS 10x6 which has really improved things with a solid vertical climb and an easy 4 min 30 duration in average air.

Actually I think that is about the lowest time she has recorded.

The recent NDC event provided Scrams first contest and she did well making all the flight maxes easily. I am still to come to terms with landing it and only made one out of three. I find these big models harder to get down on the spot so it won't be used for Precision. It is also set up for the new Electric Duration rules but I'm yet to fly that configuration. It will have some of Hobby Kings finest and cheapest and will actually be lighter as an electric.



Bottom line is that I can recommend Scram. It flies very well and has excellent hands off thermalling ability. The big rudder and ample dihedral mean it is responsive in roll. The simple structure makes it easier to build light than most models.

Best of all I like its odd but distinctive looks!

Roll on Summer and those lazy thermally days Thanks Allan, I think this will inspire Bryan! Ed.

The Heron Gas Buggy has it's first flights.

Allen Teal writes:

Hi There,

Well the weekend weather looked fantastic and all the planets lined up for me to be able to test fly the Heron Gas Buggy which has been finished for a few weeks now. The old Mk 1 Mills is obviously going to need a little more attention to get it to run so I opted to purchase a new one from the Boddington estate. This required slight modification to the engine mounts as the width of the new engine was slightly wider. It is also slightly longer but fortunately I had just enough room to squeeze it in. I was delighted to find the balance perfect without having to add any lead.

Arranging to meet a fellow vintage modeller at the Blackfeet site near Thames, I arrived to see him already in the air with his model. A couple of other locals were there too. I quickly unloaded the car and set everything up. A quick flight with the Tomboy prepared me for the upcoming test flight with the Buggy.

I had already given the engine a run through a tank load of fuel previously. Fueling up, I started the engine without much hassle. I had been told that under power the model was susceptible to Dutch roll so first flight was going to be a reduced compression setting. With a little encouragement from a gentle heave, off she flew with hardly a wobble and just needing a little down trim to keep her flying in a gentle climb rather than being too steep with the possibility of a stall. It flew very slowly and sedately. Upon the engine cutting a few clicks of up settled her into a nice flat glide. With the undercambered wing section, the glide is very slow but still very controllable. I was actually surprised at the flat glide it had.

A few more flights to get the feel of it and then a final flight with the engine at full power. I needn't have worried about the Dutch roll as this was a non-event. The model climbed until a small speck and I beginning to worry that the engine was never going to stop! However, stop it eventually did and a long glide home ensued with the total time in the air being a little over 8 minutes. Being a cool morning after a good frost, there were not too many thermals around so I was pleased with the way the test flights went. A little more tweaking and I will have another enjoyable model to add to the hanger.

Video of the first hand launch can be seen at: <http://www.rcgroups.com/forums/showthread.php?t=1355799&page=3>

Thanks Allen very pleasing to have some good first flights, Ed.

On Free flight and Control line, by way of a change.

From Linc Vincent Editor of FFONZ News

Hi Graham,

A thought I had while converting my Space Rod to a conforming motor for the new mini/half A class. If you build the Space Rod, and probably a number of other similar Half A's from the drawings in the Zaic yearbook you will probably end with a tail heavy model. The Zaic drawing you used shows 1 inch from wing LE to firewall but I suspect the Holland Hornet mentioned was on a tank mount which means the motor is quite a bit further forward.

I built my Space Rod from the BMJR kit which has the firewall in the same position, but shows a TD on a tank mount. I was installing a VA with a mount which screws in instead of the rear cover and to get the motor in the same place as the drawings I had to move the firewall 1.5 inches forward. For the new class I have substituted a TD using the same type of mount.

In the article on sparkies Woody Bartelt (not Bartels) is mentioned as a source of parts. His catalogues can be downloaded from his site www.woodysengines.com and he has a wide range of spares, secondhand and replica engines and takes Paypal as well as cards. His email is aeroelectric@charter.net and he is very approachable.

I have just bought a replica McCoy 60 head from him and his service was good. No I did not ding the Mac, just doing up an old c/l speed model with the aim of flying it at the Nats and thought the motor should look the part. Many years ago under the influence of an article by a top speed flier in Model Airplane News (Before it became a RTF r/c catalogue and did real model stuff) I trimmed the McCoy's head fins, to my later regret. Now it has gone from a grey headed short finned oldie back to a redhead. The author also made his wings from 1/8 inch alloy complete with internal leadouts--imagine the work filing them to section.

Lincoln Vincent

Thanks Linc , some good information and reminisces, I will look out for that speed model at the Nats. Ed.

GARETH NEWTON MEMORIAL 11th & 12th February 2012 Hosted by Levin MAC

Venue: Levin MAC flying field, Tararua Road.

Events: F/F	Vintage Precision Combined. Vintage Duration Combined. Vintage Catapult/HLG Combined. Nostalgia/Classic Combined.	R/C	Vintage Precision Vintage IC Duration Vintage E Duration Vintage 1/2A Texaco Vintage A Texaco Vintage E Texaco Vintage 1/2E Texaco
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All events will be flown over both days. Flying hours are 9.00am to 4.30pm Saturday and 9.00am to 3.00pm Sunday

Entry fees: \$5 per day Bring you own lunch

For further information contact Neil McDougall, 60 Heke Street, Ngaio, Wellington, 6035, phone (04) 479 3106

EVENTS calendar

Tauranga Spring RC Vintage Contest 5 November (rain date 12 November)

IC and Electric classes will be flown:

- RC Vintage Precision (IC and Electric both eligible)
- RC IC-Powered Vintage Duration
- RC E Vintage Duration
- RC E Texaco
- RC 1/2E Texaco

Starting time: 9.30

Venue: Tauranga MAC field, North Road, between Bethlehem and Katikati (Approaching from north, take second right after Aongatete, onto Wainui South Road, then immediate right onto North Road. Flying field is on left near end of road. From south, Wainui South Road is first left after Apata.)

Seminar: At conclusion of flying (around 4.30), Brian Harris will lead a seminar on choosing model/battery/motor/prop combinations for E Duration and E Texaco.

Dinner: Booked at the Tauranga RSA for 6.30 – a good opportunity to continue discussion from the seminar. Please let Brian Harris know if you plan to attend.

Club liaison: Brian Harris: 021 256 0052

CD: Wayne Cartwright: 07 210 0298, 021 198 4840, and at wcartwright@vodafone.co.nz

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: Dale Bradley 021 274 1844

NDC Vintage Events 2011

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

NOTE:

The NDC events for 2012 will be scheduled by the month. See the "Model Flying World" September 2011 issue Page 6

Top Ten Leader Boards to 28/9/11

Further scores for the Top Ten Leader Boards have been posted. The Tuakau folk are prominent on the Leader Boards, so it behoves other groups to rise to their challenges. It is good to see Colin Rothery posting his first score.

Two scores have been posted in E Texaco, and second scores in 1/2E Texaco and E Duration.

RC Vintage Precision

1. John Butcher	Miss Fortune X: Saito 40 FS	600	FO: 194
2. John Ensoll	New Ruler: ASP 65 FS	600	FO: 190
3. Mark Venter	Comet Clipper : electric	600	FO: 182
4. John Butcher	Miss Fortune X: Saito 40	575	
5. David Gush	Miss Arpiem: OS 25 FP	571	
6. David Gush	Miss Fortune X: OS 25 FP	578	
7. Stu Grant	Simplex : ASP 52 FS	566	
8. Peter Stott	Buzzard Bombshell: OS 40 FS	516	

RC IC-Powered Vintage Duration

1. David Gush	Miss Arpiem: OS 25 FP	780	FO: 260
2. David Gush	Miss Fortune X: OS 25 FP	775	
3. John Butcher	Miss Fortune X: Saito 40 FS	770	
4. John Butcher	Miss Fortune X: Saito 40 FS	722	

RC Vintage E Duration

1. David Gush	Buzzard Bombshell: S2, C35, 1100mah	885
2. David Gush	Buzzard Bombshell: S2, C35, 1100mah	700

RC A Texaco

1. David Gush	Miss Fortune X: PAW 1.5	1860	FO: 644
2. John Butcher	Truman Texaco: OS 10FP	1860	FO: 233
3. M. Horlacher	Miss Fortune X: OS 10FP	1651	

RC ½ A Texaco

1. Neil MCDougall	Anderson Pylon	1246
2. John Butcher	Lanzo RC-1	1244
3. John Butcher	Lanzo RC-1	923

RC Vintage ½ E Texaco

1. Mark Venter	Woody's Wagon	1440	FO: 719
2. John Butcher	Miss Fortune X	1440	

RC Vintage E Texaco

1. John Butcher	Miss Fortune X	1845
2. Colin Rothery	Playboy	1800

First scores are yet to be posted for:

RC Classical E Duration**RC Classical E Texaco****RC Classical ½ E Texaco****RC Vintage R Rubber Texaco**

Keep posting your scores to my email or mail address. Please note the *change in my email address*. Remember, each flyer may record 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.

Wayne Cartwright

wcartwright@vodafone.co.nz

1 Millennium Heights, Flagstaff, Hamilton 3210

TOMBOY RALLY 2010-2011, 3rd EDITION

I will always remember the 3rd edition of Tomboy Rally mainly for two reasons. First of all, because this edition falls on the first decade since L'Aquilone SAM 2001 was founded by a dozen of skilled modelers, such as Giovanni Ridenti and David Baker, just for mentioning few of them. The second reason is, unfortunately, the loss of Vic Smeed. Sincerely, I hope that the next Tomboy Rally postal contests, will be a happy tribute to the father of Tomboy. I wish that Vic would see many of his creatures flying up in the sky, anywhere in the world.

The winner of this year is Ugo Baldari, see right, an Italian modeler from Rome. He had gained the first position with a flight of 47'02", fighting against a strong thermal during a hot day of August, in the Rome countryside. His Barbini B38 had run very well for more than one minute. Baldari's Tomboy climbed great height in the sky, poising over a naughty but generous thermal. When I gave the prize to Ugo,



a 36" Tomboy short kit of Old School Model Factory, he told me that he could have flying for much more minutes, but his neck was out of order. The second place had been won by Zdenek Slapnicka, a Czech modeler who lives near Praha, using a very light electric powered model (of just 145 gram

of weight!!). Zdenek wrote *"Its maiden flight was made in horrible weather on 2nd September 2010- very could and wet with drizzle and its first results was 20'53". Results went up and they were 22,47-27,10,-28,32 and finally, on Wednesday 12th September 2010 Tomboy reached 38'06"*. Bravo Zdenek!! so his prize is a T-shirt with his name and time he has reached. The third place had been reached by Brian Deason, a devoted friend of Tomboy Rally from Australia, who had reached a flight of 31'29" in July 2010. Brian Deason, Dete Hasse (5^o place) and Les Davis (8th place) are members of Bendigo RCAC, so they have brought prestige to their club, in 2010 edition of Tomboy Rally, too!! The prize for Brian is a T-shirt with his name and time. Another good result has been reached by Giorgio Zenere, another Italian modeler and the youngest in this edition. He has achieved the 4^o place with a time of 29'59" using a Barbini B38. Later, I met Giorgio in the 1st Decade SAM 2001 Meeting in May 2011, that took place near Perugia. There, he made some flights trying to improve the time he had previously made, however his attempts were unsuccessful. So, for him the challenge is bring forward to the next edition.

Mick Walsh, from Australia had won the prize for the best flight of 2010 edition, because he had made a special kind of flight, that I'd love making with my model; Mick wrote me about his adventure, in an e-mail: *"It was a lovely calm day, just some light breeze stirred by passing thermals. I launched the little Tomboy and the CS 0.75 motor was running very well. It climbed to great height, and I trimmed it into a smooth circle and decided to put down the transmitter and watch it fly around for a while. I noticed she was not losing any height! In fact, the little plane had found a thermal for itself*

and it happily circled upwards. Now, the interesting part is that the plane drifted in the thermal towards one end of the field. I was considering turning it back when the Tomboy started to drift across the field. This was good, not getting further away, so I left it. Next minute, the thermal (with Tomboy happily following) started moving back up the field towards me. After a while the Tomboy was back to exactly where I had "left it" when I put the transmitter down. It had been making small circles in the thermal, while the thermal had made a large circle all around the field and back again! At about that time the lift died away and the Tomboy started coming down. So I picked up the transmitter and guided her back to land at my feet".

The 7^o position is for Gianfranco Lusso, co-editor of this event, who had improved his performance from the last edition, but he has lost some positions because he ranked 4^o in 2009 and 7^o in 2010 with a time of 20'40". In every edition Gianfranco has always placed some positions prior to me. In fact, also this time he has reached the double of my time flight; Ubi major minor cessat!. Graham Main, from New Zealand with his Tomboy using a Mills, has reached a time flight of 5'27". For sure it was a good time if we consider the fact that his model weight 410 gram (like my Tomboy that is fitted with a Barbini B38). Furthermore he has made the attempts in a windy day characterized by very light thermals; thanks to his efforts for this year too.

The edition 2011-2012 has started on June 1st 2011 and ends on May 31st 2012, giving the same kind of prizes of the last edition. They are a short kit to the winner and a T-shirt for the second and third place. In this edition

Gianfranco Lusso and I want to start up a new experimental event for 48" Tomboy.

The event will be characterized by the following rules: IC engine max 2,0 c.c. and 5 cc of fuel –EE max Lipo 3C 500 mah. (I have used a repro of a MOVO 2 cc in my 48" Tomboy and... great climb!! Mick what do you think about? You have a MOVO, please send me a mail). We'd be grateful if you can write us and let us know what do

you think about that. However, if you enjoy the new event, we look forward to receiving your flight times with 36" and 48" Tomboy. Good luck and good thermals for everybody!

Curzio Santoni and Gianfranco Lusso

TOMBOY RALLY: SAM 2001 POSTAL 1st June 2011 to 31st May 2012

We wish to present this competition to all the lovers of this nice model with the only aim of having fun in a postal contest which is organized to provide some fun flying together or at the same time as are all postal contests. The Tomboy Rally wants to prove the performance of this model along with the ability of the builder and pilot, without reaching the peak agonism of usual contests and only wishing to fly the model having fun in a relaxed manner. After having carried out some tests we have decided to admit the use of i.c. engines and electric motors trying to reduce the gap between them.

Model

- The 36" wing span as per plan model is admitted;
- Model may be fitted with floats as per plan
- no minimum weight;
- reinforcement or lightening of the structure with respect of the basic outline of the original model are admitted;
- materials to be used are those found on the plan;
- plastic covering in place of tissue, silk or other is admitted.
- More than one person can use same model;
- Same model can flight in L.G. or float version;
- Lone fliers can self launch and time

Engine/motors

I.c. engines and electric motors are admitted within the following limits:

I.C. Engines:

- Any engine with 1 cc. maximum displacement;
- Fuel tank : 3 cc.
- R/C carburettor is admitted.

Electric Motors:

- Any electric motor is admitted with direct drive
- The engine cannot be stopped and started again: the motor must run continually without interruptions till the end of the battery charge or competitor's decision;
- no folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band;
- freely assembled admitted batteries:
- 350 Mah 2 cell LiPo
- 350 Mah 6 cells Nicad or NiMh;
- separated batteries pack for Rx alimentation is allowed

Flights and results

- Each competitor may fly as many flights as wished during the admitted period but only the best flight will be considered for the final result.
- Hand launches are admitted.
- The flight time start when the model is released or takes off. The flight time ends when the model lands or hits a fixed obstacle. In case the model flies out of sight the timekeeper will time for 10 seconds after losing sight of the model. Timing will continue if model is seen again or stopped after 10" deducting this time from the total time of the flight.

Awards :

A diploma for all competitors and prizes for the first three.

Special prize for best flight in float version

Results

Results, address, photos and technical specification about model must be forwarded to the Organization within the 15th June 2012 to Curzio Santoni (cusanton@tin.it) or to Gianfranco Lusso (gfl@orange.fr). Many pleasant flights and happy landings to ALL



AVANZ Plans.

The new plans library <http://www.co-op-plans.com/> is up and running and new plans are being added daily as they are scanned and digitally restored back to "as new" condition. This is a long term project and the (currently around 10,000) plans we have listed all take a bit of time to be processed and descriptions and where available, photo's added as well. Currently we are over the 400 mark on the website and counting.

When you visit, there are a number of tabs along the top with information on the website, how it is run, how to order plans and how to join (membership is free)

The system is non profit and run and maintained by a number of dedicated folks around the world and charges for any plans are purely for website maintenance & running costs. Since AVANZ is a co-op member, all the AVANZ plans are (or in the process of being) listed and as such, AVANZ members have the option of ordering plans directly off the website or via myself with the normal requirements that only requests that include your phone number and NZMAA membership number will be processed.

Plan charges when ordering via myself are up to three plans for every \$5 of which half will go to AVANZ and the other half back to the co-op for running costs.

You can send cash, cheque (made out to AVANZ) or I can provide with a bank account number for direct transfer when you send in your request.

Now, how can you help?

1] We need descriptions or photo's to go with the plans. If you have any, you can send them to me to post up. Same if you have built or flown any of the models listed, we would love to have some comments on ease/complexity, results, advice on building/trimming etc.

2] If you have any old plans sitting around or on their way to the dump (sacrilege!) you can send them to me to work through. Many of our plans are in a poor state and either not suitable for restoring or would involve way too many man hours so we are always on the lookout for better plans.

3] You will get "credited" for any plans you supply that we use and you can use these "credits" in turn for downloading plans off the website.

4] Do you have time & patience (and a fast PC) to assist with digital restoration of scanned plans? If you are interested to assist then I would like to hear from you.

5] Where are all the NZ designs ??? If you have any NZ designs then please contact me as I am keen to create a separate "New Zealand Designs" plans list. I fear that many of our designs have or will be lost for ever if we do not preserve them now.

Mark Venter

AVANZ Plans Co-coordinator

avanz.plans@xtra.co.nz

VINTAGE SIG Report

Annual General Meeting

Notice is hereby given that the ANNUAL GENERAL MEETING of the VINTAGE SPECIAL INTEREST GROUP will be held on Tuesday 3rd January 2012 at 3.00 pm at the Nationals Headquarters, Carterton Showground.

Agenda

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

Notices of Motion/Remits

Two Remits have been received

Remit 1: Is to have Radio DT allowed in Vintage FF events

It is proposed that:

A) That reference to RDT use be added to Vintage Rule Section 4a as an addition to rule 4.1.2.

So that the rule will read

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

Radio d/t will be allowed in all NZ vintage classes of free flight

a) All RDT units shall be commercially available.

b) Frequencies shall be used that pose no interference possibilities with current R/C model operations and each unit shall be capable of being uniquely digitally coded to ensure no interference with other free flight models.

c) The RDT transmitter must be turned off unless operating the DT.

d) During contests and fly-offs operation of the RDT unit will result in that that flight being an official flight regardless of the flight time.

e) For events with other conditions determining the official/unofficial status of the flight, such as engine run and in-flight collision, these conditions shall take precedence over the RDT official flight requirements.

B) That Vintage Section 4 b Nostalgia rule 7.1. item 4 be referenced to the above rule to read

7.1 4) provision of a Dethermaliser including RDT to Vintage Section 4a 4.1.2

C) That Vintage Section 4 c Classic rule 7.1 item 4 be referenced to the above rule to read

7.1.4) provision of a Dethermaliser including RDT to Vintage Section 4a 4.1.2

Proposed by Neil McDougall Seconded by Graham Main

Remit 2: Is to allow Electronic ignition to be used similar to US SAM rules

Under Section 4.4 of the Vintage rules in Rule 4.4.1 Ignition motors that the sentence "Electronic ignition units in concert with breaker points are permitted" to be added after the existing first sentence and before the last sentence. So that the rule will read

4.4.1 Ignition Motors. Spark Ignition motors are defined as those using cam operating points, spark plugs, batteries, a coil and condenser (or magneto) to ignite the fuel mixture. *Electronic ignition units in concert with breaker points are permitted.* Fuel mixtures may be petrol or alcohol based but must not contain nitromethane or other performance enhancing components.

Proposed by Ian Munro Seconded by Graham Main

The 63rd Nationals at Carterton

We trust all Vintage flyers are gearing up to get to these Nationals at Carterton in January 2012. A Nationals Programme has been prepared and will be in the September issue of the MFW. We still require Nationals Event Coordinator and volunteers to be Vintage CD's for each event day, especially the 3rd and 4th days where we have morning FF and all day RC events.

The event schedule is the same as the last Nats with the addition of RC Electric Duration, E Texaco and 1/2E Texaco. FF Nostalgia 1/2A/Min Replica will also be flown

NDC Programme for 2012

The 2012 NDC programme will include the new classes as well as some proposed Classical Classes so there will be a full calendar of vintage events all year. Note that the NDC format is being changed in the 2012 year to events being able to be flown any weekend in the calendar month they are scheduled. See the September 2011 issue of Model Flying World page 6 for full details

Notification of Polling Results Proposed Rule changes. (Section 6 and 7)

Remit 1 Revise Section 6 to Cover IC Vintage classes only and add a new Classical Class set of rules

Voting result:

Adopt 15 Reject 1

Remit 2 Add a new Section 7 to Cover Electric Vintage classes only and add a new Classical Class set of rules

Voting result

Adopt 15 Reject 1

Invalid 1 late vote.

The Rule change proposals are therefore passed having been passed by the majority being greater than 75% of the votes cast per SIG Alteration to Competition Rules Para: 14c. The revised rules are being processed and will appear on the MFNZ website when the formalities have been completed.

Texaco Rules Proposals and Remits

The last issue of MFW announced the SIG Committee's proposals for developments in the RC IC-Powered Texaco rules, and the full proposals were posted on the MFNZ website and voting was opened. As many of you reading this will have seen, the proposals generated a vigorous email exchange. This included a widely-supported view strong comments that each remit covered too many issues by a single vote.

The Committee has accepted this view and has consequently withdrawn the remits and cancelled the current voting process. The Committee will now revise the presentation of the proposals and remits, so that each proposal may be voted upon separately. They will be announced in the February issue of MFW, and full proposals and the voting form will be published in AVANZ News and posted on the MFNZ website at the same time. Voting will then take place in the March/April period.

The Committee regrets any confusion that this change may have caused, but is also greatly heartened by the level of interest shown by members.

Wayne Cartwright: Chairman Vintage SIG