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This issue is full of results from the recent Vintage events flown in the Northern Area as well as an update on the Leader Board. These have been provided by SIG Chairman Wayne who has been really instrumental in putting some life into our Vintage scene. At the Ngtea meetings we had a few visitors who commented on the relaxed flying style of our competitions and are planning to join in. All to the good.

The Classical period is one most of us near or past the age of 70 can relate to as, I for one was a wide eyed school boy then, and the feats of those modellers shown in magazines like Aeromodeller, Model Airplane News and Flying Models made them heroes of the hobby to us. Wayne, yes that man again shows how he resurrected a FF duration model of the day for use as a Classical RC Electric Duration competitor. The purists may blanch at the idea but the old model is now flying again and doing fine. If it could converse I venture to say it is pleased to be off the dusty shelf and doing it's stuff again in the element it was designed for!

So if you have one of these why no give it a try. I do have to say that I have had a great deal of enjoyment from my electric RC conversion of the KK Gypsy it is a very relaxing flyer in reasonable conditions.

The SIG has been considering the motor run rules for RC IC Duration and there is a Remit being put forward for the AGM at the next Nationals in Carterton.

Regarding the Nationals we have published the proposed event schedule so you can see what events you can fit in to your schedule. You are going to the Nats of course, it promises to be a "New Look" affair.

There has been a proliferation of Vic Smeed Tomboys with 7 being counted at the last Ngatea meet. Word has it that a Tomboy meet series is being looked into in the south Auckland area so watch this space. Simple rules are proposed so all "Tomboyists" can join in.

As Editor I would like to hear from you the reader as what you have been flying building or any tips you can pass on. It makes for a better magazine with a wider input and of course makes my job that much easier.

My apologies for being late with this issue, it seems to take more time the older I get!!!

All the best of flying in the next period

Graham Main

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Treasurer: Rex Bain. Committee: Allan Knox, Gary Burrows and Bernard Scott

Thames Blackfeet Ngatea RC Vintage and Classical Contest and Rally 27-28 April 2013

CD's Report

Flying on the Saturday was cancelled in advance due to forecasted strong winds and rain. This was a sound call. Hence, the contest was flown on just one day, which made for some concentrated flying – 110 flights were recorded. Given the limited time, several contestants opted to not fly all rounds but to participate in more classes. Two regulars were missing due to conflict with another event (Pylon Racing!!!) on the Sunday. Conditions were generally good, although blustery in the middle of the day. Lift was rare and weak. Nevertheless, this was another very enjoyable day of vintage and classical flying.

Some of the highlights:

- Vintage Precision was strongly contested between Rex Anderson and Don Mossop
- Rex also topped Vintage IC Duration – very good flying
- John Butcher's energy was again rewarded, with four wins this time
- 1/2E Texaco had good entries, with three people maxing
- The E Rubber Texaco models look superb in the air – it will be good to see more of them soon
- IC Tomboy saw three flights over 7 minutes.

The use of the Thames Blackfeet site is again gratefully acknowledged – and special thanks to the Martin and Paul Evans for their hospitality.

It is hoped that flying conditions will be better for 25-26 May.

Wayne Cartwright

Results

		R1	R2	R3	Total	FO
Vintage Precision						
Rex Anderson	Trenton Terror	200	200	200	600	195
Don Mossop	Lanzo Bomber	200	200	200	600	191
Angus Macdonald	Buzzard Bombshell	200	200	200	600	
Graeme Bradley	Miss Philly IV	200	200	189	589	
John Butcher	Miss Fortune X	186	193	200	579	
David Gush	Miss Fortune X	192	193	189	574	
Graham Main	Miss Trenton III	200	188	186	574	
Vintage IC Duration						
Rex Anderson	Playboy, OS 62FS	260	260	260	780	181
David Gush	Miss Fortune X, ?	260	260	260	780	
Charles Warren	Scram, TT 54FS	226	211	225	662	
Angus Macdonald	Buzzard Bombshell, OS 52FS	196	260	205	661	
Graham Bradley	Miss Philly IV, Saito FS40	204	0	150	354	
Wayne Cartwright	Bomber, OS 56FS	234	0	0	234	

	R1	R2	R3	Total	FO
Vintage A Texaco					
John Butcher Lanzo RC1, PAW 19	620	449	620	1689	
Charles Warren So Long, PAW .09	609	609	223	1441	
Graham Main Simplex, OS20FS	274	463	340	1077	
Martin Evans Coronet, ?	385	371	0	756	
Vintage 1/2A Texaco					
Charles Warren Lanzo Bomber	179	215	500	894	
John Butcher Miss Fortune X	500	0	0	500	
David Gush Top Hat	335	0	0	335	
Open Texaco					
John Butcher RC1, PAW 19	920	0	0	920	
Vintage E Duration					
John Butcher Miss Fortune X, 600 sqin,2200,3S,20C	320	269	216	805	
David Gush Buzzard Bombshell, 383sqin,1100,3S,25C	199	243	320	762	
Don Mossop Lanzo Bomber, 444 sqin,1300,3S,25C	247	181	243	671	
Wayne Cartwright Banshee, 366 sqin 850, 3S, 25C	144	264	248	656	
Vintage E Texaco					
Wayne Cartwright Cruiser, 643 sqin, 550, 2S, 25C	620	620	608	1848	
Vintage 1/2E Texaco					
Wayne Cartwright Strato Streak, 322 sqin, 360, 2S	500	500	500	500	814
Colin Rothery Westerner, 381 sqin 360, 2S	500	500	500	1500	766
Martin Evans Brigadier, ?,360, 2S	500	500	500	1500	682
Rex Anderson Kerswap, 398 sqin, 360, 2S	491	500	489	1480	
Graham Main Tomboy, 216 sqin, 360, 2S	500	480	500	1480	
Vintage E Rubber Texaco					
John Butcher Gollywock, ?sqin 240, 2S, 25C	620	620	620	1860	
Graham Main KK Gypsy, 200 sqin 180, 2S, 25C	390	508	535	1433	
Classical IC Duration					
Evan Pimm Satellite	300	300	0	600	
Classical E Duration					
Wayne Cartwright Nig Nog, 618 sqin, 618 sqin, 1100, 3S, 35C	213	300	0	513	
Tomboy IC					
Angus Macdonald Mills .75	445				
Rex Bain Mills .75	443				
Keith Trillo Mills .75	440				
Charles Warren Mills .75	408				

Thames Blackfeet Meet Ngatea April 28th 2013



Top Row: Left: Hibiscus Coast members in relaxed mode with Ross McDonnell working on his Veron Deacon . Right: Angus McDonald and Keith Trillo ,right, ready the Buzzard Bombshell. Middle Row: Left: Pits view with Graeme Bradley's Miss Philly in foreground. Right: the Tuakau team ready a Miss Fortune for a flight David Gush with the radio. Bottom row: Left: A general view of the pits, and Right: Don Mossop with Lanzo Bomber and Pat Munro (l) from the Bay of Plenty area

Thames Blackfeet Ngatea RC Vintage and Classical Contest and Rally 25-26 May 2013

CD's Report

Given the poor weather forecast for the weekend, it was excellent that 13 flyers registered. All flying took place on Saturday between 9.30 and 3.00, when the predicted rain arrived. Flying on Sunday was cancelled in advance due to forecasted strong winds and rain. The limited time made for some concentrated flying – 89 flights were recorded. Everyone got stuck in and had a good time. Conditions were high overcast, cool, and variable light winds. The air was surprisingly buoyant most of the time.

Some of the highlights:

- Vintage Precision was strongly contested with Phil Hall achieving a perfect score and Rex Anderson only two points behind in the flyoff. John Ryan also maxed his rounds.
- Gordon Meads maxed in Vintage IC Duration
- John Butcher flew well in the demanding 1/2A Texaco class but three maxes still eluded him
- 1/2E Texaco had good entries, with four people maxing and the writer topping the flyoff
- Brian Harris achieved an excellent score in Vintage E Duration with his trusted New Ruler and also tested a new Playboy that seems to have even better potential
- Colin Rothery and the writer both maxed in E Texaco, with Colin attaining a good flyoff score
- IC Tomboy was again popular, with six entries, topped by Rex Bain. Keith Trillo had a fly-away but fortunately retrieved his model.

The use of the Thames Blackfeet site is again gratefully acknowledged.

Wayne Cartwright

Results

	R1	R2	R3	Total	FO
Vintage Precision					
Phil Hall Buzzard Bombshell	200	200	200	600	200
Rex Anderson Trenton Terror	200	200	200	600	198
John Ryan Simplex	200	200	200	600	
Gordon Meads Lanzo RC1	200	200	192	592	
David Thornley Lanzo Bomber	191	200	200	592	
Brian Harris New Ruler	200	200	184	584	
Graham Main Miss Trenton III	200	200	174	574	
Vintage IC Duration					
Gordon Meads Lanzo RC1	260	260	260	780	252
David Thornley Lanzo Bomber	248	252	260	760	
Phil Hall Buzzard Bombshell	223	219	0	442	
Vintage A Texaco					
Charles Warren So Long, PAW .09	609	564	620	1793	

	R1	R2	R3	Total	FO
Vintage 1/2A Texaco					
John Butcher Miss Fortune X	500	500	495	1495	
Charles Warren Lanzo Bomber	360	456	500	1316	
John Ryan Simplex	373	371	405	1149	
Open Texaco					
Vintage E Duration					
Brian Harris New Ruler, 577 sqin 1350,3S,30C	320	320	320	960	438
John Butcher Miss Fortune X, 600 sqin,2200,3S,20C	315	320	320	955	
Vintage E Texaco					
Colin Rothery Playboy,840 sqin 750, 2S, 20C	620	620	620	1860	700
Wayne Cartwright Cruiser, 643 sqin, 550, 2S, 25C	620	620	620	1860	
Vintage 1/2E Texaco					
Wayne Cartwright Strato Streak, 322 sqin, 360, 2S	500	500	500	1500	908
John Butcher Miss Fortune X 216 sqin, 360, 2S	500	500	500	1500	656
Rex Anderson Kerswap, 398 sqin, 360, 2S	500	500	500	1500	644
Graham Main Tomboy, 216 sqin, 360, 2S	500	500	500	1500	
Vintage E Rubber Texaco					
Graham Main KK Gypsy, 200 sqin 180, 2S, 25C	575	0	0	575	
Classical IC Duration					
Classical E Duration					
Wayne Cartwright Nig Nog, 618 sqin, 618 sqin, 1100, 3S, 35C	191	0	0	191	
Tomboy IC					
Rex Bain Mills .75	392				
Charles Warren Mills .75	362				
Graham Main Mills .75	312				
Rex Anderson Doonside Mills .75	306				
Keith Trillo Mills .75	302				
John Ryan Mills .75	206				

Thames Blackfeet Meet Ngatea May 25th 2013



Top left: Pits lineup with Dave Thornley's Lanzo Bomber in the foreground. Top Below: Charles Warren swings the PAW on his A Texaco So Long



DEISEL TOMBOY LINE UP:

Left: John Ryan from Rotorua , Centre: Keith Trillo, Auckland and Right: Rex Anderson , Hamilton

CPMAA BOB BURLING MEMORIAL VINTAGE EVENT

Held Sunday 5th May the Bob Burling Event was washed out but 2 flew as, while it poured down elsewhere the weather was flyable in Levin.

The two stalwarts were the organiser John Selby up from Wellington and Bryan Treloar down from Ashhurst. They only put in a total of 9 flights for two events that resulted as follows.

Vintage RC Precision

Bryan Treloar	Scram Spark Ignition	200	189	190	579
John Selby	Vespa	147	200	150	497

Vintage Duration

John Selby	Brooklyn Dodger	128	85	0	213
Bryan Treloar	Scram	146	0	0	146

Lets hope the CPMAA guys have better weather for the CPMAA Vintage Champs in September

WAIKATO VINTAGE/NOSTALGIA FF MEET

This event was held at a new site , Buckley's Farm on Piako Road.

The event was postponed to a week after the scheduled date of May 5th and the entry was a little down on entries. The Combined Duration event (Power, Rubber or Glider from the Vintage, Nostalgia or Classic era was won by Rex Anderson with a Stratostreak, Linc Vincent in second place with his Gollywock Rubber and Rex Bain with an Eliminator third.

Combined Vintage Sport Precision was won by Bernard Scott with his Shadow, second place taken by Rex Anderson with his Archangel Glider

Vintage catapult was won by David Gush followed closely by Terry Tank with John Butcher third

Reports in the FFONZ News indicate that this field is better than Stobies.

Vintage meet comments from *John Butcher*

The **April 27/28th** Vintage meet held at the Blackfeet site on Torehape Rd. courtesy of Thames Blackfeet Club was unfortunately confined to one day only due to poor weather on Saturday. This was well attended although a couple of stalwarts were buzzing around pylons a few kilometres away on the other side of the swamp. Graham Main came down from Whangarei on Saturday afternoon and stayed the night with us. David and I loaded our car early Sunday with plenty of ammunition for an early start and Janice travelled down with Graham and timed for him enabling him to finish flying early giving him a flying start to battle the holiday traffic on what could be a harrowing trip home.

About 17+ flyers took to the air with 14 competing and unfortunately with 10 events to fly some of them suffered a shortage of entrants of course. The popular and long standing events were well patronised with some very good results for some. Rex Anderson maxed out in precision taking it out by 3 or 4 points from Don Mossop. Rex also achieved the same result in Duration. Great flying Rex. Tomboys were once again well in attendance with some good times being recorded. Evan Pimm's "Satellite" as always was very impressive. If you have enough Vintage models then Nostalgia may fit the bill. Out of a quite large number of models flown its interesting to note that there is no predominance of any one design -Tomboys excepted. Very different to the American comps where certain events are overrun by one or two designs. All in all an excellent event with fair weather and good company. Thanks must go to Martin and Paul Evans, the Blackfeet Club and all who helped put it together and of course all those competitors

Sunday May 12th saw David, Ron (Magill) and I off to a new free flight site at Piako Rd, Gordonton. A beautiful day, a gentle breeze, good sized paddocks but still double electric fences with good sized drains which someone of the above, who should know better managed to do it twice, so showing that practice helps. Probably about 10 competitors with David Gush winning the vintage catapult glider, Bernard Scott won the precision and I think Rex Anderson won the power event.

Another excellent day flying Vintage at the Blackfeet field on **25th May** was enjoyed by 13-14 competitors. Tomboys outnumbered Miss Fortune Xs 7 - 4 with Miss Trenton 111, with 2 models. Around 25 - 30 models were on parade. Most were flying at least once. The Hamilton club fielded a very strong team putting in a lot of good times. Rex Anderson had a very nice Kerswap, electric powered model and Brian Harris tested his new Playboy, a very nice model which I think will be hard to head off in E Duration.

Continued on page 9

From Page 8

With the growing popularity of relaxed vintage competition flying in our area the idea of running 5 -6 events a year is I feel very reasonable combined with NDC and Top Ten it makes building a model for whichever competitions you prepare well worthwhile. Now is the time to get cracking on a ½ A Texaco model. I'm just finishing a 36" span model for ½ E and ½ A Texaco which can be converted in a few minutes. I do like the idea of combined purpose models. A few people have been using the same model for IC or E Duration as well as for precision for some time now. An A Texaco model can be used for open Texaco as well using a model with a 700 sq inch wing area and a 14 cc Humbrol tank.

Cheers from Tuakau *John B*



*Above Left: John Danks proprietor of JR Airsail readies his Diesel Tomboy with the Mills 0.75 up front
Above Right: the Editor releases John Butcher's Miss Fortune X for another round at the JR meet at Pukekawa in March. New events at this venue are scheduled see page 11 for details. Us vintagents are looking to keep busy in the Spring!*



The Scram is becoming a popular design in the Vintage field with Allan Knox and Bryan Treloar having success with the design. Here is Charles Warren's version which also shows potential doing well at the March JR Airsail meet in IC Duration. Allan Knox's electric version is up the list in the Leader board results and Bryan Treloar has his going well now the Spark ignition engine is going well.
Maybe there is a Scram in your future.

EVENTS calendar

CPMAA Vintage RC Champs

Date: Sunday 15th September, 2013

Venue: Levin MAC Flying site Tararua Rd, Levin

Times: 9 am -3 pm.

Events:

RC Vintage Duration (IC and E) Vintage RC Precision (IC and E)

RC A Texaco (IC and E) RC 1/2A Texaco and 1/2E Texaco

Contact: CD: John Selby (04)5637739 or (027)6008497

The John Ingram-Seal Vic Smeed Day

In association with Hamilton MAC (inc) and Tauranga M A C (Inc)

Date: Sunday 8th September 2013 at 9 am

Venue: Stobies Farm Waikato or alternate venue in area.

Events: **Vic Smeed FF Precision** (for any Vic Smeed FF design)

Open Catapult Glider

Pre 1970 FF Duration

Tomboy RC

Contact: Bryan Leeves Hibiscus Coast Radio Fliers Ph. (09) 426 5470
or bryan_leeves@xtra.co.nz

NDC Vintage EVENTS FOR June July and August 2013

Month	Event Number	Event description
June 2013	118	Vintage FF Catapult Glider
June 2013	119	Nostalgia FF Glider Duration
June 2013	120	Vintage RC Precision
July 2013	130	Vintage FF Precision
July 2013	131	Vintage FF Miniature Replica
July 2013	132	Vintage R C 1/2A Texaco Scale
July 2013	133	Classical RC Precision
August 2013	142	Nostalgia FF Power Duration
August 2013	143	Classic FF Rubber Duration
August 2013	144	Vintage RC IC Duration
August 2013	145	Vintage RC E Duration

Note: Use the updated rules dated January 2013. Available on the MFNZ website. Go to the Vintage page or Competition rules for these

Flights are only to be made at the weekends by MFNZ affiliated members to be valid Results go to the MFNZ Recording Officer via your Club Recording officer.

NNI RC Vintage and Classical Contests/Rallies in 2013-2014

The strong level of interest and entries in 2012/2013 has encouraged the SIG Committee to schedule an event in the 2013/2014 season each month from October through to May (except December, which is covered by the Nationals). There will be seven events. This will enable people to get in plenty of flying even allowing for some poor weather, and it will also allow more choice of which events to attend.

The prospect of this much flying provides a strong reason to build and prepare models for next season. The preliminary schedule – subject to confirmation and possible change – is:

October 19-20	JR Airsail, Pukekawa
November 9-10	Thames Blackfeet, Ngatea
January 18-19	JR Airsail, Pukekawa
February 22-23	JR Airsail, Pukekawa
March 22-23	Tuakau
April 19-20	Thames Blackfeet, Ngatea
May 10-11	JR Airsail, Pukekawa

A Few Comments on E Duration

After reading Steve Warner's viewpoint on E duration in his article in the Feb-Mar AVANZ I have taken a closer look at the Electric Duration competition which I think he is referring to as a rocket like competition.

The current rules give a very similar result to the IC ones with a very similar height being reached. Perhaps the most streamlined vintage model with everything at max may get a bit hard to see if a small version is used.

My own experience is with 60" span models of 600 sq.inch wing area and powered by a Saito 40FS the other a Redback Racing motor 25 size with max battery size allowed. The electric model gives a slightly faster climb rate than the Saito powered model but the extra 5 sec motor run for the Saito seems to end at about the same altitude as 20 sec electric and both are quite visible at their maximum altitude.

A 48" span model may be well be a different story. Further advances in both battery technology won't make much difference as the rules adequately cover this small gain may be made with improved motor efficiency but this is not likely to be more than a few percent.

The answer for failing eyesight is to employ a young dedicated timer with 20-20 vision thus eliminating expensive trips to the optometrists. With regard to the cost the electric model power plant cost around \$150 motor and ESC about \$60 for the largest legal battery under \$250 all up. The IC version cost around \$350 for a good motor plus tank servo and receiver battery so \$400 plus not to mention starting gear plus fuel. This may balance out the cost of replacing battery.

Another point for electric, even for a dedicated IC person, is the ability to go out connect the battery do the usual checks and open the throttle and go and one battery will do 4 flights without charging fast and easy on the old knees.

John Butcher

Converting a FF Nig Nog to RC Electric Classical Duration

Wayne Cartwright

The purpose of this article is to show how simple it can be to convert an old FF model to electric (or IC-power) for our new Classical Duration classes. There must be many such models lurking on shelves and in attics, so I hope that this will result in some of them being revitalized.

The Nog Nog is a 1961 FF design by noted UK aerospace engineer Tom Smith. It was the top Open FF model of its time. The plan page shown from *Aeromodeller* shows the attractive layout. Span is 63 inches and wing area 617 sqin (according to the simple area calculation method in our Vintage Rules). Construction is lightweight but very strong, especially the thin-section 'Union Jack' geodetic wing.

The model that I acquired had been stored for years. Original power was an Eta 29 glow. The conversion took surprisingly little time. First, all covering (Modelspan) was stripped from the wing and tailplane.

The wing required replacement of several ribs and a section of TE, plus cosmetic fixes of gaps and dings. Some old FF designs will probably require strengthened dihedral joints, but the Nig Nog did not need this. I then covered it with SIG Koverall. This woven polyester heat-shrink is widely thought to be too heavy for Vintage/Classical models. This is most definitely not so. It weighs only 45 grams/sqm

and even with four coats of dope – which it needs – it still comes out about the same weight as a film covering and is much stronger. On this model, Koverall added only 55 grams (about 2 oz) to the wing weight.



Building **the elevators** took most time. I let-in two 1/16 square spars top and bottom to hold the ribs in place, leaving spaces for the 1/8 sheet hinge-line facings to be fitted later, before cutting the elevators free. The elevators are linked by dowel and wire pins. In view of the long tail moment I used lighter covering for the tailplane and elevators. This is heat-shrink polyester tissue, obtained from Freeflight Supplies (Mike Woodhouse) in the UK. It is similar to Polyspan sold in USA, weighs 25 grams/sqm, and has three coats of dope. It is strong and does not slacken in the sun or over time.

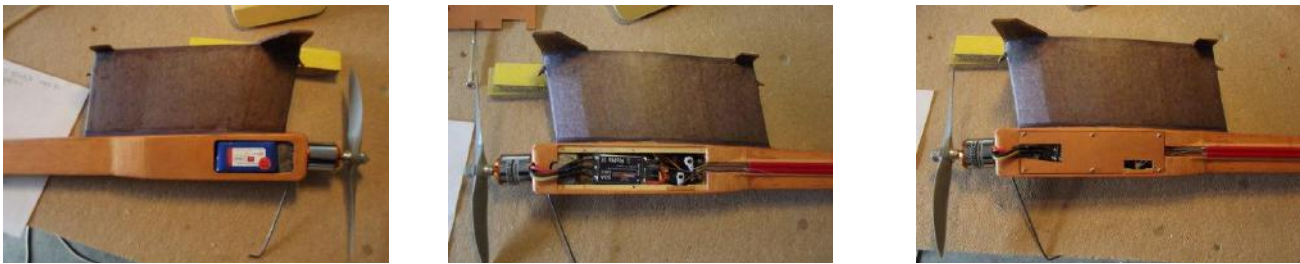


The rudder conversion was a simple job of cutting out and facing. I opted for a quite large moving surface with modest movement – as with the elevators.



The nose was a full re-build. I kept to the original dimensions and the prop is mounted in the position shown on the plans. (Nose length extensions are not allowed by our rules.) Finding space for everything in the slim fuselage was a challenge. As the photos show, the battery mounts in a pocket on one side with one surface exposed, and as far forward as possible. The ESC is on the other side and the receiver is located in the pylon. The two servos are mounted under the same hatch as the ESC.

I fitted the control nyrods externally because I did not want to cut into the lightweight fuselage structure.

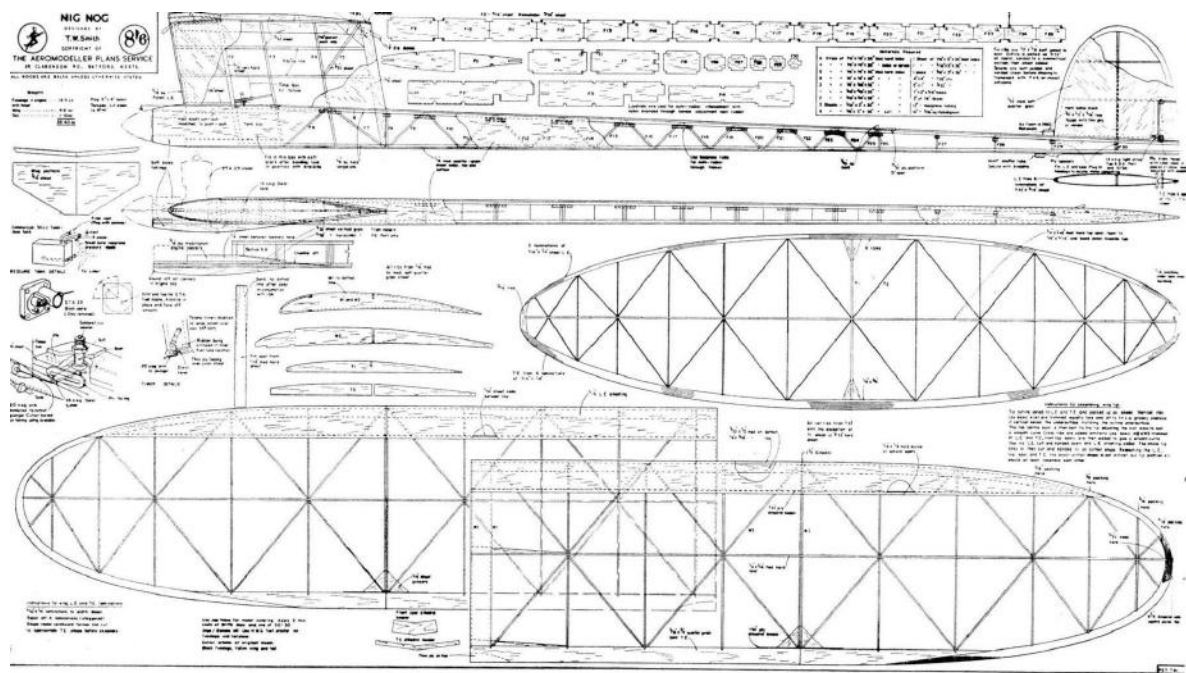


The model required 9 oz of nose weight to bring the CG to 65%. The ballast – small lead sinkers hammered to shape – can be seen in the photos, right behind the firewall. Most of this weight was required anyway to meet the 8 oz/sqft rule – the model is actually 40 oz and just over 9 oz/sqft. I fitted a Turnigy D3548/4 with 50A ESC, a 1100mah/3 cell/35C Hyperion battery, and a 9X7 APC Sport prop (not an E prop). The set-up draws 39 amps on the ground, which gives 433 watts input, and so around 11 watts/oz.

The model performs well – it achieved four flights in a row over 5 minutes at the Pukekawa contest recently. The glide is excellent – Smith’s thin undercambered wing section seems to be very good. However, I am still trimming the climb, which is sometimes erratic. I am using down trim mixed to throttle, and it is a question of getting that right.....!

I hope that this article will encourage some readers to think seriously about digging out an old Classical FF model – or finding one built by someone else, as I did - and converting it to RC Electric Classical Duration. We need more entries in the new class!

Of course, the conversion could just as well be to RC IC-Powered Classical Duration. This might be even easier because it could use the existing motor mount and nose structure.



Proposed Changes in Vintage RC IC-Powered Duration Motor Rules

The Committee had hoped that our rules could be unchanged for a while, yet it has been commonly recognised that the current rules for RC IC Vintage Duration unduly favour four-stroke motors and therefore 'should be looked at one day'. After prompting from a member, the Committee decided to get on with it.

Therefore, the Committee proposes the following two Remits that will be voted on at the next AGM, during the Nationals in January 2014. Each Remit can be introduced without the other, but the Committee recommends acceptance of both.

Remit 1: That in the rules for Vintage RC IC-Powered Duration, the motor run for four-stroke motors manufactured after 1986 be reduced from 25 seconds to 20 seconds, leaving the motor runs for all other allowed motor types unchanged.

This remit corrects the bias that has arisen because the original 60% rating used for calculating four-stroke displacement was valid for old open-rocker types but is too lenient for modern four-stroke motors. This has made modern four-stroke motors pretty much an automatic choice because the other motor types allowed by the rules are so disadvantaged.

An increase in the rating to 80% would fix the problem but it would also instantly place existing airframe/motor combinations outside the rules, so is not sensible. By changing motor run time rather than motor capacity, the Remit has a similar effect in achieving similar levels of flight time performance from the various motor types, without disrupting current of model/motor set-ups.

The end-1986 cut-off date follows SAM US practice. It captures in pre-1987 period the old style open-rocker types and early low-power enclosed-rocker motors.

Remit 2: That the rules for Vintage RC IC-Powered Duration be amended to allow ball-bearing two-stroke Schneurle-ported sport motors (front rotor and side exhaust with sport muffler) with motor run time 20 seconds.

The logic of this Remit is that ball bearing sport two-stroke motors have similar power to modern four-strokes with 60% rating, which are already allowed. Calculated from manufacturer's data, both motor types deliver around 0.12 BHP per 100 sqin wing area. Thus, the Remit allows a wider choice of motor types and options that have lower cost, without changing the available power.

If Remit 1 and Remit 2 are both approved, Rules 6.4.4 and 6.4.5 would be amended to read as follows:

- 6.4.4 The motor types permitted are vintage ignition, vintage glow/diesel, non-vintage ignition, two-stroke cross flow, two-stroke Schneurle-ported plain-bearing, two-stroke Schneurle-ported ball bearing sport motors (front intakes and side exhausts with standard mufflers), and four stroke.
- 6.4.5 Maximum motor runs are:
- | | |
|--|------------|
| Vintage ignition | 40 seconds |
| Vintage glow/diesel | 30 seconds |
| Two-stroke cross-flow, two-stroke Schneurle-ported plain-bearing, non-vintage ignition, and pre-1987 four-stroke | 25 seconds |
| Post-1986 four-stroke, and two-stroke Schneurle-ported ball bearing sport (front intakes and side exhausts with standard mufflers) | 20 seconds |

RULE REWRITE

Due to a misunderstanding in the interpretation of a rules resolution passed at the 2009 and Vintage SIG AGM and confirmed at the 2010 AGM, the modified Rule 21.0 as drafted was unclear. Rule 21.0 has been redrafted and is now as follows. The intent of the AGM resolution is unchanged.

21.0 SMALL NOSTALGIA/VINTAGE POWER DURATION

Purpose: To enjoy small nostalgia and vintage competition flying in a class that includes designs from both Vintage and Nostalgia periods, where sufficient equality is attained through specified model sizes, motor capacities, and motor runs.

21.1 All Nostalgia Rules 1.0 – 3.0 and 5.0 – 16.0 apply.

21.2 Models are *either*

(a) Scaled Vintage designs (from the period to 31/12/50) with maximum motor capacity of 0.034cu in (0.55cc) and maximum wingspan 36 inches (920 mm)

or

(b) Scaled Nostalgia designs (from the period 1/1/51 – 31/12/60) with maximum motor capacity of 0.034cu in (0.55cc) and maximum wingspan 36 inches (920 mm)

Or

(c) 1/2A designs or any other scaled Nostalgia design (from the period 1/1/51 – 31/12/60) with maximum motor capacity 0.051cu in.

21.3 Maximum motor runs are:

For models (a) and (b)	- Glow	12 seconds
	- Diesel	15 seconds
For models (c)	- Glow	7 seconds
	- Diesel	9 seconds

21.4 Age bonus does not apply.

21.5 Models are hand-launched.

21.6 Score is aggregate of 3 flights, each scored at one point per second up to 120 seconds.

Vintage Champion to be awarded at the next Nationals

Unlike most of the other SIGs, Vintage has not previously declared a Vintage Champion at the Nationals. The Committee decided that now is the right time to rectify this. MFNZ has agreed to National Vintage Champion being awarded .

At the next Nationals, the best overall performance will be calculated by a points system that will score placings in all Vintage, Nostalgia, Classic, and Classical events that have three or more entries – FF and RC. Each first place will score 5 points, second place 4 points, and so on to fifth place 1 point.

The Committee is delighted that we will recognize our top performer at each Nationals. Design and construction of an appropriate perpetual trophy has been commissioned.

This development will help to lift the profile of Vintage flying and encourage further interest in it.

66th Nationals Vintage schedule (Proposed as at 7th June 2013)

	Day 1	Day 2	Day 3	Day 4	Day 5
Nos Rubber Duration	X				
Vintage FF Power	X				
Vintage RC Precision	X				
Vintage RC IC Duration	X				
Classical RC IC Duration	X				
Vintage FF Rubber Duration		X			
Nos FF Power Duration		X			
Vintage RC E Duration		X			
Vintage RC 1/2A Texaco		X			
Vintage RC 1/2E Texaco		X			
Vintage FF Glider Duration			X		
Nos FF1/2A Min Replica Pwr Dur'n			X		
Vintage RC A Texaco			X		
Vintage RC E Texaco			X		
Vintage FF Catapult Glider				X	
Nos FF Glider Duration				X	
Vintage RC Open Texaco				X	
Vintage RC E Rubber Texaco				X	
Classical RC E Duration				X	
Vintage FF Precision					X
Classic FF Duration Combined					X

The Proposed schedule is basically the same as for the last Carterton Nationals with the addition of Classical RC IC Duration and Classical E Duration.

The 1/2A/Min Replica event is combined to Rule 21.0 of the Nostalgia FF rules (see clarification on page 15 of this News).

The Vintage FF events will run from 7 am to 12 noon at the FF field (Raynor's Farm)

The Vintage RC events will run from 9 am to 5 pm at the RC3 field Gladstone area.

Day 1 is Tuesday 31st December 2013 and day 5 is Saturday 4th January 2014

We plan to have CD's for FF and RC.

Leader Boards 2013 – to end May

These Leader Boards include the top ten scores in each class. There have been no changes in the FF Leader Boards since the end of March, so readers are referred back to that report for them.

Many new scores have been added to the RC Leader Boards, mainly through the April and May Black-foot contests. Briefly:

- Phil Hall now has a perfect score in Precision, with Brian Harris and Rex Anderson only two points behind. A set of maxes in Precision is now good enough for only seventh place, and better than 593 is needed to get onto the Board!
- Gordon Meads and Rex Anderson have moved up the Board in Vintage IC Duration but Allan Knox retains top spot.
- Brian Harris now has top spot in Vintage Electric Duration.
- An excellent time by Allan Knox in 1/2A Texaco (from February) has been added.
- The tussle between Colin Rothery and the writer continues in Vintage E Texaco.

It is great to see the results of excellent flying, as well as several new names on the Boards.

Remember, results from the Nationals and SIG-run contests are entered automatically but all others must be either emailed to me at wcartwright@vodafone.co.nz or mailed to 1 Millennium Heights, Flagstaff, Hamilton.

Cheers, Wayne

RC Classes

Vintage Precision

P Hall	Buzzard Bombshell	600 + 200	25/5/13
B Harris	New Ruler	600 + 198	19/1/13
R Anderson	Trenton Terror	600 + 198)	25/5/13
D Mossop	Lanzo Bomber	600 + 191	28/4/13
G Main	Miss Trenton III	600	10/2/13
A Macdonald	Buzzard Bombshell	600	28/4/13
J Ryan	Simplex	600	25/5/13
D Gush	Miss Arpiem	598	24/3/13
A James	Red Zephyr	594	10/2/13
G Meads	RC1	593	19/1/13

Vintage IC Duration

A Knox	Cumulus	780 + 500	Nats
G Meads	RC1	780 + 252	25/5/13
R Anderson	Playboy	780 + 181	28/4/13
J Butcher	Miss Fortune X	780	10/2/13
D Gush	Miss Fortune X	780	28/4/13
W Cartwright	Lanzo Bomber	772	24/3/13
D Thornley	Lanzo Bomber	760	25/5/13
J Selby	Playboy Cabin	724	10/2/13
C Warren	Scram	706	24/3/13
S Grant	Lancer	701	Nats

Vintage Electric Duration

B Harris	New Ruler	960 + 438	25/5/13
J Butcher	Miss Fortune X	955	25/5/13
A Knox	Scram	944	17/3/13
C Rothery	Playboy	833	24/3/13
D Gush	Buzzard Bombshell	762	28/4/13
M Venter	Clipper	694	Nats
D Mossop	Lanzo Bomber	671	28/4/13
W Cartwright	Banshee	656	28/4/13
G Main	Red Zephyr	159	24/3/13

Vintage Open Texaco

J Butcher	RC 1	1836	Nats
A Knox	Lancer	1188	Nats
M Venter	Clipper	1112	Nats

Vintage A Texaco

A Knox	Lancer	1860	Nats
J Butcher	RC 1	1860	10/2/13
J Ensoll	Simplex	1849	Nats
C Warren	So Long	1816	24/3/13
I Munro	Simplex	1806	10/2/13
J Selby	Turner Special	1682	10/2/13
S Grant	Simplex	1428	Nats
J Bradbury	Viking	1203	10/2/13
G Main	Simplex	1077	28/4/13
M Evans	Coronet	756	28/4/13

Vintage 1/2A Texaco

A Knox	Skipper	1500 + 753	10/2/13
J Butcher	Miss Fortune X	1495	23/3/13
M Venter	Atomizer	1489	Nats
C Warren	Bomber	1316	25/5/13
J Ryan	Simplex	1149	25/5/13
G Main	Coronet	906	23/3/13
G Burrows	Atomizer	640	Nats
D Gush	Top Hat	335	28/4/13
J Selby	Playboy	167	10/2/13
B Lennox	Rambler	153	Nats

Vintage E Texaco

C Rothery	Playboy	1860 + 700	25/5/13
W Cartwright	Cruiser	1860	25/5/13
J Butcher	Miss Fortune X	1693	23/3/13
I Gribble	Bomber	860	23/3/13

Vintage 1/2E Texaco

J Butcher	Tomboy/Miss Fortune X	1500 + 1556	24/3/13
C Rothery	Westerner	1500 + 1483	23/3/13
G Main	Tomboy	1500 + 1095	24/3/13
W Cartwright	Strato Streak	1500 + 912	23/3/13
R Anderson	Kerswap	1500 + 644	25/5/13
J Selby	Playboy	1480	10/2/13

Vintage E Rubber Texaco

J Butcher	Gollywock	1860	10/2/13
G Main	KK Gypsy	1761	10/2/13

Classical IC Duration

E Pimm	Satellite	900	24/3/13
W Cartwright	Amazoom	168	24/3/13

Classical E Duration

W Cartwright	Nig Nog	900 + 313	23/3/13
B Harris	Texan FAI-ton	875	23/3/13

Tomboy IC

J Godfrey	Mills .75	533	23/3/13
C Warren	Mills .75	492	23/3/13
A Macdonald	Mills .75	393	24/3/13
R Bain	Mills .75	392	25/5/13
R Anderson	Doonside Mills .75	388	23/3/13
G Main	Mills .75	312	25/5/13
K Trillo	Mills .75	302	25/5/13
J Ryan	Mills .75	206	25/5/13
A Teal	Mills .75	166	19/1/13
J Danks	Mills .75	162	24/3/13

Tomboy Electric

G Main	Waypoint 2208-30	1095	24/3/13
T Gribble		691	23/3/13
J Butcher	Hyperion ZS 2205-34	480	23/3/13