



## FROM THE EDITOR

My apologies once again for this delayed issue. However it has meant we have our competition reports right up to date and we have had some late contributions that I have been able to add in.

The Northern area competitions have had lower numbers but the Blackfeet meet this last weekend was again up so we are still gaining interested fliers with some new faces appearing and taking part.

It is also that time of the year when the Rules are being looked at so there is a proposal for some changes to the Electric Texaco events to make them more competitive, the formal change will be published in the next Model Flier's World so the notes in the News are to get you pre warning of them. Also there are the proposed Vintage events for the next Nationals in January 2015 to give you plenty of time to adjust your building programme to suit. The 2015 nationals are going to be based around the Waharoa airfield north of Matatmata so we hope to see you come along as quite a number who fly at our Northern events could participate. The same relaxed approach is usually taken at the Nationals as at the Northern events so try and make it if you can.

It has been interesting listening in to various conversations around the meetings about what is best in the way of model sizes, engines and electric drive combinations. While our models may be simple and generally only 3 channel types (REM) there is still plenty of challenge to get the right combination for each class. So experimenting is part of the game for a competitive flier. In saying that there is still a place for the casual flier whose choice of model is based on what the model looks like so the Vintage/Classical classes have a wide appeal. Building is also part of the Vintage scene, but I was disturbed to find that the Foam electric manufacturers have started into a Retro phase and a foam look-alike Junior 60 appeared on my local field the other weekend (with ailerons!). I certainly hope this is not a trend for the future. At the last few meetings I have noticed that I am not seeing my models so well, and at the Blackfeet meet managed to lose sight of my 63 inch Simplex in two rounds only being saved by my timekeepers guiding me and finding the model before anything bad happened. Not good but I expect a few of us in the older age group could suffer from the same problem. I will be ensuring my timekeepers are aware of the situation next time I fly and be more wary of keeping in closer. I have been doing some FF for NDC nothing too serious but enjoyable when the models fly well as I have had with my Senator Rubber and Lulu Glider, good weather has made the experience enjoyable.

My thanks to the contributors to this issue it is much appreciated

*Graham Main Editor*

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SIG Secretary and Newsletter Editor: Graham Main, P O Box 55 Maungatapere Whangarei Country 0152  
gramain@xtra.co.nz Phone (09) 434 7333

Chairman: Wayne Cartwright, wcartwright@vodafone.co.nz

Plans Coordinator: Mark Venter, avanz.plans@xtra.co.nz

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

## **Gareth Newton Memorial Report, 8/9th February, 2014**

The brave flyers arrived at the Levin site on Saturday at 9 am and were greeted by heavy rain showers, and cold southerly winds.

As they say at Levin, rain at 7 am gone by 11 am. At about 10.30 the rain cleared, temperature increased, but it remained windy, but flyable for the rest of the day.

Most of the flights that day were radio control with our northern flyers of Graham Main, John Butcher and David Gush, putting in times in the respective classes. Light showers prevented any flying after about 3.30 pm.

On Sunday the weather had improved considerably, but with a moderate wind, with all contestants putting in times, with the number of contestants increasing on Sunday with better weather,

### **Free Flight**

Numbers were down this year but we had 6 contestants in Vintage Catapult Glider. Peter Wilson (Wellington) took out this event. Peter has returned to FF in the last couple of years, so persistence paid off with a win. Second was Graham Main (Whangarei), with David Gush (Tuakau) coming third.

**In FF Duration Combined**, we had 2 competitors with Peter Wilson again coming first, but no certificate, as we had to have 3 contestants.

**FF Precision** had all the northern competitors with John Butcher first, Graham Main second, and David Gush third. Grahams model hit the power lines on the Northern boundary, to give him a near perfect flight score of 1m 24 sec.

**Nos/Classic Combined** had only one entry, Peter Wilson with his George Fuller **Zoot Suit** model with Frog 150 for power.

**R/C Vintage** had more competitors with the better weather on the Sunday.

**RC Precision** had seven competitors with three first equals with David Gush, Graham Main and Bryan Treloar. This was followed by Les Cole, Jonathon Shorer, John Selby and Terry Beaumont. Good to see Jonathon and Terry flying. Jonathon has now purchased a Buckle Kit for the next vintage meeting.

**R/C Duration** had four competitors, with John Butcher 1<sup>st</sup>, David Gush 2<sup>nd</sup>, both flying Miss Fortune X models, 3<sup>rd</sup> was Bryan Treloar, with his Red Zephyr, being powered by a spark ignition motor.

**Vintage R/C1/2A Texaco** had four competitors, but scores weren't great, due to the Cox motors struggling with the wind.

**Vintage R/C A Texaco** was won by David Gush, Alan James second and Ian Munro third. Both David and Alan had models with good motor runs. Ian battled with the wind, and had to put in a lot of down elevator to keep his light model in front of him which hindered his score.

**Vintage R/C ½ E Texaco.** John Butcher and Graham Main had a first equal with John Selby third. Again the wind made it difficult for these light models.

**Vintage R/C E Duration, E Texaco & E Rubber Texaco** did not have 3 competitors, so no certificates were awarded.

Later on Sunday, Ian Munro got out his new TD Coupe powered with a spark ignition motor, and had some great flights and good to see a majestic model which was popular in its FF days, but a first for R/C

*John Selby, CD*

### **GARETH NEWTON MEMORIAL VINTAGE MEET 8th and 9th February 2014**

#### Results

#### Free Flight Events

##### **Vintage HLG/Catapult**

1. Peter Wilson	38 Mayn	286
2. Graham Main	36 Hervat	282
3. David Gush	42 Vartanian	267
4. John Selby	36 Hervat	237
5. Des Richards	36 Hervat	230
6. John Butcher	36 Mayn	60

##### **Vintage FF Precision**

1. John Butcher	SkyRoamer	105
2. Graham Main	Senator	84
3. David Gush	Lulu	25

##### **Vintage FF Duration Combined (120 sec max)**

1. Peter Wilson	46 KK Invader	133
2 Graham Main	50 Senator	39

##### **Nostalgia/Classic Combined**

1. Peter Wilson	Zoot Suit (Frog 150)	33
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#### RC Events

##### **Vintage RC Precision**

1=. David Gush	35 Miss Fortune X	600
1=. Graham Main	38 Miss Trenton 3	600
1=. Bryan Treloar	36 Red Zephyr	600
4. Les Cole	36 Red Zephyr	591
5. Jonathon Shorer	47 Black Magic	575
6. John Selby	41 Vespa	564
7. Terry Beaumont	50 Tomboy	369

##### **Vintage RC IC Duration**

1. John Butcher	35 Miss Fortune X	746
2. David Gush	35 Miss Fortune X	596
3. Bryan Treloar	36 Red Zephyr	267
4. Graham Main	41 Interceptor	118

##### **Vintage RC E Duration**

1. John Butcher	35 Miss Fortune X	847
2. Jonathon Shorer	46 Junior 60	423

##### **Vintage RC 1/2A Texaco**

1. John Butcher	35 Miss Fortune X	500
2. David Gush	41 Coronet	395
3. John Selby	40 Playboy	320
4 Graham Main	41 Rambler	116

##### **Vintage RC A Texaco**

1. David Gush	35 Miss Fortune X	1860
2. Alan James	35 Miss Fortune X	1845
3. Ian Munro	41 Simplex	1664
4. Graham Main	41 Simplex	1027
5. John Selby	36 Turner Special	540

##### **Vintage RC 1/2E Texaco**

1=. John Butcher	35 Miss Fortune X	1500
1=. Graham Main	50 Tomboy	1500
3. John Selby	40 Playboy	1000

##### **Vintage RC E Texaco**

1. John Butcher	35 Miss Fortune X	620
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##### **Vintage RC E Rubber Texaco**

1. John Butcher	41 Gollywock	980
2. David Gush	48 Ascender	262



**Gareth Newton Meet.**

*Top Left: CD John Selby checks the test bench run of one of Peter Wilson's (facing camera) engines.*

*Top Right: John Selby with his Vee tailed Swallow but did not fly it in the competition.*

*2nd row down Left; Bryan Treloar's Red Zephyr with right a close up of the McCoy spark ignition set up.*

*3rd row down left : John Butcher with one of his Miss Fortune X models being prepared and another smaller one waiting its turn.*

*Right: MFNZ President John Shore uses the Levin Club bench to ready his Black Magic.*

*Bottom row left: Peter Wilson has his test stand fitted with an OS cross flow engine for a run. Bottom right: Les Cole with his field box on wheels , why carry when you can tow. Good idea Les.*

## JR Airsail Pukekawa RC Vintage and Classical Contest and Rally 22-23 February 2014

### CD's Report

This was a disappointing event. Flying conditions were actually very good on Saturday, except for about half an hour of drizzle around the middle of the day, but only four people were there to enjoy it. Perhaps people were put off by the weather forecast. Others had indicated that they had conflicts ranging from the Warbirds Rally, to motorcycle touring, to impending surgery. Three more people came along on Sunday, but this time the forecast had underestimated the wind velocity which was 30 kph gusting 45 kph by 10am. No flying was possible.

Both of the fliers in Precision were trying the event for the first time – well done, Denis and Keith. Keith Trillo had a good day, scoring times over 21 minutes in both E Tomboy and for 1/2E Texaco fly-off. He used the same model, ballasted to weight for 1/2E. He also did well with his 1/2A Texaco Skipper on its first outing.

Thanks again to John and Sharon Danks for hosting us – as always with cream scones and sausages. The next event is 22-23 March, at the Tuakau Domain site (details later). Please put this in your diaries and let's aim for a strong turn-out.

*Wayne Cartwright*

### Results

		R1	R2	R3	Total
<b>Vintage Precision</b>					
Denis Griffin	Miss Fortune X	200	179	160	539
Keith Trillo	Tomboy	175	168	185	528
<b>Vintage 1/2A Texaco</b>					
John Butcher	Miss Fortune X	469	500	500	1469
Wayne Cartwright	Airborn	500	500	310	1310
Keith Trillo	Skipper	226	450	500	1176
<b>Vintage E Texaco</b>					
Wayne Cartwright	Cruiser, 643 sqin, 550, 2S, 25C	611	620	620	1851
John Butcher	Miss Fortune X 600 sqin, 540, 2S, 25C	478	620	519	1617
<b>Vintage 1/2E Texaco</b>					
Keith Trillo	Tomboy, 216 sqin,	500	500	500	1500 + 1291
John Butcher	Miss FX, 150 sqin	500	500	500	1500
<b>Vintage E Rubber Texaco</b>					
John Butcher	Gollywock, 279 sqin 240, 2S, 25C	620	620	620	1860
Wayne Cartwright	Surprise, 210 sqin 180, 2S, 25C	620	471	511	1602
<b>Classical E Duration</b>					
Wayne Cartwright	Nig Nog	170	300	0	470
<b>Tomboy E</b>					
Keith Trillo	360, 2S				1306

**Correction of error:** Due to misreading of a scorecard, John Butcher's score in E Rubber Texaco at the February event was incorrectly reported. His score was actually 1838.

## Tuakau RC Vintage and Classical Contest and Rally 22-23 March 2014

### CD's Report

This was an enjoyable event with a respectable 11 registrations, 35 entries and 101 recorded flights. However, several regulars at these events were again missing, which was disappointing.

The weather was fine until early afternoon on Sunday when showers began to come through. The breeze was brisk and from a direction that provided a lot of turbulent air. Lift was around on Saturday, but hard to find on Sunday.

Brian Harris established an excellent precedent when he produced a bottle of wine for all to share, to celebrate his perfect score in Precision. This precedent is retrospective so Gordon Meads, who made a perfect score in January, is on notice to produce a bottle at the next event!

There were other excellent performances. Rex Anderson achieved a fly-off over 8 minutes in IC Duration, and Keith Trillo flew his Tomboy to 19 minutes in E Tomboy and 24 minutes in his 1/2E Texaco fly-off.

Graham Main aired his new Modelcraft Commando in 1/2A Texaco but John Butcher regrettably lost his model in the same event – it passed into cloud and he could not re-sight it. The writer is learning to enjoy the challenge of those cute XXX Babe Bees, with some success but still not enough reliability. The Tuakau MAC folk were excellent hosts – special thanks to John and Janice Butcher and David Gush. We can now look forward our next event on 12-13 April (yes, only three weeks away!) at Thames Blackfeet.

*Wayne Cartwright*

### Results

		R1	R2	R3	Total
<b>Vintage Precision</b>					
Brian Harris	New Ruler	200	200	200	600 + 200
David Gush	Miss Fortune X	195	200	200	595
Gordon Meads	RC1	200	185	200	585
Rex Anderson	Trenton Terror	182	155	200	537
Denis Griffin	Miss Fortune X	171	193	148	512
Phil Hall	Buzzard Bombshell	200	0	187	387
Tony Gribble	Bomber	200	163	0	363

### Vintage IC Duration

Rex Anderson	Playboy, OS 62FS	260	260	260	780 + 528
John Butcher	Miss FX, 600 sqin,	260	255	260	775
David Gush	Miss FX, OS 25FP	260	260	226	746
Gordon Meads	RC1, Saito 72FS	121	309	153	583
Wayne Cartwright	Bomber, OS 56FS	255	0	0	255

### Open Texaco

None flown

### Vintage A Texaco

John Butcher	Miss FX, PAW 15	620	615	620	1855
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### Vintage 1/2A Texaco

Wayne Cartwright	Airborn	492	500	404	1396
Rex Anderson	Playboy	271	430	181	882
Graham Main	Commando	66	226	295	587

### Vintage E Duration

Brian Harris	Playboy, 553 sqin, 1000, 4S, 30C	320	320	246	886
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Brian Harris	Kerswap, 546 sqin, 1000, 4S, 30C	320	205	264	789
<b>Vintage E Texaco</b>					
Wayne Cartwright	Cruiser, 643 sqin, 550, 2S, 25C	620	556	620	1796
John Butcher	Miss FX, 600 sqin 540, 2S, 25C	453	534	620	1607
Denis Griffin	Miss FX, 600 sqin	130	167	226	524
Tony Gribble	Bomber	179	180	0	359
<b>Vintage 1/2E Texaco</b>					
Keith Trillo	Tomboy, 216 sqin,	500	500	500	1500 + 1472
Wayne Cartwright	Strato Streak, 322sqin	500	500	500	1500 + 812
Rex Anderson	Kerswap, 389 sqin,	500	500	500	1500 + 693
Graham Main	Tomboy, 216 sqin,	500	500	500	1500 + 626
Tony Gribble	Kerswap	500	484	0	984
John Butcher	Miss FX, 220 sqin	495	489	0	984
<b>Vintage E Rubber Texaco</b>					
John Butcher	Gollywock, 279 sqin 240, 2S, 25C	609	609	609	1827
Wayne Cartwright	Surprise, 210 sqin 180, 2S, 25C	512	483	376	1371
Graham Main	KK Gypsy, 200 sqin 180, 2S, 25C	502	332	320	1154
<b>Tomboy IC</b>					
Rex Anderson	Doonside Mills .75	399			
<b>Tomboy E</b>					
Keith Trillo	360, 2S	1144			
Gordon Meads	360, 2S	460			
Tony Gribble	360, 2S	454			

**Classical IC Duration** None flown **Classical E Duration** None flown



Top Left: Brian Harris with his electric Kerswap flown in E Duration

Top Right: Rex Anderson readies his IC Duration Playboy for another excellent flight.



Bottom Left: Wayne Cartwright readies his Peterson Cruiser for another long E Texaco flight while timer Keith Trillo readies his timing seat for the wait.

Bottom Right: Local Tuakau flier Denis Griffin shows his Miss Fortune X flown in RC Precision to a good placing

## The John Ingram-Seal Vic Smeed Day

*From Bryan Leeves*

The event was delayed from 2013 and flown Sunday Feb 9<sup>th</sup> 2014 .

The event was flown at the Buckley family farm in Piako Road which runs between Gordonton and Morrinsville in the Waikato the farm being about 10KM out of Gordonton.

This was the first time for me on this site and it is one of three sites the Hamilton boys have now secured for Free Flight purposes in their region It seemed to me to be a very good FF flying field with virtually no trees and plenty of down wind room for drift for any wind direction.

This day is designed to be a memorial for the late Tauranga club member John Ingram-Seal who was a keen free flyer and a fan of Vic Smeed's little model designs.

The turnout was small, nine people with seven actually flying. Mainly the usual suspects as they say but this time it was great to also see Jack Godfrey out and flying, and also to see Chris Tank who was over from Perth for a visit.

This year as well as having three FF events we added a contest for RC assist Vic Smeed Tomboys. The weather was kind for a change, we had clear sky and a light southerly breeze which might have varied from about 8 knots to about 12 knots or thereabouts. It was pretty warm out there with the temperature around the 29 c mark (which is plenty for me)

The main event was the free flight vintage precision rules one for any Vic Smeed design and was dedicated as the John Ingram-Seal memorial event and for this we gratefully accepted prize gift vouchers donated by Mrs June Ingram-Seal the late John's widow. There were three entrants only they being Rex Bain, Terry Tank and me. Rex won it with his gorgeous Paageboy powered by an old plain bearing PAW 80 diesel using a nylon 8 x 4 prop mounted backwards. (These old time FFers are up to all the tricks!) This plane flew beautifully. Equally impressive was Terry's rubber powered Mini-Max a Vic Smeed from 1984. It too flew very nicely and took second. My 1955 'Mamselle' which I built last year looked the part I thought. I scored badly for third but was happy with the model which still needs some tuning. The power is an original Mills .75 and the DT worked perfectly because it got into a thermal and needed this device in one flight. So while the numbers were a little disappointing we had a nice mix of designs. And none of them were Tomboys rather surprisingly!! By gee Vic Smeed produced some pretty little models didn't he? I hope we can bulldoze a few more stalwarts into getting into this event next time. It is fun.

The open catapult glider was flown by two only they being Terry Tank and Alwyn Graves, Alwyn winning by a reasonable margin. The rest of us may have been too tired after our retrieval walks to fly the catapult event. This was true in my case certainly. Though it was also necessary for me to do some nostalgia with Jack Godfrey my old colleague from the 1948-52 period in the Hastings Model Aero Club who I hadn't caught up with for yonks.

No one was interested in the pre 1970 Free flight duration but the most popular event was the RC assist Vic Smeed Tomboy one. This event proved to be great fun I thought. We had a mix of diesel and electric power. Jack Godfrey had two Tomboys one electric and one Mills .75 powered and he flew them both. Bernard Scott ever the expert put in very good times in all three of his flights and won the event with a 14 minutes 9 second flight the max allowed being 15 minutes. Bernard was using a Hyperion 2205 electric motor drawing only 15 watts and an APC 7 x 5 electric prop. Well done Bernard. Rex Anderson came second with his Doonside Mills .75 powered Tomboy clocking consistent flights the best being 7 minutes 12 seconds. The rest of us trailed behind. Jack did a 4 minutes 35 seconds. My Tomboy was powered by an original ED Bee and I managed 3 minutes 29 seconds. I have to say the little



Tomboys looked just superb climbing away into the breeze. And it was nice not having to walk too far wasn't it!!

The Results

### John Ingram-Seal FF precision Memorial Event

Rex Bain	Paageboy	196 points
Terry Tank	Mini-Max	42 points
Bryan Leeves	Mamselle	9 points

### Open Catapult Glider

Alwyn Graves	167 points
Terry Tank	149 points

### Radio Controlled Tomboy Best time of 3 flights 15 minutes max.

Bernard Scott	14 minutes 9 seconds
Rex Anderson	7 minutes 12 seconds
Jack Godfrey	4 minutes 35 seconds
Bryan Leeves	3 minutes 29 seconds
Rex Bain	2 minutes 47 seconds

I thank all for their attendance on what became a most enjoyable day.

*Bryan*

Photos below are by Chris Tank.



Left: Rex Bain (left) with his John Ingram Seal winning Paageboy with long time enthusiast and excellent model builder Jack Godfrey , both from the Hamilton Club

Right: Modellers all, left to right, Rex Anderson, Rex Bain, Bernard Scott Bryan Leeves, jack Godfrey and Terry Tank with their Vic Smeed designs.

## Thames Blackfeet RC Vintage and Classical Contest and Rally 12-13 April 2014

### CD's Report

This was an excellent weekend of flying. Sixteen contestants made 61 entries and 171 flights were recorded. Several others flew just in the rally. On Saturday, the westerly breeze got up to over 20 kph but after two showers it dropped a bit and conditions were excellent. Sunday was fine with variable breezes around 15 kph. Lift was patchy both days.

Precision flying was again excellent, with Brian Harris making his second perfect score of the year.

Gordon Meads was only one point off and Rex Anderson just one further point away.

The new 20 second motor run rule in Vintage IC Duration has made this class much more challenging.

John Butcher had a very good weekend, winning three of the Texaco classes. Brian Harris also aced Vintage E Duration, with two sets of maxes. It was good to see Bryan Spencer with his first win, in E Tomboy. Martin Evans demonstrated that a Miss Trenton III can be built lightly – a very welcome new model in E Texaco.

I thank the Thames Blackfeet folk for their hospitality – Brian for the mowing and Paul and Martin for the BBQ.

We can now look forward to our last event of the year, at Pukekawa on 10-11 May.

Wayne Cartwright

### Results

		R1	R2	R3	Total	FO
<b>Vintage Precision</b>						
Brian Harris	New Ruler	200	200	200	600	200
Gordon Meads	RC1	200	200	200	600	199
Rex Anderson	Trenton Terror	200	200	200	600	198
David Gush	Miss FX	199	200	200	599	
Angus Macdonald	Buzzard Bombshell	200	195	200	595	
Rex Anderson	Miss Trenton III	200	192	200	592	
David Thornley	Bomber	200	191	200	591	
Tony Gribble	Bomber	200	187	200	587	
Keith Trillo	Tomboy	194	198	192	584	
John Butcher	Miss Fortune X	272	200	168	540	
<b>Vintage IC Duration</b>						
Wayne Cartwright	Bomber, OS 56FS	252	260	260	772	
Rex Anderson	Playboy, OS 62FS	260	249	218	727	
David Thornley	Bomber, Saito 80FS	260	194	260	714	
David Gush	Miss FX, OS25FP	184	254	260	698	
John Butcher	Miss FX, Saito 40FS	172	260	260	692	
Gordon Meads	RC1, Saito 72FS	164	208	250	622	
Rex Anderson	Buzzard Bombshell	141			141	
Angus Macdonald	Buzzard Bombshell	112			112	
<b>Vintage A Texaco</b>						
John Butcher	Miss FX, PAW 1.5	620	620	620	1860	675
Bernard Scott	Simplex, OS 20FS	609	609	609	1827	
Charles Warren	So Long, PAW 1.5	609	522	560	1691	
Graham Main	Simplex, OS20FS	422	620	609	1651	
Paul Evans	Miss FX, ?	418	536	615	1569	
Martin Evans	Flamingo, ?	620			620	

**Vintage 1/2A Texaco**

Rex Anderson	Playboy	358	498	500	1347
John Butcher	Miss FX	500	450	245	1195
Bryan Spencer	Slicker	366	382	398	1146
Wayne Cartwright	Airborn	500	174		674
Charles Warren	Bomber	60			60

**Open Texaco**

Bernard Scott	Simplex, OS 20FS	762	639		1401
John Butcher	RC1, PAW 2.5	902			902

**Vintage E Duration**

Brian Harris	Playboy, 553 sqin, 1000, 4S, 30C	320	320	320	960	417
Brian Harris	Kerswap, 546 sqin 1000, 4S, 30C	320	320	320	960	245
John Butcher	Miss FX, 600 sqin 2200, 3S, 20C	309	320	254	883	
Rex Anderson	Anderson Pylon, 577 sqin, 1350, 3S, 30C	198	237	238	673	
Tony Gribble	Bomber, 710 sqin, 850, 3S, 35C	219	203	140	562	
Wayne Cartwright	Top Banana, 880 sqin, 1100, 5S, 35C	300			300	

**Vintage E Texaco**

Wayne Cartwright	Cruiser, 643 sqin, 550, 2S, 25C	620	620	620	1860	721
John Butcher	Miss Fortune X, 600 sqin, 540, 2S, 25C	620	470	603	1693	
Martin Evans	Miss Trenton III, 530 sqin, 460, 2S 25C	361	465	170	996	

**Vintage 1/2E Texaco**

John Butcher	Miss FX, 150 sqin,	500	500	500	1500	1188
Keith Trillo	Tomboy, 216 sqin,	500	500	500	1500	1006
Graham Main	Tomboy, 216 sqin,	500	500	500	1500	744
Wayne Cartwright	Strato Streak, 322 sqin	500	500	500	1500	646
Tony Gribble	Kerswap, 315 sqin	500	500	500	1500	412
Martin Evans	Brigadier, 306 sqin	500	500	489	1489	
Rex Anderson	Kerswap, 398 sqin	500	489	500	1489	

**Vintage E Rubber Texaco**

John Butcher	Gollywock, 279 sqin 240, 2S, 25C	620	620	620	1860	693
Wayne Cartwright	Surprise, 200 sqin 180, 2S, 25C	597	580	465	1542	
Bernard Scott	Duplex Stick, 206 sqin 180, 2S, 25C	442	543	468	1453	

**Classical IC Duration**

David Thornley	Satellite 1000	272	196	242	715
Bernard Scott	Starduster	216	211	182	609

**Classical E Duration**

Martin Evans	Skymaster	158	187	234	579
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**Tomboy IC**

Rex Anderson	Doonside Mills .75	654
Charles Warren	Mills .75	375
Keith Trillo	Mills .75	301

**Tomboy E**

Bryan Spencer	360, 2S	935
Keith Trillo	360, 2S	907
David Gush	360,2S	617
Gordon Meads	360,2S	603



Martin Evans with his new Miss Trenton 3 flown in E Texaco



Top left: Rex Anderson's Anderson Pylon E Duration. Top Right: Tony Gribble with his Lanzo Bomber for E Duration and Precision. Middle Left Bryan Spencer with his KK Slicker 1/2A Texaco model. Middle left : Bernard Scott launches his Classical Duration Starduster with Timekeeper Su ready to go. Bottom Left: Martin Evans' Flamingo makes a nice sight against the cloud Bottom Right Paul Evans readies his 1.5 times Cherub for a sport fly. Martin and Paul hosted the event for the Blackfeet Club, so thanks to you both. from the fliers.

## AEROMODELLER PLANS Vintage and Nostalgia/Classic

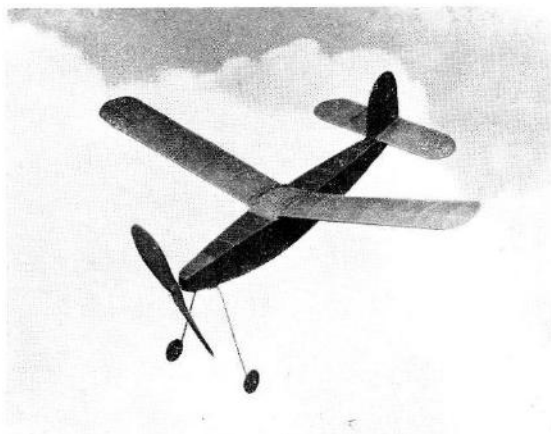
The Editor has been browsing through his collection of Aeromodeller magazines and noted the following plans that could be of interest to our AVANZ group. This is not to be seen as a comprehensive list but one's that caught my eye.

They cover the period from mid 1980 to mid 1990.

June 84 Simplex 40" FF. July 84 Viking CO2 size FF, Grasshopper 1934 vintage Wake rubber. November 84 V Smeed Mini Minx Rubber, September 84 Austerish V Smeed semi Scale sport power 37". August 85 Mini Thermalist Glider 60" , May 85 Early Knight 36" Rubber, November 85 Stormbird Vintage Swedish Glider drawn by V Smeed, Dec 1985 Poppet 32" span sport FF by V Smeed, June 1986, Pomilio 32" span sport FF for small diesels motor by V Smeed, and Skylark 2 Vintage Rubber, November 86 Cadet CO2 Vintage 26" span, December 86 Dolly Bird biplane for small diesels by V Smeed, August 1988 Gladiator 20' span vintage for CO2, March 89 Le Veau Lent French Rubber design from 51/52. August 89 Doofa Vintage Glider 36" span. May 89 Found Scale rubber but could convert to 1/2A Texaco Scale also November 89 Comte Gentleman scale power 38" span. March 93 Ballerina V Smeed sport FF power, May 93 Le Vibrant 1947 French Wakefield, Flying Midget 1/2 size Vintage power FF. January 95 Flipper 27 V Smeed sport FF ,August 95 Mini Madcap 30" version of V Smeed power model, Price Hal Mini version of King Harry 1934 vintage rubber model, November 85 Eagle 1935 rubber model 1st Aeromodeller plan. March 96 25" span version of Korda Wakefield, June 96 22" span version of Azbug Vintage power for small diesels, September 96 1/2 Scale 1935 Copland Wakefield Rubber, October 96 Gazookus 1950 Sport power model, November 96 Jays Bird Nos Power, Oberon 1950 Wakefield Rubber, 1/2 size Judge Wakefield Rubber.

With the copying available to us these days the above plans could be made to any size to suit your liking. Quite a few are full size plans. Plenty of Vic Smeed designs in there to get some different designs for those Smeed days. See previous page.

Below is an Advertisement from the Aeromodeller in August 1938 while on the next page is the plan of the Skyscout as presented in Alex Imrie's Vintage Corner in the Aeromodeller of December 1994. The design was by Dave Hughes and was kitted by The Model Depot , Bolton England. It could make an entry for Vintage Rubber or R/C E Rubber Texaco events suitably scaled



### "BRITANNIA" KITS

## The "Skyscout"

CLASS "A" ENDURANCE TYPE. HIGH WING MONOPLANE

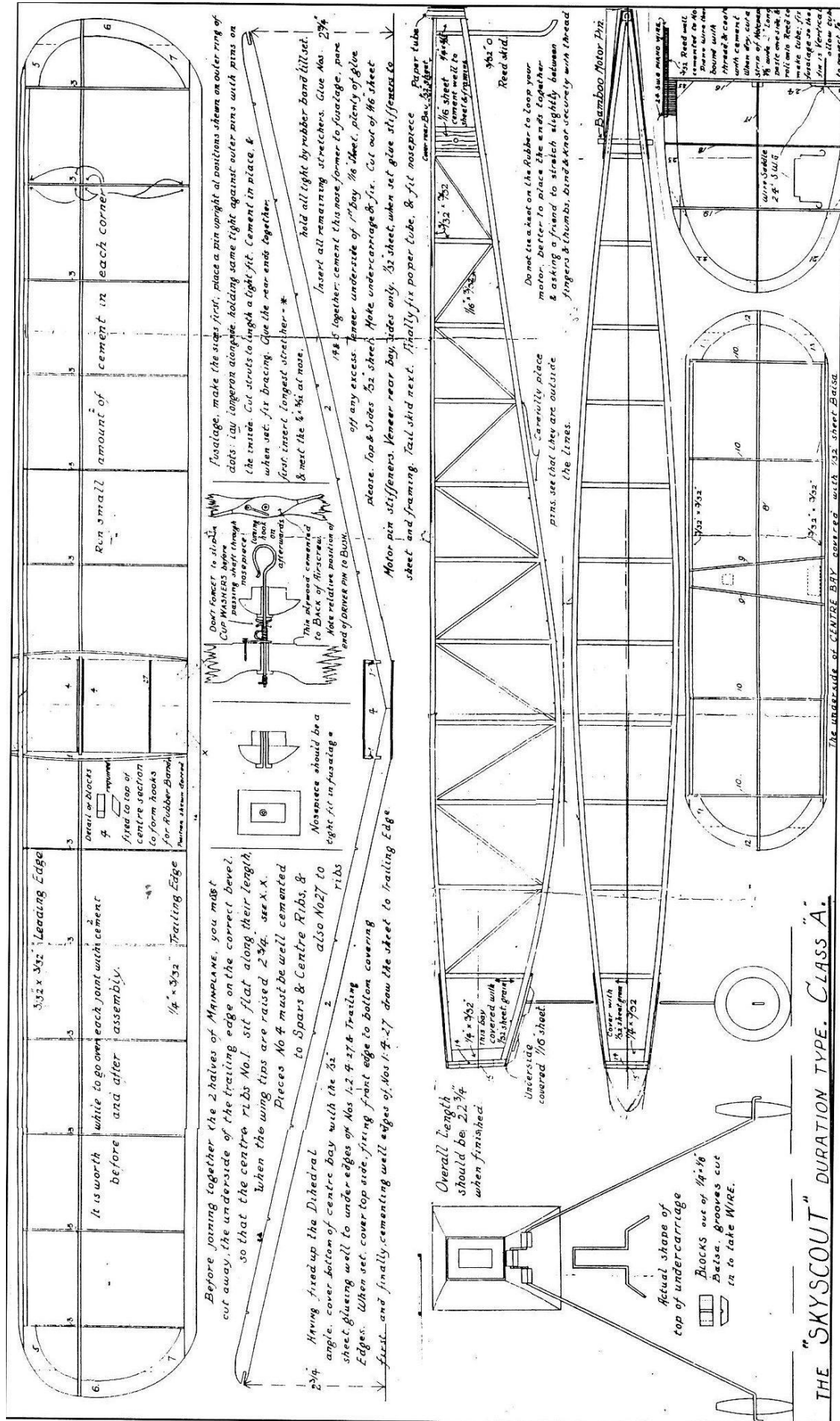
Wing Span 27 inches  
Length . 22½ "

Price 6/6 POST FREE

KIT CONTAINS :—Lithographed plan and all necessary materials of high-grade quality to build complete model. Two sheets of Printed Balsa for Spars, Wing Ribs, Wing Tips, etc., no tracing from plan. Free-wheeling Propeller Shaft, finished 10 in. Balsa Airscrew and printed sheet of instructions to help you whilst building.

**No Soldering required**

*The Ideal kit for beginners of all ages*



THE "SKYSCOUT" DURATION TYPE CLASS "A"

Before joining together the 2 halves of MYPALANE, you must cut away the underside of the trailing edge on the correct bevel, so that the centre ribs No.1 sit flat along their length. When the wing tips are raised 2 3/4, see X.X. Pieces No.4 must be well cemented to Spars & Centre Ribs, & also No.27 to sheet, gluing well to under edges of Nos.1-2,4,27 & Trailing Edges. When set, cover top side, fixing front edge to bottom covering sheet, and finally, cementing well edges of Nos.1-4,27 down the sheet to trailing Edge.

Run small amount of cement in each corner

Do not forget to stretch the motor, better to stretch the ends together & asking a friend to stretch slightly, between fingers & thumbs, bind & kneer securely with thread.

Overall Length should be 22 3/4 when finished

Actual shape of top of undercarriage

Blocks cut of 1/4 x 1/8 Balsa. Grooves cut in to take WIRE.

COVER WITH 1/16 SHEET PAPER

Do not tie a knot on the Rubber to loop your motor, better to place the ends together & asking a friend to stretch slightly, between fingers & thumbs, bind & kneer securely with thread.

Carefully place pins see that they are outside the lines.

Motor pin stiffeners. Veneer rear bay sides only. 3/2 sheet, when set, glue stiffeners to sheet and framing. Tail skid next. Finally fix paper tube, & fit nose piece

Insert all remaining stretchers. Glue Nos. 27 & 18 S together, cement this nose former to fuselage, pane under underside of 1" bay 1/8 sheet, plenty of glue

hold all tight by rubber band till set

The underside of CENTRE BAY covered with 1/2 sheet Balsa.

## My latest build.

*From the Editor*

The latest model off the building board has been a small RC model for the RC Vintage 1/2A Texaco class to replace the *Coronet* I lost some time ago when I omitted to turn on the receiver before launching and it flew away!

The model is a Vintage class model designed in 1942 from a Canadian firm Modelcraft called a *Commando*. At 36-inch (915 mm) span it is small at 180 sq. ins area so is over powered by the Cox .049 engine.

For a small model it seemed to take a long time to build as I was fitting in RC gear and trying to keep the weight down and in a forward area to maintain the balance point roughly correct.

With the framework completed with the gear fitted the model was covered with Litespan and came out looking rather well in blue and orange. See right

Test glides indicated something wrong as it went up and stalled, so I had to fiddle with the incidence angles of wing and tail and eventually got a good if not fast glide from it. The test was now to try powered flight trials.

Whew! it climbed away quickly as I fed in full down elevator to control the climb. Back on the ground and added engine downthrust but still it climbs away as before. More downthrust and it still climbs so It confirmed the Cox 049 overpowers it and would take it to eye straining heights. In addition I still cannot achieve a decent and consistent run with the Cox I have installed but will persist with the engine for now.



At the moment I have tried it in one competition (at Tuakau) but while it is now flying more comfortably I hardly dare to get it too high as it is highly likely to be lost from my view.

In talking with other fliers more area is better say around 250 to 280 sq. ins, so I may replace the Cox with a recently acquired DC Dart so I can use the little Commando as a sport flier for calm weather.

Oh dear it looks as though I need to get back to the building board for another 1/2A Texaco model!!

## Up to 36 inch Vintage and Nostalgia Gliders—Hi Start (Bungee launch)

Recently your Ed flew his Lulu Towline Glider for NDC Vintage and that revived the idea that has been taken up by SAM 35 in the UK for Hi Start launching of small gliders.

The SAM 35 rules are (I have used our NZ period definitions rather than UK SAM classes)

1. Any Model designed as a Glider with a wingspan up to and including 36 inch from the Vintage and Nostalgia periods may be flown. Scaling of designs is allowed.
2. Maximum towline length 30 metres comprising 7.5 metres (unstretched ) of 1/8 rubber strip and 22.5 metres of line.

The UK Sam rules also have a requirement to have no fixed end to the line but it to be held by an assistant so the line can be reeled in immediately after glider release to minimise line tangles on the field.

This has become popular and it has been found that all sizes of glider can be launched this way.

The idea appeals to your Editor and while I am not advocating yet another class be added to our already long list of rules it seems like something worth using as a club event at least.

Ahh! and yes I have a Veron "Classic" kit that could be used so maybe next issue I can give some details of how the system works.

## Looking Backwards

From Ron Magill

I find it awkward to write about the 10th placed model at the last Nats: namely the "STREAKY" when the 1st place model was a 1936 "HERVAT". From my perch in the disability vehicle, timing and observing I counted at least 3 other Hervats flown by Charles Warren, Phil Corfield and Peter Wilson 4 out of 10 places should tell us something, even it is only to have one in the box for the next windy Nats.

My personal involvement with the '36 "Hervat" was in 1954 when I joined the model club of No. 3 Squadron ATC. I was given a plan of the "Hervat" and Ted Jarman's "Jinx". I built a couple and took them to New Plymouth Nats at Bell Block later that year. Was there any other AVANZ members there, that year (1955)?

The next visit to the Hervat dynasty was to produce full size plans for AVANZ News over 20 years ago when Ivan Treen was the Editor. Both are still in my Glider box and may still be renovated as Catapult gliders.

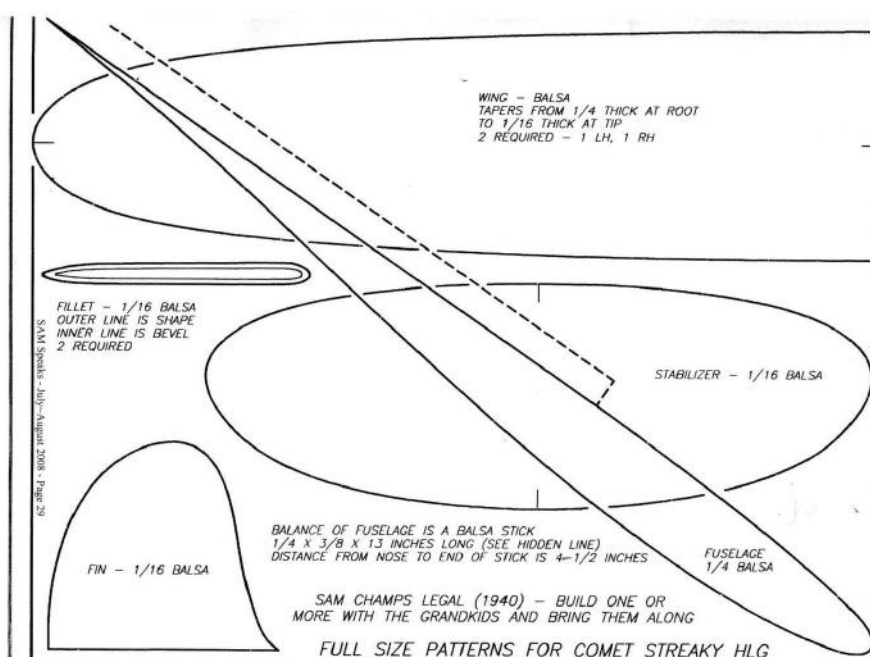
First the wood. The Wings and Tail were made from 4 to 6 lb wood in real terms the 1/4 inch wing sheet weighed 42 grams/sheet. The tail was made from some 1/24" quarter grain, given to me when I visited Frank Zaic in California in 1976. The pine fuselage was carefully laid out so that the curves followed the grain lines. A nice little slot at the front was made for the nose weight. It didn't need any!

Some trimming Notes:

A little adjustment goes a long way, and a little too much goes wrong! Models leaving the catapult at 100 mph magnifies the effect of a normal HL glider throw. What used to be a small tweak becomes barrel rolls under high power. So usually a half tweak of glide turn is enough. To avoid looping set the wing and tail at 0-0 to each other. Catapult gliders can loop easily so use just enough decalage to ensure a safe transition into a glide. About 1/8" tail tilt left side high is enough for a glide turn. I have found for some reason; either the Philips entry of wings, or those made of flexible wood, that CLG's don't need so much incidence as HLG's. Also a half pull launch does not tell you much. And remember bending the flying surfaces is temporary, they will flatten out in a couple of launches. Better to take home and add some slivers of balsa and re-glue

Streaky plan below at reduced size from US SAM Speaks July -August 2008

Full size Wing half span is 10.5 inches





## MFNZ Vintage R/C Tomboy International Postal Competition 2014

This competition was a success in 2012 and 2013, so the SIG is pleased to announce that it is running again in 2014. The prize for each class is NZ\$50. Entry is free of charge and the contest is open to any member of MFNZ or any modeller who is a member of a recognised club in a foreign country. The rules are essentially unchanged, and are as follows:

**Purpose:**

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

**Model:**

The model is an unscaled Smeed Tomboy, as published by APS, with 36 inch span wing and small-span tailplane. The elevator is included within the tailplane outline. The model is correct in outline, without enlargement. No airfoil change is permitted and dihedral is unchanged. Wheels have diameter no less than specified and are not of profile or streamlined types. The structure of the fin and tailplane is modified to accept control surfaces, within the spirit of the original design. The wing has one spar in the location shown on the plan. This spar may be strengthened and increased in depth, provided that it does not touch the upper covering surface. The overall model structure may be strengthened but material sizes may be no smaller than specified. Any type of covering material is allowed. The propeller is fixed pitch and has two blades. Rudder control is required and elevator control is optional. Motor speed control or fuel cut-off is optional.

The contestant need not be the builder of the model.

**Competition:** There are two separate competitions – Tomboy IC and Tomboy E. The winner in each has the single flight with highest time, flown and submitted within the period 1/1/14 to 30/12/14.

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

**Tomboy E:** Any electric motor with direct drive is permitted. The motor runs continuously until stopped and may not be restarted. The motor battery is a 2 cell LiPo with maximum capacity 360 maH. (Although there has been discussion about reducing battery capacity, the 360 maH size is retained for 2014. It is likely that the size will be 260 maH for 2015.)

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

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

**Submission:** Flight times attained in contests run by the MFNZ Vintage SIG are submitted automatically. All other times must be submitted by email to Allen Teal at [allen@tealcare.org](mailto:allen@tealcare.org). A contestant may submit further flight times through the year if they exceed the previous best time submitted by that contestant.

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

# EVENTS calendar

## Vintage SIG/JR Airsail Pukekawa RC Vintage and Classical Event May 2014

**Dates:** May 10-11 2014  
**Times:** 9.30am– 5pm Saturday and 9am – 3.30pm Sunday  
**Venue:** 299 Native Rd, Pukekawa (exit SH1 at Mercer, travel along Mercer Ferry Rd toward Pukekawa, take first left into Morrison Rd, then straight ahead onto Native Rd)  
**Host:** John Danks, 09 233 4014, westech@xtra.co.nz  
**CD:** Wayne Cartwright, 07 210 0298, wcartwright@vodafone.co.nz

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

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

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

**Classical:** IC Duration, E Duration

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

Each contestant may make **multiple entries in each class**, subject to different model(s) being used for each entry.

The Vintage SIG gratefully acknowledges John Danks and JR Airsail for the use of their field.

## The CPMAA Bob Burling Memorial Vintage RC

Sunday 4th May 2014

Levin MAC Flying site

Tararua Rd, Levin

9am -3pm.

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

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

## The CPMAA Vintage RC Champs

Sunday 14th September, 2014

Levin MAC Flying site

Tararua Rd, Levin

9am -3pm.

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

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

**NDC VINTAGE CALENDAR 2014**

The NDC programme will advertise events to be flown in each calendar month (see below for Vintage events) January through to November. Flights may be made on any Saturday or Sunday for the advertised events for that month, (This also includes extended holiday weekend days like Easter and Anniversary Weekends) The contestant must advise the timer before starting the event that these are official NDC flights. The contestant must then complete the event that day and may not restart or complete it on another day. Where the event is a club or SIG event the contest director may declare the event an official NDC event."

**April 2014**

Event No.

93 Nostalgia FF 1/2A/ Min Replica

94 Classic FF Power Duration

95 Vintage RC 1/2A Texaco Scale

96 Vintage RC 1/2E Texaco

97 Vintage RC A Texaco

98 Classical RC Precision

**June 2014**

120 Vintage FF Hand Launched Glider

121 Vintage FF Catapult Glider

122 Nostalgia FF Glider Duration

123 Vintage RC Precision

**May 2014**

Event No.

108 Vintage FF Rubber Duration

109 Nostalgia FF Rubber Duration

110 Vintage RC Open Texaco

111 Vintage RC E Texaco

112 Classical RC IC Duration

113 Classical RC E Duration

**July 2014**

134 Vintage FF Precision

135 Vintage FF Miniature Replica

136 Vintage RC 1/2A Texaco Scale

137 Classical RC Precision

All results to be sent into the MFNZ Recording Officer [mfnz.recordingofficer@gmail.com](mailto:mfnz.recordingofficer@gmail.com) or Lloyd Dickens, 55 Titoki Street, Masterton 5810 Ph. 06 370 3790

**ZAIC YEARBOOKS FOR SALE**

I would appreciate it if you could advertise the Frank Zaic yearbooks etc. I'm selling on behalf of Trevor Martin, who is now in the hospital at Selwyn Village.

The books are \$20 each with some copies autographed by Frank Zaic, who was a friend of Trevor, at \$40. Courier delivery would be an additional \$8.

The list is:

- Two copies of National Model Airplane Meet in Pictures. The American National Championships Detroit in 1939;
- One autographed copy of the above;
- One copy of Model Airplanes and the American Boy, 1927 – 1934;
- Two copies 1934 Junior Aeronautics Year Book;
- One autographed copy of the above;
- Two Copies of Model Glider Design, 1944;
- One autographed copy of the above;
- Two copies of Circular Airflow and Model aircraft, 1964;
- One copy of Model Aeronautics Made Painless, E. J. Hoffman 1955;
- One copy of 1935 – 36 Model Aeronautics Year Book;
- One copy of 1938 Model Aeronautics Year Book;
- One autographed copy of the above;
- One copy of 1953 Model Aeronautics Year Book;
- Two Copies of 1955 - 56 Model Aeronautics Year Book;
- Two Copies of 1957 - 58 Model Aeronautics Year Book;
- Two Copies of 1959 - 61 Model Aeronautics Year Book;
- One autographed copy of the above;
- Four Copies of 1964 - 65 Model Aeronautics Year Book.

My contact details are:

Bryan Spencer, 13 Singleton Avenue, Stonefields, Auckland 1072

Phone: (09) 570 5506 Mobile: 021 930 141 E-mail: [bspencer@xtra.co.nz](mailto:bspencer@xtra.co.nz)

Pickups from the above address would be fine.

### Setting up E Texaco Models Wayne Cartwright

As interest in Vintage E Texaco grows people are finding that there are several factors to take into account when planning how their models should be set up. The following points may be helpful. They come from my experience with flying my Peterson Cruiser over the last couple of years. It has done reasonably well, although the competition has so far been pretty thin.

#### 1. There is not much energy available

The battery rule for E Texaco is quite tough – much tougher than the rule for 1/2E. Assuming use of 2 cells, the maximum battery capacity in mah is calculated as the wing area in square inches multiplied by 0.9. For example, the Cruiser is 643 sqin so the maximum battery is 578 mah. I use a Hyperion 550 mah, which is the closest size I can find.

#### 2. A long cruise is the way to go

There are two different ways of flying E Texaco and the model is set up differently for each:

- Climb and glide
- Long cruise

For **climb and glide**, the model is set up for one or more quick climbs and reliance on good air to give enough glide time. However, the battery size severely limits the maximum current and hence the power to weight ratio that is available for the climb. Taking the Cruiser as an example, the 550, 2 cell, 25C battery can safely stand a maximum current draw of about 14 amps and hence can deliver just under 100 watts. The wing loading rule means that the model weighs 37 oz, so the available power ratio is less than 3 watts/oz (48 watts/lb). Any C rating is allowed by the rules but even with 35C the ratio is still under 4 watts/oz (64 watts/lb). Thus, the maximum rate of climb would be moderate. At this maximum climb, the motor run would be just under 1.5 minutes. Hence, flying an E Texaco model this way is a gamble on getting high enough to find the good air needed to ensure an 8.5 minute glide. This approach could work for some fliers, but is not my choice.

For the **long cruise** approach, the model is set up for a slow climb followed by a long period of cruise at reduced throttle (current draw) – just enough to hold altitude. The motor is stopped whenever the air is good enough to at least maintain height when gliding. The aim is to extend the motor-on cruise to as close to 10 minutes as possible. In practice, about 9 minutes motor run should result in a max, with the other minute coming from good-air shut-down time and the final glide. Perhaps 8 minutes motor run would do it, but it seems better to aim for 9. To do this, the model is set up to *primarily to minimize current draw*. Because 9 minutes is 15% of an hour, the *average* current draw must be kept under the figure calculated as battery capacity in amp-hours, divided by 0.15. Going back to the Cruiser example, the battery capacity is 0.550 amp hours, so to achieve a 9 minute motor run, the average current draw must be no more than  $0.550/0.15 = 3.7$  amps.

I have measured the Cruiser's current draw on the ground, at the throttle stick positions that I use when flying. Launch and the first 30 seconds is at about 8 amps, reduced to about 5 amps until the model is at around 300ft, then 3 amps for the rest of the flight. Current draw in the air would be a bit less than these figures, except in windy or gusty conditions when I sometimes need to use more power to penetrate and make corrections. This pattern gives close to 9 minutes motor run time, and sometimes more.

#### 3. Motors and props – load it lightly

The **climb and glide** approach will require a motor/prop combination that takes current draw right up to the maximum safe level for the battery. I have no experience with doing this for E Texaco.

For the **long cruise** approach, the key point is to have a motor/prop combination that gives a slow climb and cruise while keeping current draw as low as it must be. For any model, there are probably several combinations that will work well, but it may take some patient testing to get it right. In my Cruiser, I have a Hyperion ZS 3009-

20 1100Kv with an APC E 8X6. This gives just enough power to ROG with a push (the fuselage shape makes hand launching difficult). I tried an APC E 9X6, which gave a more sprightly ROG and steeper initial climb but it was trickier to find the right cruise throttle setting so I tended to draw too much current right through the flight, and hence reduced run times.

I think it is probably better to have a largish motor running lightly loaded than a smaller one running harder, but I have no measurements to support this view. Further, a motor with moderate to low Kv makes sense because it allows a more efficient larger prop for any given current, compared to a higher Kv.

#### 4. Model design – it shouldn't be a drag

I see the main criterion for selection of model design as low drag and high lift at low speeds, because the model will then require less current. However, the model must also have sufficient penetration in wind, which rules out a lot of undercamber. The required compromise points to a moderately thin wing section that either has a little undercamber or is flat bottomed, with a mid-high aspect ratio and low-drag tips – rounded or tapered. The overall design should be clean – drag from every bit hanging out adds to the current draw.

Designs that need quite a bit of power and speed to get 'up on the step' and into lower-drag flight are probably not good choices for E Texaco because they use too much current to maintain the speed they need. Of course, some of these designs are fine for E Duration, where the battery rule allows a much higher power/weight ratio and the battery capacity is not exhausted on each flight.

Finally, the design must be one that can be built sufficiently strongly at 8 oz/sqft. With the battery capacity determined by wing area, any extra wing loading means that there is more weight to support, hence a higher average current draw and reduced motor run time.

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### News from Tuakau *from John Butcher*

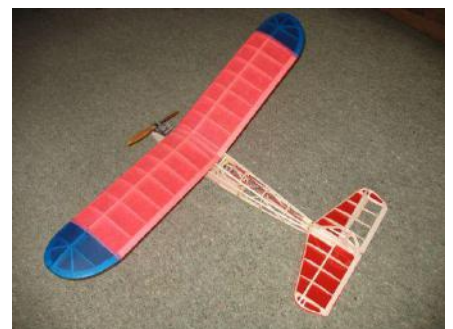
The February vintage meet at Pukekawa was not as well supported as previous events though all of us that flew had a very enjoyable time. And of course the scones at morning tea time and the lunchtime sausage sizzle were very welcome. Unfortunately the March event at Tuakau suffered a similar fate despite fair weather and some great lift on the Saturday and on the Sunday a slight increase in wind velocity and a bit of drizzle from midday caused a slightly earlier finish than normal.

The Ngatea (Blackfeet field) saw a much improved attendance with two days of great flying and some pretty hot competition in precision reflected in the results. The events of E Texaco and Open Texaco are still struggling to gain traction but E Rubber looks to be on the way to becoming a good competition. Thanks most go to Paul and Martin Evans, and Brian Nuttal for organising the April event and many thanks to Wayne Cartwright for being the CD to enable all these events to be held. The most noticed for his absence was Hamilton's, Brad, who we hope to see again shortly.

My current construction job is a "Brigadier" 47" span for A Texaco powered by a PAW 1.5 (see right) and if successful I may make one to replace my sadly lost Miss Fortune X.

David Gush, Ron Magill and I attended the Waikato Free Flight Champs at Gordonton on the 6<sup>th</sup> April. Conditions were very good. But attendance was disappointing with several flyers from the previous year missing. Including in the program was an RC Tomboy event a good idea I think.

*Best of Flying to All J.B.*



**Top Ten Leader Boards 2014 at end March, revised**

These are the Top Ten Leader Board standings at the end of March.

Brian Harris has posted the second perfect score of the year in Precision, to join Gordon Meads at the top of that Board. Rex Anderson leads Vintage IC Duration with a fly-off close to nine minutes, with Allan Knox in second spot. Allan also has taken top position in Vintage E Duration.

1/2A Texaco is well supported but Board places are still unoccupied in both A Texaco and Open Texaco. Tomboy-size models are to the fore in the well-supported 1/2E Texaco class and Keith Trillo has an excellent fly-off score – confirmed also in his top place in E Tomboy with the same model.

It is good to see more scores in E Texaco and E Rubber Texaco but there is still plenty of opportunity in those classes.

The Classical Duration classes also need more support.

Remember, the results of SIG-run contests are entered automatically but all other scores must be either emailed to me at [wcartwright@vodafone.co.nz](mailto:wcartwright@vodafone.co.nz) or mailed to 1 Millennium Heights, Flagstaff, Hamilton.

Cheers

Wayne Cartwright

**Vintage Precision**

Gordon Meads	RC1	600 + 200	18/1/14
Brian Harris	New Ruler	600 + 200	22/3/14
Graham Main	Trenton Terror	600 + 194	8/2/14
David Gush	Miss Fortune X	600	8/2/14
Bryan Treloar	Red Zephyr	600	8/2/14
John Danks	Gas Buggy	592	18/1/14
Les Cole	Red Zephyr	591	8/2/14
Don Mossop	Bomber	590	Nats
John Warner	Bomber	590	Nats
Rex Anderson	Trenton Terror	590	18/1/14

**Vintage IC Duration**

Rex Anderson	Playboy	780 + 528	22/3/14
Allan Knox	Cumulus	780 + 245	2/3/14
John Butcher	Miss Fortune X	746	8/2/14
David Gush	Miss Fortune X	746	8/2/14
Allan Baker	Lancer	689	2/3/14
Gordon Meads	RC1	606	18/1/14
Graeme Bradley	RC1	577	18/1/14
Charles Warren	So Long (diesel)	563	Nats
Bryan Treloar	Red Zephyr (ignition)	519	Nats
Ian Munro	TD Coupe (ignition)	434	Nats

**Vintage Electric Duration**

Allan Knox	Scram	960 + 223	30/3/14
Brian Harris	Kerswap/Playboy	960	Nats
John Butcher	Miss FX	955	22/3/14
John Warner	Playboy	940	Nats
Don Mossop	Playboy	818	Nats
Tony Gribble	Playboy	800	19/1/14

Rex Anderson	Anderson Pylon	793	19/1/14
Gary Burrows	?	702	2/3/14
Wayne Cartwright	Top Banana	679	Nats
Bernard Scott	Buzzard Bombshell	622	Nats

**Vintage Open Texaco**

John Butcher	RC 1	1513	Nats
Bernard Scott	Simplex	1197	18/1/14

**Vintage A Texaco**

David Gush	Miss Fortune X	1860	9/2/14
John Butcher	RC1	1856	18/1/14
Bernard Scott	Simplex	1849	Nats
Charles Warren	So Long	1849	Nats
Alan James	Miss Fortune X	1845	9/2/14
Ian Munro	Simplex	1664	9/2/14
Graham Main	Simplex	1068	Nats
John Selby	Turner Special	960	Nats

**Vintage 1/2A Texaco**

Allan Knox	Skipper	1500 + 786	15/2/14
John Butcher	Miss Fortune X	1500	Nats
Martin Evans	Miss Philadelphia VI	1410	Nats
Wayne Cartwright	Airborn	1396	23/3/14
Allan Baker	Slicker	1332	15/2/14
Graham Main	Rambler	1238	Nats
Bernard Scott	Playboy	1198	Nats
Keith Trillo	Skipper	1175	22/2/14
David Gush	Top Hat	1026	Nats
Ross McDonnell	Anderson Pylon	1013	Nats

**Vintage E Texaco**

Wayne Cartwright	Peterson Cruiser	1853	19/1/14
John Butcher	Miss Fortune X	1617	23/3/14
Denis Griffin	Miss Fortune X	524	22/3/14
Tony Gribble	Bomber	368	23/3/14

**Vintage 1/2E Texaco**

Keith Trillo	Tomboy	1500 + 1492	22/3/14
John Butcher	Miss Fortune X	1500 + 1048	19/1/14
Bernard Scott	Tomboy	1500 + 995	Nats
Wayne Cartwright	Strato Streak	1500 + 812	22/3/14
Graham Main	Tomboy	1500 + 771	Nats
Rex Anderson	Kerswap	1500 + 693	22/3/14
Tony Gribble	Kerswap	1490	19/1/14
Martin Evans	Brigadier	1489	Nats
Ross McDonnell	Anderson Pylon	1488	Nats
John Danks	Gas Buggy	1482	19/1/14

**Vintage E Rubber Texaco**

John Butcher	Gollywock	1860	22/3/14
Wayne Cartwright	Surprise	1610	19/1/14
Graham Main	KK Gypsy	1545	19/1/14
Bernard Scott	Lanzo Duplex	1445	19/1/14
Jack Godfrey	Modelair Sportster	812	19/1/14
David Gush	Ascender	262	9/2/14

**Classical IC Duration**

David Thornley	Satellite 1000	736	19/1/14
Bernard Scott	Starduster	287	Nats

**Classical E Duration**

Don Mossop	Texan FAI-ton	595	Nats
Wayne Cartwright	Nig Nog	560	Nats
John Warner	Eliminator	493	Nats

**Tomboy IC**

Charles Warren	Mills .75	524	19/1/14
Rex Anderson	Doonside Mills .75	399	22/3/14
Jack Godfrey	Mills .75	77	19/1/14

**Tomboy Electric**

Keith Trillo		1306	22/2/14
Gordon Meads		460	23/3/14
Tony Gribble		454	23/3/14

***PLANS SERVICE***

Due to the digitisation process we can now make all plans available to MFNZ members free of charge.

Plans will be in pdf format and if they have been processed will be available on request. If they are still being worked on they may take a while to be processed.

Please do not request more than around three plans at a time.

**Please send all plans requests to [avanz.plans@xtra.co.nz](mailto:avanz.plans@xtra.co.nz)**



### Proposed Rule Changes in 1/2E Texaco and E Texaco

The Vintage SIG Committee recommends changes in the rules for RC Vintage 1/2E Texaco and E Texaco, with two overall objectives:

1. Increase the challenge of maxing in 1/2E Texaco, thereby improving the satisfaction from flying the class.
2. Contribute to growth of entries in E Texaco by making it possible to use the same model in both E Texaco and 1/2E Texaco (but with different battery sizes).

These proposals have arisen as a broad consensus from discussions between members at the Nationals and at NNI events, where these classes have been flown most.

Regarding the first objective, there is a strong view that the 8 minute max in 1/2E Texaco is too easily achieved. This is borne out by the high proportion of three-max scores at the last Nationals and at the NNI events over the past year. This situation detracts from enjoyment of competition.

When considering possible rules changes, focus was initially on reducing the battery size. However, this approach was rejected because it would just encourage selection of smaller models that could be flown at lower weights and therefore achieve scores that would not be reduced by much.

Hence, the approach recommended is to retain the present battery size but increase the maximum flight time from 8 minutes to 12 minutes. To avoid extending the overall contest length, it is also recommended that the number of flights be reduced from 3 to 2 (plus, of course, provision for a fly-off).

The second objective arises because E Texaco needs more entrants. Some flyers have commented that they would enter E Texaco if they could use the same model as for 1/2E Texaco, although with the smaller battery determined by wing area. The consensus of discussion has been that this could be achieved by reducing the maximum wing area for 1/2E Texaco from 400 sqin to 310 sqin, and reducing the minimum wing area for E Texaco to 300 sqin.

This would allow a cross-over model size – between 300 and 310 sqin - where one model could be used for both classes, with a 2S 360mah battery for 1/2E and 270mah (in practice, 240 or 260 mah given the available sizes) for E Texaco. It would also allow entry in E Texaco of several models currently flown in 1/2E but which are too big (close to 400sqin) to be competitive with models around 210 – 220 sqin, which would also help the needed increased participation in E Texaco.

Implementing these concepts, the specific remits for rule changes are:

#### Remit 1:

Effective 1/1/15, in the rules for RC 1/2E Texaco amend 7.4.11 to:

7.4.11 Score is aggregate of 2 flights, each scored as follows:

Vintage: One point per second up to 720 maximum flight time, with age bonus and landing bonus added up to a maximum of 740.

Classical: One point per second up to 720 maximum flight time. The score is zero if the model fails to land according to 7.4.10.

In both classes flights over 14 minutes score zero.

#### Remit 2:

Effective 1/1/15, in the rules for RC 1/2E Texaco amend 7.4.3 to:

7.4.3 Maximum wing area is 310 sq in.

**And** in the rules for RC E Texaco, amend 7.3.3 to:

7.3.3 Minimum wing area is 300 sq in.

If these proposals are approved, they will be in effect at the 2015 Nationals.

These remits will be voted on by email/mail immediately after the publication of the June MFW, which will have the official notice. The voting forms will be emailed to SIG members at that time and voting will be over the two-month period to the end of August.

## Events at 2015 Nationals

The SIG Committee announces that the events to be flown at the 2015 Nationals will be the same as in 2014, as follows:

### RC Events

Vintage RC Precision	Vintage RC IC Duration
Vintage RC E Duration	Vintage RC 1/2A Texaco
Vintage RC A Texaco	Vintage RC Open Texaco
Vintage RC 1/2E Texaco	Vintage RC E Texaco
Vintage RC E Rubber Texaco	Classical RC IC Duration
Classical RC E Duration	

### FF Events

Vintage FF Power Duration	Vintage FF Rubber Duration
Vintage FF Glider Duration	Vintage FF Catapult Glider
Vintage FF Precision	Nos FF Power Duration
Nos FF1/2A Min Replica Power Duration	Nos FF Rubber Duration
Nos FF Glider Duration	Classic FF Duration Combined

### Several classes need more entries!

Council has now established a clear rule that a Nationals event is official only if **at least three entrants record scores** (or a no-flight). To ensure that all events meet this requirement, more entries are needed in the following RC classes:

Vintage RC E Duration, Vintage RC Open Texaco, Vintage RC E Rubber Texaco, Classical RC IC Duration and Classical RC E Duration.

The following FF classes need more entries:

Nos FF 1/2A Min Rep Power Duration, Nos FF Glider Duration, and Classical FF Duration Combined.

**As you look at your building programmes and preparation for the Nationals, please consider giving priority to these classes.**

**EDITORS NOTE:** The Rules for the above events are on the MFNZ Website, go to the Vintage pages and click on the Vintage Rules note.

The Rules should be dated January 2014 but note the Vintage page to open them is wrongly dated as January 2013. If you can't pick them up. If you fail to get them then e-mail or phone the Editor/Vintage Secretary whose address etc is on the bottom of page 1 of this NEWS