



## FROM THE EDITOR

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### ***NEXT TIME***

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Hello again, with winter here it may be time to do some building, though maybe your workshop will need some heating. Remember to be careful as a much of our building material is quite flammable, so no dope drying over heaters!

I have returned to doing a few National Decentralised events this year to support the concept which I feel is ideal for our NZ situation with widely spread population. Our local club field is not ideal for Free flight so most of my free flight is more in the style of trimming flights with short DT being used. Still the models seem to like getting free of their storage boxes and manage to get some flights that take them perilously close to trees that surround the site. I know that we used to call trees "balsa magnets" and it still seems true today for me at least.

Thanks to those who contributed to this edition of the News as always it has made my job that much easier.

I intend resigning from the Editors job at the end of the year having done it now for some 13 years from the April 2001 issue No 59.

So if you have the inclination to take up the challenge of continuing the News let the Vintage group know. We now have over 120 individuals who receive this Newsletter over 100 residing in NZ.

In this issue we have two NZ model designs that are very welcome thanks to Ron Magill for going through his archives for these.

Planning for the Nationals is proceeding, with the FF site being prepared for use by a team who are looking to install foot access over the drains for easy retrieval. For Vintage RC we look to have the use of Waharoa Domain that is close to the Headquarters site at the Waharoa Airfield. So all is looking good for the Vintage FF and RC events.

The minimum entry for each event is 3 to record scores so there are a number of classes that need to have some more entrants flying in them see page 17 of this issue for more details and maybe you can arrange your building to include one or more of these classes. With the nationals close to the main populations area of the country we hope to have a big entry this coming Nationals. That's it for now,

*Graham Main Editor*

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

## Waikato Nostalgia Champs 2014

Met Service had made a rare mis-prediction!

The anticipated wind never eventuated, forcing contestants to fly in dead calm - a rare and perplexing condition to Free Flyers. Landings within an easy stroll from launch point occurred with depressing regularity, and to add to the misery, heavy mists delayed the start of flying except for Precision where high climbs were not necessary.

When the mists finally lifted, Thermos flasks and cucumber sandwiches were put aside and huddled groups dispersed to prepare models. Despite the relentless calm there was an all-pervading spirit of determination to do what they had come to do, to fly in spite of the conditions. So strong was this determination that the finish time was extended, and by 3pm all had expended themselves to the full.

The only casualties to the freak atmospheric conditions were two Glider fliers who could make only token flights in the oppressive stillness, and Bill who was given scant opportunity to experiment with his new retrieval bike.

Well done to all those who soldiered on despite the conditions - see you next year if you have recovered by then.

### Power

1	Rex Bain	414	Super Stuff	1946	OS.15
2	Rex Anderson	366	Stratostreak	1941	OS.15
3	Bernard Scott	328	Dixielander	1959	Cox.049

### Rubber

1	Bill McGarvey	471	Talisman
2	Bernard Scott	316	Flip Flop 1952
3	Lincoln Vincent	190	XL59
4	Stan Sommerfield	100	Junior Miss 1971

### Glider

1	Rex Anderson	471	Lively Lady 1970
2	David Ackery	382	Cumulus 1950
3	Moir Vincent	41	Kiwi 2
4	Bernard Scott	33	Satu 1950

### Precision

1	David Ackery	235	Cumulus 1950
2	Bernard Scott	228	Shadow 1937
3	John Dowling	221	Mam'selle
4	Alwyn Graves	195	Hugelet
5	Bryan Leeves	115	Kea
6	Stan Sommerfield	78	Debutante

### Tomboy

1	Rex Anderson	869
2	Bryan Leeves	398

Bernard Scott



**Waikato Nostalgia Champs**  
Left Pre-Flight briefing



Dave Ackery with  
his Cumulus  
glider a Swedish  
design



Rex Bain (left )with  
his Super Stuff and  
Rex Anderson with  
his Stratostreak



## Waikato Nostalgia Champs



Top Left: Lnc Vincent launches his XL59 Nostalgia Rubber model

Top right: The beautifully executed propeller assembly of Bill McGarvey's Talisman model

Below: John Dowling preps his Smeed Mamselle



### ***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)**

## JR Airsail Pukekawa RC Vintage and Classical Contest and Rally 10 May 2014

### CD's Report

Because this event was rescheduled for one day, numbers were down a little but there was a lot of flying – 13 contestants, 39 entries and 110 recorded flights. After the fog cleared at about 10.30, conditions were superb – a slight breeze and generally smooth air. Although substantial lift was rare, some excellent scores were achieved.

It was good to welcome Doug Baunton and to see Graham Bradley mobile again.

This was an excellent final event in the NNI season. I thank John and Sharon Danks for their hospitality – cream scones and BBQ again!

Wayne Cartwright

### Results

		R1	R2	R3	Total	FO
<b>Vintage Precision</b>						
Brian Harris	New Ruler	200	200	200	600	198
Rex Anderson	Miss Fortune X	200	200	196	596	
Gordon Meads	RC1	195	200	200	595	
David Thornley	Bomber	198	191	200	589	
Graham Bradley	Miss Philly	200	200	188	588	
Don Mossop	Bomber	191	200	191	585	
Keith Trillo	Tomboy	183	165	168	516	
Doug Baunton	Hepcat	113	102	101	316	
<b>Vintage IC Duration</b>						
Wayne Cartwright	Bomber, OS 56FS	260	260	260	780	344
David Thornley	Bomber, Saito 80FS	252	252	260	764	
Rex Anderson	Playboy, OS 62FS	250	260	250	760	
Gordon Meads	RC1, Saito 72FS	178	259	260	697	
Graham Bradley	RC1, ?	118	167	169	454	
<b>Vintage A Texaco</b>						
Bernard Scott	Simplex, OS 20FS	620	620	620	1860	1063
<b>Vintage 1/2A Texaco</b>						
Rex Anderson	Playboy	326	354	388	1068	
Keith Trillo	Skipper	141	469	399	1009	
David Gush	Top Hat	491	491		982	
<b>Open Texaco</b>						
Bernard Scott	Simplex, OS 20FS	619	698		1317	
John Butcher	RC1, PAW 2.5	916			916	
<b>Vintage E Duration</b>						
Brian Harris	Playboy, 553 sqin, 1000, 4S, 30C	320	320	320	960	552
Don Mossop	Playboy, 770 sqin 1600, 4S, 25C	320	320	253	893	



**JR Airsail May Report (cont)****Vintage E Texaco**

Wayne Cartwright	Cruiser	620	620	620	1860	332
643 sqin 550, 2S, 25C						
John Butcher	Miss Fortune X,	620	615	620	1855	
600 sqin, 540, 2S, 25C						
David Gush	Miss Fortune X,	432			432	
408 sqin, 360, 2S, 25C						

**Vintage 1/2E Texaco**

Wayne Cartwright	Strato Streak,	500	500	500	1500	887
322 sqin						
Keith Trillo	Tomboy, 216 sqin,	500	500	500	1500	783
Rex Anderson	Kerswap, 398 sqin	500	500	500	1500	514
John Butcher	Miss FX, 150 sqin,	500	500	500	1500	
Bernard Scott	Tomboy, 216 sqin,	325	500	500	1325	

**Vintage E Rubber Texaco**

John Butcher	Gollywock, 279 sqin	620	620	620	1860	
240, 2S, 25C						
Wayne Cartwright	Surprise, 200 sqin	524	502	620	1646	
180, 2S, 25C						

**Classical IC Duration**

David Thornley	Satellite 1000	300	300	300	900	203
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**Classical E Duration**

Don Mossop	Texan FAI-ton	300	300	300	900	
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**Tomboy IC**

Rex Anderson	Doonside Mills .75				602	
Rex Bain	Mills .75				541	
Keith Trillo	Mills .75				439	

**Tomboy E**

Keith Trillo	360, 2S				1004	
Gordon Meads	360,2S				496	

**Hi Start– Bungee Launch 36 inch Gliders.**

As noted in the last issue the Editor has been keen to try this type of launching and model size as has had a growing following in the UK.

My first effort has been to build a Veron Classic glider, a model that has been sitting in its kit box since I was given it 6 or so years ago by a modeller departing for Oz and better times.

The build went quite well with no problems and was quite therapeutic. One advantage is that this size of model goes together quite quickly. Now finished it was test glide time. A few quirks turned up that have not been fully resolved and the launches of the Hi start Bungee have not been too successful as yet, but we are working on it.

Good things take time as the saying goes.



### Top Ten Leader Boards 2014 at 17 June

These are the Top Ten Leader Board standings at 17 June. They include the scores from the last event of the 2013/14 NNI contest season as well as new scores from NDC events.

There are several new people on the Boards and quite a few improved scores, including some impressive fly-off times. The really good thing is that postings to the Boards have come in from all over New Zealand – NDC and club flying at Christchurch and Blenheim, and contests at Levin, Ngatea and Pukekawa.

It is also great to see growing numbers in some of the newer classes – Vintage E Duration and 1/2E Texaco with full Boards, both E Texaco and E Rubber Texaco have 6 scores, and Open Texaco has 5 scores, with the two top placings being recent NDC scores. However, Classical E Duration (4 scores), and Classical IC Duration (2 scores) still need much more support.

Another point that appeals to me is the variety of designs that are being flown. Although there are several Playboys, Bombers, and Miss FXs, the Leader Boards record 45 different designs. To me, this range of models is one of the things that makes the Vintage movement so interesting.

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
Rex Anderson	Trenton Terror	600 + 198	12/4/14
David Gush	Miss Fortune X	600 + 198	15/7/14
Graham Main	Trenton Terror	600 + 194	8/2/14
John Butcher	Miss Fortune X	600 + 191	15/7/14
Bryan Treloar	Red Zephyr	600	8/2/14
Angus Macdonald	Buzzard Bombshell	595	13/4/14
John Danks	Gas Buggy	592	18/1/14
Les Cole	Red Zephyr	591	8/2/14

#### Vintage IC Duration

Rex Anderson	Playboy	780 + 528	22/3/14
Wayne Cartwright	Bomber	780 + 344	10/5/14
Allan Knox	Cumulus	780 + 245	2/3/14
David Thornley	Bomber	764	10/5/14
John Butcher	Miss Fortune X	746	8/2/14
David Gush	Miss Fortune X	746	8/2/14
Gordon Meads	RC1	697	10/5/14
Allan Baker	Lancer	689	2/3/14
Ian Munro	TD Coupe	606	4/5/14
Joe Bradbury	Viking	596	4/5/14

**Vintage Electric Duration**

Brian Harris	Playboy	960 + 552	10/5/14
Allan Knox	Scram	960 + 223	30/3/14
John Butcher	Miss FX	955	22/3/14
John Warner	Playboy	940	Nats
Don Mossop	Playboy	893	10/5/14
Tony Gribble	Playboy	800	19/1/14
Rex Anderson	Anderson Pylon	793	19/1/14
Gary Burrows	Clipper	702	2/3/14
Wayne Cartwright	Top Banana	679	Nats
Bernard Scott	Buzzard Bombshell	622	Nats

**Vintage Open Texaco**

Allan Baker	Zipper	1822	18/4/14
Allan Knox	Lancer 45	1568	18/4/14
John Butcher	RC 1	1513	Nats
Bernard Scott	Simplex	1401	13/4/14
Ian Munro	TD Coupe	937	4/5/14

**Vintage A Texaco**

Bernard Scott	Simplex	1860 + 1063	10/5/14
John Butcher	RC1	1860 + 675	18/1/14
David Gush	Miss Fortune X	1860	9/2/14
Allan Knox	Lancer	1852	6/4/14
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	1651	12/4/14
Paul Evans	Miss Fortune X	1569	13/4/14
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
Rex Anderson	Playboy	1347	13/4/14
Allan Baker	Slicker	1332	15/2/14
Graham Main	Rambler	1238	Nats
Bernard Scott	Playboy	1198	Nats
Keith Trillo	Skipper	1175	22/2/14
Bryan Spencer	Slicker	1146	13/4/14

**Vintage 1/2A Texaco Scale**

Allan Knox	Chilton	666	6/4/14
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**Vintage E Texaco**

Wayne Cartwright	Cruiser	1860 + 721	12/4/14
John Butcher	Miss Fortune X	1855	10/5/14
Martin Evans	Miss Trenton III	996	13/4/14
Denis Griffin	Miss Fortune X	524	22/3/14
David Gush	Miss Fortune X	432	10/5/14
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 + 1118	12/4/14
Bernard Scott	Tomboy	1500 + 995	Nats
Wayne Cartwright	Strato Streak	1500 + 887	10/5/14
Graham Main	Tomboy	1500 + 771	Nats
Rex Anderson	Kerswap	1500 + 693	22/3/14
Tony Gribble	Kerswap	1500 + 412	13/4/14
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 + 693	12/4/14
Wayne Cartwright	Surprise	1646	10/5/14
Graham Main	KK Gypsy	1545	19/1/14
Bernard Scott	Lanzo Duplex	1453	13/4/14
Jack Godfrey	Modelair Sportster	812	19/1/14
David Gush	Ascender	262	9/2/14

**Classical IC Duration**

David Thornley	Satellite 1000	900 + 203	10/5/14
Bernard Scott	Starduster	609	13/4/14

**Classical E Duration**

Don Mossop	Texan FAI-ton	900	10/5/14
Martin Evans	Skymaster	579	13/4/14
Wayne Cartwright	Nig Nog	560	Nats
John Warner	Eliminator	493	Nats

**Tomboy IC**

Rex Anderson	Doonside Mills .75	654	10/5/14
Rex Bain	Mills .75	541	10/5/14
Charles Warren	Mills .75	524	19/1/14
Keith Trillo	Mills .75	439	10/5/14
Jack Godfrey	Mills .75	77	19/1/14

**Tomboy Electric**

Keith Trillo		1306	22/2/14
Bryan Spencer		935	13/4/14
David Gush		617	13/4/14
Gordon Meads		603	12/4/14
Tony Gribble		454	23/3/14

# EVENTS calendar

## 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

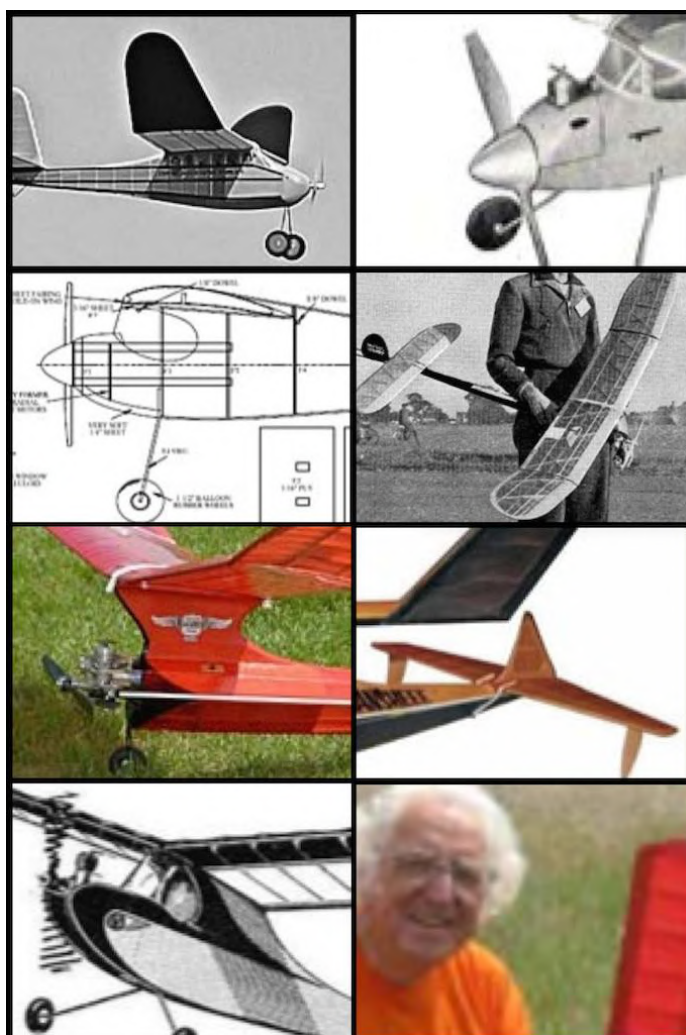
CD: John Selby (04)5637739 or (027)6008497

## PUZZLE TIME

Can You identify the models and the model associated with the person in the picture mosaic on the right ?

No prizes but the fellow who sent this in says all the answers start with the letters a, b, c, or d

Answers may be in the next issue.



**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.

**June 2014**

120 Vintage FF Hand Launched Glider  
121 Vintage FF Catapult Glider  
122 Nostalgia FF Glider Duration  
123 Vintage RC Precision

**August 2014**

145 Vintage FF Power Duration  
146 Nostalgia FF Power Duration  
147 Classic FF Rubber Duration  
148 Vintage RC IC Duration  
149 Vintage 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

**September 2014**

167 Nostalgia FF 1/2A min Replica  
168 Classic FF Power Duration  
169 Vintage RC 1/2A Texaco  
170 Vintage RC A Texaco  
171 Classical RC IC Duration  
172 Classical RC E Duration

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.

**Editors Note: This is a repeat of the advert from last month the copies available may differ from the above.**

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FROM OUR READERS:

*First from Dmitri Zotov in Australia*

Nice to see the vintage activities in NZ.

I had a half-hour flight with the Tomboy a couple of days ago. The day before was wet, but the Met Office said we were under the southern edge of the Doldrums (which are supposed to be on their merry way north by now) and today would be fine. Aye, maybe. But believe it or not, it happened! Blue sky, little puffy Trade wind clouds, light breeze. A policy decision was made to go flying.

The first flight encountered a king-size downdraught, and came down like a brick, so I had a bit of a pause for thought, until a cloud drifted overhead. Flick - flick - flick buzzz... Give it a biff (technically known as a Hand Launch) - up, up and away. The rate of climb was much better, indicating that there was some lift about. I spotted a pair of hawks circling, and went over to join them. After a few turns, Tomboy began to look quite small; a disadvantage of a small model. OK, so straighten up and fly out of the thermal. NBG: it just got smaller. Apply full 'down' to dive to a lower level: still NBG. Fly to an area of blue sky with no clouds: STILL NBG. The whole sky seemed to be going up. In the end I got it down with a series of spiral dives - a bit cautiously, as these put a lot of stress on the model.

Even on approach to land, I had to dive to get it down. Half an hour on a thimbleful of fuel is certainly economical flying. Not bad going for a fourteen-year old model!

I found out where Snorky's name came from. It is a Schnauzer/Yorkshire Terrier cross. It is small and it is ugly! Anyway, I decided that Snorky needed a few more elephants, though the Frog 150 used to be quite a good engine in its day. With 10 degrees of downthrust blowing over the wing centre section, the whole region must be stalled on the climb. Essentially, the model has a drag parachute slowing things down, and this provides the so-called 'stability' of the shoulder wing, high thrust-line model. Of course, it could be completely re-trimmed, with zero-zero thrust line, and wing warp under the starboard inner panel, but this would lose all the attraction of flying it the way it used to be flown. Anyway, it just so happens that I also have a Frog 150 Mk 2 - George Fletcher's first job when he went to Frog as engine designer. A couple of small mods upped the power by 25%. And guess what - that theoretical stuff about rate of climb being dependent on excess horsepower available is exactly right. It still climbs on the wing, with all that downthrust holding the nose down, but the climb sparkles! It gets quite high in the statutory 20 seconds.

I suspect that there is still some muddled flow around the tail during the glide, as it was very unresponsive to rudder, but an increase of throw of 25% is starting to make inroads into this problem. That, and the discovery that the engine runs for three seconds after operating the cut-out, so I have to set the tranny timer for 17 seconds, is making it enjoyable to fly. (Yes, I know, I'm not competing in a SAM comp, but it is still nice to do things properly).

In case you haven't guessed, I'm having a ball with the old-timers, though I must get back to painting the Corsair now that the weather is drying out. (Cross finger, touch wood etc.)

Best regards

Dmitri

Editors Note: *The Snorky was featured in the Oct/Nov 2012 Issue 128 and the issue 128 update*

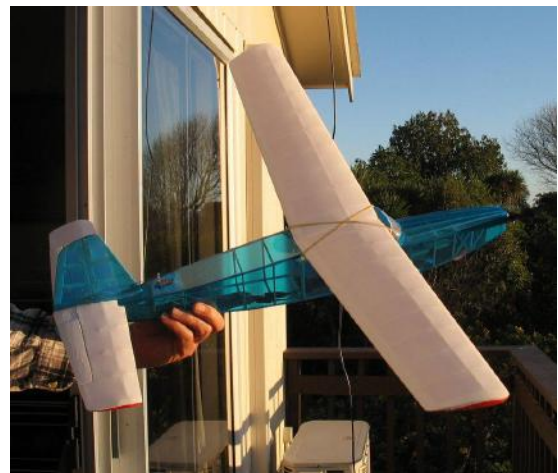
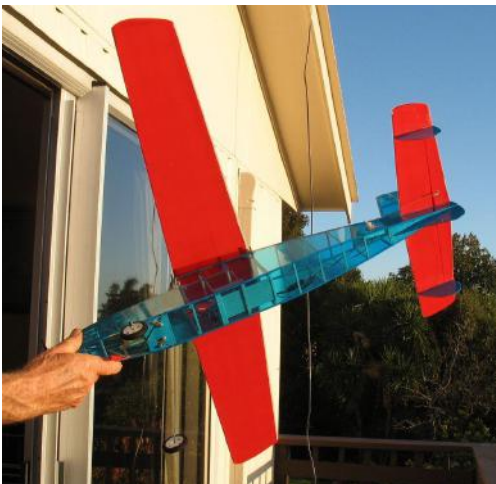
From the readers continued

*And this from John Butcher our regular contributor from Tuakau in NZ*

I thought maybe the article from Sam Speaks ( See below) would be worth printing as I don't think some of the points touched on have been printed in AVANZ previously.

As matter of interest the Klemm in the photo (*Not shown here Ed*) is exactly the one I thought of for ½ A scale. I have a 72" version from a Krick kit so the plan could be used reduced to about 48".

Finally the KK Gypsy photos below is ready to test fly the undercart is a bit flimsy so it does a good impression of a drunk giraffe. It is 34" span 153 sq in with a 120 2s Li-Po. Weight 6 oz. So it might do 5 minutes.



### **Fuel Leaks on Half-A Texaco Engines.**

One of the things that bedevils us all in 1/2 A Texaco, either the FF or the RC kind, is the occasional seeming inexplicable short motor runs that occur with Cox reed valve engines. Bob Angel suggests that fuel leaks are one of the main culprits in these short runs.

He writes as follows:

"Part of a loss in run time can be attributed to fuel leaks. Whenever you've had the tank off, it's always a good idea to check for leaks after replacement. The most frequent leaks occur around the 4 fuel tank screw heads. Fill the tank, blot the area dry and look for seepage around those screw heads. Leaks will show up even better if you close the needle and pressurize the tank. If there's a leak, don't just overtighten the screws. Find the cause rather than cave-in the backplate with too much torque. The designed sealing area is between the bottom of the screw heads and the countersunk backplate holes. There can be a burr in the hole, or I've seen cheap replacement screws made with ridges under the heads, possibly made by a thread rolling process, rather than die cutting. If replacements, the screws can be a touch too long, or the threaded holes in the case can be too short. I usually countersink these holes a little with a handheld drill bit and chase the threads with a 2-56 tap. just don't punch through into the case. "Oddly enough, I've never seen a leak in that Y groove between the tank and backplate/needle assembly unless that's what occurred just last week. I'd check the screw head area before mounting an engine in my plywood quick mount. But when clamped down in the mount, fuel was seen running down the face of the plywood. No leak visible when unclamped. I just removed the tank and replaced it, ready to be checked out later if I ever get rountuit. The tiny O-ring is another possible leak source, although in my experience it doesn't happen very often, even when the ring is re-used after takedown. And finally, fuel siphoning occurs frequently from the prop wash over the fill or vent tubes. I cap off the right hand tube after filling, and if there's a second tube rather than a tiny vent hole, use a short extension of fuel tubing cut on a slant at the top." Bob Angel is SAM Speaks RC Editor and editor of the Coastal Flyer, newsletter of SAM 26, of the Central Coast of California.

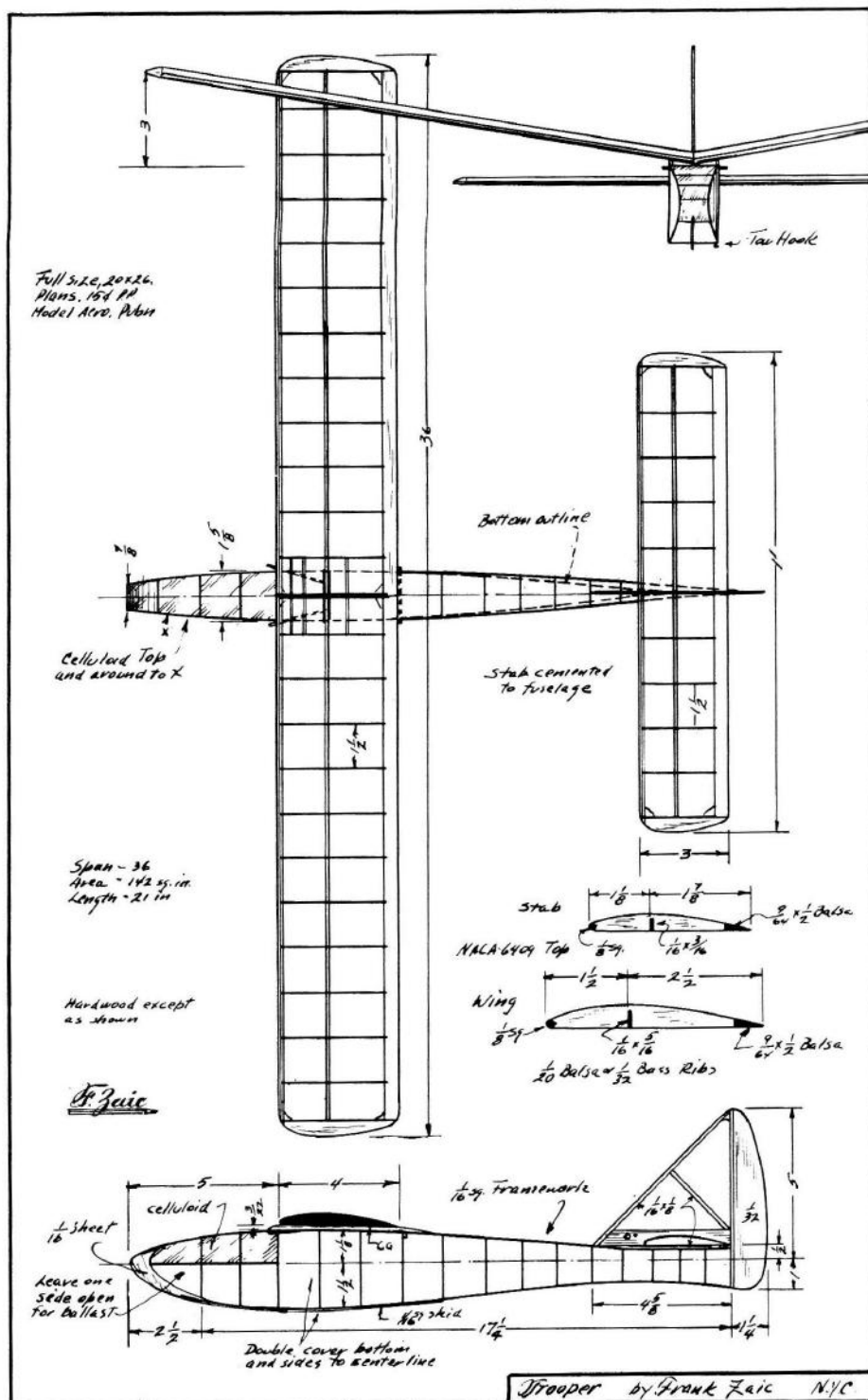
*Taken from SAM SPEAKS no 190 July /August 2006*

## Plans

Here are some plans that have been forwarded by readers. The **Trooper** is from Model Glider Design by Frank Zaic, and is include here as it is a 36 inch model that suits the Hi Start idea that the Editor is exploring.

Ron Magill supplied the two NZ plans the first is the **Modelair Contest Glider** a contender for Vintage HL or Catapult Glider not sure of the dating but should be in the pre 1950 era judging by the references to polish.

The second is a variation on the Zipper design by Ira Pepperell as drawn up by the late Maurie Poletti as a 1939 design it would be a worthy addition to Vintage power.



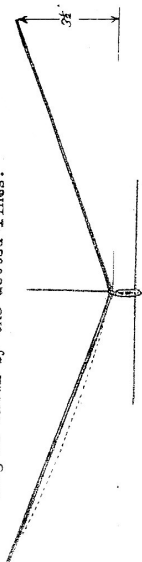


*Modelair*

# CONTEST GLIDER

Area 56 sq. inches.  
Weight .75 oz. approx.

Bend a slight 'wash-in' into the starboard wing as shown by the dotted lines.



lance model for flight by weighting the nose with modelling clay. No incidence is used on either tail plane or wing.

Steam in the wing curvature as shown by the dotted lines.

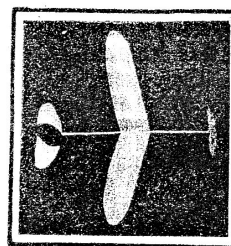


Use ample cement on all joints, using several light coats rather than one heavy one.

Cut and sand fuselage to cross-sections shown.

For extra strength use a filletting paste of balsa dust mixed with dope, & cement round the wing roots.

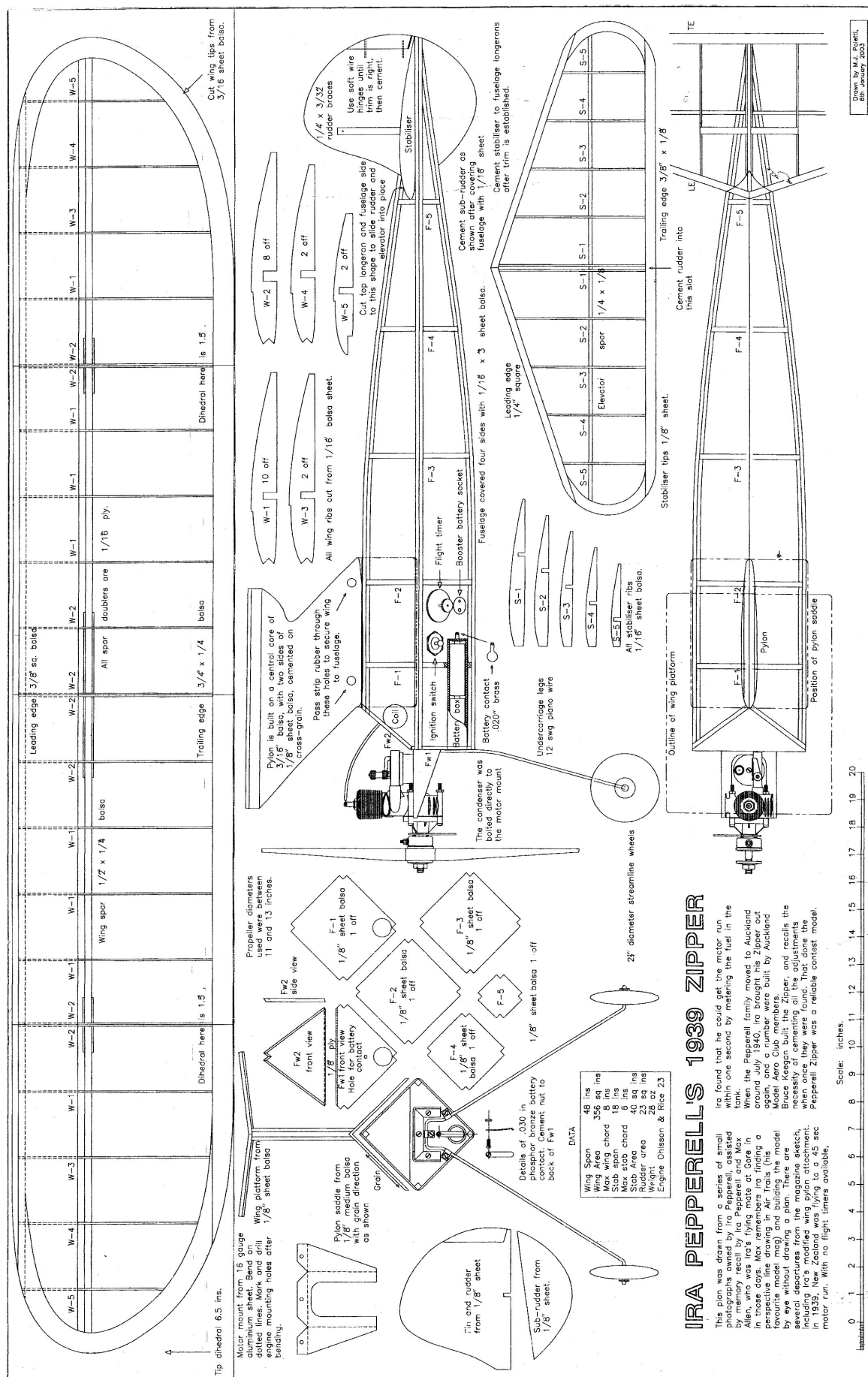
Cut wing, elevator and rudder to outlines shown.



Polish all surfaces by giving several coats of GLO-gloss and sanding with fine sandpaper between each. Do this before assembling. Do not put GLO-gloss near centre of wing or elevator as cement will not hold over it. Finish polishing with a floor wax and soft cloth. YOUR FLIGHTS DEPEND ON THE FINISH AND BALANCE OF YOUR MODEL.

In the model in a right hand vertical bank the fuselage making an angle of about 45 deg to ground.

Make sure that the wing halves weight exactly the same. Poor balance will result in poor flights.



## 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

**Voting Form for Remits to Change Vintage Rules: RC Vintage 1/2E Texaco and E Texaco**

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

1. To increase the challenge of maxing in 1/2E Texaco, improving the satisfaction from flying the class.
2. To 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).

The full text of the proposals for these changes was published officially in MFNZ Model Flying World June 2014, and also in AVANZ News No. 136, Feb/March 2014. There are two Remits.

**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.

**Voting****Remit 1**

Please place a cross after one of the following:

**I vote to adopt Remit 1**

**I vote to reject Remit 1**

**Remit 2**

Please place a cross after one of the following:

**I vote to adopt Remit 2**

**I vote to reject Remit 2**

**Declaration**

To be valid, your voting form must include the following:

**Name:**

**NZMAA Number:**

**Address:**

**Telephone Number:**

Please return this voting form to Graham Main, SIG Secretary, either by email to [gramain@xtra.co.nz](mailto:gramain@xtra.co.nz) or by mail to PO Box 55, Maungatapere, Whangarei 0152, to arrive before 5pm on 10 September 2014 – the time and date when voting officially closes.