

AVANZ NEWS





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From the Editor

Moving the Nationals from January to March has long been suggested in expectation of more settled weather later in the year. After an inclement start, the weather did cooperate, enabling almost all events to be flown on schedule, but where were all those so keen on the later date? Wherever they were, they missed a great Nationals. Administration was again impeccable, and this year there was even the option of catered breakfasts at the camp ground and a full meal before the prizegiving. Well done, Jonathon and team.

Vintage fliers racked up 115 valid entries in 18 classes, 29% of which were FF, and 71% RC. This compares with 149 entries in 21 classes at the last Nationals, where the FF/RC split was 39%/61%. The three unflown classes were all FF; Power, Rubber, and Classic Combined. Opting out of Power on day one was understandable as conditions were blustery and wet, but why were only two of the eight Rubber entrants ready to fly on day two, and did why Classic Combined not make a quorum on the last day in near perfect conditions? An overcrowded program to start with, exacerbated by the rescheduling of events from day one, may be contributing factors.

A surprise at the AGM was that the apparently simple question of whether to keep or modify the age bonus system was not resolved but referred back, yet again, to the committee for further investigation. Having been

part of the previous discussions on the pros and cons of age bonuses, I cannot imagine what new and meaningful considerations there could be.

Perhaps it's time to look at this issue from a different perspective by thinking of it as an *age penalty* rather than an *age bonus*. Using a suggestion made at the meeting, we would start by giving every model 20 bonus points as a buffer against the time task, then extend this idea by deducting one point for every year after 1930 that the model was designed. Would such an age penalty rule be as popular as the existing age bonus rule? It does not seem right to penalise flyers who build later designs - yet this method results in scores identical to those obtained when using the current bonus system which rewards earlier designs.

Most of this issue is given over to contest reports. Thanks to those listed below who responded to the request for comments on the Nationals.

Bernard Scott

Contributions to this issue from

Allan Baker	Allan Knox	Bryan Treloar
David Thornley	Doug Baunton	Gary Milldenhall
Graham Main	John Butcher	John Urry
Peter Wilson	Rex Bain	Wayne Cartwright
Robert Wallace	Stewart Cox	Paul Squires
Bill McGarvey		

On the Cover

1952 Ron Warring Flip Flop on its winding stooge at the 68th Nationals

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COMMITTEE: Gary Burrows, Graham Main, Allan Knox, Don Mossop, David Crook
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PLANS: Mark Venter avanz.plans@xtra.co.nz



COMMITTEE NOTICES

FROM THE SIG AGM

1. Age Bonus rules were not changed; existing rules are confirmed.
2. The replacement class RC Vintage Scale Texaco was approved.
Copies of the the rules can be obtained from the Secretary

NEW LOGO

As *Model Flying World* went "up-market" with ever more sophisticated printing and layout, our Vintage logo started to look rather dated. Logos adopted by other SIGs have been based on a single layout designed by Murray Race, the Editor of *Model Flying World*.

This design is tweaked to represent different fields of interest, yet creates harmony between the presentations of individual sections. At the request of SIG Chairman, Wayne Cartwright, Murray produced a selection of logos for the Vintage SIG. The one used here was the Committee's choice.

The silhouette is of the *Modernaire 57*, selected from Wayne's plan collection for its pleasing elliptical surfaces and Vintage feel. Details of the design will be in the next issue.

Thanks to Murray for producing a fine upgrade.

VINTAGE RULE BOOK

There has been a tidy-up of the current rule book to make it easier to use. The Committee is checking the revised format before it is sent out to all fliers for review, and hopefully, approval.

WINNER

Voting scrutineer Graham Main confirmed that voting for the best 2015 contribution to AVANZ News was unanimous in confirming Chris Murphy the winner. This is well-deserved recognition of the work put into this illuminating series on model engines. The prize of a Bugatti Veyron, plus a \$50 voucher from Airsail, will be delivered as soon as the Committee is advised of Chris's new address.

Vintage SIG: JR Airsail Pukekawa RC Vintage and Classical Event May 2016

Dates: May 21st and 22nd, 2016
Times: 9.30am Saturday - 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: Dave Crook, 07 824 7821, 021 123 6040, chloecat@xtra.co.nz

This is a combined contest and rally. All contest classes are 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: Precision, IC Duration, E Duration
Tomboy: IC and Electric – best two flights of three attempts, with model specifications as published in AVANZ News (180 mah 2S).

Each contestant may make multiple entries in each class, subject to a different model being used for each entry.

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

National Decentralised Contests

NDC events for each month may be flown on any Saturday or Sunday of that month.

Send results to : mfnz.recordingofficer@gmail.com
For the Leader Boards, Cc the Editor at : scott.scott@xtra.co.nz

JUNE

#101	Vintage	FF HLG
#102	Vintage	FF CAT Glider
#103	Classic	RC E Duration
#104	Vintage	RC Precision

JULY

#105	Vintage	RC 1/2A Texaco Scale
#106	Classic	RC Precision

AUGUST

#107	Vintage	RC E Texaco
#108	Vintage	RC IC Duration
#109	Classic	RC E Duration

Future NI Events 2015/16

September 11	CPMAA RC Vintage	Levin
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This was my first attendance at a Levin Vintage fly-in and I was looking forward to meeting some more of the Northerners. I loaded up 5 models and headed up highway One arriving at the lovely green Levin Model Aero Club field at 0915. The day looked promising with a good turn out of locals already sport flying. Some nice models too. The weather looked great with warm temperatures and little wind. It stayed that way all day and was ideal for vintage. I hear they get a lot of this sort of weather in Levin even when it is blowing a gale down in Wellington.

There was a small turn out this time for vintage with some sick and others needing to be elsewhere. Still, we had five for the always popular Precision.

It was a bit tricky landing on the narrow strip, particularly as it was cross wind but at least those long edges could catch a model that would otherwise roll through the circle. Stew Cox and I worked together and both maxed out, so a fly-off was needed. We both did well on time but Stew just missed his last landing. He was pleased though as he hasn't flown vintage much and this was his first time achieving the 3 maxes. Stew has Neil McDougall's old Playboy and it was fitting to be flying it at this event.

Of the other models I really liked Brian's magnificent big Lanzo Airborne (like a bomber with a cabin fuse). He even ran a Sparky in it. New to the event was Stu Hubbard flying a very tidy electric Cloudster with a very hot climb. Unfortunately I was too late getting out my camera so didn't get the pictures I meant to get.

RC Vintage Precision :

Stu Hubbard	Cloudster	1938	488
Brian Treloar	Lanzo Airborne	1938	529
Joe Bradbury	Viking	1940	562
Stew Cox	Playboy	1940	789
Allan Knox	Lancer 45	1938	800

Mixed in with precision we also flew Duration. Mostly IC. The new rules allowing just 20 seconds for 4 strokes makes it tough for many models. Stew's Playboy struggled but had a fine glide. My Cumulus with its lusty Saito 65 is a 4 minute model but only just, so any lift is appreciated and there was a lot of lift about later in the morning. The light drift was such that it was possible to fly a thermal, land, restart and launch back into the good air again. Stu Hubbard put up an E duration time and a good one too at 721 seconds and finished with another

spot. He hasn't sized his battery though for the class but the Cloudster shows lots of potential. In the end duration was just flown by Stew and myself. I managed to max so put in a fly-off flight for Leader Board points. The big lift had departed by this time but it was still a good flight. Cumulus soars well even if it is a bit heavy.

RC Vintage Duration :

Stewart Cox	Playboy Senior	1940	726
Allan Knox	Cumulus	1937	1143

After lunch there was just me, assisted by Stew on the watch as I put in Texaco A and 1/2A times. My little Skipper is flying again after lying lost in an olive grove for several weeks after the Nats. Fortunately it came back via the modelling grapevine and has now had a rebuild and wing recover. Sadly the great little Cox on the front has gone off song but it still maxed the first 2 flights before I broke it with a stupid cross wind launch.

RC Vintage 1/2A Texaco :

Allan Knox	Skipper	1948	1000
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It was the Lancer's turn again to fly A Texaco, the class it was built for. The normally ultra reliable OS20 4 stroke cut early on the first two flights but helpful air assisted both out to maxes. The last flight was much easier as I left the throttle alone and the little engine ran sweetly out to 8 minutes before it was cut and the model drifted down to another max.

RC Vintage A Texaco

Allan Knox	Lancer 45	1938	1860
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It was a fine days flying and the weather was perfect. Hopefully, a few more will come out to play at the next meeting. I headed home late afternoon but Stew stayed on to tune his DLG in ideal conditions.

Our thanks go to the Levin Club for their hospitality, it looks like a great little club.

Till next time then.....



Allan Knox and *Cumulus*

Stewart Cox with *Playboy*



Vintage RC Precision

1	Don Mossop	Bomber	799
2	Allan Knox	Lancer	797
3	David Crook	Playboy	793
4	Graham R Main	Miss Trenton III	771
5	John Butcher	Miss Fortune X	598
6	John Warner	Record Breaker	588
7=	David Thornley	Bomber	587
7=	Bernard Scott	RC-1	587
9	Lightfoot Stuart	New Ruler	585
10=	Allan Baker	Zipper	583
10=	Steve Warner	Spook	583
10=	Stewart Cox	Playboy	583
13	Rex Anderson	Miss Fortune X	582
14	Keith Trillo	Tomboy	571
15	Doug Baunton	Miss Arpiem	549
16	John Selby	Vespa	497

Classical Precision

1	Graham R Main	Gigi	573
2	Don Mossop	Madcap	563
3	Bernard Scott	Raider	480
4	David Thornley	Satellite	347
5	John Warner	Spook	343

Vintage RC E Duration

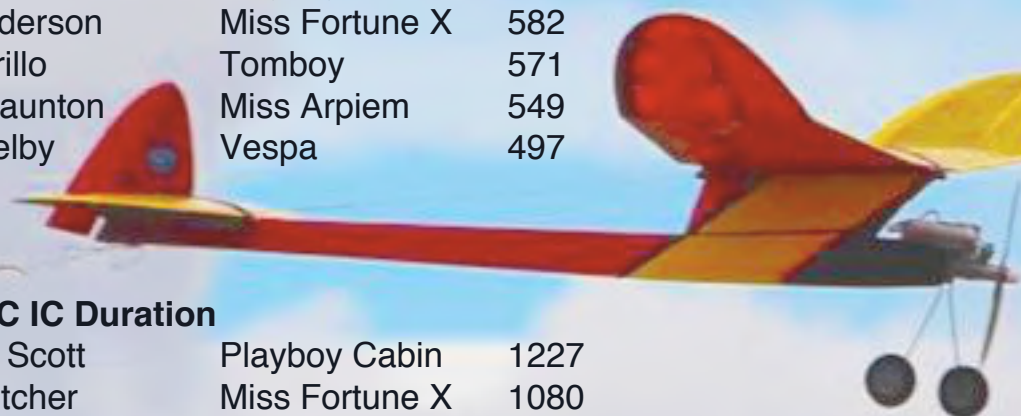
1	Don Mossop	Playboy	924
2	Bernard Scott	RC-1	915
3	John Butcher	Miss Fortune X	902
4	Allan Knox	Scram	893
5	John Warner	Playboy	870
6	Rex Anderson	Anderson Pylon	833
7	Lightfoot Stuart	New Ruler	813
8	David Crook	Bomber	805
9	Ron Boggiss	Playboy	714
10	Doug Baunton	Miss Arpiem	465

Vintage RC IC Duration

1	Bernard Scott	Playboy Cabin	1227
2	John Butcher	Miss Fortune X	1080
3	David Thornley	Bomber	780
4	Allan Knox	Cumulus	773
5	Rex Anderson	Playboy	721
6	Stewart Cox	Playboy	636
7	Charles Warren	So Long	621
8	Allan Baker	Zipper	450
9	John Selby	Playboy	391

Vintage RC 1/2A Texaco

1	John Butcher	Miss Fortune X	2290
2	Bernard Scott	Stardust Special	2277
3	Allan Baker	Slicker	1494
4	Rex Anderson	Playboy	1378
5	Keith Trillo	Skipper	1377
6	John Selby	Playboy	1261
7	Allan Knox	Skipper	392



Background

David Thornley's *Satellite* wafts by in Classical Precision

Vintage RC 1-2E Texaco

1	Keith Trillo	Stardust Special	3188
2	Bernard Scott	Bombshell	2805
3	Rex Anderson	Tomboy	2715
4	John Butcher	Miss Fortune X	2700
5	David Crook	Playboy	2413
6	Mike Rice	Tomboy	1182
7	John Selby	Playboy	614

Vintage RC A Texaco

1	Allan Knox	Lancer	3169
2	John Butcher	RC-1	3121
3	Charles Warren	So Long	2615
4	Allan Baker	Scorpion	1852
5	Ian Munro	Simplex	1849
6	Bryan Treloar	Airborne	1840
7	Rex Anderson	Cloud Snooper	1698
8	Bernard Scott	Simplex	1592
9	Graham Main	Simplex	1521
10	John Selby	Turner Special	836

Vintage RC E Texaco

1	David Crook	Bomber	1860
2	Allan Knox	Scram	1832
3	John Butcher	Miss Fortune X	1658
4	Rex Anderson	Kerswap	1651
5	Doug Baunton	PB-2	1598
6	Bernard Scott	Bombshell	1253

Vintage RC Open Texaco

1	Bernard Scott	Playboy	1760
2	Allan Knox	Lancer 45	923
3	John Butcher	RC-1	915
4	Ian Munro	TD Coupe	601
5	John Selby	Turner Special	575

Vintage RC E Rubber Texaco

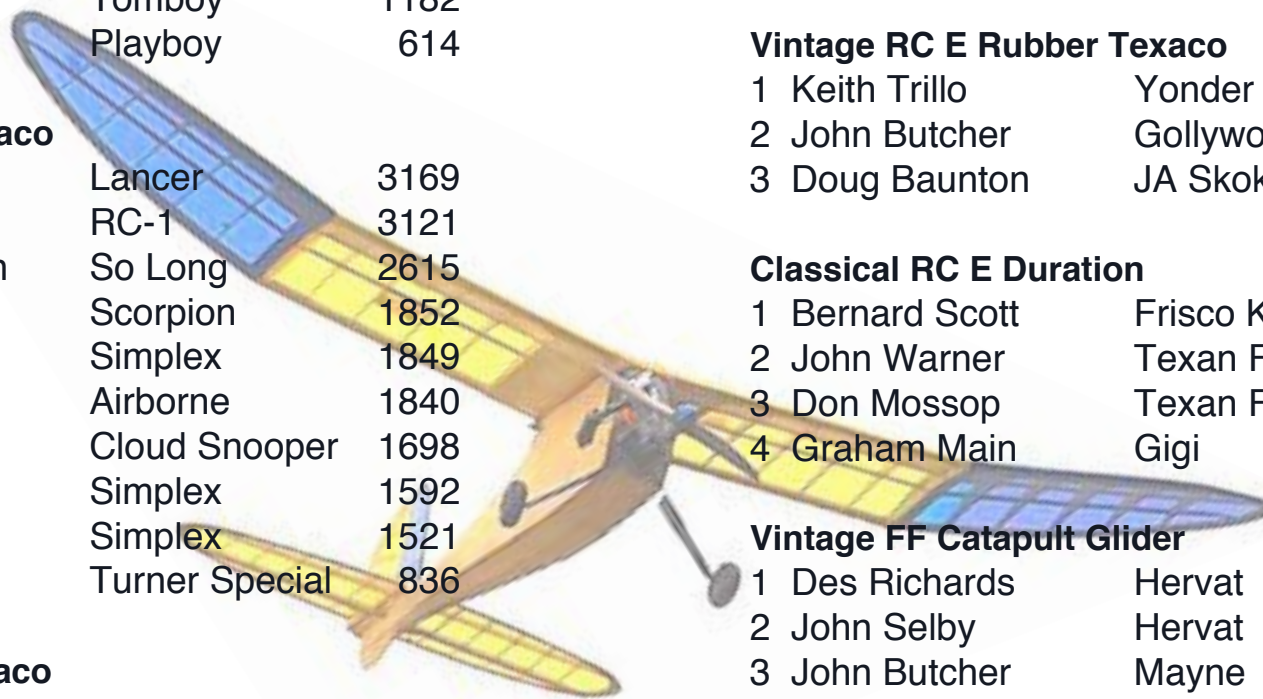
1	Keith Trillo	Yonder	2563
2	John Butcher	Gollywock	2471
3	Doug Baunton	JA Skokie	1446

Classical RC E Duration

1	Bernard Scott	Frisco Kid	764
2	John Warner	Texan Faiton	729
3	Don Mossop	Texan Faiton	600
4	Graham Main	Gigi	513

Vintage FF Catapult Glider

1	Des Richards	Hervat	288
2	John Selby	Hervat	207
3	John Butcher	Mayne	191
4	Daniel Warner	Mite	184
5	Charles Warren	Hervat	180
6	Peter Wilson	Whirly	174
7	Josh Warner	Mite	170
8	Steve Warner	AJ Interceptor	165
9	Alwyn Graves	Hugelet	152
10	Bernard Scott	Belski	130
11	Robert Wallace	Hervat	13



Background

Playboy by John Selby in Vintage IC Duration

Nos FF Power Duration

1	Rex Bain	Jaysbird	540
2	Bernard Scott	Dixielander	469
3	Rex Anderson	Ramrod 600	139

Vintage FF Glider Duration

1	Rex Anderson	Oderman	331
2	Stephen Wade	Lulu	195
3	Stewart Cox	Lulu	186
4	John Butcher	Sky Roamer	97

Small Nostalgia / Vintage FF Power Duration

1	Bernard Scott	Dixielander	353
2	Rex Bain	Shaboom	334
3	John Butcher	Kerswap	164

Nostalgia FF Rubber Duration

1	W H McGarvey	Hipperson	540
2=	Paul Squires	Max Maker	525
2=	Bernard Scott	Flip Flop	525
4	Alwyn Graves		17

Nostalgia FF Glider Duration

1	Stewart Cox	Mad's Dream	398
2	Bernard Scott	Aiglet	322
3	Rex Anderson	Sans Egal	295

Vintage FF Precision

1	Bernard Scott	Shadow	270
2	Charles Warren	Tomboy	246
3	John Selby	Simplex	176
4	John Butcher	Sky Roamer	155
5	Alwyn Graves	Clini	18



Peter Wilson checks launch angle

by Graham Main - a Nationals Overview

(Graham's CD comments are presented with the daily accounts)

The Vintage RC section of the 68th Nats was a success with competitors working well together and the CD's having no contentious issues to deal with. The weather did not affect the programme and all events with sufficient entries were flown. There was some excellent flying done by a good number of competitors and no major mishaps with only one case of the first aid kit required for a slight finger cut.

A highlight would have been that the quality of flying was very good so we had a number of fly offs required all adding to the appeal and interest.

The honours were shared out fairly well amongst the entrant's which is a good sign for the future.

The Vintage R/C CD's Dave Crook, Allan Knox, and Graham Main thank the competitors, timekeepers and helpers for their efforts and the way in which they worked together to make this Vintage R/C Nationals an enjoyable one for all.

by David Thornley

The Nationals for me will be remembered as a huge scramble to get my flying in before I had to rush off to another event, made worse of course by the funny weather on the first day.

Genifer, Graham's wife, was my constant timer in the two hours that I had to get in three rounds for Vintage IC Duration, Precision and Classical Precision - she did an absolutely great job.

It's a pity that for me events clash and seem to be compressed into the first hectic days with nothing happening later down the track. Maybe I will have to give up on the other events and concentrate more seriously on vintage!

by Doug Baunton

Great camaraderie at all the sites I visited. Every one willing to help. I learned that I need more flight batteries than I thought. I became interested in another discipline of flying - Hangar Rat. Through different timers and observers I learned a lot to help me fly better.

by Bryan Treloar

The 24th March started off in Palmerston North with heavy rain and a bleak forecast for the entire day. I called through to Clareville at 0845 that morning to be told that flying that day was going to be highly unlikely. Based on that I decided not to make the two hour trip as the events would be held over to the 28th. I came down on the 26th to fly A Texaco, only to be told that Precision and Duration were flown in the afternoon of the 24th.....bugger!

I had a great time doing A Texaco and really enjoyed catching up with and talking to the other fliers. My Lanzo Airborne performed beautifully and I had to control the glides with down trim and a bit of forward stick otherwise I would have stayed up all day. All flights were in excess of 13 minutes and I got one of the three spots, the other two missed by about one meter.

Lessons learned were achieving at least 10 minutes is only the start and getting the spots is critical when competing against a group of good flyers.

It was interesting to see the variety of engines used and the OS 20 four strokes impressed me with their frugal use of fuel.

I use an Oliver Tiger Major diesel and only require about 1/3rd power to get a rate of climb that just about puts the Lanzo out of sight off a tank of gas. Not bad for 3.5cc powering a model of 77.5 inch span.

The collegiality and friendliness of everyone is what helps make the Vintage fraternity so good and the competition so enjoyable. Next year I will stay overnight rather than do day trips that involve four hours on the road there and back.

Finally a big thank you to Graham Main for doing such a good job as CD.



Day 1 by CD Graham Main

The morning weather was quite damp and although I had advised at the previous evening's Contestants Meeting that a decision would be made at the Vintage RC field, only Dave Crook and myself as CD's turned up. With four events to fly things were not looking too good at this stage.

As the weather started to improve the fliers turned up and with the addition of competitors from the FF field the competition was under way. No one seemed to be bothered and all got into the swing of things from the start, making the CD role a no hassle affair - as it was for all these Nationals.

Vintage RC Precision was the first event on the calendar with an entry of twenty, although only sixteen flew as some fliers making the daily commute from the Ashhurst area had been put off by the early weather. Ron Boggiss unfortunately eliminated himself with a dramatic test flight. A strong field saw four make the fly-off which was held late in the day. Don Mossop with his *Bomber* made top spot with a score just one second under the possible maximum. The fly-off is a plus for this class, adding spectator interest.

Vintage RC IC Duration saw a good entry of eleven, with nine competing. Three qualified for the fly-off but one of these, Dave Thornley, had to leave early for a Control Line event so it was Bernard Scott and John Butcher to sort out top spot. Bernard made it look easy, making a great flight.

Classical RC IC Duration was not flown as there were only 2 entries.

Classical RC Precision saw 5 entrants and there was a fairly wide spread in scores, none making a 3-flight maximum. Eventual winner Graham Main flew a scaled up *Gigi* from the December 1964 *Aeromodeller* full size plan.



Don Mossop
Bomber



Stuart Lightfoot
New Ruler



John Warner
Eliminator



Stewart and Alina Cox
Playboy



Graham Main
Gigi



David Thornley
Satellite 1000



Allan Baker
Zipper



Steve Warner
Spook



John Selby
Vespa





John Butcher mentally preparing for his next big flight



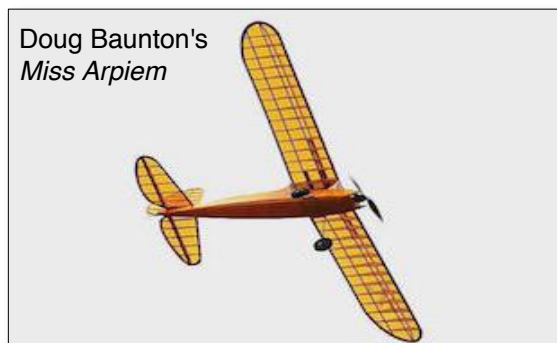
Lancer away



Editor with *Raider* by Joe Bilgri. In NZ, Bilgri is better known for his *PaaHopper* design



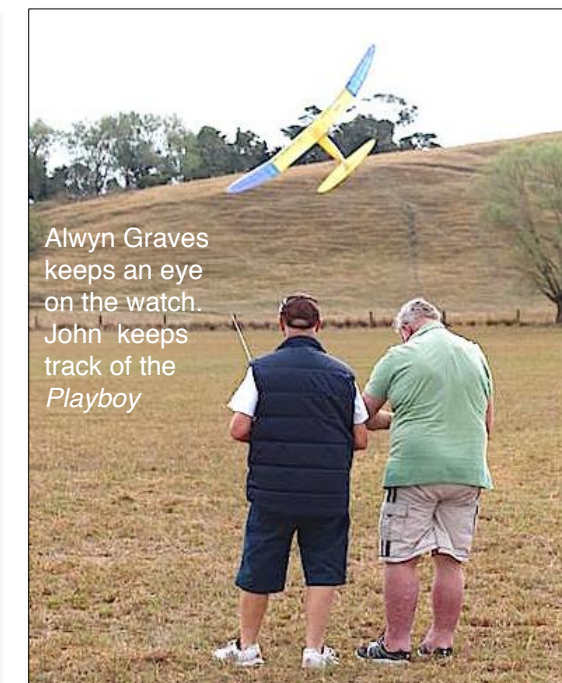
That *Lancer* again



Doug Baunton's *Miss Arpiem*



John Selby with *Playboy*



Alwyn Graves keeps an eye on the watch. John keeps track of the *Playboy*



The time keeper's shelter was very popular at the start of Day One



When the rain stopped, there was still the wind, and so no action until



.... CAT Gliders started to be pinged about

Friday
25 Mar



19°C
High

9°C
Overnight

Rain easing
to showers.
Southerly
change.

Day 2 by CD Graham Main

The weather was a near repeat of day one with damp in the morning, but improving in the late morning to allow all events to be flown.

Vintage RC E Duration saw none of the eleven competitors maxing out, but it was a tight contest between the top three, Messrs Mossop, Scott and Butcher, who finished in that order.

Vintage RC 1/2A Texaco saw another fly-off with Messrs Scott and Butcher once again in the frame. A very close contest saw John Butcher's *Miss Fortune X* nudge out Bernard Scott's *Stardust Special* by just 13 seconds in an overall total of over 2200. Sadly, Allan Knox's *Skipper* was carried off downwind, to be found only after extensive post-nationals searches.

Vintage 1/2E Texaco had a fly-off as five fliers made the three flight maximums. Keith Trillo made no contest of the fly-off with an outstanding 27 minutes with his *Stardust Special*.



Photographs by
Allan Knox

TOP LEFT: *Playboy* Rex Anderson
TOP MIDDLE: *Stardust Special* Bernard Scott
LEFT: *Skipper* Keith Trillo
ABOVE: *Slicker* Allan Baker



LEFT
Rex Anderson
braves the early
conditions with a
Ramrod.

RIGHT
With only her
sturdy gumboots,
a small Thermos
of tepid cocoa,
and some cryptic
crosswords for
company, Sarah
McGarvey once
again did sterling
service, keeping
all the vital bits of
paper, and the
occasional flier, in
strict order.



LEFT
Graham Lovejoy
with his *Senator*
that refused to
perform when
called upon.

RIGHT
Peter fettles the
Dixielander.



by Rex Bain

Best moments:

- + Getting Peter Wilson's Kiwi Power model, which I recently modified for him, to record three flights even though it ended up in the duck pond on the third one.
- + Maxing out in Nostalgia Gas in very average, drizzly conditions.
- + Social evening activities with F/F friends and MFNZ Exective Committee members in up-market Carterton.
- + Catching up with some F/F modellers I have not seen for years.
- + Enjoying the nice warm weather during the last three days.
- + Hamilton Club becoming Champion Club for the third time in a row.
- + Delivering the F/F SIG's gifts to our generous resident farmers who have allowed us continual use of their farms for over 30 years..

Observations:

- + Why bring untrimmed models to a Nationals? This has happened for as long as I can remember - over 60 years! F/F models can't be trimmed with the touch from an R/C computer TX. The result is that the sufficient pre-contest entries turn into 'no times' on the contest score cards with the possibility of no further flying opportunities for that class in a Nationals program. Those with trimmed models are then denied the opportunity to fly in a contest for which they entered.
- + Wondering how Bernard and Sue, and Rob Wallace find all that energy to compete in all those events - in Rob's case also with admin activities as well.
- + Easter did produce mostly the better weather hoped for and for F/F short grass and no crop

Things learned:

- + Don't launch even a moderately powered F/F Power model when you are suffering from brain fade.
- + Don't leave back at the Motel models that you want to fly that day.
- + Sadly, there seems to be no way, even with all our best efforts and precautions, that we can stop an unthinking modeller spoiling our harmonious record with the Raynor Rd farmer. Now, hopefully, forgiven with the application of apologies, some groveling, and liquid refreshments.

Other:

- + My personal appreciation to Jonathan, Peter, Des, and Phil for their combined efforts in running such an efficient and enjoyable Nationals. I thought it was a happy Nationals. There were no grizzles that I heard of, no problems with registrations, results, or prize cards, and mercifully it was a short final prize-giving!
- + Sincere thanks also to Stephanie, Jill and all others who produced such an excellent buffet meal from a less than ideal kitchen. Is this a case of 'back to the future' with catering throughout the Nationals by HQ? That type of combined social activity could be developed into a very enjoyable hour or so with very little additional effort, but not on the final evening when many have already gone home.

by Allan Knox

For me the special bit was catching up with people old and new. I have been reading about folks in the north Island and now I can put a name to them. I'm aware how much higher the standard is in RC vintage compared to past South Island Nationals. I put this down to the regular competitions run in the upper North Island.

There were many flyoffs with more fliers in them.

Flying-wise, I was delighted with a second in E-Texaco. Although the old Scram has limited performance, finding lift on the day helped me to decent scores. It was great to see Dave Crook win this one. He says a friendly hawk marked the lift for him and that made all the difference. Maybe this suggests the rules are about right for E-Texaco when both first and second needed lift to make their times. Again, in A-Texaco fly off I was at a disadvantage as my 4 stroke couldn't match the duration performance of the diesels. On this one I managed to pick the lift coming through. When the wind backed off I headed up-wind and found the advancing thermal where I could park up while the others dropped through my height and I was able come home and land after they were down. Very satisfying to do over 22 minutes, a PB.

My down moment was a dumb launch of my 1/2A Texaco Skipper which flew perfectly in free flight mode when I didn't turn on the radio gear. It has not been found so far.

Finally, I was impressed by many of the models. Bernard's were well prepared and optimized to their events. Impressive. I particularly loved Keith Trillo's Skipper and Ian Munroe's T-D Coupe with home made Brown Junior. It is a natural silk finish I think - really nice.

by Paul Squires

I don't have much to add as I agree with all that Bill has said. My view is that the Vintage and F/F SIGs events should be one as both are flown with the same goals under much the same rules.

Having the Nationals in March/April is a better time of year for the farm - certainly easier to find models and to get around. Personally having it at Easter I don't think is the best.

Like some others I am sort of over the Nats. I find the NIFFC to be more of an enjoyable event - shorter timespan and really good socially.

Not strictly Vintage, but Jarrod Briggs (1st with 629) and Suetonia Palmer (2nd with 574) both used Vintage models. Their individual styles could not have been more different. Jarrod attacked each launch and retrieve as if his life depended on it, while Suertonia took a measured, almost balletic approach to each flight, mirrored by her Tomboy's low and slow circuits.



First and foremost, I enjoyed the Nats and thought it was well organised and run both by the Nationals organisers and the SIGs. The organisers tried a number of new initiatives and are to be commended for that. I thought the electronic entry process was excellent and the ability to see the number of entries building in each class was also a great idea. It may be an idea for the organisers to have a “pre-entry cut-off date” for entries say 2 weeks before the start date with a small penalty (say 10%) increase in entry fee after that and at the Nats. Despite most knowing they were going to attend well before then, with no cut-off, a lot of people left their entries very late which must have left the organisers worrying about the viability of the event while they battled on in good faith.

The Nats meal on the final night was great but was enjoyed by low numbers as many had already gone. The contestants meeting being combined with a BBQ and social gathering on the first night also worked well. This Nationals, like all others, was a friendly and social get together and was a great success in that regard.

I can't help but feel that the squeaky wheels had been given a bit too much airtime, firstly with the scheduling of the Nats at Easter and secondly with the demise of the prize giving as it had been. While the crops situation was good for free flight events, those of us that fly in the NIFFC knew the weather can be just as mixed in March as it is in the early New Year and were not surprised by the usual mix of rough through to perfect flying days. The attendance at this

Nats was a bit disappointing and clearly the shift in dates didn't attract added entries. The opposite appeared to be the case, compounded by a higher percentage than usual leaving early due to work commitments and/or concern over busy holiday weekend traffic. Dropping the 'all in' prize giving to satisfy those that moaned about its length may have satisfied those few but was seen as a retrograde step by many of us. With people coming and going between different disciplines and field locations, the on-field prize giving concept simply didn't work in my view. Of the SIGs whose events I flew in, I was only aware of Soaring responding to the change by having the a get-together with a Soaring prize giving on the penultimate night.

The limited numbers in free flight events, be they FF, Vintage, Nos, or Classic, resulted in more of a rally atmosphere than competition. While this was friendly, social and fun as always, the few contestants in most of the events made for very low key events at the FF field which was a bit disappointing. Perhaps we need to face up to the fact that we have now reached a point with free flight of whatever persuasion where our numbers are such that we are spreading decreasing numbers ever more thinly across a huge number of events.

This clearly resulted in the fun from the competitive aspect of the events at the FF field being pretty low key which was a shame. I think the time has come to consolidate similar FF / Vintage / Nostalgia / Classic classes into one event so that we ensure we have events with meaningful numbers.

By contrast, I thought the numbers and enthusiasm at the Vintage RC field was great. The entry levels were generally pretty healthy and while still being very friendly and social the Vintage RC events offered friendly competition. I hope to fly more of these events as a consequence. It was noticeable that there were others of a similar mind with quite a lot of us moving between the FF and RC Vintage fields.

It was also noticeable that there were quite a lot of people flying in multiple disciplines or competitors looking in on other disciplines as spectators. The Carterton venue works well to enable crossover between disciplines. Long may the multi-discipline all together nature of the NZ Nationals continue! This is what makes our Nationals special and having flown at several overseas 'Nats' that have split up into separate FF, RC, C/L Nats, this simply results in these events being much the same as any other event for that discipline, only with Nationals trophies. This is not the way to go. Most of us go to the Nationals for the social interaction and as a celebration of all things aeromodelling, not for the certificates and trophies. Let's keep the multi-disciplinary Nationals together as long as we can but recognise that we need to ensure meaningful numbers of say at least 5 per event if we are to tick all the boxes that make our competitions the fun we seek.

Kind regards
Stew

Saturday
26 Mar
15°C
High
8°C
Overnight
Rain, little
wind.

Day 3 by CD Graham Main

The two Texaco events today promised some good flying as good weather was prevailing.

A Texaco had three making the 3-flight maximum of 1860 to get in the fly-off. It was a good tussle in helpful air with the models going to speck height and the blue sky creating visibility problems for some, if not all. The eventual winner Allan Knox bailed out upwind, followed some lift downwind, and took his *Lancer 45* into first place from John Butcher with an *RC1*. Charles Warren flying a *So Long* had misjudged engine settings and landed early for third. E Texaco did not need a fly-off although Dave Crook made a full house for an excellent win against strong competition.

Ron Boggiss, ready to go in E-Duration ...



... and coming in fast for the spot ...



... has Rex running to retrieve his own model, even before it touches down.

Right on the button



One happy flier





by John Butcher

Hopes of perfect weather for five days were somewhat dashed with wind and rain greeting us early Thursday morning, however by about 11am sunshine and hope began to appear and all was well with nearly perfect conditions for RC Precision and IC Duration. The precision event was not quite as exciting as last year but still there was a close result with five in the fly off. Don Mossop won with one second off a max in the fly-off with Alan Knox just two seconds behind.

Bernard Scott and John Butcher flew-off in IC Duration with Bernard a clear winner. Friday's weather conditions were cold and overcast with little wind. Good for 1/2A-Texaco - with a small model at great height the cloud background was very helpful. Bernard Scott and I had another fly-off in which I prevailed by a small margin.

1/2 E-Texaco had five qualifiers for the fly-off with Keith Trillo having it all to himself as all the opposition were back on the ground with time to have a smoke or cup of tea while Keith ran his battery out in the air. E-Duration was won by Don Mossop with Bernard Scott not far behind. Saturday's weather was also fairly kind to us. E-Texaco is always a hard one, and this time was won by David Crook who had the only max of the event. I made 3rd place a fair way back.

Alan Knox and I flew off in A-Texaco and by that time most of the cloud cover had gone so I had a lot of trouble keeping the RC-1 in sight against one small cloud which made maintaining control difficult. Alan left the cloud, came downwind and found some lift. Unfortunately any lift I was in evaporated so it was back to the field and down about one minute too soon.

Sunday began a brilliant day, the morning so good almost everybody seemed to be waiting to see if it could get any better, but this was a mistake as became evident at about 1pm. The winds steadily increased to over 30 kph with plenty of turbulence. My RC-1 which had performed well in A-Texaco with its PAW .19 running perfectly decided to get a bad case of the hiccups so with time running out I managed a couple of seven minute flights made in rather rude conditions. Bernard Scott won by a large margin and Alan Knox was second.

Keith Trillo and I flew-off in E-Rubber in conditions not at all suited to these lightweight models. I do not think I managed to do 10 minutes, well below my best time, leaving Keith a clear winner. His Yonder out flying my Gollywock. Overall the Nats were a success. Free Flight was very pleasant with good field conditions that compensated for the slight glitch in the weather. Many thanks must go to CDs and their helpers without which we would be stuffed.

by Peter Wilson

Despite the weather in the early stages, I thoroughly enjoyed the Nationals. While my results were woeful, I learned more than I have at any previous Nats. My Kiwi power model flew well after getting the Rex Bain treatment, although a crack in the dihedral joint meant I couldn't complete all the rounds.

The new Dixie was flying well before the Nats, trimmed with your good advice, but tank gremlins ruled it out on contest day. The following day it was again flying well, which is really the story of my Nats. It was great being with Rex when he set a new Kiwi Power record, and I always enjoy seeing Graham Lovejoy doing well. Witnessing your own Dixie winding in was something of a shock - I'd started to believe your models were infallible. I was pleased it didn't interfere with your overall excellent results.

I thought the prizegiving dinner was a good idea, also the shortened awards ceremony. I'm pleased we're going back to January for next year, which is a much easier time for me to get leave. The only small mention of discontent is that finding the actual flying site on the farm was a bit of a challenge. We got lost once, and I know we weren't the only ones. More green arrows would do the trick.



Peter returns with
The Creature from the Deep.
It's not easy being green



Day 4 by CD Graham Main

The final day of Vintage RC was fine at the start but windy later, so it caught out those who were waiting for the warm afternoon thermals. Open Texaco saw a spark ignition model in the form of Ian Munro's TD Coupe with a Brown Junior up front. Good to see, although not too competitive this time. No maximums in this contest but Bernard Scott's Playboy Cabin was well out front, recording almost double the second place time.

Those who flew E Rubber Texaco early were wise as the afternoon breeze was testing, yet the fly-off was between all the three entered with Keith Trillo's Yonder beating off the challenges from the Gollywock of John Butcher and Doug Baunton's JA Skokie.

Classical RC E Duration was the final event of the RC Vintage programme and looked close to begin with. The wind drove Don Mossop's Texan downwind in the second round so he had to forfeit one flight but maxed the other two. John Warner was in contention for top spot with another Texan but was edged out by Bernard Scott flying a Frisco Kid.



Don Mossop gets his *Faiton* away in Classical E-Duration



Seldom modelled *Turner Special* by John Selby



Allan Knox's *Cumulus*
Photograph by Dave Crook

As does last year's winner, Ian Munro's *T-D Coupe*



E-Rubber Texaco fly-off. Keith Trillo and John Butcher with *Yonder* and *Gollywock*



Sarah and I have been going to Carterton and attending Nationals / Major comps for some time and do have a few comments from the Nationals just concluded. Some of the comments are general and some specific to Vintage or Free Flight.

The farm was in splendid condition for F/F and small motorised retrieval. Short grass, no crops, open gates, what more could we want. The ploughed paddocks had to be avoided but with a bit of a detour that was no problem. This all means that late March / early April was a good choice farmwise but from previous results I was surprised the ballot included Easter. Again, from previous results, public holidays should be avoided because these are considered family time. Easter is still considered a time for reverence by some members. Mid April was the right time for this meeting.

New Zealanders are generally low paid and this shows in their reluctance to stay at accommodation any longer than absolutely necessary combined with a need to get home to start work on the first working day after a public holiday or weekend. This is why a half or full lay day used to be programmed into meetings that hoped to attract entrants country wide. It is also the reason

prizegivings are often missing many of the prizewinners.

For the same reasons as above most people arrive the night before their first contest and consequently cannot be part of any preliminary SIG preparation needed to initiate contest readiness. In this instance the FF fliers of both persuasions had the benefit of two days of my perambulations around the farm sussing it out, liasing with Andrew Raynor about access and no-go areas, putting in main signage, and getting a mental picture of flight lines for various wind directions. This effort was not entirely without its reward and was semi planned. I got in a half day's trimming and practice in good weather with some creaky F1Bs. But, can you imagine the scenario if the organisers had arrived cold on the first contest morning as they had obviously intended to do?

The Vintage A.G.M. was expertly handled by Graham Main using an Agenda carefully crafted to cover the quite extensive business that needed to be done and included relevant material required to review past performance. I was particularly impressed by Grahams response to my queries on Proxy and Postal votes. First time I have encountered a Chairman who knows the

difference and applied it.

The Vintage flight cards were great, but the lack of score sheets made tracking the progress of contestants difficult. At times the Vintage table was unattended when a Vintage CD was needed (at the conclusion of FF events when Bernard departed to fly RC) Is this a case for transferring Vintage FF classes to the FF Sig?

The final prizegiving was just right. The meal reflected the general "keep costs down" approach but was well cooked and adequate. It might be wise to add a separate charge for this and ignore the criticism that this might dissuade people from attending. The overall timing was good. Jonathan should not concern himself with a mid-Nats get together. Contestants socialise within Sigs and this activity happens all through the contest. It would be impossible to replicate this intermingling on an organised scale. The prizegiving is a special affair. People go to this event because they have always done so. Ticking the entry form box before the contest is held confirms that and justifies a small charge.

Cheers,
Bill and Sarah

Team Cox



One of the joys of free flight - waiting for the next thermal to pass through

One of the skills of free flight - launching into that thermal

I notice that just because modellers age they do not easily surrender their free flight passions that have given them so much pleasure. Hand launch glider is both terrifically rewarding and technically challenging and such a clearly and easily accessible event that many of us are reluctant to give it up. However, it requires a physical agility that depends on intact rotor cuffs, absence of tennis elbow, and frisky young subtle muscles. Few of us would contemplate throwing a cricket ball from the boundary to the wicket at sufficient speed to prevent a run, but that is what we attempt every time we chuck a glider skywards.

Yet all of us are seduced by the sight of our glider gently Dutch rolling its way ever so slightly above the stall, centred gingerly in a thermal, in the same way as a golfer is seduced into playing again and again after experiencing that one perfect shot when everything goes right. In order to keep the dream of the perfect flight alive, many of us have turned to stretched rubber as a substitute for the javelin throw; to be precise a nine inch loop of $\frac{1}{4}$ rubber stretched up to 6 times its original length, if you have the reach of an Orang-utan, and slightly less if evolution has kicked in. Clearly our forbears found no selective advantage in being able to launch catapult gliders higher than their competitors by stretching rubber; potential mates were clearly unimpressed and must have found other forms of modelling a better indication of robust genes. Tip launch gliders would also benefit from the longer armed among us but maybe the laws of angular momentum came along much later in evolutionary history.

Certainly, tip launching as a method of imparting energy is a most recent development in modelling evolution, one that relied on the discovery of the moderating effects of the Y tailplane and fin. I'm not sure why TLG has been slow to take off, as it is surely a purer form of launch than that requiring a rubber material aid. On that subject try typing "Rubber Stripper" into Google for an hour of two of innocent

diversion; and legitimate too if someone is watching over your shoulder. I fly both and can recommend TLG if only for the reason that with just three competitors at the last Nats you are well assured of a podium finish. TLG is another subject worth exploring another time.

To return to CLG. It is clearly popular (18 entries at the last Nats) and while the sublime weather conditions that prevailed on that Easter Sunday no doubt made a contribution, I



doubt if I've witnessed so many modellers having so much fun, so engrossed in competition based around so little investment for so long. About two thirds of them flew all balsa models sans DT while a few of us flew with viscous timers, tapered carbon booms, and 'broken' fuselage DT's. Paul Squires flew a Lee Hines design built with micrometer to ensure aerofoil precision, all the better to effect a transition from 80 mph launch to min sink, just above-the-stall 15 mph glide.

Which brings me to the technical bits. There are four phases of flight that must be engineered in; launch, climb, duration glide, and DT. Each requires a transition effected, not by any direct influence by the modeller, but by exploiting

energy absorption, inertia, gravity, and lift and drag. The models themselves exploit the variables of weight, incidence, CoG, fin offset, tailplane tilt, wash in/out, and of course fundamental design configuration including polyhedral or simple dihedral, wing shape, aerofoil, aspect ratio and wing tail coupling. I've concluded that 18-inch span is optimum, weight 23 Gms: a combo that results in a nice high launch into the happy hunting ground of thermals.



Above: My 23 gm 'Hoosierkitty 2' with my cat, Boyfie, approving the DT mechanism!

And so to the Nats competition.

I flew and timed for others – mostly Allan Knox and Des Richards. As I seemed to record only maxs I was quickly identified as a timekeeper of choice. On my first flight I was nicely away in a gentle thermal only to DT a little early, the viscous timer not quite so viscous on the warm conditions. Knox was consistently hooking thermals with a light non-dt model and by all the reasonable rules of the universe should have lost his model each time. However, and quite unfairly I thought, he seemed to get spat out after 4 minutes so he would appear, grinning

and sweaty at half hour intervals to fly again. Lagan had apparently made 6 max's much earlier in the day; his model was impervious to air conditions given the terrific height he was getting and its consistent transitions. Paul went on to establish a new NZ record. The master was allegedly trying to seduce Graham Lovejoy into launching in dead air by 'trimming' a stooge model outside the launch area as a thermal sniffer. I didn't see this activity and having known Paul for over 40 years, I find such allegations as scurrilous hearsay and in poor taste! The day before Paul had been generous enough to deliver a veritable PhD thesis on the characteristics of rubber, using calculus to calculate the total energy available when stretched, the importance of achieving a stretch to limits, and how FAI rubber from 20 years ago is far superior to any of the Tan products. I was explaining all this to John Butcher and he kindly produced a hank of that rubber and which I thought I could hide from Knox, but my grin at dinner gave me away.

Meanwhile, back at the Nats and I was timing for Des, who had wisely substituted models after the first two rounds and was putting in max after max with a beautiful yellow painted bird. I noticed a genuine "Yellow Bird" from Aeromodeller later but didn't catch who it belonged to. Paul Squires was consistent as well until the last two flights where he spiralled in to place 5th. Knox missed a thermal in his last flight to be down for 30 seconds to finish 6th and I hooked a good one and was lucky to be tossed out into the death spiral after 60 seconds to finish just behind Des who maxed the last four flights and finish third behind Graham.

A marvellous contest and perhaps the biggest contributing enjoyment coming from the performances of young Josh and Daniel Warner who put up some credible times under their dad's encouragement. For sheer bang for the buck fun, give it a go next year.

Allan Baker

News of the Australian SAM Champs comes from John Urry who will be remembered by members of the Hawkes Bay Radio Flyers Club in the 80's and early 90's. Going back even further to 1964, John set the NZ Junior Open Power record in that year, a record that still stands.

John Urry with TD.049 Solar Payloader.



John, I failed to locate the photograph of you in the *Aeromodeller* of that time, but did find this one, in which you are looking a bit dampened down, in the *Aeromodeller* report of the 1967 "Splashnals".

In Hawkes Bay, John flew a wide range of events and

helped incubate my interest in FF. From HB he moved to Townsville, Queensland, leaving me in charge of a free flight *Starduster 900*. I fitted an OS.40 FSR and Hatori pipe to the monster model and the result was not what you might expect - it flew great and cemented in me a love for FF. When I left Hawkes Bay, the *900* was passed to another budding free flyer. Maybe it is still out there, sparking interest in the truest form of aeromodelling?

Thanks John, for the photographs, and for the boost to my early free flight modelling.

Bernard Scott



John restrains a *T-Bird*, waiting for the launch signal from son Kent.





Mike Rankin's *Soaring Champ*

No class for RC Gliders in NZ Vintage - a pity,
as some of these big soarers are gorgeous!



Odenmans A2
Grant Manwarring



Swayback
One of several at the Champs



Top Left:
Basil Healy
starting his
free flight
Creep

Left: Gary
De Chastel
launching
one of the
many R/C
Dixielanders



From the SAM Champs report in "*Duration Times*".....

From Toad Hall - Texaco Winners L to R: 2nd John Urry, 1st Mick Walsh
and 3rd Garry de Chastel - A Queensland whitewash!



Texaco day - over 30 entries.
Count those *Bombers* !



Flyers from
Rockhampton
preparing their
Dixielanders



More Gorgeous Gliders

Vintage Precision

1	Brian Harris	Bomber	Tuakau	600 + 200
2	Allan Knox	Lancer	8 May	600 + 200
3	Don Mossop	Bomber	Nationals	600 + 199
4	John Butcher	Miss Fortune X	Tuakau	600 + 197
5	David Crook	Playboy	Nationals	600 + 193
6	Stewart Cox	Playboy	8 May	600 + 189
7	David Gush	Miss Fortune X	Tuakau	600 + 173
8	Graham Main	Miss Trenton III	Nationals	600 + 171
9	Stuart Lightfoot	New Ruler	Champs	600
10	Gordon Meads	Lanzo RC-1	Tuakau	595

Vintage IC Duration

1	Bernard Scott	Playboy Cabin	Nationals	780 + 447
2	Allan Knox	Cumulus	Nationals	780 + 333
3	John Butcher	Miss Fortune X	NDC March	780 + 311
4	David Thornley	Bomber	Nationals	780
5	Rex Anderson	Playboy	Nationals	721
6	Gordon Meads	Playboy Senior	Tuakau	695
7	David Gush	Miss Fortune X	Tuakau	663
8	Stewart Cox	Playboy	Nationals	636
9	Allan Baker	Zipper	Nationals	450
10	John Selby	Playboy	Nationals	391

Vintage E Duration

1	Don Mossop	Playboy	Nationals	924
2	Bernard Scott	RC-1	Nationals	915
3	John Butcher	Miss Fortune X	Nationals	902
4	Keith Trillo	Stardust Special	Champs	901
5	Allan Knox	Scram	Nationals	893
6	John Warner	Playboy	Nationals	870
7	Rex Anderson	Anderson Pylon	Nationals	833
8	Stuart Lightfoot	New Ruler	Nationals	813
9	Davis Crook	Bomber	Nationals	805
10	Brian Harris	Bomber	Tuakau	800

Vintage 1/2A Texaco

1	John Butcher	Miss Fortune X	Nationals	1500 + 790
2	Bernard Scott	Stardust Special	Nationals	1500 + 777
3	Allan Baker	Slicker	Nationals	1494
4	Rex Anderson	Playboy	Nationals	1378
5	Keith Trillo	Skipper	Nationals	1377
6	John Selby	Playboy	Nationals	1261
7	Allan Knox	Skipper	Nationals	392
8	Martin Evans	Miss Philadelphia IV	Champs	239
9	John Ryan	?	NDC #83	210

Vintage 1/2E Texaco

1	John Butcher	Miss Fortune X	NDC April	1480 + 2475
2	Keith Trillo	Stardust Special	Nationals	1480 + 1708
3	Bernard Scott	Bombshell	Nationals	1480 + 1325
4	Rex Anderson	Tomboy	Nationals	1480 + 1235
5	Wayne Cartwright	Arrow Nut	Champs	1480 + 1163
6	Dave Crook	Playboy	Nationals	1480 + 933
7	Martin Evans	Brigadier	Champs	1324
8	Tony Gribble	Stardust Special	Tuakau	1301
9	Mike Rice	Tomboy	Nationals	1182
10	John Selby	Playboy	Nationals	614

Vintage A Texaco

1	Allan Knox	Lancer	Nationals	1860 + 1309
2	John Butcher	RC-1	Nationals	1860 + 12
3	Charles Warren	So Long	Nationals	1860 + 755
4	Allan Baker	Scorpion	Nationals	1852
5	Ian Munroe	Simplex	Nationals	1849
6	Bryan Treloar	Airborne	Nationals	1840
7	Rex Anderson	Cloud Snooper	Nationals	1698
8	Bernard Scott	Simplex	Nationals	1592
9	Graham Main	Simplex	Nationals	1521
10	John Selby	Turner Special	Nationals	836

Vintage E Texaco

1	Keith Trillo	Stardust Special	Champs	1860 + 694
2	Wayne Cartwright	Cruiser	Champs	1860 + 573
3	Rex Anderson	Kerswap	Champs	1860 + 369
4	David Crook	Bomber	Nationals	1860
5	John Butcher	Miss Fortune X	Champs	1855
6	Allan Knox	Scram	Nationals	1832
7	Doug Baunton	PB-2	Champs	1698
8	Rex Anderson	Kerswap	Nationals	1651
9	Bernard Scott	Bombshell	Champs	1616

Vintage E Rubber Texaco

1	John Butcher	Golliwock	Tuakau	1860 + 1257
2	Keith Trillo	Yonder	Tuakau	1860 + 942
3	Wayne Cartwright	Lanzo D	Champs	1860 + 741
4	Doug Baunton	JA Skokie	Champs	1600

Vintage 1/2A Scale Texaco

1	Allan Knox	Chilton DW1	NDC #91	797
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Vintage Open Texaco

1	John Butcher	Lanzo RC-1	Champs	1836
2	Bernard Scott	Playboy Cabin	Nationals	1760
3	Allan Knox	Lancer 45	Nationals	923
4	Ian Munroe	TD-Coupe	Nationals	601
5	John Selby	Turner Special	Nationals	575

Classic Precision

1	Brian Harris	Humbug	Champs	598
2	Graham Main	Gigi	Tuakau	581
3	David Gush	Tyro	Tuakau	578
4	Don Mossop	Madcap	Nationals	563
5	Bernard Scott	Frisco Kid	Champs	550
6	David Thornley	Satellite 1000	Champs	351
7	John Warner	Spook	Nationals	343

Classic IC Duration

1	Bernard Scott	Raider	Champs	797
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Classic E Duration

1	Bernard Scott	Frisco Kid	Champs	900
2	Brian Harris	Humbug	Tuakau	844
3	John Warner	Texan	Nationals	729
3	Graham Main	Gigi	Champs	621
4	Don Mossop	Texan	Nationals	600
4	Wayne Cartwright	Nig Nog	Champs	242

Tomboy IC

1	Graham Main	Mills .75	Champs	651
2	Keith Trillo	Mills .75	Tuakau	476
3	Charles Warren	Mills .75	Tuakau	194
4	Rex Bain	Mills .75	Tuakau	82

Tomboy E

1	Keith Trillo	180.2S	Champs	1609
2	Dave Crook	180.2S	Champs	1069
3	Graham Main	180.2S	Champs	942
4	Bernard Scott	180.2S	WFFC	845

Nostalgia Power

1	Rex Bain	Jaysbird	Nationals	540
2	Bernard Scott	Dixielander	Nationals	469
3	Rex Anderson	Ramrod	Nationals	139

Vintage Power

1	Lynn Rodway	?	NDC #79	224
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Vintage Rubber

1	Bill McGarvey	?	NDC #78	180
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Vintage Glider

1	Rex Anderson	Oderman	Nationals	331
2	Stephen Wade	Lulu	Nationals	195
3	Stewart Cox	Lulu	Nationals	186
4	John Butcher	Sky Roamer	Nationals	97

Vintage / Nostalgia Small Power

1	Bernard Scott	Dixielander	Nationals	353
2	Rex Bain	Shaboom	Nationals	334
3	John Butcher	Kerswap	Nationals	164

Nostalgia Rubber

1	William McGarvey	HGipperson	Nationals	540
2=	Paul Squires	Max Maker	Nationals	525
2=	Bernard Scott	Flip Flop	Nationals	525
4	Chris Murphy	?	NDC #81	343
5	Alwyn Graves	Clini	Nationals	17

Nostalgia Glider

1	Stewart Cox	Mad's Dream	Nationals	398
2	Bernard Scott	Aiglet	Nationals	322
3	Rex Anderson	Sans Egal	Nationals	295

Vintage Precision

1	Bernard Scott	Shadow	Nationals	270
2	Charles Warren	Tomboy	Nationals	246
3	John Selby	Simplex	Nationals	176
4	John Butcher	Sky Roamer	Nationals	155
5	Alwyn Graves	Clini	Nationals	18

Vintage Catapult Glider

1	Des Richards	Hervat	Nationals	288
2	John Selby	Hervat	Nationals	207
3	John Butcher	Mayne	Nationals	191
4	Daniel Warner	Mite	Nationals	184
5	Charles Warren	Hervat	Nationals	180
6	Peter Wilson	Whirly	Nationals	174
7	Josh Warner	Mite	Nationals	170
8	Steve Warner	AJ Interceptor	Nationals	165
9	Alwyn Graves	Hugelet	Nationals	152
10	Bernard Scott	Belski	Nationals	130

Classical Rubber

1	Paul Squires	?	NDC #82	408
2	Chris Murphy	?	NDC #82	100

A flying colleague of mine who has difficulty building models himself has asked me to enquire if there are any folk who subscribe to AVANZ, or folk you may know who have an unwanted vintage model he could purchase. He is interested in taking up vintage model flying, but because of a medical condition, is unable to do the close work required for building. He is happy for the model to be without engine etc, or even if it was partly-built, or in need of repair. While his preference is for a Playboy or Lanzo Bomber he will consider all options.

Don Mossop

Contact Trevor Jones 027 249 4448
trevorjones@xtra.co.nz

~~SOLD~~ **NEW RULER** by Henry Struck 1940 vintage Published 1940
6 Foot Span and powered by an ASP FS65AR Price \$250
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LANCER by Chester Laplaskie 1938 Vintage Published 1938
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Silk covered and ready to fly.

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