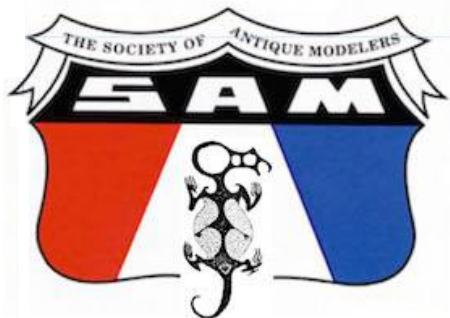


AVANZ NEWS





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From the Editor

Last issue had a much appreciated report on Australian SAM activities; this issue welcomes John Andrews from the UK and Editor of SAM 1066's New Clarion; sections of AVANZ News have appeared in several overseas Vintage newsletters, and it has been added to the newsletter page on SAM USA's web site. All these are positive steps in sharing information with, and receiving it back from, the Vintage community.

One of the notions we seem to have picked up from overseas is that an aeromodelling year is divided into a flying season in the warmer months and a building season in the cooler months. Looking back to the 1970's, I do not recall there being such a split in the year's activities - flying and building went on all year round. Certainly, winter flying sessions were shorter, a little less frequent, and an extra woolly jumper was called for, but there was never a period when flying was ruled out simply because it wasn't "the season".

Whether we blame winter model flying inactivity on advancing years, climate change, or any other handy scapegoat, opting out of putting on that extra woolly jumper carries the onus of actually doing the other thing - *building*. It's easy to go overboard with this and start several projects rather than concentrating on one at a time. The result can be a lack of progress on all fronts and a frustration that, while trying to make the best use of it, time is in fact wasted.

Guidance is to be found in Vintage wisdom - in this case quoted in an engaging little book by Elisabeth Bailey called "*The Sound of a Wild Snail Eating*"

Think not of the amount to be accomplished and the difficulties to be overcome, or the end to be attained, but set earnestly at the little task at your elbow, letting that be sufficient for the day.
Sir William Osler (1849-1919)

Oriental advice from Kobayashi Issa, 1763-1828, is typically succinct and existential

*Climb Mount Fuji
O snail but slowly, slowly.*

I may just have space and time enough to engrave the second quote onto my Stanley knife before I check what's at my elbow and return to the slow climb or, maybe, even put on that extra woolly jumper.

Bernard Scott

Contributors to this issue

John Andrews Neville Mines Allan Knox
Chris Murphy Wayne Cartwright
John Butcher

On the Cover Mass launch of A-frame models. (See pg 7 for an up-coming mass launch event)

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COMMITTEE: Gary Burrows, Graham Main, Allan Knox, Don Mossop, David Crook
BULLETIN: Bernard Scott scott.scott@xtra.co.nz 7 Camberley Way Hamilton (07) 853.8847

TREASURER: Rex Bain rexbain@mac.com
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COMMITTEE NOTICES



VINTAGE FLYING RULES Completion of Re-formatting Project

The Vintage SIG Committee has completed a project that has re-formatted and edited the Vintage Flying Rules, incorporating a revised Code of Practice. Bernard Scott managed this process and edited the document, Wayne Cartwright assisted him, and the Committee reviewed the draft.

The project aimed to improve layout and readability without changing the meaning of the rules. Three rules actually did require relatively minor changes, and these were recently approved by email vote. The Rules can be downloaded from the Vintage Page and Competition Rules Page of the MFNZ website.

TWO BELATED AWARDS

The Committee is pleased to recognise Rex Anderson as the winner of the *2015 IC Tomboy Contest*. Rex's score of 1432 was made using a Doonside Mills. The winning score of 1782 in the *2015 Electric Tomboy Contest* was also recorded by Rex Anderson.

The winning scores, along with the second highest scores in both contests, were all made at the NI Vintage Championships. Congratulations to Rex who has been presented with the two \$50 prizes for the events.

NORTHERN NORTH ISLAND RC VINTAGE CONTEST COMMITTEE

This Committee, comprising Dave Crook and Tony Gribble, is now organising and running RC Vintage contest / rally flying in the NNI. If you have enquiries or suggestions, contact Dave at chloecat@xtra.co.nz.

FREE FLIGHT NOSTALGIA AND CLASSIC GLIDER AT THE NATIONALS

There has been little support for the FF SIG's Classic A/2 Glider at recent Nationals. The FF SIG has suggested combining the event with the Vintage SIG's Nostalgia Glider Duration and Classic Glider Duration events, which would then be flown as a single combined event called *Free Flight Nostalgia and Classic Glider Combined*.

The time span of Classic A/2 already qualifies such gliders to fly in existing Vintage events as either a Nostalgia Glider or a Classic Glider, but by combining the two events, all Classic A/2s will be able to fly in the same event.

The Vintage Committee has agreed to trial this at the next Nationals, as it will extend the opportunity for free flighters to fly Classic A/2 models in a single event

and hopefully boost entries over those previously obtained in the separately run Nostalgia Glider Duration event and in the Classic Glider Duration component of the Classic Combined event. FF Vintage Glider will continue as a separate event.

In the interest of clarity, at the next Nationals the existing Classic Combined event will be renamed *Free Flight Classic Power and Rubber Combined*. For entry and competition points purposes, the *Free Flight Nostalgia and Classic Glider Combined* event will be under the auspices of the Vintage SIG.

These trial alterations apply only to the upcoming Nationals and do not change in any way existing competition or NDC arrangements.

Hi Bernard,

Pleased to hear the *New Clarion* has a following, it makes the effort worthwhile.

Thanks for copy of *AVANZ News*, a really good effort, I wish I could get the same picture definition with the *New Clarion* and still keep a reasonable file size. The concept of publishing in Landscape is excellent, it makes a whole page readable. I would like to do the same with our NC but I know many people print it out to book form for fellow modellers. At one time if I published an issue with more than 50 pages one modeller, who used to print out 6 copies for friends, said he had to iron the pages to keep within postal charge limits. Things have changed since then.

I've always maintained that contestants want to see a full list of results, they also want to know where they finished. I do not like reports that only list winners.

I may pinch some of your content sometime if I may? Please feel free to purloin some of mine if anything takes your fancy. Please keep me up to date with *AVANZ*.

I will try to put a picture package together for you from our Nationals at the end of this month. Please feel free to remind me if nothing turns up.

Attached a few pics from Sunday's BMFA 4th area comp at North Luffenham. Pic ID's I think they are obvious.

- Flight line, same number of cars this side of runway.
- Yours truly assembling Pinochio for Mini-vintage, lost for most of day after monster themal on second flight, 6+ minutes, DTd OK but would not come down.
- Ivan Taylor, scale man with rubber powered Mosquito.
- Yours truly again, with better half, having made flights for SAM2001 International Tomboy event

Regards,
John A.



Whilst searching around the web for Ray Malmstrom's designs I came across the July / August AVANZ newsletter with the *Push Up* plan in it. I recall buying the Model Aircraft magazine in which that was published, and in the write-up with it Ray stated that you could write to him for a copy of the drawings of the "crew". So, with the enthusiasm of a 13 year old I did just that. Attached are the drawings he sent me and the letter that accompanied them. I thought you may find them of interest.

Regards, Neville Mines.

The School House
HARLTON
CAMBS.

June. 27. 1959.

Dear Mr Mines.

Thank you very much for your letter. Although it is a fair time ago that *Pushup* was published I managed to find a copy of the drawings for George and his Girl-friend and am sending them along to you. Just a word about *Pushup* itself. My original model made hundreds of flights powered with an ED-46, which provided ample power. Anything above .5cc's would be too much to handle. I am wondering how the new COX DEE-WEE glo engine would do. Should imagine it would work very well. Incidentally, you may

May

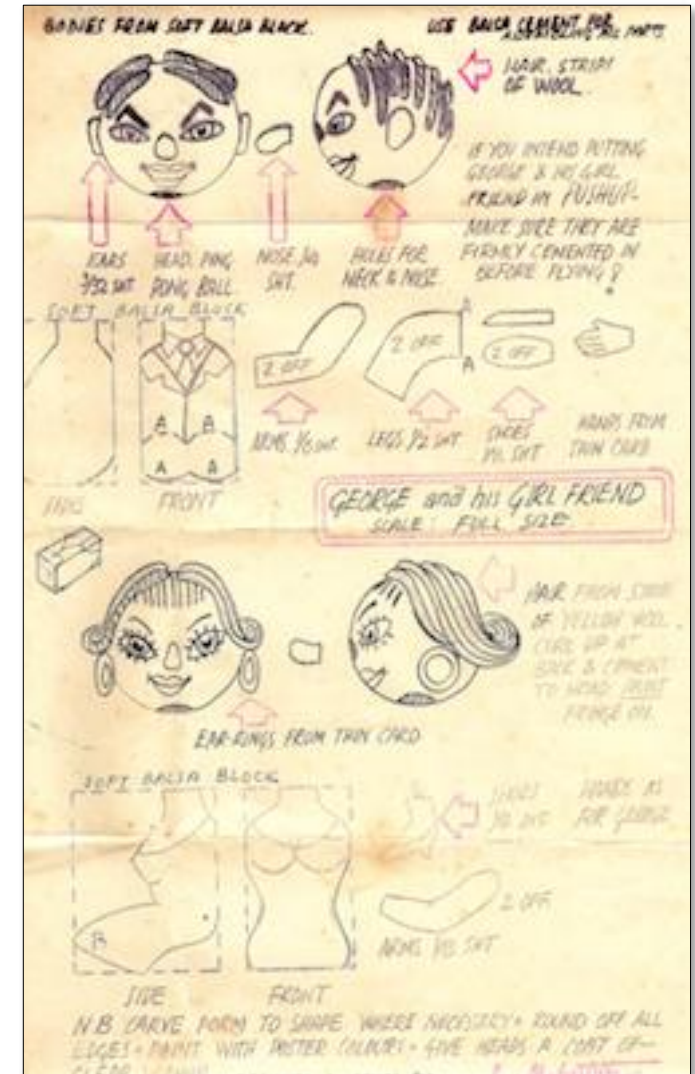
find an additional packing of between $\frac{1}{16}$ " - $\frac{3}{16}$ " under the trailing edge of the butterfly tailplane, will assist in getting a good flat glide & avoid right hand turns, under full power.

Delighted to have received your letter, and do hope you find the drawings useful.

Wishing you the best of luck.

Yours sincerely,

Ray Malmstrom.



FUTURE EVENTS

RC Vintage Contest and Rally Schedule 2016/2017

September 10, 11	NNI Contest and Rally	JR Airsail
October 22, 23	NNI Contest and Rally	Blackfeet
November 19, 20	NNI Contest and Rally	Tuakau (TBC)
January 3 - 7	National Championships	Waharoa
February 18, 19	NNI Contest and Rally	JR Airsail
March 18 - 20	NI Championships and Gareth Newton Memorial	Levin
April 22, 23	NNI Contest and Rally	Tuakau (TBC)
May 7 (TBC)	Bob Burling Memorial	Levin
May 20, 21	NNI Contest and Rally	Blackfeet

Event Schedule for 2017 North Island RC Vintage Championships at Levin

Saturday 18 March	Sunday 19 March	Monday 20 March
Vintage Precision	Vintage E Duration	Vintage Open Texaco
Classical Precision	Vintage 1/2A Texaco	Vintage E Texaco
Vintage IC Duration	Vintage 1/2E Texaco	Vintage A Texaco
Classical IC Duration	V and CI Scale Texaco**	Classical Electric Duration
Classical 1/2E Texaco*	Vintage E Rubber Texaco	Tomboy E
Tomboy IC		

*New event : Classical 1/2E Texaco will be introduced through a One Design event using the *Jumpin'Bean* design – see announcement Page 8

**New event : See announcement Page 8

RC Vintage Event Schedule for 2017 National Championships

Location: Waharoa Domain

Day 1

Vintage Precision
Vintage IC Duration
Classical Precision
Classical IC Duration

Day 2

Vintage E Duration
Vintage 1/2A Texaco
Vintage 1/2E Texaco

Day 3

Vintage A Texaco
Vintage E Texaco

Day 4

Vintage Open Texaco
Vintage E Rubber Texaco
Classical E Duration

FF Vintage Event Schedule for 2017 National Championships

Location: Proctor Road

Day 1

Vintage CAT Glider
Vintage Power

Day 2

Vintage Rubber
Nostalgia Power

Day 3

Vintage Glider
Small Nos/Vintage Power

Day 4

Nos Rubber
Nos / Classic Glider
(Combined)

Day 5

Precision
Classic Power /
Rubber (Combined)



CLOUD TRAMP MIMLOCT

This year's *Memorial International Mass Launch Of Cloud Tramps* will be, for NZ fliers, on the morning of Saturday 6th August at 4:00 AM.

A single flight is all that is needed, so it's possible to slip down to the local park just before the synchronised hour, make your flight and be back in bed before you are missed. Sure, out there it will be dark, cold, and probably wet, but what's that compared with sharing a simultaneous modelling moment with like-minded modellers around the world?

Interested in becoming certified for the growing list of participants?

Check for details, plan and helpful hints in *AVANZ News 143* or at <http://www.mikedparker.karoo.net>

- | | | | | | | |
|-------------------|-----------------------|------------------------|-----------------------|----------------------|-------------------------|----------------------|
| Caroline Ambrose | Carol Dennis USA | Dianne Tate USA | Keith MacDonald CAN | Samuel Matthey | Fabio Suardi IT | Bohus Jezik SVK |
| Martin Ambrose | Neil Dennis USA | Dean Giaceopassi USA | Jim Cowle | Jack Darby | Mauro Cella IT | Marek Mach SVK |
| Sam Burke CAN | Sue Batkin | Garrett Sisk USA | Robin Willes | Tony Tomlin | Marco&Laura Pagani IT | Alena Rabekova SVK |
| Al Yuhasz USA | Barbara Jones | Janelle Sisk USA | Margaret Willes | John Privett | Don Ratzlaff USA | Pavel Rabek SVK |
| Brian Ross USA | John Jones | Peyton Sisk USA | Alex Cameron | Tim Mountain | Jon McVey USA | Adam Jakes CZ |
| Jim Norfolk CAN | Ron Marking | Travis Sisk USA | Pete Cameron | Peter Michel | Paul McIlrath USA | Lubos Koutny CZ |
| Gary Hinze USA | Colin McKenzie | Dick Roddy USA | Tom Thompson | Jamie Lambert | Rick Knight USA | Julius Kakos SVK |
| Jim Bair USA | Tia Osborne (aged 8) | Reese Otts USA | Ian Lisseter | Frank Thurlow | Allen Shields USA | Karel Osmera CZ |
| Dottie Bair USA | Dave Powis | Ron Boots USA | Martin Stonelake | Derry Eggs | Bernard Scott NZ | Andrej Janovec SVK |
| Tom Ersted USA | John Ralph | Mike Myers USA | Ken Taylor | John Jones | Su Scott NZ | Viliam Valent SVK |
| Stu Cummins USA | Dave Scholefield | Gary Acord USA | Bob Taylor | Mike Parker | Barry Woodbridge USA | Ludovit Pec SVK |
| Gary Hunter CAN | Peter Brecker GER | Luke Napier USA | Howard Furness | Yvette Wilkinson | Joe Rosenthal USA | Miroslav Dvoracek CZ |
| Les Sayer CAN | Bobby Mathison USA | Jim Lueken USA | Malcolm Jagger | Paulo Rossi ITALY | Terry Herrera USA | Ray Millard |
| Jean Sayer CAN | Jimmy Welch USA | Dave Gee USA | David Lambert | Roberto Viti IT | Bert Halter USA | Wendy Millard |
| Janet Moseley CAN | Judy Welsh USA | Ricky Bould NZ | Cedric dela Nougerede | Carlo Casale IT | Ed Baxter USA | Pat Jupiter USA |
| Jim Moseley CAN | Marjorie Mathison USA | Paul Evans NZ | Mary dela Nougerede | Giuseppe Moschini IT | Eric Grigg CAN | Lee Duckling |
| Jean Andrews USA | John Tate USA | Martin Evans NZ | Rod Green | Simone Ghilardi IT | Kevin Grigg CAN | Fred Smith |
| Dick Strang USA | Fran Hurd USA | Hildur Lundhaug NOR | Mike Branson | Paulo Riboli IT | Heather Grigg CAN | Alby Hunter |
| Bob Morris USA | Steve Kolet USA | Ole Torgersen NOR | Roger Marples | Lory Riboli IT | Peter&Val Dickson | John Clinton |
| Jim Polles USA | Mike Ose USA | Paul Burdett | Mike Eyre | GianMario Cella IT | Milan Jezik SVK | Could B You |

INTRODUCTORY EVENTS at the 2017 VINTAGE CHAMPIONSHIPS

Vintage and Classical Texaco Scale and Classical 1/2E Texaco classes will be flown for the first time at the NI RC Vintage Championships next March. They will also be included in the April and May NNI events that follow and, given sufficient interest, at the 2018 Nationals.

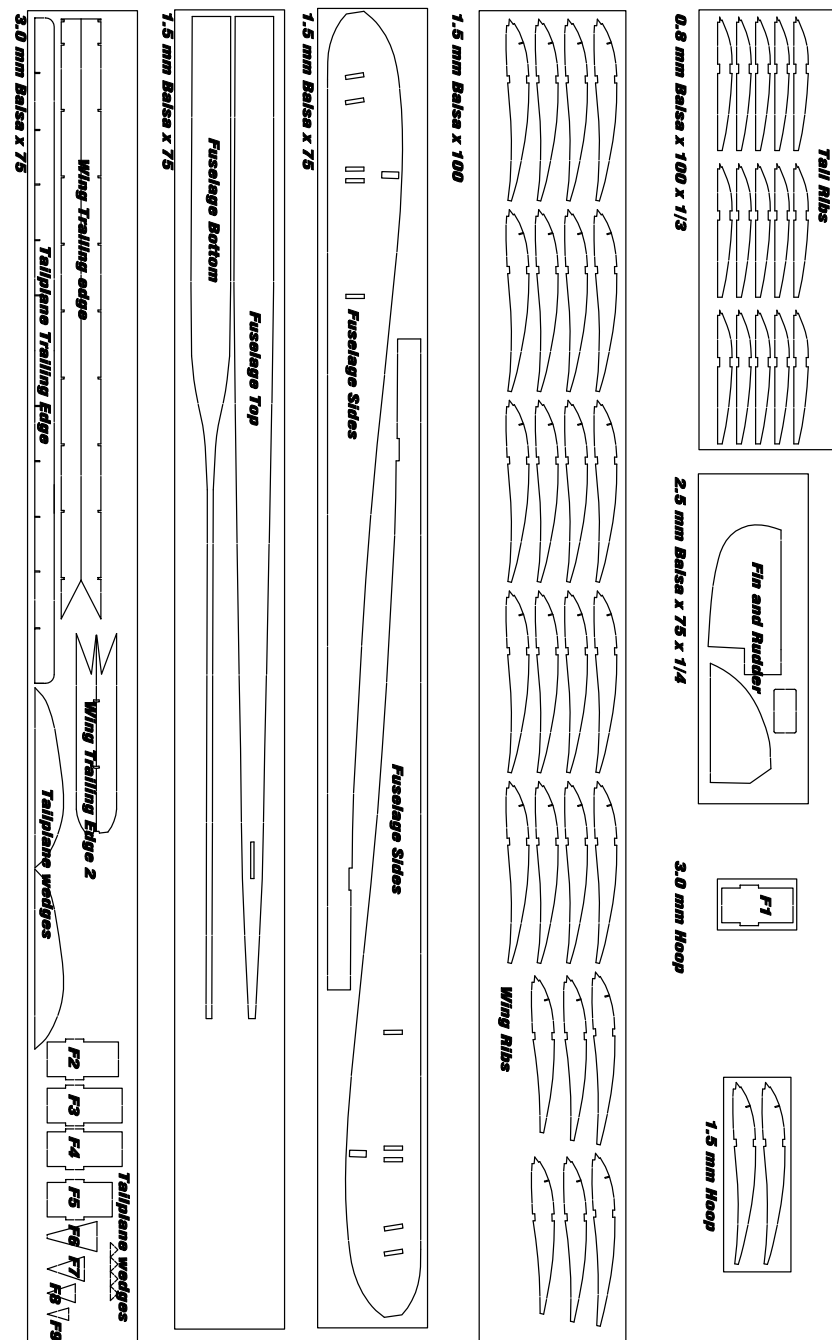
Scale Texaco already has three starters, and it is hoped that many more fliers will be encouraged to participate in this event. Allan Knox's article on the class starts on page 11 and suitable subjects will be presented over the next few issues. There is no shortage of good-flying, easy-building subjects, as Allan points out. Remember that Scale Texaco does not demand scale accuracy because we build according to the plans of the Vintage and Classical periods when many subjects were drawn up for flying characteristics rather than exactness. It is the Texaco element that is the main emphasis, and because of the way our rules have been worded, this can be approached using any one of three power options.

Your entry could be powered by a Cox .049 - in effect a 1/2A Texaco model from a scale plan. Alternatively, it could use the option taken from Open Texaco where fuel is allotted according to wing area. For those who don't want to be bothered by fuel residue, it could take an E-Texaco approach using the battery allowance of this class. So, there are options, even before getting to the choice of subject. There is no scale judging in this event, but at the 2017 Champs a special Concours d'Elegance award will be made on the basis of overall appearance, this being decided by the votes of all fliers at the Championships.

Classical 1/2E Texaco has rules similar to Vintage 1/2E but the eligible designs are from 1951-75 and there is no age bonus and no landing bonus. To the Committee's knowledge, no-one has yet built for this class, so this makes it a suitable candidate for making the first official event a One-Design Contest. This should give Classical 1/2E a good kick-start at the 2017 Champs and at the time of writing, there are five starters for the event. The chosen design has to be economical, quick and easy to build, and have the potential to remain competitive when other designs appear at later events. The design considered to best meet requirements is *Jumpin' Bean* from the *Aeromodeller* of January 1955. Built to 42" wingspan, the wing area is 223 square inches, right on what has been found to be a sweet spot for Vintage 1/2E Texaco. As a bonus, a second use for *Jumpin' Bean* would be in Classical Precision in which Graham Main's 2015 Nationals win with a *Gigi* showed that smaller models can be competitive.

Gwyn Avenell of Avetec can supply laser-cut *Jumpin' Bean* kits for \$64.40 plus postage. These are very complete (see contents at right) and using one will greatly speed construction. Orders may be placed directly with Gwyn at aveteknz@gmail.com. A pdf of the plan is available if you wish to print your own, or full size plans will be available at cost - both from the editor.

As a further incentive to build for the One-Design Event, there will be a draw at the Champs to select one *Jumpin' Bean* flier who will have the cost of his kit refunded.



JUMPIN' BEAN
DESIGNED BY
P. B. WYATT
COPYRIGHT OF
3/-
THE AEROMODELLER PLANS SERVICE,
38, CLARENCE ROAD, WITFORD, HERTS.

LIST OF MATERIALS

STEP 1 - 1/8" Balsa	MISCELLANEOUS
STEP 2 - 1/8" Ply	1/2" of 1/8" Balsa
STEP 3 - 1/8" Ply	1/2" of 1/8" Ply
STEP 4 - 1/8" Ply	1/2" of 1/8" Ply
STEP 5 - 1/8" Ply	1/2" of 1/8" Ply
STEP 6 - 1/8" Ply	1/2" of 1/8" Ply
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STEP 8 - 1/8" Ply	1/2" of 1/8" Ply
STEP 9 - 1/8" Ply	1/2" of 1/8" Ply
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STEP 25 - 1/8" Ply	1/2" of 1/8" Ply
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STEP 46 - 1/8" Ply	1/2" of 1/8" Ply
STEP 47 - 1/8" Ply	1/2" of 1/8" Ply
STEP 48 - 1/8" Ply	1/2" of 1/8" Ply
STEP 49 - 1/8" Ply	1/2" of 1/8" Ply
STEP 50 - 1/8" Ply	1/2" of 1/8" Ply

UNDERSIDE OF FUSELAGE TO THIS LINE
MOUNTING FOR ALUMINUM DART OR 1/8" CO. SHOWN
FRINGE 3/8" x 1/4" TO 1/4" x 1/4" FRAGILE
INFERIOR FOR 1/8" SWG WIRE
1/8" SHEET SIDES TOP & BOTTOM
NOTE WING POSITION APPROX. 1/2"
L.H. WING TO SET 1/2" LOWER THAN
R.H. WING TO

RIGHT HAND WING PLAN
LEADING EDGE 1/8" x 1/4" Balsa TOP 1/8" x 1/4" TOP
1/8" x 1/4" Balsa TOP & BOTTOM 1/8" WIRE BETWEEN RIBS
1/8" WING TONGUE BOX
1/8" WIRE HOOK
1/8" WIRE STOP INSIDE RIB
1/8" SHEET TOP & BOTTOM
1/8" x 1/4" Balsa TRAILING EDGE

LEFT HAND WING PLAN

TAIL PLAN
1/8" SHEET BOTTOM SHEET
L.H. 1/8" x 1/4" BOTTOM
R.H. 1/8" x 1/4" TOP
WING TIP 1/8" SHEET BOTTOM
1/8" SHEET TOP
1/8" WIRE BOTTOM TO 1/8" WIRE TOP LINES FOR TIP RIBS
1/8" WIRE RIB FROM 1/8" SHEET Balsa 2 PLY FROM 1/8" PLY
WING TONGUE 1/8" SHEET
CORNER SECTION SHOWING WING TONGUE
1/8" WIRE FROM 1/8" SHEET
1/8" SHEET TOP & BOTTOM
HALF RIB
1/8" WIRE STOP

ENGINE MOUNTING
THERMAL HOPPER GET WORK WITH MOUNTING

DRILL HOLES AS REQUIRED
1/8" PLY
1/8" PLY
RADIAL MOUNT FOR ALUMINUM DART OR WIRE
LANDING GEAR
1/8" SWG WIRE PLUS FIT IN FUSELAGE
PUBLISHED BY AEROMODELLER, JANUARY 1955
REV 5/72



PRECISION		HLG / CAT	
Stan Somerfield	218	John Butcher	226
Bryan Leeves	176	Kyla Fisher	224
John Dowling	151	Jan Butcher	173
John Butcher	127	Terry Tank	152
Kyla Fisher	113	Bryan Leeves	88
		Eric Hulley	81
GLIDER		RUBBER	
Rex Anderson	256	Bill McGarvey	240
Kyla Fisher	93	Rex Bain	240
POWER		Bernard Scott	222
Rex Bain	360		
Bernard Scott	337		

TOP LEFT: Box of HLG and CAT models for Eric, our budding junior. Keep them coming !

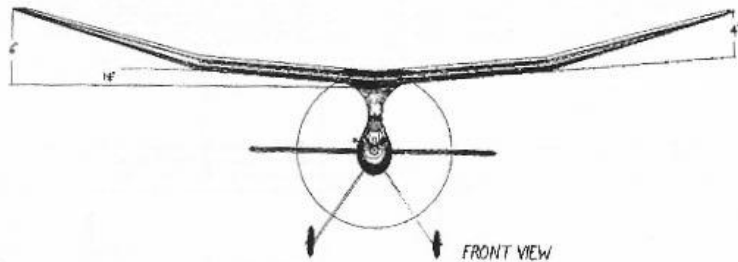
TOP RIGHT: Contra-rotating auto-gyro had even the builder wondering. Terry did get it up and away for some entertaining flights.

LEFT: Editor's tree-loving *Shadow* did it again. This is the model that lived in an Otago tree for a couple of weeks after the Balclutha Nationals. Farm manager John brought up a tractor with an elevating scoop in which he lifted his son Eric high enough to dislodge the model.

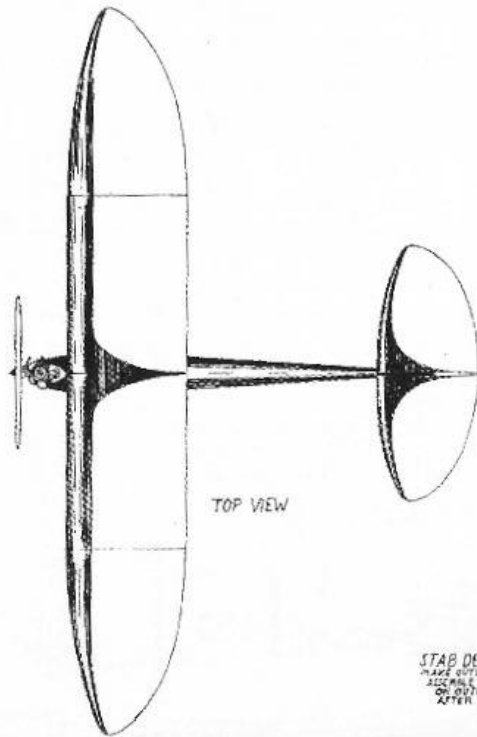
RIGHT: Bryan's Modelair *Kea* never fails to please. Flew well and looks great in the air.

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 1640 N KELLOGG STREET
 GALESBURG, ILLINOIS 61401, USA
 www.co-op-plans.info/co-op.html
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 RESTORATION BY LUBO HRNCR

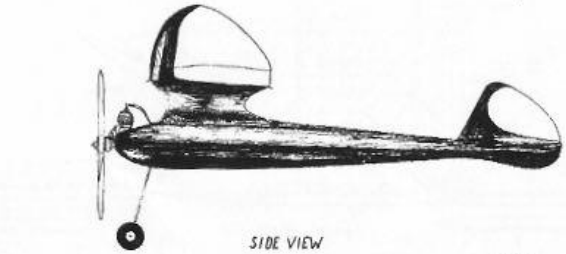
DIHEDRAL DETAIL



THREE VIEW 3/4" SCALE PLAN



TOP VIEW

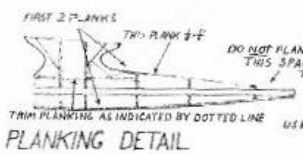


SIDE VIEW

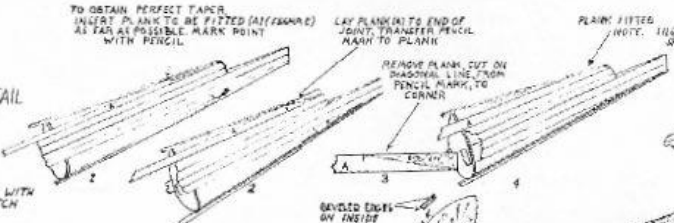
NOTE: DETAILS BELOW NOT TO SCALE



TAPER DETAIL

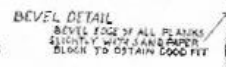


PLANKING DETAIL

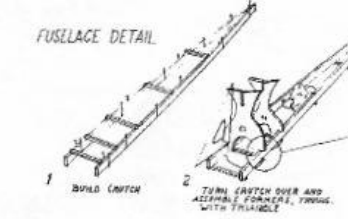


PLANK FITTED

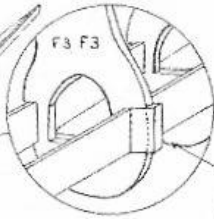
NOTE: USE FULL LENGTH PLANKS (NO TAPER) UNTIL JOINT IS MADE WITH TOP AND BOTTOM PLANKS. THEN TAPER ENDS ONLY AS SHOWN IN DETAIL.



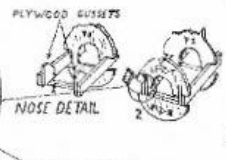
BEVEL DETAIL



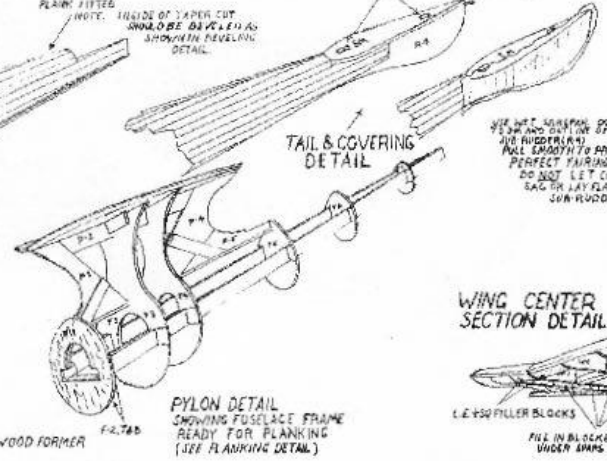
FUSELAGE DETAIL



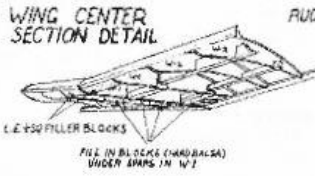
NOSE DETAIL



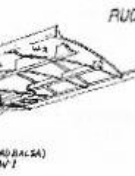
PLYWOOD GUSSETS



TAIL & COVERING DETAIL



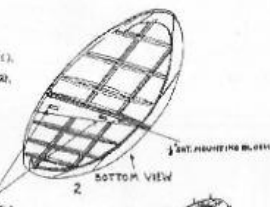
WING CENTER SECTION DETAIL



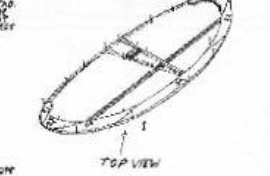
RUDDER DETAIL



STAB DETAIL



BOTTOM VIEW



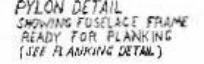
TOP VIEW



KEYS DETAIL



WING SUPPORT DETAIL



PYLON DETAIL

INTRODUCTION
 The construction of "MODERNAIRE 57" is the best combination of simplicity and efficiency yet achieved. Combining the best features of the strut and of the monoplane type, it brings the building of a strut airplane into the range of almost any model builder.

Before starting construction, study the plans and read these instructions carefully. All parts for this kit are unadorned and assembly is relatively simple. Careful reading and fitting of parts will repay the builder with the perfection of the finished plane.

FUSELAGE
 The fuselage is built around an inner crutch of balsa wood. Cut balsa 3/16" square into cross-members and cement securely in key of crutch. Use cement glue. Do not use glue over the top of the fuselage. The outer members should be cut from 1/8" spruce for the wing. Cement fuselage F-1, 2, 3, 4, 5, and 7 on crutch as shown in detail drawing. Check with straight edge to insure alignment of fuselage. Just cement pylon guides to inside of fuselage. When assembling F-2 and F-3 as shown. Fuselage ribs to be cemented in place. Cement F-4 in place. The wheel is now ready for assembly of the wing frame. In assembling these parts, great care should be taken they are in the exact positions as shown on the full size plan as the angle of incidence and direction of the wing are entirely dependent on the proper construction of the fuselage frame. "MODERNAIRE 57" is finished by a new and extremely simple method. Careful study of plating details is all that is necessary to insure a perfect gliding surface. For the fuselage use sand fuselage to approximately 1/8" thickness. Be sure to avoid making hollows or troughs. Do not use any cement to fuselage. With care being exercised to insure steady cementing. Finally, cement pre-fabricated nylon covers in place. Do not use sand glue for a smooth job. The fuselage is now ready for covering. Use the following and study detail for method used in covering fuselage and wing.

ENGINE SET
 The engine will be built as shown in plan. Cut engine bearings to suit length of your engine. Be sure to leave 1/16" for mounting on rear intake engine. Do not cut out covering as this serves to cushion engine when engine is running and to absorb vibration. The wing clevis shown will insure trouble-free ignition. Allow extra length to allow for extra that ignition may be required as balance may. When using heavier engine, it would be advisable to use heavier light to bring model up to weight rule and to facilitate balancing.

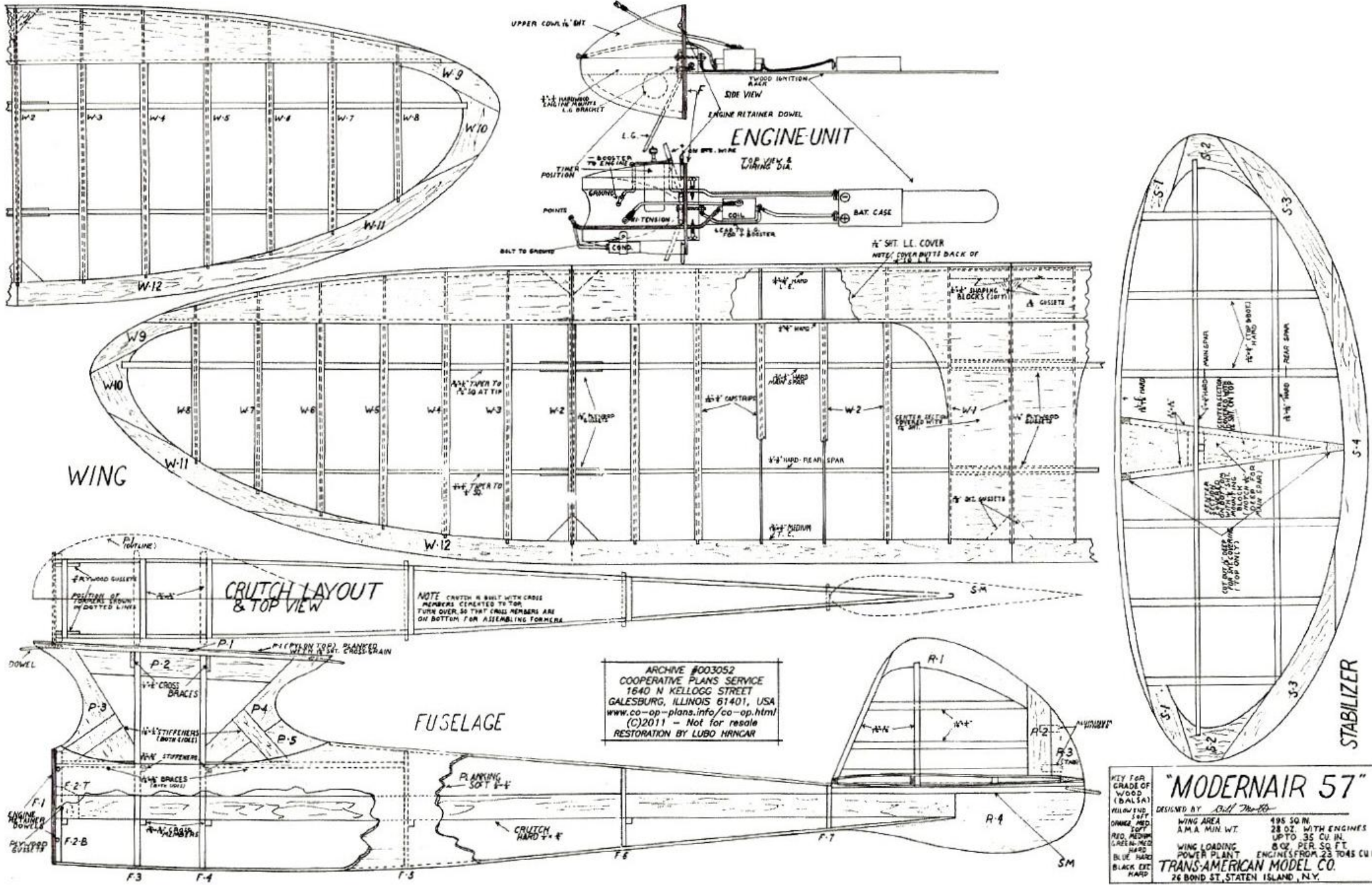
WING
 The construction of the wing follows conventional practice. The leading edge is to be cut from 1/16" balsa. Cement ribs in leading and trailing edges on plan. Balsa ribs in four positions. After assembling ribs to leading and trailing edges, remove from plan and cement spars in place. Spars should be cut with corners of all ribs filed. Be sure that their proper position in the ribs. Next assemble wing panels with diagonal members to eliminate twist. Use cement to secure next diagonal joint. Add spars as shown. Top of leading edge and center section are now covered with 1/16" silk. Balsa, and use strips are cemented in place. If necessary, ribs should be worked slightly to allow air strips to fit flush with top of leading edge. Before covering, hold ribs in position to smooth surfaces. Again if desired, it may be removed from the outer end of each rib and the ribs cemented in place. For flying with smaller engines such as the Oerlikon 13, Bulger, etc.

TAIL ASSEMBLY
 The first step in constructing the tail assembly is to build the stabilizer section on the plan. Use 1/16" balsa and cement cross as shown in stabilizer detail. Remove from plan and cut over center lines to allow each spar to be installed in one piece. When installing each spar, be sure to allow the top of the spar to project 1/16" above the top surface of the rib pieces and allow the bottom of the spar to project 1/16" below the lower surface of the rib. Use the stabilizer section cut from 1/16" sheet balsa. Use 1/16" balsa for the stabilizer section. Cement ribs to stabilizer, cutting ribs to extend over the leading and trailing edges. Next cover center section with 1/16" silk. Balsa, and use strips are cemented in place. Paper spar is left. Put one strip on alternate rib. Use 1/16" silk on the top to prevent pulling the frame out of line. After stabilizing all one strip, cement stabilizer in place. Use the same method in constructing the rudder. Cut a 1/16" square hole in the sheet covering of the stabilizer just behind the ribs spar. Cut front of rudder spar directly into rudder. Insert the rudder spar through the square hole and glue to the stabilizer spar. Color details are shown in the three-view drawing.

COVERING
 The covering of the fuselage will be the easiest covering process during the construction of this model. If any strips are present, if any are not, remove them. If any strips are present, cut before setting fuselage. When the wing is in the form and make sure that the wing diagonal ribs fit the pylon guides. If necessary, glue along top of pylon ribs at that area. Also cement in place. Now cut the fuselage with the silk to be used in line 31 as readily as the plan. Start put the key in the fuselage. Use cement. Use the key to the stabilizer, being care to line up the ribs with the fuselage.

FINISH
 The model should balance at five 4" to 8-1/2" from the leading edge. After balancing, sand-blast, and use the position until a long can stick. Use a 1/16" silk between the ribs. Use the silk of the fuselage and tail in order to give the silk a slight curve of the fuselage. This is especially so for the tail. The silk should stick in any place where the cover will be placed. In covering the fuselage, use the silk to be used in line 31 as readily as the plan. Start put the key in the fuselage. Use cement. Use the key to the stabilizer, being care to line up the ribs with the fuselage.

"MODERNAIRE 57"
 DESIGNED BY Bill Moffet
 PLANS BY Bruce Leffert
 TRANS-AMERICAN MODEL CO.
 24 BOND ST., STATEN ISLAND, N.Y.
 Digitally scanned by ModNet



SAM Speaks - May-June 2011 - Page 12

We now have new rules for Scale Texaco thanks to the remit that was passed at the Nationals. I'm hoping it will be popular. I certainly enjoy my little 1/2A Chiltern DW1 which was built for the 1/2A Texaco class.

Imagine, a good looking scale model that you can proudly take down to the strip on Sundays to fly with all those club mates flying around with their scale foamies, and you also have a great looking competition model for vintage days. Who knows, do a good enough job and you could even fly it in scale contests



The new rules allow a huge range of potential models. Any plan, R/C or FF scale, published before 1976 is fair game and you can even convert a rubber scale plan thus opening up all those light scale designs that were so prolific in the vintage era. Also, what about those great little scale models from the 50s designed for small English Diesels? They may not have flown too well as free flighters but with the addition of modern lightweight radio they would be ideal. Remember too, you are not confined to just rudder and elevator, in Scale Texaco you can make these models full house using some of the cheap as chips servos from the likes of Hobby King.

There are two options for IC power plants, the ubiquitous Cox Babe Bee, or anything else. Fuel economy is essential for Texaco events so I recommend a 4 stroke glow or quality diesel like a PAW - in other words, motors that work for A-Texaco and Open Texaco. If you are adventurous, you might even try spark conversion of a 4 stroke and move to petrol

which has the potential to double run times.

Models with powerplants other than the Babe Bee have a 540 second target flight time with their tanks set up as in Open Texaco, that is, 1cc for every 50 sq inches of wing area (rounded down to the last full 50 sq in) as measured by NZ rules. In Open Texaco we fly a 15 minute maximum, always a hard ask, but for Scale we have a easier target that is achievable with the right model and engine set-up.

What would be the right size model for non-Babe Bee models? I think something around 60 inches, built down to 8 oz sq foot would be good. Anything bigger is likely to be above minimum loading due to the cube rule (*). So let's say 60 inch, 500 sq inches of wing at 8 oz per sq foot that gives a weight of 28 oz. This would be great for a 2.5cc PAW BB RC. Or even an OS20 4 stroke if you build light enough, though the 4 stroke is likely to weigh twice as much as the diesel.

Babe Bee powered models get a 120 sec bonus on each flight so their maximum is 420, a minute less than in 1/2A Texaco. This should be achievable despite the drag of scale details if you build to around 300 sq inches at 16 - 17 ozs. Set the Cox up with a big prop such as a 9x4.7 Slow Fly and with a run of over 5 minutes, Bob's your Uncle. (Bernard published information on this set up in AVANZ News 147)

All models can also score 20 points for each spot landing.

As for a models, there are thousands of designs out there, but monoplanes with reasonably high aspect ratios and big wings would be best. Think motor glider and you get the idea. The little light sport aviation aircraft of the 30s and 40s are also good as they had to make do with very low power engines so had to be lightly loaded and efficient. Some examples: Dart Kitten, Klemm, DH Moth Minor, BA Swallow (my favourite) and there are many more. I like the Schweizer SG 30 glider tug with its long high aspect ratio wing.

If you want a more universal contest model then that is possible too. Choose a scale IC power free flight model

design that is Vintage and qualifies for normal Texaco events. Provided you use only rudder and elevator flight controls you could fly Vintage Precision and Vintage IC Texaco events with your scale model.

I need a new 1/2A Texaco model because the Chilton is a bit big and heavy so I'm going to build a Piper Cub from a 1940 Megow plan that will do for both Scale and 1/2 A Texaco. It has extra dihedral on the plan and will be lovely on rudder elevator at about 45 inch span and 16-17 ozs.

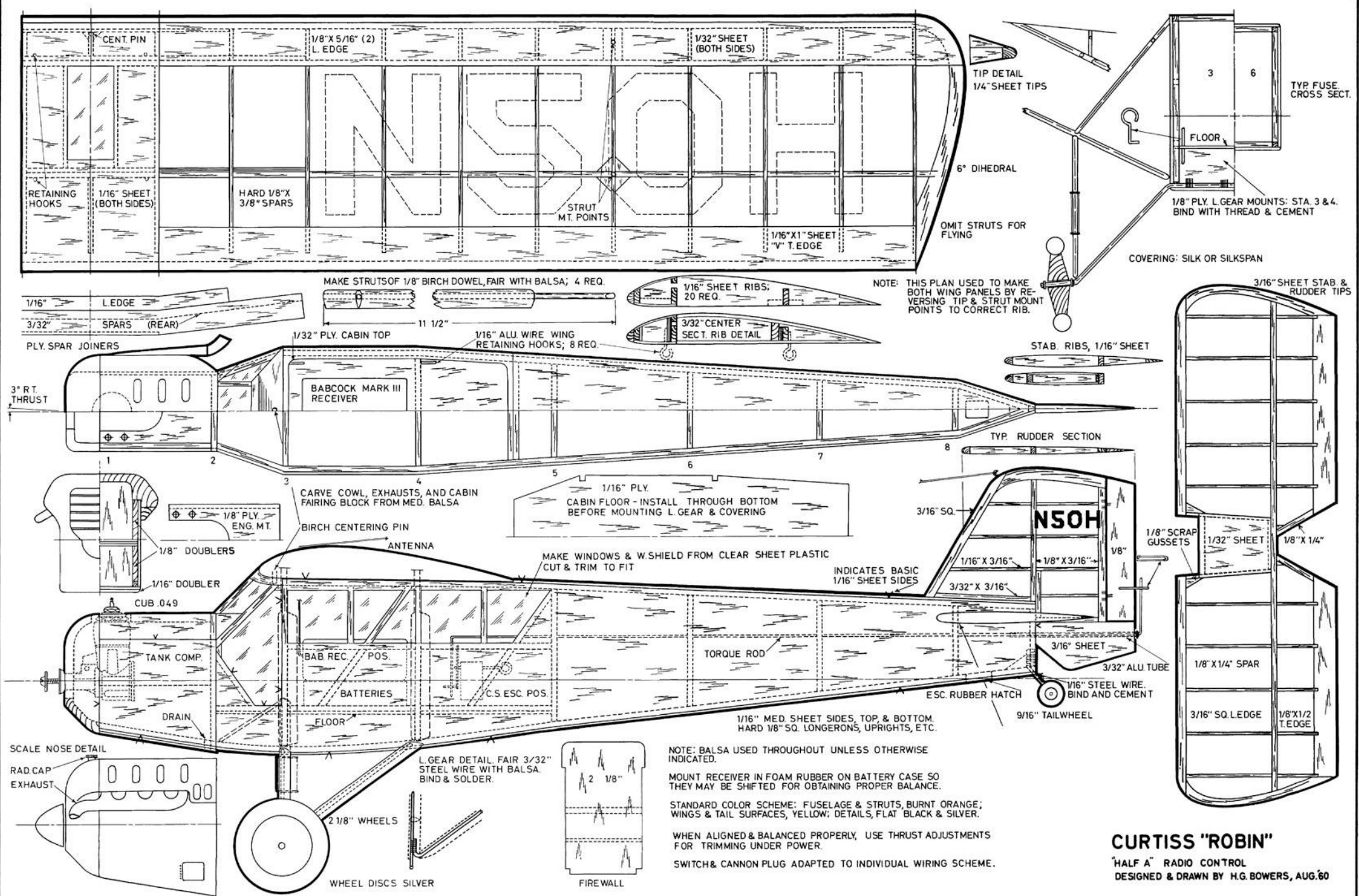
Where do you go for plans? Old Aeromodellers for those little diesel scale models or, if you are like me, then straight into OuterZone on the Net. If you can't find something amongst the thousands of free plans then you are hard to please! Remember that you can scale up and down to suit and amend structure within the rules. I always recommend beefing up undercarriage wire sizes and tie the gear into substantial structure to survive those spot landings.

That's it then. Have a go, there is something very special about building a scale model and now you can get to enjoy it in the Vintage competition scene too.

Remember there are at least two opportunities to fly Texaco Scale in the NDC calendar and in time, if we support the class, then it will be flown at regular contest weekends. Perhaps best of all, you will get to share some sport flying time down at the club strip and have a chance to introduce club mates to a class of Vintage flying they can relate to.

Allan Knox

(*) Cube rule. The way I think about this is - if I scale up a model to twice the wing span it will have 4 times the surface area (2 squared) and 8 times the volume (2 Cubed). Now assuming the same materials (same density) then weight is proportional to volume so the model is 8 times as heavy! Now wing loading weight / wing area. Let's say our model was 8 oz/ sq foot before scaling up - when doubling the span, its loading goes up $8/4 \times 8 = 16$ ozs/ sq foot. Darn!



MODEL AIRPLANE NEWS • September, 1961

CURTISS "ROBIN"
"HALF A" RADIO CONTROL
DESIGNED & DRAWN BY H.G. BOWERS, AUG. 60

Step One

When you purchase the 049 engine it is best not to try to run the engine. Start by disassembling the engine. This is a simple five minute job. Pull off the plastic pick up tube. It is usually hard. Throw the tube away. Assuming we are using an old Babe Bee, pull out the retainer clip and remove the reed, usually a copper one.



Step Two

Put all the parts in some type of cleaner. I use carburetor cleaner with a dip basket. Let it soak for one to two hours. Don't leave it overnight or forget and leave it for a long period of time or the parts may become tarnished.

Step Three

When parts are ready to come out, put on rubber gloves as the carburetor cleaner is toxic.

Find a cup or a can and fill it one half full with denatured alcohol. This is less toxic than methanol alcohol. Methanol can be absorbed thru the skin and cause health problems. A toothbrush and Q-tips are good tools to clean parts. Clean parts, then pick out the venturi gasket and head gasket carefully. The head gasket can be reused. Give special attention to the back plate. If you have compressed air, blow out the venture passage and fill tube.

Step Four

The goal in putting this engine back together is to make sure it doesn't leak fuel or air and has a pick up tube that completely empties the tank. The pick up tube requires a drill press and a length of aluminum 1/16 outside diameter tube.

Step Five

Take the back plate and put it on the drill press table. Chuck up a 1/16 drill bit and set the stop on the drill press so the bit can't go any deeper than the casting. The nipple is protruding from the casting 5/32 of an inch. You are going to drill inside this nipple 5/32 deep. Go slow and be careful or your drill bit can come out the side. Don't drill too deep or you will get into the needle valve housing and Venturi. Bend a 1/16 diameter tube to clear the tank intake tube and cut the length so that it is right on the bottom of the back plate on the tank line. Rolling the tube with a razor blade or exacto knife makes the cutting this easy. Sand with fine paper and make sure there is no foreign matter in the tube.



Step Six

Gluing the tube in the nipple is one thing I have not perfected. Most adhesives including JB weld will not hold up to alcohol and nitro methane. The best I have come up with is to carefully glue the tube in with JB weld. Be careful to put a small amount on tube only. Sanding the tube helps adhesion. Let cure overnight.



Step Seven

Next put a small amount of silicone around the nipple. While it is still wet slide a 1/4 inch heat shrink tube over the silicone and shrink this to protect the JB Weld. Even if the J B weld fails, the tube will still work pretty well.

Step Eight

The tank is next. The back plate and tank almost always leak. One way to solve this is to clean the tank groove. Fill the groove 1/3 to 1/2 half fill with gasket silicone. Work around with a Qtip and let cure overnight.

Step Nine

Next install the reed in the tank. The best reed to use is a stainless steel reed. The old copper reeds work pretty well. Do not use Teflon reeds. They work poorly at lower rpms.

Step Ten

Back plate screws are always a problem with threads holding all kinds of foreign matter. A nice touch is to chuck them up in a drill press or lathe and file off the sharp part of the threads leaving the last 1/8 inch in full thread where it goes into the crank case.

Step Eleven

Needle Valves all seem to work equally well. The important thing to do with a needle valve is to cut or paint an indicator line so you can see this when you tune the engine.

Step Twelve

Next is the Venturi Gasket. Make sure the gasket is new. Either buy one at the Cox Supply or you can make your own with black fuel tube slid inside of a brass tube. Using a razor blade, cut thin gaskets off of the fuel tube using the brass tube as a guide. It may take making more than one to get a good one. I find it easier to wax the razor blade. It cuts with less drag and makes a truer cut.



Step Thirteen

Reassemble the engine with a new crank case to tank gasket. Oil the piston and crank. Install cylinder and piston in the crankcase and assemble tank with the back plate. That should complete the assembly.

Last but not least—Fill the tank with fuel and check for leaks. One spot to watch is the back plate screws. If one is leaking, remove it and put a small amount of silicone on it. The engine is now ready to run.

Editor: Thanks to John Butcher for sending this article. There was as much again before what appears here, dealing with the best motors to select parts from, but as these motors are unlikely to be available here, this section was omitted. Should anyone be interested in reading it, I can email a copy on request.

Comments:

Step 6. Using JB weld or any other adhesive for the 1/16 tube is unnecessary for plastic backplates as the tube can be a force fit in the hole if this is drilled carefully.

Step 9. Teflon and mylar reeds have been found to work very well at low rpm (below 5000 rpm) in all the motors I have tuned.

Step 10. Altering the backplate screws is a modification that is outside NZ rules.





WORK IN PROGRESS



When it's not parked up a tree, the old *Shadow* does ok at Vintage FF Precision, but recovering won't cure its fuel soaked wood or its general tattiness. Having spent many hours over the past ten years coming to accept its peculiar flight patterns, it seemed right to build another one - exactly the same, but different. No more fuel saturation, the new one would be electric.

Possible pitfalls were considered, and a list of desirable features was drawn up

1. Adjustable motor run duration
2. Motor speed control
3. Dethermaliser
4. Power cut-out on landing
5. Fused power supply
6. Battery accessible and of a common size.

1 - 3 could have been simply handled by a commercial timer for electric models, but I wanted to meet these requirements, and the other three, with traditional, mechanical means. The result is a rather heavy and clunky set-up (think Arkwright's shop till rather than a modern check-out counter) but it works.

A trip-wire, arrowed at right, contacts the ground before the wheels, swings back and cuts current through the front microswitch. The rear microswitch is held on by the pink disc which swings out, timed by the KSB, to cut motor power. DT is activated in the usual way by the KSB timer.

The *Voltaic Shadow* is now ready for trmning.

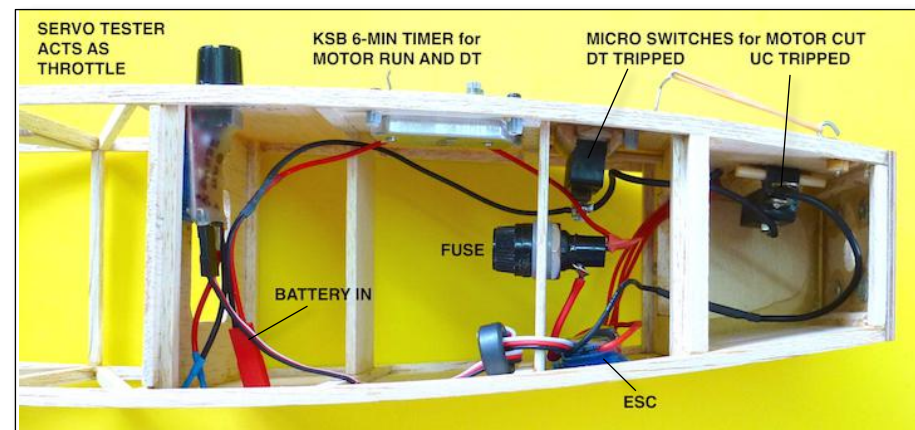
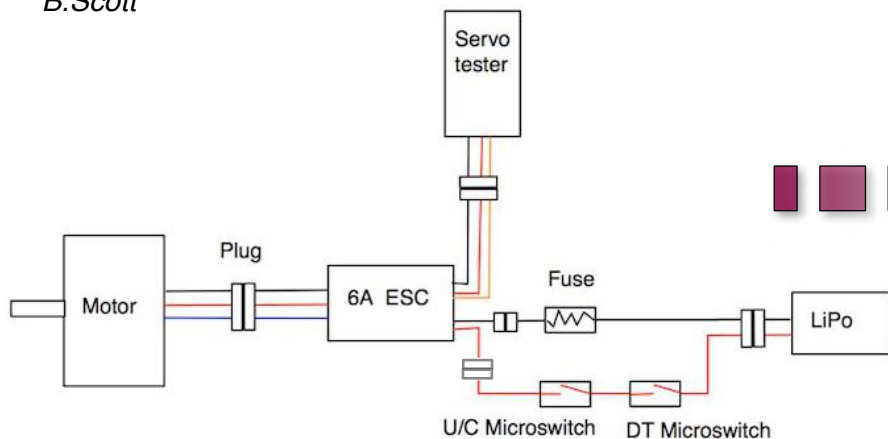
B.Scott

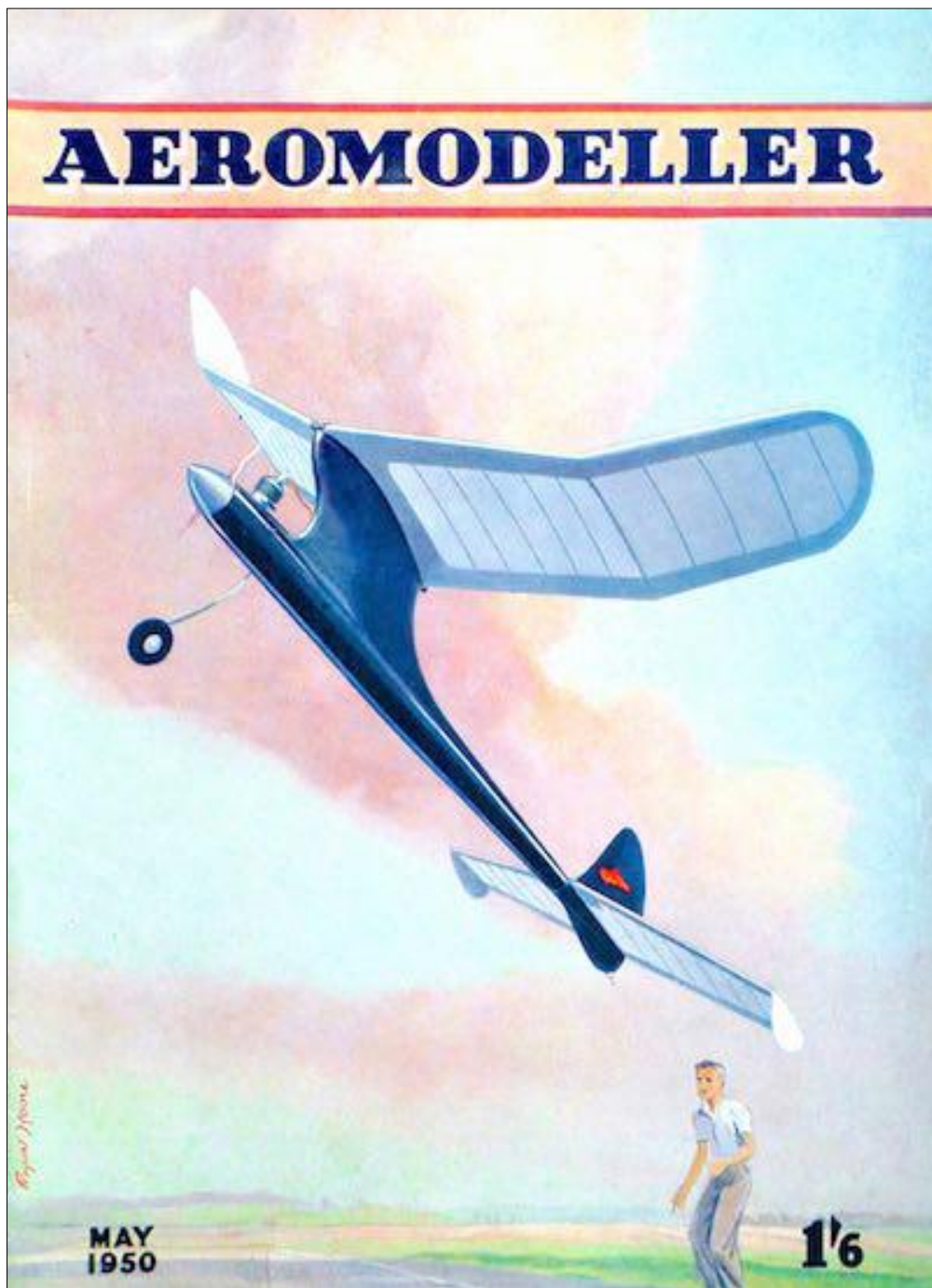


Micro-switches closed



Micro-switches open





POZVÁNKA

**10. ŠALIANSKY ZLET
HISTORICKÝCH
MODELOV**

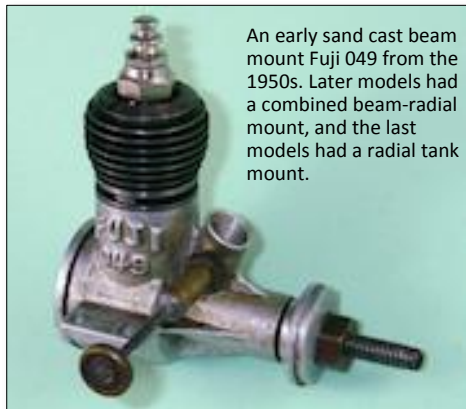
SOBOTA
**25. APRÍL
2015**

KONTAKT: FERÓ SWIETÝ
0905 339 894
MAIL: FERÓ@SWIETÝ.SK

REGISTRÁCIA OD 8:00 HOD.
MODELÁRSKE LETISKO RANK PRI OBCI HETMÁN GPS: N 48° 07' 21.73" E 17° 51' 05.13"
KATEGÓRIE : OTVR, ELOT, SPEED400, TEXACO, 1/2TEXACO, ALOT
FODĽA PRAVIDIEL ME SAM RC NA ROKY 2014-2016 + JASTRABÍ FORÁR

ŠTARTOVNÉ 5. EUR VRÁTANE OBEDA

In the last column we looked at the heyday of 1/2A engines in the USA, a period spanning roughly 15 years or so from ca1950 until the mid-1960s when the market had been saturated and went into slow decline. This decline spanned some 30 years through into the late 90s and only the arrival of small electrics in the last decade really finished it off. By the mid 1960s the US 1/2A market was firmly in the hands of Cox for both engines and RTF models, and Testors McCoy for RTF models.



An early sand cast beam mount Fuji 049 from the 1950s. Later models had a combined beam-radial mount, and the last models had a radial tank mount.

Herkimer OK engines was still in business, but was largely an unseen player. Cox was garnering the competition glory while Testors collected the accolades for RTF innovation and development.

That a huge market existed for small cheap entry level glow engines did not go unnoticed in other parts of the world, not least because in the post WW2 era large numbers of US military personnel were stationed in the UK, Germany and Japan. As a result, modelers and manufacturers were exposed to US modelling trends either through servicemen modelers, or through

US magazines such as 'Model Airplane News', 'Flying Models' and 'Flying Aces'.



Mid 1950s diecast case Fuji 061 with beam and radial mounts

The financial aftermath of WW2, with severe limitations on currency exchange and tight restrictions on imports, coupled with strong protection of local manufacturers, meant local manufacturers in the UK, Europe and Japan saw opportunities in what was a new and growing market.



First model Enya 049-reed valve, 'square' case

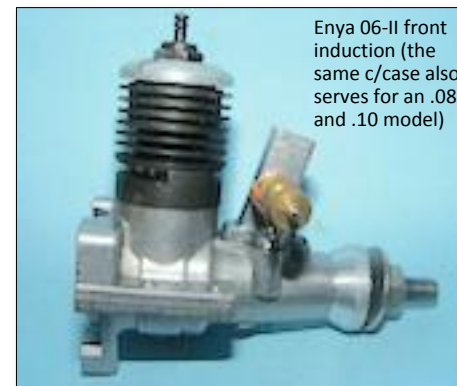
The 1950s was a time of great public interest in aviation, and aeromodelling was a recognised aspect of this interest.

In Germany and Japan both large and small manufacturers ventured into the 1/2A arena. In Japan the well established brands of Fuji and Enya produced both 049 and 061 sizes, Fuji being content to follow the well-established style of early 1950s US 1/2A designs and Enya initially opting for reed valves.



First model Enya 061-reed valve 'round' case (cf the 'square case' 049 model)

Fuji also saw the merit of producing small outboards, following Atwood and Allyn in the US, producing 049 and 061 outboards based on their aero engine-and continuing



Enya 06-II front induction (the same c/case also serves for an .08 and .10 model)

in later years with larger .15 and 19 sizes.

Smaller firms such as KO, which had largely copied OK and Ohlsson & Rice designs for its larger .19 and .29 engines, produced a range of diesels in .049, .09 and .15 sizes-of which the .049 owed much in style and design to the radial mount McCoy .049 'Duroglow' diesel of 1953.

Interestingly, OS, as with Fox in the US, stood aloof from this new market, and did not get involved until around 1961, when they produced the exquisite OS Max 6, a miniaturized OS Max in every respect but it was a case of too little, too late.....and most importantly, too expensive! The Max 6, just like the Fox 049 FAI only survived a couple of years in the market.



The 1cc OS Max-6 first appeared in 1961 but failed to make much headway in the US market-

Meanwhile, Fuji moved on to more competitive areas such as general purpose R/C and C/L motors, focusing on the economy end of the market and producing a range of engines in .099, .11, .15, .19, .21, .25, .29, .35 and .40 sizes. This was no doubt both as a consequence of better export possibilities in the US and UK and also as a result of competition from Cox in the Japanese home market.

Enya continued with 1/2A engines right up into the 1970s, the rear reed valve models having been replaced by front induction models in both standard and integral R/C carb variants. The .06 model also being available as a .08 and a .10, which makes little production sense in terms of the existing long established and well performing Enya 09 engine. There is a belief that these 'odd' sizes were only made for the domestic market, and never exported. Both the early reed valve and later front induction .06 engines were also produced as diesels, but apparently this was never applied to the .049 models.

There was interest and a range of manufacturers large and small in both Germanys, although those in East Germany were constrained as to what and how much they could manufacture. In the west, Webra was the largest manufacturer and from 1954 produced the .048 Piccolo diesel, a compact little unit that owed a lot to the 1953 McCoy Duroglo.



The first model Webra .8cc Piccolo appeared in 1954, shows McCoy 049D influence

Later this engine evolved into a beam mount red head version and finally in the mid-60s into a plain head version equipped with a spring starter that was still available

into the early 1970s.



The second model Piccolo went to beam mounts but retained the red squat head shape



The final model Piccolo acquired a spring starter and was still available into the early 1970s.

The Piccolo glow was introduced in 1956, in response to a request from Schuco-Hegi for a suitable power plant for their ARTF C/L trainers. The Piccolo glow represented a new design, while showing Atwood influence, and delivering a similar performance, peaking at an unusually high (for the time) 18,000rpm. The Piccolo glow design formed the basis for the last model Piccolo diesel, suggesting that it was inherently a much better design than the original Piccolo....!



The Piccolo glow was developed by Webra ca. 1957 for Schuco-Hegi RTF C/L models-the crankcase also served for the final 1960s model MK3 Piccolo diesel.

Jaguar diesels were produced in small numbers in 0.5cc, 0.8cc and 2.5cc sizes, all to a common design, with black heads and spinners, and with the almost standard German layout of both beam and radial mounting lugs on the crankcase (also used by OK and Wenmac in the US).



The German Jaguar 0.8cc followed the same layout as the larger 2.5cc and smaller 0.5cc models; manufactured by Josef Schmidt in Munich.

The other big manufacturer was Hans Hornlein, producing a range of diesels for the big Graupner company from ca 1951 onwards. His 'Taifun' brand engine range was well marketed in NZ where by some quirk of distribution it was still possible to

find examples of the 1cc Hobby diesel on shop shelves right into the 1980s. But, his innovative and distinctive Foxie 0.44cc glow of 1960 never made it into production as Graupner had acquired the European distribution rights for Cox and did not want one of their own products competing directly with the Pee Wee.



0.44cc Taifun Foxie

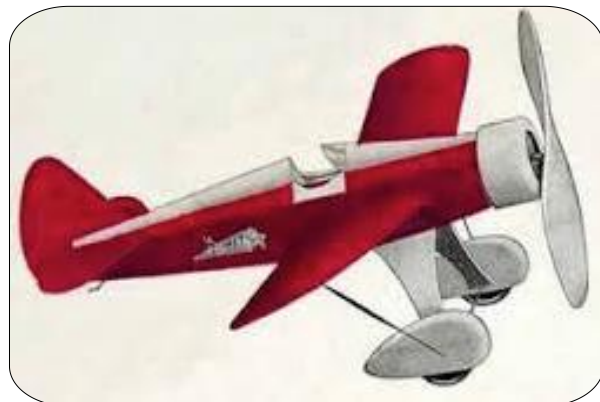
So, this distinctive little engine with rear disc, not reed valve, never made it to the shops. Many years later, Ronald Valentine produced a number of versions using a mix of the original and his own produced parts. It is believed that parts for 200 Foxies were manufactured, making it a rare beast. The Valentine units came in a range of colours in both diesel and glow versions. So, the German contribution to 1/2A was relatively small, with only Webra getting an .049 on the market in numbers.

Chris's descriptions of these beautiful little engines will continue in the next issue

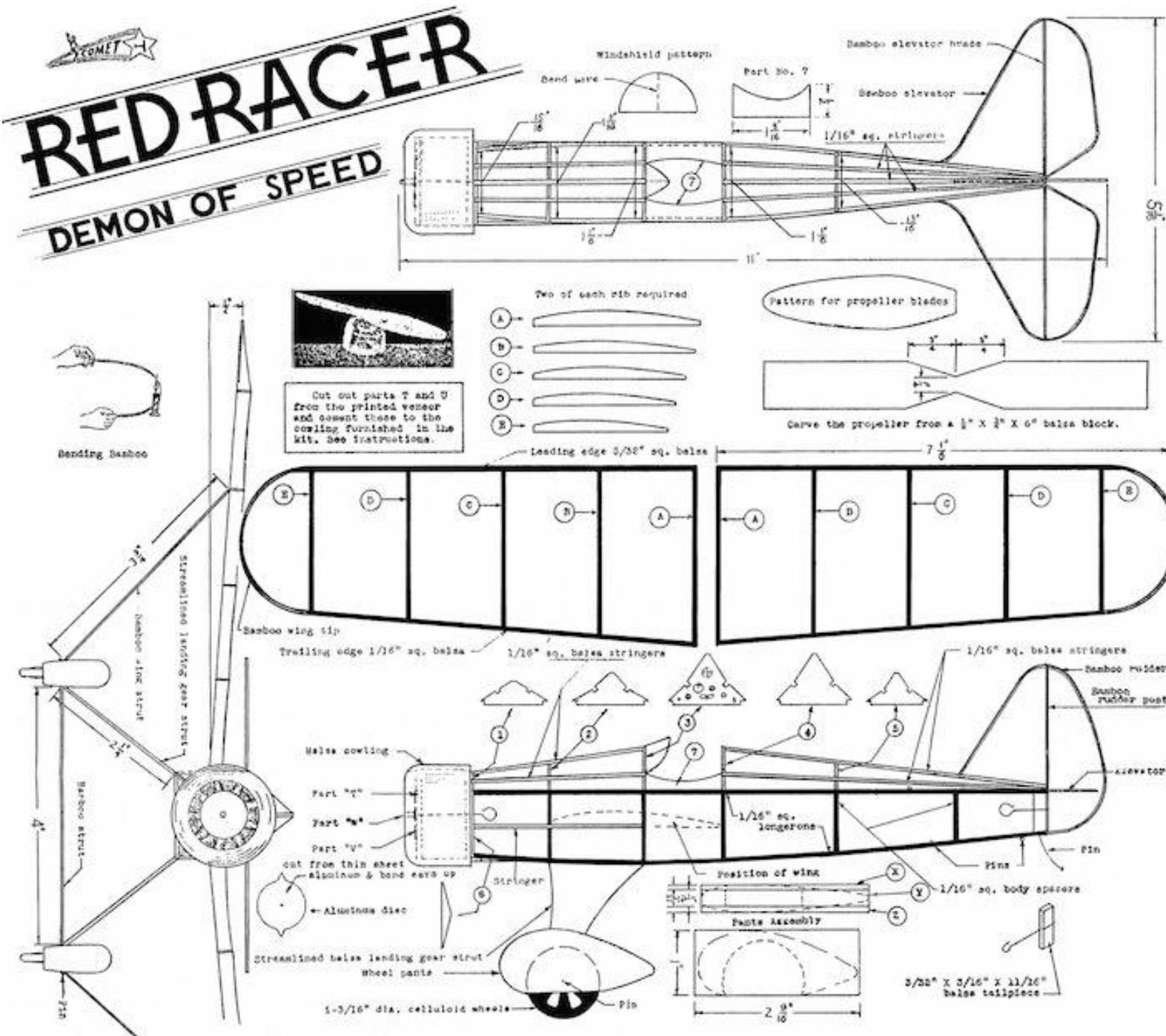
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\$1 Prepaid



RC version of the Red Racer (above), found at:
http://pulling-gz.blogspot.co.nz/2012/08/rc-modeller-plan-and-article-series_5246.html



Leader Board highest ever scores are shown at top right of events results

Vintage Precision *B.Harris, G.Meads, P.Hall, A.Knox 800*

1= Brian Harris	Bomber	Tuakau	600 + 200
1= Allan Knox	Lancer	NDC 104	600 + 200
3 Don Mossop	Bomber	Nationals	600 + 199
4= John Butcher	Miss Fortune X	Tuakau	600 + 197
4= Stewart Cox	Playboy	NDC 104	600 + 197
6 David Crook	Playboy	Nationals	600 + 193
7 David Gush	Miss Fortune X	NDC 104	600 + 191
8 Stewart Cox	Playboy	8 May	600 + 189
9 Graham Main	Miss Trenton III	Nationals	600 + 171
10 Stuart Lightfoot	New Ruler	Champs	600

Vintage IC Duration *2014 R.Anderson 1308*

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 *2014 B.Harris 1512*

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 *2016 J.Butcher 2290*

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 *2016 K.Trillo 3188*

1 Keith Trillo	Stardust Special	Nationals	1480 + 1708
2 Bernard Scott	Bombshell	Nationals	1480 + 1325
3 Rex Anderson	Tomboy	Nationals	1480 + 1235
4 Wayne Cartwright	Arrow Nut	Champs	1480 + 1163
5 John Butcher	Miss Fortune X	NDC April	1480 + 995
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 *2016 A.Knox 3169*

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 *2012 W.Cartwright 3325*

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 *2016 J.Butcher 3117*

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 *2016 A.Knox 797*

1 Allan Knox	Chilton DW1	NDC 91	797
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Vintage Open Texaco *2014 J.Butcher 3320*

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

Classical Precision *2016 B.Harris 598*

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

Classical IC Duration *2014 D.Thornley 1103*

1 Bernard Scott	Raider	Champs	797
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Classical E Duration *2014 B.Harris 1217*

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

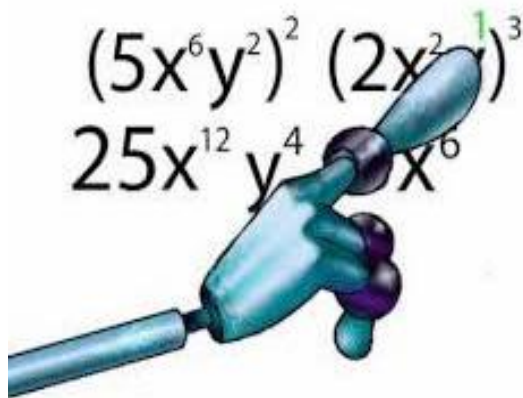
Tomboy IC *2015 R.Anderson 1432*

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 *2014 S.Grant 1935*

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

Leader Board highest ever scores are shown at top right of events results



Vintage Power *R.Bain, B.Scott* **540**
 1 Lynn Rodway Playboy Junior NDC #97 309

Vintage Rubber *W.McGarvey, A.Koerbin* **540**
 1 Bill McGarvey ? NDC 78 180

Vintage Glider *2013 R.Anderson* **427**
 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 *2016 B.Scott* **353**
 1 Bernard Scott Dixielander Nationals 353
 2 Rex Bain Shaboom Nationals 334
 3 John Butcher Kerswap Nationals 164

Vintage Precision *2014 G.Burrows* **411**
 1= Dave Jackson Kerswap NDC 96 270
 1= Bernard Scott Shadow Nationals 270
 3 Charles Warren Tomboy Nationals 246
 4 Bruce Weatherall Request NDC 96 214
 5 Stewart Morse Tomboy NDC 96 199
 6 Lynn Rodway KK Bandit NDC 96 177
 7 John Selby Simplex Nationals 176
 8 John Butcher Sky Roamer Nationals 155
 9 Roy Gunner President NDC 96 93
 10 Alwyn Graves Clini Nationals 18

Vintage Catapult Glider *2012 J.Butcher* **339**
 1 Des Richards Hervat Nationals 288
 2 John Butcher Mayne NDC 101 261
 3 Ron Magill ? NDC 101 253
 4 David Gush ? NDC 101 232
 5 John Selby Hervat Nationals 207
 6 Daniel Warner Mite Nationals 184
 7 Charles Warren Hervat Nationals 180
 8 Ray Cordell ? NDC 101 175
 9 Peter Wilson Whirly Nationals 174
 10 Josh Warner Mite Nationals 170

Nostalgia Power *R.Bain, B.Scott* **540**
 1 Rex Bain Jaysbird Nationals 540
 2 Bernard Scott Dixielander Nationals 469
 3 Stewart Morse Stomper NDC 98 256
 4 Lynn Rodway Stomper NDC 98 195
 4 Rex Anderson Ramrod Nationals 139

Nostalgia Rubber *W.McGarvey, B.Scott* **540**
 1 William McGarvey Hipperson 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 *2015 M.Evans* **470**
 1 Stewart Cox Mad's Dream Nationals 398
 2 Bernard Scott Aiglet Nationals 322
 3 Rex Anderson Sans Egal Nationals 295
 4 Bruce Bonner Inchworm NDC 100 256

Classic Rubber *2015 L.Vincent* **485**
 1 Paul Squires ? NDC 82 408
 2 Chris Murphy ? NDC 82 100

Classic Power *2015 R.Bain* **540**

Classic Glider *2015 R.Anderson* **540**



CLASSIC or CLASSICAL ?

When referring to NZ contest events, the words "Classical" and "Classic" are non-interchangeable: radio control events are Classical while free flight events are Classic.

BETTAIR CATALOGUE

sought by Chris Murphy
treebeard@snap.net.nz

AIR TRAILS PLANS

I have purchased a full digital set of *Air Trails* magazines. This US magazine was not imported in the quantities that UK publications were, so copies rarely turn up today. This is unfortunate, as many excellent Vintage era plans appeared only in *Air Trails*.

Permission has been obtained from the copyright holder to share printed copies of AT plans, with the proviso that only the cost of printing and postage is charged. For an A4 copy of a plan, send a self-addressed envelop plus one "Kiwi stamp" per plan to the editor at the address on the cover. Add a couple of extra stamps if you want the full construction article.

An index of AT plans is on the net - search for "Air Trails Index". *Editor*

I have just come into possession of an **ETA .29** which is offered for sale. The motor's development can be found at <http://www.modelengineneeds.org/cardfile/eta29.html> I would identify this motor as a Mk III by the serial number, except the plug is canted which is only supposed to apply to the original Mk I. Either way, it would be a nice addition to a collection. Downsides are a missing spray bar/needle assy and a chipped exhaust port. Otherwise, it is in fairly good shape considering it was probably made in the early 50s and has been raced. The motor came with an old Class B team racer which can go with the motor if anyone is prepared to go the extra postage.



Dave Richardson
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Free Flight Notices

TAURANGA OPEN FREE FLIGHT

**Saturday
November 5th 2016**

**Piako Road
9am to 2pm**

\$10 entry including farm fee.

Open power, open glider
and open rubber, All
3x180

If entries are low they may be
flown combined, otherwise
as separate classes.

Also HLG, CLG, TLG
combined & Mini
combined

Please note that this is a month later than usual

Contacts: Moira and Lincoln Vincent 07 576 2262
lvincent@xtra.co.nz

Free Flight contest days Indoor flying at Morrinsville

~~Sunday May 15, 2016~~

Sunday October 9, 2016

Put them in your diary!

- Hangar Rat
- Peanut Scale
- Push E
- Kit Scale
- HL Glider
- Rubber Scale

Come and join us

Venue: Westpac Stadium Hall, 21 Ron Ladd Place, Morrinsville

Programme: 9.45am Arrive and unpack ready for start time
10.00am Hangar Rat, Push E and HL Glider plus Scale static judging until 12.30pm
12.30pm Peanut Scale, Rubber Scale, Kit Scale
3.45pm Prizegiving
3.55pm Hall vacated

Fliers Entry: \$20.00

Spectators welcome

Contact Stan Mauger 09 575 7971, stanm09c4@gmail.com for more information