

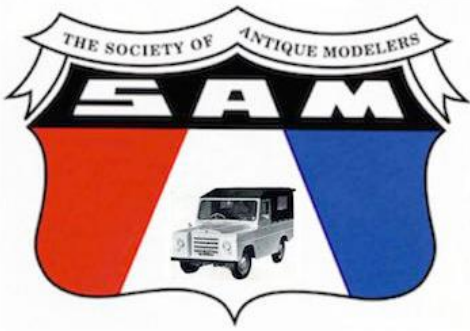
AVANZ



NEWS

Newsletter of the Vintage Special Interest Group of Model Flying New Zealand #155





In this Issue

From the Editor

Future Events

Past Events

NZ Icons

Work in Progress

Project Report

Nostalgia Power

- Red Raider

Vintage Power

- Tiger Rag

Vintage Slope Soaring

Cover Story

Power Model ID Quiz

Real Vintage

Leader Boards

For Sale

Miscellaneous

From the Editor

A regular feature of old aeromodelling magazines was the 'proving' of aerodynamic points by convoluted mathematics. It is doubtful, even in those days of more formal and rigorous instruction, that many readers got full benefit from those articles. They seemed to be ego-boosters for the writers rather than aids to readers, and often their heavily laboured topics could have been more plausibly demonstrated by practical methods.

Star of these mathematical pantomimes was Elle Overdee, whose wide range of abilities put her in demand for almost all productions. As Christopher Lee was to horror films, so Elle Overdee was to aeromodelling equations. Even when she was not the centre of attention she could be found lurking in the background, exerting her influence. Elle was one player that everyone could relate to. Despite her star status, she never lost the common touch and could get her message across to even the stickiest of schoolboys, though sometimes she needed a little rewording, as in this expansion of one of her most significant performances -

"Two similar models, one lightly loaded and the other heavily loaded, are launched from the same height. The heavily loaded model covers the same distance as the lightly loaded one, but does it in less time than it takes the lighter model." Models used for speed tasks are ballasted for this reason, but speed is of little importance in Vintage. Whether it's FF or RC, duration is the goal of almost all our events, so we can juggle the statement to read: "Launched from the same height, a lightly loaded model covers the same distance as a similar heavily loaded one, but takes a longer time to cover this distance than it takes the heavier model."

Elle's bottom line was always that building light is the touchstone of duration events, each reduction in weight bringing an increase in duration, not to mention the bonus of less damaging momentum when the ground comes up too quickly. Models may benefit from extra weight in windy conditions, but in the calm to gentle wind conditions that we prefer to fly in, lighter is better. Air time goes up,

and when there is a spot to spear a light model will tolerate a bit more spearing than will a heavy one ... so why do we impose a minimum weight requirement on our models?

NZ Vintage rules adopted the 8oz/sq ft notion from SAM USA which used wing loading to limit performance, just one link in a chain of restrictions that had started decades before. The early 1930's saw such improved performance that Popular Aviation saw fit to suggest "The most fair and satisfactory method of timing outdoor contests is for the judges to follow the models in flight in an automobile." Flight duration problems skyrocketed, literally, in 1933 with Bassett's unlimited gas engine runs. By 1937 the NAA, forerunner of the AMA, had introduced, then halved, fuel allotment based on model weight, and still had not brought performance to heel. Limiting engine run to 30 seconds came in 1938, was soon inadequate, and performance restriction became an ongoing process. It continues today, the crippling of performance being even more needed as the dropping of the BOM rule now allows anyone with enough cash to buy-and-fly high performance models that are professionally built, fully trimmed, and more than maximum-capable.

Our models are subject to one or more forms of performance limiting: a maximum engine or motor run, a maximum or measured allowance of fuel or milliamps, and in RC events a minimum wing loading. In practice, the minimum wing loading is of little consequence with big models, but in the mini events such as 1/2A and 1/2E Texaco its effect becomes more marked and the amount of ballast required can be large in proportion to the unballasted model weight, as has been discovered by builders of the Jumpin' Bean. It feels wrong to burden a model with several ounces of lead after trying to keep the structure light, but there are positives. Performance limiting, along with flight maximums, keep contests manageable and produce results that reflect the skills of the competitors.

Improved ways of limiting performance have yet to be devised, but if they can be found, it's very likely that we will see the irrepressible Elle Overdee up to her old tricks again.

Bernard Scott

On the Cover: Even before it was Vintage, a *Playboy* looked great.
Logo: 1970 *Trekka* (See Miscellaneous page)

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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

Vintage Precision
Classical Precision
Vintage IC Duration
Classical IC Duration
Classical 1/2E Texaco *
Tomboy IC

Sunday 19 March

Vintage E Duration
Vintage 1/2A Texaco
Vintage 1/2E Texaco
Vin and CI Scale Texaco **
Vintage E Rubber Texaco

Monday 20 March

Vintage Open Texaco
Vintage E Texaco
Vintage A Texaco
Classical Electric Duration
Tomboy E

* One-design contest using the *Jumpin'Bean* model

** First time Scale has been included in contests.



Vintage RC Event Schedule for 2017 Nationals

Day 1

Vintage Precision
Vintage IC Duration
Classical Precision
Classical IC Duration

Day 3

Vintage A Texaco
Vintage E Texaco

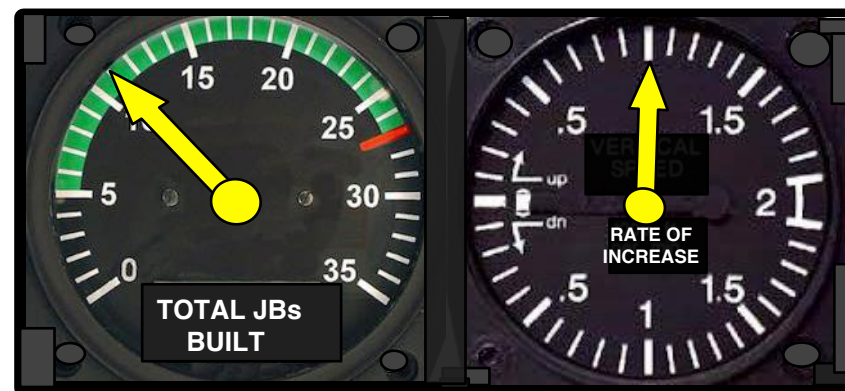
Day 2

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

Day 4

Vintage Open Texaco
Vintage E Rubber Texaco
Classical E Duration

BEAN-O-METER Dec 2016



Vintage FF Event Schedule for 2017 Nationals 3rd to 7th January 2017 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
Classic Power / Rubber Combined

Day 5

Precision

CDs' Report

First off, big thanks to Paul Evans and the crew of the Thames Blackfeet Club - the strip was in perfect condition. I've never seen it looking so good, so thank you all very much for your effort, really appreciated.

Another great weekend weather wise, we couldn't have asked for more on our second event of the season. While there was more wind about on the Saturday it wasn't enough to deter good flights and the posting of some high scores.

Over the course of the weekend fifteen contestants made 52 entries and 145 flights were recorded, considerably more than the previous month at JR Airsail despite there being one less contestant. That's one of a hell of a lot of flying. So much that we were running out of time on the Sunday afternoon and one or two of the fly off flights had to be deliberately shortened to make way for other flights. Even then there was no time in some events to even get the fly offs done !

There was plenty of lift to be had ... if you could find it. When you did, the maximum was easily achieved, but if you didn't then the gods of sink took hold of your undercarriage and dragged you down. And there was simply nothing you could do about it.

Some flights qualified as new or improved postings on the leader board. I'm amazed at how some of these scores just keep advancing.

We look forward to next event of the year, at Tuakau on 19/20 November. Hopefully hats and sun block will be required.

Dave Crook and Tony Gribble

Vintage Precision

| | | | | | | |
|------------------|-----------|-----|-----|-----|-----|-----|
| Brian Harris | Bomber | 200 | 200 | 200 | 600 | 199 |
| John Butcher | Miss FX | 200 | 200 | 200 | 600 | 190 |
| Stuart Lightfoot | New Ruler | 200 | 200 | 200 | 600 | |
| Gordon Meads | Lanzo RC1 | 199 | 200 | 200 | 599 | |
| David Thornley | Bomber | 194 | 200 | 180 | 594 | |
| Don Mossop | Playboy | 194 | 196 | 200 | 591 | |
| Tony Gribble | New Ruler | 180 | 200 | 200 | 580 | |
| Keith Trillo | Tomboy | 178 | 193 | 199 | 570 | |
| Dave Crook | Playboy | 197 | 147 | 200 | 544 | |
| Rex Anderson | Miss FX | 153 | 181 | 200 | 534 | |
| NO NAME | Gas Buggy | 142 | 189 | 200 | 531 | |

Classical Precision

| | | | | | | |
|------------------|----------------|-----|-----|-----|-----|--|
| John Butcher | Mini Tyro | 189 | 196 | 193 | 578 | |
| Stuart Lightfoot | Humbug | 199 | 199 | 180 | 578 | |
| Brian Harris | Humbug | 198 | 195 | 175 | 568 | |
| Don Mossop | Madcap | 198 | 200 | 162 | 560 | |
| David Thornley | Satellite 1000 | 197 | 169 | 193 | 559 | |

Vintage E Duration

| | | | | | | |
|------------------|------------------|-----|-----|-----|-----|--|
| Brian Harris | Bomber | 320 | 312 | 320 | 952 | |
| Stuart Lightfoot | New Ruler | 320 | 257 | 320 | 897 | |
| Don Mossop | Playboy | 320 | 244 | 320 | 884 | |
| Tony Gribble | New Ruler | 320 | 234 | 166 | 720 | |
| John Butcher | Miss FX | 270 | 174 | 242 | 686 | |
| David Squires | Kerswap | 173 | 316 | 145 | 634 | |
| Keith Trillo | Stardust Special | 317 | - | - | 317 | |

Classical E Duration

| | | | | | |
|--------------|---------------|-----|-----|-----|-----|
| Don Mossop | Texan FAI-TON | 299 | 218 | 292 | 809 |
| Brian Harris | Humbug | 300 | - | - | 300 |
| John Butcher | Mini Tyro | 105 | - | - | 105 |

Vintage I.C. Duration

| | | | | | |
|----------------|--------------|-----|-----|-----|-----|
| Gordon Meads | Playboy Snr | 260 | 251 | 260 | 771 |
| David Thornley | Lanzo Bomber | 244 | 229 | 260 | 733 |
| Rex Anderson | Playboy Snr | 146 | 260 | 237 | 643 |
| David Gush | Miss FX | 260 | 129 | 214 | 603 |

Classical I.C. Duration

| | | | | | |
|----------------|----------------|-----|-----|-----|-----|
| David Thornley | Satellite 1000 | 300 | 229 | 300 | 829 |
|----------------|----------------|-----|-----|-----|-----|

Vintage 1/2E Texaco

| | | | | | |
|-----------------|-------------------|-----|-----|------|------|
| Keith Trillo | Stardust Special | 740 | 740 | 1480 | 1485 |
| John Butcher | Stardust Special | 740 | 740 | 1480 | 1278 |
| Tony Gribble | Stardust Special | 740 | 740 | 1480 | 1253 |
| David Gush | Miss FX | 716 | 740 | 1456 | |
| Angus Macdonald | 8 Ball | 699 | 721 | 1420 | |
| Bryan Spencer | Sucker | 723 | 691 | 1414 | |
| Dave Crook | Playboy | 660 | 740 | 1400 | |
| Tony Gribble | Benny Boxcar | 487 | 740 | 1227 | |
| Bernard Scott | Buzzard Bombshell | 740 | - | 740 | |

Vintage A Texaco

| | | | | | | |
|---------------|---------------|-----|-----|-----|------|-----|
| Bernard Scott | Simplex | 620 | 620 | 620 | 1860 | 712 |
| Rex Anderson | Cloud Snooper | 611 | 620 | 90 | 1321 | |



PLAYBOY
Don Mossop,
Stuart Lightfoot



KERSWAP
David Squires



Vintage Open Texaco

| | | | | | |
|---------------|-------------|-----|-----|---|------|
| Bernard Scott | Playboy Snr | 920 | 654 | - | 1574 |
|---------------|-------------|-----|-----|---|------|

Vintage E Texaco

| | | | | | | |
|--------------|------------------|-----|-----|-----|------|------|
| Tony Gribble | Lanzo Bomber | 620 | 620 | 620 | 1860 | 1050 |
| Dave Crook | Lanzo Bomber | 620 | 620 | 620 | 1860 | 530 |
| Keith Trillo | Stardust Special | 620 | 430 | 620 | 1670 | |

Vintage E Rubber Texaco

| | | | | | |
|--------------|--------|-----|-----|-----|------|
| Keith Trillo | Yonder | 620 | 620 | 620 | 1860 |
| David Gush | | 199 | 368 | 370 | 937 |

Tomboy E (180, 2S / Best 2 of 3)

| | | | | | |
|-----------------|--|-----|----------------|-----|------|
| Angus Macdonald | | 963 | 484 | - | 1447 |
| Dave Crook | | 568 | 477 | - | 1045 |
| Keith Trillo | | 516 | 391 | 498 | 1014 |
| Bryan Spencer | | 426 | 303 | 385 | 811 |





New Ruler
Tony Gribble



Early arrivals
on Saturday



Despite the worried
look, Brian Harris flew
with his usual panache



Benny Boxcar 1/2E
Tony Gribble



Hi all, we flew Vintage at Levin on Saturday 5th in the morning as advertised. Yes, it was windy and the sky a bit threatening so I guess that put some of you off. Four of us turned up to fly; initially Jonathan, Robin King and me and we were joined by Terry Beaumont from Kapiti later in the morning. After the event Des Richards turned up and it was great to have a coffee and a chin wag. Alan Sissons was about to, but it was a bit windy for him to fly E Tex.

Robin dropped out with a motor mount problem in his *Black Magic* so Jonathan and I flew turn about, Jonathan with his *Junior 60* electric and me with my *Scram* electric. the wind was around 20 kph plus so it was just a case of pointing into wind, climbing out then no more than one spiral turn on decent to avoid



winding up downwind of the spot. It was all quite manageable with a bit of luck and judgement. We had just finished when Terry turned up with his *Tomboys*, a normal one and lovely big scaled up one, both electric. He also had a lovely old big scale WWI *Taube* in the car but it stayed there in the windy conditions. He opted to fly the little *Tomboy* but it was a struggle and it finished up downwind on 2 flights before Terry pulled the plug.

This is probably our last Vintage NDC session for the year but there are still some more events to fly this month. If anyone wants to get together and have a go at E Texaco, 1/2E Texaco or E Rubber then let me know.

Thanks for all the support from those of you who have turned up at Levin this year. I'm sure some more fliers and models will come out of the back sheds next year.

Allan Knox

Starting with Issue 141, each bulletin has had an image that reflects an aspect of NZ life added to the centre panel of the logo on the second page. Some, such as the kiwi and fern leaf have been obvious, and most of the others would be understood by NZers. They may not be so clear to our overseas readers, and this issue's bit of kiwiana may not ring too many bells even with locals. Future logos will be named below the editorial, with an explanatory note on the Miscellaneous page.



142 INSIGNIA of the NZ AIR FORCE
- another endangered animal



144 TEAM EMBLEM
Used at the 10th British Commonwealth Games held in Christchurch, 1974



146 BUZZY BEE
Enduring favourite pull-along toy. Hands up all those who had (have) a Buzzy ...



148 MARMITE
Yeast spread - love it or hate it.
As NZ as pavlova, Sam Neil, and Phar Lap.



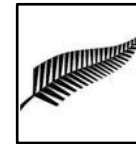
150 ROCK ART
Found in a cave (*at Cave!*) in the South Island.
Has featured on a NZ postage stamp.



152 JANDALS
Jandals (*not flip-flops*) - harbingers of summer and declaration of informality.



141 KIWI
Endangered national bird of NZ.



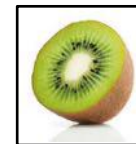
143 FERN LEAF
Emblem commonly used on national sports team uniforms



145 KORU
Stylised Maori design representing fern fronds.
Decorates the tail fins of Air NZ aircraft.



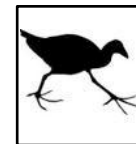
147 GUMBOOT
Essential footwear for Free Flighters, Farmers and Formal Occasions.



149 KIWIFRUIT
A good little export earner until someone exported the whole plants.



151 HEI-TIKI
Maori pendant in jade - if you are lucky you may find one made of genuine green plastic.



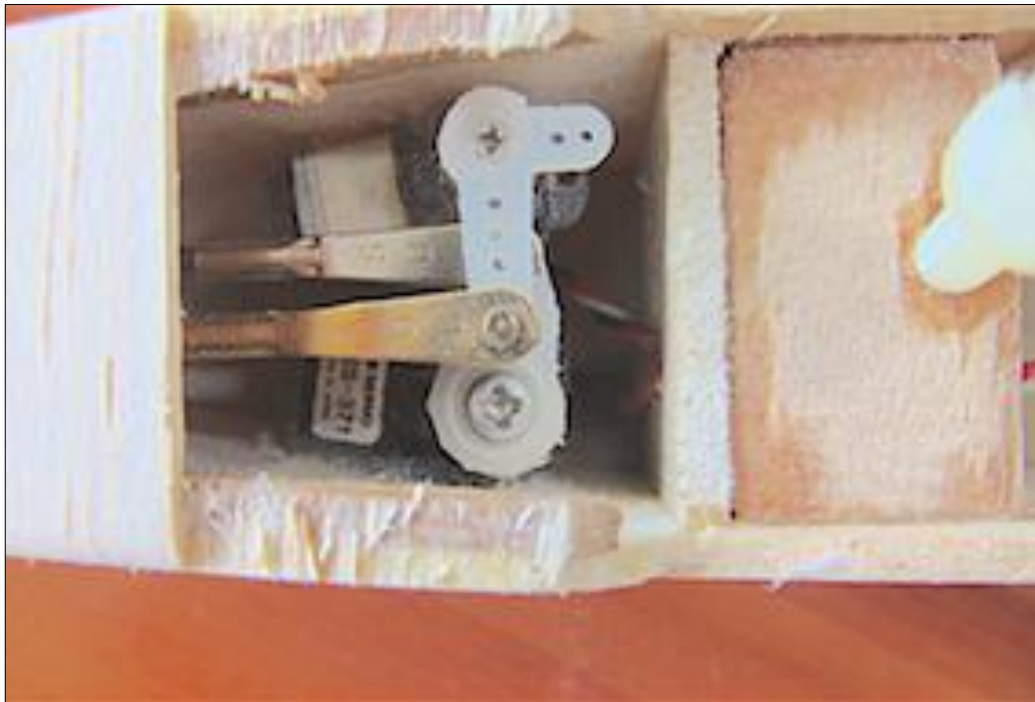
153 PUKEKO
Swamp hen, common throughout the country and more representative of NZ than the Kiwi.



Work on the Jumpin Bean comes along slowly and consists of a long series of problems and solutions. To be fair, it has been a very interesting exercise and has certainly stretched the brain cells. As Don mentioned, the gear installation is very tight. I used hot melt glue to stick the servos to the sides of the fuselage as far aft as was possible. One of these was smaller than the other meaning that the servo arms overlapped without fouling and making a wire in tube pushrod set up work well, with straight runs to the tail surfaces.

The wing mounting system was modified to be bolted on, using 5mm nylon bolts of which I have lots. This will mean that equipment access will be through the opening left when the wing is off, and also meant the wing and front of the fuselage could be made stronger and I hope lighter, time will tell.

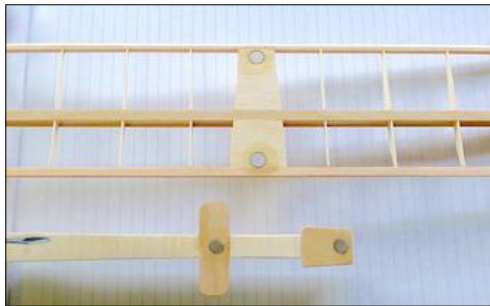
Using an AXI 22 mm motor which is quite light and a 12 amp ESC got the CG pretty much in the right place, with a little room to adjust the balance if the rules change to require a smaller battery or my covering is a bit heavy. To this stage, with lots of sanding to come the AUW is a fraction over 9oz so we should be close to the min weight when finished.





With its two-part wings and overall small dimensions the *JB* is truly a "suitcase model". In fact, no need for a suitcase, just a small cardboard box will do ... so long as the tailplane is removable. Sounds easy to do, but at the back of the triangular fuselage there is not much to work with and traditional free flight methods of mounting were out as I have the elevator push-rod exiting the fuselage where the rear mounting peg would normally go.

First plan was to use high power magnets, the "rare-earth" type available very cheaply from Hobby King. Two in the tailplane mate with two in the fuselage as below. They need to be fitted in the correct orientation otherwise they will repel rather than attract - just put two together and they will sort themselves out.



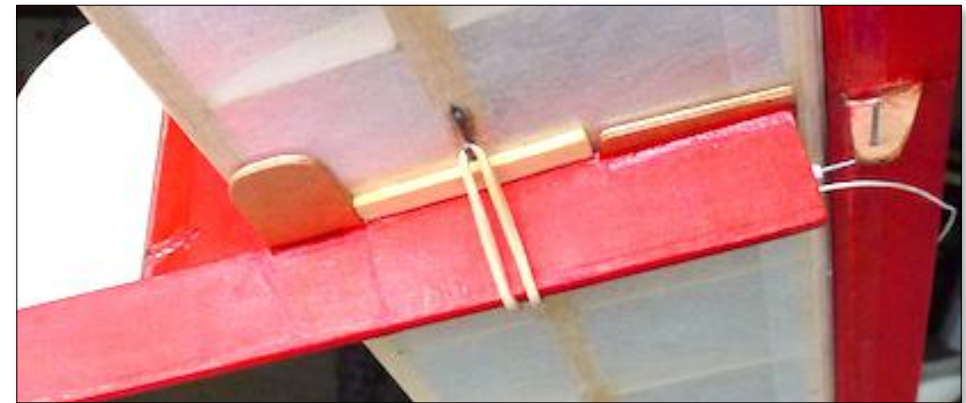
To ensure that each magnet is centred on its partner for maximum attraction, make the rebates into which they are epoxied a little oversize. Epoxy each pair in at the same time, placing the mating surfaces together (with a layer of Gladwrap between them) and they

will move and rotate in the oversize hole to achieve the best orientation, and will lay face-to-face perfectly. With the four magnets positioned, the tailplane can be offered up to the fuselage and it snaps into place. Neat, except that the magnets' power was found to be insufficient to hold the tailplane safely under stress. Rather than dig them out, they were left in as the way in which they automatically align the TP would be helpful when a second fixing method was added. There was another unexpected benefit - with the magnets in place, tail plane incidence can be adjusted by adding magnets between the existing pairs, as at left. The additional magnets boost the force holding the TP to the fuselage, but still not enough for security.

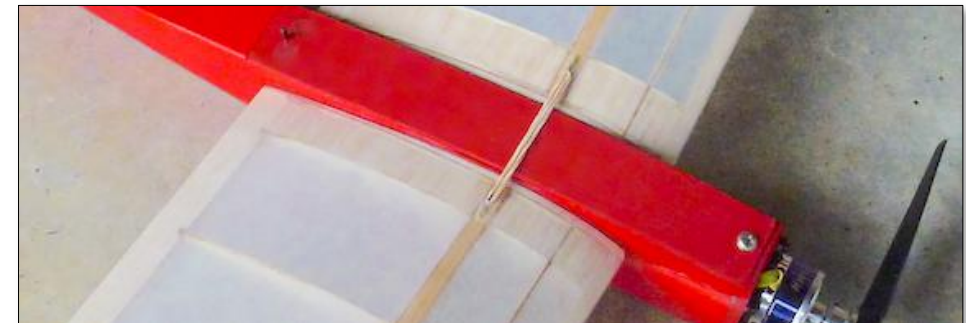


Magnets can be used, front or back, for trim adjustment

Finalised T/P fitting method: A few #8 bands between hooks on the bottom spar, plus the magnets, hold the T/P very securely, yet it can still move under impact. Worth doing to protect that skinny rear fuselage.



How the access hatch ended up: 1mm ply cover pivots on a front screw, and is held flush at the rear by two pairs of magnets embedded in the hatch and fuselage. Wing retention bands keep the middle down.





BIG POPSIE

I normally start with the wings, the easiest job, but this time I was a bit more disciplined and concentrated on the fuselage. I need to establish the weight parameters - have a fair idea what the wing and stab will weigh but the fuselage is a big unknown, so I need to get the bad news first ! I keep paring back and cutting more bits out to minimize that dreaded weight. It's so large, but it's mainly air anyway! The tailplane is removable with two small servos underside to save having to worry about linkages back to the fuz, just a couple of plugs. Still the wings to make and cover, another interesting project. Sadly I don't think I'm winning the weight battle. Was hoping for 100 ounces, but my guesstimate is expanding , somewhere between 105 and 112 is my latest projection. Every time I look at it, I grab the modelling knife and whittle a bit more off !! As the man said, it's easier to save 1 gram a hundred times than to save 100 grams once, never a truer word was spoke! Mind you, that is based on the heavier 4400 4 cell Lipo battery, so there are still ways to save a few ounces, though I will need most of the power I can to achieve a reasonable climb.

Made the cowl yesterday. Laid up in a layer of carbon/glass 3.5 ounce hybrid cloth that I had and a layer of 3 ounce s/glass which will hopefully be light and strong. Sure is big and volumous, I could put a V8 in there ! I am amsetting up forelectric with the G46 motor I had in the *Slicker*

all mounted, but will keep my options open for 10cc petrol as well if need be. It would be easy to convert considering the room . I think the IC motor setup would be slightly lighter than the electric/battery ESC setup. It will only be suitable for Vintage Precision and/or sport flying.

The weather is crap at present so it's a good time to build. Spent the morning in our new Club Shed with about eight members, building, talking and enjoying a cuppa....

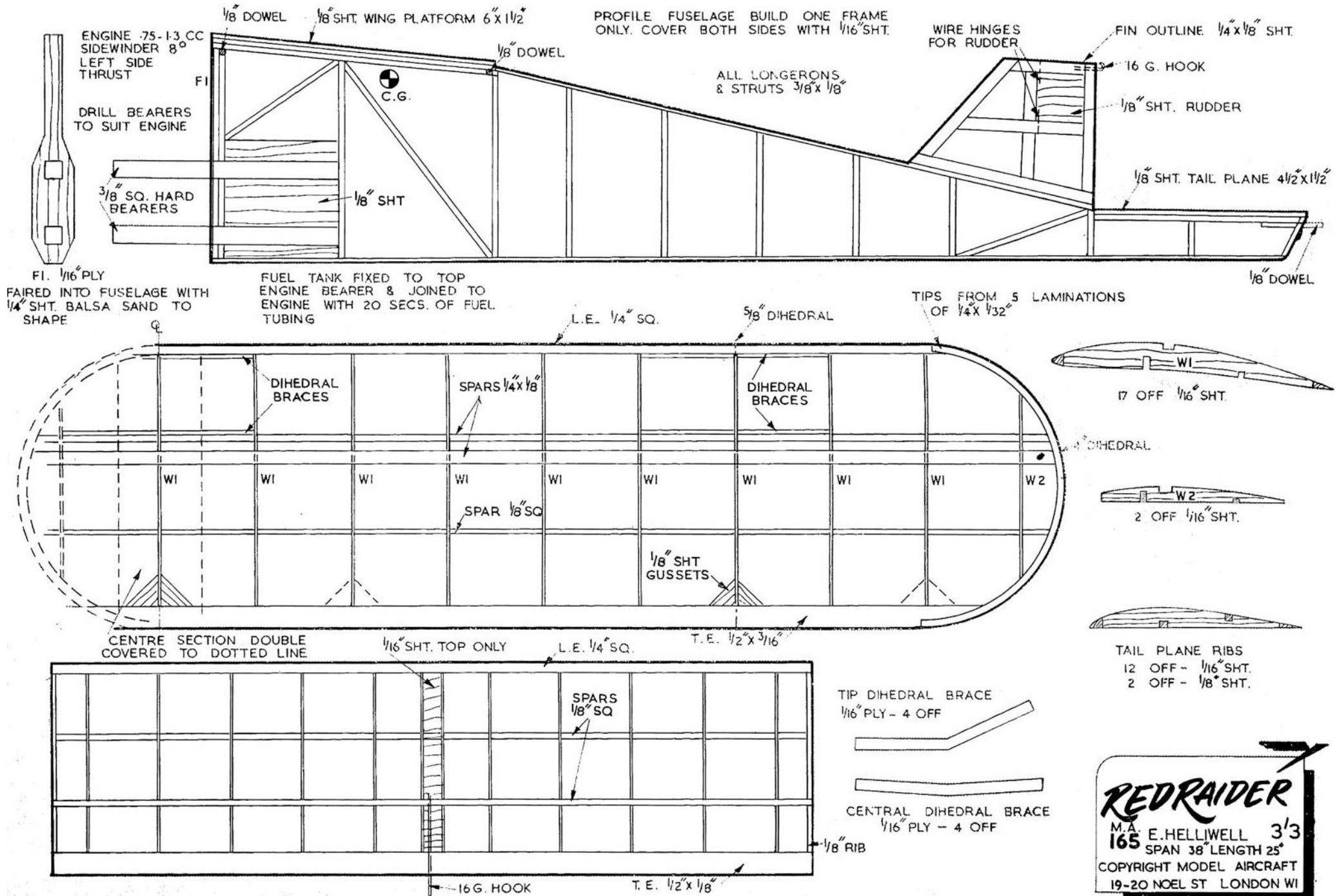
The pair to the right are Des Dew and Tony Ives who are restoring an old *Lancer* bequeathed to the club from an estate. The model was well doused in fuel and oil, but Tony has done a meticulous clean and rebuild and is converting to electric.

I'll call out to see Harvey Stiver later this week, he is busy building a Hangar One laser cut *Playboy*, the pylon version, 80+ inch. I'll get some pictures for you.

All the best, Barrie.

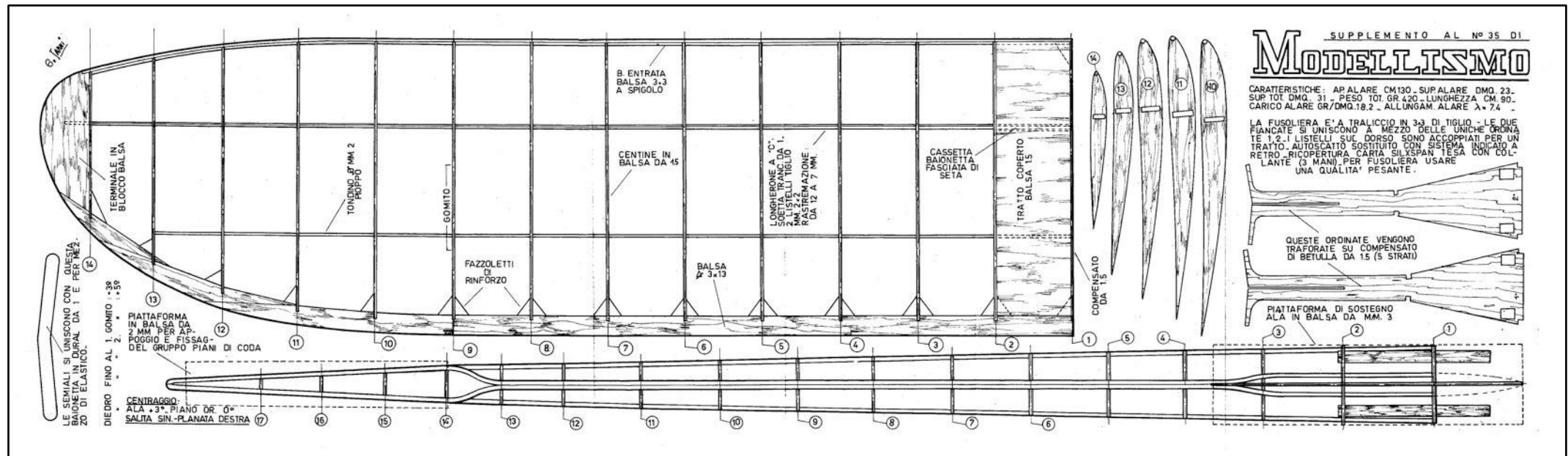
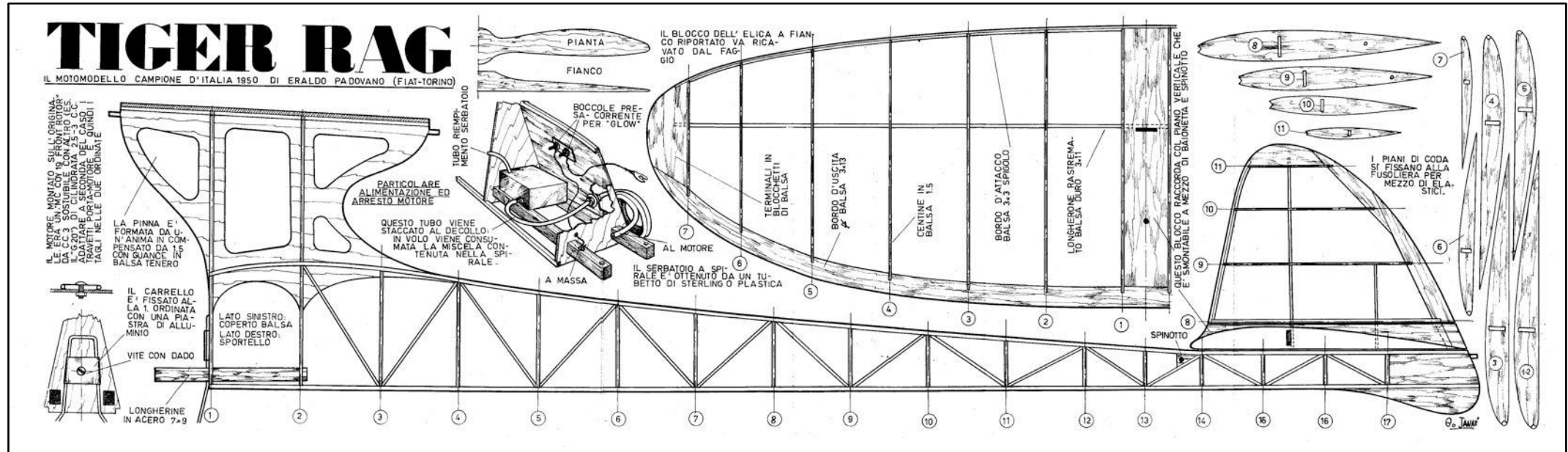


About as simple as it gets. A quick one for Aggregate ?



REDRAIDER
M.A. E.HELLIWELL 3'3"
165 SPAN 38" LENGTH 25"
COPYRIGHT MODEL AIRCRAFT
19-20 NOEL ST LONDON W1

This beautifully drawn *Tiger Rag* plan comes from the *Vol Librement* website. The earliest published plan that can be located is in the Nostalgia period 1951 *Aeromodeller Annual*, but below the design name on the plan, *Tiger Rag* is described as the "*Champion of Italy, 1950*". This is sufficient under our design dating rules to qualify *Tiger Rag* as a Vintage model - which is appropriate as its form and construction are quintessentially Vintage.

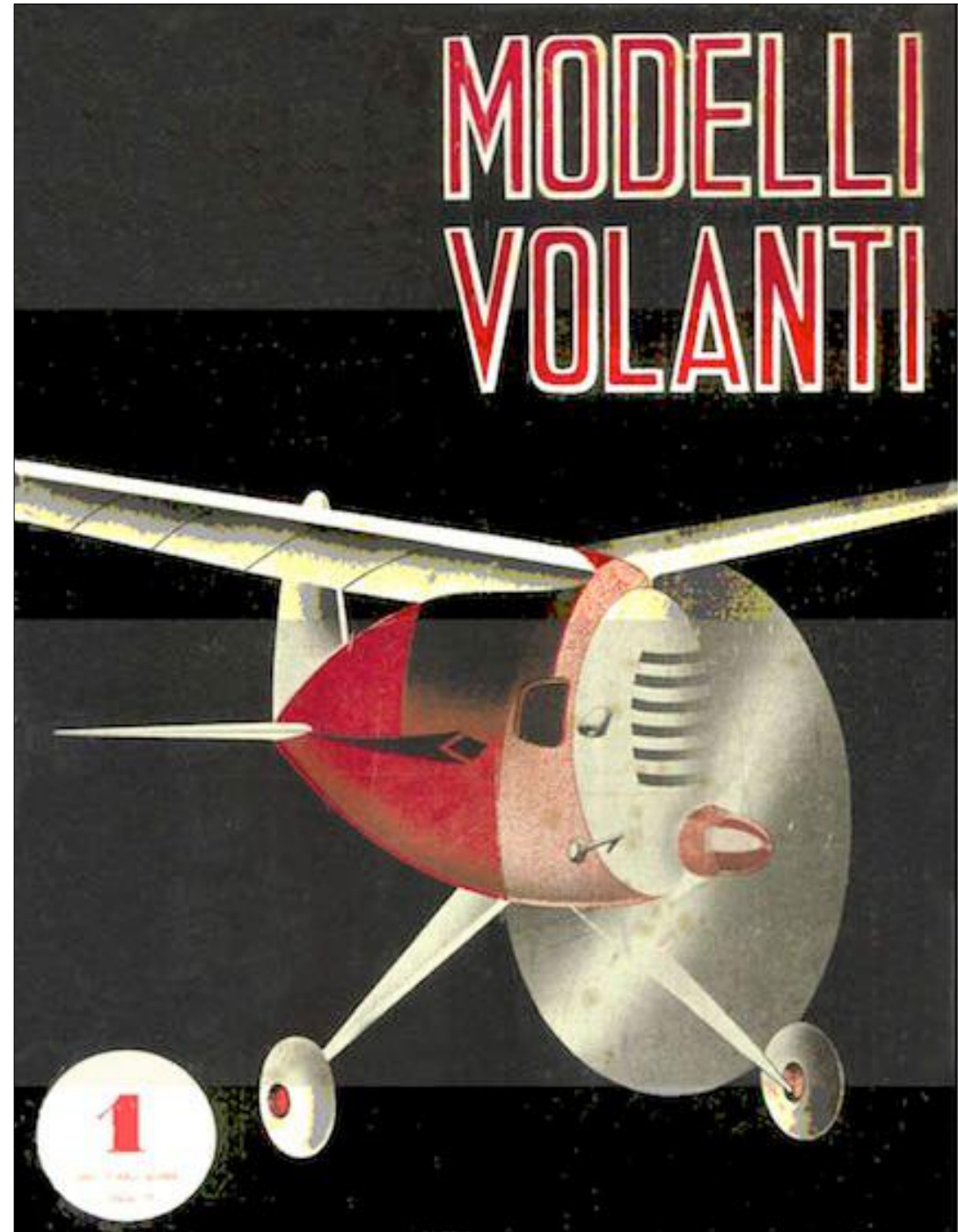
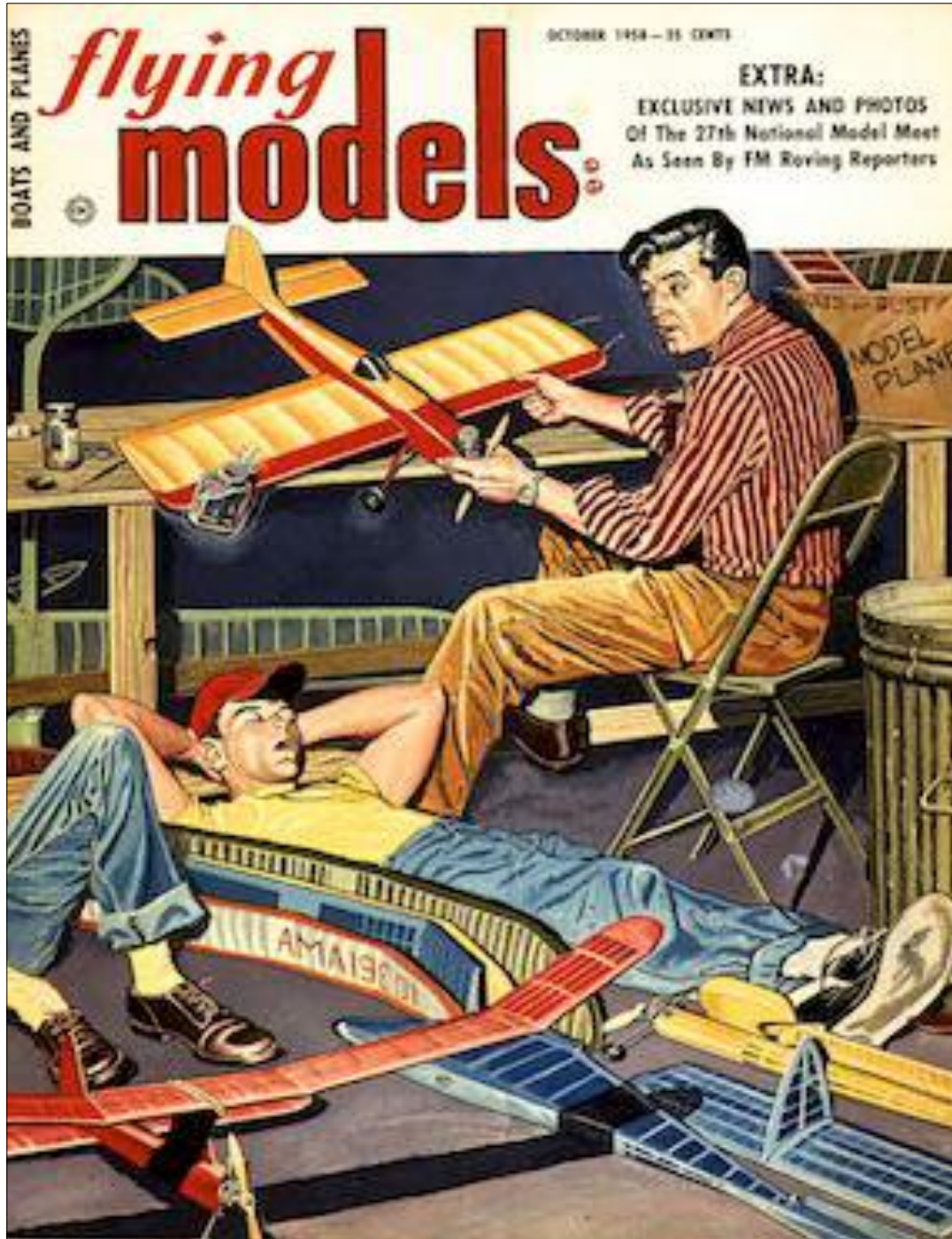


Hi guys, a bit of fun this evening. We have started regular slope flying at Titahi now daylight saving is here. I took the *Lancer* up this evening with the prop off and some lead in its place. It flew great. Yet another use for a vintage model. *Allan*

Go to <https://www.rcgroups.com/forums/showthread.php?t=1348392> to see Allan slope soaring his *Cumulus* over the Blenheim hills. *Editor*

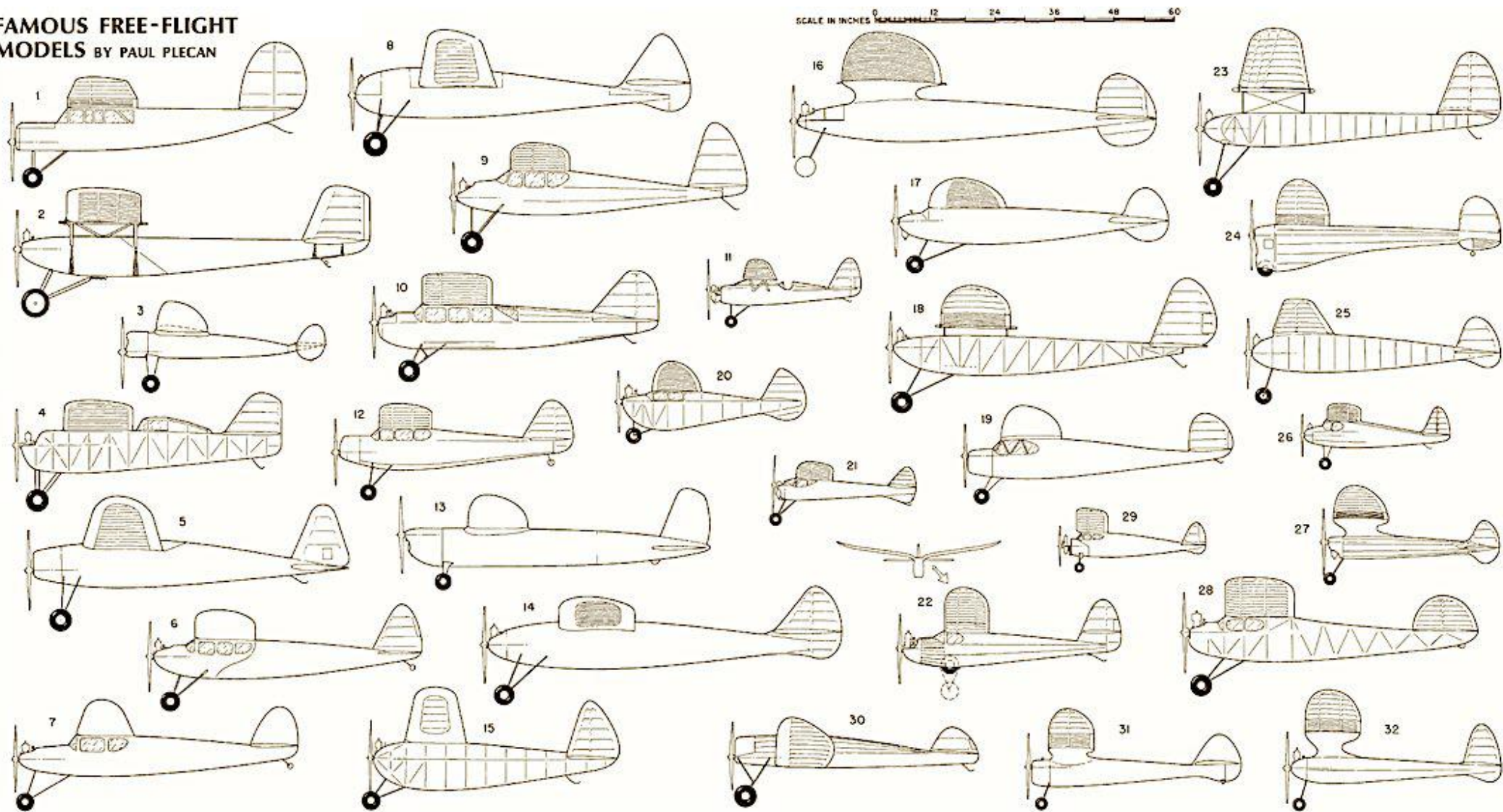


COVER STORIES



VINTAGE POWER MODEL IDENTIFICATION CHALLENGE #1

FAMOUS FREE-FLIGHT MODELS BY PAUL PLECAN



Possible 64 points - one for each design, one for each designer. Answers on Miscellaneous page



Back, Back, you sluggards !! Build your own models if you want to fly Scale Texaco.

New results in red. Leader Board records in blue.

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 Graham Main | Miss Trenton III | Nationals | 600 + 171 |
| 9 Stuart Lightfoot | New Ruler | Rally Oct | 600 |
| 10 Doug Baunton | Miss Arpiem | Rally Sept | 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 Stuart Grant | Playboy | NDC 109 | 773 |
| 6 Gordon Meads | Playboy Senior | Rally Oct | 771 |
| 7 Rex Anderson | Playboy | Nationals | 721 |
| 8 David Gush | Miss Fortune X | Tuakau | 663 |
| 9 Stewart Cox | Playboy | Nationals | 636 |
| 10 Brian Treloar | Airborne | NDC 108 | 608 |

Vintage E Duration *2014 B.Harris 1512*

| | | | |
|--------------------|------------------|------------|------|
| 1 Allan Knox | Scram | NDC 109 | 1174 |
| 2 Brian Harris | Bomber | Rally Oct | 952 |
| 3 Tony Gribble | Stardust Special | Rally Sept | 940 |
| 4 Don Mossop | Playboy | Nationals | 924 |
| 5 Bernard Scott | RC-1 | Nationals | 915 |
| 6 John Butcher | Miss Fortune X | Nationals | 902 |
| 7 Keith Trillo | Stardust Special | Champs | 901 |
| 8 Stuart Lightfoot | New Ruler | Rally Sept | 899 |
| 9 John Warner | Playboy | Nationals | 870 |
| 10 Rex Anderson | Anderson Pylon | Nationals | 833 |

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 Stuart Grant | Skipper | NDC 112 | 1352 |
| 7 Allan Knox | Skipper | NDC 112 | 1333 |
| 8 John Selby | Playboy | Nationals | 126 |
| 9 Charles Warren | Bomber | Rally Sept | 472 |
| 10 Martin Evans | Miss Philadelphia IV | Champs | 239 |

Vintage 1/2E Texaco *2016 K.Trillo 3188*

| | | | |
|--------------------|------------------|------------|-------------|
| 1 Keith Trillo | Stardust Special | Nationals | 1480 + 1708 |
| 2 Bernard Scott | Bombshell | Nationals | 1480 + 1325 |
| 3 John Butcher | Miss Fortune X | Rally Oct | 1480 + 1278 |
| 4 Tony Gribble | Benny Boxcar | Rally Oct | 1480 + 1253 |
| 5 Rex Anderson | Tomboy | Nationals | 1480 + 1235 |
| 6 Wayne Cartwright | Arrow Nut | Champs | 1480 + 1163 |
| 7 Dave Crook | Playboy | Nationals | 1480 + 933 |
| 8 Stuart Grant | Simplex | NDC 113 | 1480 + 369 |
| 9 David Gush | Miss FX | Rally Oct | 1456 |
| 10 Bryan Spenser | Slicker | Rally Sept | 1422 |

Vintage A Texaco *2016 A.Knox 3169*

| | | | |
|------------------|----------------|-----------|-------------|
| 1 Allan Knox | Lancer | Nationals | 1860 + 1309 |
| 2 John Butcher | RC-1 | Nationals | 1860 + 1261 |
| 3 Bernard Scott | Simplex | Rally Oct | 1860 + 712 |
| 4 Charles Warren | So Long | Nationals | 1860 + 755 |
| 5 Allan Baker | Scorpion | Nationals | 1852 |
| 6 Ian Munroe | Simplex | Nationals | 1849 |
| 7 Bryan Treloar | Airborne | Nationals | 1840 |
| 8 Rex Anderson | Cloud Snooper | Nationals | 1698 |
| 9 Graham Main | Simplex | Nationals | 1521 |
| 10 John Selby | Turner Special | Nationals | 836 |

Vintage E Texaco *2012 W.Cartwright 3325*

| | | | |
|--------------------|------------------|-----------|-------------|
| 1 Tony Gribble | Lanzo Bomber | Rally Oct | 1860 + 1050 |
| 2 Keith Trillo | Stardust Special | Champs | 1860 + 694 |
| 3 Wayne Cartwright | Cruiser | Champs | 1860 + 573 |
| 4 David Crook | Bomber | Nationals | 1860 + 550 |
| 5 Rex Anderson | Kerswap | Champs | 1860 + 369 |
| 6 John Butcher | Miss Fortune X | Champs | 1855 |
| 7 Allan Knox | 5-Foot Gas | NDC 107 | 1853 |
| 8 Doug Baunton | PB-2 | Champs | 1698 |
| 9 Rex Anderson | Kerswap | Nationals | 1651 |
| 10 Bernard Scott | Bombshell | Champs | 1616 |

Vintage E Rubber Texaco *2016 J.Butcher 3117*

| | | | |
|--------------------|-----------|------------|-------------|
| 1 John Butcher | Golliwock | Tuakau | 1860 + 1257 |
| 2 Keith Trillo | Yonder | Rally Sept | 1860 + 1065 |
| 3 Wayne Cartwright | Lanzo D | Rally Sept | 1860 + 1047 |
| 4 Doug Baunton | JA Skokie | Champs | 1600 |
| 5 John Danks | Ascender | Rally Sept | 1240 |
| 6 David Gush | | Rally Oct | 937 |

Vintage Scale Texaco *2016 A.Knox 1771*

| | | | |
|--------------|-----|-------|------|
| 1 Allan Knox | Cub | Oct 1 | 1771 |
|--------------|-----|-------|------|

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 | NDC 118 | 1619 |
| 4 Stu Grant | Simplex | NDC 118 | 1127 |
| 5 Ian Munroe | TD-Coupe | NDC 118 | 1125 |
| 6 John Selby | Turner Special | Nationals | 575 |

Classical Precision *2016 B.Harris 598*

| | | | |
|---------------------|----------------|------------|-----|
| 1 Brian Harris | Humbug | Champs | 598 |
| 2 David Gush | Tyro Major | Rally Sept | 589 |
| 3 Graham Main | Gigi | Tuakau | 581 |
| 4= John Butcher | ? | Rally Oct | 578 |
| 4= Stuart Lightfoot | Humbug | Rally Oct | 578 |
| 6 Don Mossop | Madcap | Nationals | 563 |
| 7 David Thornley | Satellite 1000 | Rally Oct | 559 |
| 8 Bernard Scott | Frisco Kid | Champs | 550 |
| 9 John Warner | Spook | Nationals | 343 |

Classical IC Duration *2014 D.Thornley 1103*

| | | | |
|------------------|----------------|------------|-----|
| 1 David Thornley | Satellite 1000 | Rally Sept | 834 |
| 2 Bernard Scott | Raider | Champs | 797 |
| 3 David Gush | Tyro Major | Rally Sept | 589 |

Classical E Duration *2014 B.Harris 1217*

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

Classical 1/2E Duration

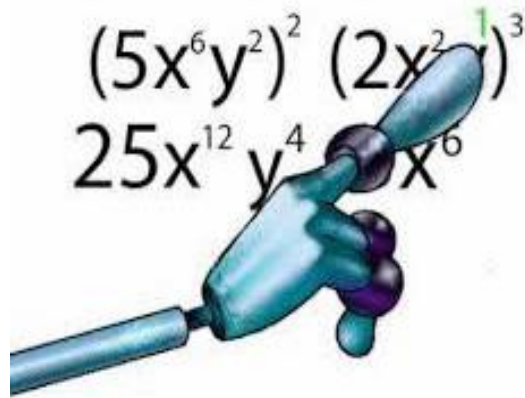
Tomboy IC *2015 R.Anderson 1432*

| | | | |
|------------------|-----------|--------|-----|
| 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 Angus MacDonald | 180.2S | Rally Oct | 1447 |
| 3 Dave Crook | 180.2S | Rally Sept | 1253 |
| 4 Graham Main | 180.2S | Champs | 942 |
| 5 Bryan Spenser | 180.2S | Rally Oct | 811 |
| 5 Bernard Scott | 180.2S | WFFC | 845 |

New results in red. Leader Board records in blue.



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 Dave Jackson Kerswap NDC 110 200
 4 John Butcher Kerswap Nationals 164
 5 Lyn Rodway Playboy Snr NDC 110 126
 6 Stewart Morse Thermal Thumber NDC 110

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**

"One of our club members passed away and has left behind a plethora of models which his partner has asked us to help dispose of. Amongst them are two vintage looking models, which no one in our club will likely be interested in, so I would be grateful if you would advertise them in your next newsletter. I do not know the names of the models but you might be able to identify them. (Struck / New Ruler and Taibi / Powerhouse, Ed.) The one with the pylon wing is 72" span with no motor. The other one is 84" span with a Merco .61 and all servos. Best offers will probably secure. Because of their size they would have to be collected. A full inventory is also attached in case other models may be of interest."



Dave also has an OS.10 and some hanks of DT fuse. Offers on these and the models to Dave.

Inventory of Aero models ex Stewart Forrest Estate

- "Tiger" low wing 66" span. No Motor. Radio on 36.470 but no servos
- Scale SE5a electric foam. 37" span, complete with motor, 30A ESC and servos
- "Skyward" high wing trainer 63" span. NIB balsa kit
- "Eagle" High wing trainer. No motor or gear 60" span.
- High wing trainer. 70" span. All servos with new JBA .61 motor
- "Venus" electric glider. 90" span. 30A ESC, motor and servos
- Vintage high wing. 72" span. No motor or gear.
- Scale "Breitling Swiss Air" 92" span. New JBA .91 motor
- High wing trainer with R/C and servos. O.S. .60 motor
- "Kadet Senior" .40 trainer NIB balsa kit
- Helicopter "Double Horse" electric. Complete in box 236mm rotor
- Scale "Cessna 172". No servos or motor. 64" span
- Scale "DH Beaver" 60" span. No gear or motor
- "Invader" high wing trainer. 48" span. O.S. .15 with servos.
- High wing trainer. 54" span. No gear or motor
- > High wing trainer. 100" span S.C. .25 motor. No servos
- Large vintage type with Merco .61 motor and servos. 84" span
- Dynaflite "Butterfly" electric glider/trainer. 99" span NIB balsa kit
- Foam Multiplex "Twinstar" electric twin. 56" span. Complete with all servos and R/C gear
- Towline "Cirrus" 116" span glider
- Semi-scale "Eindekker". .46 motor. No R/C gear
- > "Barnstormer" 64" span kit. Built ready for covering. No motor
- WW1 biplane "Sopwith Camel"? ready for covering. No motor
- "Thermal 220" old electric sailplane.
- "Simple Ultimate" foam biplane. 33" span. NIB ARTF
- > "Horizon Hobby" low wing aerobatic. 60" span .40 2 stroke
- plus
- ½ dozen small gliders, part models, two field boxes, about twelve transmitters, some with receivers, some with not.

Fixit gives Bunny some advice on the Nationals ...



Later

Gosh, Fixit, you were right, as always! I am awash with a bewildering sense of euphoria now that I've got my registration in early!!



The "Fixit Wright" cartoon series appeared in *Flying Models* magazine of the 1950s. The title character was an endless stream of modelling advice to his bumbling friend, Tailskid Talby. Bunny was Tailskid's sister, Fixit's girlfriend, and the best part of the series.

I think we shall see more of her.

Design Date Quiz Answers

- | | |
|------------------------------|-------------------------|
| 1. Miss Philadelphia IV 1934 | 22. Mystery Man 1939 |
| 2. KG3 1935 | 23. Record Breaker 1939 |
| 3. Weiss Texaco Winner 1935 | 24. Record Hound 1939 |
| 4. Loutrel Sportster 1935 | 25. Rambler 1939 |
| 5. Tlush Texaco Winner 1936 | 26. Miss Tiny 1941 |
| 6. Miss America 1936 | 27. Zipper 1939 |
| 7. Red Zephyr 1937 | 28. Powerhouse 1939 |
| 8. Cavalier 1939 | 29. Molecule 1938 |
| 9. Flying Quaker 1936 | 30. Pacemaker 1940 |
| 10. Buccaneer mid-30's | 31. KGS 1940 |
| 11. Miss San Diego 1939 | 32. Playboy 1940 |
| 12. TD-Coupe 1936 | |
| 13. Aristocrat 1937 | |
| 14. Nimbus 1937 | |
| 15. Contest 1937 | |
| 16. Valkyrie 1937 | |
| 17. Riser Rider 1937 | |
| 18. PB-2 1938 | |
| 19. Clipper 1938 | |
| 20. Skyscraper 1938 | |
| 21. S-4 1939 | |

Yes, yes ... *far too easy.*

So here's a something a bit more challenging. In the list of answers above, which one of the 32 models has been given the wrong year of design? Need help? - the answer can be found in issue 153.

ICON 154: TREKKA

The Škoda powered **Trekka** was a light utility vehicle manufactured in New Zealand between 1966 and 1973. It is the only vehicle designed and manufactured locally to have entered commercial production for an extended period. It was launched in 1966 as an agricultural vehicle and became popular with both rural buyers and urban tradesmen. The first model sold for less than a Morris 1100 at just £899. In July 1969, at the height of the American War in Vietnam, five Trekkas were flown to South Vietnam in RNZAF Bristol Freighters. These served as runabouts and sometimes as ambulances for a civilian hospital run by a NZ surgical team. Ultimately, this two wheel drive utility vehicle could no longer meet the aspirations of increasingly affluent rural and construction sectors. The Trekka has become something of a New Zealand icon, representing the can-do attitude of the 1960s. It survives as a curiosity, preserved by New Zealand and Australian vehicle collectors.



Having ridden in the back of a Trekka ute from Auckland to Napier in 1970 (a 9-hour trip back then) I remember very clearly that the performance and suspension of the vehicle were not up to the standards of the day - or even to the level of the Morris 1100.
Editor