

AVANZ



NEWS

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





Issue 155

From the Editor
Committee Notes
Future Events
69th Nationals Reports



CAT Glider
2016 Leader Board
Project Update
1959 Nationals
Jumpin' Bean
Cover Story
Real Vintage
Miscellaneous
Free Flight Notices

From the Editor

The day after the end of the Nationals can be an anticlimax. All the plans of the previous year have unfolded, for better or worse, over the preceding five days of competition and the results are now history. There are no events to rush off to and there is time to reflect on what went right, what went wrong, and how to do it better next time. This is the perfect time to draw up a list of aeromodelling intentions for the coming year.

Like other New Year resolutions, these lists will almost certainly be over-optimistic and be only partially achieved, but for me they are essential if any progress is to be made. Some items on the list will be simple and quick, such as changes to field boxes after finding they either lacked essential items or contained unnecessary ones. Some will require adjustments to existing models or the way they are flown. Some will concern new models, either to replace current ones, or for previously unflown events, and these will take up the most modelling time. There is a fourth category on my list - research and development - which keeps me interested when construction and repairs drag on for too long.

Building an inexpensive radio dethermaliser for FF models is top of the R&D list. Close behind is setting up a spark ignition engine for Open Texaco. Then there is a geared prop drive for E-Rubber Texaco. All will present challenges. There is always something new to try in aeromodelling, and this presents a dilemma: whether to fly a wide range of events, or concentrate on a select few. At this Nationals I chose to fly only Free Flight.

Concentrating on one code revisited my first few Nationals at which I flew just a half dozen events, comfortably spread over five days. The increased number of FF events now on the programme more than filled my five days this year, and windy conditions ensured there was never an inactive moment. Ploughing through knee-high grass to retrieve distant models confirmed that I had made the right decision. I regretted having to miss the radio control aspect of Vintage, especially the challenging Texaco events, but these and all the other RC events can be flown in a competition setting at the upcoming NNI Contest and Rally at Airsail and the North Island Vintage RC Championships at Levin.

Inclement weather usually does not prevent FFers from pressing on regardless (and taking a quiet pride in doing so when they see RC events being cancelled) but this year the weather did prevent several FF events reaching the minimum level of entries. Congratulations to those who battled through, and especially to John Butcher who tackled numerous events, both FF and RC, to become the Nationals Vintage Champion, and Rex Anderson who also flew a wide range of Vintage FF and RC events to gain the Champion Modeller award.

Bernard Scott

Contributions to this issue from

Mike Andrews Wayne Cartwright
Barrie Russell Graham Lovejoy
John Butcher Lew Hale

On the Cover:
Logo:

Ron Magill gives it some welly to place second in Catapult Glider.
One Ring to rule them all. (See Miscellaneous page)

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Chairman's Report 2016

The Vintage SIG has been very active in the past year. The main matters to report are as follows:

- 1. New Logo:** This was designed by Murray Race, based on a concept supplied to him, and is now being used in the headers for the Vintage column in MFW and AVANZ News.
- 2. Expanded Vintage Column in MFW:** This contains information for active SIG people but is primarily intended to attract the interest of the wider MFNZ membership. It also aims to illustrate in practical ways the SIG's commitment to traditional building approaches, materials, and skills. The broader content has enabled the Editor to move the Column forward in the magazine.
- 3. Reorganised and edited Vintage Rule Book:** This was a major project that was led by Bernard Scott, with support from myself, and overseen by the Committee. The Rules are now far easier to find and read.
- 4. Enhancement of AVANZ News:** Bernard Scott has taken the content and presentation of AVANZ News to new levels and has achieved gratifying recognition within the international Vintage community.
- 5. AVANZ Plans:** Interest in obtaining plans through Mark Venter has been only moderate. The Co-op Plans archive which Mark helped to develop on behalf of the SIG is huge, but not easily accessed. The good news is that the DHBL part of this collection is becoming available through Outerzone.
- 6. Stronger Competitions:** Some of the newer classes in RC Vintage have seen impressive performance improvements – especially 1/2E Texaco, and E Rubber Texaco. The Classical classes still need more support.
- 7. NNI Events Sub-Committee:** Dave Crook and Tony Gribble have taken over the running of the NNI series of weekend events.

- 8. Coordination with FF SIG:** Because the SIG's FF events are flown in association with FF at the Nationals and NI Champs, the opportunity was taken in July to check that the arrangements are sound. All is well.
- 9. North Island RC Vintage Champs:** In 2017, these will be held for the first time in SNI, at Levin – conforming to the principle of this event being in SNI when the Nationals are in the North, and vice versa.
- 10. "Jumpin' Bean" Classical 1/2E Texaco One Design:** This event, developed by Bernard Scott, will be flown at the NI Champs and should provide a good start to this new class.
- 11. Structure of the Nationals:** It is likely that this will be reviewed intensively by the Committee in early 2017, for two reasons. First, there is good evidence that the present structure disadvantages SIG members who wish to fly both FF and RC classes on the same days, and this has reduced entries in 2017. Secondly, for several years the SIG has RC Vintage has agreed to use sites that are well below the standards of the club sites used for other contests. It has done this in the spirit of supporting and integrated and centralised Nationals, but it is now very doubtful that this is being achieved. Alternative structures will be canvassed with SIG members.
- 12. NDC still needs encouragement:** Despite strong efforts by Allan Knox to encourage more interest in Vintage NDC events, this still needs more energy. To help with this, the schedule has been changed for 2017.
- 13. Switch to becoming financially self-supporting:** Over the last four years, the donations made to host clubs have been made from SIG funds as a part of the Committee's successful strategy to grow participation in vintage competitions. However, in 2016 it became necessary to move to recovery of most of these costs through modest registration fees.
- 14. Top Ten Leader Boards:** These are now very well-established and provide one of the key reasons for the strong core interest in competition flying.
- 15. Committee:** The SIG continues to be served by a strong and enthusiastic committee – Bernard Scott, Rex Bain, Allan Knox, Don Mossop, Mark Venter, Gary Burrows, Graham Main, Dave Crook, and the writer. I thank them all for another excellent year of service to the Vintage SIG. Gary Burrows is retiring from the Committee and I thank him for his contributions over several years.

Wayne Cartwright
Chairman, Vintage SIG

FUTURE EVENTS

RC Vintage Contest and Rally Schedule 2016/2017

September 10, 11	NNI Contest and Rally	JR Airsail
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.



2017 NDC VINTAGE CALENDAR

January 2017

VINT FF Vintage Precision
VINT FF Vintage Glider Duration
VINT FF Nostalgia Glider Duration
VINT RC Classical 1/2E Texaco
VINT RC Classical E Texaco
VINT RC Classical Precision

February 2017

VINT FF Vintage Power Duration
VINT FF Nostalgia Power Duration
VINT FF Nostalgia Rubber Dur.
VINT FF Classic Rubber Duration
VINT RC Vintage 1/2A Texaco
VINT RC Vintage E Rubber Tex.
VINT RC Classical IC Duration

March 2017

VINT RC Vintage IC Duration
VINT RC Vintage E Duration
VINT FF Classic Glider Duration
VINT FF Vintage Rubber Duration

April 2017

VINT FF Nostalgia 1/2A/ Min Rep
VINT FF Classic Power Duration
VINT RC Vintage 1/2E Texaco
VINT RC Vintage A Texaco

May 2017

VINT FF Vintage Precision
VINT FF Vintage Power Duration
VINT FF Nostalgia Rubber Dur.
VINT RC Vintage and Classical
Scale Texaco
VINT RC Vintage Open Texaco

June 2017

VINT FF Vintage HLG
VINT FF Vintage Catapult Glider
VINT FF Nostalgia Power Duration
VINT FF Classic Rubber Duration
VINT RC Vintage Precision
VINT RC Classical E Duration
VINT RC Classical E Duration

July 2017

VINT RC Vintage and Classical
Scale Texaco
VINT RC Classical Precision
VINT RC Vintage E Rubber Tex.
VINT FF Nostalgia Glider Duration

August 2017

VINT RC Vintage IC Duration
VINT RC Vintage E Texaco
VINT RC Classical E Duration

September 2017

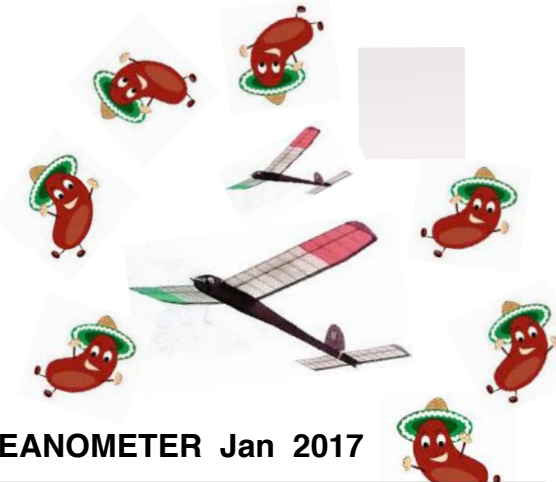
VINT FF Nostalgia 1/2A/Min Rep.
VINT FF Classic Power Duration
VINT RC Vintage 1/2A Texaco
VINT RC Vintage A Texaco
VINT RC Classical IC Duration

October 2017

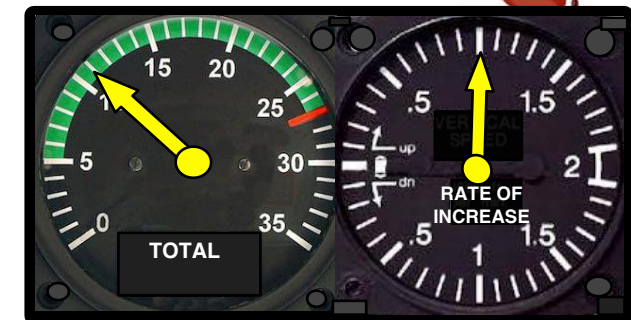
VINT FF Vintage HLG
VINT FF Vintage Catapult Glider
VINT RC Vintage Open Texaco
VINT RC Classical 1/2E Texaco
VINT RC Classical E Texaco

November 2017

VINT FF Vintage Glider Duration
VINT FF Classic Glider Duration
VINT RC Vintage Precision
VINT RC Vintage 1/2E Texaco
VINT RC Vintage E Texaco



BEANOMETER Jan 2017





The Vintage RC events at the 2017 Nationals were flown at the Waharoa Domain, and Vintage FF at Orini, about 50 kms away. This report is about the flying. The event winners are listed in the February issue of MFW, and full results are published in the January issue of AVANZ News.

Prior registrations were at a record level. However, the number of flights actually scored was reduced by the weather conditions and those flying Vintage FF events in the mornings found it difficult to travel to the Vintage RC site and then complete all their flights in the afternoons. This Nationals was about meeting the challenges of very windy and gusty conditions. At the Vintage RC site, the wind peaked at well over 20 kph on three of the four days. As an example, the fly-off in Vintage 1/2E Texaco was flown in conditions gusting to 35 kph. Good fun - in a way! Despite these conditions, there were some excellent performances.

Day 1

RC The first morning was rained out, and the afternoon was overcast and gusty. Despite this, there was excellent flying in Vintage Precision, in which 18 flew. In the three-way fly-off, Don Mossop was just one second off a perfect score and prevailed by just one point from joint second-placers John Ryan and Brian

Harris. Don and Brian flew *Lanzo Bombers* and John a *Simplex*.

As a quite new class, Classical Precision was well supported with six flying. Brian Harris won with his attractive shoulder-wing Humbug. In Vintage IC Duration, Rex Anderson found good lift with his *Playboy* to top the field of six flyers.

FF At the FF Field conditions were much the same, with morning rain and strong wind getting the better of the Vintage Power entrants, of whom only Rex Anderson made a token flight. Catapult glider drew the largest entry of all the Vintage FF events and eight flew. Stand-out performance was the second place by wheelchair-bound Ron Magill. These seemingly simple gliders again proved to be most challenging.

Day 2

RC This was the windiest day, with gusts in the afternoon over 35kph. Vintage E Duration had an excellent entry of thirteen. Brian Harris was the only flyer to max, and it was great to see two newcomers to Nationals competition - Stuart Hubbard and David Squires - take second and third places, with a *Cloudster* and *Kerswap* respectively. David had an especially good first Nationals because he picked up another third place next day.

Vintage 1/2E Texaco had a three-way fly-off that was flown in very windy and gusty conditions – a real challenge for models weighing around 12oz. Rex Anderson's *Tomboy* had flown well in the rounds but could not cope with the stronger gusts. Wayne Cartwright's *Arrow Nut* won by a few seconds over Keith Trillo's *Stardust Special*.

FF Nostalgia Power was between the *Dixielanders* of Peter Wilson and Bryce Gibson. A third *Dixielander* entry never had time to fly as Bernard Scott was away on a 3-hour retrieve of his *Thermalist* vintage glider which, in Open Glider, had caught a big thermal and refused to come down despite the dethermaliser operating at three minutes. With the aid of GPS and a radio tracker, the model was eventually located after an 8 kilometre trek over three farms.

Day 3

RC It was ironic that this day, which had by far the best conditions, had only two Vintage RC events. John Butcher needed only two flights to win A Texaco, both with the PAW .19 running for over 10 minutes. Rex Anderson flew consistently for second and David Squires was third. In Vintage E Texaco, Rex Anderson used the climb-high approach with his *Kerswap* to take first. Keith Trillo used a long-cruise approach to take second and it was good to see Doug Baunton in third place with his *PB 2*.



FF In Vintage Glider, David Ackery made the first maximum of the Free Flight events using a 1950 *Cumulus*. His winning total of just 360 evidenced the difficult conditions. John Butcher, the eventual winner of the Vintage Champion award, struggled to get his small *Sky Roamer*, a Bruce Keegan design from 1937, to the top of the line in the gusty conditions.

Small Nostalgia / Vintage Power is a class that enables small power models from both age categories to be flown together on an equal footing. Rex Anderson's miniature replica of the popular *Stratostreak* design, powered by a Cox TD.020, bested other larger entries, though again, the winning total was less than would have been expected in better conditions.

Day 4

RC The final day of Vintage RC flying was again very windy. The three people in the fly-off for Vintage E Rubber Texaco faced tough conditions with these very light models. John Butcher won (*Gollywock*), with Keith Trillo second (*Yonder*) and Wayne Cartwright third (*Lanzo D Stick*). All three commented that their times were about half what they would expect in calm conditions.

In Classical E Duration Don Mossop (*Texan FAI-ton*) won convincingly with three maxes. Although his *Humbug* gained great height under power, Brian Harris maxed only one

flight. John Warner (*Eliminator*) was third.

FF Both Nostalgia Rubber and Nos/Classic Glider failed to make the minimum entry, a blow for Bill McGarvey who, in the first of these events, had made the second and third FF maximums of the Nationals. Disappointment also for Moira Vincent, who was the only flier in the Glider event.

Day 5

FF The last day's programme was deliberately kept light with Precision the only Vintage FF event. The age bonus system usually gives designs from the start of the Vintage period an unassailable lead, but this year all four fliers used designs from the end of the Vintage period. Three gained no age bonus at all and the fourth just one point, so it was all down to the flying which was very close with scores of 128, 132, 135 and 139. With his *Lulu* glider, John Butcher went against the trend of using diesel powered models. Two *Tomboys* and a *KK Pirate* were the other weapons of choice. Bernard Scott's *Tomboy* was a last minute substitute for his well-proven *Shadow* which had been lost in a maize crop a few days before the Nationals.

For both Vintage RC and FF, these Nationals were a test of character as well as flying skill. (Over all FF events, 68% of entries recorded at least one flight).

Special Honours

The following Vintage flyers achieved special honours at the Nationals:

Vintage Championship

This award is calculated from scores attained in all Vintage events, RC and FF

1. John Butcher 67.5
2. Rex Anderson 53.0
3. Brian Harris 34.5

Champion Modeler

This award is calculated from scores across all categories. Rex Anderson took first place (87 points) and John Butcher third place (81.5points). Both flew non-vintage FF events as well as Vintage FF.

Ignition Trophy

This trophy is awarded to the contestant scoring most points with models that are powered by ignition motors. Only one flew at these Nationals – Bryan Treloar with a McCoy 49 in a Red Zephyr in Vintage Precision. Hence, the trophy is awarded to Bryan.



The weather could have been a trifle more agreeable for the 69th Nationals, however everyone I flew with was quite cheerful and upbeat about it. We just got on with the flying. The result was some extra long retrievals on the free flight field and at least one lost model, namely my 'Lulu' after the best launch I've ever done and probably the longest timed flight in towline glider. Maybe bad weather forecasts were the reason for some poor entry numbers in both Free Flight and Vintage RC, causing a few non-events - disappointing in view of the considerable amount of preparation involved.

The Tuakau Model Club members had another satisfactory Nationals with 7 members competing and all receiving one placing or more. I believe the Club came second in the Club Points competition. *[An impressive performance by one of the smaller clubs. At the prizegiving, when the club placings were announced, a puzzled voice from the audience was heard ... "Tuakau? Who flies there?" Well, now they know! Ed.]*

Despite some wild and turbulent wind at times there were very few damaged models on the Vintage RC field. I think my *Playboy* fared the worst due to a failed receiver battery followed by a vertical descent and a nose dive into the pasture.

Once again, Vintage RC Precision was the most popular event. I don't know why it is not run in the USA. Its short fly offs and spot landings seem to be very appealing. This year there were 22 entries. 18 flew, four less than two years ago when I think 10 maxed out. This year three maxed, showing the difference a bit of wind makes, probably easing a few downwind of the spot landings.

Electric events have certainly become popular at the expense of IC.

I guess we tend to go for the easiest aspect. Classical IC and IC Texaco suffered the most.

David Squires kindly entered A and Open Texaco, flying a spare model of mine in A Texaco to make up the minimum number for a competition. Open was down the spout with only two of us there. With regard to ½ A Texaco, John Ryan flew in the morning, the only one to do so. Rex Anderson and I arrived after midday and because of the strong wind, Keith Trillo and I decided not to fly. Rex was happy to do so. I sincerely regret not making the attempt as this would have given one of them the opportunity to win. I apologise to them for this omission.

Some of the Free Flight events also were not well supported, not helped by the weather. There is something magic about getting a good launch and watching a model drift slowly, gently away - or as was the case this year, rapidly away. Holding hand and catapult launch glider at Waharoa worked well. I reckon with good numbers in both events. Also it became a family event with lots of youngsters out having fun.

Finally, thanks must go to all CDs and their many helpers who made the events possible and in particular our RC CD for his patience, putting in four long days in trying conditions. To Bill McGarvey and his helpers, a special thanks for the FF site. Unfortunately we are still short of someone to organize suitable weather.

Cheers,
John Butcher.



CATAPULT GLIDER

David Ackery	Vartanian	229
Ron Magill	Mayn	199
David Gush	Mayn	198
Paul Lagan	Hervat	184
John Butcher	Hervat	179
Daniel Warner	Ignotum	112
Kyla Fisher	Hervat	86
Bernard Scott	Vartanian	30

SMALL POWER

Rex Anderson	Stratostreak .020	276
Bernard Scott	Dixielander .049	264
Rex Bain	Shaboom	229
John Butcher	Kerswap	40

NOSTALGIA FF RUBBER

William McGarvey	Arcanus	360
Bryce Gibson	Obscurus	92

VINTAGE FF POWER

Rex Anderson	Stratostreak	5
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VINTAGE FF RUBBER

Bryce Gibson	Airsail Ascender	67
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NOSTALGIA FF POWER

Bryce Gibson	Dixielander	226
Peter Wilkson	Dixielander	158
Rex Bain	Near Miss	5

NOS / CLASSIC FF GLIDER

Moira Vincent	Kiwi 2	199
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VINTAGE FF GLIDER

David Ackery	Cumulus	360
Rex Anderson	Odeman	246
Kyla Fisher	Nord 2	127
John Butcher	Skyroamer	56

PRECISION

Bernard Scott	Tomboy	139
John Dowling	KK Pirate	135
John Butcher	LuLu	132
Peter Wilson	Tomboy	128



VINTAGE PRECISION

Don Mossop	Bomber	799
John Ryan	Simplex	797
Brian Harris	Bomber	797
David Thornley	Bomber	590
Stuart Lightfoot	New Ruler	589
Rex Anderson	Trenton Terror	576
David Crook	Playboy	570
Steve Warner	Spook	567
Tony Christiansen	Playboy	565
Stuart Hubbard	Cloudster	563
John Butcher	RC-1	560
Bryan Treloar	Red Zephyr	549
John Warner	New Ruler	541
Doug Baunton	PB-2	522
Les King	Gas Buggy	514
Keith Trillo	Tomboy	499
Laurie Chrystall	Viking	367
David Squires	Gas Buggy	327

VINTAGE IC DURATION

Rex Anderson	Playboy	780
Tony Christiansen	Playboy	695
David Thornley	Bombere	671
John Butcher	Miss Fortune X	671
John Ryan	Simplex	230
Bryan Treloar	Airborne	186

CLASSICAL IC DURATION

John Butcher	Mini Tyro	6
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VINTAGE 1/2A TEXACO

John Ryan	Simplex	1030
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CLASSICAL PRECISION

Brian Harris	Humbug	575
John Warner	Eliminator	574
Don Mossop	Madcap	514
John Butcher	Mini Tyro	325
David Thornley	Satellite	176

VINTAGE E DURATION

Brian Harris	Bomber	960
Stuart Hubbard	Cloudster	851
David Squires	Kerswap	812
Wayne Cartwright	Top Banana	803
Keith Trillo	Stardust Sp.	697
Don Mossop	Playboy	630
John Warner	Playboy	601
Tony Gribble	New Ruler	552
Doug Baunton	PB-2	416
Les King	Gas Buggy	402
Stuart Lightfoot	New Ruler	320
Rex Anderson	Anderson Pylon	204
John Butcher	Miss Fortune X	113

VINTAGE A TEXACO

John Butcher	Miss Fortune X	1230
Rex Anderson	Cloud Snooper	1173
David Squires	Miss Fortune X	592

VINTAGE 1/2E TEXACO

Wayne Cartwright	Arrow Nut	2329
Keith Trillo	Stardust Sp.	2315
Rex Anderson	Tomboyt	1770
Tony Gribble	Stardust Sp.	1470
John Butcher	Stardust Sp.	1404

VINTAGE E TEXACO

Rex Anderson	Kerswap	1860
Keith Trillo	Stardust Sp.	1850
Doug Baunton	PB-2	1700
Wayne Cartwright	Cruiser	1668
John Butcher	Playboy	842
David Squires	Miss Fort.X	388

VINTAGE E RUBBER TEXACO

John Butcher	Gollywock	2700
Keith Trillo	Yonder	2666
Wayne Cartwright	Lanzo Stick	2591
Doug Baunton	Skokie	1507
John Warner	Moth	1208

CLASSICAL E DURATION

Don Mossop	Texan	900
Brian Harris	Humbug	860
John Warner	Eliminator	433
John Butcher	Mini Tyro	96

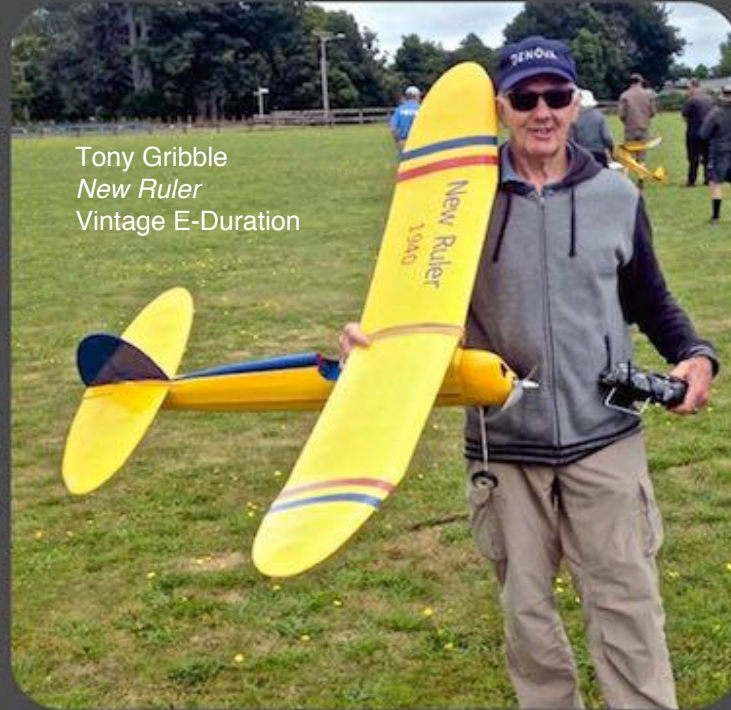
John Butcher
Mini Tyro
Classical



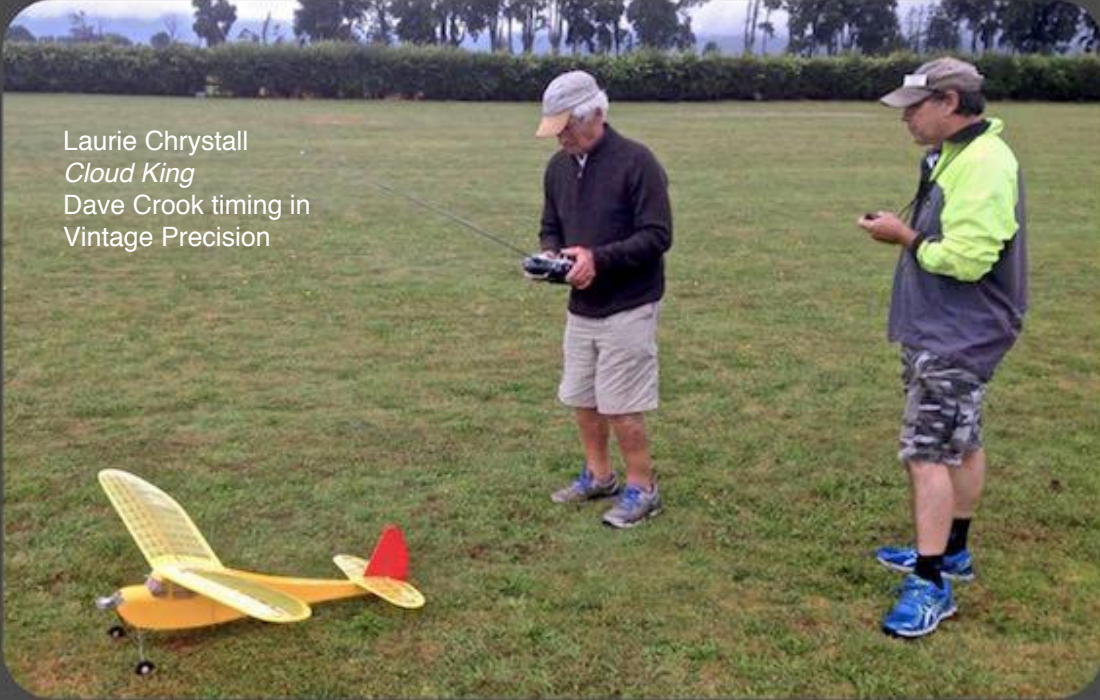
Les King
Gas Buggy
Vintage Precision



Tony Gribble
New Ruler
Vintage E-Duration



Laurie Chrystall
Cloud King
Dave Crook timing in
Vintage Precision



John Ryan
Simplex
Vintage Precision





John Butcher
Stardust Special
1/2E Texaco



Doug Baunton *PB2*
Vintage Precision
and Vintage E-Duration



Doug Baunton
Skokie
Vintage E-Rubber Texaco



David Squires
Kerswap
Vintage E-Duration



Brian Harris
Humbug
Classical Precision

Stop action shots of Paul Lagan launching his 1937 *Hervat*.

Interesting to connect the ends of the rubber loop.

At release it is pulling the model directly from the front but by the fifth and sixth frames, the rubber is almost at right angles to the flight path.



FREE FLIGHT

Vintage Power

Lynn Rodway Playboy Junior NDC #97 309

Vintage Rubber

William McGarvey Incognito NDC #78 180

Vintage Glider

Rex Anderson Odeman Nationals 331

Vintage / Nostalgia Small Power

Bernard Scott Dixielander Nationals 353

Vintage Precision

1= Dave Jackson Kerswap NDC #96 270
1= Bernard Scott Shadow Nationals 270

Vintage Catapult Glider

Des Richards Hervat Nationals 288

Nostalgia Power

Rex Bain Jaysbird Nationals 540

Nostalgia Rubber

William McGarvey Hipperson Nationals 540

Nostalgia Glider

Stewart Cox Mad's Dream Nationals 398

Classic Rubber

1 Paul Squires ? NDC #82 408

RADIO CONTROL

Vintage Precision

1= Brian Harris Bomber Tuakau 600 + 200
1= Allan Knox Lancer NDC #104 600 + 200

Vintage IC Duration

Bernard Scott Playboy Cabin Nationals 780 + 447

Vintage E Duration

Allan Knox Scram NDC #109 1174

Vintage 1/2A Texaco

John Butcher Miss Fortune X Nationals 1500 + 790

Vintage 1/2E Texaco

Keith Trillo Stardust Special Nationals 1480 + 1708

Vintage A Texaco

Allan Knox Lancer Nationals 1860 +
1309

Vintage E Texaco

Tony Gribble Lanzo Bomber Rally Oct 1860 +
1050

Vintage E Rubber Texaco

John Butcher Golliwock Tuakau 1860 +
1257

Vintage Scale Texaco

Allan Knox Cub Oct 1 1771

Vintage Open Texaco

John Butcher Lanzo RC-1 Champs 1836

Classical Precision

Brian Harris Humbug Champs 598

Classical IC Duration

David Thornley Satellite 1000 Rally Sept 834

Classical E Duration

1= Don Mossop Texan Rally Sept 900
1= Bernard Scott Frisco Kid Champs 900

Tomboy IC

Graham Main Mills .75 Champs 651

Tomboy E

Keith Trillo 180.2S Champs 1609



Only Popsie's fuse still to cover, then test fly, though that will be after the holidays. The last photograph shows my new twin which is almost ready to fly, though I am a bit concerned about the wing loading and the CG.

I inherited three RCG15 petrol engines in various states of disrepair, mainly bent crankshafts and prop drivers. One I'd rebuilt in the original Cub which had crashed before I rebuilt it as a Carbon Cub and that broke the crankcase. Have just rebuilt two of them and we had them running at the "Shed" yesterday. Very successful, and now of course, what to do with them? They're a bit big for Vintage, unless of course I built a 3x Popsie ... I don't think so ! Have considered a Cessna twin, the push/pull model Skymaster, but do I really want one ? Maybe another couple of Piper Cubs might be more suitable.

Time to stop dreaming and tidy the workshop.

Barrie

New Zealand Model Aeronautical Association Incorporated



12th. National Championships
CHRISTCHURCH

R.N.Z.A.F. STATION WEEDONS
27th. December 1959
2nd. January 1960

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Programme Summary

- Sunday 27th. Dec. Arrival Registration & Processing
- Monday 28th. Dec. Morning Nordic A2
Afternoon. Hand Launch Glider
- Tuesday 29th. Dec. Morning Wakefield
Afternoon Class 'A' Team Race
Evening A.G.M
- Wednesday 30th. Dec. Morning F.A.I. Power
Afternoon Class 'B' Team Race
All Day Radio Control
Evening A.G.M.
Note ! F/F & C/L Scale models by 1p.m. for static judging.
- Thursday 31st. Dec. Early Morning F/F Scale
All Day Control line
- Friday 1st. January Morning Payload
Afternoon Nordic A1
Evening Prizegiving
- Saturday 2nd. January Termination of Camp.

[Just two events per day ... and two AGM's !]

cars run better on





Just finished my *Jumpin' Bean* so I thought that I'd better let you know so that you can advance the Beanometer.

I have attached a few pictures, it's still pristine as I need the wind to stop for a bit so that I can maiden it. It ended up at 300 grams flying weight (6.8 oz/ sq ft). I intend to fly it at this weight for a bit and then decide whether to ballast it or not. The CG has ended up slightly ahead of the recommendation in the FF plan so I'll need to add a smidgen to the tail but don't expect that to effect the overall weight significantly.

Details:

Turnigy motor and low voltage servos.

FrSky indoor receiver - claimed range > 300 meters.

Single cell 300mah flight battery for Rx and servos.

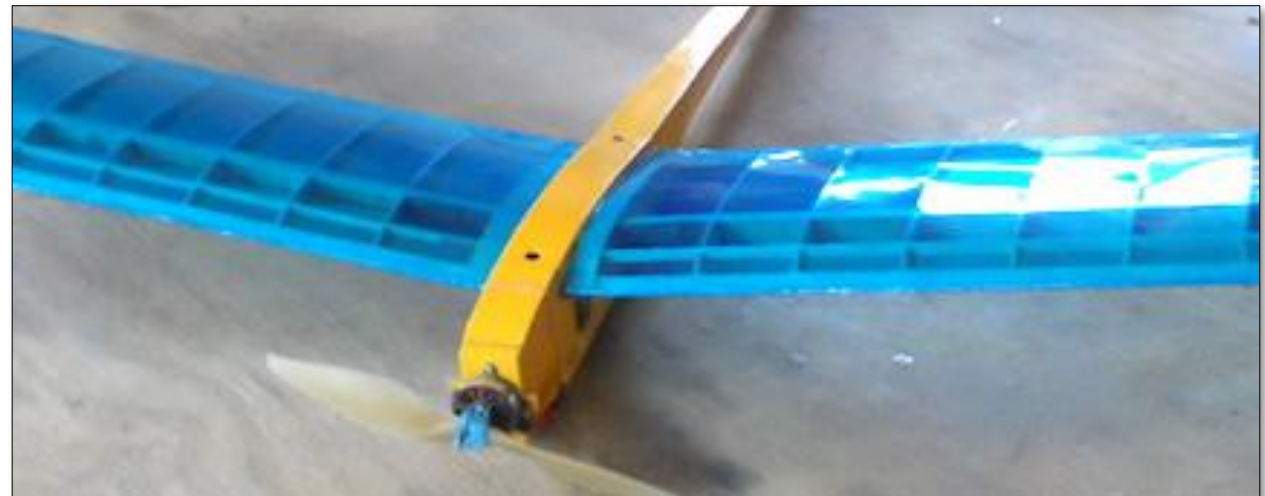
Fuselage as per the FF plan using 1.5mm balsa, then glassed and painted.

One-piece wing. Both wing and tailplane attach with 4 mm nylon bolts.

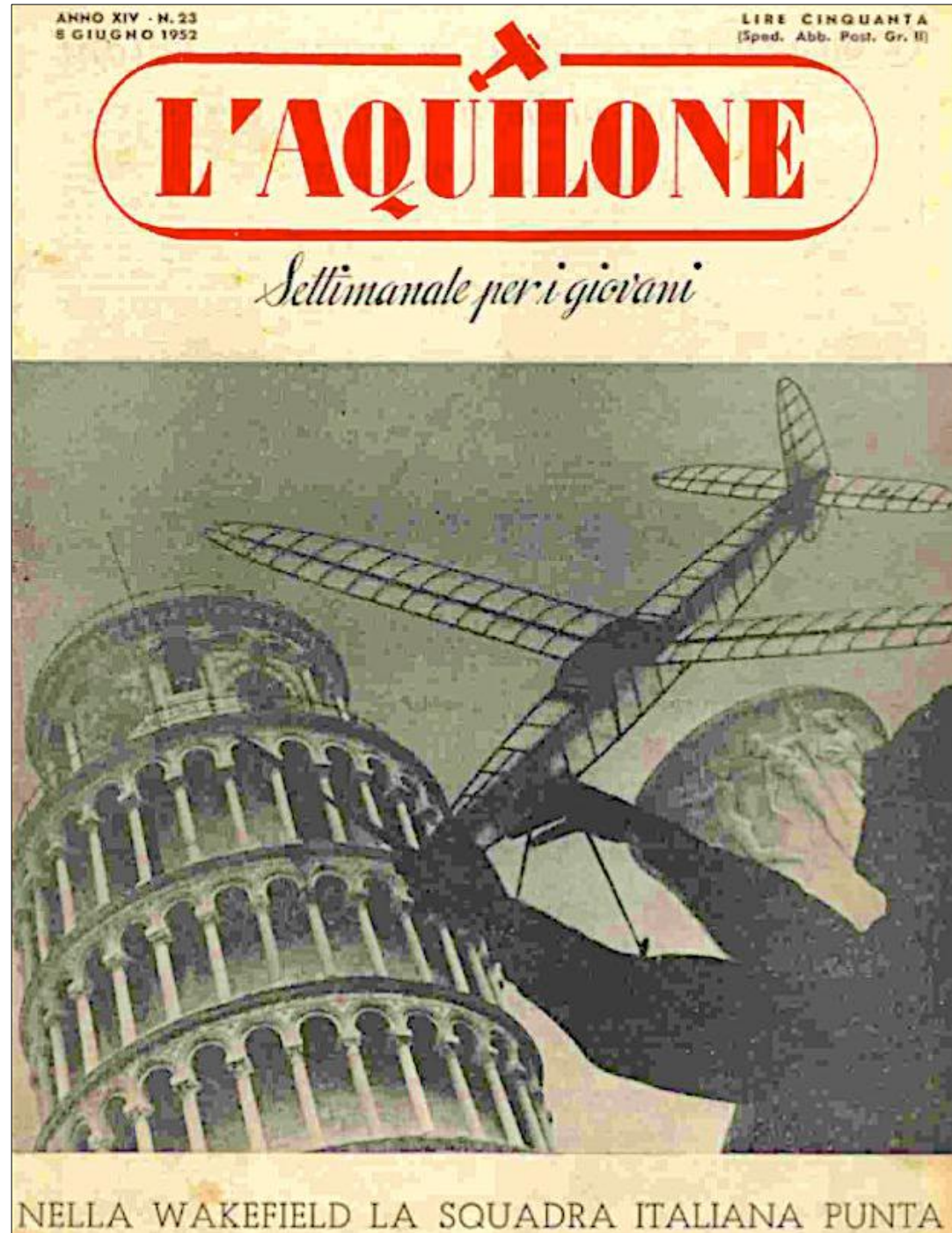
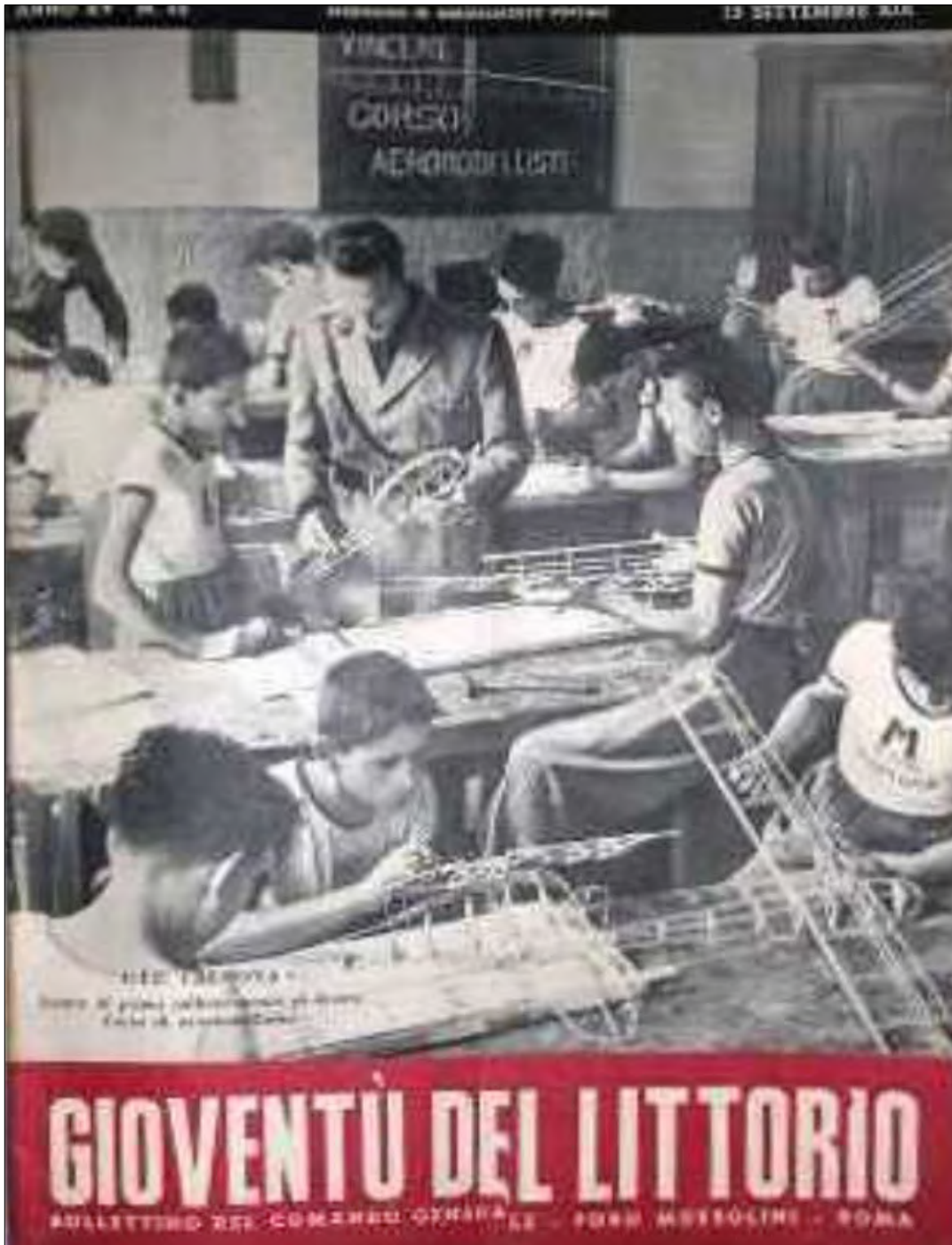
I'm not sure how the receiver and flight battery will hold up. I have flown an indoor model with a similar receiver outside and got it to a significant height/distance ok but it is only 360 mm span.

Previously I sent you a CAD drawing that I made from the original FF plan. Over the course of building the JB I have added more detail and the changes for RC. If its of use to others just ask.

Regards, Mike



COVER STORIES



The Smithsonian Air and Space Museum

In June, 1985, I visited Washington, D.C. to visit friends. While musical interests were my main reason for going, I was also able to visit some places of aviation interest. Washington, D.C. (District of Columbia), is the capital of USA and is a small self-contained unit within the state of Maryland. Residential suburbs spread out past the District of Columbia into Maryland and across the river to the State of Virginia. Highway 495, a ring road called the Capital Beltway, encircles the DC area, rolling into Virginia and across the Potomac River into Maryland and is the lifeline for commuters in and out of the city. Driving on the Beltway is an experience! The Potomac is the river that George Washington is reputed to have thrown a silver dollar across. Seems a long way to me, but then, a dollar went a lot further in those days.

Washington is an attractive city with large green areas including the huge mall where the Folklife Festival is held for ten days once a year - worth a visit if you like ethnic music. As befits the seat of Government, Washington houses main offices of government departments in impressive huge stone buildings facing on to the mall. It is also the home of the Smithsonian Museum.

In 1846, James Smithson, an English scientist, bequeathed funds to the United States, and from these beginnings the Smithsonian Institution grew to its present status as an independent federal agency, holding in trust for the U.S. nation around one hundred million artifacts in



its museums, the world's largest museum complex. The Institution is also an important centre for research and is dedicated to public education, national service, and scholarship in the arts, science and history. There are twelve Smithsonian museums in Washington City, seven of them located on the National Mall between the Washington Monument and the Capitol. During the summer, the previously mentioned Festival of American Folklife is run and features craftsmen and musicians demonstrating traditional skills and music of their area, a fine example of the 'living exhibit' policy of the Smithsonian Institution. Usually a different state is featured each year - in 1985 it was Louisiana and I heard some great Negro blues and Cajun music.



It is worth a trip to Washington just for the Smithsonian Museums. The museum of Natural History and the Museum of American History, particularly, are indescribable. Every visit you find something new. Somehow I managed to miss seeing the Hope Diamond.

All museums are close to a metro station, Washington's excellent modern underground railway system, and this was how I travelled from Arlington, Virginia, where I was staying, to visit the Air and Space museum. From being regarded as the Cinderella of the Smithsonian museums, the Air and Space museum has grown to the stage where it attracts more than ten million visitors annually, apparently making it the most popular museum in the world. I can understand why!



All this is largely due to the vision and determination of one man, Paul E. Garber, who joined the Smithsonian in 1920 and began acquiring aeronautical items from that date, frequently meeting active resistance from other more senior and more influential institution members. Culture ruled, apparently, and Air Museum staff received little encouragement, working in makeshift buildings with no permanent site and sacrificing promotion to work with the aircraft they loved. Priceless aeronautical items were saved due to the dedication of a few far-sighted men. It was Garber who cabled Linbergh with the request to donate the *Spirit of St. Louis* to the Smithsonian, and Garber again who conducted sensitive negotiations which culminated in the *Wright Flyer* being returned to the US from the Science Museum in London. A man ahead of his time, fortunately. All aircraft displayed in the museum are originals with one exception, the Gee Bee Z, a racer replica built by Bill Turner as no survivors of this type exist from the air races of the '50s.

In 1976, the National Air and Space Museum opened its impressive building on Independence Avenue, between 4th and 7th Streets and it was to this building that I made my way. It is huge and imposing, and being a country boy from Bunnythorpe, I was so overwhelmed by it all that I entered through a side door (when you come from Bunnythorpe, even a 7ft lift door looks big). It didn't matter though, for when I looked up, what do you think I saw....?

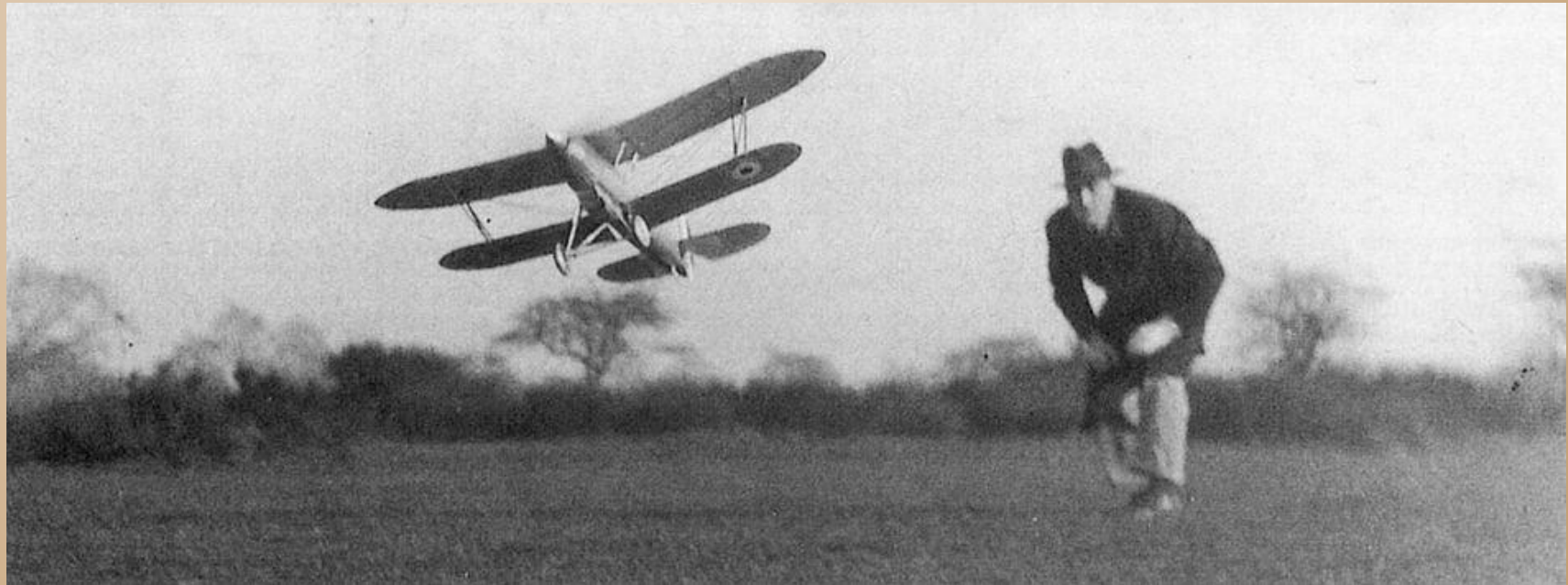
Graham's account of his youthful trip will continue in the next issue.



With sun-loving Fergus MacFarlane on lead bicycle, and five ham sandwiches carefully wrapped in a spotted neckerchief and three bottles of ginger beer for refreshment, the Thistley Green MAC contingent begins its arduous trek to the flying field.

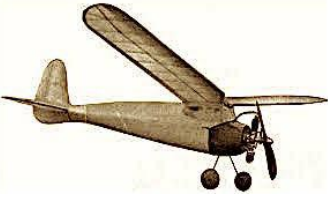
Scale FF from 1940's

Truely, they were Giants in those days ... even when crouching.

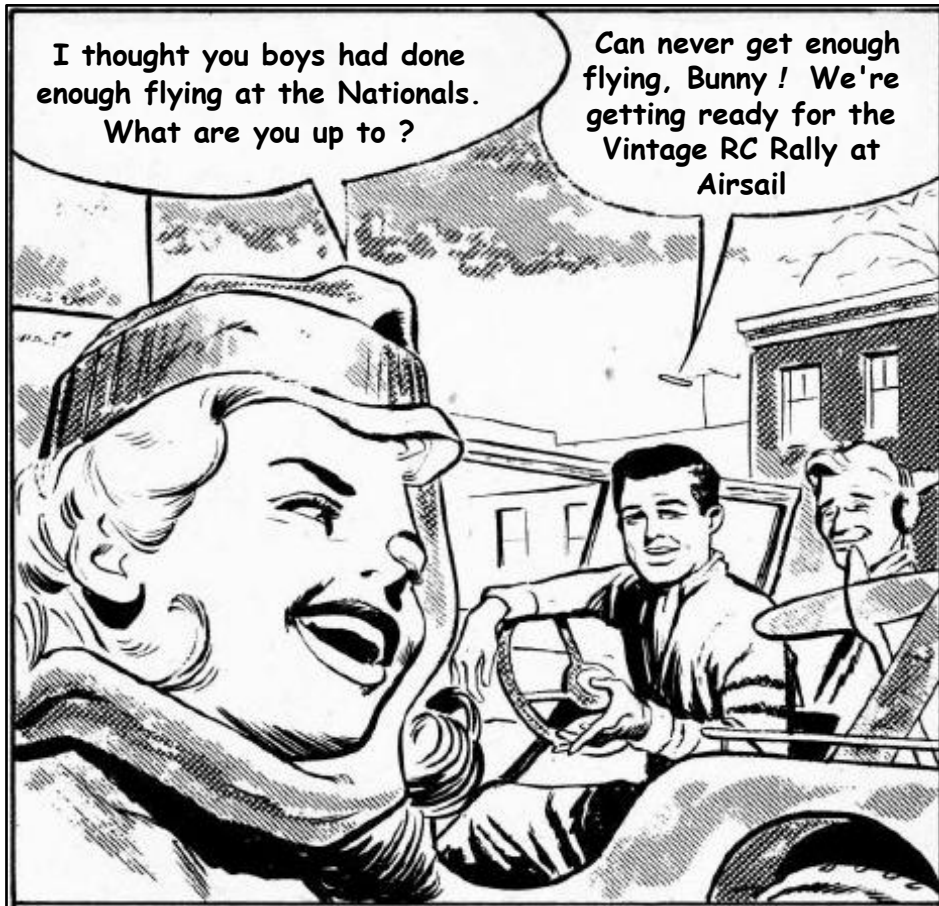


DESIGN DATE QUESTION, Issue 154

In Issue 154, the model that was given the wrong year of design was the *Molecule*. As suggested, this could be verified by reference to Issue 153 in which a list of designs by Garami included the *Molecule* with its correct year - 1938.



BUNNY



ICON 155: The ONE RING

The One Ring is the central plot element in J.R.R. Tolkien's *The Lord of the Rings*. The ring is described earlier in *The Hobbit* simply as a magic ring of invisibility, but in the LOTR, it has a darker character, created by Sauron as part of his design to gain domination over Middle-Earth, and with powers going far beyond conferring invisibility. The LOTR follows the quest to destroy the Ring to keep Sauron from fulfilling his design.



The cinema trilogy was filmed in NZ by Sir Peter Jackson and released over the period 2001 to 2003. The property ring was designed and made by Jens Hansen, a Nelson jeweller. Life-extending properties of the One Ring failed to benefit Mr Hansen who died in 1999, just six months after being contracted to make the Ring. His appropriately Elvish sounding son, Halfdan Hansen now runs the Nelson jewellery business and supplies replica Rings to well-heeled Tolkien fans.

Mr. Hammond's 8ft span simple model, an excellent flier - so says Colonel Bowden in his 1946 "History of Model Aircraft". Considered to be a good choice for beginners. With a mere 866 precision fitted pieces in the wing alone, who could possibly disagree ?

