

AVANZ



NEWS

Newsletter of the Vintage Special Interest Group of Model Flying New Zealand #156





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From the Editor

Buddhist wisdom suggests there are four sufferings from which no one can escape - birth, old age, sickness, and death. These four seem to have got the whole less-than-perfectly-happy-with-my-life thing pretty well covered, except for that one other modern day source of suffering - a glitchy email connection. Testiness follows soon after a connection fails to live up to the expectation that it will work flawlessly every time it is required ... and Telecom has been very testing of late. Tiring of stalled call centre queues and wondering just how difficult this email business could be, some independent research was undertaken. Results of a search on *how email works* soon had me wondering how it manages to work at all, let alone as well as it does, and I am now more tolerant of the occasional loss of service.

Between the glitches, a series of ethereal communications generated much of the special content of this issue. *Special* because it comes directly from the creator of the featured models. Now living in Mauritius, he has been very helpful with comments, photographs, and sketches of his designs. Every aeromodeller over a certain age will be able to name him on hearing mention of what is probably his most widely known design - the large *Leprechaun* glider. Other types that he produced include Power, Nordic A/2, Scale, and Rubber. Issue 142 featured his 1950 rubber *Banana Fritter* with its

curvaceous airfoil fuselage. This issue gives a further sampling of his approach to model design, one which never limited models to the trends of their time, and often incorporated new ideas. The *Rebel* power model, for example, uses a device that would be useful in other Vintage models to prevent damage to wings in windy weather - a hinged wing centre section that allows wing panels to flex "up" if the model is blown onto its back.

Thanks to Dick Twomey for his emails in which he shares memories of some of his models and for his comments which I have identified by the use of italics. Receiving emails like these make Telecom's fragile service worth tolerating after all.

Bernard Scott

Contributors to this Issue

Dick Twomey	Maris Dislers	John Thompson
Bob McGrath	Barrie Russell	Graham Lovejoy
Allan Knox	Dave Crook	

On the Cover: 1938 *Lancers* in A and 1/2A sizes, by Allan Knox

Logo: Lemon and Paeroa trademark (See Miscellaneous page)

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FUTURE EVENTS

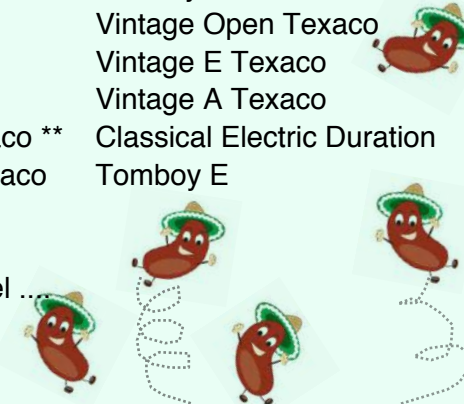
Vintage Contest and Rally Schedule 2016/2017		
September 10, 11	NNI Contest and Rally	JR Airsail
October 22, 23	NNI Contest and Rally	Blackfeet
November 19, 20	NNI Contest and Rally	Tuakau (TBC)
January 3 - 7	National Championships	Waharoa
February 18, 19	NNI Contest and Rally	JR Airsail
March 18 - 20	NI Championships and Gareth Newton Memorial	Levin
April 22, 23	NNI Contest and Rally	Tuakau (TBC)
April 30	Nostalgia Champs	Piako Road
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	Vin and CI Scale Texaco **	Classical Electric Duration
Classical 1/2E Texaco *	Vintage E Rubber Texaco	Tomboy E
Tomboy IC		

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

** First time Scale has been included in contests.



Waikato Nostalgia Free Flight Champs

Sunday April 30th 2017 9:00 am - 2:00 pm Piako Road

- | | | | |
|--------------|---------|-----------------------------|-----------------|
| 1. Power | 3 x 180 | 2. Rubber | 3 x 180 |
| 3. Glider | 3 x 180 | 4. Precision | 3 x 90 |
| 5. HLG / CAT | 6 x 60 | 6. RC Tomboy IC or Electric | (2S, 180mA max) |

Models for 1-5 may be from Vintage, Nostalgia or Classical periods
Fly-offs at 2:30 CD : Bernard Scott scott.scott@xtra.co.nz

BEANOMETER Feb 2017



Hi Bernard, It was a pleasure to hear from Barrie and you and to learn about AVANZ News.

For the past 31 years I have been retired from a flying life with British Airways, set up my own small company in W.Berlin towards the end of the Cold War, then got a contract in Mauritius where I have happily remained ever since. Once here I could fly vintage models only whenever I got around to re-visiting UK, but by now this happens very rarely. On this small island the only practical thing is R/C, and if you flew F/F (my real love) you'd end up in the sea or among the rocks and sugar cane: not much future in that! So I end up running an Aeronautical Society which also tries to indoctrinate the youngsters with a love of aviation.

Totting up the number of my model aircraft plans actually published, I found that it ran to a surprising 20. The first was a GB record-holding glider "COBRA" (AM May 1949) and the latest "BANANA FRITTER" (AMI Sept 2002). I have slowed down considerably since schooldays, when in my hey-day I had an average of some 30 design projects per year (not all built) on the go. Don't ask why I had to re-sit my Higher School Certificate! Some of these plans are still available through the SAM1066 Library.

With best regards,
Dick



Left

Hinged centre section of a *Rebel* in "stress relief" mode, allowing wings to flex and preserve the wing spars from damage.

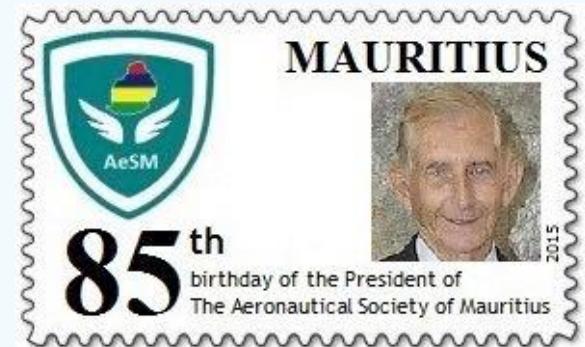


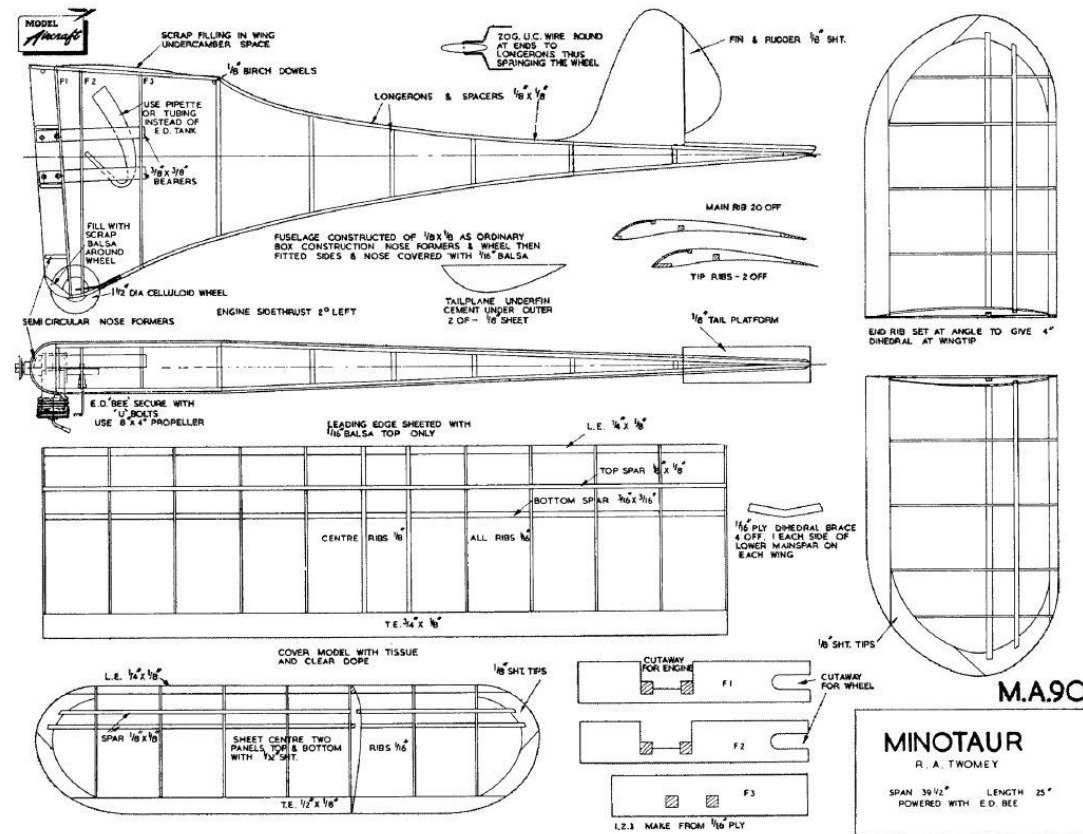
Aeromodeller rightly called Dick "quite a child aeromodelling prodigy". By the time he reached the age of 15, he had no fewer than three dozen designs under his belt. Most of his designing had taken place at Ampleforth College, in the North Riding of Yorkshire, where he admits that school work – and even girls – came a poor second place to his activities with the local Model Aero Club, of which he was the founder and first secretary.

His design #37, *Cobra*, a sailplane which achieved a UK handlaunch record in 1947, was the first of many to be published. The massive 103 inch wing span *Leprechaun* became the most famous of his designs; one of his flights with it, in July 1949, covered 22 miles and remained airborne for two and a half hours.

When Wilmot Mansour, in 1948, offered a new means of propelling models aloft, Dick began to add Jetex-powered free-flight duration designs to his repertoire. So successful was he in this fresh field that his *Firecrest* carried off the newly introduced ICI Challenge Trophy. Further successful Jetex designs followed, with his *Twizzler* winning the RAF Championship in 1950, after Dick had signed up as a trainee pilot.

Personal recollection from Bill Henderson



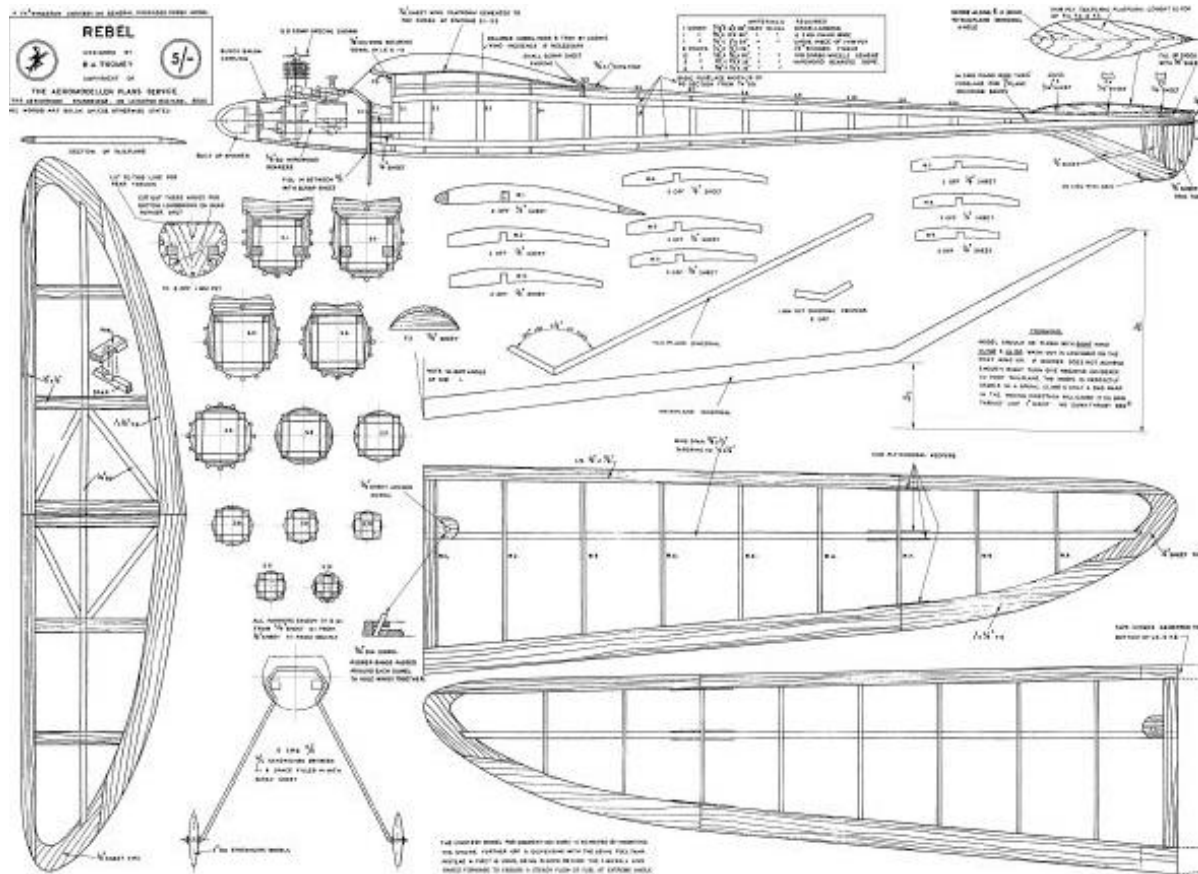


Trimming notes by John Thompson for model on right. Extracted from *New Clarion*, November 2014.

Trimming was fairly easy, launching at about 80 degrees a bit to the right, a reasonably fast right spiral to a decent height was obtained. Transition is good with a pretty good glide. It will take advantage of any lift around so a DT is a must. I had to use a drag flap to get the right hand glide, so as to obtain a tight enough circle - with forward CG tail tilt can be a bit dodgy.

With the unusual deep belly and large dihedral the model does Dutch roll a lot, but it does add to its charm with its wobbly flight path. It is a Vintage design which in decent conditions should give consistent 2:30 flights.





Rebel
 built Oct '48

Vee-tail Power

Span 54" (also a 41" version)

Published in Aeromodeller
 January 1950

Also flown successfully ROW

Later version (1998) with
 R/C and Electric motor



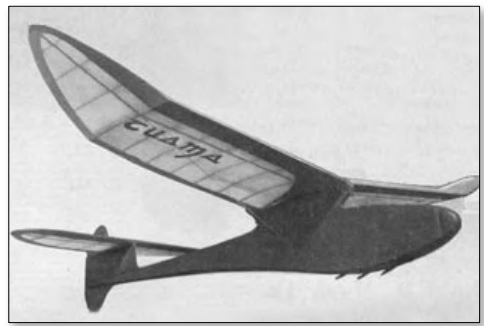
The LEPRECHAUN has become, I suppose, my signature design, and has been built in at least seven different glider sizes. Its unusual contours have also spawned a diesel powered version (Pooka), a Jetex (Leprejet), and more recently Peter Michel's rubber driven derivative that he calls "Lubrichaun".

The original small Lep dates from 1945, and its dimensions were increased x3 to produce the 103" span, 19" max chord LEPRECHAUN that appeared in Aeromodeller in March 1950, as my reply to the gigantic Sunspot and Thunderking. It was claimed then, and is true that this huge model had made 5 flights of over 15 minutes in its first five flights since leaving the building board, the longest flight travelling a distance of 22 miles in two and a half airborne hours.

The Leprechaun is still giving today's builders some trouble when it comes to getting it out of the sky - <https://www.youtube.com/watch?v=WNNTXSuKRP4>

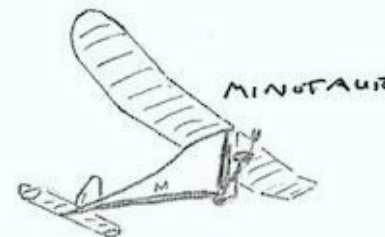
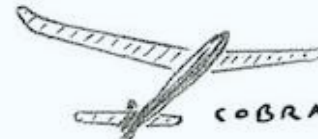
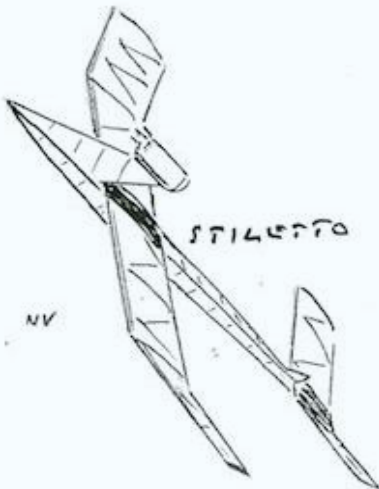
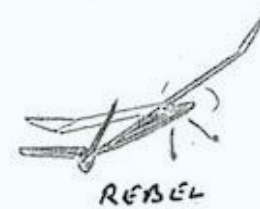
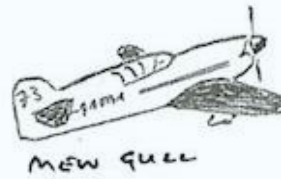
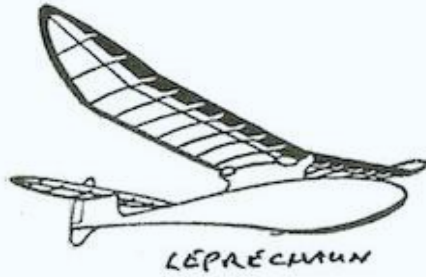
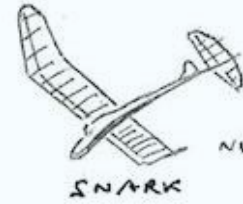
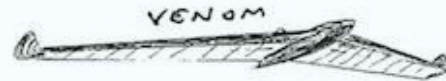
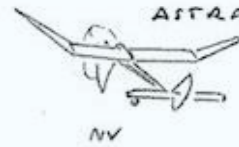
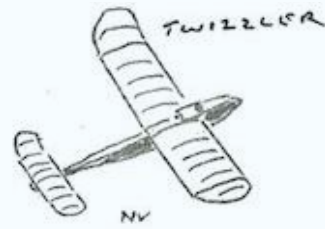


Dave Markwell's Leprechaun, weighing in at 4.28 kg



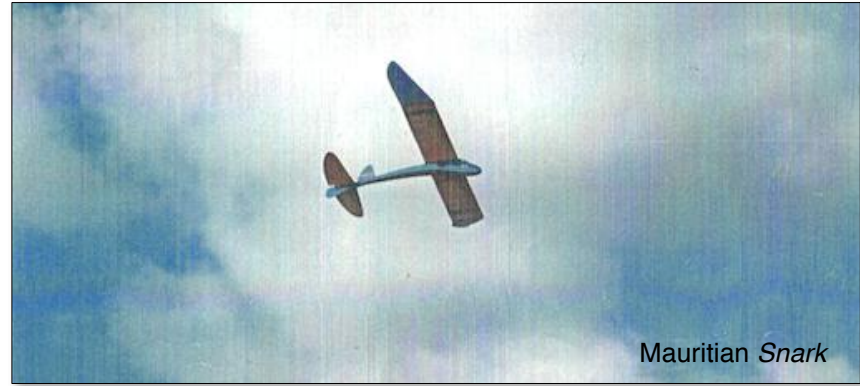


(16 of my 20 published)





**DICK TWOMEY'S
LATEST SAILPLANE**
With plug-in wingtips, aerofoil
fuselage and simple structure



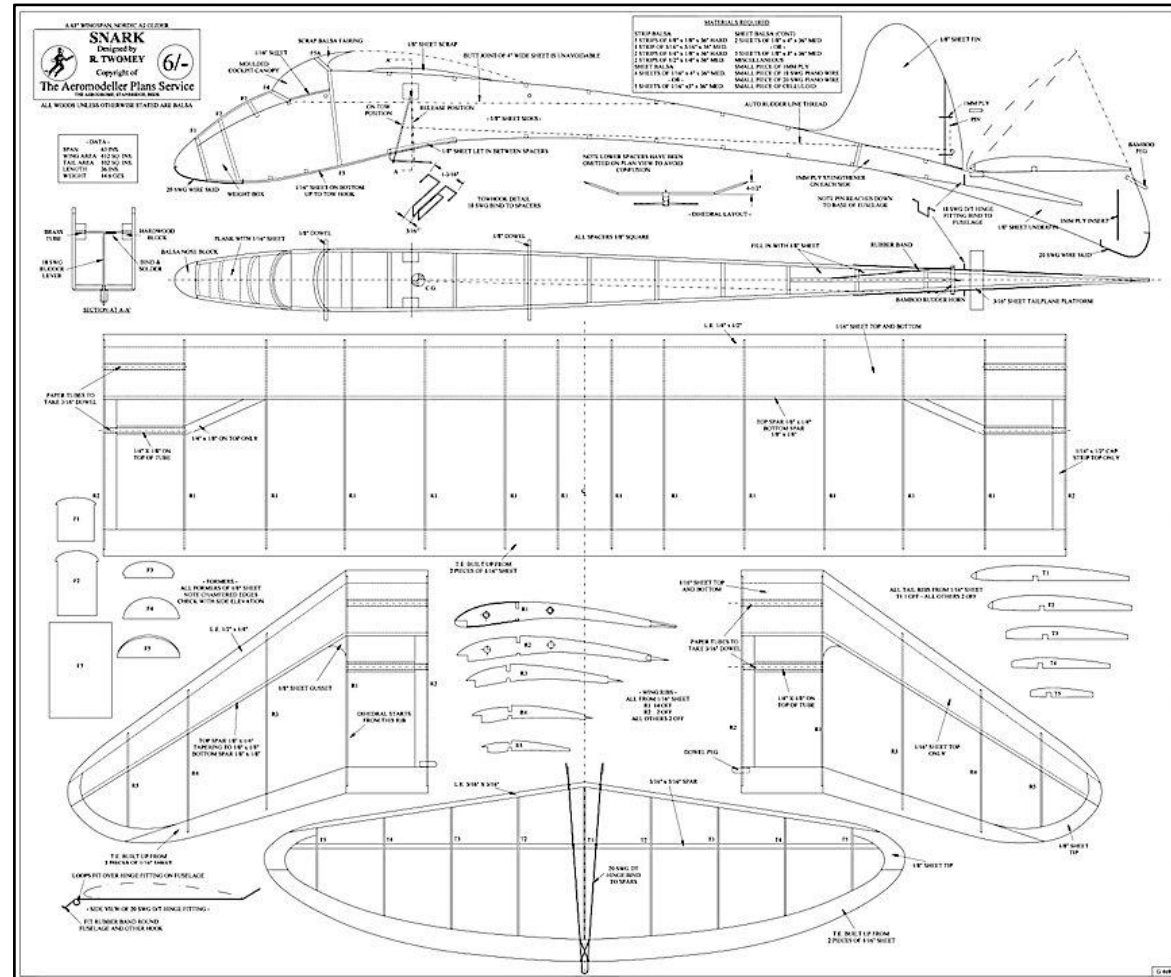
Mauritian Snark

Designed and built in January 1951, Snark's first success was to come 4th in the UK Free Flight Nationals of that year. Aeromodeller Magazine published the plans in April 1952.

In 1998 an R/C version took to the air, lifted not by a towline but by helicopter! More recently and in the hands of several different aerormodellers, Snark's successes have included UK SAM wins for Classic Glider in 2001 and in 2011, the latter with design improvements by Vic Driscoll.



Heli-lift start by Brian Burns





PEREGRINE BY DICK TWOMEY

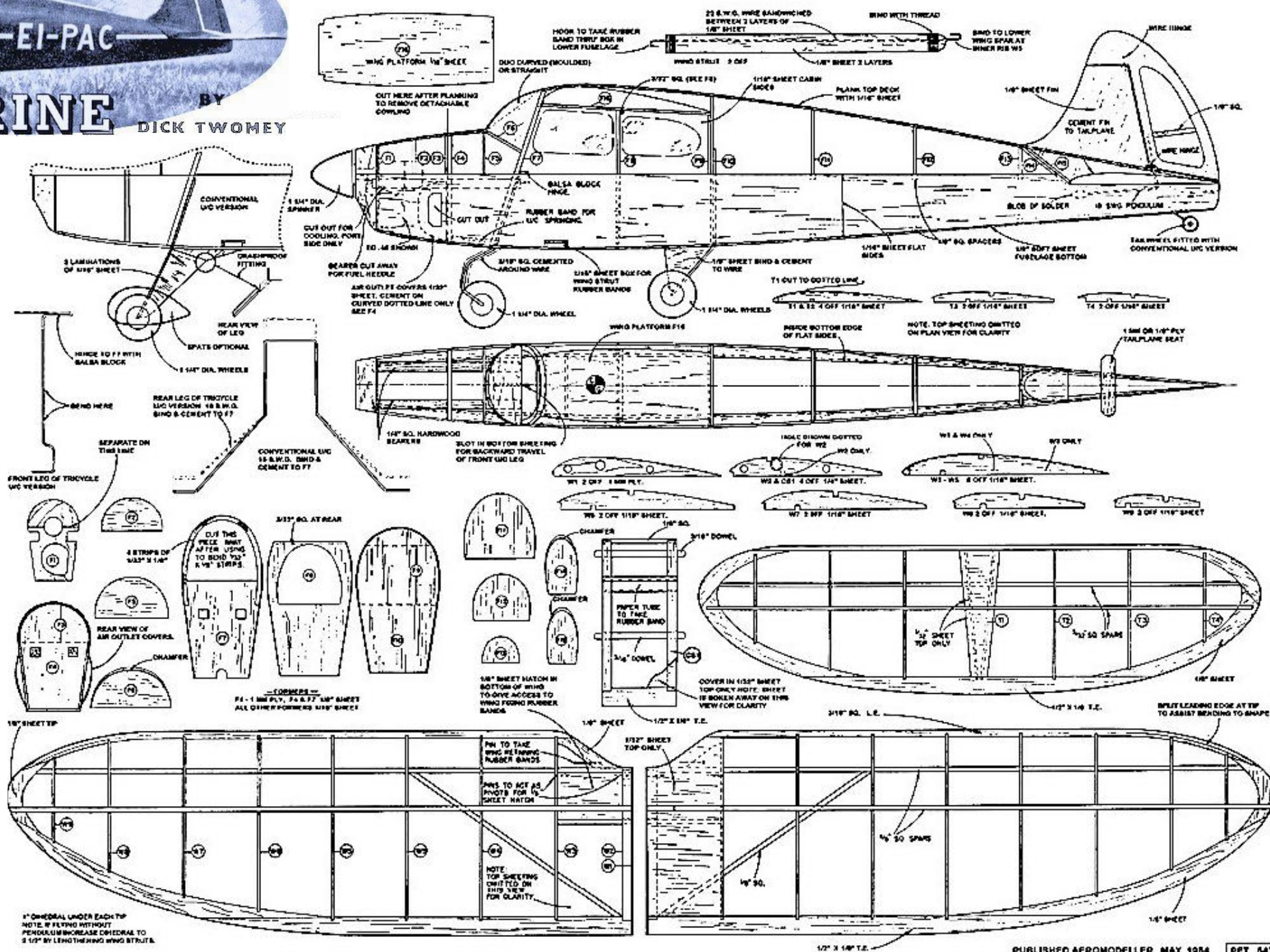
TOO much dihedral spoils a pendulum rudder. If you don't worry—nor had Dick Twomey's original "Peregrine," an excellent model. If you build the model with increased dihedral, the alternatives of conventional undercarriage. Though not a beginner's model, an all-sheeted fuselage, an etc., make this an excellent model for those looking for a flier.

Construction

The basic fuselage is made of 1/8" balsa and F7, 8, 9 and 10 in. and F1-6, placing F3 and cementing them. Carve a plank nose with 1/8" in. engine for fit. Shape the nosewheel (if used).

This is hinged as shown at F7, and block then spindle bands extending to F4. Check spacers and cones carefully that at the correct incidence, and box for strut.

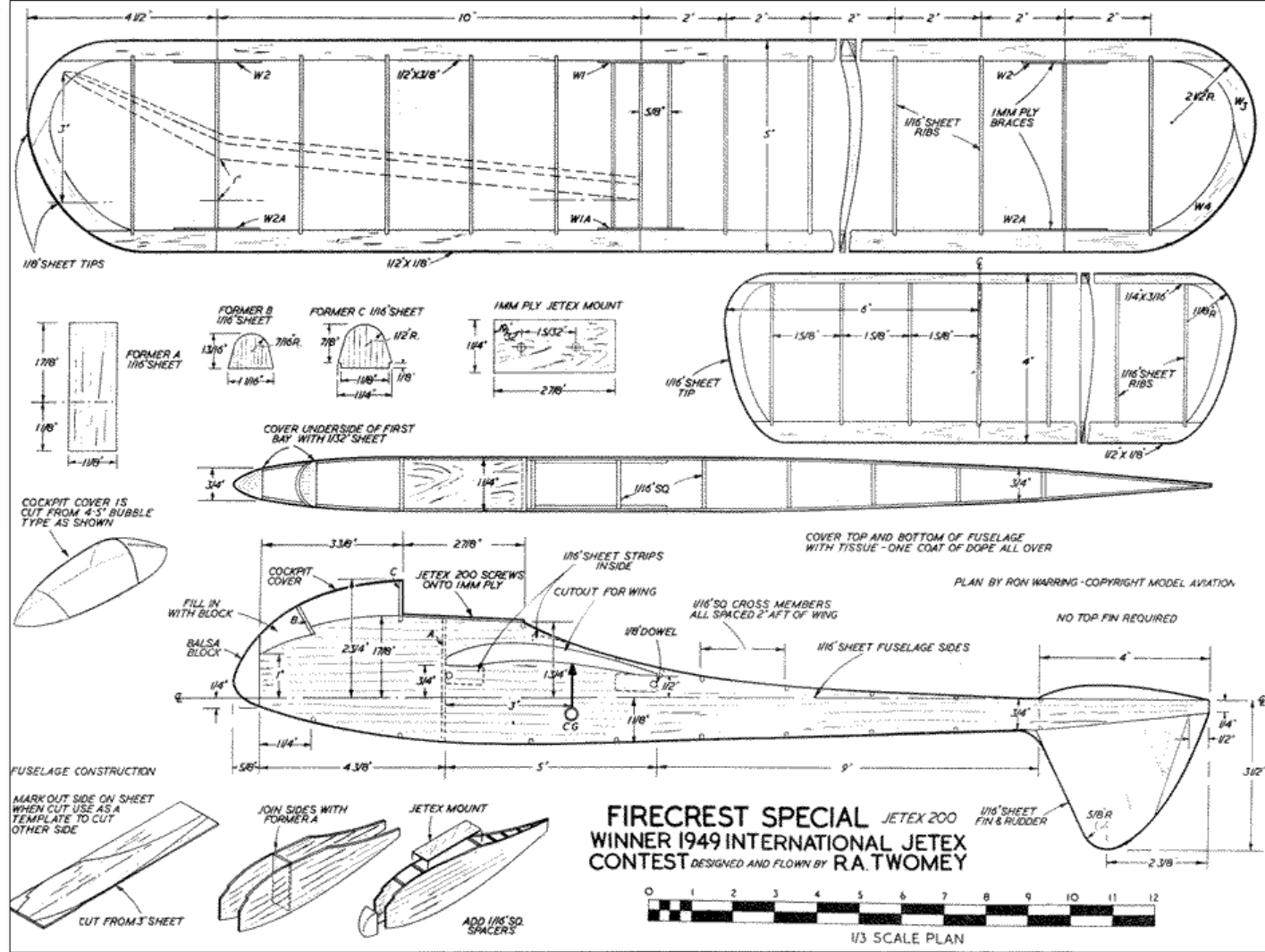
Build the tailplane by top and note that the centre-section extends 1/8" covering. Fit small top positive alignment.



¹/₈" DIHEDRAL UNDER EACH TIP
NOTE: IF FLYING WITHOUT
PENDULUM INCREASE DIHEDRAL TO
3/16" BY LENGTHENING WING STRUTS.



Dick Twomey (right) with Firecrest and his trophy at the inaugural ICI Jetex Contest, 1949.



FIRECREST is one of the few Jetex-powered models which has not followed conventional lines – that is, the high wing, pod-and-boom type with the underslung jet unit mounted in the rear of the pod. With all such layouts the line of thrust is very much below the centre of drag of the whole model, often with the result that the model is actually under-elevated to prevent stalling under power. With the jet unit mounted just above the wings the line of thrust coincides, or very nearly so, with the centre of resistance so that optimum trim can be obtained both under power and on the glide. This then enables a very efficient rigging to be adopted, where the centre of gravity is moved well aft so that the tailplane is carrying part of the total load. Naturally enough, the tailplane itself is of lifting section.

For the wings, a Marquardt type aerofoil section was chosen as this has proved ideal for small, lightly loaded models, combining low drag for best climb with excellent glide characteristics at lower speeds. The Firecrest, in other words, is designed along best modern duration lines and as such has a flight ratio comparable with that of most free flight power models on limited motor runs. The final design which won the I.C.I. Trophy differs from the original prototype. One of the main differences is that an underslung fin is used. The first model also had an upper fin of almost the same area, but this was not found necessary as adequate directional and spiral stability is achieved with just the bottom fin alone.



RIGHT
 Maris Dislers
Piper Cub

BELOW
 Bob McGrath
 Refurbished *Bomber*
 Saito .52FS

BELOW Right
 Barrie Russell
Super Popsie

Hi Bernard, Here's a photo of my *Piper Cub* built recently from an old Airsail kit supplied by Don Howie. Going by the box artwork, it's way older than the current version. I remember building similar all-sheet balsa models as a kid, but don't think I got them to fly very much. This one came out fine, but needed a touch of ammonia solution here and there to get the rather stiff but brittle wood to cooperate, such as bending the two fuselage sides over the formers to form the curved bit in front of the cockpit. I used a Pantone artist's pen to touch up the edges and other bits to match the printed yellow colour.

The kit had lost the hardware package somewhere in the past and I figure my choice of Tern six-inch prop was a bit larger than original. That caused some nasty Dutch rolls first time out, resulting in hard landings taking chunks out of the wing tips. All fixed and with enlarged rudder, it now behaves very well, giving nice flights that are just enough to satisfy, but remain within our local sports field. Far more successful than my first efforts all those years ago. Must have picked up a few bits of knowledge since then.

Cheers, Maris Dislers



Back home from Perth and pleased with some relatively cooler weather. Been windy here, but yesterday dawned calm so it was off with Super Popsie for a test flight. Very successful, though some trimming mods are needed. After take off it climbed vertically on full throttle and needed full down elevator under full power to get anywhere close to level flight. The glide was good but needed full down trim. I set the CG at about 40% without any additional nose weight, the 4500 4S battery helps with the adjustment. Control is good, climb out pretty quick, I am pulling around 750 watts with a 15x8 prop. The glide I thought good and I have yet to do any CG testing. Today I have lifted the trailing edge of the wing 4.5 mms and added another washer of down thrust to the motor. It will be interesting to see what sort of glide time I can achieve off a sixty second motor run for the Classic Precision rules. If the climb out yesterday was anything to go by, it will be just about out of sight after 60 seconds !

Specs:
 Wing span 84 inches, WA 1218 sq ins. (8.46sq ft).
 Flying weight with battery (4500 4S 35 C Lipo) 117 ounces. That's 7 ounces over my realistic target weight of 110 ounces !
 Wing loading 13.8 ounces/sq.ft.
 Motor Turnigy G46 Outrunner 550kv. Prop, APC Electric 15x8.
 All in all, a journey into the unknown with a very satisfying result so far. I'll send some better pics and further appraisal as the testing proceeds



A CLASSICAL DIXIELANDER

Back in mid-2016 I took stock of my Vintage fleet. What was lacking was a Classical model, so it was decided that one would be built. I settled on the 1959 *Dixielander* designed by George Fuller, not only because I liked its looks but it would also fill the role of competing in both our Classical E-Duration and Classical E-Textaco events. If I read the Inter-web correctly, the Dixielander was designed by George Fuller in 1956 but not kitted until 1959.

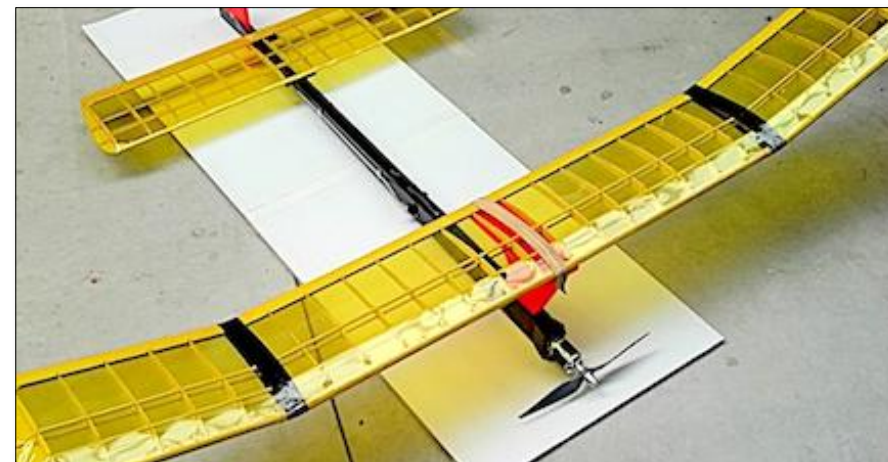
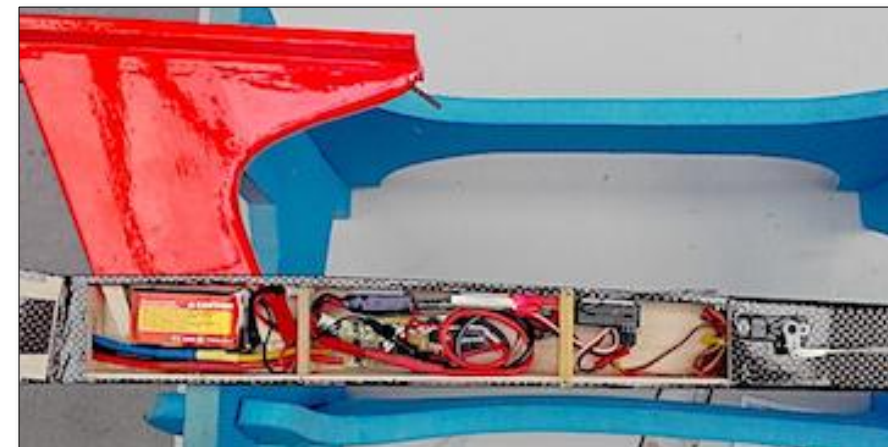
As I was away on holiday last June no building was going to be possible. Therefore I engaged the services of Gwyn Averill of Avetek to do a short kit for me while I was away. Upon my return all of the hard work had been done, such as all those under cambered ribs we all love cutting so much, and this made life considerably easier. This is my introduction to Laser cut kits, and I have to admit the accuracy of the parts together with their fitment is first rate. I recommend contacting Gwyn at Avetek to see what he has available before starting a model from scratch.

As the Dixielander was originally a free flight design I sought advice from Bernard Scott regarding conversion to RC, as Bernard has already had experience with building Dixielanders in the past. The original wing span was 50 inches but I upped the anti and enlarged my aircraft by some 20% to 60". Once the airframe had been built, trials prior to covering indicated it was going to be a serious squash to fit all the required RC gear. As it turned out I had very few options.

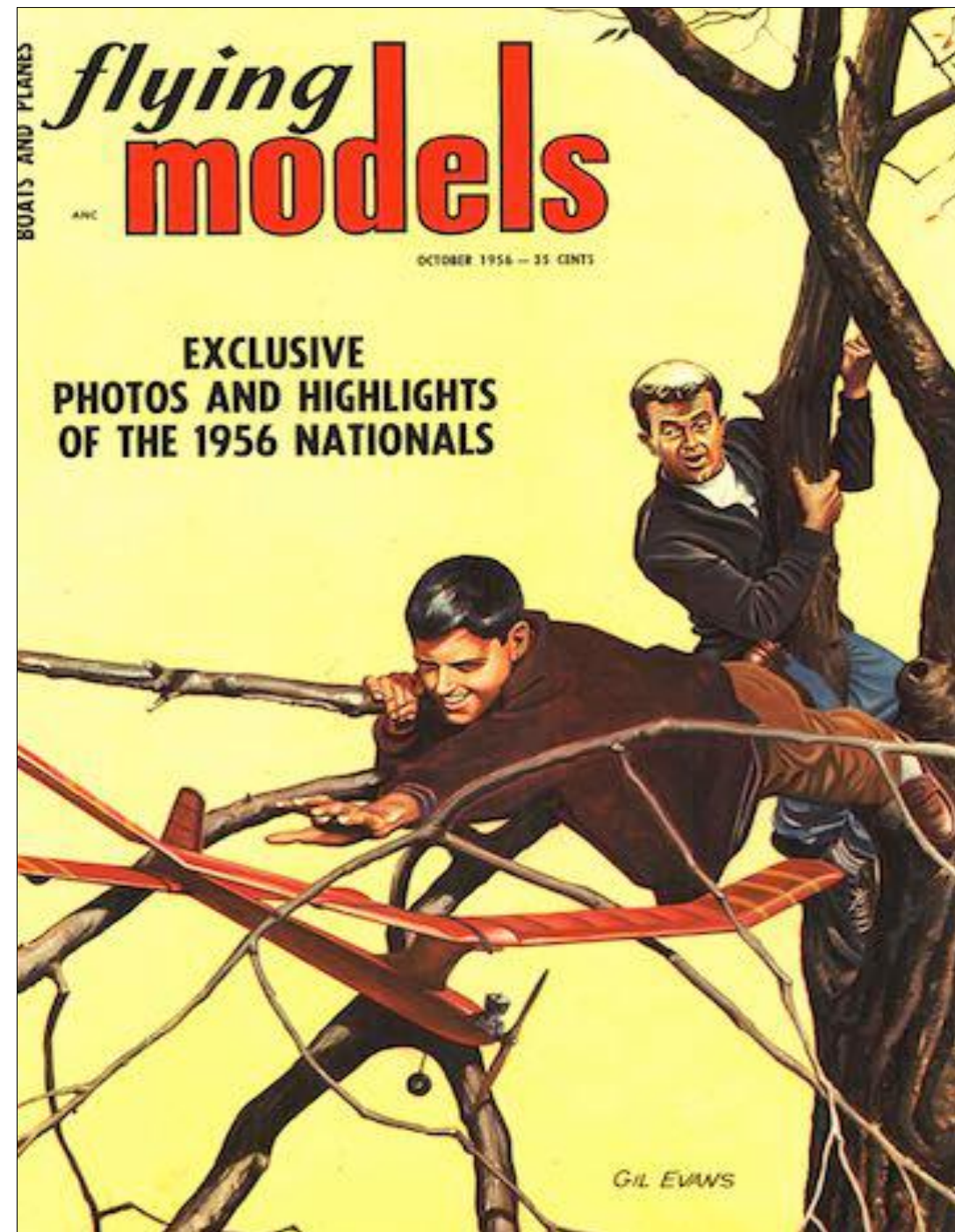
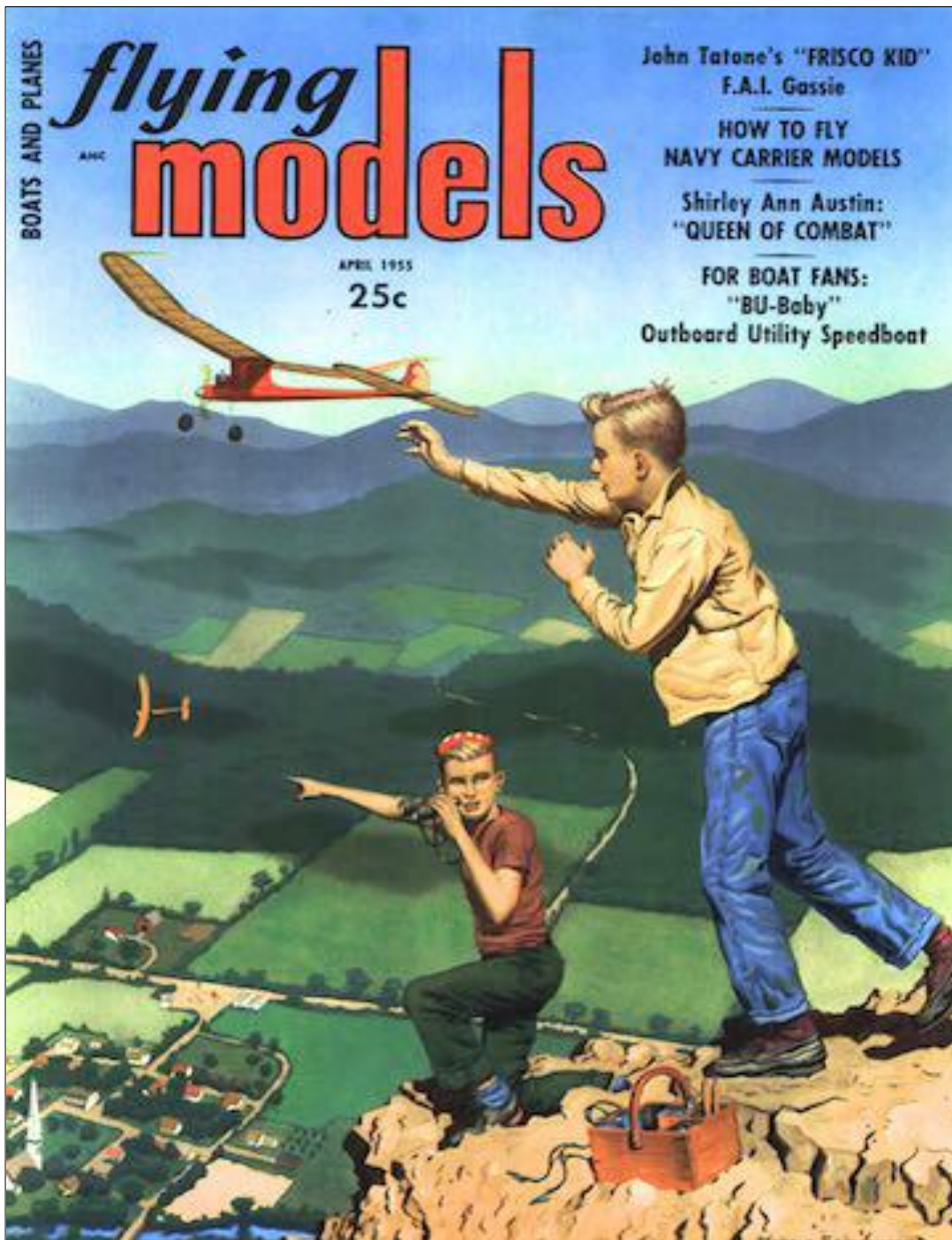
Problems along the way? It pays to plan way ahead with this one. As mentioned, the Dixielander was a free flight design so there are no instructions on how to create a workable rudder and elevator. You are left to your own devices on this. Same with how and where you locate all the RC equipment. Also, keep a close eye on any twisting moments along the length of the fuselage that may occur upon assembly or covering, as not only is the fuselage very long, it also has a very small cross section. I was caught out by this and noticed that after covering I had induced a twist in the aft section of the fuselage that required a little surgery to rectify.

The AUW is 28oz (800g) including 1½ inside the pylon to establish the CG, which I didn't think was too bad at all. With a wing area of 480 sq inches this converts to 8.40 oz per sq ft, so no further weight is required.

The power-train comprises a Tomcat G25 brushless motor turning a 10 x 6 prop with a 3S 500 Mah battery and a 36 A ESC. A separate Rx battery and voltage regulator is also crammed inside the fuselage. The plane is now ready to commit to aviation and this should happen at the JR Airsail event in February.



Dave Crook



Continued from issue 155 Entering through a side door, I looked up to see a Boeing P-26 Peashooter, a Grumman Gulfhawk and a Curtiss P-40E, all suspended from the roof and only a few feet apart, so it was quite a sight to take in all at once. The P-26 was painted in the colours that we usually associate with the P-26, with black and white fuselage stripes over olive drab fuselage.



The Gulfhawk was in its bright International orange with dark blue and white pinstripes and sunbursts contrasted with the sombre camouflage of the P-40.

Quite an introduction, though if entering through the main doors, one sees the original Wright Flyer and Spirit of St. Louis, a North American X-15 and Columbia, the Apollo 11 Command Module flown to the moon by Collins, Armstrong and Aldrin. These are grouped as an evocative reminder of how flight has progressed in a short time.



The museum's aircraft are housed in the first two floors, the third and fourth floors containing a reference library and models. The latter two are not open to the public though one can arrange to visit these floors accompanied by an attendant. I only learned of the model display by chance in the last week, so couldn't get in to see them.

The museum is divided in to various galleries, each devoted to a particular era, time frame or specific subject. My main interest is in the older aircraft, so I was entranced with the Golden Age of Flight, Air Transportation and the WW1 and WW2 galleries.

For example, the Air Transportation gallery featured a pristine DC-5, Ford Trimotor, Boeing 247, Pitcairn



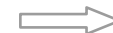
Mailwing, Northrop Alpha and Fairchild FC-2, all suspended from the roof. A Douglas M-2 Mailplane is posed in a most realistic setting on the ground. The WW2 gallery includes a Spitfire MK 9, Messerschmitt BF 109G, P-51D Mustang, Mitsubishi AGM Zero, Macchi 202 Folgore, the nose section of a Martin B-26 Marauder, and a fascinating display of WW2 memorabilia.



The WW1 gallery was, to me, the most effective of all, depicting a simulated allied forward Airfield near Verdun in 1918. The atmosphere created was eerie. For example, behind a half-opened door marked "Briefing Room" one could see a shadow of a man pacing back and forth while giving his report to the adjutant. One knew it had to be a tape playing and that the shadow was created by mechanical means, yet one was not quite sure and though curiosity prompted a look around the door, there was reluctance to interrupt this important discussion. I am fascinated by WW1 aircraft, yet the aircraft displayed were almost secondary to the atmosphere created.



Ironically, because of my interest in aviation and my preference for the older aircraft, I penalised myself in not devoting enough time to other galleries. The space exhibits were superb, yet I did them the injustice of a superficial viewing. There is also a theatre where several films are shown using the "Imax" format. The screen is five stories high and seven wide, and when combined with six track sound through eleven carefully placed speakers, the effect is overwhelming and impossible to convey in mere words.



My indifference to space matters almost robbed me of one of the highlights of my museum visits. This was the viewing of a film called "The Dream is Alive", filmed aboard the space shuttle. It is the nearest I ever expect to get to experience space travel. Other galleries depict sea-air operations and this features naval aircraft and the interior is decked out, so to speak, like an aircraft carrier, complete down to being "piped aboard" as one crosses the threshold. The vertical flight gallery contains a Sikorsky 5-51 and R-4, the latter being the first helicopter in U.S. military service, I believe. There is also one of those fascinating creatures, an Autogyro. This one is a Kellett, a large machine with a 500hp Jacobs engine.



The Golden Age Gallery has a beautiful Beech Staggerwing, a Northrop Gamma, a Curtiss Robin complete with scaffolding so the engine could be worked on in flight, and a replica Gee Bee "Z" racer. This section has an interesting selection of models of military and civil aircraft from this period and I was drawn back again and again to the models of 1950s American lightplanes. Speaking of models reminds me of the most exquisite diorama I have yet seen. This featured four



Douglas world Cruiser models at a Canadian bush jetty, complete in every detail to 1/72 scale and the whole scene looking as if it had been shrunk to Lilliputian size.

The Air and Space museum is staggering in its scope, covering the beginning of flight to the present day in such a manner as to convey the wonder of flight, and even though the aircraft are stilled and out of their natural element, they somehow seem still to live. However, the museum is only the tip of the iceberg concerning aircraft. There is another, even more fascinating place where time seems to have stood still, where aircraft of different times, countries and purpose, rub shoulders in a state of suspended animation awaiting their turn in the spotlight. The next installment will describe a visit to the Paul E. Garber Preservation, Restoration and Storage Facility in Silver Hill, Maryland.

Graham Lovejoy

Graham's account of his trip, written in 1985, will continue in the next issue.

The 1936 One-Design Event held by Upper Little Chuddingham-on-Rye MAC was a great success, drawing a field of seventeen.

Judges noted some deviation from the official plan, but deemed this to be reasonable drafting error.

Winner Eddy Eglington summed it up in his podium comment: " T'was e reet good do. E'en loosed m' tie 'twun point ! "



Leader Board records in blue.

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

1. Don Mossop Bomber Nationals	799
2. John Ryan Simplex Nationals	797
3. Brian Harris Bomber Nationals	797
4. David Thornley Bomber Nationals	590
5. Stuart Lightfoot New Ruler Nationals	589
6. Rex Anderson Trenton Terror Nationals	576
7. David Crook Playboy Nationals	570
8. Steve Warner Spook Nationals	567
9. Tony Christiansen Playboy Nationals	565
10. Stuart Hubbard Cloudster Nationals	563

Vintage IC Duration *2014 R.Anderson 1308*

1. Rex Anderson Playboy Nationals	780
2. Tony Christiansen Playboy Nationals	695
3. David Thornley Bomber Nationals	671
4. John Butcher Miss Fortune X Nationals	671
5. John Ryan Simplex Nationals	230
6. Bryan Treloar Airborne Nationals	186

Vintage E Duration *2014 B.Harris 1512*

1. Brian Harris Bomber Nationals	960
2. Stuart Hubbard Cloudster Nationals	851
3. David Squires Kerswap Nationals	812
4. Wayne Cartwright Top Banana Nationals	803
5. Keith Trillo Stardust Special Nationals	697
6. Don Mossop Playboy Nationals	630
7. John Warner Playboy Nationals	601
8. Tony Gribble New Ruler Nationals	552
9. Doug Baunton PB-2 Nationals	416
10. Les King Gas Buggy Nationals	402

Vintage 1/2A Texaco *2017 A.Knox 2580*

1. Allan Knox Skipper NDC 101	2580
2. John Ryan Simplex Nationals	1030

Vintage A Texaco *2016 A.Knox 3169*

1. John Butcher Miss Fortune X Nationals	1230
2. Rex Anderson Cloud Snooper Nationals	1173
3. David Squires Miss Fortune X Nationals	592

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

1. Wayne Cartwright Arrow Nut Nationals	2329
2. Keith Trillo Stardust Special Nationals	2315
3. Rex Anderson Tomboy Nationals	1770
4. Tony Gribble Stardust Special Nationals	1470
5. John Butcher Stardust Special Nationals	1404

Vintage E Texaco *2012 W.Cartwright 3325*

1. Rex Anderson Kerswap Nationals	1860
2. Keith Trillo Stardust Special Nationals	1850
3. Doug Baunton PB-2 Nationals	1700
4. Wayne Cartwright Cruiser Nationals	1668
5. John Butcher Playboy Nationals	842
6. David Squires Miss Fortune X Nationals	388

Vintage E Rubber Texaco *2016 J.Butcher 3117*

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

Classical Precision *2016 B.Harris 598*

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

Classical IC Duration *2014 D.Thornley 1103*

John Butcher Mini Tyro Nationals	6
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Classical E Duration *2014 B.Harris 1217*

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

Vintage Open Texaco *2014 J.Butcher 3320*

Vintage Scale Texaco *2016 A.Knox 947*

Tomboy IC *2015 R.Anderson 1432*

Tomboy E *2014 S.Grant 1935*

Classical 1/2E Duration

Leader Board records in blue.

CATAPULT GLIDER **2012 J.Butcher 339**

1. David Ackery	Vartanian	Nationals	229
2. Ron Magill	Mayn	Nationals	199
3. David Gush	Mayn	Nationals	198
4. Paul Lagan	Hervat	Nationals	184
5. John Butcher	Hervat	Nationals	179
6. Daniel Warner	Ignotum	Nationals	112
7. Kyla Fisher	Hervat	Nationals	86
8. Bernard Scott	Vartanian	Nationals	30

VINTAGE FF POWER **Bain / Scott 540**

1. Rex Anderson	Stratostreak	Nationals	5
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NOSTALGIA FF POWER **Bain / Scott 540**

1. Bryce Gibson	Dixielander	Nationals	226
2. Peter Wilkson	Dixielander	Nationals	158
3. Rex Bain	Near Miss	Nationals	5

VINTAGE FF GLIDER **2013 R.Anderson 427**

1. David Ackery	Cumulus	Nationals	360
2. Rex Anderson	Odeman	Nationals	246
3. Kyla Fisher	Nord 2	Nationals	127
4. John Butcher	Skyroamer	Nationals	56

SMALL POWER **2016 B.Scott 353**

1. Rex Anderson	Stratostreak .020	Nationals	276
2. Bernard Scott	Dixielander .049	Nationals	264
3. Rex Bain	Shaboom	Nationals	229
4. John Butcher	Kerswap	Nationals	40

NOSTALGIA FF RUBBER **McGarvey / Scott 540**

1. William McGarvey	Arcanus	Nationals	360
2. Bryce Gibson	Obscurus	Nationals	92

VINTAGE FF RUBBER **McGarvey / Koerbin 540**

1. Bryce Gibson	Airsail Ascender	Nationals	67
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NOS / CLASSIC FF GLIDER **2015 M.Evans 470**

1. Moira Vincent	Kiwi 2	Nationals	199
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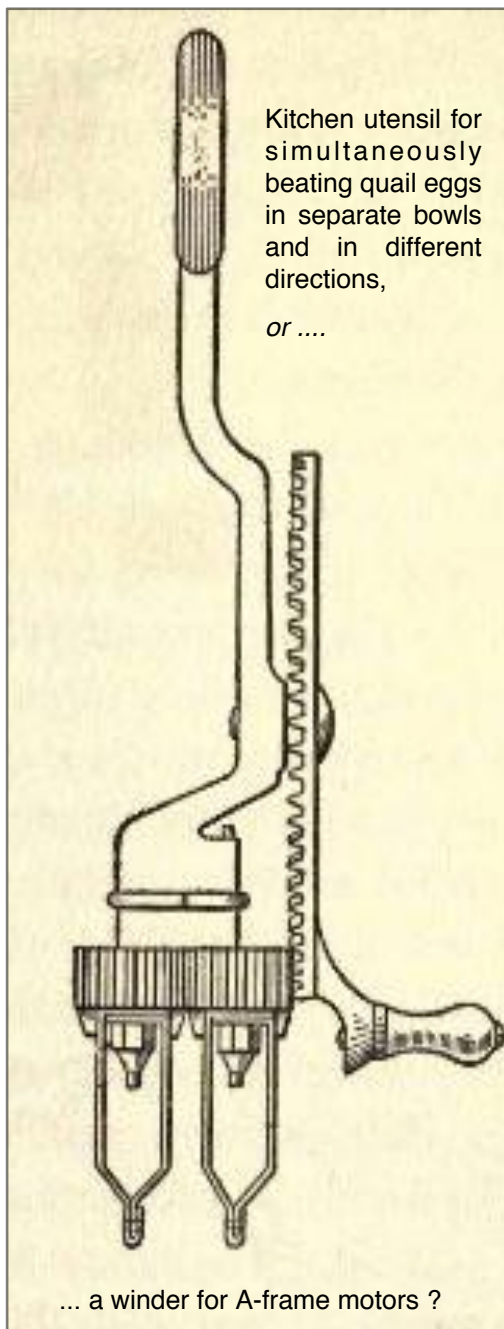
PRECISION **2014 G.Burrows 411**

1. Bernard Scott	Tomboy	Nationals	139
2. John Dowling	KK Pirate	Nationals	135
3. John Butcher	LuLu	Nationals	132
4. Peter Wilson	Tomboy	Nationals	128





Unhomogenised diesel fuel ingredients
- ether, kerosine, synthetic oil.



Kitchen utensil for
simultaneously
beating quail eggs
in separate bowls
and in different
directions,

or

... a winder for A-frame motors ?

ICON 156: LEMON and PAEROA

Also known as L&P, a sweet soft-drink manufactured in New Zealand. Created in 1907, it was traditionally made by combining lemon juice with carbonated mineral water from the town of Paeroa and is now owned and manufactured by Coca-Cola.

Lemon & Paeroa is widely available in New Zealand and also is available in Coles supermarkets in Australia and the United Kingdom. L&P is also used as a mixer in New Zealand bars, particularly with Southern Comfort. The advertising slogan "World famous in New Zealand" has become a saying, used to describe items that are familiar within New Zealand but unknown in the rest of the world.



Some Thoughts on Model Building

Karl Geis

What endures in this hobby of building model airplanes are your feelings about your work and creations. You would not trade your models for anybody's, not even if they were the best models ever made ... because they were made by someone else. I remember the late Joe Macay entering an old time rubber stick model with a one bladed folder. He showed it to me, and as I looked at it he read my thoughts. Joe was not a pretty builder. Joe let it all hang out but was a totally honest person. Joe said to me "I know that it will not win, but to me it is the most beautiful model in the world because I gave it my all and I am entering it for myself."

Later on he flew it for me. It was a great performer and it was a Jonathan Livingston Seagull moment for both of us. As we struggled to get it out of a downwind tree Joe said "Isn't this just great?" I admit to being a builder of intermediate skills in all respects but I can narcissistically stare at a model that I have built over and over. This would never happen with a model that I did not build. I will admire another's model analytically, trying to learn from it and be motivated by the craftsmanship. But it could never be mine, whether at rest or in the air, and my spirit could never soar with it.

Reprinted from Sam Speaks, Jan/Feb 2008



Free Flight Notices

Waikato Nostalgia Free Flight Champs

Sunday April 30th 2017 9:00 am - 1:00 pm Piako Road

- | | | | |
|--------------|---------|---|---------|
| 1. Power | 3 x 180 | 2. Rubber | 3 x 180 |
| 3. Glider | 3 x 180 | 4. Precision | 3 x 90 |
| 5. HLG / CAT | 6 x 60 | 6. RC Tomboy IC or Electric (2S, 180mA max) | |

Models for 1-5 may be from Vintage, Nostalgia or Classical periods
Fly-offs at 1:30 CD : Bernard Scott scott.scott@xtra.co.nz

67th Waikato Free Flight Champs

Sunday April 2nd 2017 9:00 am - 1:00 pm Piako Rd.

- | | | | |
|---|---------|---------------|---------|
| 1. Open Combined | 3 x 180 | 2. Kiwi Power | 3 x 120 |
| 3. Kennedy Precision | 3 x 120 | 4. HLG / CAT | 6 x 60 |
| 5. Mini (P-30, A1, 1/2A, Coupe d'Hiver) | 3 x 120 | | |

Fly-offs at 1:30 CD : Bernard Scott scott.scott@xtra.co.nz