

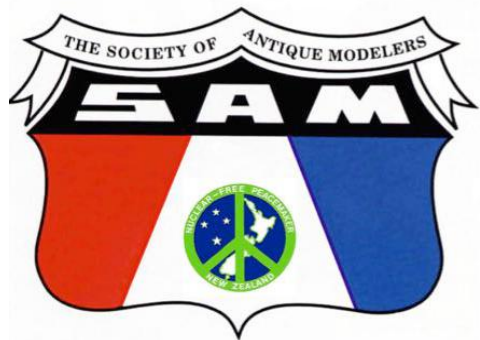
AVANZ



NEWS

Newsletter of the Vintage Special Interest Group of Model Flying New Zealand #161





COMMITTEE NOTICES



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Clarification of Battery C Rating

The rules for E Duration classes state '*C is manufacturer's stated standard discharge rating (not short-duration peak rating).*' In the case of some recently-introduced batteries, manufacturers do not state the standard or continuous discharge rating on the labels. Instead, they state on the label only one C rating (sometimes called 'Burst' or 'Max') which is the short-duration

peak rating referred to in the rule. In these cases, contestants should obtain the standard/continuous C rating from the battery specification page. This is available from either the retailer or the manufacturer's website.

It is the contestant's responsibility to provide this information to CDs if they request it.

On the Cover:

Ben Shereshaw's 1930's model airplane club

Logo:

Nuclear-Free New Zealand (See Miscellaneous page)

SIG SECRETARY / CHAIRMAN: Wayne Cartwright wcartwright@vodafone.co.nz

COMMITTEE: Tony Gribble, Graham Main, Allan Knox, Don Mossop, David Crook

BULLETIN: Bernard Scott scott.scott@xtra.co.nz 7 Camberley Way Hamilton (07) 853.8847

TREASURER: Rex Bain rexbain@mac.com

PLANS: Mark Venter avanz.plans@xtra.co.nz

Vintage will have a 6 Day Schedule at the 2018 Nationals

After consulting with SIG Members, the FF SIG, and the Nationals Manager the Committee has decided that the Vintage Schedule at the 2018 Nationals will extend for six days, with separate periods of three days for each of FF Vintage and RC Vintage. This will remove the unfairness that has prevailed for years due to FF Vintage and RC Vintage events being scheduled at the same times. FF Vintage flying will commence on Registration Day (Day 0) and continue on Days 1 and 2. RC Vintage will be on Days 4, 5, and 6. Vintage Prizegiving will be on the late afternoon of Day 6. The Nationals Manager encourages pre-registration but will accept registrations and entry fees after completion of flying on Day 0. The Schedule shown in the table is preliminary, and small changes may yet be made.

F/F VINTAGE 2018 NATIONALS			R/C VINTAGE 2018 NATIONALS		
Day 0 7am-1pm	Day 1 7am-1pm	Day 2 7am-1pm	Day 3 9am-5pm	Day 4 9am-5pm	Day 5 9am-5pm
VINTAGE POWER	VINTAGE GLIDER	VINTAGE RUBBER	VINTAGE PRECISION	VINTAGE E DURATION	VINTAGE OPEN TEXACO
VINTAGE PRECISION	NOS, CLASSIC CLAA/2 GLIDER (combined)	NOSTALGIA RUBBER	CLASSIC PRECISION	VINTAGE 1/2A TEXACO	VINTAGE E TEXACO
VINTAGE CATAPULT	SMALL POWER	NOSTALGIA CLASSIC POWER (combined)	VINTAGE IC DURATION	VINTAGE 1/2E TEXACO	VINTAGE A TEXACO
	VINTAGE PRECISION		CLASSICAL IC DURATION	VINTAGE E RUBBER TEXACO	CLASSICAL E DURATION
			CLASSICAL 1/2E TEXACO	VINTAGE & CLASSICAL SCALE TEXACO	CLASSICAL E TEXACO



REGISTER EARLY to avoid another last-minute rush

North Island RC Contest and Rally Schedule 2017/2018

November	18 and 19	Tuakau
December	Clear	
January	Nationals	Carterton
February	24 and 25	JR Airsail
March	24 - 26 NI Champs	Tuakau.
April	21 - 22	Blackfeet
May	19 - 20	JR Airsail

Contributions to this issue from

Allan Knox Warner Summerton Jonathon Shorer Dave Crook
Wayne Cartwright Allan Baker

Beware of that new Servo !

I recently came close to losing my much-cherished *Cumulus*. The big blue beast has served me well since it was built back in 2005. It was my first vintage model.

It has a lightweight servo embedded in the tailplane to control the elevator. Every now and then this Hitec 65 would strip its gears when the elevator got a thump on a ground loop landing or even in the workshop. I recently replaced the 65 with one of my favourite digital metal geared micro servos from Hobby King, the TGY-EX5252. Brilliant and cheap. All functioned well when the stick was wiggled.

So, to the flying field. I was heading out from the pits, engine roaring, to fly NDC IC Duration last month and did my usual check that everything was flapping as it should. But... hang on, which way is that elevator going? Another check showed *down* when I told it *up*! A close call that could have destroyed the *Cumulus*.

Clearly all servos are not created equal. Moral of the story.. always check both throw and direction of travel when changing servo brand or model. They don't all work the same.

Allan Knox

John Selby was a fine fellow and a good competition modeller who approached his flying with some science and a good deal of enthusiasm. I had spent time with John only after I moved to Wellington two years ago, and took over SIG duties from him when fell ill. We spent many enjoyable hours on the field together though tinged with the knowledge that time was running out. I dropped round to see him in the week before he passed away and he took me out to the shed. I was amazed at the treasures within.

It is appropriate that we have a vintage meeting to remember him. The first of these was 16/17 September in Levin. The weather was rubbish as it has been everywhere this winter. Nevertheless we

did a little flying. I was keen to get in my 1/2A and Tex A for NDC. My usual flying buddy Bryan Treloar opted not to fly and that was the right call for his slower floatier machines. Bob McGrath turned up with John's old Turner Special. He bought this at the WMAC club auction recently. It had zero compression but on inspection at home he found the OS20FS had the cam mistimed and tappets were off setting. The Turner was pretty tired but Bob fettled it up nicely and used it in the wind to post some pretty good Tex A times. It will be fine for Precision too.

A draw card for the weekend was John's engines. These were for sale and there were a lot of them, also some models. These were pawed over by quite a few

people and many were purchased. Best of all though was that the bad weather meant people just sat around and chatted in the club hut and enjoyed the coffee, biscuits, and the BBQ. Levin does this stuff well, thanks to Jonathan. I went home with a lovely 3.5 Ballraced PAW with a throttle. Ideal for Open Texaco. Also a little 049 PAW which may get used in our new Cabin Texaco class. I was also delighted to pick up John's Super Cyclone sparkie that I'm looking forward to a lot. It will find its way into an IC Duration Model one day.

There were many stories recounted about John and the good old days. Four of us even finished up in the Pub at the end of the day. It was great to see club mate Robin had John's Vespa flying on Sunday having

bought it on Saturday. Sunday morning was actually pretty good up until 11.00 when the wind got up again.

Flying was tough in the wind and flight scores suffered. The heavier Lancer was fine though and going great. It was good to see young Brad Pearpoint and his dad turn up with a couple of nice models. A Junior 60 and the Trenton Terror that Brad flew very well in the wind. The rest of the flying was in the better conditions on Sunday morning. Good also to see Alan Sisson's still having a go and Jonathan made Precision look easy as usual with his Junior 60. Just missed the one landing.

Many more would have been there I'm sure if the forecast had looked half way decent. Next year.....

Alan Knox

RC Vintage Precision.

Allan Knox	Lancer 45	600
Jonathan Shorer	Junior 60	584
Brad Pearpoint	Trenton Terror	563
Allan Sissons	Viking	483

Vintage 1/2 A Texaco.

Allan Knox	Skipper	1127
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Vintage A Texaco

Allan Knox	Lancer 45	2655
Bob McGrath	Turner Special	1544



Stew Cox telling tall stories in the club house



Some of John's engine collection



Robin with OS.30FS Vespa by John Selby

For the first official event of the 2017 -2018 season we could not have asked for better weather. Well, for the first four hours anyway. Lots of sunshine with very light to no winds greeted those that turned up and we all thought what a great weekend this was going to be.

However that wasn't to be for a number of reasons.

First off Saturday was the day of the election. Hang on a moment, how the politicians dare choose a date that was already taken, by us no less. Typical, no consultation!

The very same weekend there was a scale rally up north and Cambridge also had a rally day on the Sunday planned. With so many events happening it was unfortunate that our numbers were down but those that flew had a good time by all accounts.

So as it turned out 26 official flights were flown by five competitors before the wind arrived and spoiled everyone's fun around 2.00pm. There were also some non-official flights flown by Martin and Paul Evans and Stuart Lightfoot. Paul's Fly Baby is a real classic complete with a Speed 600 motor and Ni-Cad batteries. Flew very well indeed. Stuart Lightfoot was an unfortunate victim of the wind and hence Stuart was unable to record any scores for the day.

Tony Gribble also had some bad luck insofar that he was unable to even get one of his aircraft into the air due to what could be a fault with the

transmitter. In this regard Tony erred on the side of caution and wisely chose not to fly.

The E Rubber Texaco dual between John Butcher and Keith Trillo continued with John taking the honors this time around by only 47 seconds after some forty seven minutes of flying.

And in Classical E Duration Dave Crook managed to edge out Wayne Cartwright by only 6 seconds after an infamous third round when even trying to stay aloft was an impossibility.

Conditions were such around 2 that no one was going to risk going up again and at that point it was decided to call it a day. The forecast for the Sunday was for stronger winds than the Saturday and with competitors having to travel quite some distance to the event an email went out to the group on Saturday evening advising that Sunday's flying was cancelled.

On behalf of Tony and myself and the Vintage SIG we would like to thank Martin and Paul Evans once again for the use of and the excellent preparation of the Blackfeet field, and also all those people, pilots and time keepers that came out for the first event of the season.

Dave Crook

Vintage Precision

Dave Crook	Playboy	187	186	200	573
David Squires	Kerswap	187	172	188	547

Vintage E Rubber Texaco

John Butcher	Gollywock	620	620	620	1081	2941
Keith Trillo	Yonder	620	620	620	1034	28

Vintage E Texaco

Dave Crook	Lanzo Bomber	620	620	620	1860
David Squires	Miss FX	272	164	600	1036

Classical E Duration

Dave Crook	Dixielander	289	300	200	789
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Fly Baby ... Up!



*Lanzo Championship Stick
Wayne Cartwright*



*Fly Baby and Eros
Martin Evans*



... and away!



Miss FX
David Squires



Nig Nog
Wayne Cartwright



Lunch Break



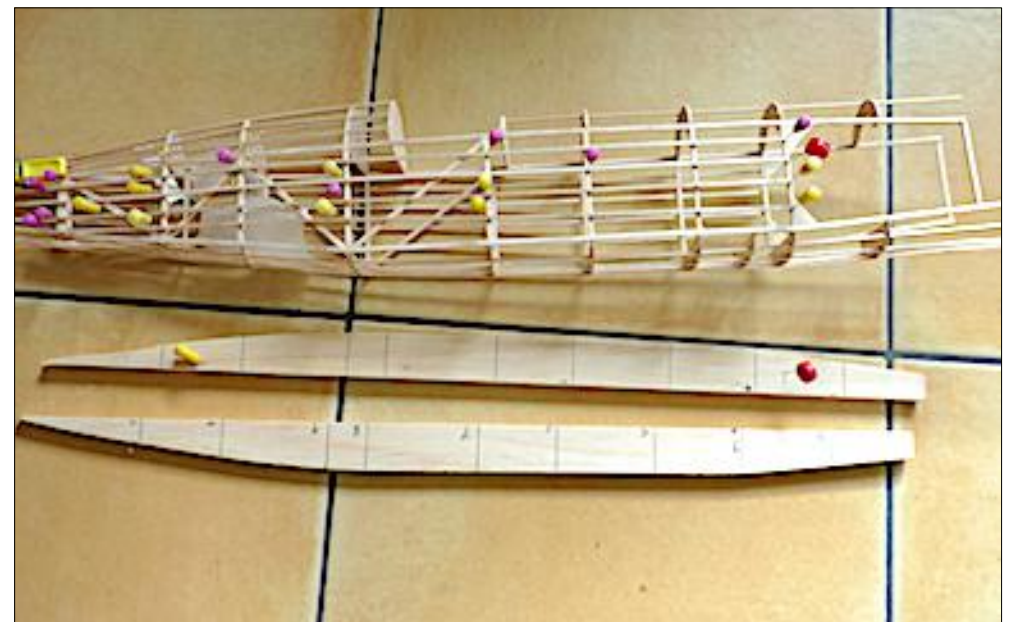
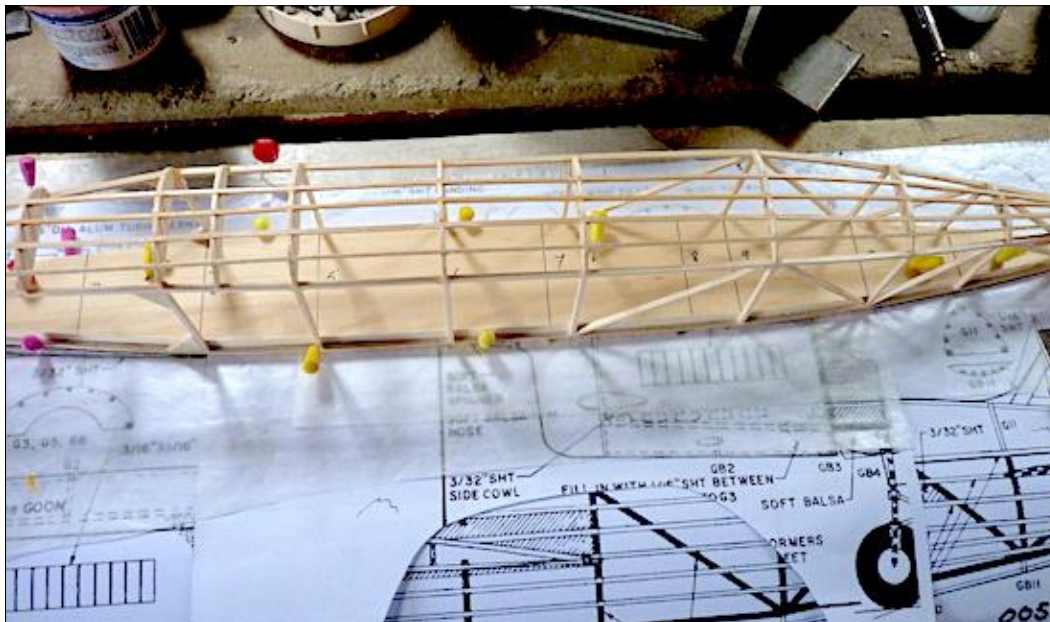
Southerner
Tony Gribble

Not sure if this method for building 'stick' fuselages is well known, but here goes. I make a template from, say, 3/8 balsa, to the inside dimensions of the fuselage. Now here's the (obvious) trick. I say obvious because everything is simple when you know how. Cut the template jig down the middle and pin the two halves back together. If you have a very narrow nose you can cut the template into three sections; becomes clear why in a minute.

Make the two sides as normal and pin them to the template ideally using pins that add as clamps. First photo shows partial longerons and formers in place. Of course you will notch the formers for the longerons using a sandpaper tool with a depth slot after the formers are in place - no more wavy longerons!!

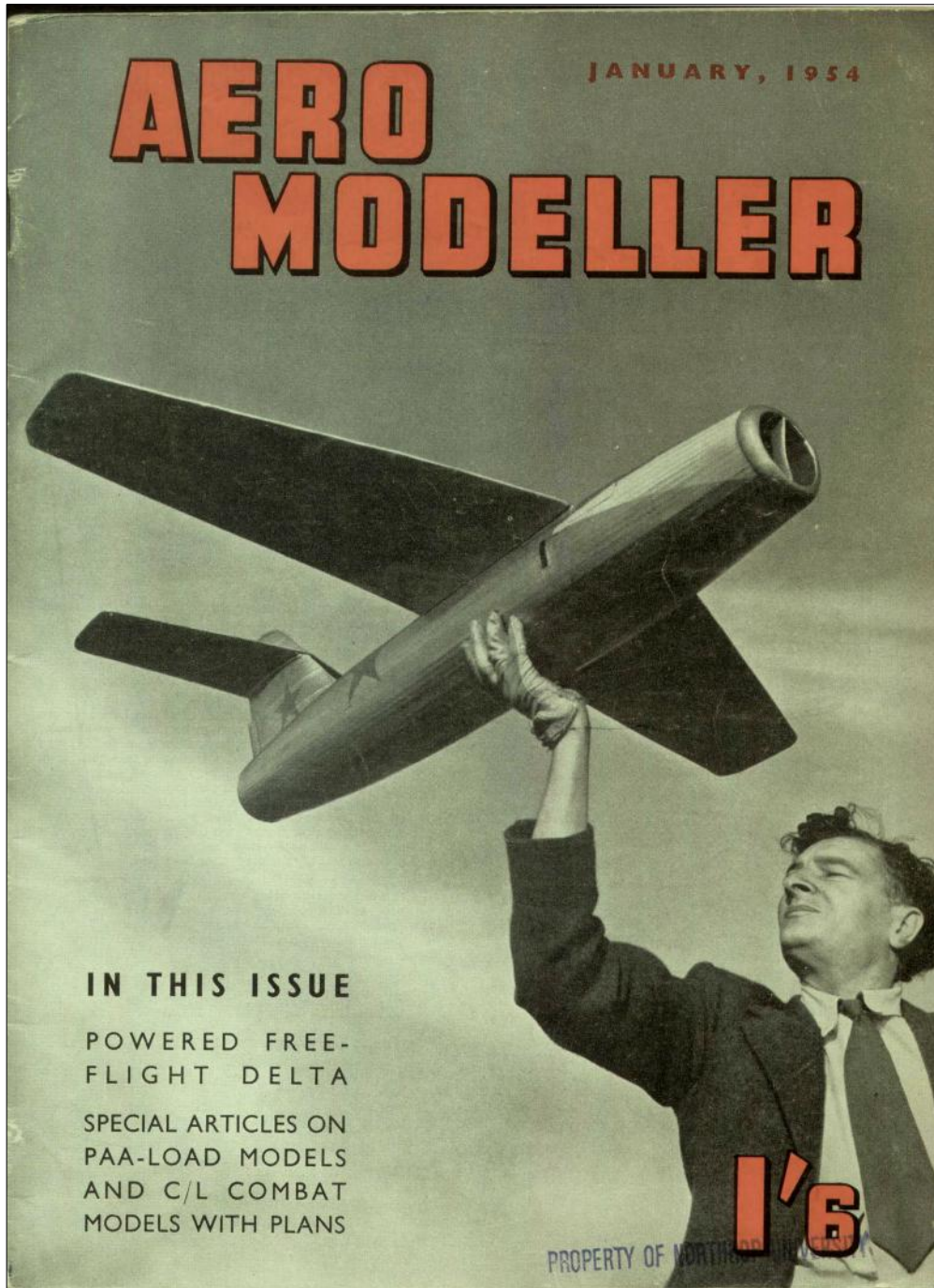
Add all the stringers/longerons, ideally one side at a time. Then slip the 3/8 template in half by pulling out the pins (that hold it together.) Photo shows the partially split template. Pull out the two halves through the front (or three thirds, or four - quarters or....) A perfectly formed banana-free fuselage - everytime.

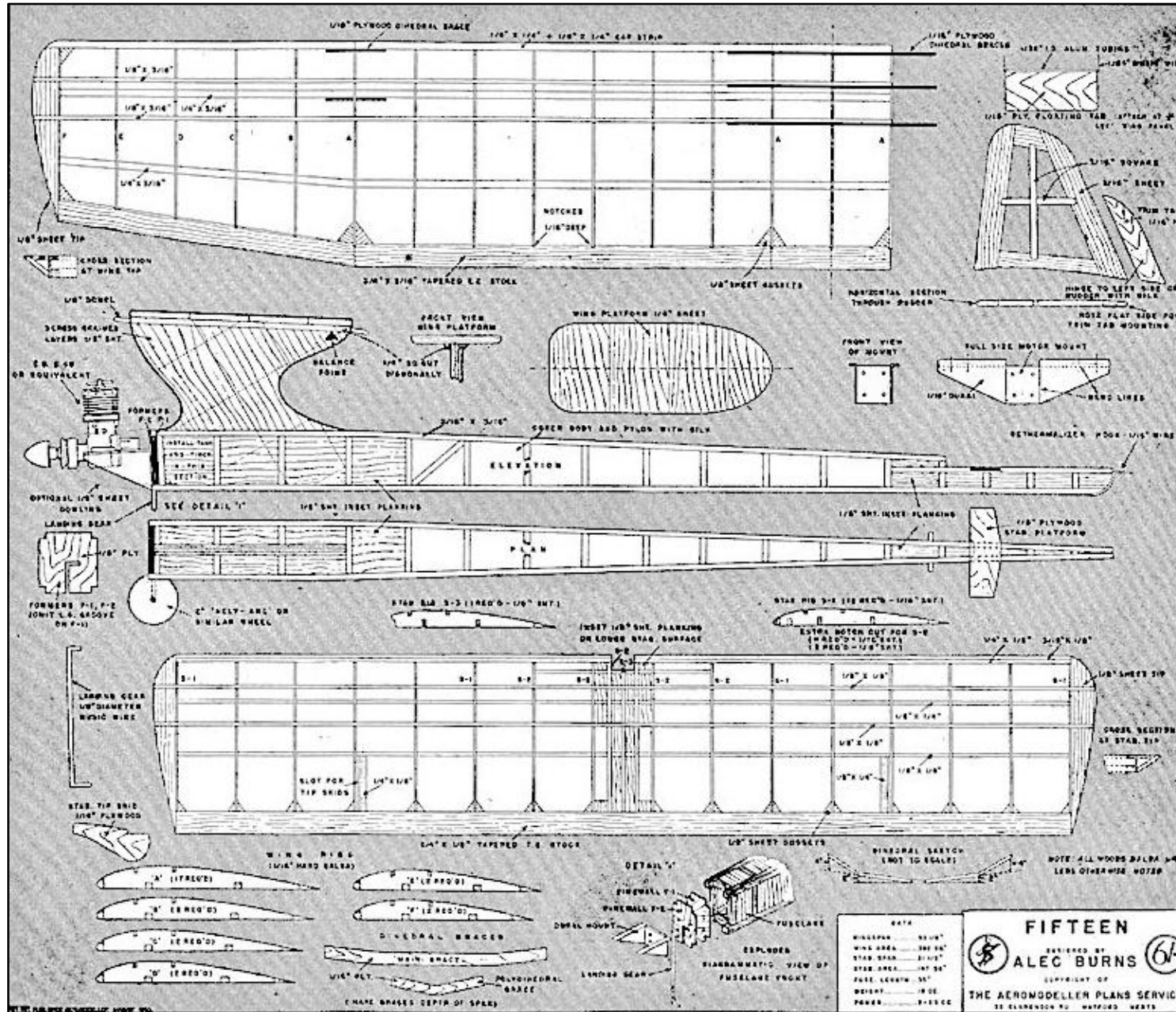
For the slotting tool, I glue a sliver of sandpaper the same width as the slot - say 1/16 onto the edge of a piece of 1/16 ply and glue another piece of ply at a depth of 1/16 to serve as the depth stop.





*Bomber for
Open Texaco*



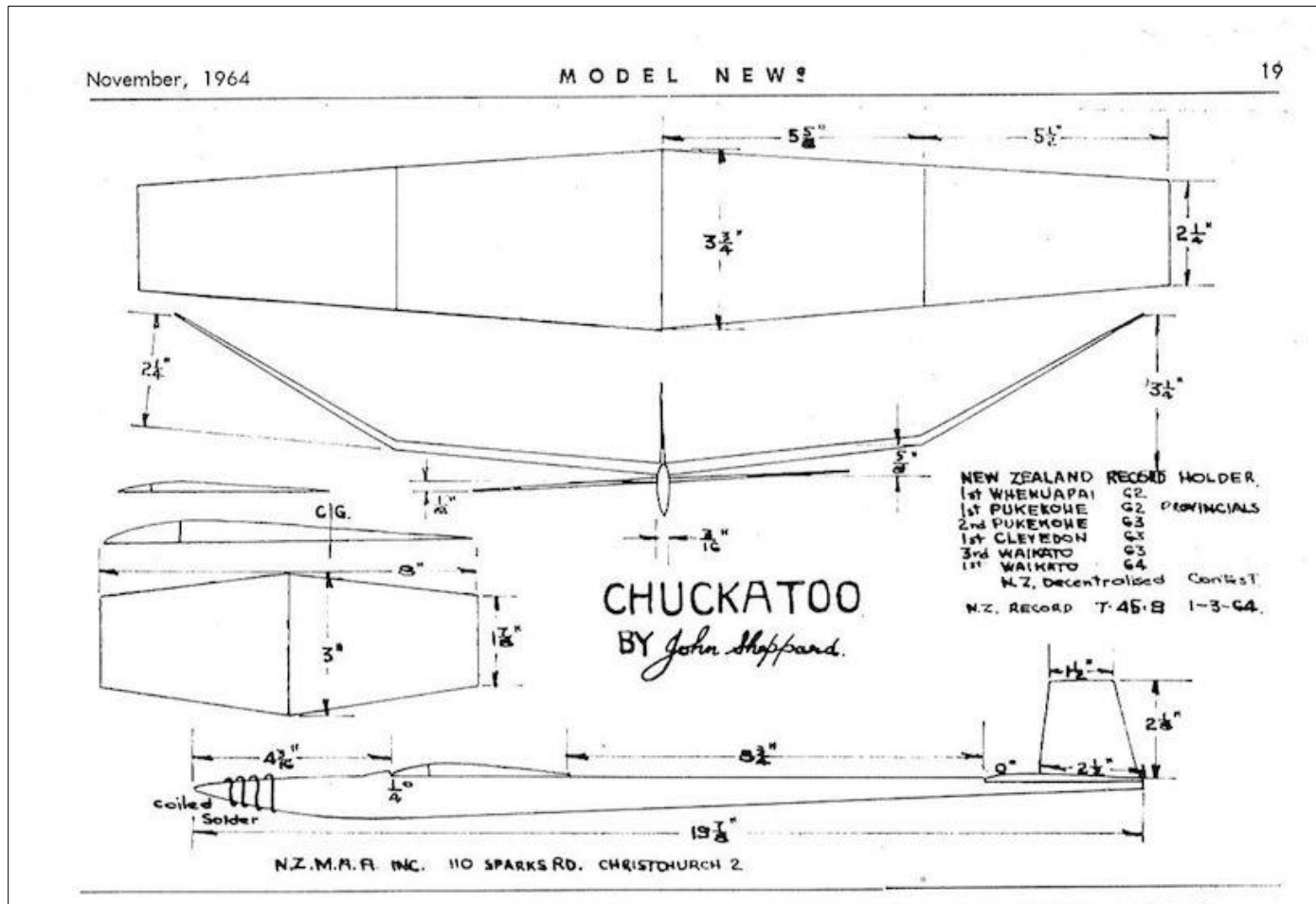


"In my opinion," says Alec Burns, "it is the gadget free model which is the consistent contest winner," and in this viewpoint he has the support of most competition fliers. "Fifteen" (the 2-5 c.c. class is .15 cu. in. in the U.S.A. and Canada, hence the name) certainly reflects this opinion, for a simpler or more straightforward contest job would be hard to find. The "Hogan" influence is apparent, and the only gadgets employed are the gravity tab, the timer, and the metal engine mount, which offers advantages for simple thrust adjustments. In flight, the model has a vertical climb to the right and left glide circles, and has proved particularly safe in windy weather, flicking out at the top of the climb without loss of height. With a motor of up to 2 c.c. it would be a trouble free introduction to contest style flying, and, with a good 2-5 in experienced hands, a threat at any contest.

Building procedure is normal, the box fuselage being built in the usual way. Side sheeting (except in tank bay) should be fitted in before removal from plan and the pylon added after being constructed separately. The front former is laminated and the dural motor mount bolted in place, together with the undercarriage, before cementing the former to the fuselage. After installation of tank and timer the front former should be reinforced with liberally cemented strips of silk. Wing and tail mounts are self explanatory. The pylon and entire fuselage are silk-covered and given seven or eight coats of thin clear dope.

Construction of the flying surfaces is also perfectly conventional, but the positive rudder tab is worthy of mention. After attaching the tab to the rudder (left flat at the appropriate place) with a silk hinge, a 10 EA. bolt is passed through both tab and rudder: packing placed between the two is varied for the right trim, the bolt being tightened to retain the packing. Use Modelspan for covering the wing and tail.

After assembly and alignment check, balance the model as indicated, using ballast if necessary, 'Up to 1/16" in. packing may be used under the L.E. or T.E. of wing and tailplane to obtain a slightly stalling left hand glide. Use a 9x6 prop for windy weather and a 10x3 in flat calm, and make initial power flights with reduced revs. A right-hand climb is required, and sidethrust should not be necessary. If a left turn is evident, fit washers behind the port engine mount. Increase power and aim for a 100 ft. power turn. Slight left rudder may be needed for the glide, but clay added to the gravity tab should remove stalliness. Excess left rudder, will call for additional right thrust. The built in downthrust should take care of any looping tendencies; increase if necessary.



Because of this, and the fact that the elliptical wing produced too large a variety of airfoils as the span was reduced, a straight taper wing of fairly high aspect ratio and *Chuckaway* section was decided upon.

The section on a chucky determines whether it will average 45 seconds or a good 55 seconds.

The most important factor is the nose radius, then the high point and a flat back to the T.E. The most consistent section so far used has a nose entry of about

1/32" radius, a smooth contour to the high point, fairly well back, then on to the straight flat to the LE which is not sharp.

Various moments and stab

areas have been tried, together with sub-rudder, and trimmed down with razor blade to find the most consistent combination.

A word about John's method of trimming by reducing of sizes. He says it is far better to build over-size panels and proceed to cut them down by 1/8" at a time. When a good combination is reached, measure up and start again!

Fuselage is from Oregon Pine (used without breakage for many years) and stab and rudder from good light 1/16" quarter-grain. Wings from straight grained 1" sheet spliced near the LE.

Finish is important. John uses many coats of weak dope sanded between each coat, followed by two coats of "Brolite" clear finish.

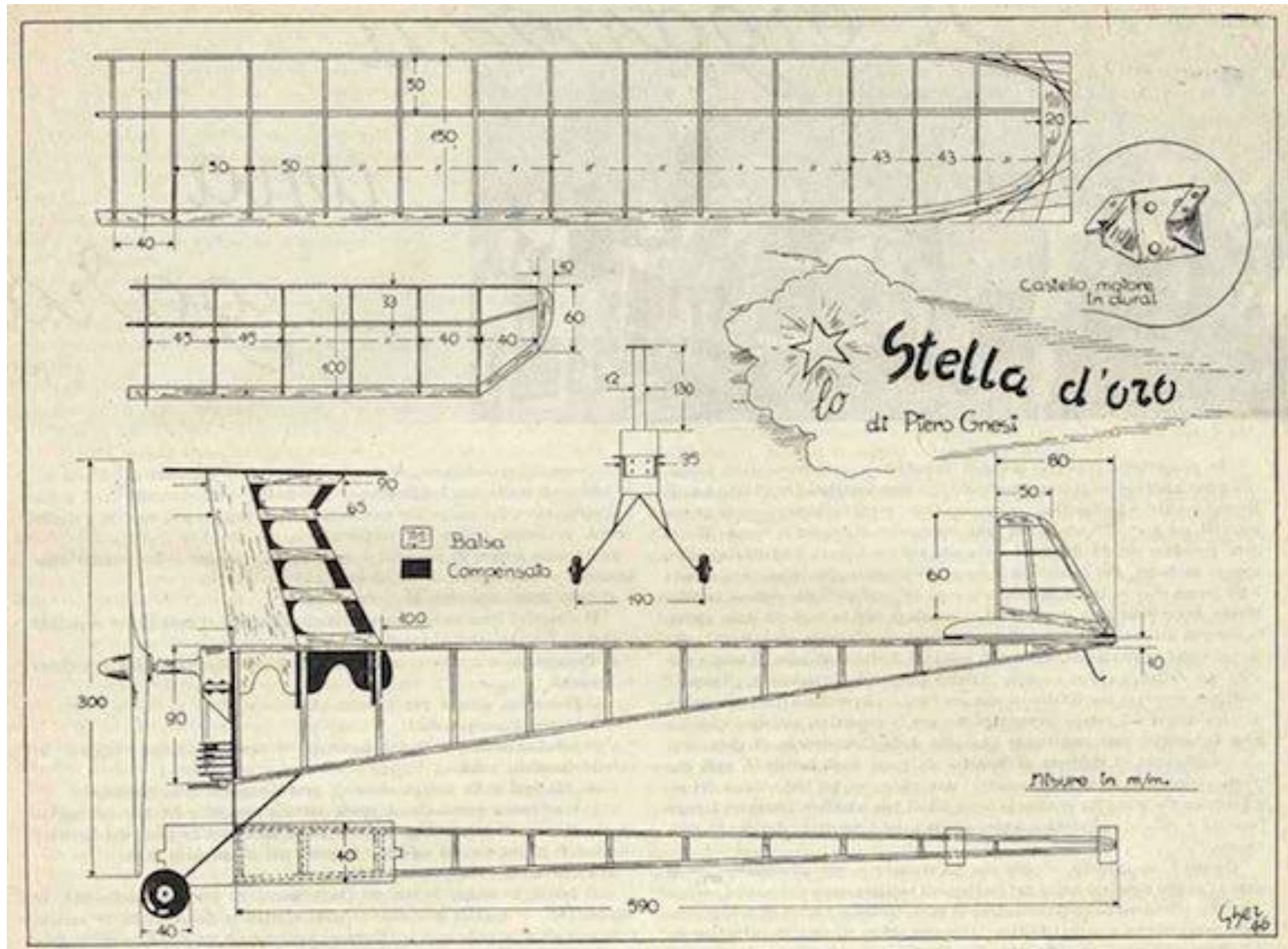
From New Zealand News Letter in Model News (Australian)

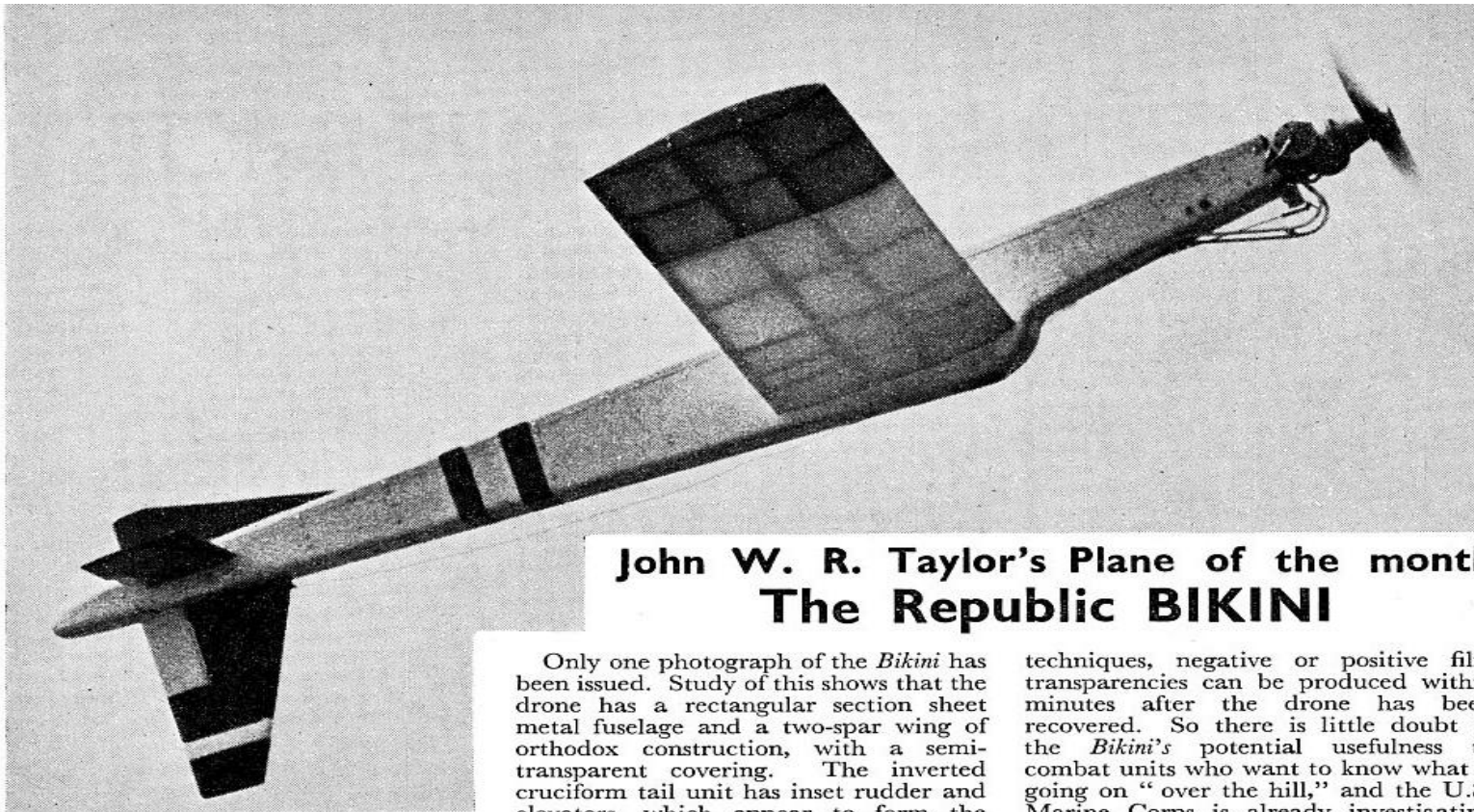
The design is a descendant of *Chuckaway*, 25 of which were built and lost in the 11 years between 1960 and 1961 (never placing lower than 8th in any contest). A high aspect model similar to Hatschek's *Hi*

Hat (in Zaic '59-'61) was built. It had a fantastic glide but no penetration, so out with the razor blade.

After three throws, 1" was lopped off each tip then more

throws and so on, till only a low aspect ratio was left. Height gained and rate of roll increased but so did the rate of sink, as the aspect ratio was lowered, but little difference in time.





John W. R. Taylor's Plane of the month The Republic BIKINI

Only one photograph of the *Bikini* has been issued. Study of this shows that the drone has a rectangular section sheet metal fuselage and a two-spar wing of orthodox construction, with a semi-transparent covering. The inverted cruciform tail unit has inset rudder and elevators, which appear to form the aircraft's only control surfaces. All that we know about the engine is that it has two cylinders and runs on gasoline.

We know much more about what this simple, inexpensive device is intended to do, and it makes interesting reading at a time when the airframes of some military aircraft, like the Convair B-58 *Hustler*, cost more than their weight in gold.

Its main job is aerial reconnaissance, carrying a high-speed camera in its deep-chested centre fuselage. With this, claim Republic, it can take night or day photographs that show ground objects in sufficient detail to identify vehicles, gun emplacements and smaller items of military importance.

To prove this, they catapulted the drone into the air at Quantico, made it circle over the airfield taking photographs and then recovered it by parachute. One of the photographs is reproduced on this page and it is certainly not difficult to recognise the various types of aircraft parked near the Quantico runway.

By using the latest film processing

techniques, negative or positive film transparencies can be produced within minutes after the drone has been recovered. So there is little doubt of the *Bikini's* potential usefulness to combat units who want to know what is going on "over the hill," and the U.S. Marine Corps is already investigating its value as an aid to amphibious assault landings. Even if it ended up in the water, this would not be serious, as it is designed to float indefinitely.

In action, the partially-assembled aircraft, camera, launcher case, catapult and control system would be carried in back packs by the two men required to operate the drone. Two more men would be needed to carry ground equipment such as the film processing unit, extra fuel and spares.

Republic point out that it would be simple to mass-produce the *Bikini* and that the prototype was, in fact, built mainly from off-the-shelf components and war-surplus items. Nor is it useful only for photo-reconnaissance. If required, it could carry a TV camera and transmitter in place of the normal camera, and it could also be used to transport special cargoes such as medical supplies, or to air-drop packages to isolated troop units in front-line areas.

Being the smallest possible object that could do such a vital job to everyone's satisfaction, its name was an obvious choice!

Length	1.93 m (6 ft 4 in)
Wingspan	2.44 m (8 ft)
Weight	27 kg (60 lb)
Speed	130 km/h (80 mph)
Ceiling	3000 m (10000 ft)
Range	16 km (10 miles)
Endurance	30 min
Propulsion	Two-cycle piston engine; 3.3 kW (4.5 hp)

In 1965, Republic received a contract from the U.S. Marine Corps to develop the *Bikini* light-weight drone reconnaissance system for battlefield surveillance. Operational tests of the *Bikini* system were conducted during July/August 1966.

The *Bikini* drone, which did not receive any official military designation, was a small light-weight airplane powered by a single 3.3 kW (4.5 hp) two-cycle piston engine. It was launched from a pneumatic catapult and recovered by parachute. In flight, the *Bikini* was tracked by radar and controlled via radio commands. The operational range was about 16 km (10 miles) and the drone had an endurance of 30 minutes at a speed of 130 km/h (80 mph). The mission payload consisted of a Fairchild 70mm still picture camera, which could take up to 80 photographs. The *Bikini* system also included a film processor/viewer and an enlarger/printer, and the photographs could be ready for examination within 30 minutes after drone recovery.

Vintage Precision	2017 Allan Knox	800
1. Allan Knox Lancer 45	Bob Burling	800
2. Don Mossop Bomber	Nationals	799
3. Tony Chistiansen Playboy	Blackfoot	798
4. John Ryan Simplex	Nationals	797
4. Brian Harris Bomber	Nationals	797
4. David Gush Miss FX	Feb Rally	797
4. Graham Main Miss Trenton 3	Feb Rally	797
8. John Butcher RC-1	Blackfoot	793
9. Stuart Lightfoot New Ruler	Blackfoot	793
10. Bryan Treloar Airborne	Bob Burling	759

Vintage IC Duration	2014 R.Anderson	1308
1. Rex Anderson Playboy	Nationals	780
2. Allan Knox Cumulus	Champs	773
3. Bernard Scott Playboy	Champs	770
4. Tony Chistiansen Playboy	Blackfoot	759
5. David Gush Miss Fortune X	Tuakau	751
6. David Thornley Bomber	Champs	696
7. Bryan Treloar Airborn	Champs	693
8. David Thornley Bomber	Nationals	671
9. Warner Summerton	NDC 128	630
10. Bob McGrath Bomber	Champs	629

Vintage E Duration	2014 B.Harris	1512
1. Brian Harris Bomber	Nationals	960
2. Allan Knox	Champs	914
3. Stuart Lightfoot New Ruler	Feb Rally	880
4. Keith Trillo Stardust Special	Champs	856
5. Bernard Scott RC-1	Champs	848
6. Tony Gribble Stardust Special	Feb Rally	832
7. David Squires Kerswap	Nationals	812
8. Wayne Cartwright Top Banana	Nationals	803
9. Stuart Hubbard Cloudster	Champs	709
10. Doug Baunton PB-2	Champs	707

Vintage 1/2A Texaco	2017 A.Knox	2580
1. Allan Knox Skipper	NDC 101	2580
2. Bernard Scott Stardust Special	Champs	2274
3. Rex Anderson Playboy	Tuakau	1303
4. John Ryan Simplex	Nationals	1030
5. Keith Trillo Skipper	Champs	633

Vintage A Texaco	2016 A.Knox	3169
1. Allan Knox Lancer 45	NDC 112	3132
2. John Butcher Miss Fortune X	Tuakau	1860
3. Bernard Scott Simplex	Champs	1852
4. Bryan Treloar Airborne	NDC 112	1844
5. Ian Munroe Simplex	Bob Burling	1838
6. Bob McGrath Turner Special	Levin	1544
7. Graham Main Simplex	Tuakau	1179
8. Rex Anderson Cloud Snooper	Nationals	1173
9. David Squires Miss Fortune X	Nationals	592

Vintage Open Texaco	2014 J.Butcher	3320
1. Allan Knox Lancer 45	Levin, Oct	2652
2. Bernard Scott Playboy Snr	Champs	1849
3. Bob McGrath Bomber	Champs	1480
4. Ian Munroen TD-Coupe	Champs	1380

Vintage 1/2E Texaco	2017 K.Trillo	3415
1. Keith Trillo Stardust Special	Champs	3415
2. Wayne Cartwright Arrow Nut	Tuakau	2739
3. John Butcher Miss FX	Tuakau	2402
4. Allan Knox Lancer 38	Champs	2387
5. Tony Gribble Benny Boxcar	Feb Rally	2292
6. Rex Anderson Tomboy	Nationals	1770
7. Dave Crook Tomboy	Feb Rally	1476
8. Bernard Scott Bombshell	Champs	1467
9. Bryan Spencer Slicker	Tuakau	1383
10. Angus MacDonald 8-Ball	Tuakau	1241

Vintage E Texaco	2012 W.Cartwright	3325
1. John Butcher RC-1	Tuakau	2560
2. Allan Knox 5 Foot Gas Model	NDC 113	2442
3. Keith Trillo Stardust Special	Feb Rally	2584
4. Rex Anderson Kerswap	Nationals	1860
5. Doug Baunton PB-2	Feb Rally	1838
6. Wayne Cartwright Cruiser	Tuakau	1772
7. Tony Gribble Bomber	Feb Rally	1718
8. Dave Crook Bomber	Feb Rally	1142
9. David Squires Miss Fortune X	Nationals	462
10. Angus MacDonald 8-Ball	Feb Rally	264

Vintage E Rubber Texaco	2017 A.KNOX	3996
1. Alan Knox Senior Dart	NDC 143	3996
2. John Butcher Gollywock	Feb Rally	3480
3. Wayne Cartwright Lanzo Stick	Tuakau	3290
4. Keith Trillo Yonder	Feb Rally	3088
5. John Butcher Gollywock	Nationals	2700
6. Doug Baunton Skokie	Nationals	1507

7. John Warner Moth	Nationals	1208
8. Graham Main KK Gypsy	Feb rally	1142

Classical Precision	2016 B.Harris	598
1. David Squires Crowbar	Feb Rally	593
2. Brian Harris Humbug	Nationals	575
3. John Warner Eliminator	Nationals	574
4. Barrie Russell Popsie	Champs	523
5. Bernard Scott Raider	Champs	519
6. Don Mossop Madcap	Nationals	514
7. David Thornley Satellite	Champs	510
8. Jonathon Shorer R6-B	Champs	502
9. John Butcher Mini Tyro	Nationals	325

Classical IC Duration	2017 D.Thornley	1150
1. David Thornley Satellite	Champs	1150
2. John Butcher Mini Tyro	Nationals	6

Classical E Duration	2014 B.Harris	1217
1. Don Mossop Texan	Nationals	900
2. Brian Harris Humbug	Nationals	860
3. Dave Crook Dixielander	Tuakau	835
4. Bernard Scott Frisco Kid	NDC 107	810
5. David Squires Crowbar	Tuakau	565
6. John Warner Eliminator	Nationals	433
7. John Butcher Mini Tyro	Nationals	96

Classical 1/2E Texaco	2017 B.Scott	2864
1. Tony Gribble Jumpin' Bean	Tuakau	2824
2. Jonathon Shorer Jumpin' Bean	Champs	2751
3. Bernard Scott Jumpin' Bean	Champs	2600

Vintage Scale Texaco	2017 A.Knox	2232
1. Allan Knox Megow Cub	Bob Burling	2232

Tomboy IC	2015 R.Anderson	1432
1. Keith trillo	Champs	1116
2. Bryan Treloar	Champs	770

Tomboy E	2014 S.Grant	1935
1. Keith trillo	Champs	1411
2. Angus MacDonald	Blackfoot	880
3. Bryan Spenser	Tuakau	872
4. Jonathon Shorer	Champs	852

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



The sale of John's modelling estate is going well and many models have got a new lease of life. I have now collected 5 car loads of planes and parts and have pretty much cleared his workshops. We sold a lot of things through the Wellington Club and made over \$3500 from sales there. I have a few models left which are too specialised to find a buyer here and I wondered if you might put them in AVANZ. I can bring them to the Nationals. The planes are:

Snow White Uncompleted, I have the plans.

Satellite (quite large!)

Kiel Kraft Chief towline glider

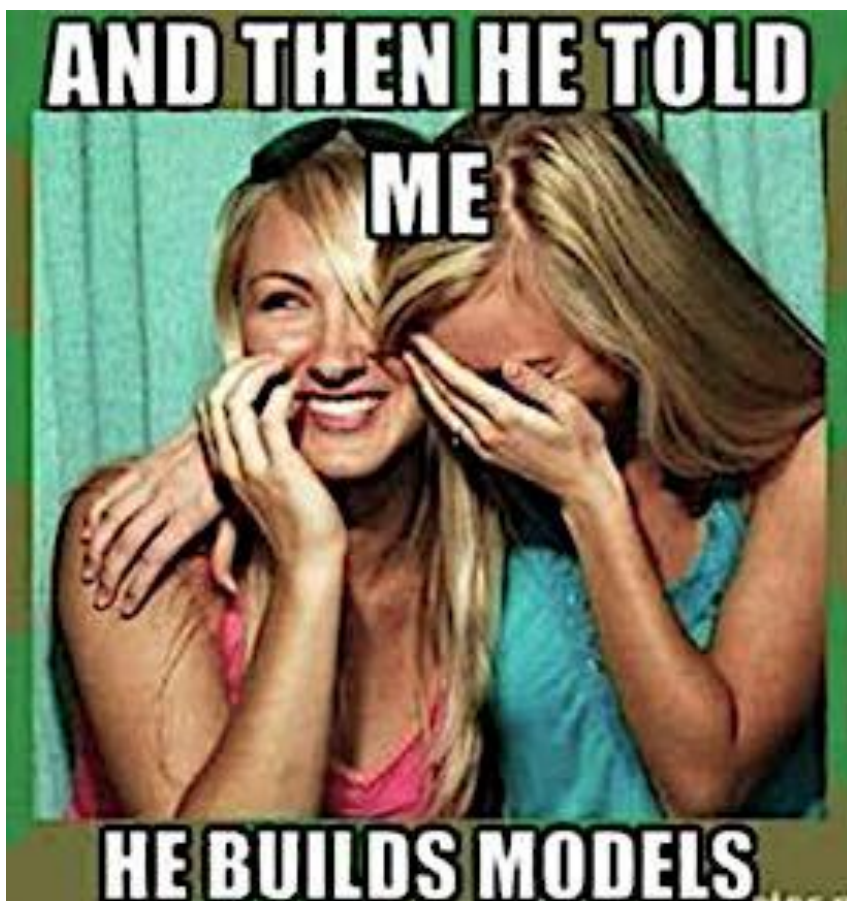
Y-bar Niel McDougal built

Robin A1 glider.

Many thanks, Jonathan



The *real* reason for the lack of young modellers -



*O wad some Power the giftie gie us
To see oursels as ithers see us!*

Robert Burns

ICON 161 : NUCLEAR-FREE NZ

In 1984, NZ Prime Minister David Lange barred nuclear-powered and nuclear-armed ships from using New Zealand ports or entering New Zealand waters. The ensuing Act of Parliament also bans dumping of radioactive waste within the nuclear-free zone and does not permit New Zealand citizens or residents to manufacture, acquire, possess, or have control over nuclear explosive devices. The act does not ban nuclear power stations or the use of nuclear power for medical or research purposes.



Universally hailed as a brave and ethical decision, there was some doubt as to whether the country could stand firm against nuclear capable nations, especially those with whom it had trade agreements. In the event, with only one exception other countries respected New Zealand's right to determine its own nuclear policy and their visiting vessels conformed to the policy.

The exception continues with the USA, by refusing to confirm or deny whether specific vessels of its navy are nuclear powered or carry nuclear weapons, having all its vessels banned from New Zealand waters.

Support for the non-nuclear policy was bolstered by the perceived over-reaction of the USA and by the 1985 bombing of the Greenpeace vessel *Rainbow Warrior* while it was docked in Auckland. The nuclear free legislation is regarded as a milestone in New Zealand history and as a pivotal act of sovereignty, self-determination and cultural identity.

This campaign is the only movement of its type to enshrine a nation's nuclear-free status in legislation. David Lange's courage in establishing the nuclear free-zone elevated him into the small group of politicians that NZ voters of all persuasions regard with enduring respect.