# AVANZ



Newsletter of the Vintage Special Interest Group of Model Flying New Zealand #163



# ANTIQUE MODELERS THE SOCIETY OF

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**Committee Notes** Incoming **Airsail Contest John Selby Event** Readers' Models **Cover Stories** 1/2E Motor Testing Levin Reader's Model **Leader Boards Real Vintage Miscellaneous** 

## **COMMITTEE NOTICES**



# North Island RC Contest and Rally Schedule 2017/2018

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

**Dick Twomey** Allan Ward Allan Knox Warner Summerton Wayne Cartwright Trevor Glegau

On the Cover:

Allan Ward's 150% Airsail Hummingbird

Mills 1.3 and rudder control.

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TREASURER: PLANS: **AVANZ News:** Tony Gribble agrib@orcon.net.nz

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Wayne Cartwright rwcartwright4@gmail.com

# Dick Twomey, Mauritius

Always good to hear from Scott.Scott. Some fine photos in issue 162 make me wish I was there in NZ. I've done little building / flying during last year. The main occupation has been to build up a group of youngsters from Secondary schools who are passionate about Aviation. Photo of a selection from our 46 (sofar) Junior Aviators is attached. We have been visiting airports etc and their enthusiasm is infectious! I guess it's what we all want to do when we have passed the earlier stages of First (1) Dream it ....then (2) Do it ....and now (3) Share it! I'm still feeling lucky, heading for 88 later this year, toothless, deaf, but still on my feet! Best wishes to NZ friends, Dick.





#### **CD's Report**

After the disappointment of the two contests prior to Christmas being cancelled or cut short due to rain or wind, and with similar weather at the Nationals it was very pleasing to have both sunshine and little wind to kick start the second half of our season at JR Airsail.

Conditions both days were excellent with lift in abundance once you found it, or when someone found it for you. But first it was a matter of liberally applying the sun block and making sure you were well hydrated before you went standing out in the sun.

Once the initial formalities were over it was onto the business of the weekend which resulted in fourteen contestants making up the 49 entries for a total of 150 flights. A very fine effort I thought.

One of the newer models emerging for its first outing was Tony Gribble's *Petardo*. This particular model was chosen by Tony for the Sports Cabin Texaco Class which can now be flown in our contests and rallies either I.C. or electric. Tony chose to go electric and after a bit of fine tuning will perform very well.

The numbers flying Vintage E Rubber is expanding and so it seems are the flight times with John Butcher taking the win with a massive fly off time being a shade over 35 minutes. It should be noted that the first four place getters in this class all achieved fly off times considerably more than the qualifying round times. I'm sure both Wayne

Cartwright and David Gush thought they were onto a solid win until John put his time in.

Wayne did however manage to edge out Dave Crook in E Texaco with times in the fly off approaching 16 minutes.

As mentioned, there was plenty of lift around both days which no doubt helped with the high scores achieved.

Keith Trillo once again proved how hard he is to beat in ½E Texaco with John Butcher not far behind

A big thank you to all who made the weekend such an enjoyable one. Thanks to both Graham Main and David Thornley for making the journey from Whangarei and Rotorua respectively. Also Brian Harris and Don Mossop from Tauranga and Doug Baunton who regularly makes the trip north from New Plymouth to join us. We all appreciate the effort you make to be with us.

Over the course of the event everyone was well looked after by our hosts John and Sharon Danks with lovely fresh scones and a sausage sizzle both days. What more could you ask for?

Well how about the ability to go shopping for spare parts i.e. props, motors, batteries and the like immediately if and when the need arises and of course the all-important toilet facilities. None of us are getting any younger.

We can now look forward to next event of the year, the North Island Championships hosted by the Tuakau Club 24 - 26 March .

**Dave Crook** 





Results							Classical E Duration	1					
		R1	R2	R3	FO		Brian Harris	Olly	300	300	300		900
Total							Don Mossop	Texan FAI-TON	300	300	254		854
Vintage Precision							Dave Crook	Dixielander	253	250	300		803
David Squires	Miss FX	200	200	200	197	797	Graham Main	Crigi?	300	185	203		688
Don Mossop	Bomber	200	200	200	191	791							
Graham Main	Miss Trenton 3	200	199	200		599	Classical ½ E Durati	on					
John Butcher	Miss FX	193	200	200		593	Tony Gribble	Jumpin Bean	720	720		1009	2449
Brian Harris	Bomber	200	190	200		590	Graham Main	Cardinal	720	720		475	1915
Keith Trillo	Tomboy	196	199	189		584							
David Thornley	Bomber	185	174	177		536							
Doug Baunton	Miss Arpiem	175	138	179		492	Classical I.C. Duration	on					
Dave Crook	Playboy	153				153	David Thornley	Satellite 1000	242	145	263		650
Classical Precision							Vintage 1/2A Texac	co					
David Thornley	Satellite 1000	197	197	198		592	John Butcher	Miss FX	500	463	406		1369
Brian Harris	?	199	166	198		563	Keith Trillo	Skipper	500	269	312		1081
Graham Main	· Crigi ?	186	164	198		548							
Granam Wam	Crigi :	100	104	130		340	Vintage IC Duration	1					
Vintage E Duration							David Thornley	Bomber	260	224	260		744
Brian Harris	Bomber	320	320	320	600		Graham Main	Interceptor	118	143	152		413
1560		0_0	0_0	0_0				·					
Don Mossop	Playboy Snr	320	320	320	346		Vintage 1/2E Texac	0					
1306		320	320	320	3.0		Keith Trillo	Stardust Special	740	740		1350	2830
Keith Trillo	Stardust Special	300	320	320		940	John Butcher	Miss FX	740	740		1211	2691
Doug Baunton	Miss Arpiem	320	218	320		538	Wayne Cartwright	Arrow Nut	740	740		996	2476
Tony Gribble	Stardust Special	310	210			310	Bryan Spencer	Slicker	740	740		708	2188
John Butcher	Miss FX	269				269	Dave Crook	Tomboy	740	720			1460
JOHN DUICHEI	IAII22 LV	209				209							

# JR Airsail RC Vintage and Classical Contest and Rally





Vintage E Rubber Tex John Butcher	<b>kaco</b> Gollywock	620	620	620	2141	4001
Wayne Cartwright	Lanzo Stick	620	620	620	1365	3225
David Gush Keith Trillo Tony Gribble David Squires	Gollywock Yonder Smith Mulvihill Gollywock	620 620 620 620	620 620 620 609	620 620 620 620	1141 950 535	3001 2810 2395 1849
Tomboy E (180, 2 Keith Trillo	(S) (Best 2 of 3)	768	912	576		1680
<b>Sports Cabin Texaco</b> Tony Gribble	– <b>E</b> Petardo	372	304			676





#### JOHN SELBY 2-DAY EVENT

# Levin 10-11 February

Report: The Gareth Newton Vintage Meeting Levin 10 - 11 February 2019 Allan Knox CD

It seems likely that it is now 30 years since Gareth left us for that great flying field in the sky. The Levin club has been running this memorial event for all those years. This one had to cope with rain, particularly on Sunday but that gave us time to sit around and chat in the Hut while Jonathan feed us burgers and home baked goodies (thanks Mrs Shorer). Discussion got around to Gareth and he was remembered by a few. A good guy by all accounts always keen to help others. A master modeller, he liked to hand on his skills. He had one of the very first 4 strokes seen in area and was a keen vintage modeller. He was old enough to have grown up building our models in the 30s and 40s when NZ modellers looked to the States rather than England for inspiration.

The weather forecast I'm sure put off a few particularly my club mates Ian, Trevor and Bob. I always enjoy watching these guys fly Open Texaco with their big vintage machines. Next time then lads....

Bryan Treloar, Warner Summerton, Owen Stuart, Stew Cox, Jonathan Shorer, Alan Sissons and Joe Bradbury all did some Vintage flying as well as myself. Then we had Peter Wilson as our sole Free Flight participant. The calm, humid, cloudy





## JOHN SELBY 2-DAY EVENT

# Levin 10-11 February

As usual, most took a shot at Precision. It's always popular as anything can be used. Jonathan Shorer traded the BBQ for his TX and trusty Junior 60 to record what I suspect is the first perfect score for the year with 800. One for the Leader Board Bernard. He had a lovely Barn Stormer for Classical too. It's hard to believe this popular sport model has been around since 1968 when it came off the drawing board of no less a luminary than David Boddington. Jonathan managed to drop a vital screw in the grass so it didn't get to record a time. Next time Jonathan. He had the Ben Shereshaw Cloud Cruiser now set up for Open Tex. I look forward to seeing this go.

Stew Cox flew the very wayward Brooklyn Dodger as featured in the last AVANZ. He is managing to tame the Dutch Roll a bit, so is doing better. Stew as always was a great help on field to everyone and kept Peter company as he sorted a new FF Power model.

Bryan Treloar as always turned up with his beautifully built and classically finished models. He and Warner had Red Zephyrs and many more.

Warner was joined by Kapiti Club mate Owen Stuart on Sunday, Owen turning up with his large Playboy. The Kapiti guys are showing interest in Vintage and I'm hoping to see more of them.

Apart from Jonathan from the Levin club, Alan Sissons had a Kerswap and Joe brought along his well-used Viking. Both had difficulties but as usual Alan gets top marks for perseverance.





## JOHN SELBY 2-DAY EVENT

# Levin 10-11 February

For my part, I put in my NDC times for E Rubber Texaco using the low winged Senior Dart then went on and did 1/2A Texaco with the little Skipper. I also took the opportunity to record a Scale Texaco score with my little yellow Cub. It flies beautifully and maxed the 7 minute flight time easily with my best Cox running for over 5 minutes. I even found time to drag out the Lancer and do Precision.

We had a vintage FF precision score from Peter. It was a low one as the normally very reliable Mills .75 in his Tom Boy gave up. Oh well at least it didn't fly away like it did last year when it spent a week on the roof of a nearby house.

All in all it was an enjoyable get together even if rain did curtail things a bit. At least it provided an opportunity for that other great pursuit of older modeller, a good chin wag.

See ya next time, Allan



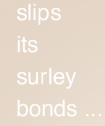






# READER'S MODEL Trevor Glegau

## Trevor Glegau's Falcon



#### HIGH FLIGHT

Oh! I have slipped the surly bonds of earth,
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds, and done a hundred things
You have not dreamed of, Wheeled and soared and swung
High in the sunlit silence. Hov'ring there
I've chased the shouting wind along, and flung
My eager craft through footless halls of air...
Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace
Where never lark or even eagle flew -And, while with silent lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.
John Gillespie Magee

Written while climbing to height in a Spitfire Mkl Magee died in a mid-air crash, 1941.

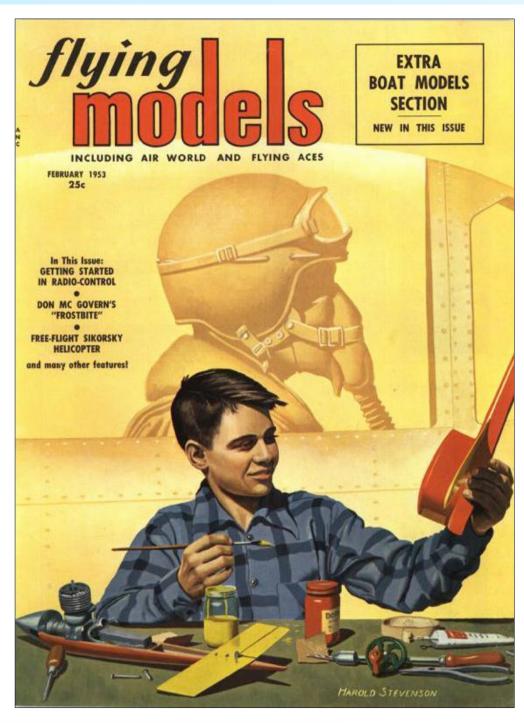


Photographs by Allan Knox

# READER'S MODELS



# Something to be proud of





## **MOTOR TESTING for 1/2E Texaco**

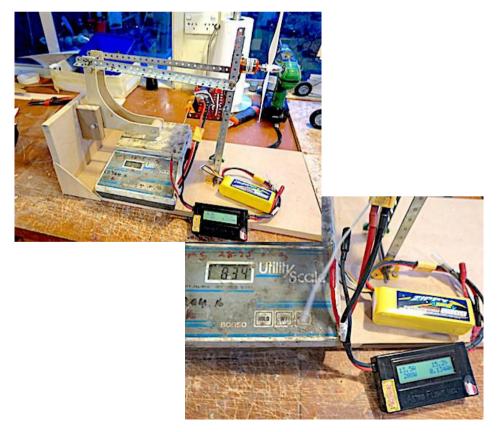
#### Barrie Russell

Attached are a couple of pictures of our electric motor test rig, cobbled together from a few pieces of recycled Meccano and some MDF, digital scales and a watt meter. There is such a plethora of brushless motors available these days and the need for power systems for two Stardusts 70in and 51in and our 36 inch Tomboys, made the ability to do some simple comparative testing desirable.

We used batteries available trying to

use a fresh fully charged pack for each motor. There always is some voltage drop so I wouldn't swear in court that the figures are 100 % accurate, but they are in the ball park and gave us the information we wanted recording Current draw, Wattage, Voltage and Static thrust. The results are attached in an excel spreadsheet.

Most of the motors are listed on the Hobby King website and specs etc can be viewed there.



	Α	8	С	D	E	F	G	H	1
1	ELECTRIC MOTOR	TESTS SHEE	T					08/23/17	
2		-							
	CTATIC PACINE TECTO								
3	STATIC ENGINE TESTS							F40 1	
5	ENGINE	PROP	THRUST (GRAMS)	WATTS	AMPS	CELL/S	BATTERY	Efficiency Thrust (Grams) per watt	
6	TURNIGY D28/36-8 1100KV	8X4	840	205	13.5	4	2200	4.1	
7	TURNIGY D28/36-8 1100KV	8X4	200	26	3.7	2	500	7.7	
8	TURNIGY D28/36-8 1100KV	8X4	500	98	8.5	3	1300	5.1	
0	TURNIGY 028/36-8 1100KV	9X5	1380	337	22.5	4	2200	4.1	
1	TURNIGY D28/36-8 1100KV	9X5	900	168	15.2	3	1300	5.4	Ĭ.
2	TURNIGY D28/36-8 1100KV	9 X S	260	30	4.7	2	500	8.7	3
4	HYPERION Z2213/24	9X5	660	106	9.1	3	1300	6.2	
5	HYPERION Z2213/24	9 X 5	1060	211	14.8	4	2200	5.0	Ş
7	TURNIGY 2836-1200	9 X 5	1190	243	24	3	1300	4.9	Ø.
8		9X5	OVERPOWERED			4	220		
9	TURNIGY 2836-1200	9X5	280	45	5	2	500	6.2	
1	AIR 2205A 1350KV (100W)	8 X 4	224	30	4	2	350	7.5	Š.
	AIR 2205A 1350KV (100W)	8X4	445	83	7.1	3	1300	5,4	0
4		9X5	245 510	107	5.4	3	350 1300	6.0 4.8	
7	Indiana and in the second							Chieses .	3
5	TURNIGY PARK 300 1080KV	8X4	160	21	2.6	2	350	7.6	
8	TURNIGY PARK 300 1080KV TURNIGY PARK 300 1080KV	9X5 8X4	240 315	31 52	4.1	3	350 1300	7.7 6.1	
9		9X5	290	77	6.5	3	1300	3.8	
i									
2									
3	TOMBOY MODEL ENGI	NE TESTS							
4	TOWNSON MODELLENG	12010							
5	BRETTS TOMBOY	1						Efficiency	1
							100000000000000000000000000000000000000	- Continued	1
	ENGINE	PROP	THRUST (GRAMS)	WATTS	AMPS	CEUL/S	BATTERY	Thrust (Grams) per watt	
6	ENGINE	PROP 8X4	THRUST (GRAMS) 135	WATTS 24	AMPS 2.4	CEU/S 2	BATTERY 180	Thrust (Grams) per watt 5.6	
6 7 8	ENGINE HACKER A-10S HACKER A-10S	8X4 9X4.7 (WHITE)	135 130	24 28	2.4 3.6	2	180 180	5.6 4.6	
6 7 8 9	ENGINE HACKER A-10S	8X4	135	24	2.4	2	180	5.6	
6 7 8 9 0	ENGINE HACKER A-10S HACKER A-10S HACKER A-10S	8X4 9X4.7 (WHITE)	135 130	24 28	2.4 3.6	2	180 180	5.6 4.6 4.0	
6 7 8 9 0 1	ENGINE HACKER A-10S HACKER A-10S HACKER A-10S BARRIES TOMBOY	9X4.7 (WHITE) 9X5 (GWS)	135 130 140	24 28 35	2.4 3.6 6	2 2 2	180 180 180	5.6 4.6 4.0 Efficiency	
6 7 8 9 0 1 2	ENGINE HACKER A-105 MACKER A-105 MACKER A-105 MACKER A-105 BARRIES TOMBOY ENGINE	8X4 9X4.7 (WHITE) 9X5 (GWS) PROP	135 130 140 THRUST (GRAMS)	24 28 35	2.4 3.6 6	2 2 2	180 180 180	5.6 4.6 4.0 Efficiency Thrust (Grams) per watt	
6 7 8 9 0 1 2 3	ENGINE HACKER A-105 HACKER A-105 HACKER A-105 HACKER A-105 BARRIES TOMBOY ENGINE TURNIGY 2730/1300	9X4.7 (WHITE) 9X5 (GWS)	135 130 140	24 28 35	2.4 3.6 6	2 2 2	180 180 180	5.6 4.6 4.0 Efficiency	
6789012345	ENGINE HACKER A-105 HACKER A-105 HACKER A-105 HACKER A-105 BARRIES TOMBOY ENGINE TURNIGY 2730/1300	9X4.7 (WHITE) 9XS (GWS) PROP 8X4 (GWS)	135 130 140 THRUST (GRAMS) 170	24 28 35 WATTS 32	2.4 3.6 6 AMPS 4.7	2 2 2 2 CEU/S 2	180 180 180 180 BATTERY 180	5.6 4.6 4.0 Efficiency Thrust (Grams) per watt 5.3	
67890123456	ENGINE HACKER A-10S HACKER A-10S HACKER A-10S BARRIES TOMBOY ENGINE TURNIGY 2730/1300 TURNIGY 2730/1300	8X4 9X4.7 (WHITE) 9X5 (GWS) PROP 8X4 (GWS) 9X5	135 130 140 THRUST (GRAMS) 170 180	24 28 35 WATTS 32 26	2.4 3.6 6 AMPS 4.7 4.2	2 2 2 CELL/S 2 2	180 180 180 180 BATTERY 180 180	5.6 4.6 4.0 Efficiency Thrust (Grams) per watt 5.3 6.9	
678901234567	ENGINE HACKER A-10S HACKER A-10S HACKER A-10S BARRIES TOMBOY ENGINE TURNIGY 2730/1300 TURNIGY 2730/1300	8X4 9X4.7 (WHITE) 9X5 (GWS) PROP 8X4 (GWS) 9X5	135 130 140 THRUST (GRAMS) 170 180	24 28 35 WATTS 32 26	2.4 3.6 6 AMPS 4.7 4.2	2 2 2 CELL/S 2 2	180 180 180 180 BATTERY 180 180	5.6 4.6 4.0 Efficiency Thrust (Grams) per watt 5.3 6.9	
6789012345678	ENGINE HACKER A-10S HACKER A-10S HACKER A-10S BARRIES TOMBOY ENGINE TURNIGY 2730/1300 TURNIGY 2730/1300	8X4 9X4.7 (WHITE) 9X5 (GWS) PROP 8X4 (GWS) 9X5	135 130 140 THRUST (GRAMS) 170 180	24 28 35 WATTS 32 26	2.4 3.6 6 AMPS 4.7 4.2	2 2 2 CELL/S 2 2	180 180 180 180 BATTERY 180 180	5.6 4.6 4.0 Efficiency Thrust (Grams) per watt 5.3 6.9 3.2	
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6789012345678901	ENGINE HACKER A-105 HACKER A-105 HACKER A-105 HACKER A-105 BARRIES TOMBOY ENGINE TURNIGY 2730/1300 TURNIGY 2730/1300 TURNIGY 2730/1300	8X4 9X4.7 (WHITE) 9X5 (GWS) PROP 8X4 (GWS) 9X5 9X5	135 130 140 THRUST (GRAMS) 170 180	24 28 35 WATTS 32 26	2.4 3.6 6 AMPS 4.7 4.2	2 2 2 CELL/S 2 2	180 180 180 180 BATTERY 180 180	5.6 4.6 4.0 Efficiency Thrust (Grams) per watt 5.3 6.9 3.2	
67890123456789012	ENGINE HACKER A-105 HACKER A-105 HACKER A-105 HACKER A-105 BARRIES TOMBOY ENGINE TURNIGY 2730/1300 TURNIGY 2730/1300 TURNIGY 2730/1300	8X4 9X4.7 (WHITE) 9X5 (GWS) PROP 8X4 (GWS) 9X5 9X5	135 130 140 THRUST (GRAMS) 170 180	24 28 35 WATTS 32 26	2.4 3.6 6 AMPS 4.7 4.2	2 2 2 CELL/S 2 2	180 180 180 180 BATTERY 180 180	5.6 4.6 4.0 Efficiency Thrust (Grams) per watt 5.3 6.9 3.2	
6789012345678901234	ENGINE HACKER A-105 MACKER A-105 MACKER A-105 MACKER A-105 MACKER A-105  BARRIES TOMBOY ENGINE TURNIGY 2730/1300 TURNIGY 2730/1300 TURNIGY 2730/1300  STARDUST MODEL ENGINE ENGINE TURNIGY D2822/14 1450 KV	9X4 9X4.7 (WHITE) 9X5 (GWS)  PROP 8X4 (GWS) 9X5 9X5 9X5 9X5 9X6	135 130 140 THRUST [GRAMS] 170 180 450	24 28 35 WATTS 32 26 140	2.4 3.6 6 AMPS 4.7 4.2 13	2 2 2 2 2 3 3 CELL/S 2 2 2 3 3	180 180 180 180 180 180 1300	5.6 4.6 4.0  Efficiency Thrust (Grams) per watt 5.3 6.9 3.2  01/24/18  Efficiency Thrust (Grams) per watt	ENGINE WEIGH
67890123456789012345	ENGINE HACKER A-105 MACKER A-105 MACKER A-105 MACKER A-105 MACKER A-105 BARRIES TOMBOY ENGINE TURNIGY 2730/1300 TURNIGY 2730/1300 TURNIGY 2730/1300 STARDUST MODEL ENGINE ENGINE TURNIGY D2822/14 1450 KV TURNIGY D2822/14 1450 KV	9X4 9X4.7 (WHITE) 9X5 (GWS)  PROP 8X4 (GWS) 9X5 9X5 9X5 9X5 PROP 8X4 (GWS) 9X5 9X5	135 130 140 140 THRUST (GRAMS) 170 180 450 THRUST (GRAMS) 260 300	24 28 35 WAITS 32 26 140	2.4 3.6 6 AMPS 4.7 4.2 13	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	180 180 180 180 180 180 1300	5.6 4.6 4.0  Efficiency Thrust (Grams) per watt 5.3 6.9 3.2  01/24/18  Efficiency Thrust (Grams) per watt 5.2 5.0	ENGINE WEIGH 38 Grams 38 Grams
678901234567890123456	ENGINE HACKER A-105 MACKER A-105 MACKER A-105 MACKER A-105 MACKER A-105 BARRIES TOMBOY ENGINE TURNIGY 2730/1300 TURNIGY 2730/1300 TURNIGY 2730/1300 STARDUST MODEL ENGINE ENGINE TURNIGY D2822/14 1450 KV TURNIGY D2822/14 1450 KV TURNIGY D2822/14 1450 KV	9X4 (9WS)  9X5 (GWS)  PROP 8X4 (GWS)  9X5 9X5  9X5  9X5  PROP 8X4 (GWS)  9X5  9X5  8X6 (APC)	135 130 140 THRUST [GRAMS] 170 180 450 THRUST [GRAMS] 260 300 250	24 28 35 WATTS 32 26 140 WATTS 50 60 58	2.4 3.6 6 AMPS 4.7 4.2 13 AMPS 6.5 8.9 8.8	2 2 2 2 2 2 2 2 3	180 180 180 180 180 180 1300 1300	5.6 4.6 4.0  Efficiency Thrust (Grams) per watt 5.3 6.9 3.2  01/24/18  Efficiency Thrust (Grams) per watt 5.2 5.0 4.3	ENGINE WEIGH 38 Grams 38 Grams 38 Grams
67890 12345 6789 012345 6789	ENGINE HACKER A-105 MACKER A-105 MACKER A-105 MACKER A-105 MACKER A-105 BARRIES TOMBOY ENGINE TURNIGY 2730/1300 TURNIGY 2730/1300  STARDUST MODEL ENGINE TURNIGY D2822/14 1450 KV	9X4 (9X4.7 (WHITE) 9X5 (GWS)  PROP 8X4 (GWS) 9X5 9X5 9X5  PROP 8X4 (GWS) 9X5 9X5	135 130 140 140 THRUST (GRAMS) 170 180 450 450 THRUST (GRAMS) 260 300 250	24 28 35 WATTS 32 26 140 WATTS 50 60 58	2.4 3.6 6 AMPS 4.7 4.2 13 AMPS 6.5 8.9 8.8	2 2 2 2 2 3 3 CELL/S 2 2 2 2 2 2 2 2 2	180 180 180 180 180 180 1300 1300	5.6 4.6 4.0  Efficiency Thrust (Grams) per watt 5.3 6.9 3.2  01/24/18  Efficiency Thrust (Grams) per watt 5.2 5.0 4.3 5.8	ENGINE WEIGH 38 Grams 38 Grams 38 Grams 66 Grams
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LEVIN March 18th Allan Knox

March 18th we had NDC IC Duration with a good turnout. I had a go at E Duration too. I left home in the damp and wind but Levin was perfect, flat calm for much of the morning then got up to a gentle breeze accompanied by some awesome lift around midday. The God of lift giveth and he taketh away so some of us bombed in the sink (me!). The lift was special though and there is nothing quite as nice as a big vintage model circling away in lift and looking after itself. New vintage flier John Millar from Kapiti won IC Duration with a lovely

Buzzard Bombshell he built himself. This was John's first contest so he was very pleased. I introduced him to the joys of Precision flying later in the day but both of us struggled with landing in the breeze. You can't stretch the glide with these machines the way we can with sailplanes. Warner Summerton joined us but his bad back precluded flying. Bad luck Warner, I was looking forward to seeing how the repowered Playboy would go.

Stew Cox is still making

John Millar, Bombshell; Trevor Glogau, Falcon; Allan Knox, Cumulus and Scram; Bryan Treloar, Lanzo Airborne; Stew Cox, Brooklyn Dodger

Stew Cox is still making do with the ex John Selby Brooklyn Dodger. It is a bit of a horror but we are refurbishing a New Ruler for him and that will go very well. Byran Teloar went home happy that he has his Lanzo Airborne sorted. A Sparky with an open pipe makes a hell of a nose but it was the most authentic of the models present. Trev Glogau brought along his magnificent 96 inch .

Well that's it for another month. We Have NDC Texaco events next month. A Tex (IC), 1/2E Tex and E Tex. That's a lot of flying for those of us who fly all three.

# READER'S MODELS

# Barrie Russell



Thought you might like an update on the latest from the Bay. Brett Robinson and, on advice from Tony Gribble, are co-building two 51 inch Stardusts for the 1/2A E Texaco. Brett's should take to the air next week and I test flew mine this morning in this glorious Hawkes Bay weather!





What a delight, it cruised off the grass with only a couple of clicks of left trim and managed a 10 minute flight first up. The build was straight forward, again having drawn up some fuselage formers rather than just using square balsa, making a more manageable and accurate result. I was careful with the wood and glue and component selection and much to my chagrin have again come out under weight having to add 2.3 ounces of lead to bring it up to the 16.8 ounces for a minimum 8 oz/sq ft wing loading. The model is covered in H/K film so guess I could have saved even more weight with a Solite or a tissue covering. Must say I have to question this minimum wing loading rule, I can't imagine members building a model down to a dangerous under-weight level and risking it, in fact building light and adding weight in my book makes the plane more dangerous! One might say it levels the playing field but I fail to see why a modeler should be penalized for a good light build, and wonder whether the SIG could re-visit and look at this rule?

Power is from a Turnigy D2822/14 1450Kv motor (9x5 prop) through a Plush 18 AMP ESC using a 350Mah battery for the motor and a 180Mah Lipo and regulator for the Rx. With a fully charged battery the motor produces 300 grams of thrust at 60 Watts drawing 8.9 Amps and the climb out is quite respectable. I have run the motor on three cells, producing 200 Watts at 17 Amps on the same propeller, so by my calculations I could use an 800Mah 20C Lipo battery and fly in Vintage E duration. The climb out should be ballistic, might have to reduce the prop size, but I'll leave that until I've got to know the model a bit better! In the meantime, I'm going to refit the undercarriage with a heavier 2.5 mm wire, presently 1.5mm which is a bit bendy (part of my lightness strategy) and then adjust the ballast down.

# RC LEADER BOARD 20th March 2018 New results in red. Leader Board records in italics.

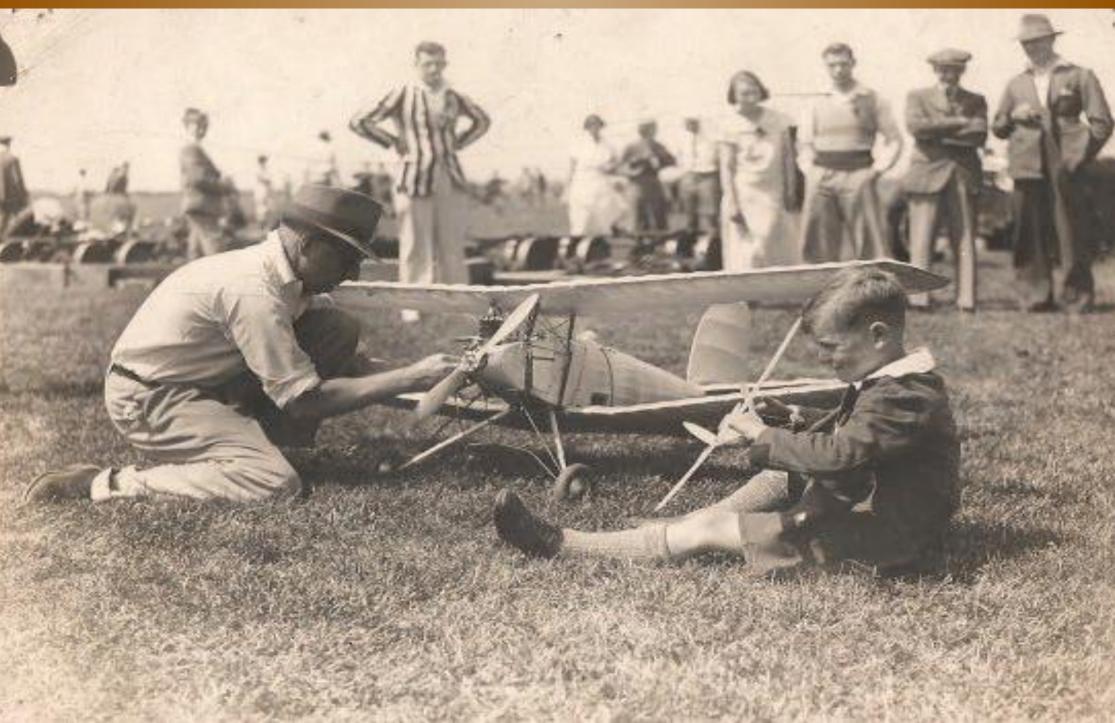
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1 J Shorer Bob Burling 800 1 A Knox Nationals 1860 1 D Thornley Airsail 5 D Squires Airsail 797 2 B Treloar Nationals 1852 2 D Mossop Nationals 3 A Knox Bob Burling 792 3 Bob McGrath Levin 1544 3 B Harris Airsail 5	5 <b>98</b> 591 571 563
1 J Shorer Bob Burling 800 1 A Knox Nationals 1860 1 D Thornley Airsail 5 2 D Squires Airsail 797 2 B Treloar Nationals 1852 2 D Mossop Nationals 5 3 A Knox Bob Burling 792 3 Bob McGrath Levin 1544 3 B Harris Airsail 5	571 563
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3 A Knox Bob Burling 792 3 Bob McGrath Levin 1544 3 B Harris Airsail 5	
	554
5 B Treloar Bob Burling 766 5 G Main Airsail 5	548
	544
7 D Thornley Nationals 595 Vintage Open Texaco 2014 J.Butcher 3320	
8 J Butcher Airsail 593 1 A Knox Nationals 1670 Classical IC Duration 2017 D Thornley 1	150
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10 B Harris Airsail 590 3 W Summerton Nationals 1351	,00
4 I Munro Nationals 1289	
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3 K Trillo Nationals 757 2 J Butcher Airsail 2691	,00
4 J Millar NDC 116 774 3 W Cartwright Airsail 2476	
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	2864
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	1915
9 G Main Airsail 413	
10 J Butcher Nationals 255	222
	232
1 W Cartwright Airsail 2853	
2 D Crook Airsail 2805	
Vintage E Duration 2018 B Harris 1560 3 J Butcher Airsail 2671	400
1 B Harris Airsail 1560 4 D Squires Airsail 2031 Tomboy IC 2015 R.Anderson 14	132
2 D Mossop Airsail 1306 5 K Trillo Nationals 1860	
3 A Knox Nationals 960 6 A Knox Nationals 1860	
4 K Trillo Nationals 960 7 A Macdonald Airsail 1857	
	935
	1680
7 A Macdonald Nationals 615	
8 D Baunton Airsail 538 Vintage E Rubber Tex 2018 J Butcher 4001	
9 T Gribble Airsail 310 1 J Butcher Airsaoil 4001	
• • • • • • • • • • • • • • • • • • •	676
	376
4 K Trillo Airsail 2810	
5 T Gribble Airsail 2395	
Vintage 1/2A Texaco 2017 A Knox 2580 6 D Squires Nationals 1860	
1 A Knox Bob Burling 1660 6 A Knox Nationals 1860	
2 J Butcher Airsail 1369	
3 K Trillo Airsail 1081	

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CATAPULT GLIDER 1. Dichards 2. J Butcher 3. D Warner 4. K Fisher	2012 J.Butcher Nationals Nationals Nationals Nationals	288 242 240 217	SMALL POWER  1. C Murphy 2. S Cox 3. R Bain 4. J Butcher	2016 B.Scott Nationals Nationals Nationals Nationals	275 257 247 231
<ul><li>5. A Graves</li><li>6. J Warner</li><li>7. S Warner</li></ul>	Nationals Nationals Nationals	198 150 143	5. R Anderson	Nationals	116
8. D Ackery	Nationals	69	NOS FF RUBBER	McGarvey / Scott	
9. S Cox	Nationals	64	1. P Squires	Nationals	510
			2. B Cox	Nationals	426
			3. C Murphy	Nationals	180
			4. B Gibson	Nationals	38
VINTAGE FF POWER	Anderson/Bain/Scot	t 540			
Rex Anderson	Nationals	540	VINTAGE FF RUBBEF	R McGarvey / Koerbin	540
2. R Bain	Nationals	534	1. P Squires	Nationals	480
3. J Butcher	Nationals	283	2. W Lightfoot	Nationals	432
			3. G Lovejoy	Nationals	311
			3. B Gibson	Nationals	311
			<ol><li>C Murphy</li></ol>	Nationals	103
			<ol><li>J Dowling</li></ol>	Nationals	59
NOSTALGIA FF POWI	ER Bain / Scott	540	7. J Butcher	Nationals	12
1. R Bain	Nationals	540			
<ol><li>R Anderson</li></ol>	Nationals	403			
3. B Gibson	Nationals	281	CLASSIC / A2 FF GLII		
4. P Wilson	Bob Burling	183	1. R Anderson	Nationals	446
5. S Cox	Nationals	65	2. M Evans	Nationals	317
			3. B Gibson	Nationals	263
			4. M Vincent	Nationals	254
VINTAGE FF GLIDER	2013 R.Anderson		PRECISION	2014 G.Burrows	411
<ol> <li>R Anderson</li> </ol>	Nationals	436	1. S Cox	Nationals	200
2. S Wade	Nationals	309	2. A Graves	Nationals	157
3. S Cox	Nationals	266	3. K Fisher	Nationals	109
4. M Evans	Nationals	265	4. J Dowling	Nationals	74
5. P Evans	Nationals	141	5. C Murphy	Nationals	59
6. K Fisher	Nationals	112	6. P Wilson	Bob Burling	39
7. J Butcher	Nationals	60	7. J Butcher	Nationals	14

# REAL VINTAGE!



## **MISCELLANEOUS**





ICON 163: Richard William Pearse (3 December 1877 – 29 July 1953)

A New Zealand farmer and inventor who performed pioneering experiments in aviation.

It is claimed Pearse flew and landed a powered heavier-than-air machine on 31 March 1903, nine months before the Wright brothers flew their aircraft, but the documentary evidence to support such a claim remains open to interpretation, and Pearse did not develop his aircraft to the same degree as the Wright brothers, who achieved sustained controlled flight.

Pearse himself never made such claims, and in an interview he gave to the Timaru Post in 1909 only claimed he did not "attempt anything practical ... until 1904". Pearse himself was not a publicity-seeker and also occasionally made contradictory statements, which for many years led some of the few who knew of his feats to offer 1904 as the date of his first flight.



