

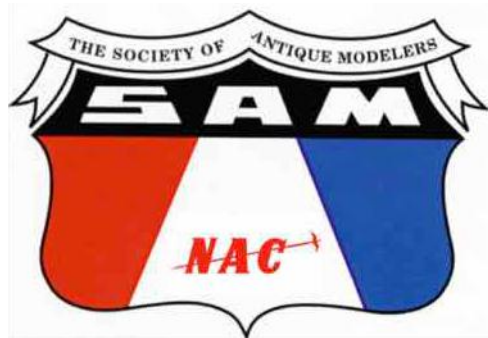
# AVANZ



# NEWS

**Newsletter of the Vintage Special Interest Group of Model Flying New Zealand #165**





# COMMITTEE NOTICES



## **Vintage SIG Report July 18** *Prepared by Allan Knox, SIG Chairman.*

Finances: Some subsidising of North Island series venues has occurred as this series was being established. Events are now turning a small profit and the SIG's funds are in good shape. Financial accounts for 2017/2018 are attached. *(Ed: Not presented here but available from Allan on request).*

Vintage events are well supported with strong turnouts at the Nationals and the on-going regional meetings in the North of the North Island and in the South of the North Island focused on Levin. Hawkes Bay is showing some resurgence too with a small but keen group flying NDC regularly.

The North Island Champs was flown in the north this year with good support. The South Island seems to be languishing with no invitational events being run and limited participation in RC NDC although CMAC do support Vintage Free Flight.

Rules: The Vintage rules have been developed substantially over the last few years and have spurred participation in a range of new RC classes that now include the Classical period as well as both Electric and IC power. The Rules rewrite last year really tidied up the Vintage rule book. It is now a concise and easily read document thanks to Wayne and Bernard's work.

The basic 5 Vintage RC events has grown to 17 across the two periods.

Nationals 2019: The Nats are in the Hamilton area this time and Cambridge has been selected for VRC flying. This is a fine club site with facilities and a danger zone in place but is some distance from Nats HQ, VFF will fly with Free Flight.

Six days will be used again to accommodate the extra RC Classes and the 9 FF classes. RC will be on the first 3 days to allow for rain days as it has a lot more events and fliers involved. An effort has been made to de-conflict RC from electric soaring to allow more participation in both, particularly Radian P.

AVANZ: Bernard continues to do a fine job

## **In this Issue**

**Committee Notes**  
**Incoming**  
**Future Events**  
**Airsail Rally**  
**Bob Burling Event**  
**Italian Job #4**  
**Goldhahn**  
**NE LA 541B**  
**Corsair**  
**Readers' Models**  
**Why I Fly Vintage**  
**Cover Stories**  
**Leader Boards**  
**Real Vintage**  
**Miscellaneous**

**On the Cover:** *Goldhahn A rather complex model - see page 7*  
**Logo:** *National Airways Corporation - see Miscellaneous page*

**SIG CHAIRMAN:** Allan Knox  
**SIG SECRETARY:** Don Mossop  
**MFW COLUMNIST:** David Crook  
**COMMITTEE:** Graham Main  
 Bryan Treloar

allan.j.knox@gmail.com  
 donmossop@gmail.com  
 chloecat@xtra.co.nz  
 gramain@xtra.co.nz  
 bryan\_treloar@hotmail.com

Wayne Cartwright rwcwright4@gmail.com  
 Warner Summerton gsumm@gmail.com

**TREASURER:** David Squires dbsq17@gmail.com  
**PLANS:** Mark Venter avanz.plans@xtra.co.nz  
**AVANZ News:** Bernard Scott scott.scott@xtra.co.nz  
 Tony Gribble agrib@orcon.net.nz

## **Contributions to Issue 165**

W Cartwright  
 Allan Knox  
 John Butcher  
 Bryan Treloar  
 Donald Trump  
 Vladimir Putin  
 Alec Fuller  
 David Squires  
 Tony Gribble  
 Barrie Russell

## FLEDGLING VINTAGE IN NEW PLYMOUTH ???

Hi Bernard,

I am a new recruit to vintage. I spent time at the last Nats finding out more about Vintage and was lucky enough to come across Don Mossop who took me under his wing so to speak and conveyed much info and enthusiasm. I have also enjoyed reading current and past issues of AVANZ. Its very nicely done and full of info.

At the recent NPMAC AGM I got voted onto the Committee - I put my hand up to be Free Flight Co-ordinator and the found out that it is a committee position. Its working out well, though, because it has allowed me to introduce to the club RC Vintage and Classical competition. To my knowledge Vintage competition has not been flown here before. Nearly all the RC flying is Sport and Scale Sport.

For my sins I have now been volunteered to organise a Vintage competition day in October this year. To keep things fairly simple I have decided to just do Vintage and Classical Precision for this inaugural day. I am hoping that we will get 6-8 or maybe even 10 models between the two classes. Maybe I am being too optimistic but I got to try.

*One thing I wanted to ask is, do you know of any modellers that have models for sale, suitable for Vintage or Classical Precision? We have a few members that are interested but are not really scratch builders.*

I am going to talk to Doug Baunton who is a regular competitor in Vintage I see from reading AVANZ and even saw a lovely photo of him launching a Skokie on the cover of Nov 2016 AVANZ. He is an Associate Member of our club and will be a useful contact as he has actually flown these classes.

Regards  
Alec Fuller #10136

Ed:  
*Anyone able to help Alec with suitable models can contact him on 0220814799*

15 - 16	September 2018	Levin
<i>John Selby Memorial</i>		
22 - 23	September 2018	Tuakau
20 - 21	October 2018	JR Airsail
24 - 25	November 2018	Blackfeet
TBA	January 2019	Waharoa
<i>Nationals</i>		
16 - 17	February 2019	Levin
<i>Bob Burling</i>		
23 - 24	February 2019	Tuakau
TBA	March 2019	Levin
<i>North Island Champs</i>		
20 - 21	April 2019	JR Airsail
11 - 12	May 2019	Levin
<i>Gareth Newton</i>		
18 - 19	May 2019	Tuakau
27 - 28	September 2019	Levin
<i>John Selby Memorial</i>		

The Tuakau Model Aero Club is planning to host a Vintage and Classical Fun-day Competition and Rally to be held at the Tuakau Recreational Reserve Sunday 29th July 2018, 9.30am to 3.30pm

Competitors may fly any event of their choosing however all events will be flown with **no qualifying rounds**, and with Vintage and Classical classes combined.

There will be no age bonus.

All flights will be flown as if they were fly-offs as detailed in the Vintage Sig rules.

**The winner in any event will be the competitor with the best individual flight.**

**Prizes;** Two of the more popular events will be **feature events** with prizes, and there will also be a draw of names in a hat.

**Vintage and Classical Precision** Each competitor may fly three times with up to 3 different models if desired. Each flight will be flown as per the Vintage Sig fly-off rules with no age bonus.

**Vintage/classical E Duration** Each competitor may fly three times with up to 3 different models if desired. Each flight will be flown as per the Vintage Sig fly-off rules with no age bonus or maximum flight time.

A "Sausage Sizzle" BBQ will be provided

An entry fee of \$5.00 applies

In the event of poor weather, the event will be transferred to the following Sunday. (5<sup>th</sup> Aug)

For further information contact either John or myself.

CD: **John Butcher**

ph: 09 236 9722

email: [jjbutcher@xtra.co.nz](mailto:jjbutcher@xtra.co.nz)

**David Squires**

Sec/Tres Tuakau Model Aero Club (Inc)

ph: 027 274 5155

email: [dbsq17@gmail.com](mailto:dbsq17@gmail.com)



After the disappointment of having to cancel Saturday flying it was nice to see blue skies and the sun shining on Sunday. Due to the first day's cancellation and to make up for lost time we decided on a 9.00am start which John Danks kindly agreed to. Many thanks for that John, much appreciated.

If my memory serves me correctly John Butcher was the first in the air in order to take advantage of the pleasant conditions while the rest of us were casually charging batteries and having a good yarn, as you do. No lift, but no wind or rain either so no one was complaining.

This paid dividends for John who was able to get all his flights completed plus a fly off flight for E Rubber Texaco and Vintage  $\frac{1}{2}$ E Texaco. As for everyone else, well, we were now too busy with the lovely fresh scones with jam and cream.

In the finish, all present did take to the sky at some time or another except for poor David Squires who wasn't firing on all cylinders but did turn up for a short period and then headed for home. Hope you're all ok now David.

After a slow start to previous Classical  $\frac{1}{2}$ E Texaco events with mainly just Tony Gribble flying his Jumpin Bean, today he was joined by Wayne Cartwright, with a Tigress and Dave Crook who finally finished his Jumpin Bean for its first competition outing - with surprising results. Where are all the other Jumpin Beans I ask myself as I'm sure there are a dozen or so in various states of readiness or construction.

The Vintage E Rubber Texaco class is now attracting substantial numbers at all events and with that we are finding that larger models do in fact fly better and are having no difficulty at all achieving their times with some long duration fly off times as well. Who will be the first to turn up with a 2 - 2.5 metre wing span Gollywock?

After some "serious" flying we had another interlude as lunch was served up, this time in the form of hamburgers. We found that once we had all had another good yarn and lunch was digested the wind had decided to come up, and sat at around 15kph, gusting to 20kph. This put an end to some of the fly-off flights which were planned and so in the interests of preserving aircraft it was decided to call it a day shortly thereafter.

What better, then, to have a browse in the shop, spend some money and come out full to the gunnels with balsa ready for the next project.

So the 2017-2018 season now comes to a close. Hopefully over the winter period we are all able to get some building done. That will give us all something to talk about and to be amazed at when we see what has been created. Many thanks to John and Sharon Danks at JR Airsail once again for their wonderful hospitality and making the Vintage SIG feel welcome. We love coming your way.

Don't forget the Tuakau fun fly Vintage day planned for the end of July. Further details to follow closer to the date.

All the best, Dave and Tony

		R1	R2	R3	FO	Total
<b>Vintage Precision</b>						
David Gush	Miss FX	192	200	200		592
Keith Trillo	Tomboy	197	195	196		588
Stuart Lightfoot	New Ruler	200	190	181		571
<b>Vintage E Duration</b>						
Stuart Lightfoot	New Ruler	219	320	239		778
<b>Vintage IC Duration</b>						
David Gush	Miss FX	187	209	208		604
<b>Vintage 1/2E Texaco</b>						
John Butcher	Miss FX	740	740	1031		2511
Dave Crook	Tomboy	710	-----	-----		710
Tony Gribble	Stardust Special	685	-----	-----		685
<b>Classical 1/2 E Texaco</b>						
Wayne Cartwright	Tigress	720	720			1440
Tony Gribble	Jumpin Bean	720	720			1440
Dave Crook	Jumpin Bean	720	720			1440
<b>Vintage E Rubber Texaco</b>						
		R1	R2	R3	FO	Total
John Butcher	Gollywock	620	620	620	1467	3327
Keith Trillo	Yonder	620	620	620	663	2523
Dave Crook	Toots	620	620	620		1860
Tony Gribble	Smith Mulvihill	528	559	-----		1087
<b>Tomboy E (180, 2S) (Best 2 of 3)</b>						
Keith Trillo		634	546	-----		1180
<b>Sports Cabin Texaco – E (180, 2S) (Best 2 of 3)</b>						
Tony Gribble	Petardo	538	-----	-----		538







THE PITS



BRYAN / SMALL AIRBORNE



TREV'S FALCON



IAN / TD-COUPÉ



ALLAN / LANCER



JOE / VIKING



The Levin Club holds three two-day vintage events each year. Both are in memory of past friends and stalwarts of vintage flying in the area. June 9 -10 was the Bob Burling Memorial meeting. Bob passed away about 2004 and is remembered for his passion for vintage models.

It was tough finding a weekend that worked for the regulars and had flyable weather but we managed it and had two very flyable days with little wind and no rain - typical Levin in other words. The air was special all weekend as you will see from the results. No lift as such but large areas of helpful air inland towards the hills.

Saturday had a low turnout but Sunday was strongly supported and was the best day. It was calm all day and perfect for our big floaty models. The big Lanzas of Warner Summerton and Bryan Treloar looked like they were just hanging from a hook way up in the sky. Just as well, as Warner was sure his aircraft had entered "cloud" at one point and depended on Stew Cox, who for some reason can see through cloud, to talk him down. The big Bomber popped out of Warner's cloud quite close to the field and it was then we found Warner's glasses had steamed up! Who said vintage is not exciting. Despite this sort of challenge Warner's Open Texaco times were huge. He has been swinging a 16 x 8 wood on his Saito 65 FA and it seems to have extended runs and height gains, a trick he picked up from Australia. His recently repowered Play Boy senior is a real weapon in IC Duration too easily doing its 4 minutes off a 20 second run. It was only later that I realised the old OS61FS up front is eligible for 25 seconds.... but he didn't need it.

Speaking of Stew Cox, some of you may remember we have been refurbishing a very old and tired New Ruler. This was its first outing and after two months pottering in the shed I was given the honour of the nervous first flight. We cranked up the second-hand

Saito 65 FA, lined her up on the strip and opened the throttle. I needn't have worried, she went out straight and strong, climbing out near vertically without a hint of Dutch roll. Cut at 25 seconds, she settled into a stable glide and easily exceeded the 4 minutes needed for Duration gliding down to a nice accurate landing. The rudder control was outstanding and the model was responsive and easily directed. Stew took over and flew it in IC Duration. Then we swapped the plumbing to the built-in Open Texaco tank and went on to post some very respectable Open Texaco times.

Bryan Treloar flew his new and very large Lanzo Airborne in Open Texaco for the first time on Saturday. I joked that this thing would make a good umbrella over his BBQ come the summer. It has immense wing area. This Airborne is special for the Spark ignition 4 stroke, a converted OS61FS. This thing runs on the smell of an oily rag and when sipping from the large tank allowed by all that area, it can run for a very long time. I think the 15 minutes will be a formality for this model. Good effort Bryan and well done on yet another immaculately built model.

As usual we had an excellent turn out for Precision. The locals are outstanding at this, Jonathan usually does well with his Junior 60 and Joe Bradbury (Viking) and Robin King (ex-Selby Vespa) did brilliantly this time, usually missing by only a second or so. Great flying guys. This was our NDC event for the month. Local, Alan Sissons, was not so lucky this time. The Big Southerner ran well for a change but then shed a wing in flight making a resounding thump on impact. No harm done to persons or property, fortunately.

Jonathan went on to fly a repurposed baby Play Boy that was built by yet another departed modeller, the late great Neil McDougal. After some measuring and debate we found this one fitted the 1/2E class so once loaded with the 350 MaH 2S Lipo, Jonathan went on

to max out then post an impressive 23 minute flyoff time. On checking the wing loading at home he found it needed ballasting up to 8 oz/sq.ft but it has certainly showed its potential to do very well in this event.

I never get tired of admiring Trevor Glogau's big Falcon. This one has a modern 4 stroke spark ignition petrol 4 stroke up front. A Saito I think. It too is very frugal and produces the long runs that help so much when stretching for that 15 minutes in Open Tex. Trev posted some good long flights again.

No two-dayer at Levin is complete without Ian Munroe. Ian hasn't flown since the Nats but made the effort for this one flying his classic vintage sparkie powered TD-Coupe and the little Simplex with his own home built Diesel up front. The TD-Coupe can struggle in Open Tex but he posted one Max flight when the Brown Junior pulled well and the helpful air stretched the flight time.

As often happens, I nearly ran out of time but with Stew's help I finished A Tex with a 23 minute Flyoff flight then went on to complete my IC Durations with the Cumulus. Both of these are old airplanes now having been built in the early 2000s back when I first got into vintage. We two were the last off the field and locked up about 4.30PM. On the way home I was still had a warm glow over the way Stew's New Ruler flew. Moving the CG back a bit more is all she needs to be a truly great airplane. I will never forget the first real vintage model I ever had anything to do with, John Ensoll's beautifully built silk covered New Ruler. John and his lovely airplane got me into this vintage stuff. He has taught me more about model building and life in general that I could ever write down, me and many others too. Thanks mate, and well done on that NZMAA Lifetime Achievement Award, it is well deserved.





JOE AND ROBIN / EX-SELBY VESPA



JONATHON / PLAYBOY



WARNER HITS THE SPOT



STEWART / NEW RULER



TREV / FALCON



WARNER / LANZO



# BOB BURLING EVENT

## Results and Photographs by Allan Knox

### A TEXACO

Pos	Competitor	Model & Year	Total	NZMAA Num.	Event	Fit 1 - 10 Mins						Fit 2 - 10 Mins						Fit 3 - 10 Mins						Fly Off Fit - Unlimited					
						Flight Time		Landing	year	Fit	Points	Flight Time		Landing	year	Fit	Points	Flight Time		Landing	year	Fit	Points	Flight Time		Landing	year	Points	
						mins	secs		Bonus	secs		mins	secs		Bonus	Secs		mins	secs		Bonus	Secs		mins	secs		Bonus		
1	Knox, Allan Mr	Lancer 1938	3301	7621		11	18	20	12	600	620	10	29	20	12	600	620	10	55	20	12	600	620	23	29	20	12	1441	
2	Treloar, Bryan Mr	Lanzo Airborne 1938	1892	10605		13	55	20	12	600	620	15	17	20	12	600	620	14	21	20	12	600	620			20	12	32	
3	Ian Munroe	Simplex 1941	1554	4404		7	50	0	9	470	479	7	43	20	9	463	492	9	14	20	9	554	583						

### OPEN TEXACO

Position.	Competitor	Total	NZMAA	Model and Year	Fit 1 – 15 Mins						Fit 2 – 15 Mins						Fly off	Fly Off Fit - Unlimited						
					Flight Time		Landing	year	Fit	Points	Flight Time		Landing	year	Fit	Points		Competitors	Flight Time		Landing	year	Fit	Points
					mins	secs		Bonus	secs		mins	secs		Bonus	Secs				mins	secs		Bonus	Secs	
1	Allan Knox	1852	7621	Lancer 45 1938	17	9	20	12	900	920	15	8	20	12	900	920				12	0	12		
2	Warner Summerton	1844	10758	Lanzo Bomber 1938	21	26	20	12	900	920	18	32	0	12	900	912				12	0	12		
2	Bryan Treloar	1844	10605	Lanzo AIRBORNE 1938	19	43	0	12	900	912	14	58	20	12	898	920				12	0	12		
4	Stewart Cox	1521	4492	New Ruler 1940	9	21	20	10	561	591	15	16	20	10	900	920				10	0	10		
5	Trevor Glogau	1498	11409	Falcon 1949	17	56	20	1	900	920	9	16	20	1	556	577				1	0	1		
6	Ian Munroe	1423	4040	TD Coupe 1936	18	1	0	16	900	916	7	35	20	16	455	491				16	0	16		

### E DURATION

Position.	Competitor	Total	NZMAA	Model and Year	Fit 1 – 5 Mins					Fit 2 – 5 Mins					Fit 3 – 5 Mins					Fly off	Fly Off Fit - 10 Mins									
					Flight Time		Landing	year	Fit	Points	Flight Time		Landing	year	Fit	Points	Flight Time		Landing		year	Fit	Points	Competitors	Flight Time		Landing	year	Fit	Points
					mins	secs		Bonus	secs		mins	secs		Bonus	Secs		mins	secs			Bonus	Secs			mins	secs		Bonus	Secs	
1	Allan Knox	1379	7621	Scram 1938	5	16	20	12	300	320	5	37	20	12	300	320	5	56	20	12	300	320	Allan Knox	6	27	20	12	387	419	

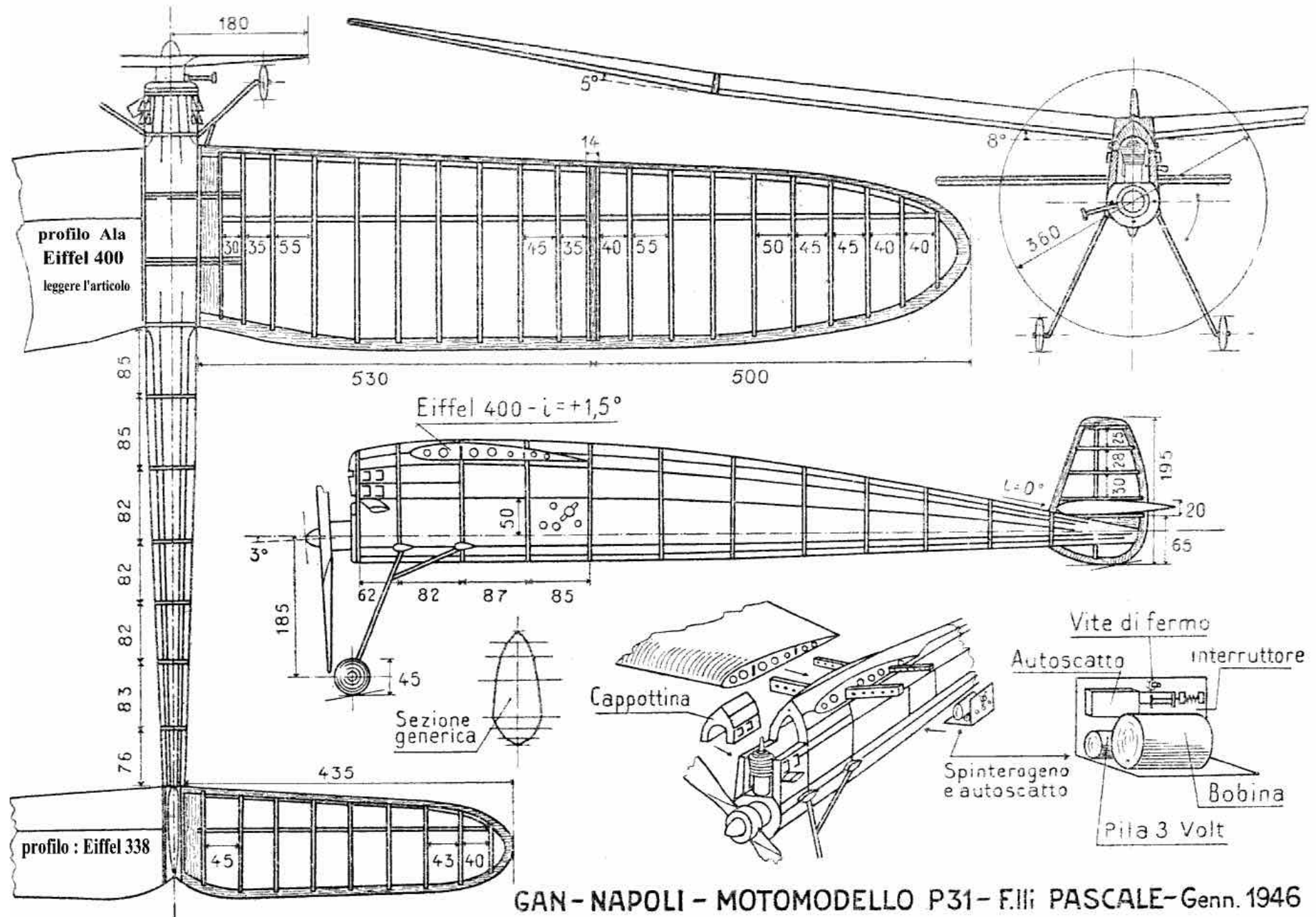
### VINTAGE IC DURATION

Pos	Competitor	Total	NZMAA Num.	Model and Year	Fit 1 - 4 Mins					Fit 2 - 4 Mins					Fit 3 - 4 Mins					Fly off Competitors	Fly Off Fit - 8 Mins							
					Flight Time	Landing	year	Fit	Points	Flight Time	Landing	year	Fit	Points	Flight Time	Landing	year	Fit	Points		Flight Time	Landing	year	Fit	Points			
					mins	secs		Bonus	secs		mins	secs		Bonus	Secs		mins	secs			Bonus	Secs		mins	secs			
1	Allan Knox	773	7621	Cumulus 1937	4	52	20	13	240	260	5	0	0	13	240	253	5	9	20	13	240	260					0	0
2	Stew Cox	770	4492	New Ruler 1940	4	39	20	10	240	260	4	34	20	10	240	260	4	10	0	10	240	250	Stew Cox				0	0
3	Warner Summerton	760	10758	Play Boy 1940	4	58	20	10	240	260	4	2	0	10	240	250	4	46	0	10	240	250	Warner Summerton				0	0

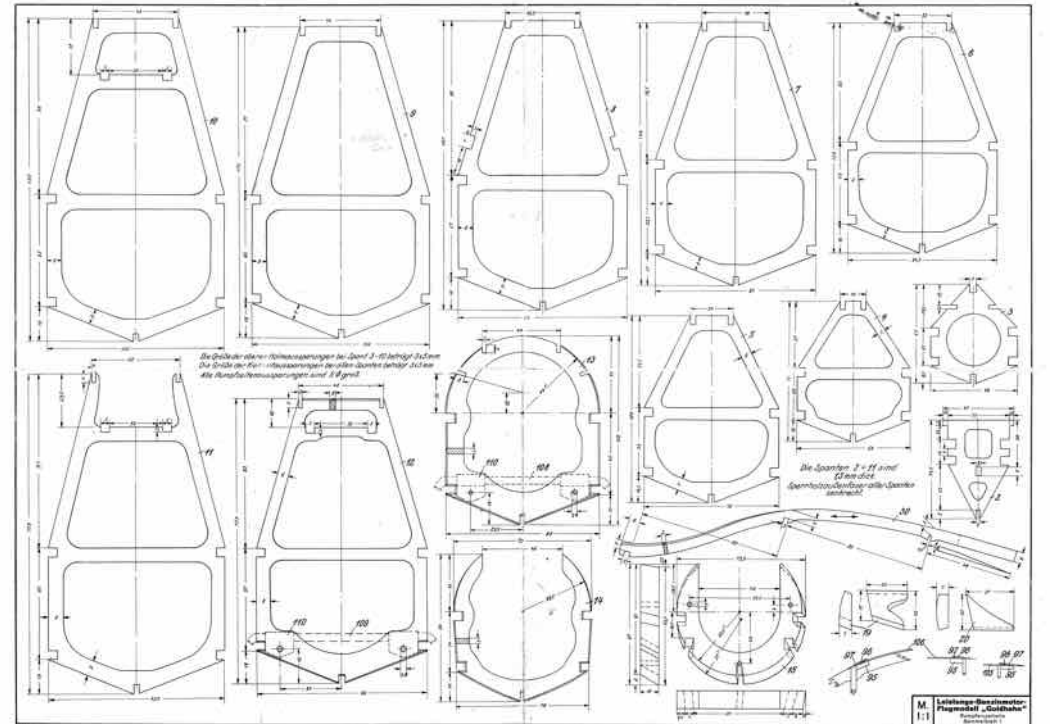
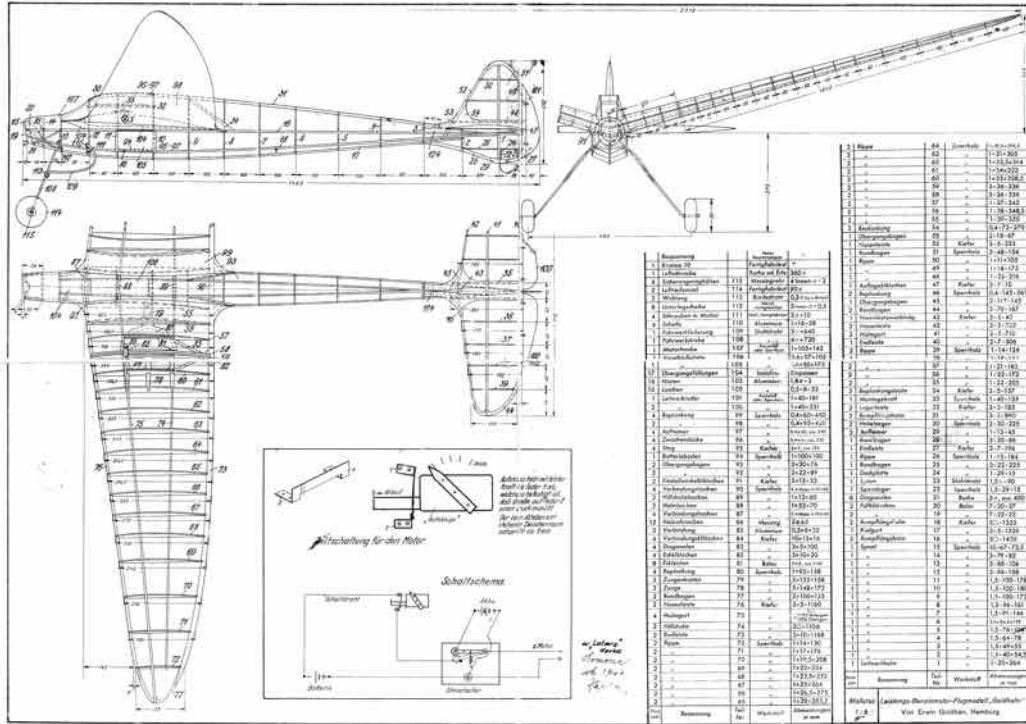
### VINTAGE IC PRECISION

Pos	Competitor	Model & Year	Total	NZMAA	Fit 1 - 3 Mins					Fit 2 - 3 Mins					Fit 3 - 3 Mins					Fly off	Fly Off Fit - 8 Mins									
					Num.	Flight Time		Land	year	Fit	Points	Flight Time		Land	year	Fit	Points	Flight Time			Land	year	Fit	Points	Competitors	Flight Time		Landing	Fit	Points
						mins	secs					mins	secs					mins	secs							mins	secs			
1	Allan Knox	Lancer 45 1938	792		2	56	20	12	176	200	3	4	20	12	176	200	3	6	20	12	174	200	Allan Knox	3	8	20	172	192		
2	Joe Bradbury	Viking 1940	773		3	1	20	10	179	200	2	56	20	10	176	200	3	0	20	10	180	200	Joe Bradbury	2	53	0	173	173		
3	Robin	Vespa 1941	600		3	2	20	9	178	200	3	2	20	9	178	200	2	55	20	9	175	200	Robin				0	0		
4	Brian Treloar	Red Zephyr 1936	593		3	1	20	14	179	200	3	4	20	14	176	200	3	1	0	14	179	193				0	0			
5	Jonathan Shorer	Junior 60 1946	581		2	58	20	4	178	200	2	57	0	4	177	181	2	59	20	4	179	200				0	0			
6	Warner Summerton	Play Boy 1940	567		2	56	0	10	176	186	2	54	20	10	174	200	3	9	0	10	171	181				0	0			
7	Alan Sissons	Play Boy 1940	465		2	50	0	10	170	180	2	55	0	10	175	185	1	30	0	10	90	100				0	0			

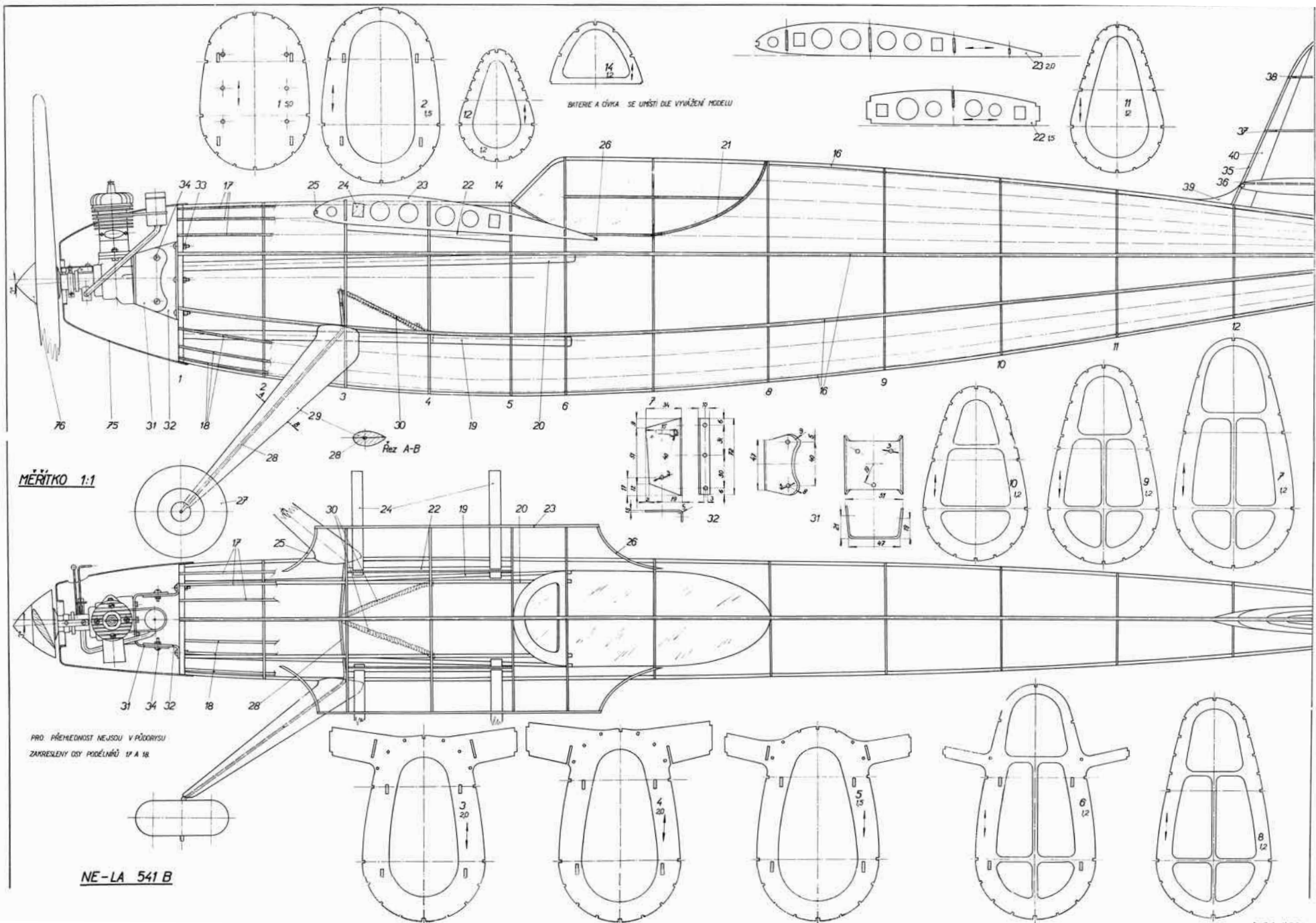


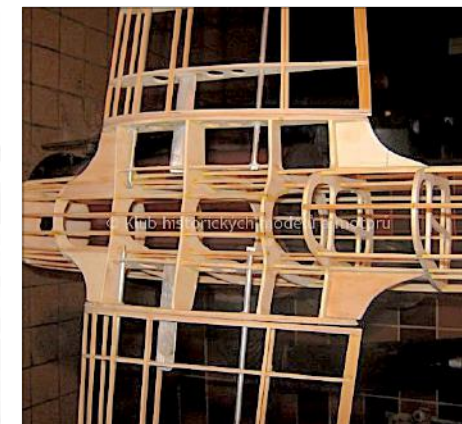
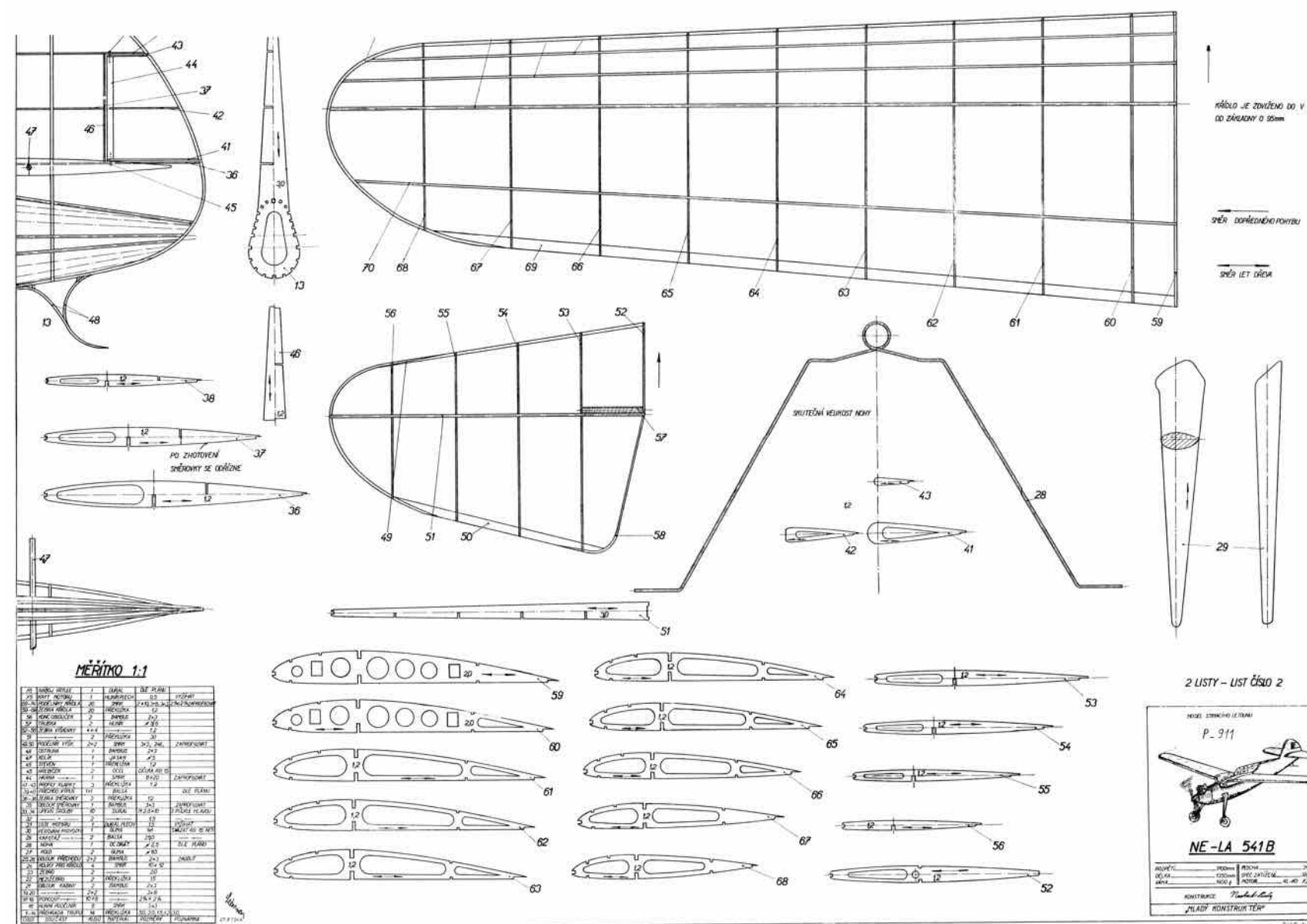














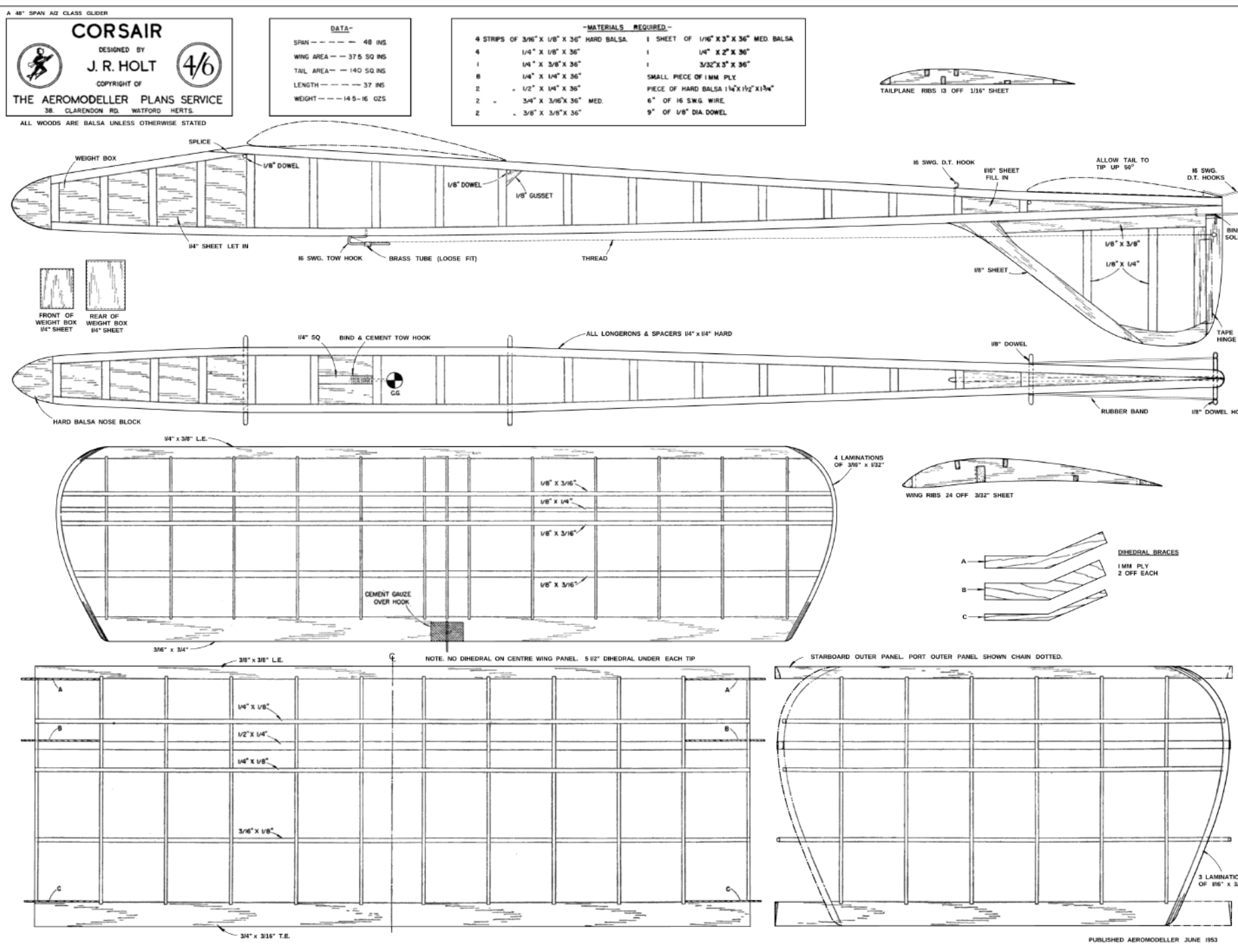


"CORSAIR was first designed as a simple, easy to build glider for Mrs. Holt to fly in the 1951 Women's Cup contest.

Low aspect ratio one-piece wing, large tailplane and generous material sizes make it an ideal project for any beginner, yet its performance rates high.

The first model was built by Mr. Holt, and the second by his wife. Each has the same characteristic stable flight no matter how rough the weather and each has withstood the general perils of beginner's tow-launching with flying colours.

Quick recovery after a stalled launch is one of its finer points, whilst perfect overhead tows are possible due to the relationship of the hook and C.G. positions. Balance with the aid of weight in the nose box until the CG is at the indicated point. Then seal off the weight box and use tail incidence only for all further trimming".





## *News from Tuakau*

This prolonged bout of unflyable weather has been causing a few keen modelers to become a trifle ill-tempered. However it's been quite okay for building. I have just about reached the limit with model storage, so the next build may be an extension somewhere on the house.

Since the Nats, attendance at our vintage rally competitions has been very disappointing. A couple of events were affected by poor weather but the Nth Island Champs had two and half days of near perfect conditions. The last meeting at the JR Airfield suffered a wipe out on Saturday but Sunday conditions were as good as you can get these days. I reckon overall attendance was down 40%.

The Tuakau Club hopes to run an out-of-season rally to similar rules as last year. We may have to chase a fine weekend but fingers crossed. Details will be discussed and arrangements made at our AGM in June.

I am currently building a *Kea* for sport cabin class followed I hope by a *Megow Cub* for a ½ A scale. Over the last year I built two different sizes of *Baby Playboy* for E rubber Texaco. They may have been a trifle ambitious as getting the CG somewhere near the right place, needed so much ballast that the purpose was defeated.

John Butcher







Hi Bernard. We now have another Mercury flying at Kapiti with the completion of Terry Beaumont's lovely translucent version shown here with Warner Summerton's fabric, dope then painted version. These use the fine short kits from Hangar One. About 72 inch span I think. Perhaps not the ultimate duration machine but a fine looking Ben Shereshaw design that can still be made to work for a number of classes. I like the Commodore version of this design with the oval cross section fuselage too. Rumour has it that the kit manufacturer (Comet?) said it was too complicated and asked for a plain box cross section and the Mercury resulted from the redesign. In either version they are handsome machines with good proportions resulting in great handling. The trend here in the Wellington area is for the big gas powered vintage designs rather than there scaled down electric brethren. They are all the better for that too in my opinion. **Allan Knox**

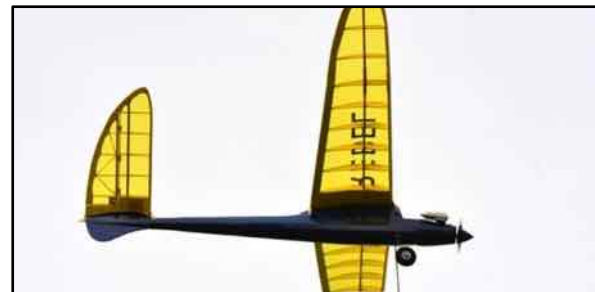




**Extracts from Barrie Russell's correspondence with Dick Twomey , the designer of Barries' latest Vintage model :**

" I'm currently on a trip of nostalgia, having built a Rebel in 1951 after your plan, published in *Aeromodeller*, grabbed me as a fifteen year-old, pic attached. I just had to revisit the experience, and have just finished an enlarged 72 inch version which is going to be powered by a vintage Super Tigre .20 (3.5cc) glow motor. I think it would be a bit under powered with the original 2cc Comp Special in the climbing department. I've built faithfully to your original outlines (just enlarged) but have modified the fuselage construction using a crutch and formers. The tailplane similarly, having elevons and bigger, now has more of a wing/rib construction. Just need to cover and go fly, I hope to use it in the Vintage IC duration contests.

Well you'll be pleased to hear that the Rebel flies. A glorious calm autumn/ winter day here, so I ventured out early afternoon. I had decided to fit a new ASP two stroke 0.21 (3.5cc) motor as the old Super Tigre was unreliable. Well, it took off and climbed away beautifully, needing a lot of down elevator under power and a fair bit in the glide, so I'm going to reduce the wing incidence by a couple of mms at the trailing edge and it should be a very happy model. The glide is nice and flat and the turns very controllable so once I get it trimmed out satisfactorily it will be interesting to see how it performs in the Vintage IC Duration comp with the allowable 20 second motor run and a four minute flight with landing points. Lots of exploring still to do, getting the motor run in and trying different props, but must say I'm thrilled with the result to date. All up flying weight is 42 ounces which with the 72 inch wing gave a wing loading of 9.9 ounces/sq/ft. Needless to say if I built another, I'm sure I could shave some off that and get nearer to the 8.00 ounce minimum here (what modeller doesn't say that!). Thank you once again for a really great design. I wonder how many people have built two Rebels 67 years apart ?!! "





When I was very young I developed a fascination with planes and things that flew. I started with chuck style planes cut from a pre printed 1/16 sheet of balsa and after a while progressed to bigger things. I was fortunate to get an ED Bee diesel from my older brother and I played with it on a test stand and learned how to start it and get it running properly. I even learned how to make my own fuel with the help of the local chemist who supplied me with ether and amyl nitrate.

Every Friday night I would go up town to the local hobby shop and drool over models and engines that were on display. Through the shop I got a subscription to the Aeromodeller Magazine and read what was going on in England and other parts of the world. It was through that publication that I became aware of the Tomboy and ordered the plan from Aeromodeller Plans Service. That was the first powered plane I built and I put the ED Bee up front. We had a large paddock near our home and that's where I flew it. I had trimmed the plane to fly in wide right hand circles and with a tank full of fuel and the motor running sweetly I would launch it into the air and watch it circle, gain height, run out of gas and glide to land in the same paddock.....mostly.

A year or two later I built a Junior 60 powered with an ED Racer MK.III, my first foray into radio control. My first set was a Gynchy transmiiter with a super regenerative receiver and an escapement that gave rudder control only. Care had to be taken not to fly for so long that the rubber bands that gave energy to drive the escapement unwound and the driving energy was lost.

The next step was a really good set of single channel gear, the Controilaire Mule MKII with super heterodyne receiver which meant I could fly simultaneously which others, provided we weren't on the same frequency. This was used in a Black Magic, Tutor and Super Sixty. Having seen some of the wonderful models and engines in the Aeromodeller Magazine, I developed the dream of eventually having one or two examples, but for the time being that was purely dreamland material.

The Mercury IV designed by Mick Smith in 1946 was etched on my mind and the dream never died. After a hiatus of 12 years from modelling caused by study, work and other things, I got back into it. I bought a set of Kraft proportional four channel gear and installed it in my Super Sixty and flew to my heart's content. From then on I was hopelessly hooked. In 1992 I built the Mercury IV and realised one of my two dreams. As time went on I realised the other dream....to own a Taplin Twin. Currently I have the MKI, II and III in both air and marine versions and have a MKIII in a Radio Queen that was designed by Col. H J Taplin himself!

The question is *why do I love to build and fly Vintage*. Well, I have several reasons. The shape and performance of these models is quite unlike those of aerobatic, pylon and later models and there is a unique "flavour" to vintage. I could wax lyrical on the image of a vintage model wafting gently on the warm currents of a summer evening like a butterfly. The smell of diesel exhaust, the putter of an engine and the sight of a model gradually climbing...ahhhh. Their airframes allow different types of engines from diesel, glow and spark ignition and cover the whole spectrum of performances. There are challenges in building and flying, from very simple to complex and competitions cater to all abilities.

For me, aeromodelling's pivotal moment came in the USA when Bill Brown developed the Brown Junior model engine, a 10cc spark ignition engine that ran on petrol and sae 70 oil. It was the first engine to be made widely available to the public. The engine produced about 0.2bhp and was able to swing large diameter propellers. Model designers went from rubber powered to engine powered literally overnight. It seems to me that the golden age of vintage was really from about 1936 to 1940, a period that included the Great Depression, but at the end of the depression came greater discretionary spending as employment and wages grew.

With respect to vintage engines, from the late 1930's through to 1950 is the time of development of the best

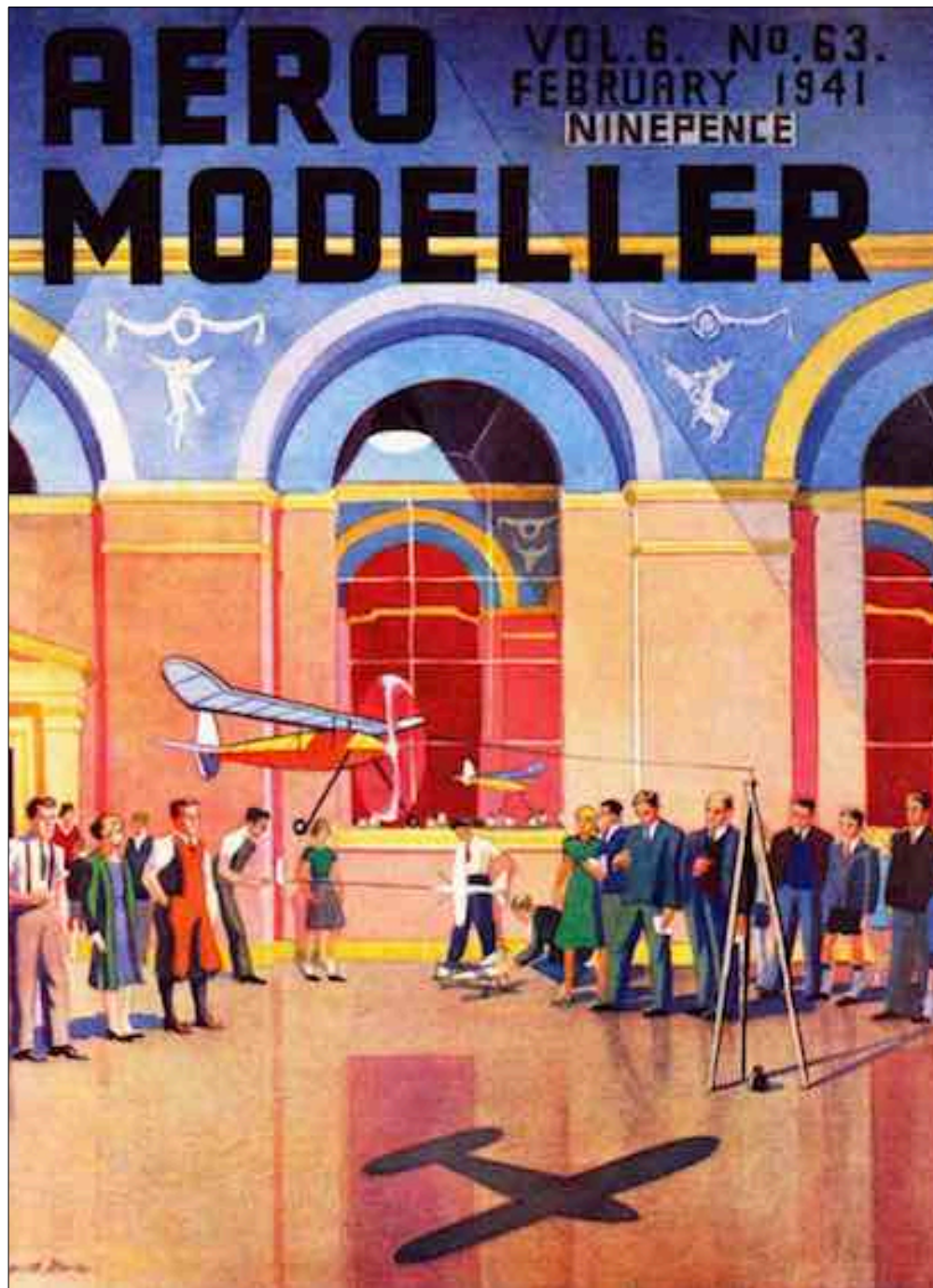
engines and innovations. In 1945/6 Dick McCoy produced the McCoy 29, 49 and spark ignition engines that were unsurpassed for performance in control line speed and tether car racing. In 1947 the Dooling Brothers produced the Dooling 61 followed by the Dooling 29 and these were also spark ignition but not for long..... what happened?

Ray Arden developed the glow plug to provide the ignition source. What was the significance of the glow plug? A revolution in engine design, performance and size. Overnight the spark ignition system was rendered obsolete and engine makers reconfigured their engines to glow. Also, the glow plug allowed the production of small engines, typically the 049 size as exemplified by the Anderson Baby Spitfire and K&B infant. From 1948/9 there were a lot of small models designed in the 1/2 A Texaco size range that became possible because the glow plug engine did not require a coil or flight battery and the small 049 engines were cheap and matching models also cheap to build.

What about the situation in England for engine development? Different story here. Whereas the USA went the spark ignition/glow plug route, England went the diesel route. Also, England was worst affected by the depression and took longer to come out of it. It wasn't until the end of WWII that things began to move. During the war years there was a ban on model flying and engine manufacturing was stopped because the metals used were required for the war effort. With the end of the war there was a flourishing of engine manufacturing and development and the early leaders were Mills, ED and ETA. Model design was led by the likes of Vic Smeed, Col. Bowden, Albert Hatfull, Fred Hempsall, but their so-called Golden Age of vintage lagged by about 10 years behind the USA.

Vintage building and flying is a truly enjoyable and rewarding subset of aeromodelling in general. To Vintage fliers I would say "Go forth, fly and darken the skies with your beautiful Vintage models"







<b>Vintage Precision</b>	<b>2017 A Knox</b>	<b>800</b>
1 J Shorer	Bob Burling	800
2 D Squires	Airsail	797
3 A Knox	Bob Burling	792
4 D Mossop	Airsail	791
5 B Treloar	Bob Burling	766
6 J Bradbury	Bob Burling	773
7 Robin	Bob Burling	600
8 G Main	Airsail	599
9 D Thornley	Nationals	595
10 J Butcher	Airsail	593

<b>Vintage IC Duration</b>	<b>2014 R Anderson</b>	<b>1308</b>
1 A Knox	Nationals	780
2 B Treloar	Nationals	757
3 K Trillo	Nationals	775
4 J Millar	NDC 116	774
5 W Summerton	Bob Burling	760
6 D Thornley	Airsail	744
7 S Cox	Bob Burling	770
8 R Anderson	Nationals	614
9 G Main	Airsail	413
10 J Butcher	Champs	515

<b>Vintage E Duration</b>	<b>2018 B Harris</b>	<b>1560</b>
1 B Harris	Airsail	1560
2 A Knox	Bob Burling	1379
3 D Mossop	Airsail	1306
4 K Trillo	Nationals	960
5 J Butcher	Champs	900
6 D Squires	Nationals	673
7 A Macdonald	Nationals	615
8 D Baunton	Airsail	538
9 T Gribble	Airsail	310
10 J Butcher	Airsail	269

<b>Vintage 1/2A Texaco</b>	<b>2017 A Knox</b>	<b>2580</b>
1 A Knox	Bob Burling	1660
2 K Trillo	Champs	1500
3 J Butcher	Airsail	1369

<b>Vintage A Texaco</b>	<b>2018 A.Knox</b>	<b>3780</b>
1 A Knox	NDC 122	3780
2 B Treloar	Bob Burling	1892
3 B McGrath	NDC 122	1777
4 I Munro	Bob Burling	1554
5 W Summerton	NDC 122	419

<b>Vintage Open Texaco</b>	<b>2014 J.Butcher</b>	<b>3320</b>
1 A Knox	Bob Burling	1852
2 W Summerton	Bob Burling	1844
2 Bryan Treloar	Bob Burling	1844
4 T Glogau	Nationals	1597
5 K Trillo	Champs	1596
6 S Cox	Bob Burling	1521
7 I Munro	Bob Burling	1423

<b>Vintage 1/2E Texaco</b>	<b>2017 K Trillo</b>	<b>3415</b>
1 K Trillo	Champs	2911
2 J Butcher	Airsail	2691
3 A Knox	NDC 122	2487
4 W Cartwright	Airsail	2476
5 B Spenser	Airsail	2188
6 B Russell	Champs	1480
7 D Crook	Airsail	1460
8 R Anderson	Nationals	1440
9 B Robinson	Champs	1414
10 T Gribble	Champs	1392

<b>Vintage E Texaco</b>	<b>2012 W Cartwright</b>	<b>3325</b>
1 K Trillo	Champs	2908
2 W Cartwright	Airsail	2853
3 D Crook	Airsail	2805
4 J Butcher	Airsail	2671
5 T Gribble	Champs	2591
6 D Squires	Airsail	2031
7 A Knox	Nationals	1860
8 A Macdonald	Airsail	1857
9 B Russell	Champs	1721
10 D Boughton	Champs	1612

<b>Vintage E Rubber Tex</b>	<b>2018 J Butcher</b>	<b>4001</b>
1 J Butcher	Airsail	4001
2 W Cartwright	Airsail	3225
3 D Gush	Airsail	3001
4 K Trillo	Champs	2979
5 T Gribble	Airsail	2395
6 D Squires	Nationals	1860
6 A Knox	Nationals	1860

<b>Classical Precision</b>	<b>2016 B Harris</b>	<b>598</b>
1 D Thornley	Airsail	591
2 D Mossop	Champs	591
3 D Squires	Champs	569
4 B Harris	Airsail	563
5 G Main	Airsail	548
6 J Butcher	Nationals	544
7 B Russell	Champs	528

<b>Classical IC Duration</b>	<b>2017 D Thornley</b>	<b>1150</b>
1 D Thornley	Airsail	650

<b>Classical E Duration</b>	<b>2014 B Harris</b>	<b>1217</b>
1 B Harris	Airsail	900
2 D Mossop	Airsail	854
3 D Crook	Airsail	803
4 G Main	Airsail	688

<b>Classical 1/2E Texaco</b>	<b>2017 B.Scott</b>	<b>2864</b>
1 T Gribble	Airsail	2449
2 G Main	Airsail	1915

<b>Vintage Scale Texaco</b>	<b>2017 A.Knox</b>	<b>2232</b>
-----------------------------	--------------------	-------------

<b>Tomboy IC</b>	<b>2015 R.Anderson</b>	<b>1432</b>
------------------	------------------------	-------------

<b>Tomboy E</b>	<b>2014 S.Grant</b>	<b>1935</b>
1 K Trillo	Airsail	1680

<b>Sports Cabin E-Texaco</b>	<b>2018 T Gribble</b>	<b>1400</b>
1 T Gribble	Champs	1400
2 B Russell	Champs	1036
3 K Trillo	Champs	975
4 B Robinson	Champs	960
5 D Crook	Champs	843

**CATAPULT GLIDER**      **2012 J.Butcher 339**

1. Dichards	Nationals	288
2. J Butcher	Nationals	242
3. D Warner	Nationals	240
4. K Fisher	Nationals	217
5. A Graves	Nationals	198
6. J Warner	Nationals	150
7. S Warner	Nationals	143
8. D Ackery	Nationals	69
9. S Cox	Nationals	64

**VINTAGE FF POWER**      **Anderson/Bain/Scott 540**

1. Rex Anderson	Nationals	540
2. R Bain	Nationals	534
3. J Butcher	Nationals	283

**NOSTALGIA FF POWER**      **Bain / Scott 540**

1. R Bain	Nationals	540
2. R Anderson	Nationals	403
3. B Gibson	Nationals	281
4. P Wilson	Bob Burling	183
5. S Cox	Nationals	65

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

1. R Anderson	Nationals	436
2. S Wade	Nationals	309
3. S Cox	Nationals	266
4. M Evans	Nationals	265
5. P Evans	Nationals	141
6. K Fisher	Nationals	112
7. J Butcher	Nationals	60

**SMALL POWER**      **2016 B.Scott 353**

1. C Murphy	Nationals	275
2. S Cox	Nationals	257
3. R Bain	Nationals	247
4. J Butcher	Nationals	231
5. R Anderson	Nationals	116

**NOS FF RUBBER**      **McGarvey / Scott 540**

1. P Squires	Nationals	510
2. B Cox	Nationals	426
3. C Murphy	Nationals	180
4. B Gibson	Nationals	38

**VINTAGE FF RUBBER**      **McGarvey / Koerbin 540**

1. P Squires	Nationals	480
2. W Lightfoot	Nationals	432
3. G Lovejoy	Nationals	311
3. B Gibson	Nationals	311
5. C Murphy	Nationals	103
6. J Dowling	Nationals	59
7. J Butcher	Nationals	12

**CLASSIC / A2 FF GLIDER**      **2015 M.Evans 470**

1. R Anderson	Nationals	446
2. M Evans	Nationals	317
3. B Gibson	Nationals	263
4. M Vincent	Nationals	254

**PRECISION**      **2014 G.Burrows 411**

1. S Cox	Nationals	200
2. A Graves	Nationals	157
3. K Fisher	Nationals	109
4. J Dowling	Nationals	74
5. C Murphy	Nationals	59
6. P Wilson	Bob Burling	39
7. J Butcher	Nationals	14

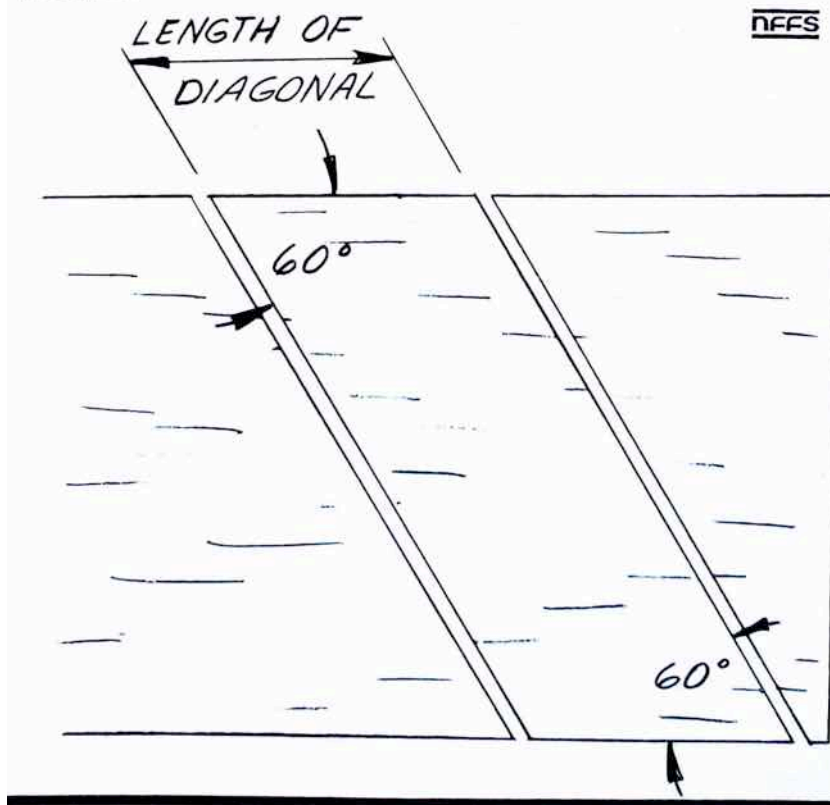
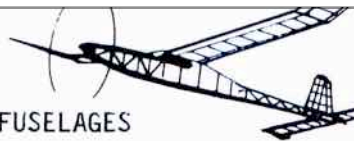




## EASY DIAGONALS FOR WARREN TRUSS' FUSELAGES

by Jim O'Reilly, Contributing Editor-at-Large

This is Walt Kozelle's favorite Warren Truss' trick. Select a piece of balsa sheet whose thickness is the same as the width of the diagonal required for a fuselage. For example,  $1/8$  balsa sheet if the diagonal is to be  $1/16$  by  $1/8$ . After marking off the sheet as shown in the sketch it is run through your Jim Jones' Adjustable Balsa Stripper with the strip set at  $1/16$  inch. An instant pile of diagonals results!



## ICON 165 : NAC Logo



**New Zealand National Airways Corporation**, popularly known as **NAC**, was the national domestic airline of New Zealand from 1947 until 1978 when it amalgamated with New Zealand's international airline, Air New Zealand. The airline was headquartered in Wellington. NAC was a government-led amalgamation of RNZAF 40 Transport Squadron, Union Airways and a number of other smaller operators, including the country's first commercial air service Air Travel (NZ) Ltd.

At the time of inception in 1945, it was equipped with de Havilland Dragon Rapides, de Havilland Fox Moths, Douglas DC-3s, Lockheed Electras, Lockheed Lodestars, and one de Havilland Express which later was returned to the RNZAF before the official 1947 inaugural start date. Although chiefly a domestic airline, in late 1947 NAC also provided international services to some nearby South Pacific countries, using converted ex-Royal New Zealand Air Force Short Sunderland IIIs, as well as long-rang Douglas DC-3Ds to Fiji via Norfolk Island.

By the time of the merger with Air New Zealand, the fleet consisted of 25 aircraft comprising Boeing 737s and Fokker F27s. Engineering workshops were in Christchurch, Whenuapai, Palmerston North, Gisborne and Nelson.

I CAN'T GO 1...  
FLYING TODAY ...  
THE VOICES TOLD ME TO  
STAY HOME AND  
CLEAN THE GUNS

I thought  
growing old  
would take  
longer.