

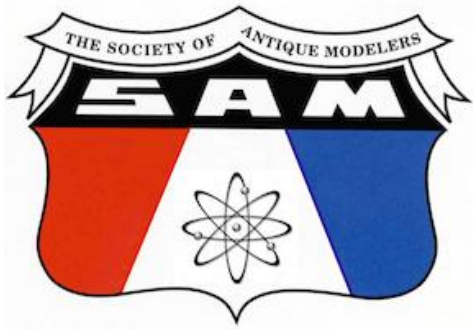
AVANZ



NEWS

Newsletter of the Vintage Special Interest Group of Model Flying New Zealand #169





Minutes of the 2019 MFNZ Vintage SIG Annual General Meeting

Date and Time: Friday 4th January 2019 at 5:30pm

Venue: Matamata Airfield, MFNZ HQ.

Opening & Welcome: Acting Chairman, Don Mossop welcomed all and introductions made.

Present: Allan Baker, Barrie Russell, Keith Trillo, David Thornley, Stan Mauger, Jack Godfrey, Don Mossop

Apologies: Allan Knox, Wayne Cartwright, Graham Main, Rex Bain, Bryan Treloar, John Warner, David Crook, Tony Gribble, Bernard Scott, Brett Robinson.

Minutes of the 2018 AGM: The minutes were taken as read, and confirmed as a true and accurate record (moved Don Mossop, seconded Barrie Russell, and carried).

Matters arising: None

Chairman's Report: Allan Knox's Chairman's report was distributed and précised by Don Mossop, Moved Don Mossop, seconded Barrie Russell, and carried.

Vote of Thanks to Allan Knox: It was noted that Allan's decision to step down as Chairman was accepted with regret. He has accepted the Recording Officer's role which in addition to his championing of NDC gives him plenty to do. Don Mossop and all acknowledged Allan's continuing contribution to the Vintage SIG. A vote of thanks was moved by Don, and seconded by Barrie Russell, and carried.

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On the Cover: David Ackery launching 1/2A Train at the Nationals
Logo: Atomic Power Symbol - see Miscellaneous page

SIG CHAIRMAN SIG SECRETARY MFNZ COLUMN COMMITTEE

Don Mossop donmossop@gmail.com
Don Mossop donmossop@gmail.com
Wayne Cartwright and David Crook chloecat@xtra.co.nz
Wayne Cartwright rwcwright4@gmail.com Tony Gribble agrib@orcon.net.nz
Warner Summerton gsumm@gmail.com Allan Knox allan.j.knox@gmail.com

TREASURER AVANZ PLANS AVANZ News

Jan Butcher jjbutcher@xtra.co.nz
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Bernard Scott scott.scott@xtra.co.nz
Bryan Treloar bryan_treloar@hotmail.com
Barrie Russell barrierussell@xtra.co.nz

AVANZ Editor: Bernard Scott's continuing contribution to the production of AVANZ News is greatly appreciated by all.

Vote of Thanks to Bernard Scott: was moved by David Thornley and seconded by Barrie Russell, and carried.

Financial Report: Financial Statements for the Vintage SIG for the FY ended 31 March 2018, and for the period 1 April to 30 Nov 2018 were distributed and moved as a true and correct statement of the SIG financial position by Don Mossop, seconded by David Thornley, and carried. It is noted that we are now required to provide MFNZ with an approved set of accounts for the FY to 31 March 2019.

David Squires resignation from the SIG committee and Treasurer's role was accepted with regret.

Vote of Thanks to David Squires: David's ongoing contribution to the SIG was noted and moved by Don Mossop and seconded by Barrie Russell, and carried.

Election of SIG Committee: Several nominations had been accepted prior to the AGM for the various roles and committee. Prior to the AGM, we received resignations from the SIG committee from David Squires (above), and from Graham Main.

Vote of thanks for Graham Main: Graham has been a stalwart of Vintage SIG and has served as Sec. for a number of years. Graham and his wife are presently moving from their block of land into Whangerei township and has asked to be excused from serving on the Committee (at least until he's sorted and got his planes out of mothballs!). A vote of thanks to Graham for his significant contribution to the SIG was moved by Don and seconded by Allan Baker.

In addition, there were two nominations accepted at the AGM for further committee members.

Chairman:	Don Mossop	- Moved Wayne Cartwright / 2nd Barrie Russell
Secretary:	Don Mossop	
Treasurer:	Jan Butcher	- Moved Don Mossop / 2nd Barrie Russell
AVANZ News:	Bernard Scott	
AVANZ Plans:	Mark Venter	
MFNZ Columnists:	David Crook, Wayne Cartwright.	
Committee Members:	Wayne Cartwright, Alan Knox, Tony Gribble, Bryan Treloar, Warner Summerton Barrie Russell	- Moved Don Mossop / 2nd Wayne Cartwright.

David Crook and Tony Gribble are happy to remain as Coordinators of NNI Rallies.

Nominations for the above positions were moved by Allan Baker and seconded by Keith Trillo. All nominations were carried unanimously.

AGM Business session concluded at about 5:50pm.

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General Business Session (immediately following AGM):

Several topics were discussed as follows:

* **Temporary Rules.** A rather contentious issue. The main concerns were the lack of time between notification of the Temporary Rules and the Nationals leaving some potential entrants confused and disappointed that models they had recently built would not be competitive. All appeared to agree that the existing rules for E Texaco needed amending, but most disagreed with how the process had been handled by the Committee. Some comments which should be considered:

o The unique aspect of Texaco contests ie. a competition to use a finite and limiting amount of energy to best use (a combination of airmanship, aeronautical design, and a willingness to explore wing loadings and wing areas etc within competition rules to get best results)

o Despite the relatively breezy conditions at the Nats. several contestants achieved maxes using the New Rules – perhaps we did get it about right! Keith Trillo mentioned that his Vintage ? E Texaco model regularly achieves flight times of 14 mins in still air, even though the wing loading is 8oz/square ft (vs. permissible 6 oz)

o Voting ends on 31 Jan 2019 – a reminder to get your votes to Jonathon Shorer. Barrie indicated that there have been many protest votes.

o It is highly likely event that the remits will not get 75% Yeses. If we are to carry others within the SIG to amend the rules, we will need to promote the rationale for change more extensively, and seek consultation from a wider group.

* **Vintage Rallies:** Over the past year, weather conditions have greatly reduced the number of flying opportunities. It was suggested that we explore holding the rallies earlier in the month (rather than the third weekend) to enable postponement (ie. provide a rain/weather dates) and to align with NDC schedule to encourage greater participation. This addition to the rally schedule will probably need some negotiation with Airsail and relevant clubs to avoid conflicts of use. The North Island Vintage Championship is likely to be at Awatoto Brett Robinson of the MFHB club is currently negotiating a NOTAM with CAA at present (Barrie Russell). Date proposed is 23/25 March 2019.

* **Communication within the SIG committee and SIG members** While emails can be a great way to transmit information and provide a record, they can also lead to miscommunication. To minimise this dependence on email, I would really appreciate it if each SIG Committee member were to provide their cell phone no. or landline phone no. so we can promote this within the Committee and to the broader SIG community via AVANZ News.

* **Promotion of Vintage Flying:** There was a brief discussion how we might further promote Vintage flying within the MFNZ membership. At a club level, it was suggested we are each of us capable of encouraging fellow members to come along to rallies etc. An excellent suggestion was to include in the Vintage page of the MFNZ website a rationale for Vintage flying and for each of the various Classes we fly.

* **Scheduling of events at Nationals:** There was some discussion about attempting to schedule those events likely to be entered by the same people on the same day to minimise travel and other inconvenience eg. Vintage IC Duration and Classical IC Duration etc.

Closure: The Chairman thanked members for their attendance and contribution. General Business meeting closed at 6:35pm.

16 - 17 Levin	February 2019 <i>Bob Burling</i>	11 - 12 Levin	May 2019 <i>Gareth Newton</i>
23 - 24 Tuakau	February 2019	18 - 19 Tuakau	May 2019
TBA Levin	March 2019 <i>NI Champs</i>	27 - 28 Levin	September 2019 <i>John Selby Memorial</i>
20 - 21 JR Airsail	April 2019		

Which Vintage Free Flight events should be included in the 2020 Nationals programme?

How should that programme be arranged?

Those with an interest in Vintage Free Flight are invited to consider these conundrums.

This year there will be early consultation with the FF SIG. Email your comments to the Editor.

In a rare moment of relative inactivity, **2019 Nationals Master Modeller** John Butcher points to a flock of rare Spotted Fandango Cranes or possibly to where his model was last seen.



NATIONALS RC RESULTS

Photographs by Barrie Russell

16/RCV01	<i>RC Vintage A Texaco</i>	2/01/2019	
	Placing/Name/(MFNZ No.)		Score
	1. Butcher, John Mr (5704)		1860
	2. Trillo, Keith Mr. (10064)		1850
	3. Treloar, Bryan Mr (10605)		1836
	4. Anderson, Rex Mr (1022)		1755
	5. Baker, Allan Mr (4943)		1580
	0. Townsend, Peter Mr (11041)		0
	0. Gush, David Mr (7843)		0
17/RCV02	<i>RC Classical Precision</i>	2/01/2019	
	Placing/Name/(MFNZ No.)		Score
	1. Squires, David Mr. (8696)		596
	2. Butcher, John Mr (5704)		584
	3. Russell, Barrie Mr (2287)		569
	4. Thornley, David Mr (10338)		528
	5. Gush, David Mr (7843)		526
	6. Mossop, Don Mr (5648)		507
	0. Warner, John Mr. (8220)		0
	0. Lightfoot, Stuart Mr (4330)		0 DNS
18/RCV03	<i>RC Vintage IC Duration</i>	2/01/2019	
	Placing/Name/(MFNZ No.)		Score
	1. Thornley, David Mr (10338)		772
	2. Trillo, Keith Mr. (10064)		740
	3. Ryan, John Mr (2290)		656
	4. Anderson, Rex Mr (1022)		635
	5. Christiansen, Tony Mr (3763)		605
	6. Russell, Barrie Mr (2287)		542
	7. Gush, David Mr (7843)		504
	0. Townsend, Peter Mr (11041)		0
	0. Treloar, Bryan Mr (10605)		0
	0. Butcher, John Mr (5704)		0

19/RCV04	<i>RC Classical E Texaco</i>	2/01/2019	
	Placing/Name/(MFNZ No.)		Score Comments
	1. Trillo, Keith Mr. (10064)		2160 Flyoff score 3404
	2. Gush, David Mr (7843)		2160 Flyoff score 3022
	3. Butcher, John Mr (5704)		1532
	4. Cartwright, Wayne Mr (1244)		1430
	0. Townsend, Peter Mr (11041)		0
20/RCV05	<i>RC Classical 1/2 E Tex</i>	2/01/2019	
	Placing/Name/(MFNZ No.)		Score Comments
	1. Cartwright, Wayne Mr (1244)		1079
	2. Butcher, John Mr (5704)		386
	3. Crook, David Mr (4663)		0
	0. Townsend, Peter Mr (11041)		0
	0. Gush, David Mr (7843)		0
21/RCV06	<i>RC Vintage 1/2 A Texaco</i>	2/01/2019	
	Placing/Name/(MFNZ No.)		Score Comments
	1. Butcher, John Mr (5704)		1465
	2. Ryan, John Mr (2290)		1375
	3. Trillo, Keith Mr. (10064)		968
	4. Anderson, Rex Mr (1022)		840
	0. Townsend, Peter Mr (11041)		0
	0. Baker, Allan Mr (4943)		0



NATIONALS RC RESULTS

23/RCV08	<i>RC Vintage 1/2 E Texaco</i>	3/01/2019	
	Placing/Name/(MFNZ No.)		Score
	1. Trillo, Keith Mr. (10064)		1654
	2. Butcher, John Mr (5704)		1616
	3. Cartwright, Wayne Mr (1244)		1159
	4. Squires, David Mr. (8696)		949
	5. Anderson, Rex Mr (1022)		770
	6. Gribble, Tony Mr (1485)		670
	7. Russell, Barrie Mr (2287)		606
	8. Gush, David Mr (7843)		119
24/RCV09	<i>RC Vintage E Rubber Tex</i>	3/01/2019	
	Placing/Name/(MFNZ No.)		Score
	1. Cartwright, Wayne Mr (1244)		2223
	2. Butcher, John Mr (5704)		2026
	3. Squires, David Mr. (8696)		1821
	4. Gribble, Tony Mr (1485)		1541
	5. Trillo, Keith Mr. (10064)		1266
	6. Webby, Tawhai Mr (10912)		407
	7. Gush, David Mr (7843)		119
26/RCV11	<i>RC Sport Cabin Texaco E</i>	3/01/2019	
	Placing/Name/(MFNZ No.)		Score
	1. Russell, Barrie Mr (2287)		1285
	2. Butcher, John Mr (5704)		925
	3. Anderson, Rex Mr (1022)		385

27/RCV12	<i>RC Vintage Open Texaco</i>	4/01/2019	
	Placing/Name/(MFNZ No.)		Score
	1. Butcher, John Mr (5704)		928
	2. Baker, Allan Mr (4943)		822
	3. Gush, David Mr (7843)		535
	4. Trillo, Keith Mr. (10064)		371

28/RCV13	<i>RC Vintage E Texaco</i>	4/01/2019	
	Placing/Name/(MFNZ No.)		Score
	1. Trillo, Keith Mr. (10064)		1648
	2. Squires, David Mr. (8696)		1572
	3. Russell, Barrie Mr (2287)		1364
	4. Butcher, John Mr (5704)		1034

30/RCV15	<i>RC Classical E Duration</i>	4/01/2019	
	Placing/Name/(MFNZ No.)		Score
	1. Russell, Barrie Mr (2287)		900
	2. Harris, Brian Mr (1572)		459
	3. Mossop, Don Mr (5648)		300
	4. Squires, David Mr. (8696)		233

NATIONALS RC RESULTS

Photographs by Barrie Russell

31/RCV16	RC Vintage Precision	4/01/2019		
	Placing/Name/ (MFNZ No.)		Score	Comments
	1. Mossop, Don Mr (5648)		600	F/O 193
	2. Russell, Barrie Mr (2287)		600	F/O 180
	3. Ryan, John Mr (2290)		599	
	4. King, L.W. Mr (1767)		589	
	5. Anderson, Rex Mr (1022)		586	
	5. Harris, Brian Mr (1572)		586	
	7. Gush, David Mr (7843)		582	
	8. Trillo, Keith Mr. (10064)		576	
	9. Meads, Gordon Mr. (8875)		546	



Brian Harris



Don Mossop



Keith Trillo

Stratostreak
Rex Bain



2019 Vintage FF Rubber

1	William McGarvey	<i>Korda</i>	1939	540
2	Bryce Gibson	<i>Ascender</i>	1949	402
3	Wayne Lightfoot	<i>Ascender</i>	1944	356
4	John Butcher	<i>Golliwock</i>	1944	243



Kerswap
Dave Jackson

2019 Vintage FF Precision

1	Dave Jackson	<i>Kerswap</i>	1941	238
2	Kyla Fisher	<i>Nord 2</i>	1950	147
3	John Butcher	<i>Texaco 39</i>	1939	33

2019 Vintage FF Power

1	Rex Bain	<i>Stratostreak</i>	1941	540
2	Rex Anderson	<i>Stratostreak</i>	1941	531
3	John Butcher	?	?	11

Winning *Korda* being fettled by Bill McGarvey





Why would anyone build anything other than a *Dixielander*?



Tawhai Webby
Hervat



John Butcher with
Skyroamer by Kyla Fisher

2019 Nostalgia / Classical FF Comb.

1	Bryce Gibson	372
2	Rex Bain	112
3	David Ackery	49

2019 Vintage Catapult Glider

1	John Butcher	246
2	Kyla Fisher	244
3	Dave Jackson	240
4	Tawhai Webby	207
5	Daniel Warner	134
6	Josh Warner	115

2019 Vintage FF Glider

1	Rex Anderson	256
2	David Ackery	246
3	Dave Jackson	217
4	Kyla Fisher	109
5	John Biutcher	99

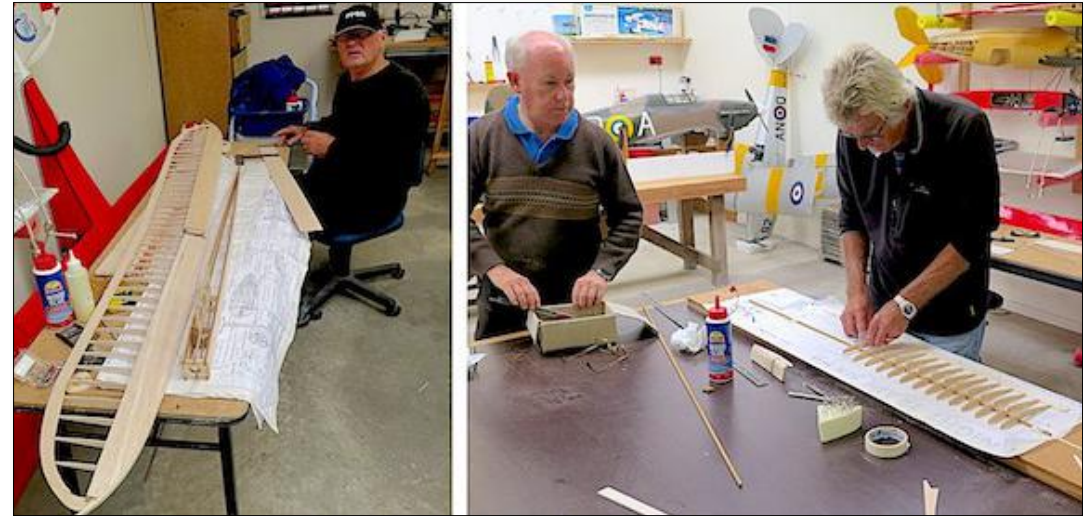


Greetings Bernard, Thank you for the interesting article on George French and the NIGHT TRAIN build in AVANZ NEWS #166. The interest here at MFHB has escalated and we currently have six Night Trains under construction. I know you can have a "Murder of Crows" and a "Gaggle of Geese", maybe a "Nightmare of Night Trains" mmm ? The Vintage movement in the club is gathering momentum with maybe a dozen members getting involved in building and flying. The competitive spirit is growing slowly with three to four challenging each other most flyable Thursday mornings and hopefully this will grow as the new fleet and interest develops and other models make their way out of the closets.

Like my model, we are building these at 74 inches to use 4S 1300 batteries for Classic Duration and Precision events or just Vintage flying as the spirit moves. Two are being built in the club shed by members with less building experience getting collective help and also acting as guides for the other four building at home who bringing parts to the "Shed" for assistance and critique. I have made some aluminum wing templates which have been shared for cutting the main ribs and photo copied full sized patterns for the tapered outer wing panels and tasilplane. Also mass produced the ply fuselage formers, wing pylon keel, undercarriage block and wire and had the plans copied. The motors, ESCs, servos, batteries and hardware have been bulk sourced as has the balsa sheeting. The hardwood stripping has come as cedar from offcuts from a friendly joiner and sized and finished through a member's thicknesser. Total cost has been kept to around \$230 per model with members supplying their own adhesives and covering film.



The Club Shed gives us an ideal base where we meet regularly on a Tuesday morning with members for a build, a chat and a cuppa, and on un-flyable vintage Thursdays and any other day as the spirit moves, so the building is moving along at a good pace, as are the "Home builders".



Above Bill Roydhouse at work on his fuselage, and Stan Nicholas laying up his wing ribs under Brett Robinson's watchful eye.



Stan who built and flies a Stardust with help here from the vintage fraternity, today is about to embark on his NT fuselage construction. Stan an accomplished pilot (even though he flies mode 2 !) has spent years flying power ARF models round and round in circles and is only now reveling in the joys of building his own models and



... becoming fiercely competitive, bless his English heart. And on the other side of the boardroom table, Peter Hammond is exploring the joys and intricacies of his newly arrived Buzzard Bombshell kit from Hangar One. Doesn't that bring back memories of the excitement of receiving and opening that kitset from Modelair all those years ago.



Brett Robinson, one of our veteran "Home builders" brought his almost finished NT along for criticism, comparison and weighing. As I found with mine, the rear end needs to be built super light otherwise the penalty of added nose weight hangs over us! Derek Barber in the background is soaking up knowledge for his build which is also coming along well at home. Derek a lifelong free flight and C/L exponent and builder, is re-kindling his enthusiasm in our vintage scene and putting his experience and knowledge to good use.

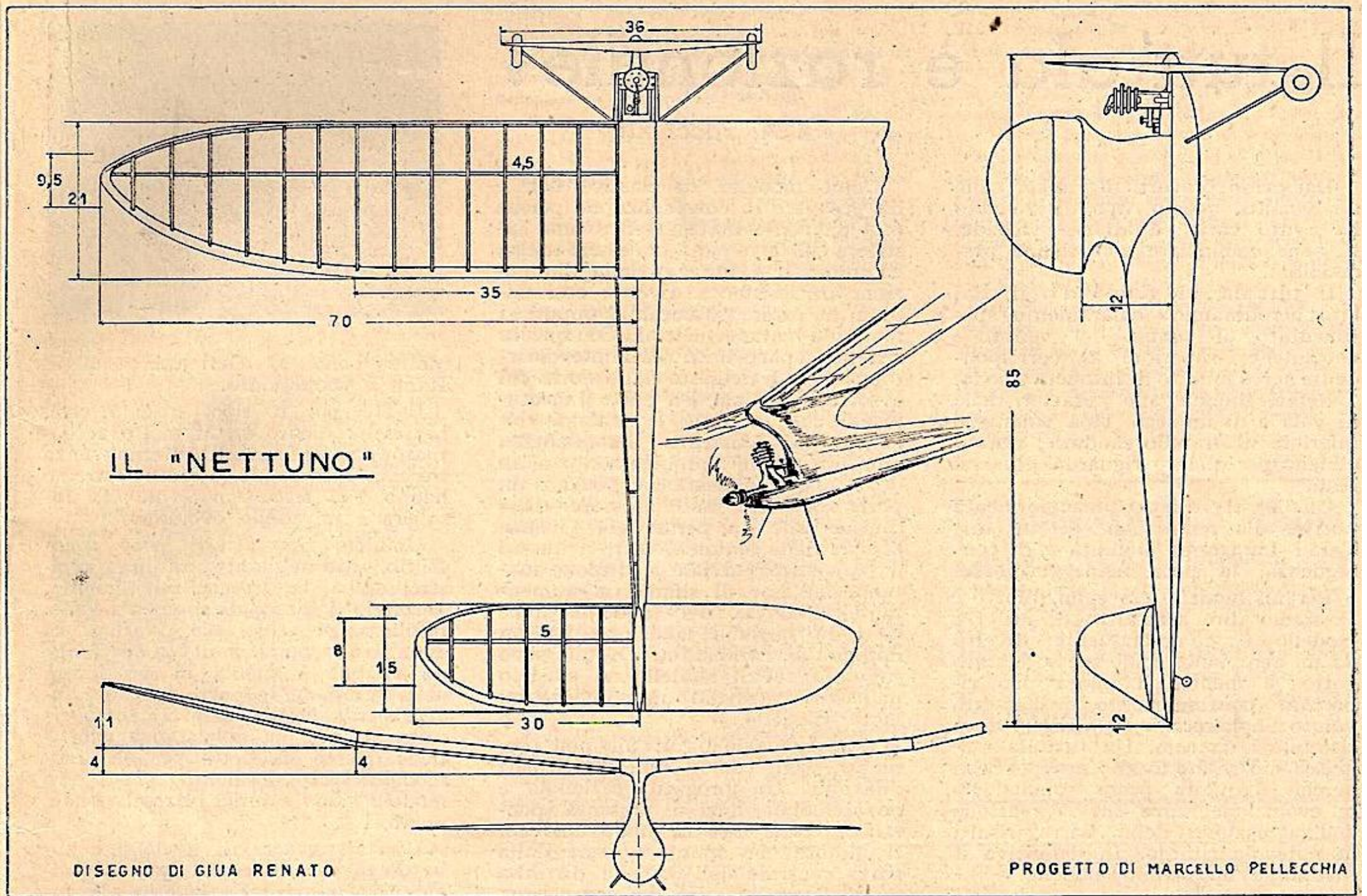
We are fortunate at Model Flying Hawkes Bay to have this tractor shed cum clubroom workshop facility to serve as a base and meeting area, but even without it in earlier club

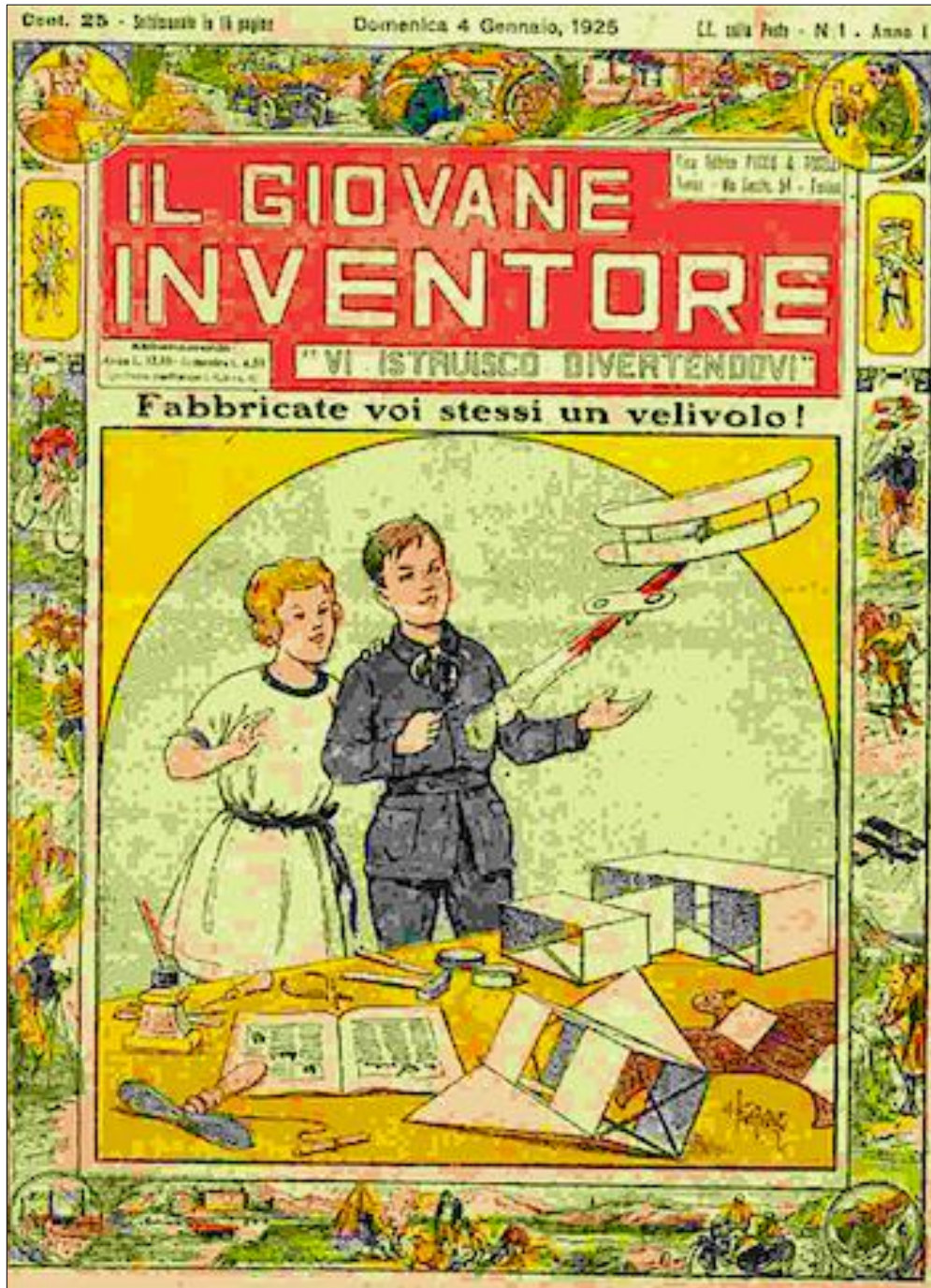


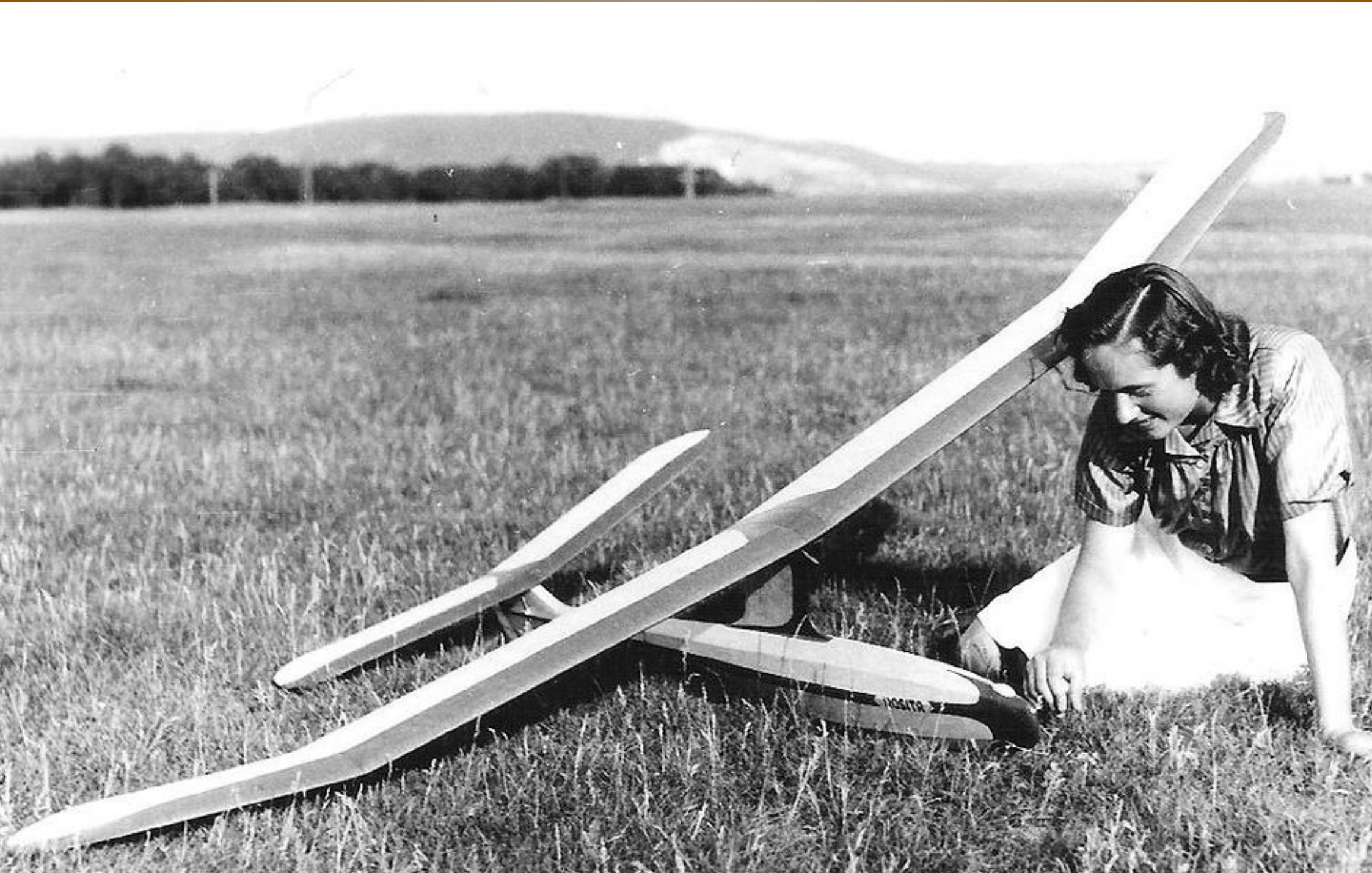
build projects we have used our own workshops as bases quite successfully. This current project has met with an encouraging response from members, quite unsolicited, and certainly re-awakened some enthusiasm. Members having seen my Night Train fly and compete successfully, decided they wanted a piece of it!

To further the Vintage movement, I would encourage members to consider similar projects in their own clubs with whatever aircraft of their choice. Whether it be a simple Tomboy or a more complicated Vintage or Classical model for fun or competition matters little as long as the enthusiasm and interest is there. If a couple of members from each club could spearhead such a project then the results could be explosive, I know, they have been here at Model Flying Hawkes Bay. I also know how much pleasure I have received in getting back to some grass roots "stick and tissue" building and the flying of "Real" airplanes.

Barrie Russell. MFHB January 2019.







Wing Tips

A WING-DING TIP ON WING TIPS

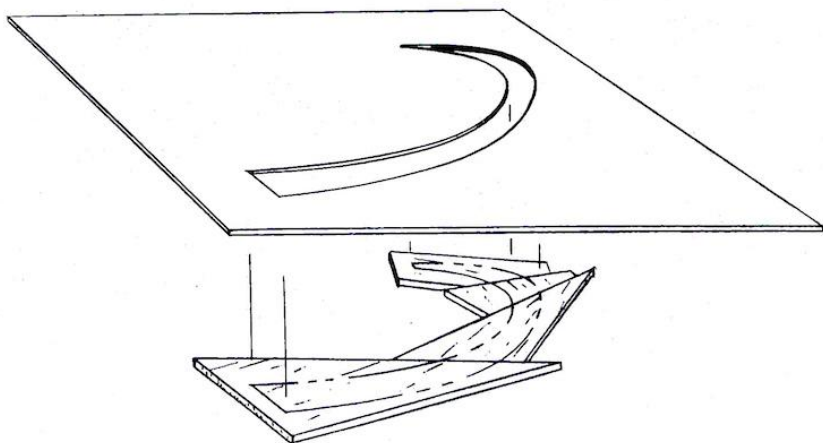
from Ed Lidgard

Jim O'Reilly, Contributing Editor At Large

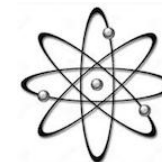
Several years ago I decided to build Ed Lidgard's Eugene II. I wrote him and he suggested that Eugene might be a better flying ship. He offered me the use of his plans and templates. I accepted. What popped out of the mailbox some weeks later was more templates than plans. The only wingtip information in the bunch was a piece of light cardboard with a wingtip-shaped hole in it. Hmm. For years I had been carefully and inaccurately cutting out funny crescent-shaped pieces and gluing them together to form wingtips. Sometimes they even resembled the original intent of the designer. Most times not.

With Lidgard's templates you just glue up some oversize pieces of sheet stock without worrying too much about the exact locations of the joints. Slap on the template and carefully trace around the edges of the hole with a sharp modeling knife ...and Presto!...finished tips!

nffs



ICON 169 : Atomic Power Symbol



Ernest Rutherford, 1st Baron Rutherford of Nelson (30 August 1871 - 19 October 1937) was a New Zealand-born physicist who came to be known as the father of nuclear physics. Encyclopædia Britannica considers him to be the greatest experimentalist since Michael Faraday (1791–1867).

Rutherford discovered the concept of radioactive half-life, the radioactive element radon, and differentiated and named alpha and beta radiation. This work was performed at McGill University in Canada. It was the basis for the Nobel Prize in Chemistry he was awarded in 1908 for "his investigations into the disintegration of the elements, and the chemistry of radioactive substances", for which he was also awarded the first Canadian and Oceanian Nobel laureate.

Rutherford's research, and work as laboratory director, established the nuclear structure of the atom and the essential nature of radioactive decay as a nuclear process. Patrick Blackett, a research fellow working under Rutherford demonstrated induced nuclear transmutation. Rutherford's team later demonstrated artificially-induced nuclear reactions and transmutation.

