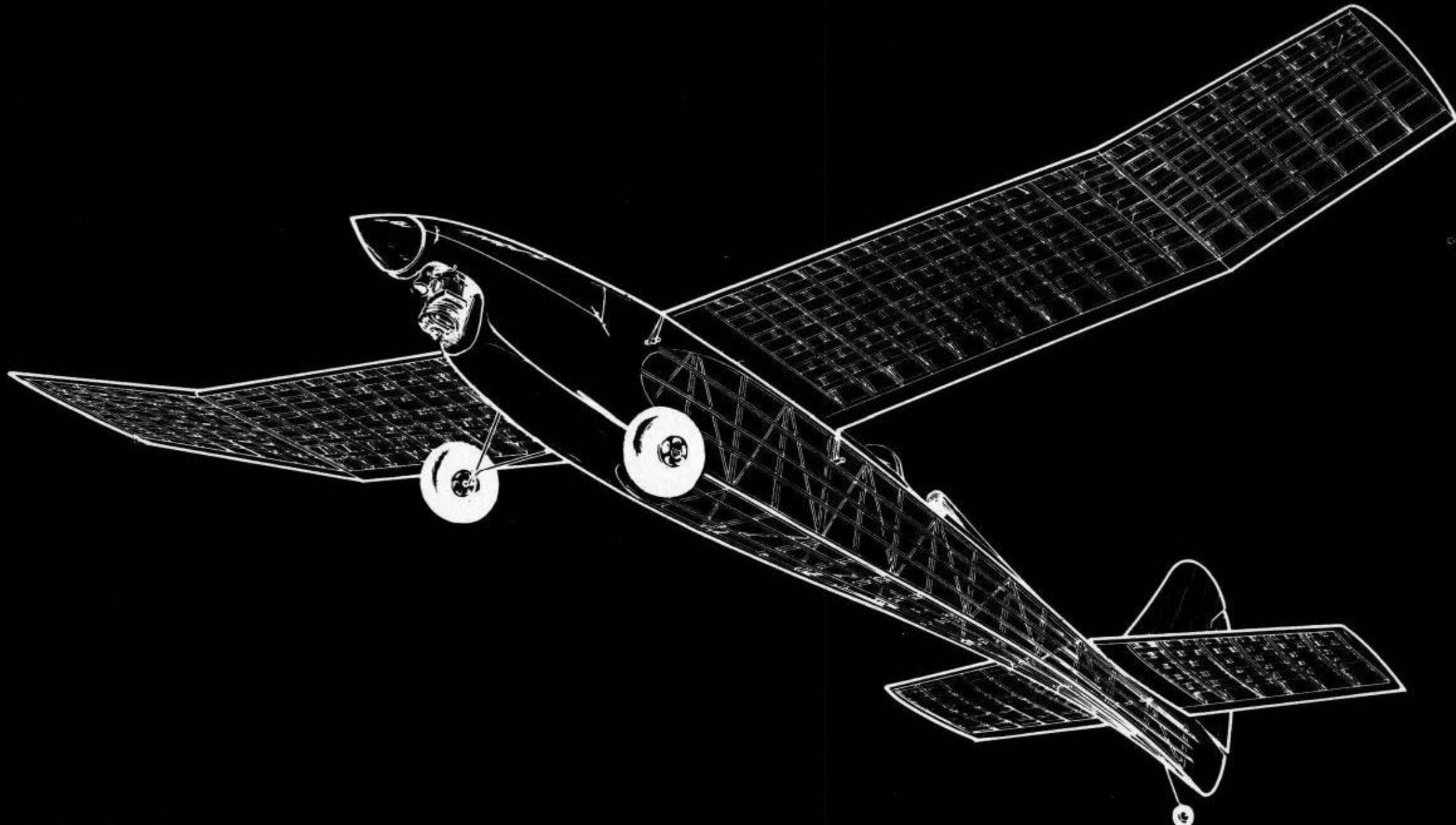


# AVANZ



# NEWS

Newsletter of the Vintage Special Interest Group of Model Flying New Zealand #173





# COMMITTEE NOTICES



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## **NATIONALS.**

Vintage RC scorekeeping at the next National will be handled electronically using lap-tops to record and sort results on the field. This data will then be emailed to headquarters for collating with the overall Nationals results and for the printing of certificates. If you have a laptop that would be suitable for this task, and can make it available over the Nationals, please contact Don Mossop, email below.

## **RULES:**

The Vintage Rules on the MFNZ website have been updated. Changes to flight times and battery allocation for E-TEXACO events may be checked at [www.modelflyingnz.org](http://www.modelflyingnz.org) These changes are effective immediately and will be used at the Nationals.

## ***Contributors to this Issue***

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*Chris Murphy*

*On the Cover: The Horizon - Flying Models Oct 1963*  
*Logo: Tip Top Icecream - see Miscellaneous page*

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# FUTURE EVENTS

## Contests and Rallies

### NNI Contest and Rally Calendar 2019 – 2020

September 21 - 22	Airsail
October 19 - 20	Blackfeet
November 23 - 24	Tuakau
January Nationals	Carterton
February 22 - 23	Tuakau
March 14 - 16 Champs	Airsail
April 18 - 19	Blackfeet
May 30 - 31	Tuakau

### Provisional Dates for 2020 Levin Events

Bob Burling	15 / 16	February
Gareth Newton	18 / 19	April
John Selby	19 / 20	September

Further details to follow. Allan Knox.





# FUTURE EVENTS

## Nationals Vintage and Free Flight

The programme below is the result of co-operation between the Free Flight, Scale Free Flight, and Vintage SIGs.

### NATIONALS PROGRAMME for Vintage RC, Vintage FF, Free Flight, and FF Scale

REGISTRATION	DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
Mon.30th December	Tue. 31st December	Wed. 1st January	Thur. 2nd January	Fri. 3rd January	Sat. 4th January
VINTAGE FF FREE FLIGHT 7 am - 12 noon	Vintage FF Power Vintage FF Rubber Vintage FF Glider Vintage Precision	Nostalgia Power Nostalgia Rubber Vintage Catapult Small Power Classic Comb R/P/G	F1A-B-C Combined Kiwi Power	Open Power Open Rubber Open Glider	P-30 Mini Combined E-36
VINTAGE RC 9 am - 4 pm		Vintage Precision Classical Precision Open Texaco	Vintage 1/2A Texaco Vintage A Texaco Vintage E Texaco Classical E Duration	Vintage 1/2E Texaco Vintage IC Duration Vintage E Duration Classical E Texaco	Classical 1/2E Texaco Sport Cabin E Texaco Vintage E Rubber Tex Classical IC Duration
SCALE FF	F4A FF Power Kit Scale	F4D FF Rubber CO2 / Electric	Any postponed outdoor FF Scale	Any postponed outdoor FF Scale	
EVENING FF and INDOOR SCALE	Aggregate Social Function ???	HLG / CAT Glider Radian	Peanut Kit Scale Open Rubber Scale	IHLG Hangar Rat	
ADMINISTRATION		VINTAGE SIG AGM VRC AWARDS VFF AWARDS	VRC AWARDS	VRC AWARDS	VRC AWARDS

## L'AQUILONE SAM 2001

### TOMBOY RALLY INTERNATIONAL POSTAL CONTEST

01/07/2019 – 30/06/2020

We wish to present this competition to all the lovers of this nice model with the only aim of having fun in a postal contest which is organized to provide some fun flying together or at the same time as are all postal contests. The Tomboy Rally wants to prove the performance of this model along with the ability of the builder and pilot without reaching the peak agonism of usual contests and only wishing to fly the model having fun in a relaxed manner. After having carried out some tests we have decided to admit the use of IC engines and electric motors, trying to reduce the gap between them.

#### Model

36" or 44" wing span as per Aeromodeller plan, and 48" as per Boddington plan or 36" scaled up.

- Models may be fitted with floats as per plan - scaled-up for 48" version
- Same model can fly with wheels or floats
- No minimum weight
- Materials to be used are those found on the plan
- Plastic covering in place of tissue, silk or other is permitted
- More than one person can use same model
- Reinforcement or lightening of the structure while maintaining outlines

#### Engines / Motors

IC engines and electric motors are permitted within the following limits:

### 36"-44" Wingspan

#### IC Engines

- Any engine with 1 cc. maximum displacement
- Fuel tank : 3 cc.
- R/C carburettor is permitted.

#### Electric Motors

- Any electric motor with direct drive
- The engine cannot be stopped and started again: the motor must run continually without interruption till the end of the battery charge or competitor's decision
- Folding prop not permitted. If a folding prop is used the blades must be held open with a rubber band
- Up to 450 mAh 2 cell LiPo
- Separate battery pack for Rx is allowed

### 48" Wingspan

#### I.C. Engines

- Any engine with 2, 5 cc. maximum displacement;
- Fuel tank : 6 cc.
- R/C carburettor is permitted.

#### Electric Motors

- Any electric motor with direct drive
- The engine cannot be stopped and started again: the motor must run continually without interruption till the end of the battery charge or competitor's decision;
- Folding prop not permitted. If a folding prop is used the blades must be held open with a rubber band
- Up to 500 mAh 3 cell LiPo
- Separate battery pack for Rx is allowed

## Flights and results

- Each competitor may fly as many flights as wished during the duration of the rally but only the best flight will be considered for the final result.
- Hand launches are admitted.
- The flight time start when the model is released or takes off. The flight time ends when the model lands or hits a fixed obstacle. In case the model flies out of sight the timekeeper will time for 10 seconds after losing sight of the model. Timing will continue if model is seen again or stopped after 10" deducting this time from the total time of the flight.

## Awards

A diploma for all competitors and prizes for the first three in each model type. Special prize for best flight in float version.

## Results

Results, address, photos and technical specification about model must be forwarded to the Organization before the 15th July 2020 to Curzio Santoni ([cusanton@tin.it](mailto:cusanton@tin.it)) or to Gianfranco Lusso ([gfl@orange.fr](mailto:gfl@orange.fr)).

## Vic Smeed Prize for Floatplane

SAM 2001 have scheduled an extra Diploma that will be awarded to the best flight in Tomboy floatplane version (36",44" or 48") taking off from water. The Editor will send to the winner a Diploma signed by SAM 2001 President and a bottle of special Italian Wine to drink to Vic Smeed!

## David Becker Prize for Free Flight

We have scheduled a special prize for the three best flights obtained with 36" Tomboy F/F. Only engines diesel max 0.75 c.c. shall be used. The other rules are the same for 36" or 44" wingspan type. It is possible to use a R/C Tomboy, however, being this a free-flight contest, the time must be stopped when transmitter is used, since the aircraft model must fly freely from any control from the ground.

## PREVIOUS TOMBOY RALLY WINNERS

2008/2009				
Pietre Moerkerken	Australia	24'12"	version 36"	
2009/2010				
Gino Ursicino	Italy	35'20"	version 36"	
2010/2011				
Ugo Baldari	Italy	47'02"	version 36"	
2011/2012				
Ugo Baldari	Italy	39'40"	version 36"	
Brian Deason	Australia	34'43"	version 48"	
2012/2013				
Brian Deason	Australia	25'35"	version 36"	
Brian Deason	Australia	41'29"	version 48"	
2013/2014				
Dete Hasse	Australia	33'12"	version 36"	
Brian Deason	Australia	38'22"	version 48"	
2014/2015				
Ian Dixon	Australia	19'54"	version 36"	
2015/2016				
Brian Deason	Australia	26'46"	version 36"	
Brian Deason	Australia	37'08"	version 48"	
2016/2017				
Gianfranco Lusso	Switzerland	28'26"	version 36"	
Les Davis	Australia	47'57"	version 48"	
2017/2018				
Gianfranco Lusso	Switzerland	30'55"	version 36"	
Brian Deason	Australia	30'48"	version 48"	
2018/2019				
Gianfranco Lusso	Switzerland	34'52"	version 36"	
Brian Deason	Australia	37'10"	version 48"	

Greetings Vintagers,

Winter has been showing its face with some inclement weather, hence activity at the field has been a bit sparse with a few interspersed nice days. Last Thursday morning was such and an



impromptu Classic Precision competition eventuated with the Night Train models present...



We endeavored to fly an NDC Classic Precision event last Saturday morning but got fog bound. Stan, Brett & Grant managed to fly the event on Sunday morning with the following result...

NDC CLASSIC PRECISION 28/07/19

1.Stan Nicholas	Night Train	200	198	197	Total 595
2.Grant Fulton	Night Train	179	200	200	Total 579
3.Brett Robinson	Night Train	195	197	180	Total 572

Congratulations to Stanley who is now coming to terms with the vagaries of time keeping. It's that neural delay the time keeper suffers between calling the last few seconds off the stopwatch, watching for the model to alight and pressing the button. Rest assured that the pressing of the stopwatch button is the determining factor and most times is correct and we all suffer the same inaccuracies of the last few seconds of calling !

VINTAGE E-RUBBER. There is a growing interest in this class where the plan is from a Rubber powered model from the Vintage period which can be enlarged to any size and electric powered and with throttle, rudder and elevator RC control. The competition score is the aggregate of 2 unlimited flights, each scored as one point per second with age bonus and landing bonus added. Battery size for LiPo cells is  $1.8 \times \text{Wing area sq.in} / \text{number cells} = \text{mah}$ . As an example, my Voodoo has a wing area of  $69\text{in} \times 7.625 = 525 \text{ sq in}$ . The battery size for a 2 cell lipo is  $525 \times 1.8 / 2 = 472$ , thus I am using a 450 mah 2 Cell lipo battery.

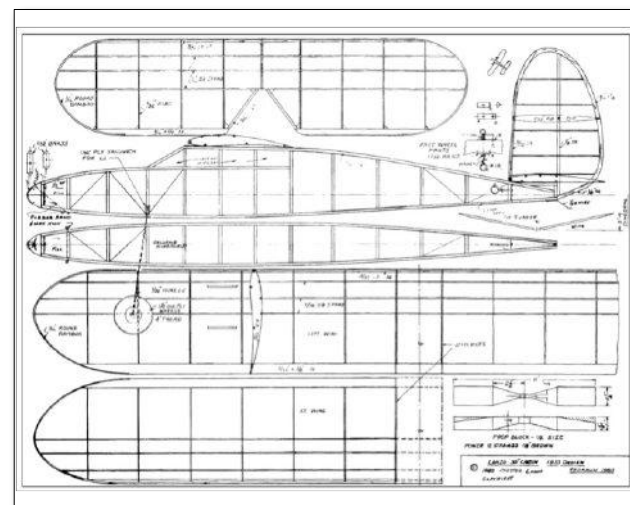


I have just finished building the VooDoo, a Ron Waring designed Wakefield rubber model from 1949 enlarged to the dimensions above. We test flew it last week and after a couple of short trimming flights, the first flight on a full battery yielded 28 minutes 40 secs, exciting times ahead with more trimming and flight tactics to be explored. The challenge here is to build light, the model weighs just 15.2 ounces, giving it a wing loading of 4.17 oz sq ft. The really clever builders can achieve 3.5 oz sq ft but those skills elude me ! (Photographs elsewhere in this issue).

Currently Grant is building an E-Rubber Lanzo Cabin.....and both Brett and Stan are agonising over the choice of either a Bazooka or an Australian Record Holder and close to making a start. Hopefully more of you will come

on board as interest builds, it really is an interesting class with back to basics building skills where the emphasis is on building LIGHT and the cost is low.

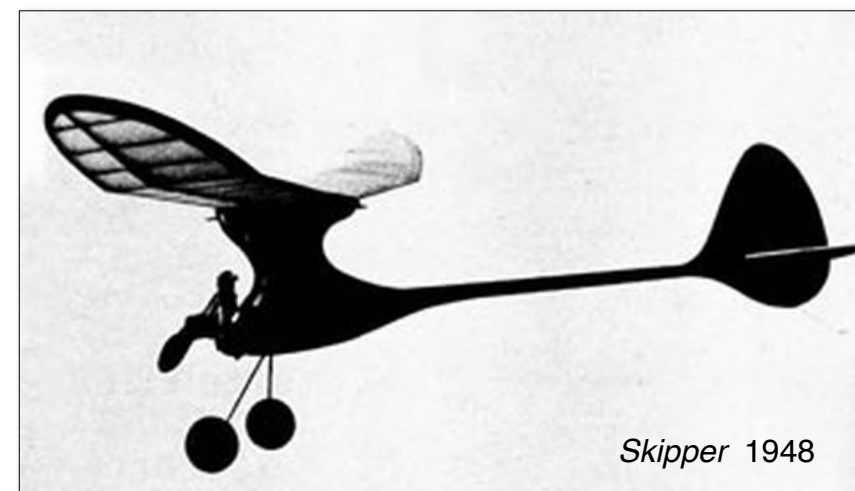
Graeme Rose has acquired a couple of interesting models, a SKIPPER, and a Modelair Skyrocket, which we look forward to gracing our skies and competitions.



I drew a blank on my request last month for old Tomboys / parts and interest so guess that's a dead duck, but would remind members that our Vintage group is happy to help and advise within the limits of our experience. There is a huge amount of satisfaction to be gained from the building and flying of these Vintage and Classic models as is evidenced by the growing interest within the Model Flying Hawkes Bay fraternity.



*Skyrocket*



*Skipper 1948*

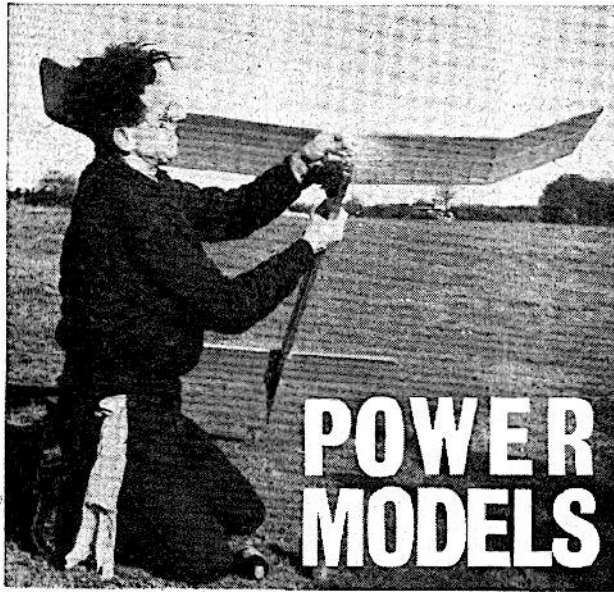
Remember, we can be found in the "Shed" on a Tuesday morning and flying at Awatoto field on a Thursday morning weather permitting and on most other nice days loitering in the area. Come and join in and have a look at our activities, Vintage is FUN !

**Barrie Russell**









## Expert's Forum No. 4

The imperturbable  
**George Fuller**  
gives details of his  
"Musical" series and  
their trimming for  
Contest success

OVER THE PAST few years the standard of power model flying has increased enormously, so that practically every contest is now won by a fly-off. The days of winning a contest in spite of a poor flight are over. It is surprising how much work has to go into developing and trimming a model in order to achieve maximum score. I know from personal experience. It took me several flying seasons to develop my idea of the ideal layout.

Many approaches to power model design have been tried over the years since the first introduction of the diesel engine, and I have come to the conclusion that the only type of power model which is consistent in all types of weather is the pylon model. Results prove how the pylon model beats the other types in the majority of contests. I have built an enormous number of various models over recent years and the final result is the *Dixielander* power model. This has a 350 square inch wing and is powered by 2.5 c.c. engines. For 1959 I intend to employ 3.5 c.c. which might be considered too much for such a small wing. In fact a few years back I would have thought the same myself and would have given anything to have known how to handle the power, but after much experimenting and quite a few write-offs, I have at last arrived at (in my humble opinion) one of the most consistent models I have ever handled.

My approach to trimming is such that the trim of each *Dixielander* could be duplicated with ease. The most trying part of power flying is finding the time to build new models. One usually loses at least one model per season, and that is why my models are kept on the straightforward and simple side, with no complicated construction features. I like to keep a stock of three power models, and as soon as one is lost or wrecked, I construct another.

One example of the ease of flying my type of layout is that a fellow club member, flying in his first power season, was in the fly-off with a *Dixielander* at the 1958 Croydon Gala. I only wish that I could have done the same when I was a beginner at power flying!

The model usually weighs about 15-oz., some have

been lighter, but it is better to have a strong model and not to have to worry much about damage. I use 40 per cent. tail area with a moment arm of 3-chords from wing trailing edge to tail leading edge and the tail is set at 3 degrees incidence. I find this is the right angle required, but of course, it must vary on different size models and with different tail sections and areas. The wing is also set at 3 degrees incidence, but now we come to one of the most important items, this is the warp used to control the power. The starboard inner panel of the wing is washed-in (TE Down) 3 degrees. This is the actual wing incidence and the model must now always turn to the right, any tendency to go left under power must be counteracted by moving the fin trim-tab over to the right. Warps in the wing now act as an aileron, giving the rolling tendency as the model climbs, if you do not have sufficient warps the model tends to half loop, which although fairly safe, cuts those vital seconds or even minutes off total duration.

Presuming that the wings are warped correctly (with the tips washed-out 2 degrees to stop the model going into a series of stalls when the motor cuts) add tail ballast until the centre of gravity is back under the wing trailing edge. The wing section I use is my own design, based on NACA 6409, on the tailplane, normal thin Clark Y is sufficient. Sections are quite important in order to combine power with glide. Should you be going to design a model yourself, I suggest you go for the NACA 6409 type airfoil. Thrust lines should always be neutral. Any down or side thrust is just a waste of power in my view. Glide trim can easily be adjusted by the usual tilting of the tailplane to get turn (see drawing) and by adjusting ballast at the tail end. Under no circumstances change the tailplane incidence for glide trim, do this only by adjusting the tail end ballast. I have tried fins in different positions and found the most efficient position behind the tailplane, always make sure the fin is large enough, a fin that is too small usually results in a spiral dive. Always go on the large size and if necessary cut down afterwards. One point that stands

out in my mind, is that if the model *looks* right it should fly right.

Often I am asked why do I have a pylon the shape I use. Shape does not make a lot of difference, it merely becomes a trade mark just the same as a fin shape.

If everything is to satisfaction with centre of gravity on wing trailing edge, warps and incidence correct, engine run-in and above all, a good timer fitted (this is very important for two maximum flights and an over-run is enough to break any aeromodeller's heart as I well know from bitter experience), we now wait for a calm day to get the model trimmed. Fit wings and tail firmly into place with strong rubber bands, view model from the front and see that the tailplane is tilted level with inner wing panel. Find some long grass and hand glide. If the model dives, add ballast to the tail end or if it stalls, remove ballast. The glide should be just on the stall turning slightly to the right. Once you are satisfied, power can be tried.

### First power test

Set the timer for five seconds engine run at about  $\frac{2}{3}$ -full power. Launch into wind at a 75 degree angle and if you have everything correct, a fast, near vertical climb, turning to the right should result, but usually there is some slight building error, such as a lack of wing incidence. You will note the angle at which I launch when trimming. This is quite safe, if the model is under-elevated it will tend to kick its nose down, if too much incidence, it will try to loop, still with only five seconds motor run and  $\frac{2}{3}$ -power the motor should cut before any damage results. If the model dived, place 1/32 in. ply packing under the wing leading edge and try another flight as before. If not enough, add 1/32 in. more, remembering to do things in easy stages. On the other hand, should your model try to loop you will have to pack up the wing trailing edge. Once you have the correct incidence for the power pattern you will have to adjust your ballast in the tail end for glide, owing to the change of wing incidence. Ply is a must for packing as balsa becomes squashed under the pressure of the rubber bands, which will automatically result in a trim change.

Now we come to the moment of full bore, have your engine going flat out, timer set once again for five seconds run and launch into the wind this time vertically, *not* forgetting to set the dethermaliser. Never set the dethermaliser too short, if it should come into operation while power is on, it usually results in tearing the wings apart, not to mention damage to the engine on hitting terra firma. Once you are happy with your flight pattern, which should be a vertical climb, rolling slightly to the right with a skid out on top into a flat glide, you can now try the fifteen second maximum motor run. Launch vertically again, which I find by experience to be the safest way to release powered models.

One can improve performance by experimenting with an extra piece of weight in the tail end or a shade more incidence on the wing. By perseverance you find out which settings give the best duration.

A good open power model should be capable (in still air conditions) of six minutes plus, off fifteen seconds engine run. I think a greater duration will be obtained in the next two years with the adoption of the 5 c.c./10 c.c. class power model, and I personally shall not be satisfied until I get a power model which will be capable of around the eight-minute mark. At the moment I am in the process of laying down a design for the ETA 29, which I hope will be capable of the target duration I have set.

If you are thinking of building a FAI model, the same trimming could be used as on lightweights with exception of the change over from power to glide. With the increased weight when the motor cuts, a series of stalls will result and this persisted with my model until I used an auto-rudder, which solved all my troubles. It comes into action a second before the motor cuts and since being used, the model has never stalled once the motor stops. One club member found he had the same trouble with his model and also cured it with auto-rudder, my findings were also backed by the 1958 World Championships, when the first three power models all had auto-rudder or some device for the change over.

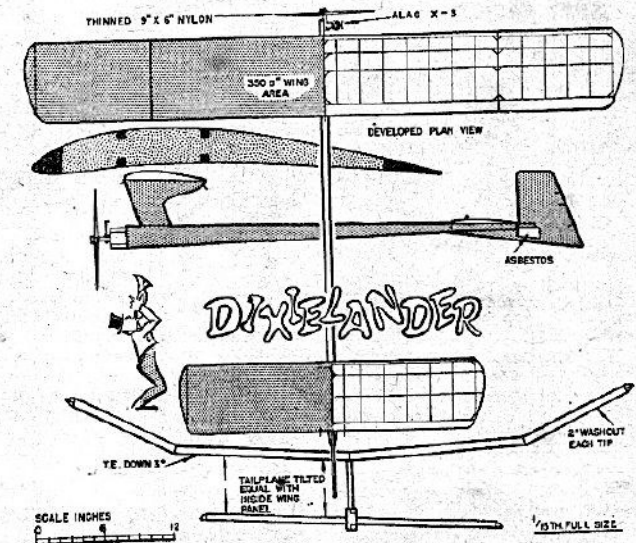
Hoping to see all of you in the fly-offs at those open events in this 1959 season—good luck and good flying!

### DIXIELANDER DETAILS

George Fuller's functional pylon model design which will soon appear in kit form under the famous "Yeoman" trademark has a most impressive list of contest successes. Among the many high placings in both large and minor events are the following more important honours:

- 3rd HAMLEY TROPHY, 1957 11.04
- 10th HAMLEY TROPHY, 1958 12:00+6.13
- 1st NORTHERN HEIGHTS GALA, 1958 8:00+4.10
- 1st CROYDON GALA 1958 12:00+4.19
- 1st SOUTHERN AREA GALA, 1958 9:00+4.14

The consistency of these fly-off times in 1958 galas where competition was by no means slight, reflects how well George has tamed his Jassy simpleton to more than match many a more complex creation





This has been an interesting project that started as a back-up model for Open Power. As always, you look at how a model could be used for more than one event and preparing a model that would also serve in Nostalgia Gas seemed like a good way to go.

I spent a lot of time researching models on line. The rules require the model be published before 31st December 1960, so the design had to be older than I am! I looked at a lot of designs including the Eureka, Creep and Texan, in the end settling on Dixielander as a "good" model with nicely balanced proportions except for what looked like a big tail to me. Following this decision, the more I looked at the flying field the more Dixielanders I noticed, specifically those flown by Bernard & Bryce.

Three views are available on Outerzone. Both the Yeoman kit plan and the John West's modified version are shown. Mine is based on the Yeoman plan. So, next decisions...

Systems: I am used to using 4-functions and the change to a simpler 2-function model with just motor & DT functions was slightly daunting. I use a clockwork timer from Mike Woodhouse and a simple tube-crusher fuel cut off.

Fuel systems: I like the simplicity of a suction feed system but I also like the consistency of bladder fuel systems. In the end there was a compromise. I settled on a hard tank built into the model as an aid to structural strength, but I could always revert to a bladder hanging off the landing skid....options are good. The tank was built using uniflow principles. The pickup is at the bottom right of the tank - I always file the pickup to a long angle as opposed to straight cut off with the long side to the right as this allows more fuel to be "picked up". Air feed is to the top right side. Keep the tank as small as possible, but make sure it is big enough for the run and some tuning time. A small tank means the fuel does not slosh around causing motor burps which can be fatal on a power model. Also nice if you can build the tank into the structure as you might as well make use of the rigidity of the tank.

Motor: I was tossing up between motors - an old OS 15 Max III, an OS 25 stunt motor and possibly the ASP 15 slow combat motor. The OS 15 is only 110 grams, compared to the 25's 160 grams, about the same as an Ollie Tiger, and the ASP is around 125 grams. I liked the idea of the .25 but Bryce pointed out that the rules had capacity to wing area constraints of 0.1 cubic inch per 225

sq inch of wing. On the Dixielander this means that with 340 sq inch of wing the maximum motor size was 0.151 cubic inches ...i.e. a 15! The OS.15 MaxIII is straight out of the era and fits the model well. Before I committed, I ran the motor up. It worked fine, seemed to have a moderate amount of power and a nice light weight which turned out to be important later. I built the model reasonably light using really good wood on the fuselage sides and longerons and focusing on keeping the tail and fin light. Needn't have bothered as there is 20 grams of weight in the tail to balance the model. This is a model that builds nose heavy and if I were building again I would use the John West plan. *(West's "design" falls into the Classic class on publication date making it possible for Dixielander fans to fly what is essentially the same design in two competition eras. See page 14 for the John West Dixielander. Editor)*

### Some Nos-legal changes I made to the Yeoman plan:

I did not like the main wing spars being balsa and there is no webbing so I used spruce on the wing inboard spars and webbed out 4 bays - 2 bays of 1/8 wood 2 bays of 1/16. This really strengthened the centre of the wing. I incorporated a landing skid. Not shown on the plans and a bit of extra weight but a DT landing can be really hard on a model and a landing skid takes a lot of this issue away.

*Trimming at Proctor Road*





I also dislike the minimal engine bearers on the plan. These were increased in length to about 1/2 way into the pylon but then I tapered them after the front firewall for similar weight but greater strength. Otherwise it is built pretty much to plan. AUW is 15ozs and it could be built lighter.

An interesting debate on-line is over the amount of wash-in and wash-out that the wings should have. The Yeoman plan shows +3/8 inch on the right inner panel while the West plan is down to 5/16inch. Both seemed pretty extreme to me and further research showed that the actual measurements were based on 3 degrees wash-in and 2 degrees wash-out at the tips. With a 7 inch wing chord this is washin of 3/8 inch and washout of 1/4 inch.....but I settled on 1/4 wash-in and 1/8 inch washout at tips. It is easy to add wash-in via a trailing edge 'wedge' but harder to take it out so for ease of alteration that is where I settled (and it seems to work).

There is no need of a detailed building description. The model goes together easily but it does need care to keep the weight down. I build with a gram scale on bench and everything is weighed as it goes into the model.

Covering is Polyspan. Medium weight on centre panels and lightweight on tips and tail This is a great covering material although the lightweight is a bit too porous and given the nose heavy build I would only use the medium weight.

So to the fun bit - Flying! With some trepidation, as you should always have with any FF power model, I headed out to the flying field. There were other modellers there and so I just had to do it - how would I handle not having surfaces that I could adjust?

The CG was pretty much on the trailing edge and the glide was adjusted with shims until it looked safe. Along the way Bernard looked at the model and predicted it would roll right as it had lower than expected wash-in. Motor run was set for 3 seconds with quick DT. The OS was setup with 15% nitro fuel and an 8x4 prop. It ran and it flew! No problems but it was slow on the climb. So down in prop size to get revs up to about 14,8000 using 7x4 nylon Taipan. Better and no problems with the power pattern so the run was extended to 6 seconds and still no problems except still a bit slow on climb. On an 8 second run the transition was ugly and that was the end of that day.

*(Observers admired the flight pattern, so Kevin is a bit modest here. Editor)*

The second day's flying was great with a flash 7x4 APC prop and 30% nitro fuel. The revs were way better, around 16,800 so I started with a short run and it went well Then longer motor runs and still good. It was getting up a lot higher with the extra power. Then a full length power run and glide testing. The glide required tail weight to slow it down (a total of nearly 20 grams – I would have hated to see it if I had used the OS.25). The nice by-product of the extra speed was that the transition improved markedly.

The model was then ready for contests and was used at the Waikato Champs to good result. I would love to see it with another 2000 rpm. Maybe more nitro?

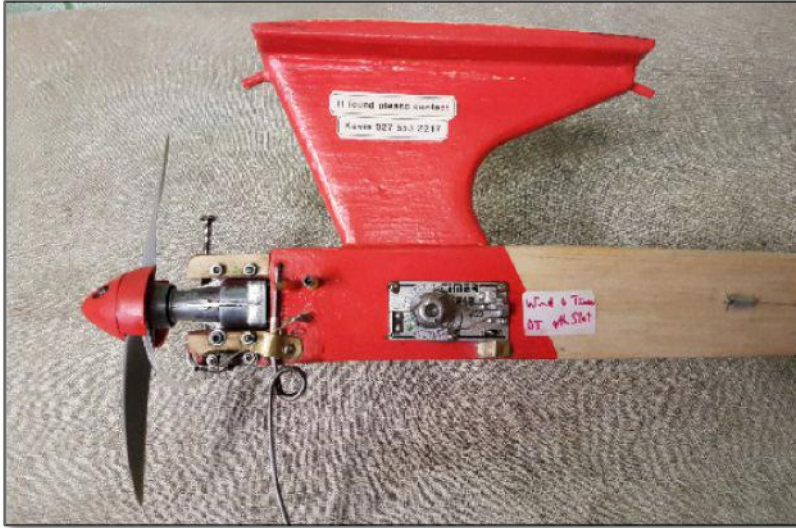
The Dixielander has proven to be an easy model to trim and fly and if you build a Dixielander I'm sure you will enjoy it as I have.

*Waikato Champs. Maxed on its first two contest flights, then a 2.40*

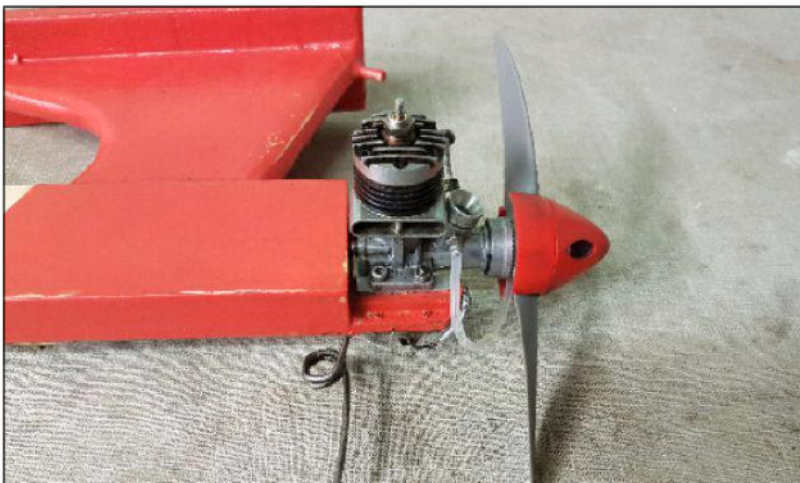




My front end set-up. Nothing particularly hard. Cheat sheet on the fuselage to remind me what to do with the timer!



And the little OS.15. It really likes the nitro and has proven to be an easy handling motor. It is getting better each time I fly it so I suspect that it has never really been run in. These older motors like castor oil and plenty of it to stay cool – fuel now is 22% castor 30% nitro.



Editor's 94% Dixielander for Kiwi Power. Photograph David Ackery





My relationship with Dixielanders goes back nearly 50 years to when, as a 14 year old working the weekends at Aquinas College in Dunedin, I used to nip up the hill to visit Bert Fagg during my two hours off, and wade enjoyably through his Aeromodeller archives. The late 50s years-'58 or '59 were replete with articles by George Fuller on power models and bold adverts for the Yeoman Dixielander kit. It seemed to me to be the bee's knees and got indelibly marked on the memory banks - as in 'I want one of those.'

Years went by. School finished, university finished. And still I hadn't built one. Lots of people talked about Dixielanders but you never actually saw one - at least in NZ. Many were speaking but few were fabricating - hardly a unique situation among aeromodellers by any means!

On a visit to the UK in 2000 I finally got to see one in action and met the man himself, George Fuller. He was even larger than life in the flesh and even more jovial than his reputation suggested. We subsequently corresponded until his passing a few years back. He was the head honcho, CD and general gopher for the Woodbury Common contest to which many of the great, the good and the unwashed of UK FF made annual pilgrimage. Amongst the good and the great was the redoubtable Dave Hipperson, a long standing Aeromodeller FF columnist who was better known as a rubber

flyer but still capable of wielding a mean power model. Wield one he did - a Dixielander with an AM35 up front that went spectacularly well, rekindling my desire to build one.....or two.

Well quite a few more years went by. Bernard Scott built a couple and used them to good effect at the Nats and regional contests, yet still no Dixielander emerged from the Murphy building board. Eventually I took the bull by the horns and decided that the only way to get ahead was to mass build - see photos. The intent, following Bernard's demonstration that the design could be adequately powered by a good 1.5 diesel such as a PAW allowing it to be flown in Kiwi power as well as Open and Nos

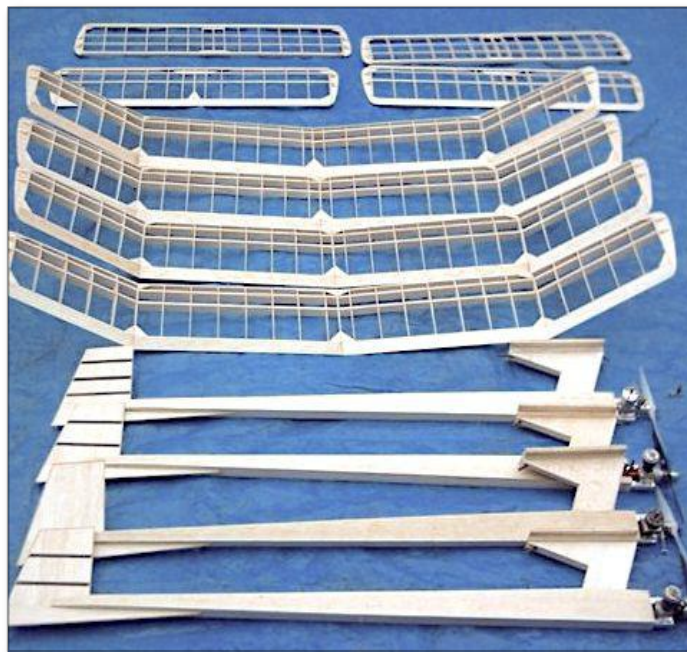
power classes was to build one for Kiwi power, and to engine the others with 'period' engines, starting with the Cox Olympic .15 which appeared in 1959, the same year as the Yeoman kit. The other two were going to be powered by a Cox TD.15 and an OS Max.15 respectively but once again life intervened with an army posting to Wellington, a return to living in barracks at Trentham and much of my property locked up in storage, including much of the modelling inventory. Anyway, all four Dixies were built but not covered. They had the refinements of full spar webs added plus, on the advice of Dave Hipperson, metal engine bearers.





Along the way, one was prised out of my hands by Bryce Gibson who covered it and powered it with a fairly hot ASP.15 bluehead which proved to be about as much power as the design was capable of handling.

The first fully completed Murphy Dixielander was the Cox Olympic one which is still to be fully trimmed and is now on its third engine, as the Cox Olympic proved singularly lacking in suction and refused to run properly in the Dixielander's climbing attitude. It was replaced with a TD .15 which was fussy to start and a bit of a shaker to boot, so out it came and in went a good honest OS Max-III



.15 which its twin will likely sport as well. The remaining Dixie will be PAW powered, when I finally get around to finishing it.

Just to add to my angst, there is also the Dixielander 2000 inherited from Alister McKenzie's estate. This arrived with an engine and with a horrendously overweight 40g tailplane



that gave no chance of achieving anything like a reasonable CG position. A new lighter tailplane was built and with an OS Max-19 and large brass heavy spinner the CG came close to the design position. I suspect it was originally built for an Oliver Tiger or some similar heavyweight.

The road to hell truly IS paved with good intentions.....  
*Chris Murphy*

Some further Nos-Legal modifications to the Dixielander :

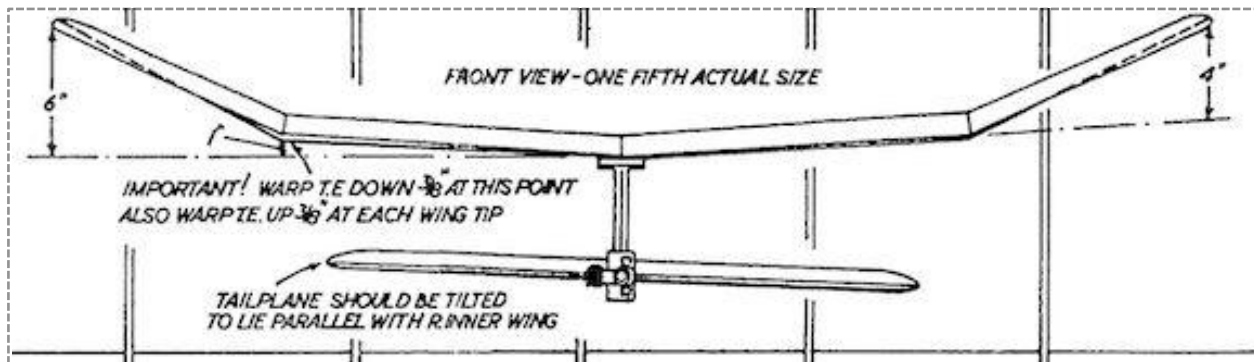
Fuselage: The engines with wider crankcases can be accommodated by using 1/8 sheet instead of 3/16 for top and bottom. The engine can be moved back to just in front of the pylon which puts the CG in the optimum position but this requires the bearers to be extended through the pylon to eliminate a weak point. The bearers can be tapered. This leaves little room for the tank which can then be fitted on the bearers opposite the engine, incorporated into the pylon, or a bladder can be

used. The weak point behind the pylon which can be strengthened by adding doublers to the sides.

Fin: The fin on the plan has only one anti-warp strip. It is better to build the fin of four triangular pieces with grain running parallel to the edges and to edge the sheet with 1/8 sq. spruce and also edge the under fin. Even with all this extra wood the weight to aim at is 13 to 14 oz. It would be 17.5oz at FAI weight.

The Dixielanders for Open, Kiwi, and Nostalgia Power were starting to show their age. It was time to refresh them with a 94% example for Kiwi and 100% models for Open and Nostalgia. No match for Murphy's mighty model manufacturing marathon, to be sure, to be sure, but enough to cause me to fall behind the action on Coronation Street. The rebuilds allowed building in RDT and GPS systems. With the Dixielander's narrow fuselage, adding these to an existing model means either a weakened fuselage or unsightly limpets on the hull.

The Kiwi version was first. It trimmed out immediately with a well used PAW CT, then I got greedy and fitted a more powerful CT with unfortunate results. But, that is not the point of this story. Rather, it concerns the blighting of long-held trimming principles for the Dixie.



Wing warps for the Kiwi were those from the Yeoman plan [above] that I have used for all Dixielanders: 3/8" wash-in on right inner, 3/8" wash-out on both tips, and tail tilt. This is the so-called "Dixie Trim". Seemingly excessive warps, but ones that have been confirmed several times since in other trimming articles and ones that have proved very effective on all my Dixielanders, giving a safe climb, good transition, and excellent glide. There may have been other ways of setting up a Dixielander, but in light of how well the big warps worked, why tamper with success?

Earlier this year these trimming conventions were challenged when I saw Kevin Barnes fly his new Dixielander. Despite much more gentle warps, it behaved in a gentlemanly fashion from its first flight. Later Bryce Gibson flew a Dixielander that climbed, transitioned and glided equally as well - also on greatly reduced warps. This example is ex-PHL, and if Paul built it thus, he would have done so with good reason.

I went back to the designer's trimming article [page 8] where the suggested warps are +3 degrees on right inner and -2 degrees on both tips. College trigonometry being past recollection, these angles were plotted on paper to give +3/8" for right inner and -1/4" for the tips. Close to but not exactly those in the original trimming article. The Dixie trim was under question.

The next blow was in an article in which Peter Michel described his Dixielander build. *"I had worked in some wing warps which differed from the plan. I'd heard there had been some trouble in that department; apparently something to do with the drafting by Ron Warring, of all people. **George himself put me right.** The pukka set-up is 3/8" wash-out on the left outer panel and 3/16 wash-out on the right outer. The centre panels are flat which is a good thing because it is so easy to check for flatness."* (New Clarion 01.2009)

In his research before starting to build his Dixielander Kevin had discovered the variations I had now found and had adjusted accordingly. Seems Paul had done the same.

Enough. If Mr Fuller himself redressed the Yeoman warps, then the "pukka" setup is what they should be. But there are two points that puzzle. First, why was Mr Fuller not forthcoming in correcting the plan's mistakes? Second, how can a design fly so impeccably with huge variations in wing warps? Yet another reason to keep building Dixielanders.







"I had gone for some weird designs in the early days, influenced by the continental designs, pendulum rudders etc. which I saw fly at the International meetings held at Eaton Bray Model Sportsdrome. My first serious, successful power model was designed to be as simple as possible. It was called 'Stomper' and was featured in the February 1953 *Aeromodeller*. It is still very popular down in Australia and comes within their Vintage class.

From the knowledge obtained from the Stomper came *Zoot Suit* which got me a place in the 1953 British Team. I nearly won, but was pushed into 2nd place by Dave Kneeland from the USA.

From the earlier designs I eliminated various snags etc. and developed the *Dixielander*, which seemed to make winning a lot easier. This model worked out just right. At this time I was working for the Yeoman company, who kitted the design around 1959. As it was such a simple model to build and fly, it became very popular in the 1960's. This clipped my wings somewhat. I kept getting beaten by my own design!

There was an FAI version of the *Dixielander* built, but I failed to make it into the team. However, one of my fellow club members flew one in the 1960 World Championships at Cranfield the year of the 'stalemate'. Incidentally I was our team manager that year. This was the occasion on which 13 fliers achieved five 3 minute max's to qualify for the fly-off. After 12 rounds, over a 6 hour period, the fly-offs were abandoned with 5 fliers having managed a further 12 max's! The five were declared joint champions.

My FAI version was quite consistent; it jointly won one of our FAI comps when we both agreed to stop flying after 10 max's! Needless to say the rules were changed the next year. The *Dixielander* seemed to carry on winning and John West was one of our top fliers and swept all before him with a lighter version.

In 1965 I read that the US Nationals had been won with a standard *Dixielander*. At this period I had stretched the model in span and length and upped the power to 5cc. I called this version the *E-Type Dixielander* (E for extended). This version had 'gadgets' on it i.e. auto-

rudder, VIT etc. It was quite potent, but never as good as the original.

Because of the *Dixielander's* success at our Nationals I decided to go over and compete in the US Nationals in 1966, held at Glenview, Chicago.

At that period our motor runs were 10 secs, but when I got to the event I discovered that in the US the motor run was 15 secs. On my first flight the model got very high and although modellers could still see it, the Naval timekeeper said he couldn't and clocked it off in the clouds after 3:52 (5:00 Max), so I finished up in 3rd place. That's life!



George Fuller at DL commemorative event, 2009

A moment I will always remember from Glenview is while I was trimming I had a DT failure and a young lad joined me in the chase. Luckily I got the model back. When we were walking back he enquired if I was English and did I know his grandfather who had shoe shops in England. I said "I don't think so, what was his name"? He replied "Scholl"!

I've never been too serious with the F1C class. Every time I thought I've cracked it another development came along. I did get back into the British Power Team in 1969 for the championships flown in Austria, flying my *Trad Lad* design. I managed to make the fly-offs, but overdid the glide adjustment and developed a stall

which resulted in a 9th place. A happy moment in my life was when my son Chris won the Open Power event at the 1969 British Nationals. Although I have won the other classes at the Nats, the Open Power had eluded me. I had the PAA class down to a fine art and won that event 2 years in succession, then the rules were changed.

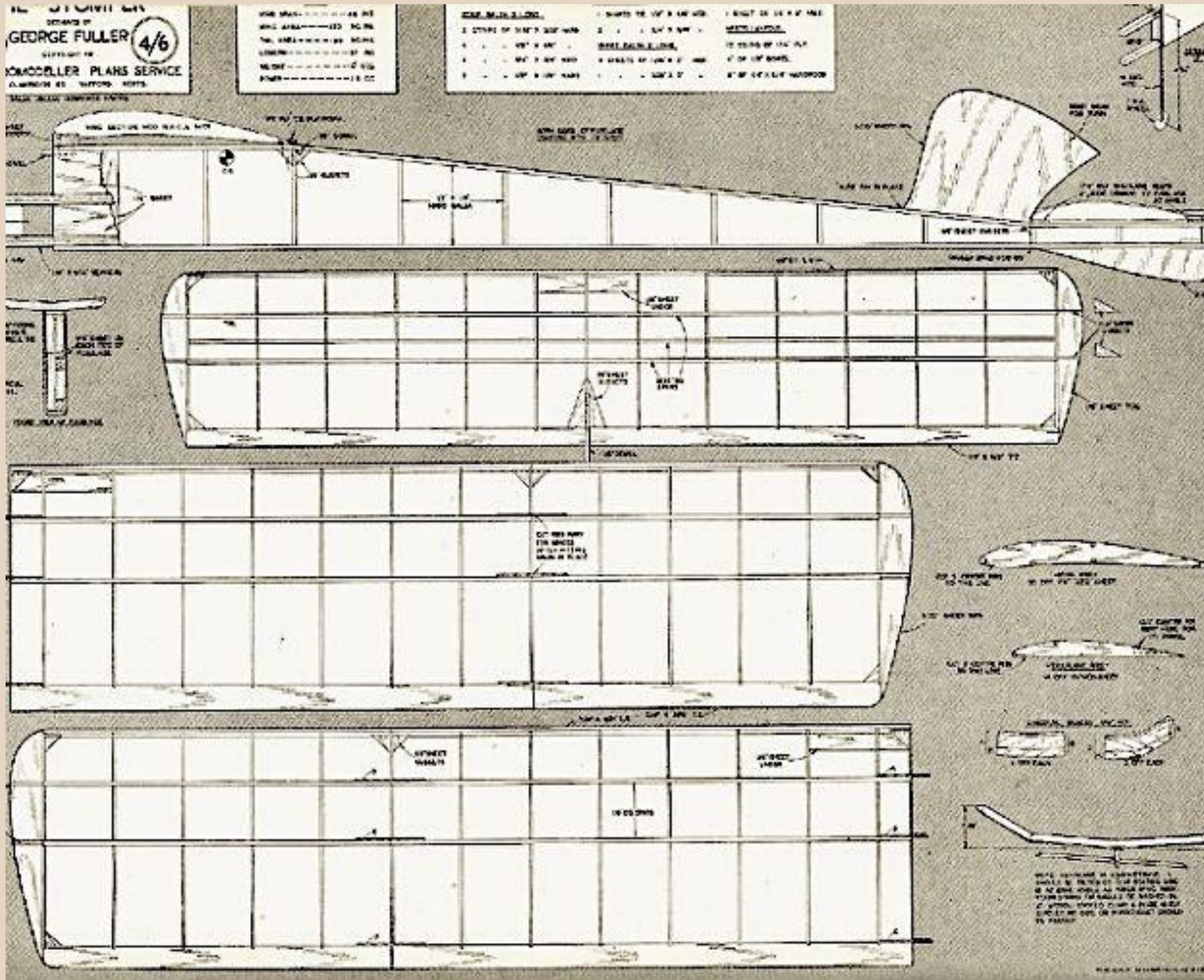
I had a rest from Aeromodelling for a few years to run a business, but the bug started to bite again and I started modelling again. I moved down to Devon in 1985 and joined the Bristol and West MAC. It took a few years to get back into my stride, but in 1995 I finally won the Open Power event at the Nationals. Not only did I manage that, but I became Nationals Power Champion for that year also. I was now flying a shoulder wing model, powered by a Super Tigre 5cc engine. I called the model *Jazzzer*. In my humble opinion this is the most potent Open Power model I have ever flown. One of the proudest moments of my life was when I was awarded the US National Free Flight Society (NFFS) Model of the Year award in 1972, for the *Dixielander*. A great honour, especially considering the number of great US designs to choose from. I was also awarded a plaque, in 1996, by SAM1066, as a tribute to the *Dixielander* design.

I went to the very first British Nationals in 1947 and exactly 50 years later, in 1997, I won the Slow Open Power event, flying a modified *Dixielander*—something that can never be equalled and something that gives me a great feeling of satisfaction. You can tell that I love Jazz and where my model names come from: *Stomper*, *Zoot Suit*, *Dixielander*, *E-Type Dixielander*, *Mini-Dixielander*, *Trad Lad*, *Jazzzer*, *Mini-Jazzzer*, and if my new design F1J flies to expectation I will call it *Jazzman*.

My life in Aeromodelling has been so interesting and even helped me in business. Aeromodellers are a type of person you are pleased to associate with, regardless of politics and nationalities etc. I have found wonderful kindness and friendship throughout the world".

George Fuller, 2009







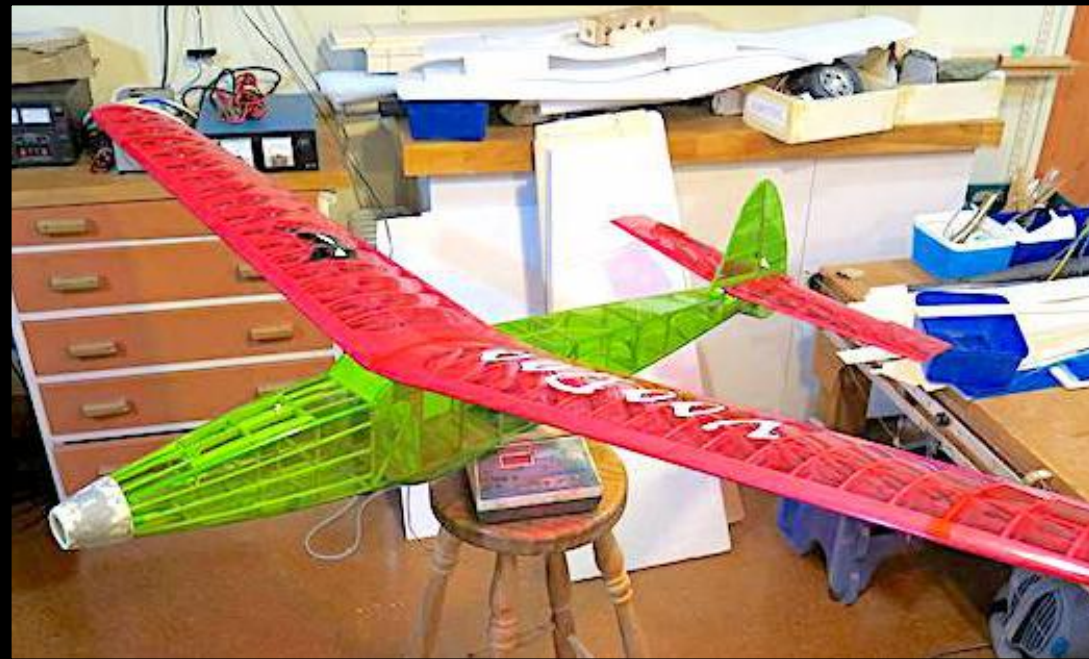






## VOODOO PROGRESS - July

I think I'm on track for 4 oz/sq.ft. Maybe a couple of grams or so over so pretty thrilled with my first venture into "light" building. I need to do a few to get to learn where to save weight. Just weighed the wing and it came out at 4.2 ounces. I'm happy at that considering my estimated target was 5 oz. Interesting times ahead. Here's where I'm at ....





## VOODOO PROGRESS - August

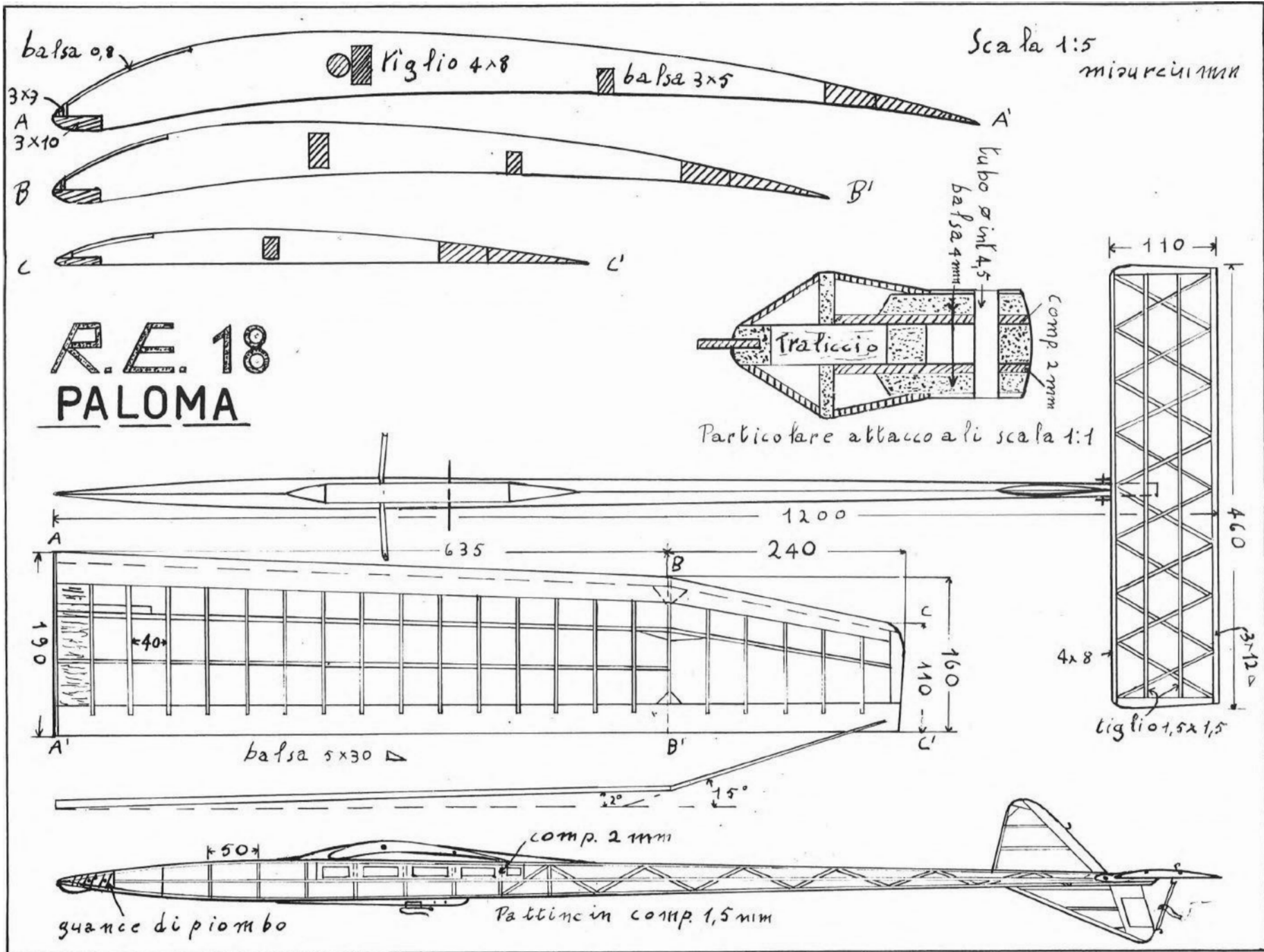
The Voodoo flies and I'm pleased with the result. Had a few short trimming flights, lifted the trailing edge  $1/16^{\text{th}}$  and added some down elevator mix with the throttle. There was no CG indication on the plan so I balanced it just behind the main Spar at 41% which seems okay though I will try it fore and aft to see what effect once I get to know the model a bit better.



The conditions were cold, no wind, no lift and a very light drizzle and on a fully charged 450mah 2S battery I managed 28 minutes 40 secs using an 8x4.5 slofly prop and landed with a 1% battery ! My first E/Rubber flight in anger so I'm pretty chuffed with the model. I have other motors I want to try, presently using a 25 gram Turnigy Park 300 Kv 1080 which seems adequate, though in windier conditions I might consider a 38 gram Turnigy D2822/14 Kv 1450. Time and experiment will tell once I learn what the plane does best in what conditions.

I had a lucky let off though, having fitted a new Orange 4 channel full range very light Rx. Yesterday whilst setting things up, I noticed the receiver red light flashing telling me I'd had signal loss and as I watched the Receiver, every couple of minutes it turned itself off and then rebooted. I tried several batteries and the BEC circuit and it still did it so I'll stick to genuine Spektrum gear from now on. So that and a few other small changes invariably increased the weight. I finished up at 15.2 ounces which gives a wing loading of 4.16 oz/ft.





**R.E. 18  
PALOMA**

Particolare attacco ali scala 1:1







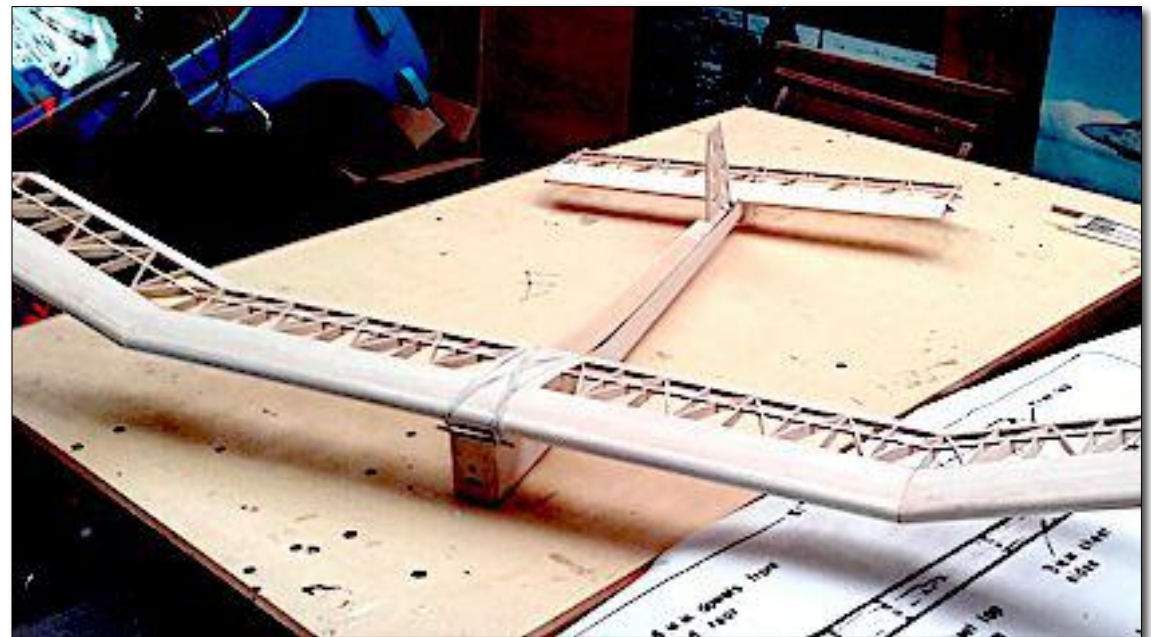
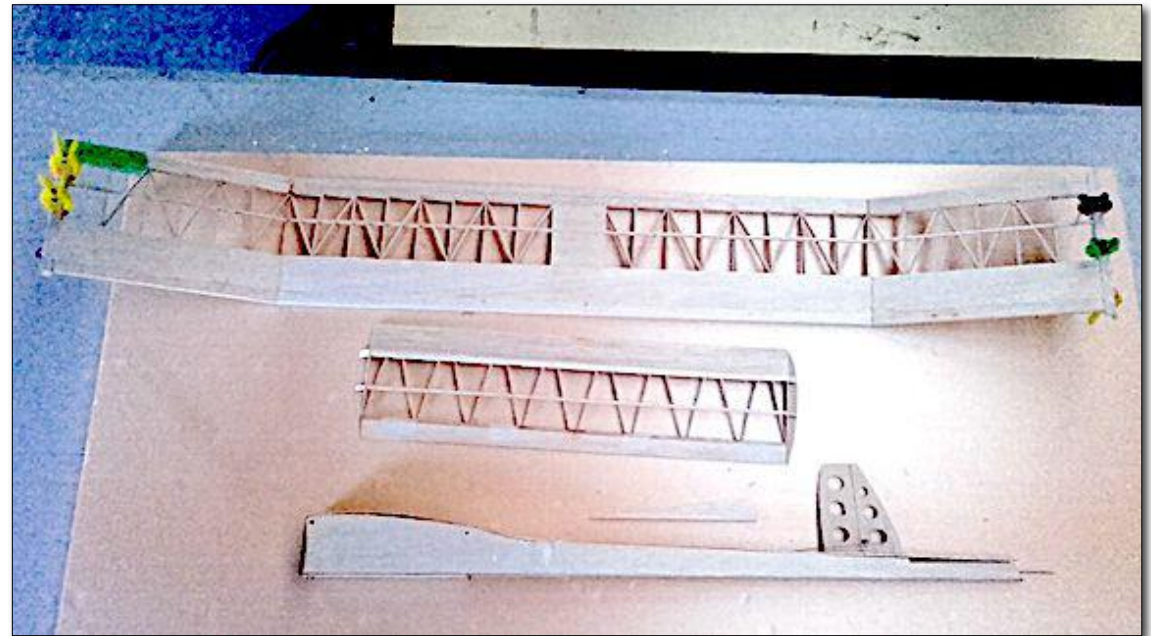


## Vintage Classical *Hot Dog* for ½ E Texaco

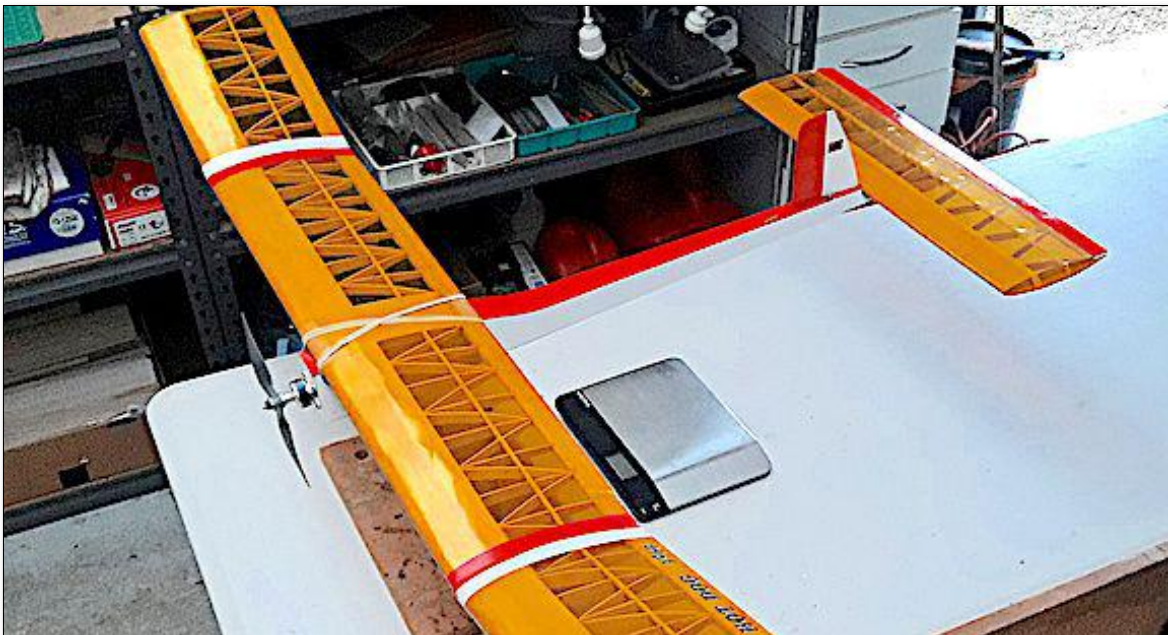
In AVANZ News issue 171 I reported that progress was being made slowly but surely. The fuselage and rudder had taken shape and I had made a start on the wings and tail by making the ply rib templates to start making the total of 76 balsa ribs required. I initially wondered why I needed so many but if I had done away with what I considered superfluous the plan would no longer have been a *Hot Dog* but a hybrid which was not really the point of the exercise. Either do the job properly or not at all. So lots of rib making here we go.

The wings and tail were a very straight forward build, there being no surprises of any kind. As all of our Vintage brethren have to go through this building process it is usually a sigh of relief when this part of the build is finished. The job now was to marry up the naked wings and tail to the fuselage for the first time. Very satisfying to see it all take shape and with more good luck than management everything seemed to fit well with no signs of “Oh my god” from the builder. With such a short nose moment, actually none, I was able to place all the components, ESC, Batteries for both Rx and Motor, Rx, UBEC and Servo's all ahead of the C of G. It paid to plan ahead when the fuselage was being built by having both top and bottom access.

Its been a while since I have done any covering and it showed. The finished article took more than a few attempts to get right but it was well worth persevering and I'm happy with the result. So Lite was used for all surfaces, only the yellow of the wings and tail being transparent. So Lite has a much lower shrinking temperature to that of Orocover which I'm used to. I found out the hard way. Note to self.







The C of G shown on the plan is an excellent reference point for those all important hand launches to gauge whether you're in the ball park for a reasonable glide. I started off being very optimistic by not putting in enough weight, a few throws later and after the result of being tail heavy and the obvious result ensuing more lead was added. It now glides how I was expecting and I'm currently waiting for some decent weather before the test flight.

So how did it turn out in the end? I don't know yet as it hasn't flown, but ... Starting at the front we have a Hyperion Zs 2205-34 1580Kv, followed by a Turnigy Plush 10 Amp ESC and a UBEC to power the Rx and Servos.

I have done a Watts / Amps test on 7x4, 7x5 and 7x6 props which are the only suitable props I currently had in my tool box and have acquired 7x3.8SF, 8x3.8SF and an 8x4.7SF. These will be tested and swapped about to suit the weather conditions.

The dry weight less the drive battery is 390g which is the equivalent to 13  $\frac{3}{4}$  ounces. Multiply that that by 22 and the result is a 302 Mah battery under the new rules. 300 Mah batteries can be sourced from Hobby King so I'm in the ball park, I just need to wait for them to arrive.

The all up weight will come in around 14  $\frac{5}{8}$  ounces.  
Roll on September.

Dave Crook



## The Charles Hampson Grant Memorial International Mass Launch Of Cloud Tramps

The MIMLOCT event for Grant's 1954 rubber model, the *Cloud Tramp*, is flown at the same moment around the globe on the first Saturday of August. This year the launch moment in England was 1700 hours. Allowing for British Summer Time, the launch moment in New Zealand was eleven hours later than this: 4 AM, Sunday 3rd August. For the first

time, the organiser allowed international fliers to take part at the "same" nominal local time - a concession to prevent

dwindling numbers as fliers become more reticent about the early start. Unfortunately that eliminates the most charming aspect of the event, the simultaneity of launches around the world, so I intended to stay with flying at the exact moment as most other flyers, at least for this year. Even more unfortunately, I slept through the 3am call and had to settle for the more convenient time - at least I could watch the flights and retrieve without a torch.



Left : Night-flying kit - not required this year



Above: Waiting in the solo-winding stooge



## RC Leader Boards 2019

The purpose of the Vintage SIG Leader Boards is to increase enjoyment of competition flying by showing fliers how well they are doing relative to others.

With winter conditions prevailing, only two new scores have been posted since the last AVANZ News - shown in red.

The E Texaco class listings are complicated due to rule changes during the year. These are now settled, so postings of records will be resumed when scores are posted according to the new rules. However, listings of scores for all variants of the rules will be retained for the year.

Any scores signed off by an independent timekeeper may be submitted for the Leader Boards. The flights do not have to be at a contest but are, of course, governed by the Vintage Flying Rules. I receive from organisers the scores from SIG-run contests and NDC, but send all other scores to me at [rwcartwright4@gmail.com](mailto:rwcartwright4@gmail.com).

Please email me if you spot any errors or omissions.

Wayne Cartwright

## Standings on 12 August

### Precision Classes

#### Vintage Precision

*Record: A Knox (2017), J Shorer (2018)  
and D Mossop (2019) 600 + 200*

1.	D Mossop	600 + 200
2.	B Russell	600 + 180
3.	J Butcher	600 + 178
4.	B Robinson	600
5.	W Summerton	600
6.	J Ryan	599
7.	S Cox	590
8.	L King	589
9.	A Knox	589
10.	D Baunton	589

#### Classical Precision

*Record: B Harris (2016) 598*

1.	D Squires	596
2.	D Mossop	595
3.	B Russell	591
4.	J Butcher	584
5.	B Robinson	584
6.	D Thornley	563
7.	D Gush	556
8.	T Gribble	512

### Duration Classes

#### Vintage IC Duration

*Record: S. Cox (2019) 780 + 500 + 391*

1.	S Cox	780 + 500 + 391
2.	A Knox	780 + 381

3.	D Thornley	772
4.	K Trillo	740
5.	W Summerton	713
6.	B Russell	700
7.	B Treloar	689
8.	T Beaumont	680
9.	J Ryan	656
10.	R Anderson	635

#### Vintage E Duration

*Record: B Harris (2018) 960 + 600*

1.	D Mossop	960 + 373
2.	B Russell	960 + 366
3.	A Knox	960 + 360
4.	K Trillo	960 + 300
5.	S Nicholas	960 + 21
6.	B Harris	960
7.	J Shorer	947
8.	S Hubbard	886
9.	B Robinson	876
10.	G Fulton	817

#### Classical IC Duration

*Record: D Thornley (2017) 900 + 600*

1.	D Thornley	714
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#### Classical E Duration

*Record: W Cartwright (2018)*

		900 + 600
1.	B Russell	900 + 560
2.	B Robinson	803
3.	D Crook	769
4.	D Gush	506
5.	B Harris	459
6.	D Mossop	300
7.	D Squires	238

## Texaco Classes

### Vintage 1/2A Texaco

*Record: A Knox (2018) 1500 + 1833*

1. A Knox	1500 + 826
2. J Butcher	1465
3. B Scott	1440
4. J Ryan	1375
5. K Trillo	968
6. R Anderson	840

### Vintage A Texaco

*Record: A Knox (2018) 1860 + 1870*

1. B Treloar	1860 + 832
2. J Butcher	1860
3. K Trillo	1850
4. A Knox	1844
5. B Scott	1831
6. R Anderson	1755
7. I Munro	1666
8. A Baker	1580
9. W Summerton	1436

### Vintage Open Texaco

*Record: B Treloar (2018) 1840 + 1703*

1. B Treloar	1840
2. B Scott	1830
3. A Knox	1811
4. S Cox	1724
5. I Munro	1365
6. J Butcher	928
7. W Summerton	876
8. A Baker	822
9. D Gush	535
10. T Glogau	373

### Vintage 1/2E Texaco

Three rounds plus fly off:

1. D Crook	1480 + 1179
2. A Knox	1480 + 1075
3. B Russell	1480 + 907
4. T Gribble	1480 + 653
5. B Robinson	1428
6. J Shorer	1011
7. B Spencer	970
8. D Barber	889

Two unlimited flights 180 mah battery:

1. K Trillo	1654
2. J Butcher	1616
3. W Cartwright	1159
4. D Squires	949
5. R Anderson	770
6. T Gribble	670
7. B Russell	606
8. D Gush	119

Two unlimited flights 360 mah battery:

1. K Trillo	2624
2. P Townsend	2569
3. T Gribble	2422
4. B Spencer	1705
5. D Squires	1559

### Classical 1/2E Texaco

Three rounds plus fly off:

1. T Gribble	1072
2. D Crook	893

Two unlimited flights 180 mah battery:

1. W Cartwright	1079
2. J Butcher	386

Two unlimited flights 360 mah battery:

1. P Townsend	1799
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### Vintage E Texaco

Three rounds plus fly off:

1. A Knox	1860 + 1956
2. B Russell	1860 + 1400
3. D Crook	1860 + 1074
4. K Trillo	1860 + 796
5. S Nicholas	1857
6. J Butcher	1740
7. A Knox	1732
8. B Robinson	1141
9. J Shorer	1098

Two unlimited flights:

1. D Crook	2852
2. K Trillo	2745
3. J Butcher	1808
4. D Squires	1572
5. B Russell	1364
6. A Knox	1253
7. D Baunton	1109
8. T Gribble	946

### Classical E Texaco

Three rounds plus fly off:

1. T Gribble	1800 + 2669
2. K Trillo	1800 + 735
3. J Butcher	1639
4. D Crook	1156

Two unlimited flights:

1. K Trillo	1739
2. T Gribble	1715

2019 Nationals, Temporary Rules:

1. K Trillo	2160 + 1244
2. D Gush	2160 + 862
3. J Butcher	1534
4. W Cartwright	1430



## Vintage E Rubber Texaco

Three rounds plus fly off:

1. J Butcher 1860 + 1839
2. D Crook 1860 + 1215
3. T Gribble 1860 + 907
4. A Knox 1785
5. D Gush 1240

Two unlimited flights:

1. K Trillo 5022
2. J Butcher 4188
3. P Townsend 3153
4. D Crook 2664
5. T Gribble 2321
6. W Cartwright 2223
7. D Squires 2005
8. D Gush 1999
9. D Baunton 1812

## Sport Cabin Texaco IC

No score recorded to date.

## Sport Cabin Texaco E

Record: K Trillo (2019) 4457

1. K Trillo 4457
2. J Butcher 2149
3. T Gribble 1454
4. D Squires 1235
5. B Russell 1285
6. D Crook 828
7. R Anderson 385

## Tomboy IC

Record: R Anderson (2015) 1432

No score recorded to date in 2019.

## Tomboy E

Record: S Grant (2014) 1935

1. K Trillo 1317
2. D Squires 1154
3. B Spencer 945
4. B Russell 845

## Scale Texaco

Record: A Knox (2019) 1680 + 620

1. A Knox 1680 + 620
2. B Russell 895
3. D Baunton 499









**JUNIOR MECHANICS AND  
MODEL AIRPLANE  
NEWS**

**AIRPLANE** NEWS  
JUNE

MACFADDEN  
PRICE  
15  
CENTS  
PUBLICATION

AMERICAN SKY CADETS  
MODEL AIRPLANE  
CONTEST

FULL SIZE PLANS  
BARLING NB-3...U.S. Altitude Record Holder  
FLYING GLORY...1,000 Ft. Flyer

"JUMP" by Orville H. Kneen  
A masterpiece concerning parachutes

Motorless Flight by Anatole Feldman  
Basic facts about Sail Flying

**JUNIOR MECHANICS AND  
MODEL AIRPLANE  
NEWS**

**AIRPLANE** NEWS  
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Starting in this issue —

**GLIDING AND SOARING**  
By PERCIVAL WHITE

**SPECIAL COURSE  
IN AIR NAVIGATION**  
By G. LESLIE C. POTTER



*Find the flying site a bit rough at times?*

*Consider this extract from Gas Lines, a newsletter from Southern California ...*

The tall in-field grass was mowed to a nice close cut and the area is much more user friendly for us now. The area beyond the edge boundary continues to grow taller, although not like it was two years ago with the giant mustard plants that made it such a nightmare to find your model. It's not a whole lot better, and the soft mulch underfoot combined with the grip of the thick grass makes it a tough hike to retrieve your model. Couple that with the news that it's likely to be banner year for rattlesnakes it makes you proceed with a lot of trepidation into the outer zones. Snake gaitors were discussed at one of the recent donut breaks and a sample that Hal Cover bought were passed around. These have a hard material that composes the gaitor from the ankle up to just below the knees to offer some armor against a snake strike. Someone else brought up the need to have antihistamine and aspirin on hand and so you can power this down to reduce the effect of the snake venom should you get bitten. With the weeds so thick it's going to be hard to see a snake that may be laying there in your line of sight hiking path, so exercise caution and make a lot of shuffling noise to alert the critters to your presence and hopefully avoid contact.

*Tough going, but in compensation, how many of us get "Donut Breaks"?*

*Regarding the **Wopkaka** HLG design in the last issue:*

I would guess this glider was designed and built by Peter G Wheeler of the Christchurch club in the early 1950's. It would be a companion to the *Monster* flown by Stu Rogerson of Hamilton and John Sheppard's *Chuckaway*. The lettering on the plan would indicate a youth who had learned writing at a NZ school of the period (I was a contemporary of Peter and my writing was similar as old plans in AMAC's Slipstream bulletin shows). The other giveaway is the name. Derived from the word whopper, the term Whopkakka was part of the Kiwi vernacular of the time to describe something large. The finer points of spelling and vernacular would have been lost on a young Peter Wheeler. There will be ex Christchurch club people who can confirm or refute my recollection.

*Bill McGarvey*

**ICON 173 :**

## **TipTop Icecream**



1936: Albert Hayman and Len Malaghan open their first ice cream parlour in Manners Street, Wellington, followed in the same year by a second milk bar in Wellington, and one in Dunedin.

1938: Tip Top manufactures its own ice cream and operates stores in Nelson and Blenheim.

1962: Hayman and Malaghan open the biggest and most technically advanced ice cream factory in the Southern Hemisphere at Mount Wellington. The factory includes staff houses and 20 acres of farm land.

1964: The Company expands to such an extent that a parent company, *General Foods*, is formed.

Innovation leads to ice creams like the Topsy, Jelly Tip and FruJu. Their success transforms the Mt Wellington site from a summer-centred seasonal factory into a 24-hour, 365-day operation. Two further plants open in Christchurch and Perth. The ChCh factory is designed to meet Japanese requirements.

1985: Rachel Hunter appears in Trumpet advertisement.

1997: Tip Top purchased by a West Australian food processor.

2001: Becomes part of Fonterra.

2007: Christchurch Factory closes.

2011: Tip Top's 75th year.

2019: Fonterra sells Tip Top to UK based company Froneri.

