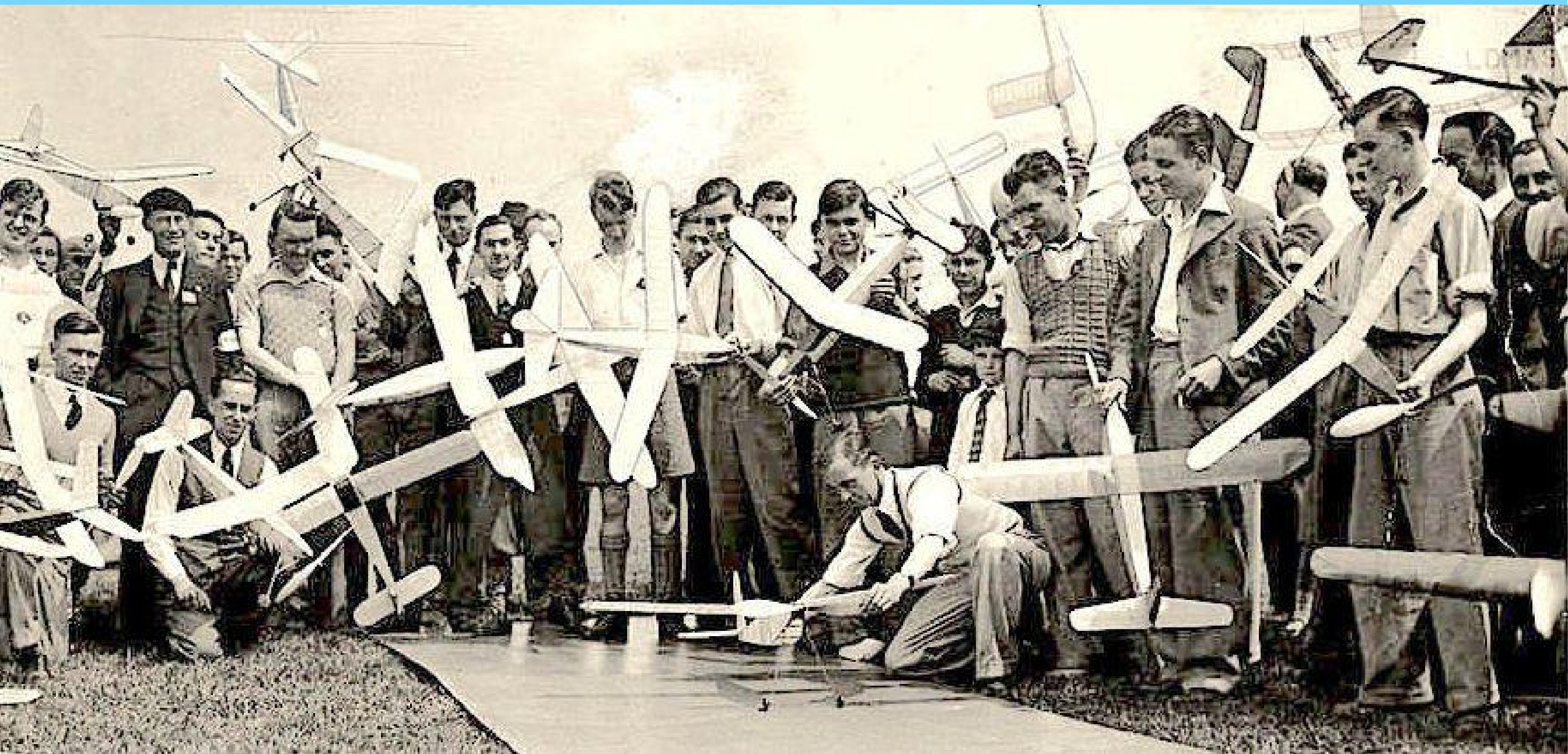


# AVANZ



# NEWS

**Fostering Vintage and Traditional Aeromodelling in New Zealand # 191**





# Committee Notices



## #191 CONTENTS

- Committee Notices
- Coming Events
- Past Events
- Texaco Winner 1937
- Pylonius
- UK Flying Sites
- Bi-Fly
- Reader's Model
- Leader Boards
- On-Going Records
- The Last Straw

### One-Design Build

The group building of a single design, as suggested in the last issue, had a couple of enthusiastic replies - not enough for the idea to be pursued in any format at this stage.

### Deadline

For next AVANZ News is 18<sup>th</sup> September.

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# July, Aug, Sept 2022 Vintage and Free Flight NATIONAL DECENTRALISED PROGRAMME



Jul/22	134	VINT	FF Nostalgia Glider Duration
Jul/22	135	VINT	RC Vintage and Classical Scale Texaco
Jul/22	136	VINT	RC Classical Precision
Jul/22	137	VINT	RC Sport Cabin IC Texaco
Jul/22	138	VINT	RC Sport Cabin E Texaco
Jul/22	245	FF	Aggregate
Jul/22	246	FF	Open Glider
Jul/22	247	FF	FAI F1D Indoor Rubber

Aug/22	139	VINT	RC Vintage IC Duration
Aug/22	140	VINT	RC Vintage E Texaco
Aug/22	141	VINT	RC Classical E Duration
Aug/22	142	VINT	RC Vintage Precision
Aug/22	248	FF	Catapult Launched Glider
Aug/22	249	FF	Hand Lanch Glider
Aug/22	250	FF	Open Power
Aug/22	251	FF	Kennedy Precision
Aug/22	252	FF	Open Tissue

Sep/22	143	VINT	FF Nostalgia 1/2A Min Replica
Sep/22	144	VINT	FF Classic Power Duration
Sep/22	145	VINT	RC Vintage 1/2A Texaco
Sep/22	146	VINT	RC Vintage A Texaco
Sep/22	147	VINT	RC Sport Cabin IC Texaco
Sep/22	148	VINT	RC Sport Cabin E Texaco
Sep/22	253	FF	FAI F1B Rubber
Sep/22	254	FF	FAI F1A Glider
Sep/22	255	FF	FAI F1D Indoor Rubber
Sep/22	256	FF	Indoor Hand Launch Glider

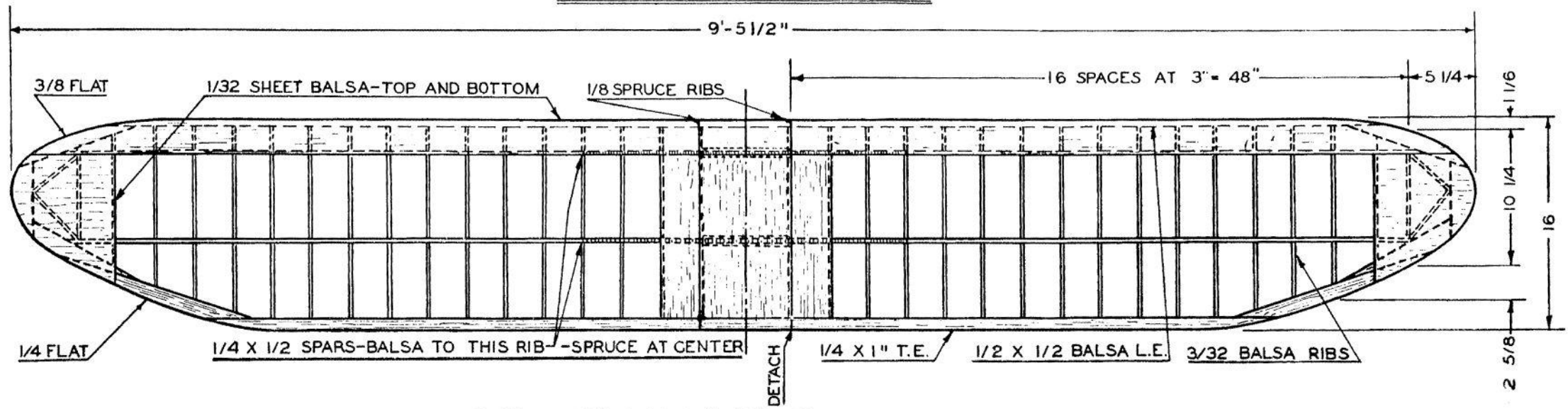


## 36cc fuel allowance

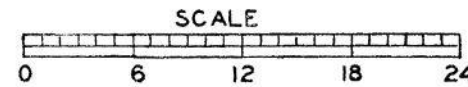
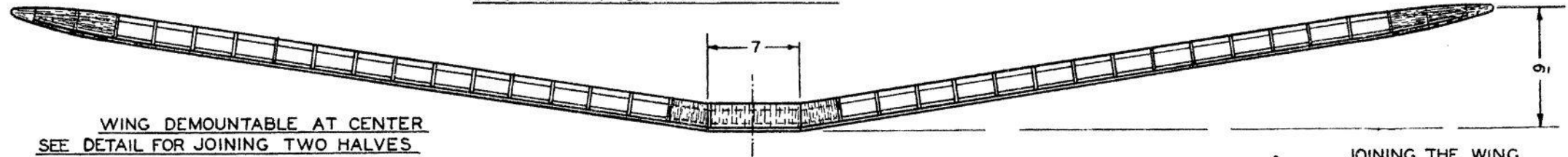




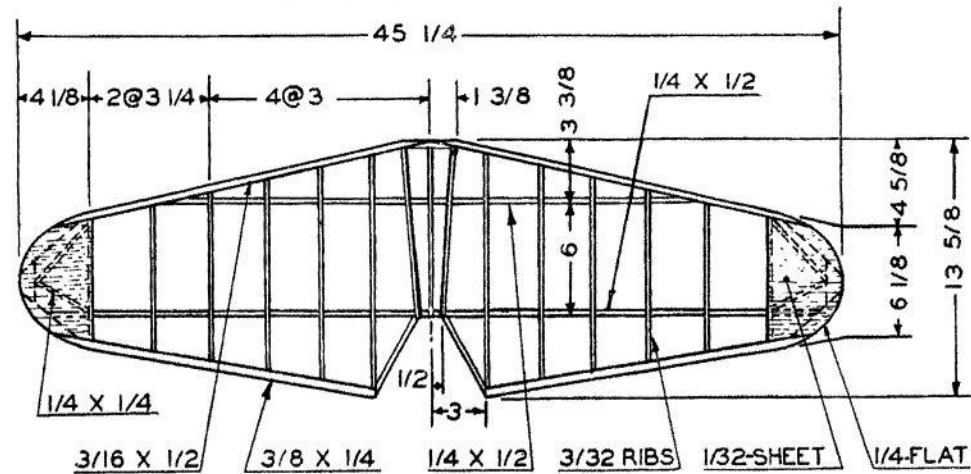
# WING DETAIL TEXACO TROPHY WINNER



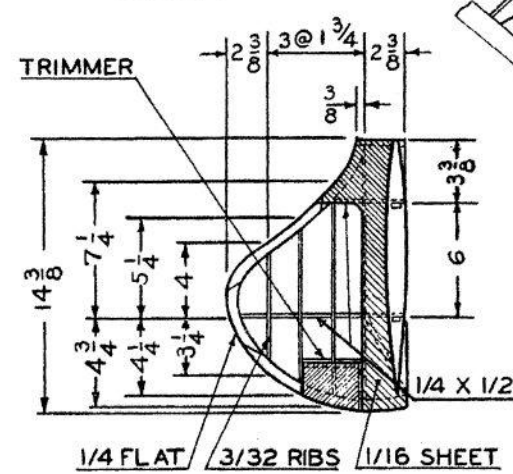
DIHEDRAL NOT SHOWN IN TOP VIEW



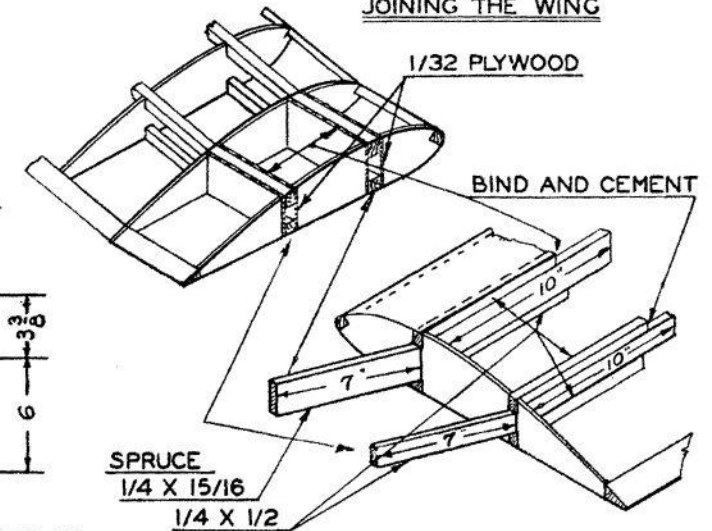
## ELEVATOR



## RUDDER



## JOINING THE WING



SPRUCE  
1/4 X 15/16  
1/4 X 1/2

NOTE THE SPRUCE INSERTS ARE CUT TO CORRECT DIHEDRAL ANGLE



For many years, MODEL AIRCRAFT and AEROMODLLER magazines carried a column by "Pylonius". The identity of the columnist was never officially confirmed, but the fun-loving style of the writing convinced some that Ray Malmstrom was responsible.

Each column probed the latest aeromodelling trends, fads and foibles which were then extrapolated to extremes to highlight their flaws and failings. To the present-day reader, some of these musings verge on the prophetic.

The clippings are from *Model Aircraft* magazines from 1961 and 1962. Some make me wonder if Ray, if it was indeed Ray, had a crystal ball.

#### **Complete Sell-Out**

In the world of sport and outdoor recreation the traditional role of the model flyer is the abject, cap in hand, airfield beggar. He doesn't expect much. He is only too happy to seize on any crumb that might be tossed from the Council table. When he ventures on the grudgingly conceded bit of open space he does so with all his p's and q's a-quiver and a wary eye cocked for the ever threatening big boot.

To the public, and often, official, mind, model flying is the most contemptible of all outdoor activities. If there is any order of priorities in the allocation of permits the poor old modeller must be so far down the list that any kid with a ball probably has the authority to kick him off. Only the modeller is required to carry enough insurance cover for a national disaster, while a cricket ball of model weight is unrestricted. It's now an accepted fact that you can do almost anything in a park or open space except pick the flowers and fly model aeroplanes.

#### **Eastern Promise**

Success in radio modelling in the West is largely a matter of wallet dimensions and piloting skill. It is now possible to buy a radio kit in such an advanced state of prefabrication, that getting the bits of sellotape off the lid is half the battle. And as for the radio equipment, it won't be long before the competing manufacturers begin to offer full installation at no extra cost.

#### **Dig This Latest Craze**

Now that the model plane is fast reaching its ultimate in development (any further advances will bring it into the guided missile range) some of our transatlantic friends are reacting by taking a header into the sands of the past. Pre-war kits and plans are now so much in demand that the more ancient model shops are at last disposing of their dust enshrined relics. Kits that have lain shelf-borne for over two decades of novelty chasing are being assembled with reverent care, while attic bound models of an earlier age are restored to their previous glory, like old masters.

Although few of the kit diggers have ventured back as far as the pre-balsa age, a few sticklers for punishment are clamouring for the return of the birch—not to mention the oiled silk and bamboo.

All this is jolly good fun, no doubt, and helps to take our minds off such frightful modern inventions as Speed and Combat Models. But, before we give too heartily with the ha-ha we might well take a closer look, at these pre-war relics. They might seem a bit fat in the fuzz and long in the undercart for our austere modern tastes, but they flew well enough to make us doubt whether a quarter of a century of progress consists of very much more than horse power and gadgetry.

#### **Past Caring**

Have you a veteran model? Not one that has earned the title by surviving three sorties on Chobham Common, but a real oldie from way back in the "gas" and "parasol" days. If you have, then you can go one up class-wise on the multi radio boys by joining the ranks of the new flying field elite, the veteran modellers.

What gives the veteran modeller his unique status is his ability to conjure something as insubstantial as a balsa and paper model out of the thin air of history. Unlike cars, motor bikes and velocipedes, which have the solidarity to survive until rescued from the scrap heap, models usually come to a violent end, either of their own volition, or in the annual clear out of the junk cupboard. Few survive to collect the dust of more than a couple of seasons.

With this in mind, it would seem that the only answer to this enigma of survival is that certain provident types, back in the 1930's had the foresight to mothball a few of the more likely specimens for the benefit of a nostalgic posterity. Storage space must have been the big problem, as the "gassies" of the pre-war period spanned anything up to ten foot on about a 3 to 1 aspect ratio. Possibly American collectors of antiquities would have found plenty of room in the dungeons of those ancient castles they have shipped over from the old world from time to time.



***Fairlop***

***Chobham Common***

***Cranfield***

***Church Fenton***

***Woodbury Common***

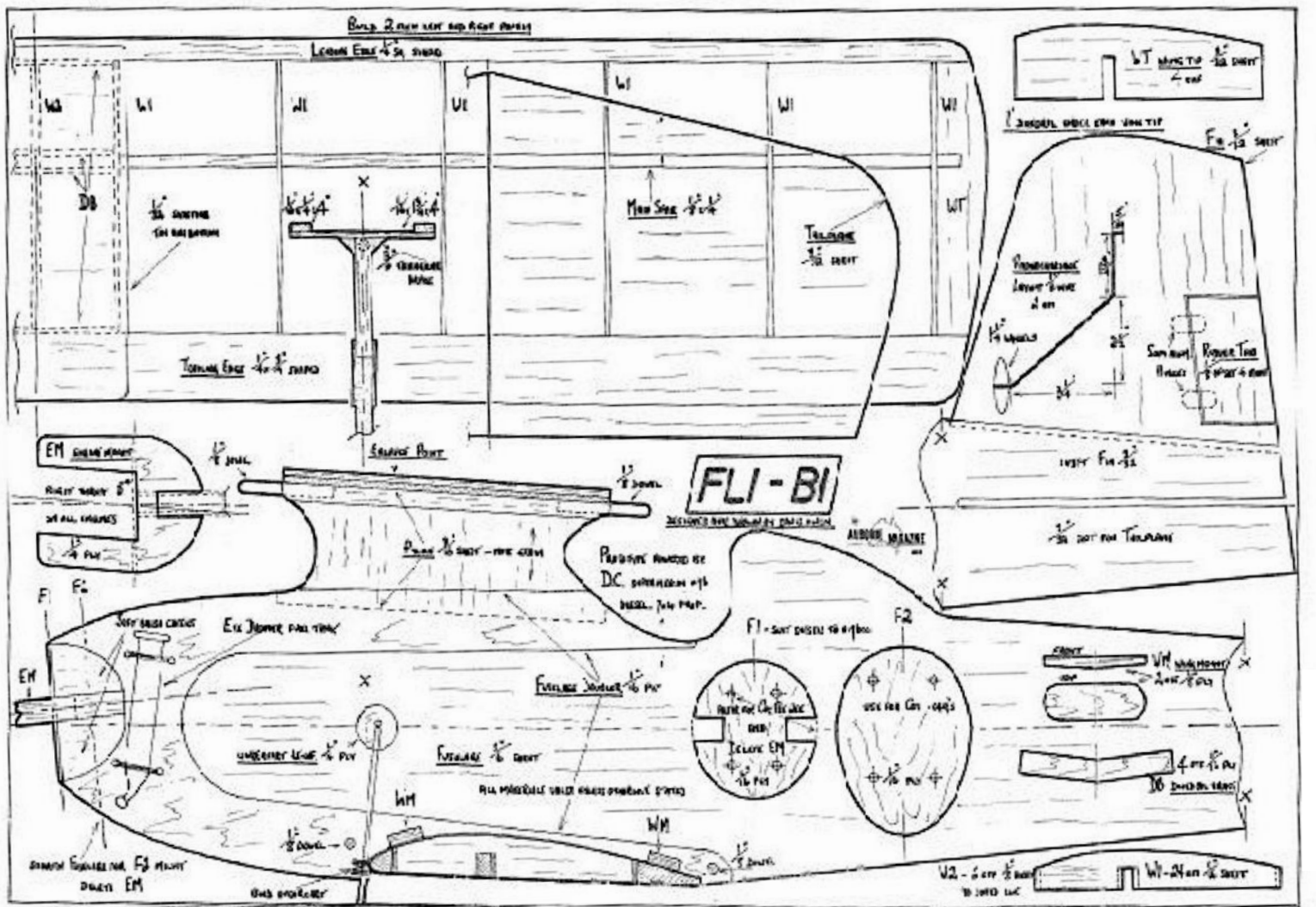
These place names and others on the map will be very familiar to *Aeromodeller* readers. They were, and some still are, where the larger flying competitions were based in the UK.

Exactly where in the Old Country these areas were located might have remained less familiar.

At last I know the location of Chobham Common !





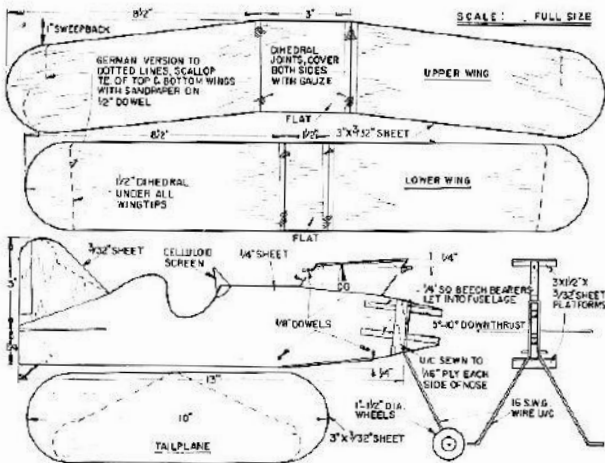


The *FLI-BI* An Australian design that takes the Ebenezer concept closer to efficiency with built-up wings.

With a small diesel, would make a fun Nostalgia FF model.

From Airborn Magazine.

Right: *Ebenezer* 1958





# A Maxi **Pixie** by Roy Gunner CMAC

We were out last weekend doing our NDC stuff when Roy Gunner turned up as he often does. Roy is one of those guys who much prefers to sport fly, often with older model designs from the classical period either FF or RC.

You may remember the Keil Kraft Pixi from the 50s? It was a 23 inch rubber sport cabin model with distinctive lines. Roy had a modern scaled up RC plan for it so when his foam Cub look-alike died he built this big Pixie using the cub's tundra wheels and drive train. The resulting model is delightful and looks great in the air with its big glazed observer windows.

I see Outerzone has a 2.5 times RC Pixie Plan powered by a fully cowled PAW 2,49 RC Diesel. My kind of airplane. Yet another one for the build list

Allan Knox, Christchurch

See the Pixie Major here  
[https://outerzone.co.uk/  
plan\\_details.asp?ID=12169](https://outerzone.co.uk/plan_details.asp?ID=12169)





# RC Top 10 Leader Board 2022

## Standings at 1 June



### RC Top 10 Leader Boards 2022

The purpose of the Vintage SIG RC Leader Boards is to increase enjoyment of competition flying by showing fliers how well they are performing relative to others. Scores are posted from the results of contests, NDC, and independently-timed flying. The Leader Boards run for each calendar year, and are updated throughout. At the end of each year they are cleared and started afresh. Postings made since the last publication in AVAANZ News are shown in red. Please email me if you spot any errors or omissions.

Wayne Cartwright  
rwcartwright4@gmail.com

### Standings at 13 June

#### Precision Classes

##### Vintage Precision

1.	A Knox	600 + 192
2.	D Mossop	600 + 172
3.	D Wilkins	600
4.	B Berger	596
5.	B Russell	582
6.	B Treloar	580
7.	T Gribble	582

8.	J Ryan	578
9.	B McKay	573
10.	M. Evans	571

##### Classical Precision

1.	A Knox	600 + 199
2.	B Russell	600 + 191
3.	D Mossop	600 + 186
4.	S Nicholas	595
5.	B Robinson	589
6.	G Fulton	585

#### Duration Classes

##### Vintage IC Duration

1.	P Townsend	760
2.	A Knox	740
3.	B Treloar	675
4.	B Russell	665
5.	T Beaumont	495
6.	J Ryan	413
7.	D Little	229

##### Vintage E Duration

1.	S Nicholas	960 + 600
2.	D Mossop	960 + 379
3.	B Russell	960
4.	A Knox	940
5.	A Hales	920
6.	S Hubbard	790

7.	B Robinson	796
8.	T Gribble	658
9.	P Townsend	554
10.	G Fulton	380

##### Classical IC Duration

No score posted

##### Classical E Duration

1.	M Shears	900 + 545
2.	B Russell	900 + 500
3.	D Mossop	900 + 492
4.	S Nicholas	900 + 313
5.	D Gush	888
6.	A Knox	885
7.	B Robinson	874
8.	D Barber	809
9.	G Fulton	538

#### Texaco Classes

##### Vintage 1/2A Texaco

1.	B Scott	1500 + 512
2.	A Knox	1483
3.	P Townsend	1480
4.	L Rodway	1442
5.	B Treloar	1387
6.	J Ryan	1333
7.	S Morse	761
8.	D Little	741
9.	S Grant	725



# RC Top 10 Leader Board 2022

Standings at 1 June



**Vintage A Texaco**

1.	P Townsend	1860 + 1418
2.	B Treloar	1840
3.	A Knox	1840
4.	B Scott	1472
5.	I Munro	1342

**Vintage Open Texaco**

1.	A Knox	1840
2.	P Townsend	1407
3.	I Munro	1234

**Vintage 1/2E Texaco**

1.	B Russell	2443
2.	A Knox	2111
3.	T Gribble	1619
4.	W Cartwright	1501
5.	B Scott	1073
6.	L Rodway	837
7.	P Townsend	212
8.	D Mossop	82

**Classical 1/2E Texaco**

1.	D Mossop	1312
2.	A Knox	1197
3.	L Rodway	1052

**Vintage E Texaco**

1.	A Knox	3593
2.	W Cartwright	2142
3.	B Russell	1537
4.	B Scott	1345
5.	D Mossop	1147

**Classical E Texaco**

1.	A Knox	3900
2.	W Cartwright	2194
3.	D Mossop	1326
4.	B Russell	1086
5.	T Gribble	1076
6.	P Townsend	964

**Vintage E Rubber Texaco**

1.	D Mossop	4679
2.	D Gush	4161
3.	D Crook	3075
4.	B Scott	2425
5.	W Cartwright	2318
6.	B Russell	2255
7.	A Knox	1572
8.	P Townsend	360

**Sport Cabin Texaco IC**

1.	A Knox	1827
2.	L Rodway	875
3.	J Beresford	733
4.	S Morse	443

**Sport Cabin Texaco E**

1.	P Townsend	1845
2.	B Russell	1445
3.	B Robinson	894
4.	M Evans	780
5.	L Rodway	739

**Vintage and Classical Scale Texaco**

1.	A Knox	1649
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# FF Top 10 Leader Board 2022

These scores have been taken from Nationals and NDC reports.

Please advise if scores have been omitted.

## Vintage Precision

1. B.Gibson	226
2. L.Rodway	210
3. W.Long	188
4. R.Bould	143
5. S.Morse	61

## Vintage Power Duration

1. R.Bain	540
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## Nostalgia Power Duration

1. L.Rodway	212
2. R.Bain	180

## Classic Power Duration

## Small Power Duration

1. L.Rodway	187
2. S.Morse	143

## Vintage Rubber Duration

1. A.Koerbin	540
2. P.Squires	490
3. W.Lightfoot	322
4. L.Rodway	231
5. S.Morse	213
6. J.Bersford	173
7. B.Gibson	78

## Standings at 1 June

## Nostalgia Rubber Duration

## Nostalgia Glider Duration

## Classic Power Duration

## Classic Rubber Duration

1. W.Lightfoot	523
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## Vintage Glider Duration

1. W.Lightfoot	409
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## Classic Glider Duration

1. L.Rodway	237
2. A.Knox	210





## Ongoing Records from past Leader Boards

<b>Vintage Precision</b> <i>Allan Knox 2021</i>	<b>1194</b>	<b>Vintage Open Texaco</b> <i>Bryan Treloar 2018</i>	<b>3543</b>
<b>Classical Precision</b> <i>Allan Knox 2021</i>	<b>599</b>	<b>Vintage 1/2E Texaco</b> <i>Allan Knox 2021</i>	<b>3957</b>
<b>Vintage IC Duration</b> <i>Stew Cox 2019</i>	<b>1671</b>	<b>Classical 1/2E Texaco</b> <i>Allan Knox 2021</i>	<b>3266</b>
<b>Vintage E Duration</b> <i>Brian Harris 2018</i>	<b>1560</b>	<b>Vintage E Texaco</b> <i>Allan Knox 2020</i>	<b>3000</b>
<b>Classical IC Duration</b> <i>David Thornley 2017</i>	<b>1500</b>	<b>Vint E Rubber Texaco</b> <i>Peter Townsend 2021</i>	<b>7988</b>
<b>Classical E Duration</b> <i>Peter Townsend 2021</i>	<b>2700</b>	<b>Sport Cabin Texaco IC</b> <i>Sean McCurrie 2021</i>	<b>1646</b>
<b>Vintage 1/2A Texaco</b> <i>Allan Knox 2018</i>	<b>3333</b>	<b>Sport Cabin Texaco E</b> <i>Keith Trillo 2019</i>	<b>4456</b>
<b>Vintage A Texaco</b> <i>Allan Knox 2018</i>	<b>3730</b>	<b>Scale Texaco</b> <i>Allan Knox 2020</i>	<b>2466</b>



## The LAST STRAW



Only as the jet blast melted their faces did Augustus and Sybil remember the guard's warning against climbing into jet tailpipes.