

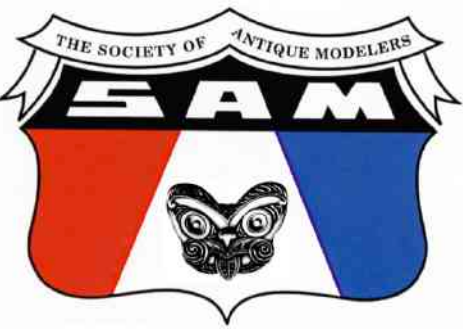
# AVANZ



# NEWS

Newsletter of the Vintage Special Interest Group of Model Flying New Zealand #177





# COMMITTEE NOTICES



## **Committee Reminder about Fidelity to Nose Moments, Fuselage Shape, and the External Appearance of Structure**

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As a consequence of the rather abnormal appearance of several models at rallies, the Vintage SIG Committee has looked at providing clarification of our 2. RC General Rules. The SIG Committee, with major contribution from Wayne, has developed the reminder below to ensure models comply with accepted construction methods and with fidelity to authentic plans.

While we are all familiar with the flight rules particular to the various classes we fly, I urge you also to become familiar with the clauses in 2.1 Design and Models, and with the attached Committee Reminder below.

Our SIG is a little unusual in that most of us chose to build the models we fly. As a SIG we should be eager to increase membership. We really don't want

someone new to the Vintage scene to be informed that their 'beloved' model doesn't comply.

In our own Club environment, each of us has a role in helping those new to this sport by encouraging them to become familiar with the Vintage Rules before starting a building project, and offering to mentor them through the process.

Don Mossop, Vintage SIG Committee Chairman

*(The Committee reminder is printed on page 2)*

### ***Contributors to Issue 177***

Don Mossop	Wayne Cartwright	Kevin Barnes
Dave Crook	John Sheppard	Harry Payling
Brian Howell	Peter Townsend	Ken Smith
Dick Twomey	Barrie Russell	David Ackery
John Dowling	Brad LeVine	

*On the Cover: It's 02:30 and Tony Gribble prepares his Kokoro at Airsail  
 Logo: NZ Tiki - see Miscellaneous page*

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## ***Committee Reminder about Fidelity to Nose Moments, Fuselage Shape, and the External Appearance of Structure***

**Note:** The word ‘plan’ is used several times in this statement. It means the original plan – not a later version that has been changed – that is authentic in terms of Rule 2.1.3.

### **Nose Moments**

In building models from Classical Power Model plans (and some Vintage designs too) for the RC Electric and IC classes, it can be tricky to position the motor, batteries and radio in the slim fuselage when the plane of the propeller is in the position shown on the plan (or implied by it). Builders have to do their best with the space in the fuselage and any fairings behind the motor mount.

**Extension of the nose moment to accommodate the equipment and to reduce the need for nose weight is not a possibility.** This is because Rule 2.1.7 requires reasonable fidelity to the original plan. This includes the fidelity of the nose moment, which is the distance from the leading edge of the wing to the plane of the propeller. A nose moment extension that is not reasonable relative to the plan does not comply with Rule 2.1.7. This rule insists that the model has a shape that accords closely with the original design. This is at the core of the Vintage movement’s aim of ‘building, trimming, and flying designs from another era’.

In practical terms, builders can comply with 2.1.7 in any of these ways:

1. If the propeller is drawn on the plan, use that position.
2. If the propeller is drawn on the plan but the builder has evidence of an original installation that had an alternative motor length and/or mounting position that shifted the plane of the propeller, use that position.
3. If the engine is not drawn on the plan but beam-mount bearers are shown, the builder establishes the plane of the propeller by drawing-in a mounted motor of the category originally installed.
4. If the engine is not drawn on the plan and just a firewall is shown, the builder establishes the plane of the propeller by drawing-in a motor and mount typical of the types used when the plan was produced.

The builder should comply with nose moment fidelity in the same reasonably accurate way expected for all other aspects of building the model from the plan. The builder should also be ready to provide to the CD, as well as any interested contestants, the information that supports the position of the plane of the propeller.

If the batteries, receiver and servos have to be mounted back through the fuselage, the builder will probably have to use substantial nose weight to achieve the correct CG position. Minimising this weight within the Rules has to be accepted as one of the challenges of our building and flying.

In the same spirit, a design that otherwise looks good may have to be rejected because the motor, batteries and radio cannot be mounted in a way that complies with Rule 2.1.7 while also keeping the total weight of the model at levels that are competitive.

### **Fuselage Shapes**

One aspect of some current model fuselage shapes concerns the Committee. This occurs when the builder lightens the fuselage to the point that longerons and/or stringers noticeably sag or are pulled in by the covering (sometimes called the ‘starved horse look’).

**The resulting fuselage shape does not comply with Rule 2.1.7 and is not allowed.**

### **External Appearance of Structure**

Builders using modern materials as substitutes for the wood specified on any part of the plan should also take care that they comply with Rule 2.1.9: ‘Modern materials may be used in construction and covering, but the finished model must comply with the appearance of the original.’ This means that the external appearance must maintain a clear impression that the structural materials specified on the plan have been used.

**Models having an *external appearance* that does not provide a clear impression that the structural materials specified on the plan have been used do not comply with Rule 2.1.9 and are not allowed.**

### **Timing of Compliance**

**If any current models do not comply with Rule 2.1.7 or with Rule 2.1.9, they can continue to be flown in 2020 but must comply by 1/1/2021.**

I see in these pages people extolling the wonders and virtues of the newly discovered genre of Vintage RC, i.e. electric powered rubber models. However, I hold an opposite view - that it is completely 'wrong' and out of character to put an electric motor in a rubber model. For goodness sake, it IS a rubber model, so fly it with rubber power. Obviously.

I fly FF rubber models, and I enjoy the character and challenge of flying rubber power. First there is the construction, the challenge of building an airframe that is light but also strong enough to contain the power of a fully wound rubber motor. Then there is the winding, you feel the torque as you pile on the turns and get it just right, (winding is both a skill and an art). Then the trimming, the strong torque of a stout rubber motor allows us to turn a big prop with a lot of pitch, the initial burst is strong, but then drops down to the more gentle and sustained cruise. This is all controlled with a bit of right thrust, and some subtle rudder

and perhaps some wing warps. Then that big prop folds and you have the beautiful glide overhead, as the sun shines through the covering.

All these skills are there to be explored, learned and mastered when you fly rubber models, and to skip this is to walk away and deny that it is a rubber model. Replacing the rubber with an electric motor is just getting too far from an appreciation of these Vintage designs and has become an exercise in silliness. It is no longer Vintage and has morphed sideways into something else, (I can't say what but for me it is not Vintage). If you want to use an electric motor then use a power model, OK ?

The MA cover photograph was taken at the 1959 Wakefield World Champs at Brienne-le-Chateau in France. It shows the model of NZ flier Doug Kennedy, being wound by two French proxy fliers, while on the left NZ team manager John Sheppard stands ready to light the DT fuse.



David Ackery



David's comments will stir nostalgic twinges in Vintage FFers who have gone over to the Dark Side. The skills listed in the second paragraph define rubber-powered flying, and most are missing from E-Rubber - although the challenge of building light and strong remains.

This simplification of skills might be considered beneficial since winding and trimming FF rubber models involves knife-edge judgements that can make or quite literally break a model and few RC fliers are willing to put themselves on the line with each new model. We mostly prefer proven performance and no-risk reliability, as evidenced by the popularity of certain winning designs.

E-Rubber is the Vintage event which strays most from the introductory statement in the Vintage Rules: "Flying model designs of another era is of nostalgic appeal. It does not attempt to advance the state of the art of aeromodelling ..."

Although it is not openly admitted, all our Vintage duration classes, whether FF and RC, have the advancement of performance as their main, and sometimes their sole, objective. Accumulated knowledge, better building materials, and improving technology has allowed performance advancement far in excess of the original model's capability. In both FF and RC we are flying better and longer than did fliers of the Vintage era - and shame on us if we did not, given the huge advantages we have over past times.

This raises a question: How far can performance be pushed before we cross the boundaries that give Vintage its character ? Or are there no


boundaries and has E-Rubber, in David's words, already morphed sideways into something else ? (The building requirements outlined on page 40 suggest that E-Rubber is starting to resemble an outdoor F1D event).

In 1939, Richard Korda won the Wakefield Cup with a flight of 43 minutes and 29 seconds. This was an extraordinary flight that Korda later described as "one lucky flight". It may be thought that the NZ record for E-Rubber of 5685 ( 1 hr 34 min 45 sec) is the result of lucky flights, but times approaching this are now not uncommon - see the Leader Board on page 44.

When contest flights in any event reach the extreme level of Korda's lucky flight perhaps it is time for that event to be re-evaluated.

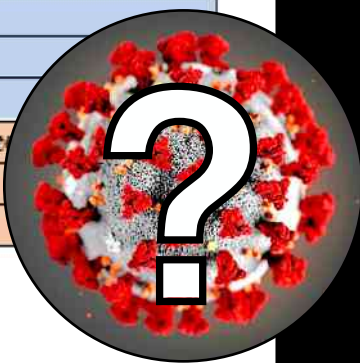
Editor

Following feedback on the programme, one change has been made - the timing of Classical E Duration and Classical IC Duration have been swapped. This adjustment has been made and the programme below is now finalised.

<b>2021 NATIONALS PROGRAMME for VINTAGE</b>						
REGISTRATION Sun 3rd January 2021	DAY 1 Mon 4th January	DAY 2 Tue 5th January	DAY 3 Wed 6th January	DAY 4 Thur 7th Jan	DAY 5 Fri 8th January	
	7am - Noon	7am - Noon				
<b>VINTAGE FREE FLIGHT</b> 7 am - 12 noon	Vintage FF Power Vintage FF Rubber Vintage FF Glider Vintage FF Precision Vintage FF Catapult	Nostalgia FF Power Nostalgia FF Rubber Small FF Power Classic FF Comb R/P/G				
	1pm to 5pm	1pm to 5pm	9am to 5pm		9am to 5pm	9am to Noon
<b>VINTAGE RC</b> Days 1-2 1pm - 5pm Days 3-4 9am - 5pm Day 5 9am - Noon	Vintage Open Texaco Vintage Precision Classical Precision Fun Fly	Vintage 1/2A Texaco Vintage IC Duration	Classical 1/2E Texaco Sport Cabin E Texaco Classical E Texaco Classical E Duration		Vintage 1/2E Texaco Vintage E Texaco Vintage E Rubber Tex Vintage E Duration	Vintage A Texaco Classical IC Duration 3pm AGM and PRIZEGIVING

# NDC, Rallies

May 2020	128	VINT	RC Vintage and Classical Scale Texaco
May 2020	129	VINT	RC Vintage Open Texaco
June 2020	134	VINT	RC Vintage Precision
June 2020	135	VINT	RC Vintage E Duration
July 2020	137	VINT	RC Vintage and Classical Scale Texaco
July 2020	138	VINT	RC Classical Precision
July 2020	139	VINT	RC Sport Cabin IC Texaco
July 2020	140	VINT	RC Sport Cabin E Texaco
August 2020	141	VINT	RC Vintage IC Duration
August 2020	142	VINT	RC Vintage E Texaco
August 2020	143	VINT	RC Classical E Duration
August 2020	144	VINT	RC Vintage Precision
September 20	147	VINT	RC Vintage 1/2A Texaco
September 20	148	VINT	RC Vintage A Texaco
September 20	149	VINT	RC Sport Cabin IC Texaco
September 20	150	VINT	RC Sport Cabin E Texaco
October 2020	153	VINT	RC Vintage Open Texaco
October 2020	154	VINT	RC Classical 1/2E Texaco
October 2020	155	VINT	RC Classical E Texaco
November 20	158	VINT	RC Vintage E Rubber Texaco
November 20	159	VINT	RC Vintage 1/2E Texaco
November 20	160	VINT	RC Classical IC Duration



May 2020	125	VINT	FF Vintage Precision
May 2020	126	VINT	FF Vintage Power Duration
May 2020	127	VINT	FF Nostalgia Rubber Duration
June 2020	130	VINT	Vintage FF Hand Launch Glider
June 2020	131	VINT	Vintage FF Catapult Glider
June 2020	132	VINT	FF Nostalgia Power Duration
June 2020	133	VINT	FF Classic Rubber Duration
July 2020	136	VINT	FF Nostalgia Glider Duration
September 2020	145	VINT	FF Nostalgia 1/2A Min Replica
September 2020	146	VINT	FF Classic Power Duration
September 2020	147	VINT	RC Vintage 1/2A Texaco
September 2020	148	VINT	RC Vintage A Texaco
September 2020	149	VINT	RC Sport Cabin IC Texaco
September 2020	150	VINT	RC Sport Cabin E Texaco
October 2020	151	VINT	FF Vintage Hand Launch Glider
October 2020	152	VINT	FF Vintage Catapult Glide
October 2020	153	VINT	RC Vintage Open Texaco
November 2020	156	VINT	FF Vintage Glider Duration
November 2020	157	VINT	FF Classic Glider Duration

## 2020 Northern North Island

May 30 and 31

Tuakau

Contacts:

Dave Crook 021 123 6040

Tony Gribble 09 8185551

## 2020 Southern North Island - Levin

May 16 and 17

Bob Burling Memorial

September 19 and 20

John Selby Memorial

Contacts:

Stew Cox 027 5481 894

Bryan Treloar 0204 147 6917



## SOUTH ISLAND FREE FLIGHT CHAMPS

25-26 July 2020

MFNZ members are invited to the revival of the South Island Free Flight Champs hosted by Christchurch MAC on July 25<sup>th</sup> and 26<sup>th</sup> 2020.

Flying at the Willows Saturday 0730 and Sunday 0730. Hall available for Indoor Sunday 1300.



Christchurch Model Aero Club  
Thompsons Road, The Willows, Christchurch

- MINI-COMBINED  
3X120  
(A1, 1/2 A POWER, COUPE)

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- KENNEDY PRECISION  
3X120

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- KIWI POWER  
3X120

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- P30  
3X120

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- OPEN COMBINED  
3X180

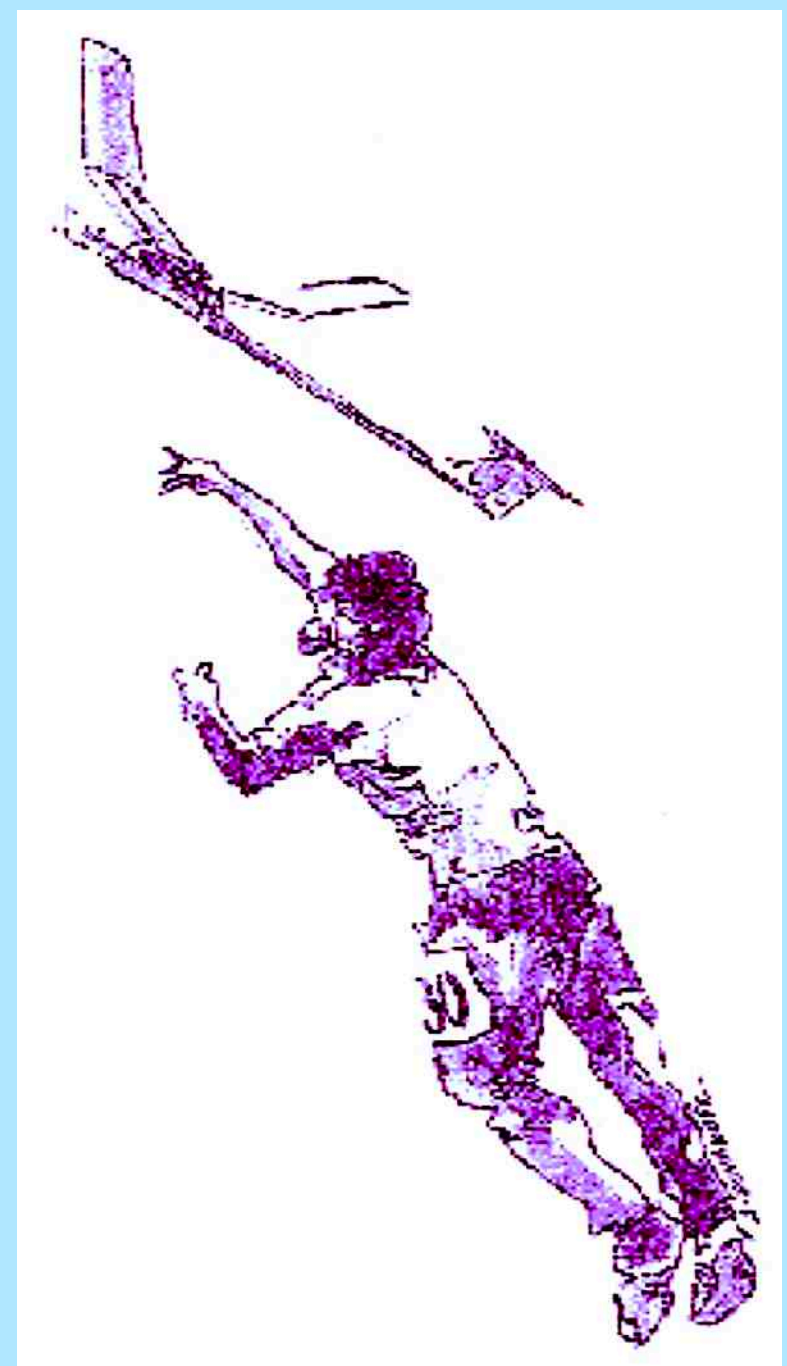
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- CLG / HLG / TLG  
6X60

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- HANGAR RAT  
& INDOOR

To register and more info  
please contact: -  
**Bill Long**  
03 322 7202  
billlong@xtra.co.nz



# How the MAAA does it - the Australian Nationals July 7-15

Activity & Date	Social Events	Stadium FF/RC indoor	CL Aerobic McAllister	CL Speed AB Hardstand	CL Combat and Racing Perseverance	FF AB Field	SAMs AB Field	EOT AB Field	F5J, F5B AB Field
Tue 7			Demo Fun Fly/try day/Prac	Practice	Practice	Practice & fun fly every day - see CD each day	Practice	Practice	
Wed 8	<b>VINTAGE EVENTS MARKED THUS</b>		9am-4pm F2B Rd 1 AEROBATICS Adv and Exp	9am-1pm Combined/Jet Speed 1pm Junior 2.5cc Rat Race	10am-5pm  F2d	Practice & fun fly every day - see CD each day	Practice	Practice	
Thu 9			9am-4pm F2B Rd 2 AEROBATICS Adv & Exp	9am-1pm F2C T/RACE Heats 1&2 1pm Classic FAI T/R	8am-5pm 1/2A Combat	8am-2pm P30, F1J, Vintage Rubber Vintage Glider	9am-1pm 2cc Duration 1pm-5pm Standard Duration	EOT events Timings per organiser	
Fri 10			9am-4pm F2B Rd 3 AEROBATICS Adv & Exp	11am-2pm F2C T/Race Heats 3&4 F2C Finals 2pm F2F T/Race	8am-10.30am Slow Combat 2.5 Vintage A T/R	8am-2pm F1B, Open Power Fly off 4.30 pm	9.30am-10am Sport/Cabin SCRAMBLE  1pm-5pm Vintage Glider	EOT Events timings per organiser	F5J Practice in conjunction with EOT
Sat 11	7.00 PM Country Lamb Roast dinner, wine and Camp fire		9am-4pm F2B Rd 4 AEROBATICS Adv & Exp	11.30am-5pm Open R/ Race, SNR 2.5cc R/Race	9am-11am CLASSIC B Team racing	8am - 2 pm F1A, F1C Flyoffs 4.30 6.00-7.00pm Night Scramble 7.00 PM Country BBQ	9am-1pm 1/2A Texaco  1pm - 5 pm Duration	Reserve	F5J
Sun 12	Swap Meet 6-9pm at Indoor Stadium	10.00am-3.00pm Practice and fun fly. 3pm-6pm Peanut static Judging. Swap meet 6-9pm	Classic Stunt	9am-11am Round 1&2 F2A SPEED GOODYEAR.	TBA	8am-9am Day Scramble 9 am - 12.30 pm Combined HLG, CLG & DLG 9am - 2 pm E36	9am-1pm Gordon Burford 1pm-5pm Texaco		F5J
Mon 13		9am-4pm Practice and fun fly. 4pm-9pm HLG, F1H, Peanut	Vintage Stunt	9am-11am Round 3&4 F2A SPEED 11am GOODYEAR 27sec/10 laps	8am-5pm OPEN COMBAT	8am-2pm 1960's Coupe Vintage power F4A	1pm-5pm Nostalgia		F5B
Tue 14		9am-4pm Practice and fun fly. 4pm-9pm Open scale, Kit scale H/Rar, H/Rat scramble	F4B	Reserve Day	8am - 5 pm VINTAGE COMBAT	F1H, F1G, OZ Diesel	9am -10pm 38 Antique. Afternoon reserved for any cancelled event		F5B
Wed 15		Closed	Reserve	Reserve	Closed	Reserve	Reserve		Res



## 2020 North Island RC Vintage Championships

### CD's Report

Who would have predicted three days of fine weather, especially after the fiasco the month prior at Tuakau? Our events of late always seemed to be scheduled to coincide right on cue with a dose of rain, wind or both. This time around our fingers were crossed and the weather gods smiled upon us.

The schedule for the NI Champs is based similar to the Nationals, with set events, usually five or six, flown on each allotted day. By doing so the intention is that no one event is particularly favoured, with competitors having to fly them on the same day. Hopefully when the time comes to fly each competitor has made the right decision regarding both starting the clock and choosing the right weather conditions at that point in time. We can't do better than that.

Vintage Precision is always a close event and this time around Dave Crook prevailed over Don Mossop to the tune of 1 second. Don had revenge in Classical Precision flying his Madcap.

Other close events were Classical E Texaco and Vintage E Texaco with Wayne Cartwright taking first place in each with his Nig Nog and Cruiser respectively. The difference in scores is not as large as the results would suggest, especially in Vintage E Texaco where after approximately 30 minutes of flying Wayne edging out Dave Crook by some 35 seconds only.

The class which is currently offering the most bang for your buck is Vintage E Rubber Texaco and there is some fantastic machinery appearing at the flying field of late. Pete Townsend from Tuakau came up trumps on this occasion with a combined flight score after his two flights of 4744 points ... *continued*



Don Mossop prepares his *MG2*



John and Peter with *Miss FX*

*continued ....* which equates to 79 minutes. Not bad for a 2S 450Mah battery per flight. Don Mossop came home in second place but unfortunately his aircraft didn't and decided to head north to Auckland. As per rules, Don's time was stopped once the model went out of sight. We all hope his model is found intact and returned. Both these aircraft were newly built, Pete's *Rocket* and Don's *Stormont*. What is coming next we ask ?

In Vintage A Texaco Bernard Scott was the only entrant and just missed out on a perfect score after three flights with his *Super Simplex*.

The E Sports Cabin Texaco events had a good entry with the main players in this class, John Butcher and David Gush way ahead of the rest of the field. This class is gaining popularity and it's not hard to see why. John's score of 2777 equating to just over 46 minutes. A fantastic effort.

It was great to see Keith Trillo attend on the Saturday with Keith putting in some good flights in the E Tomboy class. We all hope to see you again soon Keith, take care.

While the number of entrants was less than what we would have hoped for, it did not

detract from the standard of flying by everyone who took part.

And a big thank you once again to our hosts John and Sharon Danks at Airsail MAC who put on excellent BBQs and scones over the three days - and John might say he provided the weather as well. As always, a great venue. And lastly, thank you to everyone who turned up and made the long weekend such an enjoyable one.

*Dave and Tony*



		R1	R2	R3	FO	TOT
<b>Vintage Precision</b>						
Dave Crook	Miss FX	200	200	200	198	798
Don Mossop	Lanzo Bomber	200	200	200	197	797
Tony Gribble	Miss FX	200	200	194		594
Doug Baunton	Miss Arpiem	200	180	194		574
John Butcher	Miss FX	192	200	165		557

<b>Classical Precision</b>						
Don Mossop	Madcap	191	194	200		585
Tony Gribble	Southerner 60	178	189	160		527
John Butcher	Glow Worm	157	172	176		505

<b>Vintage E Duration</b>						
Don Mossop	Playboy Snr	320	320			640

<b>Classical E Duration</b>						
Pete Townsend	Glow Worm	286	293	300		879

<b>Vintage Open Texaco</b>						
Bernard Scott	Playboy	920	745			1665
John Butcher	Miss FX	538				538

<b>Vintage A Texaco</b>						
Bernard Scott	Super Simplex	600	620	620		1840

		R1	R2	R3	TOT
<b>Classical E Texaco</b>					
Wayne Cartwright	Nig Nog	1241	1125		2366
David Gush	Glow Worm	574	1612		2186
Pete Townsend	Glow Worm	1384	722		210
John Butcher	Glow Worm	779	895		1674
Tony Gribble	Glow Worm	776	701		1477

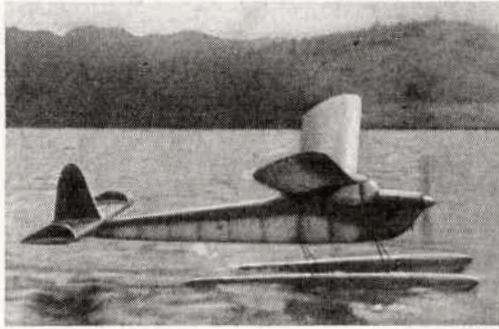
<b>Vintage E Texaco</b>					
Wayne Cartwright	Cruiser	1063	740		1803
Dave Crook	Lanzo Bomber	1107	661		1768
Don Mossop	MG-2	710	766		1476
Doug Baunton	PB 2	551	547		1099
Tony Gribble	Lanzo Bomber	700			700
John Butcher	Playboy	104			104

<b>Vintage E Rubber Texaco</b>					
Pete Townsend	Rocket/Golly Wock	1974	2770		4744
Don Mossop	Stormont	2151	1749		3900
David Gush	Golly Wock	1617	2140		3757
Wayne Cartwright	Lanzo Stick	1556	1999		3555
Dave Crook	Toots	1445	1892		3337
Doug Baunton	Golly Wock	1159	1673		2832

<b>Vintage 1/2 E Texaco</b>					
Wayne Cartwright	Strato Streak	835	1200		2035
Tony Gribble	Folly II	458	178		636

January, 1953

AERO  
MODELLER

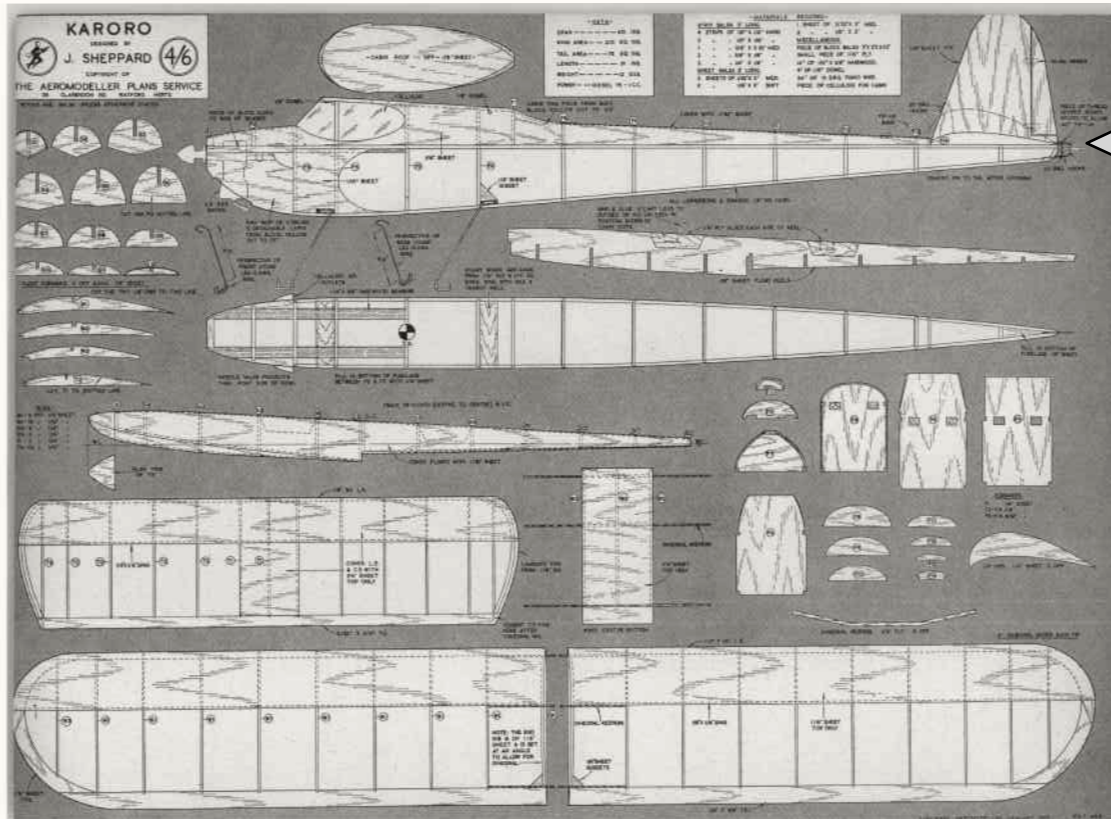


# KARORO

A 40 ins. FLOATPLANE FROM NEW ZEALAND

By John Sheppard

New Zealand farmer's son . . . country member  
N.Z.M.A.A. . . . interested in all kinds of model  
flying . . . holder N.Z. Waterplane (rubber) record.



		R1	R2	R3	FO
<b>Total</b>					
<b>Classical 1/2 E Texaco</b>					
Dave Crook	Hot Dog	1206	1568		2774
Pete Townsend	Glow Worm	1170	1140		2310
Tony Gribble	1/2 A Train	816	973		1789
Wayne Cartwright	Tigress	659	619		1278

### E – Sports Cabin Texaco (180, 2S / Best 2 of 3 flights)

John Butcher	Tomboy	1467	1310		2777
David Gush	Tomboy	692	<u>964</u>	<u>1078</u>	2042
Tony Gribble	Karoro	683	<u>779</u>	<u>1040</u>	1819
Keith Trillo	Kea	<u>883</u>	682	<u>822</u>	1705
Dave Crook	Tomboy	<u>219</u>	197	<u>333</u>	552

### IC – Sports Cabin Texaco (Best 2 of 3 flights)

Bernard Scott	Tomboy	<u>291</u>	<u>342</u>	265	633
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### E – Tomboy (180, 2S / Best 2 of 3 flights)

John Butcher	Tomboy	887	1040		1927
David Gush	Tomboy	1140	708		1848
Keith Trillo	Tomboy	528	<u>583</u>	<u>617</u>	1200

# ASSISTANCE PLEASE ... and a CAUTION

## EMAIL ADDRESSES

Some email addresses have failed to accept postings. My server advises "User unknown" or "Address rejected". If the recipients below are known to you, please ask them to send their new email address to the Editor if they wish to continue to receive AVANZ News.

[colink...](#)

[barbcj...](#)

[andypalmer...](#)

[tapanui...](#)

[munrofamily...](#)

[johnhenson...](#)

[kenbuckley...](#)

[mrbower...](#)

[stuart.lv2fly...](#)

[mulhols...](#)

[goodarestuart...](#)

[johnrt6k...](#)

## MODEL IDENTIFICATION

Email any assistance to the modellers concerned.

I recently bought a *Lucky Lindy* model from a flying friend from a deceased estate. He did not know the estate. There are no owner details on it. It looks like it previously was a FF with clockwork timer and a McCoy 19. It has been converted to RC with rudder and elevator and has now very little evidence of how the rc was installed. There is a little grommet where the antenna exited and it is covered in a saggy film. Any idea of who would have flown this?



Ken Smith [xtr690508@xtra.co.nz](mailto:xtr690508@xtra.co.nz)

I have recently acquired from a deceased estate a 1950 *Jackson Pencil Bomber* of about 69" wingspan. I am looking for more information and a plan. It has a decal of 436 Model Shop on the wing, and K&B Torpedo 29 1952 on the other side.

I have no idea of who the previous owner was.



Brian Howell [b.how@xtra.co.nz](mailto:b.how@xtra.co.nz)

## CAUTIONARY NOTE:

*There is no requirement in NZ Vintage for a flier to build his own models. Bought models intended for use in Vintage contests must first be authenticated by the flier. This includes establishing the design's date of plan publication and checking that it complies with the original plan as required by Section 2 of the RC Vintage rules.*

# MORE ASSISTANCE ... 1939 Reg Truman Texaco Contest Winner

Hi, I'm trying to find out the date that this airplane was designed. The AVANZ NEWS Sep /Oct 2015, issue 145 page 20 and 21 gives a little history about this model and that it won the Texaco event in 1939. Was the airplane designed maybe in 1938 or earlier? Here in the U.S. there are antique events which must use designs from before 1939 - 30 Second Antique and Texaco / fuel allotment Free Flight. If the Texaco event in 1939 was flown very early in the year then the model could have been

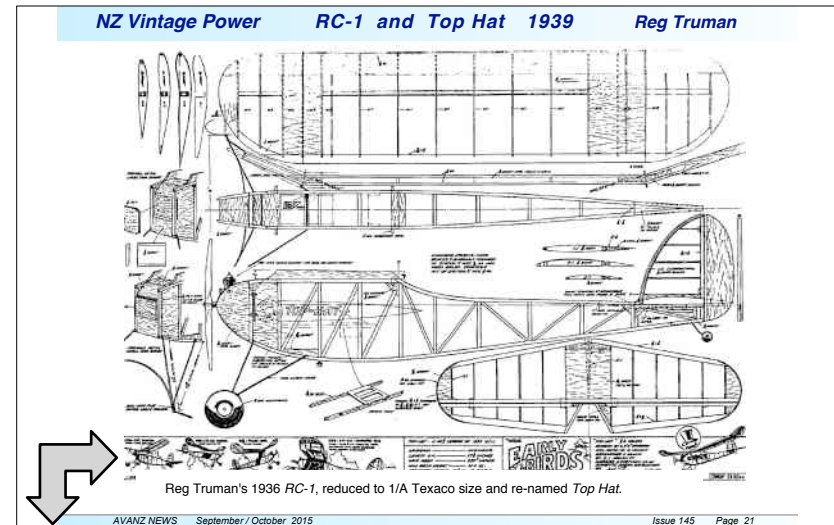
designed at least in 1938.

Also a second question: on page 21 of the same issue there is a small picture of four planes in the lower left corner. Do you know the names of the first two models? I know the 3rd is the 39 texaco winner and the 4th is the RC-1 / Top Hat. I'm attaching a picture of my 39 Texaco Contest Winner. Thank you for the help.

**Brad LeVine** [modelplanenut@aol.com](mailto:modelplanenut@aol.com)



Email Brad if you can help with with the age of the Truman design and the identification of the two small sketches. Here is the AVANZ News page he refers to and an enlargement of the two designs of interest :

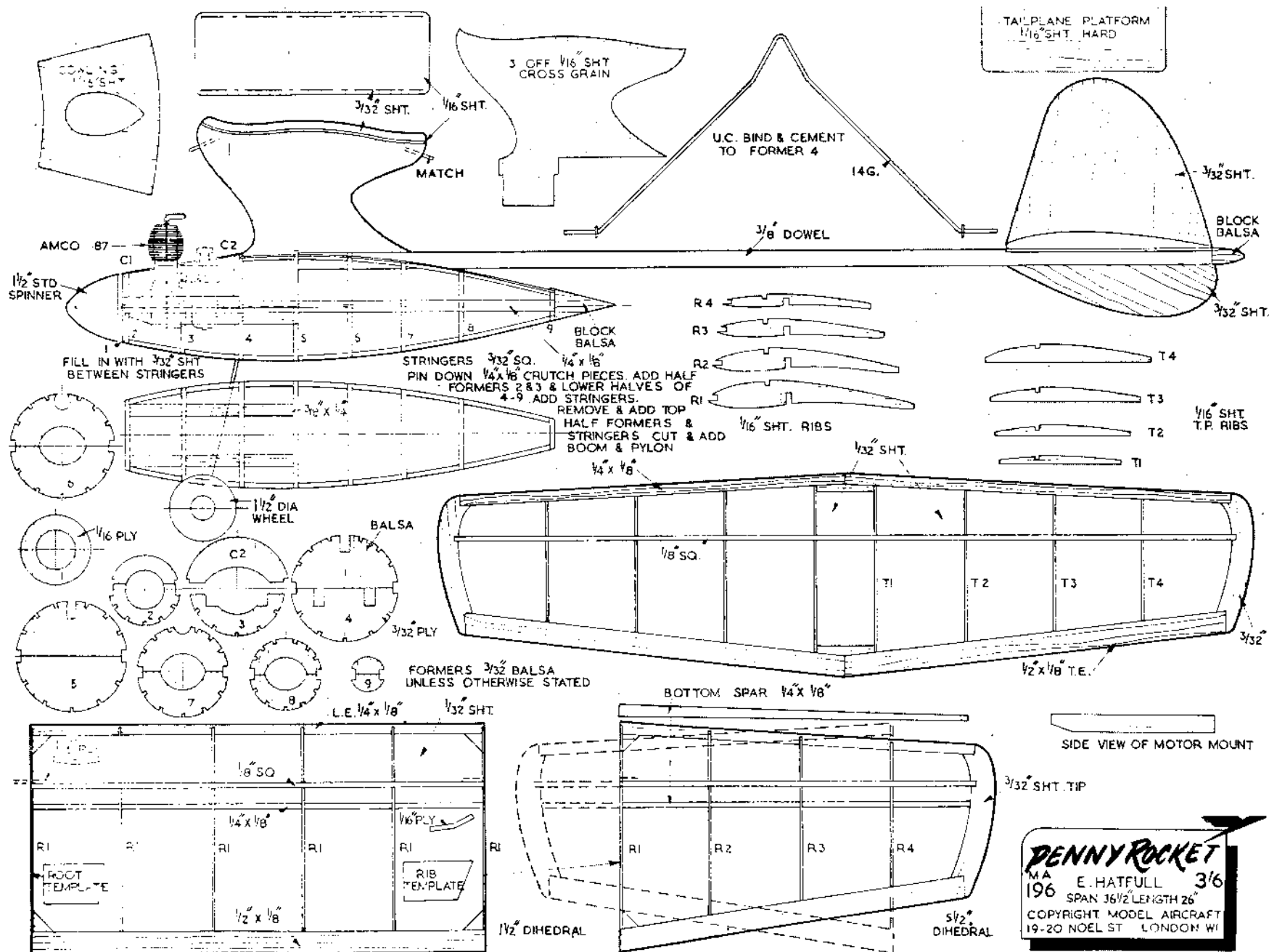


# ALBERT HATFULL Five featured designs and a partial list of others by AH



Achilles  
Ajax  
Avro 707A  
Bantam  
Beechcraft  
Cessna 140  
Chipmunk  
DH110  
Douglas Skyray  
Ercoupe  
Fairey Gannet  
Fairey Junior  
Falcon  
Felix  
Fiat G.80  
Focke Wulf 190  
Globe Swift  
Gloster Javelin  
Gruman F9F-2  
Hawker Hunter  
Hawker Typhoon  
Invader  
Jeanius  
Junkers 87  
MiG-15  
Percival Provost  
Piper Cruiser  
President  
Pulski  
Scarab  
Scorpion  
SE5  
Senator  
Soarer Baby  
Spitfire  
Sportster  
Stinson Wagon  
Topper  
Venom  
Westland Lysander

# PENNY ROCKET A.Hatfull 1954



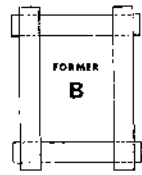
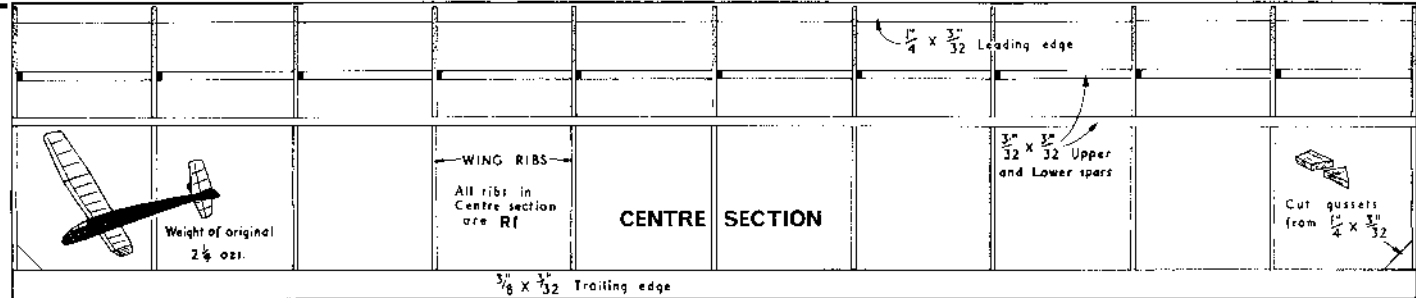


# DOLPHIN A.Hatfull 19??

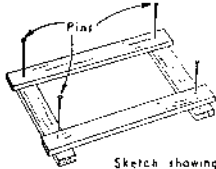
**KEIL KRAFT**

**DOLPHIN**

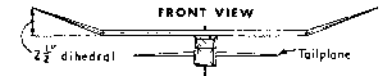
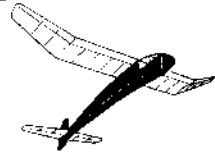
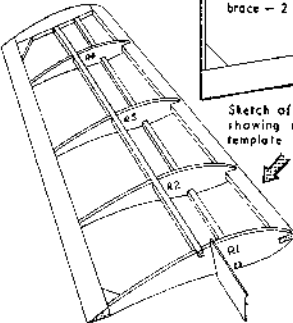
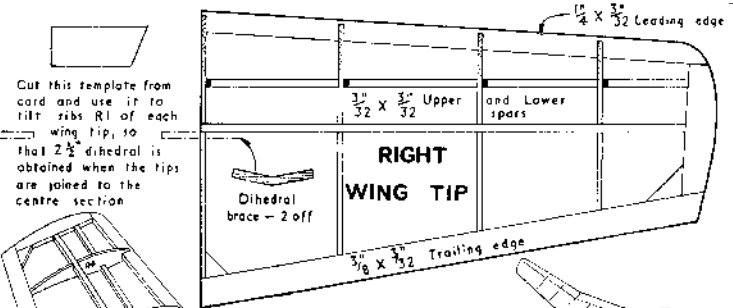
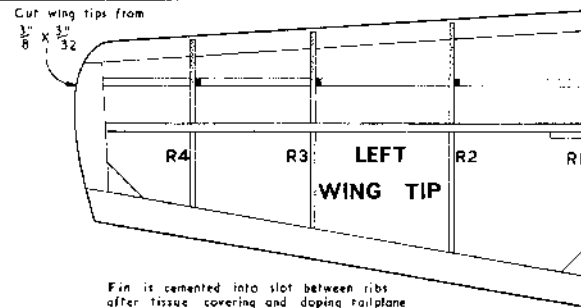
30" Span TOWLINE GLIDER



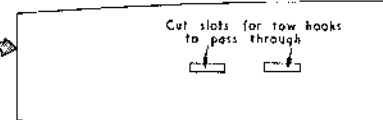
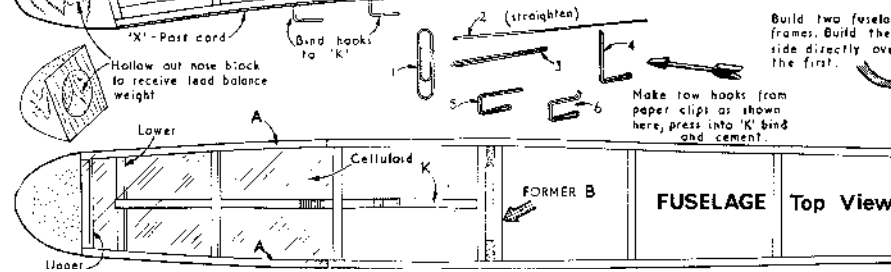
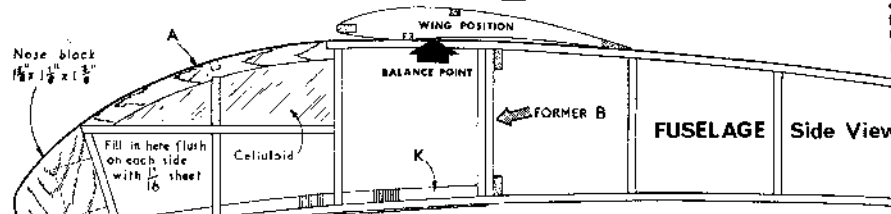
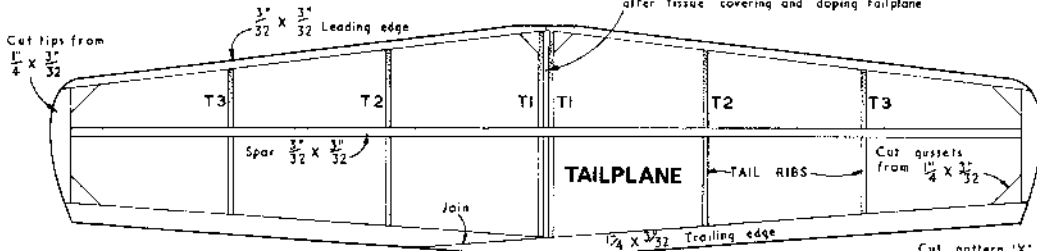
Make Form B over this layout from  $\frac{1}{4} \times \frac{3}{32}$



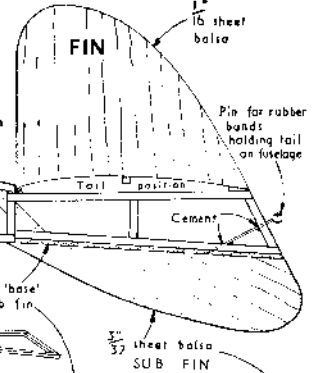
Sketch showing construction of Form B



DESIGNED BY Albert E. Hatfull



Cut pattern 'X' from post card. Cement under the fuselage after installing tow hooks and before tissue covering.



Build two fuselage side frames. Build the second side directly over the first.

Make tow hooks from paper clips as shown here, press into 'K' bind and cement.

Fill in here flush on each side with  $\frac{1}{16}$  sheet Celluloid

Hollow out nose block to receive lead balance weight

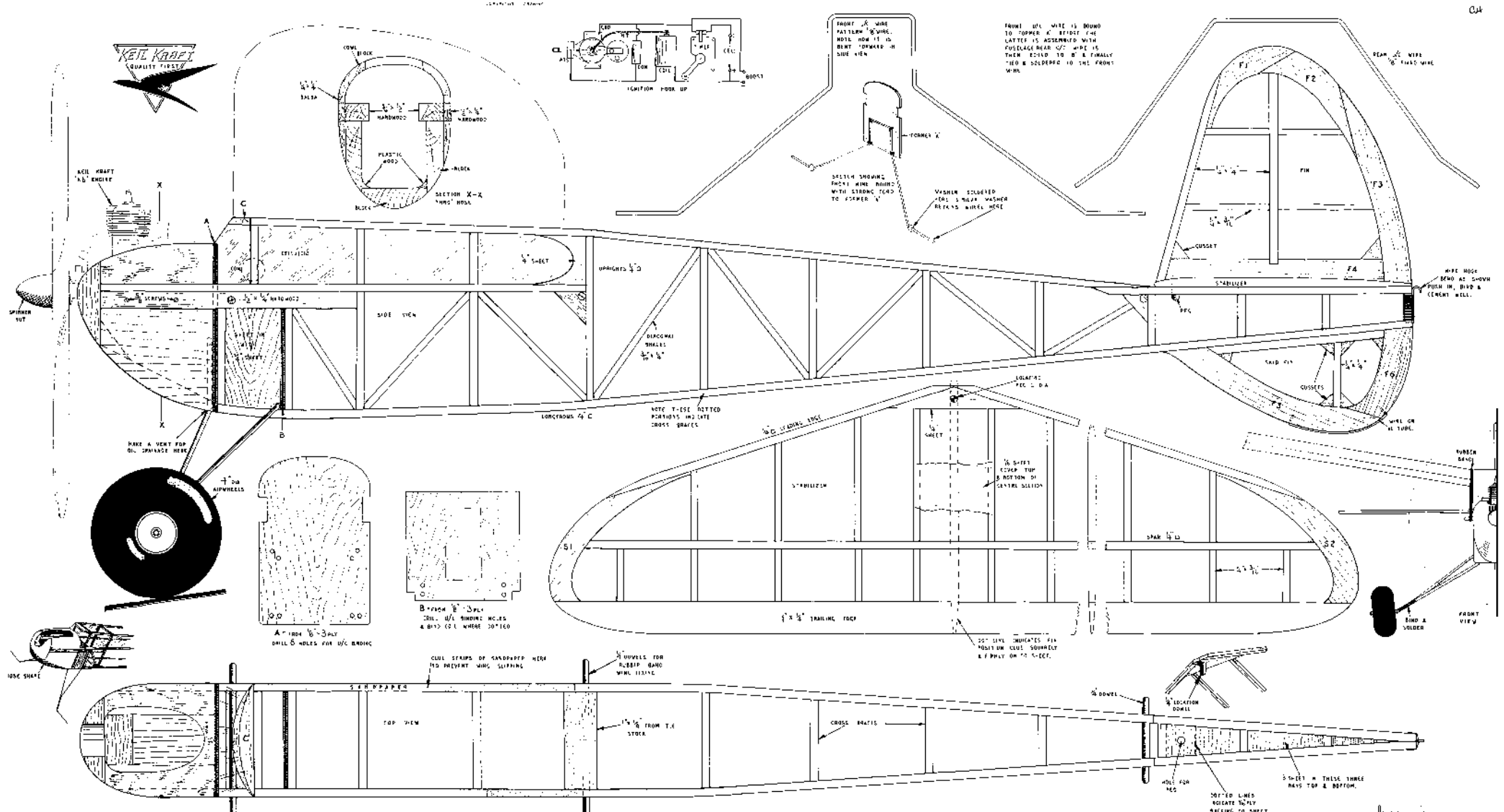
Lower

Fill in here with  $\frac{1}{16}$  sheet

Cut gussets from  $\frac{1}{4} \times \frac{3}{32}$

Pin for rubber bands holding tail on fuselage

# JUNIOR 60     A.Hatfull     1955



**" JUNIOR 60 "** A FREE FLIGHT GAS POWERED  
 MODEL 5 FT. SPAN FOR ENGINES  
 OF 5-7cc. WEIGHT APPROX. 3-4LBS.

**CONSTRUCTION NOTES:**  
 COVER THE MAIN WING SURFACES WITH PAPER OR  
 Balsa Ply (3/16" OR 1/8") WHICH HAS BEEN SAND  
 BLENDED TO THE CURVE OF THE WING SURFACES  
 AND IS ATTACHED WITH PINE RESIN. THE MAIN  
 SURFACE OF THE WING SURFACES MUST BE  
 FLAT AND THE CURVE OF THE WING SURFACES  
 MUST BE A CURVE TO MATCH THE CURVE OF THE  
 WING SURFACES. THE MAIN SURFACES MUST BE  
 MADE UP OF Balsa OR Balsa PLY WHICH IS  
 SAND BLENDED TO THE CURVE OF THE WING  
 SURFACES. THE MAIN SURFACES MUST BE  
 MADE UP OF Balsa OR Balsa PLY WHICH IS  
 SAND BLENDED TO THE CURVE OF THE WING  
 SURFACES.

WHILE IN USE TO THE END OF THE WINGSPAN  
 Balsa OR Balsa PLY WHICH IS SAND BLENDED  
 TO THE CURVE OF THE WING SURFACES  
 MUST BE ATTACHED WITH PINE RESIN.  
 THE MAIN SURFACE OF THE WING SURFACES  
 MUST BE FLAT AND THE CURVE OF THE WING  
 SURFACES MUST BE A CURVE TO MATCH THE  
 CURVE OF THE WING SURFACES. THE MAIN  
 SURFACES MUST BE MADE UP OF Balsa OR  
 Balsa PLY WHICH IS SAND BLENDED TO THE  
 CURVE OF THE WING SURFACES.

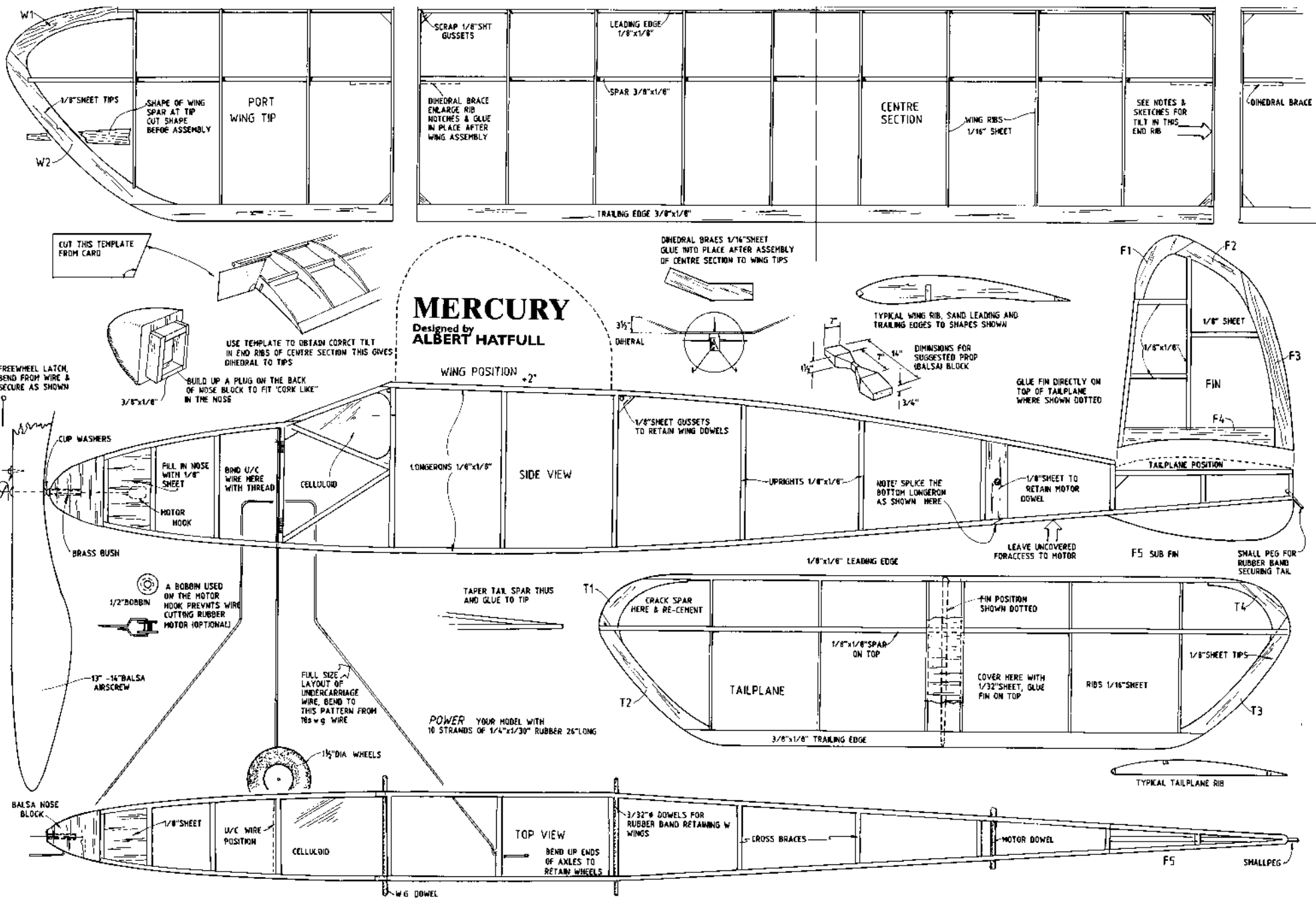
SECTION VIEW B TO B. THE MAIN SURFACE  
 OF THE WING SURFACES MUST BE FLAT AND  
 THE CURVE OF THE WING SURFACES MUST  
 BE A CURVE TO MATCH THE CURVE OF THE  
 WING SURFACES. THE MAIN SURFACES  
 MUST BE MADE UP OF Balsa OR Balsa PLY  
 WHICH IS SAND BLENDED TO THE CURVE OF  
 THE WING SURFACES.

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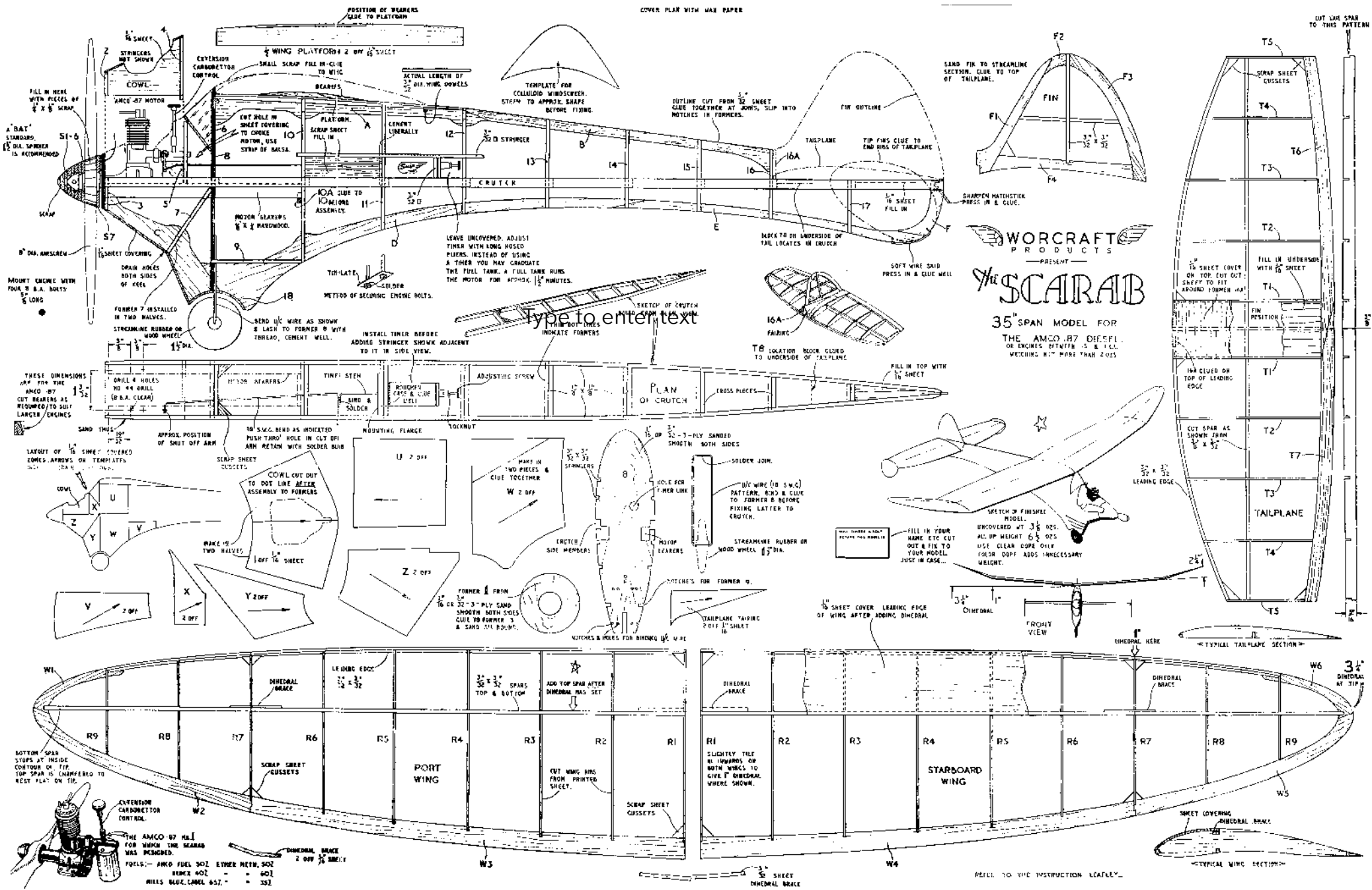
# MERCURY

# A. Hatfull 1947



# SCARAB

# A. Hatfull 1949



## OBITUARY

### ALBERT EDWARD HATFULL 1926-2007 - By Harry Payling



Albert, or Alb as he was always known to me was born at Tottenham on 7 September 1926, the family later removed to Edmonton. We met at the age of 7, attending Junior School where we sang in the Choir and enjoyed New Orleans Jazz.

Alb had skilful hands, played the piano accordion and developed an initial interest in making solid scale model aeroplanes. A Percival Mew Gull with a finely detailed cockpit and canopy comes to mind. Alb then progressed building a series of Megow kits, among others, built Clodhopper, a Korda and eventually his own designs. He was an avid reader of aero magazines, particularly American. Dick Korda of the Cleveland Balsa Butchers was always held in high admiration.

Happy days of free flight, just before WW2, on the Tottenham Marshes and Epping Forest drew a number of like minded aeromodellers together. The Edmonton Model Aero Club was formed. However, regular visits to Premier Aeromodel Supplies and talking to Rip (C.A. Rippon) brought about an amalgamation with

the Northern Heights M.F.C. This was our Mecca where on one occasion, Bob Copland gave us hands on demo of carving a prop.

Flying continued at Holly Hill Farm, Enfield where there was a friendly farmer and a slope which produced useful thermals.

A tragedy struck Alb at the age of 16 by way of contracting polio from the local swimming pool. We were both attending Tottenham Technical College at the time. Although he received treatment, as it was in those days, his hands and fingers lost quite a degree of mobility. In spite of this, he spent years in drawing offices of companies specialising in intricate mechanisms relating to Pitney Bowes and similar Franking Machines.

Alb had a creative mind. Significantly he met Eddie Keil who requested some design studies of flying models. The first was a glider which went into production as a kit- the first of many through the years. Designed by A.H. and sold by Keil Kraft. No doubt the "Senator" was his outstanding creation.

In addition to his extensive design work with Keil Kraft, a number of plans were also published in "Aeromodeller"; "Model Aircraft"; "Model Flyer" and "AMI" Spending years at the drawing board, holding a pencil with some difficulty demanded a change in his working lifestyle, so he joined a Patent Agency in London. In an engineering capacity he carried out Consultancy and Searches until his retirement when he removed to Halesworth, Suffolk.

The tragedy in Albert Hatfull's life was being smitten with Polio in his teens. In spite of this adversity he made a contribution to life in general and the aeromodelling fraternity in particular.

A privilege for me to have him as a close friend since schooldays. He died on 21 October 2007 and his funeral was held at Halesworth on 2 November 2007.

My sincere condolences to Jean and two charming daughters, Allison and Cheryl and grandchildren.

*Harry Payling  
(Ex Northern Heights M.F.C)*



AH with Scarab

# Warming up a Diesel Engine



Slip an aluminium tube over the cylinder to get that Texaco diesel engine to running temperature.

Control-Liners just shield the cylinder with their hand, but a tube made from a can (and it doesn't have to be a French deodorant can) does the trick more safely.

This one has a nifty little lift-off tab at the top.

A tall pylon is nice, but not obligatory for this to work.

Anyone know the design? No, Lincoln, it is not a Dixielander !



In my eighties (i.e. for the past nine and a half years), I have often reflected on the pattern of life, like we all do, and particularly on the surprise events which can quite unexpectedly bring up opportunities that change one's career path. An early passion for aeromodelling was the only reason that, as a National Serviceman just after WWII, I was given the chance by the RAF to learn to fly. It certainly had NOT been because of my prowess in Physics or Maths at school!

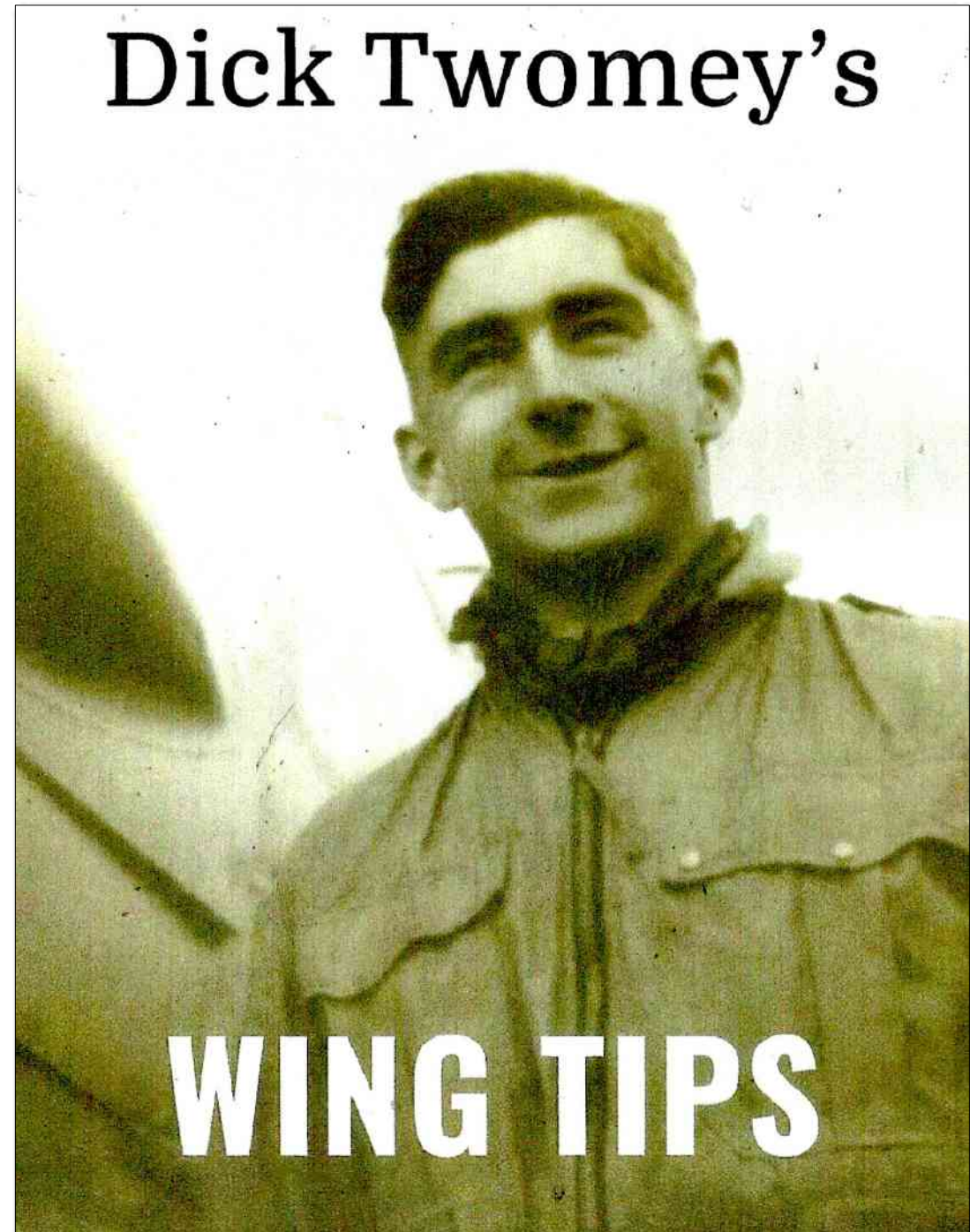
So it was that I moved from models to the full size thing, and appropriately, when I could no longer pilot my passengers from London to Rome or Berlin, could go back to the aeromodelling hobby to find a satisfying occupation during retirement. Many of us have done the same.

I had a lot of fun on the way. And then a good friend, who happens to write books for a living, kept on asking me to bring out my logbooks and put my story on paper. In this my 90th year the deed has been done, the book is out! I called it "WING TIPS" for two good reasons, only one of which is concerned with those twirly bits of metal on the ends of modern airliner wings. The purpose in sharing an aeronautical journey, and some highly enjoyable adventures, has been to show the Millennial (with their young heads down to gaze at their smartphones) that not everyone should aim to be an accountant or a lawyer... there is also a galaxy of exciting and satisfying jobs in aviation and aerospace.

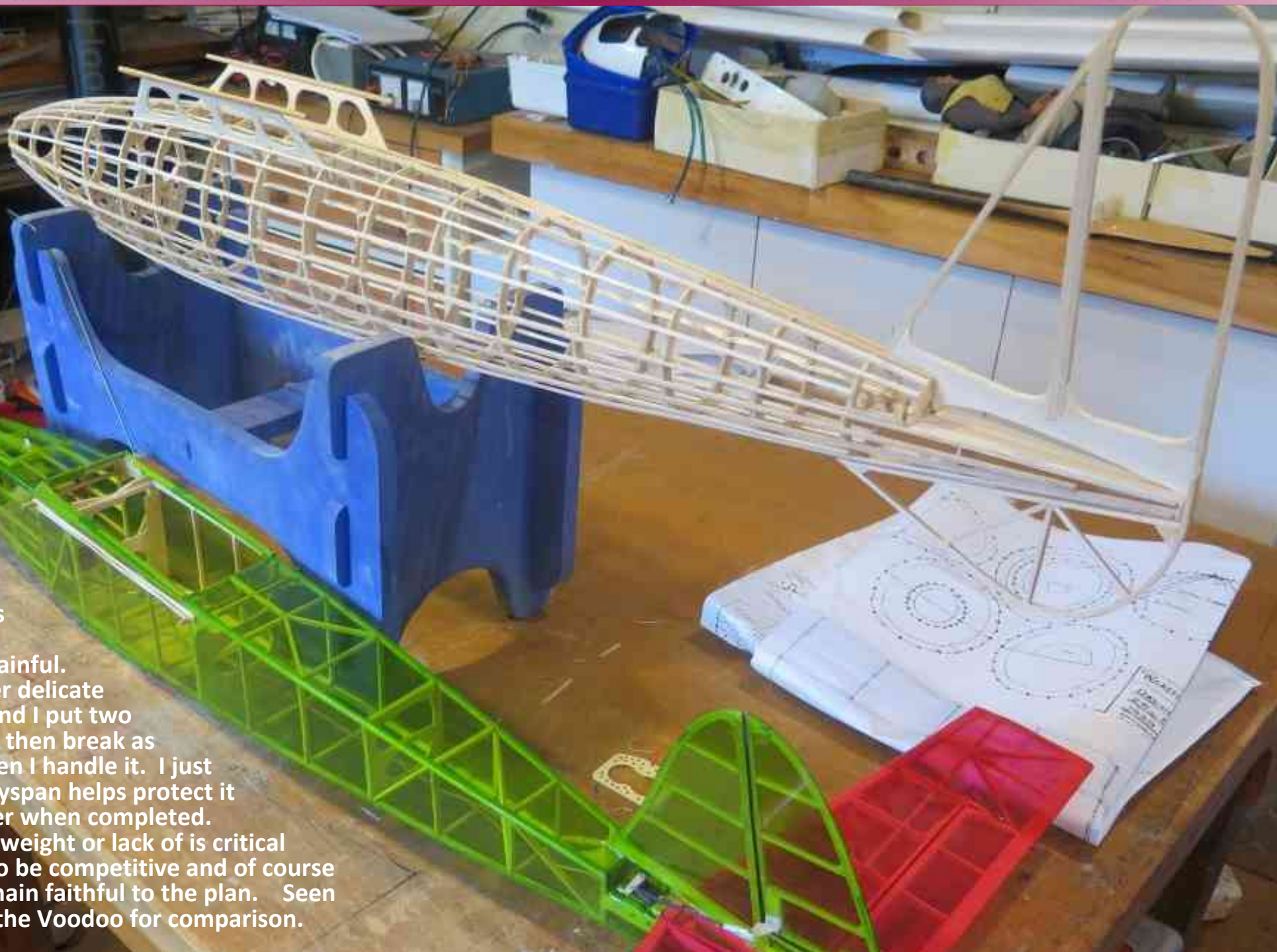
That's it. It is a story for school students and for their parents, as well as, I hope, being a dose of pleasant nostalgia for all the aero-bods in whose company I have spent my life. If, after that laborious introduction, you would like to mention WING TIPS in a future issue of "AVANZ News", you may be helping me to repay my debt to the brave publisher!

If anyone is interested they can email the publisher (address in heading). The UK price is 10 GB pound plus 4 to cover postage; or 12 Euro plus 5 for eurolanders. Other currencies on application.

DICK TOMEY







*Flying Minutes* is back under construction with progress slow and sometimes painful. Being a rather delicate structure, I find I put two sticks on and then break as many off when I handle it. I just hope the Polyspan helps protect it all a bit better when completed. Attention to weight or lack of is critical as I want it to be competitive and of course I have to remain faithful to the plan. Seen here beside the Voodoo for comparison.



Here are a couple of photos that might be of interest to others. The left hand one is a Foo 2 U (no 2 or too on the plan). It comes from a Klarich part kit from an estate sale. The plan is to keep it as a free flight duration model with McCoy 19 on the front. It has progressed a little since this photo with wings and fuselage now silk covered.



The second shot is of a free flight Veron Cardinal powered by a K&B Stallion 049, mainly to prove that these engines can actually fly models. I gave this model a flight at the Carterton Nationals three years ago and it flew well.

Cheers, John.



Some pictures of my "lockdown" project, a Cirrus Free Flight glider that was kitted by Aeroflyte sometime in the 1960's or early 70's. This model was my start to aeromodelling. I built this as a 13 year old in the early 1970's and low and behold it flew. It was a great model. I remember my first trimming lesson was that the model would tow sort of flat and we worked out that a bit of packing under the wing leading edge might help....and amazingly it did. My Dad helped, particularly with a longer towline of monofilament fishing line.

The original model was built while I was in Invercargill and flown at the park behind our house. I do remember the model getting away and flying over the local school - I'm not sure if I would do that today. I have hand glided the model in backyard; it flew into the pool fence, hence the repaired tip already - but I am looking forward to testing when lockdown is over!



Plan and details are available from  
[https://outerzone.co.uk/plan\\_details.asp?ID=1638](https://outerzone.co.uk/plan_details.asp?ID=1638)





Unfortunately, no new models are underway due to a few repairs needed after a couple of verticals at the North Is Champs. The first in the gully to the east of the strip due to entirely to a disagreement between the transmitter and the receiver. The second in death valley to the west. This was caused, I reckon, by confusion between the pilot the transmitter as to which model we were supposed to be flying. I have repaired the first one and started the second one which is in somewhat worse state than the first.

I have looked at the plans that Wayne suggested for 1/2E Texaco. The Civy Boy looks good for half A and E Texaco, pity the wing loading clause could not be removed from half A this should make for lighter better flying models but more importantly larger and probably easier to see on blue sky days. The Mini Hogan and Fubar enlarged to a suitable size should be good duration models might need a fair quantity of lead up front which is a hazardous material.

I do have some models that are looking for a home. One is a Simplex around 780sq inch area, completely framed up with a couple of minor bits missing. The other is a Ben Buckle Super Scorpion around 800 sq inch area. Basically needs sanding then ready to cover. There are also some in the decommissioned lot which are mostly smaller models that may be of interest to someone - the price is a promise to get them flying.

Cheers John      [jjbutcher@extra.co.nz](mailto:jjbutcher@extra.co.nz)





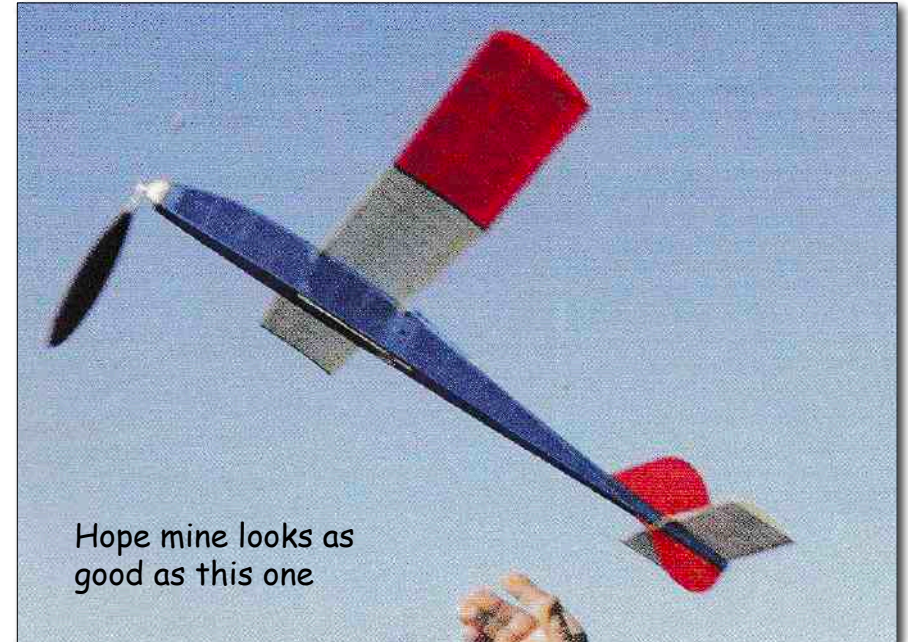
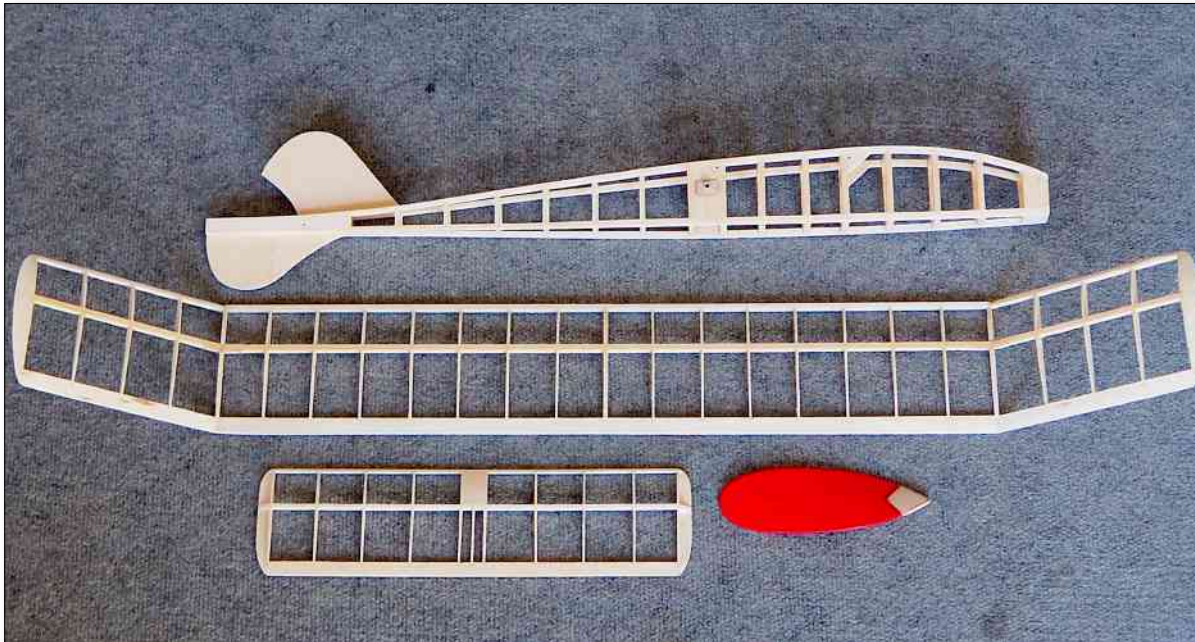
Taking a break from R/C models ...

80% Humming Bird  
Angus Macdonald's design from 1962.



With a Cox Pee Wee it spirals up fast then glides so well a tracker will be fitted. Syringe tank fuel limiting, DT is by Tomy Timer.

Below: Viral-build Etievre Coupe d'Hiver. Looking too good for its age and performing beyond expectation for a 1954 design, the Etievre is a popular choice for Vintage Coupe. An easy build with not a scrap of carbon. Provides low-tech entries in Nos Rubber, Cd'H, and Mini Combined at Nationals.



Hope mine looks as good as this one



## “Miss Fortune X or Miss FX”

An educated guess says that by now thousands of Miss FX model aircraft of all sizes, both I.C. and electric have been successfully built and flown all around the world since 1936 when the aircraft was designed by Mickey De Angelis. 85 years later, here comes another one - my first.

My first encounter with a Miss FX came about attending a Vintage SIG competition event and rally a few years ago. These aircraft were flown on mass by the wonderful guys that make up the Tuakau Model Aircraft Club but who seemed to have little or no interest outside their Club.

As it happens, they are able to be flown in several of our Vintage events and in the hands of John Butcher and David Gush are the aircraft of choice. Very simple to build, easy to fly, and repair if the need arises, and can be built and powered in a variety of sizes depending on which class of competition you're flying.

The Miss FX that I have built is built primarily for the Vintage Precision event. Three minutes of flying with a 1 minute motor run and a precision landing hopefully two minutes later. Sounds simple, but think again. The model can also be used at the local club field when just having fun is all you want.

I have flown a number of aircraft in Vintage Precision over the years, none of which had been built for purpose nor particularly successful, with only the odd "bulls eye" every now and then. And coming from a soaring background where every flight had to be on

the money something was amiss, and I knew it wasn't me.

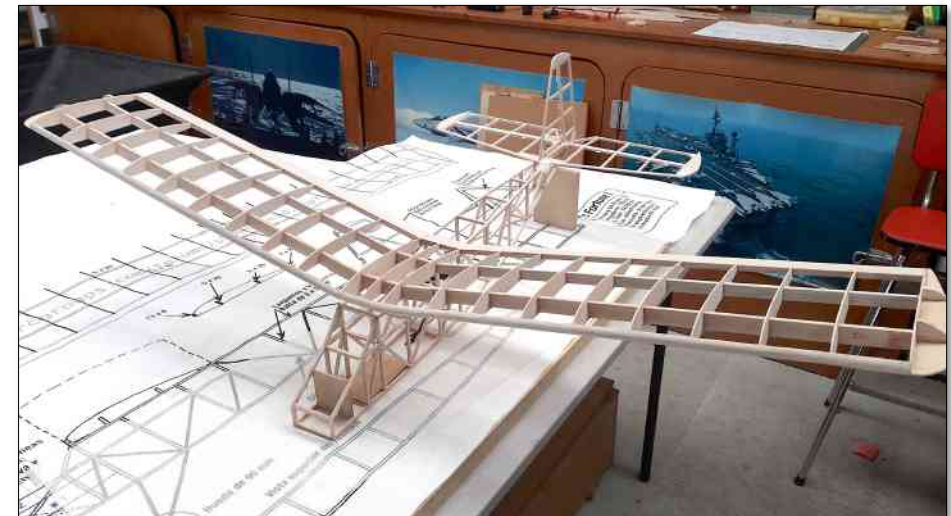
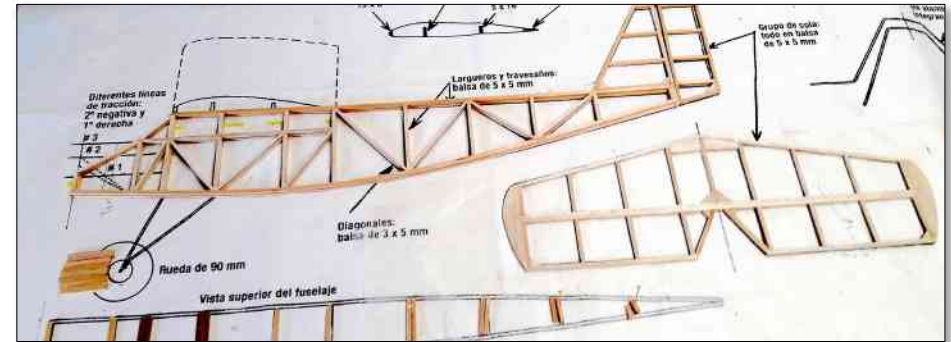
In Vintage competition, in order to be successful there is usually a specific type of aircraft which works well in a particular class. And Vintage Precision is no different. I was loaned a Miss FX plan by Tony Gribble who also followed the lead of the Tuakau guys and successfully built one for himself. And after having a fly of Tony's I knew why. So to heck with it, if you can't beat them join them.

So away we go. We have balsa, pins, glue, covering and all the running gear. The idea behind this build was simple enough and that was to complete the aircraft without having to shop for additional supplies. Job done. The simplest build I've ever undertaken: all the fuselage and tail, (rudder and elevator) are built from 5mm x 5mm strip balsa; you only need to make one rib template to cut 20 ribs of 1/16 balsa. Where you place all the fiddly stuff, servos, Rx, ESC etc. is up to you but like all Vintage aircraft the more weight you place up front the better.

The wing span is 48 inches with a chord of 8 3/4 inches for a wing area of 420 square inches.

The build was a nice casual one and I was able to do a test flight at my local club field in February prior to the NI Champs scheduled in March at Airsail MAC. Away we went into a glorious blue sky. Only a little bit of trim was required and all was looking good ... and then it wasn't! Nobody home, then they were, then they weren't and vertically down she went.

*Continued .....*





When I took the walk of shame across to the other paddock I noticed the Rx light flashing in bind mode. For whatever reason the Tx and Rx were not on the same page and had unbound themselves from one another.

Now I know from reading articles in MFW and talking to a number of our club members that some swear by "Orange" receivers. Personally, I swear at them as I have only ever lost two aircraft since 2.4 came along, both to "Orange" receivers when bound to my DX9. Never again!

I have since built another fuselage and inserted a Spectrum Rx into it which is what I should have done in the first instance. The rubber bands had broken on impact, doing their job and saving the wing. Tail end was ok.

AUW came out at 23oz or 630 grams which when equated back to the wing area came out at approximately 7.9 ounces per square foot. Starting at the front is an 11 x 7 prop attached to a Turnigy 2836-9, 950 KV motor, followed by a 3S 1300 Mah battery and a 36 Amp ESC with a Spectrum AR410 receiver.

As mentioned, the plane is to be used for Vintage Precision events and for this I want the most Watts / Power I can generate from the motor, Amperage being secondary

as only one minute of climb is allowed. This of course does not mean full power for the full minute but strategically being able to use the power when needed for the whole minute.

For such short flights no separate receiver battery is required.

The Turnigy motor is rated for 268 Watts maximum. A number of props were tested and the following results were recorded.

8 x 4	96 W	8.2 A
9 x 4.7	135 W	11.5 A
10 x 6	180 W	15.7 A
10 x 7	199 W	17.6 A
11 x 7	223 W	19.8 A

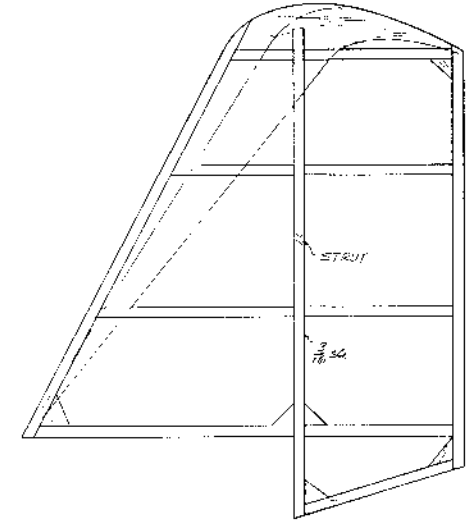
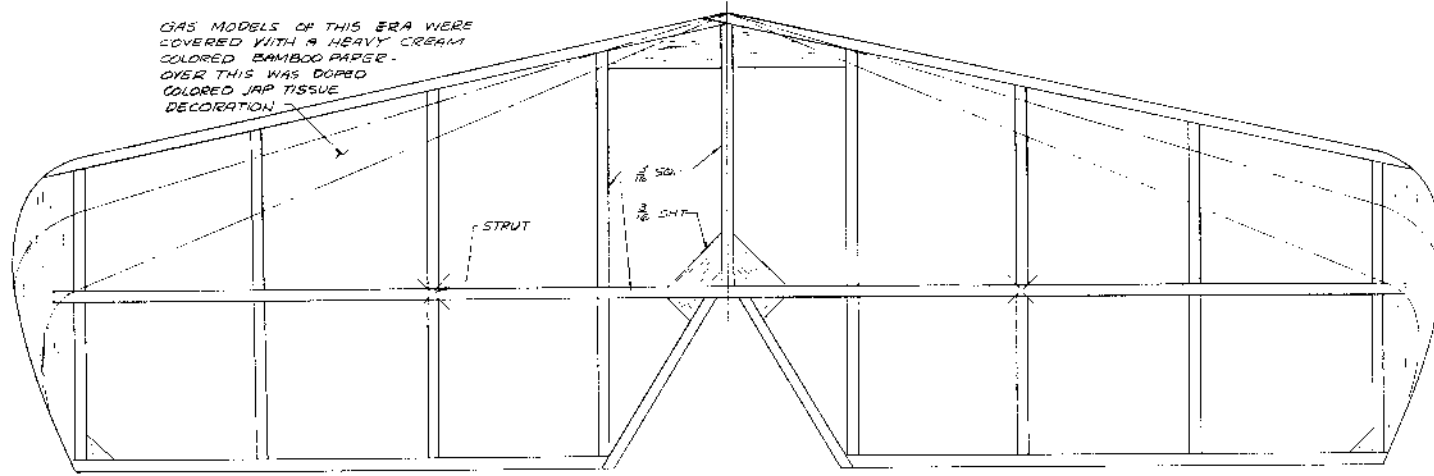
So given that power is the key, here the 11 x 7 prop will suffice for now. We still have room to move with more power to the motor but any increase in propeller size and ground clearance then becomes an issue.

When not used for competition flying a change in prop size will produce less amps and hence longer flight times if fun flying is all that's wanted. It's a great fun plane and the lads from Tuakau certainly knew what they were up to when they built them.

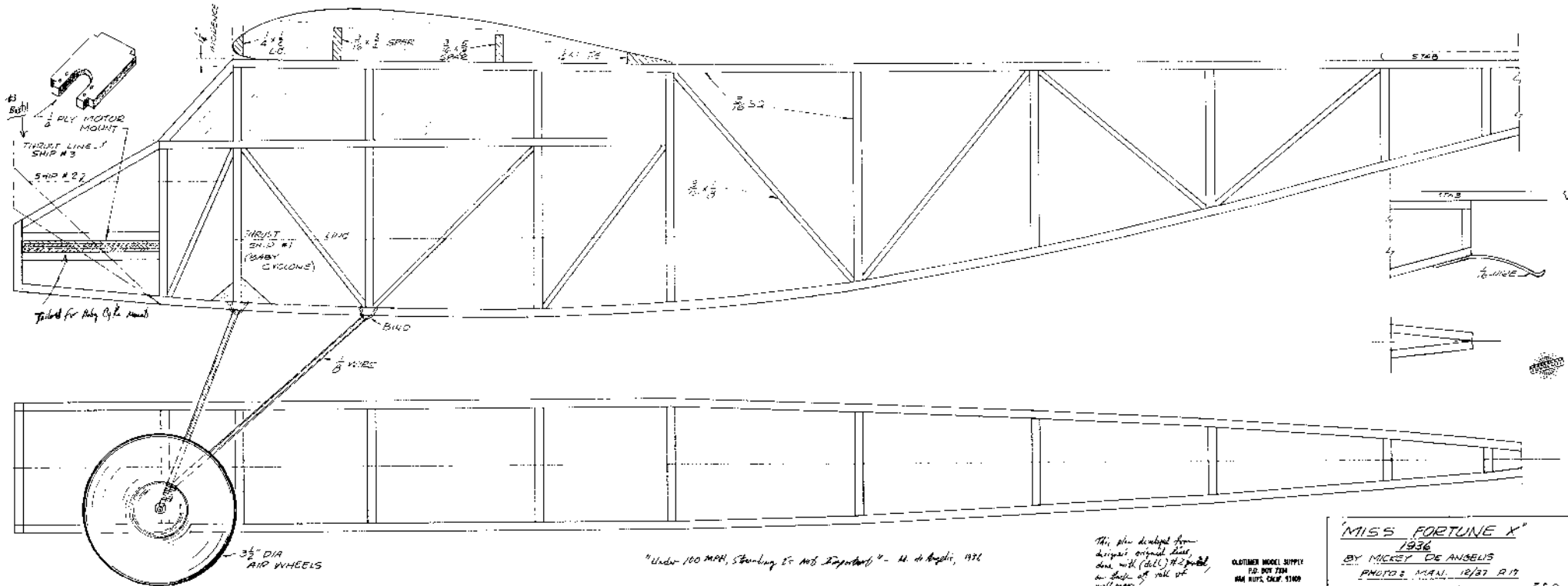
Dave Crook  
Hamilton Model Aero Club



GAS MODELS OF THIS ERA WERE COVERED WITH A HEAVY CREAM COLORED BAMBOO PAPER. OVER THIS WAS DOPED COLORED JAP TISSUE DECORATION.



WITH BROWN JR USE 2° DOWN - 1° RIGHT



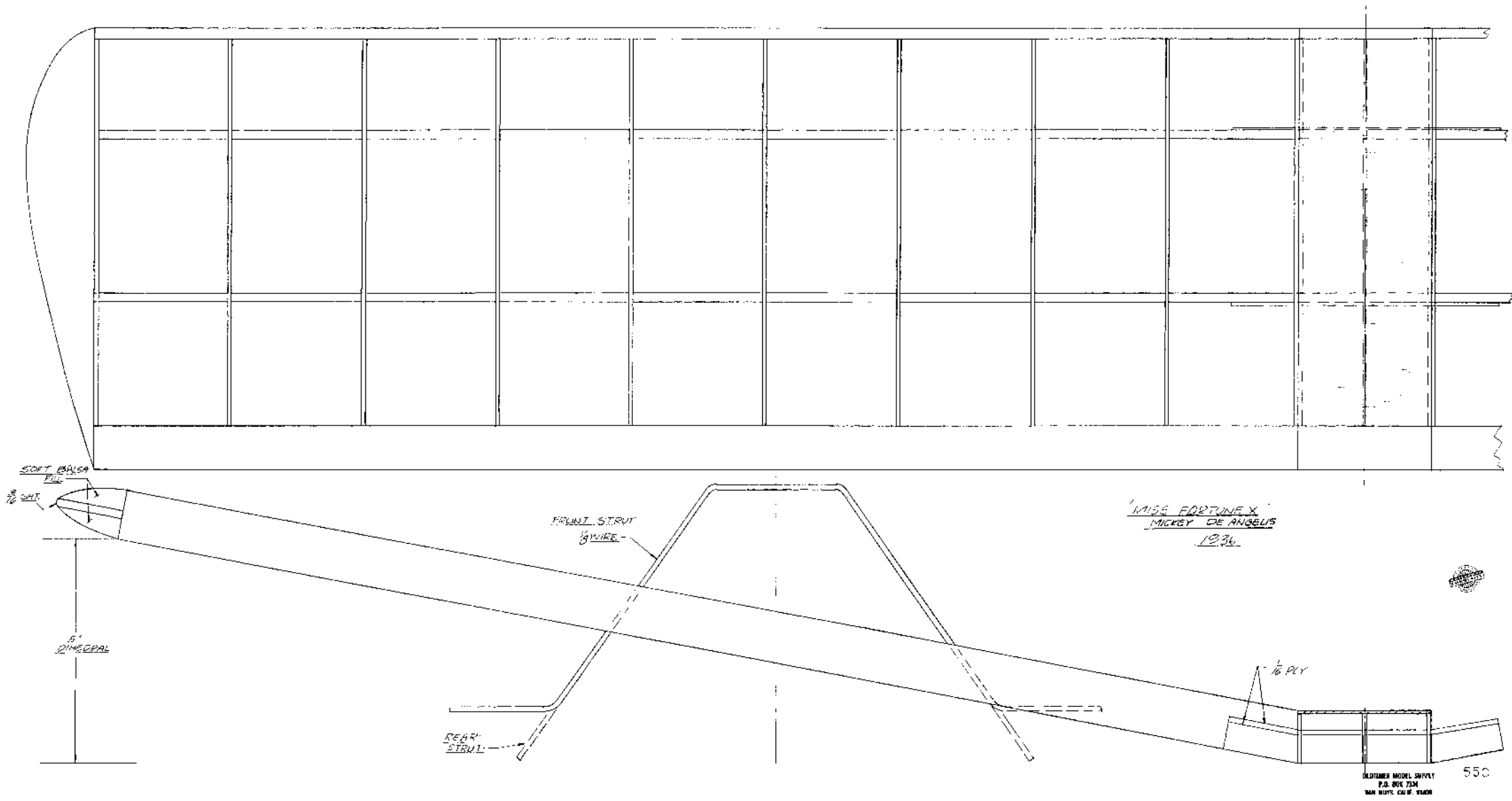
"Under 100 MPH, Standing 15' AOS, Department 4 - M. De Angelis, 1936"

This plan developed from designer's original lines, done with (dull) #2 pencil, on back of roll of wallpaper. (On the day of wooden models) How 500A. (and 100 models)

OLDTIMER MODEL SUPPLY  
P.O. BOX 7334  
MIN. HURS. GOLF SHOP  
How 500A  
JUL 53 18

**"MISS FORTUNE X"**  
1936  
BY MICKEY DE ANGELIS  
PHOTO: MARI, 10/27 RIT  
FRAME BY CARL HINTERAK 550  
FOR SYKORA'S OLDTIMER MODELS





Polyspan (PS) is a popular covering for FAI models. It is light, strong and used in much the same way as tissue - a great way to cover both FF and RC models that gives a truly Vintage look. PS is available from Mike Woodhouse, UK. There is another covering product called Polyspan from the US but this is coarser and does not give as fine a finish. Barrie has tried PS for the first time on the fuselage of his Flying Minutes. His email describes a solution to colouring PS, which only comes in white. Ed.

" I thought I'd share the result of today's workshop session. First time application of the UK Polyspan, been apprehensively putting it off ! Decided today was the day, remind me never to build round tapered fuselages again ! Just flat slab sided from here on in. ! I must say I was surprised how well it went on, just the shape of the structure that made it difficult but we got there, albeit with a few wrinkles, good spot for some decals ! I used your advice and went the Balsaloc route Bernard, and that worked a treat, just had to remember to repaste the edges before placing the overlapping sheet.

My next concern was doping and colouring. I had some Butrate shrinking dope, opinion on the web seemed about 50/50 between Nitrate and Butrate. I had no thinners and some said they used lacquer thinners and others acetone. Did a test and found the lacquer thinners turned the dope to jelly, whereas the acetone just thinned it and seemed totally compatible. Wondering about tinting, all the advice about dyes seemed pretty unsatisfactory but I had a selection of Duco Nitrocellulose paints which I know from bitter experience you can clean off with acetone, so mixed up a test pot of butrate dope, 50% acetone and a glob of red Duco paint and did a test panel. I clear doped first with a very thin coat and the two coats of red thinned butrate and the result is stunning. Plenty of depth of colour, and the good thing is I have other colours available and plenty of polyspan !"

Following this email, Barrie was asked whether his method might work as well with nitrate dope. He kindly mixed some Duco with nitrate dope and tested it on Polyspan. It worked equally well. No excuses now for pale white models.





*“But ... is it still Free Flight ?”*

Albert Horatio Fitzsimmons, sternly launching at fourth from left, would certainly not agree. No, by Golly, .... definitely not !

*Read on ....*

# ... is it still Free Flight?

Albert might not approve of the terribly modern things that we take for granted: clever stuff like paper tissue instead of oiled linen, glues that set in less than twenty-four hours, and balsa wood ringing its death knell for his beloved bamboo and spruce.

'Oo-arr, Young Albert, there be no stopping progress' Fitzsimmons the Elder had consoled, gesticulating gently in the general direction of a speeding traction engine. Did Albert, so enlightened, move with the times, and if around today would he be spying on his childhood sweetheart, Miss Mavi Dolittle, with a drone?

Now, some do say that progress is progressing too fast, or it goes too far for our own good, aeromodelling-wise at least. Thinking here of ready-built clones depriving new-comers of creative satisfaction and Eastern Bloc contest models pushing performance out of reach of the traditional builder / flyer.

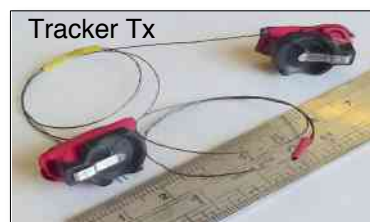
But it's not all bad, this progress. Take that young Goldberg chap who tried tipping up the tail on his model to get it out of thermals, those rising air columns that had been invented just a few years beforehand. It worked, so he called it a *dethermaliser*. This was good. A model might now be retrieved, flown more than once, and last long enough to be fully trimmed, thus making the Goldberg gadget even more useful.

**Dethermalisers** gave free flighters a taste of getting their models back. After that there was no curbing the lengths to which they would go to keep their models, beginning a series of retrieval devices and ploys.

**Compass and binoculars** were soon *de rigueur* and those without access to an army surplus outlet felt disadvantaged. In a rare instance of simplification, these two can now be combined, the compass being built into the glasses.



**Radio trackers** with their Sputnik beep are not pinpoint accurate, and they are troubled by wire fences, yet have speeded the recovery of many a wayward model with an emotional rather than directional prod.



If its beep is heard, the model *must* be there, or there, or maybe even over there. The baby-cry beep cannot be ignored. Search on.

**Audio beacons** brought another sense into the game. Once guided by a radio beacon to the correct field of wheat, an audio signal from the model gave a better chance of going down the right row.

**Handheld GPS** was a boon, its introduction synchronising nicely with the aging of legs. Feed in the bearing of the model and keeping on line became as easy as following an arrow. Blackberry, rivers, and fractious hermits could be skirted and the line then returned to.

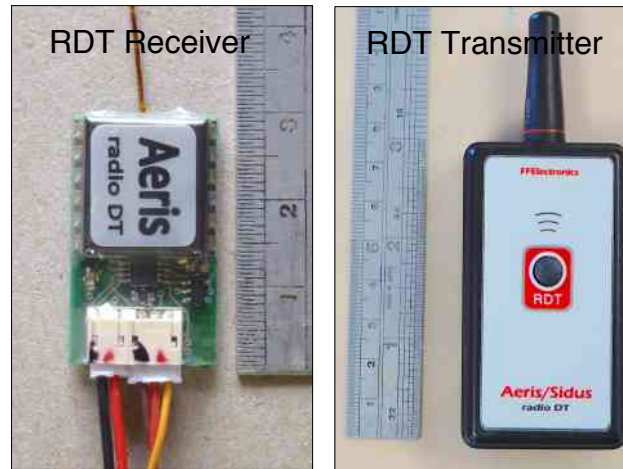


A bit more convenient than the cellphone sized ones, this wrist unit does all the necessary tricks.

**Remote Dethermalisation** put the icing on young Goldberg's cake. His tip-up tail no longer had to rely on a pre-set timer on the model, it could be tripped at any time by the flier with a button-push on an RDT transmitter. The receiver in the model then trips a servo that pops the tail. This is double-plus good when the model is moving into tiger country or if a long walk is not fancied.

There was initially some negativity to RDT from 'serious' contest fliers as judging the length of a flight before launch was considered one of the skills under test. Or was it *'If I choose to wade swamps, trample crops and suffer long retrieves, then so must you'*? And, there was the fly-off situation where RDT meant the victor was no longer he with the hairiest chest who didn't mind losing models to win. Timid model preservationalists could pull the plug when their courage ran out. Albert (remember Albert?) would surely have opposed RTD.

Smaller flying sites, aging modellers, and safety issues have quelled opposition, and RDT is now mandatory for safety in some contests. This is one newfangled electronic retrieval device that can be homebuild using 2.4G components, but experience has shown that the purpose designed commercial units have superior range and reliability. See the Miscellaneous page for a *really* early homemade RDT.



So, with all the foregoing, we can bring a model down when we choose and have an excellent chance of finding it. Could it get any better? *Yes!!* Some dreams are destined to remain just dreams: time travel, losing weight, and honest presidents, events so unlikely that we shouldn't hold our breaths for them, but model recovery's dream has come true. What could be nicer than a model that tells you moment by moment about its progress, when it is descending, and exactly when and where it has landed?

**On-board GPS** Miniaturisation of components allows a GPS transmitter to be carried aloft, sending back to the flier's receiver a constant stream of data. The currently available units can guide a flier to within a few meters of his model, even if it has been moved after landing, and offer much other information related to the flight, even allowing plotting flight paths on Google Maps.

**Decisions** Weight considerations determine which retrieval device is installed. Larger power models can easily bear the the extra ounce gained by adding both RDT and GPS. Lightweight models are better suited to just a radio beacon that typically weighs less than 5g.

Installing these systems into designs that were not designed with them in mind can be a challenge. They may be attached limpet-like to the outside, but with some forethought building them into the model, or at least making them as aerodynamic as possible, is more satisfying.



**Answer** Most consider models with these bells and whistles are still free flight. Of course, Albert might not agree.

B.Scott



## Greeting Vintagers,

At least we can gain some solace from this terrible situation we find ourselves in. Thank goodness we live in New Zealand and what's more in Hawkes Bay and now we can retire

to our workshops with clear consciences and plan and build lots and lots of Vintage model aircraft. What better place could you find to be locked down in and most of us have ample supplies and more no cost involved.

So what's on the menu? Well word has it there is quite a lot happening behind those closed doors. Interest in Vintage is growing with members looking over our shoulders and thinking they'd like a piece of the action and joining our happy band. Welcome to Russ Nimmo, who is locked up down in Poukawa and has decided to build an 80 inch Playboy from a Hangar One Laser Kit. Good choice Russ, an excellent model that you can fly in three competition classes, Vintage E Duration, E Precision and E Texaco. We look forward to following your build, take and send lots of progress pictures please.

The Dastardly Duo from Deapest Darkest Waipawa country, Danny & Anthony are hooked, well Anthony is and Danny will follow. Both have made great progress with their flying skills under Mike's tutorage and now Anthony wants some more purpose to his modelling and flying, and having seen the light has settled on the vintage scene. He too is about to embark on a Playboy build, the cabin version which we have also advised Russ to build. With all vintage builds you have to be faithful to the original plan with enlargement and

beefing up of the structure only. All moments, plan shapes and airfoils must remain true to the original design. The Playboy comes in the original pylon form or with a modified cabin structure, the advantage being that the cabin model has the wing set further aft thus allowing the C of G further back and not needing the inevitable nose weight.



Above, Bernard Scott's IC Duration *Playboy Senior Cabin* without cowling

Harvey S has been exceptionally busy now that he's returned to full and glowing health and could soon be in need of a larger workshop and storage facility. He has been working on his *Mercury* model and has just received a Southerner kit and reports as follows ...

**1930 Ben Shershaw's *Mercury*.** This 1930 design has been semi kitted by Hangar One and is a great example of designs of this era. I first built the *Mercury*

for electric power and test flew the *Mercury* mid-2019. It proved to be a bit under powered with a 3 cell Lipo battery so I order a new 4 cell Hyperion Graphene battery to replace. I test flew the *Mercury* once again and it proved to be ample power for climb outs and manoeuvres. My mate Terry Beaumont from Kapiti visited me at home along with his new *Mercury* and we decided to have a fly. I decided to top up the 4 cell battery before going out to the field. However the battery exploded mid charging. I quickly put out the fire with a powder extinguisher close at hand. Boy what a fright, flames were circular 5 feet tall and intense heat produced. Once we calmed down Terry suggested that I rebuild the *Mercury* as many parts were still untouched by the fire. A few months later I had rebuilt the *Mercury* and decided to power it with a new in box OS 56 four stroke motor. The *Mercury* with new power plant has had many flights since, is a great power up slow glide model and a credit to Hangar One for a great accurate semi kit. As to the battery explosion the lesson is to not charge battery in model as I did to save time. My Battery charger does not allow over charging or mixed settings and did record all was well before charging started. As to why a new Hyperion Graphene battery exploded is any one's guess. PS. The battery supplier was most generous in compensation to me.



**The Southerner 1947.** The Keilcraft *Southerner* was first produced for free flight powered with a Mills 2.4 or equivalent diesel engine. As a youth I remember saving up my hard earned pennies to purchase the kitset from my local hobby bookshop in Newtown, Wellington. This was a well produced kitset, I don't recall any problems in its construction. This was the time we were building the standard 36" Vic Smeed *Tomboy*, powered with Mills .75 diesel motors. My flying was from Newtown Park just over the back fence from our home in Roy Street, Newtown. Newtown Park was a great round park with all sides covered with tall trees and many obstacles, including the Zoo to one side. I recall losing many *Tomboys* in tall trees unable to get them back until the wind arrived and blew them down. The *Southerner* was with me for many years until one day it vanished in a great thermal heading towards Island Bay, never to be seen again. My recent *Southerner* is from The Hangar One semi kitset, once again a great credit to **Gwyn Avenell** and **Peter Leaver** for their efforts to keep Vintage alive and well. The *Southerner* will be powered by a Hyperion 1350 1220kv electric motor and Hyperion 50 amp esc. I am revisiting the days of Sig Koverall and have found it a bit challenging at first. Once covered and doped, as to instructions, I will paint décor with Resene test pot colours to suit. Am told by recent builders it flies well so am looking forward to the day we can go out for a test fly. Regards, **Harvey Stiver**.

**Gavin** is making good progress with his Hi-Thrust *Viking*, (*upper right*) which is a very tidy build, for the Classic ½ E Texaco class. He writes.... It is powered it with a Racestar brushless motor BR2212.1400KV. Battery will be 460 Nanotech. Power output should be equal to or slightly higher than the total model weight. Cheers, **Gavin**



Gavin also included a picture (*left*) of his motor test unit, puts my meccano set one to shame but guess it does the same job. We look forward to getting the full specs and test results and happy test flying **Gavin**.

Welcome to another convert, **Mark Larsen** who went home with a box of bits when **Barry P** lost his 60" Lanzo *Bomber* last month and came back to the field a week later with it all rebuilt. **Stanley** test flew it and has given **Mark** some dual and help and **Mark** has fallen in love with it.

**Barry P** is reveling in the lockdown and has models coming off the production line like Watties tinned peas ! He is just finishing off his full size Lanzo *Bomber*. He used **Brett's** plan, and been able to call on **Brett** for help and advice during the build. It looks BIG and magnificent, just like a *Bomber* should ..... *photographs on next page.*



### NDC MARCH 2020

We managed to fly two NDC competitions on Saturday morning 14<sup>th</sup> March in near perfect conditions at Awatoto Field with some good close scoring and

competition. Congratulations to **Mark** who flew in his first competition and survived the grueling effects and is "Hooked" on Vintage ! The results have all been forwarded to the National recording site.

I would imagine that the April NDC is a no go at present, however maybe the competition could be put back a month or two so we can catch up. Watch this space, I'll notify any future schedule changes, at least with the duck shooting closure following the lockdown should it be lifted, we can fly the electric NDC at Black Bridge site.

### RC VINTAGE E RUBBER TEXACO.

This class of building and flying RC Electric powered scaled up rubber powered models from the pre 1951 era is generating a lot of interest. It was one of the bigger classes at the 2020 nationals. As mentioned in my last newsletter this class is a whole new ball game. To be competitive the model has to be built super light with a wing loading around the 4 oz sq ft mark or less, the choice of model is super important and the piloting skills in whatever are the prevailing conditions, demanding. Getting the best out of a small battery power and finding lifting air, can be very exciting and a real challenge. Most models are being built to a wing area that supports a 2S 460 mah lipo nanotech battery. One of the more successful models in the NZ scene is the Golly Wock which is scaled up to a 59 inch wingspan. **Peter Townsend** in Auckland is an expert builder of these models and he has been gracious enough to give me all his building information and pictures, and it is very worth while studying if you are contemplating a build. I have all this available to share so should anyone be so inclined, give me a call and I will email all to you. I have a copy of the original plan (39 in span) on file which is cropped and ready to print, it just needs to be enlarged by 1.86 (186%), I had mine done at the Warehouse Stationary in Napier. Let me know if you want a copy of the file. **Peter's** Golliwock model is on the next page.





Interest has already caught on here and Barry P has made a start almost completing the fuselage. It is quite a simple build as long as you remember the old adage, nothing weighs less than nothing and put all your RC power building skills behind you. Although that fuelage is about the same length as the span of 59in, the four longerons are only 3/16 sq hard balsa ! In this case, they are laminated from two thickness of 3/16 x 3/32 pva'd together to give extra strength and maintain the curvature. We have three more waiting in the wings, Brett, Tony Ives and Stanley are contemplating their builds and I suspect there will be others. I'm sure Rowdy will just have to have one too and we'll see just how light he can build it (without paint or ballast !)



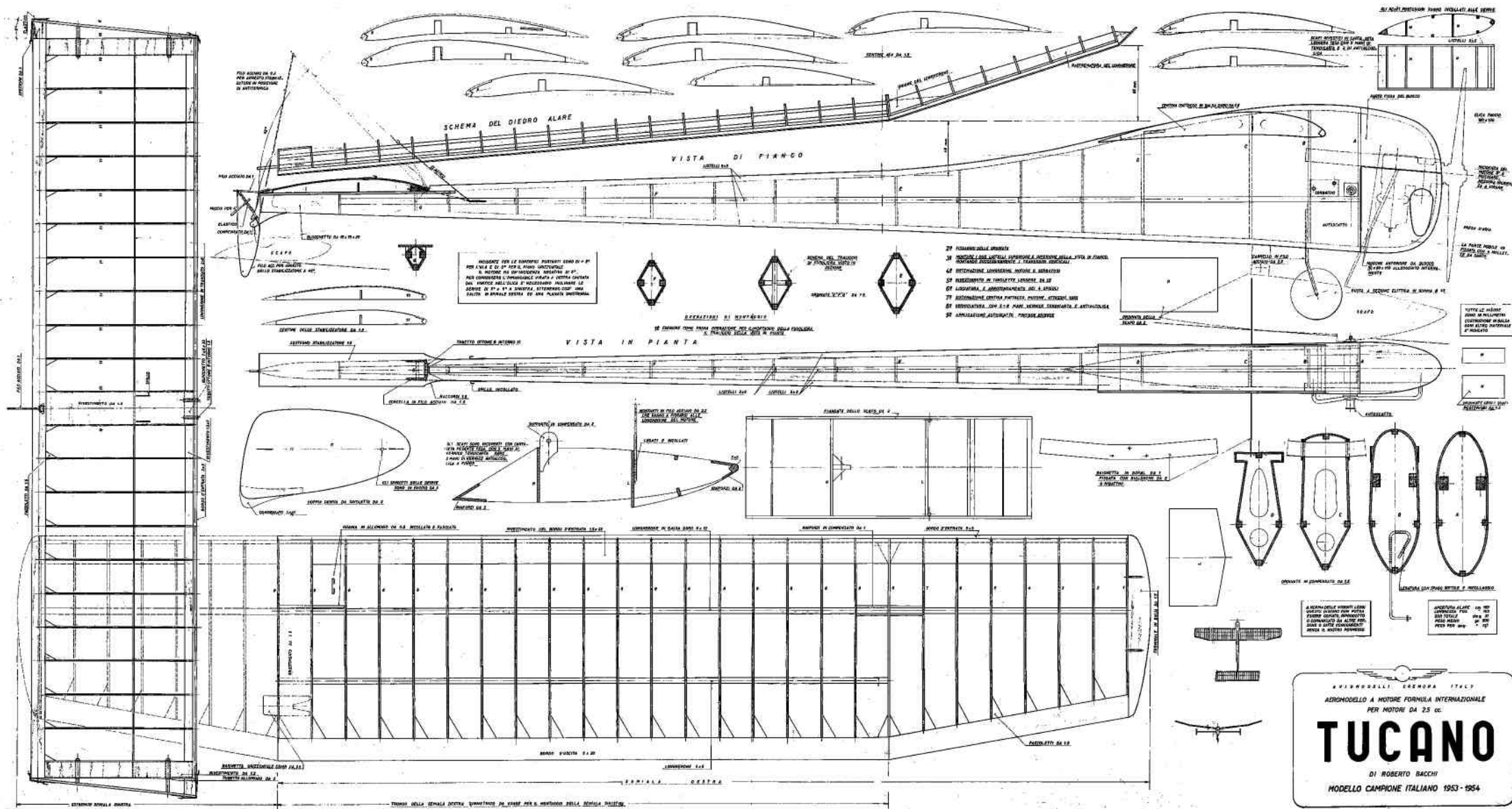
So keep safe, keep planning and dreaming and building, think about all those thermals out there waiting for us when we finally get of jail. This is a sad and worrying time and we are fortunate to have this little window of opportunity to pursue one of our dreams. If you have any questions or want share thoughts or pictures of your work or want any help, please don't hesitate to give me a call.

If you want to join the Vintage movement, the best advice I can give you is "Take Advice". Building the right model for the right circumstances is so important. Please ask before you leap, there is plenty of information and help available.

Best Regards,

**Barrie Russell** (Unofficial, Self appointed, Self opinionated, MFHB Vintage Scribe for 2020)

*Thanks to  
Barrie Russell  
for this great  
report on Vintage  
doings in Hawkes  
Bay and for  
permission to  
reproduce it  
here.*



AVIOMODELLI CREMONA ITALIA

AEROMODELLO A MOTORE FORMULA INTERNAZIONALE PER MOTORI DA 25 cc.

# TUCANO

DI ROBERTO BACCHI

MODELLO CAMPIONE ITALIANO 1953-1954

## RC Top 10 Leader Boards 2020

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.

Scores are posted from the results of contests, NDC, and independently-timed flying.

The top 10 scores are updated throughout the year, just prior to each issue of AVANZ News. The Leader Boards run for each calendar year, after which they are cleared and started afresh. However, the record for each class is maintained over time, and shown in blue italics with the year in which it was set.

New scores posted in this update are shown in red. It is fortunate that there was a lot of good flying in February and March, giving the Leader Boards a good boost before they joined the Lockdown.

Please email me if you spot any errors or omissions.

Wayne Cartwright  
rwcartwright4@gmail.com

## Standings at 31 March

### Precision Classes

#### Vintage Precision

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

1.	B Treloar	600 + 199
2=	B Russell	600 + 198
2=	A Knox	600 + 198
2=	D Crook	600 + 198
5.	D Mossop	600 + 197
6.	T Gribble	600 + 196
7.	D Gush	600 + 193
8.	P Pearpoint	596
9.	S Cox	586
10.	T Beaumont	585

#### Classical Precision

*Record: B Harris (2016) 598*

1.	G Fulton	596
2.	D Mossop	585
3.	B Russell	571
4.	J Butcher	533
5.	T Gribble	527

### Duration Classes

#### Vintage IC Duration

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

1.	A Knox	780
2.	B Scott	741
3.	B Treloar	721
4.	T Beaumont	685
5.	D Gush	639
6.	S Cox	260

### Vintage E Duration

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

1.	S Nicholas	960 + 330
2.	B Russell	960 + 318
3.	D Mossop	960
4.	B Robinson	911
5.	J Shorer	904
6.	G Fulton	897
7.	S Hubbard	819
8.	A Knox	818
9.	W Cartwright	717
10.	M Larsen	521

### Classical IC Duration

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

No score yet posted.

### Classical E Duration

*Record: W Cartwright (2018) and  
B Russell (2019) 900 + 600*

1.	B Russell	900 + 352
2.	P Townsend	879
3.	B Robinson	851
4.	D Gush	766
5.	P Townsend	760
6.	S Nicholas	745
7.	J Butcher	114

### Texaco Classes

#### Vintage 1/2A Texaco

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

1.	J Butcher	1498
2.	B Scott	1490
3.	A Knox	1461
4.	W Cartwright	1182

## Vintage A Texaco

Record: A Knox (2018) 1860 + 1870

1. B Scott	1860
2. B Treloar	1852
3. S Cox	1848
4. A Knox	1568
5. B Russell	1428
6. I Munro	1424

## Vintage Open Texaco

Record: B Treloar (2018) 1840 + 1703

1. B Treloar	1840 + 782
2. B Scott	1840
3. S Cox	1830
4. T Glogau	1750
5. A Knox	1489
6. B Russell	1264
7. I Munro	1152
8. J Butcher	1045
9. T Beaumont	917

## Vintage 1/2E Texaco

Record: P Townsend (2020) 3689

1. P Townsend	3689
2. W Cartwright	2138
3. B Russell	1663
4. K Fisher	1597
5. A Knox	1280
6. B Scott	1221
7. T Gribble	636`

## Classical 1/2E Texaco

Record: D Crook (2020) 2774

1. D Crook	2774
2. P Townsend	2310
3. T Gribble	1789
4. W Cartwright	1339

## Vintage E Texaco

Record: W Cartwright (2020) 2337

1. W Cartwright	2337
2. K Fisher	1965
3. D Crook	1768
4. B Russell	1507
5. D Mossop	1476
6. G Fulton	1322
7. D Baunton	1099
8. T Gribble	700
9. A Knox	574
10. J Butcher	104

## Classical E Texaco

Record: W Cartwright(2020) 2366

1. W Cartwright	2366
2. D Gush	2186
3. P Townsend	2106
4. J Butcher	1674
5. K Fisher	1616
6. T Gribble	1477
7. B Russell	1418
8. G Fulton	867

## Vintage E Rubber Texaco

Record: B Russell (2019): 5685

1. P Townsend	4744
2. K Fisher	4712
3. D Gush	4272
4. D Mossop	3900
5. W Cartwright	3555
6. D Crook	3337
7. B Russell	2702
8. D Baunton	2832
9. A Knox	2052
10. T Webby	1225

## Sport Cabin Texaco IC

Record: B Scott (2020) 633

1. B Scott	633
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## Sport Cabin Texaco E

Record: K Trillo (2019) 4457

1. P Townsend	2996
2. J Butcher	2777
3. K Fisher	2636
4. D Gush	2042
5. T Gribble	1819
6. K Trillo	1705
7. G Fulton	958
8. B Russell	696
9. D Crook	552

## Vintage and Classical Scale Texaco

Record: A Knox (2019) 1680 + 620

No score yet posted.

## Tomboy IC

Record: R Anderson (2015) 1432

No score yet posted.

## Tomboy E

Record: P Townsend (2020) 3368

1. P Townsend	3368
2. J Butcher	1927
3. D Gush	1848
4. K Trillo	1200

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Primi... apparecchi!...

## JUNIOR MECHANICS AND MODEL AIRPLANE NEWS

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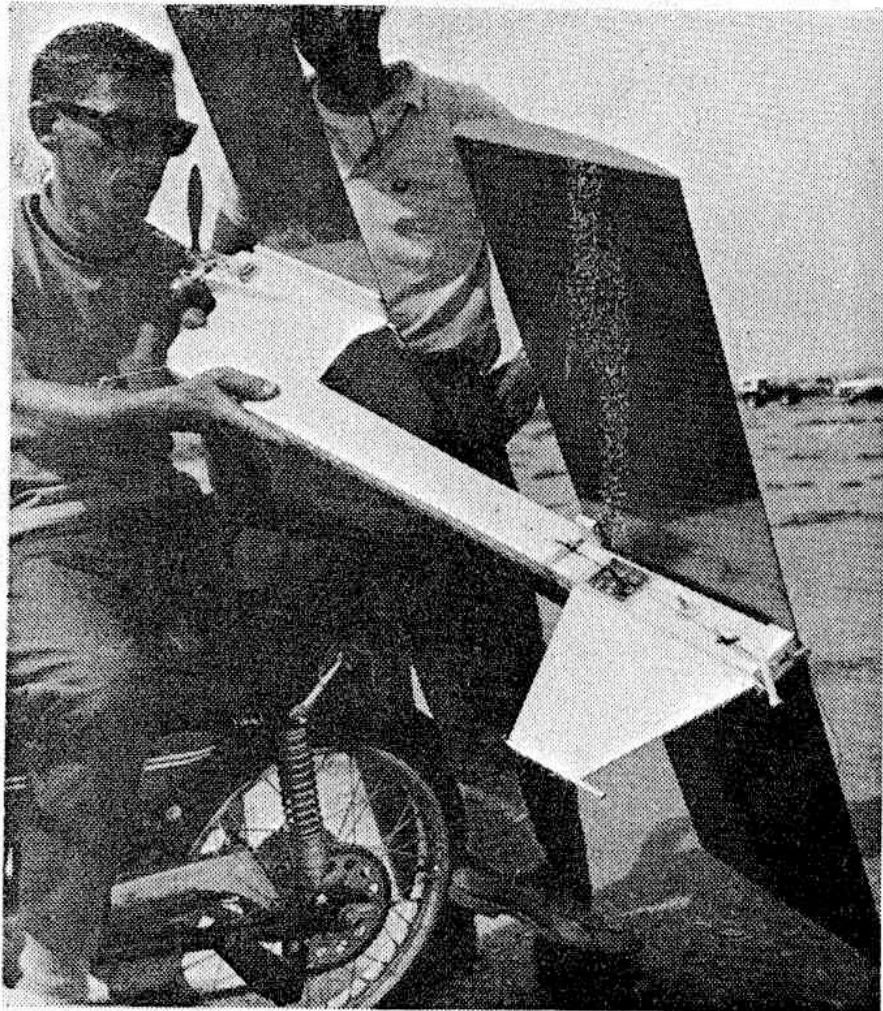


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*A Starduster with RDT. From a 1970 AAM.*



**Just below stab is a relay-driving super-hot single channel radio for DT.**

*Ahh, the Great Days before 2.4*

## **NZ ICON #177 TIKI**

In Maori mythology, Tiki was the first man. By extension, a tiki is a wooden or stone carving in humanoid form, although this is an archaic usage in current Maori language.

Carvings similar to tikis representing deified ancestors are found in most Polnesian cultures. They often serve to mark the boundaries of sacred or significant sites.

In NZ, tiki are most likely to be thought of as small carved pendants in greenstone, bone or wood. Around the islands of Polynesia, tiki can range from small statuettes to totem-pole like carvings.



## **WANTED**

### **COX ENGINES**

.049 and .020 displacement  
Babe Bee, TD.049, Pee Wee, etc  
Running or for parts



Bernard Scott

[scott.scott@xtra.co.nz](mailto:scott.scott@xtra.co.nz)