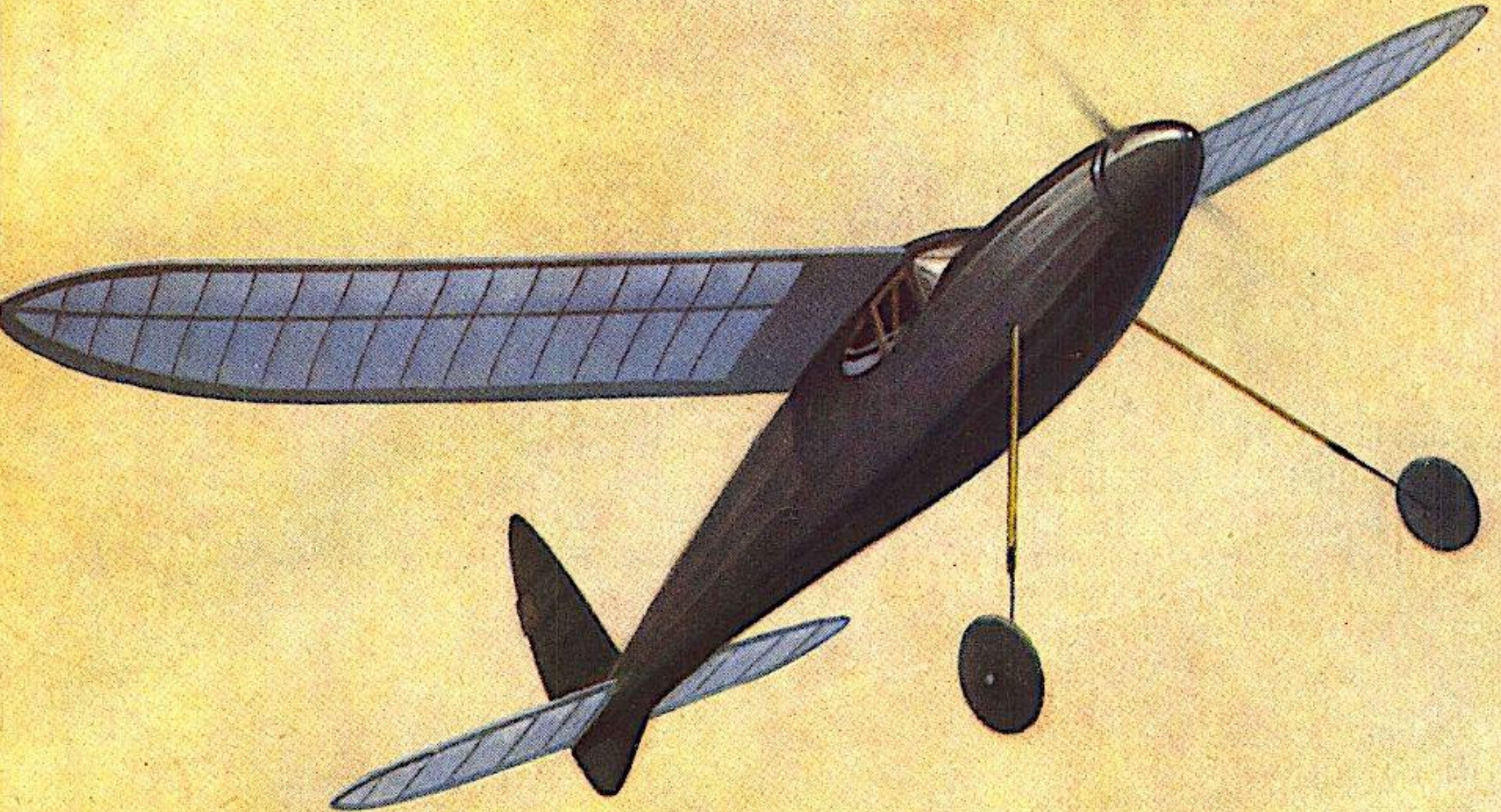


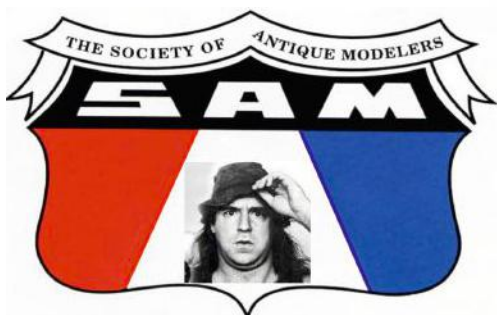
AVANZ



NEWS

Newsletter of the Vintage Special Interest Group of Model Flying New Zealand #179





NZ Vintage Championships 2021

The Vintage SIG Committee announces that the **NZ Vintage Championships** will commence in 2021. Unlike the previous Radio Control Vintage North Island Championship, the new event will be a National one, flown in multiple regions including the South Island and embracing all Vintage disciplines through the inclusion of both Vintage Radio Control (VRC) and Vintage Free Flight (VFF) categories. It will be flown over the period January to June 2021.

As scores are reported, they will be posted by the Committee to two Vintage Championship Tables, one for Radio Control and one for Free Flight. At any time, the Tables will show the best score for each

contestant in each of the classes within both VRC and VFF.

Final results for each class and the Champion for each of VRC and VFF will be declared when all scheduled flying has been completed. An over-all Vintage Champion will be calculated from the scores of VRC and VFF, using the same method used at the Nationals.

The influence of differing flying conditions across regions and dates is accepted, as is already the case for NDC and the Leader Boards.

Organisational details and programmes of events are presented on page 2.

On the Cover: E.Stoffel's Aristocrat. AM Feb 1949
Logo: Fred Dagg - see Miscellaneous page

Contributors to this Issue

Wayne Cartwright
Chris Murphy Ken Brady
Barrie Russell Allan Knox

SIG CHAIRMAN SIG SECRETARY MFNZ COLUMN COMMITTEE

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

TREASURER AVANZ PLANS AVANZ News

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

1. Radio Control events for the NZ Vintage Championship

replace the Radio Control Vintage North Island Championship that has run since 2016.

VRC events will be flown in several regions over the period from January to June on scheduled weekend dates that do not conflict. This allows contestants to fly just in their own region if they wish, but also to travel to fly in other regions if they so choose. Contestants may fly in as many of the scheduled regional events as they wish.

VRC flying in each region will be organised by a host club or group by arrangement with the Committee on approved dates for up to two weekends. All VRC flying will be at sites with altitude clearance provided by either a CAA-approved Danger Area (DA), or an Airways NOTAM.

VRC scores will also count towards the Leader Boards and NDC where applicable. Preliminary Schedule of Vintage Radio Control events:

February	20-21	Airsail at Pukekawa
March	06-07	Levin (TBC)
March	20-21	Ngatea Blackfeet Fliers
April	10-11	Awatoto
April	17-18	Tuakau (TBC)
May	09-10	Levin (TBC)

Dates are yet to be set for Christchurch. Clashes with North Island regional dates are not an issue. The usual Northern North Island contests will be scheduled for 20-21 March (venue to be arranged) and 22-23 May at Blackfeet, but not as part of the NZ Vintage Championship.

2. Free Flight events for the NZ Vintage Championship

will be flown according to the January to June section of the National Decentralised Competition calendar for 2021. The 2021 NDC calendar will have the same monthly distribution of VFF Championship events as 2020, and may be downloaded from the MFNZ website.

There are no organised meetings for the flying of VFF Championship events as these will be flown at each flier's usual FF site on the dates specified by the NDC programme. FFers who also fly VRC will be able to choose weekend dates that do not clash with the VRC Championships events. Contestants may fly in as many of the scheduled VFF Championship events as they wish.

The 2021 NDC programme for VFF events from January to June will have two opportunities to record a Championship score in Vintage Precision, Vintage Power, Nostalgia Power, Nostalgia Rubber, and Classic Rubber.

The eight other VFF classes appear only once on the NDC programme from January to June, so for each of these a second flying opportunity is permitted in the same month as the NDC listing for that class. Naturally, these second Championship attempts in the same month will not qualify as NDC scores.

The classes with two permitted opportunities to fly in the same month are: Vintage Glider, Nostalgia Glider, Classic Glider, Classic Power, Small Power, Vintage Rubber, Vintage HLG and Vintage CAT. The doubling of opportunities to fly these eight classes means that all VFF classes have two scoring opportunities.

FUTURE EVENTS

2021 NZ RC Vintage Championships - Preliminary Schedule

February	20-21	Airsail at Pukekawa
March	6-7	Levin (concurrent with Gareth Newton Memorial, subject to club approval)
March	20-21	Ngatea Blackfeet Fliers
April	10-11	Awatoto
April	17-18	Tuakau (to be confirmed by club, depending on WDC approval)
May	9-10	Levin (concurrent with Bob Burling Memorial – subject to club approval)

Non Vintage Championship Events 2020 / 2021

September	19-20	2020	Airsail
September	26-27	2020	Selby Memorial, Levin
October	17-18	2020	Tuakau (TBC)
November	14-15	2020	Blackfeet
January	3-8	2021	Nationals
May	22-23	2021	Blackfeet

NDC

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

John Selby Memorial Vintage Event

Levin MAC, Tararua Road
26 and 27 September 2020 (fly either or both days)

Note changed date 

Starts 9.30am

Fly any Vintage or Classical Class or Sport Fly

No entry fees

Organisers -

Bryan Treloar 0204 147 6917

Stew Cox 027 548 1894

Vintage FF and RC events at the 2021 Nationals

The Vintage programme for the Nationals, below, has been presented in the May and July issues of AVANZ News (177, 178). Note that the AGM start time is now a half-hour earlier at 2:30 to accomodate another SIG.

Refer to the MFNZ website for a full progamme of events for all Special Interest Groups.

2021 NATIONALS PROGRAMME for VINTAGE					
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			
	Vintage FF Power	Nostalgia FF Power			
VINTAGE	Vintage FF Rubber	Nostalgia FF Rubber			
FREE FLIGHT	Vintage FF Glider	Small FF Power			
7 am - 12 noon	Vintage FF Precision	Classic FF Comb R/P/G			
	Vintage FF Catapult				
	1pm to 5pm	1pm to 5pm	9am to 5pm	9am to 5pm	9am to Noon
VINTAGE RC	Vintage Open Texaco	Vintage 1/2A Texaco	Classical 1/2E Texaco	Vintage 1/2E Texaco	Vintage A Texaco
Days 1-2 1pm - 5pm	Vintage Precision	Vintage IC Duration	Sport Cabin E Texaco	Vintage E Texaco	Classical IC Duration
Days 3-4 9am - 5pm	Classical Precision		Classical E Texaco	Vintage E Rubber Tex	
Day 5 9am - Noon			Classical E Duration	Vintage E Duration	2:30 AGM and PRIZEGIVING

Thin on the ground at CMAC this morning, lads. A beautiful flying day, just perfect. Still just about flat calm at 2.00PM.

Gary (Burrows), Stew (Moorse), Sean (McCurrie) and I had a beaut flying session. Thanks for all the timing Gary.

Some of you let me know you couldn't make it but hopefully circumstances and health will be better next time. There are 3 more weekends this month when we can fly these events so let me know you are keen and I'll come and help.

Sean and I had a go at NDC RC vintage events, Vintage Precision and IC Vintage duration.

We flew duration first, me with my very old Cumulus (1937) and Sean with his Long Cabin (1935). The Cumulus is close to 20 years old now and has been flown every year in various IC Duration events. The Saito 65 that Gary sold me all those years ago still runs very strongly and has no trouble punching the 5.5 pound model straight up to great height.

The Saito was designed before 1985 so qualifies for the longer 25 second climb which helps. I maxed out the 3 x 4 minutes rounds and even got a flyoff flight done. Sean used his lovely light Long Cabin that is really a Texaco model not set up for hot climbs. Despite this, the PAW15BBRC with a smaller prop

was doing a pretty good job and nearly maxed on one flight missing by just 12 seconds by the time bonuses were added.

Next up we flew Precision, our second time in two months. I switched to my Lancer for this but rolled through a landing when touching down with too much airspeed. No mistakes from Sean though and he maxed out the three rounds then went on to score a perfect flyoff flight for the



maximum possible 800 total. That will look good in the NDC results and on the AVANZ Leader Board. Thanks Stew for the camera work.

Event 141 RC Vintage Precision

Sean McCurrie Long Cabin 1935 Bonus 15
Flight 1 2 min 51 sec land 20 age 15 = 200
Flight 2 2 min 54 sec Land 20 Age 15 = 200
Flight 3 2 min 53 sec land 20 age 15 = 200
Flyoff 3 min 00 sec land 20 = 200
TOTAL 800 (MAX possible)

Event 141 RC Vintage Precision

Allan Knox Lancer 1938 Age Bonus 12
Flight 1 3 min 00 sec land 20 age 12 = 200
Flight 2 2 min 58 sec Land 0 Age 12 = 190
Flight 3 2 min 53 sec land 20 age 12 = 200
TOTAL 590

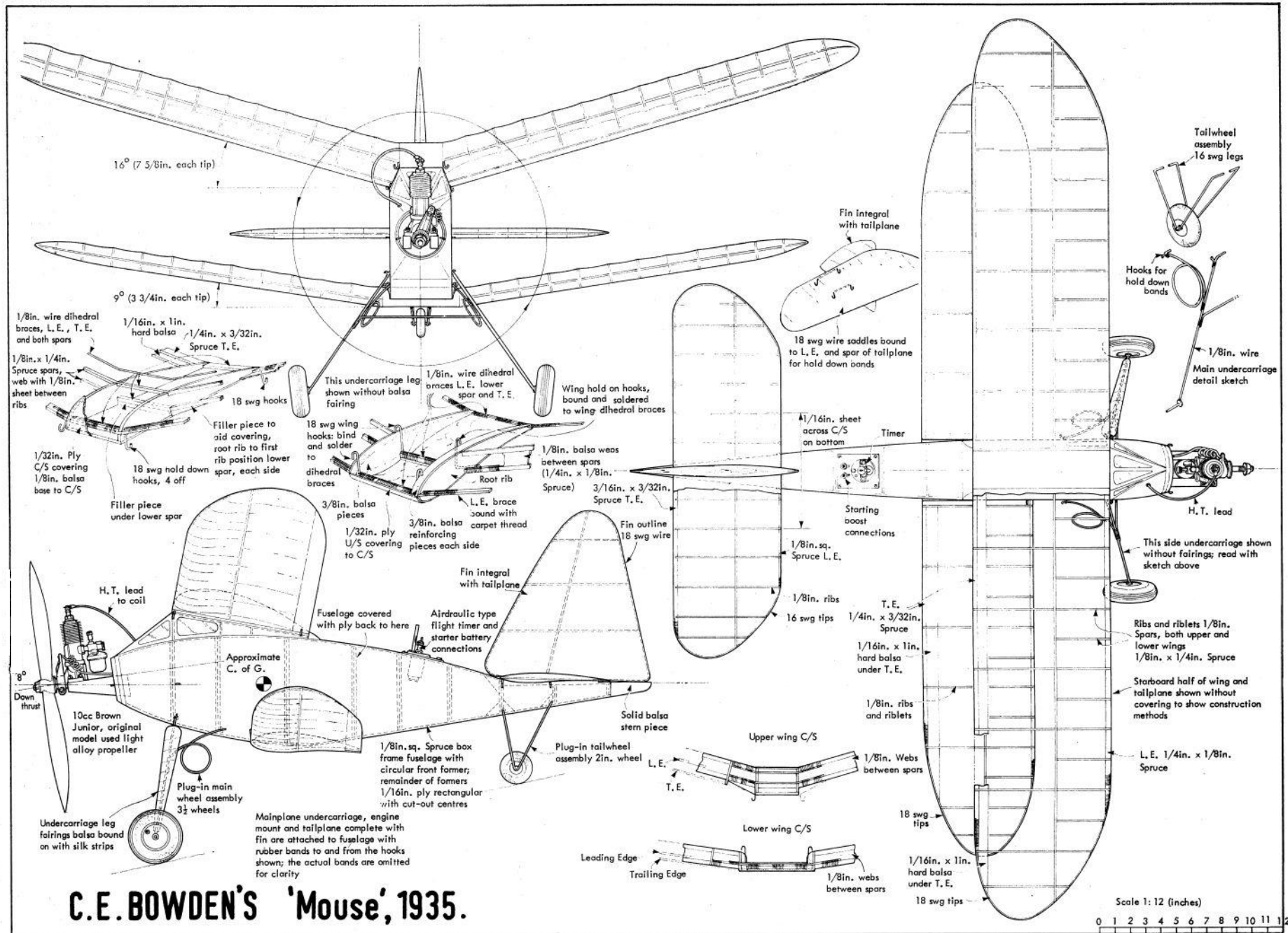
Event 144 RC IC Vintage Duration

Sean McCurrie Long Cabin 1935 Bonus 15
Flight 1 3 min 14 sec land 20 age 15 = 229
Flight 2 3 min 33 sec Land 20 Age 15 = 248
Flight 3 2 min 39 sec land 20 age 15 = 194
TOTAL 671

Event 144 RC IC Vintage Duration

Allan Knox Cumulus 1937 Age Bonus 13
Flight 1 4 min 50 sec land 20 age 13 = 260
Flight 2 4 min 52 sec Land 20 Age 13 = 260
Flight 3 5 min 24 sec land 20 age 13 = 260
Flyoff 5 min 28 sec land 20 age 13 = 361
TOTAL 1141

Photo: Allan and Shaun



SOCIETY of ANTIQUE MODELERS

OFFICIAL RULES for VINTAGE MODEL AIRCRAFT

The competition flying of free flight model aircraft of vintage design is intended to be casual, enjoyable and interesting for both competitor and spectator alike. It is neither desired to advance the state-of-the-art of aeromodeling perse, other than to increase participation in the sport generally, nor to reprove again that which is already recorded in aeromodeling history books. The intent of these rules is to categorize the basic types of vintage models and establish an equitable and simple framework of regulations for competition purposes. Therefore, model designs that revolutionized free flight competition and necessitated the formulation of two basic classifications, "Antique" and "Old Timer", are expected to compete only in the Old Timer Events.

Section I - Definitions and Basic Regulations

1. Old Timer and Antique categories are defined as model aircraft which have been designed, kitted or plans published prior to December 31, 1942 and December 31, 1938 respectively.
2. Models shall be flown in one of the following categories:
 - a. Antique
 - b. Old Timer Pylon
 - c. Old Timer Cabin (defined as a model having the wing mounted upon a cabin enclosure similar to that of a full scale aircraft).
3. Antique Category models shall be powered with ignition engines only.
4. Old Timer Cabin and Pylon models shall weigh 8 ounces per square foot of wing area (planform).
5. Fuel for all spark ignition engines must be gasoline only.

Section II - Modifications

1. An Old Timer may be modified only in the following ways: minor changes to thrustlines, i.e., upright instead of inverted; strengthening of structures and provision of D/T action. Areas and moments may not be changed. All changes must be in the character of the original ship, i.e., substitution of sheet balsa fuselages for built up structures is NOT approved. Beef up the built ups! Flat airfoils may not be substituted for cambered foils, etc.
2. It shall be the responsibility of the contestant to prove the validity of the model and the fidelity to the design by submitting the actual construction prints to the Contest Director upon request.
3. No modification may be made which would prevent the model from making normal, unassisted ROG takeoffs. Therefore, no dropping gears, NO VTO, and no catapult devices are approved.

Section III - Power and Classes

1. Except as provided elsewhere, Old Timer models may be flown with either ignition or glow engines.
2. Classes of Old Timers shall be established, where practical, as follows:

Class "A"	-	.000 to .200 in ³
Class "B"	-	.201 to .300 in ³
Class "C"	-	.301 to .650 in ³
3. Ignition engines and Glow engines may compete only with sufficient time handicaps to be determined by meet director.

President
Bill Ladner

Secretary-Treasurer
Woody Bartelt

S.A.M. NEWS

VOL. 1 NO. 1 Published By and For THE SOCIETY OF ANTIQUE MODELERS

NEW ANNUAL DUES DATE

A standard anniversary and membership renewal date has been adopted by S.A.M. June 1 of each year shall be the renewal date henceforth. In the past, anniversary dates were one year from the date applications were accepted at S.A.M. Headquarters. This resulted in dues collecting practically year around and, subsequently, a "bag of worms" for the Treasurer. Because the change-over might result in some members being shorted, this year all applications and renewals processed since December, 1970 will be recognized for all of 1971 and those members are considered paid up until June 1, 1972. A standard Renewal Form accompanies this Newsletter, and all members are hereby notified annual dues are due and should be paid prior to June 1. If you have joined S.A.M. since December 1, 1970, or have renewed after that date, you are all set until next year.

Annual dues remain the same...50¢ for Juniors (under 18); \$2.00 for all other Old Timers. Please fellows, help your organization grow! Conserve our funds! No further dues due notices are planned so dig down and send the two bucks and your renewal form soon.

NEW SYMBOL FOR S.A.M.

Gene Lapansie of the Detroit area, who also is our Eastern Region V.P., has initiated a contest among present and prospective S.A.M. members to design a new S.A.M. symbol. The present symbol can be observed by looking at your present membership card. (This will help to remind you to send two bucks for a new one.) Everyone is invited to send a sketch of their ideas to: Woody Bartelt, Sec., Society of Antique Modelers, 5250 Lucerne Avenue, Kalamazoo, Michigan 49004.

Bill Ladner, S.A.M. President, will award the winner a good "flying" engine. Contest closes December 1, 1971.

Gene has sent this information to all the model magazines, so we may get some free ink and another boost for S.A.M.

S.A.M. OFFICERS FOR 1971

For those who have not been informed, officers elected for 1971 are as follows:

President	Bill Ladner	15826 Richvale Drive Whittier, Calif. 90604
Secretary-Treasurer	Woody Bartelt	5250 Lucerne Avenue Kalamazoo, Michigan 49004
V.P. Eastern Region	Gene Lapansie	852 Canterbury Grosse Pointe Woods, Michigan 48236
V.P. Central Region	Tim Dannels	1265 Yates Street Denver, Colorado 80204
V.P. Western Region	Gene Wallock	220 Leroy Avenue Arcadia, Calif. 91006

OPERATION DOUBLE - MEMBERSHIP DRIVE

Hey Gang! Here is an idea that has and will work. It is kind of fun too. We can double our membership, enlarge our treasury, and improve our benefits...Here's how. If each member can find a friend and/or fellow modeler, and convince him to join S.A.M., we automatically double up. By the way, Juniors are welcome and some of them may become pretty fierce competitors from those I have seen around. I will try to hang an extra Membership Application on this Newsletter and will include an extra with each renewal.

DENVER - "5TH ANNUAL S.A.M. CHAMPIONSHIPS"

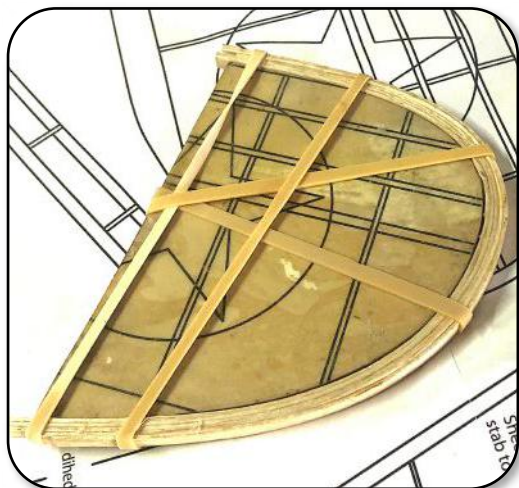
This Blast is being hosted by the Model Museum Club and promises to be the biggest and best yet. Events planned are the same as those held at Taft last year. All details have or will be sent to all members direct from Contest Headquarters. The dates, of course, are August 10, 11 and 12, with Monday night reserved for a "Bean Feed" at the contest site. Any questions or requests for information should be directed to Tim Dannels, 1265 Yates Street, Denver, Colorado 80204.

Left and above are the first page, and part of the second page, of the 3-page S.A.M. News from early 1971, the first and seemingly only issue under this title.

In August of the same year, the S.A.M. Journal, Vol.1, No.1 appeared in much the same format. It is from the second of these bulletins that the rules on the previous page were extracted.



Ken Brady from the Serena MAC in Queensland sent photos and notes of his club's builds of the 1939 *Truman Special* for 1/2A Texaco. "I did some of your mods to the Cox and got a six-minute engine run" Ken advises, so his presence will be felt at contests.



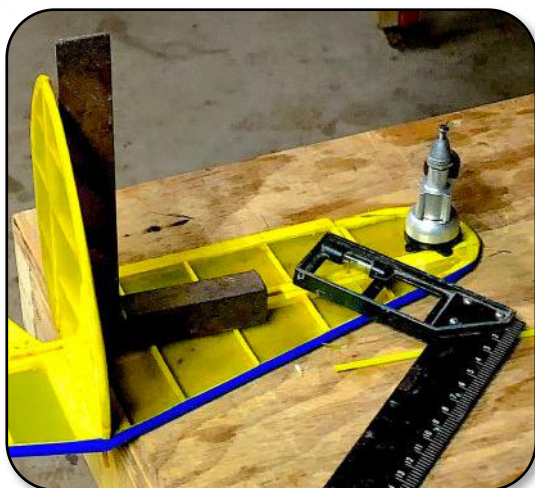
Laminating Tips



Andrew Rider with his Special



Ken on left and Mike Rankins with their finished *Specials*



Another use for a Cox engine



Replaceable firewall



Access to servos

South of the Border Soarer:



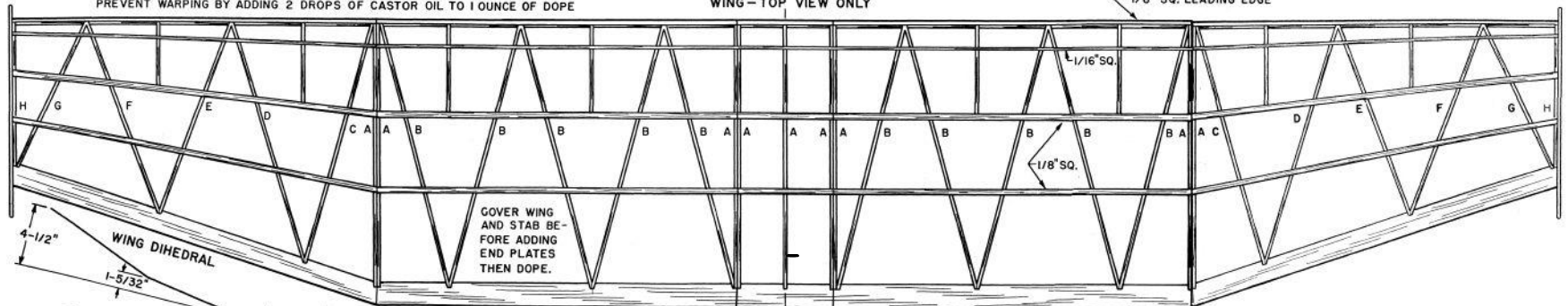
BATIRI

From down Mexico way comes this "engineered" Half-A free flight; original version won 1st at Tangerine Meet

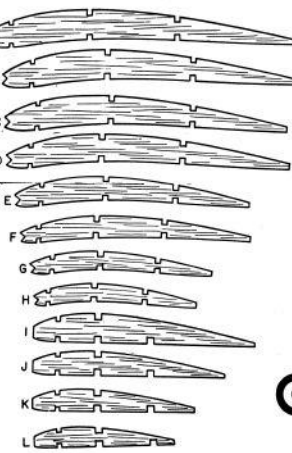
COVER ALL SURFACES WITH LIGHT GRADE TISSUE
PREVENT WARPING BY ADDING 2 DROPS OF CASTOR OIL TO 1 OUNCE OF DOPE

WING-TOP VIEW ONLY

1/8" SQ. LEADING EDGE

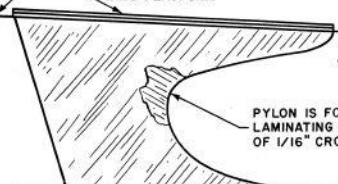


WING RIBS 1/16" SHEET



STABILIZER RIBS 1/16" SHEET

WING PLATFORM



3/64" DIA. WIRE

PYLON IS FORMED BY LAMINATING TWO SHEETS OF 1/16" CROSS-GRAIN

MOUNT TEMPLATE

FUSELAGE-SIDE VIEW

WING-TIP PLATE

CUT TWO FROM 1/16" SHEET MEDIUM Balsa - SAND AND TISSUE COVER

FORM THE RUDDER FROM 1/16"

STABILIZER-TIP PLATE

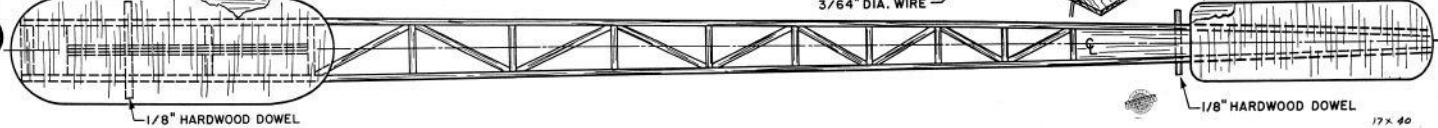
CUT TWO FROM 1/16" MEDIUM SHEET COVER WITH TISSUE

TIP RIB LOCATION

MODEL SHOULD BALANCE APPROXIMATELY 1/2" IN FRONT OF TRAILING EDGE

BATIRI

FUSELAGE-TOP VIEW



Centering a Hole in a Tube or Dowel

After suffering numerous failures in my attempts to drill holes in dowels and aluminum tubing to be used as prop hubs on molded props, I started sending emails to some of the “older boys” asking how to do it. Dave Mitchell in Virginia finally set me on the path to doing it right. Here’s how to make a jig to solve the problem.

If you don’t have one yourself, you’ll need to find a friend who has a table router and a “V” router bit. I started with a piece of 1-by-2-inch reasonably hard wood, which was about a foot long and routed out a “V” about 3/8-inch deep in the wood (note, you aren’t likely to be able to make that cut in one pass without burning the wood, so do it gradually). The reason for making the “V” that deep into the wood is to allow you to drill various size dowels or tubing. Cut the block into small pieces so you can deal with short pieces of tubing or dowels as seen in the photo below. You’ll also have some to give to friends! Turn the “V” face-up on a drill press and carefully drill a hole equal to the size prop shaft you plan on using — this must be drilled exactly in the apex of the “V” groove.

Cut a couple basswood wedges as shown. I used 5/16-inch square hardwood stock from Lowe’s. Then all you have to do when you’re ready to drill the dowel/tubing is turn the jig over, use the wedges to shove the dowel/tubing into the apex of the “V” as far as it will go, run the drill bit through the hole you made in the jig, and drill away. The jig is easily held in place with your fingers, or if you are

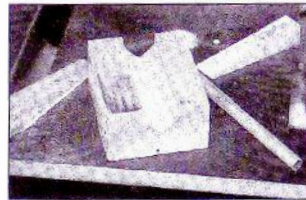


Figure 1



Figure 2



Figure 3

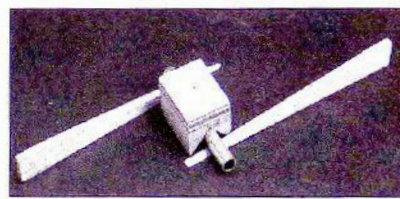


Figure 4



Figure 5

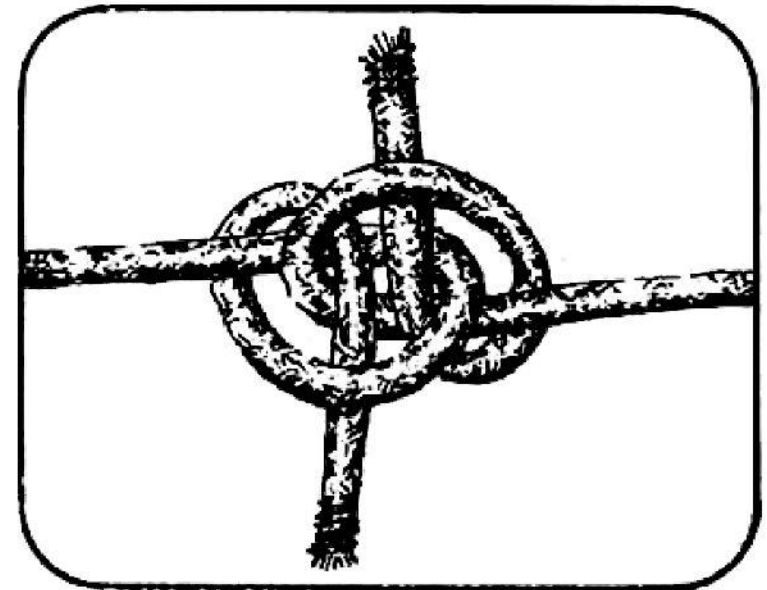


Figure 6

digitally challenged, use a clamp. You’ll then have a piece of dowel/tubing with a hole that is centered through the diameter.

No sooner had I written the first part of this article than Al Pardue, with whom I’d been in discussions about the subject, sent me four photos of perhaps a simpler way, especially if you don’t have access to a router table.

The photos are self-explanatory.

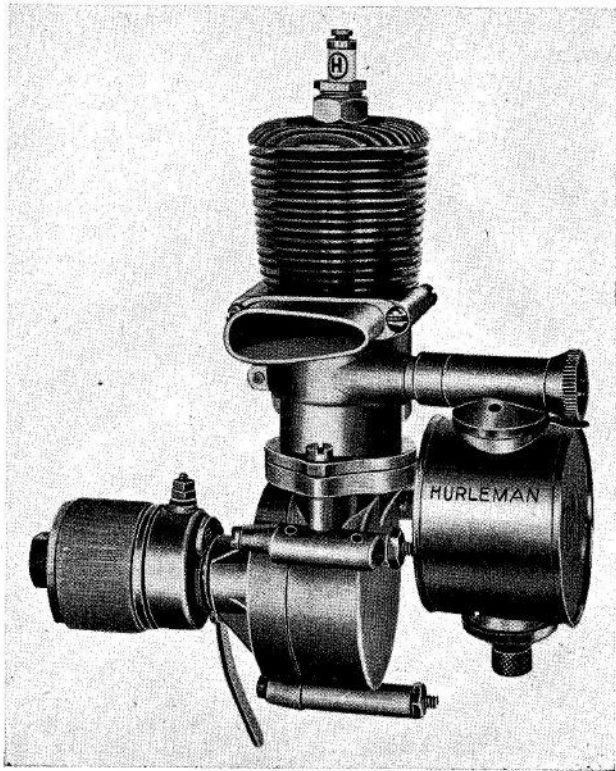


knot invented by Dr. Edward Hunter, a retired British physician, is just the ticket for those whose rubber motor knots always seem to come undone (usually while winding!).



Early Spark Ignition Engines

OHLSSON GOLD SEAL

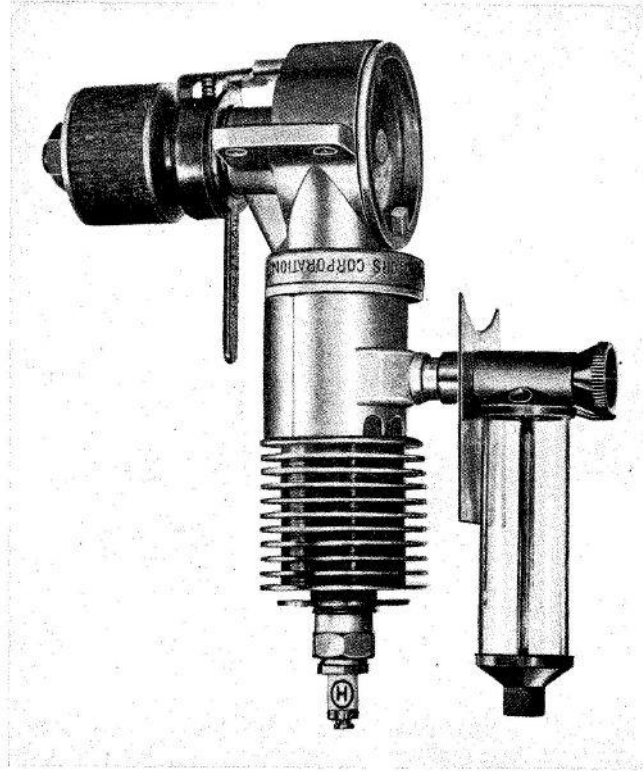


SPECIFICATIONS

Horsepower—1/5
Bore 7/8"
No Piston Rings
Weight 8 Ozs.

Displacement .56 Cu. In.
Stroke 1 1/8"
Class "C"
List Price, \$18.50

BROWN D INVERTED

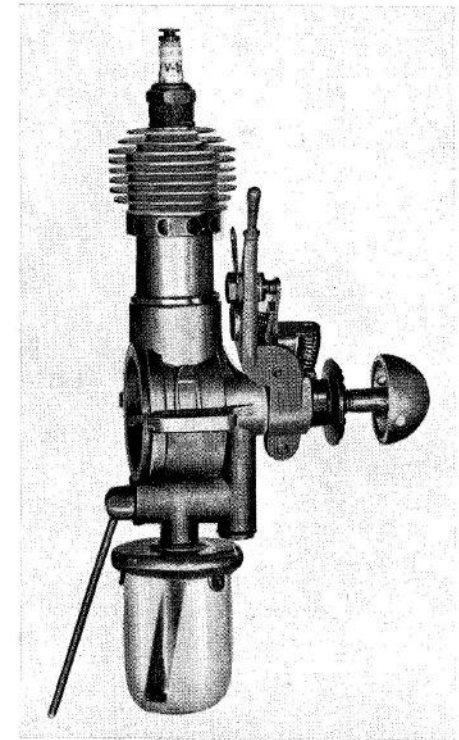


SPECIFICATIONS

Horsepower—1/5
Bore 7/8"
Piston Rings
Weight 6 1/2 Ozs.

Displacement .6 Cu. In.
Stroke 1"
Class C
List Price \$12.50

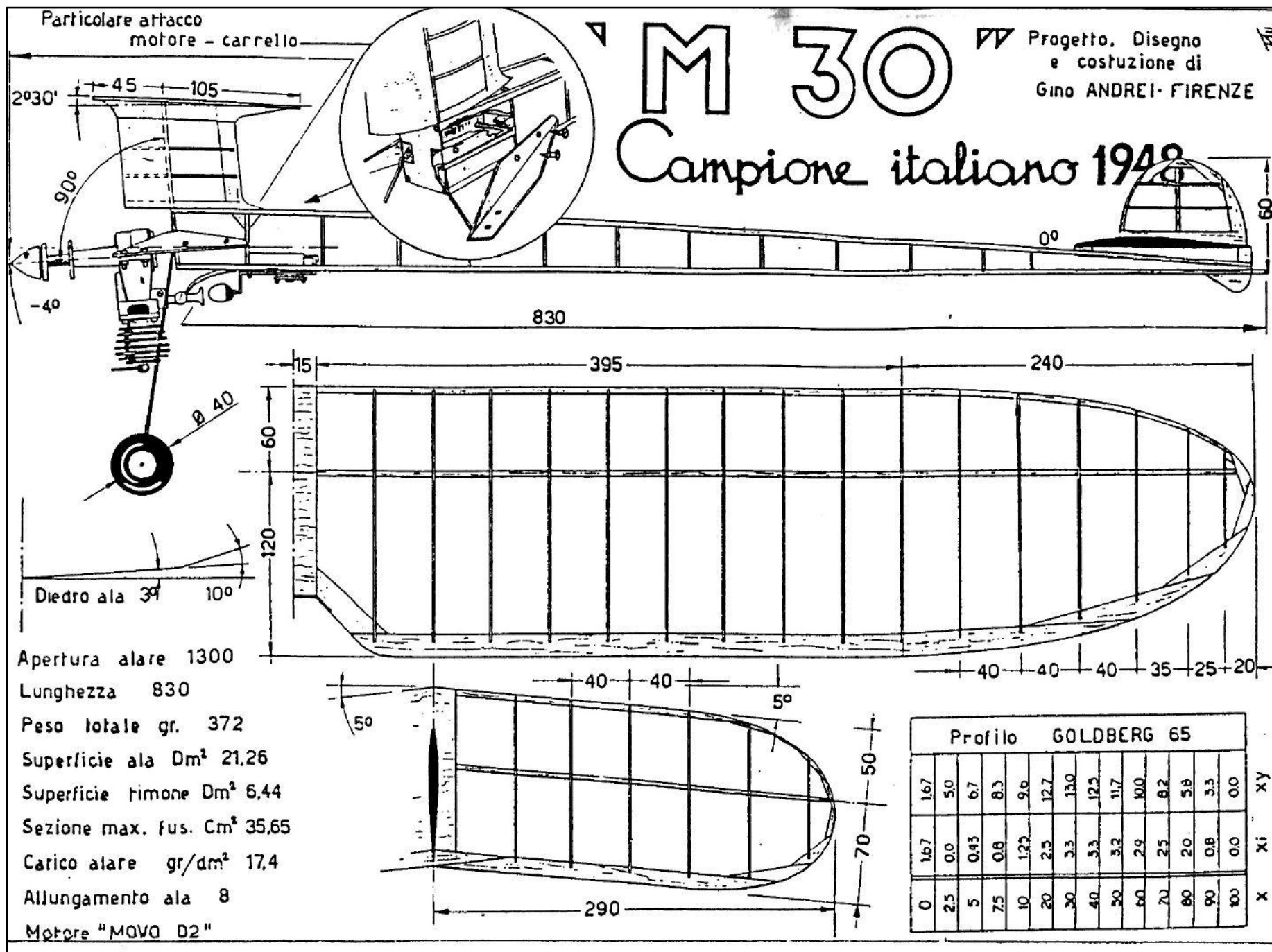
ATOM



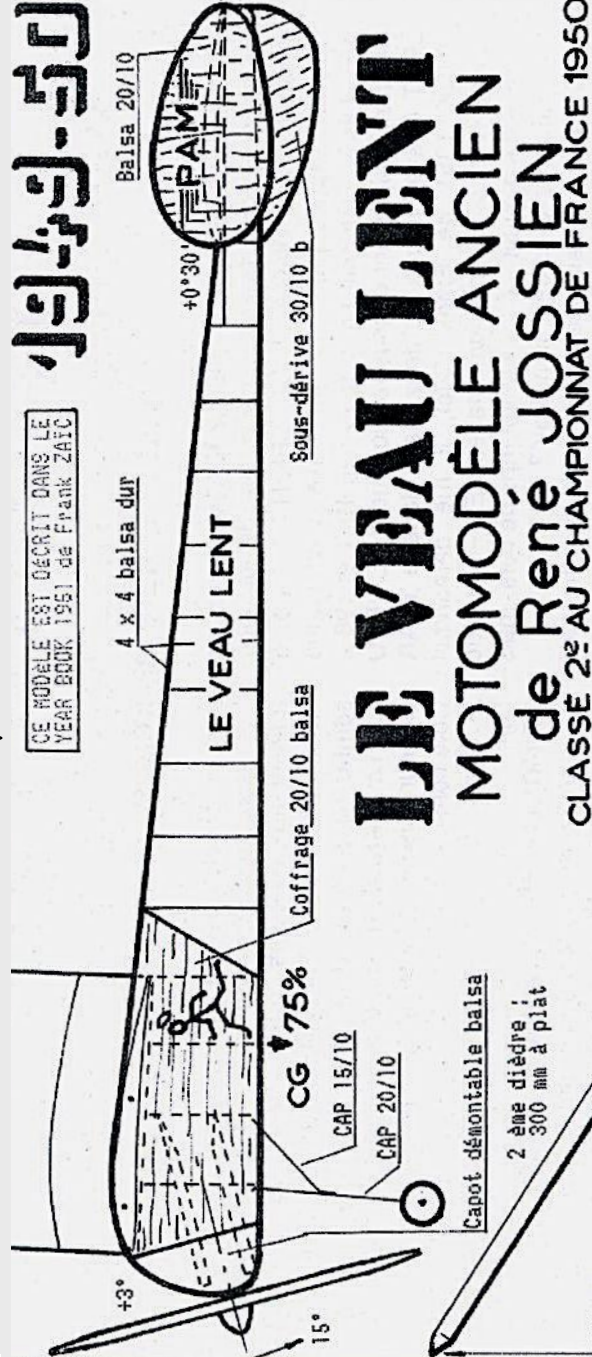
SPECIFICATIONS

Horsepower—1/10
Bore 1/2"
No Piston Rings
Weight 2 Ozs.

Displacement .097 Cu. In.
Stroke 1/2"
Class A
List Price, \$12.50



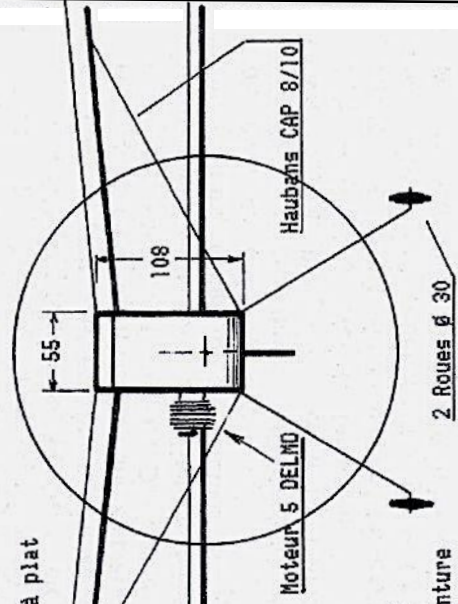
Note ingenious engine cut-out



LE VEAU LENT

MOTOMODELE ANCIEN

de René JOSSIEN
CLASSE 2^e AU CHAMPIONNAT DE FRANCE 1950



PALMARÈS

- 1^o Concours de Lille 1949
- 2^o Concours de Reims 1950
- 2^o Concours d'Orléans 1950
- 2^o Championnat de France 1950

ENTOILAGE: Fuselage papier kraft
Voilures: Papier japon moyen
Enduit 2 couches + peinture

Double nervure

CARACTÉRISTIQUES

Envergure des Ailes	1505 mm
Surface des Ailes	29 dm ²
Corde des Ailes	200 mm
Envergure Stabilisateur	530 mm
Surface du Stabulo	9 dm ²
Corde du Stabulo	170 mm
Longueur totale	970 mm
Grand Levier du stabulo	730 mm
Massa (Poids) totale	490 g
Moteur diésel 5 DELMO	5 cm ³
Hélice bois Diamètre	300 mm

RÉGLAGES

Voilages en bout d'aile
-3mm à gauche -1mm à dr.
Dérives: virage à droite
Moteur: Piqueur 15°
Virage à gauche 3°
RÉGLAGE VDL:
Montée et plané à Droite

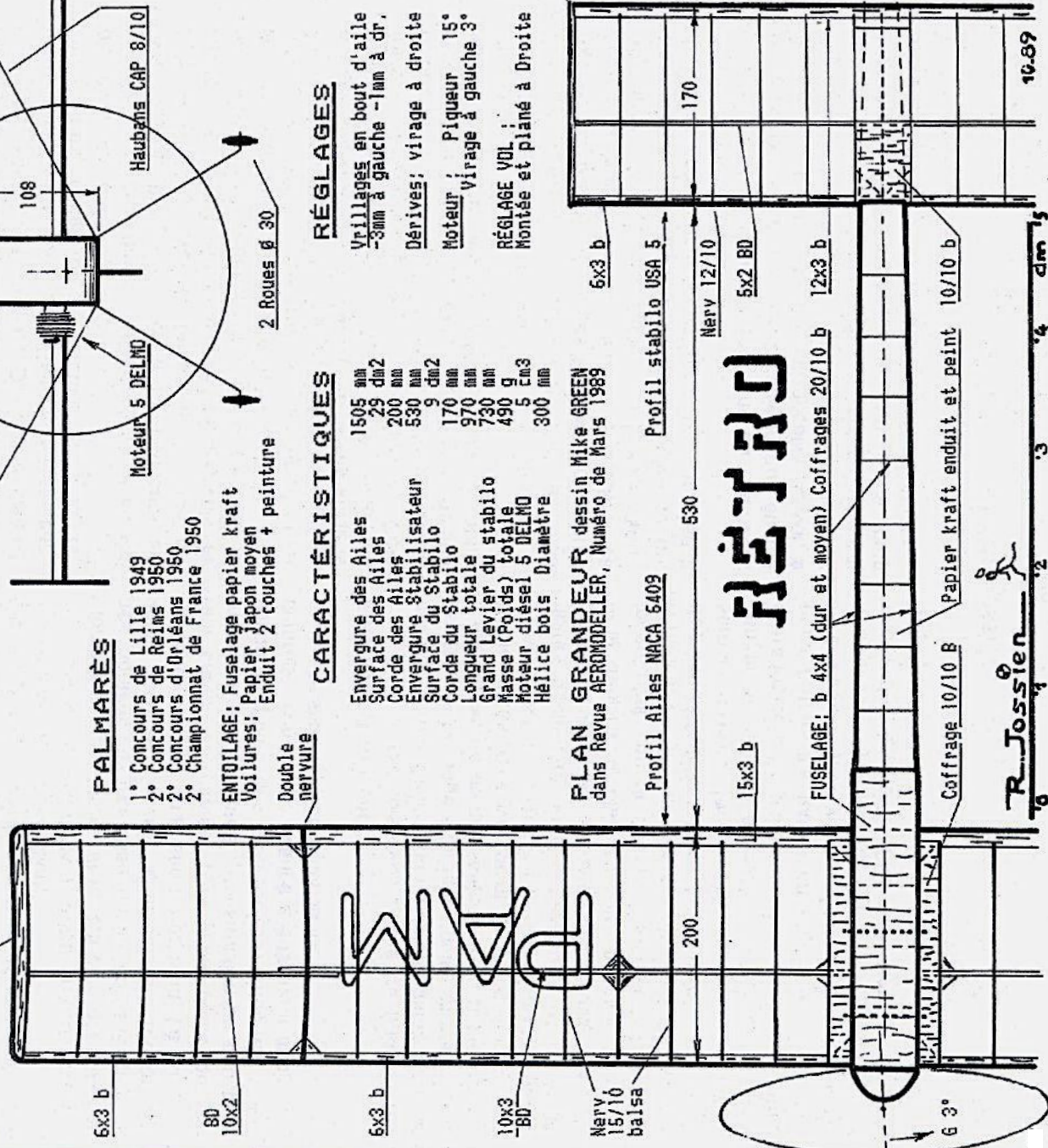
1er dièdre 475 mm à plat

DIÈDRES

15x3 b à plat

50 mm

220 mm



PLAN GRANDEUR dessin Mike GREEN
dans Revue AEROMODELLER, Numéro de Mars 1989

Profil Ailes NACA 6409

Profil stabulo USA 5

LE VEAU LENT



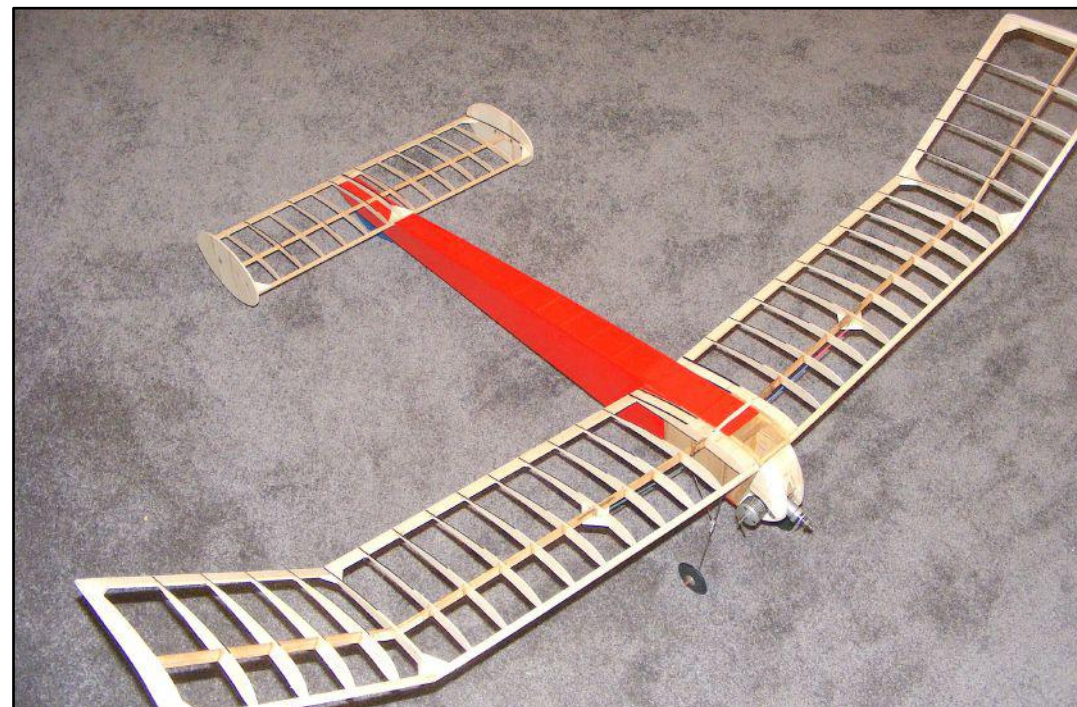
Rene Jossien
with original
Le Veau Lent



Not idle of late ... I doubt there is another of these in the country. 'Le Veau Lent' for vintage duration from 1987 AM pullout plan. PAW 19 up front. What a challenging build: thin undercambered section, inset rectangular spars. Tailfins attached via magnets, as is the cowling. Part of a 2020 New Year resolution to complete all my unfinished projects. The fuselage was built in Dunedin so it's 20 years old at a minimum, maybe closer to 30. Chris.



Plan shows 15
degrees downthrust





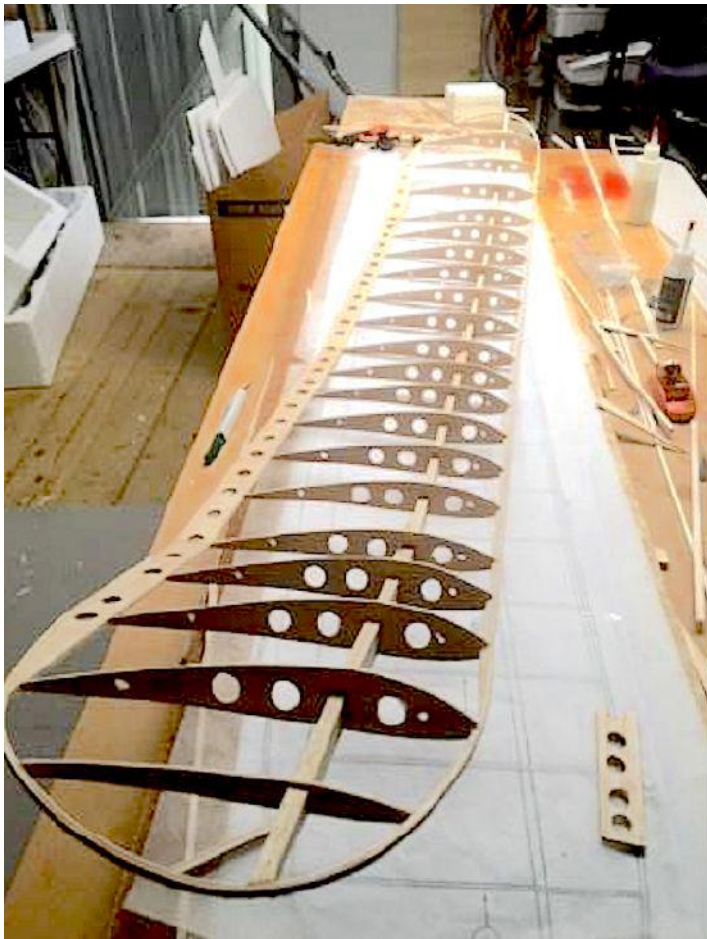
From Left: Gavin - Bomber Stan - Stardust Special Russ - Playboy Brett - Night Train Mark - Bomber Barry P - Cloud King Barry K - Budding Vintager and time keeper Barrie - Night Train

Winter has finally shown it's hand and our July Thursday morning sessions have taken a slight tumble. However the good news is that our proposed Gollywock build for the Vintage RC E Rubber competition is now under way as reported last month. Tony Ives, Stan Nicholas, Mark Larsen and Barry Kerr all have their plans and balsa and atleast Mark has made a start.

We had a second "Shed" get together last Tuesday 14th to answer a few questions with Barry Price presiding. I've found another site on Ali Express to supply the 5.6 gram High voltage digital mg servos, and am looking into ESC's, propellers and Cobra motors. My Cobra motor has finally arrived from the States

and we'll do some testing on that before I install it in my Flying Minutes for some evaluation, watch this space...

Our Gollywock build is underway now that all four aspirants have soaked up all Barry Price's knowledge and advice. Mark is leading the race and just sent in these pictures of his progress... looking very tidy. Nice one there Mark, just keep an eye on that weight, hate to have to see you go on a diet! Tony Ives is making progress with making his templates and laminations, doing two of everything for himself and Stan who is watching from the side line with a big grin on his face ! *Gollywock* photos on the next page.



Above we see the progress on Mark's *Golliwock*, and Tony is making great progress *right* with his "double act" for himself and Stanley.

Tony has some very high building standards and skills. It's going to get quite dark overhead when this swarm of E-Rubber vintage models take to the skies! Tony has just sent these pictures of work to date.



Barry Price

I have always liked the old time free flight *Falcon* and seeing how John Aitken's flies I decided to build one. I borrowed John's plan and had it copied.

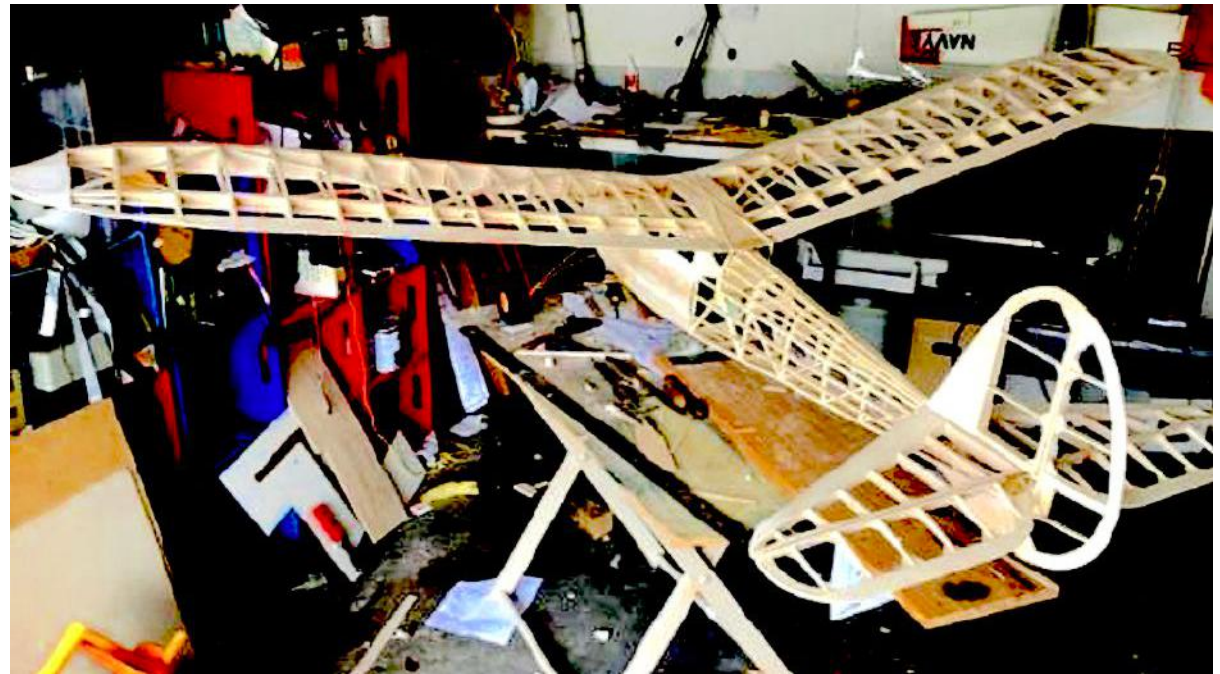
It has a 96 inch wingspan and needs a big building board. Being a big 2 sheet plan out came the scissors and trimmed the plan to fit my table. Being an old free flight plan I had to adapt it for radio control. The wing was built in two halves and had a complicated joining system which would add a lot of extra weight.

I measured my car to see that a one piece wing would fit in. It did so the build started. Having just completed an electric *Gollywock* I was weight conscious and built the ribs with 3/32 instead 1/8, cut the centres out and capped the ribs with 1/16 which strengthens them. I found it not an easy plan to follow and it requires a LOT of balsa.

Where ever I could in the fuselage and tailplane I tried to reduce its weight. It's covered with the Chinese AliExpress covering film supplied by Barrie Russell. The trim colour is test pot orange from Resene rolled on with a small roller when the water evaporates when dry it is very light.

It will be powered by a 900 Kv Scorpion electric motor with a 60 amp esc and a 12x6 prop. I have yet to fit the controls and look forward to a test flight when winter has past.

Regards, BP.



Back in the days when you could cover a model with either Solarfilm or Solarfilm, a domestic iron did the job of attaching and shrinking my model covering. For big shrinking jobs, the Black and Decker paint stripper heat gun was brought in, although failing to keep a safe distance between nozzle and model had certain disadvantages ...



Then came a series of more delicate, purpose-designed modelling irons and heat guns - "a series" as they never lasted long - but even these were too cumbersome for delicate covering jobs and were unable to get into nooks and crannies.

For those tight places I adhered covering with the tip of a 3-Bears 25W soldering iron whose temperature had been judged to be not too hot, not too cold, but *just right*. Again, there were unfavorable consequences if the temperature was not correct.

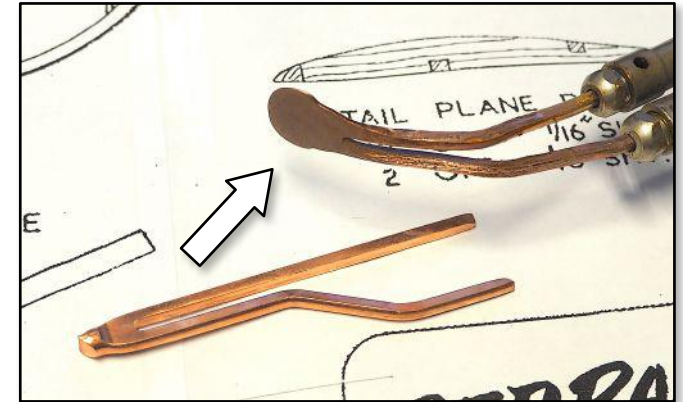
A eureka moment came when a Weller soldering gun was powered through a Dremel speed controller, enabling the temperature of the tip to



be precisely controlled. At that time, Weller made a tip intended for cutting foam or plastic and its smooth, spade shape did the job of adhering and shrinking covering perfectly.



But, nothing's built to last these days! After only forty years of constant use, that spade tip had to be retired from service and I needed a replacement. Searches were unproductive so standard tips were hammered into shape. This turned out to be a benefit as standard tips are cheap and they can be hammered into a variety



of shapes to fit any use.

Since discovering this method, it has been used exclusively for all covering jobs. Covering can be stuck down where, and only where, I want it to adhere, such as on ribs, LE and TE. Later, the whole can be selectively shrunk, which on Free Flight models is a boon as warps can be avoided - or induced as required.

Applying and shrinking covering is a little slower than with larger tools, but the precision and control afforded by this method makes it worthwhile.



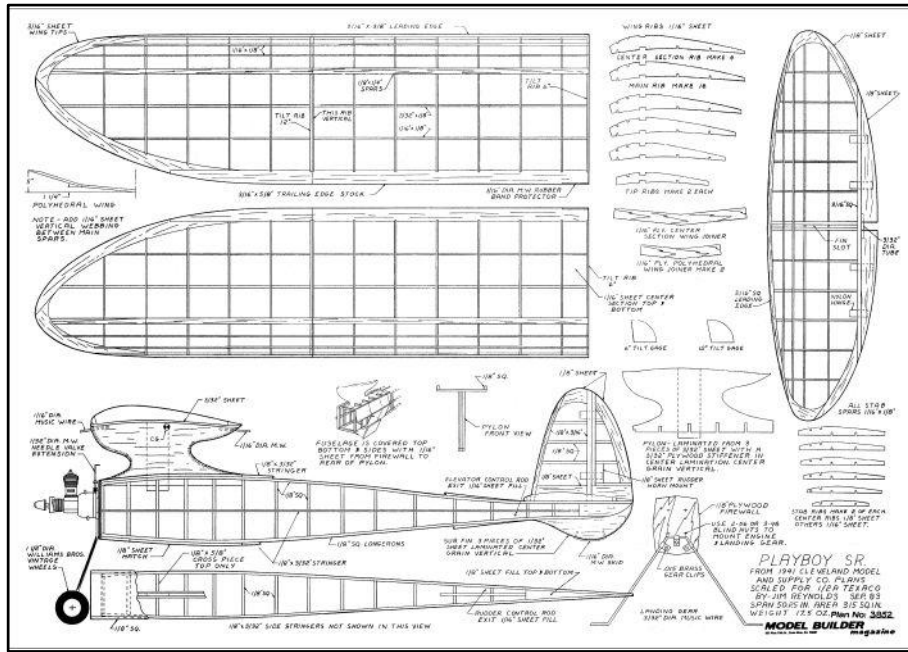


Model: *Jaguar*
UK Flier: Unknown
Source: *New Clarion*

NZ Vintage FF ROG Rules:

- 6.3.6 Method of Launching
Models may rise off ground (ROG) or be hand launched from the launching area defined by the Contest Director.

- 6.3.7 ROG Bonus
Applies only to Vintage Free Flight Duration
20 points added to each flight for unassisted ROG.
ROG Bonus points may not take round scores over the flight maximum.
Designs not originally fitted with an undercarriage do not qualify for ROG bonus.

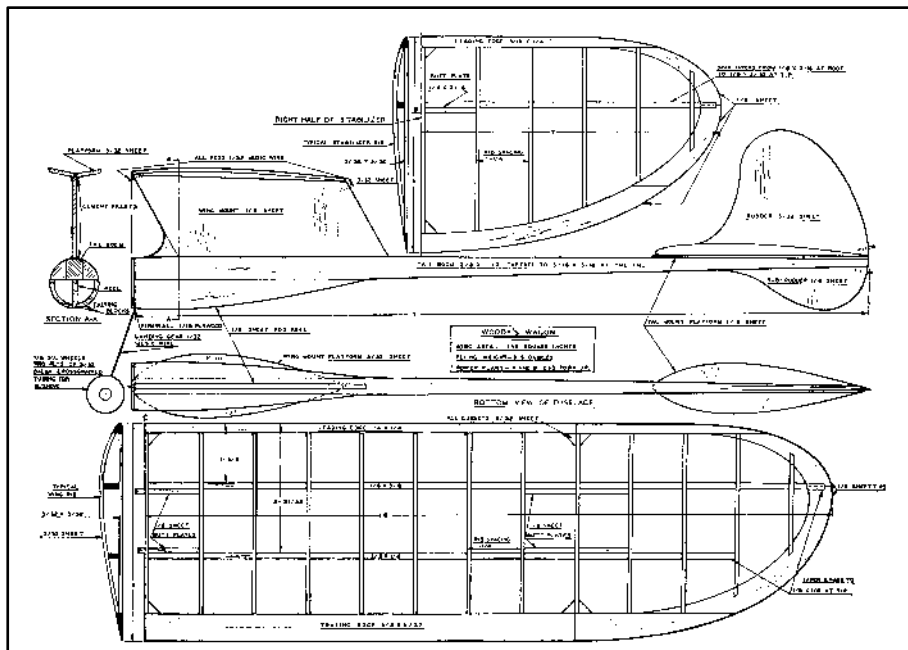
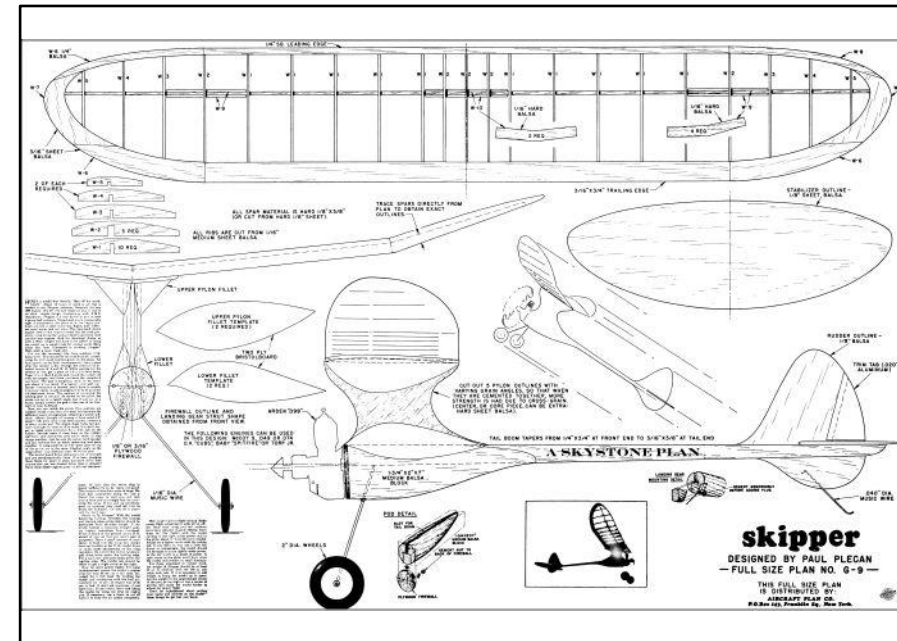


L Playboy Senior

This MB plan shows two turbulator spars in the wing. Other plans show just one turbulator - both are acceptable.

R Skipper

Low drag pod and boom design with basic structure. Fitting the RC may be a challenge.



L Woody's Wagon

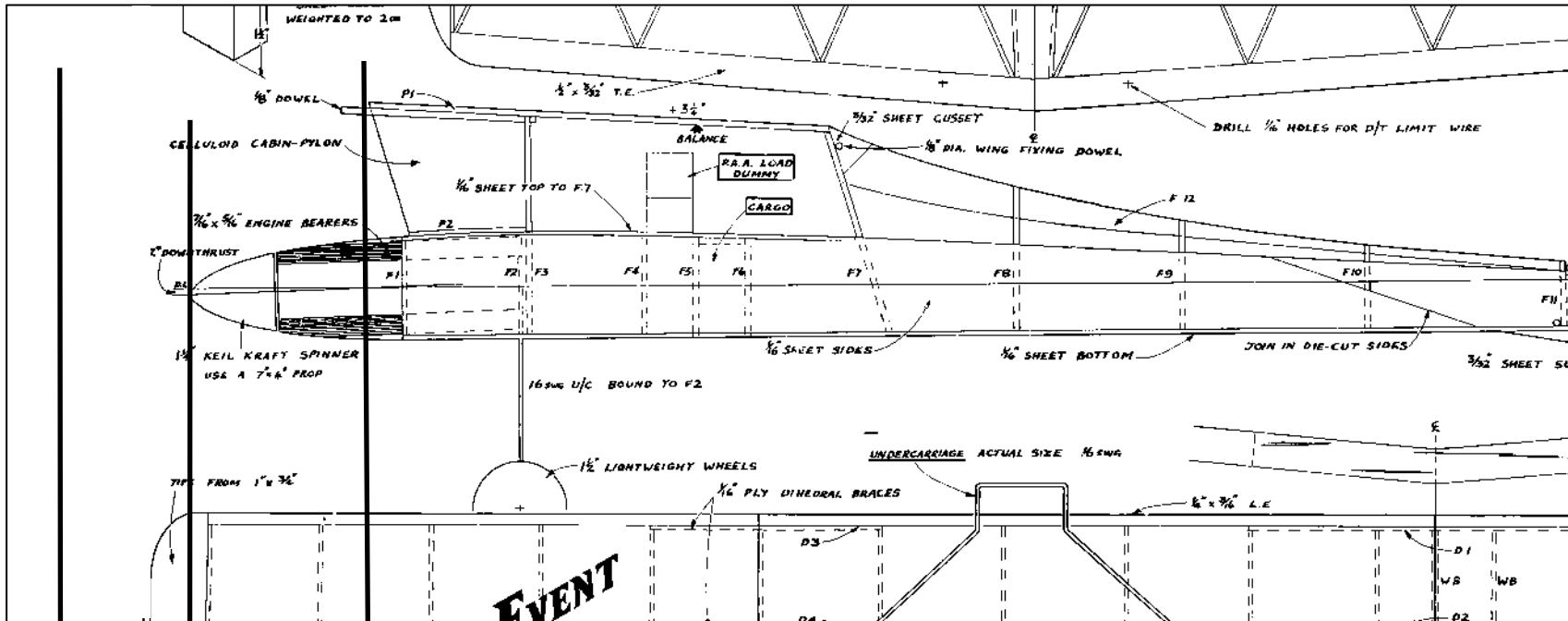
Another lightweight pod and boom design with sliced rib construction for both wing and tailplane.

R Stardust Special

If there can only be one, this is it. Mark Venter with his FF version of the SS.



That Nose Extension Issue



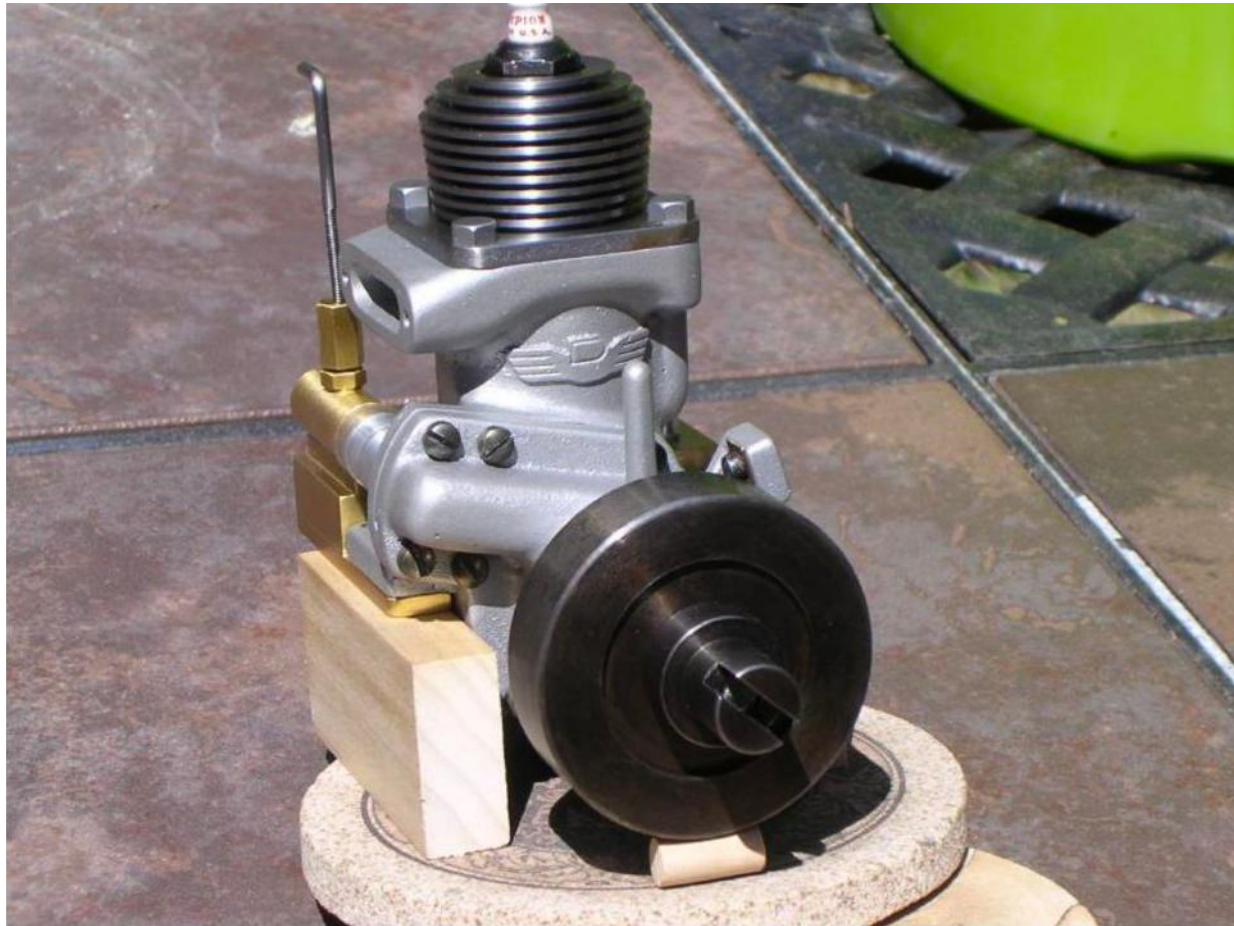
From Outerzone comes the plan and an example of Keil Kraft's 1959 *Halo*.

Originally intended for the PAA Load event, today the *Halo* makes a great Free Flight 1/2A, with a proper IC engine, of course.

The example here has its nose extended, presumably to balance its electric conversion.

Those extra inches (even when moderated by the oblique angle of this photograph) sure spoil the original's good looks.

Opinions vary as to whether this matters, but the official Vintage line is that the nose moment (and tail moment, for that matter) should be kept as close to the original plan as possible without resorting to a micrometer.



IT'S A DOOZY! We're all aware of Duesenberg's fine automobiles and engines. But did you know they also made this fine looking model engine along with model race cars? High quality is very evident here. And the early 20th century expression "It's a doozy" actually did stem from the high quality of the Duesenberg autos. Like their bigger engines this one was supercharged with a blower hiding behind that flywheel. And that blind cylinder says they planned to have no blown head gaskets due to the higher compression.



Above: 1935 Duesenberg SSJ, one of only two of its kind built by the Indiana car company: one went to Clark Gable, and this one to Gary Cooper. Featured a supercharged straight-eight with double overhead cams. This was in 1935 when Ford had just started offering flathead pushrod V8s. The engine produced about 400 horsepower and could propel the convertible to a speed of 225 kph. Sold at auction in 2018 for \$US 22 million, the most ever paid for an automobile by a US manufacturer.

Duesenberg Coupe Simone (aka *Midnight Ghost*).

The last Doozy, a one-off completed in 1939. A futuristic design considering that it came out in the year that Hitler invaded Poland and Morris Motors was churning out the venerable Morris 8.



I was flying RC sailplane this morning with the rest of the Soaring guys but took the opportunity to fly my last vintage event for the month. Sean and I had done Precision and IC Duration but I still had RC Vintage E Texaco to do using my 60 inch *Five Foot Gas* from 1937. It is a fine little model that qualifies for 600 MAH batteries under the new weight rule. I use a pair of 300s in parallel.

It was a cold 3 degree frosty morning when I arrived but the early fog had cleared. Not much lift early on and what there was capped off by an inversion that we could see from the smoke strata. By midday, though, a gentle southerly had set in and the gliders were starting to hook up well. I pulled out the 5 Foot Gas and tossed it into what looked like promising air. It was and I landed 18.02 minutes after some thermal help. I was well pleased with this given the winter conditions. After a recharge it was time for the second unlimited flight. I tracked over to where John Shaw was doing very well and was rewarded with good lift. With just a wiff of power the vintage model was climbing just as well as the high performance glider and travelling at a similar speed. Soon it was a speck down wind so it was time to come home and try again. This time the adjacent tree line was tripping lift that rolled up to it across the paddock. After dodging the resident Magpie we were off up again. Time was really getting on and the target of 20 minutes I had in mind was passed and yet another lift patch came through. I finally landed at a very rewarding 31.12 minutes. By the time the age Bonuses were added and a landing I had a total of 3000 points.

I really hope I can inspire a few more of you to give the vintage and classical electric classes a go. They really are challenging and fun.

Allan Knox

Results NDC Event 142 RC Vintage E Texaco.

Model *5 Foot Gas* Year 1937 Age bonus 13 Weight 38 oz.

Power allowance 2S 646 mAH (used 2S 600)

Flight 1 18 mins 2 secs Age 13 Landing 20 = 1115

Flight2 31 mins 12 secs Age 13 Landing 0 =1885

TOTAL 3000 points.

Congratulations, Allan - lift-finder extraordinaire !

Allan now holds the RC Leader Board record for Vintage E Texaco, Vintage IC Duration, 1/2A Texaco, Vintage and Classical Scale Texaco, and jointly with four others, Vintage Precision.



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. There are several new postings from Christchurch, from Allan Knox, Stu Grant and Sean McCurrie. Sean has joined the Record group in Vintage Precision with a perfect score and has two other postings. Allan improved his leading score in Vintage IC Duration, now leads 1/2A Texaco and has posted a new record in Vintage E Texaco.

Please email me if you spot any errors or omissions.

Wayne Cartwright

rwcartwright4@gmail.com

Standings at 26 August

Precision Classes

Vintage Precision

*Record: A Knox (2017), J Shorer (2018),
D Mossop (2019), B Russell (2019)
and S McCurrie (2020) 600 + 200*

1.	S McCurrie	600 + 200
2.	B Treloar	600 + 199
3.	B Russell	600 + 198
4.	A Knox	600 + 198
5.	D Crook	600 + 198
6.	D Mossop	600 + 197
7.	T Gribble	600 + 196
8.	J Bradbury	600 + 196
9.	D Gush	600 + 193
10.	J Shorer	597

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 + 361
2.	S Grant	770
3.	B Treloar	764
4.	B Scott	741
5.	T Beaumont	685
6.	S McCurrie	671
7.	D Gush	639
8.	W Elley	635
9.	T Beaumont	556
10.	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.	J Shorer	944
5.	B Robinson	911
6.	G Fulton	897
7.	A Knox	855
8.	S Hubbard	819
9.	W Cartwright	717
10.	I Crossland	668

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.	A Knox	1971
2.	J Butcher	1498
3.	B Scott	1490
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. I Munro	1502
6. B Russell	1428

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	1657
6. I Munro	1529
7. B Russell	1264
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: A Knox (2020) 3000

1. A Knox	3000
2. W Cartwright	2337
3. K Fisher	1965
4. D Crook	1768
5. B Russell	1507
6. D Mossop	1476
7. G Fulton	1322
8. D Baunton	1099
9. T Gribble	700
10. A Knox	574
11. 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 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

Sport Cabin Texaco IC

Record: B Scott (2020) 633

1. B Scott	633
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Vintage and Classical Scale Texaco

Record: A Knox (2020) 1680 + 786

1. A Knox	2466
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Tomboy IC

Record: R Anderson (2015) 1432

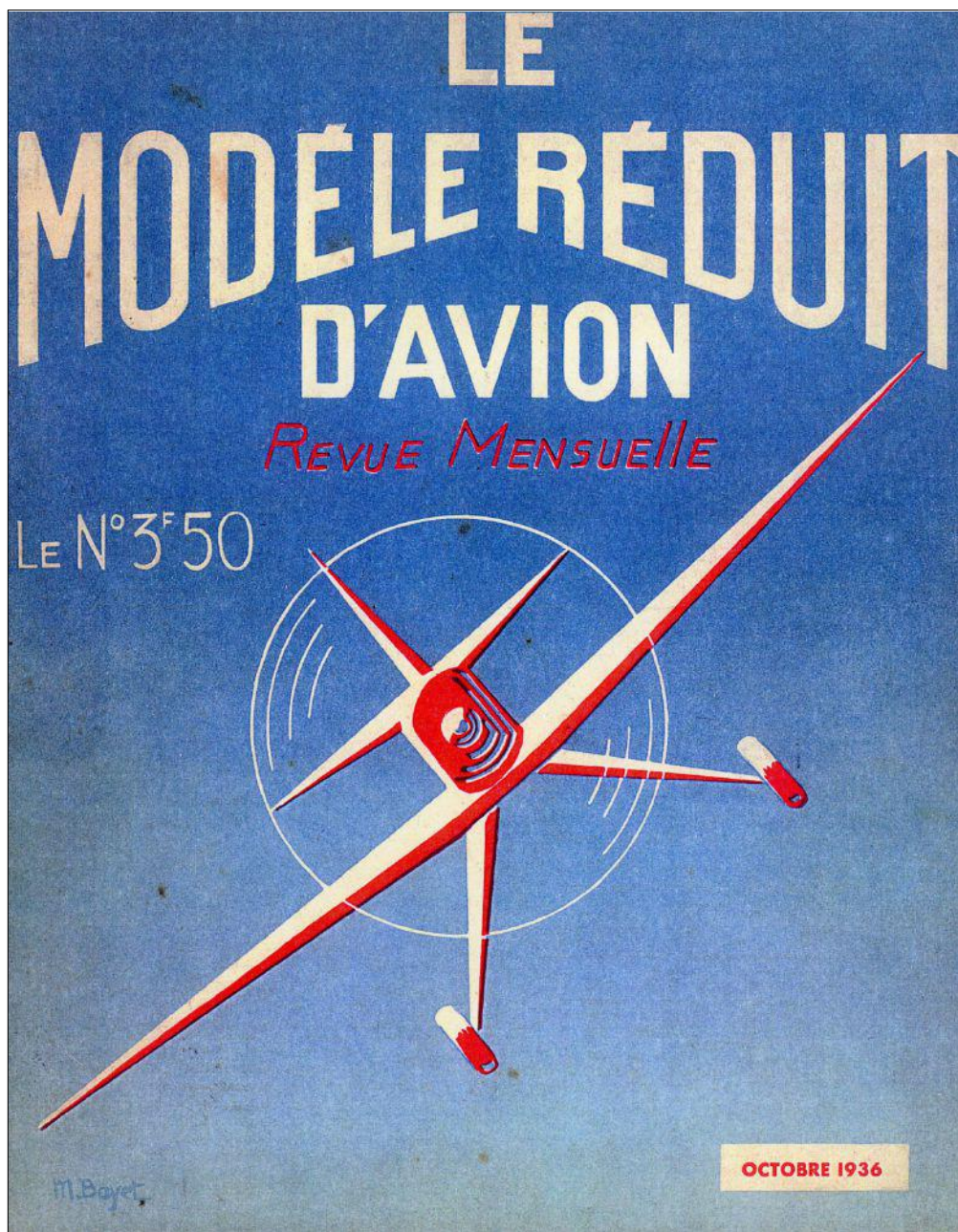
1. S McCurrie	1122
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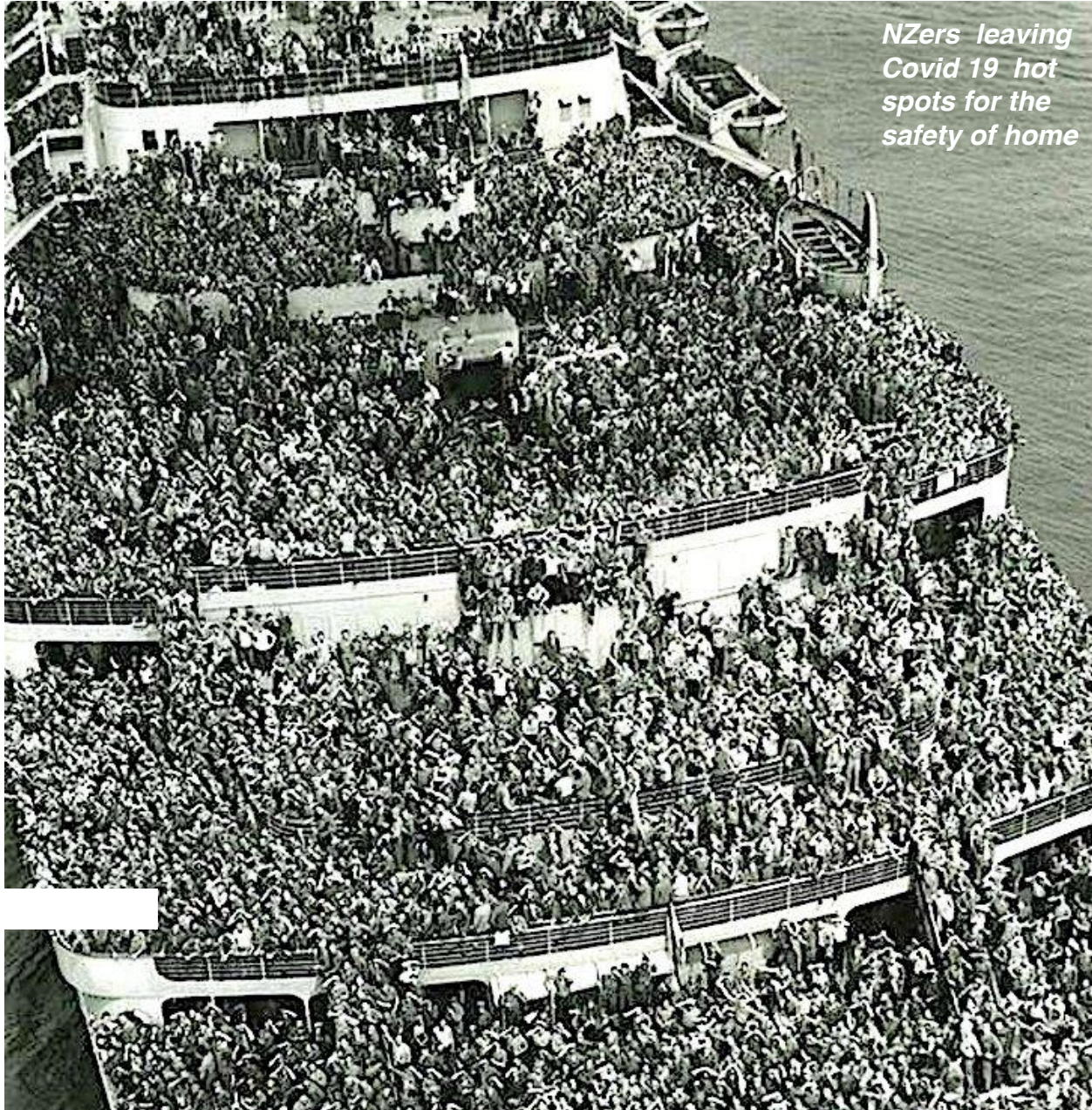
Tomboy E

Record: P Townsend (2020) 3368

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

COVER STORIES





NZ ICON #178 Fred Dagg

Fred Dagg is a fictional character created and acted on stage, film and television by satirist John Clarke. Clarke graced New Zealand TV screens as Dagg during the mid to late 1970s, making fun of Kiwi blokes and blokesses.

The Fred Dagg character is a stereotypical farmer and New Zealand bloke clad in a black singlet and gumboots, hailing from the isolated rural town of Taihape and attended by numerous associates and sons, all named "Trev".

When Clarke unveiled the character of Fred Dagg in recordings and on New Zealand TV in 1975, he became a national star. Clarke also recorded a series of records and cassettes as Dagg, as well as publishing several books.

In 1979, Clarke moved from New Zealand to Australia where he established himself as a top script writer and TV personality. He appeared regularly on Australian television delivering political satire sketches until his death in April 2017.

