

AVANZ



NEWS

Fostering Vintage and Traditional Aeromodelling in New Zealand # 193



Ross Gray



Committee Notices



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Committee Notices

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Events at Levin have always been reported in detail with text supported by great photographs of the models and proceedings.

Allan Knox for many years presented the Levin reports and now, after his move South, continues to report on activities in the Christchurch area.

Stew Cox has taken over reporting the Levin events, as he has done in this issue for the John Selby Memorial meeting.

Without such reports, Vintage builders would lose cohesion, becoming isolated tinkerers devoid of common purpose and lacking inspiration to continue exploring the universe of vintage designs.

So, congratulations and thanks to those who help bind the Vintage Committee together with their reporting of events.

Ross Gray is owed a big thanks for his professional photographic coverage of Levin in this issue.

The smaller sized photographs by Ross are followed by a selection of larger images of models in flight. Those who have tried to capture models in the air will appreciate the skills involved. Also from Ross is the halcyon scene on the cover.

The larger photographs are a celebration of the range of varied and beautiful designs available to us and offer lessons in model selection: it is not essential to build proven winners, for lesser-known designs can provide just as much fun and success. The seldom seen or never-seen-before design certainly has a great “wow!” factor, as exemplified by the magnificent Earl Stahl *Hurricane* by **Trevor Glogau** on pages 13 and 20.

From **Martin Dilly** in the UK comes confirmation of just who Pylonius was:

*“Pylonius was definitely Len Ranson, not Malmstrom. I met him from time to time at contests.
Best, Martin Dilly”*

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CORRESPONDENCE

from John Butcher

The Tuakau Rally was moderately successful. The weather turned out better than the forecast. We had 8 flyers and all seemed to enjoy the flying. Our numbers were boosted by four very enthusiastic flyers from the North Shore Club. Hope to see them all at future events.

At the rally there was discussion on attracting new flyers to our competitions. Some years ago, David Gush and I did timed flights with our vintage models on club days. This turned out to be very successful as without too much arm twisting we soon had five others joining us. These flyers have flown at the Nationals. The Tuakau Vintage flyers have discussed rule changes we feel could be useful. *If the status quo is no friend of progress, then it needs changing.*

Allow Vintage Models to fly in Classical events. We feel strongly about this as it would increase entries at contests, and that would be great. It could possibly resuscitate the long dead Classical IC Duration event and help other “semi-conscious” events. To make any event legit it needs to have at least 1 classical model competing.

Safety on the field. Over the years we seem to have drifted away from the competition rules regarding field layout. We should get back to the rules as in Appendix A on flying site operations: All flying complies with the safety position stated by the provider of each flying site. The Contest Director of each competition ensures that take off zones and landing

circles are sufficiently separated to ensure that models taking off do not collide with models that are landing. Model operators ensure that take offs and landings are safe for operators, timers and spectators. Nobody should be allowed to stand and/or fly in the spot landing circle. The only person allowed in the landing circle is the retriever of the model, and then only once it has been checked that no-one is about to land.

Remove spot landings from Texaco and Duration classes. With the removal of the age bonus anomaly from the scoring method for Vintage RC it is now time to delete that other anomaly - Spot Landings. Why we have this tacked-on competition element is hard to follow. Maybe those involved in the formation of the current rules had an aversion to fly offs? It is bizarre that the winner of a Texaco or Duration competition is often decided by a spot landing component *that has nothing to do with either Duration or Texaco.* This is contrary to the original principal and purpose of the competitions.

Allow scaling of Sport Cabin models. It has been suggested that scaling between 30 inch and 40 inch wing span be allowed. There are some very nice designs that are too small for suitable IC motors. The change could see more competitors on the field.

John Butcher

IRREGULAR COMMENTS

from the Editor

(*Irregular: occasional, improper, unofficial*)

The arrival of a letter in the AVANZ in-box is an increasingly rare event so there has been plenty of time to ponder the Tuakau Club's suggestions as forwarded by John Butcher. I particularly liked the quipe regarding change: ***If the status quo is no friend of progress, then it needs changing.***

Based on past experience it is hard to believe the wisdom in that sentence will have any influence at all. Tuakau Club's discussions and suggestions will likely be met with the objection previously given in response to past calls for change: "We have always done it this way, so why change now?"

It may be shallow to object to change simply because we are comfortable with the established ways, but that objection to change has been repeated so long and loud in the past that many who have made beneficial suggestions gave up when they meet a wall of resistance. Their useful contributions were lost: unwanted, unfair, and illogical rules remained on the books because of unwillingness to embrace useful change.

Now, should anyone question whether there are unfair or illogical rules, let's look again at Age Bonuses, a scoring system blatantly ticking both the unfair and illogical boxes, and should therefore also be unwanted. When you fly your 1950 design against my 1934 RC-1 in Vintage Precision, lucky old me gets the maximum score for flight precision flights lasting anywhere from 164 to 196 seconds. That's an easily attained 33-second window. You, however, need to hit a rather more challenging 1-second window to earn the same score of 180. Can the task really be 33-times harder with the older model? Certainly not, but we have always done it this way, so why change? Sensibly, Vintage Precision flyoffs do not have age bonus points because it has been recognised, here at least, that they have no validity in determining Precision skills.

Tuakau's objection to precision landing points as part of non-precision events is another no-brainer to anyone open to logic and fairness. Duration events should be structured to test duration flying skills, their aim undistorted by bonuses awarded for unrelated skills. The present extra points, and there could be up to 60 of them, can take victory away from the rightful duration victor and give it to one who has achieved less duration but is better at a non-duration skill. Spot points are more powerful than they

seem for no matter how good your Duration flights are, miss just one spot and you can be trumped by three spot landings. Despite achieving overwhelmingly better duration scores, that one missed spot will lock you out of the flyoff.

More bizarre are the Vintage Texaco events. They are supposed to be about using fuel wisely, yet at the end of a careful, economical flight a model must be landed on a spot to get the bonus points that often determine who progresses to the fly-off. Hardly a test of Texaco flying skills.

For the spot-landing enthusiast there are already events dedicated to this worthy skill, yet *ten* non-precision events include a precision task that determines placings. The excess of precision landings is applauded by some because *the precision element at the end of flights tests a separate skill, that of landing ability*. Which is like rating a car's fuel economy by giving points for how closely it is parked to the curb when it runs out of fuel.

Another perspective: Let's add a challenging Duration task to Vintage Precision. Replace that certain-to-be-attained three minute task with a more challenging six minute flight requirement. Doing so would certainly *test a separate flying skill* but it would also distort the nature of Vintage Precision. I suspect that most Precision enthusiasts would object to adding a challenging Duration requirement, yet the same dual-skill approach of adding Precision to Duration is defended in ten other events.

Our Vintage rules have been well-honed over the years. Regular revision has kept them up with with changing conditions - adapting to electric power, for example. Despite many beneficial adaptations, certain areas such as Age Bonus points and Spot Landing points have remained sacred and untouchable despite regular calls for revision.

To remain engaging and purposeful our movement does need to adapt. Not impulsively or rashly, but after consideration of what will improve and encourage flying. Make your views on how you would like Vintage go forward known to other flyers, to your club and the Vintage Committee. Put your suggestions in the form of motions that can be discussed and voted on.



Coming Events

NATIONALS	January 2 nd - 6 th	Carterton
TUAKAU	February 4 th	Raindate February 11 th
AIRSAIL	March 4 th	Raindate March 11 th
NGATEA	April 8 th	Raindate March 15 th
NSMAC*	May 6 th	Raindate May 13 th

(*North Shore MAC Green Road, Dairy Flat, Auck.)

International
Tomboy Rally



L'AQUILONE SAM 2001
TOMBOY RALLY INTERNATIONAL POSTAL CONTEST
01/07/2022 – 30/06/2023

International Tomboy Rally

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

Model

- The **36" or 44"** wing span (as per plan Aeromodeller) and **48"** (as per Boddington plan or 36 " scaledup) models are admitted;

- Models may be fitted with floats as per plan (scaled-up for 48" version);
- no minimum weight;
- reinforcement or lightening of the structure with respect of the basic outline of the original model are admitted;
- materials to be used are those found on the plan;
- plastic covering in place of tissue, silk or other is admitted.
- More than one person can use same model;
- Same model can flight in L.G. or float version;
- Lone fliers can self launch an time

Engine/motors

I.c. engines and electric motors are admitted within the following limits:

36"-44" WINGSPAN

I.C. Engines:

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

Electric Motors:

- Any electric motor is admitted with direct drive
- The engine cannot be stopped and started again: the motor must run continually without interruptions till the end of the battery charge or competitor's decision;
- no folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band;
- freely assembled admitted batteries:
- **-450 Mah 2 cell LiPo**
- separated batteries pack for Rx alimentation is allowed

48" WINGSPAN

I.C. Engines:

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

Electric Motors:

- Any electric motor is admitted with direct drive

- The engine cannot be stopped and started again: the motor must run continually without interruptions till the end of the battery charge or competitor's decision;
- no folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band;
- freely assembled admitted batteries:
- -500 Mah 3 cell LiPo
- separated batteries pack for Rx alimentation is allowed

Flights and results

- Each competitor may fly as many flights as wished during the admitted period but only the best flight will be considered for the final result.

- Hand launches are admitted.

- The flight time start when the model is released or takes off. The flight time ends when the model lands or hits a fixed obstacle. In case the model flies out of sight the timekeeper will time for 10 seconds after losing sight of the model . Timing will continue if model is seen again or stopped after 10" deducting this time from the total time of the flight.

Awards :

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

Results

Results, address, photos and technical specification about model must be forwarded to the Organization within the 15th July 2023 to Curzio Santoni (cusanton@tin.it) or to Gianfranco Lusso (gfl@orange.fr). Many pleasant flights and happy landings to ALL !!!!

SPECIAL PRIZE VIC SMEED

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

SPECIAL PRIZE DAVID BECKER

The 2012 was the 5^o edition of SAM 2001 Tomboy Rally and we have scheduled a special prize for the three best flights obtained with 36" Tomboy F/F. Only engines diesel max 0.75 c.c. shall be used. The other rules are the same for **36" or 44"** wingspan type. It is possible to use a R/C Tomboy, however, being this a free-flight contest, the time must be stopped when transmitter is used, since the aircraft model should fly freely from any control from the ground.

Good thermals

Auckland Free Flight Gala

Saturday 11th Feb 2023

Proctor Road, Te Hoe, Waikato

Start 0900, finish 1400, awards and flyoffs to follow



A1, P30, E36, 1/2A power,

Kiwi power, Coupe, Mini Vintage*, all 3 x 120

and Catapult glider, 6 x 60

Entry fee \$10 for the day and any number of events, juniors free.

***Mini Vintage** – Combines

- i) Miniature Replica ,
- ii) Gliders to 50 inch span,
- iii) Rubber up to 36 inch span

Organiser - David Ackery, email david.ackery@xtra.co.nz

74th WAIKATO FREE FLIGHT CHAMPS

Saturday 4th March 2023
9am to 2pm Flyoffs 2:30pm
Proctor Road, Orini, Waikato

Field gate will be marked with a yellow flag

AGGREGATE	10:30 - 11:00 am
OPEN	3 x 180 (Power, Rubber, Glider)
KIWI POWER	3 x 120
CAT	6 x 60
E-36	3 x 120
MINI Combined	3 x 120 (P-30, Coupe d'Hiver, 1/2A, A1)

[Also an opportunity to record International FF TOMBOY scores]

No entry fee

Organiser - Bernard Scott scott.scott@xtra.co.nz

VINTAGE DESIGNS MAY BE USED IN ALL EVENTS

TUAKAU

October 8th

A break in the protracted Winter weather gave us a sunny day for Vintage RC on 8th October with just a light breeze (as had been predicted by Old Willie from 147a Grove Lane, Wellington).

It is always a pleasure to fly at the Tuakau Club's site where John had prepared a mown landing circle and a take-off strip for our use.

Most had completed flying by mid-afternoon, but Peter pressed on to put in very good scores in A-Texaco and Open Texaco using a multi-purpose *Flying Pencil*. This model was also used in Vintage IC Duration.

One model for three events is accomplished by a change of tanks for the two Texaco events, both of which use a 1.5cc PAW diesel, and then swapping in a glow engine for the Duration event. Clever, and easy to pack for contests, although a mishap could compromise participation in up to three events.

Tony (the pin-up boy on last issue's cover) flew, appropriately, a *Playboy* in Precision - then covered all bases by flying the same event with a *Miss Fortune X*.

But it was David Wilkins from "up-North" who really showed how it was done in Vintage Precision with flights and fly-off that were all impressively close to the magical 3-minute goal: 180, 173, 170 and 176. The small deficits were covered by the 9-point age bonus fgained by his *Simplex*, making four maximums that take David from fifth on the Leader Board for this event to the top position.

Wayne Cartwright made unexpectedly high scores in E-Rubber Texaco. Unexpected as his *Lanzo Championship Stick* was using batteries that were past their prime. As fans of the Watt are quick to point out, electric power is so much simpler and reliable than IC power. What is rarely mentioned is the need to frequently replace hard to find batteries of a specific capacity and C-rating. IC flyers would be a tad unhappy if every two years or so they



had to replace an engine because it had lost peak power over a few contests.

No battery bothers for Mike Mulholland who flew a proper, diesel powered *Playboy* in convincing style, consistently finding lift. The two-handed free flight style launches with the transmitter at his feet were a treat to watch. The well-trimmed *Playboy* was well on its way before the wireless interference box was picked up, although judging by the way it climbed it required no intervention.

The Editor's *Super Simplex* was again unflown as the OS.20FS continued to sulk. An OS.26FS in Open Texaco performed much better but flights were still a little short of the maximum. The use of a diesel engine in the IC Texaco events is becoming more attractive.

Vintage 1/2E Texaco	Wayne Cartwright	<i>Stratostreak</i>	569
Classical IC Duration	Peter Townsend	<i>Gloworm</i>	752
Vintage IC Duration	David Wilkins	<i>Demon</i>	780
	Peter Townsend	<i>Flying Pencil</i>	694
Vintage Precision	David Wilkins	<i>Simplex</i>	800
	Tony Gribble	<i>Miss Fortune X</i>	600
	Tony Gribble	<i>Playboy</i>	486
Vintage E-Rubber	Wayne Cartwright	<i>Lanzo</i>	1709
Vintage A-Texaco	Peter Townsend	<i>Flying Pencil</i>	1840
Vintage E-Texaco	Tony Gribble	<i>Lanzo Bomber</i>	1032
Open Texaco	Peter Townsend	<i>Flying Pencil</i>	1691
	Bernard Scott	<i>Playboy Cabin</i>	1598

Who needs a transmitter?
Mike's FF / RC launch



David and *Demon*









Readers who requested more coverage of the star of Issue192's cover will be pleased with this study of Tony at Tuakau as he checks the spot landing of his Miss Fortune X



Top Left: The window in the fuselage of Peter's *Flying Pencil* complies with the requirement for its fuel tank to be visible to the CD. The Humbrol tank is fully filled for A-Textaco; for Open Textaco, which for this model has a smaller fuel allowance, the overflow on the side is unplugged during filling so the tank will accept only the permitted volume of fuel.

Bottom Left: Peter's *Glowworm* for Classical IC Duration.

Below: Locals Peter and David at one of the tables that the Council installed for their use. The table top's slats are positioned at exactly the right spacing to hold the undercarriage of Peter's *Flying Pencil* ... now, how did the Council know that?



LEVIN October 15th

The John Selby Memorial Vintage Event was held on Saturday 15 October with the planned date playing out exactly as forecast with the High just hanging around long enough to provide excellent Spring flying conditions. Winds were light and variable all day with a peak mean windspeed of 12 km/hr. The temperature was quite mild despite the high cloud cover, the latter providing a very good backdrop to keep models in sight.

Eleven people who flew with four clubs represented. Several people came along to watch and assist with timekeeping including model aircraft photographer extraordinaire Ross Gray from Ashurst. All photos included with this report were taken by Ross. A few regular attendees couldn't make it – we hope to see you at the next event. It was particularly pleasing to again see increasing interest and participation from Levin club members. It would be great to see the Levin Club regain its historical crown as the Vintage stronghold of the lower North Island.

Vintage events are all about low key fun and everyone seemed to enjoy their day which is as much a rally as a competition. The format is that people can record times for any Vintage or Classical classes with scores being recorded on this occasion for five classes. Casual sport flying of vintage models is also encouraged.

Vintage Precision was the most popular class with 9 participants. Unfortunately Wayne Elley experienced damage to his engine throttle preventing him recording a score with his exquisite Miss America built from a HangarOne short kit. The standard in Precision was very high with three making the flyoff which was taken out by Levin's Joe Bradbury. The Precision winner from the recent Bob Burling event, Levin President Kevin Daly, showed his consistently good flying by placing third in the flyoff. Kevin was unlucky to have his model run through the spot on this flight ending up just out of reach of the 15 metre tape and letting Stew Cox into second despite Stew's model missing the spot more conclusively.



Other notable achievements in Precision were by Terry Beaumont whose Lanzo RC1 flew beautifully while also carrying a large age bonus to create a wide landing window. Terry missed the flyoff by just two seconds. Fourteen year old Dominic Moyle again flew Joe Bradbury's Junior 60 and was unlucky to miss the flyoff. Dominic in just his second contest improved his performance even further over his first event, making the spot on all three flights. However, Dominic was just over the required time on two of his flights. Great flying by Dominic all the same! Slightly older than Dominic, Ian "Crozzzy" Crosland also flew very well making the spot on all three flights but unfortunately being over time on just one of his flights also just missed the flyoff.

In Duration, Terry Beaumont achieved a good score with his Lanzo RC1 floating serenely overhead. Kevin Daly's Buzzard Bombshell climb rate proved insufficient to reach the stronger thermal assistance that appeared to be higher but Kevin flew very well from the height attained. Stew Cox flew his Brooklyn Dodger in Duration but the horrendous Dutch Roll due to the design's excessive dihedral and minimal fin area finally got the better of the wing spar at the top of the climb on his second flight. The descent was as quick as the climb being both vertical and terminal....

Vintage 1/2 A Texaco is an endurance class flown with Cox Babe Bee powered models to an 8 minute max with spot landing. Bryan Treloar was having fun and games trying to get his motor to perform consistently and unfortunately was unable to complete all of his flights. By contrast, Stew Cox had his Babe Bee right on song achieving three max flights with spot and a respectable flyoff flight. Both were flying 1940 Playboy Seniors. Stew was getting motor runs of around 8 minutes from the standard Cox Babe Bee tank making the max easily.

Trevor Glogau of Wellington sport flew two stunningly graceful E-Rubber vintage models which were admired by all. They were an Earl Stahl Hurricane and a Streamliner, both being 1939 designs. Trevor then put up two good flights in Open Texaco with his equally

beautiful 1949 Keil Kraft Falcon. Trevor was close to the 15 minutes on his first flight and easily achieved it on his second though found the spot elusive after concentrating on such long flights. Trevor's flights also counted for NDC (National Decentralised Competition) for October.

Des Richards was putting up some free flight Vintage Catapult flights with his 1936 Hervat which was great to see. Des's times also counted for NDC.

Results:

Vintage Precision

- | | | |
|----|-----------------------------|------------|
| 1. | Joe Bradbury | Levin |
| | <i>Viking</i> 1940 | 600 + 198 |
| 2. | Stew Cox | Wellington |
| | <i>Brooklyn Dodger</i> 1940 | 600 + 176 |
| 3. | Kevin Daly | Levin |
| | <i>Bombshell</i> 1940 | 600 + 170 |
| 4. | Terry Beaumont | Kapiti |
| | <i>Lanzo RC1</i> 1934 | 598 |
| 5. | Dominic Moyle (Jnr) | Levin |
| | <i>Junior 60</i> 1946 | 593 |
| 6. | Ian Crosland | Kapiti |
| | <i>Mercury</i> 1939 | 592 |
| 7. | Bryan Treloar | Ashhurst |
| | <i>Red Zephyr</i> 1936 | 580 |
| 8. | John Ellison | Kapiti |
| | <i>Tomboy</i> 1950 | 486 |
| 9. | Wayne Elley | Kapiti |
| | <i>Miss America</i> 1936 | DNF |

Vintage IC Duration

- | | | |
|----|-----------------------------|------------|
| 1. | Terry Beaumont | Kapiti |
| | <i>Lanzo RC1</i> 1934 | 736 |
| 2. | Kevin Daly | Levin |
| | <i>Bombshell</i> 1940 | 497 |
| 3. | Stew Cox | Wellington |
| | <i>Brooklyn Dodger</i> 1940 | 209 |

Vintage 1/2A Texaco

- | | | |
|----|------------------------|------------|
| 1. | Stew Cox | Wellington |
| | <i>Playboy Sr</i> 1940 | 1500 + 578 |
| 2. | Bryan Treloar | Ashhurst |
| | <i>Playboy Sr</i> 1940 | 900 |

Vintage Open Texaco

- | | | |
|----|----------------------|------------|
| 1. | Trevor Glogau | Wellington |
| | <i>KKFalcon</i> 1949 | 1716 |

Free Flight Vintage Catapult Glider

- | | | |
|----|--------------------|-------|
| 1. | Des Richards | Levin |
| | <i>Hervat</i> 1936 | 295 |

There are normally three Vintage days like this one at Levin each year. The next one will likely be in February – look out for the dates and we hope to see you there!

*Report by Stew Cox
Photographs by Ross Gray*

All the Gang were there at Levin ... and Joe even brought his twin brother along !





Bryan Treloar
Red Zephyr 1936



Mum, Dad, Dominic and the *Junior 60* with which Dominic made many excellent flights



Des Richards and Kevin Dally keeping FF alive with a *Hervat* glider. Des averaged over 49 seconds for each of six contest flights - smile is well justified

Ian Crossland's elegant 1939 Mercury homing in on the spot



Precision winner Joe Bradbury (C) with placegetters Stew Cox (L) and Kevin Daly (R)



Joe Bradbury launching his Viking



**Ian Crossland with the smaller
of his Veron *Deacons***



**Trevor Glogau and 1939 *Streamliner*
for E-Rubber Texaco**



Joe Bradbury timing for Dominic Moyle

Lanzo RC-1
Terry Beaumont

Ross Gray image





Hurricane
Trevor Glogau

Ross Gray image



Deacon
Ian Crossland

Ross Gray image



Playboy
Bryan Treloar

Ross Gray image

Stew Cox
Brooklyn Dodger

Ross Gray image



KK Falcon
Trevor Glogau

Ross Gray image



Streamliner
Trevor Glogau

Ross Gray image



Junior 60
Des Richards

Ross Gray image





Red Zephyr
Bryan Treloar

Ross Gray image

Tomboy
John Ellison

Ross Gray image



NGATEA

Nov 19th

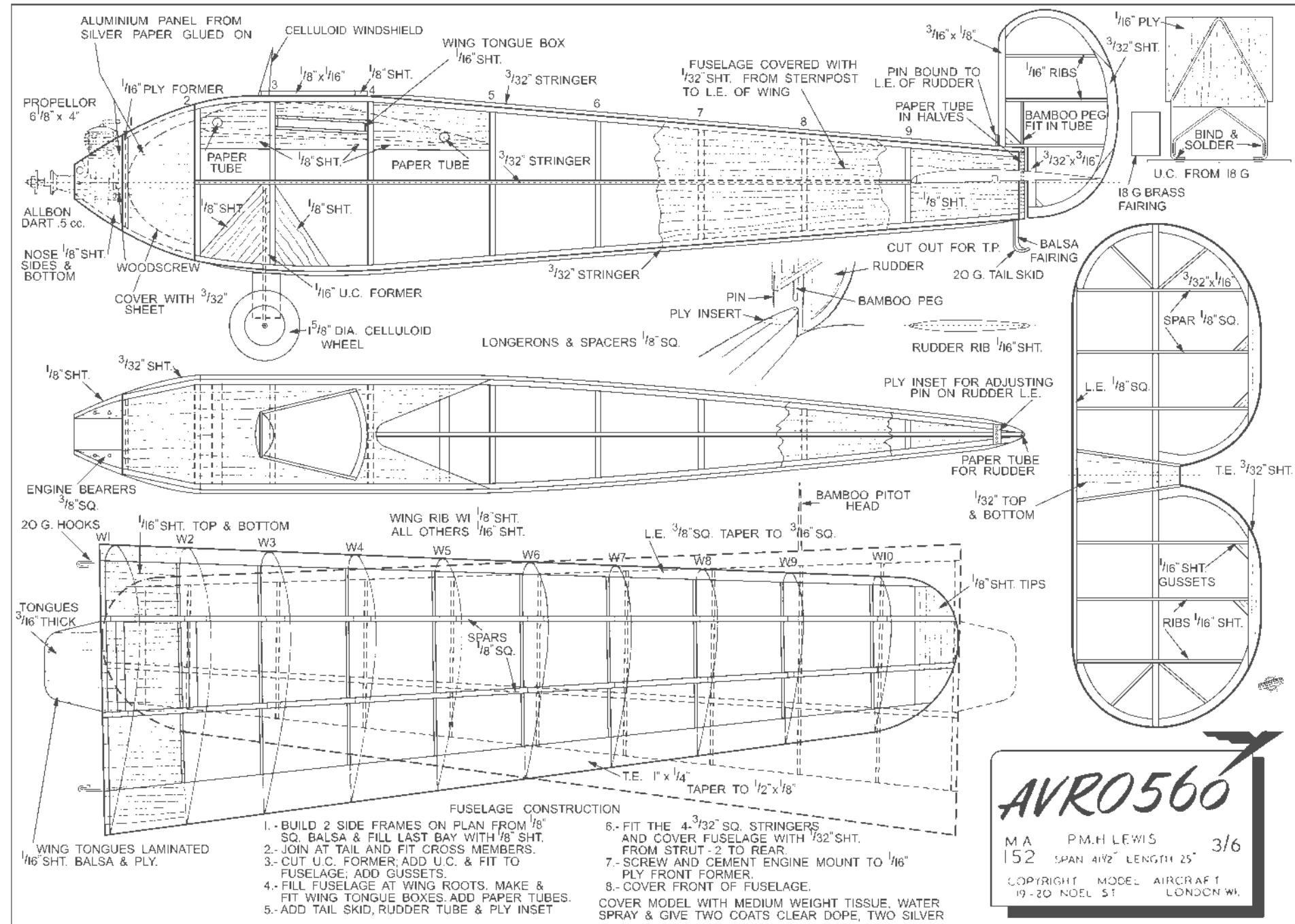


AVRO 560

A simple design for Scale Texaco ?

P. Lewis Model Aircraft, April 1953

Many references show a rather more rounded rudder leading edge, as below.



AVRO 560

M.A. P.M.H. LEWIS 3/6
152 SPAN 4 1/2" LENGTH 25"

COPYRIGHT MODEL AIRCRAFT
19-20 NOEL ST LONDON W1.

Plagiarist

John Warren

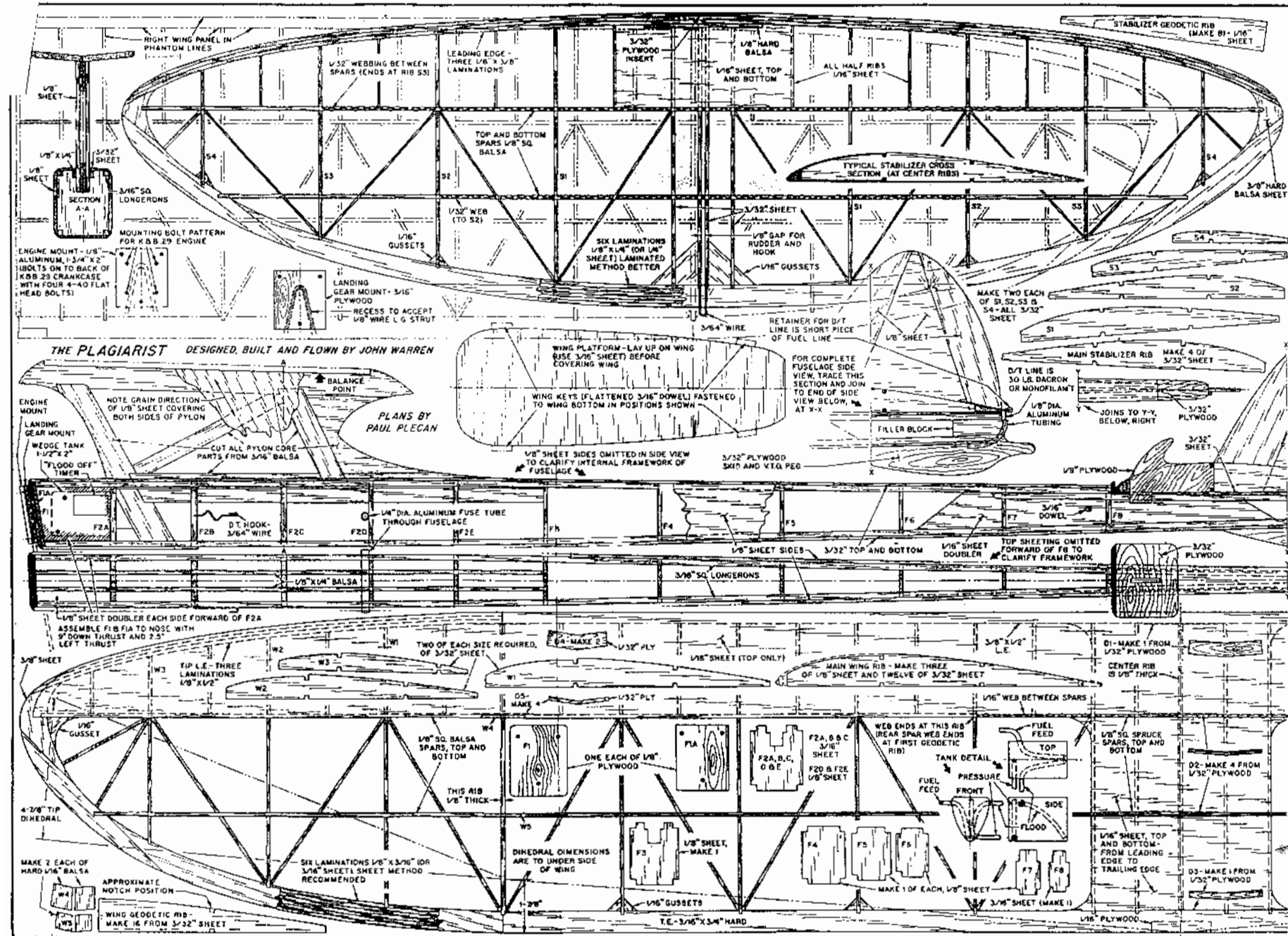
MAN Sep 1969

FF Classic Power Duration

RC Classical Duration

Mr Warren claims the influence of other proven designs, especially the 832 sq.in *Texan* in the creation of the *Plagiarist*. He lists the many modifications he made to these designs, to end up with his "own" model.

Nothing new there: most power designs since 1959 have just been *Dixielanders* with cosmetic tweaks.





Bombers? Bombers?

Don't hinsult the Harmed Services wif yor rainbow colours m'lad. Hykin tell y'bout bombers. Squadrons uh the bleedin fings, all day and all bleedin night. None of yer nancy-boy yellas an purples an reds back then, m'lad, an no fancy multi-hued Flamingo tryin to hinsinuate hitself hinto formation, neeva.

Rarver, jus that patriotic and comfortin (though sumwot ominous) Humbrol Dark Green #116 orn hunderbellies wot darkened the sky so's hykid only tell wever squad were in step by boots comin darn hard orn solid parade ground concrete.



RC Top **10** Leader Board 2022

Standings at 28th November



RC Top 10 Leader Boards 2022

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

Wayne Cartwright
rwcartwright4@gmail.com

Standings at 28 November

Precision Classes

Vintage Precision

1.	D Crook	600 + 199
2.	J Bradbury	600 + 198
3.	K Daly	600 + 195
3.	A Knox	600 + 192
4.	S Cox	600 + 176
5.	D Mossop	600 + 172
6.	D Wilkins	600
7.	T Gribble	600
8.	T Beaumont	598
9.	R Berger	596
10.	D Moyle	593

Classical Precision

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

Duration Classes

Vintage IC Duration

1.	D Wilkins	780 + 596
2.	P Townsend	760
3.	A Knox	740
4.	T Beaumont	736
5.	P Townsend	694
6.	B Treloar	675
7.	B Russell	665
8.	K Daly	497
9.	J Ryan	413
10.	J Miller	240

Vintage E Duration

1.	S Nicholas	960 + 600
2.	D Mossop	960 + 379
3.	B Russell	960
4.	A Knox	940
5.	A Hales	920
6.	S Hubbard	790
7.	B Robinson	796
8.	T Gribble	658
9.	P Townsend	554
10.	G Fulton	380

Classical IC Duration

1.	P Townsend	891
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Classical E Duration

1.	B Russell	900+600+384
2.	M Shears	900 + 545
3.	D Mossop	900 + 492
4.	S Nicholas	900 + 313
5.	D Crook	900
6.	D Gush	888
7.	A Knox	885
8.	B Robinson	874
9.	W Cartwright	860
10.	D Barber	809

Texaco Classes

Vintage 1/2A Texaco

1.	S Cox	1500 + 1020
2.	A Knox	1500 + 929
3.	B Scott	1500 + 512
4.	P Townsend	1480
5.	L Rodway	1460
6.	J Beresford	1460
7.	B Treloar	1387
8.	J Ryan	1333
9.	S Morse	761
10.	D Little	741

RC Top **10** Leader Board 2022

Standings at 28th November



Vintage A Texaco

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

Vintage Open Texaco

1.	A Knox	1840
2.	L Rodway	1820
3.	T Glogau	1716
4.	P Townsend	1691
5.	B Scott	1598
6.	I Munro	1234

Vintage 1/2E Texaco

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

Classical 1/2E Texaco

1.	L Rodway	1463
2.	D Mossop	1312
3.	A Knox	1197

Vintage E Texaco

1.	A Knox	3593
2.	W Cartwright	2142
3.	B Russell	1537
4.	B Scott	1345
5.	D Mossop	1147
6.	T Gribble	1032

Classical E Texaco

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

Vintage E Rubber Texaco

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

Sport Cabin Texaco IC

1.	A Knox	1827
2.	J Beresford	1619
3.	L Rodway	1208
4.	S Morse	443

Sport Cabin Texaco E

1.	P Townsend	1845
2.	B Russell	1445
3.	S Grant	1020
4.	B Robinson	894
5.	M Evans	780
6.	L Rodway	756

Vintage and Classical Scale Texaco

1.	A Knox	1660
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FF Top 10 Leader Board 2022

Standings at 28th November



Vintage Precision

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

Nostalgia Rubber Duration

Nostalgia Glider Duration

Vintage CAT Glider

1. D.Richards	295
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Vintage Power Duration

1. R.Bain	540
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Vintage Rubber Duration

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

Classic Glider Duration

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

Nostalgia Power Duration

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

Classic Rubber Duration

1. W.Lightfoot	523
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Classic Power Duration

Small Power Duration

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

Vintage Glider Duration

1. W.Lightfoot	409
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The LAST STRAW

Despite their best efforts, time was running out for Don and Bob, and in more ways than one.

The Nationals were to start in just a few days but several of their models were far from finished.

Worse, if the bus was running to schedule their landlady Miss Alvera Haggerty would be home within the hour.

Promises to finish models and to tidy the lounge before her return were fading fast ... as was any hope of renewing their rental contract.

This photograph of Don McGovern and Bob Hatschek was unable to be published in the USA model press in 1947 as the builders were not wearing shirts.

