

# AVANZ



# NEWS

**Fostering Vintage and Traditional Aeromodelling in New Zealand # 194**





# Committee Notices



## #194 CONTENTS

- Committee Notices
- Irregular Comments
- Letters
- Coming Events
- NDC
- Tomboy rally*
- 2023 Nationals
- Rats at the Nats
- Reader's Model
- Hints and Tips
- Asymmetrical Pusher 1947*
- Hell Bender 1962*
- The 2013 Nationals
- Schiffermuller 1948*
- LB Final Placings 2022
- The Last Straw

### AGM

The 2023 AGM will be held on-line. Once details are known they will be emailed to all on the mailing list.

None of the positions on the Committee are permanent and anyone with interest may put themselves forward. Several of the current Committee are willing to extend their service if need be, but new hands are always welcome.

Fresh ideas and approaches to contests are what we need to keep the organisation vibrant, especially as there has been less participation in all areas since covid restrictions ended.

### TOMBOY RALLY

Details are on page 9. There are thirteen (!) ways you can enter this international event so surely there is one that will suit your Tomboy. You do have a Tomboy, don't you? If not, whip

one up and have a go. It could be either electric or engined in 36", 44" or the Boddington 48" wingspan - that's six variations for starters.

Then there is the ROW contest using any of the three sizes. Motive power is not specified so each might be electric or IC, giving another six options.

Finally there is the free flight section using 36" wingspan and .75 diesel engines. Don't be put off by the FF aspect - read the final section on page 9 to see how your RC Tomboy can be used.

### CONTRIBUTORS to issue 194

- |                  |              |
|------------------|--------------|
| Dimitri Zotov    | David Ackery |
| Wayne Cartwright | Alec Fuller  |
| Peter Townsend   | Condo Smith  |
| Barrie Russell   |              |

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# IRREGULAR COMMENTS

## from the Editor

( Irregular: occasional, improper, unofficial, rough )

This year I concentrated on free flight events and cannot comment on the wireless aspects of the Nationals. Hopefully there will be more feedback from those who flew these classes in the next bulletin. In the meanwhile, here are some observations on the free flight side.

The 75<sup>th</sup> Nationals was a dangerous affair. Trench foot threatened the lower extremities, wind made it tiresome to keep a trendy coiffure in place, and the superb Carterton and Greytown bakeries put paid to a healthy body mass index. Even with reduced maxima, there were long retrieves that often crossed a stream and almost always involved fiendish electric fences with hot wires on either side of the posts. The screams of the elderly, desperately trying to restart their Pacemakers while trapped between hot wire and fence, were gruesome distractions when winding a rubber model.

Redeeming this horror was the serene and rustic atmosphere of rows of honey bee hives in a down-wind field. The hives were relocated on the second day and those bees not indoors were left behind. Aimless without their queens, they congregated on fenceposts, awaiting orders that would never come. By the last day of competition they were starting to die. Even seemingly innocuous bee-keeping has a dark side.

The cover shows a near-miss of the bees by my VFF Precision Sportster - and those tricky electrified wires.

Ignoring the extinction of bees, the suffering of elderly retrievers and larcenous poultry, it was a brilliant Nationals. Retrieves can be more memorable than flights and this year I had two notable ones - an E36 from the centre of a road and an A2 from a gap, little wider than the model's wingspan, between a farmhouse and a high macrocarpa hedge.

The wind and rain discouraged some from flying and that was understandable as it was no easy-going rally or "fun-fly". Competitors who persevered faced challenges beyond the usual flying conditions of home. Few opt for flying in rain and high wind but perhaps we should do more of that, whether free flight or wireless, to prepare for competitions in difficult weather. The indoor events gave respite from the wind and were well supported.

As always, the period immediately after a Nationals feels anti-climactic but it is the ideal time to appraise how one did and what improvements may be made. My list of intentions for the next Nationals is already long enough to keep me busy for some time.



### Terror of the Nationals Camp Ground

Having flown the Coupe, this young lady invited herself into any open tent and made free with comestibles. Ever-vigilant David Ackery raised the alarm, saving fellow campers from a hen-pecking. Sadly, the hen's flight times were ruled invalid as she had not wound her own rubber motors.

# THE TUAKAU “NATIONALS”

Some of the Tuakau MAC could not attend the Nationals, so the club decided to hold a “Parallel Nats” over the period of the real thing using the same program. Weatherwise, the parallel was *too* exact.

Peter Townsend reports :

*The weather was really bad at Tuakau for the whole week. Strong winds of 20 kph starting around 8am on the 1<sup>st</sup> day then getting up to about 30 kph by lunch time.*

*On the first day in the morning only Don Mossop flew Vintage Precision.*

*1<sup>st</sup> flight very gusty down low, landed no where near the spot, this flight was only a tester.*

*2<sup>nd</sup> flight was timed and the pilott said it was very gusty down low and wind was very strong up high. Not too gusty, at 2:58. Touched down outside the circle then cartwheeled a couple of times damaging the model. Tail broke off and also damage to the engine mounting area. So, the only flier for the week was Don Mossop.*

*Did not take any photos of Don’s broken model, instead we finished flying and all went to Johns house for coffee, tea and lunch*

*The rest of the days weather, wind was always over 25km by 9am, so a real washout.*

*Peter Townsend*



Above: Three photographs of Don’s model, all not taken by Peter.

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## MAGAZINES

<i>Aeromodeller</i>	1960 - 1980	Peter Townsend	petert2@outlook.co.nz
<i>Model Builder</i>	1980 - 1990s	Peter Townsend	petert2@outlook.co.nz
<i>Aeromodeller</i>	1940 - 1960	Bernard Scott	scott.scott@xtra.co.nz

Free, but must be collected.

# INCOMING

## Feedback on comments in the last issue

### From Condo Smith in Australia :

G'day. Although I live and fly in Australia, I would like to comment on the letter suggesting you remove the landing area rule in Texaco.

We removed the 50 meter landing circle many years ago in all old-timer SAM events in Australia. We replaced it with a minimum area of 100 meters square.

Since then it has been downhill as regards landing skills. Now days it seems every comp I attend there are people who still land out, and walk hundreds of meters to retrieve their models. Don't do it.

*Condo, Smith SAM 3019*

Condo,  
In NZ we have two events specifically for Precision that involve a 3-minute target and a spot landing. These Precision events are consistently the most popular Vintage RC events at contests and set very high standards. Three perfect flights and spots earn a score of 600 with some competitors achieving this regularly. Precision events test what they are meant to test - exact timing and landings - with no other skills considered in the scoring. Logically, Duration and Texaco events should follow this example, testing their intended skills with extraneous skills being irrelevant to the scoring. *Ed.*

### From Barrie Russell in Hawkes Bay :

After reading John B's letter and our Editor's "irregular" reply and encouragement of correspondence, may I add my ha'penneth. I too like John's Quote "*If the status quo is no friend of progress, then it needs changing.*" I applaud John's comment advocating Vintage models to fly in Classical events. I realise this is not necessarily encouraging the reverse which would be achieved by combining all Vintage and Classical classes. A no brainer in my book, encouraging a reduction in classes and an increase in competition. One day I'm sure the penny will drop as attrition takes its toll, but for the moment, the vocal minority hold sway, even though a legal majority of members did vote for the combination of classes.

Moving on, we now come to the good old ripe banana, "spot Landings" and the argument that "Spot landing" has no place in duration events as it was not a consideration of free flight and thus should be confined to "Precision" only. My take is that we are flying Radio Controlled events, not free flight and surely the purists would be aghast at the thought of putting an RC unit into a free flight model to allow the pilot to have control over the aircraft. Quelle Horreux !

For goodness sake, this is a radio controlled event and surely guiding a model to find good air and then a controlled arrival is justifiably a part of the competitive skill required in an RC event ? If the purist can justify putting RC into their models then surely after all those years they can learn another skill and bring it home and accept the bonus for that new found skill. Some of us actually do enjoy the challenge.

It is well to acknowledge the fact that the future membership of Vintage aeromodelling is more likely to come from a background of RC flying or an interest in such rather than from those heady pre-rc days of free flight. We build for one of two reasons, either it's a model or type of building construction challenge we just love, or we build it for the competition and are driven by the rules and our competitive mindedness.

I firmly believe the eventual combination of Vintage and Classical across all classes will see the preservation of all our competition models rather than the loss of some as a result of dwindling numbers in the less popular classes. I applaud the changes to NDC rules, this I am sure will lead to greater competition which in turn gives greater exposure at club level and can only be good for the promotion and advancement the Vintage movement.

Barrie, those imagined free flight "purists" who "long for the heady pre-RC days" are an excellent diversion from the real issue - keeping contests faithful to their intent. *Ed.*

# Coming Events



## NATIONAL DECENTRALISED PROGRAMME

**Vintage and Free Flight      February, March 2023**

February/23	106	VINT	FF Vintage Power Duration
February/23	107	VINT	FF Nostalgia Power Duration
February/23	108	VINT	FF Nostalgia Rubber Duration
February/23	109	VINT	FF Classic Rubber Duration
February/23	110	VINT	RC Vintage 1/2A Texaco
February/23	111	VINT	RC Vintage E Rubber Texaco
February/23	112	VINT	RC Classical E Duration
February/23	207	FF	P30
February/23	208	FF	Open Power
February/23	209	FF	FAI F1A Glider
February/23	210	FF	1/2 A Power
February/23	211	FF	Open Tissue
February/23	212	FF	FAI F1L Indoor Rubber
February/23	213	FF	FAI F1B Rubber

March/23	113	VINT	FF Classic Glider Duration
March/23	114	VINT	FF Vintage Rubber Duration
March/23	115	VINT	RC Vintage IC Duration
March/23	116	VINT	RC Vintage E Duration
March/23	117	VINT	RC Classical E Duration
March/23	118	VINT	RC Classical E Texaco
March/23	214	FF	Indoor Hand Launch Glider
March/23	215	FF	Open Rubber
March/23	216	FF	Kiwi Power
March/23	217	FF	Kennedy Precision
March/23	218	FF	Aggregate
March/23	219	FF	Tip Launch Glider
March/23	220	FF	Hanger Rat

# Auckland Free Flight Gala

Saturday 11<sup>th</sup> 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](mailto:david.ackery@xtra.co.nz)

## 74<sup>th</sup> WAIKATO FREE FLIGHT CHAMPS

Saturday 4<sup>th</sup> 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](mailto:scott.scott@xtra.co.nz)



Invitation by the Society of Antique Modellers of Australia  
**SAM CHAPTER 1788** to the  
**41st SAM 1788 Old Timer Championships**  
 At the Adrian Bryant Field  
 1390 Clear Ridge Road, West Wyalong  
 EASTER 2023  
 5<sup>th</sup> April to 10<sup>th</sup> April, 2023

**PROGRAM - 2023**

**Wednesday 5 April**

8.30am Setup Day. Scrutineering.  
 2pm Control line racing Phantom and Champ Racing on hard C/L circle,  
 2cc Old Timer Duration ..... AB Field

**Thursday 6 April**

9am - 12 Noon Standard Duration ..... AB Field  
 1.30pm SAM 1788 Electric Old Timer Glider ..... AB Field

**Friday 7 April**

8.30am R/C Cabin/Sports Model (designed before 1960) Scramble .... AB Field  
 9.30am 1/2A Texaco ..... AB Field  
 1pm Nostalgia ..... AB Field

**Saturday 8 April**

9am Gordon Burford Event. .... AB Field  
 1pm O. T. Texaco. .... AB Field  
 6pm AGM, BBQ and Swap Meet (BYO refreshments and chairs)  
 ..... West Wyalong Men's Shed

**Sunday 9 April**

9am R/C '38 Antique. .... AB Field  
 1pm Duration. .... AB Field  
 6.30pm for 7pm Presentation Dinner (at a W Wyalong Club) ..... Venue to be advised

**Monday 10 April**

9am All day general flying and socializing ..... AB Field

**NOTE:**

- \*\* Previous year's arrangements of no on-field catering for lunch applies. Flyers, assistants, spectators and visitors will need to provide their own lunches for all days.
- \*\* The Saturday evening AGM, BBQ and Swap Meet will be catered for at the Men's Shed. Please bring your own Refreshments and chairs.
- \*\* The Registration Fee is \$30.
- \*\* The Presentation Dinner and BBQ ticket is \$30.
- \*\* Note that on field accommodation is \$10 per person per night. This must be booked through Peter Scott on 02 9624 1262.
- \*\* Important: For the Presentation Dinner - If you have any special dietary requirements could you please let Peter know in advance so he can advise the caterer.

Please contact Peter at Email: peter\_condo@yahoo.com.au  
 Telephone: 0423 452 879



**41st SAM 1788 Old Timer Championships**  
 At the Adrian Bryant Field  
 1390 Clear Ridge Road, West Wyalong  
 5<sup>th</sup> April to 9<sup>th</sup> April, 2023  
 Competitor Details and Entry Form

Name: ..... SAM No: ..... MAAA No: .....

Address: ..... Postcode: .....

Phone No: ..... (home) ..... (work) ..... (mobile)

Email Address: .....

**FUN EVENTS**

(Please tick Events - No entry fees)

..... C/L Phantom/Champ Racing

..... R/C Cabin Scramble

Frequency: .....

**R/C OLD TIMER EVENT Frequency**

(Please tick Events and Supply Frequency)

..... 2cc Old Timer Duration .....

..... Standard Duration .....

..... 1788 Electric Glider .....

..... 1/2A Texaco .....

..... Nostalgia .....

..... Gordon Burford Event .....

..... O.T. Texaco .....

..... R/C '38 Antique .....

..... Duration .....

Models will be Scrutineered at Registration. Please bring your models and their related plans.

Late entries accepted only in exceptional circumstances. A late entry fee of \$40 will be charged.

**COMPETITOR'S OFFICIAL STATEMENT OF AGREEMENT:**

I agree to abide by the R/C Oldtimer Rules as set out in the MAAA Inc. Official Rules, 2022, and any local rules or requirements laid down by SAM 1788. I agree to compete in a sportsman-like manner and to accept the Contest Director's decision in any matter arising out of the conduct of this Championship. I am a fully paid up member of an MAAA Inc. club and also a financial member of a SAM Chapter. If you are not a member of a SAM Chapter you can join SAM1788 for \$20 along with your Registration.

YOUR CURRENT MAAA MEMBERSHIP CARD MUST BE PRODUCED AT REGISTRATION.

SIGNED: ..... SAM CHAPTER: .....

**ENTRY FEES, DINNER & BBQ TICKET**

Presentation Dinner and BBQ Ticket must be pre-paid for catering purposes.

Registration Fee \$ 30.00

Presentation Dinner and BBQ Ticket @ \$30 ..... \$

EVENT ENTRY FEES:  
 (Maximum Event Fees \$50 - Juniors are Free)  
 No. of Events ..... @ \$10 ..... \$

TOTAL FEES ..... \$

Direct Deposit to BSB: 032 527 Account: 144170  
 Use your MAAA number as the deposit reference.  
 Must send proof of deposit with entry Form.

**CLOSING DATE FOR ENTRIES Friday 24 March, 2023**

Send Entries with payments to: Peter Smith  
 Entries Coordinator  
 PO Box 898  
 PARKES NSW 2870

All Enquiries to Peter Smith - Telephone Mobile: 0423 452 879



**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 15<sup>th</sup> July 2023 to Curzio Santoni ([cusanton@tin.it](mailto:cusanton@tin.it)) or to Gianfranco Lusso ( [gfl@orange.fr](mailto: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<sup>o</sup> 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

# Coming Events at Levin 2023

## Gareth Newton Memorial

Saturday 18 March  
Wind date Saturday 25 March

## Bob Burling Memorial

Saturday 13 May  
Wind date Saturday 27 May

## John Selby Memorial

Saturday 16 September  
Wind date Saturday 30 Sept.

**Details for all events** Levin MAC flying site, Tararua Road. 9.30am start. Any RC Vintage or Classical Classes may be flown. Precision is normally the most popular event. We can help you if unsure of the basic rules – just ring out as this is all about having fun. Sport flying of Vintage models and small field Vintage Free Flight also welcome.

**No entry fees** or prizes. This is a low key fun get together of like-minded Vintage fliers.

**BBQ** The Levin MAC normally runs a sausage sizzle at lunchtime at nominal cost so bring a few coins.

**Postponement decisions** will be advised on the Levin Club website *Levin Model Aeroplane Club - Home (sporty.co.nz)* and via the Vintage Email List which Stew Cox uses to provide

reminders and updates concerning these events. If you aren't on the Vintage Email List and want to be added, send Stew your email address [Flierstew@gmail.com](mailto:Flierstew@gmail.com)

**Weather** Consult the Levin MAC weather station at <https://holfuy.com/en/weather/1073> rather than making a call based on your local weather as Levin has a much better microclimate for model flying than anywhere else in the lower North Island west of the main divide. Feel free to ring Stew if unsure.

**Further details** Contact joint organisers Stew Cox– 027 548 1894 [Flierstew@gmail.com](mailto:Flierstew@gmail.com) or Bryan Treloar 0204 147 6917 [bryn\\_treloar@hotmail.com](mailto:bryn_treloar@hotmail.com)

Hope to see you there,  
Stew Cox



Little feedback on the Nationals has been received.

If you were there, and own a pencil, there is space reserved in the next issue for your observations.



# VINTAGE WIRELESS

21/RCV06	<i>RC Vintage 1   2 A Texaco</i>	2023-01-02	
	Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
	1. Knox, Allan Mr (7621) [CHCH]	1500 / 7	Snr
	2. Gray, Ross Mr (12664) [ASMF]	1222 / 6	Snr
	3. Cox, Stew Mr (4492) [WMAC]	990 / 5	Snr
	- Evans, Martin Mr (4403) [SAM]	0 /	Snr
	- Treloar, Bryan Mr (10605) [ASMF]	0 /	Snr
	- Townsend, Peter Mr (11041) [TKAU]	0 /	Snr
24/RCV03	<i>RC Vintage IC Duration</i>	2023-01-02	
	Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
	1. Knox, Allan Mr (7621) [CHCH]	760 / 9	Snr
	2. Thornley, David Mr (10338) [TGMA]	740 / 8	Snr
	3. Christiansen, Tony Mr (3763) [TGMA]	731 / 7	Snr
	5. Gray, Ross Mr (12664) [ASMF]	558 / 6	Snr
	6. Beaumont, Terry Mr (1095) [KAMC]	493 / 5	Snr
	- Cox, Stew Mr (4492) [WMAC]	0 /	Snr
	- Treloar, Bryan Mr (10605) [ASMF]	0 /	Snr
	- Townsend, Peter Mr (11041) [TKAU]	0 /	Snr
25/RCV07	<i>RC Vintage E Duration</i>	2023-01-03	
	Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
	1. Knox, Allan Mr (7621) [CHCH]	900 / 7	Snr
	2. Erlam, Charles Mr. (10303) [NSMA]	764 / 6	Snr
	3. Christiansen, Tony Mr (3763) [TGMA]	0 / 5	Snr

16/RCV16	<i>RC Vintage Precision</i>	2023-01-02	
	Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
	1. Knox, Allan Mr (7621) [CHCH]	600 / 10	Snr
	2. Christiansen, Tony Mr (3763) [TGMA]	580 / 8	Snr S
	2. Thornley, David Mr (10338) [TGMA]	580 / 9	Snr S
	4. Erlam, Charles Mr. (10303) [NSMA]	570 / 7	Snr
	5. Treloar, Bryan Mr (10605) [ASMF]	540 / 6	Snr
	6. Beaumont, Terry Mr (1095) [KAMC]	535 / 5	Snr
	7. Gray, Ross Mr (12664) [ASMF]	476 / 4	Snr
	- Evans, Martin Mr (4403) [SAM]	0 /	Snr
	- Evans, Paul Mr (4404) [SAM]	0 /	Snr
	- Cox, Stew Mr (4492) [WMAC]	0 /	Snr
	- Townsend, Peter Mr (11041) [TKAU]	0 /	Snr
	- McKay, Bruce Mr (11248) [PNA]	0 /	Snr
	- Evans, Ceinwen Mis (11707) [SAM]	0 /	Jur
18/RCV12	<i>RC Vintage Open Texaco</i>	2023-01-05	
	Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
	1. Treloar, Bryan Mr (10605) [ASMF]	1648 / 9	Snr
	2. Glogau, Trevor Mr (11409) [WMAC]	1585 / 8	Snr
	3. Knox, Allan Mr (7621) [CHCH]	1409 / 7	Snr
	4. Munro, Ian Mr (4040) [WMAC]	1131 / 6	Snr
	5. Cox, Stew Mr (4492) [WMAC]	1041 / 5	Snr
20/RCV01	<i>RC Vintage A Texaco</i>	2023-01-04	
	Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
	1. Knox, Allan Mr (7621) [CHCH]	1820 / 8	Snr
	2. Treloar, Bryan Mr (10605) [ASMF]	600 / 7	Snr
	3. Munro, Ian Mr (4040) [WMAC]	269 / 6	Snr
	4. Baker, Allan Mr (4943) [MBAM]	211 / 5	Snr



# VINTAGE FREE FLIGHT



105/FFV13	Nostalgia FF Rubber Duration	2023-01-05	
Placing/Name/(MFNZ No.)/[Club]		Score / Nats Points	
	1. Murphy, Chris Mr (2070) [WMAC]	190 /	Snr
	2. Gibson, Bryce Mr (4142) [NOCL]	90 /	Snr
108/FFV14	Nostalgia FF Glider Duration	2023-01-05	
Placing/Name/(MFNZ No.)/[Club]		Score / Nats Points	
	1. Gibson, Bryce Mr (4142) [NOCL]	124 /	Snr

33/FFV01	Vintage FF Power Duration	2023-01-02	
Placing/Name/(MFNZ No.)/[Club]		Score / Nats Points	
	1. Murphy, Chris Mr (2070) [WMAC]	125 /	Snr
34/FFV02	Vintage FF Rubber Duration	2023-01-02	
Placing/Name/(MFNZ No.)/[Club]		Score / Nats Points	
	1. Squires, Paul Mr (3349) [FMFC]	490 / 10	Snr
	2. Lightfoot, Wayne Mr (12104) [FMFC]	489 / 9	Snr
	4. Murphy, Chris Mr (2070) [WMAC]	347 / 8	Snr
	5. Mulholland, Mike Mr (6449) [AUCK]	335 / 7	Snr
	6. Lovejoy, Graham Mr (3564) [FMFC]	321 / 6	Snr
	7. Murphy, Loubna Mrs (10487) [WMAC]	232 / 5	Snr
	8. Cox, Stew Mr (4492) [WMAC]	147 / 4	Snr
	- Bould, Ricky Mr (1147) [AUCK]	0 /	Snr
	- Dowling, John Mr (1382) [CHCH]	0 /	Snr
	- Wallace, Robert Mr (2550) [HBRF]	0 /	Snr
	- Gibson, Bryce Mr (4142) [NOCL]	0 /	Snr
35/FFV03	Vintage FF Precision	2023-01-06	
Placing/Name/(MFNZ No.)/[Club]		Score / Nats Points	
	1. Scott, Bernard Mr (2320) [HMCA]	180 / 8	Snr
	2. Murphy, Chris Mr (2070) [WMAC]	180 / 7	Snr
	3. Bould, Ricky Mr (1147) [AUCK]	150 / 6	Snr
	4. Gibson, Bryce Mr (4142) [NOCL]	14 / 5	Snr
	- Dowling, John Mr (1382) [CHCH]	0 /	Snr
	- Mauger, Stan Mr (1923) [AUCK]	0 /	Snr
	- Evans, Martin Mr (4403) [SAM]	0 /	Snr
	- Evans, Paul Mr (4404) [SAM]	0 /	Snr

39/FFV07	Classic FF Combined Duration	2023-01-04	
Placing/Name/(MFNZ No.)/[Club]		Score / Nats Points	
	1. Lightfoot, Wayne Mr (12104) [FMFC]	219 / 8	Snr
	2. Murphy, Chris Mr (2070) [WMAC]	173 / 7	Snr
	3. Vincent, Moira Mrs (3866) [TGMA]	131 / 6	Snr
	4. Gibson, Bryce Mr (4142) [NOCL]	4 / 5	Snr
	- Barnes, Kevin Mr (3590) [NOCL]	0 /	Snr
	- Vincent, Lincoln Mr (3867) [TGMA]	0 /	Snr
	- Evans, Martin Mr (4403) [SAM]	0 /	Snr
	- Cox, Stew Mr (4492) [WMAC]	0 /	Snr
102/FFV08	Vintage FF Glider Duration	2023-01-02	
Placing/Name/(MFNZ No.)/[Club]		Score / Nats Points	
	1. Lightfoot, Wayne Mr (12104) [FMFC]	96 /	Snr
	- Cox, Stew Mr (4492) [WMAC]	0 /	Snr
104/FFV10	Vintage FF Cat	2023-01-04	
Placing/Name/(MFNZ No.)/[Club]		Score / Nats Points	
	1. Richards, Des Mr (1136) [FMFC]	266 / 10	Snr
	2. Cox, Stew Mr (4492) [WMAC]	253 / 9	Snr
	3. Knox, Allan Mr (7621) [CHCH]	232 / 8	Snr
	4. Squires, Paul Mr (3349) [FMFC]	228 / 7	Snr
	5. Gray, Connie Ms (12653) [FMFC]	223 / 6	Snr
	6. Walker, Danny Mr (3389) [WRMA]	217 / 5	Snr
	7. Walker, N.D. Mr. (10162) [WRMA]	214 / 4	Jur
	8. Barnes, Kevin Mr (3590) [NOCL]	211 / 3	Snr
	9. Fuller, Alec Mr. (10136) [NPMA]	94 / 2	Snr
	10. Fuller, Jo Mrs (11456) [NPMA]	71 / 1	Snr
	11. Lovejoy, Graham Mr (3564) [FMFC]	60 /	Snr
	- Butcher, John Mr (5704) [TKAU]	0 /	Snr
	- Townsend, Peter Mr (11041) [TKAU]	0 /	Snr



**Vintage FF photographs  
courtesy of David Ackery / Facebook**

Clockwise, starting top left :

Paul Squires  
Stew Cox  
Wayne Lightfoot  
Bryce Gibson  
Loubna Murphy  
Mike Mulholland

*RaffV*  
*Lulu*  
*Roots*  
*Dixielander*  
*Hep Cat*  
*Jaguar*

Vintage Rubber  
Vintage Glider  
Classic Combined  
Nostalgia Power  
Vintage Rubber  
Vintage Rubber





# FREE FLIGHT

## 1

==== Free Flight			
2/FF02	P30	2023-01-03	
Placing/Name/(MFNZ No.)/[Club]		Score / Nats Points	
	1. Lightfoot, Wayne Mr (12104) [FMFC]	270 / 10	Snr
	2. Squires, Paul Mr (3349) [FMFC]	261 / 9	Snr
	3. Fuller, Alec Mr. (10136) [NPMA]	229 / 8	Snr
	4. Lovejoy, Graham Mr (3564) [FMFC]	158 / 7	Snr
	5. Scott, Bernard Mr (2320) [HMACH]	78 / 6	Snr
	6. Ackery, Dave Mr (1001) [AFFC]	46 / 5	Snr
	- Bould, Ricky Mr (1147) [AUCK]	0 /	Snr
	- Dowling, John Mr (1382) [CHCH]	0 /	Snr
	- Murphy, Chris Mr (2070) [WMAAC]	0 /	Snr
	- Wallace, Robert Mr (2550) [HBRF]	0 /	Snr
	- Vincent, Lincoln Mr (3867) [TGMA]	0 /	Snr
	- Cox, Stew Mr (4492) [WMAAC]	0 /	Snr
	- Murphy, Loubna Mrs (10487) [WMAAC]	0 /	Snr
	- Morrell, Roger Mr (10530) [WMAAC]	0 /	Snr
3/FF03	Indoor HLG	2023-01-05	
Placing/Name/(MFNZ No.)/[Club]		Score / Nats Points	
	1. Williams, Peter Mr (3743) [WMAAC]	53.6 / 10	Snr
	2. Glassey, Peter Mr. (10280) [WMAAC]	49.9 / 9	Snr
	3. Cox, Stew Mr (4492) [WMAAC]	45.8 / 8	Snr
	4. Knox, Allan Mr (7621) [CHCH]	45.7 / 7	Snr
	5. Tank, Chris Mr (6425) [HMACH]	43.5 / 6	Snr
	6. Gibson, Bryce Mr (4142) [NOCL]	43 / 5	Snr
	7. Lightfoot, Wayne Mr (12104) [FMFC]	40 / 4	Snr
	8. Warner, Steve Mr (8002) [WKMA]	38 / 3	Snr
	9. Scott, Bernard Mr (2320) [HMACH]	35.8 / 2	Snr
	- Botherway, Kevin Mr (7554) [HBRF]	0 /	Snr

4/FF04	Hangar Rat	2023-01-05	
Placing/Name/(MFNZ No.)/[Club]		Score / Nats Points	
	1. Walker, N.D. Mr. (10162) [WRMA]	280 / 10	Jur
	2. Fuller, Alec Mr. (10136) [NPMA]	278 / 9	Snr
	3. Fuller, Jo Mrs (11456) [NPMA]	264 / 8	Snr
	4. Scott, Bernard Mr (2320) [HMACH]	261 / 7	Snr
	5. Walker, Danny Mr (3389) [WRMA]	234 / 6	Snr
	6. Bould, Ricky Mr (1147) [AUCK]	221 / 5	Snr
	7. Williams, Peter Mr (3743) [WMAAC]	204 / 4	Snr
	8. Coleman, David Mr (1286) [AMVC]	186 / 3	Snr
	9. Gibson, Bryce Mr (4142) [NOCL]	171 / 2	Snr
	10. Morgan, Robert Mr (10860) [TGMA]	151 / 1	Snr
	11. Buckley, Ken Mr (1206) [HIGH]	52 /	Snr
	12. Fallas, Richard Mr (6292) [NSMA]	52 /	Snr
	- Vincent, Lincoln Mr (3867) [TGMA]	0 /	Snr
	- Cox, Stew Mr (4492) [WMAAC]	0 /	Snr
	- Botherway, Kevin Mr (7554) [HBRF]	0 /	Snr
5/FF05	Open Rubber	2023-01-02	
Placing/Name/(MFNZ No.)/[Club]		Score / Nats Points	
	1. Cox, Stew Mr (4492) [WMAAC]	535 / 10	Snr
	2. Ackery, Dave Mr (1001) [AFFC]	516 / 9	Snr
	3. Gibson, Bryce Mr (4142) [NOCL]	514 / 8	Snr
	4. Scott, Bernard Mr (2320) [HMACH]	360 / 7	Snr
	5. Murphy, Chris Mr (2070) [WMAAC]	330 / 6	Snr
	6. Mulholland, Mike Mr (6449) [AUCK]	326 / 5	Snr
	7. Wallace, Robert Mr (2550) [HBRF]	303 / 4	Snr
	8. Lightfoot, Wayne Mr (12104) [FMFC]	240 / 3	Snr
	9. Murphy, Loubna Mrs (10487) [WMAAC]	210 / 2	Snr
	10. Fuller, Alec Mr. (10136) [NPMA]	120 / 1	Snr
	11. Squires, Paul Mr (3349) [FMFC]	82 /	Snr
	- Dowling, John Mr (1382) [CHCH]	0 /	Snr
	- Vincent, Lincoln Mr (3867) [TGMA]	0 /	Snr

6/FF06	Catapult launch Glider	2023-01-04	
Placing/Name/(MFNZ No.)/[Club]		Score / Nats Points	
	1. Barnes, Kevin Mr (3590) [NOCL]	274 / 10	Snr
	2. Lovejoy, Graham Mr (3564) [FMFC]	266 / 9	Snr
	3. Knox, Allan Mr (7621) [CHCH]	249 / 8	Snr
	4. Baker, Allan Mr (4943) [MBAM]	247 / 7	Snr
	5. Ackery, Dave Mr (1001) [AFFC]	246 / 6	Snr
	6. Scott, Bernard Mr (2320) [HMACH]	229 / 5	Snr
	7. Richards, Des Mr (1136) [FMFC]	228 / 4	Snr
	8. Fuller, Alec Mr. (10136) [NPMA]	224 / 3	Snr
	9. Robinson, Andrew Mr (2254) [NPMA]	210 / 2	Snr
	10. Barnes, Karen Mrs (4748) [NOCL]	208 / 1	Snr
	11. Cox, Stew Mr (4492) [WMAAC]	182 /	Snr
	12. Gray, Connie Ms (12653) [FMFC]	161 /	Snr
	13. Morrell, Roger Mr (10530) [WMAAC]	155 /	Snr
	14. Fallas, Richard Mr (6292) [NSMA]	154 /	Snr
	15. Walker, Danny Mr (3389) [WRMA]	146 /	Snr
	16. Fuller, Jo Mrs (11456) [NPMA]	142 /	Snr
	17. Walker, N.D. Mr. (10162) [WRMA]	130 /	Jur
	18. Mulholland, Mike Mr (6449) [AUCK]	122 /	Snr
	- Bould, Ricky Mr (1147) [AUCK]	0 /	Snr
	- Wallace, Robert Mr (2550) [HBRF]	0 /	Snr
	- Squires, Paul Mr (3349) [FMFC]	0 /	Snr
7/FF07	Hand Launch Glider	2023-01-04	
Placing/Name/(MFNZ No.)/[Club]		Score / Nats Points	
	1. Robinson, Andrew Mr (2254) [NPMA]	248 / 9	Snr
	2. Walker, N.D. Mr. (10162) [WRMA]	163 / 8	Jur
	3. Cox, Stew Mr (4492) [WMAAC]	162 / 7	Snr
	4. Walker, Danny Mr (3389) [WRMA]	111 / 6	Snr
	5. Scott, Bernard Mr (2320) [HMACH]	100 / 5	Snr
	- Wallace, Robert Mr (2550) [HBRF]	0 /	Snr



# FREE FLIGHT 2

11/FF11	Open Power	2023-01-02	
	Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
	1. Scott, Bernard Mr (2320) [HMAC]	360 / 7 Snr	
	2. Murphy, Chris Mr (2070) [WMAC]	307 / 6 Snr	
	3. Gibson, Bryce Mr (4142) [NOCL]	199 / 5 Snr	
	- Cox, Stew Mr (4492) [WMAC]	0 / Snr	
	- Mulholland, Mike Mr (6449) [AUCK]	0 / Snr	

12/FF12	Mini Combined	2023-01-05	
	Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
	1. Murphy, Chris Mr (2070) [WMAC]	237 / 8 Snr	
	2. Ackery, Dave Mr (1001) [AFFC]	231 / 7 Snr	
	3. Scott, Bernard Mr (2320) [HMAC]	194 / 6 Snr	
	4. Gibson, Bryce Mr (4142) [NOCL]	81 / 5 Snr	
	- Palmer, Roger Mr (2123) [WIMA]	0 / Snr	
	- Wallace, Robert Mr (2550) [HBRF]	0 / Snr	
	- Vincent, Moira Mrs (3866) [TGMA]	0 / Snr	
	- Evans, Martin Mr (4403) [SAM]	0 / Snr	
	- Cox, Stew Mr (4492) [WMAC]	0 / Snr	
	- Evans, Ceinwen Mis (11707) [SAM]	0 / Jur	
	- Lightfoot, Wayne Mr (12104) [FMFC]	0 / Snr	

8/FF08	Tip Launch Glider	2023-01-04	
	Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
	1. Robinson, Andrew Mr (2254) [NPMA]	222 / 8 Snr	
	2. Wallace, Robert Mr (2550) [HBRF]	154 / 7 Snr	
	3. Baker, Allan Mr (4943) [MBAM]	123 / 6 Snr	
	4. Scott, Bernard Mr (2320) [HMAC]	116 / 5 Snr	

9/FF09	Open Glider	2023-01-02	
	Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
	1. Knox, Allan Mr (7621) [CHCH]	322 / 10 Snr	
	2. Scott, Bernard Mr (2320) [HMAC]	313 / 9 Snr	
	3. Palmer, Roger Mr (2123) [WIMA]	287 / 8 Snr	
	4. Tank, Chris Mr (6425) [HMAC]	272 / 7 Snr	
	5. Gibson, Bryce Mr (4142) [NOCL]	238 / 6 Snr	
	6. Vincent, Moira Mrs (3866) [TGMA]	235 / 5 Snr	
	- Wallace, Robert Mr (2550) [HBRF]	0 / Snr	
	- Vincent, Lincoln Mr (3867) [TGMA]	0 / Snr	
	- Evans, Martin Mr (4403) [SAM]	0 / Snr	
	- Cox, Stew Mr (4492) [WMAC]	0 / Snr	
	- Mulholland, Mike Mr (6449) [AUCK]	0 / Snr	
	- Lightfoot, Wayne Mr (12104) [FMFC]	0 / Snr	






10/FF10	E36	2023-01-05	
	Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
	1. Ackery, Dave Mr (1001) [AFFC]	364 / 7 Snr	
	2. Scott, Bernard Mr (2320) [HMAC]	360 / 6 Snr	
	3. Wallace, Robert Mr (2550) [HBRF]	342 / 5 Snr	
	- Barnes, Kevin Mr (3590) [NOCL]	0 / Snr	
	- Barnes, Karen Mrs (4748) [NOCL]	0 / Snr	

13/FF13	Aggy	2023-01-02	
	Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
	1. Walker, N.D. Mr. (10162) [WRMA]	386 / 10 Jur	
	2. Gibson, Bryce Mr (4142) [NOCL]	383 / 9 Snr	
	3. Thornley, David Mr (10338) [TGMA]	306 / 8 Snr	
	4. Briggs, Frazer Mr (2912) [HMAC]	302 / 7 Snr	
	5. Knox, Allan Mr (7621) [CHCH]	293 / 6 Snr	
	6. Cox, Stew Mr (4492) [WMAC]	286 / 5 Snr	
	7. Walker, Danny Mr (3389) [WRMA]	272 / 4 Snr	
	8. Murphy, Chris Mr (2070) [WMAC]	261 / 3 Snr	
	9. Glassey, Peter Mr. (10280) [WMAC]	223 / 2 Snr	
	10. Scott, Bernard Mr (2320) [HMAC]	215 / 1 Snr	
	11. Morgan, Robert Mr (10860) [TGMA]	169 / Snr	
	12. Hamilton, Adrian Mr. (8487) [NOCL]	158 / Snr	
	13. McAnelly, Nigel Mr (13071) [SMAC]	149 / Snr	
	14. Williams, Helen Mrs (13056) [WMAC]	145 / Snr	
	15. Bould, Ricky Mr (1147) [AUCK]	123 / Snr	
	16. Warner, Steve Mr (8002) [WKMA]	102 / Snr	
	17. Fuller, Alec Mr. (10136) [NPMA]	72 / Snr	
	18. Murphy, Loubna Mrs (10487) [WMAC]	46 / Snr	
	19. Fallas, Richard Mr (6292) [NSMA]	30 / Snr	
	20. Coleman, David Mr (1286) [AMVC]	0 / Snr	
	- Galloway, Sean Mr (11856) [HBRF]	0 / Jur	
	- Tank, Chris Mr (6425) [HMAC]	0 / Snr	
	- Stiver, Andrew Mr (4414) [HBRF]	0 / Snr	
	- Evans, Martin Mr (4403) [SAM]	0 / Snr	
	- Munro, Ian Mr (4040) [WMAC]	0 / Snr	
	- King, Les Mr (1767) [AMVC]	0 / Snr	
	- Johnson, Stephen Mr (1710) [TKAU]	0 / Snr	





# FREE FLIGHT 3

15/FF15	<i>Kiwi Power</i>	2023-01-03	
	Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
	1. Gibson, Bryce Mr (4142) [NOCL]	234 /	Snr
	2. Scott, Bernard Mr (2320) [HMAC]	140 /	Snr
	- Ackery, Dave Mr (1001) [AFFC]	0 /	Snr
	- Murphy, Chris Mr (2070) [WMAC]	0 /	Snr
	- Vincent, Lincoln Mr (3867) [TGMA]	0 /	Snr
	- Cox, Stew Mr (4492) [WMAC]	0 /	Snr
101/FF16	<i>Coup</i>	2023-01-03	
	Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
	1. Murphy, Loubna Mrs (10487) [WMAC]	190 / 9	Snr
	2. Scott, Bernard Mr (2320) [HMAC]	185 / 8	Snr
	3. Murphy, Chris Mr (2070) [WMAC]	202 / 7	Snr
	4. Ackery, Dave Mr (1001) [AFFC]	90 / 5.5	Snr
	4. Wallace, Robert Mr (2550) [HBRF]	90 / 5.5	Snr
	- Squires, Paul Mr (3349) [FMFC]	0 /	Snr
	- Lovejoy, Graham Mr (3564) [FMFC]	0 /	Snr
	- Morrell, Roger Mr (10530) [WMAC]	0 /	Snr
	- Lightfoot, Wayne Mr (12104) [FMFC]	0 /	Snr

Des Walker at full stretch in Catapult Glider  
Image by David Ackery



# Hangar Rats at the 75th Nats

by Alec Fuller

After dinner on the fourth day we went to the Hall at the Showgrounds for Hanger Rat. My feelings were mixed. I was proud that Jo's Hanger Rat "Fliss" was behaving itself and in practice was showing real promise.

For myself, I had wrecked a promising trim that had done 1min 50 seconds by taking out most of the downthrust and reducing the right thrust to widen the right turn a bit. Now it kept diving and not recovering till it hit the floor. I formulated a plan on the way to the hall - move the C of G further forward to increase the stability and add a little incidence to compensate. We would see maybe ?

Jo and I had spent a morning trimming our Hanger Rats earlier in the week and we had left them assembled on a table in a dark corner of the hall. On arrival we moved the table to somewhere with more light.

Jo got straight into it in her usual style and wound up to 1450 turns and then backed off 30 turns( to flatten the torque peak and maybe prevent a stall out after launch). Yep, that first flight of the night was to be an official. Paul Squires and Graeme Lovejoy were the official timers.

No stall out and a gentle climb to about 2/3rds the height of the rafters. A long cruise and gentle descent for a 2 minute 19 second flight. Wow, stellar! And only a few people noticed.

Is it cool to feel so proud of your wife ? I don't care. The road was pretty rocky for most of the rest of her attempts.

Jo tried another new rubber motor and ran it in with a 1200 turn dummy wind/unwind and then she wound to 1350 and backed off 30 hoping the extra power would gain height better height. But it was not to be. The extra pull of the motor bent the fuselage a little too much and the extra downthrust from the bending meant Fliss didn't take off at all until it had done a circle on the floor.

She tried several other strategies but nothing seemed to work. It was getting frustrating. Jo insisted that as she had

a good time recorded she was mostly happy and that I should get on and try and sort mine out.

I moved the wing backwards about 5mm and slide a thin wedge under the wing support to add 1 mm of positive incidence to the wing but even on 1400 turns, then backed off 50, it stalled out. But at least I had the stability back with the CG forward from 65% to about 60%. So maybe I had too much incidence. A couple of test glides with just 300 turns on to spin the prop and allow me to study the glide trim revealed that I needed a lot less incidence and settled on about 1 degree negative incidence on the wing. Yes, that's where the wing leading edge is lower than the trailing edge! Feeling brave and knowing that my rubber motor was slowly wearing out, I kept on winding till I felt the torque increase a bit, then stopped at 1550 to back off my usual 50.

There was now a queue waiting for a timer. You loose a few percent of power for every 5 minutes of wait with a fully wound motor but that's life and maybe in this case it helped my case. My turn came, I launched and it struggled a little at head height and then settled to a slow climb to its usual ½ way up the available height and went no higher for a satisfying 2min 3 sec. That was a good start.

I needed more turns but didn't want to break the motor, so went to 1600, backed off 50 and was again lucky to survive the dreaded stall to improve to 2 min 11 sec. And shortly afterwards put on as many turns as I dare, I think 1670 and only backed off 30. I could tell motor was on its last legs now and I was missing not using my Torque meter which would have helped me track the initial torque and better monitor the rubber wearing out. Anyway, it didn't break and it didn't stall out and still only got to about ¾ rafter height but that was higher than it had ever been. I didn't have to worry about playing Russian roulette with the rafters. I knew this was likely to be my best flight ever and it was. It slowly descended to the floor at 2 min 29 sec. I was happy, Jo was delighted and had even videoed my flight.

Now it was time help Jo to try to get a second decent time because your final score is your best two flight times added together and one good flight is not good enough. Jo tried a skinny 85 thou motor but that was a dead loss. She had

one good time on her first official and four lesser officials - only had one official time left. Several test flights followed, trying various combinations of turns and back offs and then time time came to do that last attempt.

Fliss struggled through the early climb and then settled into a slow climb but it wasn't going to go any higher than half way up. That early evening warmth had gone from the air and it was cooling off fast. Jo was encouraging Fliss the whole way and she settled in for the long cruise down to the floor for a pleasing 2 min 5 sec.

So, with most folk now departed we crowded round the score sheet to see how we had fared at the end of the day. To everyone's surprise I was in second place, just two seconds behind Junior Nathan Walker and, joy of joys, Jo was in 3rd place. My heart nearly melted. Could it get any better for a husband and wife flying Hanger Rat at the 75th Nats? Well, maybe, if I could find another two seconds!

I was the only one left flying in an empty Hall. But as Paul said, the time slot was 7.30 till 11pm and it wasn't 11pm yet. I tried more turns still but got a lower time and then pushed too far and broke the motor and decided that I was happy with a 2nd place. But I was even happier that my wife Jo was in 3rd place.

The standard of flying was really high this year with lots of times over the two minute mark. I apologise for this being a very personal account of just Jo's and my adventures flying Hanger Rat that barely acknowledges all the amazing effort put in by so many people on the night. It is truly a great event where even newbies can achieve their goals.

Both Jo's model and mine were built from kits by Avetek and the same quality of kit is now supplied by Hanger One in Whangarei. My model weighed 7.1 grams and Jo's model weighed 6.9grams.

Long live Hanger Rats!  
Regards,  
Alec Fuller.

*Next Issue will have more on Hangar Rat, an indoor rubber flying event that is within reach of any aeromodeller.*

# R6-B

1955

*A fine rendition of Alan Rowe's design by Dimitri Zotov*

Hi Bernard,

Pics of R6-B attached. It's authentic down to the Mills 1.3 Mk 2. except for the rudder actuation mechanism. Oh, and the elevators, instead of sticking bits of packing under the wing LE. (On my first one - Frog 150 powered - I used 1/4 instead of 1/8 by mistake. The prettiest loop you ever did see, touching down level at the bottom).

With modern radio gear, it came out very light. Until I checked the CG. Bother, and likewise blow. No LT and HT batteries, and the receiver doesn't weigh 4 oz. 8 oz of church roof later the CG is in the right place, but it is no longer ultra light.

Best regards  
Dimitri

Note: Alan's early RC design was featured in AVANZ News 144. Going further back to issue 96, Alan Chatfield gave a comprehensive account of the model's development and the Wright gear that was used. Also getting a mention in #96 is the R6-B commemorative event at the 50<sup>th</sup> Nationals.





## Wing Tips

A WING-DING TIP ON WING TIPS

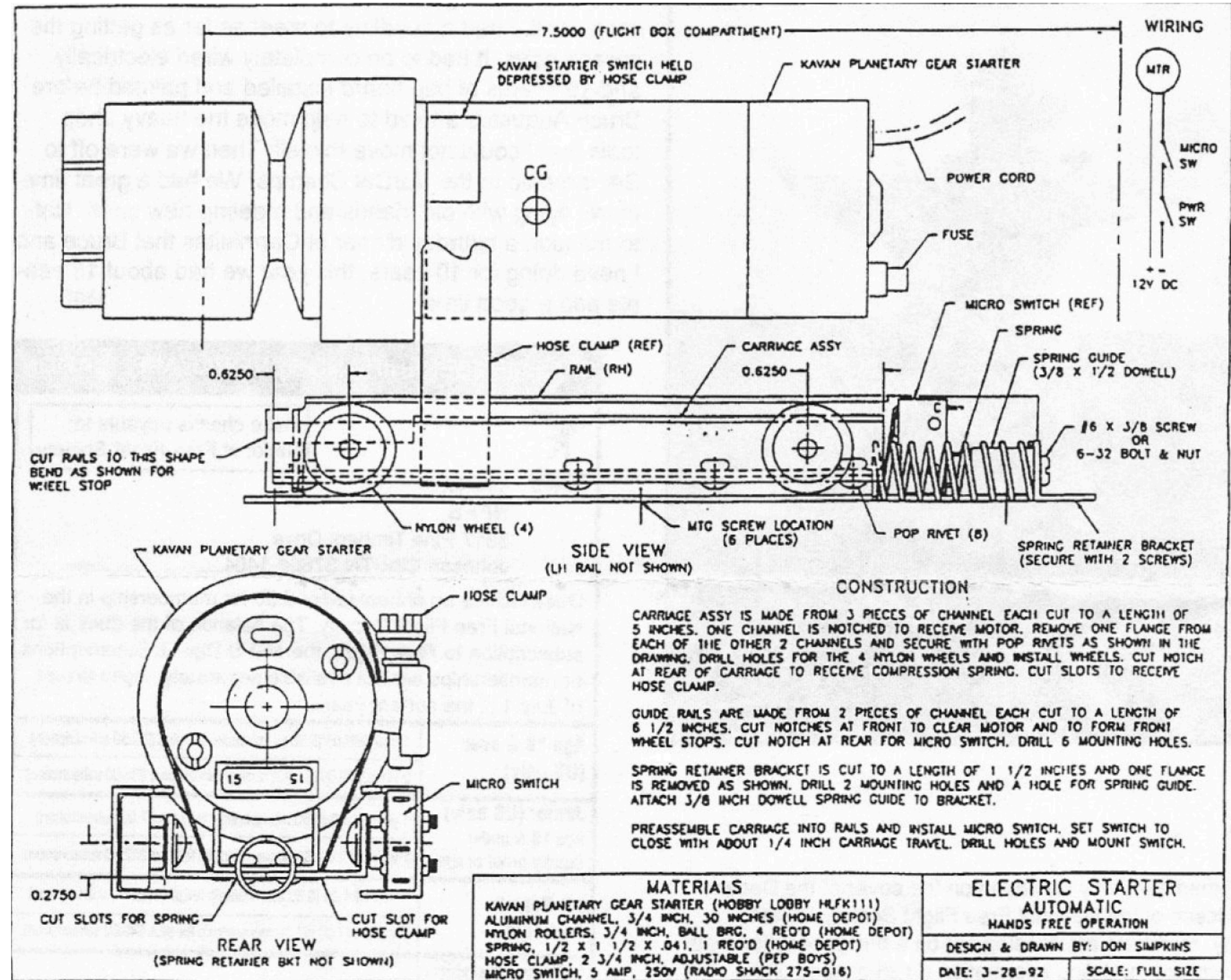
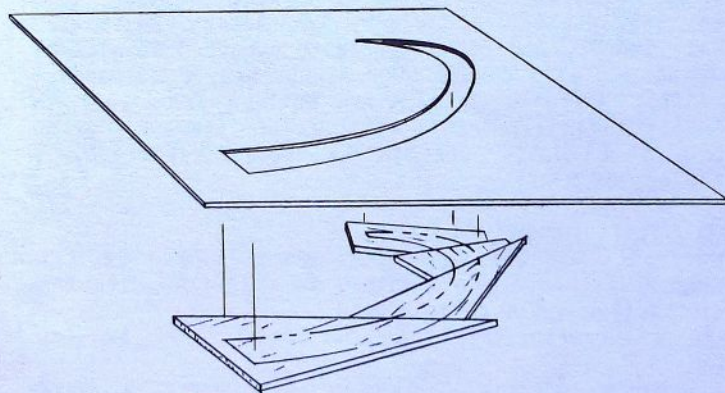
from Ed Lidgard

Jim O'Reilly, Contributing Editor At Large

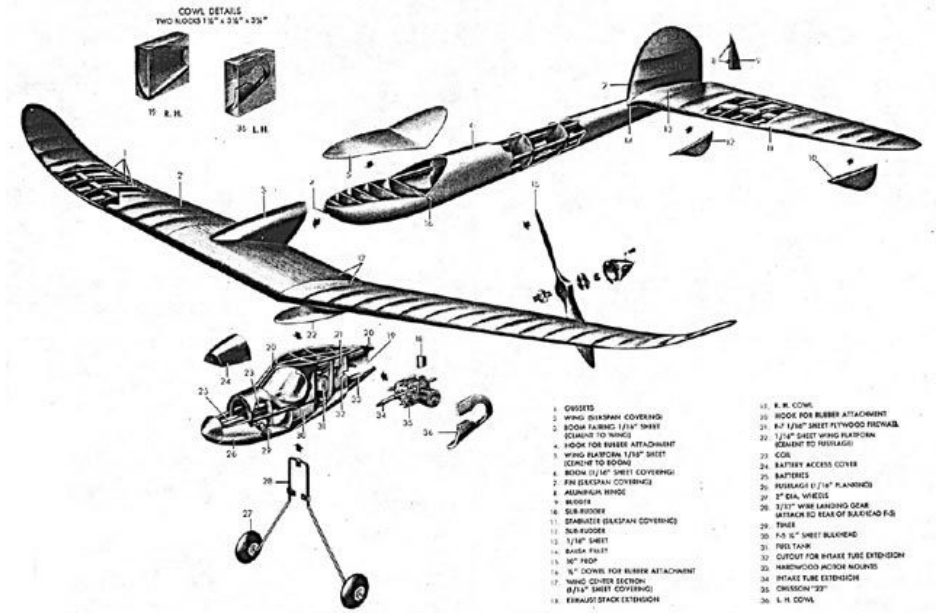
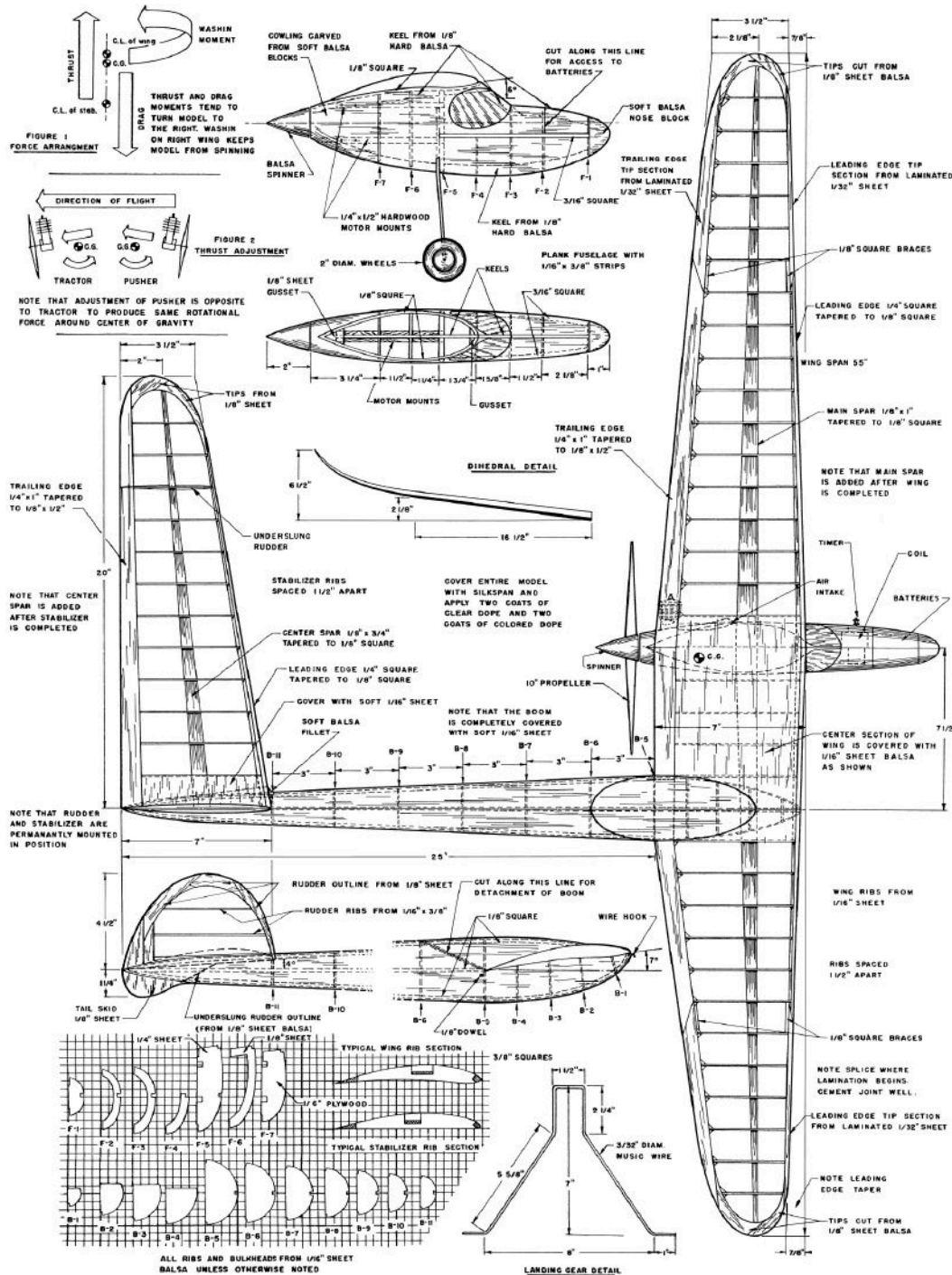
Several years ago I decided to build Ed Lidgard's Eugene II. I wrote him and he suggested that Eugene might be a better flying ship. He offered me the use of his plans and templates. I accepted. What popped out of the mailbox some weeks later was more templates than plans. The only wingtip information in the bunch was a piece of light cardboard with a wingtip-shaped hole in it. Hmm. For years I had been carefully and inaccurately cutting out funny crescent-shaped pieces and gluing them together to form wingtips. Sometimes they even resembled the original intent of the designer. Most times not.

With Lidgard's templates you just glue up some oversize pieces of sheet stock without worrying too much about the exact locations of the joints. Slap on the template and carefully trace around the edges of the hole with a sharp modeling knife ...and Presto!...finished tips!

OFFS



# ASYMETRICAL PUSHER 55" Henry Cole Air Trails Jan 1947

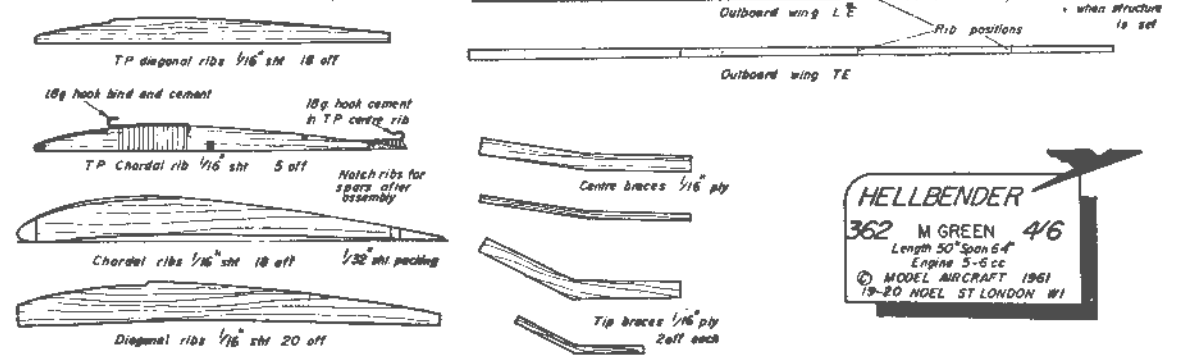
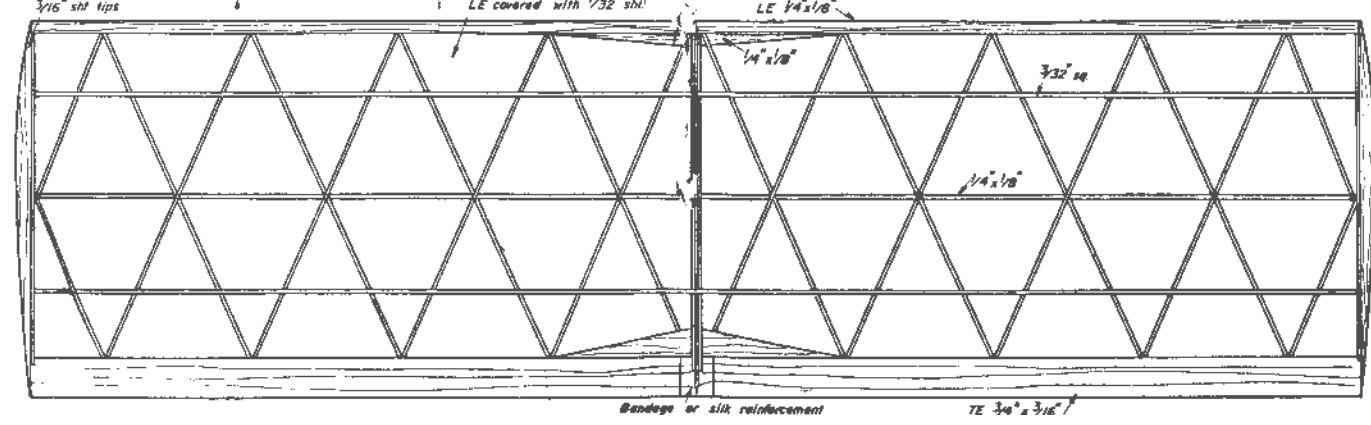
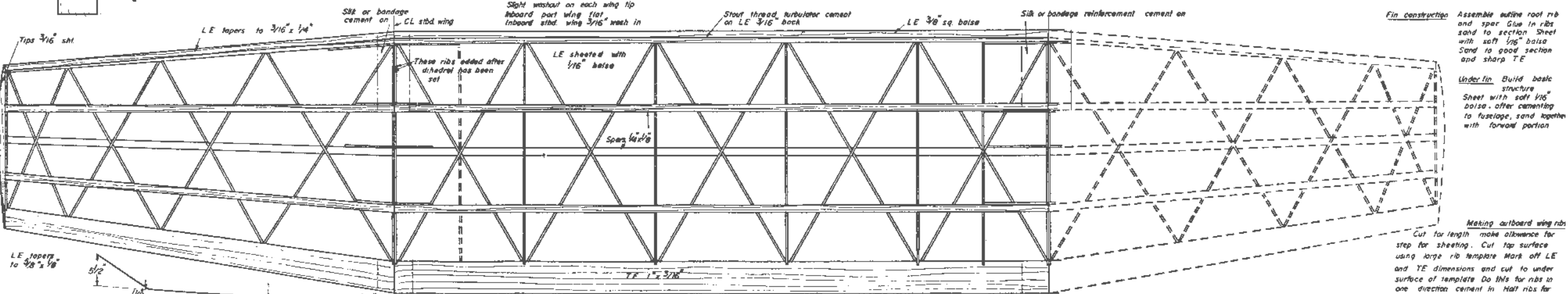
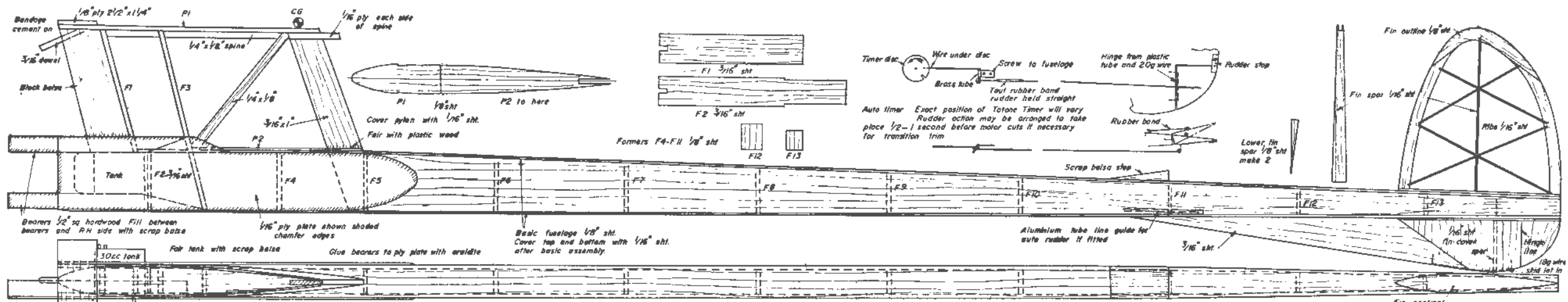


# HELLBENDER

64"

Mike Green

Model Aircraft 1962



**HELLBENDER**  
 362 M GREEN 4/6  
 Length 50" Span 64"  
 Engine 5-6 cc  
 © MODEL AIRCRAFT 1961  
 19-20 NOEL ST LONDON W1

## 2013 Nationals Christchurch

### *This page*

**Left:** Paul Lagan, Torontonion  
**Right:** Chris Murphy, Warring High Cabin

### *Next Page*

**Upper Lt:** Gary Burrows, Lourel Sportster  
**Upper Cn:** Antony Groenwegan, Tomboy  
**Right:** John Butcher, Miss Fortune X

**Lower Rt:** Lynn Rodway, Playboy  
**Lower Cn:** Bruce Weatherall, Request









# 2022 FINAL PLACINGS

# RC Top 10 Leader Board



## 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. These are the final standings for 2022.

Wayne Cartwright  
rwcartwright4@gmail.com

## Precision Classes

### Vintage Precision

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

## 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

### Classical IC Duration

1.	P Townsend	891
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## 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 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.	P Townsend	900
7.	D Gush	888
8.	A Knox	885
9.	B Robinson	874
10.	W Cartwright	860

# 2022 FINAL PLACINGS RC Top 10 Leader Board



## 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

### 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 and Classical Scale Texaco

1.	A Knox	1660
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### 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

# 2022 FINAL PLACINGS FF Top 10 Leader Board



## Vintage Precision

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

## Small Power Duration

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

## Vintage Power Duration

1. R.Bain 540

## 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

## Vintage CAT Glider

1. D.Richards 295

## Nostalgia Power Duration

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

## Classic Glider Duration

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

## Vintage Glider Duration

1. W.Lightfoot 409

## Classic Rubber Duration

1. W.Lightfoot 523

# The LAST STRAW

**Charles Scullery wished he had paid more attention to Mumsie's warnings.**

**It turned out that model aeroplane engines really were terribly, terribly loud and they jolly-well did damage hearing, just as she had said they would.**

**Fortunately, Mr Scullery could afford to have young Charles fitted with the very finest in auditory enhancement aids.**

**With his hearing restored, Charles returned to flying his beloved control-line models but the auditory enhancement aids so hampered his mobility that he was unable to turn with them as they circled.**

**A little crest-fallen, but never daunted, the plucky Charles took up golf in which he found the auditory enhancement aids were but minor a impediment.**

