

AVANZ



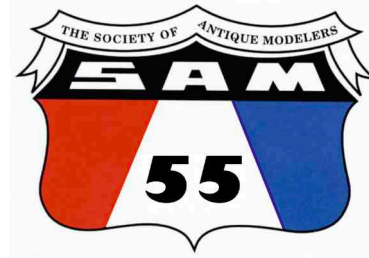
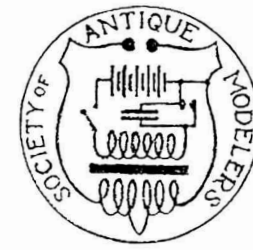
NEWS

Fostering Vintage and Traditional Aeromodelling in New Zealand #196





Committee Notices



#195 CONTENTS

- Committee Notices
- Irregular Comments
- NDC
- Coming Events
- Past Events
- An Impossible Dream
- OFW Fisher
- Mhz to GHz
- Antonov 25
- The Engine Room
- Twin Fin
- Clever Dickies
- Gaviao 1943
- Roaring 20 1958
- Readers' Models
- Zingara 1964
- Hi Fli 1956
- Cecil Peoli 1910
- Ages of Man
- Hanger Rats
- Leader Boards
- The Last Straw



Cover photograph. With the Tararua Ranges as its backdrop, Stew Cox's *New Ruler* settles into its landing glide. Photograph by Ross Grey at Levin MAC's Bob Burling Memorial vintage day. This issue carries many other fine images of the Levin event, all thanks to Ross.

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IRREGULAR COMMENTS

from the Editor

(Irregular = occasional, improper, unofficial, rough)

Goals. Not soccer goals or basketball goals. Rather, the things that you aim for in life. A goal might have a clear fruition and you know when it has been achieved - to build a model for Vintage Precision, for example. Others can be more difficult and may never be fully achieved - to always score spot landings with that model.

Goals change with age, and that can be for the best. I used to be big on goals. Workroom sessions would start with a written checklist of what I wanted to achieve that day. Often the list was too long to be finished in one session, but it felt good to be able to tick off minor goals, each one a step towards a bigger goal. These days it is more *manyana* than checklist.

A discarded goal from early days was to build all the designs of one person. Unfortunately, the person of choice was Victor Smeed. A little research showed that, even completing several designs each year, reaching this goal would be impossible. However, the idea of building models by one designer has resurfaced and I am currently

working on designs from someone featured in this issue, O.F.W.Fisher.

Many of Fisher's designs have captured my interest and in relentless shrill voices they demand to be built. Several of these irresistibles have had their plans printed, leap-frogging right to the top of the build list and becoming my immediate goals.

The ongoing goal of upgrading existing models for competition has not been forgotten. Maintenance still goes on in the background and when an upgrade is finished it gives satisfaction. Not of an excited *Wow, that's great!* type, but more like a subdued *OK, got that job done.*

When the *Apices* on page 24 were finished, they generated the *Wow!* reaction. I was buzzing with anticipation, eager to get them into the air. The thrill continues at each flying session and even when I see them in storage at home.

With some other models, even the old favourites, that thrill rarely happens, so I will be taking a hard look at my build list. No disrespect to the dear old Colonel, but

would the thrill of building his *Kanga* come close to the thrill of building a quirky OFWF design? The list reshuffle will give priority to the thrill factor of each design - there's just not enough time for non-thrilling models.

Later ...

Long after finishing this reflection I was mulling over what had been written (to make certain that enough readers had been offended) when it came to mind that in recent years all the designs that have given me a really strong *Wow!* reaction have been non-competitive, "sports" models.

Further along in this issue is a piece written by Fisher on the beginnings of Vintage flying in the UK. His last paragraph is worth considering in light of concern over contest attendances. It suggests participation may be just as significant as competition - and that may be what's behind my different reactions to models.

"The vast majority, I feel sure, simply like to fly these models, and if they prefer to take in the odd competition, so much the better. However, I do hope they won't take them too seriously. That can safely be left to the keen competition flyer with his state-of-the-art models".
OFWF

Letter

Barrie Russell

As commented in the past, the beauty of our Vintage competition is that all that is required is a competitor, a stopwatch and a landing spot. There being no need for assessment of performance in front of judges and at a specific time as in IMAC, F3A, F3B and Pylon etc.

I think this relaxed atmosphere is what draws many of us into the Vintage Competition. Thus I wonder why we continue with the age old format of flying Vintage over four and sometime five days if needed and being dictated to by a timetable and the vagaries of the weather when for the rest of the year our Rally approach of fly what you want, when you want, works so well. For the same reason, even now most rallies have been reduced to one day events usually the best day of the weekend.

I know some will cry "But it's a national event and we should all be performing under the same day's conditions". Similarly, fly-offs should be conducted

after we've waited around all day for the last competitor (often late!) to get his flight in. Does that really matter? I think maybe to only one or two diehards. On most days at the Nats, the majority have finished their flying by early afternoon, apart from those who arrive later from some other discipline.

Speaking personally, my days of the present Nationals format are over. Physically it is becoming more difficult and I'm no longer prepared to spend five days at New Year, being committed to the time and expense in the hope of being able to fly in one or two competitions a day if the weather gods allow. The RC Vintage movement is far more weather affected than any of the other RC disciplines.

On talking to two of my co-vintage flyers here in Hawkes Bay who would never attend the Nationals, both agreed they would consider a day trip or even two days if the weather and accommodation were suitable and we

flew a rally style format. I also know of two other significant Vintage flyers from other regions who have expressed the same sentiment.

It works for NDC, why shouldn't it work for the Nationals? It further allows those who fly in other disciplines to enjoy the best of both worlds without being under pressure to prioritize their time to one and lose out on the other. I realise this means results could not be collated until the end of the final day, but I don't see that as a stumbling block.

I would hope this could be discussed at committee level, and maybe some sort of feeler/questionnaire be put out to the vintage movement as a whole both as an email and through AVANZ to judge the feeling of the general membership.

Maybe dwindling numbers are indicative of a need for change?

Barrie Russell
Model Flying Hawkes Bay

NATIONAL DECENTRALISED PROGRAMME

Vintage and Free Flight

June, July 2023



June/23	131	VINT	FF Vintage Hand Launch Glider
June/23	132	VINT	FF Vintage Catapult Glider
June/23	133	VINT	FF Nostalgia Power Duration
June/23	134	VINT	FF Classic Rubber Duration
June/23	135	VINT	RC Vintage Precision
June/23	136	VINT	RC Vintage E Duration
June/23	137	VINT	RC Vintage and Classical Scale Texaco
June/23	138	VINT	RC Vintage E Texaco
June/23	239	FF	Hangar Rat
June/23	240	FF	Indoor Hand Launch Glider
June/23	241	FF	A1 Glider
June/23	242	FF	P30
June/23	243	FF	FAI F1A Glider
June/23	244	FF	FAI F1B Rubber

July/23	245	FF	Aggregate
July/23	139	VINT	RC Vintage E Rubber Texaco
July/23	140	VINT	RC Classical Precision
July/23	141	VINT	RC Sport Cabin IC Texaco
July/23	142	VINT	RC Sport Cabin E Texaco
July/23	246	FF	Open Glider
July/23	247	FF	FAI F1D Indoor Rubber

Future Events : Levin and North Shore

John Selby Memorial

Saturday 16th Sept. Wind date 30th 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.

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

Weather Consult the Levin MAC weather station at <https://holfuy.com/en/weather/1073> rather than making a call used 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 or Bryan Treloar 0204 147 6917 bryn_treloar@hotmail.com

Hope to see you there,
Stew Cox

North Shore Model Airplane Club

After the success of its last Vintage Day, the North Shore Club is pleased to announce that it will hold a further two Vintage Days next year. All dates and wind-dates are Saturdays.

3rd February 2024

Wind date 10th February 2024

13th April 2024

Wind date 20th April 2024



L'AQUI LONE 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 along with 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 " scaled up) 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 at 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 starts 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 Diplomat 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 flight!

SPECIAL PRIZE DAVID BECKER

The 2012 was the 5th 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

Very Last
Chance!

Another opportunity for NZ Vintage FFers to enter a global contest.

Note that while the event is advertised for Classic gliders, the design period for eligible designs matches our Nostalgia era.

STUART DARMON ANNOUNCES A POSTAL/ONLINE COMPETITION FOR FLYERS OF CLASSIC A1 GLIDERS

The postal contest we ran during the pandemic (or to be strictly accurate, back when we were still taking the pandemic seriously) generated a good deal of interest in 1950's A1's and really helped to consolidate this relatively new idea into a class that most flyers are aware of. Now there are a lot of them about, and furthermore, the 'traditional' contests at Buckminster, Luffenham and elsewhere show a healthy and sustained entry, suggesting CA1 (Classic A1) has a future beyond novelty value. Tantalisingly, despite a good deal of activity and some serious competitors taking it up, we have yet to need a flyoff, which is not only a spur to competitors in the coming season but a pretty good vindication of CA1 as a small-field class.

Following that initial postal, I had several requests to do it again, mostly

from people who hadn't finished their models in time(!), so I suggested an informal comp for the remainder of '22, to be followed by a 'proper' postal this year. This was done with minimal fanfare, and I thought nobody had taken me up on it until I got an email from Per Grunnet, who surely speaks for glider flyers everywhere.

"Hi Stuart,

This year we hoped to show the world, what we from Denmark could do with Classic A1 models. Maybe we did – but our results were far from our ambitions. We tried to attract at least six competitors, who were known to have Classic A1-models. But as it was, only three came to the flying field on our chosen day, October 19.

The weather was ideal – light wind, sun and frequent thermals. We soon realized that the last year had not improved our

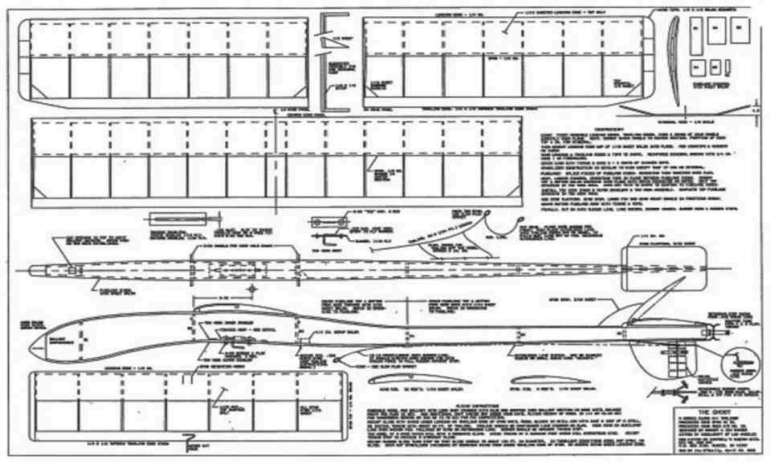
running capacity. We talked about the old days, when we ran and ran, jumped over fences if necessary, and ran further until the moment when we felt that wonderful pull in the towline that meant we had met the thermal.

Today it seems very different. We still start running, but already when the models is halfway up, it becomes very hard to breathe. The legs feel heavier than ever, and the sight blurs. Anyway, we actually did hit a couple of thermals.

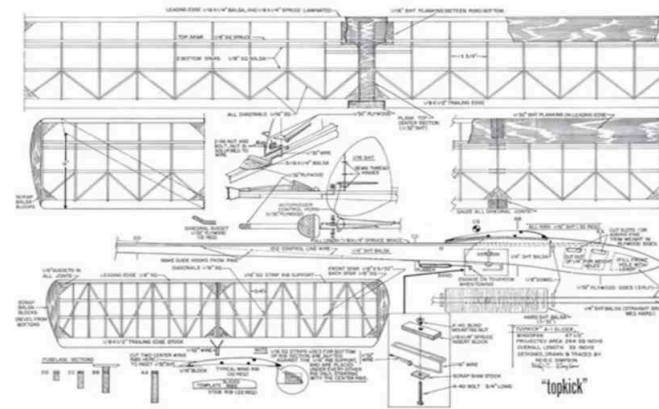
Erik and I had brilliant flights in the third round, where we both had our models in really fine air. And Erik continued this in his fourth flight. Unfortunately he had not spent equal care to the timer as to the air, so his model DT'ed 10 seconds short of a max, that would have given him admission to the fifth round. My efforts were opposite – my timer DT'ed at 2:15 – but the models landed 55 seconds earlier...



Erik Jacobsen was the winner of the informal 2022 Classic A1 Postal flying his Pjerri glider.



The Ghost A1 glider is eligible for the CA1 Postal this year. A kit is available from Retro RC in the US as a Campbell's Custom Kit, website retorc.us.com



The Top Kick is also eligible for this year's CA1 Postal despite originally appearing in September 1962 MAN.

Morten Broens – our young flier (Morten is more the 10 years younger than Erik and I) - was still working, so he was late on the field. He made two maxes before we had to stop flying.

Results:

*Erik Jakobsen 30+60+90+110 = 290 (Pjerri 75)
Per Grunnet 30+60+90+80 = 260 (Aiglet)
Morten Broens 30+60 = 90 (Fidusia)
We look forward to the 2023 postal."*

Congratulations Erik, 2022 champion!

2023 CA1 Postal

So, on to this year. The 2023 CA1 postal will be very similar to the original event, with a couple of tweaks in light of feedback from participants.

Firstly, the rules regarding eligible models were lifted directly from the Classic class in the BMFA rule book, and as such made sense to UK modellers - but were perceived by some overseas flyers as a bit strict for an 'oldtimer' event. This was particularly true of the USA where a couple of much-loved designs, known to have been flown in the fifties, were ineligible. I've awarded these designs special dispensation in the '23 postal, but UK flyers please be clear that this doesn't mean you can fly them in BMFA Classic events.

The second change is that I've relented on the subject of bungee (AKA Hi-Start) launching as an alternative to towing. I was reluctant to do this because I don't want to feed into the idea that glider towing is a game for the young alone. I still maintain that given a gentle breeze and a correctly placed hook anyone can tow, but I don't want anyone to feel excluded, and besides, if the 1979 F1A

World Champion says it's hard going, it's time for me to shut up. So, here we go again;

CLASSIC A1 EMAIL INTERNATIONAL 2023

The second 'official' postal contest for Classic A1 gliders will run from June 1st to December 31st 2023. Top three individuals plus top team of up to three flyers will be awarded engraved glass trophies, and thanks to the generosity of Peter Brown, once again the winner receives a complete stand-alone RDT system.

Eligible models

A Classic A1 is any towline glider of total area not exceeding 18 sq. DM (279 sq. in.), built to a design published or kitted between January 1951 and January 1961.

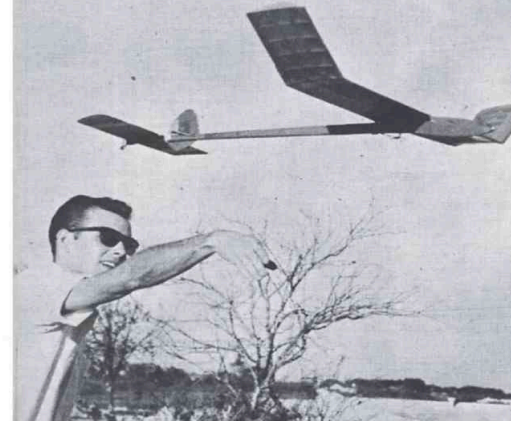
N.B. the 'Ghost', 'Top Kick' and 'Lil' Dip' will be considered eligible for this year's CA1 event.

There is no minimum weight requirement. Any form of DeThermaliser may be fitted.

Towline 50 metres (164 ft.) maximum. Alternatively launching may be via a 'bungee' containing no more than 20m. of rubber and not exceeding 50 m. relaxed length, anchored to the ground (provided the whole flight is over substantially level ground, i.e. no slope launching).

Scoring

All flights for each entry must be made on the same day, using the same model. An individual may make up to three entries, so long as a different model is used for each. Flights must be timed by a person other than the entrant.



The max for the first flight is 30 seconds. If this is achieved, the entrant may make a second flight, of max 60 seconds and so on, the max increasing by 30 seconds each time until a max is not achieved (or flying cannot continue, e.g. because the model is lost or damaged). The total score for each entry is the sum of all flights, including the last sub-max. This should be submitted in the form of an addition, e.g. 30+60+90+112 = 292

Entry

Entry is free of charge. Score should be submitted email to stuardarmonf1a@yahoo.com or by post to Stuart Darmon, 1 Post Office Cottages, Main Street, Theddingworth, Leicestershire LE176QP, United Kingdom

to arrive no later than January 10th 2024. Please include your name, the name of your timekeeper, the design you flew, and the location of your flights. Additional information and photos would be most welcome.

Dates For the Diary

UK flyers have the opportunity to give their Classic A1's an airing in 'traditional' format contests (with proper prizes!) such as the 'Petit Classic de Birmingham' on April 16th at North Luffenham (contact Gavin Manion, gavin.manion84@gmail.com). Keep an eye on the AM Up & Coming diary, specifically for the end of season Buckminster FF Gala which will likely be on the 5th or 19th November (weather dependant, TBA Nov. 3rd more details closer to the time) at the BMFA National Centre for the Classic A1 Trophy.

We hope to add other dates during the season - watch this space. ■

NSMAC Vintage Day

Robert Berger

Well they say that "Good things take time", like Mainland cheese. Good things did happen on the 13th of May following several attempts to host a vintage rally over the last two years or so. While numbers from other clubs were small, the quality was there and I am picking that there will be a better inter-club response for our next one when the word gets out there.

Dave Wilkins and Robert Berger were co-organisers of this event and the turnout was around a dozen vintage pilots with their old models, or is that old pilots with their vintage models? Great to see Don Mossop and Tony Gribble rock up as our guests also.

I have to say we were surprised to see a few of our guys turn up, adding a couple of those dirty diesels into the mix.

The smell of ether and a number of small syringes laying about made us think there was some surgery going on.

A pilot briefing from Dave was attended by all the vintage pilots and a number of modern fixed wing guys that had turned up to learn a thing or two about flimsy, lightweight and transparent planes of the past and also to scoff some snags. The day went well with a mix of vintage and more modern flying with the right of way being given to the vintage models. It worked very well.

Results from the days flying:

RC Vintage Precision

1 st	Dave Wilkins	799 pts
2 nd	Lloyd Beehre	798 pts

3 rd =	Roger Gibbs	599 pts
3 rd =	Carl Brown	599 pts
4 th	Don Mossop	580 pts
5 th	Robert Berger	579 pts
6 th	Richard Fallas	541 pts
7 th	Tony Gribble (Iust a few point less)	

Vintage E Duration

1 st	Don Mossop	960 pts
2 nd	Carl Brown	339 pts

Vintage IC Duration

1 st	Dave Wilkins	743 pts
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1/2 E Texaco

1 st	Tony Gribble	898 pts
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Dave striding to the take off spot with his Demon for a crack at Vintage Duration in which he scored 743 points. Later Dave competed in the RC Vintage Precision with his Simplex where he got three perfect scores and a fly off round of 199 to give him a total of 799.

NSMAC Vintage Day

13th May 2023



Left Club President, Simon reading the instructions for starting a diesel engine and how to keep all your fingers. Nothing like a quick bit of pre-flight instructional reading before a maiden flight.



Right Rob supervising the cook with the complicated operation of turning sausages. In the foreground a nice selection of models sheltering under the roof of our dining hall.



Left Lloyd's 1939 Miss Science. This flew well in Vintage Precision with a perfect score and a fly off with Dave. Lloyd got a healthy 198, so his total was 798 and just one point behind Dave for 2nd place.



Right Richard's Southerner 60

Bob Burling Memorial Rally

13th May 2023

Despite fronts expected to pass through the area in the days before the event, the weather forecast a week out from the Saturday of the event was for a perfect flying day. We arrived to find the weather on the day to be ideal with clear blue skies and light winds making for a very enjoyable day.

While attendance was a little down with sickness and tourist travel coinciding with the event for some regulars, there was still a good turnout with 14 fliers, 9 of whom recorded times. Many had multiple vintage models and there was quite a bit of casual sport flying of vintage models in addition to the low key competition events. Clubs represented included Levin, Kapiti, Wellington, New Plymouth, Ashhurst, Feilding and Palmerston North and there were also a few from nearby clubs who came to spectate.

There were some interesting models on show. It was great to see Flemming Ravn from the Palmerston North Aeroneers who arrived with a trailer full of nice models. Flemming builds his models to a very high standard and his *Gladiator* model of about 70 inch wingspan looked as good in the air as it does on the ground. Flemming put a few trimming flights with this model which flew well with its massive wing area. John Ellison from Kapiti also put up some trimming flights with his 3.5 metre

span electrified *Sunbird* glider designed by Dave Thornburg of Bird of Time fame. This classic model shows promise and John intends shifting the CG forward to improve its stability. Other interesting models included Barry Hall's (Wellington) 1938 *CAVU* which is built beautifully and looks great in its yellow and blue colour scheme. Barry's Wellington club mate Trevor Glogau also had his exquisite 1939 Earl Stahl *Hurricane* and elegant 96 inch span 1949 Keil Kraft *Falcon*.

There were also four Buzzard *Bombshells* present, all flying well. At one stage someone suggested there should be a Bombshell formation fly past!

Free fliers Graham Lovejoy and Wayne Lightfoot made good use of the great conditions flying a variety of models. Graham was seen trimming his 1964 *Nikolina*, a classic Coupe d'Hiver rubber model along with a vintage catty model. Wayne was flying his beautifully built Modelair *Red Bird Junior*, a design his father Stuart had also built as a 14 year old when the design first came out in the late 1930's.

Stu Hubbard (Ashhurst) did a lot of flying of his electric *Junior 60* through the morning. However, the bright blue cloudless sky and bright sun was proving a challenge at times to see high

flying models and Stu had the horrible experience of losing sight of his model. We all scanned the sky for many minutes but to no avail..... Thankfully the model was found the next day by an ex-aeromodeller who returned the slightly damaged *Junior 60* to the Levin club house. That morning. The damage was mainly to the fuselage and Stu has already repaired model. Stu sensibly had his name and phone number on the model and the finder rang him soon after locating the model. A great outcome!

In Vintage Precision Levin President Kevin Daly got his flights in soon after the start time as he had been invited to a birthday function by the family that host the club on their farm. Kevin again flew well making all his times in Precision but missing just one spot. Barry Hall tied with Kevin, also missing just one spot with his *CAVU*.

Four fliers managed a perfect score in Precision and made flyoff flights. Dave Crook flew his Lanzo *Bomber* to great effect and managed a perfect score landing his flyoff flight on the spot right on three minutes. Stew Cox and Bryan Treloar also made the spot with their flyoff flights, Stew missing the perfect score by just one second and Bryan was five seconds short.

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Bob Burling Memorial Rally

13th May 2023



Bombshell. Kevin Daly



You turned it on...right?



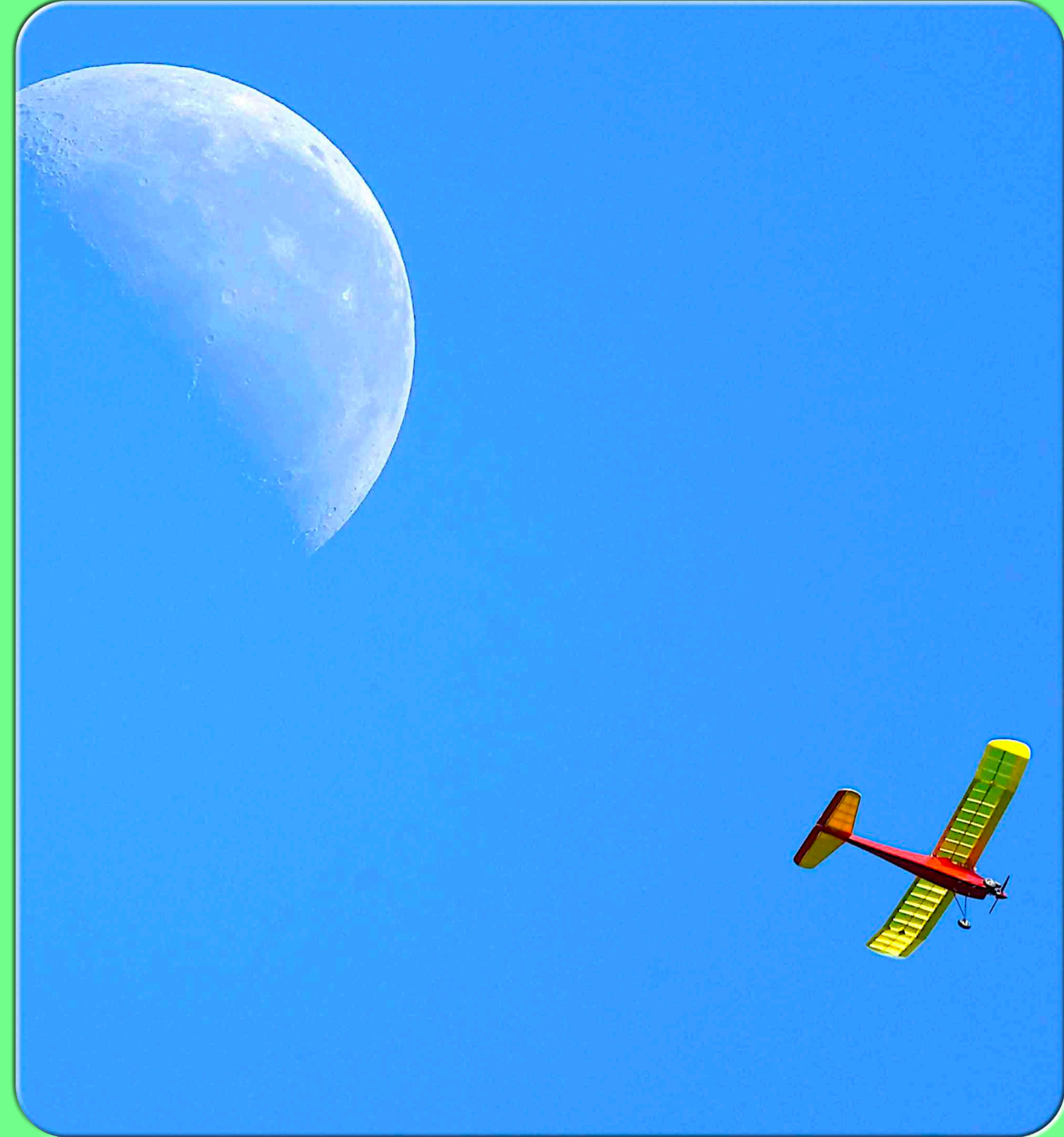
... continued from last page. John Miller (Kapiti) had a very successful day making his first flyoff in Precision with his *Bombshell* and then winning Vintage IC Duration with his *Kerswap* making all his times and missing just one spot. John has re-engined the *Kerswap* built by the late Ron Nicholls and the model is flying very well in John's capable hands. There was only light thermal activity in the near cloudless skies and John milked what little assistance was available to good effect.

The Levin Club again ran its sausage sizzle which contributed to a very enjoyable day. It is great that the first two Levin Vintage events for 2023 have both struck great weather on the first published event dates. Hopefully the third and final Levin Vintage event for the year being the John Selby Memorial on Saturday 16th September is equally lucky with the weather!

Report by Stew Cox

Photograph on page 15 (labelled) by Stew Cox.

All other Levin photographs by Ross Gray.



Bob Burling Memorial Rally

13th May 2023

VINTAGE PRECISION

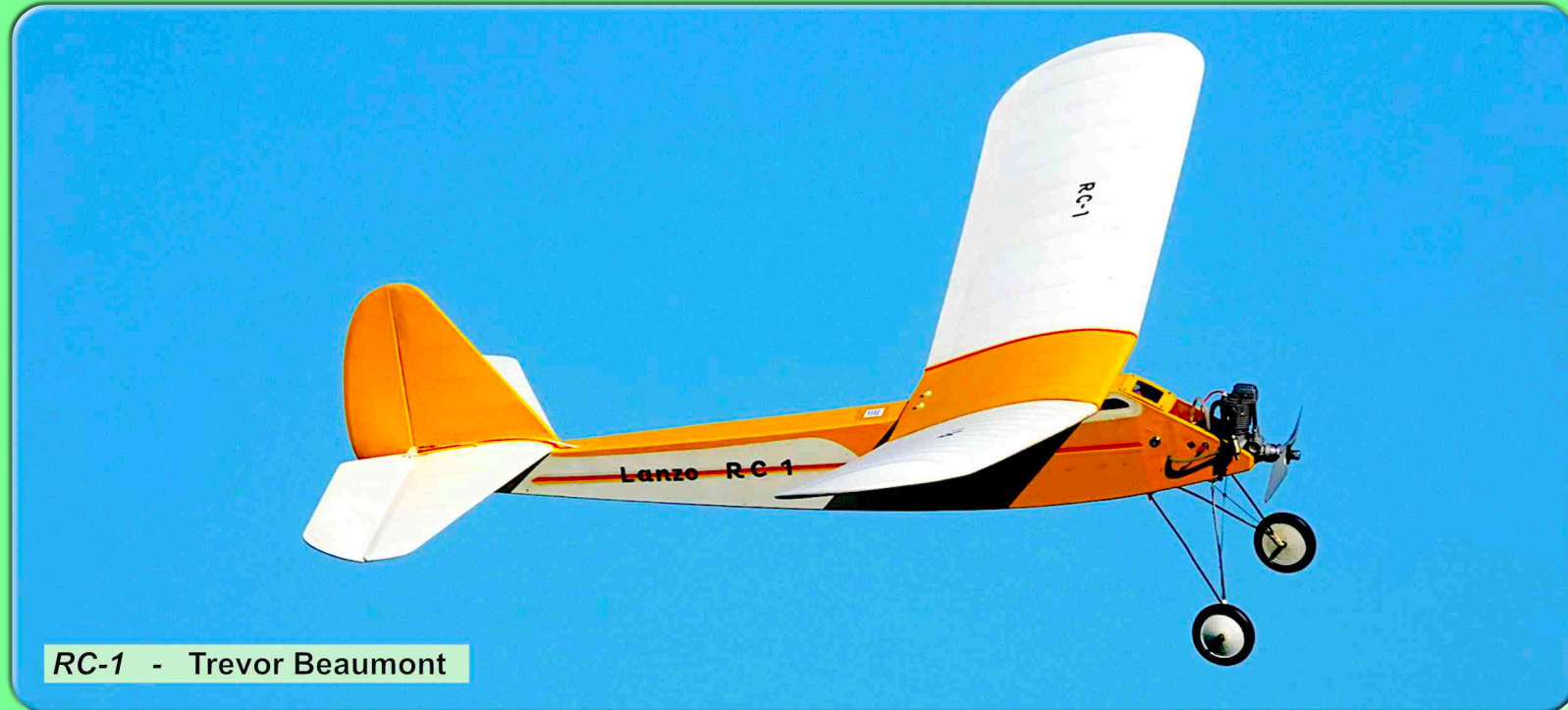
1	David Crook	<i>Bomber</i>	1938	600 + 200
2	Stew Cox	New Ruler	1940	600 + 199
3	Bryan Treloar	Red Zephyr	1936	600 + 195
4	John Miller	Bombshell	1940	600 + 176
5=	Kevin Daly	Bombshell	1940	580
5=	Barry Hall	Kavu	1938	580
7	Terry Beaumont	Southerner	1947	561
8	Ross Gray	Bombshell	1940	540



Red Zephyr - Bryan Treloar



Bomber - Dave Crook



RC-1 - Trevor Beaumont

Bob Burling Memorial Rally

13th May 2023



Vintage IC Duration

1 John Miller	Kerswap 1941	760
2 Stew Cox	New Ruler 1940	643
3 Kevin Daly	Bombshell 1940	514
4 Terry Beaumont	RC1 1934	227

Vintage E Duration

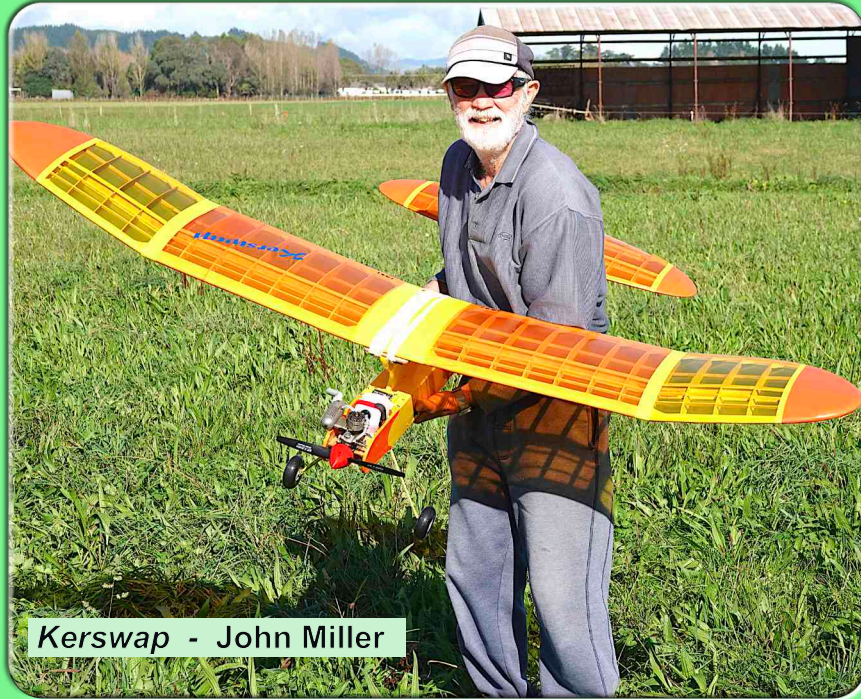
1 David Crook	Bomber 1938	886
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Vintage IC Open Texaco

1 Trevor Glogau	Falcon 1949	1362
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Bob Burling Memorial Rally

13th May 2023



Kerswap - John Miller



Falcon - Trevor Glogau



Nikolina Coupe d'Hiver - Graham Lovejoy
Photograph by Stew Cox



Bob Burling Memorial Rally

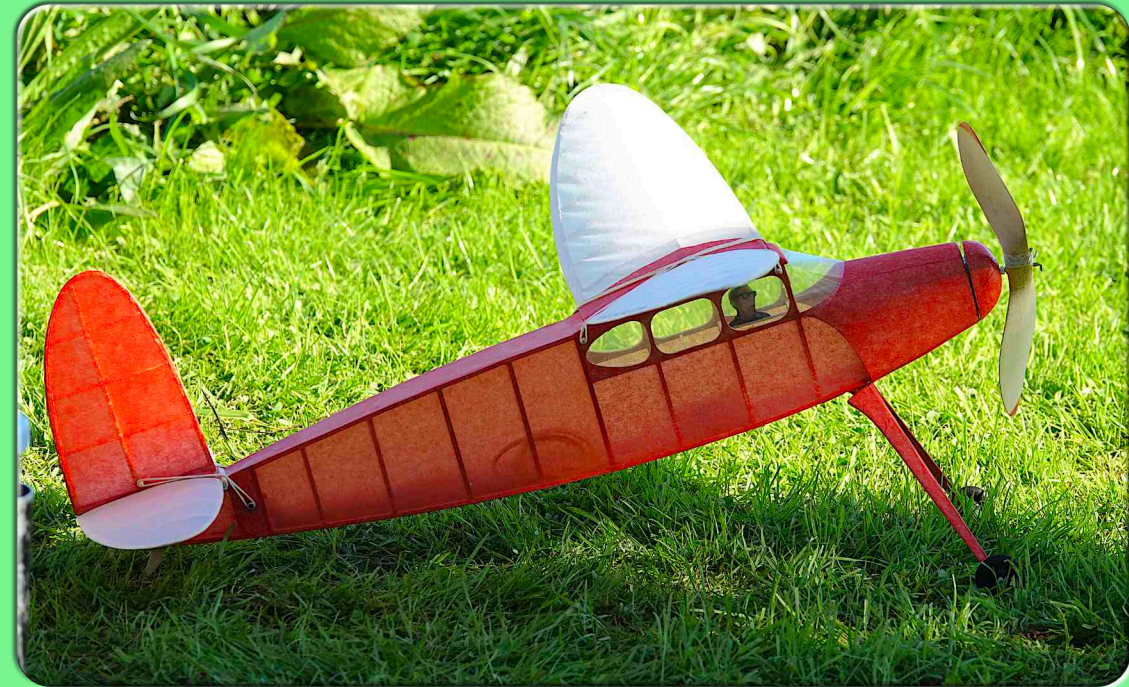
13th May 2023



Left:
Graham Lovejoy
retrieves his Vintage
Catapult Glider from the
clubhouse roof.

Right:
Red Bird Junior
Lightweight rubber
powered free flight by
Wayne Lightfoot.

Below:
Trevor's RC-1 in the
starting blocks.



Bob Burling Memorial Rally

13th May 2023



Left: Barry Hall from Wellington holds his CAVU, a Ken Willard design from 1938.

Right: The narrow path from which one can so easily stray.

Below: *Sunbird* glider being manhandled by builder John Ellison and Terry Beaumont.



An Impossible Dream ?

Aeromodellers have long wished for a power source that would do away with the noise and mess of diesel and glowplug engines.

Electric power is the obvious solution, but the problems posed by this motive force are restrictive, if not unsurmountable.

Through the experimentation of Fred Militky and the availability of the *Micromax* electric motor there now appears to be an opportunity for those of an experimental bent to pursue the Holy Grail:

Electric motor powered flying models !

We eagerly await reports of testing to decide whether such electric motor powered models are feasible projects for the average aeromodeller - or still an impossible dream.

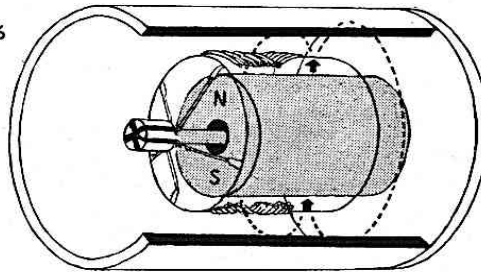
The remarkable *Micromax* ... more details for **ELECTRIC POWER**

IN OUR DECEMBER issue report on the successful flying demonstration by Fred Militky, Graupner company designer, we promised further details of our own findings in bench and flying tests with the remarkable *Micromax* motor.

First, a little of the history of this motor. Towards the end of February, 1959, a man walked into the editorial offices of *Modell*, one of the leading German monthlies on modelling and asked them if the midget motor which he held in his hand could be of interest to model builders. The man was Dr. Ing. Fritz Faulhaber who had developed this thimble-sized motor as a servo-motor, connected directly into transistor control circuits, for use in remotely-controlled camera-shutters, etc. The quickest check by the staff of *Modell* proved that this minute motor, with a weight of 9/10ths oz. and with a driving shaft that could not be held between the fingers when only 1½ volts were applied, would be of terrific interest to modellers all over the world. To their further astonishment they found that a 1 : 59 reduction gearing was built into the motor. Generally the design can only be classed as first class watchmaking precision and in no way a toy. The motor will start with only 0.05 volts and will reach its highest output at about 14,500 r.p.m. at 2-3 volts and drawing 350 milliamps. Four volts is rather high for continuous running, although this can be used for very short bursts.

From this data it is quite clear that this motor can be run off the vibrating reeds of an audio frequency receiver in a radio-controlled unit, leaving out relays. The power available is enough to operate any normal control surface of a radio controlled plane, and the Graupner Bellmatic servo (an example of which we have under test) employs the *Micromax*. The motor is being made with three different reduction gear ratios, i.e., 59 : 1, 15 : 1 and 3.9 : 1. The unloaded speed, without reduction gearing is nearly 21,000 with a 3-volt supply.

The motor differs from the other similar small electric unit, the well-established "Distler" motor by its method of wave-wound (as on a ball of string), coil winding. The induction part of the winding lies outside of the magnetic field and the field is provided by a fixed permanent magnet of the ceramic type. Reference to the sketch illustrates how the lines of force which emanate from this magnet pass through the rotating armature

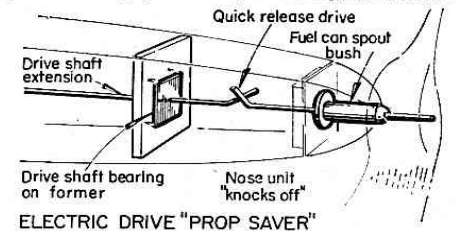
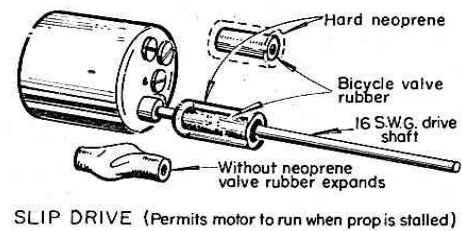


coils and then have their return path through the outer casing of the motor which is of iron base. The diminutive 3/64-in. commutator minimises brush wear by its small size for operation at such high speeds. The low starting current (voltage) and general high efficiency of the *Micromax* is due to the extremely low weight of the armature and the fact that there are practically no losses of magnetic lines of force. The brushes are made of doubled gold wire but a newer type of brush made of copper and graphite is being developed.

Hans Dieter Heck, Editor of the radio and electronic side of *Modell* magazine, conducted a series of tests on special equipment to provide the figures on the graph and our own rather elementary checks confirm his findings absolutely. Taking the bottom section of the graph, power in Watts is indicated on the left-hand scale, and across the base the torque in centimetres/grammes for the three gear ratios as well as for the straight motor. The efficiency shown includes gearing losses and the maximum mechanical power output indicates something of the order of 1/1500 h.p. The upper half of the graph indicates motor speed at the left side and final shaft speeds for the various ratios on the right, and connecting the two halves of the graph is the ideal example showing the desirable running speed for maximum mechanical power output at reasonable battery drain. It is obvious that one should aim for 950 prop r.p.m. when using 15 : 1 drive ratio. This will not only ensure longer battery life, but also complies with the manufacturers advice to run at the lowest load for longest brush life,—and brushes are *not* replaceable!

Micromax operators who are not familiar with electric motor operation should be warned that it would be hazardous for them to allow the motor to be stalled at any time, the windings would soon be burned out. Consequently, one *must* incorporate a safety device to permit the motor to run-on if the propeller has stopped. Fred Militky used ultra lightweight balsa propellers which sheared at the root in the event of any mishap, but our own experiments lead us to using more robust propellers, and the two simple safety drive connections illustrated in the sketches below.

Ordinary bicycle valve rubber can be used as a connector from the shaft to the prop shaft, and whilst this gives sufficient grip for driving without slip, the *Micromax*

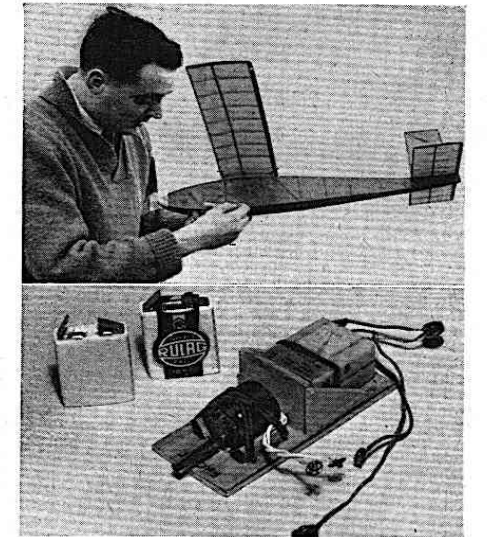


is so powerful it will continue to run even though the prop shaft be stopped and the drive shaft thus slips inside the valve rubber. To prevent expansion or twisting of the connector a hard Neoprene sleeve should be fitted. As a further safety measure the nose block can have the simple shaft engager as used on many toys.

How can one produce an electric flying model? The major consideration is one of weight, and our first thoughts were directed towards a delta configuration, and accordingly one was made (we should say carved) from a block of 1-in. thick expanded polystyrene (Jablite) with the power unit superimposed on the centre section. Area was approximately 160 sq. in. and flying weight of 5½-oz. seemed acceptable, but the required flying speed was too high for the power/propeller combination in use. Our *Micromax* is 15 : 1 ratio, the most suitable for prop-drive.

Accordingly, a second, conventional model using the wing and tail surfaces from the standard A.P.S. *Rubberdub* design was made with a standard fuselage construction to carry the unit illustrated internally beneath the parasol wing mounting. Experiments still proceed. We have yet to reach the dry cell battery stage and all flights thus far have been with two standard Magnatex cells in series, giving 4 volts. Like the miniature accumulators used in Germany, known as *Rulag*, these lead acid cells are rechargeable at 10 mA rate without venting and provide the finest output/weight ratio.

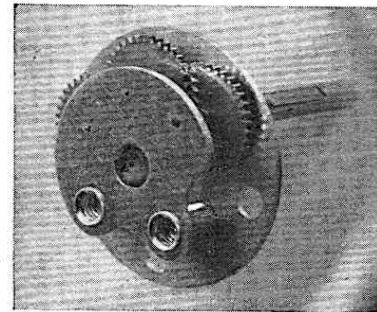
Aeromodeling is always the more fascinating when success does not come easily and there is a demand for individual experiment. Electric model power provides just the stimulant we need for a new phase in aeromodeling and we would welcome news of our readers' experiments in this direction.



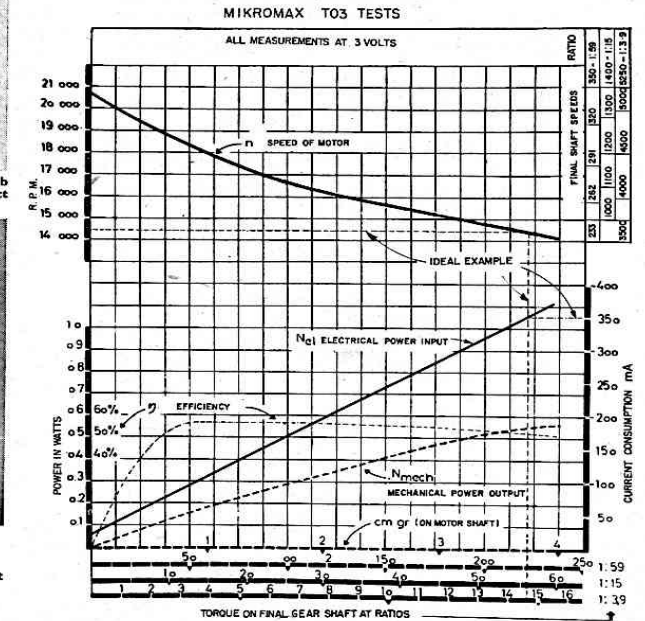
John Taylor sets fuse for a test flight at top. Power unit, with spare cells, shows snap connectors and simple detachable mountings. Below are German test curves.



Coil and magnet, above, gearbox below, indicate superb workmanship in a *Micromax*, more demanding in fact than for miniature diesels



Power curve and internal detail by courtesy of "Modell" magazine. (See also March, 1960, MODEL MAKER for Marine Motor Test on the *Micromax*)



OFW Fisher

Ron Moulton, SAM 35 Speaks July 2005

One of the earliest enthusiasts for engine collection and vintage model flying, "Peter" Fisher who created *Performance Kits* died on April 13th aged 73. Though born in Watford, where his world travelling explorer parents owned considerable property, his home throughout early years was in more fashionable Kensington at Princes Gate Mansions, where again the family were property owners.

His actual forenames were Ocean, and the more conventional Francis and William. Like his younger brother Forrest, he disliked the geographical first name and somehow adopted "Peter", possibly for easier passage through education at Eton and Oxford where his knowledge of engineering and a capacity for calculation developed. A side effect of the tough dorm life was loud intonation and a tendency to talk down on many subjects. This characteristic as a teenager once got him ejected from Henry J. Nicholls' shop on a non-buying visit after he loudly criticised the quality of almost every kit on the shelves over the heads of a shop-full of irritated customers.

National Service mellowed him when on an Air Wireless Fitter course at Yatesbury '53-'55 as an AC2 in blue serge and overalls by day and with dinner suit packed, off to Mayfair in the 2.25 litre Lea Francis and cocktail parties with the Debs at weekends. That is when not aeromodelling with flying wings of the unique shapes that became his trademark. His *Ionosphere* set the British record in '54 for power tailless, he held RAFMAA records, won tail-less at the *All-Britain Rally* at Radlett and Peter was quickly established as a champion of bizarre shapes. Few realised that each was in fact carefully calculated, proven in practice, as is known by the fact that no matter how eccentric (or asymmetric) they appeared, ALL of Peter Fisher's designs flew well.

As an engine enthusiast, he joined Alvis Ltd at Coventry to go into research as a development engineer in 1957. It didn't last so he decided to get into the model business and launched *Performance Kits* in an old Clock Factory at Allesley Rd, also in Coventry. The kit range was all of his own designs, free flight and control-line. Then a suitable base at Thorncote Green, a mere 3km from Old Warden aerodrome became

available in 1961 and with his attractive wife Kitty helping, the business expanded with engine agencies like Micron from Paris, Kingshire, the local manufacturer in Beds, modelling materials from balsa to dopes, tools and adhesives. Of the kits, the *Apex*, *Meson* and original *Ion* became best known as the unconventional free flighters, while the biplane control-line *Lynx* with its back staggered wings became popular largely because of Peter Fisher's own demonstrations.



PK kits at Thorncote Green became a magnet for the engine collecting fraternity. He set up Region 13 in the International Model Engine Collectors Association, (MECA). One of their meetings at PK in 1975 appears in his book "*Collector's Guide to Model Aero Engines*" published by Argus Books in 1977 showing 8 members, most of whom are still ardent well known collectors almost 30 years later. The same book was a ground breaking effort, rarely since rivalled in the same style, though at times difficult to follow with its two indices and jumbled text. It also publicises Peter's predilection for cats and reptiles - who else would pose a Morton M-5 radial on a pet python or a long haired cat with a rare Speed Demon diesel?

Cats were given a special castle in the PK grounds, a Freudian influence on his move to Woodland Towers at Onchan in the Isle of Man in 1982. On his first visit to the Island he chanced to shelter from a rainstorm in an estate agency. The immediate outcome was an inspired purchase. He didn't take the cats or the snake but he had a Castle with a castellated tower even if it wasn't in very good condition. On the I.o.M. he had ex-RAF aerodrome Jurby to replace Biggleswade

Common and Old Warden where he had virtually pioneered meetings for vintage aeromodelling, and following divorce, concentrated on renovation of the new home and its wooded acres. With his unusually broad rimmed trilby and long stemmed pipe he became one of the Islands easily recognised characters, lunching regularly at the Hilton, a loquacious debater and as ever, a fast motorist. His likeness is no longer reproduced.

OFWF and the UK Vintage Movement

In SAM 35's Yearbook 5, 1988, Fisher gives an account of "the emergence of the movement which was to take British aeromodelling by storm and which made the trade sit up and take notice". In the account that follows some of Fisher's personal reminiscences that do not directly relate to the article's purpose have been abbreviated.

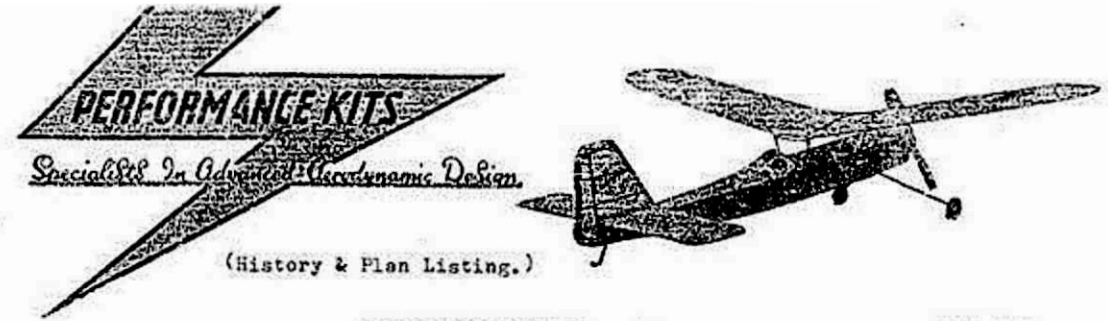
"Sports and Vintage Flying

The title of this article is taken from the first rally of that name, organized by Performance Kits at Old Warden in 1968. Before that, PK organized many less formal rallies on Biggleswade Common, Bedfordshire, which were attended by modellers from all over the country.

It all began with sports flying, a term which hardly needs definition. However, vintage flying - and its origin - is rather more emotive and much more recent. Vintage, the nostalgic recreation of old model aero designs, can, like all aeromodelling activities, be separated into two categories: sport and competition. Definitions are, however, further complicated because what was once designed as a competition model was to become in later years a pure sports job! For example, the Quaker Flash and the Powerhouse, once formidable contest jobs, are now most often flown as sports models. Yet the Banshee still epitomizes the competition concept.

Over the years there have been various notable modellers who have been most keen proponents of the sports model, the primary purpose of which is to give pleasure as a first priority. I have had the honour of knowing several such modellers including C.A.Rippon, who owned Premier Models, Harry York of The Model Shop, Old Kent Road, and Colonel C.E.Bowden who did so much to establish power flying in this country. Many of my own designs were based on the sports concept, and even the "competition" designs could be flown as sports jobs. I was thus able to enjoy competition modelling and flying even when competing in such events as the International Radio Control competition, held at Southend airport, in which I took part with my old Neutron around 1952/53. This model was powered with a very early Amco 35BB and was fitted with largely homemade RC gear. I recall that the other competitors were George Honnest-Redlich of E.D.s, and Gobeau, of Belgium. We used to help each other with range checks and rectification of the very unreliable RC equipment of the time.

... continued



YOUR REF.	WOODLAND TOWERS	ONCHAN	ISLE OF MAN	IM4 5BB
OUR REF. OFWF/BB/B5, #15.	TELEPHONE DOUGLAS (0624) 75031			April 1987.
Model No.	Fit Name.	Description.	Last Flown.	
297	Sun Buster	62" Span. Cabin Petrol F/F. 2.5-4.5 c.c.	1947 XP	
214	Ionosphere Mk.9	F/F. Flying wing. 0.5-0.8 c.c. (N.A.)	1953	
227	Meson Mk.6	F/F. Low-wing cabin .8-1.5c.c. (N.A.)	1955	
240	Ion Mk.20	34" F/F Record holding Crescent flying wing .75-.46	1957 BKK	
244	Alex Mk.14	42" F/F or C/L. 3-Pins. .75-1.4	1957 K XP	
253	Eclipse Mk.42.	41" CL. Twin flapped stunter 1-3.5c.c.	1957 XP	
257	J.H. 37b Hornet Koth.	20" F/F. Rubber scale	1957 PK	
259	Cosmic Cloud.	33" Cabin sailplane F/F. Mk.5	1957 PK	
263	Asteroid Mk.2	25" Cabin Rubber F/F.	5/3/1958 R.P	
264	Lynx Mk.5	26" Span negative stagger C/L stunt biplane 1.5-2.5	10/4/1958 BK	
265	Neutron 36"	semi-scale shoulder wing cabin sailplane	21/5/1958 B.K.K	
267	Proton Mk.10	27" Forward Swept Combat C/L. 2.5 c.c.	19/7/1958 B.K.K	
275	Galaxy Sailplane.	33" Diamond mid-wing sailplane. (Mk.1)	30/3/1959 P	
276	Galaxy Racer.	33" Diamond mid-wing rubber kit model	4/4/1959 "	
277	Tuna.	34" High wing cabin sailplane	3/2/1959 PK	
278	Mk49	Cirrus. 32" Advanced stunt C/L. cabin model (flapped) 1-1.5	14/5/1959 B.K.P	
282	Pinnacle Mk.32B	54" Span 584 sq.in. Comp. Stunt C/L 5-8c.c.	1960 PKL	
285	Cynos	32" Low-wing cabin F/F. rubber	10/10/1960 AP	
286	Orbit Sports	29.3" Span. Intermediate C/L. 1-1.5c.c.	15/12/1960 MKP	
284	Stella 35"	span all sheet sailplane (No plan produced.)	20/11/1960 "	
283	Airedale (Seagle-Auster)	25" Rubber scale F/F.	13/4/1962 PK	
291	Lynx Mk.15	40" Span neg. stagger C/L. Bipe (MAN) .35 cu.in.	18/6/1963 "	
292	Kingfisher Mk.5.	29.2" Design Cent award F/F. Rubber cabin.	1964 B.K	
294	X-40-5	32.25" F/F Asymmetric flying wing (Amer. Mod. 7/1967)	12/1965	
295	Buzzard 60"	Span F/F or R/C. shoulder wing cabin sailplane	25/3/1966 PK	
298	Cwl	29" span cabin all sheet fuse. sailplane. pre-labbed	21/6/1968 B.K.	
302	Sun Bird.	51" Span R/C. Low speed neg. stagger stunt biplane.	5/7/1971 XP	
304	Casp Wings.	34" F/F Sports Cabin model. 0.5-0.8 c.c.	24/10/1971 C.P.!	
306	Model "L".	50" Span F/F. Old Ruler Formula. 1.5c.c. .14 ret.	26/4/1973 XP	
308	Bonnacon.	32" F/F. Mid engine canard 0.5-0.8c.c.	3/2/1974 XP	
309	Cloud-Elf.	51" Span F/F Vintage 1-2.15c.c. (1939 Model.)	3/2/1974 XP	
312	Oclet.	26" Span F/F. 002 parasol wing cabin kit.	31/7/1976 C.P.!	
	Pippa.	All sheet boxed chuck glider (No plan available)	1975	
	Pera.	All sheet boxed wing chuck glider. No plan.)	1975	
316	Ziz.	50.1" Span F/F. Vintage Style Parasol cabin. .9-1.5c.c.	18/3/1979 XP	
319	Aspis 36"	Span F/F. Vintage Style elliptic wing cabin 0.5-.8	7/5/1985 AM	
309	Cloud-PK Elf	51" Span Cabin Petrol/Diesel F/F. 1.0-2.0 c.c.	1939	

No.319 Aspis was published in the "AeroModeller" in the August 1986 Issue.
No.316 Ziz February

Plans, and in some cases, various kit parts, are available for a standard charge of £5.00 inc. post for each plan. for most of the ancient kits listed.

P.K. "Pinnacle" (no.282) original varnished multi-colour kit labels, size:3 1/2"x5 1/2" superb for decorating your house walls. 0.50p. ea.

* Note "Pinnacle" has two large plans, thus £10.- for them. (No282)

P.K. Original 3-colour kit roundells. Our original transfer kit trade mark. 0.10p ea.
269 Eclipse Mk.47. 42" Span C/L. Stunter for 2.5-3.5c.c. 1/9/1958 2 1/2" shaft 410.-

"Nonsense & Puzzle Poems". Book by Performance Kits Designer: O.F.W. Fisher. £2.50ea.
Postage extra on all items, at cost. (No V.A.T. on plans and books.)

OFWF and the UK Vintage Movement - continued

There has been considerable controversy concerning the origins of vintage flying. In about 1948, Fairlop in Essex was the Mecca for the entire London area and for most of the rest of the country. Londoners used to travel there by underground, and the rear compartments of the trains were often filled with modellers. In 1948 I took my J.C.Commodore there, and ran the Contestor 10cc up in the train! This model, equipped with early radio, was still fitted with a petrol engine despite the fact that at this time ignition flying was almost extinct.

A few of us, from about this time, would congregate in a corner of all major rallies and fly old, unusual, or unorthodox models. By about 1952 there were perhaps a dozen or so vintage flyers. Colonel Bowden always attended such gatherings.

We heard that in America there was an organization called The Society of Antique Modelers and also one called SCAMPS (Southern California Antique Model Plane Society). I belonged to that society and also attended the SAM Championships at the extremely hot Taft side in 1973 in California, taking with me a 50in. free flight petrol model. It was from the American SAM organization that the original British SAM 13 developed in later years.

The first events specifically organized for vintage flying were held at Biggleswade Common from about 1964. Vintage came to Old Warden in 1968.

From my records I find a copy of a letter to Keith Harris thanking him for his letter of September 30, 1968, in which I note that he was running "The Antique Model Aircraft Society". I subsequently invited all his members to our rally at Old Warden on October 13, 1968. PK donated the prizes. We ran that rally to the old Bowden Trophy rules. Flying was from 10 a.m. to 5.30 p.m.

In all there were four Performance Kits and Vintage Flying Days held at Old Warden with the cooperation of Mr. D.F.Ogilvy, general manager of the Shuttleworth Collection. John Haggart often visited me at Thorncote Green and also helped me with the organization of the Old Warden events. We both kept in contact with Colonel Bowden, and together John and I intended to introduce "The Bowden Trophy". The Colonel was visited and he was enthusiastic about the venture.

January 7, 1971, John visited me and subsequently wrote for a Halifax Spartan which I supplied. On this occasion the rules for the "New Bowden Trophy" agreed between the two of us, and subsequently by the Colonel himself, no-one else was involved.

The Aeromodeller then took over the Performance Kits Vintage Days, and do a good job of promoting this pleasurable event which has continued to go from strength to strength.

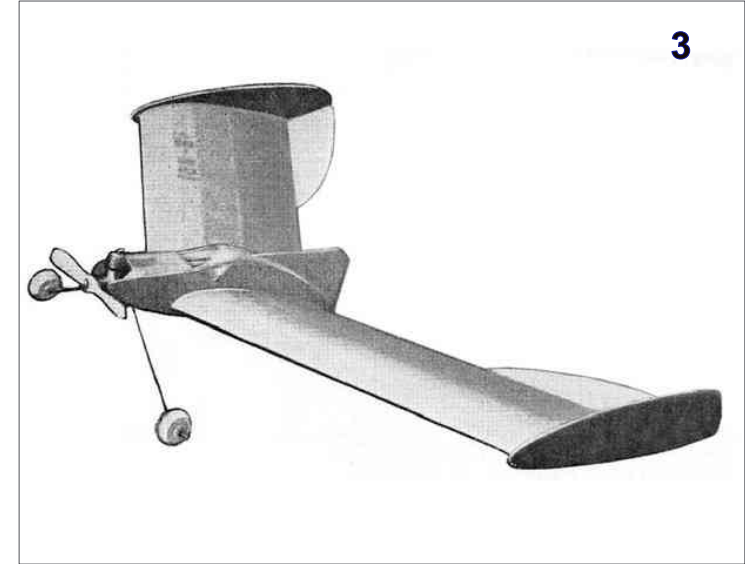
But back to the earlier days... John Mayes of the South Bristol Model Aero Club, who has always been a keen vintage proponent, ran an excellent precision event (the old name used by Bowden) at Hullavington in 1969. The contest was run on a percentage error basis and proved most enjoyable. The design date cut-off was fixed at 1951.

One of the reasons for this historic account of what is now called the vintage movement is to give the facts behind the various events and developments, but much more importantly to state that the rules are of a very secondary nature compared to the spirit of sports and vintage flying. Let people who volunteer their time and effort be allowed to fix the rules for their events without hindrance. The vast majority, I feel sure, simply like to fly these models, and if they prefer to take in the odd competition, so much the better. However, I do hope they won't take them too seriously. That can safely be left to the keen competition flyer with his state-of-the-art models."

OFW Fisher

OFW Fisher

A sampling of designs marketed by Performance Kits



1. *Lynx Mk 15* 1965

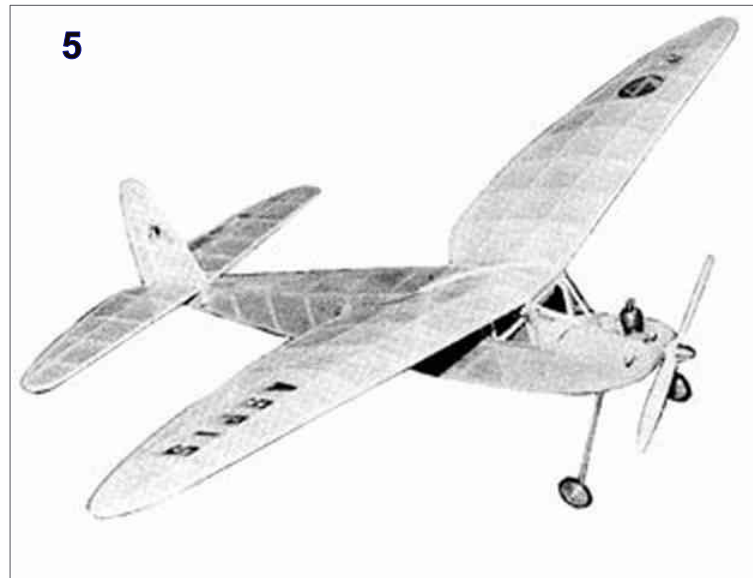
2. *Meson Mk IV* 1955

3. *Ionosphere* 1953

4. *Wasp Wings* 1972

5. *Aspis* 1986

6. *DH Hornet Moth* 1958



**OFWF
on
OFWF**

**SAM 35
Year Book
No. 13**

THREE DECADES OF PRODUCTION TOOK THIS FIRM FROM THE GOLDEN YEARS OF AEROMODELLING TO MODERN TIMES – WITH **PETER FISHER** IN THE DRIVING SEAT

THE year was 1957 when I decided to leave Alvis Ltd., where I was a research and development engineer working on Leonides twin-bank radial engines of 14 cylinders, to found my own company, Performance Kits. Production was carried out in an old clock factory located



What a Performance!

at 168a Allesley Road, Coventry, and the company office was at 61 Four Pounds Avenue, a short walking distance away. Kit production utilized selected Solarbo balsa, coloured Modelspan tissue and R.M. wheels.

All the kits were designed by myself and were very extensively tested through many prototypes. The Ion, a crescent free-flight flying wing, was in fact the 20th in its series, and was developed over many years. Originally it was called Ionosphere but was abbreviated for commercial reasons and because an earlier version, the Ionosphere Mk 8, had been sold in plan form for publication to Model Aircraft magazine. My original was designed in 1952 for the Ace 0.5 while the Mk8c used an Elfin 0.5. Kit models used a Frog 80.

British record

The Ionosphere Mk 11 held the British national power open tailless record, established in 1954 at Epsom Downs with an Oliver Tiger 2.49, and the Mk 13 held the Lightweight record the same year (27/7/1954). The Mk 14 (AM 2.49) won the open FF tailless competition at the All Britain rally, held at Radlett, on two occasions. The Mk 16 (twin Elfin 1.48BB diesels) held the RAF records, with official flights taking place on Marlborough golf course on August 21st, 1955. This was while I was stationed at RAF Yatesbury.

There is a photo of the Mk 21 (twin Mills .75) after completing many RoG flight at Jurby 'drome on the Isle of Man in 1987, transport being my 1937 Alvis Speed 25 Vanden-Plas Continental. The uncovered airframe shot is of the last in

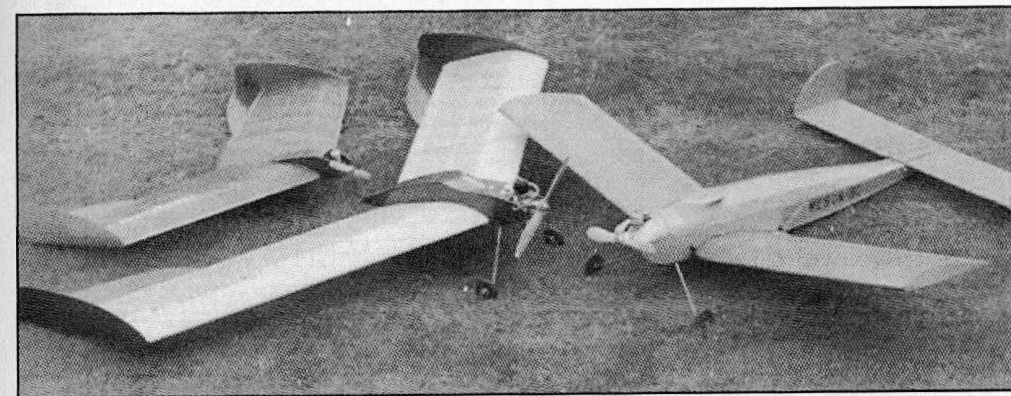
the series, the Mk 23, powered by a PAW Vintage 80 Classic CT. She flew extensively at Jurby. The other picture shows the Mk 13 lightweight record holder, the Mk.14, and the Meson Mk 6c (Elfin 1.49BB powered).

Performance Kits moved to Thorncote Green in Bedfordshire in 1961 and then to Woodland Towers, Onchan, Isle of Man, in 1982. Kit production ceased in 1989. The last kits were the P.K. Wasp Wings, designed for the D.C. Wasp engines in 1971 and the P.K. Oclet, originally kitted in 1976.

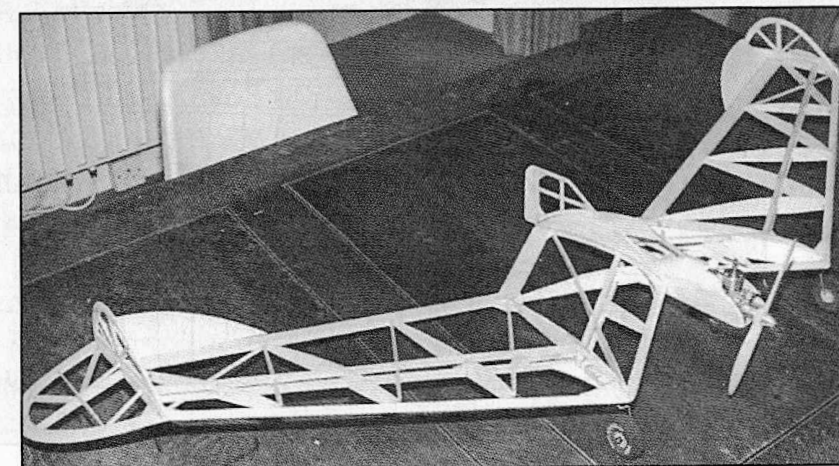
Kit production spanned some 32 years! Throughout those years we were responsible for the design, development and marketing of numerous well-known model aero engines which included King-Cat and Telco. Our wholesale division supplied the model and DIY trade.

I am pleased that there is still interest in our old kits and can still supply plans for all ancient Performance Kits production models as advertised at the time of production. Plans for prototypes are not available.

Woodland Towers, Onchan, Isle of Man, UK. 1M4 5BB. Tel: 01624 675031



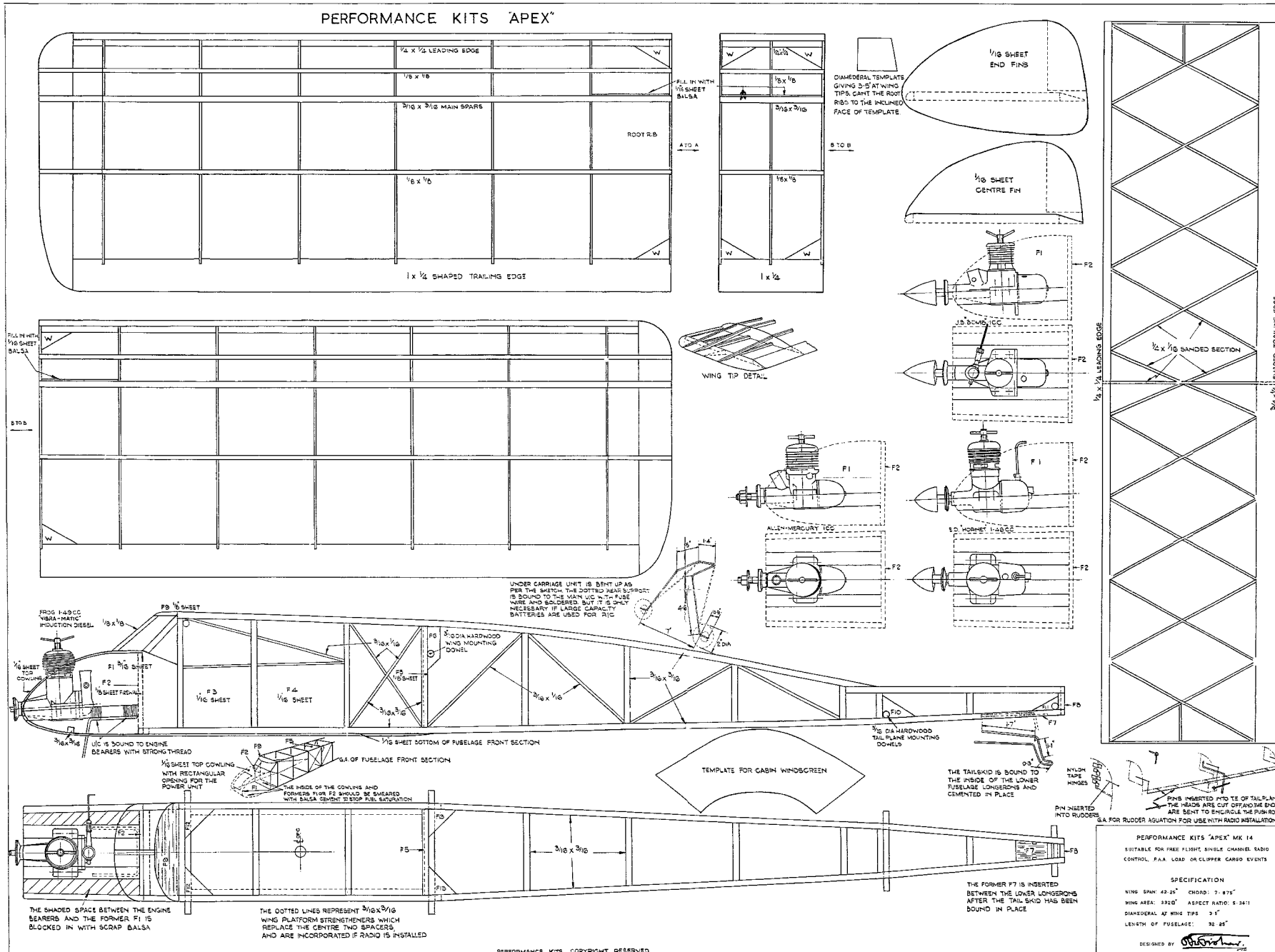
TAILLESS DELIGHTS:
Above, from left, the Ion 13, Ion 14, and the Meson 6c (Elfin 1.49BB powered.) At right, the last in the range, the Mk 23.



APEX Mk.14

OFWF

1957



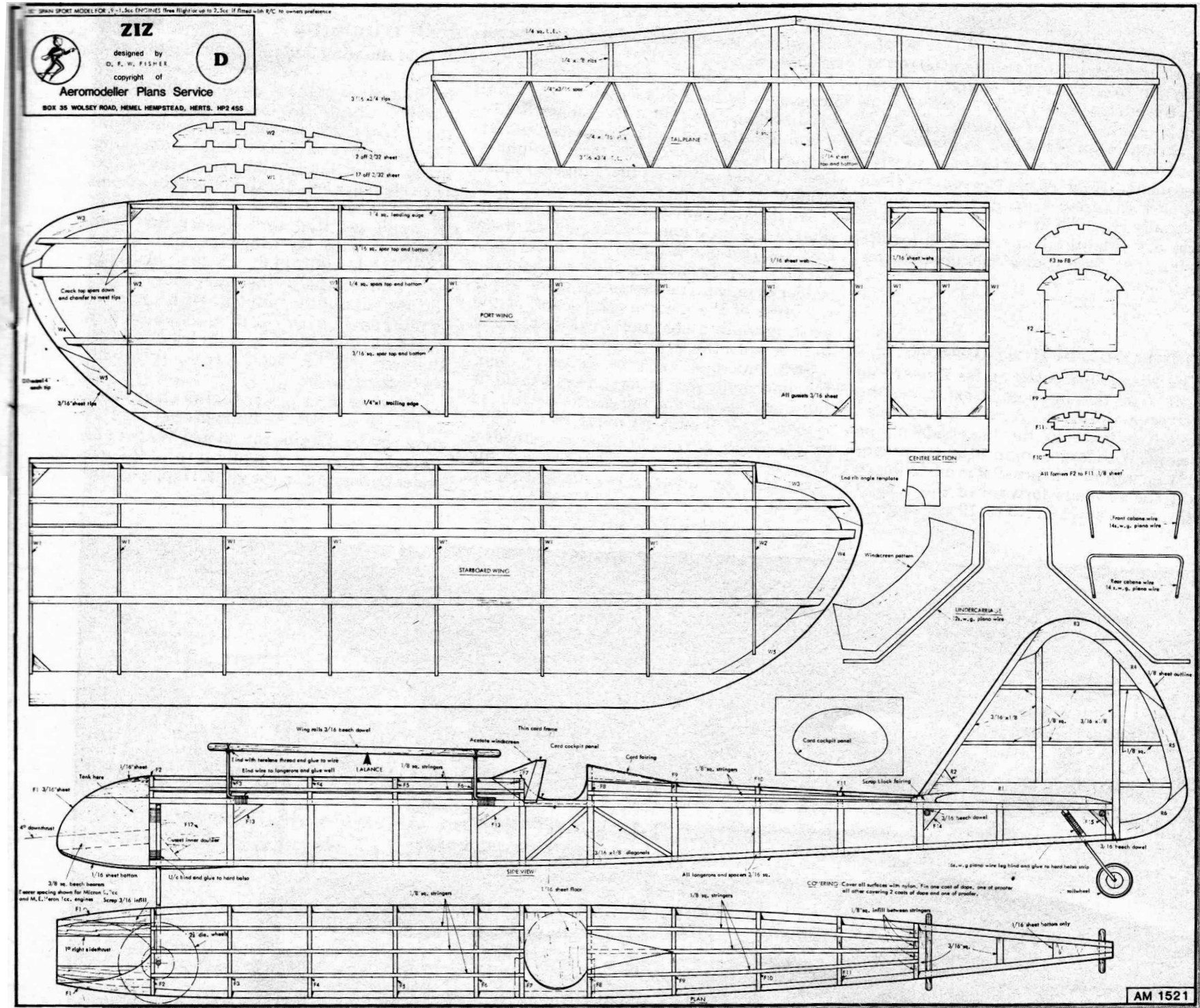
OFWF ZIZ 1979

A more conventional design, although still with a certain *je ne sais quoi*.

Re-published in the Aug 1986 Aeromodeller.

‘WHAT’S A ZIZ?’ we asked. All we could think of is what happens when one’s feet are put up after Sunday lunch (assuming no model flying is in the offing, that is) and eyes are allowed to shut, but this did not seem right.

‘The Ziz,’ replied Peter, ‘is of course named after the gigantic bird of Hebrew myth. It was the King of all birds, and was said to be a distant relative of the better known Roc, which, in legend, was said to feed on young elephants. Truly a most formidable fowl!’



Back to the Future: MHz to GHz

Futaba Transmitter Conversion to 2.4GHz with DIY Module

In Issue 195, John Ryan gave an excellent account of converting old transmitters for use today. Barry Lennox in the last *Propwash* bulletin from Hawkes Bay also covered the revitalising of old transmitters with an injection of 2.4. While handling a soldering iron presents no problem, I am an electronics tyro compared to those who have the knowledge, skills and confidence to attempt such conversion projects. I am usually happy with steam-powered 72MHz but it has to be admitted that for some very small models with limited internal space a 2.4 receiver would be easier to fit. Not having an aerial dangling out the back would also support the illusion that I am not really just playing with a toy airplane. To that end there has been some dabbling with a Taranis and a TX-9, but neither gave the reassuring feel of a real transmitter. And they were so gratuitously flashy - all those channels and exotic functions for models that would fly just as well on a simpler set of gear.

While I did not want to follow what John and Barry have done, fitting modern innards into a truly vintage transmitter, converting one of my more modern 72Mhz transmitters to 2.4 would have the two benefits mentioned above while retaining the elegance, tangibility and reliability of older style transmitters. Most transmitters from the last twenty years have sufficient bells and whistles for almost anyone so I would convert a 2005 Futaba 9C to 2.4GHz.

Inserting a 2.4 module obtained from Hobby King many years ago was the first quick and easy solution, however the module failed after just a few flying sessions and could not be replaced as it was no longer in HK's inventory. Futaba's modules would make obsolete my existing receivers, so it would be a DIY kit by the US based *Lemon RC*. This firm sells some very sophisticated 2.4 receivers that for many years have been used in free flight models to remotely control dethermalisation via a home built system. Despite the *Lemon* name, none have ever failed. One explanation of the firm's odd name is that it was originally *Orange RC* but when similarly-named receivers turned up on the asian market it was changed in jest.

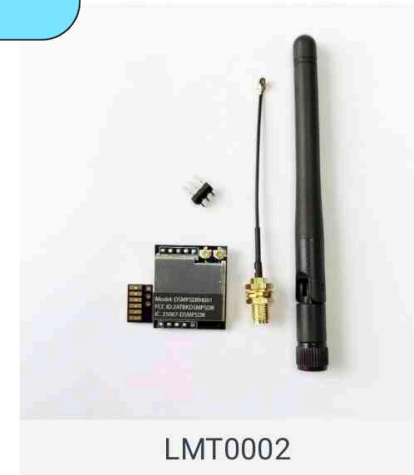
If you have a JR transmitter with a plug-in frequency module, then Lemon have a 2.4GHz replacement to suit; for Futaba there is a kit containing just four parts. At US\$28.30 the module kit is a bargain and assembly is simple enough to be within my comfort zone: four cable runs, eight solder joints, fitting an external bind/test button, and changing the envy-generating long aerial to a stubby one. I followed the instructions from Lemon and also inserted a 10k resistor into one circuit as recommended on rcgroups.

Initial tests revealed a reversed channel and an incorrect assumption about channel output sequence. With these corrected, further tests gave precise control out to dot-in-the-distance range. I am pleased with the result although models I really care about will of course remain on 72MHz.

Lemon RC <https://lemon-rx.com>
Lemon Modules <https://lemon-rx.com/index.php?route=product/category&path=84>
Module Manual <https://drive.google.com/file/d/1voYsft4tZqdp8TllsLDkGQVxpPWp3ySo/view>
Discussion group <https://www.rcgroups.com/forums/showthread.php?>

"But", you ask, waving your glittery new transmitter in my general direction, "Who needs to convert an old set to 72 anyway - I'm having enough problems with this new one!" Almost no-one needs to do this, but for little cost and effort, it is a satisfying way to revive the old Gold Box that was your pride and joy way back then. A bit of aeromodelling variety - and a diversion from trying to program the latest wonderbox.

Bernard Scott



LMT0002
DSMP DIY module for legacy transmitter (DSMX/DSM2 compatible)

US\$28.30



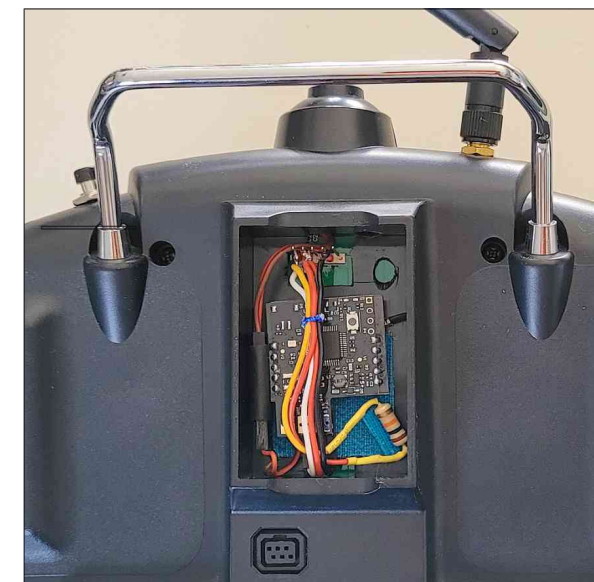
LMT0001
DSMP Plug and Go module for JR bay compatible transmitter (DSMX/DSM2 compatible)

US\$28.30

The 2.4 gubbins fit into the module compartment.

Fitting rear section of the original module case will recreate original appearance.

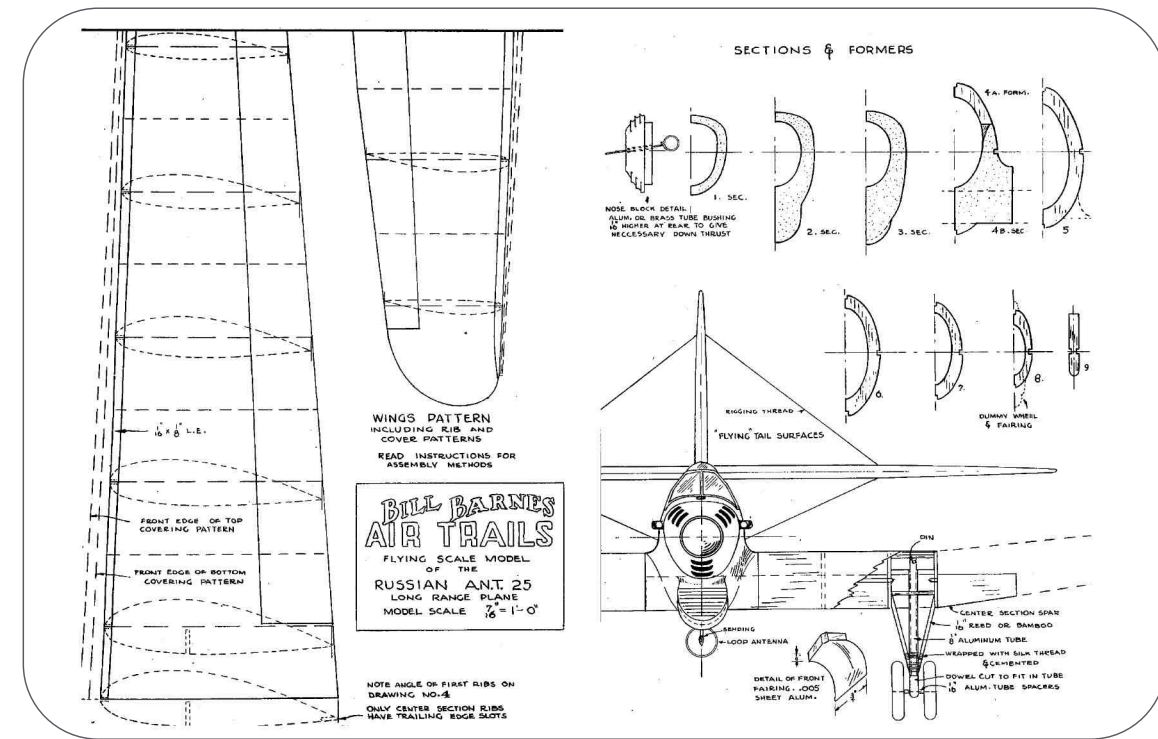
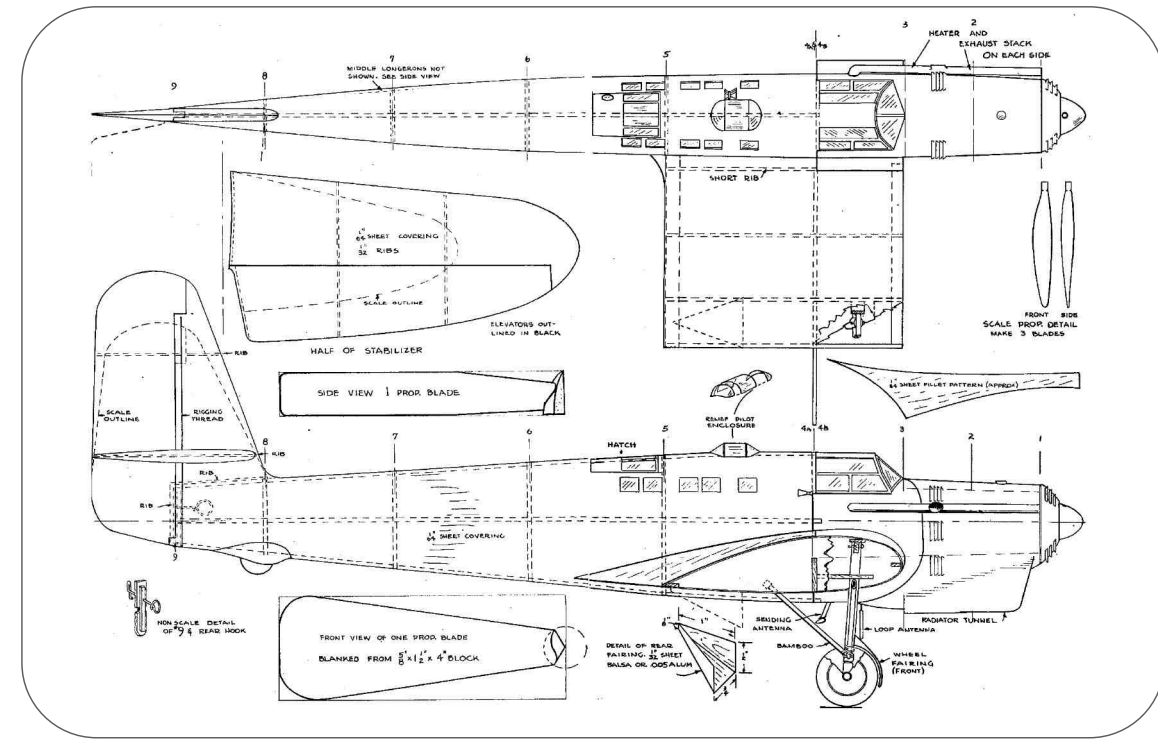
Bind /range button by handle on left.



ANTONOV - 25

Russian long-range aircraft record-breaker. The 1933 flight test of the first of just two Ant-25s covered 12,411 kilometres in 75 hours. Not to be confused with another record breaker from Antonov, the An-225 Mryia, destroyed in Ukraine in 2022.

A little different and well-proportioned for Scale Texaco



THE ENGINE ROOM Pt.2

CHRIS MURPHY

FROG

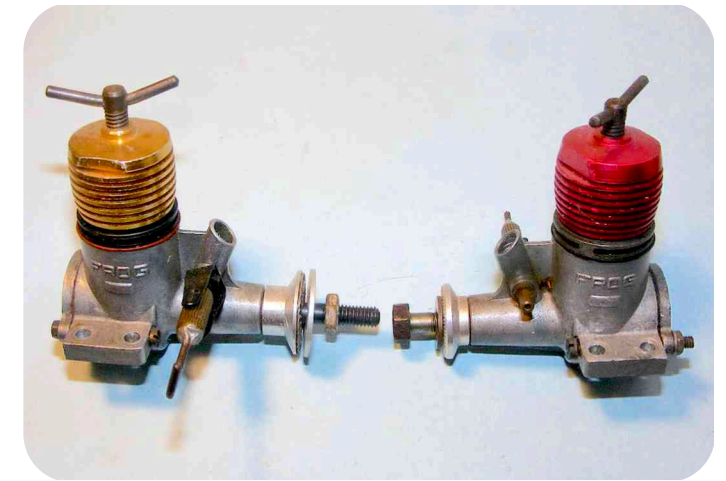
Frog had been around since the early 1930s under its parent company 'IMA' International Model Aircraft and later as a subsidiary of the Lines Brothers empire and were early into the post war engine market with their 1cc Frog 100 which went through a number of models, ending up as a modern front rotary engine (Fig 1) which stayed largely unchanged through the mid-50s. For the next 20 years the head colour changed from gold to red, and it acquired a DC Quickstart style starter spring. Frog were quick on the bandwagon with the 0.5cc size, introducing their diminutive Frog 50 (Fig 2) hard on the heels of the ED Baby in 1952. Sales were disappointing perhaps because it was not the easiest starting and handling of engines and it was withdrawn after about 4 years in production. In 1957, following the very positive reception of the Allbon Merlin, Frog introduced the 0.8cc Frog 80 (Fig.3) which departed from tradition by using an O-ring equipped contra piston. This was not particularly well received by the market and a Mk2 version was introduced which reverted to the traditional lapped setup and continued until Frog production (by DC) ceased around 1974.

For some reason Frog engines do not seem to have been imported into NZ in any great quantity, certainly in comparison with both ED and Davies Charlton engines, though you encounter them from time to time.

MAROWN

The last but one of the classic UK manufacturers appeared in 1960. Marown Engineering was based in the Isle of Man, and producing only two models the 1cc ME Heron, (Fig 4) and the 1.5cc Snipe. The Heron was touted as an ideal beginners' engine and so it proved to be. It was initially supplied with a cast iron main bearing and were largely wear proof if operated correctly - if no ball of fire performance-wise. ME were quick to provide effective silencers for their engines. The engines themselves went through several changes of manufacturer and various economy changes were made to the range with the cast iron bearing bush being dropped and the anodised fuel tanks being replaced with a moulded nylon tank.

1. The 1cc Frog 100 Mk II (left) introduced in 1958 should by rights be a Mk III as there were two earlier Frog 100 models which bore no resemblance to this version. Mk 3 version on right is as made by Davies Charlton from 1963 onwards. It has a red head with a replaceable hex head prop bolt.



2. Frog 50 Mk 3, the last version from the mid-1950s. It was replaced by the Frog 80.



3. Frog 80 Mk I introduced in 1957. Followed US practice by using an o-ring sealing contra piston. This as not well received and a 'normal' lapped contra piston was used in the Mk 2 version. This was in turn replaced by the Quickstart-equipped Mk 3 model made by Davies Charlton.



THE ENGINE ROOM

ALLEN-MERCURY

The last of the major UK manufacturers we'll look at is Allen-Mercury. AM was a joint venture between Dennis Allen and Henry J Nicholls through his marketing company Mercury Models. This venture produced 4 diesel design and a single short-lived glowplug licence-built O49 during the 50s. We'll concern ourselves only with the 1956 1cc AM 10 (Fig 5) which quickly proved to be the most powerful 1cc diesel on the market even though it was of 1.5cc size and weight. It remained in production until 1969 when the AM range was dropped to allow DJ Allen and Co to concentrate on Merco production. Production of the range was subsequently resumed by two other manufacturers, Forest Engineering, and Premier Plastics, with changes occurring to the design over the years.

WEBRA, TAIFUN

Jumping across the channel to Europe, we find that Germany was the predominant diesel engine manufacturing country-though by no means unique. Denmark, Norway, France, Italy all had their own, mainly small diesel manufacturers but it was the two major German manufacturers, Webra and Taifun, who exported widely, Webra with the 0.8cc Piccolo, a very compact unit heavily influenced by the radial mount US McCoy O49 diesel designs (Fig 6), and the larger Taifun 1cc Hobby (Fig 7) which went through several models, the last of which could still be found new on shop shelves in small town NZ right into the early 1980s.



4 Above. The 1cc ME Heron, introduced in 1960 by IoM-based Marown Engineering. This is a later model with nylon tank, earlier ones had a red anodised red tank.

6. Below The very compact Webra Piccolo, 1954. Shows a lot of UA 1/2A design influence. Was noted as being tricky to start and handle. The later model was improved in these areas.



5 Above. 1cc AM diesels. Mk 1, Mk 2, and the final Premier Plastics version. The last was also available as a glow plug engine.

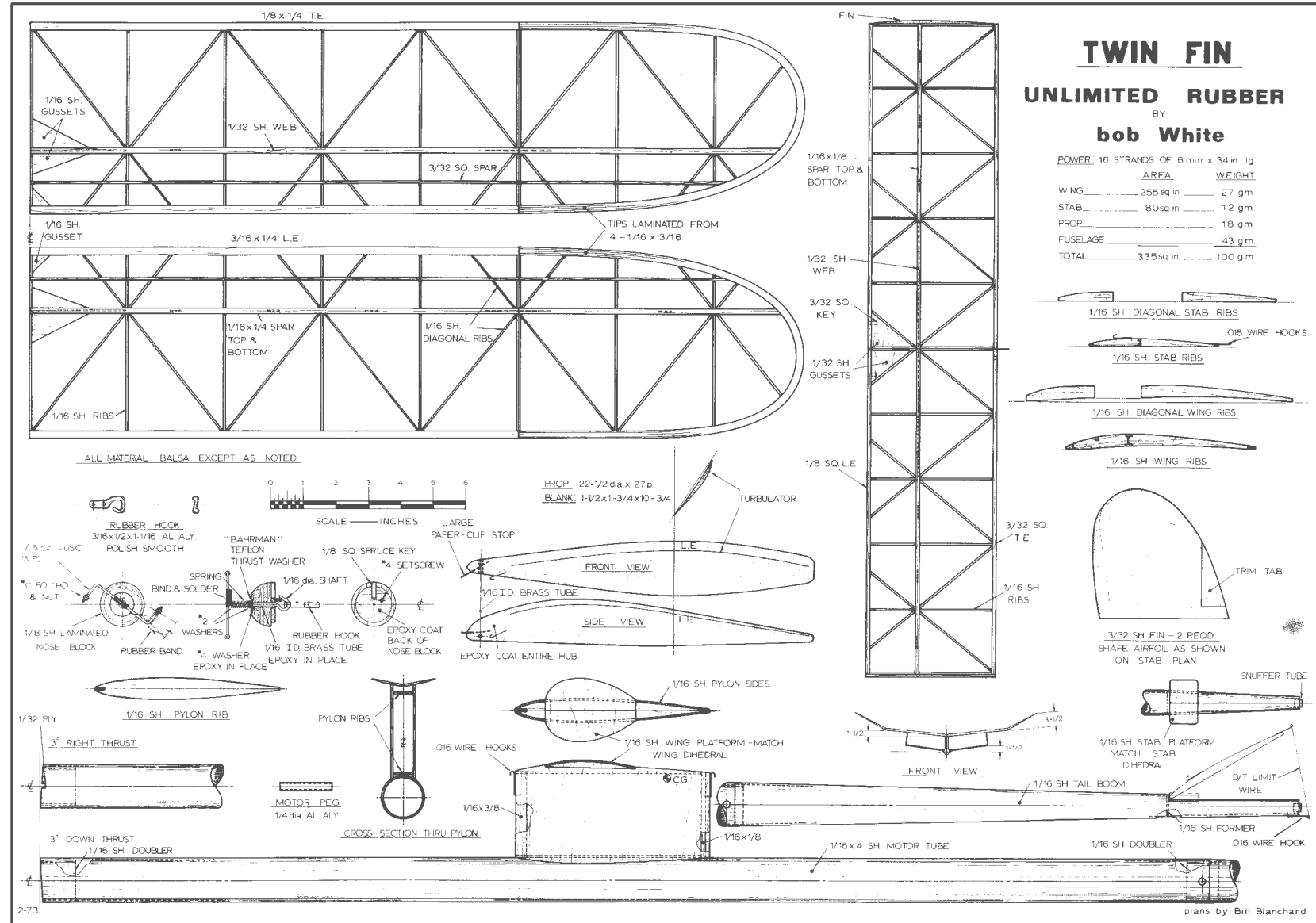
7. Below The German Taifun 1cc Hobby was the baby of the Taifun range. All four versions are shown here.



TWIN FIN

48" Robert Preston White

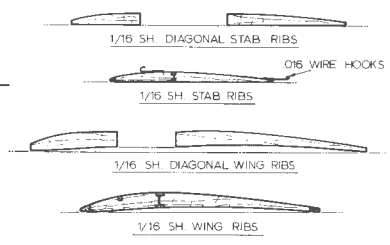
1979



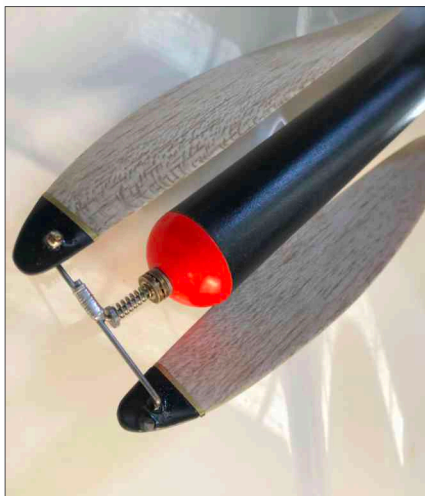
TWIN FIN UNLIMITED RUBBER BY bob White

POWER, 16 STRANDS OF 6 mm x 34 in. lg

	AREA	WEIGHT
WING	255 sq in	27 gm
STAB	80 sq in	12 gm
PROP		18 gm
FUSELAGE		43 gm
TOTAL	335 sq in	100 gm



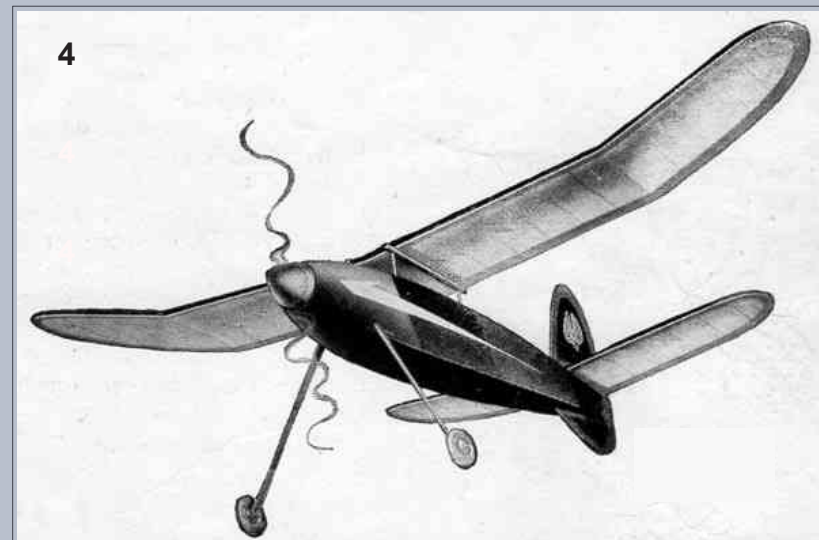
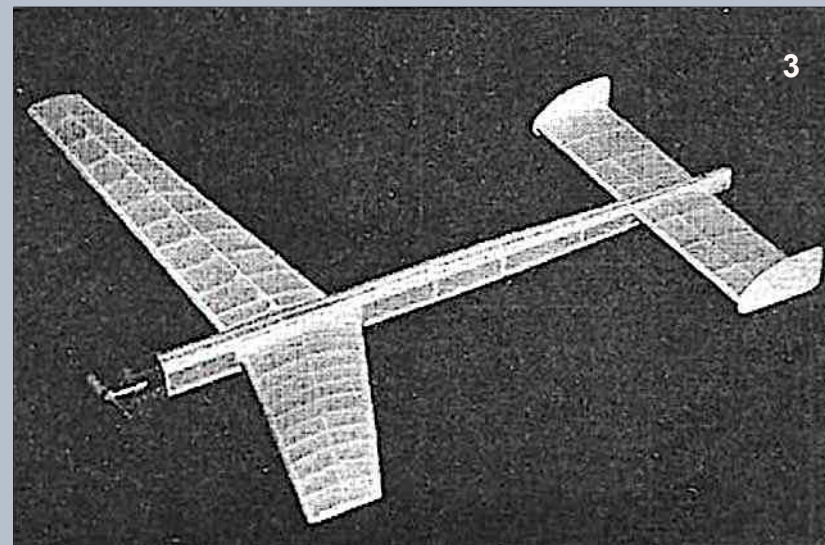
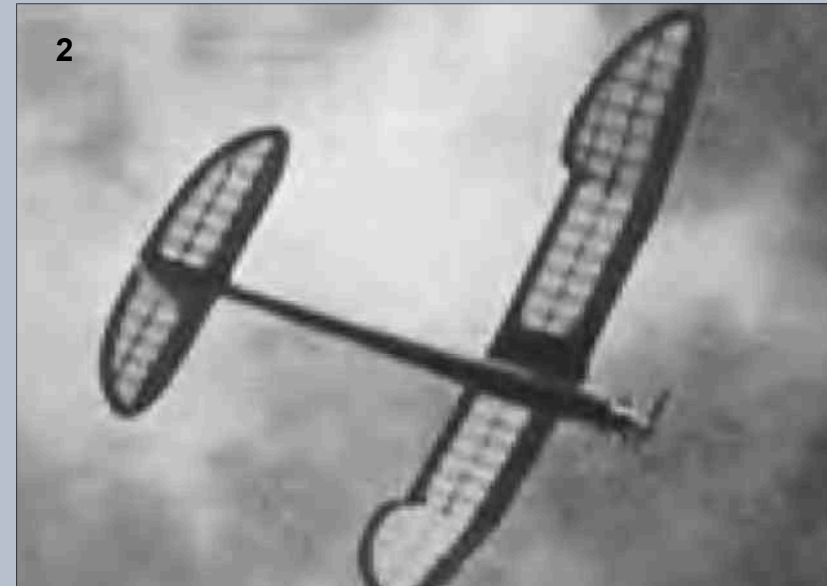
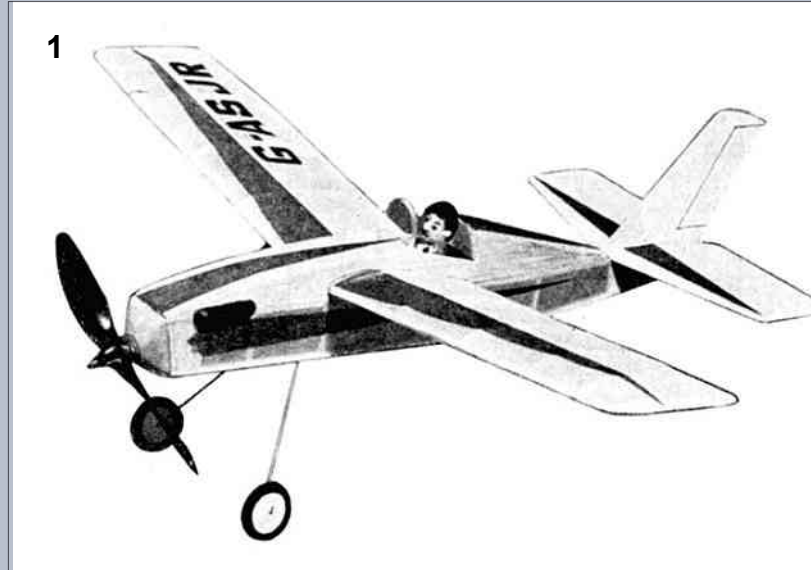
Mike Mulholland's *Twin Fin* with detail of folding propeller and Tomy DT timer. Full coverage of Mike's immaculate build is in the AMAC Slipstream, April 2023.



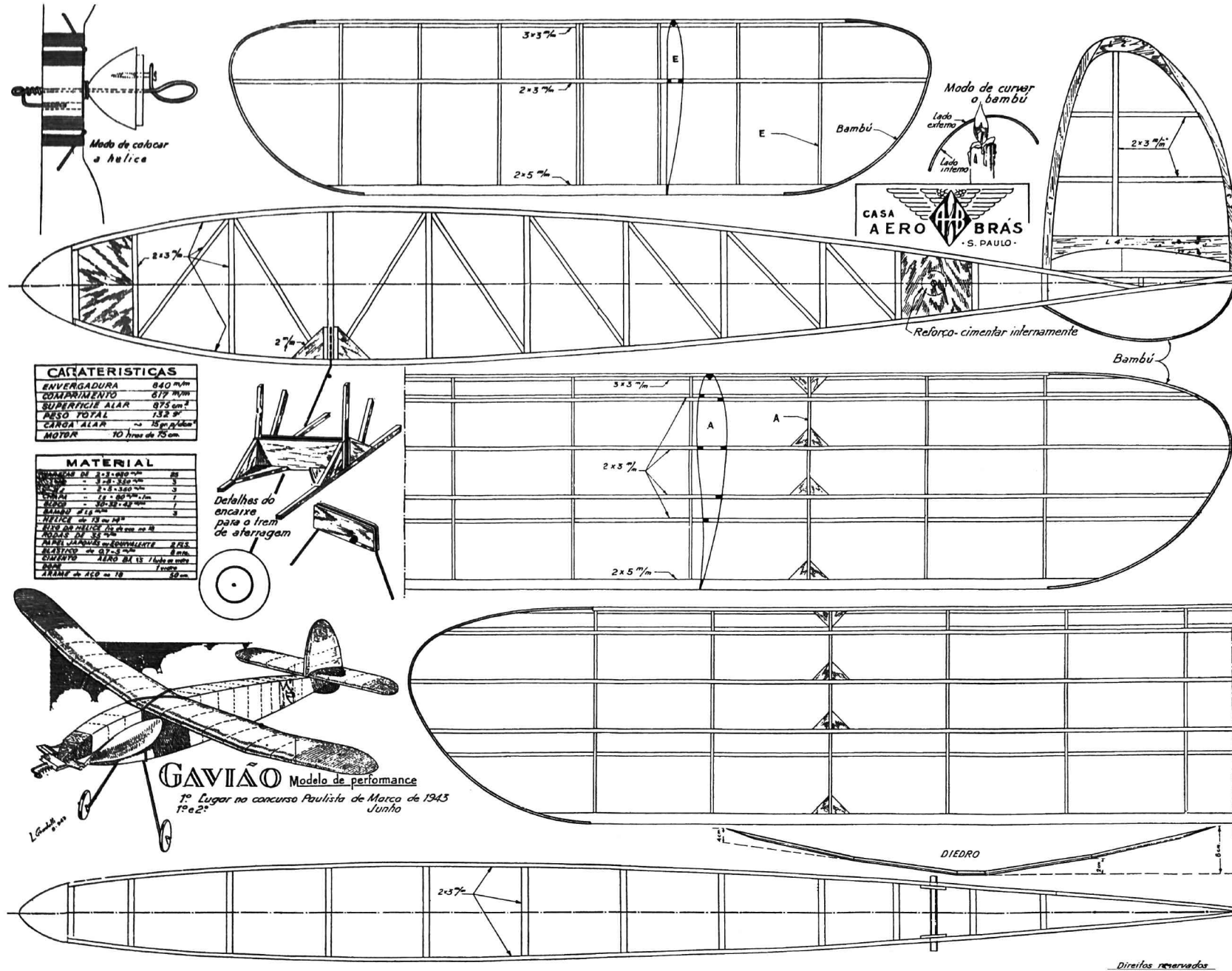
For Clever Dickies

Easy:
Harder:
Diabolical:

What is the common factor in these four designs?
The names of the four designers?
Years of publication?



Gavião 1943 33" Vintage FF or RC Rubber

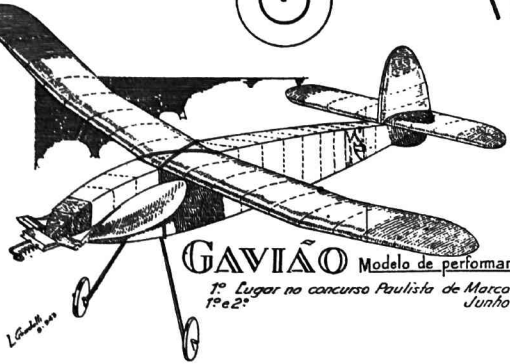


CARACTERÍSTICAS

ENVERGADURA	840 mm
COMPRIMENTO	670 mm
SUPERFÍCIE ALAR	675 cm ²
PESO TOTAL	132 g
CARGA ALAR	~ 15 g/cm ²
MOTOR	10 hrs de 75 cm

MATERIAL

ALUMÍNIO DE 2x3 mm	20
ALUMÍNIO DE 2x5 mm	3
ALUMÍNIO DE 3x5 mm	3
ALUMÍNIO DE 4x5 mm	3
ALUMÍNIO DE 5x5 mm	1
ALUMÍNIO DE 6x5 mm	1
ALUMÍNIO DE 7x5 mm	1
ALUMÍNIO DE 8x5 mm	1
ALUMÍNIO DE 9x5 mm	1
ALUMÍNIO DE 10x5 mm	1
ALUMÍNIO DE 11x5 mm	1
ALUMÍNIO DE 12x5 mm	1
ALUMÍNIO DE 13x5 mm	1
ALUMÍNIO DE 14x5 mm	1
ALUMÍNIO DE 15x5 mm	1
ALUMÍNIO DE 16x5 mm	1
ALUMÍNIO DE 17x5 mm	1
ALUMÍNIO DE 18x5 mm	1
ALUMÍNIO DE 19x5 mm	1
ALUMÍNIO DE 20x5 mm	1

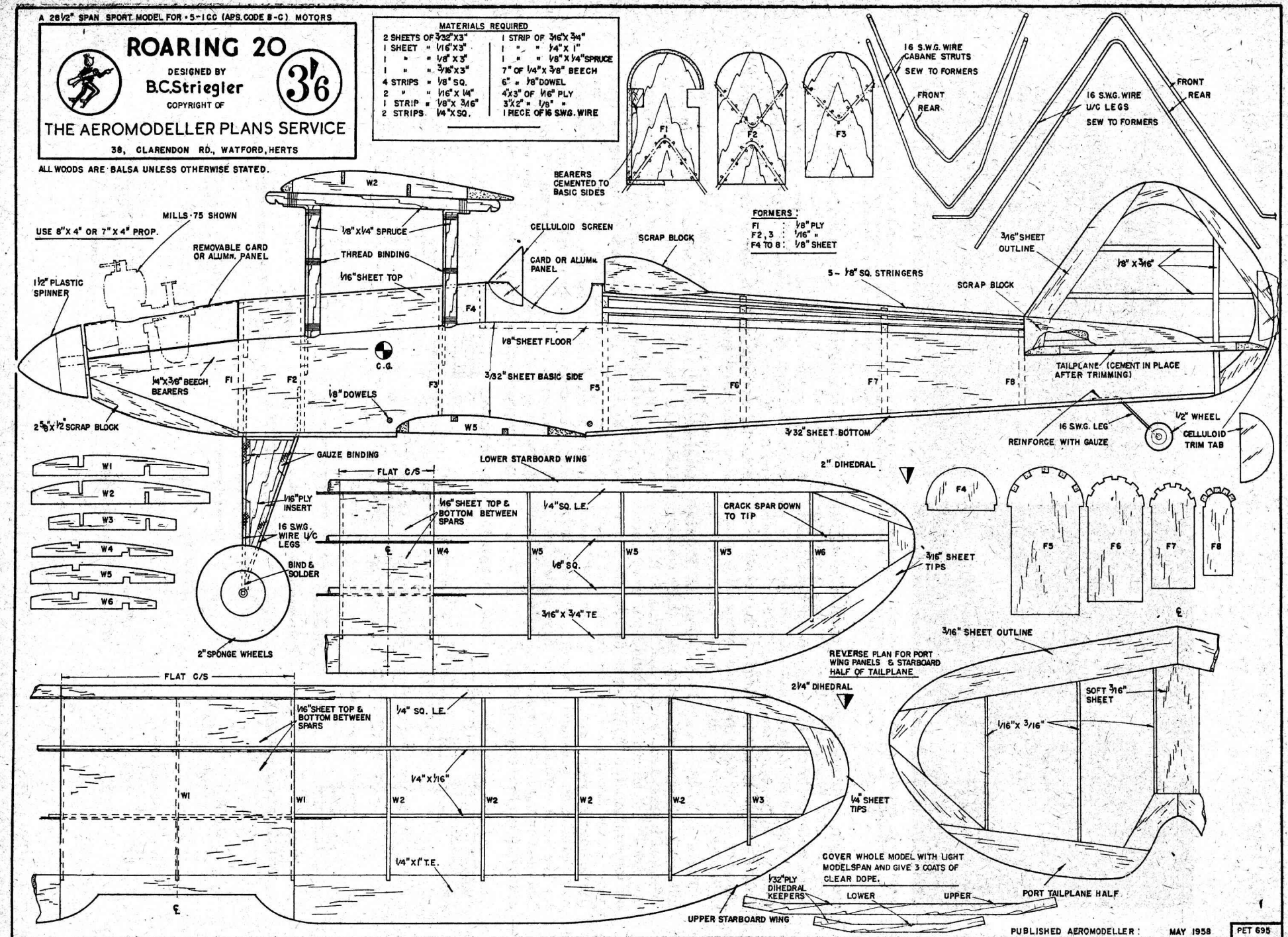


Roaring 20

B.C. Striegler
Aeromodeller
May 1958

The *Ebenezer* became Bert Striegler's signature design. Its sheet fuselage and wing construction has been cloned into every conceivable shape from a *Wrightnezer* through *Spitsnezer* to *Concornezer*.

But this is no *Ebenezer*! It has built-up fuselage and wings. Enlarged from the original 28.5" wingspan (not the 20 that its name suggests) it would not be out of place on an RC field, pattering around with a small 4C engine.

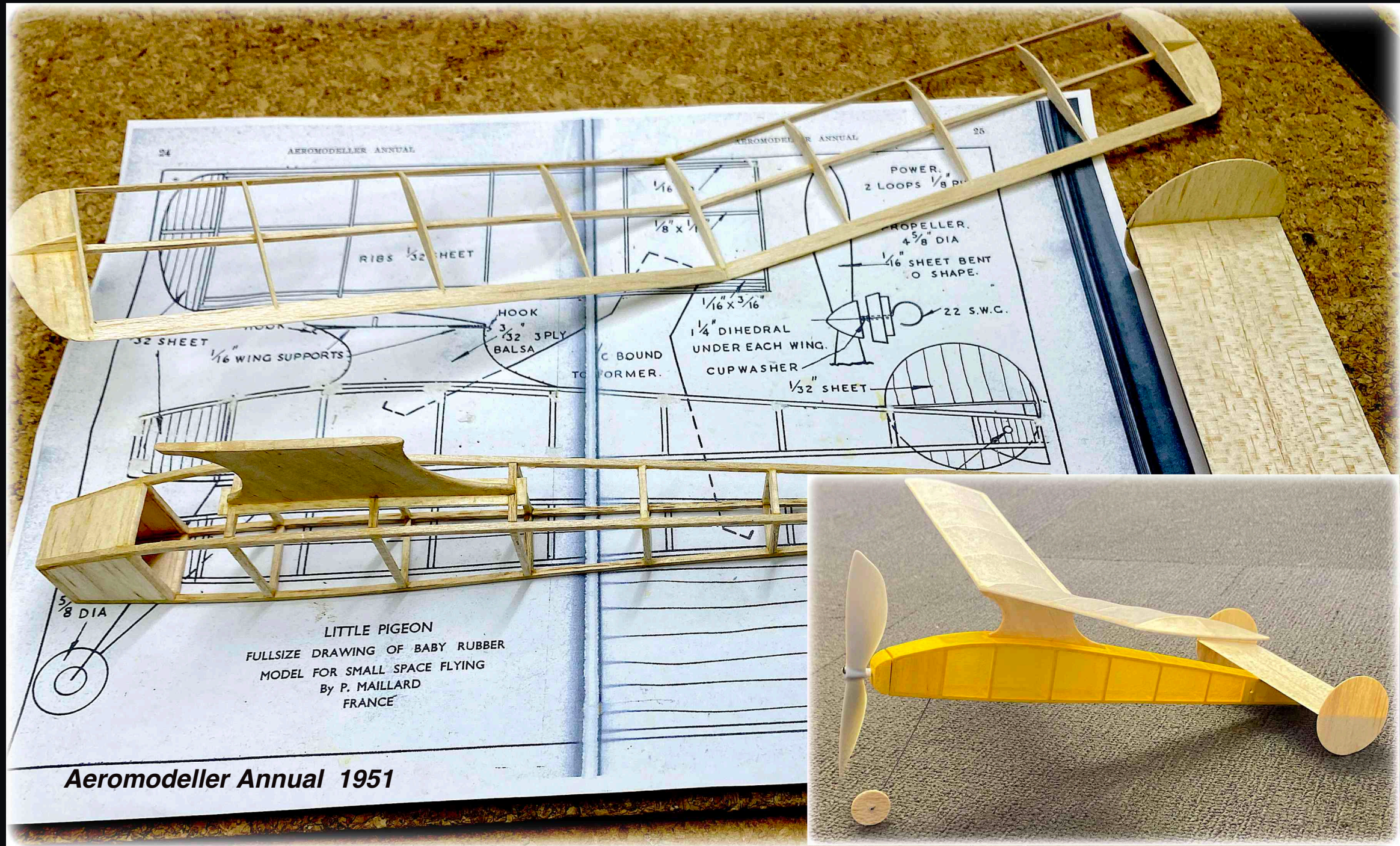


Full size copies of this 1/3 scale reproduction are available as plan PET/695 from Aeromodeller Plans Service, price 3/6, plus 6d. postage

Reader's Model: Little Pidgeon Wayne Lightfoot

Currently I'm building a tiny indoor sport model for a bit of fun and to get my hand in for a peanut. I built it as an indoor sport flyer, so given it has twin fins, a single wheel undercart at the front was used. It is 14 inch span and came out at 7.6 grams. An outdoor version should fly well at twice that weight. The plan is available on Outerzone.

Wayne Lightfoot

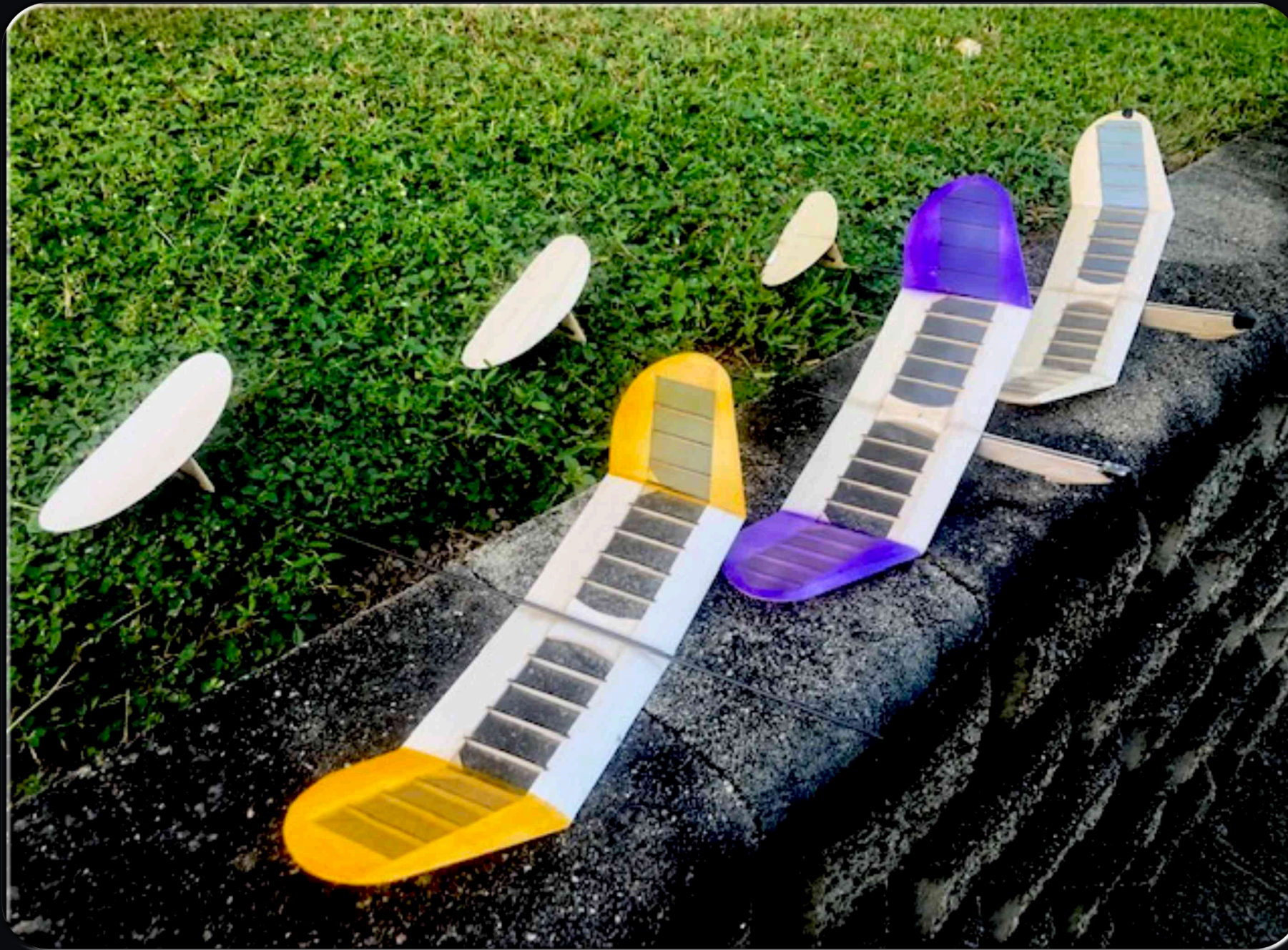


Aeromodeller Annual 1951

Reader's Model:

ZingCats

John Urry



Hi Bernard, received my little 200m roll of Doculam and am loving this stuff. Have been practising on a few cat gliders and it sticks and shrinks really well. Coloured the tips with transparent Tamiya paint, purple one - paint on outside, orange one - paint on inside, did not affect the adhesion at all. They have what I remember is a **Zingara** wing and simple fuselage with a T-tail, the only way I could avoid destroying tails on launch. Seems to work OK. Clear wing model is 16" span, other two are 18". Not sure what ideal weight should be, the purple one started at about 26g but with extra plasticene and trim tabs is now more like 30g. Have flown lots of HLG but never cat. until a few years ago and love the performance of these things. Using this wing has given the best glide of any of the 20 or so that I've tried so far. I remember the **Zingara** design dominating HLG at the early Fielding Nats. The only FF event we have up here is cat. glider, and only twice a year with the next one in July. I got the Doculam to cover my **Aiglet** so must get back to that.

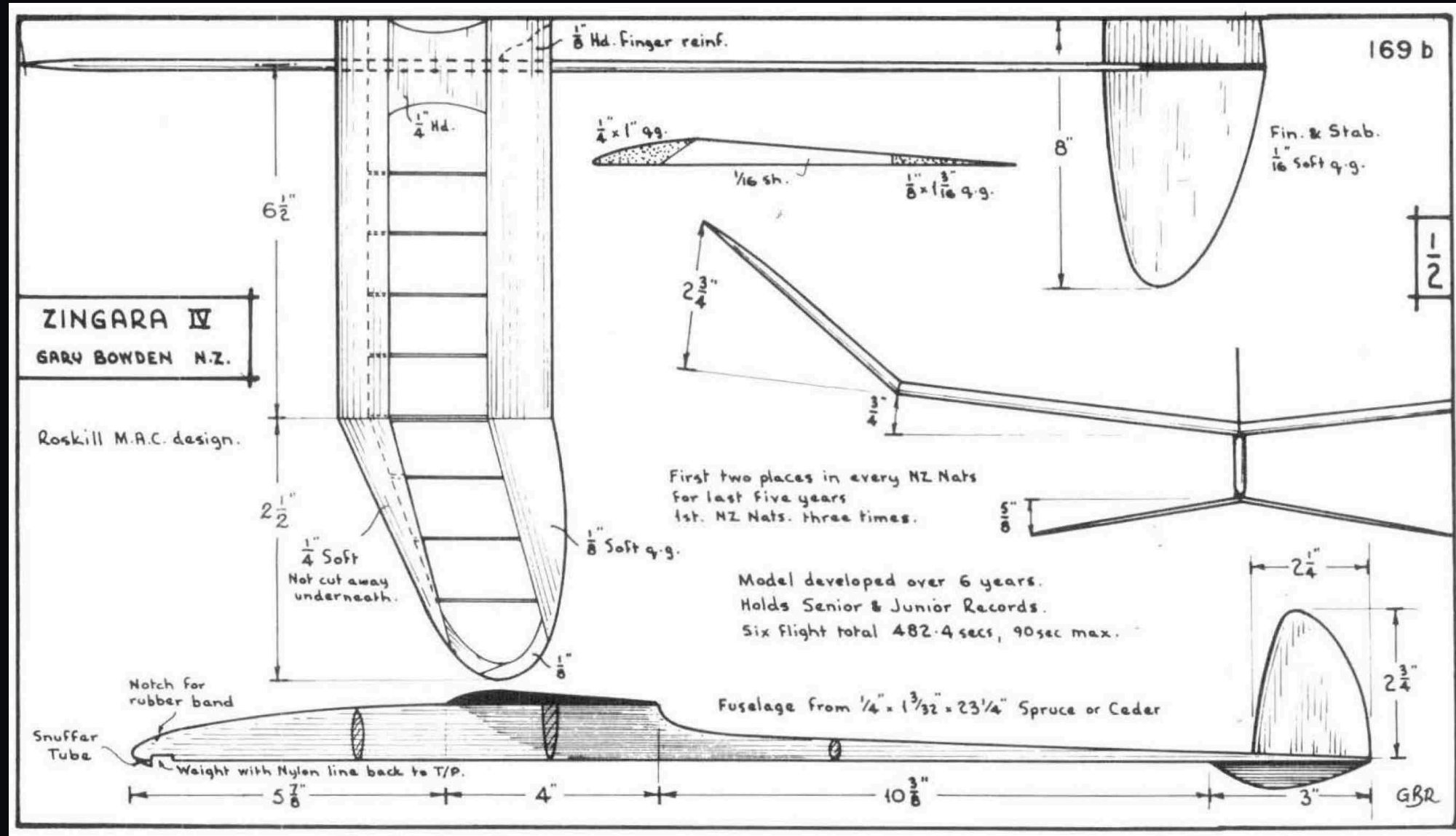
Cheers, John.

Zingara Classic Hand Launch Glider

1964

As John mentions, the *Zingara* was a popular design in NZ. That was before the Vintage movement started and when free flight events were much better supported. The editorial arm could not get its *Zingara* up very high, but it glided well despite being heavier than most HLGs.

The design is sometimes attributed to Paul Lagan, but the *Zaic Yearbook* for 1964-1965 shows Gary Bowden of the Roskill MAC as designer, and GBR (Brian Roots) as draftsman. Brian emulated *Zaic's* style so well that his plan fits seamlessly into the *Yearbook*.



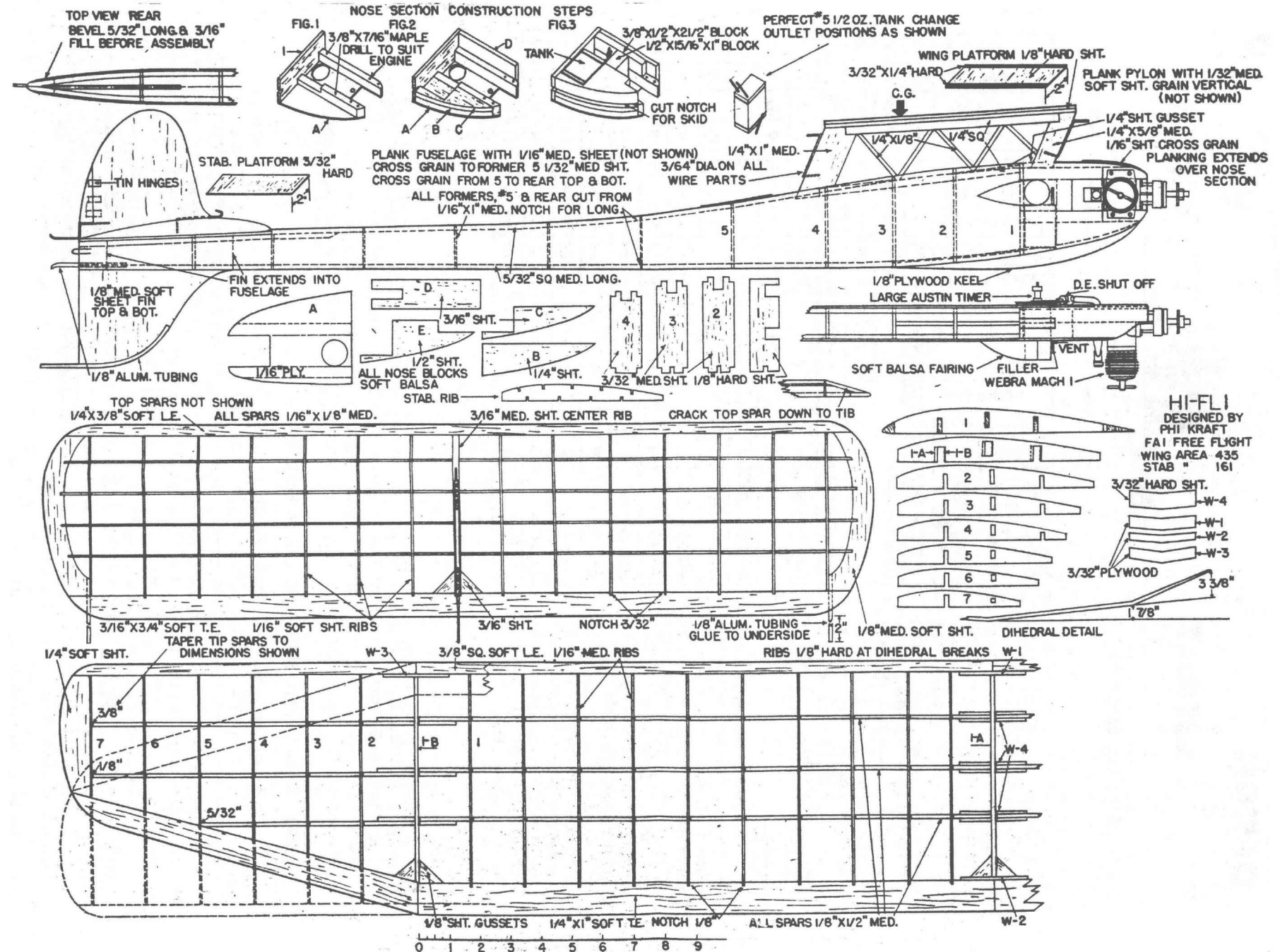
Hi Fli

Another approach to Classical E Texaco by Barrie Russell

To date I've been flying the Classical E Texaco event with my Classical Duration model *Night Train* and although it performs reasonably well in the Texaco format, I've felt that a purpose built model for that competition could do better. The choice of model is a bit of a two edged sword however, you can build light and thus the dry weight limits you to a smaller battery, or you can build larger and use a bigger battery. I've tried to combine both by building large and light to reduce the wing loading and be legal with a 2S 850 mah lipo flight battery. I've aimed for a dry weight of 50 ounces, and building a Phil Kraft 1956 Hi Fli (59in x 170%) at 100 inch span (1300sq in) giving it a wing loading of 5.5 oz sq ft

A search for Hi Fli found a free plan on outerzone.co.uk

I proceeded with the quite straight forward build trying to pay attention to weight saving but also making sure it wasn't going to disintegrate in the air. I laminated the four main fuselage longerons and top and bottom wing and tailplane spars from balsa/cedar for strength and lightness, and where possible cut holes in ribs and formers and T/E's and laminated thin balsa wing and tailplane tips.



Hi Fli Phil Kraft Model Airplane News April 1956

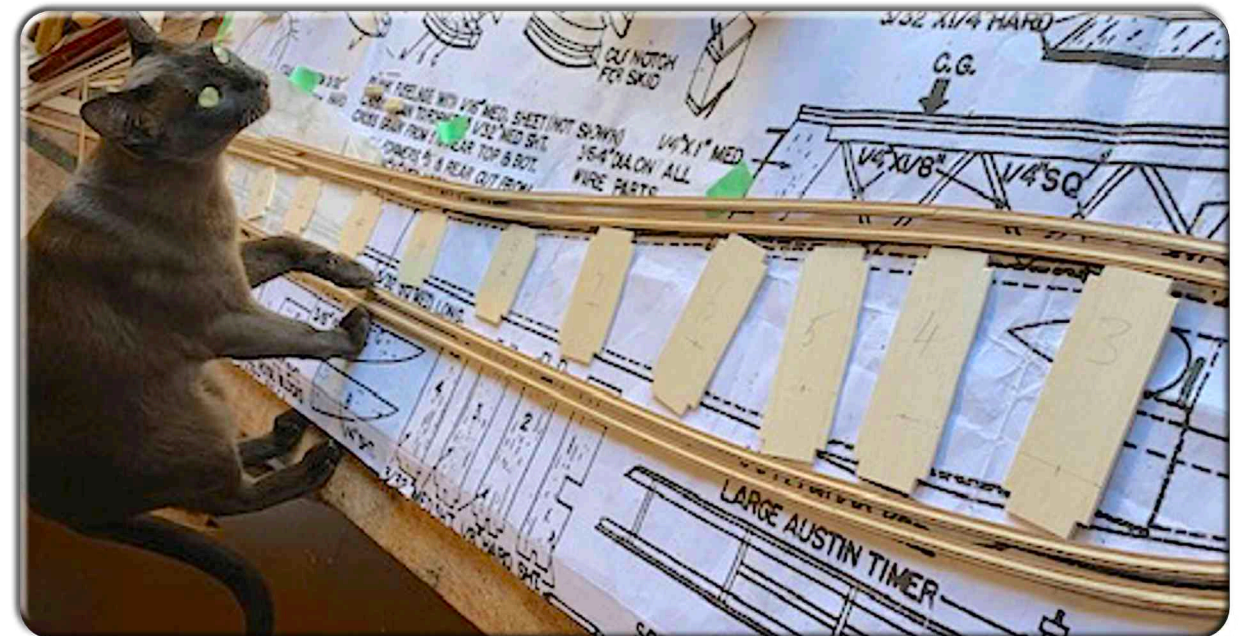
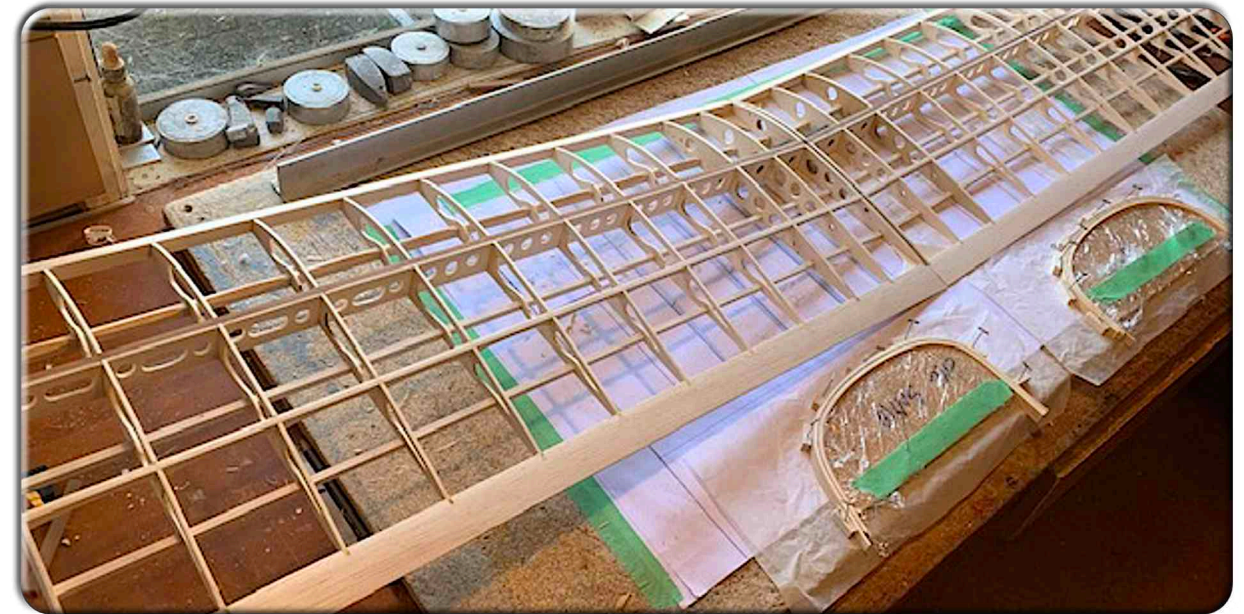
The plane was coming out lighter than estimated, but the bogey of getting the CG somewhere near that shown on the plan lurked, and as the model grew with that huge tailplane and long tail moment it became obvious I had problems ahead. The build was easy enough, I used some very nice light balsa sourced from Andreas and covering was with Chinese shrink film. The finished model at this stage including two servos in the tail was around 38 ounces, but the CofG was about 70mm aft of the trailing edge. Bugger ! I decided to use a heavier and very efficient OS brushless motor OMA-3815-1000 and with all the gear and Rx battery and some lead it rounded out at 47 ounces which would let me use a 2S 800 battery. CG was still a little aft of that recommended but near enough for a test flight. The flight went well with quite a reasonable climb out attitude for such a large model but needed a bucket of down elevator to kill the repeated stall. I added another three ounces of lead and that made a significant difference, but after that the wind appeared and I opted to stay grounded. Circumstances to date have precluded any more flying, but more testing is imminent.

Will it be successful, well watch this space, I think I underestimated to sheer size of the model and how much form drag would affect the performance. However the glide once I'd trimmed it seemed pretty flat and with the light wing loading will hopefully responded to some rising air if I can find it. Under power in that cool flat air on it's first flight it seemed to maintain height on minimal power, so the efficiency of the OS motor and a 2S 850 battery is still to be determined It's going to be an interesting journey !

Barrie Russell MFHB May 2023.

Top Right: Weight saving cutouts in ribs.

Right: Fuselage integrity test carried out by Rosie. (Barrie avoids the beginner's mistake of building without feline supervision).





Hi-



A post-script regarding the Hi Fli. Went out to Black Bridge this morning and we managed to fly NDC Vintage and Classic Precision. We had great conditions, very calm and some buoyant air. Decided it was time to do a proper test flight with Hi Fli, (first full flight) under Classic Texaco rules with a 2S 850 mah lipo battery.

I added another couple of ounces of lead to the nose. It was stalling out on the initial flight and I thought it was either CG or wing incidence. On checking the incidence I found it was just under one degree so decided on moving the CofG.

I must admit I was wondering if I'd built a lemon, but the flight was great with a reasonable climb rate and once up there it just floated. I managed about four climb-outs with that battery and a bit of low power cruising to finish off and get back home for a 23 minutes and 8 seconds flight.

In the final analysis, the dry model weighs in at 44.7 ounces to which I have had to add 7.5 ounces of lead (Ugh), so an all up flying weight of 52.2 ounces giving it a flying wing loading of 5.8 oz sq ft. A lot better than my Night Train which I've used for classic Texaco to date at over 8.5 oz sq ft wing

loading on a 550 2S Lipo.

I know I need some ballast to make the 50 ounces for the 850 battery, but now with hindsight, I'm tempted to rebuild the tailplane as I'm pretty sure I can reduce it by around half an ounce. This would reduce nose weight by around 2 ounces, getting me back to 50 ounces dry including the Rx battery. Such is the challenge but I'm pleased the way the model has performed in these early days.

Best regards, Barrie.

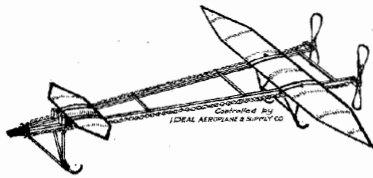
1910

Vintage Rubber

CECIL PEOLI Champion Racer

(IMPROVED)

Record Breaking Flyer used by Cecil Peoli

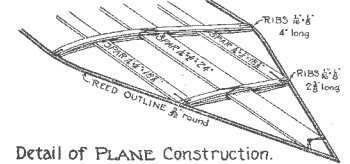
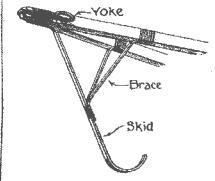
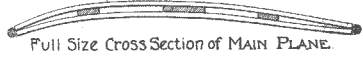
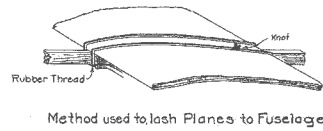
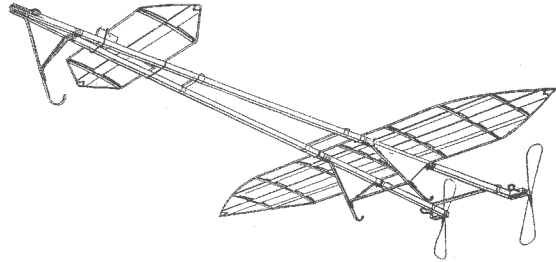
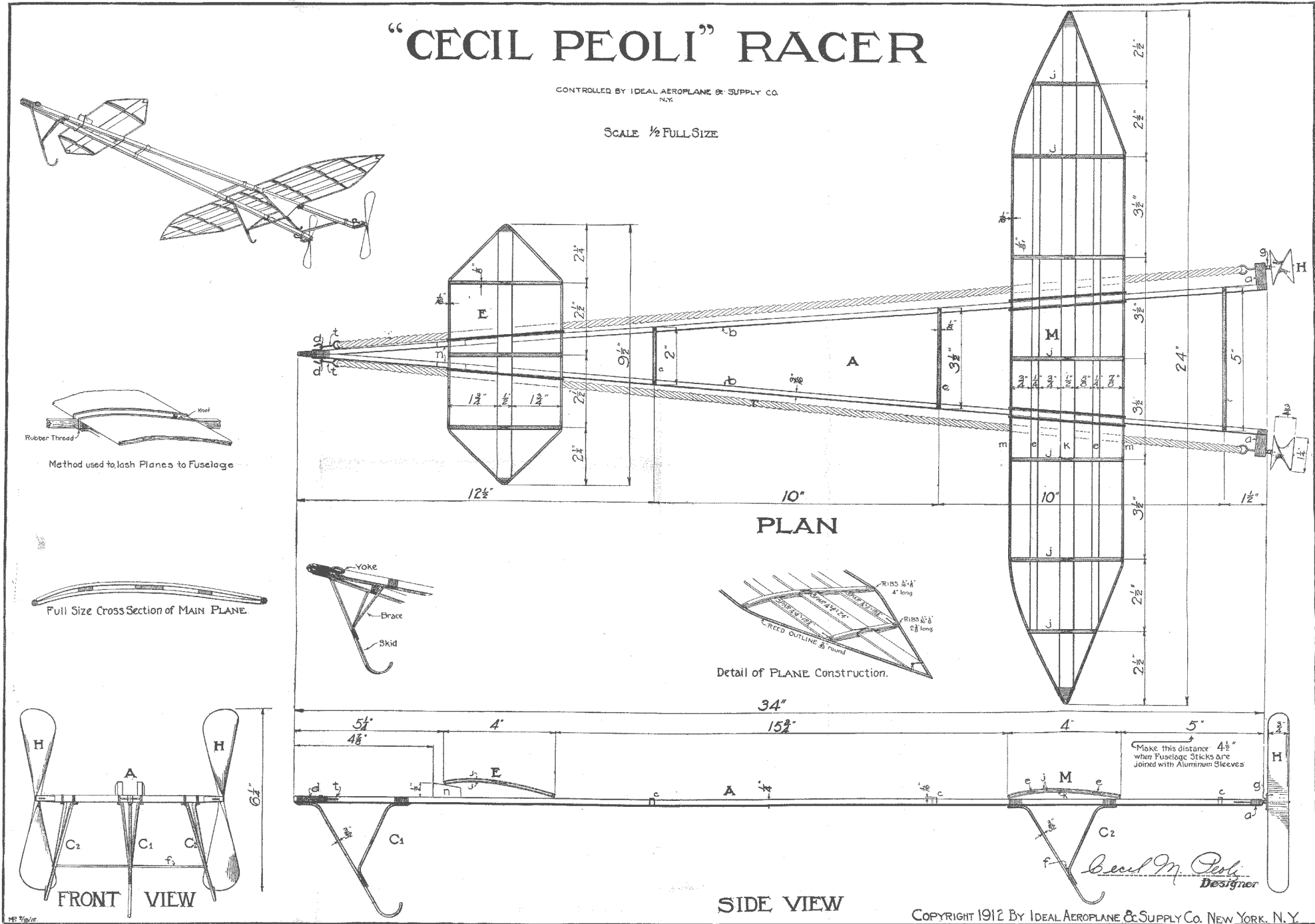


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Distance 1691 ft. 6 in.
Endurance 48 ³/₈ seconds
Unofficial Record 2500 feet

THIS RACER MAKES THE FINEST FLIGHTS IMAGINABLE AND DEMONSTRATES CLEARLY THE PRINCIPLE OF THE AEROPLANE. DO NOT BE MISLED BY ITS SIMPLICITY TO WORK HASTILY AND CARELESSLY UPON IT. STUDY THOROUGHLY THE DRAWING (WHICH IS HALF FULL SIZE) AND THE DIRECTIONS. SEE THAT EVERYTHING ABOUT THE MODEL IS TRUE AND SYMMETRICAL. ABOVE ALL, PRACTICE LAUNCHING UNTIL YOU MASTER IT. YOU WILL BE REPAID BY THE FINEST SPORT YOU HAVE EVER EXPERIENCED.

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The Ages of Man

Paul Lagan

“It is amazing how ones attitude changes with age.

At 15 we have the enthusiasm to take on anything that strikes our fancy but we have no patience... it must happen now! The 15 year old aeromodeller is still learning manipulative skills, has no knowledge of, or interest in, the organisation of his hobby, and only wants to get that half-finished creation flying.

At 25, this same person has weathered the storms of teenage distractions from modelling. He has been through the girl, motor-bike and booze crazes, and in many cases, is married and maturing fast. He is looking down a long tunnel which holds few fears and the hope of a long, peaceful and prosperous life for him and his family. He has found that the ready money of his youth must stretch to take in his family responsibilities and learns the meaning of a sensible budget. If he is still keen on aeromodelling then he is at the Golden Age - he has the skills mastered, is quick in mind and eye and is not yet bothered with administration, and so has no binding commitments in this respect. His finances limit him to selecting the classes he will fly, and fly these he does with a fervent desire for success and recognition.

At 35 our modeller has completed the most active decade of his life. In these 10 years, he has established himself in the community, become a family man, and his path is usually well defined in his chosen trade. He has become interested in the politics of his country and of his sport and hobby.

If he is not on the committee, or helping publish the club bulletin, or fostering the juniors in the club, then he will be of the opposite nature - a vocal "knocker" ready to criticise and sound off at all and sundry. He may have become a little conceited about his past conquests and a little over confident of his ability. He has reached the age of mental maturity where he can assess the amount of effort required for a task before attempting it. Due to this he is tending towards procrastination. By 35, if he is likely to do something, he will have already done it, but, the 35 year old mind is full of thoughts of future triumphs and victories. Fixed ideas have been formed on most things and he is starting to enjoy reminiscing on past happy times.

The 45 year old has become less interested in outright competition in both work and hobby, but he does like to be well thought of. To this end, he is very painstaking and has a tendency to overemphasis his past abilities to himself if not to others. The finer things of life are more interesting - wines, scenery, music. His modelling reflects this and will tend towards scale, vintage, radio gliders and the like, and will have little appreciation of the faster, noisier, exciting aspects of life or his hobby.

At 55 retirement is a growing thought. He is starting to move further away from the rowdy things around him and is starting to become intolerant of the "here today gone tomorrow" attitude of youth. There is an intense interest in permanent things and a treasuring of reminders of the past. He is still a very

capable person and can, when he takes the trouble, regain most of the skills of his younger days...but things are becoming such a bind.

A 65+ modeller is a rarity. At this age, the average NZer prefers to potter with his interests, and is quite content to philosophise about the world and life. All the things he put off until he retired no longer seem so important.

Notwithstanding all of the above, every man is different, and some have the attitude of the 25 year old into old age. Others act like a 70 year old by the time they are 30, but let us hope that we can all enjoy our hobby and help others to enjoy it whatever our age. We cannot get most out of the hobby if we are not willing to put an equal amount back in - the most active modellers should divide their time between using the facilities created for their pleasure and fostering and creating these facilities for others.”

South Island News July 1976 PHL

Ed: Written 45 years ago, there is still truth in the progression Paul recorded. Mercifully, the time scale for many has slid a little, with 70 becoming the new 60. Improvements in health care mean we are able to build and fly for longer than we could have at the same age fifty years ago.

TARANAKI RATS

TSB Stadium 3rd March

Alec Fuller

Another memorable evening flying at our wonderful indoor flying site, the TSB Stadium, New Plymouth. This meeting is part of our New Plymouth Model Aero Club's Memorial Weekend where we remember fellow modellers from days gone by, that are no longer with us.

Our indoor meeting on the Friday evening is followed by RC Sport flying at our Ferndene RC Site on the Saturday and RC Floatplane flying at Lake Rataipiko on the Sunday. Three days of action.

The hall has two Basketball Courts with RC on one court and FF on the other court. Lots of action down at the radio end of the hall with planes of all sorts in the air the whole evening and lots of fun being had I am sure. From the gentle, graceful see-through Ember, to the gyrating 3D models, to zippy little scale models and Volantex hover/fly models - they were all there.

Down at the free flight end of the hall, there was action of a different sort. Plenty of trimming of Hanger Rats along with spectators and visitors. Chris Allen had brought along two of his grand daughters who proved to be very useful, doing good service on the stop watches, timing flights along with **Chris and Andrew Robinson**.

Len Krook also had a couple of his grand daughters with him from Holland who were having fun with multi-coloured

foam gliders from KMart and also dabbled in Hanger Rats a little later in the evening.

Eight flew Hanger Rat, each with their own experience.

- **Matius Hunt** of Junior NZ Record fame



- **Matt Klenner** of amazingly long flight time fame
- **Allen Lawrence** our resident Hanger Rat Guru with very consistent times

- **Alan Reed** with many years experience of Hanger Rats.
- Len Krook, newly returned to the Rat scene, he never had

much success in the past but put in some time rebuilding and is now getting promising performance

- **Dave Crook** Hamilton MAC of newsletter fame and now a Taranakian, a keen RC and indoor flyer with a lot to contribute in these areas

- **Jo Fuller**, my wife, a relative newcomer but came 3rd at the recent Nats and is very competitive and strives to perform well

- **Matt Fairey** who has flown Hanger Rats a few times before but never with success in taming them to perform well. For him, that was all about to change.

- And not forgetting me, **Alec Fuller**, I always think I should do better than I actually do and can't always figure out why not (not unique in that outlook and it would probably apply to nearly everyone who has ever flown these little models).

In a far corner was **Rod Brown**, quietly beavering away at trimming his Modelair Hornets ready for a Precision competition when the Hanger Rat fury died down. As an aside, Rod has recently acquired a Hanger Rat from **Ross Giddy** and will soon be joining the fray.

There was a lot going on Friday evening and being in the midst of it, its hard to keep track of how everyone is going. who needs a few words of encouragement or some advice, and who has posted the best flight of the night so far, or

who has managed a "personal best" time?

Len Krook's breaking the 2 minute barrier for his first time was of note. It was very close at 0.05 of a second over 2 minutes. Great to see you achieve that milestone Len.

The big accolades for the evening go to another relatively newcomer to Hanger Rat, Matt Fairey. He has built 2 or 3 Hanger Rats over the last couple of years but never had any success in getting them trimmed nicely. He called round a couple of evenings in the last week and we went over his Hanger Rat, inch by inch, noting down a whole series of little things that needed changing of improving.

Its always a bit hit and miss at the trimming stage, putting on 200 or 300 turns and aiming for a long flat glide. After a few flights he was set. His model stalled out on the first official but then went on for a spectacular 2min 14 sec flight - the first time Matt had exceeded 2 minutes and followed that up with a even better 2min 45 sec flight, almost unbelievable. His Hanger Rat was way up there, dodging rafters and lights and inevitably it got stuck on top of a light fitting. We got my 14 metre carbon fishing pole out and he managed to flick it down. Strangely, and rather uniquely he got his model stuck up there twice more before the evening was over. Hitting a rafter or a light nearly always ruins a flight but he got another good flight at 2min 33 sec to give him an unbeatable lead. Allen Lawrence and Matt Klenner tried their best and came close on a couple of flights at 2min 33 and 2min 34. Matt had a crash that broke his elevator and after that never managed to get back to that magic trim again. So, all hail the great Matt Fairey, our underdog that surprised us all. A great effort Matt and well deserved honours.

As for the rest of us, we all had our challenges, hitting walls, breaking rubber, stalling out, hitting people or even an unusual mid-air collision between Alan Reed and Jo Fuller's Hanger Rat, a nice photo of them fooling round in front of their conjoined models. Most of us were pretty thrilled when we passed the 2 minute mark and again the level of performance was pretty high for everyone.

I was very pleased to see Len Krook doing so well with his re-built Hanger Rats with new elevators, flying high and brushing the 2 minute mark.

Alan Reed had built a new Prop for his model that had cured the judders from the last outing and his flights improved to just under the 2 minute mark but near the bottom of the pack along with me.

Jo was mystified why the trim from last outing did not seem any good this time out and was proving to be a bit frustrating, not helped by the fact that on one official, she had a mid-air followed by a collision with a person and only on the 3rd attempt, got a clean flight recorded.

You've heard my excuses earlier on, but they included not taking off and later, repeated stalling out after launch, with only 1400 turns on. I went for a more forward C of G and more incidence and my times improved a little but not enough to be competitive.

Dave Crook had some serious challenges in flying his Hanger Rat and it seemed that he didn't get them sorted because he doesnt appear in the result. Maybe next time Dave. He was having fun flying and trimming out a new American Pennyplane - about the size of a Hanger Rat but weighing about 3 grams (very light) with a big diameter, slow revving propellor. Lots of new challenges there I am sure. We are likely to see more of Dave at future events he tells me.

In between times Matt Fairey was having great fun with a kind of a 1/2 sized Hanger Rat thing, called a Mosquito. He has it trimmed beautifully and it climbs strongly and zips in and out of the rafters, humming along. Nice to see.

The Modelair Hornet Precision Competition got underway as Hanger Rat was tapering off. The target time was set at 25 seconds (up from 20 seconds at the last meeting) and Rod Brown had been doing trimming on his two models while the Rattling was going on so fairly quickly dialed in to the zone. His first official reaching great height and it seemed it would never come down but when the turns ran out it dived stteply to

touchdown at 30.6 sec. A few less turns next flight and he did a very pleasing 25.2 secons, just 0.2 seconds off the Target time and was pretty sure that might be his winning time.

I started out testing with 750 turns and stalled out and kept knocking turns off till at 600 turns backing off 30 turns it would not stall out and went for an official flight, climbed nicely to 3-4 metres and circled and landed for a surprising 24.9 sec, just piping Rod's time.

Alan Lawrence was also in the fray and has a nicely trimmed model and did a 26.9 and on his third and last attempt did a 24.6s just 0.4 sec off the mark but this time was in 3rd place.

I actually like this competition because it is so different to Hanger Rat, its such a contrast - not going for maximum duration but going for a target time. it really makes you think about things and everything happens quickly with short flight times. Alan Reed and Matt Fairey both have Hornets so we will see more competition in the future.

Results

Indoor Meeting NPMAC TSB Stadium (Cat 2)

Hanger Rat

1st Matt Fairey	0:19,2:14, 2:45,2:33 ,1:43,2:28 = 5:18
2nd Allen Lawrence	2:06,2:20,2:23, 2:33,2:28 ,2:13 = 5:01
3rd Matt Klenner	0:51, 2:12 ,1:44, 2:34,2:00 ,---- = 4:46
4th Jo Fuller	2:01, 2:04 ,1:16,0:17,1:59, 2:25 = 4:29
5th Alec Fuller	0:09,0:05,1:51, 1:54,2:07 ,---- = 4:01
6th Alan Reed	1:32,1:03,1:23, 1:54,1:55 ,0:28 = 3:49
7th Len Krook	1:31, 2:00 ,0:40,0:43,1:42, 1:44 = 3:44
8th Matius Hunt	1:43 ,0:20, 1:37 ,----,----,---- = 3:20

Modelair Hornet Precision

(Target Time 25.0 sec)

1st Alec Fuller	24.9,----,---- = -0.1 sec
2nd Rod Brown	30.6,25.2,---- = +0.2 sec
3rd Allen Lawrence	26.9,28.5,24.6 = -0.4 sec

Ideas to Improve your Hangar Rat Alec Fuller

Select a stiffer piece of wood for the fuselage. Stiffer wood isn't necessarily heavier but for Hangar Rat it is definitely better. When you get lots of turns on, 1600 or 1800 or more, there is increased tension in the rubber that tries to bow the fuselage downwards giving you more downthrust at launch. Too much downthrust and your Rat will scoot along the floor for a circuit or two and then gently lift off as the rubber tension drops and the fuselage straightens out. With a stiffer fuselage you can cram on more turns before the big bend happens. Longer flights for sure. *Pic.1*

Shorten the Prop Hanger so that the prop shaft it is as close to the fuselage as possible without the hook for the rubber fouling the bottom of the fuselage This minimises the downward bending forces by the wound rubber on the fuselage. *Pic.2*

Shorten the rear rubber hook for the same reason.

Bend the wire undercarriage legs a bit horizontally at the fuselage, so that the undercarriage is bow legged and it won't get in the way of the wound rubber as it passes between the undercarriage legs. *Pic.3*

Reposition the wire undercarriage position further forward so that it is out of the way of the wing mount saddle. Check that the prop still misses the ground.

Rebuild the wing mount saddle so that it is sturdy and not so fragile. Too soft wood often breaks in this high stress area.

Fix the saddle so that the wing is at 0 degrees incidence when it sits on the fuselage and use vernier calipers to confirm this. Eyeballing not good enough.,

Examine the wing for warps, wash-in or wash-out. You can get rid of these by cutting the trailing edge an inch or so from the root and kinking it while applying CA glue to set it in place. A little practice and you will be good at this.

Check the elevator for warps. Cut and re-glue joints that are causing the warps that give up or down elevator.

Check the rudder is glued on squarely and not giving left turn when you are trying to fly right circles.

Examine and test every glue joint on the plane and re-glue if needed.

Glue down tissue that has come adrift.

Measure the prop and make sure the diameter is close to 7 inches. If its more than an 3-4mm less than seven inches then think about making another prop - it will do wonders for your models performance.

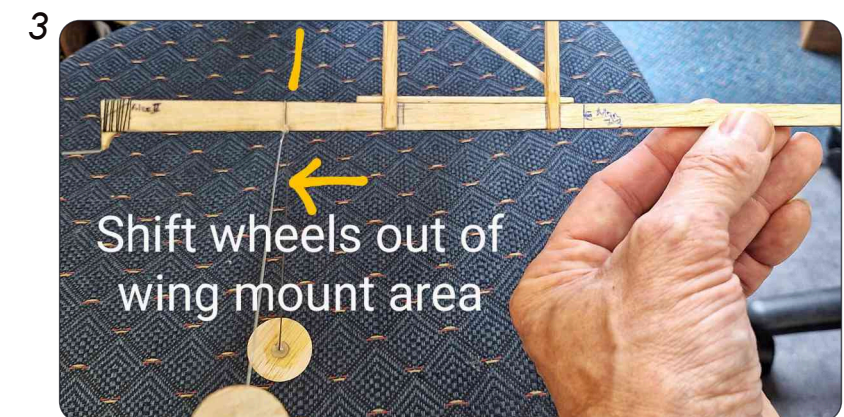
Measure the wood stick that forms the middle of the prop, the shaft. It should be 3.20mm thick front to back and 3.90mm wide +/- 0.1mm. There will be lots of variation here and these measurements could be considered a starting point. If you can measure the angle somehow then it should be about 40-41 degrees for a model under 8 grams and using 3/32nd rubber.

Examine the prop bearing. Check that the tube has not worn a depression in your glass/plastic bead. Add a drop of oil to the bearing. Think about using Teflon washers and aluminium coke can washers next time. Hardly any extra weight and lots of slip.

Check model weight with the prop but without the rubber. It should be more than the minimum 6 grams and not heavier than 8g. If it is over 8g then consider re-building a wing or a fuselage to reduce the weight. Just like a full sized aeroplane, you are not building to survive a crash unscathed. If it crashes into a wall then its OK if something breaks. Lightness equals long flight times. A 10-12 gram model will fly but will need thicker 1/8th inch rubber and will struggle to get more than a minute and a half.

Examine the ribs and look for any cracks. The sheet cut ribs are notorious for getting cracks along the grain. Glue up cracked ones. Think about using laminated ribs. They are usually a bit heavier but I have never had a broken rib while using laminated ones.

Regards, Alec Fuller



RC Top 10 Leader Board

Standings at 28th May 2023



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 the Nationals, regional and club 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 since the last publication in AVANZ News are shown in red.

The number of postings is very healthy in several classes and building up nicely in most of the others.

Please email me if you spot any errors or omissions.

Wayne Cartwright
rwcartwright4@gmail.com

Standings at 28 May

Precision Classes

Vintage Precision

1.	D Crook	600+200
2=	S Cox	600+199
2=	D Wilkins	600+199
4.	L Beehre	600=198
5.	B Treloar	600+195
4.	A Knox	600+179
5.	J Miller	600+176
6=	K Daly	599
6=	R Gibbs	599
6=	C Brown	599

Classical Precision

1.	A Knox	597
2.	B Scott	588
3.	B Perriam	486
4.		
5.		
6.		
7.		
8.		
9.		
10.		

Scores in **RED** are new entries on the Leader Boards.

Each event records the highest ten scores. There are plenty of gaps to fill in some events ... Give it a go!

Duration Classes

Vintage IC Duration

1.	A Knox	780+290
2.	S Cox	780+285
3.	B Scott	770
4.	J Miller	760
5.	D Wilkins	743
6.	D Thornley	740
7.	T Christenson	731
8.	L Rodway	639
9.	R Gray	558
10.	K Daly	517

Vintage E Duration

1.	D Mossop	960
2.	A Knox	943
3.	D Crook	886
4.	C Erlam	764
5.	C Brown	339
6.		
7.		
8.		
9.		
10.		

Classical IC Duration

Classical E Duration

1.	A Knox	1151
2.	P Townsend	835
3.	B Scott	735

Texaco Classes

Vintage 1/2A Texaco

1.	A Knox	1500
2.	B Scott	1480
3.	R Gray	1451
4.	D Little	1078
5.	J Ryan	1056
6.	L Rodway	997
7.	S Cox	990
8.	J Beresford	883
9.	S Morse	132
10.		

Vintage A Texaco

1.	A Knox	1840
2.	B Scott	1254
3.	B Treloar	600
4.	I Munro	269
5.		
6.		
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9.		
10.		

RC Top 10 Leader Board

Standings at 28th May 2023



Vintage Open Texaco

1.	B Scott	1741
2.	B Treloar	1648
3.	L Rodway	1592
4.	T Glogau	1585
5.	A Knox	1498
6.	I Munro	1131
7.	S Cox	1041
8.		
9.		
10.		

Vintage 1/2E Texaco

1.	A Knox	2033
2.	W Cartwright	1597
3.	B Scott	1162
4.	T Gribble	898
5.		
6.		
7.		
8.		
9.		
10.		

Classical 1/2E Texaco

1.	L Rodway	1937
2.	B Scott	1737
3.	T Gribble	1405
4.		
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10.		

Vintage E Texaco

1.	A Knox	4552
2.	B Russell	2203
3.	B Scott	1907
4.	J Butcher	1770
5.	W Cartwright	1609
6.		
7.		
8.		
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10.		

Classical E Texaco

1.	A Knox	3638
2.	W Cartwright	2912
3.	D Mossop	1999
4.	T Gribble	1368
5.		
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Vintage E Rubber Texaco

1.	P Townsend	3016
2.	D Gush	2934
3.	W Cartwright	2057
4.	A Knox	1201
5.		
6.		
7.		
8.		
9.		
10.		

Sport Cabin Texaco IC

1.	P Townsend	2447
2.	A Knox	1138
3.		
4.		
5.		

Sport Cabin Texaco E

1.	P Townsend	2575
2.		
3.		
4.		
5.		

Vintage and Classical Scale Texaco

1.		
2.		
3.		
4.		
5.		

FF Top 10 Leader Board

Standings at 1st June 2023



Vintage Power Duration

1. Chris Murphy 125

Vintage Rubber Duration

1. Paul Squires 490
2. Wayne Lightfoot 489
3. Chris Murphy 347
4. Mike Mulholland 335
5. Graham Lovejoy 321
6. Lynn Rodway 283
7. John Beresford 280
8. Loubna Murphy 232
9. Stewart Morse 222
10. Stew Cox 147

Vintage Precision

1. Bernard Scott 180 +
2. Chris Murphy 180 +
3. Ricky Bould 150
4. Bryce Gibson 14

Nostalgia Power Duration

1. Lynn Rodway 372
2. Stew Morse 58

Small Power Duration

Nostalgia Rubber Duration

1. Chris Murphy 190
2. Bryce Gibson 90

Nostalgia Glider Duration

1. Bryce Gibson 12

Classic Power Duration

Classic Rubber Duration

1. Wayne Lightfoot 527
2. Lynn Rodway 283
3. John Beresford 280

Vintage Glider Duration

1. Wayne Lightfoot 525

Classic Glider Duration

1. Moira Vincent 131
2. Lynn Rodway 108

Vintage Catapult Glider

1. Des Richards 266
2. Stew Cox 253
3. Allan Knox 232
4. Paul Squires 228
5. Connie Gray 223
6. Bernard Scott 222
7. Danny Walker 217
8. N.Walker 214
9. Kevin Barnes 211
10. Alec Fuller 94

THE LAST STRAW

Your assignment, should you decide to accept it, is to pair the “thought bubbles” below with the characters in this heart-warming aeromodelling tableau from 1933 - *and earn 17 age bonus points!*

“Now that he’s got a Big One, maybe we can start a family?”

“You worked nine months on a model for *that* ?”

“Your hat smells funny”

“It is not heavy, it is light; it is not heavy ...”

“At last ! The perfect bird-scarer for Aunt Petunia’s garden”.

Answers for Clever Dickies :

1. STARDUST Ray Malmstrom 1965
2. STARDUST Don Wensel 1956
3. STARDUST W B Hart 1957
4. STARDUST FROG 1949

