AVANZ NEWS

Vintage SIG — model FLYING NEW ZEALAND

Fostering Vintage and Traditional Aeromodelling in New Zealand **# 197**

Committee Notices

#197 CONTENTS

SAM 55 COMMITTEE MEETING 14th June.

Items discussed.

1. Working with Free Flight SIG to run Vintage FF at the Nationals.
This was a primary concern for Bernard. He is the FF flier on our SIG although Allan does fly a couple of Vint FF events at the Nats too. There was some confusion on the part of the FF SIG about their role. They seemed to feel they were being asked to take over vintage FF. This is not the case. Control of Vintage FF remains with the vintage SIG. We are only asking for help to handle score recording and CD duties on the field at the Nats, To date this has been a one off in 2023 and may not be the case next year. A meeting with the FF SIG will be held to sort out understandings. Action: Allan and Bernard to sort,

2. Bernard has agreed to do a vintage build article for the next MFNZ. Allan will put some SIG words together too. Due date is 24 July to have this with MFNZ editor. Action Bernard and Allan
A further volunteer is needed to write the next article.

3. Barrie's letter to AVANZ, printed in the last bulletin, regarding a flexible nats schedule (fly any of your RC events on any of the scheduled RC Vintage days) was discussed at length. A show of hands suggests it is worth a shot as there are real benefits for some, but there are issues to be sorted, for example ...
a. How do we know who will be flying?
An entry prior to the Nats and proof of payment before stepping up to fly will be needed. This aspect is NOT casual. This will let the CDs know who is turning up so that when all entries have flown event scores can be finalised.
b. Communication.
It will be important to set the right expectations amongst contestants to avoid disappointments particularly regards entry and payment. AVANZ and MFNZ notices will be needed.
c. Rule Changes necessary.
Flyoffs in cases of classes maxing out flight scores are currently required to be concurrent. This mostly affects Vintage events when more than one flier maxes out in the rounds. It is probably necessary that contestants who have maxed fly-off by themselves on the day of their flights so they don't have to come back to a later fly-off date.
d. scores
The use of flight cards will capture multiple classes flown on a given day as they do for rallies. We may have to wait until the end to tally up and get places finalised. Likewise trophies and cards. This will mean posting cards to place getters in some cases. Cost should come out of entry fees and needs considering when setting fees.
e. The CDs will have administration to do late in the event and it probably means having to stay on the field right to the end of the day to accomodate all flying and late arrivals. Other days the CD could be sitting around with no one about. Not fun so I will be looking for all SIG Nats attendees to help out with this.
Overall I think this is a nice option for our fliers if handled well.

4. The class reduction idea was discussed again. At the end of the day though a show of hands opted again for the status quo. I think we need to put this to bed for the foreseeable future. Wayne advised very succinctly that all current classes are being supported in NDC where at least 2 opportunities to fly are provided in the year. The leader board also reflects this with entries across all current classes. In addition, any class can be flown in a rally environment.
We will need to think about classes for the Nats a little closer to the time but remember we need at least 3 paid entries with at least a no flight each in order to have an official event so the list will need to take into account likely attendees and what they fly.

5. Allan raised the issue of ever increasing C Ratings on modern batteries. This trend and the single rating now used rather than the continuous and burst rating used previously makes it almost impossible to replace existing batteries with like for like. Even if a supply can be found overseas then it usually can't be imported or only at huge costs. The answer may be another approach to E Duration using an Altitude switch as used by the Sailplane fraternity. Something like the Altis V4 fully programmable unit ($104 Aus) or a device that measures energy used then cuts off at a preset value.
Action: Peter to follow up on the energy switch.

Next meeting 14 August **ALLAN KNOX Chairman**

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Ross Gray rossajgray@gmail.com

Irregular Comments
from the Editor

(Irregular: occasional, improper, unofficial, rough)

To decide where you are going, it's often useful to know where you have been. Graham Main's description of how AVANZ came about with the formation of AVA (Association of Vintage Aeromodellers) in 1988 is reproduced in this issue. Graham's account was written in 2006, so there have been some deve;opments since then.

If you are interested in looking back further than the birth of AVA, then the *Society of Antique Modelers* website is the place to find reminiscences of those who were at the very start of the Vintage movement in the US.

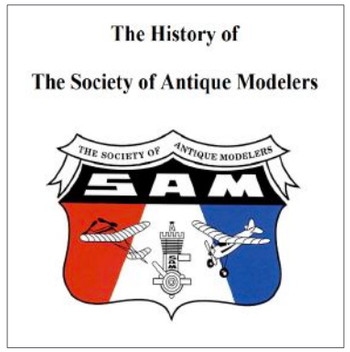
Go to
http://www.antiquemodeler.org
then *About SAM*
then *The History of SAM*

The History of SAM is a collection of Vintage articles collated by Charlie Reich, the writers being Ken Sykora, John Pond, Jim Alaback, Tim Dannels, Don Bekins, Gene Wallock, and Charlie Reich himself.

Most, if not all, of these names will be known to Vintage flyers. Their accounts are enlightening.

Don Bekin on the start of R/C Assist events may be the most relevant section to today's Vintage radio flyers. On page 27 his déjà-vu observatins make clear the problems spot landings cause and is rather humorous if one is able to laugh at oneself.

"By 1975, it was discovered that too many modelers were damaging their planes in order to receive bonus points by landing in a 75-foot circle. It was dangerous to people, too! That rule was loosened up substantially when they said the CD would have the option to designate the area in which models would land. The CD could then choose a circle 100 feet in diameter or a field one-mile square. The intent was to keep it easier, safer, more low-key, and fun. However, old ideas die hard. The overtime deduction after the 10-minute max flight time remained in the rules. The result was the same as the circle landing bonus: pilots dove their aircraft into the ground at the 10-minute cutoff to avoid time deductions."



Seemingly endless engine runs in Texaco classes received comment that might be referring to today's situation -

"Because of the increased fuel burning efficiency of ignition engines, converted glow-to-ignition appeared in the first three places of the Texaco event. One competitor was of particular note: Cliff Schaibel's phenomenal 37 minute engine run, which produced a 48 minute flight to win in Texaco".

Bekin questions: *"Was it the intent of the original authors of the R/C OT assist rules to advance the state-of-the-art in old timers, or did they wish to consider modern technology and try to make handicaps as fair and even as possible so that all engines and models can compete fairly against each other?"*

There were some questions about Vintage being asked in the 1970's that are still being asked today. In these cases, knowing where we have been has not much helped with knowing where we are going.

Cover

Painting on the December 1950 Aeromodeller cover. This was the last cover to feature the artwork of C R Moore.

Subsequent issues replaced paintings with monochrome photographs because of technical difficulties in rendering colour and the belief that photographic images would bring aeromodelling as a hobby to the attention of potential readers at their first sight of the cover.

The change from old to new style is coincidentally when our classifications change from Vintage to Classical.

Eddie Riding's scale free flight Missel Thrush plan is in this issue.

CONTRIBUTORS to 197

Graham Main
Stu Cox
Gavin Shute
Wayne Cartwright
Robert Berger
Barrie Russell
Allan Knox
Rosie

NATIONAL DECENTRALISED PROGRAMME

Vintage and Free Flight Aug - Sept 2023

August/23	143	VINT	RC Vintage IC Duration
August/23	144	VINT	RC Vintage E Texaco
August/23	145	VINT	RC Classical E Duration
August/23	146	VINT	RC Vintage Precision
August/23	248	FF	Catapult Launched Glider
August/23	249	FF	Hand Launch Glider
August/23	250	FF	Open Power
August/23	251	FF	Kennedy Precision
August/23	252	FF	Open Tissue
September/23	147	VINT	FF Nostalgia 1/2A Min Replica
September/23	148	VINT	FF Classic Power Duration
September/23	149	VINT	RC Vintage 1/2A Texaco
September/23	150	VINT	RC Vintage A Texaco
September/23	151	VINT	RC Sport Cabin IC Texaco
September/23	152	VINT	RC Sport Cabin E Texaco
September/23	253	FF	FAI F1B Rubber
September/23	254	FF	FAI F1A Glider
September/23	255	FF	FAI F1D Indoor Rubber
September/23	256	FF	Indoor Hand Launch Glider

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 sing 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 ased 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.

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3rd February 2024
Wind date 10th February 2024

13th April 2024
Wind date 20th April 2024

Dang !! Looks like we're not invited

New Zealand has often been omitted from world maps, perhaps because of the widespread use of the Mercator projection, a mapping method that puts Europe (rather than the more logical Ekatahuna) in the center of the map. This places New Zealand in the bottom right-hand corner of world maps where it is sometimes overlooked by mapmakers or is removed by an accidental crop.

Exclusions have included maps at the National Museum of Natural History in Washington, in IKEA stores, on the map of the 2014 Nuclear Security Summit in which Prime Minister of New Zealand John Key participated, and on a world map seal at the United Nations Office in Geneva.

To New Zealanders, the two truly distressing exclusions have been from the logo of the Flat Earth Society on which we seemingly fell over the edge, and from maps promoting the 2015 Rugby World Cup, even though the missing country was at this time rugby world champion.

The New Zealand Government acknowledges this phenomenon on the 404 error page of its official website with a world map in which New Zealand is not shown. The page states "something's missing". In 2018, a tourism campaign video was produced in which Prime Minister Jacinda Ardern and comedian Rhys Darby discussed why New Zealand was being left off world maps. Darby concluded it was the result of a conspiracy against New Zealand.

Looking on the bright side, New Zealand is also absent from nuclear targetting maps drawn up by the Department of Defence, and from the Communist Bloc's Agenda for Missile Delivery for the Liberation of Oppressed Capitalists.

Sometimes being overlooked is not a bad thing.

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

Note that while the event is advertsed 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.

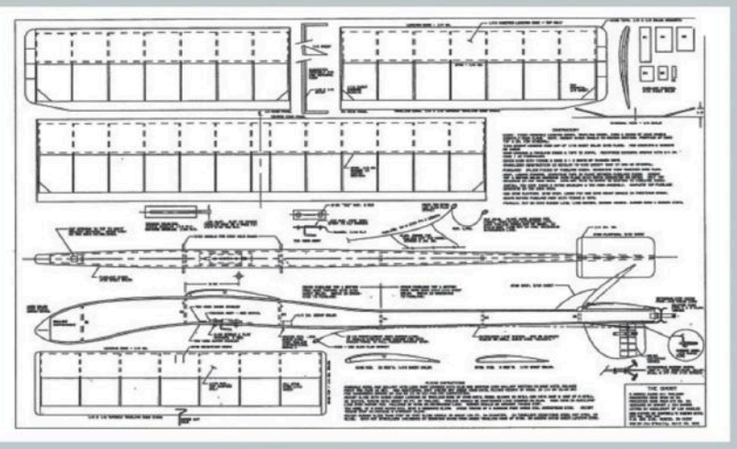
The weather was ideal – light wind, sun and frequent thermals. We soon realized that the last year had not improved our running capacity. We talked about the old days, when we ran and ran, jumped over fences if necessary, and ran further until the moment when we felt that wonderful pull in the towline 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…

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.

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 retrorc.us.com

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

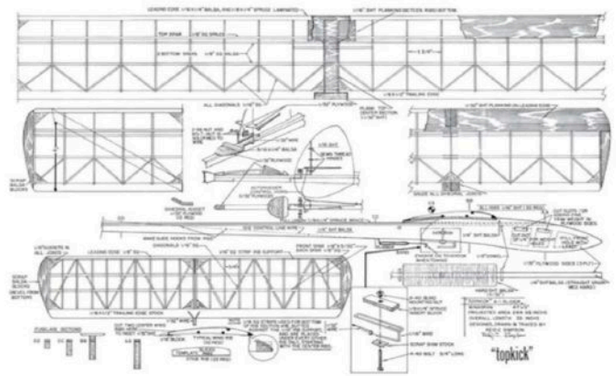
Entry is free of charge. Score should be submitted email to stuartdarmonf1a@yahoo.com or by post to Stuart Darmon, 1 Post Office Cottages, Main Street, Theddingworth, Leicestershire LE176QP, United Kingdom

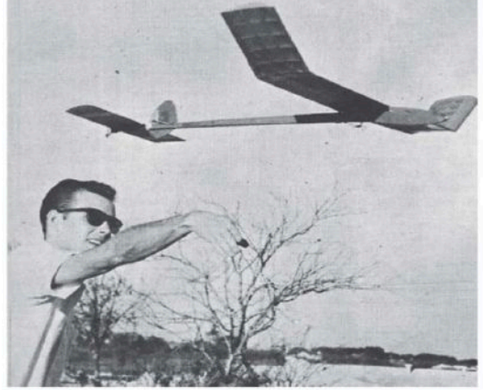
to arrive no later than January 10th 2024. Please include your name, the name of your timekeeper, the design you flew, and the location of your flights. Additional information and photos would be most welcome.

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. ■





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

DIZZY DIESEL G.Dunmore Aeromodeller Dec 1947

A 36" WINGSPAN CONTEST DIESEL MODEL

DIZZY DIESEL.

DESIGNED BY G. DUNMORE.

COPYRIGHT OF THE AEROMODELLER PLANS SERVICE. ALLEN HOUSE, NEWARKE STREET, LEICESTER

3/-

ALL WOODS UNLESS OTHERWISE STATED ARE BALSA.

DATA

WING SPAN	36"
" AREA	270 SQ INS
" CHORD	5" AV
" A/RATIO	6:1
" SECTION	NACA 6409
TAIL SPAN	12"
" CHORD	4" AV
" AREA	49 SQ INS
" A RATIO	4:25
FUSELAGE	28"
CROSS SECTION	1½ SQ INS
ALL UP WEIGHT	10-11 OZS
POWER	ANY 10 CC 2 CC OR SELL

MATERIALS REQUIRED

SHEET

2 SHEETS OF 1/32 x 3" x 36" BALSA

" " " 1/16 x 3" x 36" "

" " " 1/32 x 3" x 36" "

" " " 1/16 x 3" x 36" "

" " " 1/8 x 2" x 3" "

MISCELLANEOUS

1 PIECE OF 1/32" PLY 3½" x 2"

" " " 1/16 x 3" x 3"

2 STREAMLINED BALSA WHEELS 2" DIA

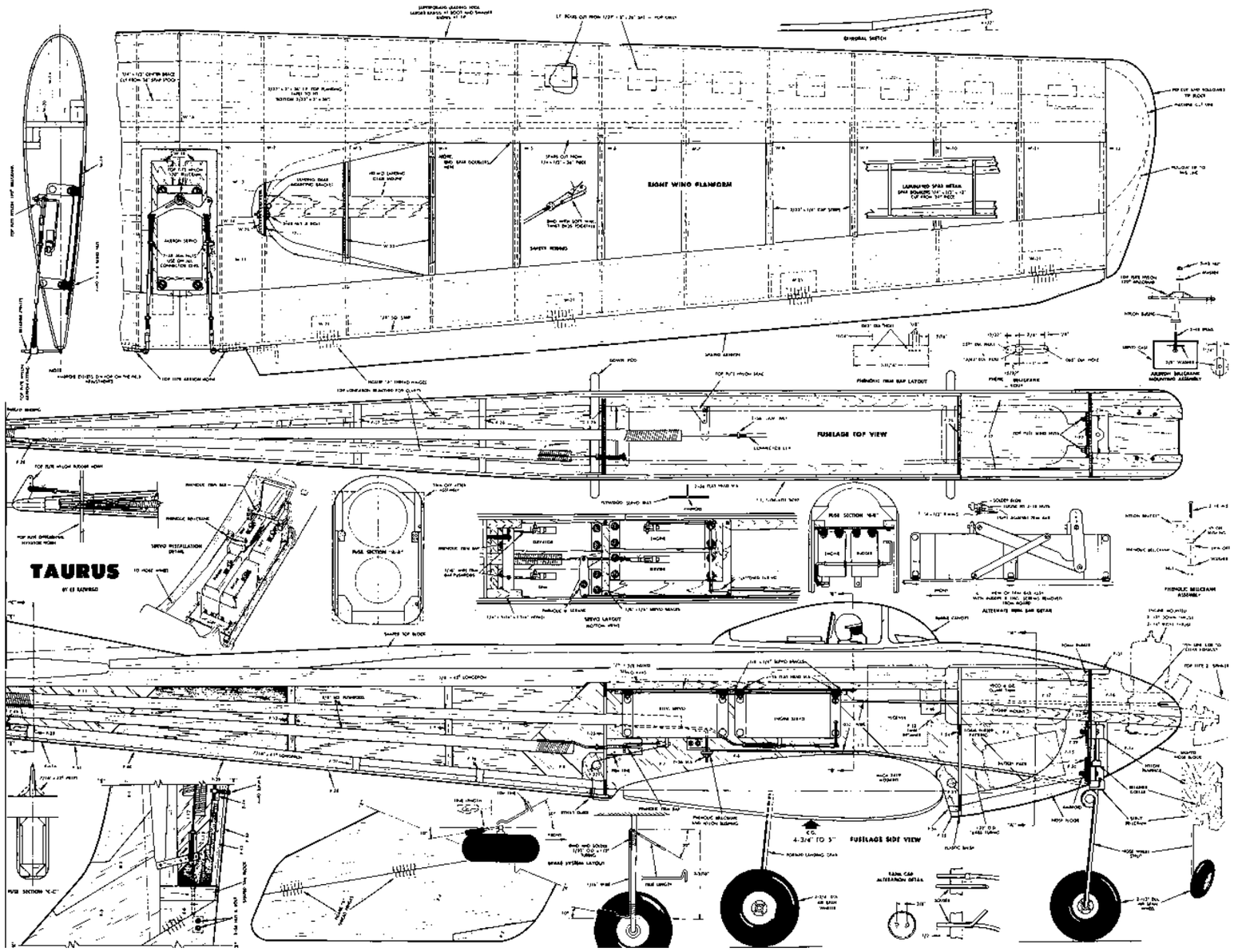
4" OF 1/8" DIA DOWLING

" 1/8" DIA ALUMINIUM TUBING

30" OF 22 SWG PIANO WIRE

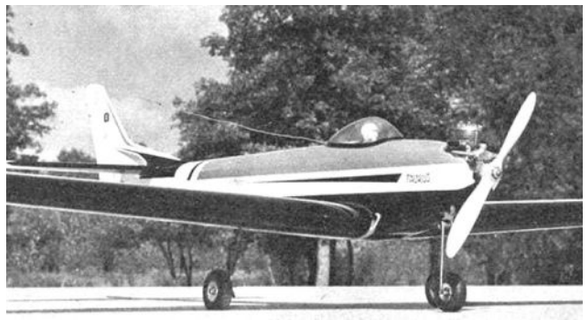
TAURUS

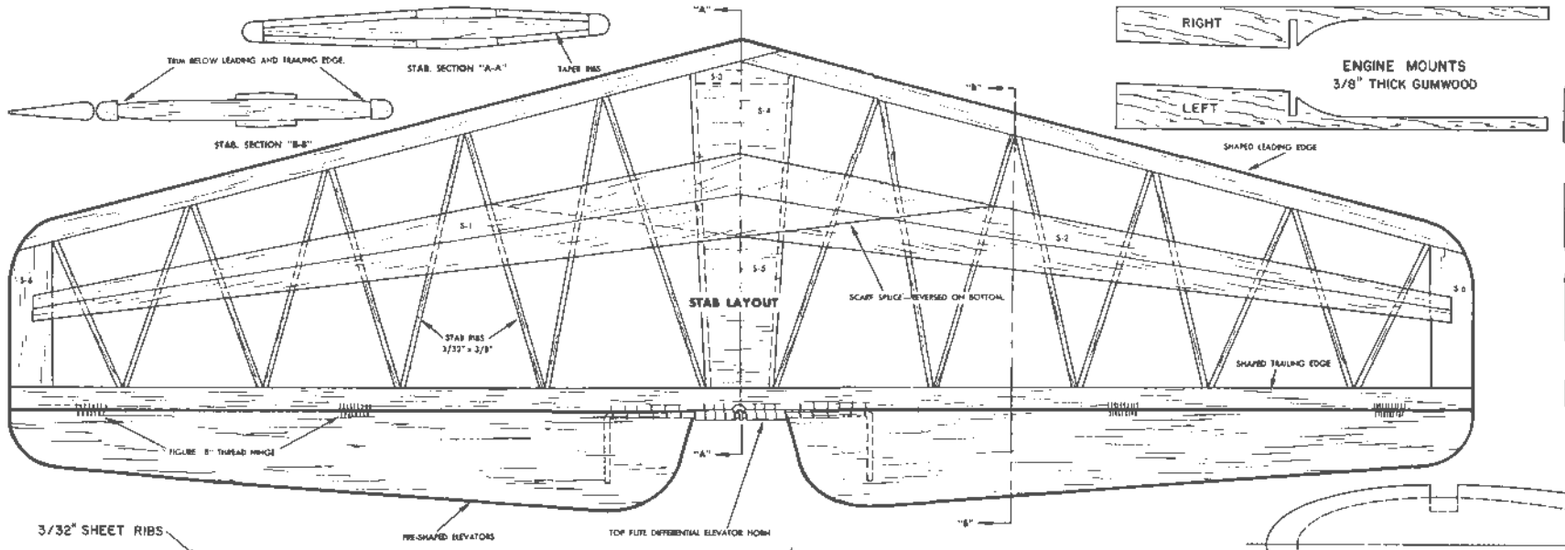
E. Kazmirsky

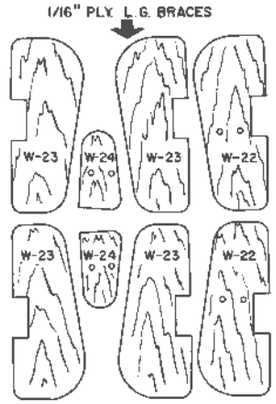


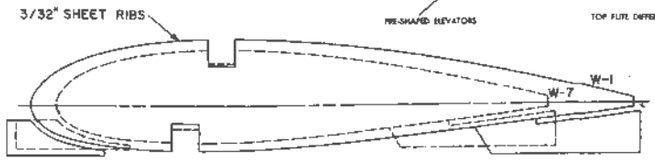
TAURUS

E. Kazmirsky

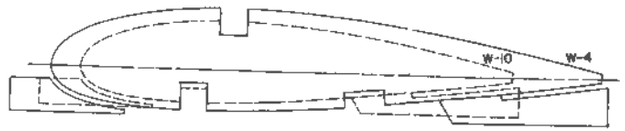


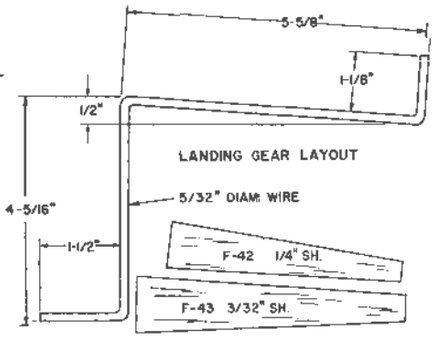




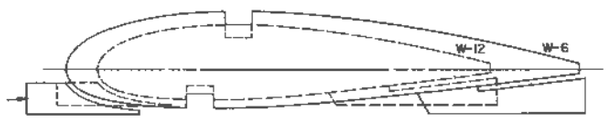


WING RIB LAYOUTS



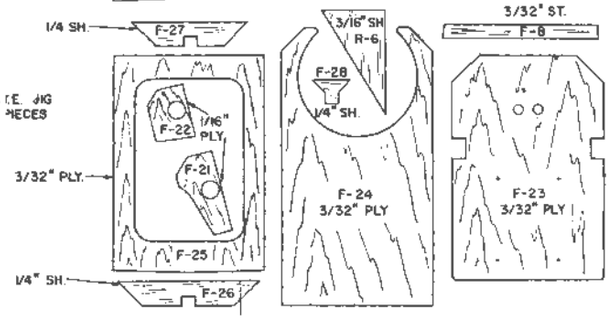


LANDING GEAR LAYOUT



L. E. JIG PIECES—

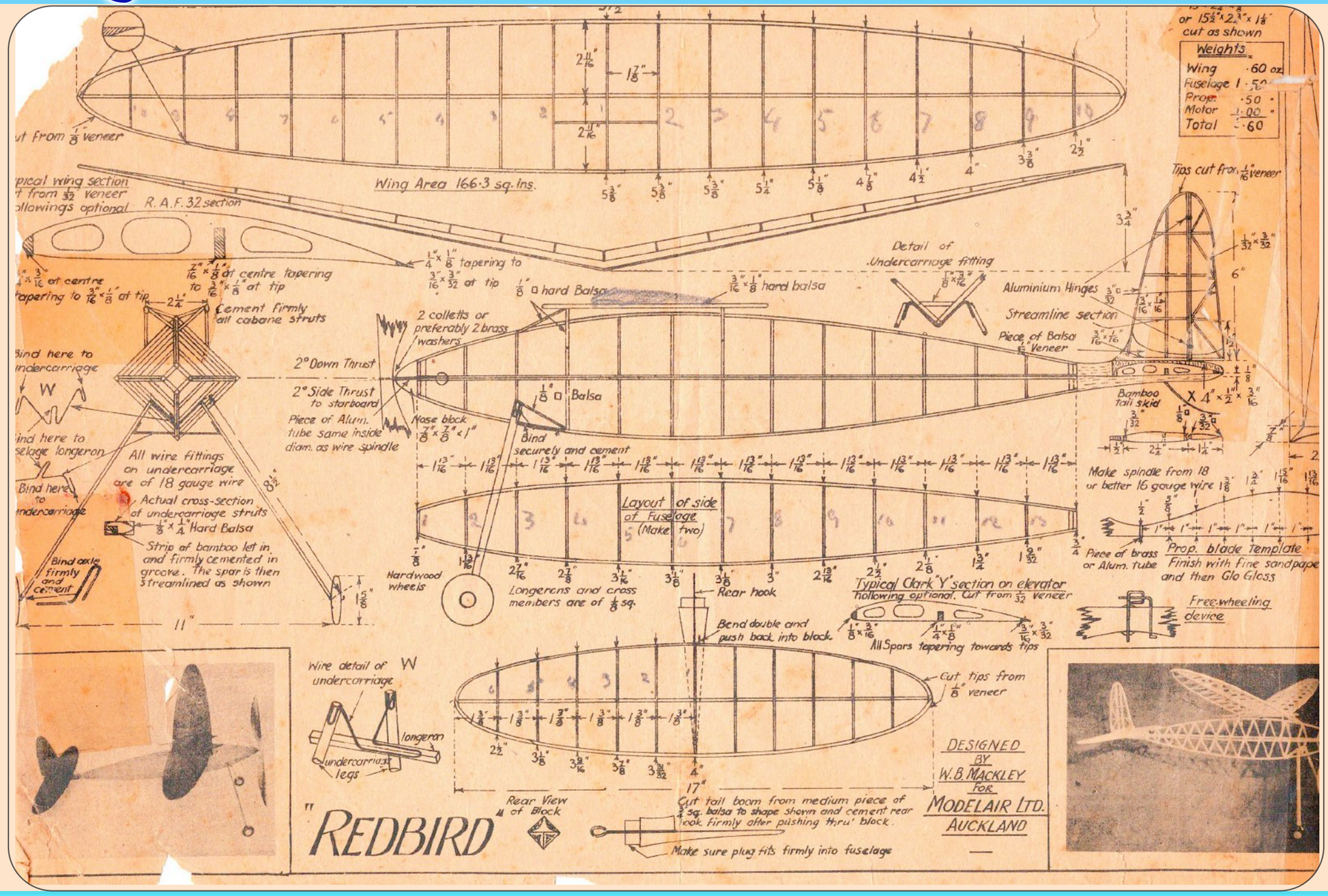
L. E. JIG PIECES



from MODEL AIRPLANE NEWS

RED BIRD

W.B.Mackley

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1949


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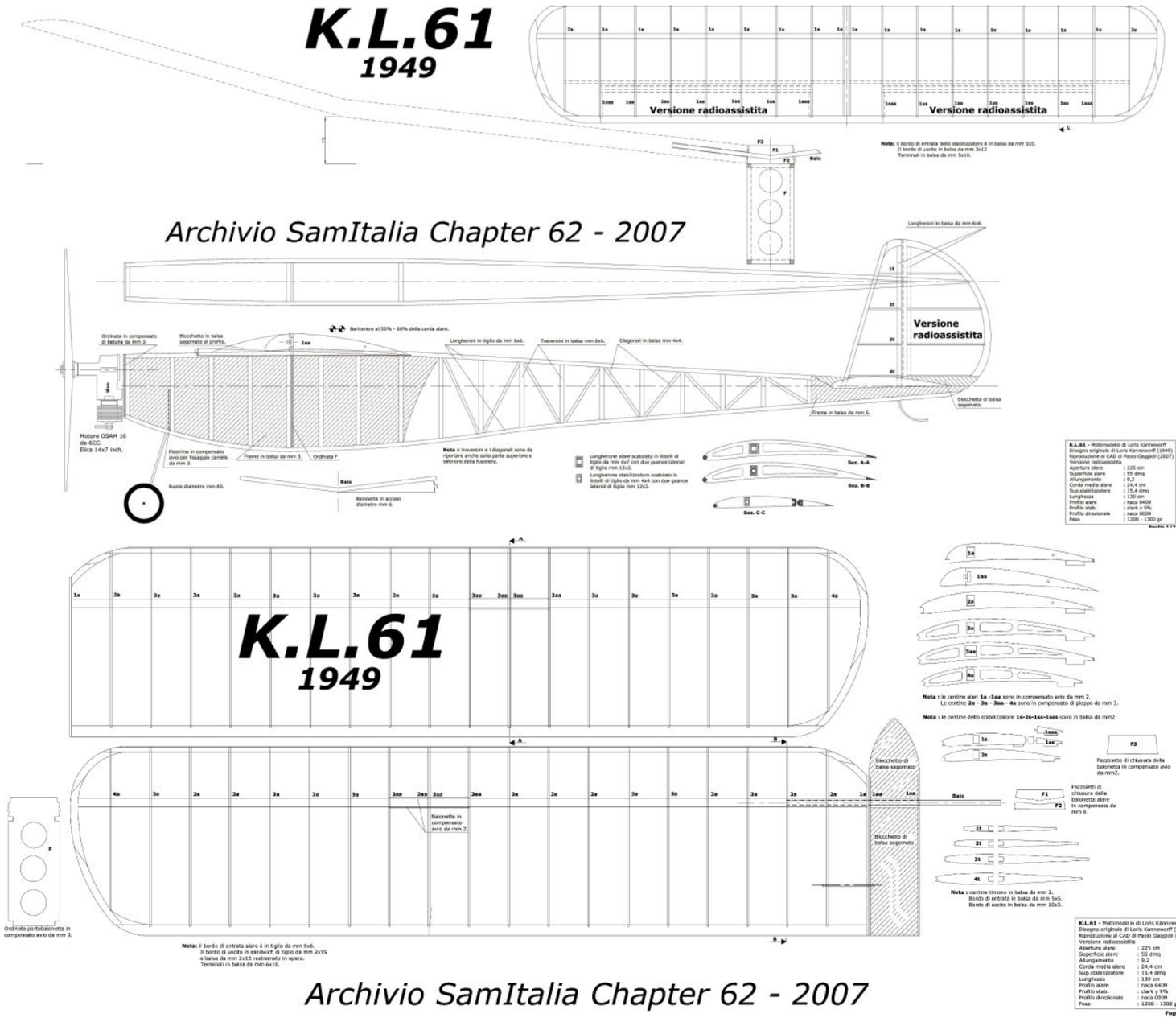

K.L.61
1949
Versione radioassistita
Versione radioassistita
Archivio SamItalia Chapter 62 - 2007
Versione radioassistita
Motore OSAM 16 da 6CC. Elica 14x7 inch.
K.L.61
1949
Archivio SamItalia Chapter 62 - 2007

The Origin of AVANZ

Graham Main, 2006

A Description of the Vintage Technical Committee

(As it was in 2006)

Background

The Association of Vintage Aeromodcllcrs (AVA) was formed in Christchurch 1988 to foster and manage the rules for vintage flying. AVA undertook the duties of an NZMAA Technical Committee and published the first comprehensive vintage rules In addition AVA obtained registration as a SAM USA Chapter (No 55) and was thus eligible to receive bulk copies of the USA SAM Speaks In 1990. The words New Zealand were added to the name making it the current AVANZ.

In 1996 due to the amount of work involved, the NZMAA Technical Committee was split off as a separate committee and AVANZ became an incorporated society. Subsequently incorporation became to be seen as a problem and in 2002 AVANZ was reformed as a sub-committee of the Vintage Technical Committee.

Vintage Technical Committee (NZMAA SIG)

The TC committee consists of a chairman, secretary, treasurer and committee members The TC manages the NZMAA Vintage rules, negotiates the NDC programme, decides on the Nationals programme and runs the vintage events at the Nationals. The TC secretary is expeced to report on the Nationals in the February MFW and write a regular MFW column on formal vintage matters. The AGM of the Vintage TC is held at the Nationals. A member of the TC is expected to attend the Combined SIG AGM currently held in Wellington in July each year

The Vintage TC is financed by entry fees from the Nationals and by an administration grant from NZMAA based on the average of administration expenses over the past 3 years. The TC subsequently makes a grant to AVANZ to cover the newsletter and administration expenses.

AVANZ

Essentially AVANZ now undertakes the public relations and promotion duties of the Vintage TC. The AVANZ committee consists of a chairman, secretary, treasurer, plans co-ordinator and committee members Currently. (2006) the chairman and treasurer also hold the equivalent positions in the TC and for convenience the committee meetings arc combined meetings. AVANZ provides an annual report of activities to the TC AGM. The TC and AVANZ have separate bank accounts and provide separate financial reports.

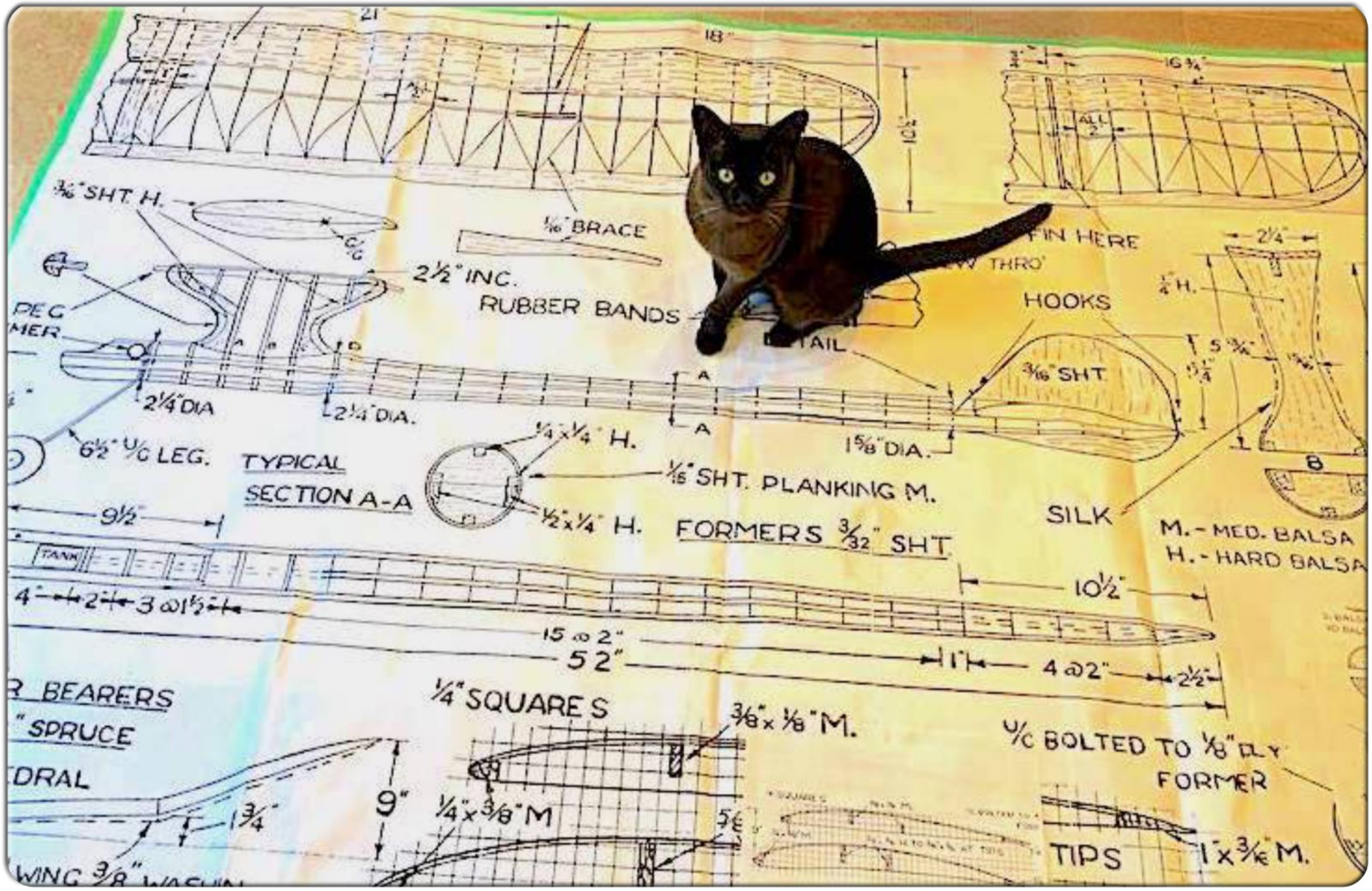
Thus if workload becomes an issue the TC and AVANZ can again operate as separate committees.

The AVANZ secretary publishes a newsletter 6 times a year The email version, currently distributed by the treasurer, who maintains the membership listings, is free to NZMAA members and a subscription hard copy is published in conjunction with the free flight newsletter. The secretary provides the occasional newsletter type column to MFW. The treasurer arranges subscriptions and does local distribution for the bulk copies of the USA SAM Speaks. Currently (2006) there are 19 subscriptions

AVANZ runs a plans loan service for members on a cost recovery basis. A list of the plans obtainable from overseas sources is on the NZMAA web site and a full list is emailed periodically to NZ members This split in the plans list was made because of the increasing number of overseas enquires to purchase plans The full list contains around 800 plans donated by members.

AVANZ runs some annual vintage competitions: the Gareth Newton Memorial event, combined RC and FF, is held at Levin in early February, an RC Precision and Duration event is held at Hamilton in late February and a Texaco event is hoped to be held at Thames in April.

Rosie Builds 1



Never one to rest on her laurels (preferring a soft cushion) Rosie found a plan for the *Flying Pencil* and printed it out on A4, ending up with fifty pages to be glued together. In the extract below from Rosie's letter I have taken the liberty of correcting spelling and have also removed most of the references to fish.

"Fifty pages to glue together was purrdy hard and glue stuck on my paws. It tasted worse than roadkill so my helper washed my paws for me and I survived without using up a life. I made the plan exactly ten tail-lengths across the wings. Or, in my helper's words, eighty inches.

My helper says that I must try for a dry weight of 33 ounces. I like to keep dry but I will need a lot of dieting as I also like my fishhh. He also says I must use a two cell lipo with 550 things in it and that I must avoid ballast by keeping my rear end light.

Sometimes I wonder about my helper.

Food! Where's my fishhh?"

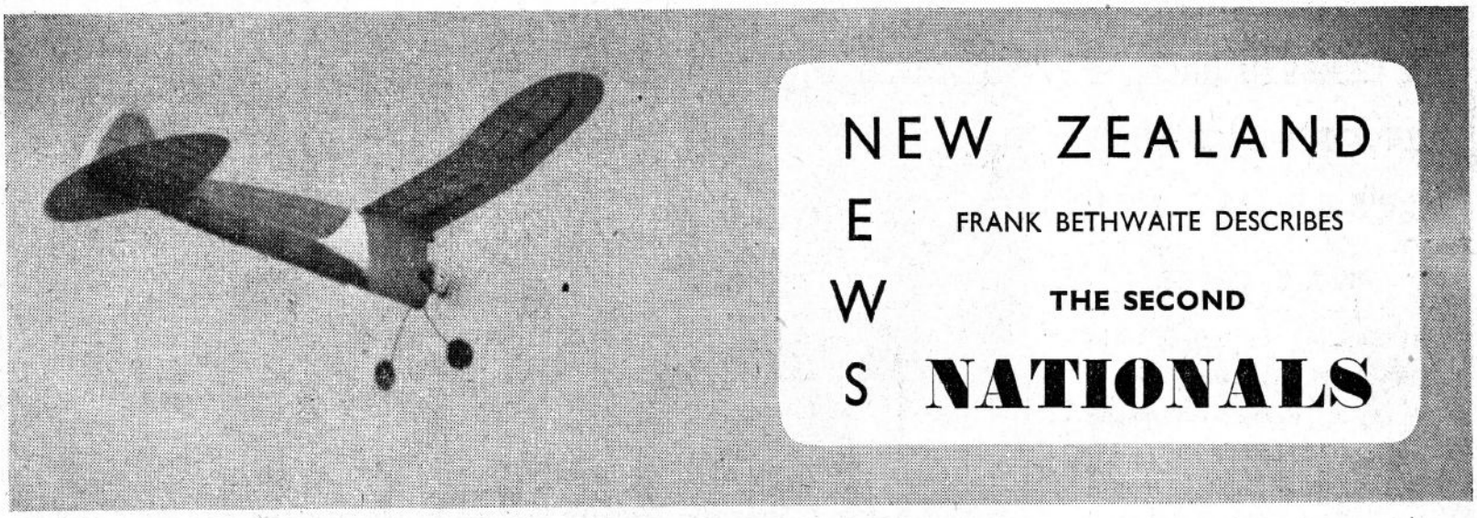
Rosie Builds 2

Com'on Helper. Crossword's done. Let's get up to the workshop an' start building, Aye ?

"Check hardness of the balsa by pinching it between the nails of fumb and first finger." That's what it says but I got no fumbs so I use my teef.

No catnaps. Been working hard. So hard. So hard. Where's the fishhh? Can't you see I got my hungry look? Hungry. So hungry.

NZ Nationals 1950

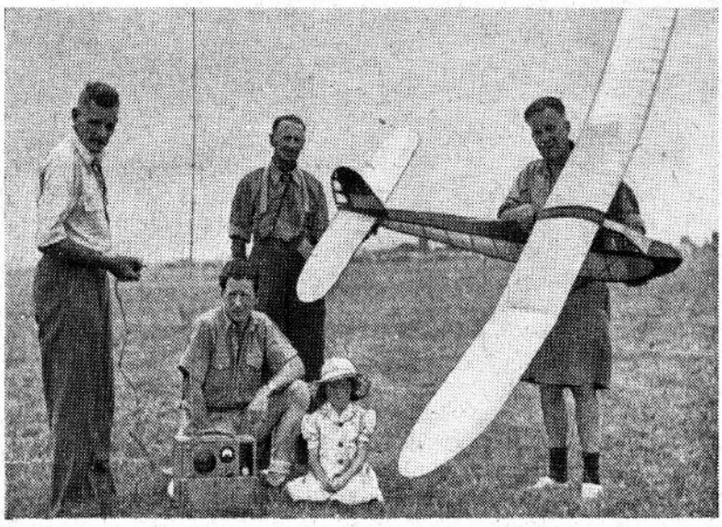


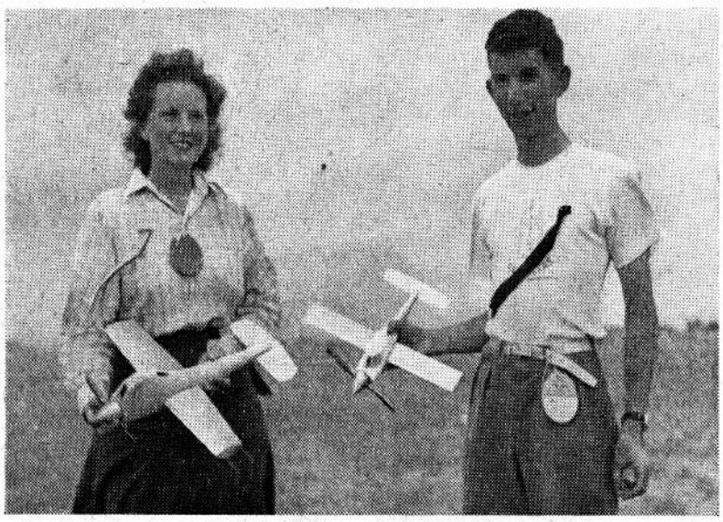
NEW ZEALAND NEWS

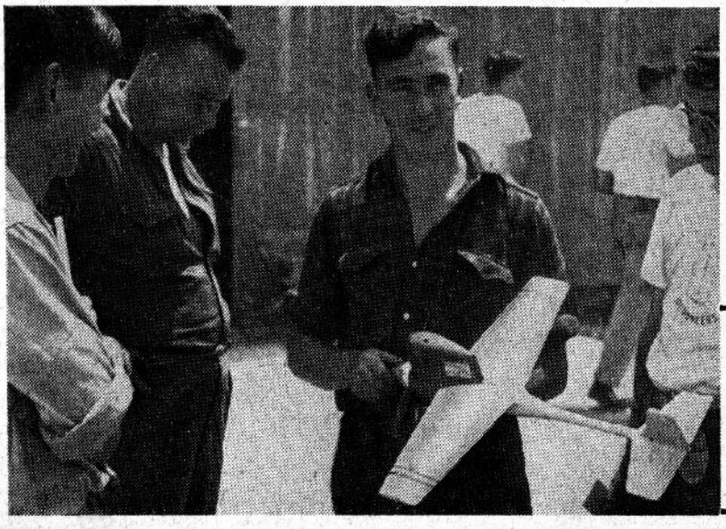
FRANK BETHWAITE DESCRIBES

THE SECOND

NATIONALS







CHIEF news from New Zealand this month is the report of the second Nationals, held in Hamilton, in ideal weather, from December 28th, 1949, to January 3rd, 1950.

Nearly 200 modellers, from all over the country, came to enjoy the fine holiday and annual get-together, and they put up some of the best flying yet seen here. The value of the trophies offered totalled some £500, and they were of course also accompanied by substantial awards of merchandise.

Registration and billeting were accomplished fairly smoothly on the 28th, and flying commenced in glorious, hot, fairly calm weather on Thursday, 29th December. On that day Spar H.L. Towline Glider (3 ozs./100 sq. ins., 100 ft. line) and C.L. Speed Classes I, II, III, (I—up to ·16 cu. ins., 35 ft. lines; II—up to ·30 cu. ins., 52½ ft. lines; III—up to ·60 cu. ins., 70 ft. lines, all with 20g. pull test) were flown.

The Spar event was won with a flight of 9 mins. 12 secs. o.o.s. by B. Marsh, with a conventional 200 sq. ins. model (Eiffel 400 wing section, single blade folding prop.).

The writer managed to carry off the tow-line glider event with a rather interesting 500 sq. ins. model of 82 ins. span, 6 ins. chord, L.D.C. 2 all sheeted wing, with tow line hook at the C.G. position and an automatic rudder which permits very tight circling (only 100 ft. line, remember), without the possibility of a spiral dive. The wings and tail are painted jet black underneath for maximum visibility. This model made 12 mins. o.o.s. into a cloud. Unofficially, it reappeared a minute or so later and was still in sight after 38 mins. when it went into another cloud miles away. That black paid off!

In the Speed Class III, Ira Pepperill won with a motor of his own manufacture and a model of his own design at 126·79 m.p.h. Second place went to M. McCrorie with a stock American motor at 115·33 m.p.h. (It is of interest to know that Pepperill's model, not on a pylon and, therefore, not officially, is reported to have flown considerably faster.)

Speed Class II was won by D. Wallace with an E.T.A. "29" at 112·28 m.p.h., and second was Mrs. P. M. McCrorie, also with an E.T.A. "29", at 107·0 m.p.h.

Class III was taken by a small diesel at 59·11 m.p.h.

Friday 30th was fine and hot at first, followed later by cold breeze. Fuselage R.O.G. (3 ozs./100 sq. ins. and cross section L2/100) was won at 10 mins. 35·4 secs. o.o.s. by W. Craven. Glider, hand-launched (2 ozs./100 sq. ins.) went to a junior, J. Woodley, at 3 mins. 07·8 secs. Gas Class "A" (20 sec. motor run, R.O.G.) went to F. McNatty with a low time of 2 mins. 32·4 secs. The boys should have flown in the morning!

Any report of this meeting would be incomplete without mention of the exhibition flights made by Mr. L. N. Wright with his radio controlled Sailplane. Les Wright had radio control going in 1939 and has kept hard at it ever since (radio is his business, anyhow). For the first two days of these

Heading photo shows M. Hewittson's winning aggregate model in flight. Motor is a Pepperill diesel of about 2 c.c.
Other pictures from top to bottom are:—1. L. H. Wright holding sailplane with various helpers and transmitter. 2. D. Wallace and Mrs. P. M. McCrorie, 1st and 2nd in the Class II speed event. 3. Ira Pepperill with his Class III speed winner which clocked 126·79 m.p.h. He and his father (dark shirt on left) make the Pepperill motors, one of which, a ·60 gloplug, powered the model shown.

NZ Nationals 1950

Nationals that ship was seldom out of the air. If anyone wanted to " have a go ", Les just hauled the big model up on about 600 feet of line and turned them loose on the key. Otherwise he, or one of his party, just flew it anyhow, sometimes thermal soaring for half an hour at a time and bringing it back and down when it was lunch time. That ship took several really hard landings (clueless control by beginners) and various other abuses, but there was never the slightest fault with the radio gear. For an example of sheer workability and reliability that demonstration, lasting two full days, could not have been better.

Saturday afternoon saw the Stunt Contest and the new Prototype Class made its début. Aerobatics were frankly not up to the standard seen in England by the writer during the 1949 season—the manœuvres are there but the polish is lacking. Alf Leong won the keenly contested event.

The prototype contest brought out some of the most attractive models that it has ever been my pleasure to see. Beautifully built, finished and painted, they flew in a most realistic manner—from a walking speed for a scale army co-operation job, to 90 m.p.h. plus with half lap take-offs and landings for a scale racer. This latter machine, by the way, broke off the lines during a later exhibition flight, climbed to about 150 feet, cut, glided down and landed with no more damage than a broken prop. Quite frankly, such high speeds had not been anticipated and in future, all prototype models go through the 20g. pull test, as for speed models. This new class is most definitely successful and here to stay. R. Nansen won the event with a scale Cessna.

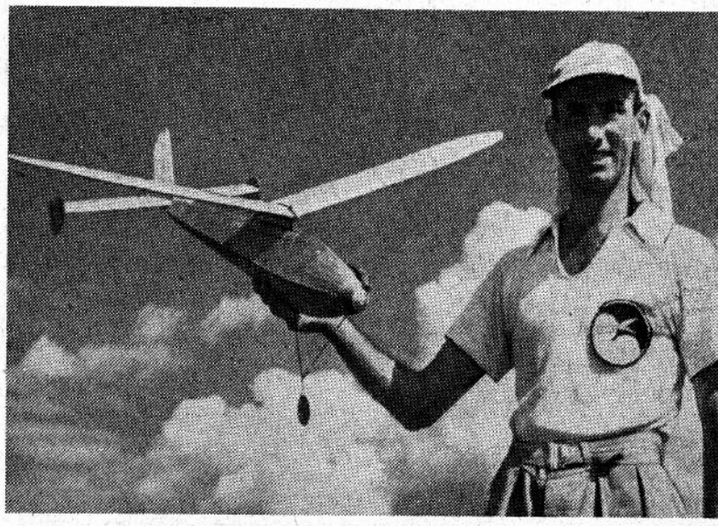
Indoor Open and R.T.P. were flown on Sunday afternoon. The Open (free flight) was won at 5 mins. 07·2 secs. by A. Leong. It was most regrettable that one or two flights which promised to be much longer should finish among the rafters or the light fixtures, but such seems to be the fate of all indoor contests. The present N.Z. record for indoor spar H.L. stands at well over 13 mins.

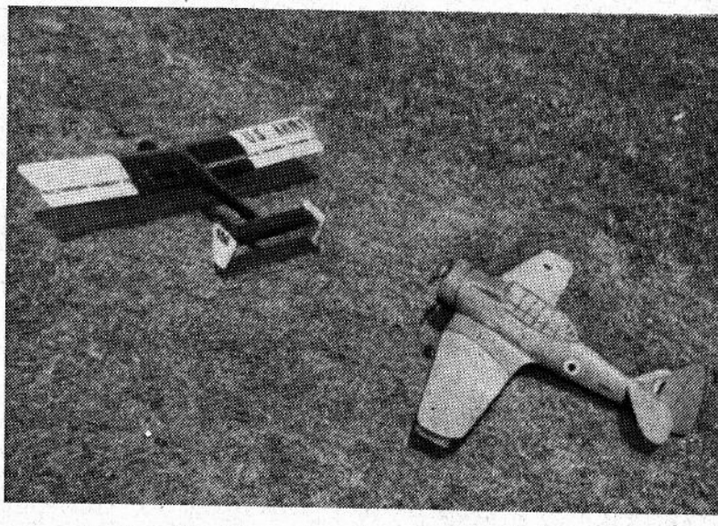
Round-the-pole showed much more interesting and less hazardous competition with R. Hewittson winning at 5 mins. 21·4 secs., the second place tied for 5 mins. 12·0 secs., and fourth at 4 mins. 17·8 secs. These times too, seem to be up to English standard. Models are all conventional indoor microfilm ships slightly modified for R.T.P. work—several still use built-up microfilm props, etc.

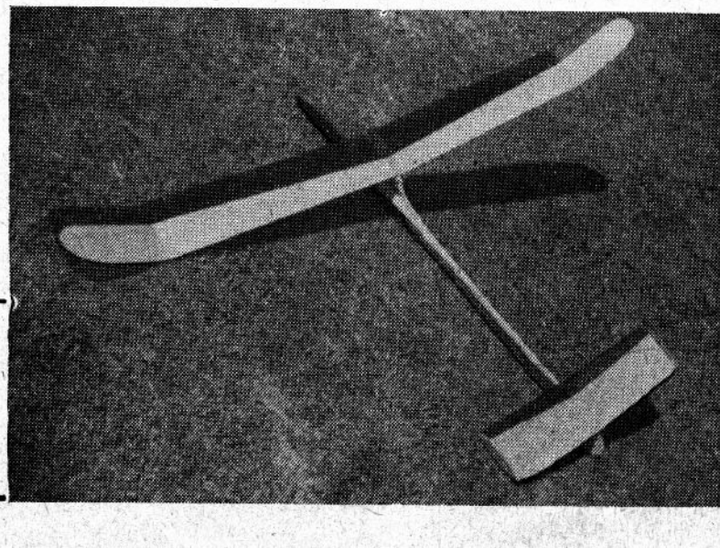
Monday, another glorious hot day, finished the Nationals with Wakefield, Pan American P.A.A. load event, and Gas Aggregate. Bryan Marsh, using a new development of his well-known Wakefield, won that event with 5.00 mins., 2 mins. 26·2 secs. and 5.00 mins. His actual times were 13 mins. 12 secs. o.o.s. (D.T. fuse dropped out, but model later recovered), 2 mins. 26·2 secs. and 9 mins odd. This ship is *good*. The P.A.A. load, a ratio event (motor run/glide) while carrying a load, was won by A. Carmine with the remarkable ratio of 35·5. The actual flight was 15 mins. 24·3 secs.

All other events were discontinued from 1.30–3.30 p.m. for the Gas Aggregate, which was certainly the highlight of the Nationals from the spectator's point of view. N. Hewittson won it with 31 flights of between 30 secs. and 3 minutes, totalling 40 mins. 07·7 secs. in the 2-hour period. That's reliability. Hewittson used a fair climb with a D.T. to bring the ship down out of possible (and frequent) thermals, and recovered it by prodigious effort and fast running. The second place winner, R. Handley made 32 flights totalling 35 mins. 52·7 secs. He used a ship so throttled down that it made a huge circle each flight, at about 10 ft. altitude and theoretically returned to the feet of its owner. In fact, he was much upset by frequent variable puffs of wind, and on one occasion, was unaccountably seen over the far side of the field.

A few last minute flights and P.A.A. load late-comers, furious work by the recorders and processors and the Nationals was over.







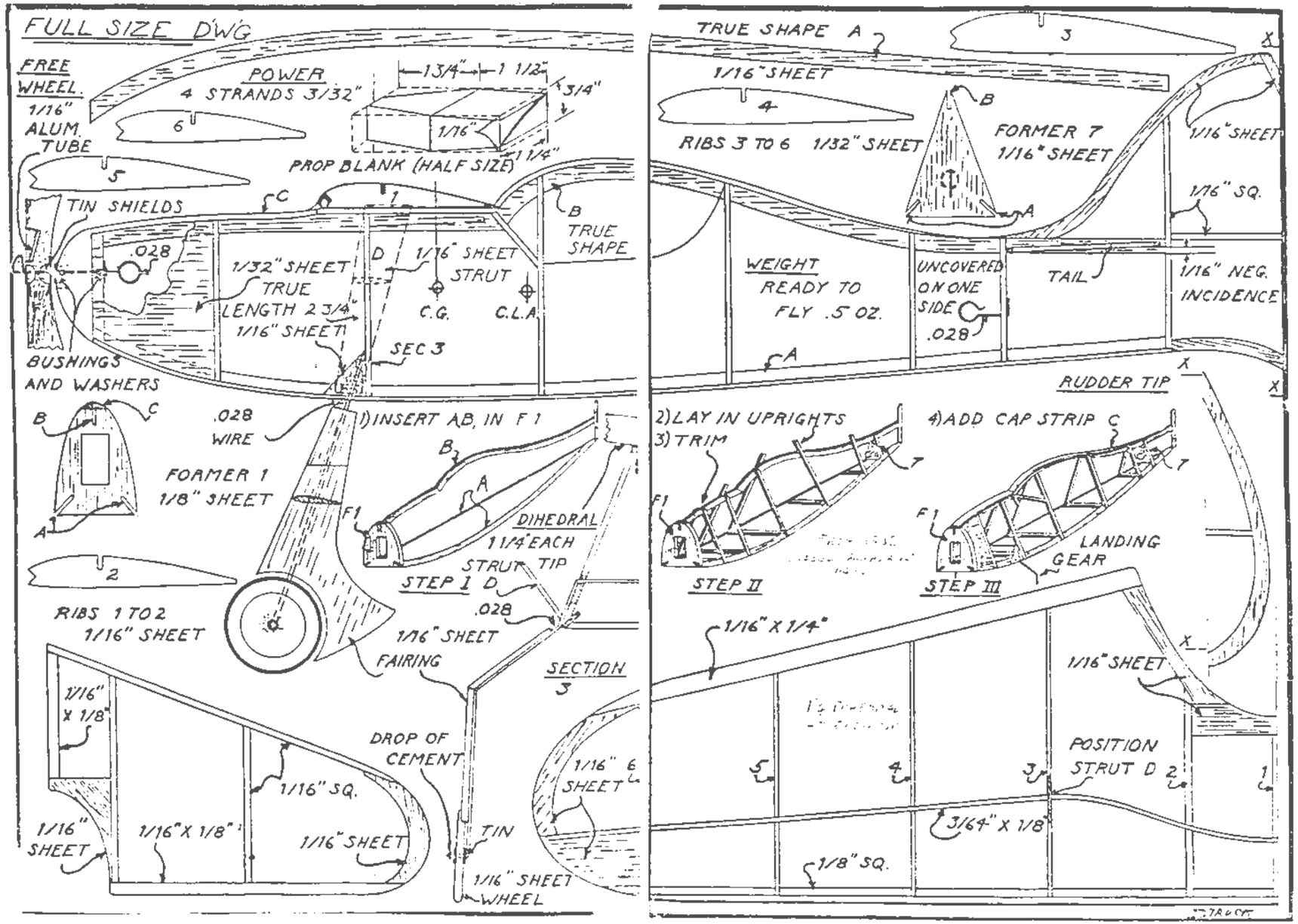
Brian Marsh with his new Wakefield which features an Eiffel 400 section and a lifting tail. Note the magnificent cumuli in the background.
Two prototypes, a Boeing L-15 Army Co-operation and a Harrad II.
One of the outstanding prototype machines, J. Hanlon's near scale " Cosmic Wind " powered by a small gloplug McCoy.
F. Bethwaites' winning towline sailplane. Note the small cross section of the fuselage, there being no requirements in this direction in New Zealand.

Triangle Sportster 1938 17" Henry Struck

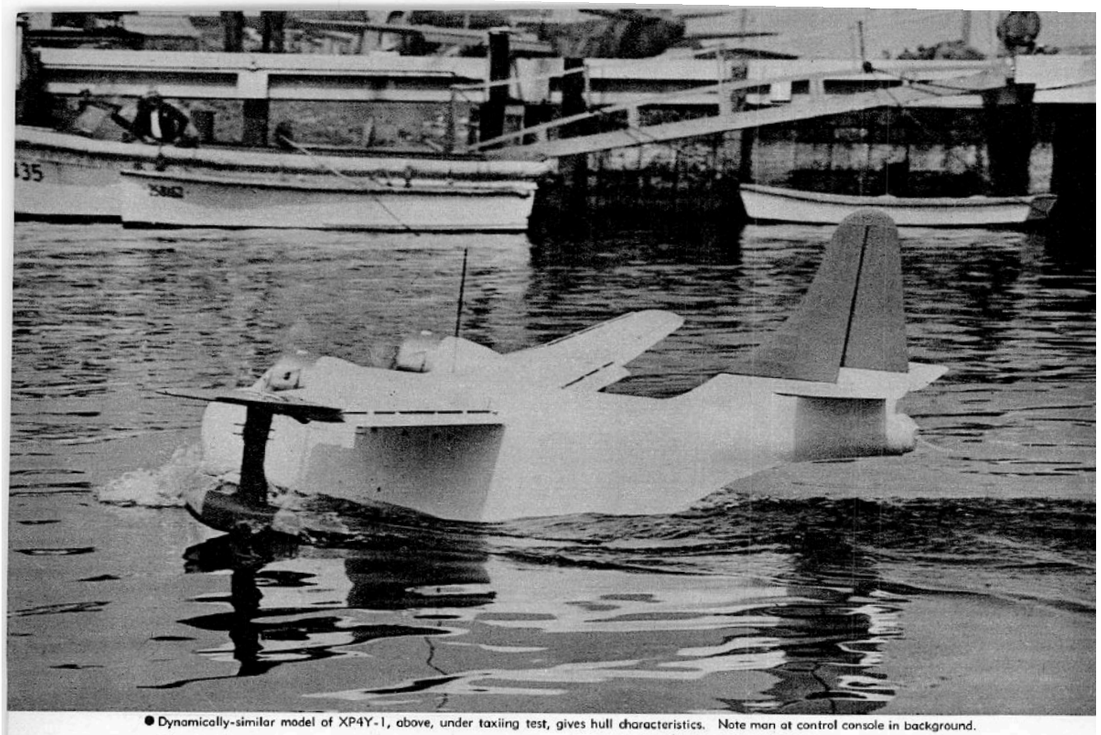
Back in Issue 187, there were a couple of triangular fuselage designs by Leon Schulman and Frank Ehling.

Henry Struck now joins the tri-siders with an attractive design for small rubber power.

The ready-to-fly weight of .5oz might be a challenge.



Struck's Triangle Sportster From 1938 M.A.N



● Dynamically-similar model of XP4Y-1, above, under taxiing test, gives hull characteristics. Note man at control console in background.

RADIO-CONTROLLED FREE-FLIGHT MODELS

From AIR TRAILS July 1946

ENABLING FAST TESTING, RAPID ENGINEERING CHANGES, THESE MODELS DRASTICALLY CUT TIME FROM CONCEPTION TO PRODUCTION OF FULL-SIZED CRAFT

QUARTER-SCALE man-carrying models to determine flight and other characteristics of projected aircraft have been used on several occasions both here and abroad. The latest wrinkle, however, is the use of dynamically-similar radio-controlled free-flight models of 1/8th to 1/10th scale for the same purpose. These models are not only identical in configuration with the full-scale aircraft they represent but their weights and performance, as well as the dynamic forces acting on them, are to scale. In other words, a dynamically-similar model can predict with sufficient accuracy how the proposed airplane will act. Any bugs that may turn up during tests of these models can, therefore, be nipped before much time and large sums of money are spent in building the prototype. Considerable reduction in time from conception to production of full-scale aircraft is achieved by this method. In some ways, the development of a dynamically-similar free-flight model represents as complex an engineering problem as the design of a full-scale airplane.

One of the pioneers of this type of testing is the Consolidated Vultee Aircraft Corp., whose Hydrodynamic Group, under the leadership of E. G. Stout, has been, for several years, experimenting with the method, beginning with partially restrained, dynamically-similar models. Advances in radio control of aircraft led eventually to further development of this project into radio-controlled free flight. This permitted the study of hydrodynamic hull and float design under different water surface conditions and the study of acceleration and its effect on spray without recourse to the NACA towing basin which was crowded with projects during the war. The main object of this project was (1) the development of a dependable and accurate method to determine all dynamic functions of aircraft in motion, (2) to obtain tow basin and wind tunnel data, and (3) to obtain such information as could not be supplied by these methods.

The experimental model built for this purpose was a dynamically-similar model of the twin-engine Navy patrol bomber, the XP4Y-1. Sufficient wind tunnel and towing basin data on this aircraft were at hand so that accurate comparison between them and free-flight results could be made. Construction of this model is entirely of wood, the hull, wings and tail surfaces being planked with balsa. It is identical in every respect with the full-scale airplane, with the exception that, in order to compensate for the scale effect due to the small Reynolds Number of the model, full span leading edge slots were incorporated.

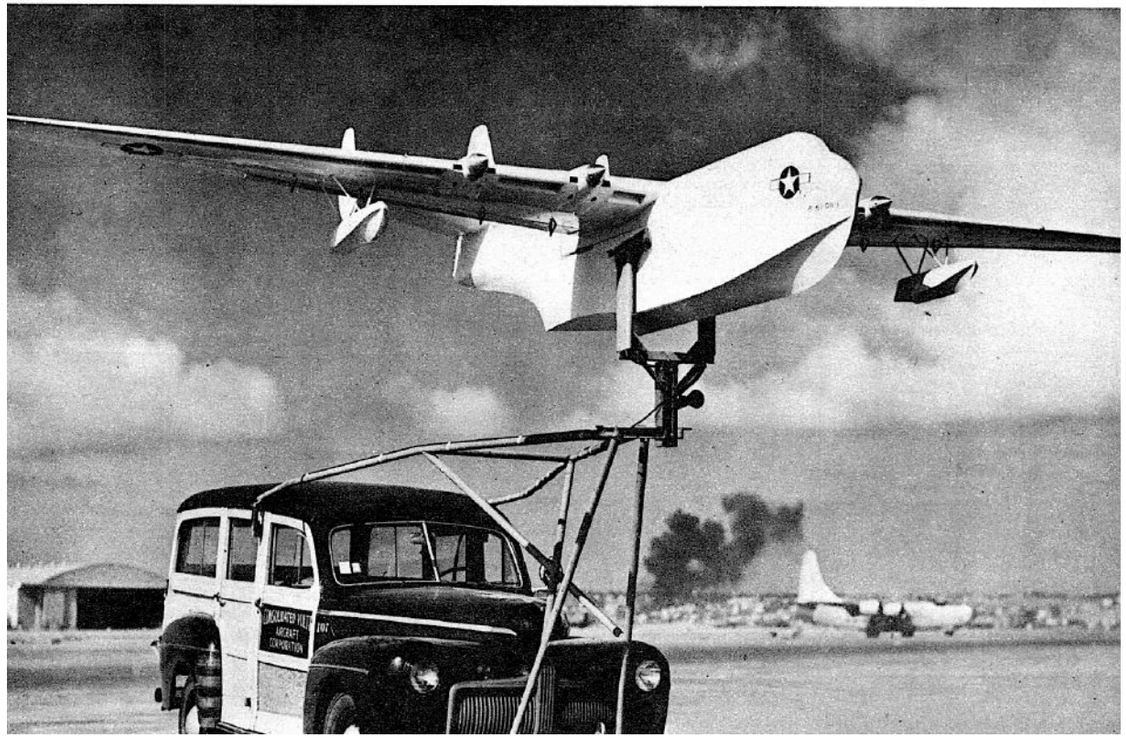
Changes in the value of the Reynolds Number (a nondimensional coefficient used as a dynamic scale of air flow which depends on density, velocity, linear chord dimension, and kinematic viscosity of the air) affect any force coefficient, such as lift coefficient, of the wing. This is known as the scale effect, and it had to be corrected by complicated mathematical formulae for wind tunnel tests. However, it has been found that with properly designed leading edge slots, full-scale lift slope of the lift curve and maximum lift coefficient could be duplicated. The other departure from geometric similarity of the full-scale airplane is the added dihedral in the outboard wing panels, giving the model a polyhedral effect. This was done to make the model inherently stable and allow for piloting errors of inexperienced operators during the early stages of radio-controlled flying.

The engines which power this and other dynamically-similar models are two-cylinder opposed, two-cycle plants designed to specifications of the Consolidated-Vultee Hydrodynamic Group by Ohlsson and Rice, well-known model airplane engine manufacturers. Rated at 1.6 b.h.p. at 4,200 r.p.m., they produce scale horsepower and r.p.m. of the 2,000-hp R-3350 engines. When equipped with 1/8th scale propellers identical to the three-bladed Curtiss-Electrics 16-ft. diameter, these engines actually produced static scale thrust at scale RPM. The interesting feature of these miniature powerplants are the large external intake manifolds which carry the mixture from the crankcase to the cylinder contrary to general model engine procedure of drawing the mixture through an internal by-pass located in the cylinder wall. Gas tanks on the XP4Y-1 model are located in the engine nacelles behind the fire wall. Another model, a four-engine flying boat, has the powerplants completely buried in the leading edge of the wing, with only propeller shaft fairings extending outward. This model is equipped with a pressurized fuel system.

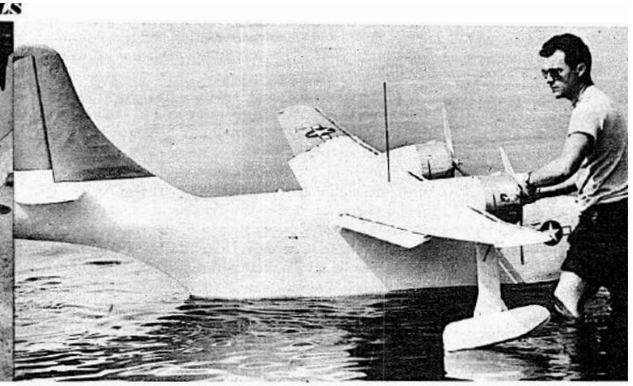
The radio system for controlling the models was developed entirely by Consolidated-Vultee. Although at the time the project started such systems were already in existence, and remotely controlled flight has been achieved on numerous occasions by model builders, no known successful system suitable for the flying of dynamically-similar models has been developed. All army experiments in this direction were, of necessity, of secret nature, and information on them was not available. Consequently, Consolidated-Vultee was forced to develop its own system, entirely independent from any other in existence. Added to this was the fact that scale gross weight of the first experimental model allowed only 15 lbs. for radio receiver and battery, which eliminated the large elaborate systems known to be in use.

Choice fell on a system using seven frequencies with amplitude modulation for positioning which permitted simultaneous and inde-

● This aerodynamic test setup of scale model and car enables determination of many flight characteristics without risking flight. Car is driven into wind.



● Before flight of radio-controlled model, engineers test it thoroughly for proper engine and controls operation.



● Dynamically similar model set for flight, while technician primes engines. Note extended flaps on wings.

pendent control of two throttles, flaps, ailerons, elevators, rudder, and ignition. The position of any one control can be determined by the amplitude (strength) of corresponding frequency. The transmitter (ground station) represents a typical cockpit and is equipped with a wheel control column, rudder pedals, and two throttle-control levels. The instrument board, besides various radio instruments, contains an elapsed-time clock, flap and ignition switches, and control surface trim adjustment knobs. An adjustable seat is provided for the operator.

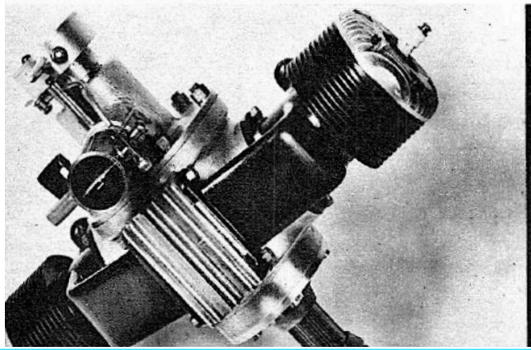
The positioning circuit in the receiver is so arranged that during the operation of the transmitter it corresponds to a mechanical linkage between the control station and the controls of the model, enabling the operator to know at all times the exact position of the model's controls. Actuation of controls is achieved by small three-pole electric motors located in the hull which are geared to a jack-screw. Homing devices are provided on all controls. These cut the throttle to idling and position all flight controls to a predetermined glide attitude as soon as the transmitter switch is cut off. By switching on the transmitter the operator can resume control of the model. In case of emergency, cutting the ignition switch releases a parachute from the dorsal compartment of the model.

A photo recorder consisting of a motion picture camera is installed in the hull. It photographs the reading of instruments which indicate the water speed, air speed and trim of the models under test. Under development at the present time is also a miniature automatic pilot, with the help of which, not only rolling and pitching characteristics of models in flight, but also hydrodynamic c.g. limits of stability, take-off, and landing characteristics, as well as all dynamic flight characteristics, will be determined.

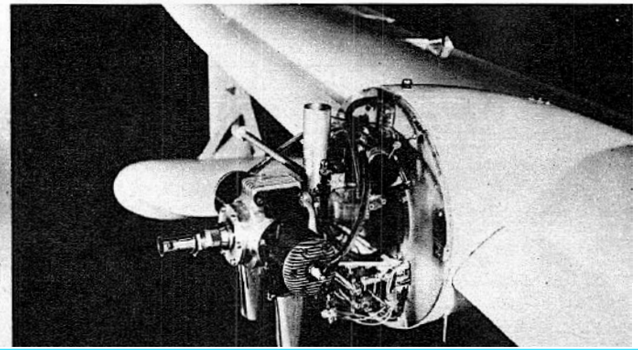
In order to facilitate keeping track of the models while in flight, the rudders and port wing tips are painted a brilliant orange. The same color scheme is applied to the corresponding controls on the ground transmitting station, namely to the left segment of the control wheel, left rudder pedal, and left throttle. This helps the operator to determine immediately the direction of flight of the model and eliminates the necessity of his orientating himself in order to execute a given maneuver.

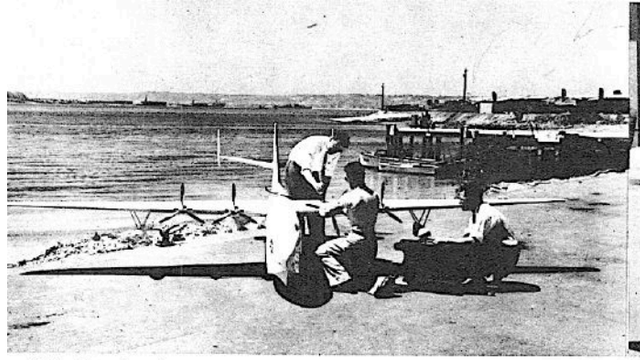
Judging from photographs, preliminary tests to determine aerodynamic qualities of models are conducted by mounting the models on a frame fixed to an automobile in such a manner that they can rotate about the pitching axis. Remote control connections between the model and the automobile permits actuation of controls. When driving the rig across the field at varying speeds, much useful data is obtained on the model's characteristics without endangering it by test flying before balance, stability, controls response, etc., have become a known factor. Hydrodynamic and trim stability of the hull are tested by radio-control taxiing the model in the water.

● This Ohlsson and Rice two-cycle, twin-cylinder engine powers Consolidated Vultee radio-controlled models.

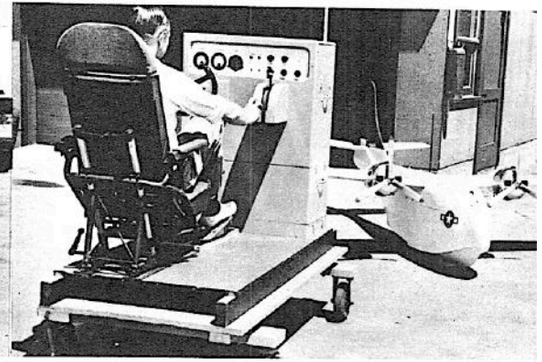


● Below. Close-up shows installation of Ohlsson-Rice engine in nacelle on wing of free-flight model of XP4Y-1.

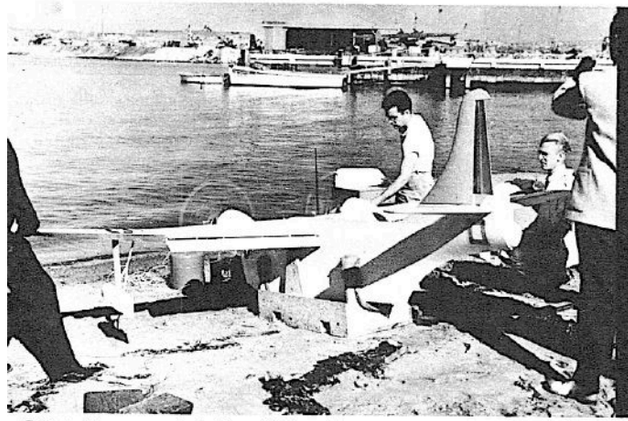




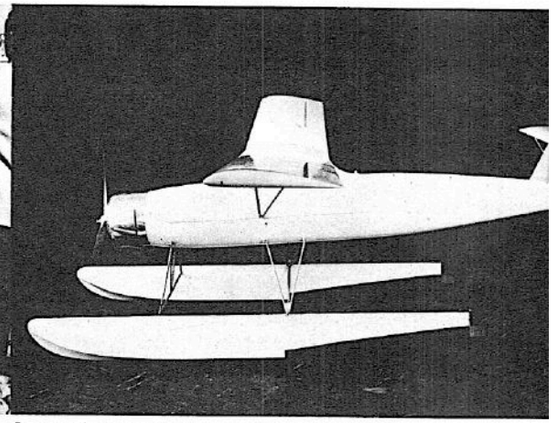
● Variation of engine mounting on this one-tenth-scale dynamically-similar model has powerplants buried in wing.



● Ground transmitter for models, on dolly, above, duplicates cockpit setup and controls of actual plane.

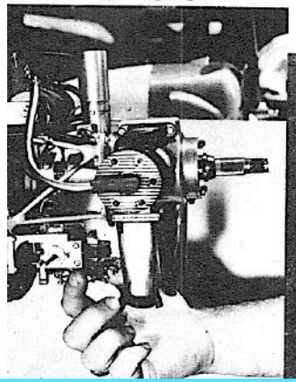


● Waterside warm-up test of free-flight model preparatory to launching for taxiing and aerodynamic tests.

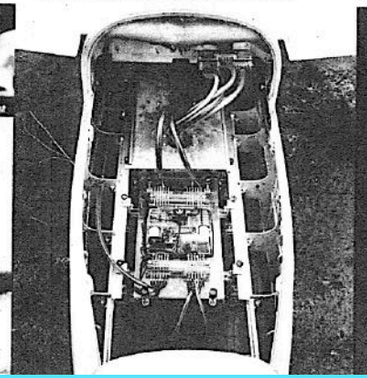


● Radio-controlled model of a seaplane shows diversity of dynamically similar projects of Consolidated Vultee.

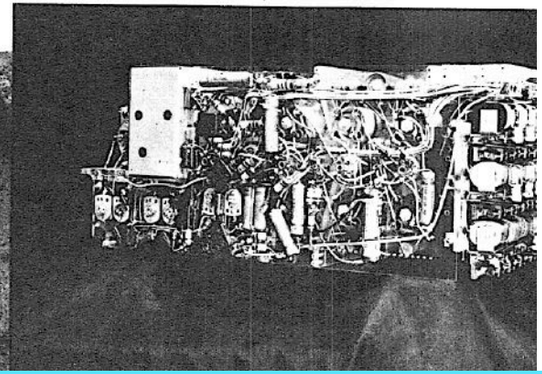
● Hand indicates radio-controlled electric motor operating engine throttle.



● Model's receiving set uses 7 frequencies which individually operate controls.



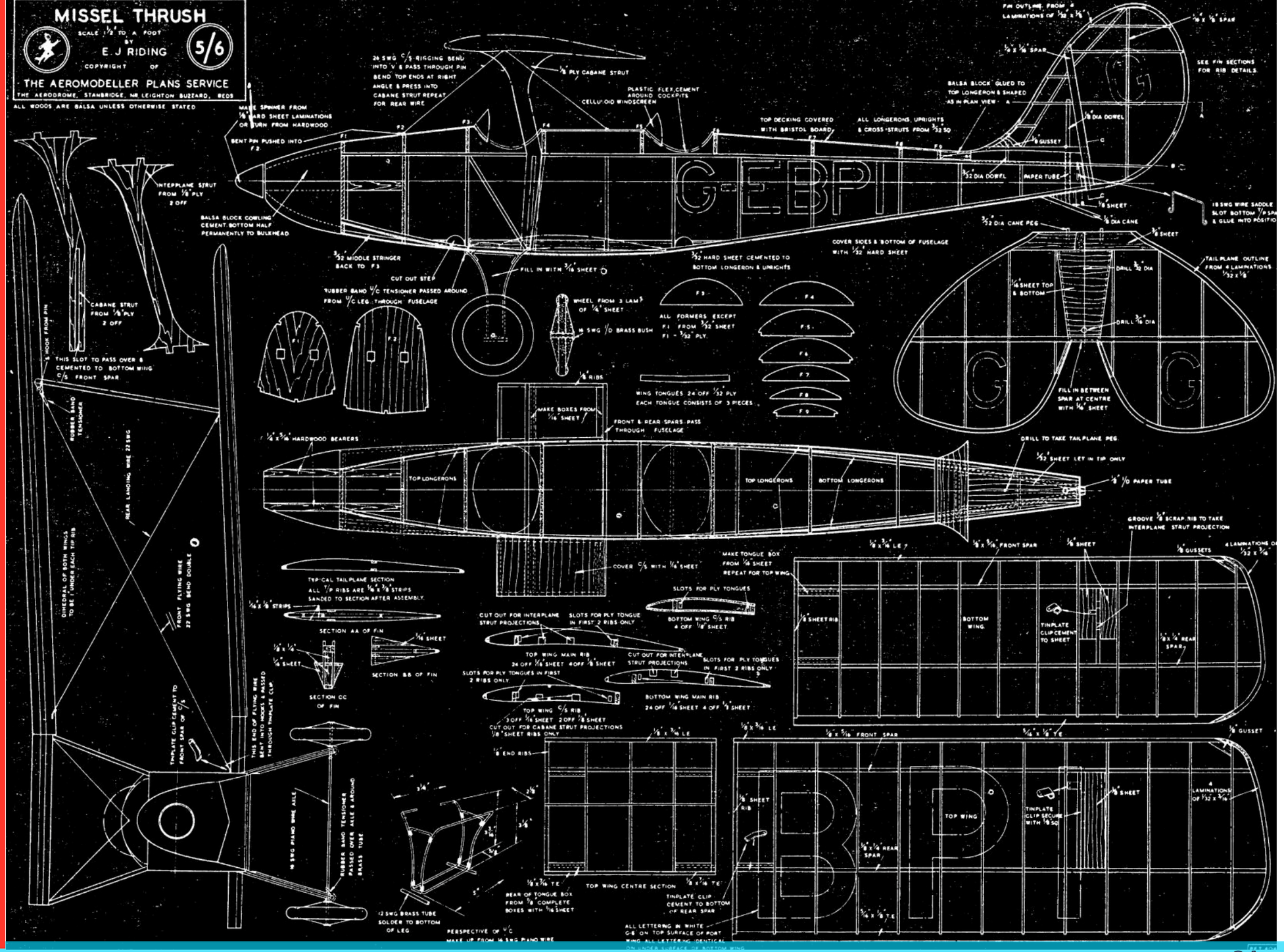
● You are looking at the filter side of the radio-control receiver. Note compactness of complicated instrument.



Missel Thrush

E.D.Riding

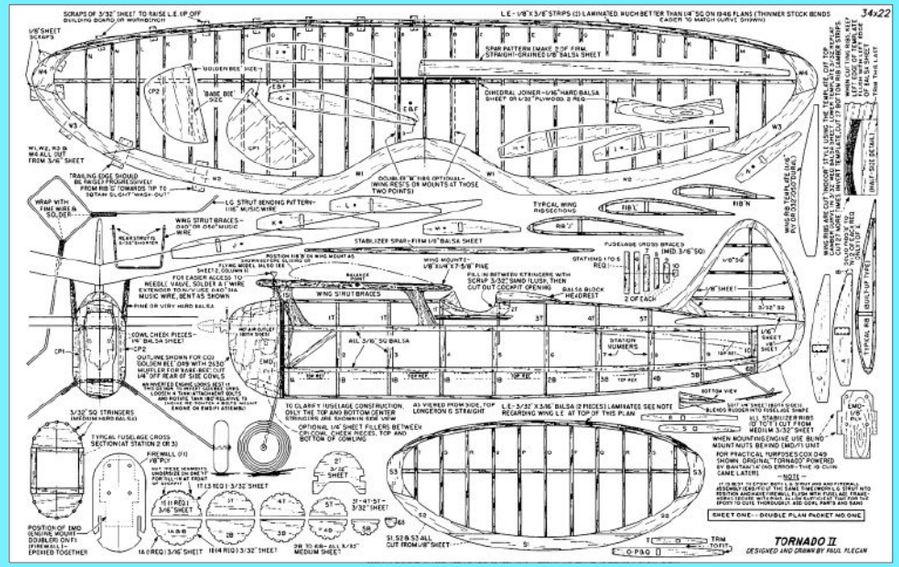
Aeromodeller
Dec 1950



TORPEDO II Paul Plecan 1946

Bruce Bonner with his *Torpedo II*

CMAC's free flight field seems to be handling the Big Wet rather well.



This fine little model turned up at the Free Flight tree recently. It's a Paul Pecan designed *Torpedo II* from 1946. It was intended for the smaller engines like the Atom coming onto the US market after the war. It has long been on my "must build one day list", perhaps scaled up a bit or as is for our Sport Cabin Texaco class. I love these vintage Parasol designs, particularly if they have racer styling.

This one is an original size free flight model (30 inch) built and flown by Bruce Bonner and powered by a small diesel of course but it would be ideal for electric too and some RC. Nice one Bruce.

The plans are on Outer Zone *https://outerzone.co.uk/plan_details.asp?ID=54*

LiPos and Engines available locally

LiPo BATTERIES FOR SALE

3S 11.1v 40C 1500mAh (for Radians)

PRICE - $45.00

3S 11.1v 40C 2200mAh (for small foamies)

PRICE - $49.99

4S 14.8v 25C 1300mAh (for general flying)

PRICE - $55.00

2S 7.1v 40C 1300mAh (for general flying)

PRICE - $25.00

1S 3.7v 30C 1300mAh (for Receiver battery)

PRICE - $19.95

3S 11.1v 40C 2800mAh (for general flying)

PRICE - $55.00

3S 11.1v 40C 2200mAh (for general flying)

PRICE - $49.99

For details contact: Gavin Shute: 021 656 999 or gavinshute@gmail.com

RCGF ENGINES NEW ZEALAND

Stinger Engines

Engines currently in stock

10cc SE	$399.00	35cc RE Pre-Stinger series	$480.00
15cc SE	$450.00	26cc SE	$520.00
15cc RE	$450.00	30cc Twin	$799.00
20cc RE Pre-Stinger series	$380.00	40cc Twin	$899.00
20cc SE	$499.00		

Contact Gavin Shute RCGF
021 656 999 or www.rcgf.co.nz

Bell Block Indoor June 2023 Alec Fuller

It seems winter has arrived in Taradise. Friday night at about quarter to seven, right when it was time to load the car with planes, the heavens opened in another of those torrential downpours - almost made you want to give up and just curl up next to the heater in front of the TV.
But then you would miss all the fun and excitement that indoor Freeflight has on offer. For a Freeflight meeting in a cold hall, in the grip of winter, we had a reasonable turnout with some keen souls. Present were Ross Giddy, Don and Andrew Robinson, Allen Lawrence, the family of Boltons - Robert with son and daughter Harry and Sophia, Rod Brown, Len Krook, my wife Jo Fuller and not forgetting me.

To stir up some interest leading up to this meeting, I posted some recently discovered indoor Hand Launch Glider Trimming information in an article in the archives of The NFFS of America in a download called “The Best of INAV”(Indoor News and Views). The article is a collection of comments from a bunch of indoor glider experts from November 1988 issue of INAV and makes for inspiring and thought provoking reading. It did the trick. Rod got the knife out and chopped the wings on the big Cat’s Meow. Matt Fairey rebuilt the wing on his Cat’s Meow with stiffer wood on the leading edge and fitted catapult launch to allow more consistant launches while he explored the trimming options. He has been using the TSB Stadium when its vacant between official events earlier this week. He tells me that it’s a really useful idea and seems to result in fewer crashes and so less opportunity for the wings to drop off. He was pretty annoyed when he couldn’t come this evening as he ended up having to work the afternoon shift that finished at 10pm.

Robert did some repairs to his family-sized box of hand launch gliders. He has abandoned the floppy foam flapped gliders and moved to rigid blue foam vacuum bagged wings that are light and strong. He also built a cute little F1N-150, a 6-inch model with Blue Foam wings for indoor catapult launch experiments.

It was great to see Robert’s children Harry and Sophia flying with enthusiasm with Jo adding a bit of “girl power” encouragement to Sohia on occasions. They are not so much kids any more but more like young adults.

And not to be left out, I also rebuilt the wing on my Cat’s Meow by replacing all the floppy wood on the leading edge of the wing with 3mm stiffer balsa and reduced the span to about 500mm. I sanded the back edge to match the thickness of the foam flaps at about 1.5mm. The leading edge just got the front 3mm beveled at 45 degrees. Daring, but not an original idea. Seems to work as far as I can see. It still has a slow floaty glide. I did it mainly to maintain as much strength as possible in the 3mm balsa sheet of the leading edge area of the wing.I also made a new rubber block for the nose using stiffer rubber to give better shock absorbing in a dive to the floor. I then made a new wing pylon with a slight negative incidence on the wing and taped on the wing with a piece of masking tape. The taping on the wing, is a brilliant idea because it allows you to move the wing forward and backwards to get the CG right without having to add nose weight. It also allows you to alter the amount of tail tilt to get the glide circle the right size without affecting the launch trim. Most importantly, by taping on the wing you can easily adjust the wing incidence to a zero lift point just by taking off the tape and resanding the wing pylon.

My negative incidence was a bit much and the plane was bunting on launch and would not recover from a dive. Off came the tape and a quick sanding to get to about zero incidence and and then shifted the wing position for slightly more forward CG, it started to behave properly. At this point I handed it over to my wife Jo, she’s always up for a new challenge. She did battle with it, progressing to tip launching (now legal in Indoor HLG in NZ) and was having some success within the usual scenario that most of us suffered ie one good launch in 5 or 6.

Allen Lawrence had a selection of gliders to choose from, including a Mini Cat’s Meow(a prize from last years Heave Ho Comp) and a couple of 12-inch non-flapped Coot style gliders. He chose the most consistant model out of these, a Coot style for his official times.

Rod Brown had two Cat’s Meow style foam flapped gliders and after a serious tussle with one of them, he decided enough was enough and put the poor thing out of its misery and euthanised it. Well, he won’t have to worry about that one any more !

No records were broken but we were all trying our hardest to get our models as high as possible and get that perfect transition to a nice slow glide. It hardly ever happened as you can see from the results but we were having fun and posting results for NDC so that was the main thing.

Allen Lawerence was a good few seconds ahead for a well deserved win getting 16.7 and a 17.8 best two flights out of 10 attempts. Robert Bolton, despite still being on sick leave following major knee surgery was still able to fling gliders high and got second with two 13.3 flights, very closely followed by Rod Brown only 1 sec behind with 14.3 and 11.4. You need two really good flights to score well. Sophia Bolton was 4th with 7.9 and 11.8 and newbie Jo Fuller was fifth with 9.4 and 9.8.

A keenly fought contest and although flight times weren’t high, the ceiling was only a bit over 7 metres and the air temperature may have been 11 or 12 degrees.

Alan Reed made experimental flights with a new type of model for the masses - a capacitor powered model from AliExpress. It's an 11-inch foam model with a tiny pager type motor on a pylon with a 50mm prop. Instead of a battery it has a "super capacitor", in this case a 5 Farad 3 Volt capacitor. Charge the capacitor from a hand-held pack of four AA Alkaline Batteries (6volts) for 10 seconds. Pull the plug out and launch. The little motor screams its head off and the model zooms up in circles, straightens out as the motor slows and then circles the other way. Pretty neat really. I am not sure what the future holds for this type of technology but I think it may have a place in future competitions. You may own one for NZ$7.00

With indoor chuckie done with, with it was on to a Modelair Hornet precision contest. Bearing in mind the hall size, we decided on 25 seconds as the target time. Len Krook who now works a shorter week, spent the previous day making a new Hornet from scratch and used some light 1/16th sheet sanded a bit because most of the 1/32nd these days is of the hard and heavy variety. He had a little trouble getting the curve for the aerofoil even without wash-in or wash-out in the wings and had made a fuselage out of too soft a balsa that just bent and broke so made a second fuselage and arrived with a new Hornet ready to try. Model less rubber weighed 11.0g.

A test glide and a bit more incidence on the wing and then a wind of about 500 turns showed the usual power stall problem. At this point we decided to borrow an idea that Rod Brown shared with us that he had learned the hard way by lots of practice with Hornet flying. To overcome power stalling - add weight to the right hand wing to induce a circular flight and then the power gives a climbing circular flight. Len's second flight was just about text book.

A spiral climb up towards the ceiling followed by an almost straight glide down. However after a couple more test flights, an unfortunate end befell this model. The hall has two unusual light fittings hanging from the ceiling. The are 3 metre long V-shaped sheets of metal with down pointing fluoros on each side of the V. You guessed it, his model landed in the "V" and because of the length of it our long pole couldnt even touch the model. Its still up there ! Aside from that I was very impressed with how quickly and easily Len got his Hornet trimmed and he just loved watching it fly.

Alan Reed has take over a Hornet made by an ex-member who has left to follow other interests. Its a very heavy model made with RC Plane grade balsa and weighs 20 odd grams and rather oddly has the prop fitted backwards. So some challenges here. It flies fast and lands with a terrible clatter and did not survive an encounter with a wall. But maybe next time out with a new lighter wing and fuselage (LOL -whats left?) it may live to fly again at the next meeting.

So Hornet Precision was fought out with just three of us. Allen Lawrence, Rod Brown and myself. Bearing in mind that some testing was done, first attempts were all within +/- 2 seconds of the target 25 second time. Rods first attempt turned out to be his best at 24,2 and Allen improved by 0.1sec to a 23.2 best and I improved with my third flight to 25.2 for a win at just 0.2 over target time. These little models just want to fly longer. its hard to bring them down on time.

Then it was on to what some consider as the main event, Hanger Rat. Again for various reasons it was just a threesome that fought it out. Flying for Jo and I was slowed and hampered somewhat due to Alec forgetting to bring stooges to hold the models while winding. Jo's model was having a bad hair day and, despite all the usual encouragement, refused to climb more that about head height. I was also having trouble with lack of height. I think the very cool air temperature was affecting the rubber, making the Hanger Rats sink more than float.

I missed a lot of what was going on during Hanger Rat. Allen Lawerence put in a first flight of near a minute and then quickly followed with 1:08 and 1:20 before decideding it was too cold to hang around and left early, hearing his heater calling him home.

Alan Reed put in some early practice while we were flying glider and posted a really nice 1:42 in the early evening before it got really cold. This turned out to be the longest flight of the night.. He put in a full set of six times but with steadily dropping times as the evening got colder.

I was flying at zero incidence on the wing and I think about 65% CG but also suffering low height, like 3 metres. I ended up at 1700 turns for a couple of flight times around 1:30 improving but not quite enough to catch Alan Reed who turned out to be our Hanger Rat champion for this night.

We are thinking skipping next month's meeting. July is the coldest month and with no heating for us oldies it's a bit grim. We may also see if we can get into the Star Gym that is bigger and more spacious. Regular meetings are the new norm for us down here in the 'Naki and I think over time we will pick up a few more flyers.

Bell Block Indoor June 2023 Alec Fuller

Indoor HLG (also for NDC)

Best 2 flights

1st	Allen Lawrence	16.7, 17.8	=	34.5s
2nd	Robert Bolton	13.3, 13.3	=	26.6s
3rd	Rod Brown	14.3, 11.4	=	25.7s
4th	Sophia Bolton	7.9, 11.8	=	19.7s
5th	Jo Fuller	9.4, 9.8	=	19.2s

Modelair Hornet Precision

Target Time 25.0 seconds

1st	Alec Fuller	26.9, 26.2, 25.2	=	+0.2 sec
2nd	Rod Brown	24.2, 28.8, 20.7	=	-0.8 sec
3rd	Allen Lawrence	23.1, 23.2, 08.1	=	-1.8 sec

Hanger Rat (also for NDC)

Best 2 flights

1st	Alan Reed	3:11
2nd	Alec Fuller	3:02
3rd	Allen Lawrence	2:28

RC Top 10 Leader Board

Standings at 29th July 2023

RC Top 10 Leader Boards 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 29th July

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

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

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

Vintage A Texaco

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

RC Top 10 Leader Board

Standings at 29th July 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

Vintage 1/2E Texaco

1.	A Knox	2033
2.	W Cartwright	1597
3.	B Scott	1162
4.	T Gribble	898

Classical 1/2E Texaco

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

Vintage E Texaco

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

Classical E Texaco

1.	A Knox	3638
2.	W Cartwright	2912
3.	D Mossop	1999
4.	T Gribble	1368

Vintage E Rubber Texaco

1.	P Townsend	3016
2.	D Gush	2934
3.	W Cartwright	2057
4.	A Knox	1201

Sport Cabin Texaco IC

1.	P Townsend	2447
2.	A Knox	1138
3.	B Scott	672

Sport Cabin Texaco E

1.	P Townsend	2575

Vintage and Classical Scale Texaco

FF Top 10 Leader Board

Standings at 1st August 2023

Vintage Power Duration

1.	Chris Murphy	125
2.	Lynn Rodway	112

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.	Stewart Morse	270
2.	Lynn Rodway	269
3.	Bernard Scott	180
4.	Chris Murphy	180
5.	Ricky Bould	150
6.	Bryce Gibson	14

Nostalgia Power Duration

1.	Rex Bain	520
2.	Chris Murphy	466
3.	Lynn Rodway	372
4.	Stew Morse	58

Small Power Duration

1.	Lyn Rodway	86

Nostalgia Rubber Duration

1.	Wayne Lightfoot	540
2.	Chris Murphy	190
3.	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.	MoiraVincent	131
2.	Lynn Rodway	108

Vintage Catapault Glider

1.	Des Richards	266
2.	Stew Cox	253
3.	Allan Knox	240
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.	Lynn Rodway	198

Ongoing Records from Leader Boards

JUNE 2023

RC Vintage Precision **1194**
Allan Knox 2021

RC Classical Precision **599**
Allan Knox 2021

RC Vintage IC Duration **1671**
Stew Cox 2019

RC Vintage E Duration **1560**
Brian Harris 2018

RC Classical IC Duration **1500**
David Thornley 2017

RC Classical E Duration **2700**
Peter Townsend 2021

RC Vintage 1/2A Texaco **3333**
Allan Knox 2018

RC Vintage A Texaco **3730**
Allan Knox 2018

RC Vintage Open Texaco **3543**
Bryan Treloar 2018

RC Vintage 1/2E Texaco **3957**
Allan Knox 2021

RC Classical 1/2E Texaco **3266**
Allan Knox 2021

RC Vintage E Texaco **3638**
Allan Knox 2023

RC Vint E Rubber Texaco **7988**
Peter Townsend 2021

RC Sport Cabin Texaco IC **1646**
Sean McCurrie 2021

RC Sport Cabin Texaco E **4456**
Keith Trillo 2019

RC Scale Texaco **2466**
Allan Knox 2020

FF Vintage Precision **411**
Gary Burrows 2014

FF Vintage Glider **525**
Wayne Lightfoot 2023 (new)

FF Classic Glider **470**
Martin Evans 2015

FF Vintage Rubber **540**
W McGarvey / A Koerbin

FF Nostalgia Rubber **540**
Bill McGarvey / Bernard Scott

FF Classic Rubber **527**
Wayne Lightfoot 2023 (new)

FF Vintage Power **540**
R Anderson / R Bain / B Scott

FF Nostalgia Power **540**
R Bain / B Scott

FF Small Power **353**
Bernard Scott 2016

FF Catpult Glider **339**
John Butcher 2012

THE LAST STRAW

Agathella was taken unawares by a side effect of swopping from control-line to radio-control.