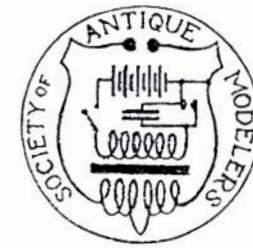






# Committee Notices



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### A modification to the usual Nationals program format will trialled at the 2024 Nationals.

For all RC events, competitors can decide when over the four flying days they will fly them, rally-style.

For FF events there will be some flexibility with the lower-maximum events. Vintage free flight events with three minute maxima (often viewed as the most competitive) remain allocated to a particular day, giving a mix of power, rubber and glider on each of days one to three.

Vintage Free flight events with lower maxima are listed under Day 4 of the program but may be flown on any of Days 1 to 4. The reasons for these changes were presented in the last issue.

After the Nationals, the Committee will assess whether these changes have been of value and whether to retain them or to revert to the more traditional format.



**Nationals Registration** Save time and smooth your registration process by doing it on-line. On the

MFNZ web page, select the MFNZ Nationals button. Halfway down the page that appears, opposite the logo, is access to the registration page. Note that the on-line registration form lists all the VRC events and the variable-day VFF events as all being on Monday 1<sup>st</sup> Jan. The fixed-day VFF events are listed on their appointed day.

### VOTE !

All NZ subscribers to this bulletin have been emailed a voting form for the proposed rule change to battery size in Scale exaco events. The rationale for this change was included. VOTE via the email address on the form for what you see as best for the event. Note that you do not have to fly Scale Texaco events to vote.

### COVER

Bryan Treloar's *Radio Queen*, powered by a Taplin Twin diesel engine. See page 16

### CONTRIBUTORS to Issue 199

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# IRREGULAR COMMENTS

from the Editor

( Irregular: occasional, improper, unofficial, rough )

## A NICE SURPRISE

Ken Brady from Sarina in Queensland has written several articles for AVANZ News. The first was in Issue 178, covering the life of Doug Kennedy. This article went global when the whole issue was reproduced in the 2020-08 NFFS Digest. Then followed accounts of his building a *Truman Special* for 1/2A Texaco in Issue 179 and his truly vintage *Guff* in Issue 183. Thanks to Ken for these contributions .. and for what arrived on my doorstep - a package containing a Mills.75, a DC Dart, and a Cox Babe Bee, undoubtedly the Trinity of small engines. I still have to find a home for the Cox, so if you need one for 1/2A Texaco let me know and it can be collected at the Nationals.

## SHARED FLYING

Once again we have great reporting from Levin, this time of the John Selby Memorial event. Stew Cox paints the picture with words while Ross Gray uses his camera. Many thanks to these regular reporters. A trip to at least one of Levin's big events in 2024 should be on your list

of New Year resolutions, along with the suggestion on page 27.

## Left: HOW THEY ALL SCOFFED

when Albert was swept up in the cyclotouring craze and, at an expense that exhausted his meagre savings, purchased the latest pneumatic-tyred bicycle. In time, young Albert was to have the last laugh for, while other aeromodellists struggled to presurise the air tanks in their models with all manner of makeshift devices, he made short work of the task with the aid of "The Cyclotourist's Friend" that had been included his best-British-steel tourer.

## The Cyclotourist's Friend

Now with comfortable wooden handle and leather seals. Available from hardware merchants or your local model aeroplane store.

£6-17-6



Cor!  
This is bedder'n  
dissecting a frog.



2024 Nationals Program for RC Vintage and RC Classical Events					
Day 1*	Day2*	Day 3*	Day 4*	Day 5	
RC Vintage Precision, RC Classical Precision, RC Vintage IC Duration, RC Vintage E Duration, RC Classical IC Duration, RC Classical E Duration, RC Vintage 1/2A Texaco, RC Vintage A Texaco, RC Vintage Open Texaco, RC Vintage 1/2E Texaco, RC Vintage E Texaco, RC Vintage E Rubber Texaco, Classical 1/2E Texaco, RC Classical E Texaco, RC Vintage and Classical Texaco Scale, RC Sport Cabin Texaco IC and E combined.					
				Weather morning	
				Administration	
				Meetings	
[1] * Events listed may be flown on Day 1, 2, 3 or 4 at flier's choice.					
[2] * An event must be completed on the day it is started.					
[3] Entry fees: \$5 for each of first six events, additional events free but you must enter these extra events as normal.					
[4] Events must be entered and paid for before arriving at the field to fly.					

# 2024 NATIONALS

## Free Flight



### 2024 Nationals Program for Vintage Free Flight

*Check the next page for Free Flight field use conditions*

Day 1	Day 2	Day 3	Day 4 (see notes)	Day 5
Vintage Power	Vintage Glider	Vintage Rubber	* Vintage CAT	No Events
Nostalgia Rubber	Nostalgia Power	Nostalgia Glider	* Small Power	
Classic Glider	Classic Rubber	Classic Power	* Vintage HLG	Administration
			* Vintage Precision	Meetings
Notes :				

[1] \* Events listed for Day 4 may be flown on Day 1, 2, 3 or 4 at flier's choice. See [6] below

[2] Day 1-3 events on days shown - will not be re-scheduled.

[3] Day 5 reserved for Administration and Meetings.

[4] Entry fees: \$5 for each of first six events, additional events free but you must enter these free events as normal.

[5] Events must be entered and paid for before arriving at the field to fly.

[6] All flights (and fly-off if required) of optional-day events must be flown on one chosen day.



*Rayner's farm lies within the white lines below and this is the usual area available for FF at the Nationals. Last year, cropping totally prevented the use of the farm; this year, crop distribution allows only a restricted area to be used - that within the blue lines. There are also stringent restrictions on retrieval as the FF SIG's statement on the right explains. The permitted flying area may effect your choice of model and its preparation.*



FFONZ

David Ackery

## Free Flight at the 2024 Nationals – an update from the FF SIG

Last year the usual Nats FF venue at Rayners farm was unavailable due to widespread crops, and despite an extensive search over many months for an alternate site it was only at the last minute that we found a Nats site that was poor site with many limits.

And once again Rayner's farm has extensive crops and the FF Sig has faced the same issue for the 2024 Nats. Searching for an alternate site has been under way for months, but nothing has been found. Coming full circle, we have ended back where we started, considering the options at Rayners farm. And it has been decided that we will do our best the work within the limits at Rayners.

Basically there are 3 paddocks available in the middle of the farm , the paddocks named NO.4, Bottom 6, and Pipe paddock are available and the area is bigger than last year. Most of the surrounding paddocks will be in Barley but the most Northern paddock known as The Old Hay paddock will have a very expensive yellow flower crop in it that **NO ONE** apart from the farmer will be allowed to enter!

If there is no wind there is enough space to fly, but in real life this is never the case, and it will be necessary to have limits on flying to avoid crops. This could take the form of reduced maxes, changes in flight line, and changes in the program, and these changes could be required at any time during the day. The possibility of having meaningful flyoffs could be slight. So all fliers are warned now that they need to expect this. So we should not expect this to be a normal competition Nats where events can be flown to their normal conclusion, please consider it only as a chance to get the models out and put up some flights with other people.

The space available , and the surrounding crops, mean that it not possible to run Aggregate here, so for Aggy to happen another location will be required.

The FFSig is not happy about this, but we are doing our best in difficult circumstances. Free Flight sites are hard to find and easy to lose, so we will be doing our very best to maintain the ongoing good relationship with the owner so that Rayners can still be used for regional events at other times of the year and well into the future.

Just a note for juniors, even though you pay no rego or event entry fees you must still go through the online entry process. The Nats requires pre – entry, and without this your name will not be on starting list for your events.

# INTERNATIONAL EVENTS



Refer to Issue 198 for full details of this International Classis A1 Contest

## CLASSIC A1 NEWS

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)

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

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



### Results 2023 International Tomboy Rally

TOMBOY RALLY 2022-2023 RINASCITA POST COVID-19  
 AGGIORNATO ALLA DATA DEL 20/09/2023

CONCORRENTE	NAZIONE	EL/IC	Classifica
BERNARD SCOTT	NEW ZEALAND	EL	38,50
ALLAN KNOX	NEW ZEALAND	IC	19,49
ALLAN KNOX	NEW ZEALAND	EL	13,31
IVAN POLAK	SLOVAKIA	IC44	7,10
FRED BURMAN	AUSTRALIA	IC44	6,22
PAVEL RABEC	SLOVAKIA	IC	6,09
EROS CAVALLARO	ITALIA	IC	5,08
JOHN RYAN	NEW ZEALAND	IC	5,01
BERNARD SCOTT	NEW ZEALAND	IC	4,37
CURZIO SANTONI	ITALY	IC	4,32
DAVE LITTLE	NEW ZEALAND	IC	4,00
ANDREW NC MENAMIN	NEW ZEALAND	IC	3,17
ALLAN LAYCOCK	AUSTRALIA	EL	3,05
ALLAN LAYCOCK	AUSTRALIA	IC	1,31
L'UDOVIT PEC	SLOVAKIA	IC44	0,00
<b>CLASSIFICATOMBOY 48 POLLICI</b>			

CONCORRENTE	NAZIONE	EL/IC	Classifica
GIANFRANCO LUSSO	CMPG-SVIZZERA	SRE	41,50
GLEN NEWBOWN	AUSTRALIA	SRI	8,26
VLADIMIR KURJAN	SLOVAKIA	SRI	8,08
SANTONI CURZIO	ITALY	SRI	7,48
ALLAN LAYCOCK	AUSTRALIA	SRE	7,27
GREG LANCE	AUSTRALIA	SRE	6,49
BOB RAADTS	AUSTRALIA	SRI	6,35
FRED BURMAN	AUSTRALIA	SRI	4,27
ALLAN LAYCOCK	AUSTRALIA	SRI	4,17

# INDOOR at MORRINSVILLE

## October 8th

In a year that has more than its fair share of wind and rain, being able to fly all day out of the weather was a real treat.

The Morrinsville hall offers large area and height with few obstructions. Only drawback is that duration models trimmed here need retrimming for the smaller Nationals hall.

Hangar Rats and vintage Modelaire Hornets dominated the morning and rubber scale models had the afternoon.

Thanks to Stan Maunger of AMAC for organising this annual event. A full report of the event will be in the next Scale News.





# John Selby Memorial Meet

7<sup>th</sup> October 2023

John Selby Memorial Vintage Event 7 October 2023

Report by Stew Cox Photos by Ross Gray

With the strong El Nino causing persistently strong westerly winds for the lower North Island from the outset of Spring, we were very lucky to fly this event, albeit at the third attempt after two postponements. As it was, this entailed most attendees leaving home in rain and in many cases unflyable wind and driving through continuous drizzle all the way to Levin, trusting either their own weather instincts or the writer's email the day before saying that the murky wet weather would clear at Levin late Saturday morning. Thankfully this came to pass and the attendance was pretty good under the circumstances, particularly as several regulars were otherwise committed for this date. There were thirteen fliers who attended from six clubs, these being Wellington, Kapiti, Levin, Ashhurst, Palmerston North Aeroneers and New Plymouth.

While the drizzle had stopped at the Levin field for the planned 9.30am start, it soon returned and we spent a pleasant hour or so chatting in the clubhouse. The drizzle started to abate and low cloud lifted a bit around 10.30am and by the time people got models out and assembled, flying commenced about 11.00am. Apart from one shower during the BBQ lunch break, the weather was dry and improved for the rest of the day as anticipated with the wind staying down. The highest mean wind speed for the day was 10 km/hr although there were a couple of gusts of 17 km/hr but the day became very flyable.

About half of the fliers recorded times but many were happy just to sport fly. Dave Crook came down from Waverley and said before he left that it was the most flying he had done for a long time. Dave estimated he had over 2½ hours of air time spread over the many models he had managed to squeeze into his car. Everyone seemed to enjoy their day which was the main thing and the last fliers left about 4.30pm after which the sun finally came out and the writer enjoyed

many thermal flights with his Discus Launch Glider, not Vintage but fun all the same!

There were some interesting models and engines on display, some of which haven't been seen at this event before. Bryan Treloar from Ashhurst flew an 82" *Radio Queen* designed in 1949 by Lt Col L J Taplin. The really interesting aspect of this model was the engine, an original Taplin Twin 8cc diesel engine. For those that don't know them, this is a two cylinder alternate firing engine, 4cc per cylinder. Bryan has more than one original English Taplin Twin, initially powering the model with a MkI version. However, he found the model was a bit underpowered with that engine that produces 0.27 bhp and has now replaced it with the MkIII version that produces 0.42 bhp and powers the model very well. This engine happily swings a 14x4 Top Flite wooden prop.

Precision kicked off first given the cloud base was initially still a bit low for flying higher. The spot seemed elusive for some but the writer managed a perfect score including exactly 3.00 minutes with spot for his fly-off flight which is an exact time as it isn't adjusted with the age bonus. Terry Beaumont managed one more spot landing than his Kapiti clubmate John Miller to pip John for second place. Ian Crosland's *Mercury* flew well as always but seemed to have an aversion to the spot with its lovely floaty glide.

Vintage IC Duration flight scores were reasonable considering what little lift was about was very light. However, overall scores for Duration could have been a lot better had there been more spot landings achieved with only three of the nine flights making the landing spot. The light breeze that had sprung up in the afternoon was just strong enough to fool some of us into more extended downwind legs to the landing circuit than was desirable and several landings dropped safely into the long and forgiving spring growth short of the landing spot when airspeed and height literally expired.

In Open Texaco, Wellington's Trevor Glogau nearly made the 15 minute max on the first flight with his exquisite KeilKraft

*Falcon*. His second flight had an early engine cut from which there was no way back with the at best very light lift about. Ian Munro, also from Wellington flew his 1936 *TD Coupe* complete with Brown Junior 60 spark ignition engine. This was a new engine for this model and Ian made a lot of flights as he worked to improve the reliability of the engine run. The model sounded great and had great character in the air. Ian also sport flew a *Simplex* with a Mills 1.3 type engine that Ian had made himself and which ran very well.



Three of us also had a go at Vintage Catapult Glider. This free flight event is a lot more challenging than it appears and the very wet long grass also played havoc with tailplanes that soaked up the water like blotting paper. The resultant change in trim and balance made for some erratic flights but we still had a lot of fun. It was great to see Levin club member Paul Robertson fly this event for the first time and achieve a creditable second place behind old hand at CAT, Des Richards, also from Levin.

Dave Crook from the New Plymouth Club put up some good flights in E Rubber Texaco with his 1940 *Toots*. This model was one that we hadn't seen at Levin before but we saw a lot of it on this occasion with the first flight over 19 minutes and the second over 16 minutes. The *Toots* had a lot of character with its large tapered tailplane with tip fins.

Thanks to the Levin Club for another great day!

# John Selby Memorial

Photographs by Ross Gray





*In 1.3 seconds, the reason for not standing by the spot landing circle will become apparent.*



*A speedy finger and precise anticipation captures the launch of this CAT Glider.*



*Des warms up with a Tai Chi routine before launching his Vintage CAT Glider.*

# John Selby Memorial

# Photographs by Ross Gray





## Vintage Precision

1.	Stew Cox	Wellington	New Ruler	1940	600 + 200
2.	Terry Beaumont	Kapiti	Southerner	1947	565
3.	John Miller	Kapiti	Buzzard	1940	560
4.	Ian Crosland	Kapiti	Mercury	1939	523

## Vintage IC Duration

1.	Stew Cox	Wellington	New Ruler	1940	741
2.	Terry Beaumont	Kapiti	Lanzo RC1	1936	628
3.	John Miller	Kapiti	Kerswap	1941	526

## Vintage Open Texaco

1.	Trevor Glogau	Wellington	Falcon	1949	1369
2.	Ian Munro	Wellington	TD Coupe	1936	642

## Vintage E Rubber Texaco

1.	Dave Crook	New Plymouth	Toots	1940	2189
----	------------	--------------	-------	------	------

## Vintage Free Flight Catapult Glider

1.	Des Richards	Levin	Hervat	1936	218
2.	Paul Robertson	Levin	Hervat	1936	176
3.	Stew Cox	Wellington	Vartanian	1941	166



# VALE

# JOHN ENSOLL



John Ensoll passed away recently at 92 after a fall in his rest home. We all got together with the family and friends on Sunday to remember him. Over 100 of us.

Dave Griffin gave the eulogy on behalf of us modellers. Stu Grant even brought along John's fine old New Ruler - the red one some of you will remember. It was this model that inspired my interest in vintage back in 2001.

John was the best traditional-build modeller I have known and a very fine fellow who we all remember here in Christchurch for his level-headed good humour and great family values.

*Allan Knox*

# RADIO QUEEN

# L.J. Taplin

# 1950

## RADIO QUEEN.

ORIGINAL DESIGN BY LT. COL. L. J. TAPLIN.

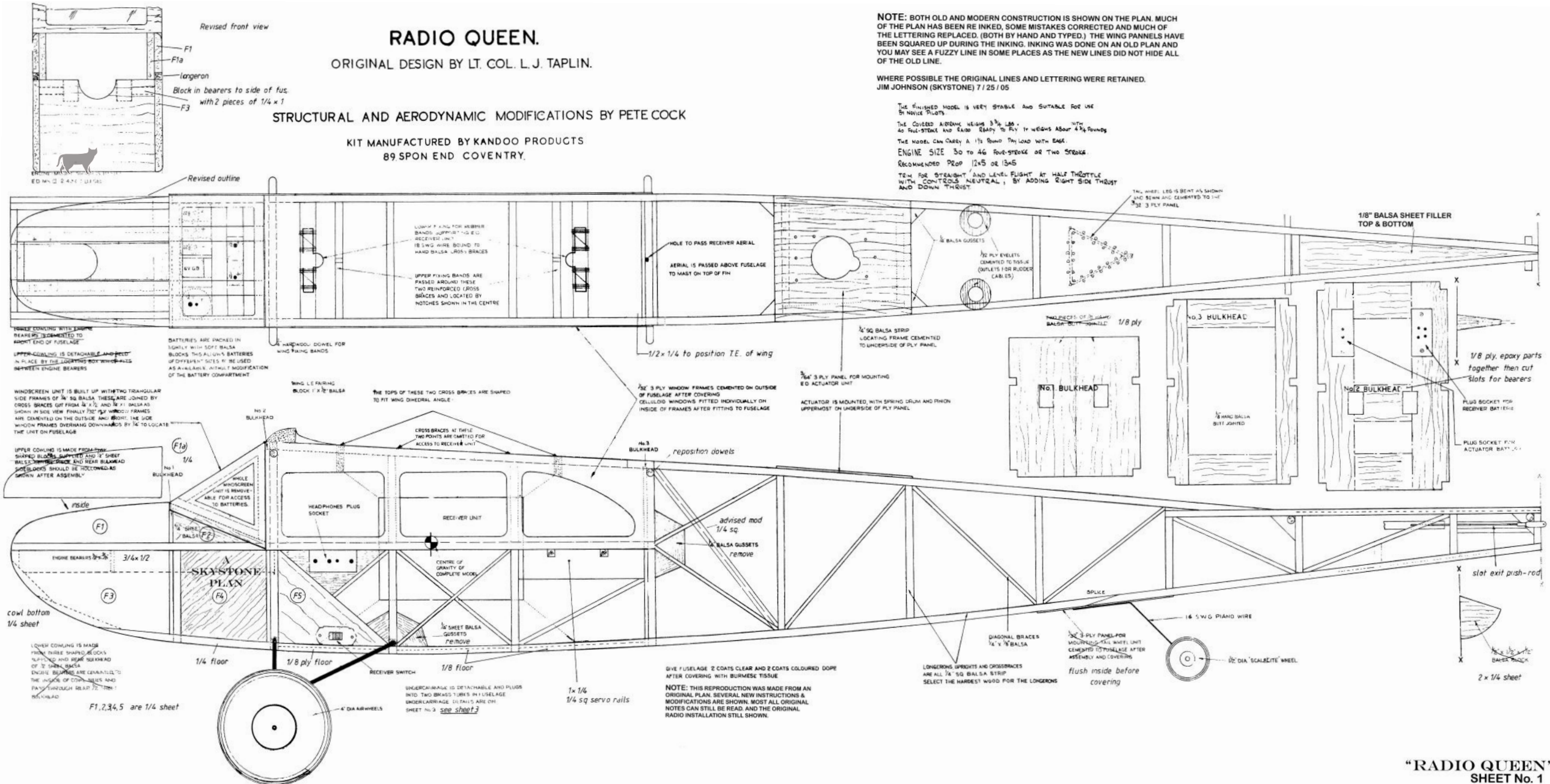
STRUCTURAL AND AERODYNAMIC MODIFICATIONS BY PETE COCK

KIT MANUFACTURED BY KANDOO PRODUCTS  
89 SPON END COVENTRY.

**NOTE:** BOTH OLD AND MODERN CONSTRUCTION IS SHOWN ON THE PLAN. MUCH OF THE PLAN HAS BEEN RE INKED, SOME MISTAKES CORRECTED AND MUCH OF THE LETTERING REPLACED. (BOTH BY HAND AND TYPED.) THE WING PANELS HAVE BEEN SQUARED UP DURING THE INKING. INKING WAS DONE ON AN OLD PLAN AND YOU MAY SEE A FUZZY LINE IN SOME PLACES AS THE NEW LINES DID NOT HIDE ALL OF THE OLD LINE.

WHERE POSSIBLE THE ORIGINAL LINES AND LETTERING WERE RETAINED.  
JIM JOHNSON (SKYSTONE) 7/25/05

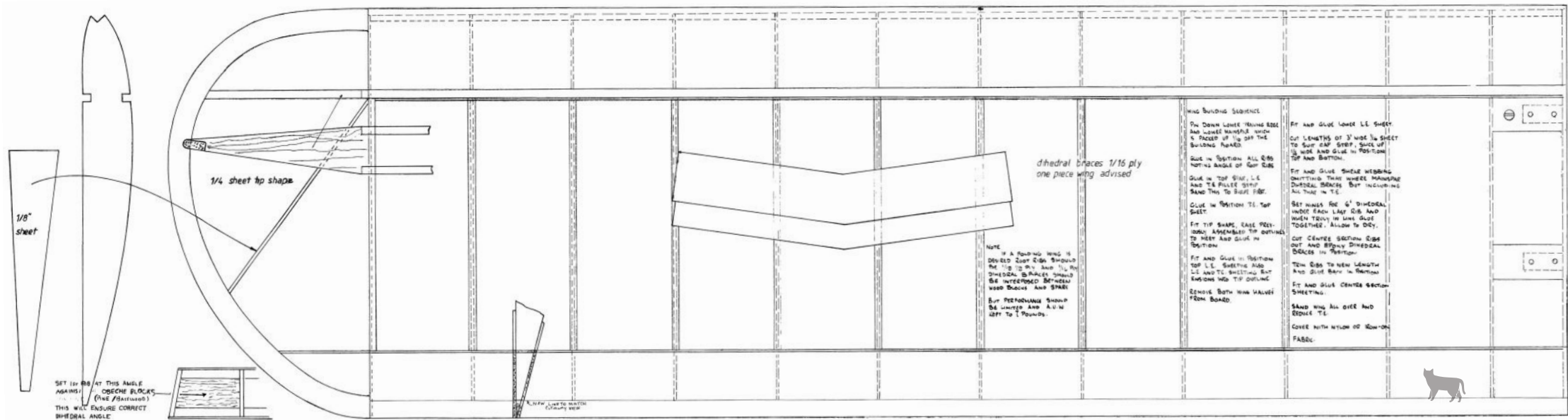
THE FINISHED MODEL IS VERY STABLE AND SUITABLE FOR USE BY NOVICE PILOTS.  
THE COVERED AIRFRAME WEIGHS 3 3/4 LBS. WITH 40 FUEL-STROKES AND 2400 READY TO FLY IT WEIGHS ABOUT 4 3/4 POUNDS.  
THE MODEL CAN CARRY A 1 1/2 POUND PAYLOAD WITH EASE.  
ENGINE SIZE 30 TO 46 FIVE-STROKE OR TWO STROKES.  
RECOMMENDED PROP 12x5 OR 13x5  
TQM FOR STRAIGHT AND LEVEL FLIGHT AT HALF THROTTLE WITH CONTROLS NEUTRAL; BY ADDING RIGHT SIDE THRUST AND DOWN THRUST.



# RADIO QUEEN

L.J. Taplin

1950



SET UP RIB AT THIS ANGLE AGAINST OBSCURE BLOCKS (Five / Barwood) THIS WILL ENSURE CORRECT DIHEDRAL ANGLE

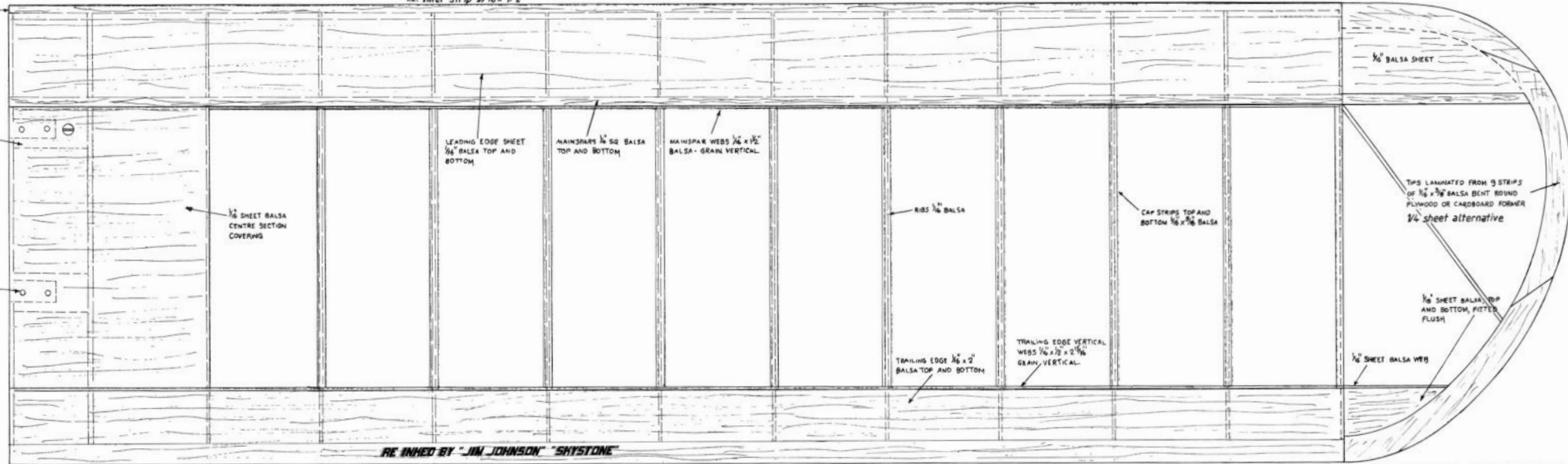
T.E. filler strip 3/16 x 1/2

LEADING EDGE 1/4 SQ Balsa

OBSCURE BLOCK FOR ATTACHMENT OF HINGE FULL DEPTH OF WING

POSITION OF WING JOINING HINGES

FIRST 2 RIBS 1/8 Balsa

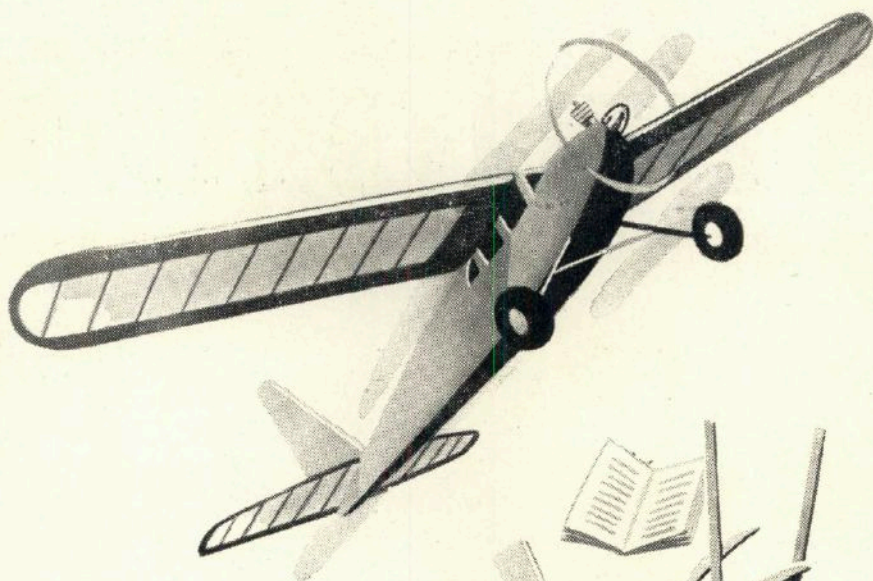


RE INHED BY "JIM JOHNSON" "SKYSTONE"

"RADIO QUEEN" SHEET No. 2



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**ED.**  
**"RADIO  
 QUEEN"**



This graceful 7 ft. span craft has been specially designed for the E.D. 3.46 c.c. Mark IV. Diesel and for remote control by the famous E.D. Radio Control Unit. As with all E.D. products it has been rigorously tested under the severest conditions before being offered to the public. Flights of 30 minutes duration have been obtained and a range of control of over 1½ miles has been achieved. **THE "RADIO QUEEN" CAN ALSO BE FLOWN FREE FLIGHT.**

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# Reader's Model

## Bryan Treloar

The *Radio Queen* was designed by Col. H.J.A.Taplin in 1949. He flew a *Radio Queen* across the English Channel in 1954 with an ED Hunter powering it. Really impressive feat.

Interesting to note that he also designed the Taplin Twin engine which commenced production in 1958.

Wingspan is 82 inches. I built the wing in two halves to facilitate storage and transport and the plane is covered in Solartex. The plan was downloaded as a pdf file from Outerzone and I had it printed full size on three sheets.

I built the model in late 2018 and first powered it with a Taplin Twin MKI which was a bit underpowered so I installed a MKIII and that proved to be an excellent choice.

It requires full throttle for take off but once up and cruising, requires only about a third throttle. Flying characteristics are nice and benign and the glide is very good with a low rate of descent. Here are a couple of extra photos you might find useful.

Regards  
Bryan Treloar



**Dear Friends,**

Cesare De Robertis, former publisher of the **MODELLISMO** Italian magazine (discontinued) has published a new book about **OLD TIMERS** -

**“GAS POWERED MODELS”**

From 1932 to 1950, including the plans that can be downloaded scale 1:1 from the following websites :

<https://bit.ly/3QIPmhO>

<https://outerzone.co.uk/>

The book is edited in Italian, but an English version is coming soon, and can be purchased at the following Amazon address:

<https://arcus-www.amazon.it/Old-Timers-Motomodelli-Cesare-Robertis/dp/>

B0CN58QMH6/  
ref=sr\_1\_1?qid=1700162001&r  
efinements=p\_27%3ACesare+  
de+Robertis&s=books&sr=1-1

Happy reading and warm greetings to everyone.

**Paolo Rossi**

La Segreteria  
Gruppo Aeromodellistico Falchi  
Bergamo  
[www.gruppofalchi.com](http://www.gruppofalchi.com)

# OLD TIMERS MOTOMODELLI

Cesare de Robertis



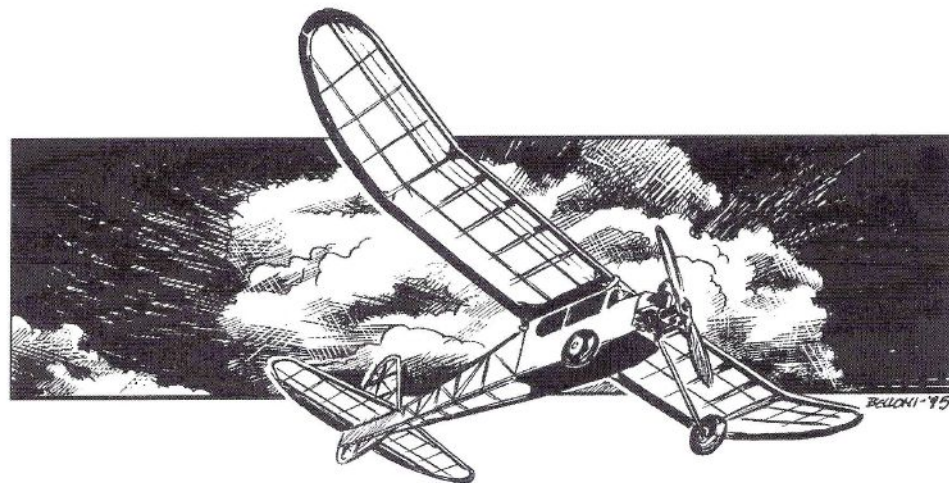
E. ARDENI

I quaderni di  
**modellismo**

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BOLLINI '95

Attached are a couple of photos of my Channel Islands Special, a 10cc petrol sparky.

I acquired the engine recently from an old workmate who's father purchased it in the early 1950s to use in a boat. A few years ago we got it running with the flywheel which was attached with a tapered collet. It was always slipping and required constant tightening. Recently I was presented with the motor on condition that he see it flying in a model. A friend managed to thread the front of the shaft and make a prop driver.

The current through the points was about 3 amps so a transistor switch was made using a TIP 42 PNP transistor and a 100 ohm resistor between the base and points. This results in a points current of 300 ma. Much more conducive of long points life!

To get it airborne I knocked up a Flying Aces Stick look alike fuselage with a pylon wing mount. The wing is off my Coronet and the tail feathers are based on the Coronet.

After lots of testing to see if we could induce some ignition interference into the radio all was well so it was into the air. All went well so another three flights were completed.

The prop is a 12 x 6 flat out at about 8000rpm and reliable idle round 2700rpm with the timing backed off.

Once started the timing is advanced a little for flight. A future mod might be to add another servo and do some mixing in the tx to adjust the timing with the throttle

Also attached is a photo taken at the museum on a trip to Cairns earlier in the year (*on next page, Ed*).

Regards  
John



Above is John's modified FA Stick - not only a suitable test-bed for the Channel Island Special, but an aesthetic advance over the original Stick.

A thorough description of the CIS engine may be found at :

<https://modelengineneeds.org/cardfile/cis.html>

*modelengineneeds.org* is the go-to web authority on model IC engines, model engineering, and indeed all the things that real aeromodellers get excited about. From its Editorial Index, check a year and an issue - guaranteed to please.

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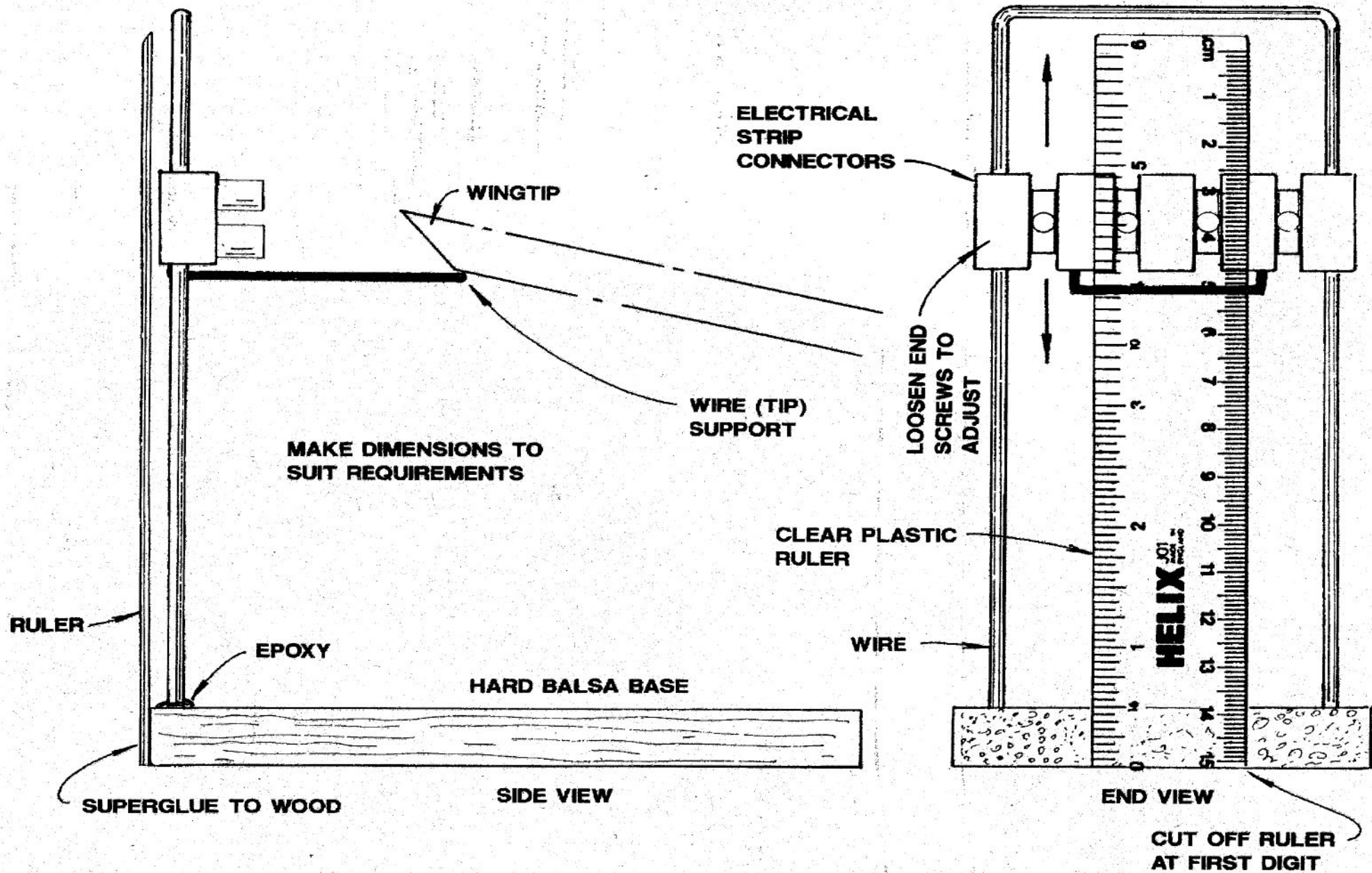
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# Dihedral Gauge

Mark Bees

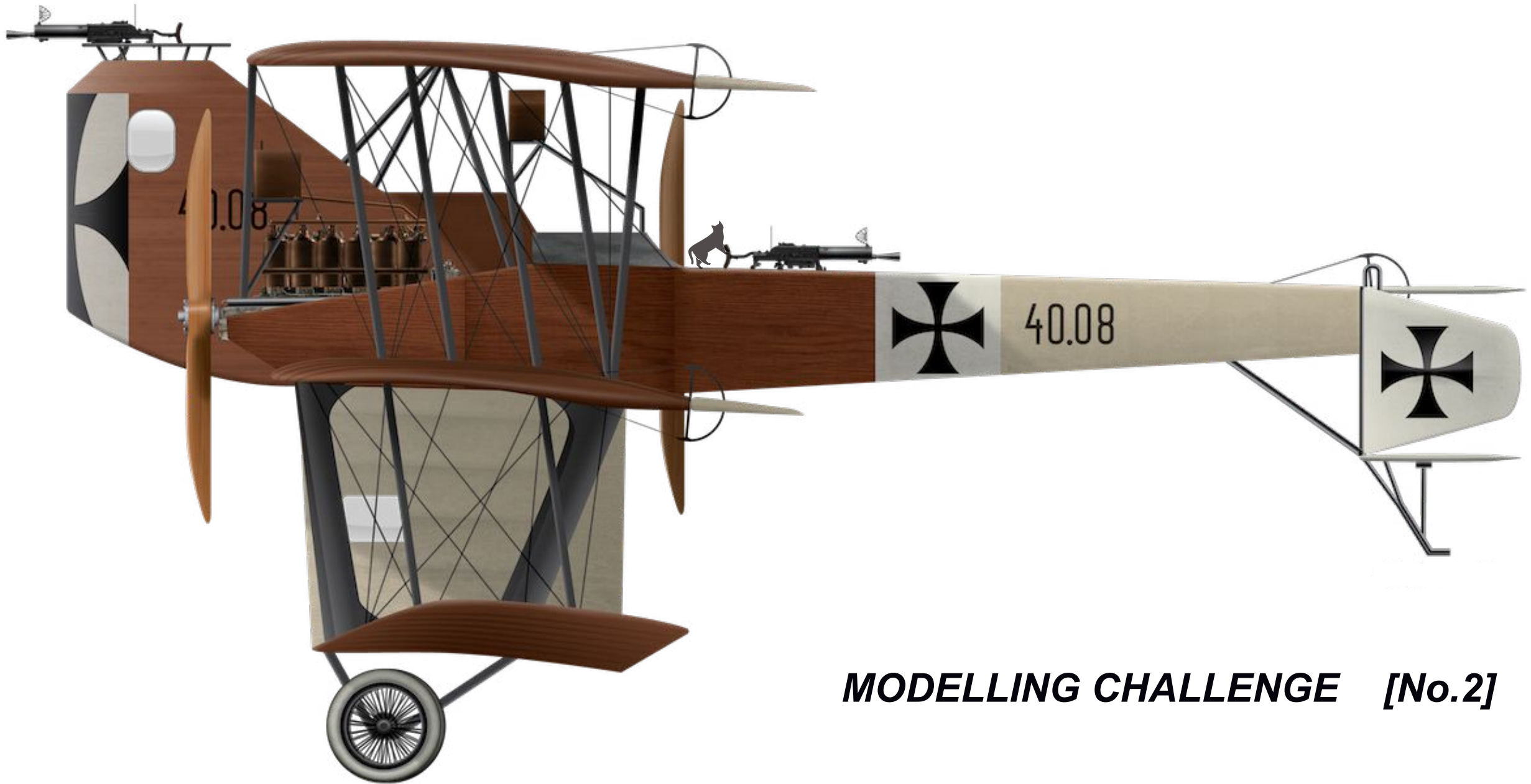
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# LLOYD 40.08

# “Luftkreuzer”

# 1915



**MODELLING CHALLENGE [No.2]**



# LLOYD 40.08

# “Luftkreuzer”

# 1915

The Lloyd 40.08 was a prototype triplane bomber built for Austria-Hungary under an order for a new bomber by the Luftfahrtruppen (LFT, Aviation Troops) in 1915. The 40.08 “Luftkreuzer” (Air Cruiser) was a twin boom design that would have carried 200 kg of bombs into battle. The aircraft had frequent problems with its design, such as being front-heavy and the center of gravity being too high. Attempts to fix the issues were minimal and it would never fly. The aircraft was sent to a scrapyard in the end, but it was an interesting venture of a now-defunct empire.



## Lloyd 40.08 Specifications

Wingspan 76 ft 3 in / 23.26 m

Length 31 ft 3 in / 9.6 m

Height 16ft 5 in / 5 m

Wing Area 110.0 ft<sup>2</sup> / 10.2 m<sup>2</sup>

Engine 1 × Pusher Austro-Daimler 12-cylinder water cooled engine 300 hp (224 kW)  
2 × Tractor Austro-Daimler 6-cylinder inline water-cooled engines 160 hp (120 kW)

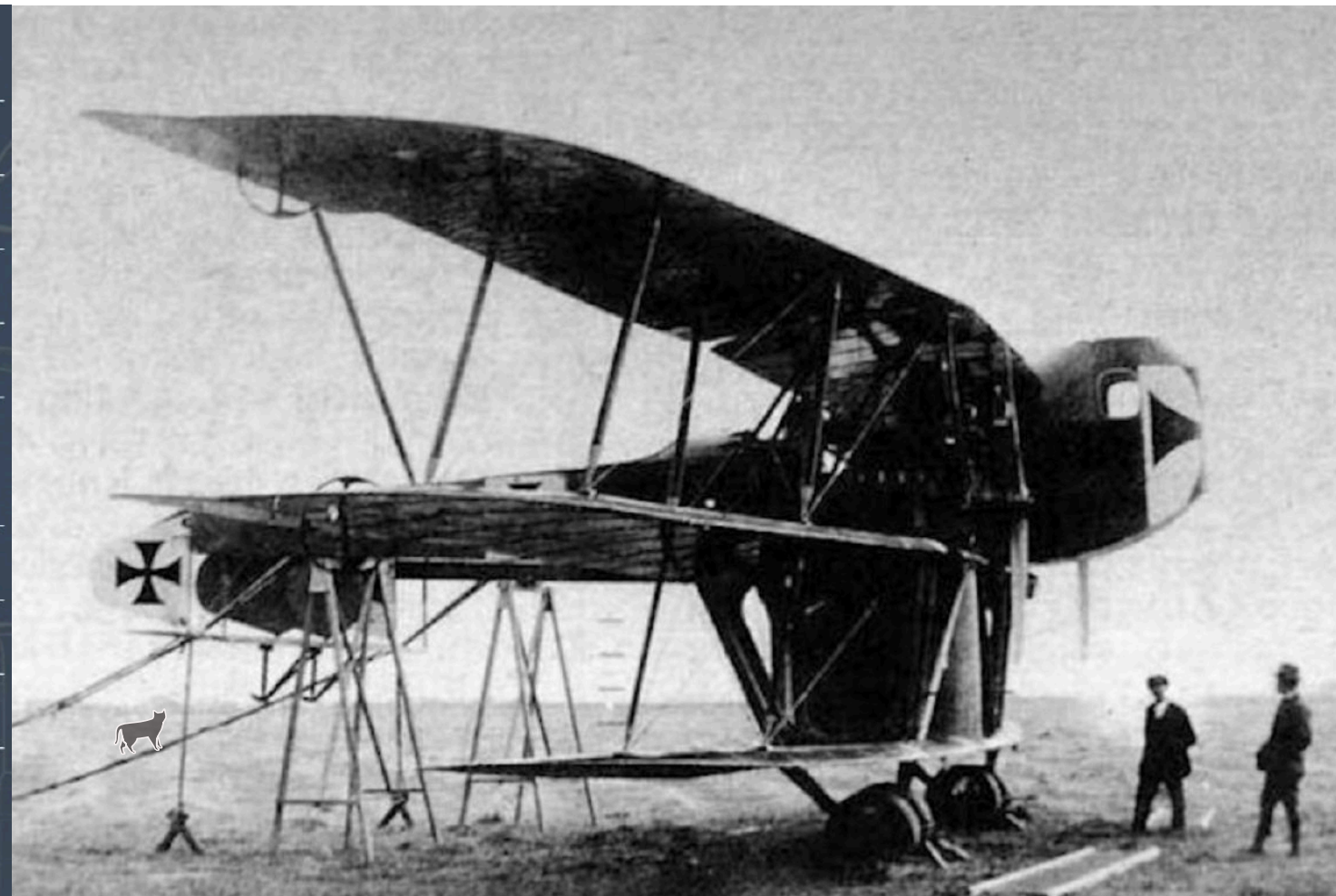
Weight 10,670 lbs / 4840 kg

Endurance Maximum 6 hours of flight

Crew 4-5

Armament

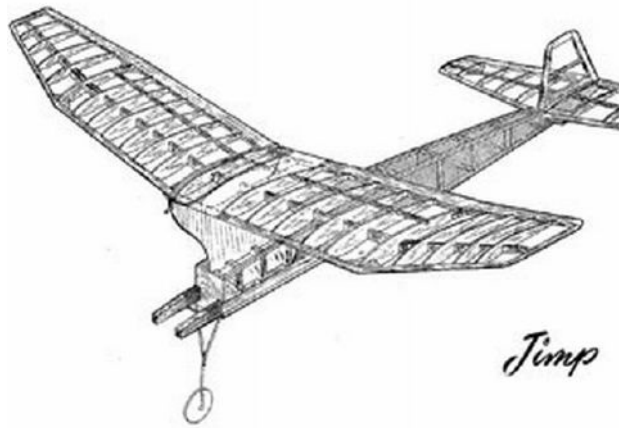
- 440 lbs (200kg) of bombs
- 4 × 0.315 in (8 mm) Schwarzlose machine guns



# JIMP

# Model Planes Annual 1950

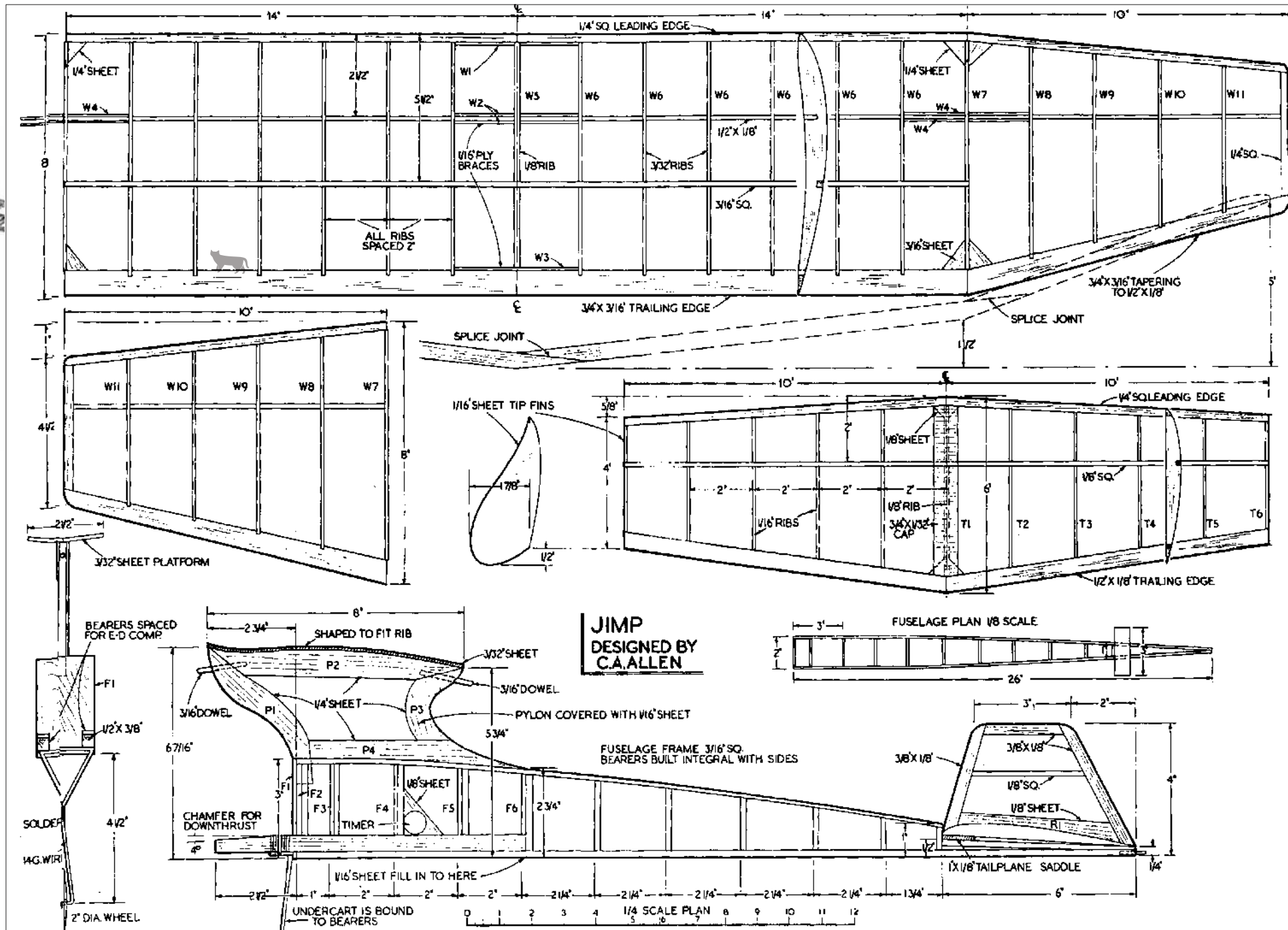
# C.A.Allen

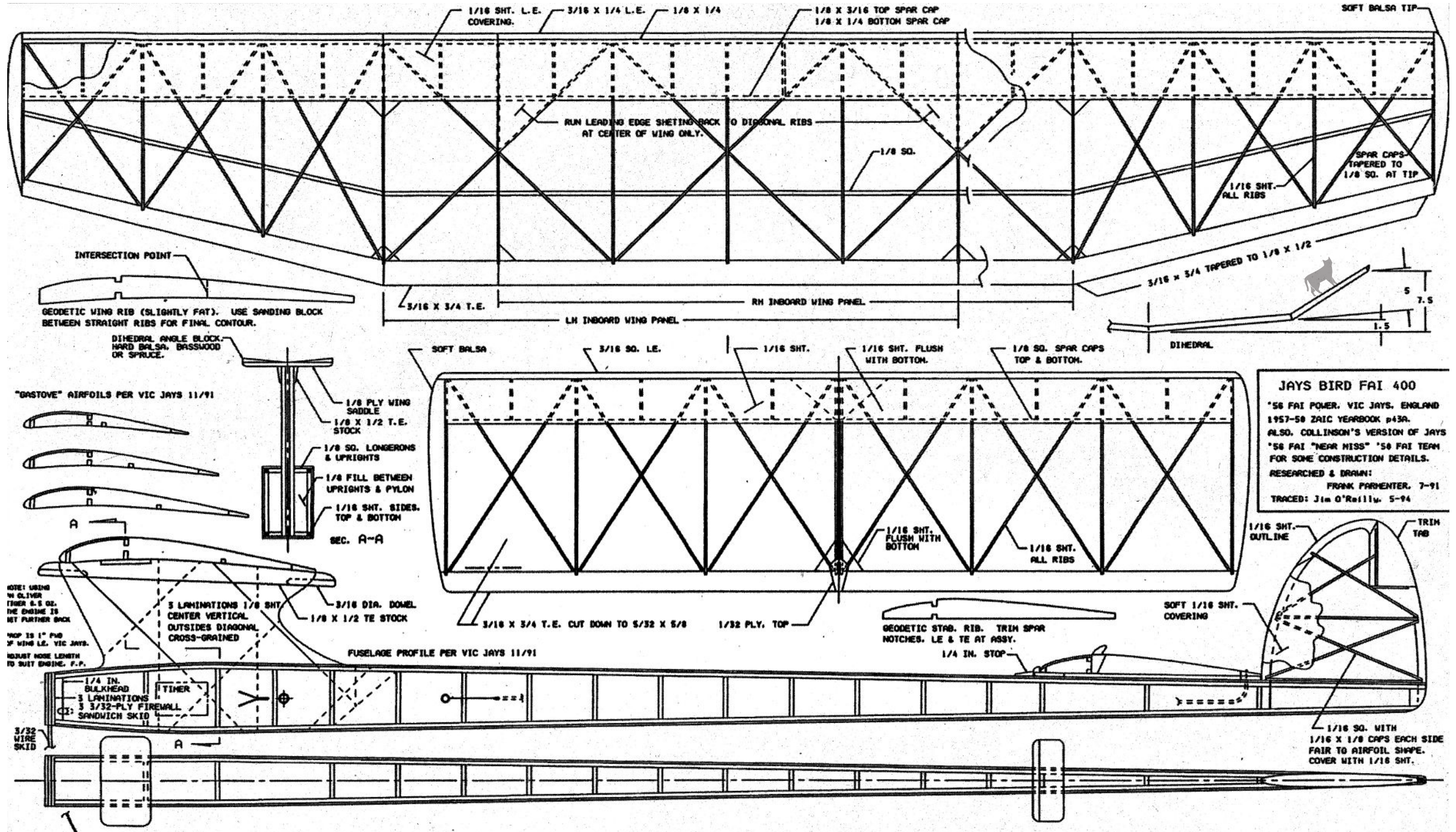


Designed for the Competition Special engine with which the Jimp was reported to deliver two-minute flight times from a 10-second engine run. Larger engines such as the Yulon 30 and ETA 29 were also recommended - today we might settle for an OS.10.

*"The slightest thermal is enough to keep the Jimp floating around and for this reason a dethermaliser is advisable. A fuse-operated parachute of about 14 in. dia. is about right".*

Good luck with that parachute !





**JAYS BIRD FAI 400**  
'56 FAI POWER, VIC JAYS, ENGLAND  
1957-58 ZAIC YEARBOOK p43A.  
ALSO, COLLINSON'S VERSION OF JAYS  
'56 FAI "NEAR MISS" '56 FAI TEAM  
FOR SOME CONSTRUCTION DETAILS.  
RESEARCHED & DRAWN:  
FRANK PARENTER, 7-91  
TRACED: Jim O'Reilly, 5-94

*Graham Lovejoy is one of our Catapult Glider experts. When Allan Knox asked for tips on the class, Graham replied with the comments below.*

Hi Allan,

Please forgive my long delay in answering your comment regarding Catapult Glider. I've been giving it a lot of thought so here goes.

I've been flying CLG since about 1997, long before it was an official event. It was a popular event at Levin and Neil McDougall, Ivan Treen, Tony Taylor and I used to really enjoy flying it, mainly with Nos era gliders like 'Rucie' etc. Neil, Ivan and Tony were much better than me. I liked flying HLG but I didn't have a strong arm so CLG was a good fit.

Since then I've done a lot of reading and much practice. There was a useful article by Dave Thornburg in an old Model Builder magazine concerning HLG, but so much applies to CLG as well. His main points were:-

1. CG at 50-55%
2. Wing at zero incidence and tailplane at zero incidence ( I like a tiny bit of positive in the wing, say 1/32" on a 16" model)
3. Tailplane tilt determines the glide turn (Left tip up about 1/8" as viewed from the rear)
4. The rudder controls the transition into the glide (Fin area is quite critical - a lot of older gliders have larger than optimum fin area.)

I prefer a glider about 16"span; all the newer designs seem to be good; anything by Stan Buddenbohm, Lee Hines or Bruce Kimball are terrific.

**Weight** is important, but not necessarily critical -accuracy in building is though.

**Launch angle** is critical and it takes a ton of practice to arrive at the ideal angle for a given model. Try different launch angles before adjusting the trim. Each model will probably be different , so when you get it right make sure to make a note of it as it is easy to forget.

**Transition.** I am pleased if I can achieve a vertical launch, but a good transition is the most important as stalling at the peak of the power burst loses a lot of height. Tweak the rudder to get this.

**Lift** I trim in still air, so I can get caught out if the wind gets up. I need to do more practice in the wind! My Vintage CLG's don't have DT's so I fly them as early as possible so I don't lose them. It is usually calm then, and they don't go as far. For the gliders with DT's I spend time trying to pick good air. This can take a while, but the extra seconds are welcome. As you know, lift picking is a mix of art and science, and it can take a while to develop the feel.

**Rubber** I reckon the type of rubber can be important. I use the old 'black' FAI rubber in 1/4" width. It has good torque, but sometimes can be too much, in which case 1/4" Super Sport is good . A lot of top fliers use Super Sport, but whatever rubber you use, pull it back really tightly. Pull it back till you think it can't take any more - then try for a bit more!  
Have at least one spare handle and spare loops of rubber. While a 9" loop of rubber is specified, remember that can be *up to* 9", so you can shorten it to get more punch. And, you don't have to use 1/4" rubber - 2 loops of 1/8" are allowed.

Paul Lagan was a superb CLG flier (no surprises there) and he wrote really good articles in Flier's World and the old FFoNZ magazines. There is a lot of great info on the internet as well.

**To summarise.** Set up the model per points 1-4, practice, experiment with launch angles, read and research.  
Above all - practise more, and practise in windy conditions as well ! Remember that classic John McEnroe one-liner "The more I practise, the luckier I get"

Regards,  
Graham

# Something to consider for 2024

***Free Flight Down Under*** is the newsletter of the Australian Free Flight Society, edited by Malcolm Campbell. The bulletin tracks the progress of Australian FF activities and includes articles that are of universal usefulness and interest.

Like all bulletin editors, Malcolm encourages FFDU's readership to share their activities with others. The request on the right is from the June 2023 issue and is also universal, applying equally to readers of AVANZ News. In suggestion 8 you can change *free flight* to *radio control* should that be your bent.

So, getting to a future Levin Rally and sharing your aeromodelling with others through AVANZ News - there's two excellent New Year's Resolutions all sorted for you.

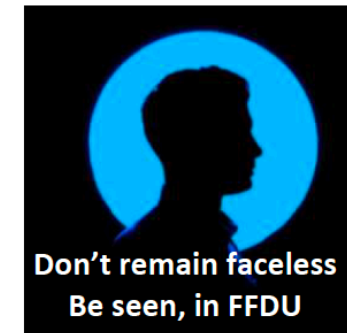
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**We really need articles for each edition of Free Flight Down Under .... and AVANZ News**

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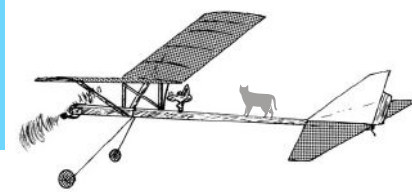
## SUGGESTED TOPICS FOR COMING EDITIONS:

1. Show us your workbench
2. What is your favourite motor, with photo
3. Send in your aeromodelling profile, with photos
4. Recent builds or repairs
5. Competition reports
6. Handy Hints
7. New products, useful supply outlets
8. What's good about free flight, and what's not
9. Anything about electricity in free flight
10. Wanted and For Sale items



.... and in AVANZ News

**It would be wonderful to expand our list of regular contributors .... Yes, indeed !**



## Indoor Meeting TSB Stadium New Plymouth 27th Oct.

We are very lucky to occasionally get the chance to fly in such a great venue as the TSB Stadium in New Plymouth. It's a Category 2 site with the rafters about 13 metres up and enough space to have RC flyers one end and freeflight the other end, mainly Hanger Rats and some indoor chuck glider.

Reasonable numbers attended this time, a calm spring evening and we had seven people flying Hanger Rat, and seven doing Indoor glider and about ten flying RC.

Ricky Bould has been supplying me with 10:1 Rubber Winders by KP Aero, with an LCD turns counters on them and more and more of our flyers seem to be using this excellent winder.

This time out we had Alan Reed, Allen Lawrence, Ken Agar, Matt Klenner, Dave Krook, my wife Jo Fuller and myself flying Hanger Rat. Our '3-minute man' Matt Klenner shocked us all by posting a first round time of 2m 36s. It was going to be hard to keep up with this guy. The man to watch, Allen Lawrence posted 2m 18 sec. Using a tired piece of rubber and piling on 2000 odd turns he improved to two consecutive times of exactly 2m 34s. It was going to be challenging to keep up with times like these.

My wife Jo was making grumpy noises after a poor showing last time out and problems with her model stalling out or not taking off at all and it was back to doing the 'not taking off' thing again this time. So we threw out the trim from last time and started from scratch again. Firstly, took off the 5 degrees of down thrust and just left a hint of about a degree, then moved the CG forward to about 55-60% for

a couple of glide trim flights with about 300 turns - just to spin the prop and made tiny trim changes to CG of a millimeter or two, until it stopped diving and settled to a long flat circle pattern. Then she was into it, wound some turns on and announced she was ready for an official. I asked "How many turns" and was a bit shocked when she replied "1600" ! No half measures with this one it seems. No problems, with take-offs anymore as it streaked for the rafters, and hitting them, fortunately recovering and carrying on climbing a bit, to still got a very decent 2m 19sec flight.

I was worried. My last Hanger Rat outing at Morrinsville was a pretty poor showing with the model barely reaching 3 metres and only doing 1m 40s. It was time for a re-think for me as well as my model was obviously under-powered. I decided to increase the thickness of my rubber to something bigger than 3/32nd ( $3/32" = 94 \text{ thou}, 0.094"$ ) and had some 105 thou stripped rubber that looked promising. It might only be 10 thou thicker but it seems to have vastly more torque and I was soon exceeding the 0.8 oz-inch that my little in-line torque meter could handle. Similar trim to Jo with about 60% CG and 1mm positive incidence. It sure was climbing faster now, so I wound on 1600 turns and backed off 200 turns and was pleasantly surprised that it did 2m 35s as a 1st round time. Also, it was now using all the turns on the motor, running out of turns just a couple of metres from the floor, which was good. I gained a few extra seconds by going to 1700 backing off 100 turns to peak out at 2m 47s and still not getting to rafter height. So many different ways to skin a cat !

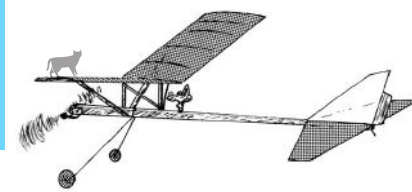
Matt Klenner was hoping to improve his time by piling more turns on but it is not always that easy. The model stalled out soon after launch and the tail slide to the floor, broke

the elevator. It's always hard to find trim again after a major elevator rebuild and that great first flight turned out to be his best for the evening. On a later flight I saw his model turn acrobatic and do an impressive array of loops and rolls after the leading edge of the wing broke free.

Matt K seems to have overcome his recurring problem of breaking motors. He found it was due to the rubber chaffing and tearing near the knot. By making sure the rubber is well chewed and wet with saliva before the knot is pulled tight, the saliva will provide enough lube to prevent any tearing at the knot. Then put a Reef Knot on top of the Granny knot and super glue the loose ends together and trim the ends back. No more randomly broken rubber motors. Most will have a favourite way of knotting the rubber - this method is from Ron Williams' book on flying indoor models and has been for me a big improvement on what I was doing before.

When it comes time to do the Reef Knot, it's useful to put a dot on the end of one strand and call that one the 'right' strand and then do the 'right over left' and then the 'left over right' thing. No more knots slipping. The diagram will explain it all. (*Attached next page*)

Ken Agar was using a new 10:1 winder/counter and immediately felt more comfortable using it and knowing exactly how many turns were wound on at any time. Ken is still figuring out the optimum setup but appears to have too low a pitch on his prop. It climbs fast and toys with the rafters but runs out of winds at about 1m 50s while still high up in the hall. 1m 56s was his best time but the model is capable of better times and he may be a contender next time out.



Alan Reed seemed to be struggling to get good times. He was exploring the concept of using a worn motor and piling on lots of turns to near the 2000 mark hoping to get a long flat torque output. In theory it should work and has worked on occasions for others. After his 4th flight in the 1m 40s area with no improvement he felt that maybe his worn motor had done its dash. So he put on a new motor and was disappointed that it did an almost identical time at 1m 41s. It was then that he discovered that the wire propellor shaft had broken free from the balsa. It still went round but the prop pitch could waggle about, all over the place. A dab of Super Glue fixed that issue. It seems that prop problem had a big affect on things because his 6th and final flight, was 40 second better at 2m20sec. It only takes one little thing not quite right and it all turns to custard with these little Hanger Rats.

Dave Crook had a couple of nice looking Hanger Rats in Orange and white tissue ready. Trimming flights were looking good but once the rubber had lots of turns on, it started misbehaving. Having his wings and struts glued to the fuselage makes it more complicated to change the wing incidence or CG and this slowed down his trimming. He didn't record any times but remains positive about making some more progress next time.

Also sharing airspace during the evening were those flying indoor hand launch Glider. Robert Bolton had

been busy modifying his fleet of gliders and says that he came across some unusual insulation foam in a skip at a house renovation and tried some out for the flap part of the wings on Cat's Meow style gliders. He reports that it is the best kind of foam that he has found for indoor chuckies. His son and daughter Harry and Sophia, both in their mid teens, are really getting into their stride and play a lot of sport. They can both throw as high as Dad now and probably for the first time ever, Harry's best flight (30.2s) was longer than his father's best time of 29.6s. Sophia was throwing well with a best of 28.8 seconds.

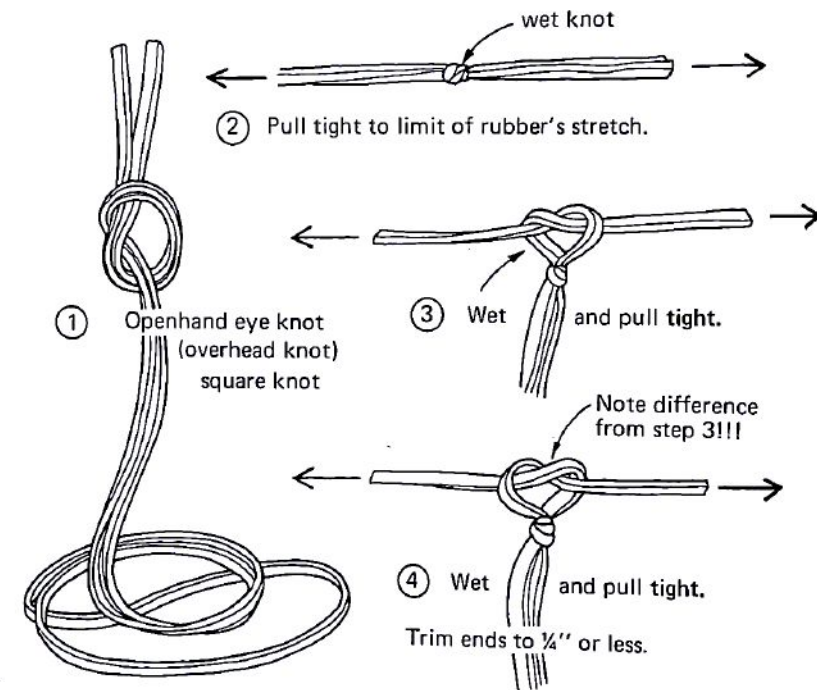
Alan Lawrence put in a consistent set of flights but his arm isnt getting any younger but had good flights around the 20 sec mark.

Jo Fuller put in her times with a tiny 6 inch (150mm) Mini Sting glider weighing 1.3 grams, a bit like trying to throw a couple of Postage stamps in the air ! Twenty seconds doesn't seem like very long to some, but flying indoor chuckie is hard in so many ways. It's a beautiful sight to see a glider doing 20 seconds just sailing round in gentle graceful circles down to the floor.

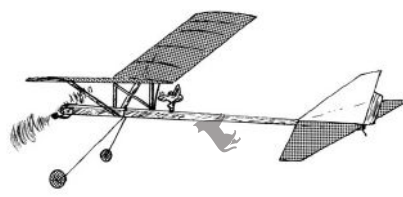
It was a good effort for seven of us to fly indoor chuckie for NDC.

## Hangar Rat Results

1st Alec Fuller	<b>2m42s, 2m47s</b> = 5m29s (329)
2nd Allen Lawrence	<b>2m34s, 2m34s</b> = 5m08s(308)
3rd Jo Fuller	<b>2m31s, 2m35s</b> = 5m06s (306)
4th Matt Klenner	<b>2m36s, 2m29s</b> = 5m05s(305)
5th Alan Reed	<b>1m56s, 2m20s</b> = 4m16s(256)
6th Ken Agar	<b>1m56s, 1m53s</b> = 3m49s(229)



# Taranaki Rats



**Sophia, Robert and Harry Bolton**



**Jo Fuller**



**Dave Crook**



# For Sale



<b>LiPo BATTERIES FOR SALE</b>	
	<b>3S 11.1v 40C 1500mAh (for Radians)</b> <b>PRICE - \$45.00</b>
	<b>3S 11.1v 40C 2200mAh (for small foamies)</b> <b>PRICE - \$49.99</b>
	<b>4S 14.8v 25C 1300mAh (for general flying)</b> <b>PRICE - \$55.00</b>
	<b>2S 7.1v 40C 1300mAh (for general flying)</b> <b>PRICE - \$25.00</b>
	<b>1S 3.7v 30C 1300mAh (for Receiver battery)</b> <b>PRICE - \$19.95</b>
	<b>3S 11.1v 40C 2800mAh (for general flying)</b> <b>PRICE - \$55.00</b>
	<b>3S 11.1v 40C 2200mAh (for general flying)</b> <b>PRICE - \$49.99</b>

**For details contact: Gavin Shute: 021 656 999 or [gavinshute@gmail.com](mailto:gavinshute@gmail.com)**

## HUMMINGBIRDS for SALE

Good afternoon Bernard, Nice to see you have a 'Hummingbird' in your stable, they are a great flyer. The reason for contact is that my three Hummingbirds are for sale if you know anyone that wants one. Two high-wing and one low-wing. The low-wing and one high-wing are electric powered, not yet flown, rudder only, just require battery and Rx on rudder only so can be flown as free flight. The other is powered by a Cox .049 with a syringe fuel tank. It has had a few flights and is great in the air, it will come with an Ni-MH Rx battery. I am open to offers as I am downsizing my stable. I have about 25 models of various kinds that I am going to sell (so I can build a few more) as I have almost run out of room to store them.

Kindest regards.  
Dayle Montgomery 0274896373





### 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.

Please email me if you spot any errors or omissions.

Wayne Cartwright  
rwcartwright4@gmail.com

### Standings at 30 November

#### Precision Classes

##### Vintage Precision

1=	D Crook	600+200
1=	S Cox	600+200
2=	D Wilkins	600+199
2=	B Russell	600+199
2=	A Knox	600+199
2=	B Robinson	600+199
7.	L Beehre	600+198
8.	S Nicholas	600+196
9.	B Treloar	600+195
10.	J Miller	600+176

#### Classical Precision

1.	A Knox	597
2=	B Russell	595
2=	B Robinson	595
4.	B Scott	588
5.	S Nicholas	586
6.	B Perriam	584
7.	L Rodway	555

#### 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.	T Beaumont	628
10.	R Gray	558

##### Vintage E Duration

1.	S Nicholas	960+514
2.	D Mossop	960
3.	B Russell	950
4.	A Knox	943
5.	D Crook	886
6.	B Robinson	878
7.	A Knox	783
8.	C Erlam	764
9.	B Scott	462
10.	C Brown	339

#### Classical IC Duration

##### Classical E Duration

1.	B Russell	1336
2.	A Knox	1151
3.	B Robinson	894
4.	S Nicholas	840
5.	P Townsend	835
6.	B Scott	735

#### Texaco Classes

##### Vintage 1/2A Texaco

1.	A Knox	2124
2.	B Scott	1480
3.	R Gray	1451
4.	J Beresford	1440
5.	L Rodway	1221
6.	D Little	1078
7.	J Ryan	1056
8.	S Cox	990
9.	J Beresford	883
10.	S Morse	132



# RC Top 10 Leader Board

## Standings at 1<sup>st</sup> December 2023



### Vintage A Texaco

1.	A Knox	2620
2.	B Scott	1254
3.	L Rodway	1050
4.	S Grant	815
5.	B Treloar	600
6.	I Munro	269

### Vintage Open Texaco

1.	B Scott	3032
2.	A Knox	1823
3.	B Treloar	1648
4.	L Rodway	1644
5.	T Glogau	1585
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.	A Knox	4557
2.	L Rodway	1937
3.	B Scott	1737
4.	T Gribble	1405

### Vintage E Texaco

1.	A Knox	4552
2.	B Scott	2172
3.	B Russell	2203
4.	J Butcher	1770
5.	W Cartwright	1609

### Classical E Texaco

1.	A Knox	3630
2.	W Cartwright	3533
3.	D Mossop	1999
4.	T Gribble	1368

### Vintage E Rubber Texaco

1.	P Townsend	3016
2.	D Gush	2934
3.	D Crook	2189
4.	W Cartwright	2057
5.	A Knox	1201

### Sport Cabin Texaco IC

1.	P Townsend	2447
2.	A Knox	1138
3.	L Rodway	1117
4.	B Scott	672

### Sport Cabin Texaco E

1.	P Townsend	2575
2.	S Grant	975
3.	A Knox	893
4.	L Rodway	784

### Vintage and Classical Scale Texaco

1.	A Knox	2478
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### 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. Lynn Rodway	86
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### Nostalgia Rubber Duration

1. Wayne Lightfoot	540
2. Chris Murphy	190
3. Bryce Gibson	90

### Nostalgia Glider Duration

1. Bryce Gibson	12
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### 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
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### 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	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

# THE LAST STRAW

A benefit of LiPo batteries ...

**A good battery cell will stop you from worrying  
about a bulge exploding** ... Aliexpress

New Zealand History Lesson 47



Can't wait for those  
Xmas cracker jokes.

Yeah right.



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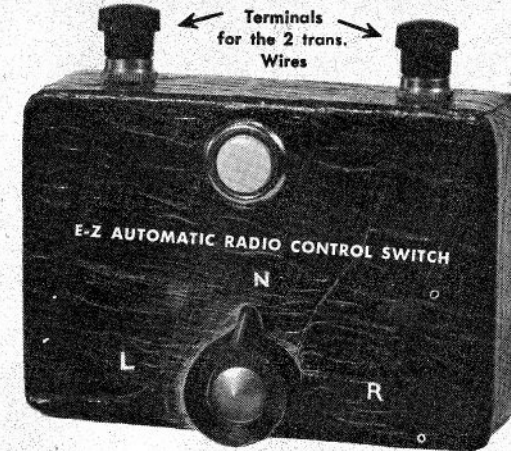
## R/C NEWS FLASH!

### 2 FIRST PLACE WINNERS

O. V. Tyler of Omaha, Nebraska, using an E-Z AUTOMATIC R/C SWITCH, took first place at the Plymouth Dealers Contest at Sioux City, Iowa.

Anthony A. Terrigno took first place at the Pennsylvania Exchange Clubs A. A. A. contest at Grove City, Penna., September 21, 1952 in competition with twelve contestants. Anthony's comment was that during 13.5 minute flight he had no miss in control with the

### E-Z AUTOMATIC CONTROL SWITCH



ONE  
YEAR  
GUARANTEE

PAT. PEND.

4 3/8" Long  
3" Wide  
1 1/2" Deep

8 TURNS, FIGURE 8's, SQUARE APPROACH PATTERN for those hard to get SPOT LANDINGS & ETC. are made SIMPLE with the help of this amazing "E-Z" AUTOMATIC R/C SWITCH. Here is what this amazing E-Z AUTOMATIC R/C SWITCH offers you.

- Can be used with any transmitter
- Just disconnect the 2 wires from the old push button and connect these 2 wires to the E-Z Automatic R/C Switch terminals
- No sequence to worry about
- Turn Control Knob Right, for Right Rudder  
Turn Control Knob Left, for Left Rudder
- Successive turns at your command
- No electric motors, gears or springs needed
- Nothing to get out of adjustment
- Built in single pulse push button
- Entire unit fits in the palm of your hand
- Nothing else to add or buy.

Model 102 — for the regular 2 arm self-neutralizing escapement

ONLY **\$8.50**  
Send check or Money Order

Model 104 — for the 4 arm type escapement — \$1.00 EXTRA  
(Add 25c for postage in U.S.A.; 50c elsewhere)

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