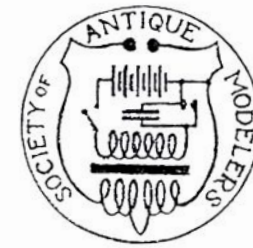






Committee Notices



#200 CONTENTS

- Committee Notices
- Irregular Comments
- Letters
- Future Events
- NDC Feb/March
- Macdonald Memorial Award
- Nationals VFF
- Nationals VRC
- Nationals Placings
- Nationals Photographs
- Tales from the Nationals
- Radio Queen
- Altair
- A 25 year old Lady
- Teacher's Pet
- Readers' Models
- Cracker Box
- Basplum
- Vintage ID Quiz
- Aeromodelling Challenge 3
- Krasu
- NDC 2023 Final Placings
- Leader Boards
- 2023 Final
- 2024 to 1st Feb
- The Last Straw

Vote Result:

The remit to adjust the allowable capacity of the motor LiPo in Sport Cabin Texaco Electric had a good response. All who voted were in favour of an increase to 2 Cell, 200 mAH LiPo batteries, up from the hard-to-find 180 mAH size. Thanks to all those who made their preference known. As stated on the voting form, the change applies from 7th January, 2024. NDC Event 142 in July, and NDC Event 152 in Sept are chances to test the bigger batteries, as will be local Vintage meets.

Nationals:

Well done to all who flew Vintage events at the Nationals. By all accounts, radio flyers had a ball and free fliers enjoyed a new and very suitable site.

Reporting on the Nationals is extensive in this issue with much for fliers to consider regarding the future of Vintage contests.

Planning for the next Nationals is already in mind. It is intended to publish the Vintage Nationals

program by mid-year, if not sooner. This will require fliers, especially those in free flight, to commit to entering their intended events by mid-year, enabling early publication of appropriate programs.

The final 2023 Leader Board scores are out and the Leader Boards for this year have opened. Along with the NDC program, the Leader Boards offer year-round opportunities to keep flying skills polished. Note that NDC scores can also be submitted as LB scores.

COVER

Owen Dewe captured Graham Lovejoy launching in P30 at the Nationals.

CONTRIBUTORS to Issue 200

Owen Dewe, Chris Charnley, Laszlo Torok, Graham Lovejoy, Cesare de Robertis, *The Theremin and Highball Ballistic Research Foundation*, Malcolm Campbell, Linda Lambess, Wayne Lightfoot, Lynn Rodway, Martin Evans, Stew Cox, Nationals questionnaire responders, Bryce Gibson, Richard Lyle Barlow, Allan Knox, Margaret Cooke, Alec Fuller, Wayne Cartwright.

SIG CHAIRMAN Allan Knox allan.j.knox@gmail.com
SIG SECRETARY Allan Knox allan.j.knox@gmail.com
AVANZ Plans Mark Venter avanz.plans@xtra.co.nz
COMMITTEE Barrie Russell barrierussell@xtra.co.nz
 Dave Wilkins dave@jacobsenprojects.co.nz

TREASURER Wayne Cartwright rwcartwright4@gmail.com
AVANZ News Bernard Scott scott.scott@xtra.co.nz
MFNZ COLUMN Wayne Cartwright rwcartwright4@gmail.com
 Peter Townsend petert2@outlook.co.nz Ross Gray rossajgray@gmail.com
 Bryan Treloar bryan_treloar@hotmail.com

IRREGULAR COMMENTS

from the Editor

Irregular: Occasional, improper, unofficial, rough



Lots of input from readers **Excellent**

Are you ready for the hard questions?

Much of this bulletin is Nationals-related, including feedback on the trials of different program formats. These trials came about because our hobby has many aspects, so many that it's a wonder we try to define it using just a single word - *aeromodelling*. Even within our small slice of the aeromodeling pie, diversity allows us to satisfy our individual tastes. Like children in a sweet store we pick our favourites and hold them close. Here the analogy ends, for while the child may slink off on his own to savour his bag of goodies, few of us fully enjoy our aeromodelling favourites alone.

We need others to be involved: to watch, to appreciate, to point out what we are doing right and what we are doing wrong, and above all, to challenge us in competition.

It is hard to abandon an area of aeromodelling that you love. Years ago, when two of my favourite events, *PaaLoad* and *Miniature Replica*, fell from favour they were removed from contests. They are missed, but the sad alternative was for them become like the *FAI Combined* of the Nationals just past in which I flew an old F1A glider, badly, yet by dint of it being the only glider flown, won the F1A cup. Now, it's a lovely cup, but it holds no sense of achievement for me because I did not earn any right to have my name on it.

No-one wants to abandon events in which, over many years, they have developed skills and an arsenal of models, but in the near future we will need to take a hard look into our bag of sweets and then make some even harder decisions. Do we rationalise the range of event options and our personal event choices or do we end up flying events that have so few participants that, as contests, they are not meaningful?

(More about "meaningful" on page 13)

In Other News ...

Over the past five years the Editor, seen at right working on Issue 198, has found his crowded office increasingly inadequate for the processing of readers' letters and articles.



Late last year, a grant application to *The Theremin and Highball Ballistic Research Foundation* bore fruit and said Editor, seen below with rejuvenated hair and new overcoat, is happily equipped with enough space and computing power to handle the largest of contributions and all letters with ease.



Letters

(Courtesy of The Theremin and Highball Ballistic Research Foundation)

Dear Bernard,

Thank you for another great newspaper, which is also a great success here in Europe. It's great to see the high level modeling work you guys are doing.

Since then, we have opened the website of the SAM World Championship, with all important information. Pre-registrations are already arriving, which we will publish soon. Entries will be open from January 2024. Here you will also find the Facebook groups that better present the antique modeling activity in Europe.

<https://www.sam-league.eu/2024-sam-wc/competition-announcement>

I wish you and all New Zealand antique modelers very happy holidays.

Best regards
Laszlo Torok



Hi Bernard,

My friend Paolo Rossi forwarded me the latest issue of AVANZ News in which you published the news about my book, so I guess you would like to know that the English edition is ready and you can browse a sample here:

<https://amzn.to/3R37x0u>

Best regards and thanks again,
Cesare de Robertis



Another good read. Thank you.

Linda Lambess



Thanks for all the work you put into this Bernard. Sadly I value it far more than *(name of publication)*.
Best regards
Bryce Gibson Dictator for Life, NOCLASS MAC

Good read Bernard.

The bike pump would have been two weeks wages back in the day.

Cheers Lynn



I love your work Bernard. You produce a very readable and enjoyable newsletter.

Cheers
Malcolm Campbell
AUSTRALIA

(to the left of NZ when facing north, and with more stars of different sorts.)



Hello Bernard,

Thank you so much for the current issue. I love your newsletter and greatly appreciate receiving it. I remember that I once contributed to it - an article on mylar/tissue covering.

A good friend of mine, Keith Renecke with his wife Bokkie from South Africa are touring NZ right now. I wish I could join them. I have never been to either Australia or NZ but wish I could see them. It was a flip of the coin in 1960 - Canada or NZ. I emigrated to Canada. I was born in South Africa, but spent many years in the British Isles.

I will remember when Col. Taplin first made the *Radio Queen* available. As I recall, it was rudder only initially. Looking at the plans, and wondering if I should have a go, I notice that the tail plane is missing. Perhaps added to the next issue???

Although I have flown a lot of FF, CL and RC; today it is mostly SAM rubber power. I have built many Senators, Miss Canadas and Gollywocks for SAM competition. Attached pictures are of my 25 year old GENTLE LADY, which still flies, along with a box of SOUPER 30s

I most often build with magnets on steel rather than pins on cork faced plywood. I build rubber models three at a time, as once the magnets are set up. it is so easy to drop wood in place. Storage on foam cradles prevents warps.

Keep the newsletters coming.
Richard Lyle Barlow
MAAC #5744L PP HOF LM CD

(*Richard's photographs are on Page 28*)



Future Events

North Shore Model Airplane Club

The North Shore Club is pleased to announce that it will hold its next Vintage Day in April.
Both date and wind-date are Saturdays.

13th April 2024
Wind date 20th April 2024

Vintage Events At **Levin** 2024

Gareth Newton Memorial
Saturday 2 March (Sunday 3 March wind date)

Bob Burling Memorial
Saturday 11 May (Saturday 18 May wind date)

John Selby Memorial
Saturday 14 September (Saturday 28 September wind date)

Contacts: Stew Cox 027 548 1894, Bryan Treloar 020 4147 6917

A Non-Vintage Event At **Levin** that may interest AVANZ readers

Glider Fun Fly

This event typically attracts older classic RC glider designs.
Saturday 9 March (Sunday 10 March wind date)

Contact: Stew Cox 027 548 1894

Indoor Free Flight Practice Day Morrinsville Saturday March 9, 2024

An opportunity to trim your indoor free flight models in the open space of the Events Centre from
10.00am until 4.00pm

Morrinsville Events Centre, 21 Ron Ladd Place, Morrinsville

Contact Stan Mauger 09 575 7971, stanm09c4@gmail.com for more information



Organised by the Auckland Model Aero Club Inc
in conjunction with the Scale Free Flight & Control Line SIG



L'AQUILONE SAM 2001

TOMBOY RALLY INTERNATIONAL POSTAL CONTEST

01/07/2023 - 30/06/2024 ←

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

Model

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

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

Engine/motors

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

36"-44" WINGSPAN

I.C. Engines:

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

Electric Motors:

- Any electric motor is admitted with direct drive
- The engine cannot be stopped and started again: the motor must run continually without interruptions till the end of the battery charge or competitor's decision;
- no folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band;
- freely assembled admitted batteries:
- **-500 Mah 2 cell LiPo**
- separated batteries pack for Rx alimentation is allowed

48" WINGSPAN

I.C. Engines:

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

Electric Motors:

- Any electric motor is admitted with direct drive

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

Flights and results

- Each competitor may fly as many flights as wished during the admitted period but only the best flight will be considered for the final result.
- Hand launches are admitted.
- The flight time start when the model is released or takes off. The flight time ends when the model lands or hits a fixed obstacle. In case the model flies out of sight the timekeeper will time for 10 seconds after losing sight of the model. Timing will continue if model is seen again or stopped after 10" deducting this time from the total time of the flight.

Awards :

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

Results

Results, address, photos and technical specification about model must be forwarded to the Organization within **the 15th July 2024** to Curzio Santoni (cusanton@tin.it).

. Many pleasant flights and happy landings to ALL !!!!

SPECIAL PRIZE VIC SMEED

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

SPECIAL PRIZE DAVID BECKER

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

National Decentralised Contests

February, March

February 24

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

March 24

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



Macdonald MEMORIAL AWARD



Free Flyers from the Vintage SIG are pleased with their successful nomination of Robert Wallace for the 2203 Macdonald Memorial Award, presented at the Nationals. The award was established in 1954 in memory of Angus Macdonald, the founder of the New Zealand Model Aircraft Association - now Model Flying New Zealand.

It is given in recognition of outstanding service to aeromodelling in New Zealand and many consider it to be the most prestigious of the MFNZ awards. Previous recipients include aeromodelling luminaries like John Sheppard, Paul Lagan, and Frazer Briggs. From the Vintage area, Graham Main and Barrie Russell, both high voltage "Spark Plugs" of the Vintage movement, have previously been honoured with the Macdonald award.

There is no need to mention Graham and Barrie's contribution to Vintage flying, but RC-only fliers may wonder why Vintage free fliers nominated Robert for the award. Text of the nomination will appear on the MFNZ website, but here's an immediate explanation -

Our flying events, whether RC or FF, do not happen by magic. There is always someone working in the background, pulling strings and making arrangements to ensure an event actually happens. The work of these *somebodies* is essential, but often goes unrecognised.

Robert's organisation of NZ free flight activities for the FF SIG, of which he has been Chairman for many years, has been invaluable to Vintage free fliers as we piggy-back on the free flight venues that are arranged. Simply put, without the field location that is often down to Robert there would be no Vintage free flight.

The nomination could have been submitted through the Vintage SIG, but it was felt to be more appropriate for it to come from Robert's club, Model Flying Hawkes Bay. The Committee of MFHB were very helpful and we are grateful for their backing of the nomination.

*Rex Bain
Bernard Scott*



Robert Wallace
Coupe d'Hiver, 2024

I had the fun of CDing the Vintage RC events again this year. Bernard did Free Flight again with Margaret's help I'm sure. Flying as well as CDing is manageable with the help of the fliers on field. Just as well as I had models for all sixteen classes on offer. Thanks to all of you who did the timing honours for me. Some attempt was made to combine two events to get enough entries and that worked in Classical Duration where IC and Electric were the one event. Both have a 20 second run and a target of five minutes. This enabled Martin Evans (E) and Dave Thornley (IC) and me (E) to fly and make this an official event. The same was done with Sport Cabin Texaco where Martin flew his electric *Debutant* and I flew my Mills powered *Tomboy*. Only the two of us though so this was an unofficial event as were a couple of others.

As usual, Vintage Precision had the biggest entry with eleven fliers putting in times progressively over the four days of our flexible schedule. Les King flew early in perfect conditions on the third day to fit around his other RC commitments. He maxed three flights with his *Gas Buggy* so went on immediately to put in a very good 2 min 57sec flyoff flight to win the event and take home the huge Wigram trophy. Les was one who would not have flown without the flexible schedule. I maxed too, but missed by eleven secs and was 2nd with Stew Cox an unlucky 3rd when he scored a perfect three minute flyoff but missed the circle by about a meter with his *New Ruler*.

Not surprisingly, Vintage Open Texaco and IC Duration were the next most popular events with seven entries each. These are always well supported in the lower North. Open Texaco is a fine challenging IC event that is the domain of frugal diesels and 4 stroke engines. Bryan Treloar is the master of this class with either his OS spark ignition 4-stroke or his Oliver Tiger Mark 3 Diesel modified with a throttle. He flew the later in his Lanzo *Airborne* posting 2 x 15 min flights to win but sadly lost the model out of sight. It was extremely high. He set the trims for turn and a bit of down so hopefully it fail-safed to these setting and landed safely out there in the great rural unknown. With luck it will be found and returned to him as the motor in particular is valuable. I see Bryan has a new *Airborne* under construction already. Many of you will have seen Trevor Glogau's beautiful big *Falcon* with its Saito 4 stroke sparky up front. Trev dropped one flight but it was great to see he scored strongly for 2nd. I dropped one flight badly when the PAW 2.5 went off song but maxed the second using my *Hangar 13*. I must admit this is probably my favourite event because it's never easy.

Vintage IC Duration needs plenty of power and tends to be the domain of larger models with Saito 4 strokes and the likes. Dave Thornley, all the way from Rotorua these days, flew his Saito powered Lanzo *Bomber* in his usual style amid much laughter and hilarity. This one has been around for a long time too and has always performed well. *Bombers* do though don't they? Stew Cox flew an

even older *New Ruler* that he and I restored from a wreck about seven years ago but it was much much older than that. I love the look of this model in its blue, white and gold livery and Stew flies it very well. A pair of Buzzard *Bombshells* were present. One was flown very competently by Kevin Daly. Kevin is new to vintage but clearly not new to RC flying. He is President of the Levin club which is the main centre of vintage in the lower North. Perhaps the handsomest *Bombshell* was that of Ross Gray. It sported spats and looked terrific. It was a bit of a handful though with perhaps a lack of power and rearward CG. Scary at times. Terry Beaumont is a real stalwart of Vintage in Kapiti and can always be depended on to turn up and do more than his share of helping and timing. Terry flew his big *Playboy* and made time on 2 of his 3 flights. Tony Christensen and June turning up in the afternoon of the last day to fly in the increasingly violent wind. Tony recorded 2 times with his *Playboy* but had to pull the pin sadly. It was good to see them though on the afternoon of Day four.

For years I have used my very old Saito 65 powered Shereshaw *Cumulus* in this event. Trailing a rich smoke trail, it climbs out vertically. It's pretty rare not to make the 4 min target time after it punches way up into the blue. It was lovely lifting air when I flew, helping me make all my times and landings then I went on to max the flyoff too at 8 minutes. I was 1st, Stew Cox 2nd and Dave Thornley 3rd. Day 2 was a cracker.

Vintage 1/2A Texaco and Vintage E-Duration each had four entries each. 1/2A had some drama when Bryan had range issues and crashed his *Rambler*. It's since been repaired, this time with a full range Rx and looks better than ever. Stew Cox was flying the ex Warner Summerton 1/2A *Playboy* to good effect with his rebuilt motor actually running the full eight minutes thanks to a bunch of new parts from Cox International in Canada. He looked all set to win this one but had an early cut at about three minutes. We watched it drift down but Stew, being a good soaring pilot, never gave up and soon found a nice thermal and was specked out by eight minutes. He nailed the three maxes and went on to win with a 14-minute flyoff flight. I was 2nd after carelessly tip stalling my *Skipper* on finals and missing a spot. It was really good to see our ace photography, Ross Gray, flying well for 3rd. Ross had handed the photographers duties to his mate Owen Dewe who did a brilliant job. Many of the pictures here are Owen's work.

Vintage Electric Duration was better supported this year. It was good to see Charles Erlam back again for another try with his *Junior 60*. Only Charles and I flew last year. Stuart Hubbard flew his lovely *Cloudster* from 1938 and Martin Evans had his 1940 *Bombshell*. I used my venerable old *Scram* and I couldn't hit the spot even once.

Fortunately my flight times saved me. I was 1st, Martin 2nd and Stu 3rd.

Surprisingly, A Texaco had just three entrants this year. I flew early with *Lancer* and maxed out in beautiful conditions. Bryan flew the *Airborne* and made his times easily, but dropped a couple of landings and that only left Martin Evans to fly on day four, the last day. Martin had been busy with free flight and helping daughter Ceinwen fly but the flexible scheduling of our events meant he could get in his RC Vintage flights. I was pleased to see him, Ceinwen and father Paul as day four was very quiet. The morning was nice so he got to fly quite a few models. For A Texaco his delightful *Flamingo* went very well once the engine remembered to keep running. He only dropped one flight. I was 1st, Bryan 2nd and Martin 3rd.

I had brought along models for all events and had decided to fly even those with just two entrants to keep them company. Martin and I flew Vintage 1/2E Texaco together. He used a really nicely built *Viking*. The *Viking* has *Playboy* wings and tail with an elegant cabin fuselage and always looks great. Martin flew well to shade my *MG2* by a good margin. Another two flier event was E-Rubber Texaco flown by Trev Glogau with his big scaled up *Hurricane*. Bernard has a picturesequence of me diving for the deck to avoid the Hurricane on landing. Despite my best

rugby dive, Trev's bombing was spot on and the model stalled on top of me landing like a feather. No harm done. I retaliated with my fighter like low wing Senior Dart and put in a best flight of 26 minutes.

The only events not supported were the Classical 1/2E and E-Texaco events and Vintage E-Texaco. Is this because the concept of flying as long as you can really can too tough on old eyes and necks, not to mention an endurance test for timers? The conditions were such on some days that I'm sure hour plus flights would have been possible if you had the endurance. I've lost track of how many really long flights I have had in NDC and they are always a trial with some ending by me deciding enough is enough. Whenever you see Leader Board scores up over 4000 you can expect someone has had a flight of around an hour.

After the flying was done on day 4, we packed up and I headed back to HQ to process all the results into the system. Sitting here now I have only fond memories of the people involved in our hobby and all the camaraderie and friendship of the Nats not to mention so many really fine models I should be building. Let's have an even better turn out next year! See ya then.

Allan Knox, Vintage RC CD.

Survey Comments on the VRC Nationals Program

Comments on the new flexible approach to Vintage RC at the Nationals this year.

We tried a Flexible schedule for RC at this Nats that we called a "Rally Format". Those who flew were asked how they felt about this and, as an aside, how they felt about the new field used this year.

The Concept

To recap, you could fly any of the events on any of the 4 RC Vintage days as long as you completed any events attempted on the same day as you started it and did any flyoff flights needed on that day when you maxed the rounds. Virtually all RC vintage and classical classes were offered and you were encouraged to fly any models you had brought along.

The Statistics

14 people flew putting up 47 results from about 160 flights. 13 out of the available 16 events were flown although 3 of these had only 2 fliers. This is a much better showing than last year.

The Questions that VRC attendees were asked to answer:

1. Are you in favour of this year's approach or would you prefer specific events on particular days.
2. Did you target particular days to come and fly?
3. If yes to 2, then what were the factors that determined which days? For example, flying or observing other disciplines? Fitting in with family needs? Limiting days tied up competing?

4. Did you see any downside to this year's approach and how significant was that to you.
5. How did you feel about the Flying site? Would you want to use it again? Or go back to previous sites nearer Carterton?
6. Comments

The following comments were received. Thanks for the responses.

Hi Allan, worked well for me. This allowed me to enter, usually if fixed days. I am unable to fly vintage due to other Nats schedules. I. E. Pylon and aerobatics where they require the whole day's commitment. Thanks for a great Nats.

I thought the rally style in which one could fly any event at leisure was a good and flexible approach.

I chose to fly 2nd and 3rd because we had things to do on 1st and other things to do 4th and 5th.

If one were to fly a range of events spread over 4-5 days, that is a large commitment in time and there is also the additional cost of accommodation.

A possible downside to the rally style is the potential dilution of participant numbers on any given day.

The flying site was excellent and I would be happy to fly at either venue.

I thought the rally style in which one could fly any event at leisure was a good and flexible approach.

The flexible style worked well for me, primarily because I was also busy on the FF field (and retrieving). In the event I only flew on 2 days, and ran out of time to fly everything (my own fault, too many entries!), but I am

sure I would have run out of time still if the events were scheduled on specific days. It would have been interesting if we had rain - I suspect the clear days would have been very busy! All in all, I liked the approach.

The field worked well, though it did mean putting a lot of models in the car to fly both FF and RC at the same site without the customary trip to the camp to have lunch and reload! Not a criticism, just my circumstances.

My true preference would be to fly the old arrangement with each event on set days as this theoretically brings about more equal flying conditions and makes for a more interesting flyoff (if required). Having said this I can live with and fully see the necessity and practicality of the new arrangements.

Being based in Wellington my choice of flying day was weather determined and I went for the day predicted to have the least wind and best flying conditions.

Enjoyed the new flying site but equally have no issue with the old site.

1. Yes I am in favour of this year's approach, and some may think an event should be only a single day, but I am happy with this new approach.
2. I found it good to do one event per day and have plenty of time to help others with timing etc and enjoy the experience firsthand of other pilots competing.
3. No, happy to wait to the end for the results.
4. No down side because this is a more flexible arrangement.
5. The site was very good to fly on but I would prefer the closer field option, yes happy to use the new field again.

Survey Comments on the VRC Nationals Program continued

1. This format worked well, and I think gave optimum flexibility for those of us (probably many or even most of us) who also flew in other categories. The "recording" system worked well for this - enabling people to do their flights and have them count at pretty much any time, as long as there was a timer available. I think this was an improvement over last year, where there were specific events on specific days.

2. Yes, I did. (Target particular days.)

3. I fitted the vintage in around other events that were less flexible, i.e were only run on specific days. I also completed in RC Scale, which necessitated me being at that field for all of Monday and half of Tuesday. If Vintage had only been available on those same days, I would have had to toss up between the two.

4. The only downside for me is that I breezed in and out of the vintage field fairly quickly to do the required flights, which meant that I didn't spend as much time as last year chatting with and learning from some of the other more experienced vintage flyers (vintage planes, not vintage people!). Last year I spent a lot more time hanging with the vintage guys, and this was a real bonus from my perspective.

5. The flying site was OK, but last year's site was a lot closer to the rest of the action so was easier to get to. If it was a toss up between the two, I would vote for last year's site nearer Carterton.

6. How does one get into the Vintage SIG? Do I just send my email address to Don Mossop? I have been interested to see the past newsletters, but I assume these are emailed out to people in the SIG? (He is now on the AVANZ email list)

1. Are you in favour of this year's approach or would you prefer specific events on particular days.

Answer: Yes this approach worked for me. I liked being able to fly two events within two consecutive days (or even the same day).

2 & 3. Did you target particular days to come and fly? -- what were the factors that determined which days?

Answer: Yes - observing other disciplines. Also keeping accommodation costs down by only staying two nights..

4. Did you see any downside to this year's approach and how significant was that to you.

Answer: For those who really want to know if they have won an event then they just have to wait until the competition has finished. No big deal for me.

5. How did you feel about the Flying site? Would you want to use it again? Or go back to previous sites nearer Carterton?

Answer: Prefer the site nearer Carterton, but it was useful being able to include the FF events nearby.

The CD's comments

1. Yes the flexible schedule worked OK despite some early fears about my sitting about on the field for hours some days waiting for customers and not being able to fly personally. This never happened. There was a steady flow of entrants. Day1 and 4 were quieter and Days 2 and 3 quite busy. The paddock handled all this well but we need to watch out for landing models, particularly me!

2 and 3. I was there every day as CD but could have asked for a stand-in if needed. I was able to fit in 13 RC Vintage events, 4 FF events and 1 indoor event. Sadly I missed a couple of Soaring events but that's life. Flexible scheduling helped a little with all this.

4. The downside was more than balanced by having more and happier participants. I know for sure we had some extras who were able to fit in VRC amongst their higher priority events and that really helped. There was some downside though. Simultaneous flyoffs when round scores are drawn are always special to be part of as this is man on man flying in the same conditions. We had flyoffs in a 3 events but these were just a 4th flight flown after the 3rd on the day. Some of the challenge and drama

was gone. At the end of the day this was a small price to pay.

5. The field worked OK in the mostly ideal conditions but when it blew a bit on day 4 afternoon things got very rough with wind dumping over the adjacent hills and trees. In lighter conditions with the wind blowing along the valley from the north the air was often very lifty as it compressed against the downwind hills. A flat area like Clareville would have been better and more even across the days. For this reason and the extra travel requirement to get to the new site I would favour going back to our usual areas in Clareville.

Conclusions from the VRC survey:

1. The majority of those attending liked the flexible schedule rally style RCV contest. It enabled more people to fly and participation was significantly up on last year.

2. There were some downsides but no one saw that as a significant problem for them. The biggest downside seems to be not flying the same class together in similar flying conditions with the sense of competition that creates. This was a major concern of the Competitions Manager, Kevin Botherway. I'm unsure where this leaves us for the future.

3. The site was deemed OK but most would like to be closer to Clareville for the other events and Nats HQ access.

4. Administration wise, all VRC results were in by 5.00pm on the 4th Day. A number of certificates needed to be mailed out as fliers had left the Nats before results were known. This happens with the old system too. All trophies are with their winners. There was no impact really on any of this due to the flexible scheduling.

Finally, the flexible approach was successful and popular with those who flew it with a few minor reservations.

Allan Knox, Vintage SIG Chairman

Over the past six or so years it has been my task to run Vintage Free Flight at the Nationals. In the face of declining numbers, Nationals programs have trialled different approaches regarding what events are included and when events are flown, always looking for the magic formula that will keep everyone happy. Much of what has been tried was based on what fliers suggested.

A gamble was taken by Vintage RC this time with a rally approach applied to all their events, the results of which are discussed elsewhere by Allan. For VFF events, did not think this approach was fully appropriate, so compromised by allowing only four of the minor events to be flexible regarding day of flying. The three major events from each of Vintage, Nostalgia, and Classic remained pinned to their own day as usual. Also, there was no omission of events on the basis of previous poor support, with place cards issued even when an event did not meet the minimum support for official recognition. It was hoped that these adaptations might be a step towards moderating two common complaints: *“My event was not included”* and *“There was not enough time to fly all the events I wanted to.”*

Offering all VFF events did give the chance to fly exactly what you wanted, but in hindsight it was too optimistic as we don't have the numbers to make all events meaningful. Three events had no entries and four had less than the official minimum.

Flexible timing of four events was tested only in Precision and Catapult as VHLG and Small Power

had no entries at all. The weather-wise who flew Precision and Catapult on that one superbly calm morning had a distinct advantage, a cause of discontent in some quarters even though the choice of when to fly was available to all.

An invitation to comment on the partial rally approach and to make suggestions for the future drew comments showing much thought and effort. It is clear that despite declining flier numbers, the passion for flying is not on the wane. Those who responded were not united in their opinions: of six responses received by 21st January, two favoured flexible programming, two were against it, and one saw both good and bad in it. It had been hoped that responses could be milled and baked into a tasty program for the next Nationals, however the ongoing hornet's nest of contradictory preferences make a program of universal appeal unlikely. All received comments are anonymously included on the next pages for your consideration.

“A meaningful contest” is how the ideal contest is often described - a contest in which there are enough fliers for it to be a true test of ability. If six entries are taken as the lowest meaningful number, at the Nationals there were just three meaningful VFF events: CAT, V-Rubber and Precision. Dropping to five entries adds Nos Power and a meagre four entries brings in Nos Rubber and Nos Glider.

But ... these are only entries. Taking account of those that actually flew, surely a necessity for a meaningful contest, then only Precision and CAT qualify. Requiring just four fliers adds V-Rubber.

By this definition of a meaningful contest, we should fly Precision, CAT, and possibly V-Rubber at the next Nationals. Contests having three or less fliers are in that hopeful, idealistic place where *everyone's a winner, baby*, and there is little kudos in the placings. While a golfing hole-in-one and an athletics 4-minute mile run are worthy efforts even when they are not witnessed (as is maxing out a FF event when alone), such demonstrations of individual prowess should not be equated with contest placings against numerous other flyers, nor can they justify “contests” of one.

Musings

1. VFF has a different mindset to VRC, competition vs enjoyment, so solutions for one area do not necessarily apply to the other.
2. There are too many VFF events for all to reach a meaningful number of entries, even at major contests. Consequently, Nationals programs should consider only events that are sure to have a set minimum number of fliers. - maybe five?
3. All events, regardless of popularity, should remain in the rulebook and continue to have individual achievements recognised at rallies and through the NDC program.

Survey Comments on the VFF Nationals Program

QUESTIONS:

1. Did this year's approach work for you, or would you have preferred all events on specific days.
2. Did you target particular days to come and fly?
3. Downsides to this year's approach.
4. Site preference - Matahiwi Road or the usual site.
5. Events on program - drop some / keep all?.
6. Other thoughts?

The flexible style worked well for me, primarily because I was also busy on the FF field (and retrieving). In the event I only flew on 2 days, and ran out of time to fly everything (my own fault, too many entries!), but I am sure I would have run out of time still if the events were scheduled on specific days. It would have been interesting if we had rain - I suspect the clear days would have been very busy! All in all, I liked the approach.

The field worked well, though it did mean putting a lot of models in the car to fly both FF and RC at the same site without the customary trip to the camp to have lunch and reload! Not a criticism, just my circumstances.

1. I would prefer specific classes on specific days. I didn't fully comprehend the way the schedule was meant to work this year, I thought it was analogous to NDC: so fly anything any day that week. In retrospect that should have seemed a bit odd for a centralised competition, so that's on me. The published schedule in the programme seemed to suggest flying between Monday and Thursday was fine with start times 0700 on Monday concluding 1200 Thursday. As a result I didn't fly classic rubber, Nos gas or vintage rubber. I had models but not on "the" day.
2. No.
3. Required more attention to scheduling than I gave it
4. Fields, if Rayners is crop heavy next year then I think Matahiwi Rd is great. Only drawbacks are the electric Taranaki gates requiring more upper body strength than I have, the possibility of being slowly run over by the centre

pivot irrigator and seemingly having models crunched by tractors.

5. Would combined NOS Classic Vintage Rubber say day

two, Combined power day three and Glider day four be a model to experiment with? Or all Nos all Classic all vintage per day work?

6. Assuming the CL programme is the same next year, I'll put my hand up to run days 3&4 for Vintage FF.

Days 1 & 2 are usually 9 or 10 events for me so I can't assist on day 1 & 2.

If we worked in with the FF sig could we have "Rubber day" "Power Day" "Glider Day" "Mini day".

I stuck to the nominated days for competition classes because I want to fly together with others flying the same class. It helps with the camaraderie on the field, allows you to watch how everyone else is doing, help out with gear where needed, and fly strategically as required on the day.

For a centralised comp, I feel that everyone should be coping with the same conditions. This results in a true comparison of performance - if you have to fly open rubber in wind and glider on a still day, that's all part of the challenge!

I agree with Stews thoughts on Matahiwi, though I didn't have any long 'fly-always'. I also developed a knack so the gates were not a problem although the 'pullback & lift' was too hard, I found them easy if you pulled back and hit the wire hoop down.

I was the only entrant in Classic Rubber, and there was only one in Classic Glider. I was wondering if we could try flying as combined age groupings? ie. Combined Vintage, Combined Nos, and class Classic. This would simplify the timetabling, and help to ensure competition and variety.

Regarding Coupe - I'm aware a number of people have or are building old Coupe designs, and have seen Pre-1970 (low-tech) Coupe as a class in UK. (There is a 60s coupe postal run out of UK that a few of us have entered, but they now are talking about opening it up) 50s & 60s coupes all

perform similarly and are quick cheap builds, use little rubber and only need small fields. So this may be a viable class to get more FF involvement happening?

The only programming problem to me was the Wednesday, when I had to try to fly P30, Coupe, Vintage rubber and Mini Comb, and didn't manage them all - my choice I guess, but many fly all these classes!

- There needs to be meaningful events i.e. the Nats should be a competition not a rally
 - Specifically – events should be held on a single day, not spread out over several days. When an event is spread over several days there is no feeling of competition, fliers who fly on days with better weather are advantaged
 - Events need to be large enough to actually have a competition
 - Realistically this means combined events – e.g, combined classic, Combined Nos.
 - Where there is clearly sufficient support for single events – then these can be run separately – but otherwise the events are little more than a rally
- The Nationals events need to be consistent
 - Without consistency there is little incentive to build models to compete – I am a good example – I will use what I have but unless there is a good reason I will not be inclined to build (or trim) models that are unlikely to be used.
- Re venue
 - This needs to be at the same site as FF. The possibility of having vintage FF events on a different field as FF makes no sense at all. The overlap between fliers makes this extremely undesirable
 - As to specific sites – it will be what is available – there are pros and cons to both sites
(Edited, ED)

Firstly, I very much enjoy Vintage FF and wouldn't want to see it falter at the Nationals. It is a shame that entries were so low for Vintage FF at the Nats this year. They were however reasonably good for Vintage RC. There were at least two Free Flighters who fly Vintage FF who pulled out from their Nats bookings when they heard of the crop situation at Raynors. The announcement of the new FF field was too late for them and perhaps others. Perhaps there were more than these two who didn't attend for this reason. But overall, the numbers are thinning and the proliferation of classes over the years means it is hard for our aging group to fit in as many classes in a morning as we would want at the Nats

Working through the questions:

1. Did this year's format work for me?

Yes and no.... While I liked the flexibility for some classes, when I flew Vintage Catty, no-one else was flying that class. It didn't really feel like I was involved in a competition without other similar models flying that morning. Flying with others in the same class at the same time is a big part of the fun of it. Yes, the flexibility helps multi-disciplinary fliers like me but due to entry numbers, only two of the flexi-classes ran.

2. Did I target days?

For those of us that fly multiple discipline we always have to choose our classes/days/times to dovetail around competing events at other venues. With a traditional format we just have to accept we can't fly everything. The flexible approach with a few Vintage FF classes helped a little. Catty and Precision were probably good ones to include in the flexi list.

3. Downsides – As above, not flying with others in the same class isn't as much fun. Not flying in similar conditions with the likelihood of some days having much better weather than others also isn't ideal for the competitively minded. The weather affects FF much more than RC Vintage where the flexible approach perhaps works better. As I just fly for fun, I don't feel too strongly about this aspect.

4. Site preference: Without much crop, Raynors is a far better site.

It is also much closer to the other venues, HQ, campsite, accommodation, etc. Matahiwi was a good fallback option given the crops at Raynors and far better than what we had for FF at the previous Nats so all credit to those that arranged the Matahiwi site. While an ok site, the benign weather conditions didn't really test it. I have been to many Nats and I'm sure this one had the best weather for a very long time, probably since the 50th some 26 years prior..... So the conditions we flew in at Matahiwi are unlikely to be typical.....and didn't really test the field.

The site is very long but also narrow. If I have my bearings right, the length of the farm doesn't align with prevailing winds in the Wairarapa. My feeling is that the prevailing NW and W winds would require short DT's to avoid the downwind trees due to the narrowness of the property. There may also be rollover turbulence from the hills with stronger winds. I had an Open Rubber flight go over the hill beyond the highest ridge in only very slight drift when the wind turned easterly for a time. It was a little slow to DT but being in strong lift it took a while to come down though only a little over 5 minutes total flight time so not exceptional. Those hills are far steeper and higher than they look and I (along with Martin who suffered a similar fate) had an extremely arduous retrieve of nearly two hours. I needed physio on return home as the climb hurt my hip flexors as it was very steep and very uneven due to the cattle..... As an aside, if this happens to others in the future and they are sure they cleared the hill, there is a road in the next valley servicing farms and lifestyle blocks. The Taranaki Gates were also a challenge in some cases where the springs were very strong. I saw many struggle with some of the gates and more than one person end up on the ground when trying to open them..... So while a good fallback to Raynors and much better than last year's Nats FF site, the new site has its limitations too. Certainly it's better than any known alternatives at this stage though if a suitable site could be found nearer Carterton, that would definitely be better. It was quite a long way from all of the other flying other than Vintage RC which could probably be located closer to Carterton quite easily.

I was interested in both Wayne's comments about combining events and Bryce's about combining like with like along with the FF classes, e.g. rubber day, power day, etc. While Bryce's idea has merit, I think the popularity of rubber classes would make this day super busy while the less popular glider and power class days would be overly quiet. I agree with Wayne that at some stage we will need to combine vintage FF classes into Combined Vintage, Combined Nos, and Combined Classic. However I'm not sure we are there yet. If/when we eventually combine, in my opinion this should be for the three minute classes. We should also continue Vintage Cat and Vintage Precision as they normally have very good support and perhaps there would be a case for a Combined Mini class enabling Vintage/Nos/Classic small models to be flown to a two minute max. The latter would provide a class for existing models people have like Senators and 020 small power to be flown in. Perhaps this might also provide another option for the Pre 1970 Coupes that Wayne refers to although these can currently be flown in the FF Coupe event.

Note that while the stats that you include at the bottom don't convey a pretty picture, they also don't tell the whole story. I and

perhaps others withdrew my entries at registration in events that I brought models for but found clearly didn't have the numbers to run. I did this so as not to have to pay and then mess around with a possible refund later that probably would have been awkward. I also had damage incurred at the Nats that prevented scores being recorded in events I had entered and others were in a similar situation with damage or due to fly aways experienced when flying the same model in other classes.

I hope the above comments are helpful and do look forward to many years yet flying Vintage FF at the Nats.

Despite original reservations when this year's format was floated, I now like this format because it allows increased flexibility and avoids having to fly too many events on one day. For the one VFF event we flew, we chose a quiet day to fly it.

Matahiwi Road, its a great site for FF. Just need to avoid wandering tractors and curious livestock. Really appreciated the insulated crossing points in all the electric fences. Leave Taranaki Gates ajar with top disconnected during the day to allow a person to pass thru easily and make opening/closing an easy non-event when cars come along. The small gap isnt big enough for stock to get thru. Get this expectation mentioned at contestants meeting and printed on the Information sheet.

This would simplify the timetabling, and help to ensure competition and variety.

Also, regarding Coupe - I'm aware a number of people have or are building old Coupe designs, and have seen Pre-1970 (low-tech) Coupe being discussed as a class in UK. (There is a 60s coupe postal run out of UK that a few of us have entered, but they now are talking about opening it up) 50s & 60s coupes all perform similarly and are quick cheap builds, use little rubber and only need small fields. So this may be a viable class to get more FF involvement happening ?

This years flying was great, and I do like Matahiwi.

The only programming problem to me was the Wednesday, when I had to try to fly P30, Coupe, Vintage rubber and Mini Comb, and didn't manage them all - my choice I guess, but many fly all these classes !

2024 NATIONALS

Vintage Free Flight Placings

==== Vintage Free Flight				
21/FFV04	Classic FF Glider Duration	2024-01-01	75	FLOWN
Placing/Name/(MFNZ No.)/[Club]		Score / Nats Points	Comments	
1. Evans, Martin Mr (4403) [SAM]		358 / Snr		

23/FFV10	Vintage FF Cat	2024-01-01	77	FLOWN
Placing/Name/(MFNZ No.)/[Club]		Score / Nats Points	Comments	
	1. Barnes, Kevin Mr (3590) [NOCL]	321 / 10 Snr		
	2. Richards, Des Mr (1136) [FMFC]	282 / 9 Snr		
	3. Knox, Allan Mr (7621) [CHCH]	249 / 8 Snr		
	4. Cox, Stew Mr (4492) [WMAC]	232 / 7 Snr		
	5. Lovejoy, Graham Mr (3564) [FMFC]	160 / 6 Snr		
	6. Squires, Paul Mr (3349) [FMFC]	156 / 5 Snr		
	7. Fuller, Alec Mr. (10136) [NPMA]	109 / 4 Snr		
	8. Fuller, Jo Mrs (11456) [NPMA]	106 / 3 Snr		
	9. Robertson, Paul Mr (13066) [LMAC]	48 / 2 Snr		

29/FFV12	Nostalgia FF Power Duration	2024-01-02	80	FLOWN
Placing/Name/(MFNZ No.)/[Club]		Score / Nats Points	Comments	
1. Murphy, Chris Mr (2070) [WMAC]		398 / Snr		

30/FFV08	Vintage FF Glider Duration	2024-01-02	81	FLOWN
Placing/Name/(MFNZ No.)/[Club]		Score / Nats Points	Comments	
	1. Lightfoot, Wayne Mr (12104) [FMFC]	253 / 7 Snr		
	2. Wallace, Robert Mr (2550) [MFHB]	181 / 6 Snr		
	3. Evans, Ceinwen Mis (11707) [SAM]	163 / 5 Jur		

33/FFV02	Vintage FF Rubber Duration	2024-01-03	84	FLOWN
Placing/Name/(MFNZ No.)/[Club]		Score / Nats Points	Comments	
	1. Lightfoot, Wayne Mr (12104) [FMFC]	259 / 8 Snr		
	2. Squires, Paul Mr (3349) [FMFC]	530 / 7 Snr		
	3. Murphy, Chris Mr (2070) [WMAC]	265 / 6 Snr		
	4. Wallace, Robert Mr (2550) [MFHB]	259 / 5 Snr		

32/FFV14	Nostalgia FF Glider Duration	2024-01-03	83	FLOWN
Placing/Name/(MFNZ No.)/[Club]		Score / Nats Points	Comments	
1. Gibson, Bryce Mr (4142) [NOCL]		180 / Snr		

22/FFV13	Nostalgia FF Rubber Duration	2024-01-01	76	FLOWN
Placing/Name/(MFNZ No.)/[Club]		Score / Nats Points	Comments	
	1. Lightfoot, Wayne Mr (12104) [FMFC]	540 / 7 Snr		
	2. Lovejoy, Graham Mr (3564) [FMFC]	445 / 6 Snr		
	3. Murphy, Chris Mr (2070) [WMAC]	347 / 5 Snr		

26/FFV03	Vintage FF Precision	2024-01-01	78	FLOWN
Placing/Name/(MFNZ No.)/[Club]		Score / Nats Points	Comments	
	1. Gibson, Bryce Mr (4142) [NOCL]	257 / 10 Snr		
	2. Bould, Ricky Mr (1147) [AUCK]	203 / 9 Snr		
	3. Green, Andrew Mr (13254) [AUCK]	197 / 8 Snr		
	4. Murphy, Chris Mr (2070) [WMAC]	187 / 7 Snr		
	5. Scott, Bernard Mr (2320) [HMAC]	167 / 6 Snr		
	6. Mauger, Stan Mr (1923) [AUCK]	40 / 5 Snr		

31/FFV06	Classic FF Power Duration	2024-01-03	82	FLOWN
Placing/Name/(MFNZ No.)/[Club]		Score / Nats Points	Comments	
1. Barnes, Kevin Mr (3590) [NOCL]		433 / Snr		
2. Murphy, Chris Mr (2070) [WMAC]		413 / Snr		

2024 NATIONALS

Vintage Radio Control Placings

84/RCV03 <i>RC Vintage IC Duration</i>		2024-01-01
Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
1. Knox, Allan Mr (7621) [CHCH]	1300 / 10 Snr	
2. Cox, Stew Mr (4492) [WMAC]	783 / 9 Snr	
3. Thornley, David Mr (10338) [TGMA]	760 / 8 Snr	
4. Beaumont, Terry Mr (1095) [KAMC]	651 / 7 Snr	
5. Daly, Kevin Mr (1346) [LMAC]	457 / 6 Snr	
6. Gray, Ross Mr (12664) [ASMF]	347 / 5 Snr	
7. Christiansen, Tony Mr (3763) [TGMA]	346 / 4 Snr	

85/RCV06 <i>RC Vintage 1-2 A Texaco</i>		2024-01-01
Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
1. Cox, Stew Mr (4492) [WMAC]	2372 / 8 Snr	
2. Knox, Allan Mr (7621) [CHCH]	1479 / 7 Snr	
3. Gray, Ross Mr (12664) [ASMF]	981 / 6 Snr	
4. Treloar, Bryan Mr (10605) [ASMF]	825 / 5 Snr	

86/RCV02 <i>RC Classical Precision</i>		2024-01-01
Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
1. Knox, Allan Mr (7621) [CHCH]	594 / 7 Snr	
2. Evans, Martin Mr (4403) [SAM]	541 / 6 Snr	
3. Thornley, David Mr (10338) [TGMA]	527 / 5 Snr	

83/RCV16 <i>RC Vintage Precision</i>		2024-01-01
Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
1. King, Les Mr (1767) [KHOE]	797 / 10 Snr	
2. Knox, Allan Mr (7621) [CHCH]	789 / 9 Snr	
3. Cox, Stew Mr (4492) [WMAC]	780 / 8 Snr	
4. Daly, Kevin Mr (1346) [LMAC]	576 / 7 Snr	
5. Thornley, David Mr (10338) [TGMA]	560 / 6 Snr	
6. Hubbard, Stuart Mr (5306) [ASMF]	554 / 5 Snr	
7. Evans, Martin Mr (4403) [SAM]	539 / 4 Snr	
8. Beaumont, Terry Mr (1095) [KAMC]	535 / 3 Snr	
9. Treloar, Bryan Mr (10605) [ASMF]	527 / 2 Snr	
10. Gray, Ross Mr (12664) [ASMF]	516 / 1 Snr	
11. Erlam, Charles Mr. (10303) [NSMA]	488 / Snr	

89/RCV07 <i>RC Vintage E Duration</i>		2024-01-01
Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
1. Knox, Allan Mr (7621) [CHCH]	827 / 8 Snr	
2. Evans, Martin Mr (4403) [SAM]	795 / 7 Snr	
3. Hubbard, Stuart Mr (5306) [ASMF]	732 / 6 Snr	
4. Erlam, Charles Mr. (10303) [NSMA]	419 / 5 Snr	

90/RCV11 <i>RC Sport Cabin E and IC Texaco combined</i>		2024-01-01
Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
1. Knox, Allan Mr (7621) [CHCH]	1336 / Snr	
2. Evans, Martin Mr (4403) [SAM]	873 / Snr	

91/RCV15 <i>RC Classical E and IC Duration Combined</i>		2024-01-01
Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
1. Evans, Martin Mr (4403) [SAM]	814 / 7 Snr	
2. Knox, Allan Mr (7621) [CHCH]	780 / 6 Snr	
3. Thornley, David Mr (10338) [TGMA]	375 / 5 Snr	

93/RCV01 <i>RC Vintage A Texaco</i>		2024-01-01
Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
1. Knox, Allan Mr (7621) [CHCH]	2794 / 7 Snr	
2. Treloar, Bryan Mr (10605) [ASMF]	1820 / 6 Snr	
3. Evans, Martin Mr (4403) [SAM]	1588 / 5 Snr	

95/RCV08 <i>RC Vintage 1-2 E Texaco</i>		2024-01-01
Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
1. Evans, Martin Mr (4403) [SAM]	1719 / Snr	
2. Knox, Allan Mr (7621) [CHCH]	1197 / Snr	

96/RCV09 <i>RC Vintage E Rubber Texaco</i>		2024-01-01
Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
1. Knox, Allan Mr (7621) [CHCH]	1590 / Snr	
2. Glogau, Trevor Mr (11409) [WMAC]	1193 / Snr	

94/RCV12 <i>RC Vintage Open Texaco</i>		2024-01-01
Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
1. Treloar, Bryan Mr (10605) [ASMF]	1820 / 10 Snr	
2. Glogau, Trevor Mr (11409) [WMAC]	1525 / 9 Snr	
3. Knox, Allan Mr (7621) [CHCH]	1253 / 8 Snr	
4. Beaumont, Terry Mr (1095) [KAMC]	1246 / 7 Snr	
5. Munro, Ian Mr (4040) [WMAC]	782 / 6 Snr	
6. Daly, Kevin Mr (1346) [LMAC]	562 / 5 Snr	
7. Cox, Stew Mr (4492) [WMAC]	515 / 4 Snr	





**Vintage Rubber
GOLLIWOK
Robert Wallace**



**Classic Power
EUREKA II
Chris Murphy**



Wayne Lightfoot

Highest aggregate score for Vintage Free Flight events



Vintage Rubber
RITZ
Wayne Lightfoot

Photo : Owen Dewe



Classic Rubber
MISER
Wayne Lightfoot

Photo : Nemo

2024 NATIONALS

Vintage Radio Control



Briefing, under the sprayers Photo: Owen Dewe



Ceinwein Evans and dad Martin with A-Tex Flamingo Photo: Allan Knox



Terry Beaumont and Stuart Hubbard on the first day - superb conditions Photo: Allan Knox



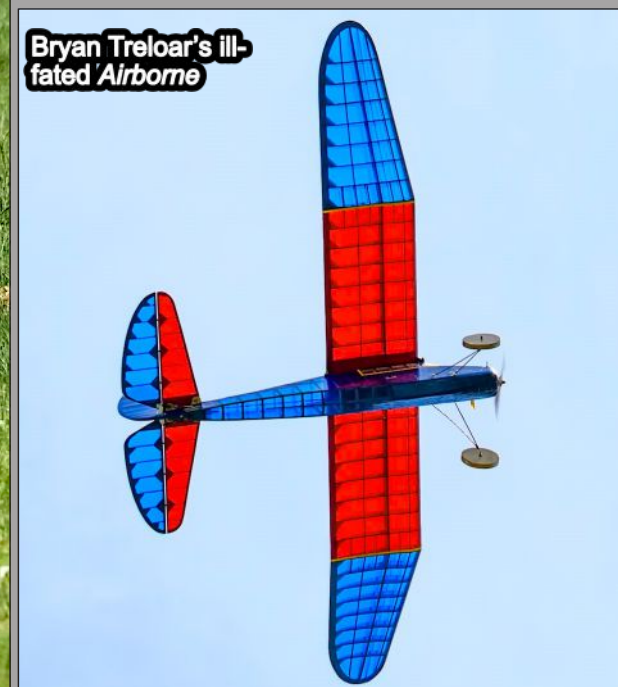
Stew's elegant New Ruler on finals Photo: Owen Dewe



Terry Beaumont's *Playboy* with Kevin on the stopwatch



Ross Gray swapped camera for transmitter and flew this smart-looking *Bombshell*



Bryan Treloar's ill-fated *Airborne*



Trevor Glogau's *Falcon*, 2nd in Open Texaco

“Miss the timer, or hit the spot? Miss the timer, or hit the spot? ... Sorry Allan - this is a contest!! ... ”



The Stahl *Hurricane* involved in this landing sequence is an exceptionally lightweight model and posed little danger to Allan. A heavier model might not have been so harmless.

Allan's *Cumulus* leaps off the ground



Al Kevin Daly flew well with his *Bombshell*



Stew Cox in winning form with 1/2A *Playboy*



It certainly was a great Nats ... great weather, the new site worked well, and a lot of fun.

I am still buzzing about my successful recovery from the 8.7km flight of my Floridian Classic A2, thanks to the wonder of GPS trackers. You can see the farm, ringed at the bottom left of the Google maps screenshot. The yellow star is where Ceinwen's Lulu was retrieved from, on the ridge of the hills to the North of the farm. The lower of the two hearts in the top right is where the receiver lost the signal at the farm; the upper heart is where we found the model.

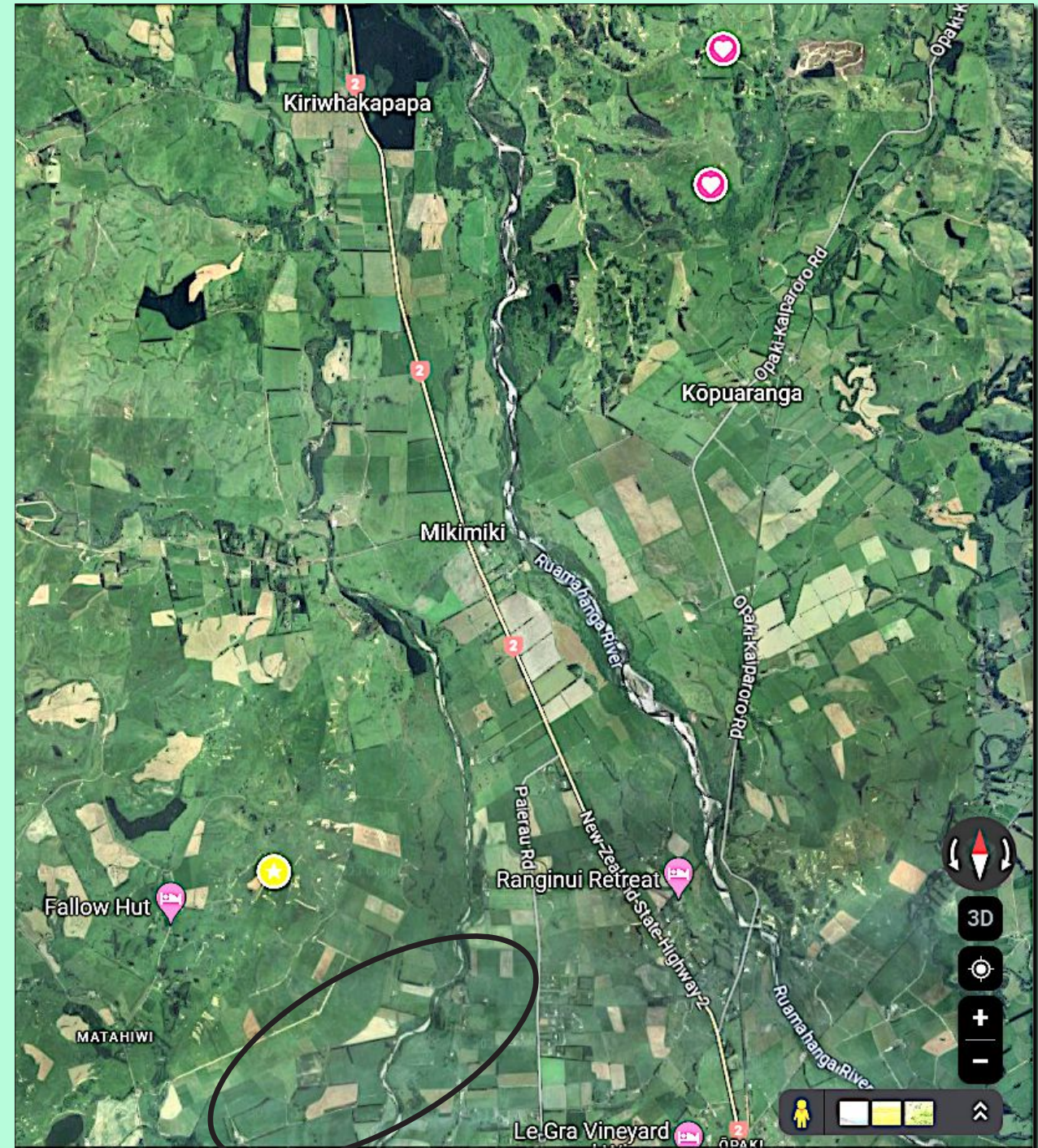
Even with the GPS there was some luck involved: we didn't re-acquire the signal at the last known location, but used good old fashioned flight-line estimation to find a side road a little further North. The sound of the GPS regaining a signal as we crossed a small ridge was very sweet! The model was on a hillside maybe 50m off the side of the road, behind the farmhouse of a very friendly farmer. If the model had crossed the ridge of that hill I am not sure we'd have picked up the signal again.



I don't have the track of the flight saved (still working out the new system) but from what I saw, it reached 700m for a while, after which something must have jogged the DT into action as it came down quite quickly - more luck again.

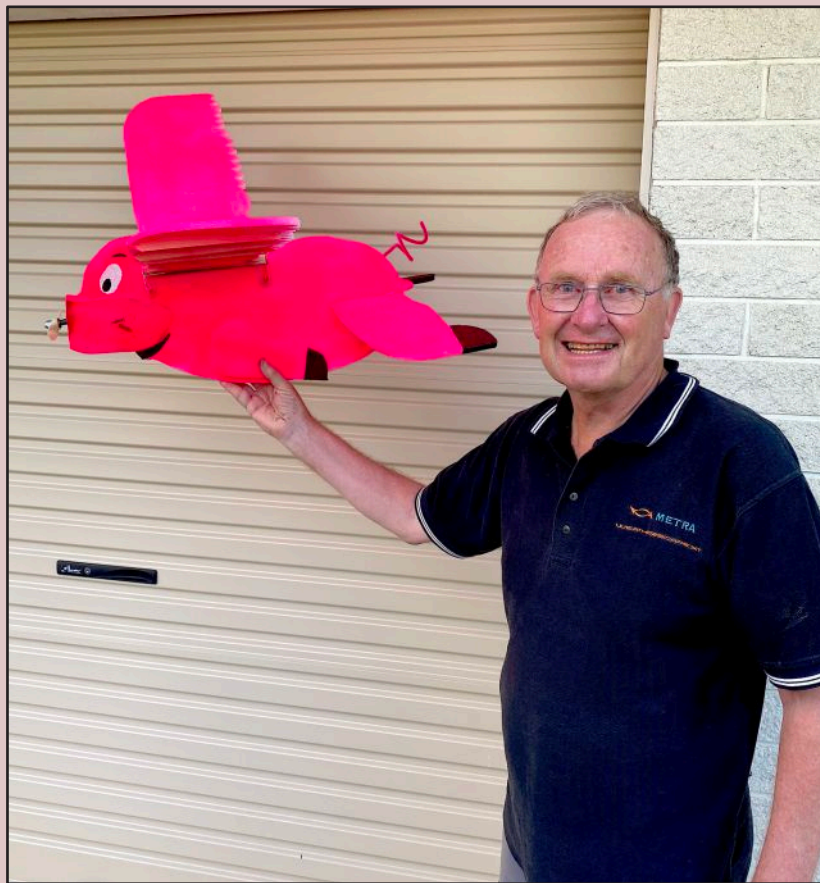
Once again, a great Nats!
Martin Evans

BMK GPS and RDT systems:
<https://bmks.co.uk>



“And Pigs Might Fly Yeah Right!”

While the great weather, great overall entry, and a few placings were positives for me, the highlight of the Nationals



for me was getting my *Pink Pig* finished just in time for Aggy and getting it to fly in the event. I have been intending to build a flying pig in Aggy for over 15 years but it has been one of those round-tuits that I never seemed to get around to. My wife Helena has for many years used the saying “...and pigs might fly.....yeah right”, when I’ve reiterated my undertaking to do a task she requested many moons before. (Stew, try this reply: “I’ll get around to it - you don’t have to nag me every three or four years” Ed).

At least fifteen years ago, having heard Helena say this once too often, I decided it would be fun to get a pig flying at the Nats Aggy event. About that time we were having a BBQ with then neighbour and aeromodelling friend John Henson and his wife Meg and I put the idea to John asking him to do a concept drawing of a flying pig for me to progress the idea. John, a very clever Graphic Artist, came up with a suitable drawing but then the idea stalled with me although just before each subsequent Nats, Helena would ask “Am I going to see the pig fly in Aggy this year?”.

Just before this last Nats, Helena again asked the question and I decided that this was the year. So I grabbed some EPP I had lying around, cut out a body similar to what John had drawn, added anhedral rear legs for the tailplane (again John’s idea), crafted some wings Jedelsky style with thin EPP bent over exposed ribs, added some wing incidence, bearers and snout reinforcement and sprayed the lot with the most shocking pink paint I could find.

For those of you who know my *build as you fly* approach at the Nats, which often results in me taking more models home than I arrived with, the model was finished about an hour before the Nats Aggy event was due to start. I had time for one quick test glide in the garden where we were staying which suggested more wing incidence was required and the next flight was at the event itself. Given the Pink Pig had not flown and I would be trimming during the event, my expectations weren’t high and I was hoping just to at least record one time which meant exceeding the 20 second no-flight time.

To my surprise and I suspect everyone else’s, once I finally got the motor to run and launched the Pink Pig, it flew well! I ended up not having to change anything and managed to get in quite a lot of good flights finishing twelfth out of the 26 who recorded times. Had the engine not been such a pig and started more easily, I could have ended up even further up the placings. But that wasn’t important, having fun was what it was all about!

So my motive for this article is to challenge others out there to build a fun model for Aggy next year. Sorry, the *Pink Pig* idea is taken but there are lots of other possibilities - flying fish, flying saucer, toilet seat, Snoopy’s dog house,



pterodactyl, witch on a broomstick (last seen flown by WMAC’s Norm Dalziel), and so on. So there’s my challenge to all attendees of next year’s Nationals. It’s all about participating and having fun and you can even walk after your plane, it doesn’t need to be a fitness contest. And, if you’re not attending the Nationals, build a fun model to raise a smile at your club field. Give it a go!

There were six entries this year with the 1941 *Simplex* being the stand-out design, taking the first three places.

1st	BRYCE GIBSON	<i>Simplex (IC)</i>	257
2nd	RICKY BOULD	<i>Simplex (IC)</i>	203
3rd	ANDY GREEN	<i>Simplex (IC)</i>	197
4th	CHRIS MURPHY	<i>Powerhouse (IC)</i>	187
5th	BERNARD SCOTT	<i>Sportster (E)</i>	167
6th	STAN MAUGER	<i>Frankenstein (IC)</i>	40

This was the only *Vintage* Free Flight event I flew this year as I was busy singing a prestissimo swansong in regular FF, flying all fifteen of those events. Rally-style programming of some VFF events meant I was able to slot *Vintage Precision* into the day with least FF events. As it turned out, there was plenty of room on Day 2 into which a solitary FF event, FAI Combined, had been scheduled, effectively reserving the whole day for just three fliers. Worse came on Day 4 into which seven events were shoe-horned ... and some thought the VFF program was cramped !

I have long been experimenting with electric power for the Precision event, starting with a *KG-2*, then a technically makeshift *Shadow* that used a KSB timer to trip a micro-switch to cut the motor and a servo tester to adjust motor speed through an ESC. It also had a trip-switch on its undercarriage to stop the motor should this be running on landing. Predictably, with all this complexity, the *E-Shadow* was not a great success and has been returned to IC, with which power it is ideal for Precision.

The design used this year was a *GHQ Sportster*, fitted with more up-to-date electrics. A Den's Model Supplies E-Zee timer has replaced both the KSB and servo tester and a 2-cell 350mAh LiPo gives enough capacity for trimming and all contest flights.

The *Sportster* has proved to be a reliable flier, although its large wing area and consequent low loading makes it sensitive to thermals and down currents as shown by my Nationals scores.

All flights used the same 45 second motor run, precisely timed by the E-Zee, netting reasonable scores for the first two. However, the third flight scored zero as the *Sportster* found a little lift and exceeded the maximum flight time. Seems that no matter how accurately the power run is timed, lift or sink will be the major factor in determining flight time.

A contest like the Nationals gives an opportunity to compare and refine one's models and it was obvious that the *Sportster* needs development. Perhaps just ballasting until the glide is less influenced by air currents?

Seventeen years after the voting in of electric power to certain events, electric *Vintage RC* has gained an enthusiastic following yet there has been little uptake of electric power in *Vintage free flight*. Only two E-VFF designs flew in the Nationals: Kevin Barnes' *Sloworm* in *Classic Power* and the *Sportster* in *Precision*.



Cross Country Retrieval at Matahiwi

I didn't really have any low lights at what was a very enjoyable Nats other than building a flapped indoor chucky the afternoon of the event and then blowing it up in the first strong launch when trimming at the event. Build as you fly doesn't always work out.....

However, a few lessons might be learnt from my second flight in Open Rubber. I felt a good thermal building while winding and noticed a ninety degree wind change toward the hill. I said to timekeeper Helena that I would launch despite the lift induced wind shift and that hopefully the model would land on the foothills as the drift was very light.....famous last words! Well, the air was good, the model flew well and the DT was a little slow going off nearing four minutes. Coming down slowly through the thermal, the model went out of sight behind the highest ridge at a bit over five minutes. With only an hour and a half left in the competition, I chose to retrieve later and fly a partially trimmed model for the third flight which spiralled in from the strong patch of lift I launched into. C'est la vie. So off to retrieve the first model.

First thing to note for anyone who puts a model on or over the hills at the new site - those hills are far steeper and far higher than they look. For most of the time it was far too steep to go straight up the hill and I had to traverse. In some parts it was so steep I was reliant on following narrow tracks left by the stock that were only about a shoe width wide. Quite a lot of the ground had also taken a hammering from cattle and was very uneven ankle rolling stuff. It took me over an hour to get to the top of the ridge top in line with where we last saw the model. I immediately got a signal from the tracker and then could just see the model a couple of hundred metres down the other side of the ridge in amongst some weedy thistle. Now to get to the model as this was in the neighbour's property and there were

more electric fences and no gates. Did I mention the electric fences on the way up?

Thankfully there were gates on the way up and they were conventional rather than the Taranaki variety. After some hunting I did find somewhere to cross into the neighbouring property and went straight to the model. Coming back, I needed to use the same crossing point and chose to come down a different valley as it was less steep and easier to carry the model. I met Martin Evans at this point who was embarking on a similar adventure which was also a successful retrieve. I then met Martin's Dad Paul and we agreed that the country was too tough for him to help Martin and we returned to the launch area after fighting with a couple of highly sprung Taranaki gates, one of which catapulted us both to the ground. I got back to the launch point exactly two hours after setting out having gone straight to the model.....quite a retrieve!



So, lessons to learn from this retrieve and advice for others who may land a model on the hills or over the ridge in the future:

- these hills are much steeper and higher than they appear and need to be respected when on a retrieve
- while long, Matahiwi is quite a narrow flying site and the prevailing wind appears to be more across the narrow vector. The

hills are very close and short DTs may be necessary when the wind direction isn't favourable at this site

- I did remember to do some good stuff on this retrieve: I reapplied sunscreen before setting out, took plenty of water, took a cell phone and arranged with Helena that I would call her every half hour to tell her I was still alive
- not sure how I would have called her with the alternative message. Also had a brief rest and some water every twenty minutes in the heat of the midday climb

- I can confirm there is good cell phone coverage on most of the hill area I was on

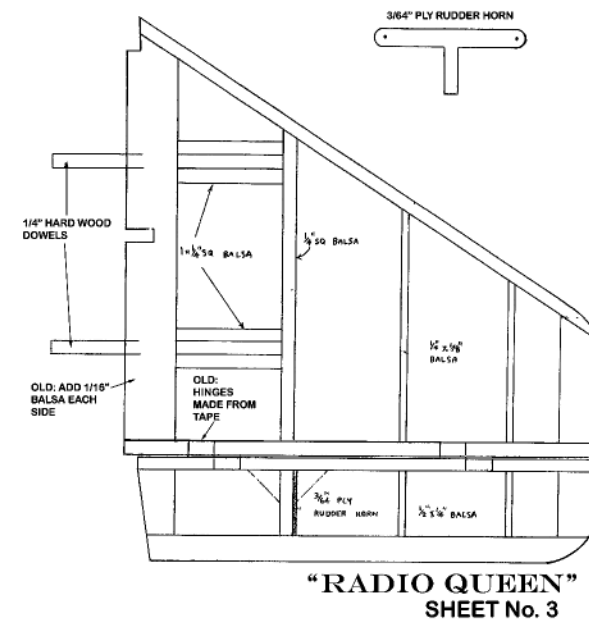
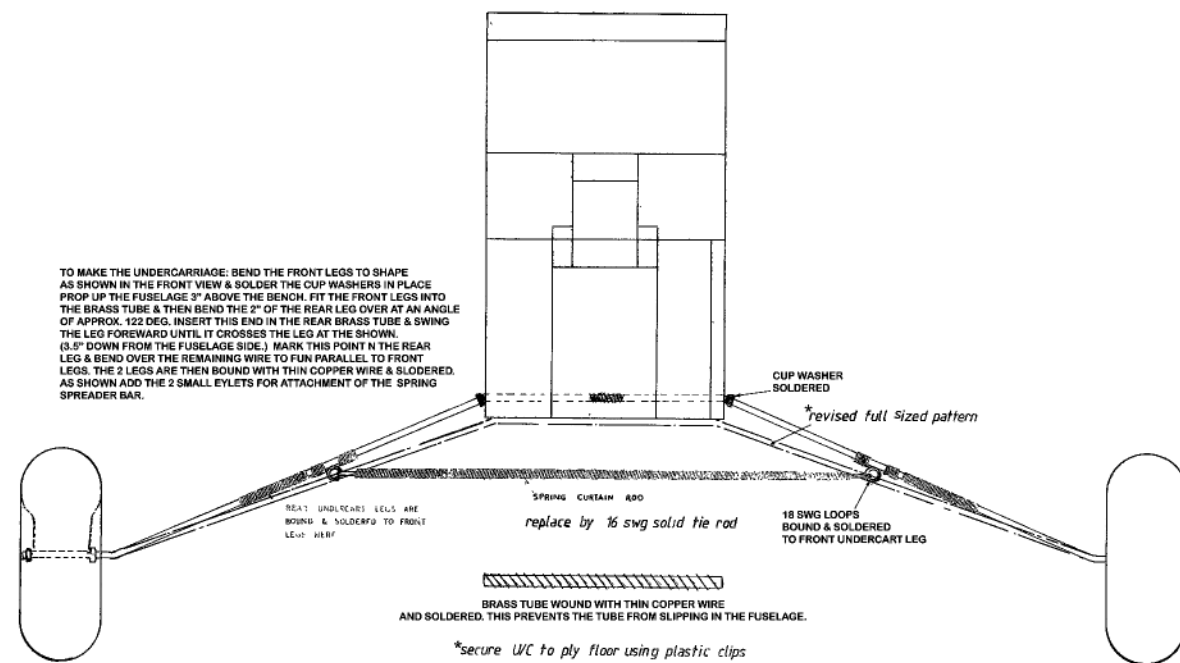
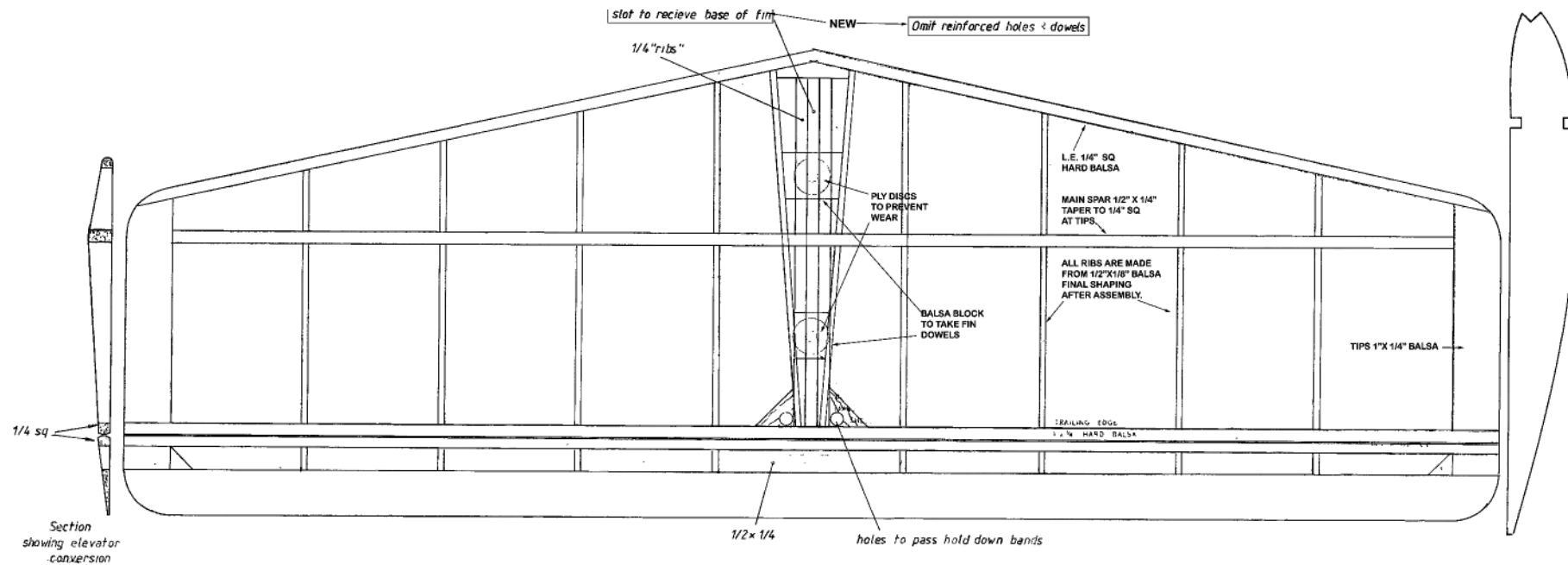
- the best crossing point into the neighbouring property I found was by a small solar powered microwave repeater station which was near a large shed. With the outrigger electric wires on both sides of the fence on the ridge, this isn't an easy crossing

- If I needed to climb these hills again. I would go up the base of the valleys even if that took me well off the line my model took. Parts of the hill are just too steep for our aging group

- If I were sure that the model was well over the ridge, I would drive around to the road servicing the farms and lifestyle blocks in what is a fairly open but narrow valley and pick the model up on the tracker from there.

So in short, on or over the hill at Matahiwi is a challenging retrieve and needs a thoughtful and careful strategy to minimise the chance of issues or injury. As it was, simply walking on the steep hill for an extended period strained my hip flexors and I needed physio treatment when I returned home after the Nats.

Overall, the new Matahiwi site is good and much better than what we used for the previous Nationals. Thanks to those responsible for finding the site and arranging our access!



A 25 year old Gentle Lady

Richard Lyle Barlow

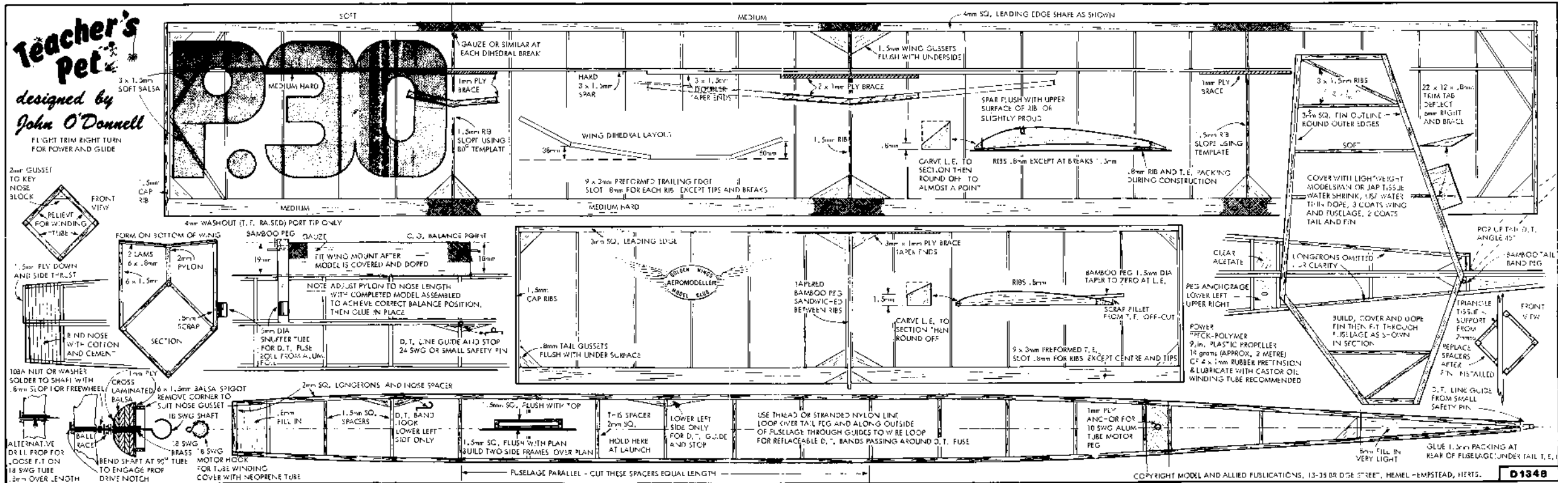


John O'Donnell's 1967 Open Rubber *Delinquent* design was featured in AVANZ News 183. *Teacher's Pet* is a close minaturisation of the *Delinquent*, and flies just as well.

Teacher's Pet was a free plan in *Aeromodeller* shortly after the P-30 class was introduced. It does not fall within our Classic era for free flight, but at 46 years of age it certainly deserves a mention - and not just for its age, but because it is consistently praised by any who build it. AND...

the design was the winner of the P-30 event at this year's Nationals - a particularly noteworthy achievement as the fly-off was against more, seemingly, sophisticated designs.

An oldie but a goodie as originally published, but P-30 specialist Chris Charnley pointed me to JO'D's update of the model, described in the 2010 survey of designs by *Free Flight Quarterly*, which features revised fin, wing section and wing construction - *a youngerie but an even betterie*.



This *Cracker Box*, built by Graham Lovejoy, was another early P-30 design seen at the Nationals. It is one of a series by Oldenkamp that use a simple but effective form of rib construction. The top sliced rib is cracked at the spar into two straight segments. A semblance of more usual airfoil shape in front of the spar is obtained with a surface spar :



Crackerbox was the author's first P30 and, while it did not fly as well as Graham's does, it refuted all those airfoil gushings that experts like to confuse beginners with. Oldenkamp's cracked rib method works perfectly without need of airflow analysis or Reynolds Numbers calculations.

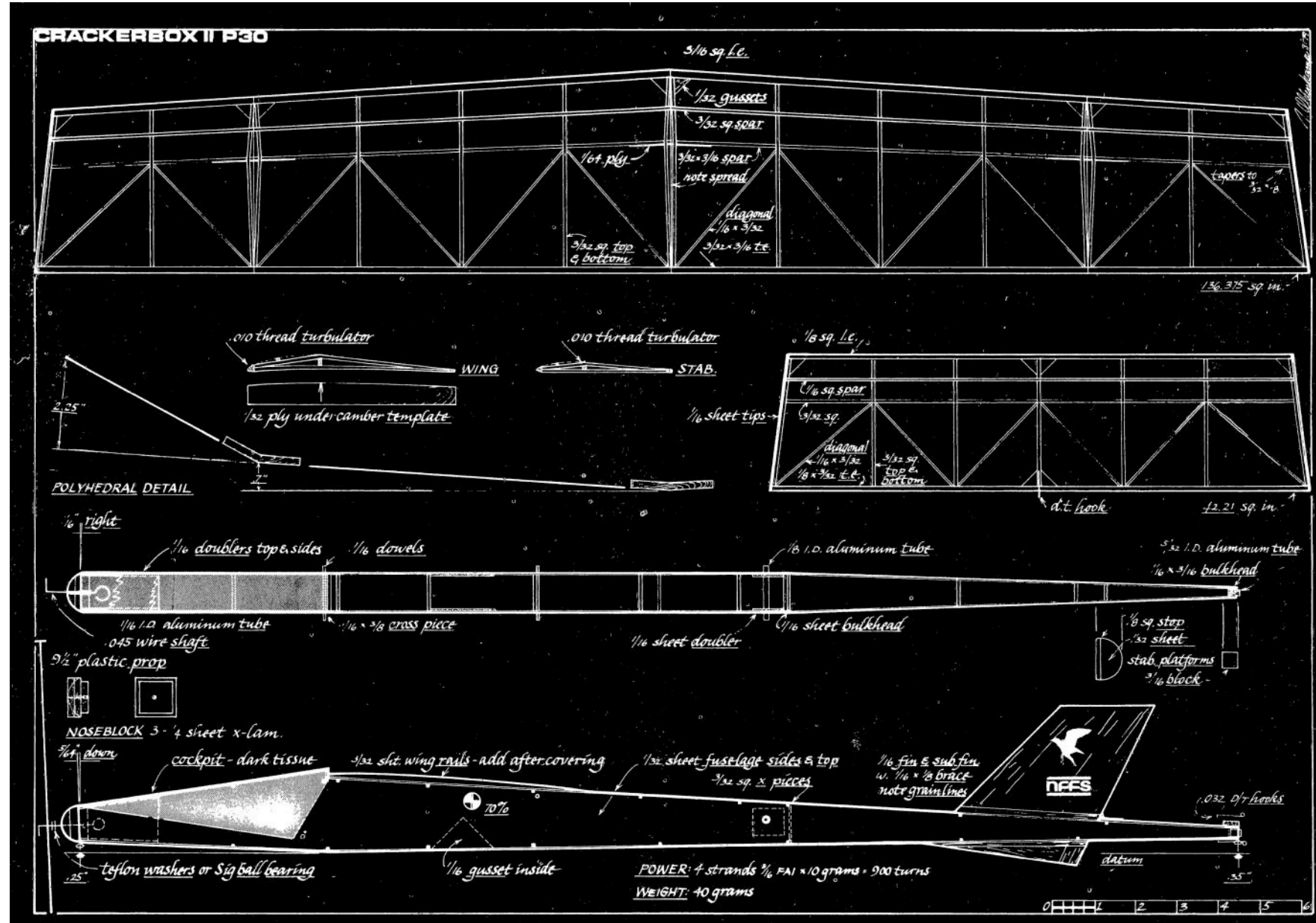
Over to Graham: "I built this model back in 1995 so I've had a lot of flying out of it. It was originally covered in yellow Peck tissue with black tissue trim, but it suffered some airframe damage at the 2011 Nats and I decided to rebuild it and recover it in the scheme

shown in the photo as I wanted to save my stock of yellow tissue for scale models. It was finally finished in 2013 and is not particularly light at about



46 grams with an Ikara fluid timer. I also fit a tracker bug and would have lost it long ago had I not done this. I inadvertently modified the rear fuselage. Due to a construction error it broke off! I had always liked the look of the 60's French coupes with the narrow fuselage booms so I rebuilt it like this and I like the way it looks".

Left: another shot by Owen Dewe of Graham and his Crackerbox



WAYNE LIGHTFOOT writes

Latest off the Lightfoot building board is Basplum, a low wing Coupe d'Hiver by Rene Jossien, better known for 1950s Ailbass Coupe and Toto Wakefield.

This was a brother to Ailbass, slightly bigger and 'cleaner', designed in 1954 & published in the 1959-61 Zaic Annual.

Jossien did a series of low wing Coupes. His rationale was to put the thrustline through the centre of drag and vertical centre of gravity to minimise a loopy spiral climb pattern. This idea has now been updated with 'PGI' trim theory on locked-down models, and of course movable surfaces on high-tech Coupes.

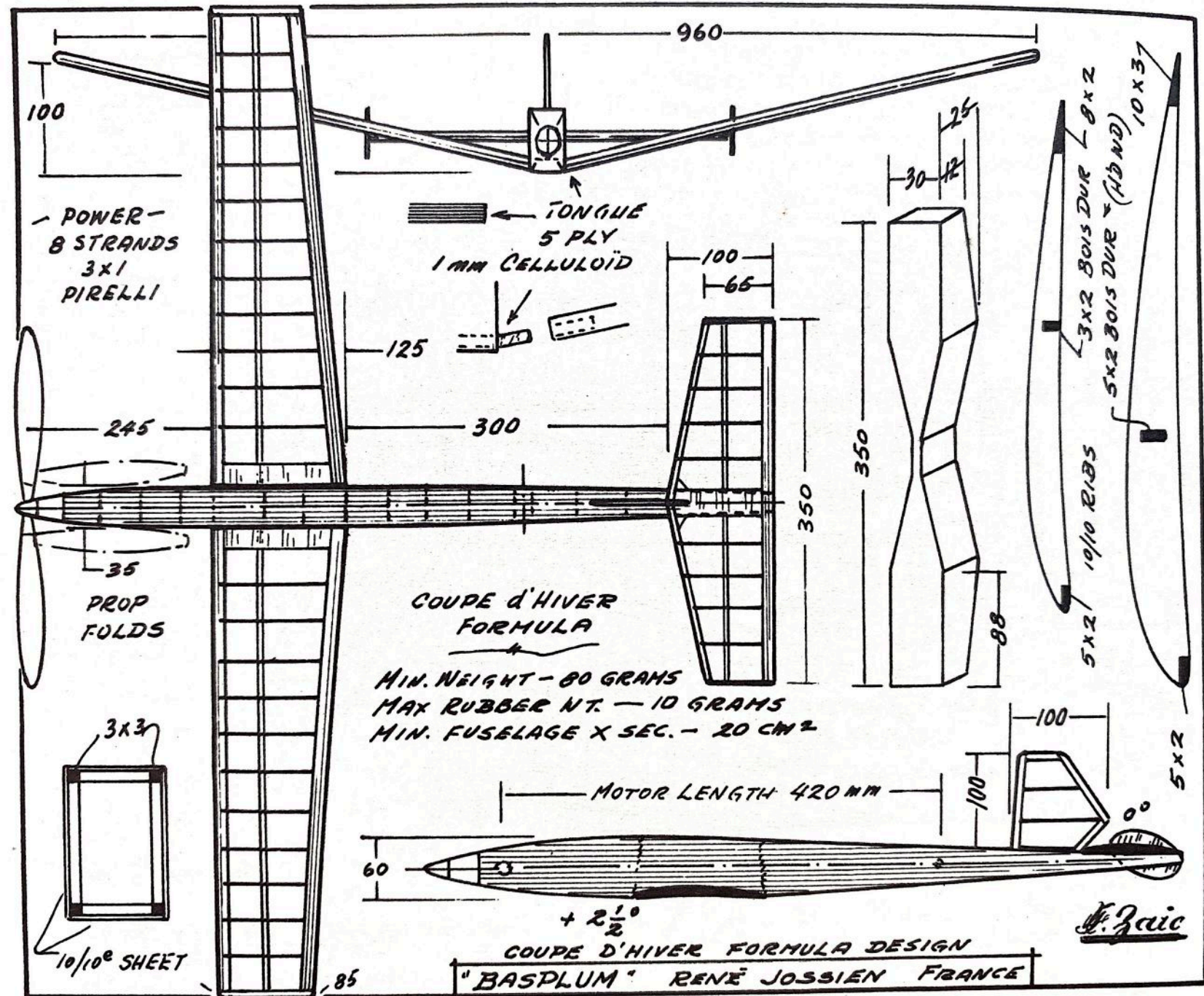
The model uses a smallish prop and a long 6 or 8 strand 10g motor for a long run, to minimise the torque change between initial burst and cruise and to give a gradual steady climb - the opposite of modern practice guess we'll see if it all works !

Jossien also wrote a number of articles in the French modelling press about model aerodynamics. He used the nom-de-plume of 'The Saint', and he drew that stick figure on the fin of most of his models.

Construction was pretty straight forward , but needed good light wood for the sheeted fuselage in order to stay on the 70g target finished weight. It came out at 71g, without tomy DT or tracker beacon.

The only variation from plans was to band the 960mm (38") wing on, rather than use a 2 piece wing on the laminated ply/ celluloid tongue not so pretty, but ok because the bands go under the wing anyway.

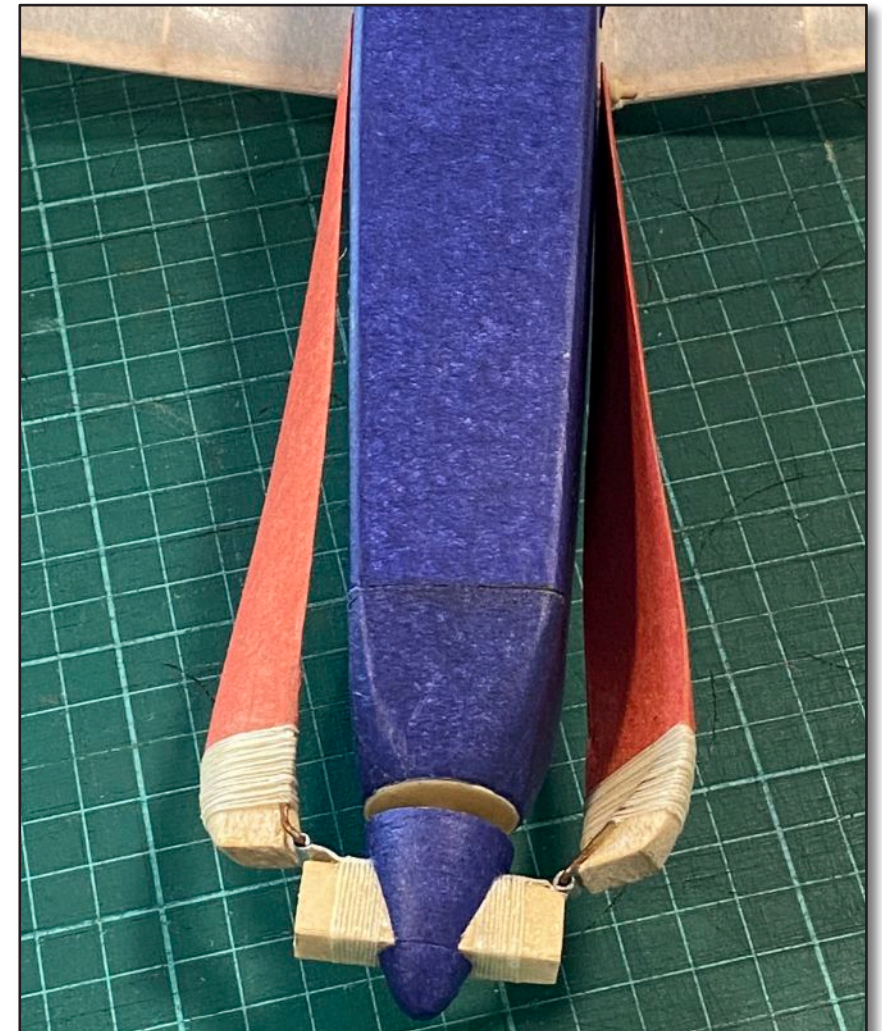
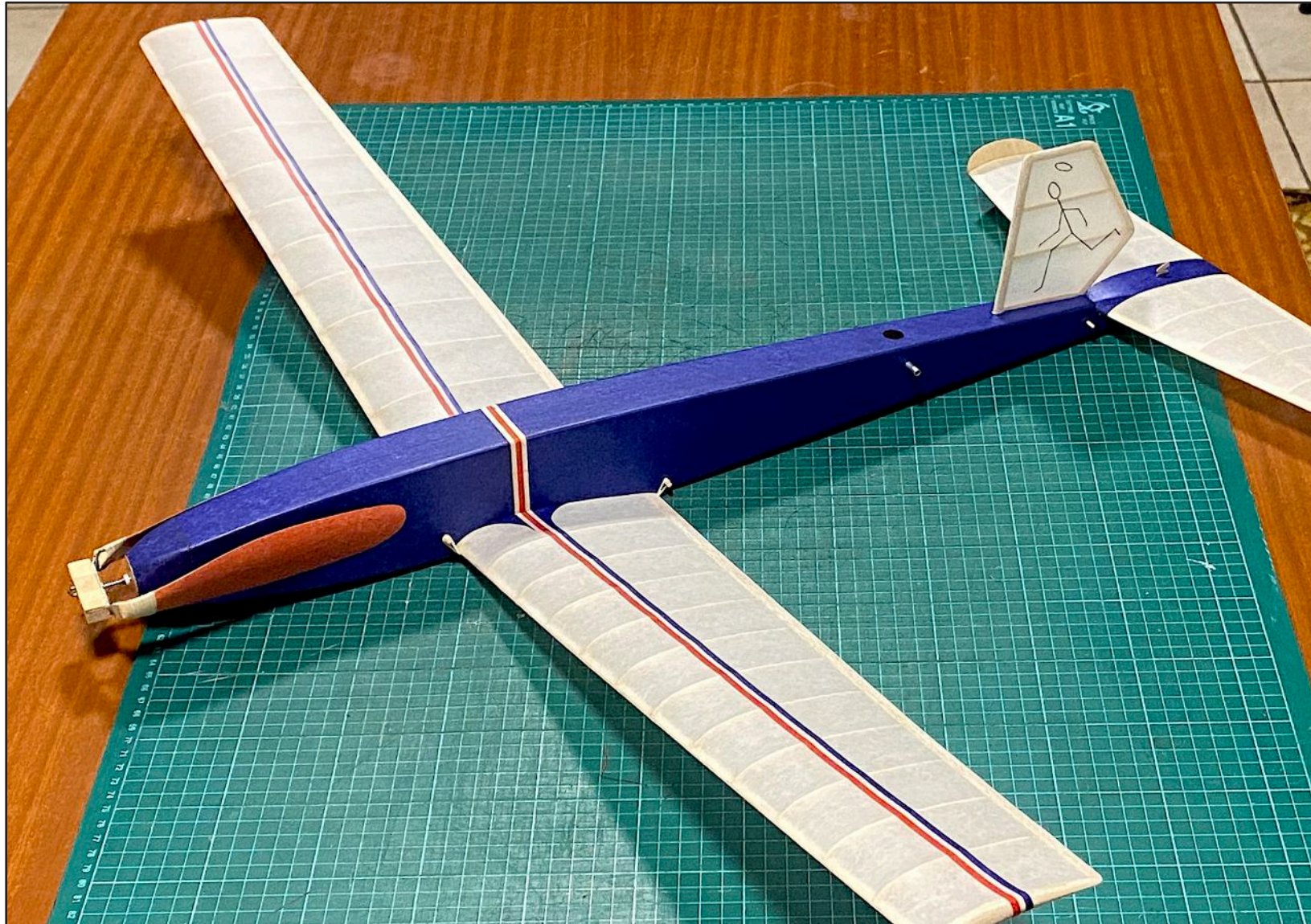
So, maybe an odd choice to build for a competition model, but I like the look of it and who knows - it may surprise us !



Basplum

Built by Wayne Lightfoot 2024

Wayne's trademark immaculate building and finishing shows in these photographs. That closely-folding propeller requires close attention to hinge angles. Another trademark is the inclusion of Jossien's signature Saint stick figure drawing on the fin.



Name the Vintage Designs 1

Answers in Issue 201



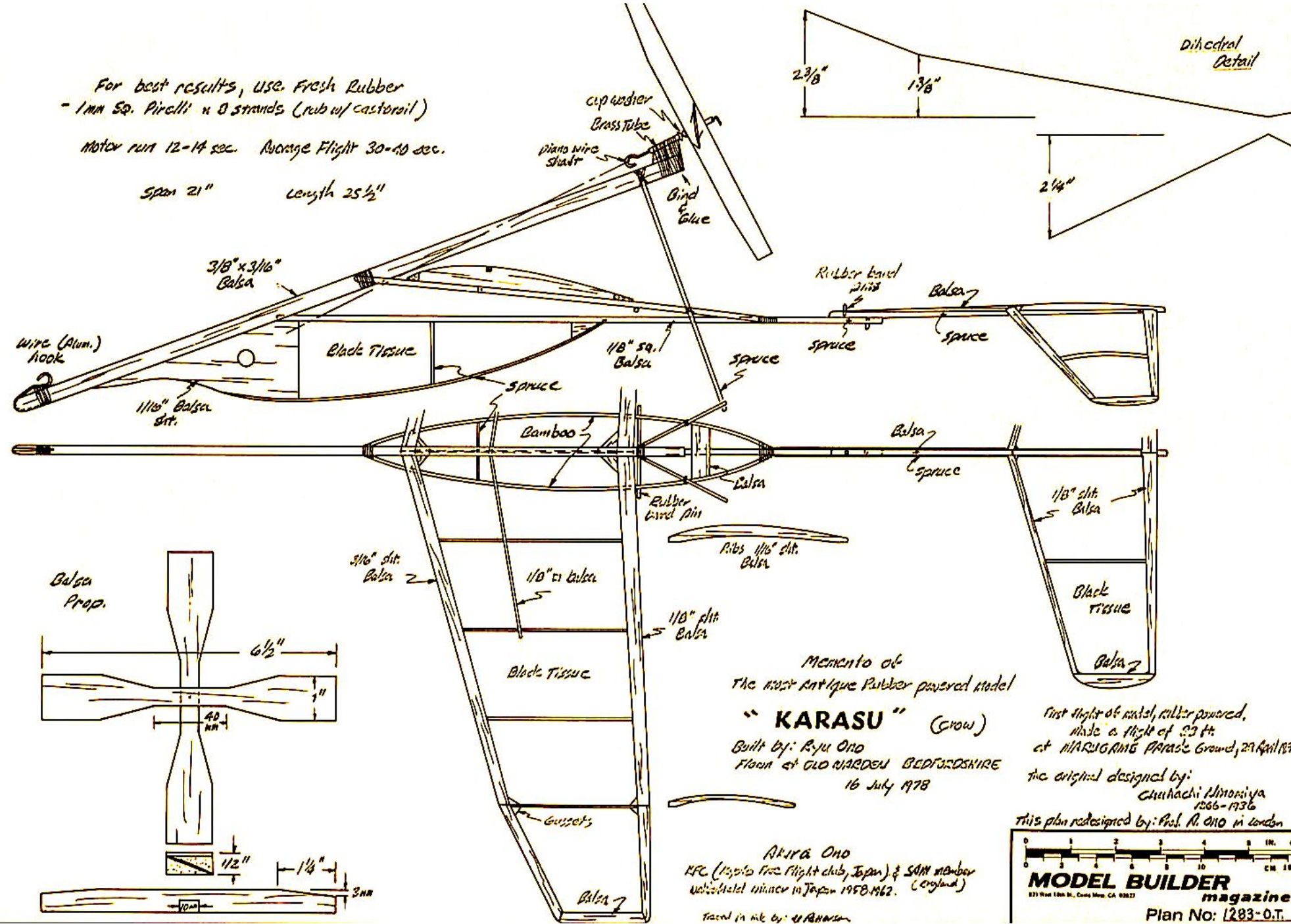
KARASU (Crow)

1891

Chuhachi Ninomiya

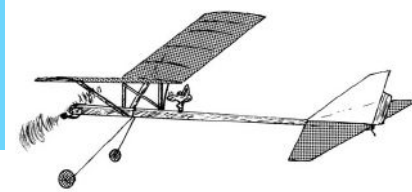
(1866-1936)

AEROMODELLING CHALLENGE Number 3



Unlike the first two Challenges, this one is a "real" model, a rubber powered flier from the 19th century. Danny Shields re-introduced this beast to the model flying world in Model Builder, December 1983. Whether he did us service or injury is open to debate.

To put the model's design year into perspective, other 1891 events were: Edison patents the movie camera, James Naismith formulates rules for basketball, the first self-starter is fitted to an automobile, SPAM (the food) goes on sale and, of no particular interest to anyone, the first asparagus grown in Sacramento was shipped to San Francisco.



2024 Jan 19th Star Gym

This year, prompted by a request from Dave Crook, NPMAC have planned and booked regular Indoor Meetings throughout the year. Most years, we just book a meeting every few months and only end up with 3 or 4 a year, not enough to keep us all in tune on indoor flying.

We have two meetings a year in the fabulous TSB Stadium. Its probably the best indoor freeflight venue in the North Island with a clear ceiling height of 13 metres. If you happen to be in town or need an excuse to visit Taranaki, then come along. We have a \$20 Landing Fee but no charge for spectators. You'd all be made welcome and we always need more timekeepers.

Even our normal meetings, at the Star Gym, would be great events to join us for. Here are our dates for 2024 Indoor Meetings :

1st March, Star Gym	10th May, Star Gym
14th May, Star Gym	14th June Star Gym
29th Sept Star Gym	October TSB Stadium (TBC)

Our most recent meeting on 19th January at the Star Gym was exciting and full of unexpected surprises. It is unusual for us to have an indoor meeting in January as we are in the midst of a hot summer with temperatures in the high 20's and high humidity. Even in the evening, the temperatures are 23-25 degrees. On the 19th of Jan, temperature in the hall was an oppressive 30 degrees. Temperatures this high were hard to deal with and sapped your energy.

For me, there needed to be a change of focus for this meeting. Instead on concentrating on trimming my Rat and

getting some good times in, I needed to concentrate on our two newbies - complete beginners that have never flown indoor rubber before and were coming to their very first competition with brand new Hanger Rats. They built their models over the winter, coming along to a couple of build evenings held in my Man Cave. I owed it to them to spend an hour or two teaching them the fine arts of winding rubber and trimming their Hanger Rats.

The two people in question are 74 year old Chris Allen and his son Jonothon Allen. Chris is still working as a Sewing Machine Technician, one of the last ones left, and is a keen Control Line Stunt flyer who regularly mows our grass control line circle, for which we are hugely grateful.



His son Jonothon (Jon) was a high achieving aeromodeller in his teens but has not done as much during adulthood.

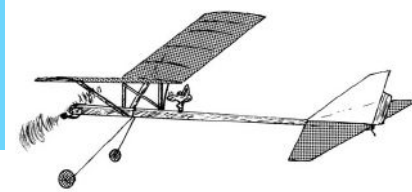
Both their Hanger Rats came off the building boards straight, with no wing warps and weighing about 6.5g each without rubber. They were built from Hanger One kits with, as per the kit instructions with the stronger laminated ribs. These are created from laser cut 1/32nd sq strips that are bent to an exaggerated airfoil shape by a supplied, thin ply former. Once taken out of the former the airfoil relaxes to a normal standard shape. What I usually tell people to do is to wax the former with a Candle, then take two of the 1/32nd sq. strips and Super Glue *one* end together then lay the strip across between the upper and lower formers, slide them together and using a pin and pick up tiny amounts of thin Cyno and wick it on to the laminated rib, in 3-4 places, not all the way along the rib as that makes it too heavy. Then spring the rib out of the waxed former and gently sand off any excess Cyno from the sides. A set of 10 laminated ribs will probably weigh about 0.4g, much heavier than the 0.2g for the sheet balsa cut ribs but I feel the extra weight is well worth it because you'd likely never suffer a cracked rib again. The template for the Rib Former is shown below.



The fuselage wood in the kit was also replaced by stiffer balsa that was only a little bit heavier and makes a big difference to performance. I was interested to see how these new models were going to go, having helped bring them into being.

Taranaki Rats

Alec Fuller



Chris and Jon were well set up and obviously going to take this Hanger Rat thing seriously. They each had a 10:1 winder with counter and a winding stooge to mount the models on.

We decided to put the CG at about 50% without rubber but with the prop attached. Once the rubber is on the CG usually moves back about 5%, so it ends up 55% back from the leading edge. Then put a small thin wedge under the leading edge of the wing, to give about 1mm or maybe 1.5mm of positive incidence at the leading edge. Checked that the rudder had 30-40 degrees of right on it. Then checked the piano wire prop hanger alignment and put on a small amount of right thrust and also some downthrust, just by bending the piano wire. The model should fly on those settings. Just 300 turns for a trimming glide - yes, a glide. The 300 turns is just to spin the propeller, so that it is not a drag on the model while checking the glide. We want to see if the model is going to stall, or maybe its going to dive. It needs to be hand launched, pointing slightly down and just given a foot or so of forward motion out of your hand. What we are looking for is for the model to fly a circle about 5 meters diameter to the right and from hand launch height to complete a circle or two on 300 turns before gently touching down. The merest hint of a gentle stall is probably OK at this stage. It can be trimmed out later by a very tiny adjustment - either moving the wing back toward by maybe 1mm, or pulling out the long thin tapered wedge under the front of the wing saddle mount by a mm or so. A really small adjustment. The wedge made of 1/8th balsa could be maybe 25mm long and tapering from 2mm, down to nothing at the thin end.

Chris and Jon started putting on more turns with each flight and checking for bad tendencies getting worse when more turns were added. I was concerned by Jon's propeller. During construction when he was glueing on the paddle blades, he hit the cyno with Zap accelerator and it shrunk the glue and curved the blades a bit and made the blade slightly convex

on the back side of the blades (the opposite to what is usually good for a propeller). Rather than scrap the prop and start again, it was worth giving it a go, as he is only new to this Hanger Rattng and he can always make a new prop, later, for the next meeting, if it doesnt work out. Each got to 1000 turns and from memory they both cruised around nicely but only gained a metre or so of height. Even at 1200 turns, they weren't spectacular performers.

At about 1400 turns Chris's motor let go and appeared to break, which seemed a little unusual. A post mortem revealed that it appeared that the knot had let go. A careful look at his other rubber motors showed that he had not stretched the rubber enough between the successive knots. I gave him one

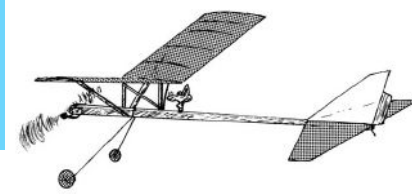


of my motors and he did a 'running-in' wind to about 1200 turns and hold for a couple of minutes and then unwind again before winding to 1400 or more turns

Chris was the first to post an official time at 1m 34 seconds which for the early part of the evening was a really good time. We had six of us flying Hanger Rat, Allen Lawrence, Alan Reed, my wife Jo, myself(eventually) and the new ones Chris and Jon Allen.

Jon had a few problems along the way with the model not wanting to climb but Allen Lawrence persuaded him to just pile on more turns and it was starting to work. He got to the ceiling, hit the ceiling, broke the prop, hit the wall and so on. So his first ever official flight was delayed a little by these breakages but he was eventually ready for a time. The climb was strong and we all collectively groaned and gasped when it hit the ceiling lightly but fortunately only lost a metre or so of height and then climbed again to the very highest part of the apex just centimeters under the ceiling before very slowly descending. Everyone knew by this stage, that this was going to be a sensational time because his teenage daughter, the timekeeper was shouting out - one minute, one minute thirty, one minute forty-five. It kissed the floor at 2 minutes zero seconds, to a round of applause by everyone present. Wow, what a way to start your adventures in Hanger Rat !

Chris made a second official, also exactly 1m 34 sec because I suggested that two flights of that time would be a very good start, so he wound on exactly the same number of turns, 1400 with no back-off turns and did get exactly the same time. Chris was getting passionate about things and didn't want to be bettered by his son, so decided to wind on 1550 turns and back of 50 turns and wouldnt you know it, the lucky man did a stunning flight of 2m 16sec to also land, to a well deserved, big round of applause !



For the rest of the evening these two new giants of Hanger Rat were battling it out trying to keep ahead of each other, Jon, frustrated by hitting the ceiling and afterwards the walls and breaking the prop several times. Later on, he did get a pearler of a flight, with a time of 2m 10sec that put him securely in the lead by 20 seconds for his best two flights.

Alan Lawrence our resident guru had no answer to these flight times. He knew his model in this venue was good for 1m 40sec and managed a 1m 36sec, to be strangely, in last place.

Jo's Hanger Rat "Fliss" was still suffering from an as yet undiagnosed affliction that seems to cause her model to stall out soon after launch and if even a tiny amount of incidence is removed, then it won't take off at all. Still suffering from a weak left wrist after breaking it recently and too much heat in the hall, she bowed out without recording a time. Maybe "Fliss" needs a new wing or a new fuselage or a new propellor. We will have to see?

Jo insisted that I take time out from helping others to spend some time on my model, to get some times recorded. I was actually feeling seriously challenged. 2min10sec and 2min16sec were seriously good times. They were better times than I did when I won at the recent Nats. And that was in a bigger hall as well. It didn't look good and there was not much time for mucking around. The best I could do were a 1min41sec and a 1min45sec - and I thought they were pretty good flights, also just under the ceiling tiles.

Our other Ratter was Alan Reed who got stuck in early and was trimmed quickly with his distinctive Orange model, flying high and looking good. But all the glory went to the new boys on the block, Chris and Jon. Alan's best times were a credible 1min39sec and 1min42sec that on any other evening would have got him a 1st or 2nd place.

This evening's flying is just another example of what a wonderful event Hanger Rat is. Complete beginners can come along to their very first ever competition, with brand new models and completely blitz everyone. That is just so fantastic that I can barely believe it! And truly, I get a huge kick out of being a part of that success and helping new folk to discover the joys of flying Hanger Rat.

All going well, our next meeting 1st of March also in the Star Gym.

NPMAC Indoor Meeting 19th Jan 2024 Star Gym
Hanger Rat

1st Jonathon Allen	2m 0s, 2m10s = 4m10s
2nd Chris Allen	1m34s, 2m16s = 3m50s
3rd Alec Fuller	1m41s, 1m45s = 3m26s
4th Alan Reed	1m39s, 1m42s = 3m21s
5th Allen Lawrence	1m31s, 1m36s = 3m07s



Hangar Rat rules are on the MFNZ website and are reproduced at right. Whether experienced flyer or a beginner in Hangar Rat, it is easy to exceed what is permitted in competitions.

Common deviations are excessive dihedral, thinned or cambered propellers, and incorrect material dimensions.

None of which are a problem for fun-fly evenings such as Alec describes, but they could mean disqualification in competition.

5.9 HANGAR RAT

- a) Models must be built to a recognised published plan. Models may be scaled but the maximum wingspan is 20"
Recognised plans include:
 - "Model Builder", August 1979 (USA)
 - L. Kelsall/ M. Starick kit plan (Aust)
 - "Aeromodeller", issue 757, Nov/Dec 1998 (UK)
 - "Free Flight Downunder", Vol 34, No 1, Summer 2002 (Aus)
- b) Models may be made to pull apart for ease of transportation.
- c) Wooden propellers must be built to plan specifications and must not be cambered or thinned. Commercially made plastic propellers may be used but must not exceed 7 inches in diameter.
- d) A reinforcement block may be used to strengthen the rear hook.
- e) Covering must be Model a/c tissue paper as commercially available in NZ.
- f) Motors are to be a single loop made from a 915mm strip of 1/8 inch maximum width rubber.
- g) ROG launch.
- h) The best two of six flights shall determine placings. The third best flight will be used, if required, to break any tie.

NDC POSITIONS for 2023

Individual and Club Points

Vintage Individual Championship 2023		
Name	Club	Points
Allan Knox	009 Christchurch M A C (INC)	161.5
Lynn Rodway	009 Christchurch M A C (INC)	78
Bernard Scott	015 Hamilton Model Aero Club (INC)	75.5
Barrie Russell	018 Model Flying Hawkes Bay Inc	64.5
Brett Robinson	018 Model Flying Hawkes Bay Inc	48
Stanley Nicholas	018 Model Flying Hawkes Bay Inc	28
Wayne Cartwright	015 Hamilton Model Aero Club (INC)	18
David Crook	025 New Plymouth M A C (INC)	16
Stewart Cox	056 Wellington M A C (INC)	14
Graham Lovejoy	038 Feilding Model Flying Circle	12
John Beresford	009 Christchurch M A C (INC)	11
Dave Wilkins	026 North Shore M A C	9.5
Jeff Aickin	016 Far North R/C Fliers	9
Stew Morse	009 Christchurch M A C (INC)	9
Wayne Lightfoot	038 Feilding Model Flying Circle	9
Peter Townsend	088 Tuakau Model Aero Club	8
Des Richards	038 Feilding Model Flying Circle	7
John Ryan	037 Rotorua M A C (INC)	7
Lloyd Beehre	026 North Shore M A C	7
Mark Larsen	018 Model Flying Hawkes Bay Inc	7
Ross Gray	079 Ashhurst Model Fliers	7
Stu Grant	009 Christchurch M A C (INC)	7
Brian Perriam	061 Wigram Model Aero Club	6
Bryan Treloar	079 Ashhurst Model Fliers	6
Dave Little	037 Rotorua M A C (INC)	6
John Miller	078 Kapiti Aeromodellers Club (INC)	6
Trevor Glogau	056 Wellington M A C (INC)	5
Craig King	009 Christchurch M A C (INC)	4
David Gush	088 Tuakau Model Aero Club	4
Les King	016 Far North R/C Fliers	4
Chris Murphy	056 Wellington M A C (INC)	3
D Little	037 Rotorua M A C (INC)	3
Daniel Walker	060 Whangarei Model Aircraft Club (INC)	3
Geoff Pullen	009 Christchurch M A C (INC)	3
Ian Harvey	009 Christchurch M A C (INC)	3
Kevin Daly	021 Levin Model Aeroplane Club (INC)	3
Carl Brown	026 North Shore M A C	2.5
Roger Gibbs	026 North Shore M A C	2.5
Ian Munro	056 Wellington M A C (INC)	2
Nathan Walker	060 Whangarei Model Aircraft Club (INC)	2
Paul Robertson	021 Levin Model Aeroplane Club (INC)	2

Vintage Club Championship 2023	
Club	Points
009 Christchurch M A C (INC)	276.5
018 Model Flying Hawkes Bay Inc	147.5
015 Hamilton Model Aero Club (INC)	93.5
038 Feilding Model Flying Circle	28
056 Wellington M A C (INC)	24
026 North Shore M A C	21.5
025 New Plymouth M A C (INC)	16
037 Rotorua M A C (INC)	16
016 Far North R/C Fliers	13
079 Ashhurst Model Fliers	13
088 Tuakau Model Aero Club	12
021 Levin Model Aeroplane Club (INC)	8
061 Wigram Model Aero Club	6
078 Kapiti Aeromodellers Club (INC)	6
060 Whangarei Model Aircraft Club (INC)	5

2023 RC Top 10 Leader Board

Final Positions



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.

These are the final standings for 2023

Wayne Cartwright
rwcartwright4@gmail.com

Final Standings

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	59
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

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
5.	L Rodway	795

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.	A Knox	5471
2.	P Townsend	3016
3.	D Gush	2934
4.	D Crook	2189
5.	W Cartwright	2057

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
----	--------	------

2023 FF Top 10 Leader Board

Final Positions



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

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. 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

Ongoing Leader Board Records

January 2024



Only two FF to add to the on-going highest scores - both by Wayne Lightfoot. In Nostalgia Rubber, Wayne equalled the previous record holders, and in Classic Rubber he set a new record. *Note: Lots of 3x180 records here - if you max-out, do a fly-off !*



RC Vintage Precision Allan Knox 2021	1194	RC Vintage 1/2E Texaco Allan Knox 2021	3957	FF Classic Glider Martin Evans 2015	470
RC Classical Precision Allan Knox 2021	599	RC Classical 1/2E Texaco Allan Knox 2021	3266	FF Vintage Rubber W McGarvey / A Koerbin	540
RC Vintage IC Duration Stew Cox 2019	1671	RC Vintage E Texaco Allan Knox 2023	3638	FF Nostalgia Rubber Bill McGarvey / Bernard Scott Wayne Lightfoot 2024	540
RC Vintage E Duration Brian Harris 2018	1560	RC Vint E Rubber Texaco Peter Townsend 2021	7988	FF Classic Rubber Wayne Lightfoot 2024	540
RC Classical IC Duration David Thornley 2017	1500	RC Sport Cabin Texaco IC Sean McCurrie 2021	1646	FF Vintage Power R Anderson / R Bain / B Scott	540
RC Classical E Duration Peter Townsend 2021	2700	RC Sport Cabin Texaco E Keith Trillo 2019	4456	FF Nostalgia Power R Bain / B Scott	540
RC Vintage 1/2A Texaco Allan Knox 2018	3333	RC Scale Texaco Allan Knox 2020	2466	FF Small Power Bernard Scott 2016	353
RC Vintage A Texaco Allan Knox 2018	3730	FF Vintage Precision Gary Burrows 2014	411	FF Catapult Glider John Butcher 2012	339
RC Vintage Open Texaco Bryan Treloar 2018	3543	FF Vintage Glider Wayne Lightfoot	525		

(RED score = NEW)

2024 RC Top 10 Leader Board

Standings at 1st February



RC Top 10 Leader Boards 2024

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. These are the first postings for 2024.

Please email me if you spot any errors or omissions.

Wayne Cartwright
rwcartwright4@gmail.com

Standings at 30 January

Precision Classes

Vintage Precision

1. L King 600+197
2. A Knox 600+189
3. S Cox 600+180
4. K Daly 576
5. D Thornley 560
6. S Hubbard 554
7. M Evans 539
8. T Beaumont 535
9. B Treloar 527
10. R Gray 516

Classical Precision

1. A Knox 594
2. M Evans 541
3. D Thornley 527
4. B Scott 490

Duration Classes

Vintage IC Duration

1. A Knox 780+520
2. S Cox 780
3. D Thornley 760
4. T Beaumont 651
5. K Daly 457
6. R Gray 347
7. T Christansen 346

Vintage E Duration

1. A Knox 827
2. M Evans 795
3. S Hubbard 732
4. C Erlam 419

Classical IC Duration

1. D Thornley 375

Classical E Duration

1. M Evans 814
2. A Knox 780

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 2794
2. B Treloar 1820
3. M Evans 1588

Vintage Open Texaco

1. B Treloar 1820
2. T Glogau 1525
3. A Knox 1253
4. T Beaumont 1246
5. I Munro 782
6. K Daly 562
7. S Cox 515

Vintage 1/2E Texaco

1. M Evans 1719
2. A Knox 1157

Classical 1/2E Texaco

1. A Knox 2249
2. B Scott 1567
3. L Rodway 1425

Vintage E Texaco

No score posted

Classical E Texaco

1. A Knox 3742
2. W Cartwright 2209

Vintage E Rubber Texaco

1. A Knox 1590
2. T Glogau 1193

Sport Cabin Texaco IC

1. M Evans 873

Sport Cabin Texaco E

1. A Knox 1336
2. G Pullen 730

Vintage and Classical Scale Texaco

No score posted



Vintage Power

Vintage Rubber

1	Wayne Lightfoot	536
2	Paul Squires	530
3	Chris Murphy	265
4	Robert Wallace	259

Vintage Glider

1	Wayne Lightfoot	253
2	Robert Wallace	181
3	Ceinwen Evans	163

Vintage Precision

1	Bryce Gibson	257
2	Ricky Bould	203
3	AndrewGreen	197
4	Chris Murphy	187
5	Bernard Scott	167
6	Stan Mauger	40

Vintage Catapult Glider

1	Kevin Barnes	321
2	Des Richards	282
3	Allan Knox	249
4	Stew Cox	232
5	Graham Lovejoy	160
6	Paul Squires	156
7	Alec Fuller	109
8	Jo Fuller	106
9	Paul Robertson	48

Nostalgia Power

1	Chris Murphy	398
---	--------------	-----

Nostalgia Rubber

1	Wayne Lightfoot	540
2	Graham Lovejoy	445
3	Chris Murphy	347

Nostalgia Glider

1	Bryce Gibson	180
---	--------------	-----

Classic Power

1	Kevin Barnes	433
2	Chris Murphy	413

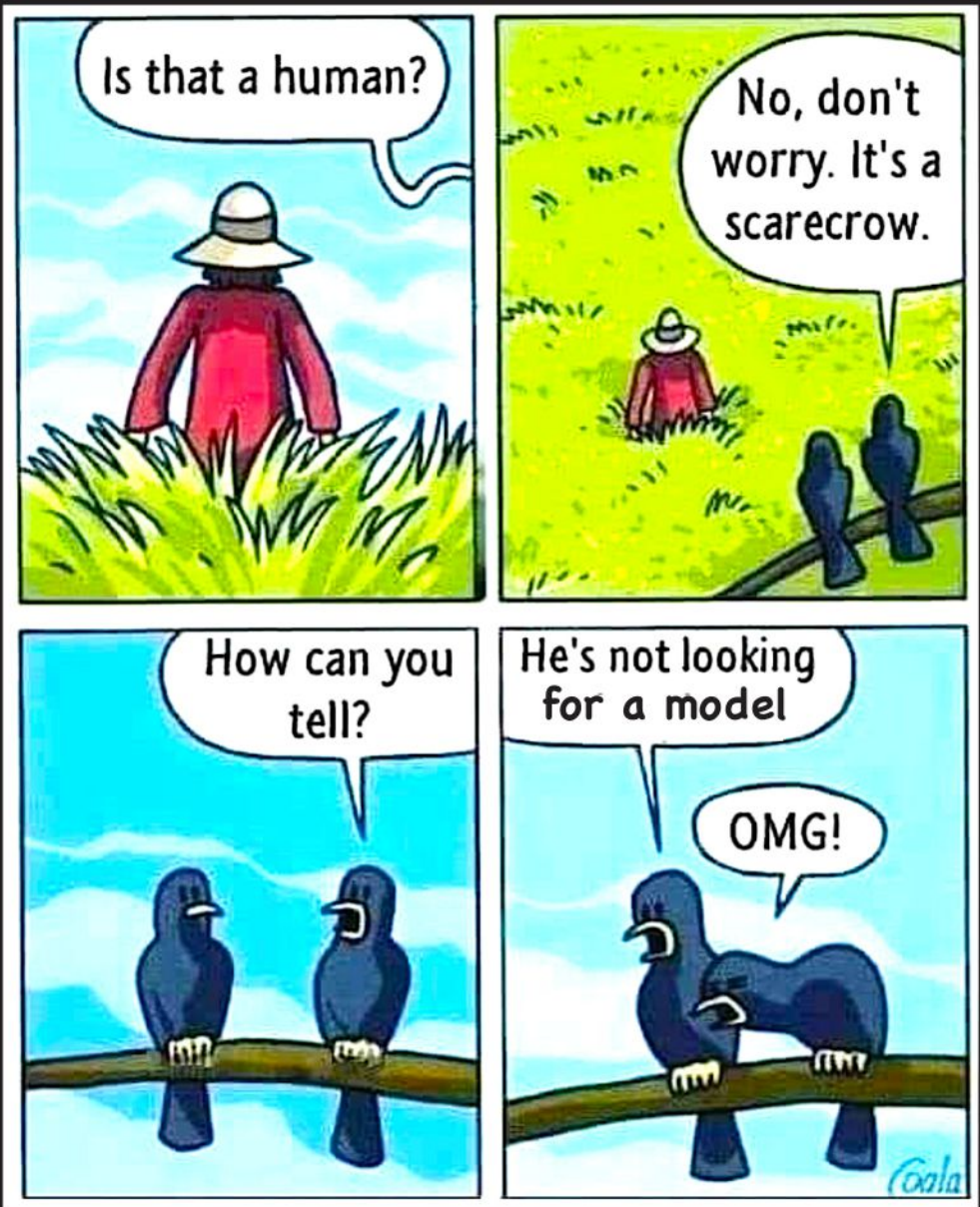
Classic Rubber

Classic Glider

1	Martin Evans	358
---	--------------	-----

Small Power

THE LAST STRAW



**AVANZ
NEWS
DEADLINES**

**20th
of
MARCH
MAY
JULY
SEPTEMBER
NOVEMBER**

