

AVANZ



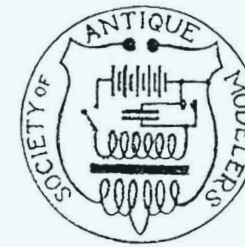
NEWS

Fostering Vintage and Traditional Aeromodelling in New Zealand # 201





Committee Notices



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VINTAGE SPECIAL INTEREST GROUP AGM

This will be held as a "Zoom" meeting on April 16th at 7pm.

A link to the meeting will be emailed shortly, along with the financial report and minutes of the last AGM.

If you are interested in helping with the Vintage SIG, all positions are open to change. Put yourself forward at the meeting - your ideas, interests and enthusiasm will be welcome.

If you are new to Zoom, there are many helpful videos on You Tube. The first couple of minutes of this one explains how to log in to the meeting using an emailed link - copy, then paste the address into your browser.

https://www.youtube.com/watch?v=pAMDxH_H_Cs

COVER *"And here we see a juvenile Buzzard, cautiously emerging after nine weeks in the nest, eager to test its wings for the first time. With luck, in three years time this youngster will see its own offspring take to the air with all the anticipation and trepidation that it now feels at this critical moment." Photograph by Owen Dewe.*

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IRREGULAR COMMENTS

from the Editor

(Irregular: occasional, improper, unofficial, rough)

“Dumbing down” seems to be happening in every walk of life except the health and safety industry.

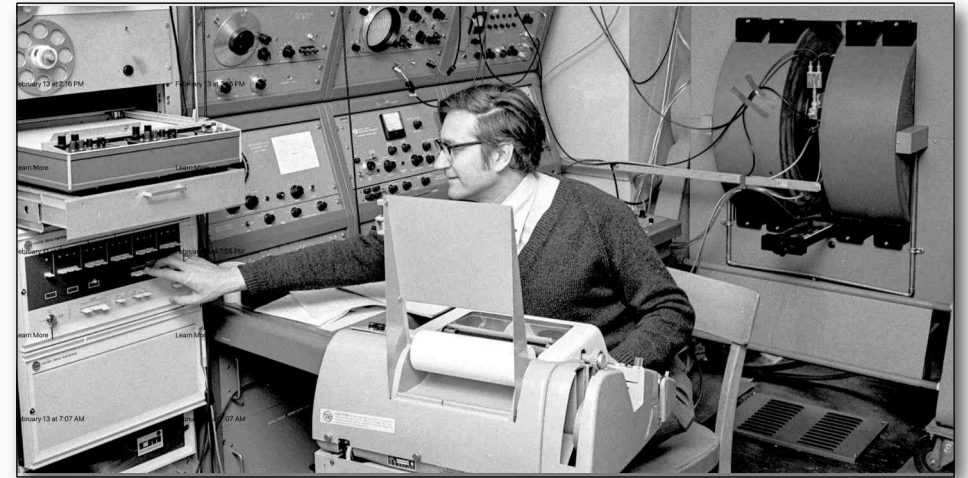
As every-day tasks are increasingly taken over by sophisticated devices that reduce the need for our involvement, we forget we ever had to do those tasks and eventually we lose the ability to perform them when we have to. From writing a letter when email is not available to correcting a skid when a car’s electronic stability control fails, the advances of the modern world allow our skills and abilities to atrophy - though slowly enough that we hardly notice their passing. Technology that reduces drudgery is to be welcomed, but it frees us to do what we think we really want to do with our lives at a cost.

Relating this to aeromodelling, the most obvious loss of skills comes from the proliferation of RTF and ARTF models - hardly *kits* when they may require little skilled input. As regenerators of a declining aeromodeller population, they do indeed allow non-builders to fly, but do not encourage much involvement with the *modelling* part of aeromodelling. Perhaps our hobby should now be thought of as aeroflying and its participants as aeroflyers.

Leaving off the model reference has the bonus of portraying ourselves as real aviators, not flyers of mere models.

Whether we build from scratch or buy ready-built, advances in model design and control have made it easy to imagine that we are at our hobby’s cutting edge, and that aeromodelling accomplishments have never been greater. A look back to the early days of aeromodelling shows this may not always be true. The energy and skills of “old-time” model flying activities, and the high standards that were reached with relatively low-tech gear, is eye-opening and humbling. The popularity of some of the early events has waned to the extent that the few remaining practitioners appear excentric to the typical model flyer of today.

Rise Off Water was once popular and while it continues in events for radio controlled models, in free flight form it is no longer seen in NZ today. It had a period of popularity in the 1930’s as noted in the Hall of Fame nomination for Bill Mackley - see *page 18*. Bill must have been something of an expert in this area, setting two indoor ROW records and one outdoor ROW record.



These achievements, along with others from earlier days, are no longer included in MFNZ records on the web but, for those motivated to find a puddle off which to rise, there are still seven events in the free flight rulebook that offer this option. All could be flown with Vintage designs.

The outdoor ROW events that remain are for Rubber, 1/2A Power, Power, Experimental, and PaaLoad. For indoor fliers, the rubber-powered Fuselage and Experimental ROW events might seem a little improbable, although only a couple of inches of water in a child’s paddling pool would be needed for takeoff. What about Hangar Rat ROW ? Present day hall caretakers may not be as accomodating as they must have been in the mid-1900’s.

For RC, John Sheppard’s 1950 *Karoro* would be suitable for conversion. Or fit some floats to one of your current Vintage models using the plan on page 19.

Future Events

Gareth Newton Memorial Vintage Event

Postponed to **20 APRIL 2024** Wind date Sunday 21 April

Levin MAC flying site, Tararua Road.

9.00am start. Any RC Vintage or Classical Classes may be flown. Precision is normally the most popular event. We can help you if unsure of the basic rules, just sign out as this is all about having fun. Sport flying of Vintage models and small field Vintage Free Flight also welcome.

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

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

Postponements – Any postponement decisions will be advised on the Levin Club website [Levin Model Aeroplane Club - Home \(sporty.co.nz\)](http://Levin Model Aeroplane Club - Home (sporty.co.nz)) and via the Vintage Email List which Stew Cox uses to provide reminders and updates concerning these events. If you aren't on the Vintage Email List and want to be added, send Stew your email address Flierstew@gmail.com

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

Vintage Events At **Levin** 2024

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

North Shore Model Airplane Club

The North Shore Club is pleased to announce its next Vintage flying day. Date and wind-date are Saturdays.

13th April 2024

Wind date 20th April 2024

April 24

119	VINT	FF Nostalgia 1/2A/ Min Replica
120	VINT	FF Classic Power Duration
121	VINT	RC Vintage 1/2E Texaco
122	VINT	RC Vintage A Texaco
123	VINT	RC Vintage E Texaco
221	FF	1/2 A Power
222	FF	Open Rubber
223	FF	Open Power
224	FF	Coupe d'Hiver
225	FF	P30
226	FF	A1 Glider
227	FF	Kiwi Power
228	FF	Open Glider
229	FF	Catapult Launched Glider
230	FF	Hand Launched Glider
231	FF	E36
232	FF	FAI F1L Indoor Rubber

May 24

124	VINT	FF Vintage Precision
125	VINT	FF Vintage Power Duration
126	VINT	FF Nostalgia Rubber Duration
127	VINT	RC Vintage and Classical Scale Texaco
128	VINT	RC Vintage Precision
129	VINT	RC Classical Precision
130	VINT	RC Vintage Open Texaco
233	FF	Open Rubber
234	FF	1/2A Power
235	FF	Kiwi Power
236	FF	Open Glider
237	FF	FAI F1L Indoor Rubber
238	FF	Coupe d'Hiver

July 24

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

June 24

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

Future Events - International

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 fligth

SPECIAL PRIZE DAVID BECKER

The 2012 was the 5^o 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

The model art progresses through the exchange of ideas. The Discussion Corner is a monthly sounding board for your opinions. Think about them, then write your opinion in 150 words or less and send it to the Discussion Corner. One dollar is paid for each answer printed.

This month's topic: Other factors of design being equal, do you believe that dihedral should be used in excess of what is actually required for stability? Is excessive dihedral beneficial, or is it a dangerous design feature?

Next month's topic: Profile or lateral area.

Be generous with your dihedral! You won't regret the results. Too much, of course, will result in a fast sinking speed, which is undesirable. I use about $1\frac{1}{4}$ " dihedral per foot of span in each half of the wing, together with 1 inch sweepback in each tip.—RICHARD HANSEN, St. Paul, Minn.

Excess dihedral is helpful. The slight decrease in lift is negligible. Yet the model will be assured of ample stability under every conceivable flight condition. In many cases excess dihedral proves helpful in adjusting an otherwise troublesome model.—MICKY BLAFKIN, Philadelphia, Pa.

I am opposed to excessive dihedral because: 1. It requires the use of a much larger rudder, raising the center of lateral area, which is the chief cause of spiral instability. 2. It lowers the wing efficiency considerably. 3. All that is required is that there be sufficient stability; any measures taken beyond this are unnecessary.—ALBERT H. McLELLAN, Macon, Ga.

Dihedral should not be used in excess of what is required for stability. Much of a wing's efficiency is lost by too large a dihedral angle. Excess dihedral is likely to raise the center of lateral area to a point above the center of gravity, where spiral instability will result.—PHILIP MORRISON, Ithaca, N. Y.

Dihedral sufficient to produce stability in ordinary flight, in my opinion, is not enough to insure good, consistent results. About $1\frac{1}{2}$ " per foot of span is about right to permit a model to climb in tight spirals and glide in a tight, flat glide. This large amount of dihedral doesn't affect the efficiency of the wing to any noticeable degree.—EARL STAHL, Johnstown, Pa.

Excess dihedral is desirable on models with high wing loadings. Their flying speeds are relatively high compared to the slow-flying duration model of a short time ago. These models are not sensitive to slight variations in wing lift. Therefore the slight loss of lift resulting from excess dihedral is not felt. The extra dihedral is a valuable safeguard against spins and steep banks, and therefore can be called a beneficial design feature.—EDWARD LINFANTE, Jersey City, N. J.

Excess dihedral is helpful. Not one modeler in a thousand is able to tell just how much dihedral is required for stability. Large plane designers still find plenty of trouble with this feature. So "slap in" plenty of dihedral just to be on the safe side. You'll never notice the decrease in lift. And when your model gets into a tight spiral you'll be thankful you weren't stingy with the dihedral angle.—ROBERT D. ATWOOD, San José, Cal.

Excess dihedral is not dangerous, but it still is not beneficial. Large tip losses and less wing lift are not worth the extra stability gained. The very fact that a lesser dihedral angle gives your model sufficient stability, a good climb, and a flat glide leaves no reason for going to extremes.—HENRY COLE, JR., Tacoma, Wash.

On duration models $1\frac{1}{2}$ " of dihedral per foot of span is adequate. Somewhat less may be used with tip or double dihedral. Excess dihedral increased the speed of models considerably and also produced spiral instability. My experiments tell me excess dihedral is out.—JOHN BRANDLMAY, Saskatoon, Sask., Can.

With an increase in dihedral over the amount required for stability there is a decrease in wing efficiency—all other factors being equal. I have seen models with 2 or more degrees of dihedral than actually required for stability go into a spin, although other factors affecting stability were equal. Many young modelers have added an inch or two more of dihedral to be safe and then wonder why their crates go into spin.—IRVING PEARLMAN, New York City.

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Upper Foggerton Distains Dihedral - RAE to investigate ramifications

May Day is, as always, an exhilarating time for the villagers of Upper Foggerton with activities to challenge body and mind.

Those still upright after the May Pole Dancing retire to the open spot behind Rigby's Smithy to watch the ingenious young men of the village try their hands at the Upper Foggerton Fifth Annual Aerial Machine Contest.

Moved by the prowess of the young men is Miss Agathella Compton-Wright, to left of bicycle, who displays her best floral bonnet and keenly observes Young Herbert Rollright, about to launch his very first (and, if I may say so, jolly well-finished) aerial machine.

Official Keeper-of-the-Time "Piggy" Horace-Whittington, bottom center, stands alert, ready to record Young Herbert's flight to the nearest second.

"Chumly" Cholmondley, at far right, holder of current record, on in nervous anticipation.

the
looks

Official Results :

1. Amos F. Cornwallis 8 sec (1)
2. Wisely O. Gnostic 5 sec
3. Andrew J. Cakebread 4 sec
4. Derric K. Crane 4 sec (2)
5. Pietre I. Silferskiold 4 sec
6. Bobby O. Boots 3 sec
7. Young H. Rollright 3 sec
8. Thalian P. Nightly 2 sec
9. Albert N. Struthers 2 sec
10. Robert R. Roberts 1 sec

(1) New Record.

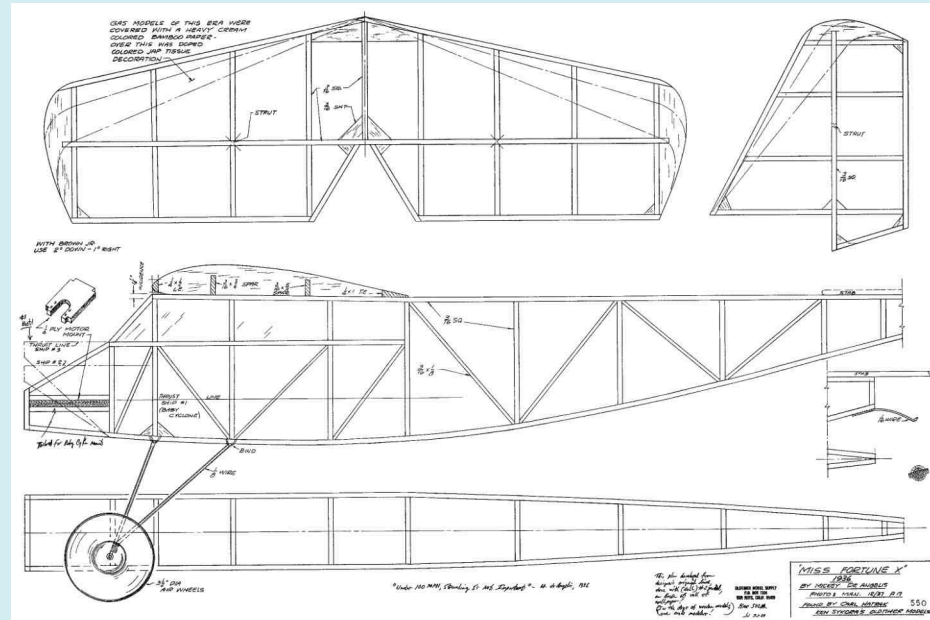
(2) Disqualified for putting out the left eye of Pinky Pinkerton's spaniel with his Aerial Machine



Mickey De Angelis

Four Designs

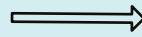
Like old Volvos "They're boxy, but they're good"



Miss Fortune X



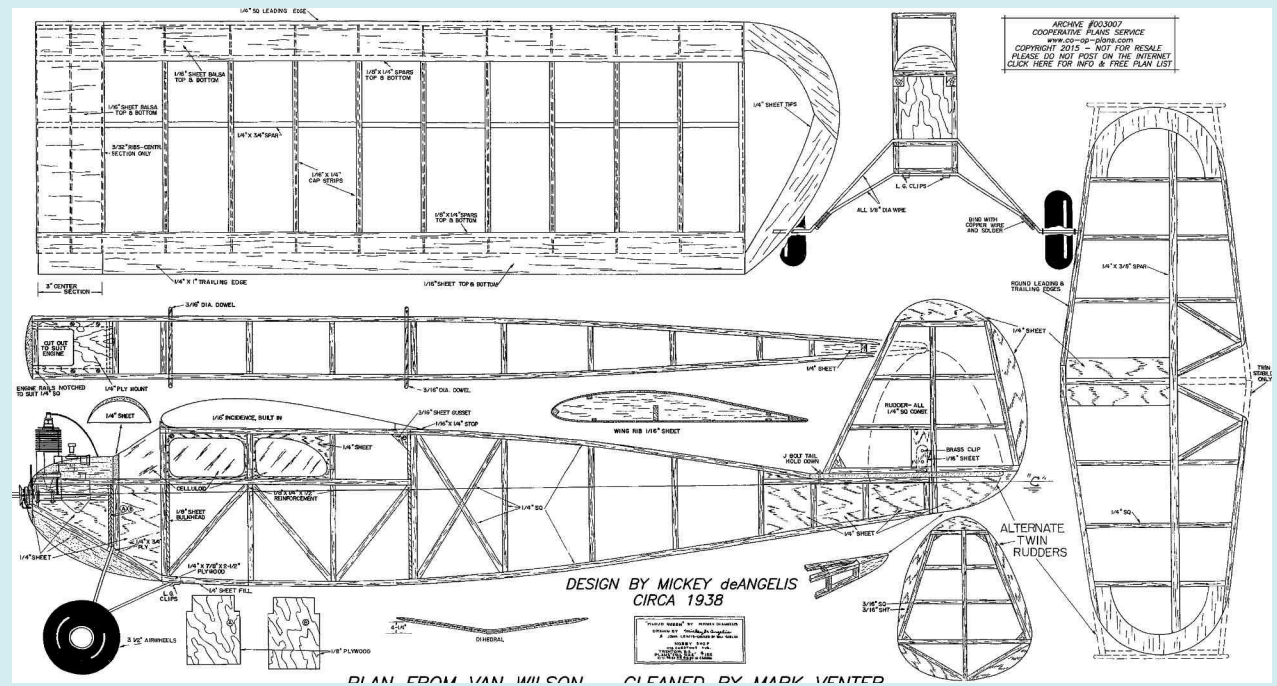
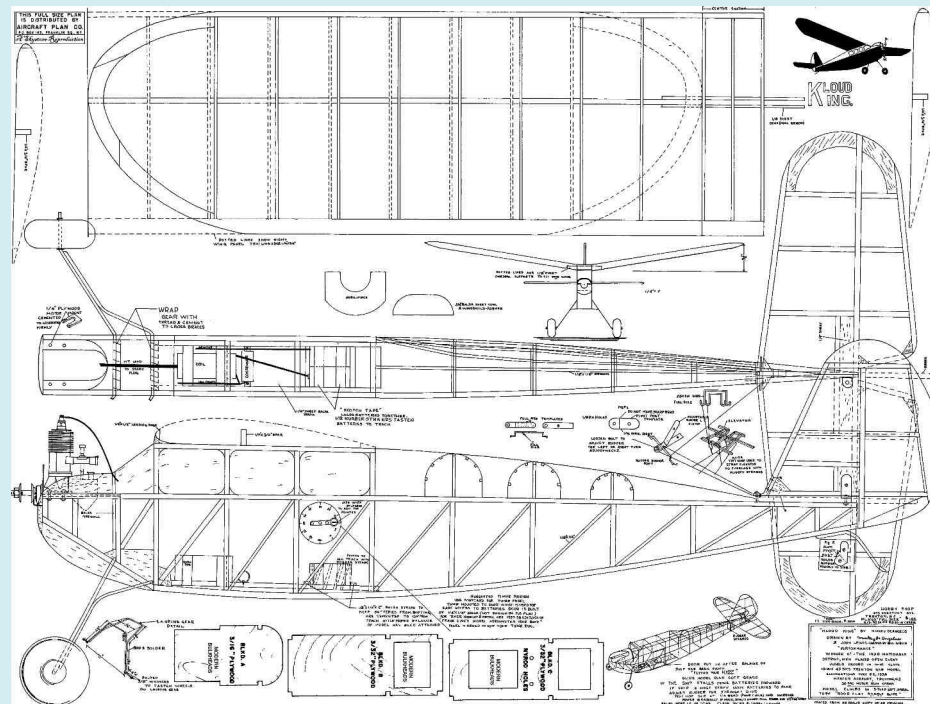
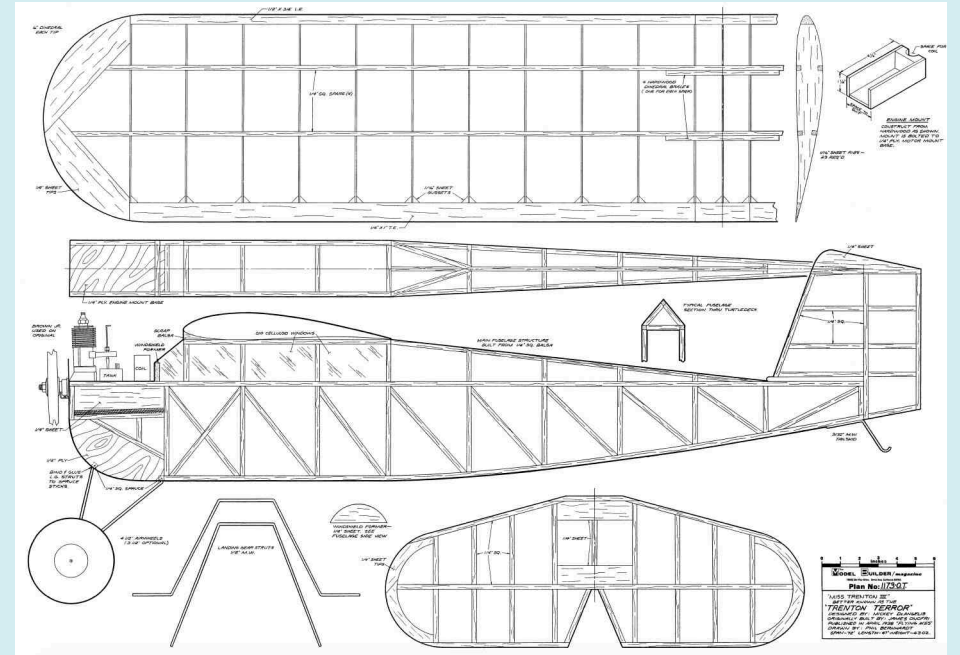
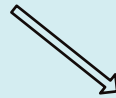
Trenton Terror



Cloud King



Cloud Queen



What is a Stick, a Cabin or a Fuselage ?

Up straight and listening! Not essential, but handy to know

Newcomers to the vintage hobby might find the nomenclature confusing, and there is a real need to go back in time and define some of the original terms since they are still used today. In the dim and distant past most model aeroplanes were of the true stick type; that is to say, their 'fuselages' consisted of a mere spar of wood, but when built up fuselages began to appear in the mid-1920s, these were of such varied shape, that in competition work obviously the slender ones had an edge on the more bulky examples because of their reduced drag and weight. One of the first National bodies to examine this problem was the SMAE that introduced its 'Fuselage Formula' which limited the fineness ratio between the cross-sectional area and the length of the fuselage. One of the first definitions of a fuselage indicated that it should completely enclose the rubber motor, and when modellers turned up at competitions with 'vener tubes of about one inch diameter and three feet in length which were deemed by their designers to be fuselages', the SMAE decreed that the cross sectional area should have a reasonable and definite relation to its length, so that a model would at least have some resemblance to the full-sized machine. The largest cross-sectional area of the fuselage had to be not less than the amount given by the expression $(1/10 \text{ length of fuselage})^2$, so for example, a

fuselage thirty inches long would need to have a cross-sectional area of nine square inches. This definition was used in the Wakefield Cup rules.

In America, where almost all flying models were of the stick type fuselage models began to appear, these were called 'commercial' models but were really only variations of the 'flying stick' in that a single motor stick was used inside the built-up fuselage to carry the rubber motor; a practice which was to persist for some time.

At the American Nationals in 1930 a new event was sponsored, the Stout Outdoor Fuselage event which was intended to develop models for competition in the Wakefield Cup, and thus used the SMAE fuselage formula mentioned above. It was won by Joe Ehrhardt who came across as a member of the American team and won the Wakefield Cup. Curiously his model did not have the internal motor stick referred to above, but Gordon Light's 1935 Wakefield-winning model certainly did.

The Americans used a Class designation depending on wing area to group models into similar sizes, and adopted the fuselage formula as a measure. Since most of these models were of the cabin type, the term 'Cabin Fuselage' came into use, when in fact some of the models in this Class did not have a cabin at all! Inevitably the use of the word 'Fuselage' was often dropped, so we find the class called 'Outdoor Cabin'

both by the modellers and sometimes in official documentation; thus we have, for example, Henry Struck's diamond fuselage parasol model from 1936 named 'Contest Cabin'.

By 1939, according to the US Nationals Winners list published in September of that year Model Airplane News, the word had gone out of use and the class was merely called 'Outdoor Cabin'. The same thing applies to the indoor models; the structure built around the motor spar was really a fuselage, although one could argue that being covered in transparent micro film it was a cabin as well!

The thought that we started with is much easier to define, and from the early 1930s a 'Stick' model was one that had a body composed of a single stick, or open frame work rather than a fuselage, although models using tubes to enclose the rubber motors, and models that did not meet the fuselage formula requirements were classed as 'Stick' models. In this last regard there are many examples, in fact the majority of models competing in the 'Outdoor Stick' events in the 1939 and 1940 US Nationals had built-up fuselages.

You chaps got all that? Better had - there will be a test, the failure of which will be rewarded with ten laps of the Quad in shorts and singlet whilst carrying the House Colours and singing *Gaudeamus Igitur*.

COURTESAN

Vic Smeed 1950's

Had one test flight last week and it flew impeccably. Flying weight is 8.1 ounces and it flew without any trim change, though I will add a bit more downthrust to the motor as it climbs a bit seriously under full power.

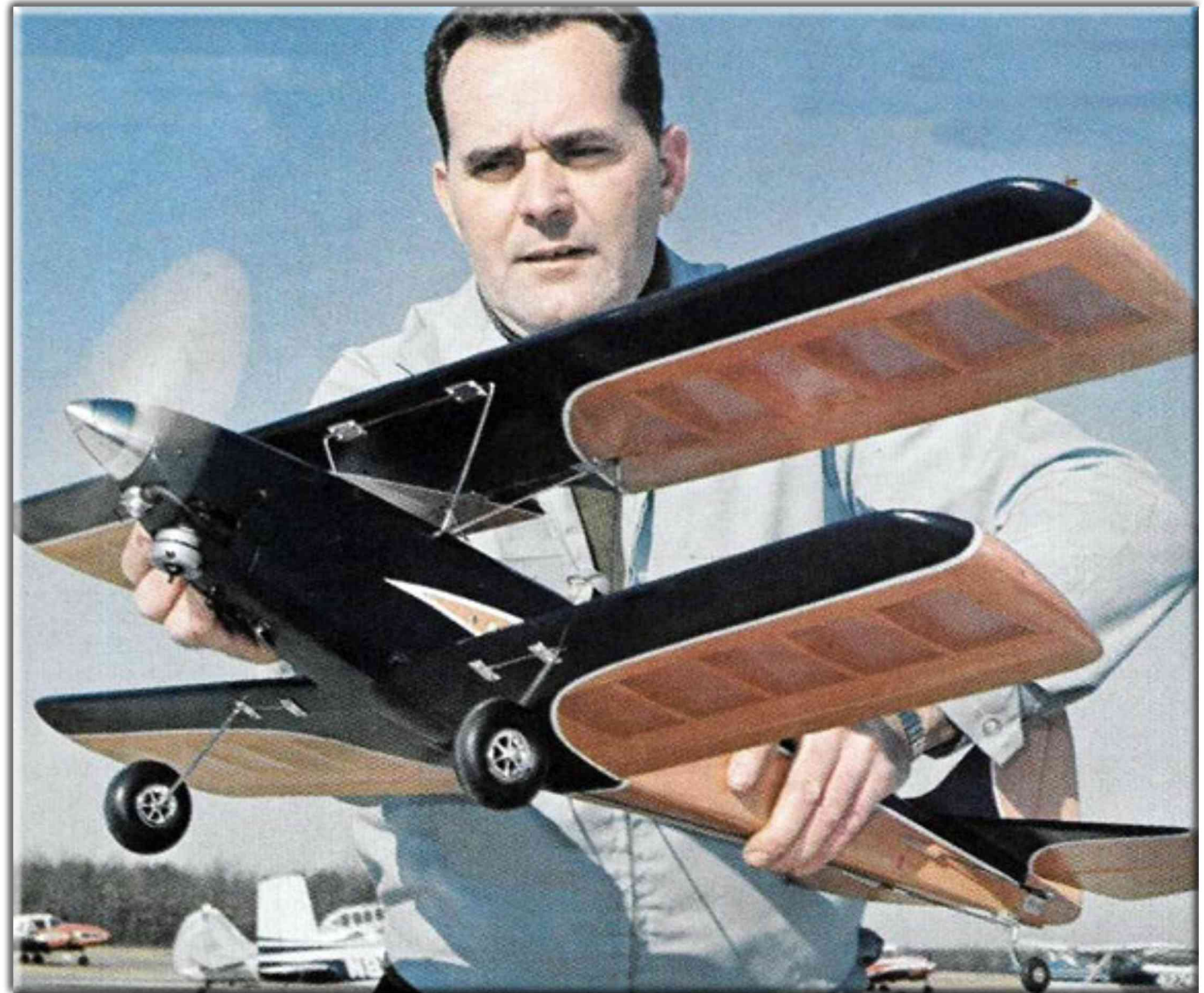
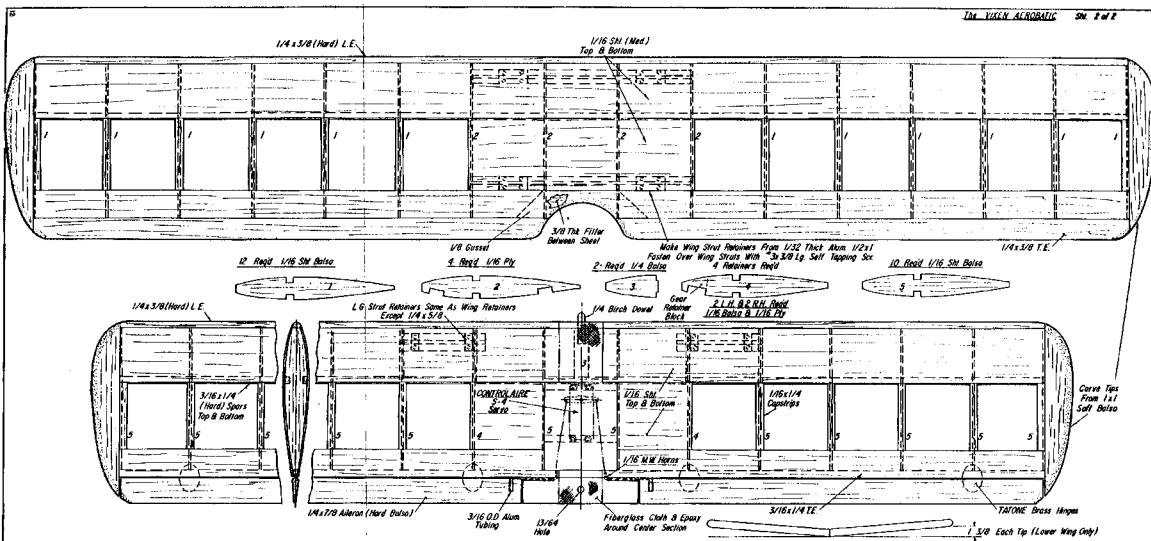
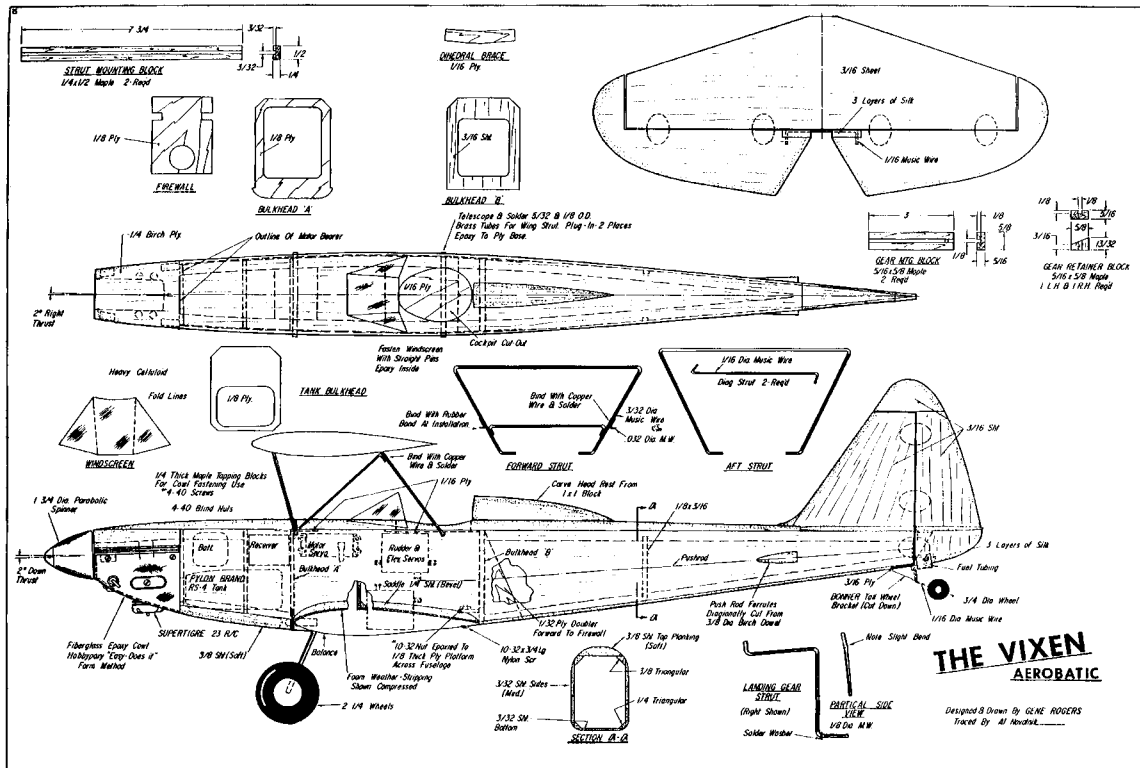
Had two flights this morning in some nice lifting conditions. The first before the sea breeze came in, 26min 2 seconds, using 6 min 50 secs of motor time. The second once the sea breeze had settled in was 19 min 40 sec and 8 min 43 sec of motor time.

Needless to say I was pretty chuffed, the first flight I bailed out a couple of times with full down elevator as it was getting too high and I was starting to have difficulty orientating.

Interesting that unlike the Tomboy which has a habit of the Dutch roll, this model is very stable in the roll axis. I now need to get a few more flights in varying conditions and test the CG and trims.

Cheers,
Barrie.





Just because I liked it ...



A beautifully composed and processed aeromodelling image from the “may be useful one day” file.

Dodging the face and torso of the launcher has brought her out from the shadow in which her left arm remains and makes it appear that the sun is behind the subjects. A precise task in the days of roll film and darkroom developing, although such effects are easily obtained today with digital images and programs.

I have no details of the subjects or the photographer.

2023/24 NATIONALS, WEST WYALONG.

Report from Peter Scott

In spite of thoughts that it would be too hot at this time of the year, overall, it was quite pleasant. We had a couple of hot afternoons in the sun, on the flight line, but one could retreat to the shade in between flights. Some days were a little windy, lift was tricky, but only one contest, Standard Duration was re-scheduled for the following day. This became a single flight, last one down, as we had two other contests to fly that day. It worked well and all contests fitted in okay.

First day we flew 2cc. Windy but flyable. Paul Farthing won this with his Jumping Bean. Second was Condo using a lightweight Burford Dream Weaver and third was myself, Peter Scott, with a Eureka, Jena 2cc motor. Eight entries and six flew.

It then got windy so Standard Duration was held over to the following day. First place went to Craig Thornton with an OS 32H Playboy. Paul Farthing was second with an OS40H Playboy and third, Jim Rae with his Lion Cub K&B 40. No problems with engine revs so it seems people have come to terms with this problem.

The first event that day had been Cabin Scramble. I had no end of problems with my Frog 100 powered Majorette. It got so oily I couldn't launch it properly. My previous model had wet or dry paper on the fuselage sides, I forgot to add it to the new one. The Frog was also becoming fussy, cutting out on launch a couple of times. It now has a new SAMS .75 motor! Condo won this event. As usual, the man to beat in scrambles. Farthing was second and Jim Rae, third. Eight flew, so still a popular event.

After the scramble, we flew Old Timer Glider. Seven flew with 869 being the top score and 580 the lowest. So, all models were competitive. This was John Quigley's only event for the Nationals, and so he made sure of his first place with his DG 67. Second place taken by Paul Farthing with a Satyr and third place was George Bishop flying a Thermalist.

At 2pm we flew '38 Antique. I had high hopes for my Forster 99 powered Record Breaker but in the final reckoning, managed third place. First place was taken by our oldest, and most experienced flier, Basil Healy flying a Californian Chief powered by an ED Hunter. Second place went to Condo flying his old favourite, a Standby, powered by a Madewell 49. Again, many good scores, no one out of the picture.

After a run back to digs for a shower and change, it was back to the farm for the New Year's Eve lamb roast and festivities. We missed the swap meet of which I was told to be very good, with many items bought and sold. The food was good, with seconds if wanted, followed by ice creams. Free wine, on tap, with some people staying to see in the New Year as the weather was good. It was great to meet up with a lot of old friends.

Monday, first day of the New Year, had 1/2A Texaco first up. Challenging breezy conditions which needed a good motor and a light model. It seems that I had neither. The model battled to gain headway or height and changes of prop and fuel made no difference. Three made it to the fly-off. Paul Farthing's Little RC1 never fails to impress, and made first place. Second was Condo with his Lil Diamond and third place went to Craig Thornton with a little Playboy.

Duration started on time at 1pm. It was hot and sweaty so I couldn't be bothered to set-up my Playboy and elected to fly my Standard Duration model, different prop and fuel, but of course only a 20 second engine run. Model flew well but not competitive. Paul won this event with his very light Bomber with a McCoy 60 glo. Condo came second, McCoy 60spk Playboy and third was Craig Thornton flying a Bomber SAITO 62. Not a bad contest, with eight fliers.

Tuesday saw us fly Burford and Texaco. Jim Rae won Burford with his Amazon again! Second place went to Kevin Fryer and the Dixielander with third place taken by Paul Farthing with the Ollie. Condo damaged his model when the electrics played-up. No fly-off had been needed as conditions were very tricky. 1pm and Texaco time. The weather had calmed a bit. Some competitors chickened out, scared of breaking models, but it was flyable by any standard. Steve Gullock won this event, in a fly-off, with his scruffy looking Bomber powered by an old, scruffy looking Irvine diesel. He outflew the next man's smart looking model - Paul Farthing and his Bomber with an open rocker OS60 - by about one hundred seconds. I was third. My Record Breaker powered by a SAITO 62 decided to only use half the fuel, so no height.

Tuesday night there was much rain and thunderstorms which left Wednesday morning too windy to fly Free flight Vintage power first thing. Also, I didn't like the look of the wet field - my van has little grip in these conditions as I was to find out later.

We flew Nostalgia, last event of our Nats, that afternoon. This event turned out to be a traumatic event for me. First Flight with my Dream Weaver went so high I couldn't see it! Gail could see it so I tried diving for the ground and saved it. First attempt! I took out some of the down trim. Second attempt, same height. I couldn't see it but Gail could until she took her eyes off it due to Paul's Ollie smashing into a thousand pieces only a few feet away. Then no one could see it! I fed in some right rudder and kept it on. The tracker pointed in the direction of the model but we still couldn't see it. Some one said that they saw it over the trees in a slightly different place. So, we jumped in the van and went after it towards that sighting. The tracker pointing to the left. The van bogged near the fence, so I climbed over the fence with difficulty only to find another fence, nearly as taut and difficult as the first. I crawled under this one with great difficulty. The tracker showed the model way off to the left. Whoever thought they saw it must have been watching a bird. So, I came to another really taut fence and struggled underneath it, but I was getting closer - only 200 metres away now! Then, there it was sitting on the ground in one piece only very slightly damaged. What a relief as it could have

so easily been a pile of bits of balsa. I realised that I was downwind of the first crossing point and there was only one fence to crawl under on the way back to the van. It was just as bad as the rest; it took a lump out of my tee-shirt. If only I had followed and believed in the tracker's directions from the start, I would have saved a lot of agro.

Back at the van Gail was yelling and screaming to Paul, who had kindly come to our aid, and had crossed the fences and was looking for me and the model. I tried sounding the van horn. He finally turned around and dashed back. Boy is he deaf! Paul then raced off back to the flight line on my motorcycle and returned with his four wheel drive to tow us out of the mud. By the time we got back, flying was mostly over. Steve Gullock won flying a Spacer - K&B 40; second George Bishop flying a Sunstreak powered by OS40H and Jim Rae, third flying a PAA Packet powered by an OS 25.

So, that was the Nats!! We all enjoyed most of it. To all those who helped, a big thank you. A great week away flying models with mates - how good is that?

Peter Scott.

1/2A TEXACO									
NAME	MODEL	R1	R2	R3	R4	SUB TOTAL	FLY OFF	TOTAL	PLACE
Paul Farthing	RC1	420	420	420		1260	926	2186	1
Condo Smith	Little Diamond	420	420	420		1260	850	2110	2
Craig Thornton	Playboy	420	336	420	420	1260	353	1613	3
Jim Rae	Big Old Plane	420	420	360	194			1200	4
Kevin Fryer	Challenger	384	405	420	oos			1209	5
George Bishop	Little Diamond	272	332	357	420			1109	6
Peter Scott	Little Diamond	272	275	250	299	846		846	7
Basil Healy	Atomiser	Landed Out						0	8

2cc DURATION								
NAME	MODEL	ENGINE	R1	R2	R3	R4	TOTAL	PLACE
Paul Farthing	Jumping Bean	Tyro	300	300	20	300	900	1
Condo Smith	Dream Weaver	Jena 2cc	171	214	300	300	814	2
Pater Scott	Eureka	Jena 2cc	300	227	171	224	751	3
George Bishop	Little Diamond	Tyro	lo	150	113	300	563	4
Basil Healy	Creep	Tyro	188	133			421	5
Jim Rae	T-Bird	Tyro	266				266	6
Kevin Fryer	Cumulus	09 Cox	0				0	7

'38 Antique.										
NAME	MODEL	ENGINE	WEIGHT POUNDS	ENGINE RUN SECONDS	R1	R2	R3	R4	TOTAL	PLACE
Basil Healy	California Chief	ED Hunter	3	180	600	600	600		1800	1
Condo Smith	Standby	Madewell 49	5	160	492	600	600	173	1692	2
Peter Scott	Record breaker	Forster 99	6	192	600	432	600	338	1632	3
Jim Rae	Rambler	Forster 29	4	164	265	600	392	600	1592	4
Craig Thornton	Standby	Madewell 49	5	160	332	344	597	600	1541	5
Kevin Fryer	Red Zephyr	Doolling 61	4	48	600	600	259	284	1484	6
Steve Gullock	Polly	5cc Burford Diesel	5	205	305	293			598	7
George Bishop	RCL	OK Super 60	5		0	319			319	8

BURFORD EVENT								
NAME	MODEL	R1	R2	R3	R4	FLY OFF	TOTAL	PLACE
Jim Rae	Amazoom	146	300	265	296		861	1
Kevin Fryer	Dixielander	194	230	267	300		797	2
Paul Farthing	Ollie	300	249	231	Damaged		780	3
Steve Gullock	Swiss Miss	230	137	181	119		548	4
Peter Scott	Dream Weaver	175	225	110			510	5
George Bishop	Zoot Suit	152	190				342	6
Condo Smith	Dream Weaver	Fly Away					0	7

NOSTALGIA							
CONTESTANT	MODEL	ENGINE	R1	R2	R3	TOTAL	PLACE
Steven Gullock	Sopacer	KB40	416	420	306	836	1
George Bishop	Sunstreak	OS40	253	L/O	383	636	2
Jim Rae	Pace Maker	OS25	L/O	420	166	586	3
Peter Scott	Dream Weaver	KB40	L/O Damaged				4
Paul Farthing	Ollie	KB40	Crashed				5

TEXACO								
NAME	MODEL	ENGINE	R1	R2	R3	FLY OFF	TOTAL	PLACE
Steve Gullock	85% Bomber	Irvine Diesel	600	600		661	1861	1
Paul Farthing	Bomber	OS 60	600	600		577	1777	2
Peter Scott	Record Breaker	Saito 62	599	600	265		1199	3
Kevin Fryer	Cumulus	Forster 99 Spk	320	464	523		987	4

The Australian Thermaleer No.18

Australian Vintage / Nationals

DURATION									
NAME	MODEL	MOTOR	ENGINE RUN	R1	R2	R3	R4	TOTAL	PLACE
Paul Farthing	Bomber	McCoy 60 Glow	28	420	420	420		1260	1
Condo Smith	113% Playboy	McCoy 60 Spark	32	420	338	420	215	1178	2
Craig Thornton	Bomber 85%	Saito 62	32	327	420	420	282	1167	3
Kevin Fryer	Playboy 110%	OS 56	32	420	262	420	Landed Out	1102	4
Jim Rae	Lion Cub	Saito 56	32	420	209	254	0	883	5
L Muffett	Playboy	OS 40H	20	181	158	420	227	828	6
Peter Scott	Stardust Special	OS 40H	20	164	216	225	356	797	7
George Bishop	Playboy	Saito 62	32	332	267	l/o	0	599	8

SAM 1788 ELECTRIC OLD TIMER GLIDER							
NAME	MODEL	R1	R2	R3	R4	FLY OFF	PLACE
John Quigley	DG67	360	189	320	134	869	1
Paul Farthing	Satyr	200	249	342	174	791	2
George Bishop	Thermal Sniffer	284	218	279	130	781	3
Condo Smith	Albatross	251	191	291	160	733	4
Petr Scott	Dragon	286	184	224	192	702	5
Steve Gullock	Thermic 100	208	138	266	193	667	6
Basil Healy	EIAB-6	139	176	265	0	580	7

Right: Texaco winners. L to R. Paul Farthing Second, Steve Gullock First and Peter Scott, Third.

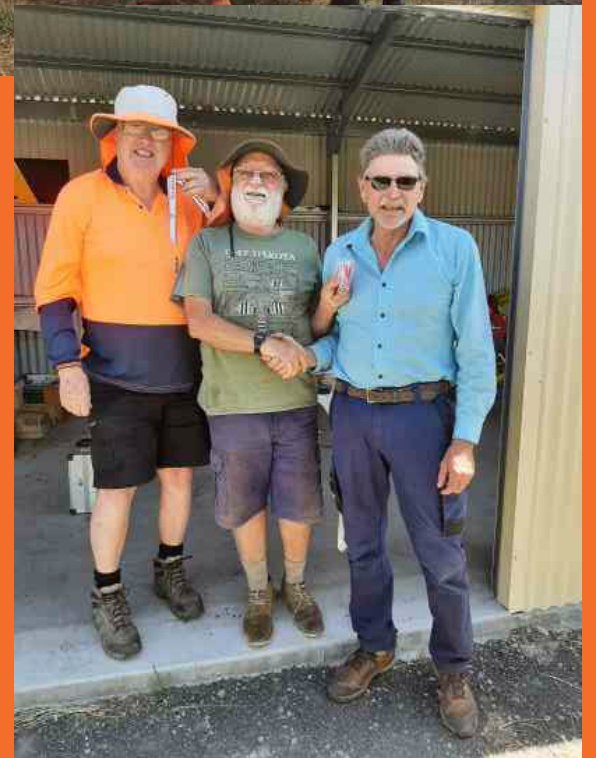


Right: Gordon Burford winners. L to R. Kevin Fryer Second, Jim Rae First and Paul Farthing Third.



R/C CABIN SCRAMBLE		
CONTESTANT	SCORE	PLACE
Peter Condo Smith	1370	1
Paul Farthing	1304	2
Jim Rae	1185	3
Kevin Fryer	1068	4
George Bishop	1065	5
Peter Scott	1024	6
L. Muffett	685	7
Steve Gullock	530	8

Above far right: L to R. Three SAM 1788 Senior members. Condo Smith, Secretary, Peter Scott, President and Paul Farthing, Ex-President.

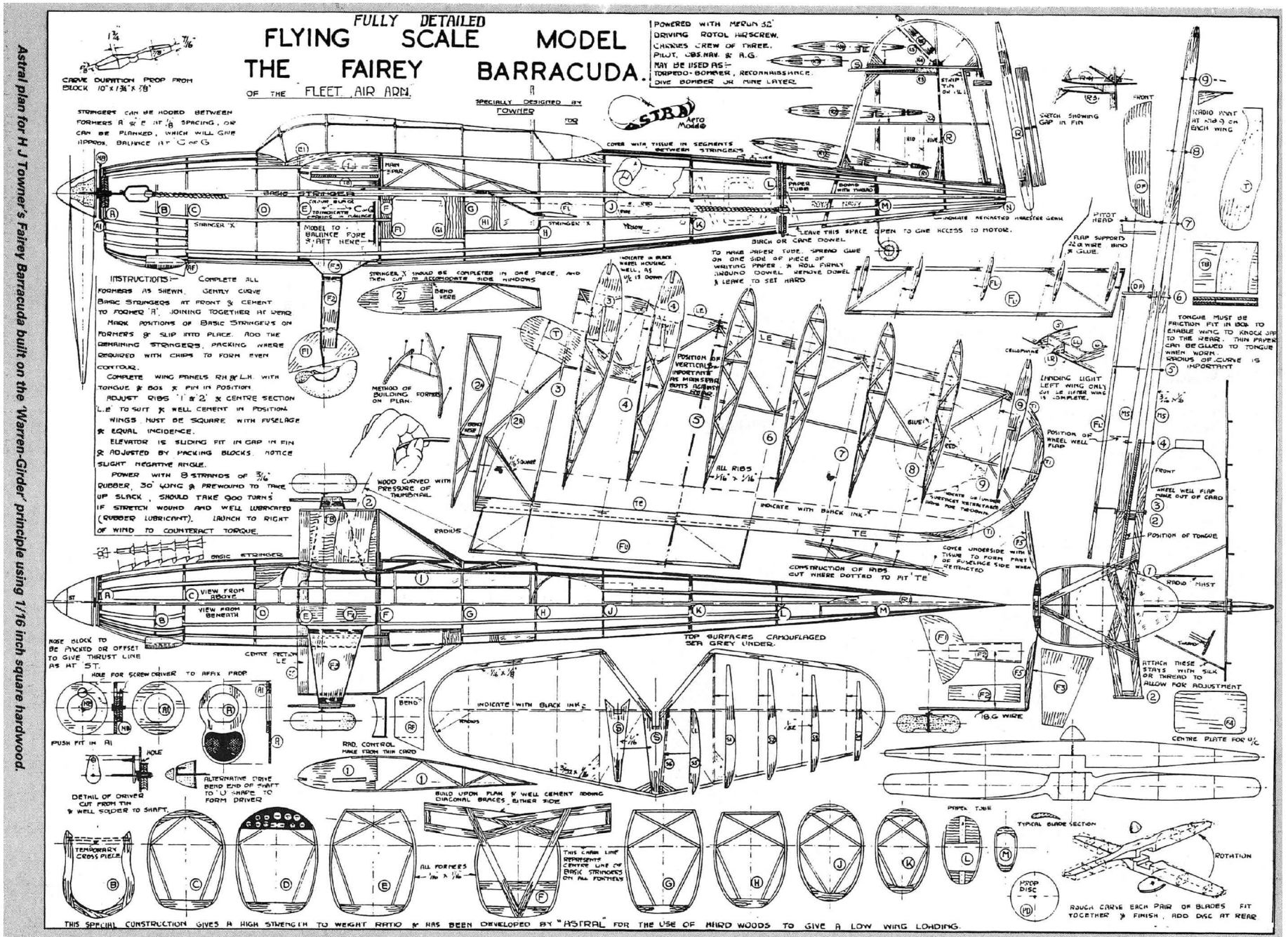


Astral's Fairy Barracuda

YOUR MISSION,
SHOULD YOU CHOOSE
TO ACCEPT IT

AEROMODELLING
CHALLENGE

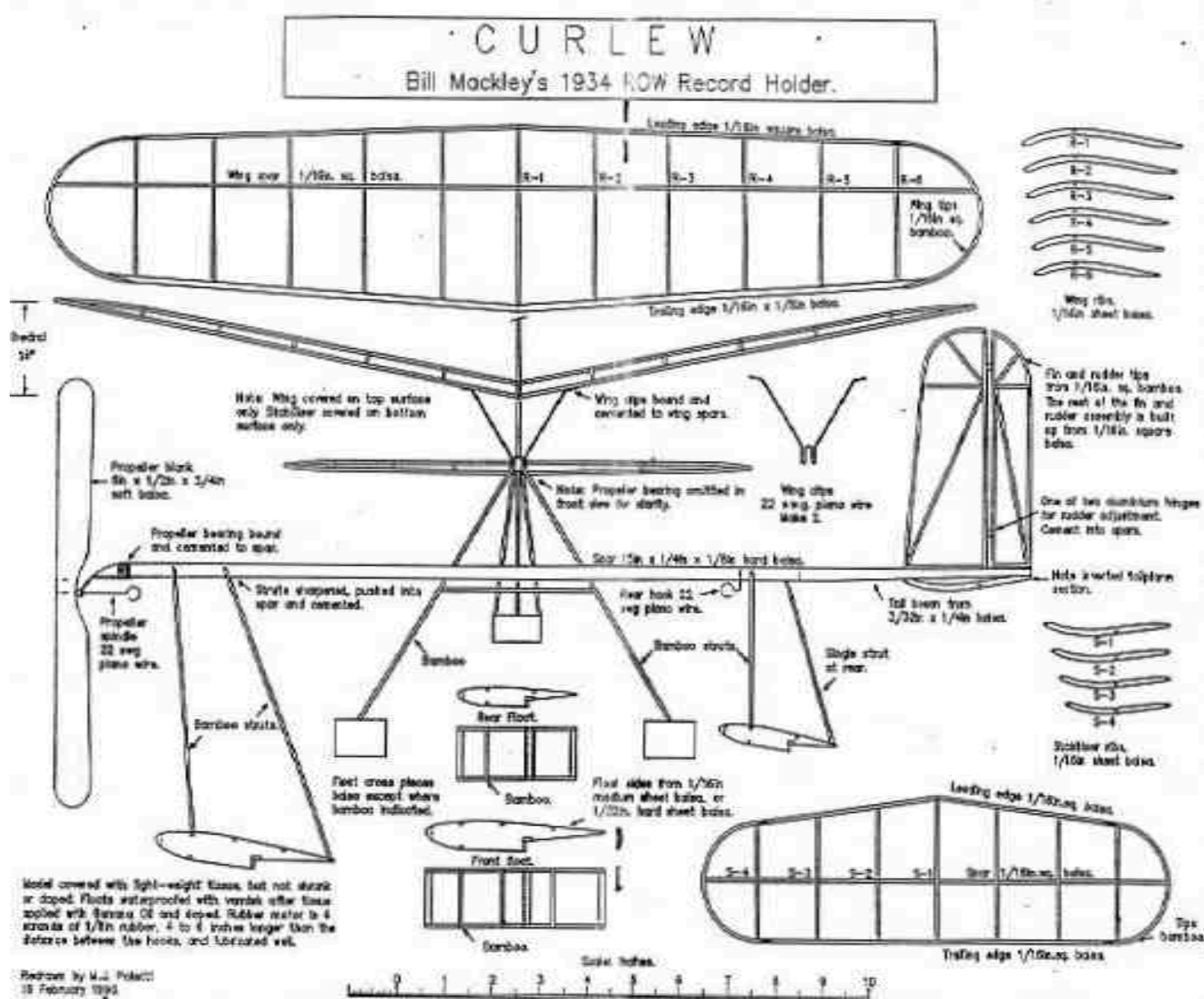
#4



CURLEW

Rubber powered ROW 1934

Bill Mackley



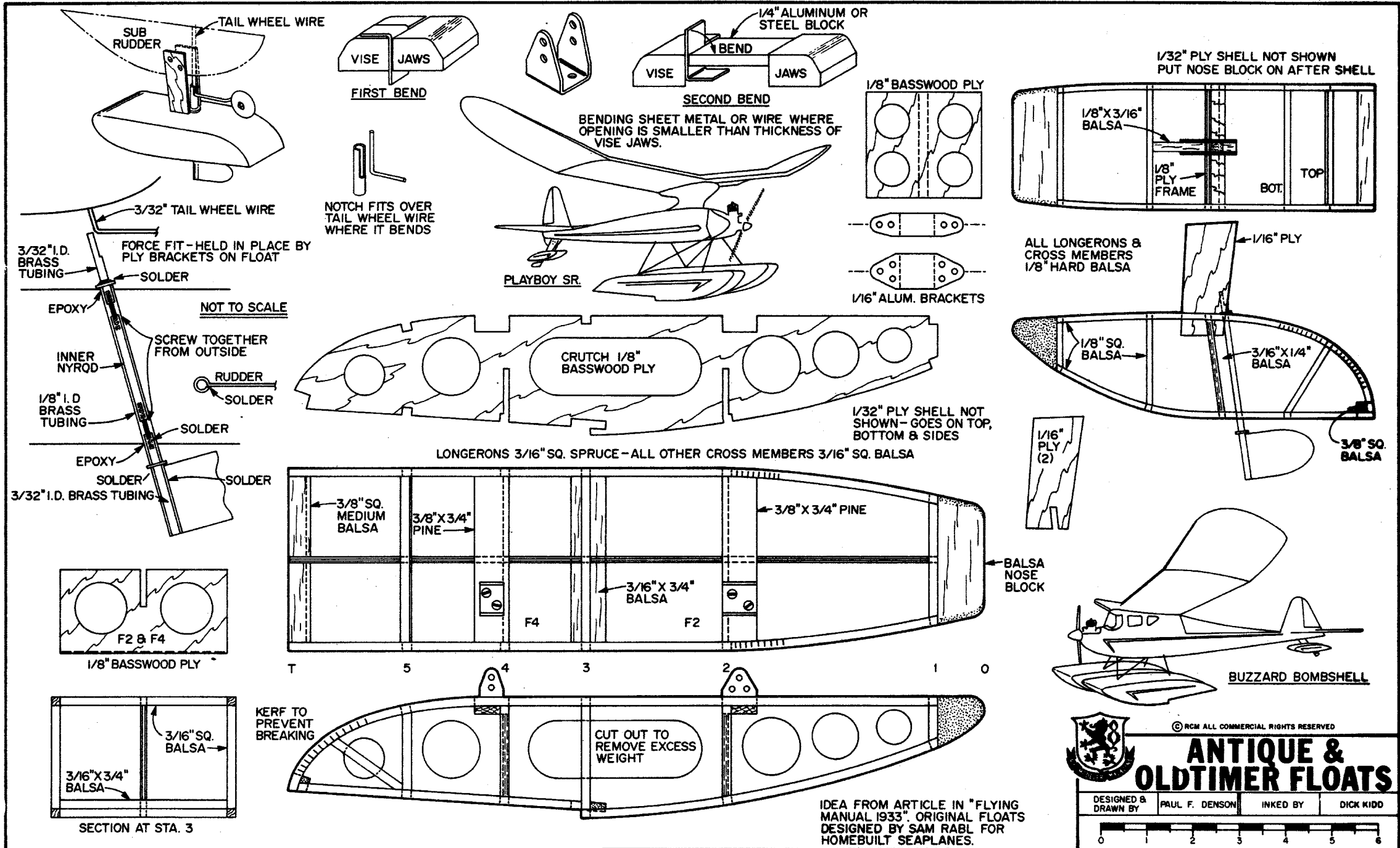
Winston Brooke (Bill) Mackley was inducted into the MFNZ Hall of Fame in 2003. The following paragraphs come from notes submitted with his HoF nomination, although anyone who reads the aeromodelling press will find that much of Bill's achievements in model design are not mentioned.

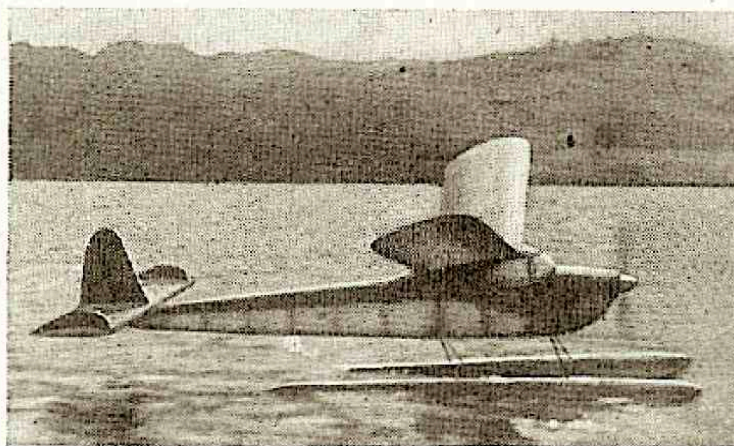
Bill Mackley joined the Auckland Model Aero Club in October 1930 and was soon making a name for himself in both contest flying and club management. His Yellow Bird fuselage rubber design was one of the first really successful Auckland fuselage designs. This was kitted by Modelair. A little later, Modelair also kitted his Red Bird and Hornet designs. He was a New Zealand Wakefield team member in 1936, and represented New Zealand at the 1937 Moffett contest. He also coached the members of the Auckland Grammar School MAC to such good effect that they soundly beat AMAC in a competition!

In 1936, Bill set new records in Fuselage Indoor ROW, Spar outdoor ROW, Senior Spar indoor ROW, Scale outdoor ROW, and in 1937 he set a new mark in Senior Spar Indoor ROW.

Bill always played an important role in club management. He was a Committee Man in 1933, Secretary for a time in 1935, Club Captain in 1936 and 1937, Vice President in 1938, 1940-41, and 1943 to 1949. He was Club Patron from 1978 to 1984, and again in 1987 to 2002.

He was also active in NZMAA matters, being the Public Relations Officer in 1937, a member of the Technical Committee in 1937, and a member of the Board of Management in 1937 and 1938. In 1937 he was co-editor of the NZMAA Notes in Fernleaf, the Official Organ of the Association. He won the NZMAA Silver Badge for June/July 1937.





KARORO

A 40 ins. FLOATPLANE FROM NEW ZEALAND

By John Sheppard

New Zealand farmer's son . . . country member
N.Z.M.A.A. . . . interested in all kinds of model
flying . . . holder N.Z. Waterplane (rubber) record.

KARORO is the Maori word for a Seagull, and since this little cabin floatplane originates from "down under" in New Zealand, it is a very appropriate term for a model that can alight and take off as gracefully as its namesake. Designed in 1950 so that John Sheppard could take advantage of nearby lakeside flying sites, the Karoro flew straight "off the drawing board"—the only adjustment required for perfect flight being an occasional twist of the E.D. Bee's compression vernier! First flights were made with hand launch, then an off water take off check was made. At the end of a beautiful 20 yard run, Karoro "unstuck" and made her customary left-hand climb and smooth glide back to water level. The flexible plastic 8 x 4 in. propeller was changed for a wooden equivalent, with the result that take-off was shortened considerably.

Long tail moment is a characteristic of this simple model which makes for a very high degree of stability—even if your interest is not inclined toward a floatplane, a land version would provide you with a smart sport model of the easy to build, easy to fly variety. Average duration using a 20 seconds power run with the Bee diesel is in the region of 1 : 20 for the floatplane.

Construction

Begin with the fuselage by pinning down two straight lengths of $\frac{1}{8}$ square longeron material and joining with spacers from F8 station rearwards. Make two sides, remove from board after marking positions for F3, F6. Pin sides upside down over plan view, add spacers from F8 rearwards, remove from board and fit F3, 4, 5, 6. Attach cabin roof, soft block, and F7, 14. Fit engine bearers and F1 and 2. Undercart boxes, gussets and d/t hook are fitted before sheeting top half and front sides with 1/16th. Celluloid screen is next, then wing dowels and engine cowling block. Sheet fin has portion cut out and hinged for trimming and d/t hooks added before sanding

smooth and prepared with sanding sealer. Tailplane and wing construction is straightforward, leading edge sheet covering is best applied whilst the components are still pinned to the building board. Make the wing in three panels, joined by dihedral keepers and then when wing is in one piece, pin each panel in turn onto board for sheeting . . . don't forget the tailplane tip fins.

The floats are made by half lapping the bulkheads over the keel then covering the bottom aft of the step with 1/32nd sheet, and forward of the step with 1/16th. Ply strengtheners are cemented on each side of the keel at the undercart points and the float tops covered with 1/32nd. Add the nose blocks, then when thoroughly dry, sand the whole down smooth and cut through top sheeting at undercart points, push wire saddles over keel and ply facings, add plenty of cement and seal the gaps with scrap balsa. An alternative is to bind the legs in place before sheeting. Sanding sealer is best applied liberally as a protective.

Cover the entire job with lightweight Modelspan, give two coats of dope to fuselage, wings and tail, three coats to the floats, followed by one of banana oil or similar non-shrinking waterproofing finish. Very little trimming will be necessary, perhaps an eighth inch movement at the trim tab t.e. and slight motor offset at the very most.

. . . and don't forget the d/t fuse, over water lift is by no means uncommon ! !

Full size copies of the $\frac{1}{4}$ scale plan opposite are available 4/6 post free through A.P.S.



Peaceful N.Z. lakeside scene as Karoro comes in on a 'landing'.

Action shot of the hydro event at the 1963 USA Nationals.

Featured on the cover of July 1963 Flying Models. Design not stated - *Spacer?*

FM describes the event in 1963-speak as being:

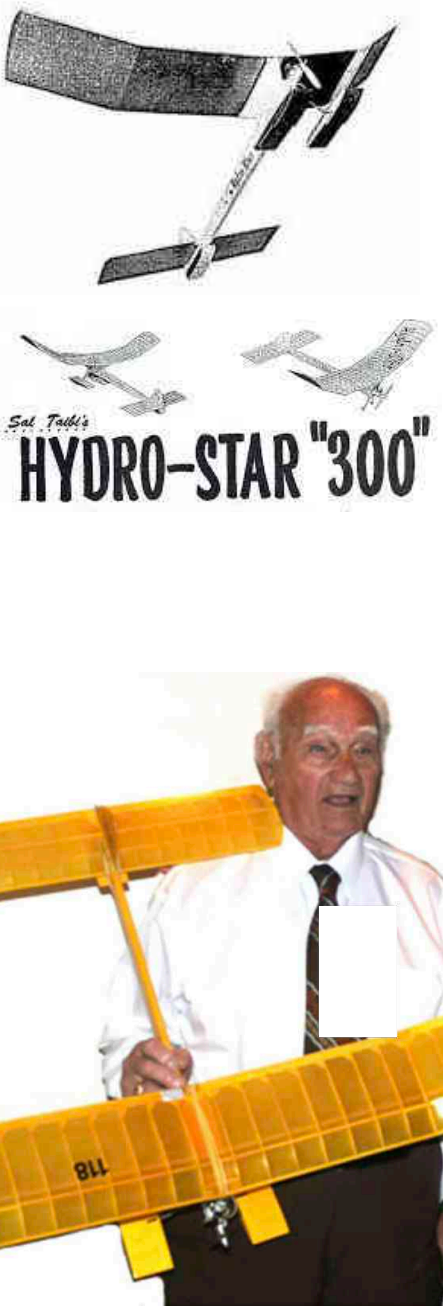
“Coolest event at the Nationals. Just about as typical as a shot of hydro action can get. Attracts soggy lookin’ pack of ships”



Hydro-Star

1960

Sal Taibi



WING LOCATING DOWELS, 1/8 DOWEL SPLIT IN HALF

WING

2-3/4

1-1/4

DETAIL OF WING DIHEDRAL

CORRECT USE OF TIMER TANK

Engine runs will vary about 5 seconds from morning to afternoon, making it necessary to check your engine run before each flight, either while the timer works or a few minutes before your flight. Temperature and humidity affect engine speeds changing fuel consumption. Timer tanks should be blocked as the engine will not run more than 22 seconds (after tripping the release wire).

After starting, engine should be adjusted while held in flight position; be sure fuselage is level to the ground before tripping release. (If tripped while in flight position, the lower fuel chamber will not fill consistently, resulting in erratic engine runs). After tripping release, hold model in flight position and the engine run, until tank and go through the same procedure, holding model for the required time to allow for a 19 second engine run.

NOTE: Do not touch the needle valve after checkout, any change in needle valve setting will affect the engine run. Engine should be warm and start easily with a light prime.

3/32 WING PLATFORM

FUSELAGE

3/16 SQ. 1/8 PLY 1/16 PLY 3/16 SQ. 1/8 FLOAT SIDES 3/16 SQ.

FORMED WIRE LANDING GEAR

FIREWALL DETAIL

BEND HOOKS FROM PAPER CLIPS

CENTER OF GRAVITY MODEL MUST BALANCE HERE

DOUBLER, MADE FROM 3/32 x 5/8

HYDRO-STAR

3/32 SQ. 1/8 x 3/8 FULL LENGTH BOTTOM

FIREWALL FAIRING BLOCKS

FORMED WIRE FLOAT FITTING

THEORETICAL LINE

NOT THE TRUE GROUND LINE

DT HOOK

STAB KEYS 1/8 DOWEL SPLIT IN HALF

GUSSETS 1/8 x 1/2

SPACE THESE TWO RIBS SO THAT RUDDER WILL BE A SNUG FIT

STABILIZER

ALL SPARS 3/32 SQ.

1/8 NOTCH

SR

DT HOOKS

3/16 SQ.

3/32 SQ. RUNNERS

MAKE FROM 3/32 SQ.

3/32 SQ.

3/32 x 5/8 DOUBLER

1/8 SHEET SIDES

1/8 x 3/8 BOTTOM

REMOVABLE WHEEL RETAINER

TYPICAL SECTION

1/16 PLYWOOD

1/16 BALSA

WRAP WITH THREAD AND GLUE SECURELY

METAL TUBING FLOAT FITTING

1/8 SCRAP WEDGES

SPHR

TIP DETAIL

TISSUE

60°

3/32 SQ. PAPER CLIP HOOKS

REAR FLOAT ATTACHMENT DETAILS

1/16 SHEET TOP, BOTTOM AND AFT END

RUBBER BANDS

DT DETAIL LOADED

FUSE

SMALL RUBBER BAND

40°

DT DETAIL "POPED"

POWER TAB

DT HOOKS

1/8 DOWEL FLOAT STOP AND TAILSKID

1/8 DOWEL DT HOOK

1/8 x 1/2 GUSSETS NOTE GRAIN

D4

1/8 x 1/2 GUSSETS NOTE GRAIN

BLACK TISSUE PAPER TRIM

3/16 x 1/4

1/8 x 3/8

WDR RIB

D2

D1

WDR RIB

D3

DIE CUT SHEET - 3 REGR.

SUGGESTIONS FOR IMPROVING THE QUALITY OF OUR PRESENT PRODUCTS OR IDEAS FOR NEW PRODUCTS ARE DECIDELY WELCOME.

Sal Taibi, 811 Long Beach Blvd., Long Beach, Calif.

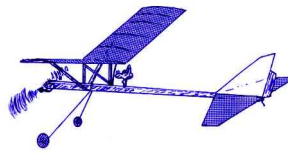
Sal Taibi's HYDRO-STAR "300"

Sal Taibi's HYDRO-STAR "300"

Competition Models Inc.

POST OFFICE BOX 8012, LONG BEACH 8, CALIFORNIA

Hydro-Star
 Competition Models Inc.
 Sal Taibi



2024 16th Feb NPMAC Indoor Meeting TSB Stadium

We had a little trouble getting our city council to confirm some future dates for the club to hire the TSB Stadium. It's the biggest indoor venue in Taranaki and was being used for Americarna, the big American Car Festival, straight after our booking. But, for Friday night, it was all ours, thirteen metres to the rafters, a glorious space for Hanger Rats, Hand Launch Gliders and Indoor RC.

I have to admit to being a bit intimidated by the prospect of flying Hanger Rat at this big venue. After the Newbies getting 2min 15 sec in an 8 metre hall, it was a long way above my achievements. And here we were now about to fly in an even bigger hall.

As it turned out, neither of our high achieving newbies were able to attend this meeting. Chris Allen, the elder, had been laid low with health issues and his son Jonothan was committed to organising merchandising for the Americarna Festival that took up all his spare time.

Our club, the New Plymouth Model Aero Club, were also hosting a big Control Line Meeting this weekend, on the weekend following the indoor meeting. It was the Waikato Tarmac Control Line Championships, for all the Waikato fliers to do Speed and Team Race events on our hard surface Tarmac control line circles.

This meant we had a couple of out of towners at our indoor meeting. Nice to see you, Brendan Robinson and Adrian Hamilton. So, just five of us flying Hanger Rat this time. The old guard, Allen Lawrence, Alan Reed and myself and two slightly less experienced fliers, Brendan Robinson from Hamilton and my wife Jo Fuller.

I owed Jo a favour. After our last indoor meeting, when she sacrificed air time needed to get her Hanger Rat 'Fliss' flying properly in order for me to get some official flight times in. So she didn't record any flights that night. It's a symbiotic thing as she still needs input and guidance from me, to make it happen. Sometimes you have to make sacrifices for your man! She's a treasure really.

Anyway, this time round **Jo** was using a different fuselage that we hoped was going to be a bit stiffer. It's hard to know until you actually fly it. She still had some trouble with stalling out and after reducing incidence to then have it refuse to take off. But this was on 1600 turns, so it was already better than last time where it was exhibiting this behaviour at 1200 turns.

So, this time, it didn't takeoff, we let it run down to see if the model would start to climb when a few hundred turns had wound off and there was less tension on the fuselage. If the model starts to climb after a circle or two on the floor then it is a sure sign that the fuselage is bending under the load of high turns and giving you more down-thrust the more turns you put on - adding to the not taking off problem. Or else it is another part of the model that is bending at high speed. Sometimes it's because of a hidden crack somewhere or because the elevator leading edge has kinked on one side and it is high, giving more down elevator as it flies faster.

On this occasion it used all the turns without ever lifting off the floor. We concluded that the fuselage was stiff enough. That was good. All that was needed was to slide a thin wedge in under the leading edge of the wing mount, to give maybe 0.5mm of positive incidence at the leading edge and she was away, climbing gracefully towards the rafters.

'Fliss' was back in the action again and Jo was encouraging her with soothing words, as she is inclined to do.

She cranked on 1650 turns and backed off 50 turns to dampen that power surge a bit and took an official time. She was really stoked when the timekeeper called out 2m35 seconds - a stellar time and the best flight of the night to that point. A bit of stall trouble on her second flight and then another 2m35sec for the third flight giving her an unassailable lead for first place. My conscience was clear, now and I could get on with doing my level best to try and keep up with her.

Allen Lawrence, try as he might, just couldn't quite make it all happen that night. After the last indoor meeting, with over two-minute times being recorded, Allen Lawrence had reached the limits of his model at that trim. Even with 2000 turns on his 3/32nd rubber, he still ran out of turns at just under the two-minute mark. So, this time he had made a new propellor and retrimmed of the model. It took him a little while and several trim flights but then had it sorted. A smart takeoff and it would point up at about 60 degrees in an almost unreal way and rocket upwards. It was spectacular but it wanted to fly higher than the rafters and on two occasions potentially really good times were marred by getting hung up on a lamp shade up among the rafters, needing a rescue plan involving the 14 metre fishing pole. It seemed nearly impossible to dodge all the supporting struts to get a clean flight in. The new propellor and different trim gave Allen about another 25 seconds of air time and he recorded a 2m21sec on his 1st flight a nice 2m19 sec on his sixth and last flight. Despite Allen's best efforts and big improvements in his times, he still ended the night in 2nd place.

Alan Reed was on borrowed time - he was going to be cycling round Mount Taranaki the next day! He ripped into things, dialling in a trim pretty quickly and put in his first flight at 1m42sec and then adding turns each flight. At the start of the evening, I had lent him a new in-line Torque Meter that you put between the Winder and your rubber motor, so that you can read the torque every time you pause the winding. Using a Torque Meter should allow you to make more consistent flights, you wind till you get the right torque. If your ceiling is low then you can wind to a torque that keeps you under that height. The torque at launch pretty much determines how high it will fly. The Torque Meter has a range of 0-0.8 inch-ounces. Alan was flying with about 0.35 - 0.40 in-oz so roughly 1/3rd full scale. He said by the end of the evening he was starting to understand how the figures related to how the model flew and was feeling at home with it.

Brendon Robinson from Hamilton had flown Hanger Rat a few times before but had not been a regular flier. He was having fun with an aim of getting flights of one minute or more. He had a good trim but could not get it to climb very high. He got consistent times with 3 flights within a second of 1min 15 sec. I gave him a loop of rubber 15 thou thicker than 3/32 to give him a bit more torque. That was the answer and the next flight got 1m49sec, the best flight he has ever done with his Hanger Rat. He was well pleased.

As usual, I had my share of troubles that turned out to be due to not using enough rubber for the prop I had chosen. Even with 1900 turns on and no backing off, it only got to 2/3rds the height of the rafters. My best efforts were a couple of 2m03sec and a 2m13sec to put me just one second ahead of Alan Reed to narrowly squeak into third place. I think the time might have come for me to build a new Hanger Rat, closer to 6 grams than the current eight gram one. I must commit to making my own

Hanger Rat Kits but until then I have just taken delivery of another ten Hanger Rat Kits from Hanger One in Whangarei - all will have new owners in a week or so. One nice improvement that I managed to get changed with Hanger One, was to get them shipped with a variety of different coloured tissue. I was getting a bit sick of all these, all the white Hanger Rats, and it was becoming a problem for the timers when there were three identically coloured Rats floating around. We got two each of five different colours, red, yellow, blue, red/white checkered and blue/white checkered tissue. This is great and should make for more colourful skies.

Hanger Rat

1.	Jo Fuller	2-35, 2-35	= 5m10s
2.	Allen Lawrence	2-21, 2-19	= 4m40s
3.	Alec Fuller	2-13, 2-03	= 4m16s
4.	Alan Reed	2-06, 2-09	= 4m15s
5t.	Brendan Robinson	1-37, 1-39	= 3m16s

Hornet Precision

Target Time 25.0 seconds

1.	Allen Lawrence	20.4, 34.6, 24.9	= 0.1s
2.	Jo Fuller	25.4, 29.3, 27.2	= 0.4s (+2.2)
3.	Len Krook	17.6, 24.6, 28.7	= 0.4 (+3.7)

Indoor HLG

(Best 2 of 10)

1.	Allen Lawrence	22.6, 22.9	= 45.5s
2.	Andrew Robinson	21.3, 23.6	= 44.9s
3.	Brendan Robinson	18.6, 18.4	= 37.0s

Below is the in-line Torque Meter. It's basically a 4 inch length of 0.015" (15 thou) Piano Wire with a hook on one end and a loop and pointer on the other end. This is slid inside a 3.9 inch long tube (brass, aluminium, carbon). An indicator disk with 8 equally spaced lines spanning 3/4 of a turn on the dial is glued to the tube so that as the wire twists under torque, the pointer indicates this on the dial.

You can twist Piano Wire three quarters of a turn without exceeding its limits of elasticity and it will still return to the zero mark. The four inches of 15 thou wire will give about 0.8 inch-oz of torque at 3/4 of a turn approximately. Yes, the 15 thou Piano wire is really thin and seems too flimsy for the hooks, but it's strong enough for Hanger Rat flying on 3/32nd rubber. Absolute calibration here is not really needed. You just want repeatable readings and then figure

out what reading gets you to the height you need. If you feel the need to calibrate it then use digital scales and a 1.0 inch arm pressing on the tray of the scales.



Name the Vintage Designs 2

Answers in Issue 202

Vintage ID Quiz 1 Answers

1. Cavalier
2. California Chief
3. FAI-son
4. Feather Merchant
5. Mini Pearl
6. Mallard
7. Thermalist
8. Kerswap
9. Coupe de France
10. FROG 45
11. Simplex
12. Stardust Special
13. Geef
14. Streamliner
15. Flying Pencil
16. Folly
17. Flying Minutes



RC Top 10 Leader Board

Standings at 30th March 2024

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.

New postings are shown in red. They are all from NDC flying in February and March.

Please email me if you spot any errors or omissions.

Wayne Cartwright
rwcwright4@gmail.com

Standings at 30 March

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.	B Scott	780+340
3.	S Cox	780
4.	D Thornley	760
5.	T Beaumont	651
6.	K Daly	457
7.	R Gray	347
8.	T Christansen	346

Vintage E Duration		
1.	S Nicholas	900+544
2.	B Russell	900+541
3.	A Knox	827
4.	B Robinson	818
5.	M Evans	795
6.	S Hubbard	732
7.	B Scott	649
8.	C Erlam	419

Classical IC Duration		
1.	D Thornley	375

Classical E Duration		
1.	S Nicholas	880
2.	A Knox	837
3.	M Evans	814
4.	B Scott	780
5.	B Robinson	707

Texaco Classes

Vintage 1/2A Texaco		
1.	A Knox	1480
2.	L Rodway	1406
3.	B Scott	1381
4.	J Ryan	1067
5.	J Beresford	939
6.	R Gray	981
7.	B Treloar	825

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.	B Russell	2579
2.	W Cartwright	1984
3.	A Knox	1590
4.	T Glogau	1193

Sport Cabin Texaco IC		
1.	A Knox	1336

Sport Cabin Texaco E		
1.	M Evans	873
2.	G Pullen	730

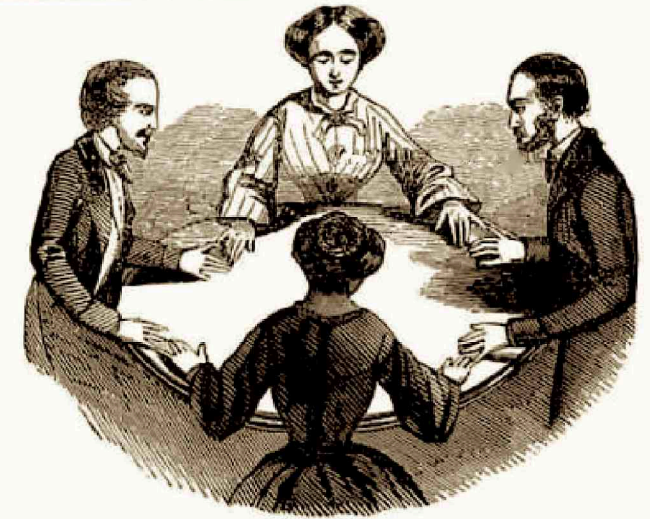
Vintage and Classical Scale Texaco
No score posted

THE LAST STRAW

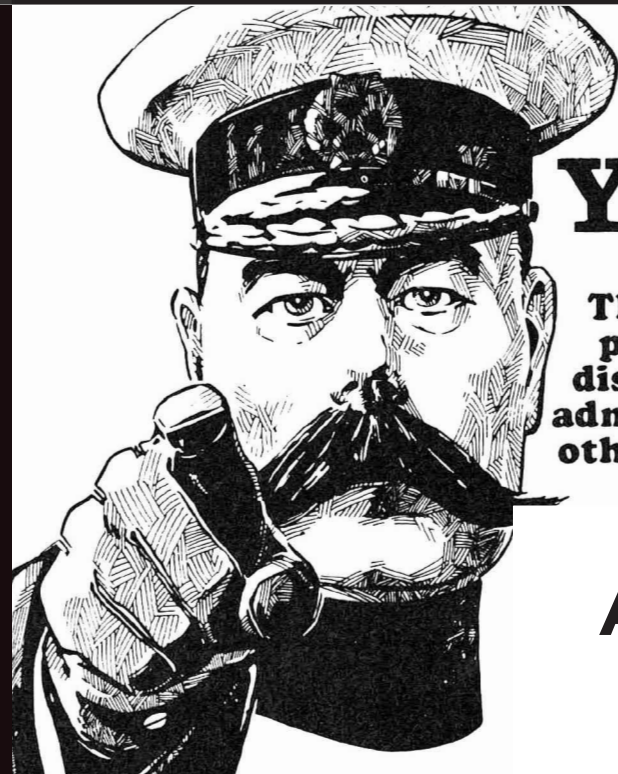
We are what we repeatedly do. Excellence,
then, is not an act but a habit.

Robert Boyle

Zoom meetings are just modern seances



"There's someone who wants to join us."
"Elizabeth, are you there?"
"We can't hear you."
"Can you hear us?"



WE WANT YOUR MODEL

The result of all your hard work,
patience and skill deserves to be
displayed where it can both arouse
admiration and inspire enthusiasm in
others, and where better than at the
world-renowned

AVANZ NEWS



All looking good
under here, Boss. Now get
me that coffee !