

# AVANZ

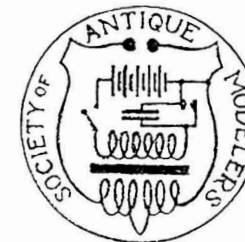


# NEWS





# Committee Notices



## #205 CONTENTS

Committee Notices  
Irregular Comments  
NDC February to June  
2024 NDC Results  
Future Events  
International Events  
Nationals  
Heave Ho 2024  
O.F.W.F.  
ETA Engines  
Reader's Models  
- Barrie Russell  
- Chris Chambers  
*Flying Quaker* 1936  
*Tyro* Single channel  
Event model trees  
2024 LB Final standings  
2025 Leader Boards  
The Last Straw

The Nationals has been and gone again. This one was particularly challenging for Vintage. The weather was very patchy and the turn out frankly concerning. All 14 events offered had one entry or more but only 7 had 2 or more entries and only 5 of these had the required 3 or more entries to be counted an official event. So the National Championship was decided on just 5 events and a few equally poorly supported Vintage Free flight events.

In recent years the majority of fliers have come from the south of the North Island; Ashhurst, Levin, Kapiti and Wellington. It's logical, the Nationals are in their neighbourhood and it's not too daunting or costly to drop in for even just a day or two and fly. This time though a number of these regulars stayed away for all sorts of good reasons I'm sure but we came very close to not having any official events at this Nats.

Thanks to those of you who let me know you were not coming, it helped planning. We really missed you though.

I did my best as CD to make sure everyone prepared to fly got the chance despite losing a lot of flying time because of weather. Lots of group texting kept everyone up to speed. On the plus side we had a superb flying sight this Nats, back on Francis line and close to Carterton. It was beautifully prepared too with masses of space and a close cropped circle.

I would really like to thank those who did turn up; Terry Beaumont and Stew Cox from Kapiti, Kevin Daly from Levin, Trevor Glogau and Ian Munro from Wellington, Martin and Paul Evans from Auckland. Thank you guys. Without even a couple of you we could have lost all official events and effectively scratch RC Vintage from the Nationals. It was that close.

OK so where to from here? I can only appeal to all competition minded vintage fliers to come along next year if you are physically able. We will have to target events to those of you we know are interested in attending by talking to you beforehand and just list the events we know you want to fly. Judging by past years these will be Vintage rather than Classical classes and IC rather than electric because that's what the guys in the lower N.I. area mostly fly. All the old traditional IC Classes in other words. These are also the ones for which we have trophies as it turns out. So that will likely be Vintage IC Duration, Vintage Precision, A Texaco, 1/2A Texaco, Open Texaco and perhaps Vintage E Duration and Sport Cabin Texaco (E and IC Combined).

Allan Knox

**COVER** Vintage RC fliers on Day One of the Nationals. Great to see such a spread of designs being used rather than a field of Bombers.

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# IRREGULAR COMMENTS

## from the Editor

Irregular = occasional, improper, unofficial, rough

### Eight ounces per Square Foot

Despite being under constant scrutiny, our flying rules may yet harbour undetected anomalies.

Barrie Russell recently found one such anomaly in the rule that requires 8oz per square foot of wing area.

Looking back, the first published rulebook in 1988 required RC Duration models to be of this minimum weight, while Precision models were exempted from it. That Precision models required no minimum weight deflates the oft-spouted "safety" line as this class of models was, and is, the one most likely to land in a manner that tests structural integrity. The purpose of the 8oz rule was to limit the performance of Duration models but somewhere along the way we have come to believe otherwise.

Back to Barrie whose comments are on page 17. Read them and you will be thinking what I thought - why has this not been picked up in the last 37 years? A rule that allows, in fact encourages, dangerously ballasted models certainly needs attention, if only to deny our insurers a sound pretext for declining claims.

Getting this anomaly resolved quickly is probably a false hope. Over the years, Vintage modellers have debated at length in the search for ways to promote their interests. There have been many motions that were undeniably good for Vintage as a whole, that were backed by sound reasoning and meticulous research, that had general acceptance - that were stonewalled by self-serving minorities. If the 8-oz rule comes to a vote it will be interesting to see whether Vintage benefit takes precedence over entrenched preferences.

### A Vintage Rally ! See page 5

The Tuakau mob, spearheaded by Peter Townsend, have cooked up something special. For you. They are running a Rally that will surely appeal. There will be Precision, more Precision, and a bit of Duration and Texaco as well.

A BBQ will take care of lunch so carnivores can make the Rally an all-day affair. There's no shortage of cash prizes, I'm told. If that's not enough to lure you and your better half along, then know this - the Council has finally finished the services at the flying field, so no more sloping off for a pee on the front wheel of Pete's ute.

### AVANZ News Mailing List

The bulletin is mailed out in batches to avoid those who benignly watch over us thinking it's spam. It is also now sent to NZ subscribers as Bcc: which means you do not get to see who else is receiving it. This practice began after a request from a subscriber who did not want his email address made known. Fair enough considering all the on-line scams using email mailing lists. I mention this because in the near future an email will be sent to all subscribers using the To: format. This is to produce, in a readily usable format, a revised mailing list to Allan and others who may need to contact all on the list.

**If you do not want your email address to be visible to others, let me know within the next fourteen (14) days and it will be passed to Allan in a more private format.**

### Next AVANZ News, Issue #207

I am taking time off and the next issue may be around August. Articles and reports can still be sent to the usual email, but immediate responses should not be expected.

**So that your communications are filed correctly by office juniors, put "AVANZ News" in the Subject line of bulletin-related emails.**



### The Nationals

Interesting, not always in good ways, with the weather wiping out two days for some codes. Still, the portion of entered VRC fliers who put in flights was commendable.

Below are the approximate percentages of fliers-to-entries in each outdoor code, with the previous year's flying rate in brackets for comparison:

Soaring	87% (76%)	Control Line	76% (86%)
RC Scale	70% (92%)	Pattern	82% (83%)
Free Flight	68% (75%)	Pylon	100% (94%)
FF Scale	80% (100%)		

In RC Vintage, 60% of RC entries flew, close to the previous National's 65%. Not too shabby as even in good conditions there are usually some non-fliers.

FF Vintage was a disappointment with only 20% of entries making flights compared with 55% for the previous Nationals. Flying away from the much preferred Rayners site may have deterred some.

It was quite a blow to FFers to find another code (for which wide open spaces are not essential as they are to free flight) used Rayners after securing its use at the last moment when the crops were harvested just before the start of the Nationals. Dreadfully bad form, you RC chaps!

# National Decentralised

## February - June 2025

Jan/25	100	VINT	FF Vintage Precision
Jan/25	101	VINT	FF Vintage Glider Duration
Jan/25	102	VINT	FF Nostalgia Glider Duration
Jan/25	103	VINT	RC Vintage 1/2E Texaco
Jan/25	104	VINT	RC Classical E Texaco
Jan/25	105	VINT	RC Classical Precision
Jan/25	200	FF	Aggregate
Jan/25	201	FF	Hand Launched Glider
Jan/25	202	FF	Hand Launched Glider
Jan/25	203	FF	Coupe d'Hiver
Jan/25	204	FF	Tip Launch
Jan/25	205	FF	A1 Glider
Jan/25	206	FF	FAI F1D Indoor Rubber

Feb/25	106	VINT	FF Vintage Power Duration
Feb/25	107	VINT	FF Nostalgia Power Duration
Feb/25	108	VINT	FF Nostalgia Rubber Duration
Feb/25	109	VINT	FF Classic Rubber Duration
Feb/25	110	VINT	RC Vintage 1/2A Texaco
Feb/25	111	VINT	RC Vintage E Rubber Texaco
Feb/25	112	VINT	RC Classical E Duration
Feb/25	207	FF	P30
Feb/25	208	FF	Open Power
Feb/25	209	FF	FAI F1A Glider
Feb/25	210	FF	1/2 A Power
Feb/25	211	FF	Open Tissue
Feb/25	212	FF	FAI F1L Indoor Rubber
Feb/25	213	FF	FAI F1B Rubber

Mar/25	113	VINT	FF Classic Glider Duration
Mar/25	114	VINT	FF Vintage Rubber Duration
Mar/25	115	VINT	RC Vintage IC Duration
Mar/25	116	VINT	RC Vintage E Duration
Mar/25	117	VINT	RC Classical E Duration
Mar/25	118	VINT	RC Classical E Texaco
Mar/25	214	FF	Indoor Hand Launch Glider
Mar/25	215	FF	Open Rubber
Mar/25	216	FF	Kiwi Power
Mar/25	217	FF	Kennedy Precision
Mar/25	218	FF	Aggregate
Mar/25	219	FF	Tip Launch Glider
Mar/25	220	FF	Hanger Rat

Apr/25	119	VINT	FF Nostalgia 1/2A/ Min Replica
Apr/25	120	VINT	FF Classic Power Duration
Apr/25	121	VINT	RC Vintage 1/2E Texaco
Apr/25	122	VINT	RC Vintage A Texaco
Apr/25	123	VINT	RC Vintage E Texaco
Apr/25	221	FF	1/2 A Power
Apr/25	222	FF	Open Rubber
Apr/25	223	FF	Open Power
Apr/25	224	FF	Coupe d'Hiver
Apr/25	225	FF	P30
Apr/25	226	FF	A1 Glider
Apr/25	227	FF	Kiwi Power
Apr/25	228	FF	Open Glider
Apr/25	229	FF	Catapult Launched Glider
Apr/25	230	FF	Hand Launched Glider
Apr/25	231	FF	E36
Apr/25	232	FF	FAI F1L Indoor Rubber

May/25	124	VINT	FF Vintage Precision
May/25	125	VINT	FF Vintage Power Duration
May/25	126	VINT	FF Nostalgia Rubber Duration
May/25	127	VINT	RC Vintage and Classical Scale Texaco
May/25	128	VINT	RC Vintage Precision
May/25	129	VINT	RC Classical Precision
May/25	130	VINT	RC Vintage Open Texaco
May/25	233	FF	Open Rubber
May/25	234	FF	1/2A Power
May/25	235	FF	Kiwi Power
May/25	236	FF	Open Glider
May/25	237	FF	FAI F1L Indoor Rubber
May/25	238	FF	Coupe d'Hiver

Jun/25	131	VINT	FF Vintage Hand Launch Glider
Jun/25	132	VINT	FF Vintage Catapult Glider
Jun/25	133	VINT	FF Nostalgia Power Duration
Jun/25	134	VINT	FF Classic Rubber Duration
Jun/25	135	VINT	RC Vintage Precision
Jun/25	136	VINT	RC Vintage E Duration
Jun/25	137	VINT	RC Vintage and Classical Scale Texaco
Jun/25	138	VINT	RC Vintage E Texaco
Jun/25	239	FF	Hangar Rat
Jun/25	240	FF	Indoor Hand Launch Glider
Jun/25	241	FF	A1 Glider
Jun/25	242	FF	P30
Jun/25	243	FF	FAI F1A Glider
Jun/25	244	FF	FAI F1B Rubber

# 2024 National Decentralised Championship Results

## The National Decentralised Championship in 2024

NDC is going from strength to strength with over 1000 entries across five SIGs last year. Fliers obviously like to idea of flying in a national contest with the convenience of using their own field.

The NDC Vintage classes were well supported again in 2024, It may even be our best year in recent times thanks to continued support from Hawkes Bay, Hamilton and Christchurch in the main but other areas too from time to time.

Well done all of you who had a go.

RC Vintage Precision was very popular with lots of fliers not present in other classes confirming Precision’s enduring and wide appeal. People seem to like the challenge of landing on time and on the spot and being able to fly almost any model. The newer classes with electrics were popular in both Vintage and Classical period. We listed all our classes and all except classical IC Duration were supported, even my favourite Scale Texaco.

NDC for 2025 is underway again and is largely unchanged from last year. You will find all you need to know to participate on the MFNZ website here. <https://www.mfnz.org/members-pilots/ndc/> You will find monthly results. The event calendar and the entry link for score submission. Easy.

Given the demographic of vintage fliers and the reluctance to attend nationals and regional competition rallies, it seems NDC may be the only way to keep the competition side of vintage flying alive. We have some of the best contest rules in the world in my view thanks to the solid foundation set 45 years ago and developed and expanded since by various committees and inspired individuals. Wayne Cartwright in particular comes to mind as I write this. Thanks mate.

## Summary

13 different club and 42 individuals had a go. Awesome! Now if we could just get a few more of them going to the Nats.....

## Vintage Club Championship 2024

Christchurch M A C (INC)	251.5
Model Flying Hawkes Bay Inc	239
Hamilton Model Aero Club (INC)	109.5
Feilding Model Flying Circle	97
North Shore M A C	54.5
37 Rotorua M A C (INC)	16
55 Wanganui Aero Modellers Club	16
16 Far North R/C Fliers	15
21 Levin Model Aeroplane Club (INC)	15
61 Wigram Model Aero Club	12
78 Kapiti Aeromodellers Club (INC)	11.5
44 Tauranga M A C (INC)	9
56 Wellington M A C (INC)	9

## Vintage Individual Championship 2024

Allan Knox	Christchurch M A C	146
Barrie Russell	Model Flying Hawkes Bay	104.5
Bernard Scott	Hamilton MAC	81.5
Stanley Nicholas	Model Flying Hawkes Bay	76.5
Lynn Rodway	Christchurch M A C	67
Graham Lovejoy	Feilding Model Flying Circle	32
Brett Robinson	Model Flying Hawkes Bay	30
Paul Squires	Feilding Model Flying Circle	25
Wayne Cartwright	Hamilton Model Aero Club	22
Wayne Lightfoot	Feilding Model Flying Circle	19
Dave Crook	Wanganui Aero Modellers	16

John Ryan	Rotorua M A C (INC)	14
Dave Wilkins	North Shore M A C	12
Peter Scott	North Shore M A C	12
Brian Perriam	Wigram Model Aero Club	12
Stew Morse	Christchurch M A C (INC)	11
Connie Gray	Feilding Model Flying Circle	10
Geoff Pullen	Christchurch M A C (INC)	9.5
Carl Brown	North Shore M A C	9.5
John Beresford	Christchurch M A C (INC)	9
Chris Murphy	Wellington M A C (INC)	9
David Thornley	Tauranga M A C (INC)	9
Kevin Botherway	Model Flying Hawkes Bay	9
Jeff Aickin	Far North R/C Fliers	8
Kevin Daly	Levin MAC	7.5
Joe Bradbury	Levin MAC	7.5
Scott Purdy	North Shore M A C	7
Les King	Far North R/C Fliers	7
Robert Lockyer	Model Flying Hawkes Bay	7
Russ Nimmo	Model Flying Hawkes Bay	7
Rex Bain	Hamilton Model Aero Club	6
Lloyd Beehre	North Shore M A C	6
Ron Pilcher	Feilding Model Flying Circle	6
Terry Beaumont	Kapiti Aeromodellers	5.5
Antony Koerbin	Feilding Model Flying Circle	5
Ross Purdy	North Shore M A C	5
Craig King	Christchurch M A C (INC)	5
Ian Crosland	Kapiti Aeromodellers Club	4
Robert Berger	North Shore M A C	3
Mark Larsen	Model Flying Hawkes Bay	3
Mike Shears	Model Flying Hawkes Bay	3
Roy Gunner	Christchurch M A C (INC)	2
Dave Little	Rotorua M A C (INC)	2
John Miller	Kapiti Aeromodellers Club	2

# TUAKAU VINTAGE and CLASSICAL COMBINED RALLY

15<sup>th</sup> March

## MARCH 15TH

### Rain day MARCH 16TH

Three things are obvious with current Vintage flying - there are too many classes to get a full field in all events, rules can be unnecessarily restrictive, and the Precision event is a stand-out favourite.

With these in mind, the Tuakau MAC presents a meeting that will

- 1) allow any era of model to be used in each event
- 2) not require you to ballast a light model
- 3) have plenty, one might even say a plethora, of Precision

#### For all events

- + No age bonus points
- + No 8oz/sq ft weight rule
- + Models may be of either era or power source: Vintage or Classical, Electric or IC.
- + Use different era or power models in the same event if you wish.

#### Event1: PRECISION

Standard Precision rules, but no age bonuses.

#### Event 2: GREATER PRECISION

- Rnd 1 - 20 metre landing circle
- Rnd 2 - 15 metre landing circle
- Rnd 3 - 10 metre landing circle
- Rnd 4 - 5 metre landing circle
- Rnd 5 - Closest to the centre

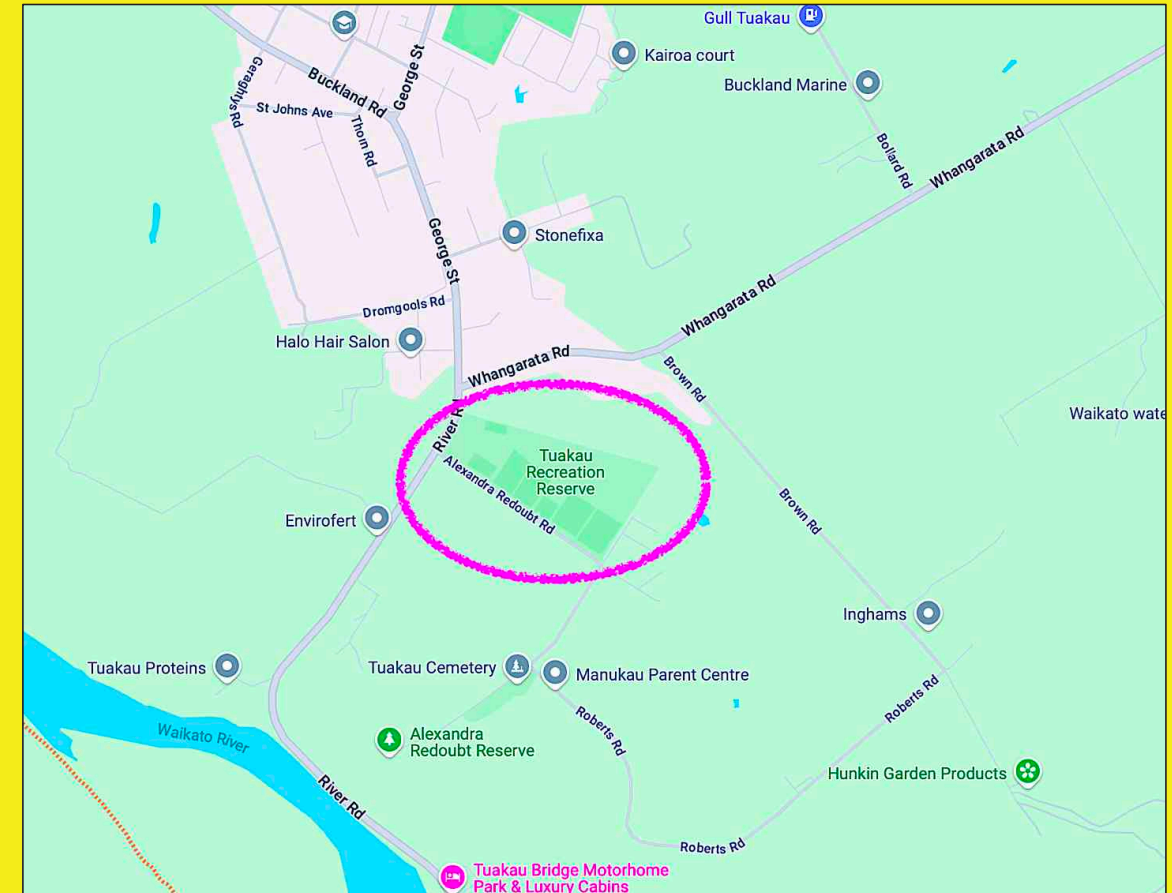
#### Event 3: DURATION

No age bonus or landing circle but landing on the flying field is required.

#### Event 4: SMALL TEXACO COMBINED

- + Vintage 1/2A Texaco
- + Vintage 1/2E Texaco
- + Classical 1/2E Texaco
- + Hummingbird 1/2A Texaco.

Use a model from one of the four events above. Or, use a different one in each of the two unlimited duration rounds - your choice.



Entry \$10

#### Prizes

All entry fees will go to the winner of the event with the most entries. Other three events have a \$50 first prize

BBQ \$3

Rally Directors: Peter Townsend 0272525109 and David Gush

L'AQUILONE SAM 2001  
TOMBOY INTERNATIONAL POSTAL CONTEST  
01/07/2024 - 30/06/2025

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 alongwith 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 " scaledup) 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 2025** to Curzio Santoni ([cusanton@tin.it](mailto: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



# 2024 NATIONALS

## Vintage Radio Control

=====	<b>Vintage</b>		
83/RCV16	<b>RC Vintage Precision</b>	2024-12-30	
	Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
	1. Knox, Allan Mr (7621) [CHCH]	785.00 / 8	Snr
	2. Cox, Stew Mr (4492) [WMAC]	772.00 / 7	Snr
	3. Daly, Kevin Mr (1346) [LMAC]	580.00 / 6	Snr
	4. Beaumont, Terry Mr (1095) [KAMC]	555.00 / 5	Snr
	- Evans, Martin Mr (4403) [SAM]	0.00 /	Snr
	- Evans, Paul Mr (4404) [SAM]	0.00 /	Snr
84/RCV03	<b>RC Vintage IC Duration</b>	2024-12-30	
	Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
	1. Knox, Allan Mr (7621) [CHCH]	760.00 / 8	Snr
	2. Cox, Stew Mr (4492) [WMAC]	709.00 / 7	Snr
	3. Beaumont, Terry Mr (1095) [KAMC]	570.00 / 6	Snr
	4. Daly, Kevin Mr (1346) [LMAC]	478.00 / 5	Snr
85/RCV06	<b>RC Vintage 1-2 A Texaco</b>	2024-12-30	
	Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
	1. Cox, Stew Mr (4492) [WMAC]	1377.00 / 7	Snr
	2. Knox, Allan Mr (7621) [CHCH]	1201.00 / 6	Snr
	3. Evans, Martin Mr (4403) [SAM]	93.00 / 5	Snr
	- Daly, Kevin Mr (1346) [LMAC]	0.00 /	Snr DNS

89/RCV07	<b>RC Vintage E Duration</b>	2024-12-30	
	Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
	1. Knox, Allan Mr (7621) [CHCH]	942.00 /	Snr
	2. Evans, Martin Mr (4403) [SAM]	848.00 /	Snr
	- Glogau, Trevor Mr (11409) [WMAC]	0.00 /	Snr DNF
90/RCV11	<b>RC IC &amp; E Sport Cabin Texaco Combined</b>	2024-12-30	
	Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
	1. Knox, Allan Mr (7621) [CHCH]	843.00 /	Snr
	2. Evans, Martin Mr (4403) [SAM]	557.00 /	Snr
	- Lockyer, Robert Mr. (10072) [MFHB]	0.00 /	Snr DNF
93/RCV01	<b>RC Vintage A Texaco</b>	2024-12-30	
	Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
	1. Knox, Allan Mr (7621) [CHCH]	1840.00 / 9	Snr
	2. Evans, Martin Mr (4403) [SAM]	1707.00 / 8	Snr
	3. Cox, Stew Mr (4492) [WMAC]	1524.00 / 7	Snr
	4. Munro, Ian Mr (4040) [WMAC]	973.00 / 6	Snr
	5. Evans, Paul Mr (4404) [SAM]	295.00 / 5	Snr
94/RCV12	<b>RC Vintage Open Texaco</b>	2024-12-30	
	Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
	1. Knox, Allan Mr (7621) [CHCH]	1404.00 / 8	Snr
	2. Cox, Stew Mr (4492) [WMAC]	822.00 / 7	Snr
	3. Beaumont, Terry Mr (1095) [KAMC]	594.00 / 6	Snr
	4. Munro, Ian Mr (4040) [WMAC]	494.00 / 5	Snr
	- Daly, Kevin Mr (1346) [LMAC]	0.00 /	Snr DNS
	- Glogau, Trevor Mr (11409) [WMAC]	0.00 /	Snr DNS



# Vintage Free Flight and National Champions

ALLAN KNOX ...  
VINTAGE CHAMPION  
CHAMPION MODELLER  
CHAMPION OF CHAMPIONS



## 2024 NATIONALS

=====	Vintage Free Flight		
26/FFV03	Vintage FF Precision	2024-12-31	
	Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
	1. Gibson, Bryce Mr (4142) [NOCL]	233.00 / 9	Snr
	2. Green, Andrew Mr (13254) [AUCK]	222.00 / 8	Snr
	3. Bould, Ricky Mr (1147) [AUCK]	200.00 / 6.5	Snr =
	3. Bould, Ricky Mr (1147) [AUCK]	200.00 / 6.5	Snr =
	5. D		
	- Dowling, John Mr (1382) [CHCH]	0.00 /	Snr
	- Scott, Bernard Mr (2320) [HMAC]	0.00 /	Snr
	- Evans, Martin Mr (4403) [SAM]	0.00 /	Snr
	- Evans, Paul Mr (4404) [SAM]	0.00 /	Snr
23/FFV10	Vintage FF Catapult Glider	2025-01-01	
	Placing/Name/(MFNZ No.)/[Club]	Score / Nats Points	
	1. Richards, Des Mr (1136) [FMFC]	261.00 / 9	Snr
	2. Robertson, Paul Mr (13066) [LMAC]	207.00 / 8	Snr
	3. Knox, Allan Mr (7621) [CHCH]	194.00 / 7	Snr
	4. Fuller, Jo Mrs (11456) [NPMA]	178.00 / 6	Snr
	5. Fuller, Alec Mr. (10136) [NPMA]	150.00 / 5	Snr
	- Bould, Ricky Mr (1147) [AUCK]	0.00 /	Snr dnf
	- Cox, Stew Mr (4492) [WMAC]	0.00 /	Snr dnf
	- Surtees, Len Mr (13415) [WMAC]	0.00 /	Snr dnf

=====	National Champions for 2025 =====		
	Champion Title	Score	Recipient
	Rotorcross	8	Chris Jackson (the ex boss)
	Free Flight	64	Bernard Scott
	Control Line	60.5	Adrian Hamilton
	Soaring	52	Joe Wurts
	RC Aerobatics	0	Frazer Briggs
	RC Pylon	14	Team Craighead
	RC Scale	0	Gary Wilson
	Scale FF and CL	30	Stan Mauger
	Vintage	46	Allan Knox
	Champion Modeller Junior	45	Sean Galloway
	Champion Modeller Junior Runnerup	26	Ceinwen Evans
	Champion Modeller Senior	72	Allan Knox
	Champion Modeller Senior Runnerup	64	Bernard Scott
	Champion of Champions Junior	45	Sean Galloway
	Champion of Champions Junior Runnerup	25	Ruben Woods
	Champion of Champions Senior	58	Allan Knox
	Champion of Champion Senior Runnerup	56	Danny Walker
	Champion Club	274.5	Model Flying Hawkes Bay (INC)



## HEAVE HO WORLD POSTAL GLIDER EVENT 2024 RESULTS.

Again New Zealand have dominated the HH world postal event followed by USA and Australia. I would like to see the UK and Europe to "Have a Go" as we say in Australia. It was Kevin Brown from the UK who organised the first HH back in the late 1990s and i have now run and sponsored this event for several years. Outdoor winners receive my excellent catapult glider kit the STING MK2 15" ( and lucky entry winner ) along with Josh Finn from J&H Aerospace who have kindly sponsored all indoor winners with their excellent indoor kits.

RESULTS – Lucky entry winner is Bill Reuter USA

OUTDOOR CLG – 1/ Kevin Barnes 463 seconds NZ, 2/ Alec Fuller 360 NZ, 3/ Graham Lovejoy 295 NZ, 4/ Antony Koebin 284 NZ, 5/ Len Krook 275 NZ, 6/ Alan Reed 263 NZ, 7/ Josh Finn 260 USA, 8/ Ron Pilcher 257 NZ, 9/ Paul Squires 243 NZ, 10/ Corry Krook 229 NZ, 11/ Mike Mulholland 223 NZ, 11/ Bill Reuter 223 USA, 13/ Jo Fuller 216 NZ, 14/ Connie Gray 215 NZ, 15/ Wesley Reuter 201 USA, 16/ Andrew Robinson 185 NZ, 17/ Slew Cox 183 NZ, 18/ Des Richards 174 NZ, 19/ Geoff Hungerford 167 AUS, 20/ Lindsay Muffett 166 AUS, 21/ Ricky Bould 116 NZ, 22/ Paul Allen 107 AUS.

OUTDOOR HLG – ( Javelin style launch ) The perpetual HEAVE HO Trophy.

1/ Wesley Reuter 157 USA, 2/ Bill Reuter 140 USA, 3/ Lindsay Muffett 61 AUS.

Jnr OUTDOOR HLG – 1/ Caleb Finn 30 USA.

OUTDOOR TLG – 1/ Wesley Reuter 123 USA, 2/ Josh Finn 53 USA.

INDOOR HLG – 1/ Allen Lawrence 53.6 NZ, 2/ Steve Blackman 48.1 NZ, 3/ Matius Hunt 44.0 NZ 4/ Annelise Hunt 41.5 NZ, 5/ Jo Fuller 40.2 NZ.

Jnr INDOOR HLG – 1/ Rasmus Hunt 50.3 NZ, 2/ Makena Allen 30.2 NZ.

INDOOR 6" GLG – 1/ Allec Fuller 54.9 NZ, 2/ Annelisa Hunt 53.6 NZ, 3/ Jo Fuller 53.5 NZ, 4/ Andrew Robinson 53.3 NZ, 5/ Steve Blackman 50.1 NZ, 6/ Chris Allen 48.2 NZ, 7/ Matius Hunt 46.5 NZ, Allen Lawrence 43.0 NZ.

Jnr INDOOR 6" CLG – 1/ Rasmus Hunt 50.3 NZ, 2/ Makena Allen 30.2 NZ.

A BIG Thank you to all who "Had a Go" in this fun international small Free Flight glider contest. Entry is free, lots of kits as prizes and i look forward to an even more successful 2025 Heave Ho in April next year, Fly high, Len Surtees stingmk2gliders.com

This long-running contest was started by Kevin Brown in the UK in the early 1990's. The aim was (and is) to promote participation in low-key hand launched glider events.

The format allows multiple entries over a one-month period, each of nine official flights. Five flights, all from the same session, are counted. When Len Surtees took over running the Heave Ho he expanded the event and it now includes CAT, TLG, and Indoor CAT and Indoor CAT. The indoor events have Junior sections.

NZers have been big supporters of the challenge in the past, and with hand launched gliders being well supported in VFF and FF, the 2025 Heave Ho will be a great opportunity to fly with others around the world.

If the name Len Surtees rings a bell, maybe you heard it at the Nationals where Len competed in glider events, notably placing 1<sup>st</sup> in CAT, 1<sup>st</sup> in HLG and 2<sup>nd</sup> in Indoor HLG. Len was also involved in judging control line events.

Len produces and markets a range of gliders, all tested and proved in competition

<http://www.stingmk2gliders.com>



Welcome to the 14th 'HEAVE HO' Free Flight Glider International postal held over the month of April, 2024 sponsored by stingmk2gliders.com for OutDoor events and J&H Aerospace for indoor events.

For the second year indoor catapult and hand launch gliders for both adults and Juniors ( age up to 15 years old) flown in category 1 ( ceiling height up to 8 meter or 26' measured under the ceiling beam structure excluding lights and fans, basketball halls are common category 1 sites ). I have asked Josh Finn from J&H AEROSPACE to again sponsor prizes for indoor, Josh sells lots of indoor glider kits so check out his range.

Outdoor events, Juniors and adults, ( Adult HLG winner is awarded the HH trophy) 1/ Hand Launch (javelin ) HLG, 2/ Catapult CLG ( 1/16" x 1/4" x 9" rubber loop maximum allowed ) 3/ Tip Launch Glider TLG. Indoor 2 events for Juniors and adults 1/ 6" (152mm) wing span catapult, any design ( sting mk2 6" glider kit ideal ) 2/ Hand launch, any size or material and can be wing tip or Javelin launched.

### RULES: Competition runs from 1st April till 30th April 2025

For indoor and outdoor there are 9 official flights, please record all official flights with best 5 counted for outdoor, ( multiple series of 9 flights are allowed but can not mix or combine scores. ) Times to be recorded by a time keeper. For Outdoor fly to one minute maximum for each flight, if you achieve 5 x one minute max's out of 9 then keep flying one minute max's till it is missed but include that last flight time. Flights are rounded down to seconds, Indoor flights are recorded down to 1/10th second. (example, flight of 23.76 seconds is recorded as 23.7 seconds ). Time starts at moment of launch and stops when glider comes to rest on floor. Best 3 scores will count or 4th if needed due to an equal first place.

Lots of great STING MK2 glider kits for prizes and lucky entry prize too. Fly safely and responsibly but most of all " have FUN " ENTRY is FREE Send results and your country to lensurtees@hotmail.com ( scores must be emailed by 14th May ). Please check out web site for updated information at stingmk2gliders.com Happy flying to all, Len Surtees



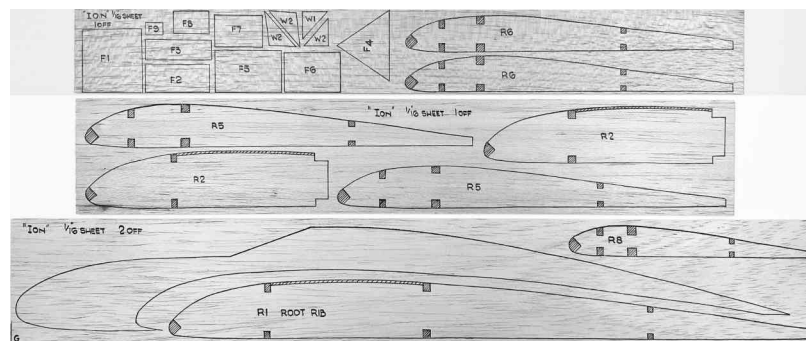
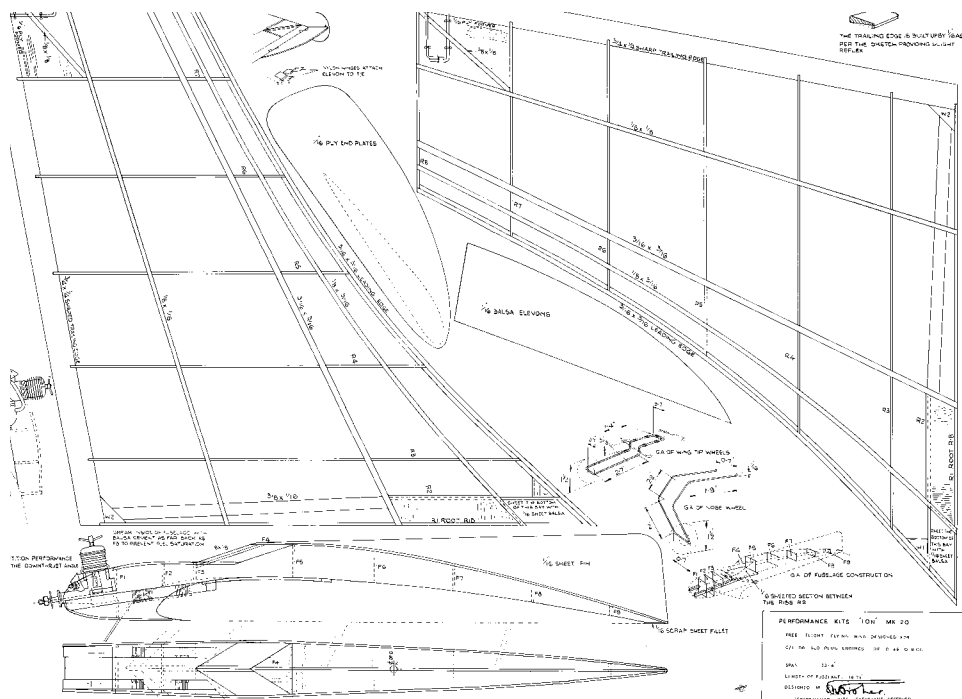
## INTRODUCTION AND DEVELOPMENT

The first prototype of the "Ion" designated the "Ionosphere" Mk. 1 flew more than seven years ago. It was of pusher configuration and powered by a Mills 0.75 c.c. The Mk. 2 was a tandem layout powered by a "K" Falcon 2 c.c. and the Mills 0.75. The Mk. 3 was powered by the D-C 350 diesel, and the Mk. 4 by an Allbon "Arrow" glow plug motor. These were both tractors as were the Mk. 5 and 6, which were powered by the D-C 350 diesel and Dooling 29 racing engine respectively, and had many successful flights on Fairlop Aerodrome in 1950. The Mk. 7 was a tandem, powered by a P.B. Elfin 2.49 c.c. and a D-C 350, and was the first "Ionosphere" to be fitted with radio control. The Mk. 8 which was fitted with engines ranging from the Ace 0.5 c.c. to the E.D. "Bee" was made available to the public through the Model Aircraft Plans Service in July, 1953. The Mk. 9, powered by an Elfin .50 and Allbon "Dart" in tandem, had many flights on Epsom Downs in 1953. The Mk. 10 was powered by an Allbon "Javelin" 1.5 c.c. and the Mk. 11, Oliver Tiger 2.5 c.c. powered "Ionosphere," broke the Power Driven Tailless Record on Epsom Downs in March, 1954. The Mk. 12 was once again of tandem layout powered by a Miles 5 c.c. and Amco BB 35. It was fitted with multi-control radio gear. The Mk. 13 was a light weight, and broke the National Light Weight Record in July, 1954, on Epsom Downs. The power unit was the E.D. 0.46 c.c. The Mk. 14 fitted with an A-M 2.5 c.c. won the Open Tailless competition at Radlett Aerodrome in 1954 and again in 1956.

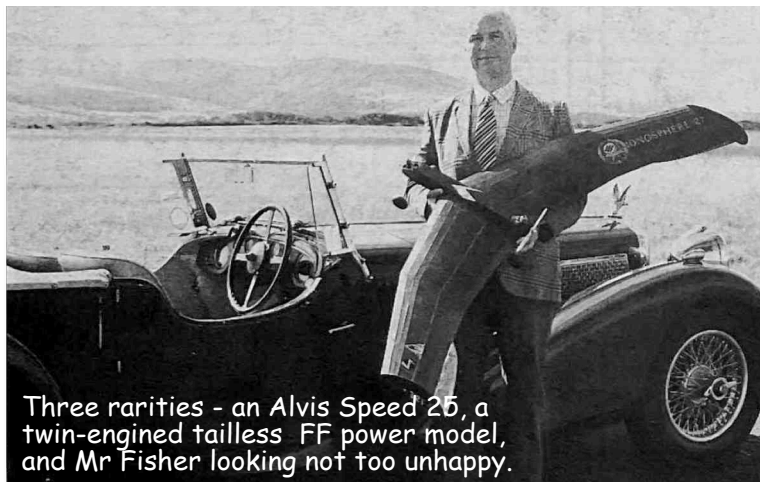
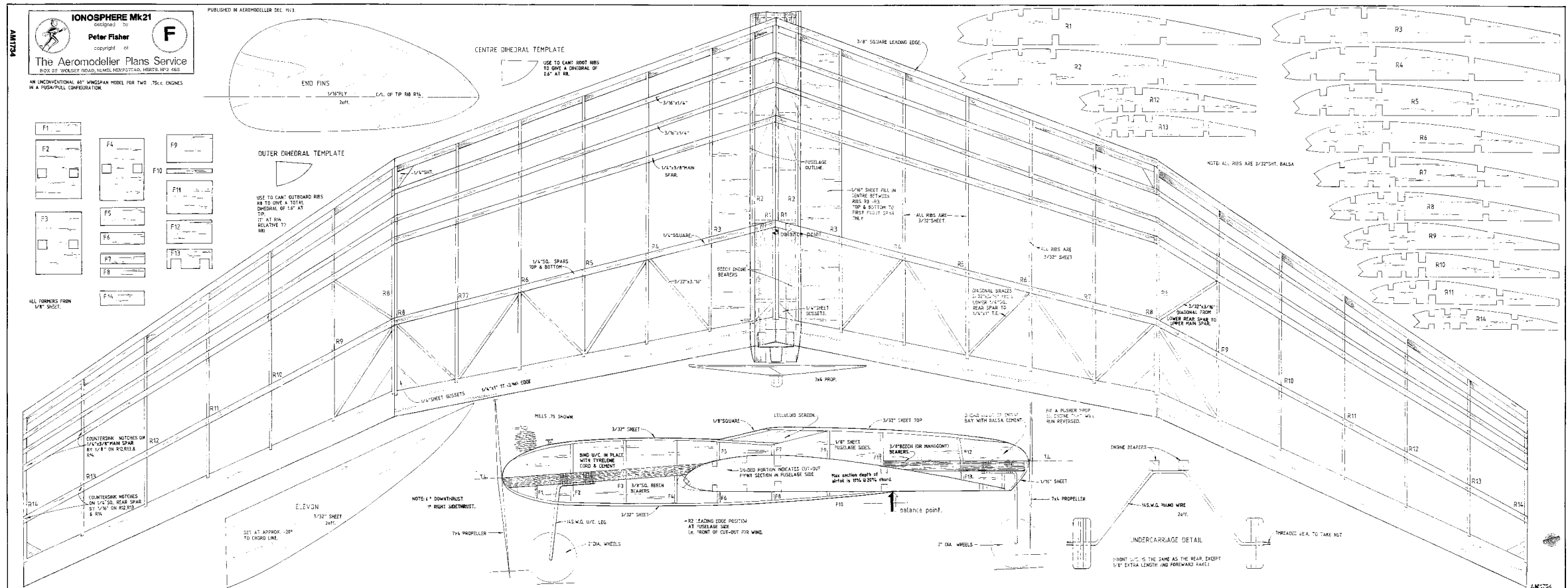
In 1956 the name of the flying wing series was changed to "Ion" due to the fact that the leading edges which up to that time had been straight, were changed to crescent and double delta type. The Mk. 16 broke the R.A.F. Class B Open Power Free Flight Record, and the R.A.F. Open Tailless Record in June, 1955, at Marlborough, powered by two Elfin Clack Valve BB 1.49 c.c. engines; and the Mk. 17 was a similar machine powered by two E.D. 2.46 c.c. diesels.

In 1956 the first true crescent winged "Ion" was produced, and extensively tested at Bramcote aerodrome near Coventry. This was the Mk. 18, and was powered by the Frog "80" diesel. The Mk. 19 was a similar machine powered by the Allbon Super Merlin. Lastly the "Ion" Mk. 20 has in common with all its predecessors been extremely thoroughly tested, often in the worst conditions of wind and rain on deserted aerodromes. It has been tested with engines of various types, but is especially suited to the Frog "80" diesel. Like every other "Ion" and "Ionosphere" the Mk. 20, the last of the series, is capable of R.O.G. flights which are spectacular but quite safe. The "Ion" takes a long fast run before taking to the air followed by a steep climb, and stable circling flight pattern. We should like to say that from the first "Ionosphere" Mk. 1 to the production "Ion" Mk. 20, we have never had a poor performer, and the above is a true record of the development of the "Ion".

## ION Mk20 Performance Kits 1957

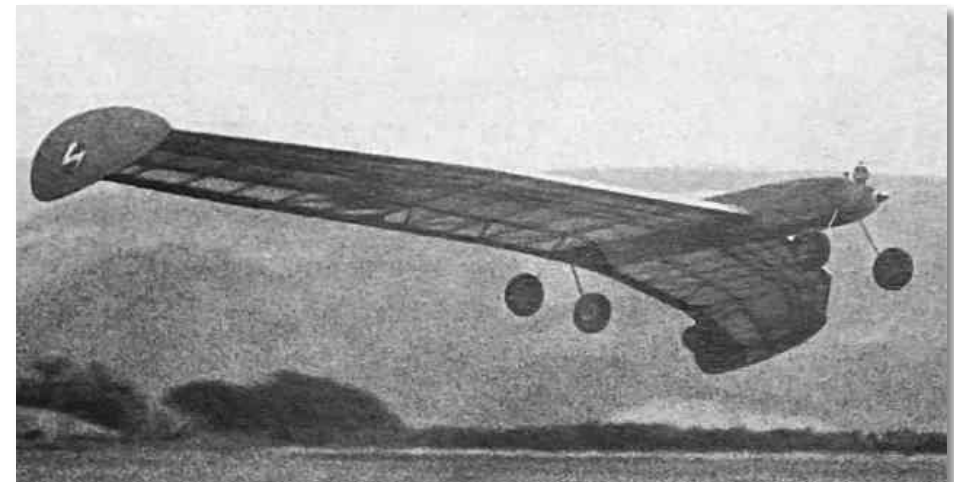


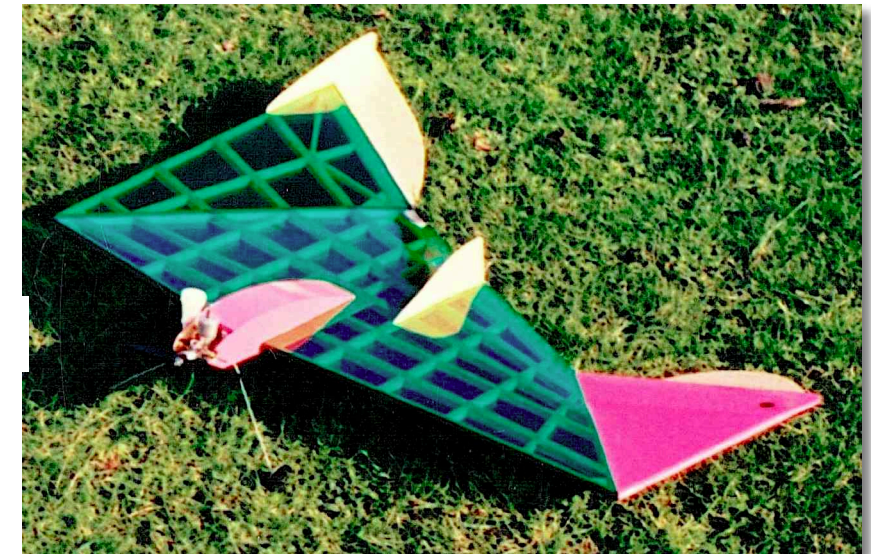
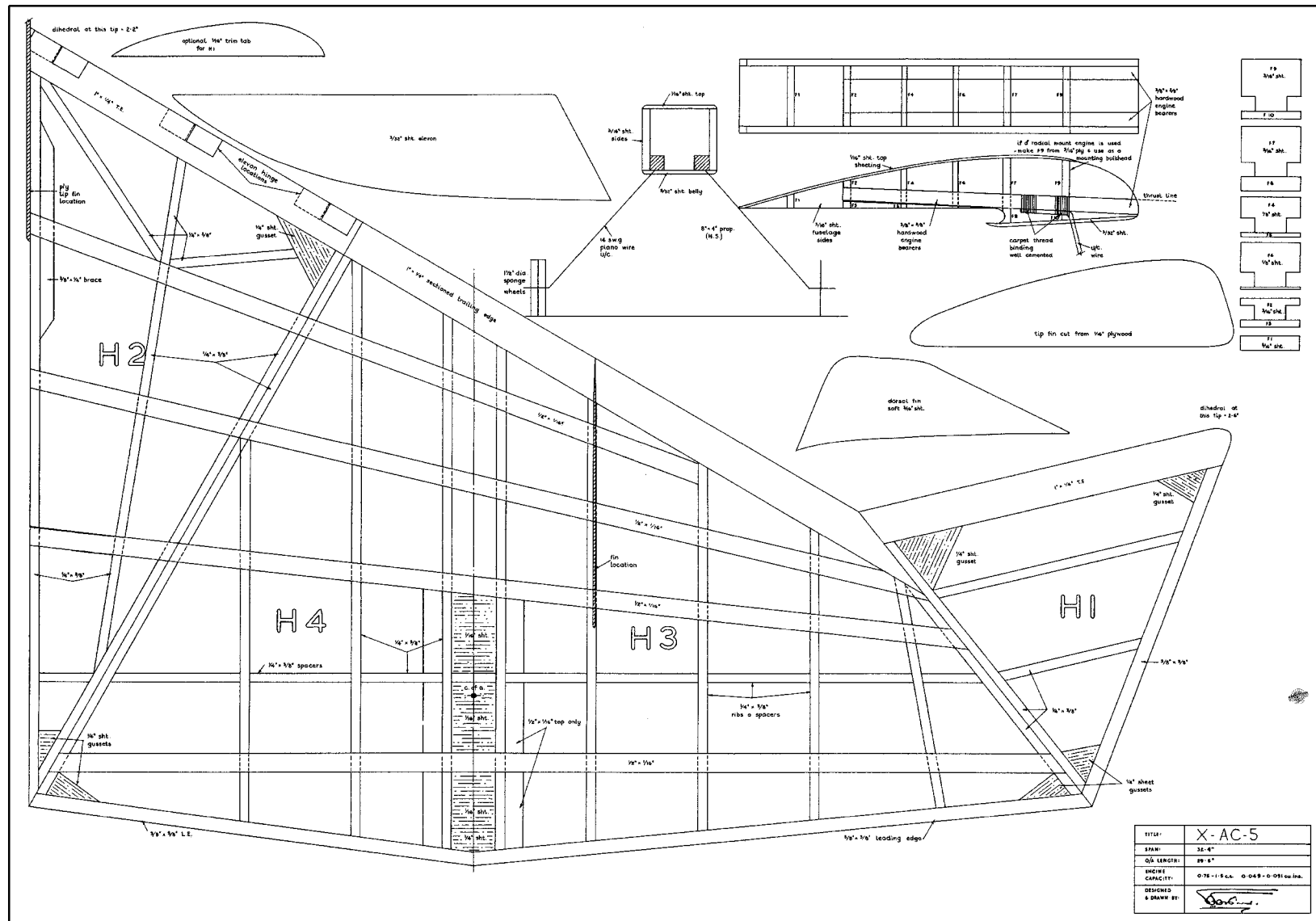
# O.F.W.F IONOSPHERE MK21 1993



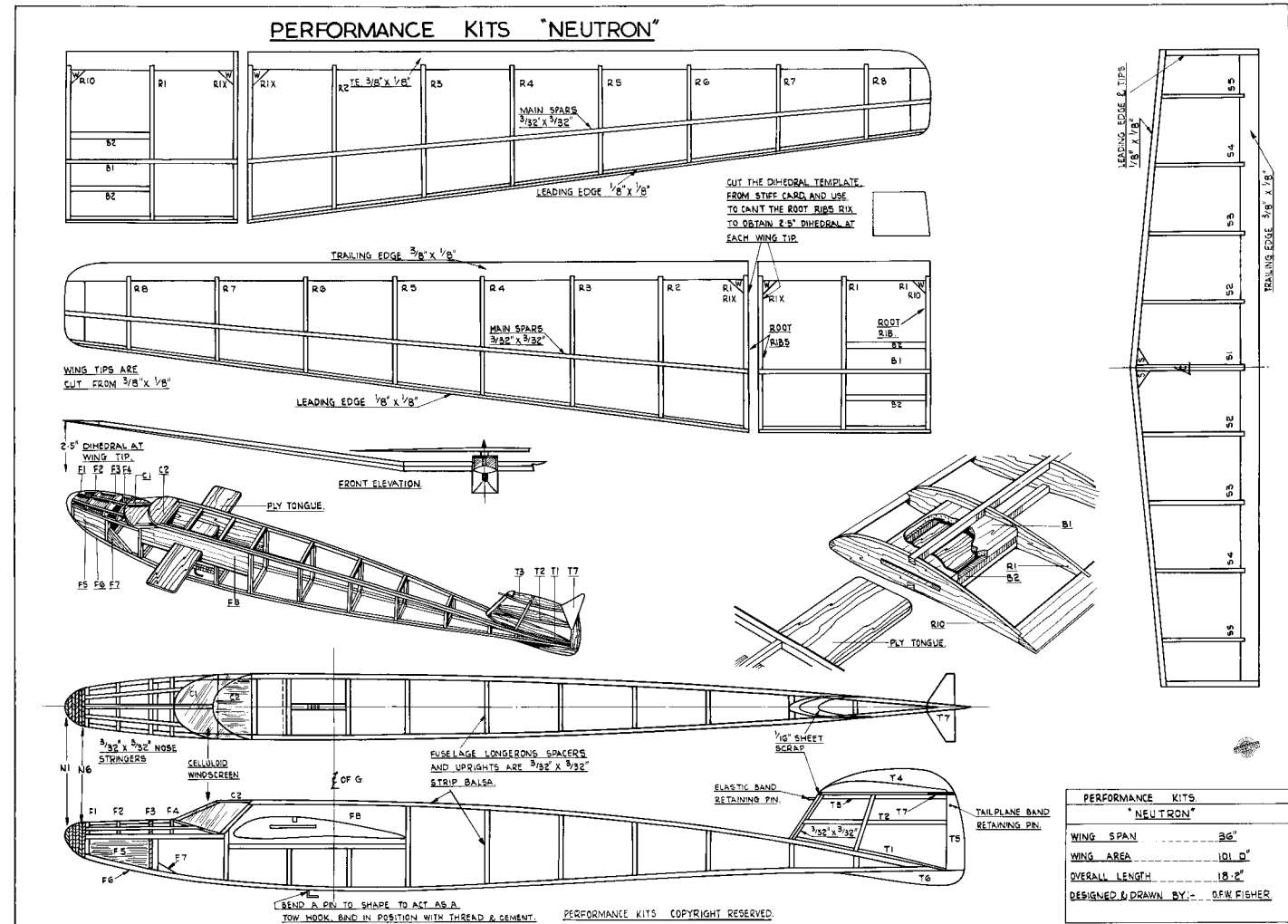
Three rarities - an Alvis Speed 25, a twin-engine tailless FF power model, and Mr Fisher looking not too unhappy.

The December 1993 issue of Aeromodeller lives in infamy with OFWF devotees. It was this issue that published the photographs reproduced here, plus the history, building and trimming notes for the Mk21. However, in place of the eagerly expected Mk21 drawing was a ducted fan design bearing no connection to OFWF. Later issues did not rectify this although the Mk21 plan became available through the Plans Service.





The Editor so loves this bizarre item (eXperimantal **AirC**rAft, 5<sup>th</sup> series) that he has built two of them. At lower right is the first which was 0.8 diesel powered and served for several years in Aggregate where an under-arm launch and rock-and-roll climb distracted the opposition to great advantage. Despite OFWF's lofty analysis of the supposed aerodynamic forces acting on the design, stable flight was achieved only through prolonged, random trials. Once stability had been attained the model could then be thrown into the air at any speed or angle and would quickly settle into a steep rocking climb. Upper right is the current .049 glow version which continues to defy trimming attempts.

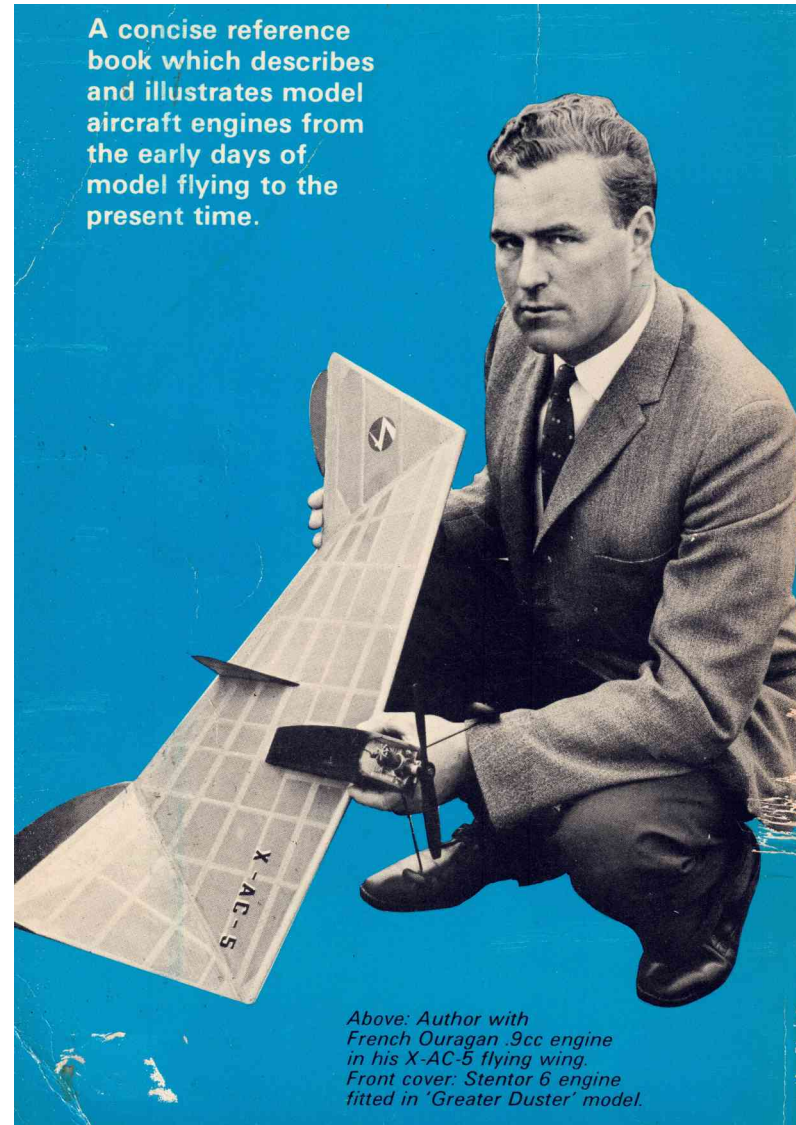


The "Neutron" was designed as an efficient semi-scale sailplane, combining a good performance with elegance, and incorporating a tongue and box shoulder wing mounting for ease of transportation. The model has been extensively flight tested in prototype form, to ensure maximum towline stability and ruggedness.

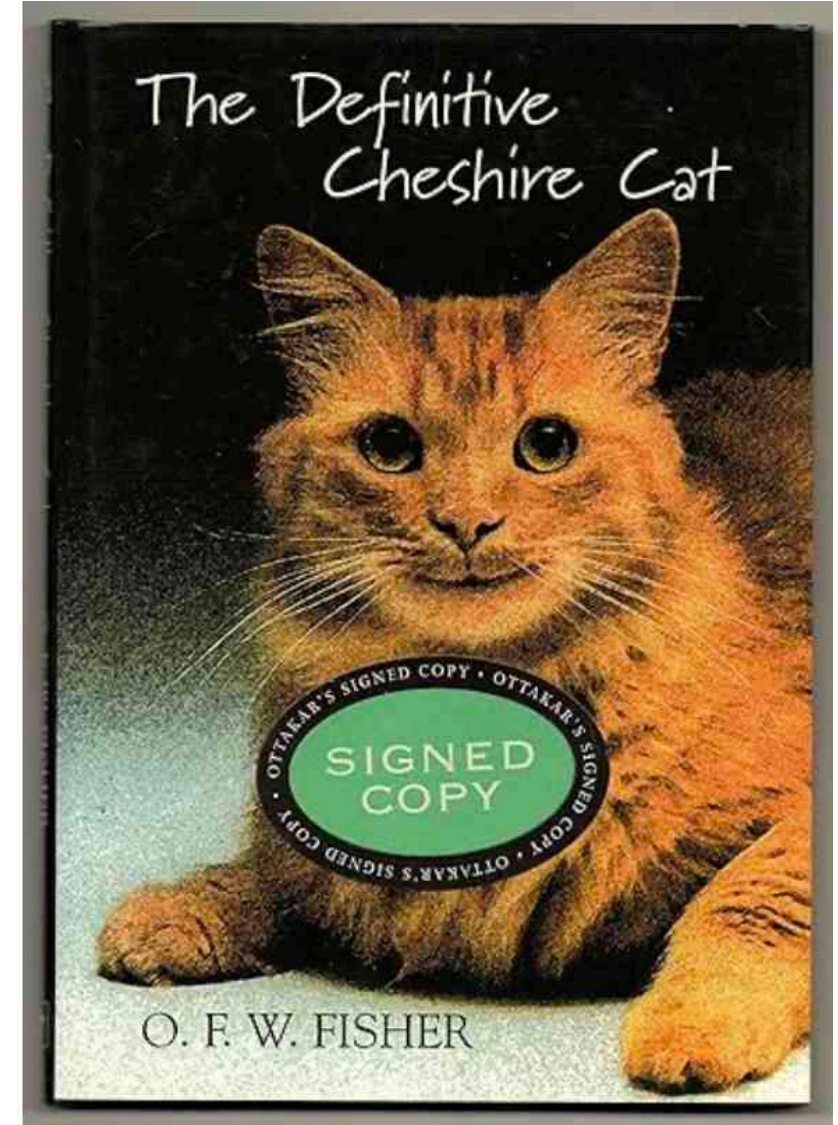
# O.F.W.F - ailurophile and model engine enthusiast



Argus Books Ltd, 1977. Fisher covered engines of the time by type - diesel, CO2, glow, etc. Electric motors are briefly mentioned, and hints on engine cleaning and restoration are given.



OFWF's Aeromodelling was a serious business, best performed in gentlemanly attire with a contemplative, if somewhat stern, expression.



Mr Fisher liked cats, but who doesn't? Grievously, the Editor's signed copy from Amazon failed to arrive so no comment on its contents may be made.

I recently flew my TD Coupe model at the Nationals powered by an ETA 5 Diesel in the Open Texaco event. For the last 10 years I have flown this model using a 1930's Brown Junior spark ignition motor but in the last few years have not been able to produce a particularly reliable engine run.

The ETA 5 Diesel was somewhat low on power but did get airborne with the help of Allan Knox who hand launched the model. A future attempt will be made to get more power from the motor with different propellor combinations and perhaps a high Kero content fuel.

The 5cc ETA side port diesel was designed and constructed in Watford England by Charles Bedford and his eldest son Eric in the late 1940's. The younger son Ken left the family business in the early 1950's and started his own Watford engineering business. He was responsible for designing and manufacturing the world famous racing engines such as the ETA 29 Glows and the ETA 15 Diesels.

The Bedfords were in fact New Zealand born and lived in the Thames/ Hauraki Plains area in the early part of that century. Charles Bedford was born in Puriri in 1899 and his two sons Eric and Ken were born in Turua in the same region in 1920 and 1924. When the Bedfords garage in Turua burnt down in 1926 the family moved to England and started an engineering business at Watford in that same year. Charles Bedford was involved in making engineering components for tanks and planes during the war years. (ETA Instruments Watford)

Ian Munro.





I have Tiger Rag ready to test fly. The CG was too rearward, so have had to opt for the bigger, heavier motor and heavier wire U/C which almost gets it to a respectable spot, test flying will hopefully confirm that. I abhor having to add any extra weight. So sadly what could have been an under 14 ounce AUW model is now sitting at 16 ounces dry weight which at least will allow me a 2S 350 mah battery. Swings and roundabouts! I've tested a number of smaller motors and have settled on a Turnigy Park 450 1200kv,

weight just over 2 oz. On my test stand, allowing for three 10 second full throttle bursts and the balance on a throttle setting of 37% (drawing 0.5 amps / 5 watts) I'm getting about 20 minutes motor run. How that translates in the air, whether 37% will maintain level flight remains to be seen. I will report further. Just need a nice calm day! *Later ...* I test flew the Tiger Rag on Sunday and I'm chuffed with it. Took off and flew with no trim inputs and had two flights in flat air with the motor on all the time and managed 18

minutes plus on both flights with the 2S 350 lipo. Weather has been no good since, but I want to try different props and then hopefully some warmer thermally conditions. I'll do a full build report for you and pics once conditions come right. I finished up at just over 16 ounces dry weight once I'd added all the heavier gear and with the CG half way between the spar and the trailing edge all seems well. It never ceases to amaze me how far back the CG can go with these relatively large lifting tailplanes.

The *Sine 46* is proving an interesting and enjoyable challenge, I've got more building pics and will do a write up at some stage. Here is where I'm at, making slow and methodical progress.

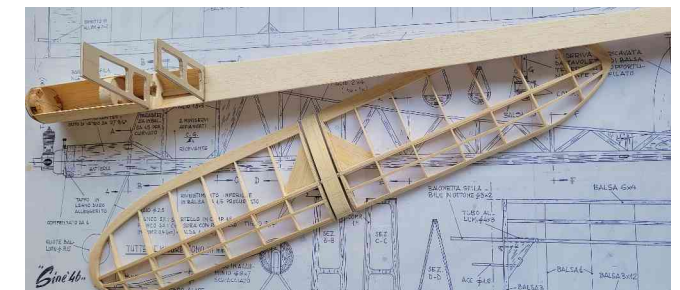
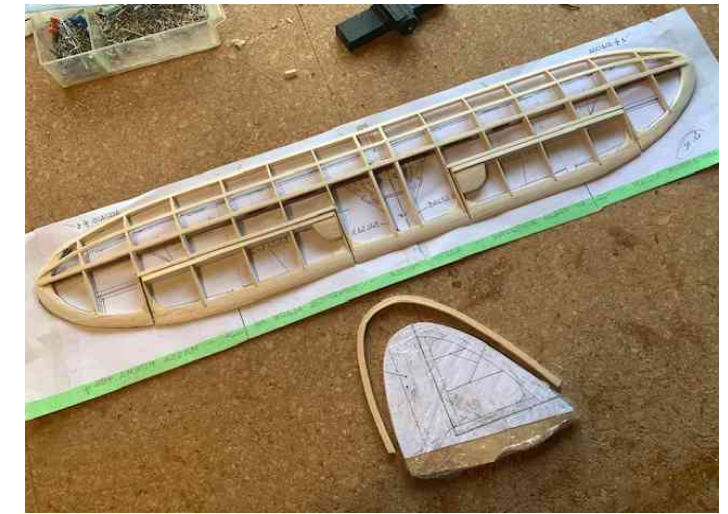
These Italian designs sure are something, I'm really enjoying the *Sine* build, challenging as it is. Got the wing finished and mounted as a two piece plugging into the top of the fuz.

A bit of tidying up to do and then I'll attack the tail feathers. I've promised myself I'll build them light, light, light this time! To what end an overall light build I'm not sure. If I use it for  $\frac{1}{2}E$  then it will mean a smaller battery, and if  $\frac{1}{2}A$  then I'd have to add a ton of ballast.

**This weight rule supposedly stops building fragile unsafe models (?) BUT I can build an ultra light extremely unsafe model, add lead to the required wing loading and it is now deemed SAFE! And that's legal.**

**Ed.** Good point Barrie. The negative consequence of a light model that needs a lot of ballast to meet the 8oz/sq.ft rule has not been voiced before. As you observe, it can legalise the unsafe building that the rule is intended to prevent. Interesting that Australian Vintage does not employ a minimum wing loading rule.

**Right:** The Editor's *Sine 46* languishes. The tailplane was build three years ago and I was recently shamed by Barrie's lightning building into starting the fuselage. Maybe in another three years a start will be made on the wing.



I made enquiries over two years ago and the thought at that time was that my Uncle's model is a *Flying Quaker*. In the meanwhile, I gave the engine to Dean Clark for restoration in January this year. It's over 50 years since I've built a model plane from scratch, so I'll be looking for lots of advice when I am ready to get started! I think the original model is likely too "far gone" for restoration. Chris.

*Opinions from modellers that Chris contacted suggest that the model could be a Quaker Flash. As with the restoration project by Allan Knox in the last issue, this truly vintage model deserves to fly again. Chris' email, below, to Don Mossop regarding the model gives some of its history.*

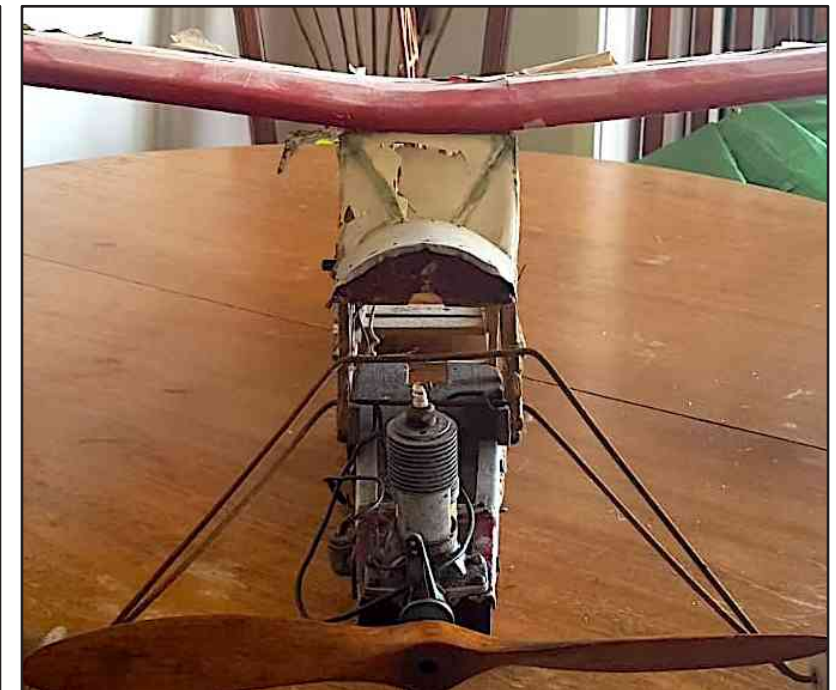
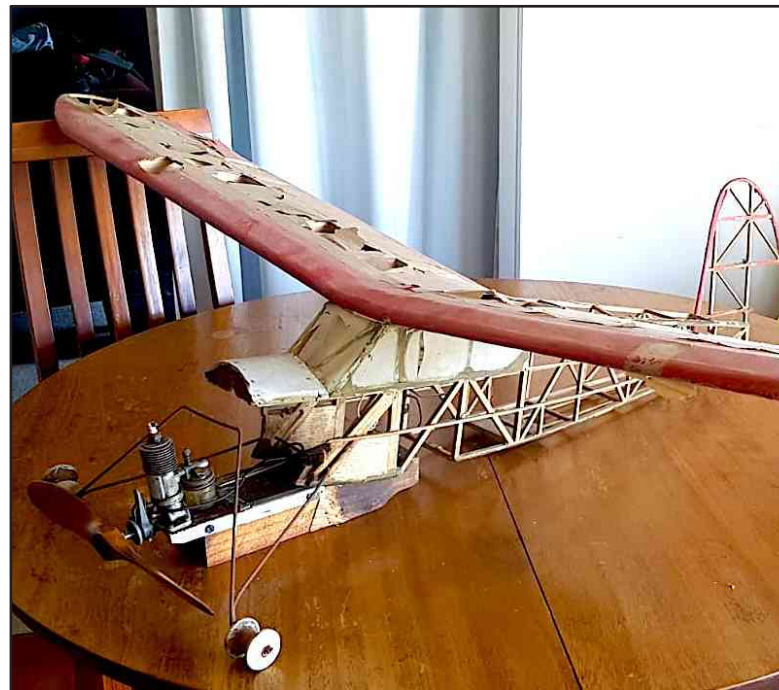
Hello Don,

I trust that you will be able to help me out. I've been a member of the North Shore Model Aero Club for the past couple of years. I had an interest in control line and free flight model flying in the late 1960's and early 1970's. In recent years I've taken up the hobby again. I'm flying Radian Gliders, Sport RC models, as well as control line Stunt and I also have a couple of control line Combat models.

My uncle Ronald (Ron) Floyd Sutherland built the model shown in the attached photos as a teenager in the 1930's in Taranaki, before serving as an aircraft mechanic in the Solomon Islands and elsewhere during WW2. He flew it in Waverly and Kaponga as a free flight. It has lain dormant for around 80 years. As a child it was always up in the attic. I never saw it flying. My cousin Alan Sutherland has kept the model in Wellington since my uncle passed away around 15 years ago.

The engine is a Brown from the U.S. and still turns over. Quite a few of the ignition parts are still intact. It still has its original wooden propellor, however the tyres perished long ago. The old airframe looks to be well beyond repair so we are thinking that we could perhaps build a new airframe of the same design, restore the engine to running order, and get the new plane flying again as a basic RC model.

Kind Regards,  
Chris Chambers Ph 0274834778

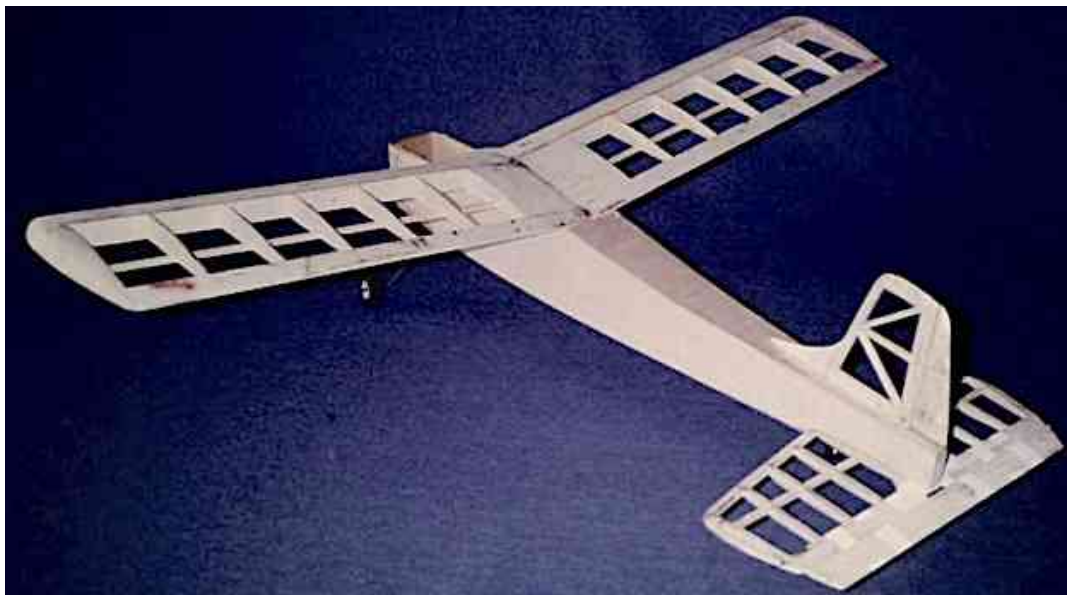


# Paul Karnow





*An easy build for the single channel enthusiast. Or go berserk and fit rudder as well. A Mini Tyro, again a free plan, was included in RCME, March 1970. That publication recognised a good thing and in November 2011 published Andrew Boddington's rendition of the Mini Tyro.*



*Your FREE Plan*

**TYRO**

**A 45 in span sports model  
for single or lightweight  
multi R/C**

**By DAVID BODDINGTON**

**T**HE Tyro was designed with the basic aim of providing a model that was easy and relatively cheap to build and possess flight characteristics suitable for a beginner to be assured of reasonable success. I do not pretend that this is a supremely beautiful model or that it includes any revolutionary features, it is a simple honest design enabling the average aeromodeller to get in hours of enjoyable flying.

Of eight models of the Tyro that I know to have been built, four were flown by absolute novices to R/C. In all cases they received a satisfactory introduction to the sport through this design. Providing a reasonable amount of care is taken in the construction (including following the instructions) you should finish with a model that, although it cannot guarantee you success, will put you well on the way to accomplished R/C flying.

Familiarize yourself with the drawing and ensure that all stages of the construction of the aircraft are thoroughly understood. Cut out all sheet parts before commencing construction as this will save time at a later stage. P.V.A. glue is recommended for all the construction with the exception of engine bearer joints to the plywood formers, where Araldite should be used. The constructional design of this model is amply strong, and therefore, light grades of balsa wood can be used except in the maximum stressed areas. This will help to keep the complete weight to a minimum, care should also be taken in selecting wood of equal quality where paired, i.e. fuselage sides.

#### Fuselage

Glue to the  $\frac{1}{8}$  in. sheet sides the  $\frac{1}{8}$  in. square longerons and uprights, the  $\frac{1}{8}$  in. nose doubler and  $\frac{1}{8}$  in.  $\frac{1}{2}$  in. wing platform doubler and  $\frac{1}{8}$  in. lower fuselage doubler. When the sides are thoroughly set, mark out the positions and glue on the engine bearers, pre-drilled to receive engine plate, making sure that these line up with one another.

Glue formers F.1, 2, 3 and 4 in position to both sides together with the full width  $\frac{1}{8}$  x  $\frac{1}{8}$  in. cross members. Ensure that all formers are square and left aside until set. Bring together the rear ends of the fuselage sides and glue into position the  $\frac{1}{2}$  in. square end block, making sure that both sides have an equal curvature. Add the remaining cross members followed by the top and bottom  $\frac{1}{8}$  in. ply,  $\frac{1}{8}$  and  $\frac{1}{8}$  in. balsa sheeting. Bend from 16 s.w.g. piano wire the tail skid. Sew to  $\frac{1}{8}$  in. plywood and glue to the underside of the fuselage as shown.

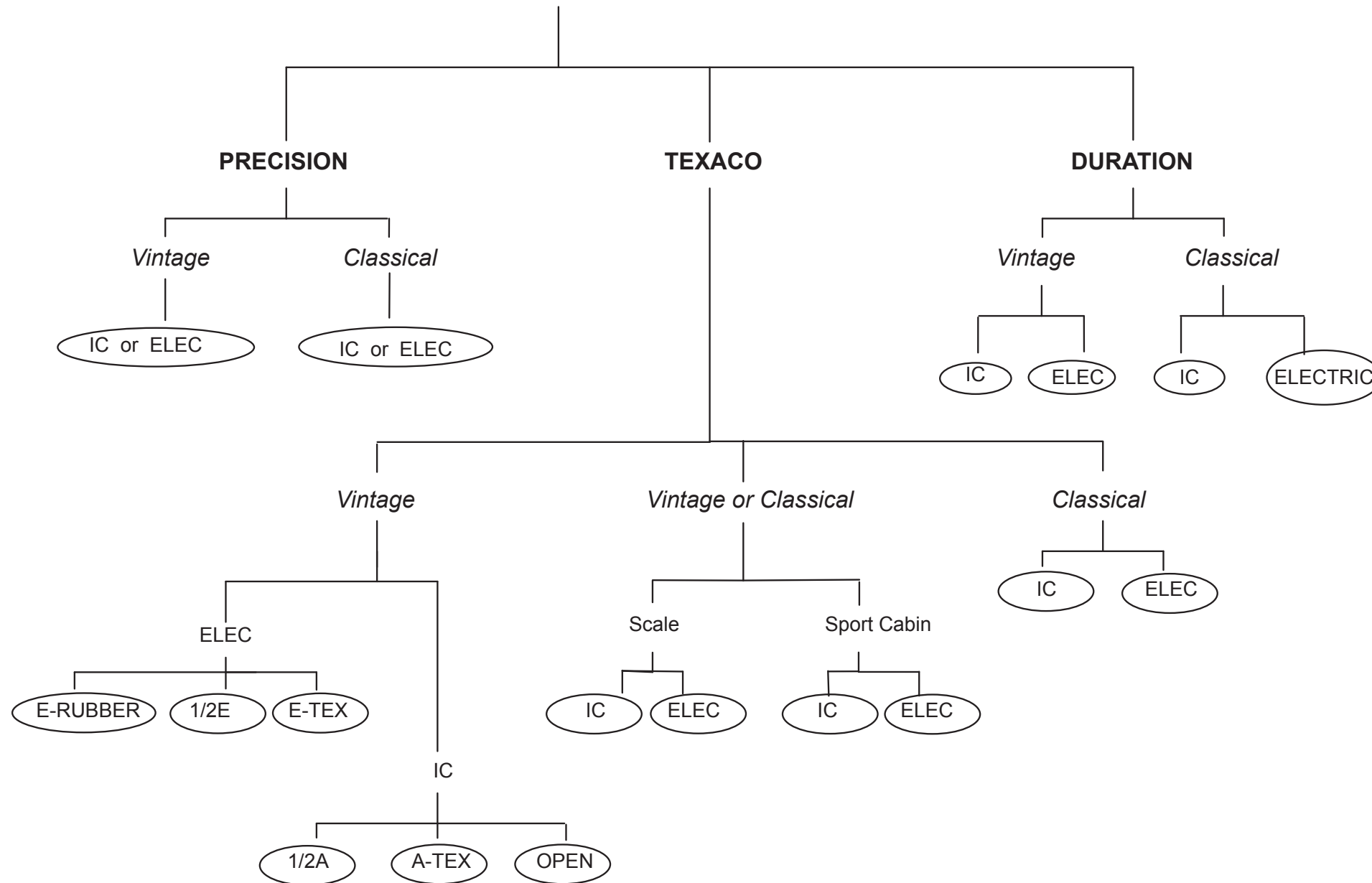
Fit the scrap of T.E. stock to the top of the cabin area and the  $\frac{1}{8}$  in. sheet to the cabin front. Sand the whole fuselage thoroughly and apply sanding sealer, sanding between coats until a perfectly smooth finish is obtained.

#### Undercarriage

Cut the undercarriage blank from 16 s.w.g. Dural and bend by heat treatment. Drill to receive 6 B.A. or 4 B.A. wheel bolts—these should be high tensile steel bolts. Alternatively, the undercarriage can be constructed from 12 s.w.g. piano wire and faired with  $\frac{1}{8}$  in. balsa.

# VRC Events - finding your way around the rule book

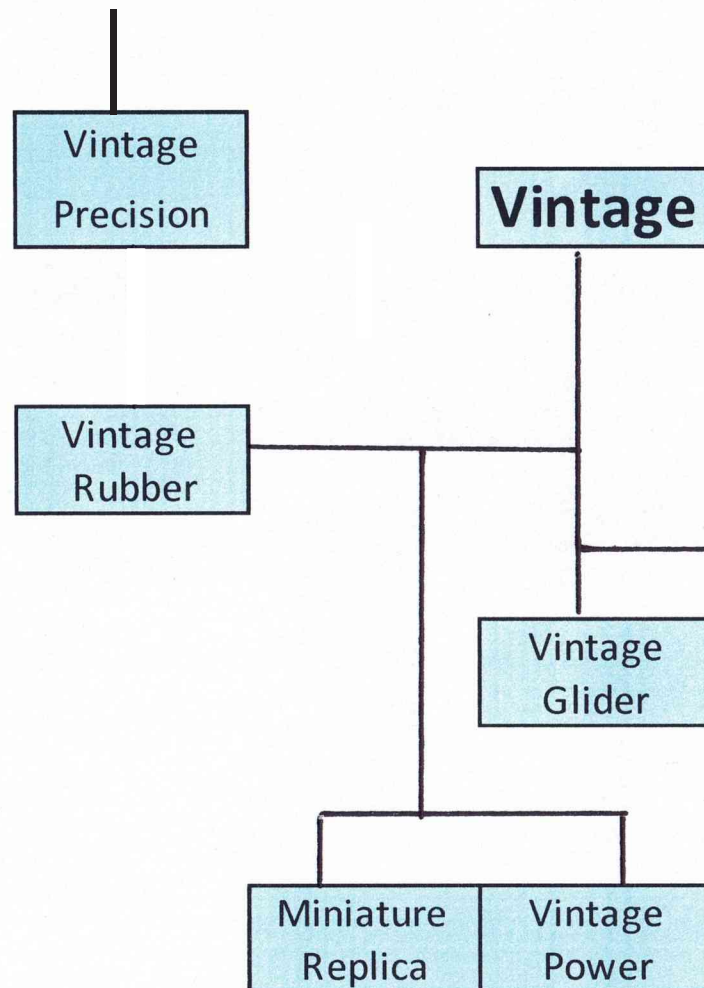
MODEL TREE for AVANZ RC COMPETITIONS



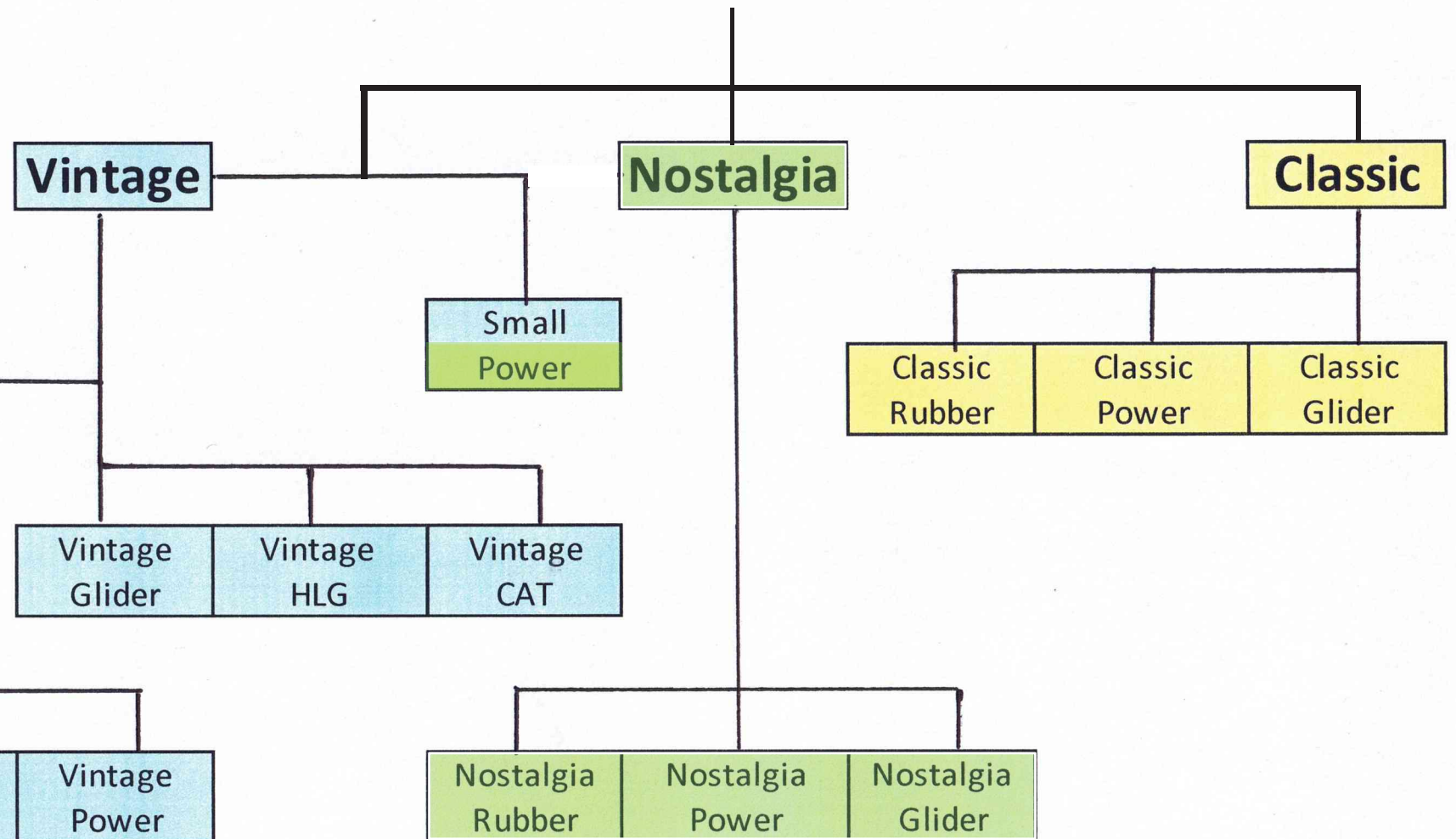
# VFF Events - finding your way around the rule book

## MODEL TREE of AVANZ FREE FLIGHT CONTESTS

### PRECISION



### DURATION



# FF Top 10 Leader Board

# Final Standings 2024



## Vintage Power

1	Bernard Scott	338
2	Antony Koerbin	311
3	Lynn Rodway	180
4	Rex Bain	168
5	Paul Squires	151

## Vintage Rubber

1	Wayne Lightfoot	538
2	Paul Squires	530
3	Lynn Rodway	308
4	Chris Murphy	265
5	Robert Wallace	259
6	Graham Lovejoy	227
7	John Beresford	197
8	Stewart Morse	187
9	Antony Koerbin	180

## 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

## Vintage Precision

1	Stew Morse	235
2	Lynn Rodway	198
3	Joeff Pullen	183
4	John Beresford	180
5	Roy Gunner	115

## Vintage HLG

1	Graham Lovejoy	134
2	Allan Knox	172
3	Paul Squires	71

## Vintage Catapult Glider

1	Graham Lovejoy	420
2	Ron Pilcher	284
3	Allan Knox	267
4	Connie Gray	264
5	Lynn Rodway	253
6	Paul Squires	248
7	Craig King	225
8	Stewart Morse	168

## Nostalgia Power

1	Bernard Scott	422
2	Chris Murphy	398
3	Lynn Rodway	197
4	Rex Bain	95

## Nostalgia Rubber

1	Wayne Lightfoot	540
2	Chris Murphy	497
3	Graham Lovejoy	468
4	Paul Squires	348

## Nostalgia Glider

1	Bryce Gibson	180
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## Classic Power

1	Rex Bain	434
2	Kevin Barnes	433
3	Chris Murphy	413

## Classic Rubber

1	Graham Lovejoy	470
2	Wayne Lightfoot	427

## Classic Glider

1	Martin Evans	358
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## Small Power

1	Lynn Rodway	243
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## 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 final standings for 2024. Congratulations to everyone who has a posting on the Boards, and especially to those at the top of each Board.

Wayne Cartwright    [rwcartwright4@gmail.com](mailto:rwcartwright4@gmail.com)

## Final Standings

### Precision Classes

#### Vintage Precision

1.	A Knox	600+200+197
2=	D Wilkins	600+200
2=	B Hall	600+200
2=	S Cox	600+200
5.	B Russell	600+199
6=	B Scott	600+198
6=	C Brown	600+198
6=	S Nicholas	600+198
9.	L King	600+197
10.	B Treloar	600+196

#### Classical Precision

1.	A Knox	595
2.	B Perriam	592
3.	B Robinson	570
4.	S Nicholas	560
5.	M Evans	541
6.	D Thornley	527
7.	B Scott	490

### Texaco Classes

#### Vintage 1/2A Texaco

1.	S Cox	2372
2.	A Knox	1750
3.	B Scott	1500
4.	L Rodway	1466
5.	R Gray	1442
6.	J Ryan	1067
7.	J Beresford	939
8.	R Gray	981
9.	B Treloar	825
10.	D Little	763

#### Vintage A Texaco

1.	A Knox	2794
2.	B Treloar	1820
3.	B Scott	1617
4.	M Evans	1588
5.	L Rodway	1122

#### Vintage Open Texaco

1.	A Knox	3716
2.	B Scott	2163
3.	B Treloar	1820
4.	T Glogau	1525
5.	L Rodway	1511
6.	T Beaumont	1246
7.	I Munro	782
8.	K Daly	562
9.	S Cox	515

#### Vintage 1/2E Texaco

1.	B Russell	1833
2.	M Evans	1719
3.	B Russell	1699
4.	S Nicholas	1410
5.	W Cartwright	1389
6.	A Knox	1199
7.	B Robinson	1120
8.	L Rodway	954
9.	B Scott	573

#### Classical 1/2E Texaco

1.	A Knox	3716
2.	B Scott	1567
3.	L Rodway	1425

#### Vintage E Texaco

1.	B Russell	2760
2.	B Scott	2247
3.	A Knox	2108
4.	B Russell	1740
5.	W Cartwright	1399

#### Classical E Texaco

1.	A Knox	3742
2.	W Cartwright	2209
3.	B Russell	1075

#### Vintage E Rubber Texaco

1.	B Russell	3262
2.	A Knox	3009
3.	S Nicholas	2843
4.	B Scott	2400
5.	W Cartwright	1984
6.	B Robinson	1316
7.	T Glogau	1193

#### Sport Cabin Texaco IC

1.	A Knox	1513
2.	B Scott	1024
3.	L Rodway	865

#### Sport Cabin Texaco E

1.	B Russell	1808
2.	R Lockyer	1518
3.	S Nicholas	1408
4.	A Knox	1376
5.	L Rodway	1278
6.	B Scott	1141
7.	M Evans	873
8.	G Pullen	730

### Duration Classes

#### Vintage IC Duration

1.	A Knox	780+520
2.	B Scott	780+340
3.	S Cox	780
4.	D Thornley	760
5.	R Nimmo	770
6.	J Miller	760
7.	K Daly	661
8.	N Fisher	656
9.	T Beaumont	651

#### Vintage E Duration

1.	B Russell	900+600+431
2.	S Nicholas	900+544
3.	D Crook	838
4.	A Knox	827
5.	B Robinson	818
6.	M Evans	795
7.	B Scott	780
8.	S Hubbard	732
9.	B Robinson	707
10.	J Phalert	460

#### Classical IC Duration

1.	D Thornley	375
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#### Classical E Duration

1.	B Russell	1396
2.	S Nicholas	1135
3.	A Knox	837
4.	B Scott	825
5.	M Evans	814
6.	B Robinson	707

# THE LAST STRAW

