

# AVANZ



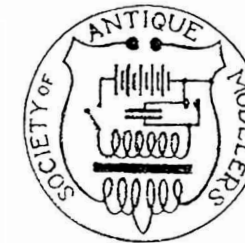
# NEWS







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### Greetings All

Voting on rule changes to Vintage competition flying had these outcomes:  
Radio Control - passed with 85% acceptance.  
Free Flight - not passed. Although 52% were in favour of FF changes, SIG rules require at least a 75% majority.  
RC rules will see significant changes.  
Free Flight rules will remain unchanged.  
(VFFers - see page 2)

The modified RC rules will be effective from 14<sup>th</sup> Dec 2025, in time for 2026 events including the Nationals and the NDC Programme.

Most of the modified classes will be offered at the Nationals based on expected support. It is hoped that many will come along this year to the exciting new Hawkes Bay venue.

The principles guiding the changes were as follows:

- + All current models to fit an event
- + Significantly fewer classes.
- + Combine Classical and Vintage classes.

- + IC and Electric to be combined where possible.
- + Age bonus to be dropped to allow combining and to remove the bias towards older models.
- + The dual RC flying skills of staying airborne as long as necessary and landing accurately would remain
- + Abandon the minimum wing loading rule
- + Perhaps most of all, make things simpler to understand and for fewer models to be needed to cover all the classes in the hope of improving the numbers flying each class.

The significant changes to VRC are:

- + "Vintage" now has just one age cut off - 31<sup>st</sup> December 1975
- + Duration becomes one class using ether IC or Electric power with a 5 minute target time. Adjustments have been made to engine runs to allow for the extra minute of flight time required by IC models.
- + Sport Cabin Texaco E and Sport Cabin Texaco IC are combined. A limitation on electric throttle use makes Electrics more

- comparable to fixed throttle IC models.
- + Most Texaco classes now have energy allowance set by model weight as we already had with E Texaco. This allows larger and inherently heavier models to better match the climb heights achieved by lighter and smaller models.
  - + Spot landings are retained for Duration, Precision and most Texaco classes.
  - + All current RC Nats Trophies are still appropriate for their purpose with relevant names. There are five of these if we include the spark ignition trophy.
  - + Aen classes, and it is possible to cover them all competitively with just five models.

Loading up the car for the Nationals is going to be whole lot simpler!

Well done to all of you for making this major change to Vintage RC flying.

It's a big step. Let's get out and give it a go.

*Allan Knox*

**COVER** *Kevin Botherway of Hawkes Bay with his newly completed Stardust Special. See Reader's Model, page 15.*

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# 2026 NATIONALS

## Waipukurau, Hawkes Bay



Adapted from the cover of FLYING MODELS magazine, September 1957.  
("North Shore MAC" on the T-shirt was not Photoshopped)

### NATIONALS PROGRAM for VINTAGE FREE FLIGHT

The VRC program at the next Nationals will be based on the modifications to event organisation that were recently voted on.

As no changes to Vintage Free Flight were agreed to, the full range of events is available for inclusion in the program.

Attempts at the last two Nationals to achieve the minimum number of entries to reach official status by combining related events did not meet with universal acclaim.

So, the question for the next Nationals is "How would fliers prefer the VFF events to be programmed?"

Of these options, which do you prefer ...

1. Offer all events without any combining.
2. Combine major events by type, eg for Rubber: combine Vintage Rubber, Nostalgia Rubber and Classic Rubber into one event.
3. Combine major events by era, eg for Nostalgia: combine Nostalgia Power, Nostalgia

Rubber and Nostalgia Glider into one event.

For options 2 and 3, stand-alone events such as CAT, Small Power, VHLG and Precision would also be included.

If you have an opinion on this, let me know by email. The Nationals VFF program will be finalised in the next bulletin, based on expressed preferences.

*Bernard Scott*

### THE 78TH NATIONAL AEROMODELLING CHAMPIONSHIPS

**Hawkes Bay January 4th - 8th 2026**

- Free Flight
- Control line
- Vintage
- Soaring

- Scale
- Aerobatics
- Pylon
- Heli Fun Fly

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ALL ENQUIRIES  
WELCOME

**78TH  
NATIONALS  
HAWKES BAY  
JAN. 4TH - 8TH  
2026**

**model  
FLYING  
NEW ZEALAND**

www.modelflyingnz.org



# National Decentralised

## August - November 2025

Aug/25	143	VINT	RC Vintage IC Duration
Aug/25	144	VINT	RC Vintage E Texaco
Aug/25	145	VINT	RC Classical E Duration
Aug/25	146	VINT	RC Vintage Precision
Aug/25	248	FF	Catapult Launched Glider
Aug/25	249	FF	Hand Launch Glider
Aug/25	250	FF	Open Power
Aug/25	251	FF	Kennedy Precision
Aug/25	252	FF	Open Tissue

Sep/25	147	VINT	FF Nostalgia 1/2A Min Replica
Sep/25	148	VINT	FF Classic Power Duration
Sep/25	149	VINT	RC Vintage 1/2A Texaco
Sep/25	150	VINT	RC Vintage A Texaco
Sep/25	151	VINT	RC Sport Cabin IC Texaco
Sep/25	152	VINT	RC Sport Cabin E Texaco
Sep/25	253	FF	FAI F1B Rubber
Sep/25	254	FF	FAI F1A Glider
Sep/25	255	FF	FAI F1D Indoor Rubber
Sep/25	256	FF	Indoor Hand Launch Glider

Oct/25	153	VINT	FF Vintage Hand Launch Glider
Oct/25	154	VINT	FF Vintage Catapult Glide
Oct/25	155	VINT	RC Vintage Open Texaco
Oct/25	156	VINT	RC Classical 1/2E Texaco
Oct/25	157	VINT	RC Classical E Texaco

Nov/25	158	VINT	FF Vintage Glider Duration
Nov/25	159	VINT	FF Classic Glider Duration
Nov/25	160	VINT	RC Vintage E Rubber Texaco
Nov/25	161	VINT	RC Vintage 1/2E Texaco
Nov/25	162	VINT	RC Classical IC Duration
Nov/25	163	VINT	RC Vintage Precision



# HEAVE HO International 2025 Results Len Surtees

*Congratulations to all winners and to those who "Had a Go."*

## Outdoor - CLG

1st	Dave Ackery	NZ	290
2nd	Paul Squires	NZ	273
3rd	Alec Fuller	NZ	252

1st Junior	Makena Allen	NZ	11
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## Outdoor - HLG

Heave Ho perpetual trophy winner  
Lindsay Muffet AUS 131

1st Jnr	Makena Allen	NZ	27
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## Outdoor - TLG

1st	Lindsay Muffet	AUS	152
2nd	Jo Fuller	NZ	50

## Indoor - HLG

1st	Don Slusarczyk	USA	101.8
2nd	Allen Lawrence	NZ	53.9
3rd	Jo Fuller	NZ	34.3

1st Jnr	Makena Allen	NZ	36.8
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## INDOOR - CLG ( FIN 150 or 6" class )

1st	John Kagan	USA	63.0
2nd	Tom Sava	USA	61.9
3rd	Alec Fuller	NZ	52.9

1st Jnr - Makena Allen	NZ	23.8
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## LUCKY ENTRY WINNER

J. Fuller NZ

Again, a big thank you to Josh Finn from J&H Aerospace for sponsoring kits to Indoor winners.

Outdoor winners receive my Sting Mk.2 15" CLG kits (won Aus Nats).

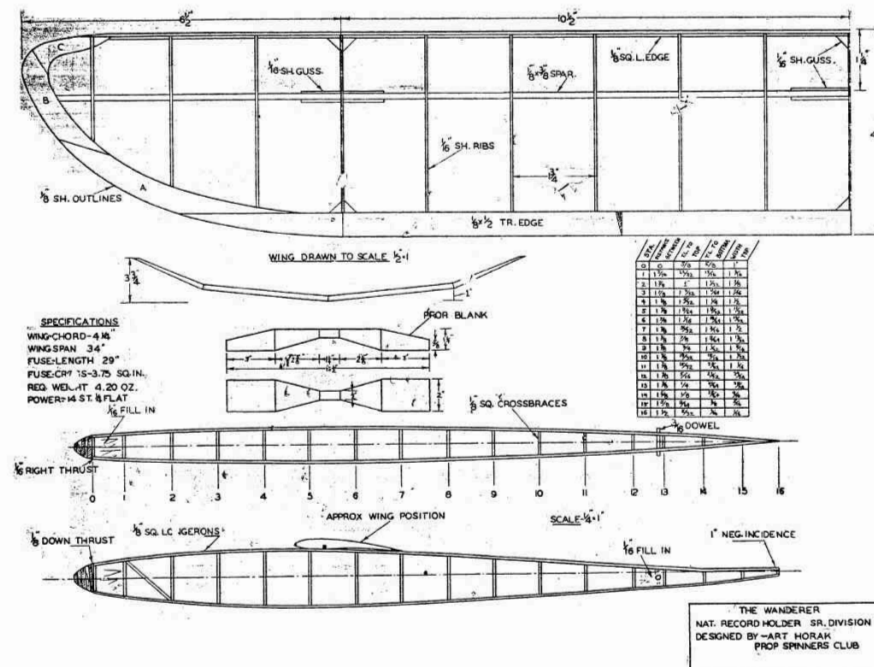
Check out my website <[stingmk2gliders.com](http://stingmk2gliders.com)> for world class glider kits for sale.

*Len Surtees*





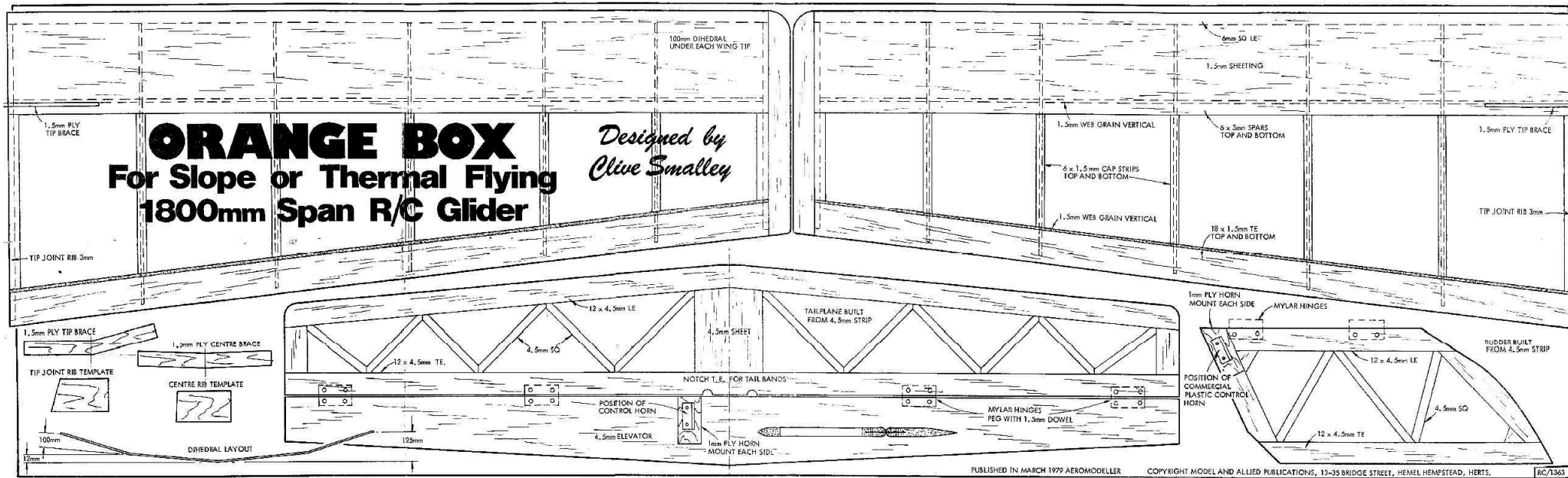






Aeromodeller subscribers will remember this one.

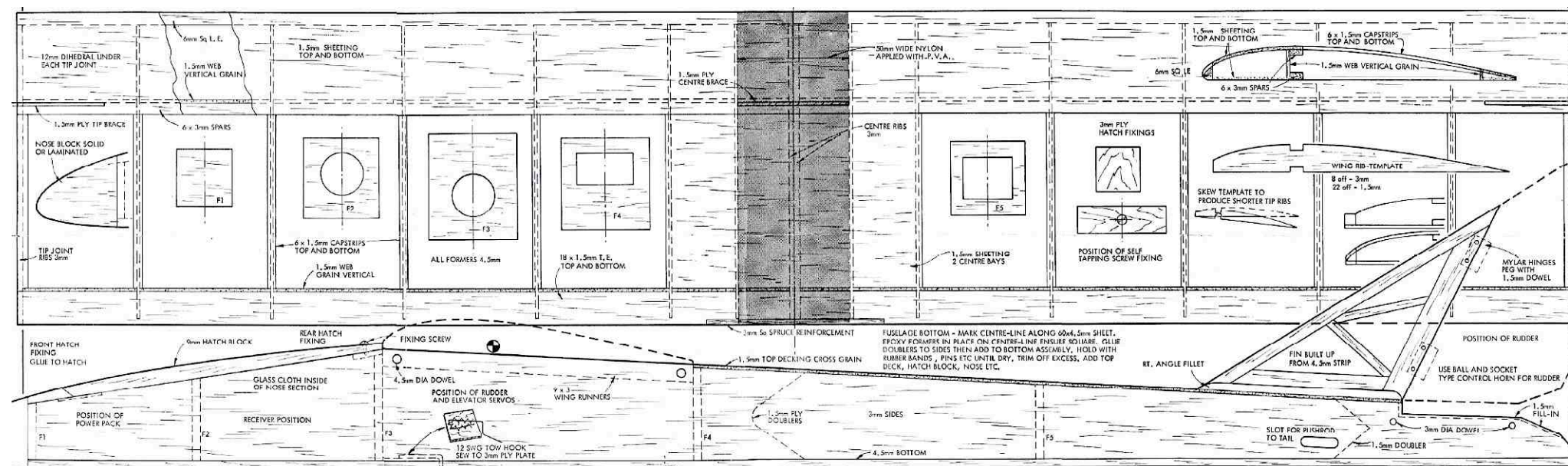
"Free Plan" often seemed to mean un-saleable, unproven, or unbuildable, but this one was actually worth building - and it flew well.



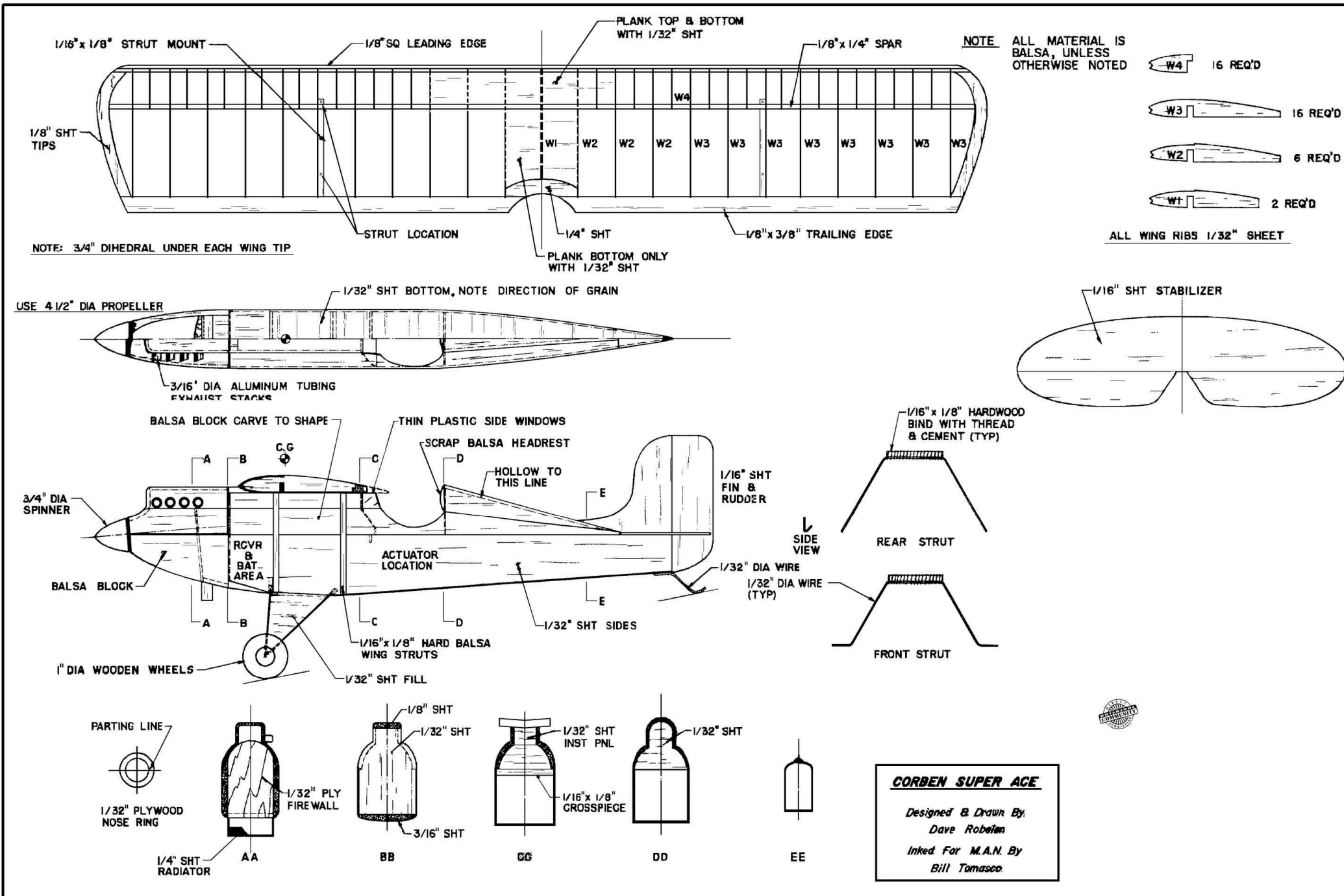
Clive Smalley with original Orange Box



A bit of liberty taken on this one with its fancy wingtips and electric launch.

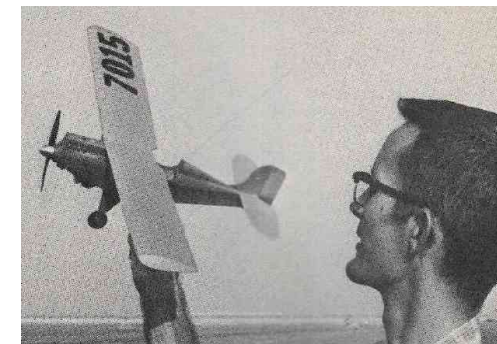




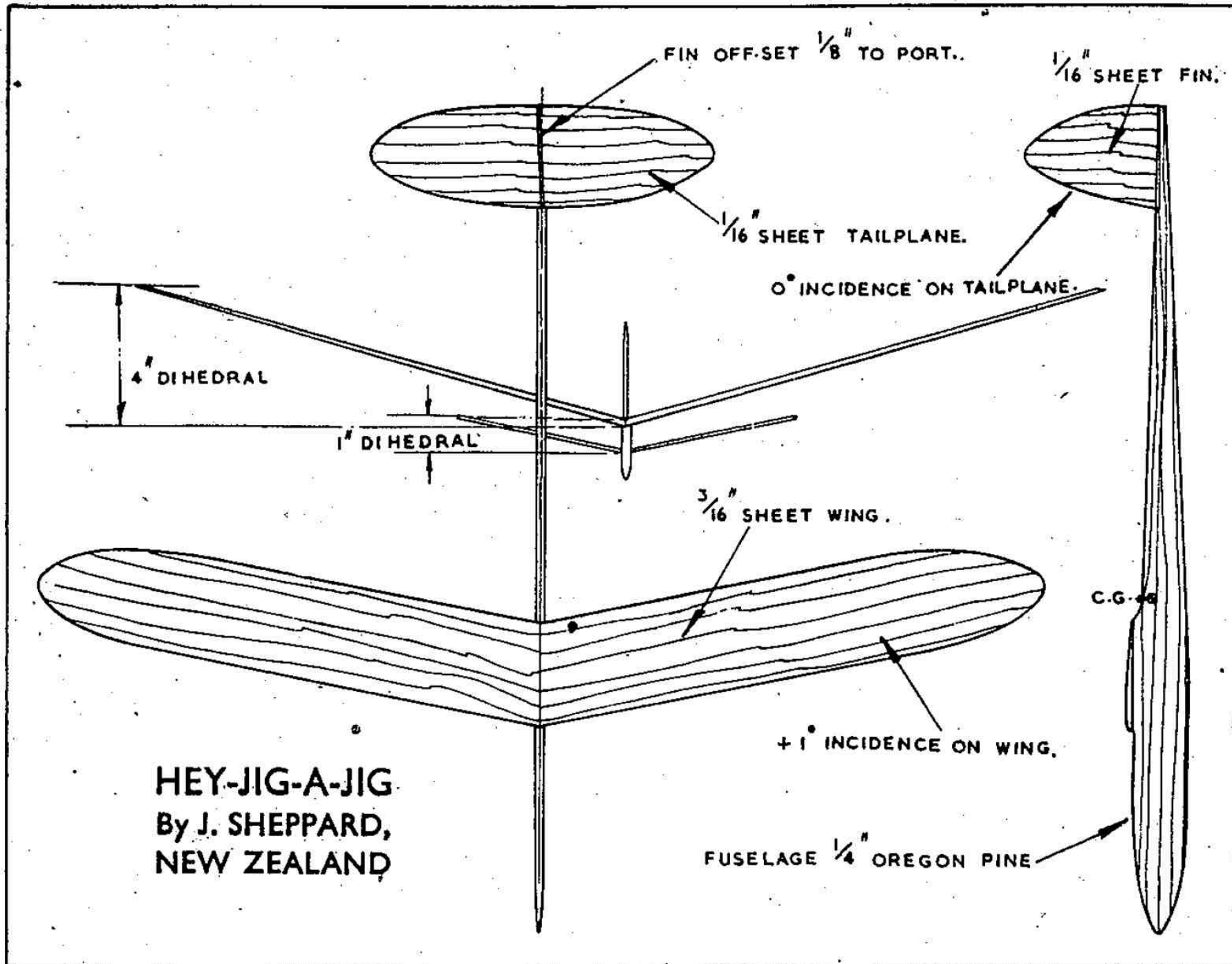


Originally for the tiny Cox .010 engine.

Enlarge for a simple Scale Texaco subject.

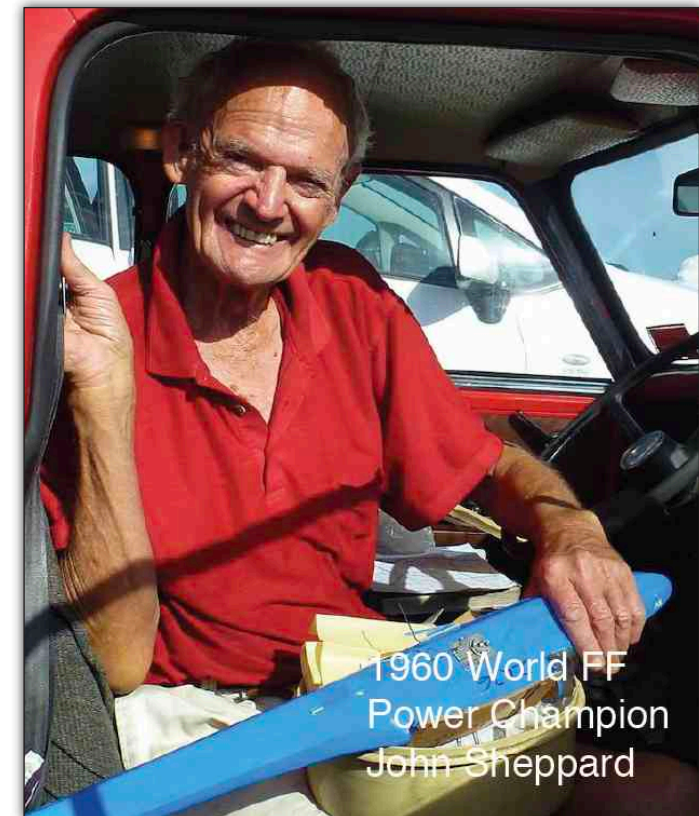




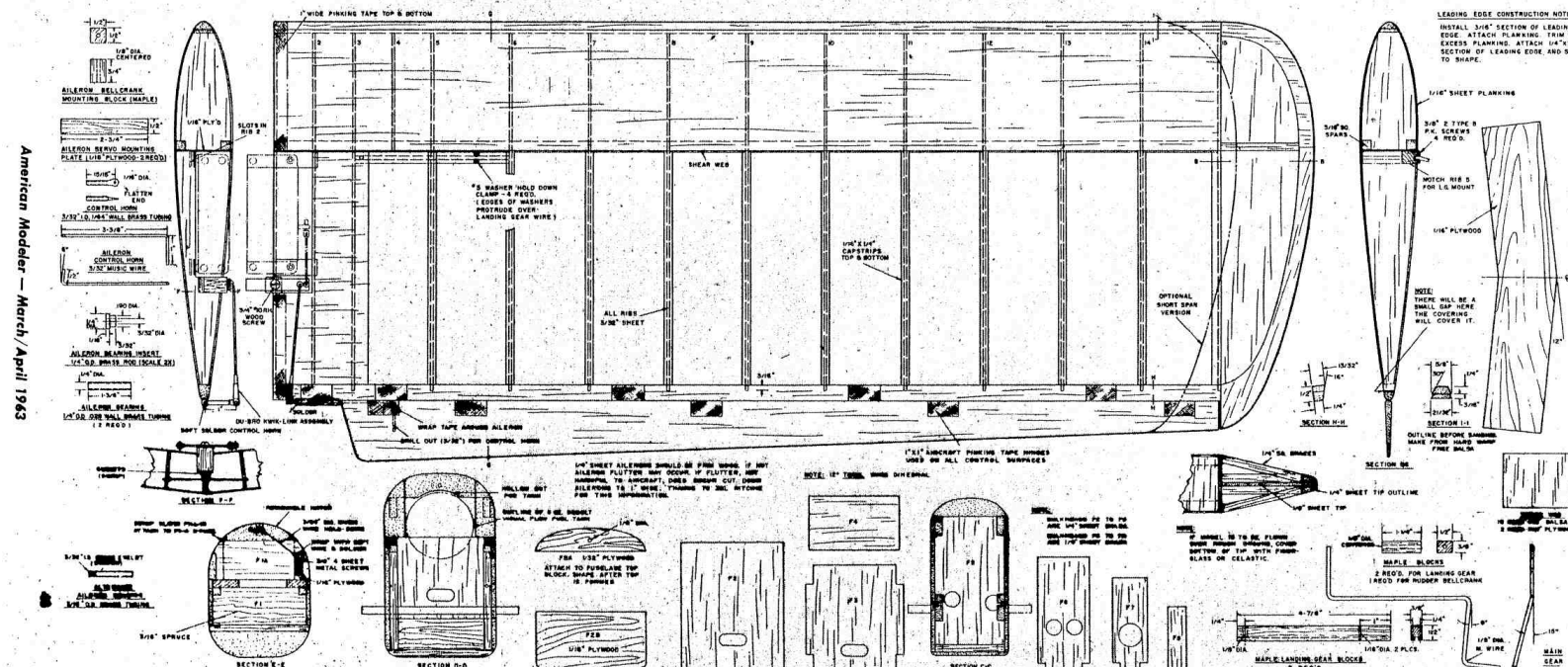
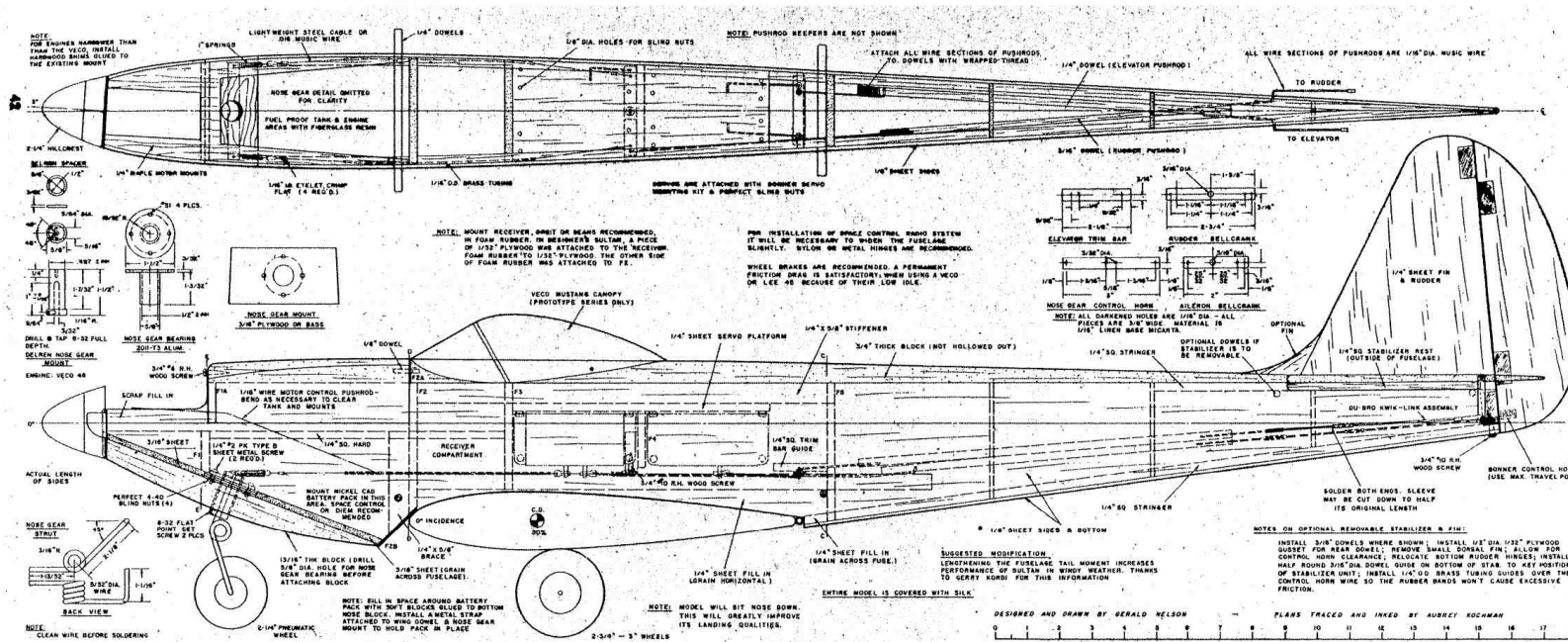


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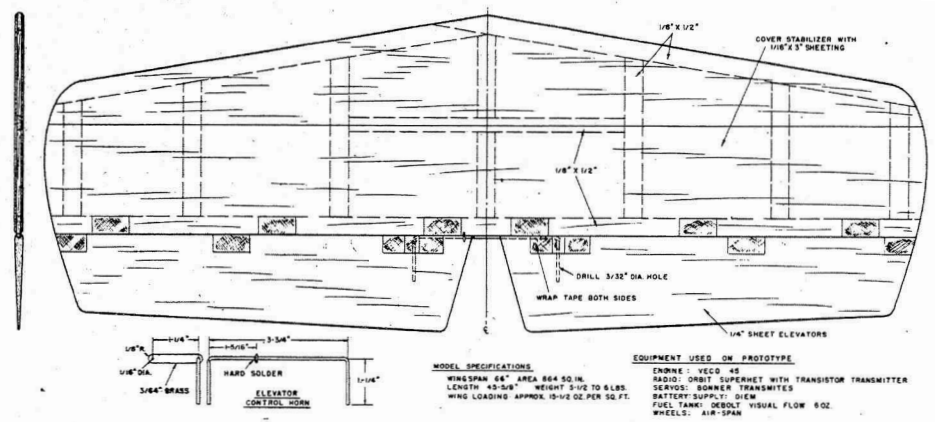
John at the 67<sup>th</sup> Nationals, 2015, holding another model of his own design, an Open Glider with an exceptionally high wing aspect ratio. In flight the long, flexible wings flapped in bird-like fashion. An experiment that did not work so well.



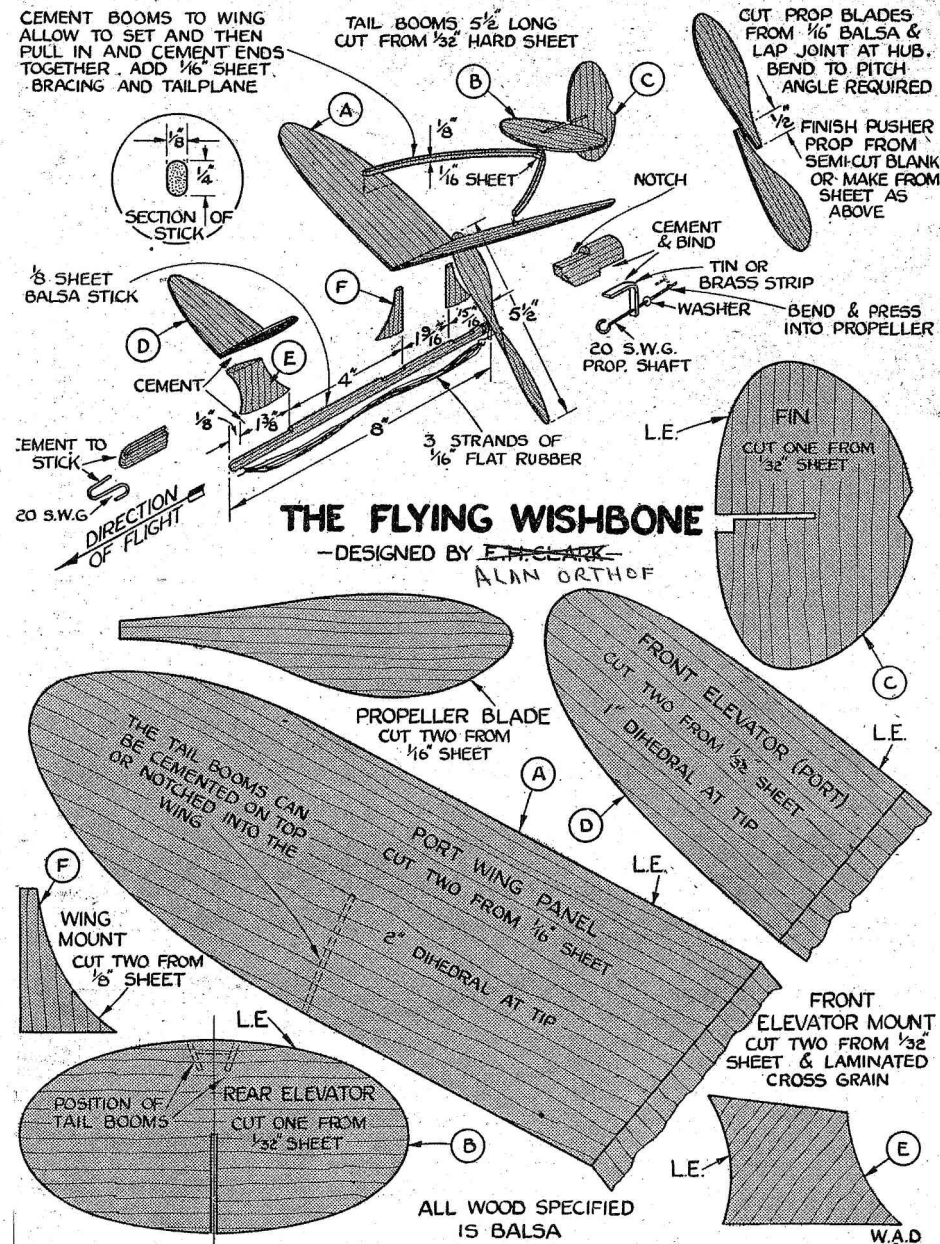




Sultan #1 also was my first attempt at utilizing a full symmetrical airfoil section. The results were gratifying. Inside and outside loops were consistent in size. As you know, this is not usually the case with a semi-symmetrical airfoil... "







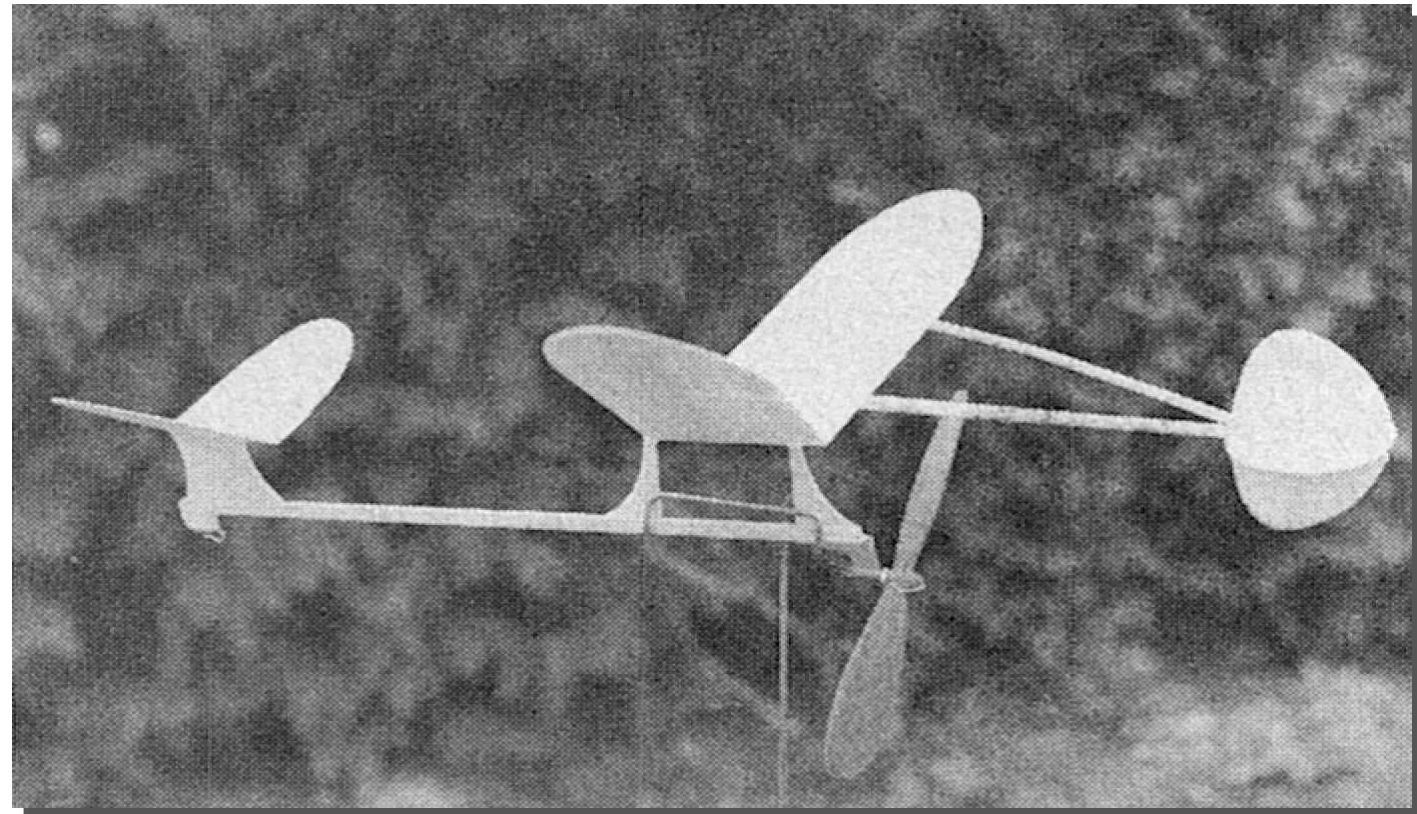
#### Aeromodeller Dec 1999 :

In the December 1942 issue of this magazine drawings were given of a small unusual all-sheet pusher ostensibly designed by E H Clark and called 'The Flying Wishbone'. The initials at the foot of the page (W.A.D.) showed that Bill Dean had prepared these for publication. Since Andre Bird (of Spencer Larsen fame) built this model and sent a photograph of his handiwork, this was earmarked for inclusion in a future 'Potpourri' column. However, the Christmas connection deemed that this gem should be used in this issue. Purely by chance mention of the above to Ron Kaddon - who dotes on old model magazines, inwardly digests their contents and has a model aviation memory that is truly encyclopaedic - caused him to direct me to the Editorial of the February 1943

Aeromodeller, there under "Plagiarism ... what's the great idea?" is the rest of the story:

"Shortly after publication of these plans, we received a letter from Mr Wells. Hon Sec. of the Boston Flying Modelling Club, enclosing pages taken from the American magazine Mechanix Illustrated', for April 1939, in which 'The Flying Wishbone' is fully described, as designed by Mr Alan Orthof. Comparison of the plans in 'Mechanix Illustrated and the drawings sent us by Mr Clark, reveals that they were traced straight off the pages of the American magazine."

D A Russell congratulates the Boston club's Hon. Sec. on his alertness and source of knowledge, makes apologies to Alan Orthof and Mechanix Illustrated and ends by informing Mr. Clark that no fee would be forthcoming for his contribution!





2025 13th June Star Gym Indoor Meeting

Not quite in the true grip of winter yet but a pleasant 15 degrees for New Plymouth Model Aero Club's last indoor meeting until Springtime.

A surprisingly small number of people braved the rainy night with only 10 people turning up. Pleasantly surprising was seven flew Hanger Rat. That is good news in anyone's circle. It was a great sight to see seven people either with Hanger Rats in their hands or watching their Rat in the air.

At last, young **Makena Allen** was putting in some decent flight times after several months of frustration due to porous tissue. Good old pink Spotlight tissue to the rescue. She is still feeling her way, increasing turns on each flight from 1200, 1400,1600, and 1800, breaking a motor along the way but not yet scraping the ceiling. She enjoyed watching her Hanger Rat rise off the floor in front of her and climb up.

**Alan Reed** put in some effort before the meeting and made a new propellor, making sure that the pitch was the same on both blades and all square. Looks like it is very close to the pitch of the last batch of props I made, using a cunning 3D printed Jig that **Dave Jackson** kindly gave to me. The props have a pitch angle of about 41 degrees. His early flights were only head height and this time he decided to push the CG forward ie move the wing back and increase the incidence. It worked and his flights went from the one minute mark to nearer two minutes - ending with a last flight of a very credible 1:57.

It was good to see **Jonathan Allen** come along to fly. He was having a few problems finding a flyable trim but put in two flights around 1:50 mark to end with exactly the same score of 3:46 as Alan Reed for 4th equal place.

**Chris Allen** was suffering a common problem that we have probably all suffered, where the model runs around on the ground for a lap or two and then slowly rises into the air.

For Chris, this was happening when he tried to fly with anything more than about 1200 turns. Its almost certainly due to the fuselage not being stiff enough and bending to give added downthrust as the turns increase. As the motor unwinds the fuselage straightens and it slowly rises into the air. I've had this problem as well.

Interestingly, balsa stiffness is not directly related to weight or density - it is possible to find stiffer balsa that isn't much heavier. What I have been doing lately is cutting out several fuselage shaped pieces and clamping each to the bench and hanging a weight off the end and choosing the stiffest one. My latest Dracula Rat - Black with pink lips has a nice piece of quarter grain wood for the fuselage. It can handle 2000 turns. Having said that, I have heard that you can use fuselage bending to your advantage but I may have to read up on that in the future ?

**Jo** was happy with her 'Fliss' dodging light fittings and obeying her ministrations getting almost Mr Lawrence type consistency with 2:01, 2:02, 2:03, 2:03, just a few seconds behind Mr Lawrence.

For **Allen Lawrence**, 2:05 and 2:06 were the best he could do in the cooler conditions, this time.

I had a dabble with 85 thou rubber but couldnt get above ¾ height, so went to thicker 95 thou rubber( still skinnier than the 100 thou standard out of the box 3/32nd rubber.

With my 95 thou rubber 1900 turns and no backing off, gave a meteoric climb to hit the ceiling. So then tried 1950 back of 50 turns and was rewarded with a winning 2m23. It seems the rubber we are currently using is very prone to breaking at about 1950-2000 turns unless it is well used and may handle a few more turns. I would not have broken as many motors if I had been taking my own advice and using a torque meter.

I'm down to the last 10 metres of 3/32nd rubber, so we will have to see how the next batch of rubber from America, will behave, when and if it turns up.

This month it was NDC for Hanger Rat as well as indoor hand launch glider. To help the team out, I bought along a couple of boxes of gliders kindly donated by Robert Bolton for everyone to fly. There were four 15 inch ones and four18 inch as well as a couple of flapped Cats Meow type gliders.

**Jonothan Allen** was getting one of the 18 inch gliders up near the highest part of the ceiling and got a couple of 14 sec flights, good enough for 2nd place behind the master Allen Lawrence with a couple of 17 sec flights. Makena made a good showing with her favourite 16 inch non-flapped glider out of the box of Bolton gliders.

Our next meeting is Friday 19th September at the Star Gym. A couple of weeks after that, there is a meeting in our big spectacular TSB Stadium, on 3rd October 2025.

Results

<i>Hanger Rat</i>			
Best 2 flights			
1st Alec Fuller	<b>2-08</b> ,1-10, <b>2-23</b> , 0-27, 1-59	4m 31s	
2nd Allen Lawrence	<b>2-05</b> , 2-02, <b>2-06</b>	4m 11s	
3rd Jo Fuller	1-56, 1-15, <b>2-03</b> , 2-01, <b>2-03</b> , 2-02	4m 06s	
4th= Alan Reed	1-10, 0-41, 0-47, 1-46, <b>1-49</b> , <b>1-57</b>	3m 46s	
4th= Jon Allen	<b>1-52</b> , 1-36, 0-53, 1-23, 1-17, <b>1-54</b>	3m 46s	
6th Chris Allen	<b>1-38</b> , 1-24, <b>1-38</b> , 1-06, 0-55, 1-04	3m 16s	
7th Makena Allen(Junior)	1-17, 1-16,		

<i>Hand Launch Glider</i>			
Best two flights			
1stf Allen Lawrence	17.6, 17.2	34.8	
2nd Jon Allen	14.0, 14.2	28.2	
3rd Alec Fuller	12.4, 13.4	25.8	
4th Jo Fuller	14.9, 9.5	24.4s	
5th Makena Allen (Junior)	10.1, 11.8	21.9	



# Rats Return to the Star Gym    New Plymouth    Alec Fuller

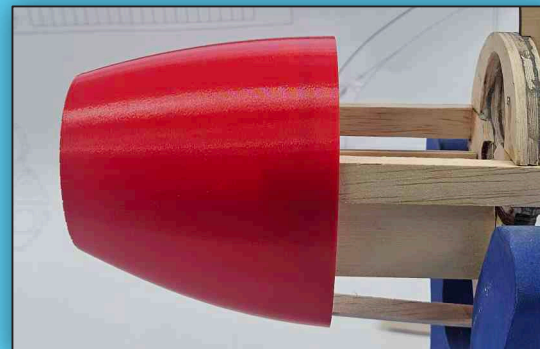


Junior flyer Makena Allen flying Hangar Rat at the Star Gym meeting





One week to build and has come out at a dry weight of 98 grams. Has a 3D printed cowling of .8mm PETG material. Test flown with a 4 cell 900mah battery in a sea breeze with very flat conditions - managed an 8-minute flight.





# READER'S MODEL    New Ruler    Ken McMillan



Ken McMillan (CHCH) flew his first Vintage contest in June with his refurbished *New Ruler* converted to electric and modern RC gear. It is a revelation as it takes advantage of the power now allowed in E-Duration. This thing is an absolute rocket with a very hot vertical climb, courtesy of the following set up: **Motor** Dualsky XM4255EA-10 v3 (1240w @ 20 v) **ESC** Dualsky XC8018 BA. 80 Amp **LiPo** Tattu R-line 6S 1300 120c (purchased from Flight RC. \$87) **Propellor** 13 x 6E Motor and ESC purchased off Ali Express. This is a perfect setup for E Duration using a large model around 5 pounds weight. We all watched it open mouthed and it was doing 7 minute flights off a 20 second climb. A real winner provided Ken can hit the spot on landing.

*Report by Allan Knox*





## Top 10 Leader Boards 2025

The purpose of the Vintage SIG 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. Please contact me if you spot any errors or omissions

Wayne Cartwright  
rwcartwright4@gmail.com

## RC Classes

### Precision Classes

Vintage Precision		
1.	D Crook	600+200+199
2.	B Robinson	600+199
3.	S Nicholas	600+199
4.	A Knox	600+197
5.	G Pullin	600+174
6.	S Cox	600+172
7.	J Bradbury	600+169
8.	B Russell	598
9.	J Aickin	594
10.	K Daly	580

Classical Precision		
1.	S Nicholas	593
2.	M Shears	592
3.	A Knox	589
4.	B Russell	588
5.	B Robinson	586
6.	M Shears	573
7.	J Aickin	537

### Duration Classes

Vintage IC Duration		
1.	A Knox	1141
2.	S Cox	709
3.	J Miller	587
4.	T Beaumont	570
5.	K Daly	478
6.	J Ryan	470
7.	R Nimmo	203

Vintage E Duration		
1.	S Nicholas	1377
2.	A Knox	942
3.	B Russell	940
4.	T Glogau	920
5.	R Nimmo	900
6.	K McMillan	900
7.	M Evans	848
8.	D Crook	782
9.	G Rose	626
10.	B Scott	447

Classical IC Duration		
No score posted		

Classical E Duration		
1.	A Knox	1619
2.	M Shears	1414
3.	B Russell	836
4.	S Nicholas	819
5.	B Scott	667

### Texaco Classes

Vintage 1/2A Texaco		
1.	A Knox	2389
2.	B Scott	1510
3.	L Rodway	1492
4.	S Cox	1377
5.	J Ryan	1265
6.	M Evans	93

Vintage A Texaco		
1.	A Knox	1840
2.	S Grant	1787
3.	M Evans	1707
4.	L Rodway	1535
5.	S Cox	1524
6.	I Munro	1481
7.	P Evans	295





### Vintage Open Texaco

1.	B Scott	3506
2.	I Munro	1592
3.	A Knox	1584
4.	G Pullin	1397
5.	L Rodway	1182
6.	S Cox	822
7.	T Beaumont	594

### Vintage 1/2E Texaco

1.	A Knox	1818
2.	B Russell	1596
3.	B Robinson	1263
4.	L Rodway	1139
5.	S Nicholas	1074
6.	W Cartwright	919
7.	B Scott	764

### Classical 1/2E Texaco

1.	L Rodway	2909
2.	A Knox	2601
3.	B Russell	1512

### Vintage E Texaco

1.	W Cartwright	1944
2.	B Scott	1897
3.	B Russell	1615
4.	A Knox	1586
5.	S Nicholas	746

### Classical E Texaco

1.	A Knox	2023
2.	B Russell	1197
3.	S Nicholas	433

### Vintage E Rubber Texaco

1.	B Scott	2664
2.	W Cartwright	2601
3.	A Knox	1545

### Sport Cabin Texaco IC

1.	A Knox	843
2.	M Evans	557
3.	B Scott	406

### Sport Cabin Texaco E

No score posted

### Vintage and Classical Scale Texaco

1.	A Knox	1495
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# FF Top 10 Leader Board

Standings 1<sup>st</sup> August 2025



## Vintage Power

1	Lynn Rodway	355
2	Rex Bain	180
3	Chis Murphy	160

## Vintage Rubber

1	Antony Koerbin	540
2	Wayne Lightfoot	437
3	Lynn Rodway	352
4	John Neresford	234
5	Graham Lovejoy	175
6	Chris Murphy	159

## Vintage Precision

1	Geoff Pullen	360
2	Lynn Rodway	264
3	John Beresford	255
4	Bryce Gibson	233
5	Andrew Green	222
6	Ricky Bould	200

## Vintage Glider

## Vintage Catapult Glider

1	Craig King	287
2	Des Richards	261
3	Allan Knox	252
4	John Beresford	217
5	Paul Robertson	207
6	Jo Fuller	178
7	Robert Moore	166
8	Lynn Rodway	163
9	Alec Fuller	150

## Vintage Hand Launch Glider

1	Allan Knox	171
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## Nostalgia Power

1	Chris Murphy	520
2	Antony Koerbin	464
3	Lynn Rodway	282
4	Rex Bain	180
5	Bernard Scott	10

## Nostalgia Rubber

1	Wayne Lightfoot	540
2	Chris Murphy	344

## Nostalgia Glider

## Small Power

1	Lynn Rodway	188
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## Classic Glider

1	Allan Knox	333
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## Classic Rubber

1	Wayne Lightfoot	248
2	Chris Murphy	180





# AI's VIEW: MODEL AIRPLANES

I asked an AI art generator for pictures of well-known entities holding or building a model airplane. Each was produced in about four seconds with great facility in generating realistic humanoid figures. Sadly, the renditions of “model airplanes” are bizarre and indicate that AI is not being allowed enough free time in which to play with toy airplanes.







*Recognise the AI aeromodellers?*

Edmund Hillary  
Dali Lama

Willie Nelson  
Jesus Christ

Mick Jagger  
Donald trump



*Sometimes, all you get of a good-looking candidate for the “must build” list is a photograph. Here are two I came across, one very much slow funfly, the other a serious duration design. Can anyone identify these fine creations ?*

