AVANZ NEWS

Vintage SIG
modelFLYING NEW ZEALAND
212 April 2026

Committee Notices

#212 CONTENTS

2026 AGM of the Vintage Special Interest Group

TIME Tuesday 7th April 2026, 7.30-8.10 PM

VENUE The internet via Google Meets.
Enter through the link that will be provided in an email from Bernard. (See Page 4)

AGENDA
- Apologies
- Attendees
- Minutes of previous AGM
- Chairman's report
- Financial Report
- Election of the SIG Committee and Officers
- General Business

1. Discussion of the future outlook
2. Recent rule changes
3. Transferring Vintage Free Flight to the FF SIG
4. AVANZ News
5. Other.

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Nominations for Committee positions are welcome.
Please advise Allan if you are available for a position.

COVER *Kerswap flown by John Miller at the 2026 Gareth Newton Rally. Photograph by Ross Gray.*

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Committee Notices

Vintage SIG Chairman's Report

Our NZ vintage flying scene has had a year of considerable change. Our VRC rule set has had a major rationalisation as rules have been simplified, resulting in some key changes. Thanks for supporting these changes.

- A single age period - prior to the end of 1975.
- Classes combined so we now have ten R/C classes.
- Age bonus done away with.
- Existing models accommodated in the new combined classes.
- Sundry other minor impacts to make all this work.
- Vintage Free Flight rules are unchanged as paralleling the RC changes was not wanted by the VFF fliers.

The new rules and the move of the Nationals to Hawkes Bay, nearer to the vintage fliers in MFHB, resulted in a well attended Vintage Nationals in January. Many of the traditional supporters from further south and other areas also attended. All the nine available classes had numbers to make them official. Thank you all who were able to come along and enjoy the wonderful three days of great company in near perfect flying weather.

Levin was notable for its vintage fly-ins through 2025. These were really well supported thanks to a rally format where everyone was encouraged to just bring along their vintage models and fly for fun. Usually there was just a little competition for those wanting to fly Precision or their NDC events too. Best of both world. Stew Cox, Bryan Treloar and the fliers from the lower North are to be congratulated for their efforts and for showing the rest of us how successful this approach can be.

National Decentralised Competitions (NDC) are provided by MFNZ throughout the year. These events make a great basis for Club calendars, encouraging all, wherever they are, to get out and fly both VFF and VRC every month. Most classes had two opportunities through the year but with fewer classes there will be at least three opportunities for each class in 2026, and even more opportunities for the popular Duration and Precision classes.

There is an excellent MFNZ NDC page on the MFNZ website that has monthly results, the NDC calendar and the NDC-specific rules as well as an automated input link for reporting your monthly results. It's been encouraging to see a strong uptake of NDC participation this year. I think there were 16 entries in Precision in January and 13 in Duration in February this year - the best I can remember. Well done gents.

The Leader Board is rather like a tennis ladder that you can post your best scores to at anytime. NDC and Nationals scores go there automatically so there it is always an up to date list of the best flights - something to challenge us through the year. See your latest AVANZ News for the latest Leader Board.

Finally AVANZ News, our excellent and, I venture to say world class, Vintage E-publication continues to inspire many thanks largely to Bernard Scott's dedication and skills. Please share your activities, be they flying or building, or anything else vintage related by dropping a few words and photos to Bernard. Everyone enjoys seeing what is happening around the country.

Vintage Free Flight is being transferred to the Free Flight SIG this year. It seems to make sense when we look at who flies these classes and who runs FF competitions at centralised events. The VFF class rules, the relevant general rules and hopefully the VFF ethos will transfer to the FF SIG's rule set as they assume responsibility.

Finally, I wish you all a healthy and enjoyable year of flying your fine old models in good company.

Allan Knox (Vintage SIG Chair)

Committee Notices

Minutes of the 2025 AGM of the Vintage Special Interest Group

Venue:
Meeting via Zoom 7.30pm, 27 March 2025

Attendees:
Dave Thornley, Wayne Cartwright, Bernard Scott, Allan Knox (Chair), Des Richards, Bryan Treloar, Barrie Russell, Ian Munro, Alec Fuller

Minutes from previous AGM (2024):
Acceptance moved by Dave T and Seconded by Barrie R. Passed by attendees.

Chairman's report:
Presented by Allan Knox. Report acceptance moved by Wayne C and seconded by Barrie. Passed.

Treasurer Report:
Financial position is now managed by Paul Clegg, the MFNZ Administrator as and when requested by the SIG. No funds were used in the previous 12 months and current balance sits around $3000

Election of SIG Committee and Officers:
Allan Knox (Chairman and Secretary), Wayne Cartwright (Treasurer), Bernard Scott (AVANZ News Editor), Bryan Treloar, John Ryan, Barrie Russell, Ross Gray, Alec Fuller. Acceptance of proposed committee was moved by Barrie R and seconded by Des R. Passed by attendees.

General Business:

1. Discussion on future outlook.
Concern was expressed about falling participation at the Nationals.Committee is asked to look at what can be done to promote vintage and perhaps rationalise rules to reduce complexity and number of classes in RC. It was noted that battery capacity issues for Duration Electric models had been addressed by a rule change to unlimited power during the year.

2. The MFW Vintage SIG column will continue to be handled by Allan with help from others when asked or volunteered. All contributions are really appreciated.

3. AVANZ News is an excellent asset to the Vintage community thanks largely to Bernard's skills and dedication. The meeting thanked him for his continued support.

4. The Leader Board was discussed and Wayne has agreed to keep it running with regular updates in AVANZ News for both RC and FF. It was noted that times can be sent in at any time, not just from organised contests. Wayne picks up times from published NDC results as well.

5. Some discussion concerning Vintage Free Flight suggested look at moving it to the normal Free Flight SIG as there are strong synergies with the FF flier community and rationalising contest management. They are essentially the same group who fly both at the same venues. Committee will look at this.

Meeting closed at 8.10

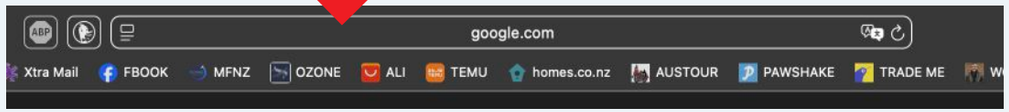
Access to AGM

This is the AGM link that will also be sent to you by email.

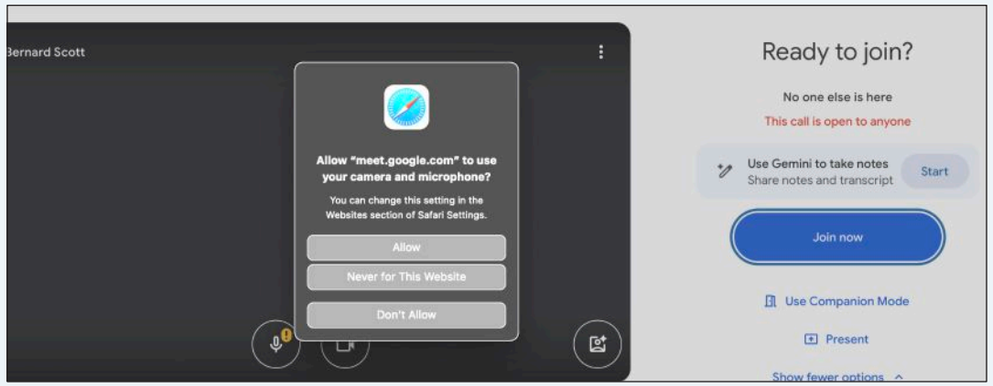
https://meet.google.com/ewd-rihw-gmd

The link is currently active. If you are new to meetings on the web, or just want to check access, you can try using it now.

Click on the meeting link above. Unfortunately, the bulletin publishing program does not always reliably support hyper-links so this may not work in all cases. If this is so, cut-and-paste the link into your web browser's search box.

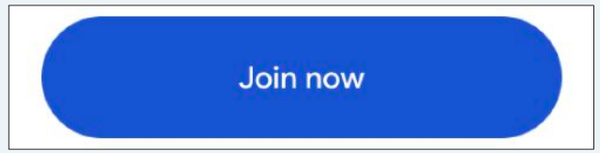


When the meeting invite opens, follow the on-screen instructions. You may be asked whether you allow certain functions such as camera and microphone to be used.



Almost there !

Click



Google Meets will open your computer's camera/mic and you will see yourself as others see you. (Tie optional but no gumboots, please)

A message will advise that you are waiting to be admitted by the meeting chair, Allan Knox, who will receive a notification and open your link to the meeting. Admitting members to the meeting can be a bit of a choke-point if many are joining at the same moment,so avoid this by hitting the Join Now button before the official start time.

Sounds simple, but if you are like me and remember school milk - warm in miniature bottles with a cardboard cap - it may not go smoothly at first. Try the signing in process well in advance of the meeting date so you can get help if your system is not co-operating.

PS, just kidding about the gumboots, they are perfectly acceptable.

Meet

Irregular Comments
from the Editor

Irregular = *occasional, improper, unofficial, and possibly incoherent*

Ask about someone's hobby and it is likely the answer will describe their interest well enough that you do not need to probe further. Whether coin collecting, ice skating or ornithology, just the naming of their interest will give you a general idea of how they spend their leisure time. You won't know whether the numismatist collects only Roman coins minted before 100 BC, or the ice skater specialises in speed skating, or the bird watcher only spys on birds of prey, but you will still have a good idea.

Aeromodelling is different. Tell someone that you build model aeroplanes and they could picture the stick and tissue kitsets that many of us started on or, more likely, they will think of park fliers and drones. None of these are what most of us are involved in and trying to give a more exact explanation sometimes confuses the situation even more. It's bad enough explaning an RC event, but a description of a FF event is sometimes met with disbelief. The scope and obscurity of our hobby creates a problem. We are aeromodellers whether we fly a two-gram indoor rubber model or a radio contolled scale heavyweight that has taken three years and a bank loan to build.

There is never time to explore all the dimensions of current aeromodelling and when we add in the past by building and flying Vintage models, the field expands even more. Being a one-event specialist would be the easier way to go but aeromodelling is a big sweet store where everything is tempting and the urge is to taste as much as possible.

Aspects of aeromodelling that I have not previously considered are always popping up. One such area was found when re-reading old Model Flyers World magazines. I knew about the Flying Aces (FA) concept as developed in North America but its existence in NZ had been overlooked.

Reports in these old magazines brought to light a local group centred on Levin that was formed and flew along FA lines. The group was afliliated to the Australian FA Squadon 65 but also had a local name, the Small Scale Squadron (SSS).

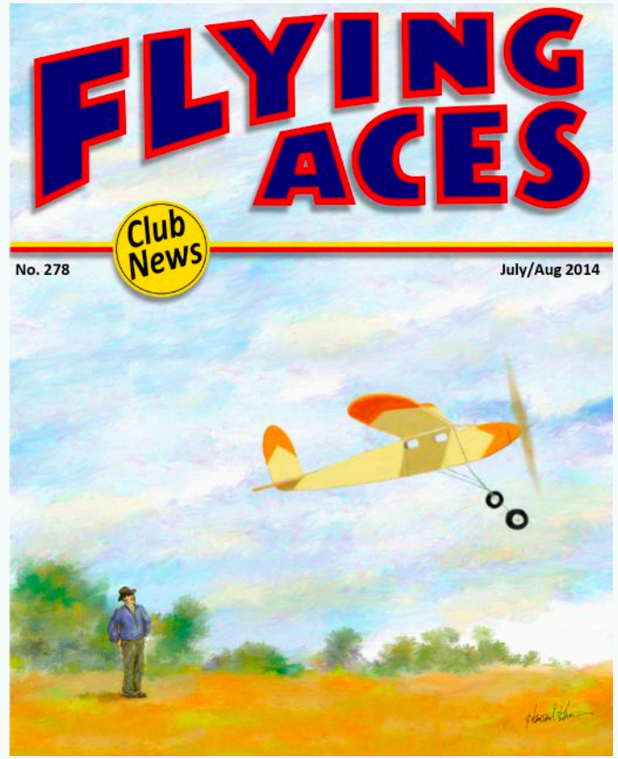
The small but perfectly formed models by the SSS members are a delight to behold.

Although the group no longer meets, their ideals and achievements deserve to be remembered. To this end, a selection of the reports is included in this issue. The FA area of aeromodelling is not strictly Vintage, but it employs the traditional building skills that we value, and the mind-set of the flyers mirrors that wonderful (and possibly imaginary) Golden Era of aeromodelling.

Thanks to the generosity of Graham Lovejoy, I have been able to scan all issues of the SSS's bulletin and many of the Australian FA group's bulletins. Unfortunately, the A3 size plans that accompanied each issue were beyond my scanner, but the bulletins themselves contain a wealth of information.

The American FA Club has a website that should only be delved into when you have a day or more to spare - or you could do as I did and download all the appealing bulletins and plans to study as time allows.

https://flyingacesclub.com/wp/



If you would like copies of the bulletins of both groups, and even the 281 issues of the USA FA Club bulletin, these can be supplied on an SD card or USB stick of 8GB capacity - send one of these with postage to the Editor.

NDC VINTAGE RC and FF 2026

Apr/26	119	VINT	FF Classic Glider Duration
Apr/26	120	VINT	FF Vintage Rubber Duration
Apr/26	121	VINT	RC Vintage 1/2E Texaco
Apr/26	122	VINT	RC Vintage Precision
Apr/26	123	VINT	RC Vintage A Texaco

May/26	124	VINT	FF Vintage Precision
May/26	125	VINT	FF Vintage Power Duration
May/26	126	VINT	FF Nostalgia Rubber Duration
May/26	127	VINT	RC Vintage and Scale Texaco
May/26	128	VINT	RC Vintage Duration
May/26	129	VINT	RC Vintage Open Texaco

Jun/26	130	VINT	FF Classic Rubber Duration
Jun/26	131	VINT	RC Vintage Precision
Jun/26	132	VINT	RC Vintage and Scale Texaco
Jun/26	133	VINT	RC Vintage E Texaco
Jun/26	236	FF	A1 Glider

Jul/26	134	VINT	FF Vintage Rubber Duration
Jul/26	135	VINT	RC Vintage E Rubber Texaco
Jul/26	136	VINT	RC Vintage Duration
Jul/26	137	VINT	RC Sport Cabin Texaco

Aug/26	138	VINT	FF Nostalgia Glider Duration
Aug/26	139	VINT	FF Vintage Hand Launch Glider
Aug/26	140	VINT	FF Vintage Catapult Glider
Aug/26	141	VINT	RC Vintage scale Texaco
Aug/26	142	VINT	RC Vintage Duration
Aug/26	143	VINT	RC Vintage A Texaco

Sep/26	144	VINT	FF Small Nostalgia/Vintage Power Duration
Sep/26	145	VINT	FF Classic Power Duration
Sep/26	146	VINT	RC Vintage 1/2A Texaco
Sep/26	147	VINT	RC Vintage 1/2E Texaco
Sep/26	148	VINT	RC Sport Cabin Texaco
Sep/26	149	VINT	RC Vintage Precision

Oct/26	150	VINT	FF Vintage Hand Launch Glider
Oct/26	151	VINT	FF Vintage Catapult Glide
Oct/26	152	VINT	RC Vintage Open Texaco
Oct/26	153	VINT	RC Vintage Duration
Oct/26	154	VINT	RC Vintage E Texaco
Oct/26	155	VINT	RC sport Cabin Texaco

Nov/26	156	VINT	FF Vintage Glider Duration
Nov/26	157	VINT	FF Classic Glider Duration
Nov/26	158	VINT	RC Vintage E Rubber Texaco
Nov/26	159	VINT	RC Vintage A Texaco
Nov/26	160	VINT	RC Vintage Precision

Auckland Free Flight Gala

2026 **10th May**

Proctor Road, Te Hoe, Waikato

Start 0900, finish 1400, awards and flyoffs to follow

A1, P30, E36, 1/2A power, Kiwi power, Coupe, Mini Vintage*, all 3 x 120, and Catapult Glider, 6 x 60

***Mini Vintage** – Combines

i) Miniature Replica ,
ii) Gliders to 50 inch span,
iii) Rubber up to 36 inch span

Entry fee $10 for the day for any number of events, juniors free.

Organiser - David Ackery,

Pre entry advised, email me - david.ackery@xtra.co.nz

There are opportunities to fly Vintage free flight designs in these two FF Galas and not just in the Mini Vintage.

Contact the CD if you need further information.

It is a good idea to let David know if you are interested in case changes need to be advised.

Levin Vintage 2026

Bob Burling Memorial Vintage

Saturday 9 May (Wind Dates Saturday 16 May and Sunday 17 May)

John Selby Memorial Vintage

Saturday 1 August (Wind Date Sunday 2 August)

N.B. If travelling any distance to attend, please let Stew Cox know at Flierstew@gmail so you can be kept informed of any postponements. Alternatively, email Stew to be added to the Levin Vintage email list so you can be kept up to date with all info about these

GARETH NEWTON RALLY

Photographs by Ross Grey

GARETH NEWTON RALLY

Photographs by Ross Grey

GARETH NEWTON RALLY

Photographs by Ross Grey

RADIO QUEEN

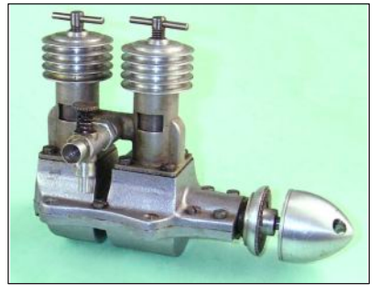
READER'S MODEL

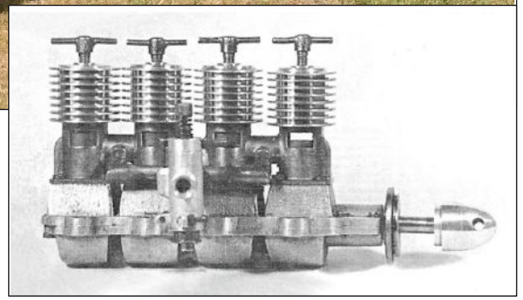
Bryan Treloar

I have completed a second *Radio Queen.*
The new one was built at 90% of the original as first published in 1949.
Here are comparison stats of original vs new 90% one:

- All up weight 2886g/6.379lb vs 2279g/5.0198lb
- Wing area 7.234sq ft vs 6.333 sq ft
- Wing loading 14.11oz/sq ft vs 12.69 sq ft
- Cross section ratio 100% vs 81%
- Volume ratio 100% vs 73%
- Power rating of Taplin Twin MKIII 0.42bhp vs MKI 0.27bhp.

Bryan





Col.Taplin is remembered mainly for his 7cc twin engine, above left. In the centre, above, is his 4cc twin and at upper right is his 10cc four cylinder diesel. For something entirely different, on the right is Taplin's version of a Hamilton Jet propulsion unit for model boats.

DELTA DART RUBBER Frank Ehling AAM 1967

Old fashioned, crude, heavy, inefficient.

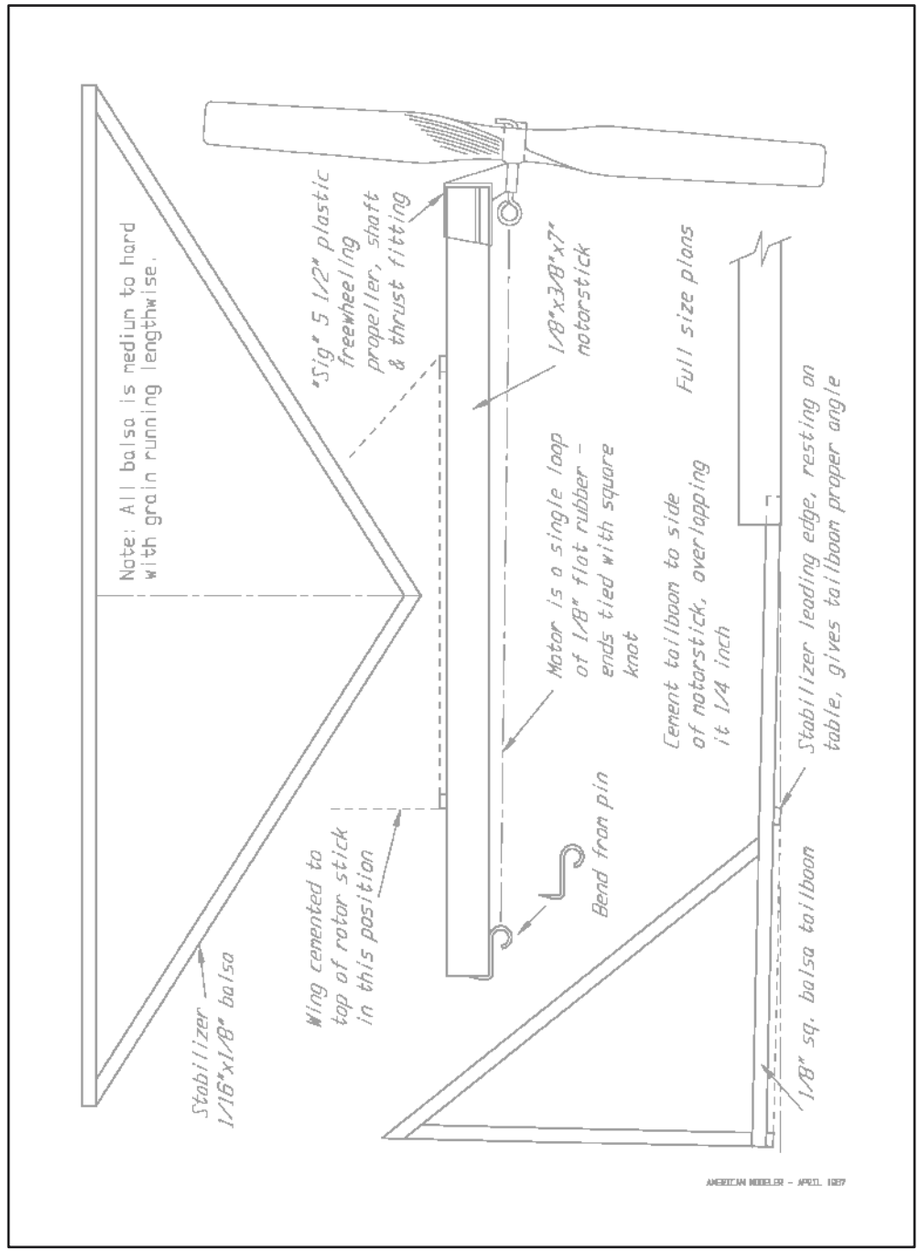
Descriptions of the Dart when it first appeared - but after the AMA's Junior Programme started to promote the design, that changed. Youngsters found it easy to build and so easy to fly that few were disappointed.

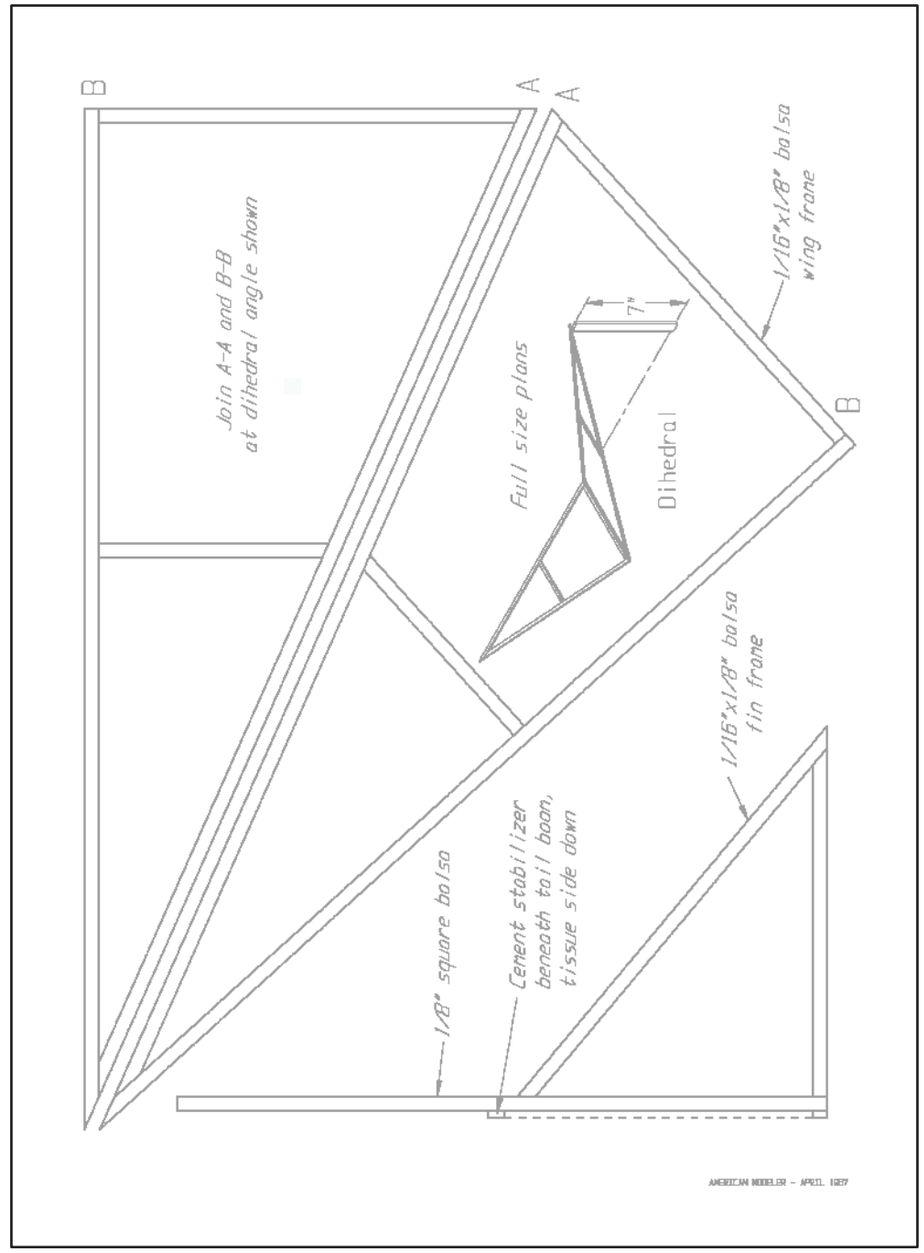
The pointed surface are forgiving. Warps have little effect since most of the wing area is close to the centerline where alignment tends to be true. At the tips there isn't much surface to provide twisting forces.

Covering is no problem as the structure is glued onto the plan. When the glue is dry, it's just a matter of lifting the framework, trimming the excess paper off the edges, and the covering job is done.

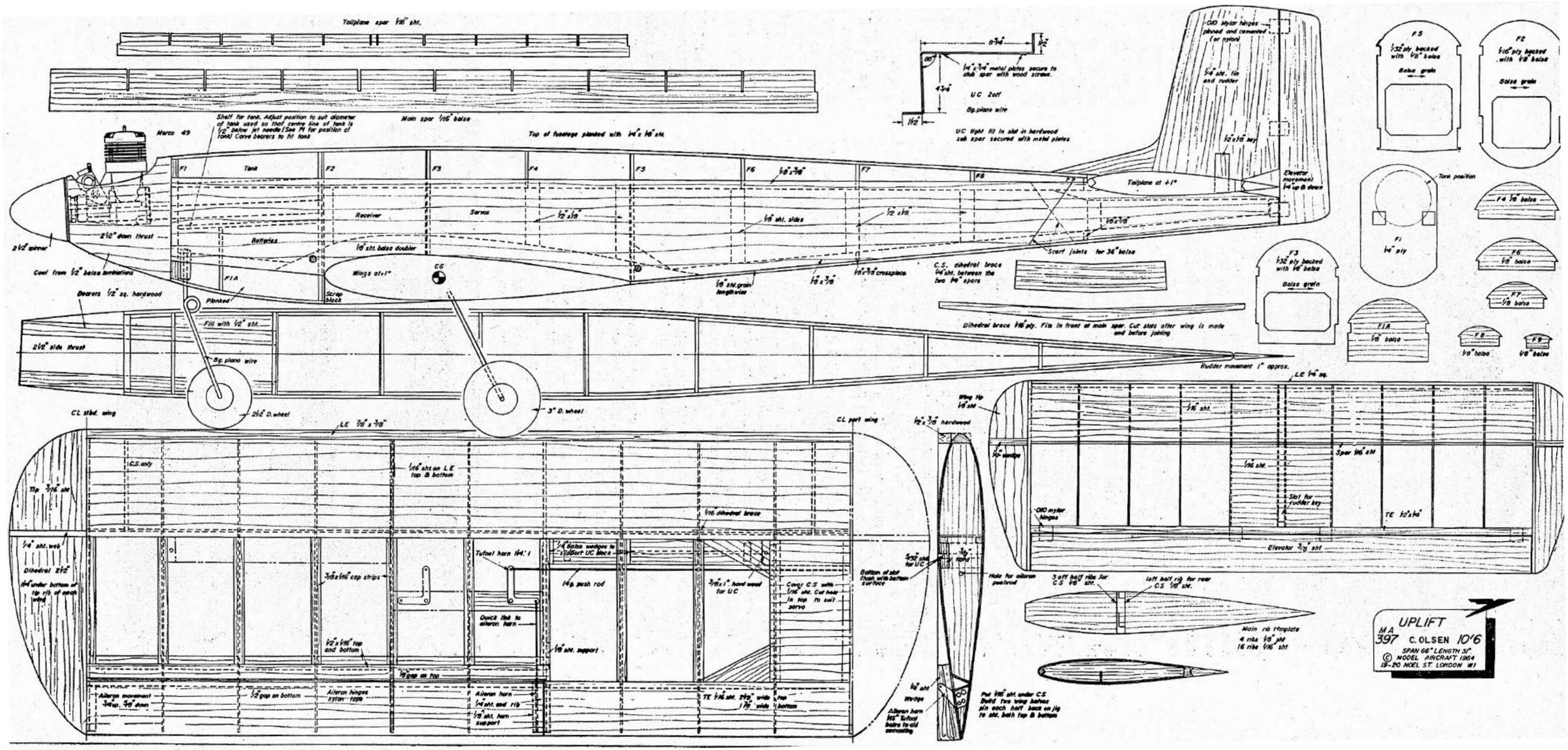
The prop assembly and propellor are ready-made items so no problems there.

The instructions on the plan are all a beginner needs. For a more advanced version of the dart, build on tissue rather than the paper plan to reduce weight.

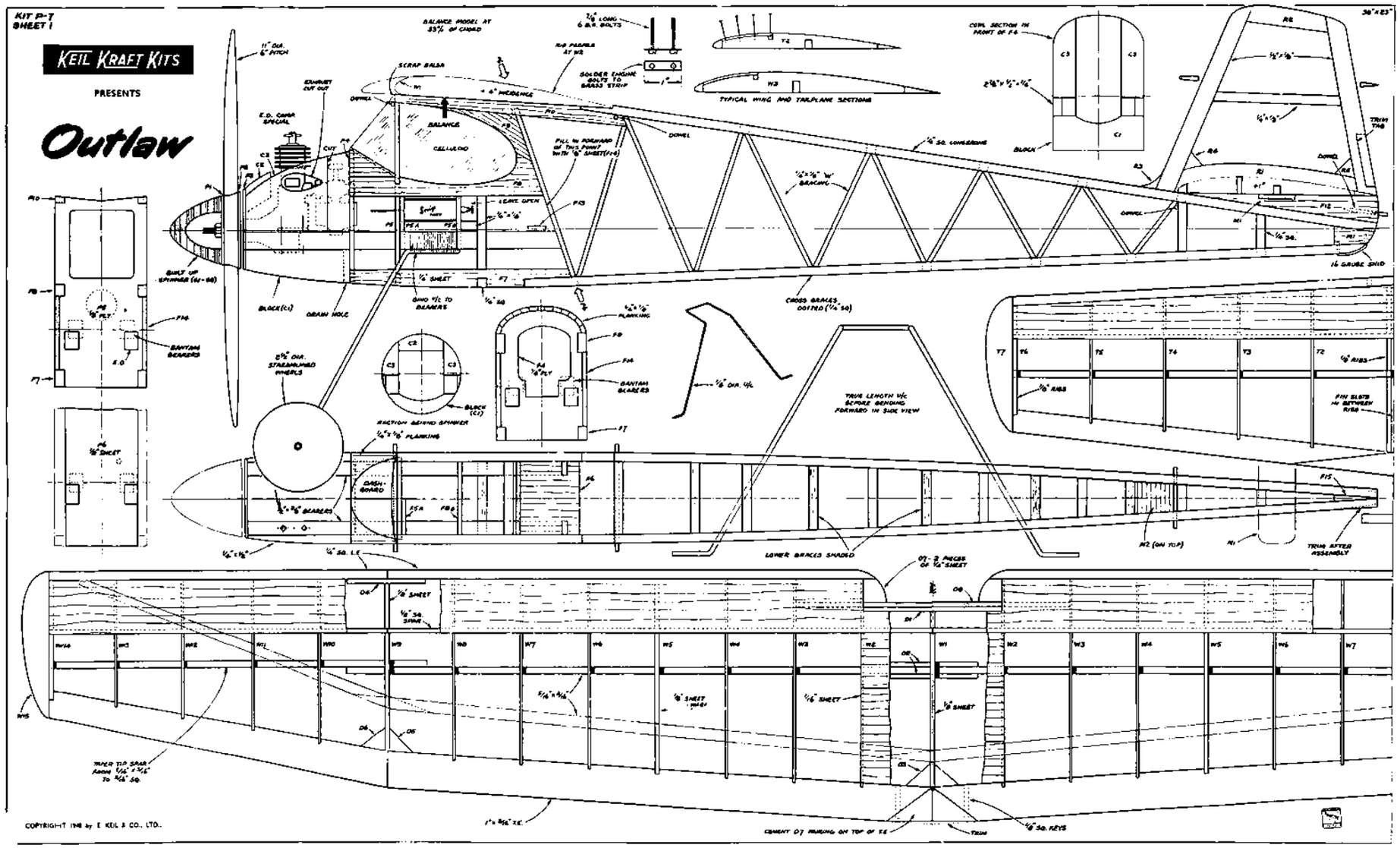




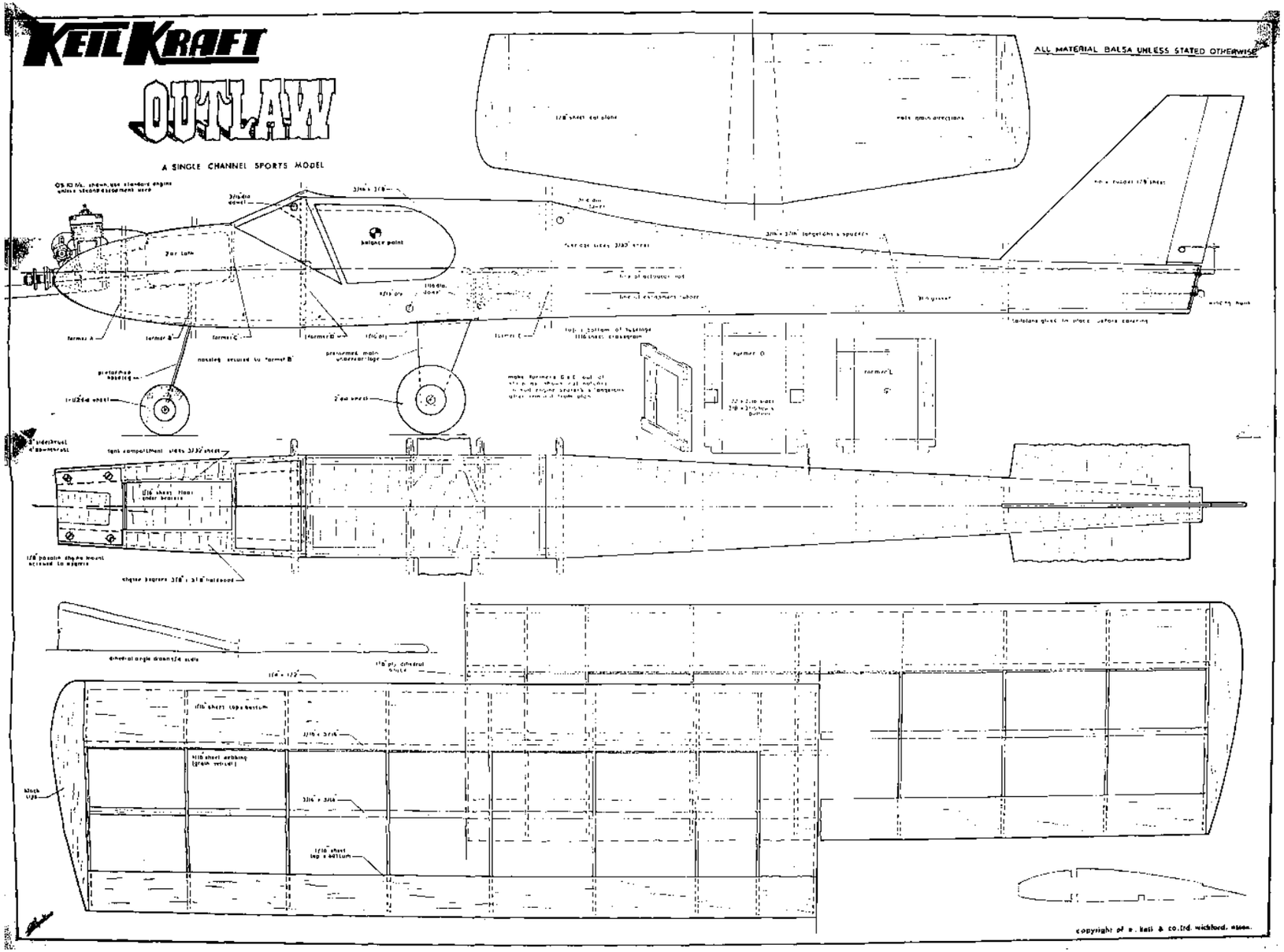
UPLIFT AEROBATIC Chris Olsen Model Aircraft Nov 1964



KK OUTLAW POWER Bill Dean / Keil Kraft 1955



KK OUTLAW [The other one] SINGLE CHANNEL Keil Kraft 1970



Introduction

The OUTLAW has been designed to meet the demand for a Single Channel Radio Control model with a first class flight performance, that is suitable to the newcomer to Radio Control. It is stable, easy to build and of rugged construction. One of its most pleasing attributes is its ability to fly itself out of the tricky situations that it is likely to encounter in the hands of a novice.

If this is your first Radio Control model or if you just want a model that is great fun to fly, you are assured of success with the OUTLAW.

Before you begin

Study the plans and read the instructions fully before commencing construction. If this is to be your first single channel model be sure that you are quite clear where each component should go by laying them on the plan in their respective positions.

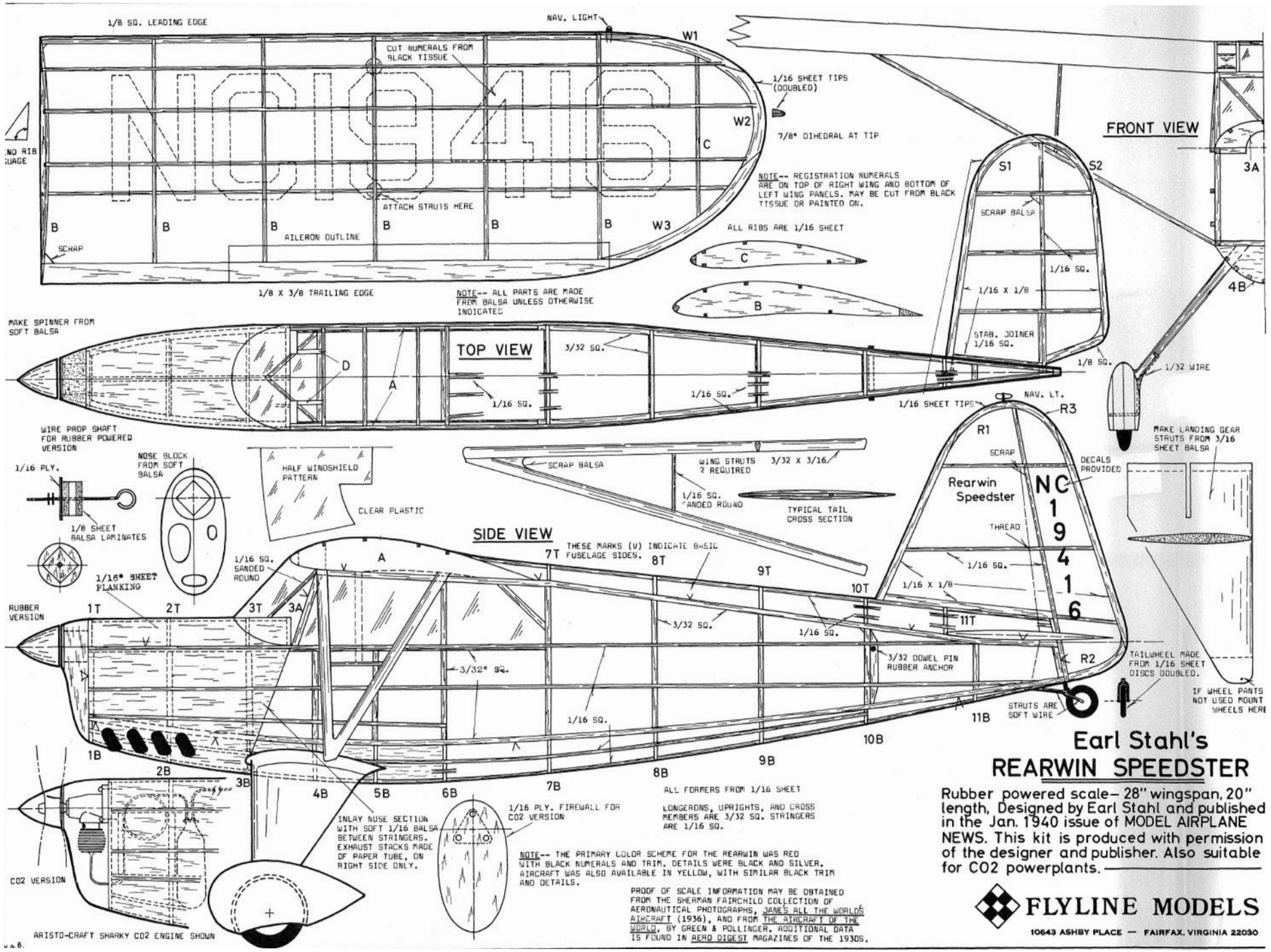
Remember that to fly a radio controlled model in Great Britain it is necessary to hold a licence. This costs 30/- and is valid for 5 years. Obtainable from:—

Radio Branch,
Radio & Accommodation Dept.,
G.P.O. Headquarters,
London, E.C.1.

It is also advisable to carry suitable insurance against damage to persons and property. The cost of this is very small and details can be obtained from:—

Society of Model Aeronautical Engineers Ltd.,
10a Electric Avenue,
London, S.W.9.

REARWIN SPEEDSTER TEXACO SCALE Earl Stahl



TARANAKI INDOOR REPORT

Alec Fuller

2026 TSB Stadium 6th March 2026

Its been an interesting summer, windy and wet, not that that affects indoor flying, but it has been 6 months since the last New Plymouth indoor flying meeting in our amazing TSB Stadium. Six months is certainly long enough to forget some of the finer points of what makes our Hanger Rats fly and it's not helping that I keep getting older too. That's why I keep a little Notebooks and record all the vital details.

For every flight I note down:
1. Turns wound on.
2. Backing off turns (if any)
3. Launch Torque
4. Flight Time
5. How high the model flew

The following info is mostly the same for the whole meeting and is just noted somewhere on the page.
6. Which Propeller was used
7. Wing Incidence and CG or maybe wing position
8. Anything special you've changed since last meeting

Leave space on the right side for ‘Comments’.
Use it to note down when you :
- put on a new motor or
- change a prop or
- change to a different size motor
- or make a trim change or
- repair something

If you think your memory is good enough and that you don't need to bother with all this, then just go through the list, casting your mind back to the last time you flew and see how many things on the list you can confidently remember. I know for me, its probably 3 items, approximate flight time, which prop I used and the wing Incidence.

That’s not enough info to make meaningful progress. You will end up repeating things that didn't work.

It’s a great idea to review what happened at the last couple of meetings, a day or two before a meeting and decide on a strategy. Eventually, you won't need to waste that first hour of warm air doing trimming flights. You can assemble the model, fully wind the motor, and make that first flight an official, knowing it will fly nicely.

We know that air temperature significantly affects the energy stored in your rubber motor. That's why it gets harder to make good times as the evening gets cooler.
So having an indoor meeting in the heat of summer in a big hall should be a good thing, right? This time out, for me anyway, it did turn out to be a good thing. I finally have achieved the 3 minute mark for a flight and get to join the 3 minute 17 club !

The TSB Stadium is our biggest and best venue for indoor and we love flying there but due to hall hire costs we only get the opportunity every 6 months and need to contribute a $20 landing fee to make it all possible. The rest of the year we fly in a smaller, lower ceiling Category 1 sized gymnasium with a 7 metre high roof.

As usual for the TSB, the indoor electric RC boys were making good use of their half of the hall and were considerate when our free flight models wandered into their airspace.

Hanger Rat numbers were a bit lower than expected.
The three generations of the Allen family - grandfather Chris, son Jon and grand-daughter Makena were notably missing.
However we have Matt Kenner back, flying Hanger Rats (our only man clever enough to have exceeded the 3 minute barrier in recent times with a best time of 3 min 17sec) and is keen to try to get back to his old form again. We’ll help where we can, Matt.

Our flyers for the evening were Allen Lawrence, Alan Reed, Matt Klenner, my wife Jo, and myself.

Matt Klenner setting up for Hangar Rat

TARANAKI INDOOR REPORT

Alec Fuller

Allan Lawrence / HLG

First off, a few words about rubber and its sizes with apologies to all those that are fully metricated.
3/32nd rubber straight 'out of the box' typically measures 0.100 inch. Doing the maths, 3 divided by 32 = 0.09375 ie 0.094" or 94 thou. This is 6 thou skinnier than 'out of the box' 3/32nd rubber. If I strip rubber to 94 thou, do I call it 3/32nd or not ?

If you are winding on turns only, the difference will likely mean 3 - 4 metres less maximum height and less flight time. If you're winding using a torque meter, the difference will be more subtle, ie more turns will be needed, to get to a target torque, slightly less weight, so potentially a longer flight time. That's surprising isn't it ?

Using a skinnier motor doesn't always give longer flights, especially in lower roof Cat 1 halls with 8 metre or lower ceilings because the model is likely to land with lots of turns still on the motor.

It's for this reason, to overcome ambiguity, that I also weigh the 36 inch length of rubber and put the weight in grams on the label of the bag, along with the cross section size, i.e. 94 thou / 2.3g or maybe 100 thou / 2.5g.

Back at the TSB Stadium, flying kicked off at 7pm and within 10 minutes Alan Reed was up near the ceiling, dodging rafters and lights and recorded a 1m 55s soon after, on 1800 turns and 1.0oz-inch torque on 3/32 100 thou rubber but ran out of turns while up high. It seemed that maybe he needed more pitch on the prop, so lent him one of my props made with the excellent Prop Jig that Dave Jackson created and 3-D printed for me. It makes every prop accurate and all repeatable. They have about 41 degrees of pitch so more pitch than Alan was using. He put on an extra 200 turns on and launched at 1,1 oz-inch and had a slower climb but still very near the rafters, to improve to 2m15s.

I thought a slightly thinner motor could be a way forward for him and gave him a stripped 90 thou motor, (about 10 thou thinner than normal 3/32nd that is normally over size at 100 thou). This proved disastrous, launch torque was well down at 0.6 oz-inch at 1850 turns first wind and it barely flew the model, only getting 1 metre off the ground for a 25 sec flight. And things never really got back on track for him, with sub 1 minutes all night. His model weighs almost exactly the same as my Dracula Rat at 7.25grams, so we are still puzzling over the reasons.

Matt Klenner hasn't flown Rats in about four years and this time out he made a new fuselage and tail and a couple of new Props (with the Dave Jackson jig) but had some unfortunate handling incidents. These things are fragile and easy to damage. A whole series of little problems, his new 7-inch prop was a few millimetres bigger than back in the day and the prop tips hit the ground preventing takeoff. Things breaking made progress a bit frustrating for him but he persevered and was soon rewarded with a 2m 15s flight. As some of you will know, breaking the 2 minute barrier is a significant milestone. Any more improvement eluded him that night but he is enthusiastic and is going to build a new, lighter model for the future. Watch this space.
Allen Lawrence decided to fly his rounds of indoor HLG and indoor Catapult before starting on Hanger Rat. He is complaining that his old arms can't seem to launch his glider as high as when he was younger, commenting how much easier it was to fly indoor Catapult Glider.
He used the same model for both classes and best flights were 19.9 sec in HLG and 28.6 in Catapult.

In Hanger Rat, Allen is an old master. He tells me that he too has reached 3 minutes, years ago and it was even with his current model. It's kind of weird how - just because you have reached such pinnacles of achievement it doesn't a guarantee continued high attainment. I suppose that is maybe why some of us are carrying on the fight, always trying to recapture those moments of glory !

TARANAKI INDOOR REPORT

Alec Fuller

Mister Consistent, Allen Lawrence was using anti-gravity charms to get ahead of the rest of us and as usual put in a really excellent set of 6 times, slowly improving with more and more turns and topping out at 2min 38sec and 2min 39 secs. He did a lot of rafter and light dodging, not always successfully, often hitting one or the other and diving 2-3 metres before recovering and climbing again.

He winds his motor off the model and uses a torque metre to good effect, regularly winding beyond 2000 turns. I can't give you any torque readings because his torque metre is not calibrated in any way - he just knows where the needle needs to point to achieve what is needed. He is probably near the maximum that this setup, in this hall, can achieve, with rafter dodging and running out of turns before landing. I reckon though, by next time out, he will have made some changes to gain a few more seconds. He said they were good times for him, but he wasn't happy that someone (me) was ahead of him. He still has that killer instinct.

This time out, my wife Jo had good feelings about her Hanger Rat, appropriately named 'Fliss' the flighty, cantankerous one. A few low, disappointing test flights before cranking in some decent turns urged Fliss up to the rafters. Her first official time was 2min 25 sec on 1700 turns. Increasing to 1800 turns, she improved to 2min 36 sec, very close to her personal best. She was happy but then came time to change the motor and things went downhill from there ending with flights near 2 minutes.

And lastly but certainly not least, is me. As I hinted earlier, on this night, I achieved something on my 'bucket list', achieving 3 minutes in a Hanger Rat flight. It sure was a good feeling. I graciously accepted compliments from my fellow fliers but one wag said "That might have just been a fluke, let's see if you can do it again ?"

There were several new things that I trialled this time. I perfected a new Stooge that safely held the model upside down, allowing easy access to the rear hook as well as the prop hook. They are now uppermost and in good view. This allowed me, for the first time, to wind my rubber motors separately - off the model and on a Torque Meter.

I have also adopted an idea from Dave Jackson of doing away with 1/8th inch neoprene O-rings each end of the rubber and instead using the 3mm white plastic tube from a Chuppa Chup lollipop stick, sliced into a sub-1mm slivers, giving a hard plastic loop just big enough to slip the rubber through. I give them the thumbs up. Being hard plastic they give you something to grip and they make it way easier to get that wriggly fully wound motor onto the model. It also means that you can leave the prop attached to the model and that overcomes the need for that fiddly prop attaching malarky.

A significant benefit of winding the rubber motor completely off the model is that if you break a motor your model is not damaged or destroyed. Its a win all round and a big advance, making everything easier.

While on motors, I have also started pre-stretching rubber motors at least a day before the contest. Make up the motor, with the Chuppa Chup hoops and incorporating wool into the 1st knot, then finishing with a Reef Knot on top - and no Super Glue. Then stretch it out across the workshop for 5-6 times its relaxed length, for about 5 minutes. So for a 17 inch motor, 17 x 6 = 102" or 2.5 metres. Put on a pair of vinyl gloves and rub some silicone along its length. Then unhook them and stuff them into little labelled plastic bags.

I believe the stretching then resting, changes the molecular structure, making the bonds more flexible and less likely to break. I find that a strip of paper with the size and weight of the un-lubed motor put inside the bag is better than trying to stick a label on the outside of the bag and have it fall off or having the writing rub off.

Jo Fuller fettling Flis

TARANAKI INDOOR REPORT

Alec Fuller

With a pre-stretched, already run-in motor, you can just go in and wind to 1900 turns knowing its going to perform. Then increase turns on the 2nd and 3rd windings as the torque readings allow. Four or five flights is about all you can expect at this level of winding.

Another small thing I have noticed is that when winding motors, most of us stretch the motor out maybe 1.5 metres ie about 4 times. I have found that if you stretch another 1.0 Meter, out to about 6 times, then the build up of torque seems slower, or put another way, you have more turns on before the torque builds too high. I am only moving in for the last ¼ of the total turns ie starting to move in at 1500-1600 turns. This is very different to what we used to do, ie start coming in at ½ the total turns.
How liberating this torque meter business is! Personal records were broken but for me, no rubber was broken.

As for the flying, all my record keeping is paying off, one quick test flight at 1700 turns, no backing off on a new 85 thou 2.0 gram motor and a launch torque of 0.45oz-inch and my 'Dracula' (pink tail and black wings) gave a 2min 16sec flight and only climbing to about ¾ height. Onward and upward.
The torque metre was working. I was loving the much simpler setup for attaching the wound motor to the upside down model on the newly designed stooge. Things were looking good.
I increased turns to 1900, the most I had ever used, and launch torque of 0.65 oz-inch gave a very nice flight with steady climb to about 2-3 metres under the rafters for a flight of 2min 46 sec, my personal best at that point.

So, it was into uncharted territory now. Adding another 150 turns to 2050 turns and 0.7oz-inches torque rewarded me with an increased personal best and a tantalisingly close 2min 55sec. I was buzzed. There was still space above the model but that motor was starting to build torque pretty fast. How many more turns would it take? My goal was that 3-minute mark, I a little bit more. I decided a new motor would be a good idea and went straight in, no running-in, intending to get to at least 2050 turns and maybe a bit more torque for a bit more height to give me just another few seconds.
The torque was increasing quickly, slowly eased in another 10 turns for 2060, but chickened out on any more as the torque was already up at scary 0.9oz-inches! I had forgotten to test an 85 thou motor to 'destruction', so I had no idea what torque it would break at.
I transferred the wound motor to the model and crossed my fingers. No stall out, a steady climb to about two metres under the rafters and settled for its long cruise, landing with just a few turns. Yes ! I had done it. I'd got it. I had got past the 3 minute mark with 3min 11sec. Oh happy days.

Remember the guy that said maybe it was a fluke ? Well, it wasn't a fluke. With two really good flights in the bag, I could now go for broke. This time I managed 2100 turns but still at 0.9oz-inches as the motor had stretched a bit more. This time Dracula got close to the rafters but never looked like he was going to hit. Cruised down to land just as the prop stopped turning for a reassuring 3min 17seconds. Not a fluke at all and an even better personal best.

Having ticked that off my bucket list - what next? Well, Dave Jackson has the Category 2 hall New Zealand Record for two flights at about 3min 45sec each. That's another 30 seconds per flight, another 15%. The Cat 2 Record was never on my bucket list …. but it's on there now.

In other flying there was more excitement - if you can believe it. I was a bit disillusioned by my Indoor Catapult glider as I couldn't get it to transition off the climb. After about ten attempts it was trimmed out and soon it was floating gently down. One flight got up between the low hanging rafters and it transitioned just under the 13 metre rafters for what seemed like an incredible flight, but of course it was only a test flight. Maybe I should see if I could break my own NZ Record of 63 seconds for 2 flights?

In Catapult, it is hard to get constantly good flights as there are so many variables. Two flights were straight up and straight down for 4 seconds, then had one where the model flew through the rafters and didn't hit anything, for a really good time. Tallying up the six flights and it looks like this time, I am about eight seconds ahead of my old Record from October last year, with a two-flight total of 71.1 sec.
There is not much more that this model can give unless I put it on a diet. It is currently about 12 grams but should be a lot lighter. So, its time to sand the wings and find a lighter carbon fuselage and get that elevator down paper thin. I'd like to get it down under 8 grams. Maybe one day down to 5 grams !

The last bit of excitement was in Hornet Precision with Jo and Allen Lawrence battling it out for top spot. The target time was set to an easy 30 seconds. On Jo's second flight she zoned in and got 30.19 seconds and was pretty confident of a win until Allen's second flight sneaked in at 29.90 seconds, just beating Jo. For a change I was struggling along in last place at 22.4 seconds a long way off the pace.

Overall, a very satisfying evenings flying.

Lots of flying at the electric RC end until about 9pm when they had crashed and broken everything flyable and all sat down for a long chat, something they are well practiced at, after the windiest summer for many a long year.

TARANAKI INDOOR RESULTS

Alec Fuller

Results
TSB Stadium New Plymouth Category 2 Hall
6th March 2026

Hanger Rat

1st Alec Fuller	**3-11, 3-17**	=	6m 28s
2nd Allen Lawrence	**2-38, 2-39**	=	5m 17s
3rd Jo Fuller	**3-36, 2-30**	=	5m 06s
4th Alan Reed	**1-55, 2-14**	=	4m 09s
5th Matt Kenner	**1-37, 2-15**	=	3m52s

Hand Launch Glider

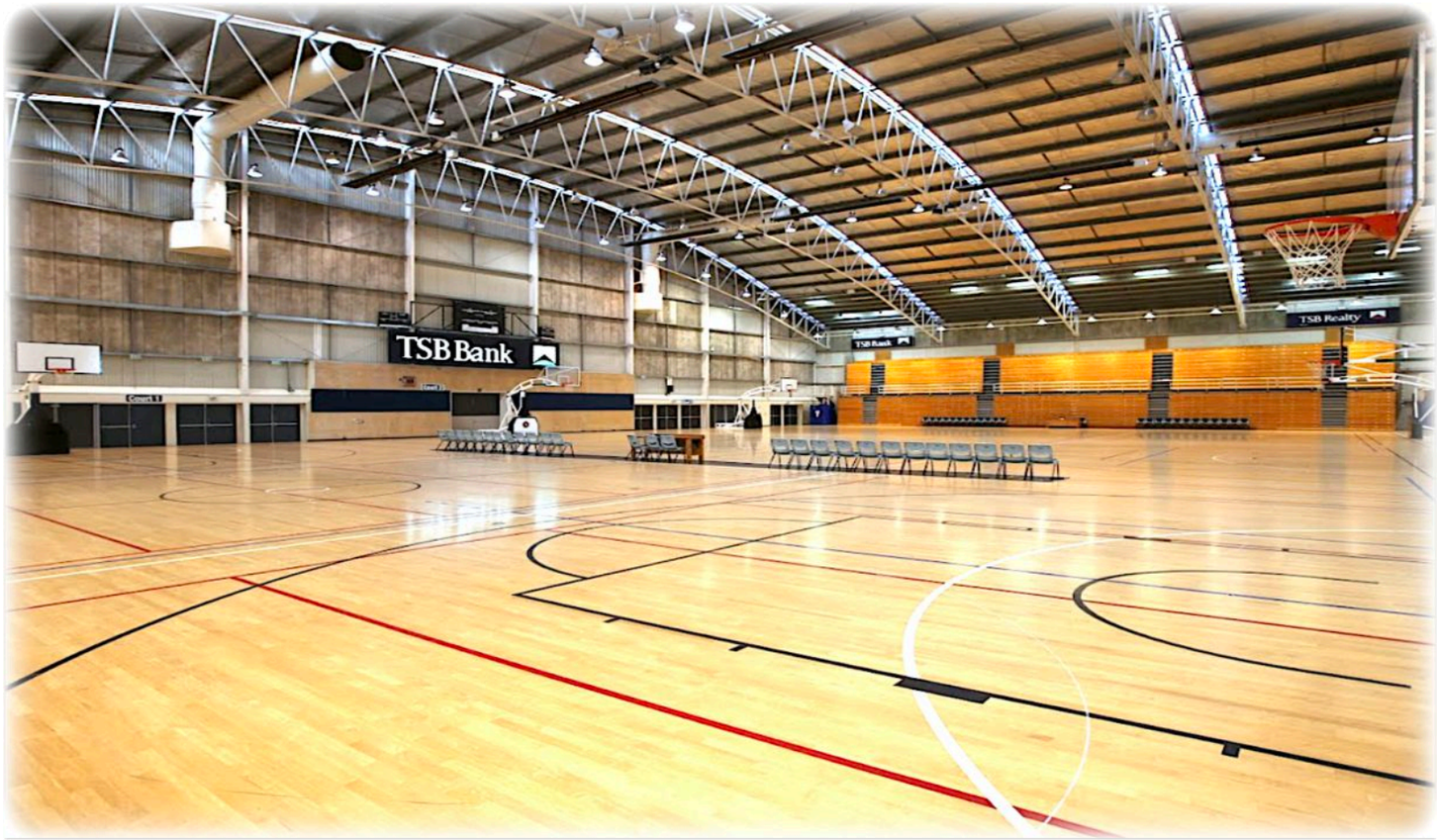
Allen Lawrence	**19.9 + 19.6**	=	39.5sec

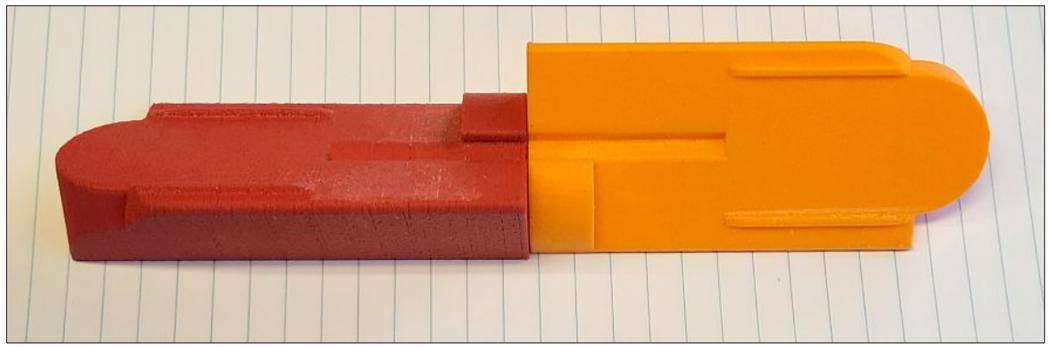
Catapult Launched Glider

1st Alec Fuller	**33.7, 37.4**	**=**	71.1sec
2nd Allen Lawrence	**22.3**, **25.7**	=	48.0sec

Hornet Precision Target Time: 30 sec

1st Allen Lawrence	**29.90**	(- 0.10 sec)
2nd Jo Fuller	**30.19**	(+0.19sec)
3rd Alec Fuller	**22.4**	(-7.6 sec)





Above TSB Stadium

Left The Hangar Rat propellor jig mentioned in Alec's report. Kindly printed for me by Dave Jackson. Precisely reproducible props will eliminate one variable from flight trimming. *Editor*

AVANZ News COVERS 159 - 164

AVANZ News COVERS 165 - 170

AVANZ News COVERS 171 - 176

FLYING ACES RUBBER SCALE - Levin February 25th

Through the support of the CPMAA and Levin MAC, FAC Squadron 65 members were able to invite fliers from a wide area to participate in what turned out to be a very successful contest.

To encourage entries, many of the FAC rules were relaxed. Notably, scale documentation was not required, and contestants were able to enter more than one model, with the aim being to get more models flying. As a result, seven fliers turned up and entries totalled nine models.

Ivan Treen, who organised the first of these FAC Squadron 65 meetings, attended but did not compete. John Templeman also attended but due to ill health, was unable to fly. He had brought a model however, and this was proxy-flown, scoring well. He also brought along a number of kits which he had very generously offered to give away as prizes, because he was now unable to build or fly them himself.

With the contest beginning at 9 am, the weather was virtually calm and the writer managed to to get three flights away (the maximum allowed) using two models. This then left him free to get on with his job as CD!

Tony Taylor entered a very attractive and colourful PT-19 which scored well in static but with a flying score overtaken by the leaders, was pushed into fourth place.

Ken Evans, Neil McDougall and Antony Koerbin also entered. Neil flew two models, a Spitfire and a Fairchild Ranger, The Ranger scored well in flying points but found itself against stiff opposition during the scale judging held later. Antony Koerbin aired his new Pilatus Turbo-Porter, and while it was really an indoor model, the conditions were good enough for him to risk a few trimming flights. Though short, these scores were recorded and gave him sixth place. When fully sorted, this will be a model that's hard to beat in indoor rubber scale.

Ken Evans and Graham Lovejoy entered Miles Magisters, both lovely models, but the additional scale detailing and better flight duration of Graham's version helped him to eventually take second place. John Templeman's very neat Lincoln APK-5 was proxy-flown into fifth place.

With the system of judging allowing everyone to fly, in the end the writer's well-worn Hawker Nimrod had taken first place, and was awarded the new Rubber Scale Trophy donated by John Templeman.

Perhaps the highlight of the day for the writer was the first contest flight of his Macchi-Castoldi MC72 Schneider Trophy floatplane. This model features contra-rotating props and an articulated wing that adopts a dihedral angle in flight, but returns to a "flat" wing at rest "as per scale". With good scores in both flying and static, the MC72 was able to claim third place.

Despite the wind picking up a little later in the morning, at no stage did it become a problem, and as far as it is known, no model suffered damage. After prize-giving, all contestants were able to take home one of the donated kits as a bonus!
What more can a modeller ask? A beautiful flying day, lots of nice models flitting about, and no prangs!

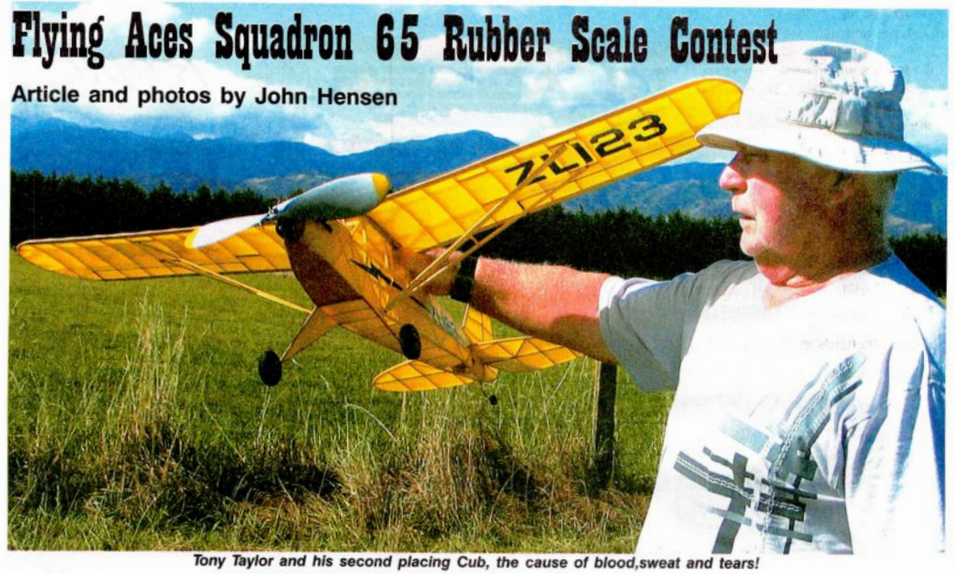
Shall we do it again? Reckon so.

John Henson

Photos :
TOP : John Henson with his Macchi-Castoldi MC72
MIDDLE : Tony Taylor with his PT19
BOTTOM : Graham Lovejoy's Miles Magister

Flying Aces Squadron 65 Rubber Scale Contest

Article and photos by John Hensen



Tony Taylor and his second placing Cub, the cause of blood,sweat and tears!

After two postponements of the 3rd annual FAC Scale rubber Contest due to weather, it was worrying that the 16th March dawned in Wellington with a stiff breeze already established. It had been decided to go ahead with the contest after the weather forecast the night before promised good weather in Levin, and word went out then that the contest was finally to be held!

Arriving at the Levin flying field, there was thankfully just a gentle breeze blowing, so at 9am, the contest began.

Tony Taylor, Dave Richardson and the writer all entered two models each, and Graham Lovejoy just the one. There had been no limit set on the number of models that a competitor could enter, and this meant a good number of models that were likely to be flown., and this was one of the aims of the contest. As the morning wore on, a light breeze came and went, and it was clear that we had made the right decision regarding the weather.

Graham was recording some excellent flights with his Miles Magister, and Dave Richardson was not far behind with both his Taylorcraft Cub and his Miles Magister. Tony was heard to complain that his Piper Cub wouldn't turn, but despite that recorded some long flights – and longer retrieves, one of which saw him return, dripping blood, from an argument with a barbed wire fence.

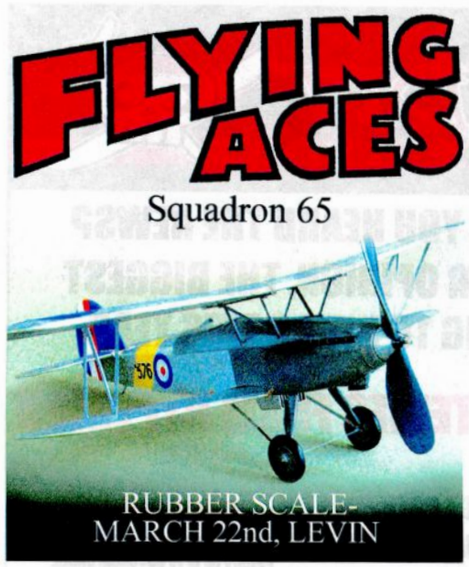
The writer, who had managed to win the two previous contests, decided that it would be unsporting to win this one too, (well that's his story!) so put up token flights only. He flew his Macchi-Castoldi MC 72 Schneider Trophy floatplane, and also his new contraprop-equipped Spitfire XXI with retracts that is still being trimmed. Both models sound quite spectacular roaring off into the sky.

At this stage, it was becoming obvious that the quality of flying was up from last time, and that FAC Rubber Scale in NZ was beginning to evolve into the kind of contest that is so popular in the States, where flight times over two minutes are commonplace. To be competitive, it was necessary to get the best possible duration out of the models, and one or two were landing with their tongues hanging out with the effort (ie noseblocks dangling!)

John Templeman had generously donated a number of kits as prizes, but unfortunately was unable to attend due to illness. The previous year he had also donated a Rubber Scale Trophy, so that was up for grabs, too! We hope that he will be able to attend the prizegiving at the contest next year.

John Henson and his new Spitfire XXI with contraprop and retracts

At judging, a streamlined system had been devised which was quick and efficient, and was completed in only a few minutes. With the final results in hand, Graham Lovejoy was declared the winner, and was awarded the John Templeman Rubber Scale Trophy and first choice of the kit prizes. Tony Taylor gained second place, with Dave Richardson picking up third. With all contestants able to take one or more prizes home after a superb morning's flying, this is one



Article supplied by John Henson

Heading graphic features the author's winning Hawker Nimrod

A chill wind was blowing, and the rain was lashing when this writer set out from Wellington for the 4th annual Flying Aces Rubber Scale contest at Levin. After two postponements of the contest, the weather forecast for Levin the night before promised a possibly favourable day at last. The decision to hold the contest, after many weeks and weekends of wind across the country, was taken in desperation and was now beginning to look like a disaster in progress.

On arrival at the Levin flying field, conditions were much better, with a gentle northwesterly and high overcast, so with much relief and confidence restored, the contest began at 9 a.m.

Neil McDougall had turned up with two models, his well-worn Fairchild Ranger and his new Missel Thrush biplane which was still being trimmed. Ivan Treen appeared with three models, one his venerable Blackburn Skua, the second a Heath Midwing, and the third was one of John Templeman's models, a Baby Ace that Ivan intended to proxy-fly. John Templeman is now unable to fly due to ill-health, and was unable to attend. The John Templeman Scale Rubber Trophy which he donated is presented to the winner of this contest.

Tony Taylor had again brought his large Piper Cub, and Graham Lovejoy fronted up with his lovely Miles Magister which won the contest last year. The writer had brought his now rather elderly Hawker Nimrod plus his new but still not-quite trimmed Caudron Cyclone with step-up gearbox.

Neil McDougall, flying his new Missel Thrush, recorded two modest scores before a much better third and final flight. Ivan Treen achieved a moderate flying score with the first and only flight of his Heath Midwing, but had more success with his Blackburn Skua, that despite its aerobatic flight pattern, still managed a good flight. Tony Taylor, flying his reliable (and nearly 20 year old) Piper Cub, managed an excellent final flight which put him in the lead at that stage. Graham Lovejoy flew his Magister consistently, but wasn't able to achieve the flight duration needed to topple the leaders off their perch, but the contest wasn't over yet.

By this time the light breeze, which was present at the start of the contest, had dropped and the sun appeared. Flying conditions were near perfect, and more remarkably, so different to Wellington which was, as discovered on the writer's return, still 'orrible! With the air warming up, the likelihood of more buoyant patches of air to improve duration encouraged the writer to bring out his Caudron Cyclone, which on its second flight was able to get a decent score on the board to equal the top score at that point.

Ivan Treen proxy-flew John Templeman's Baby Ace in these near-ideal conditions to record a respectable score, but not quite good enough to threaten the current leaders. The writer, encouraged by the likelihood of there being a bit of lift about, whipped out his Hawker Nimrod, and after cranking on a few "extra" turns, managed to hook a bit of gentle lift and record the best flight score of the day. At 11.30 a.m., the static scale judging began. With all fliers involved with judging as usual, the static scale scores were added to the flight scores to give final scores. The final results here are in order of placing:

	NAME	MODEL	FLIGHT	STATIC	TOTAL
1	J. Henson	Hawker Nimrod	109	105	214
2	J. Henson	Caudron Cyclone	89	90	179
3	G. Lovejoy	Miles Magister	75	85	160
4	N. McDougall	Missel Thrush	64	95	159
5	I. Treen	Blackburn Skua	80	55	135
6	Tony Taylor	Piper Cub	89	45	134
7	J. Templeman	Baby Ace	79	40	119
8	N. McDougall	Fairchild Ranger	72	40	112
9	I. Treen	Heath Midwing	56	50	106

The writer had managed to burgle both first and second places, and being the CD as well, shook his own hand as he presented himself with the John Templeman Rubber Scale Trophy. As the writer had also donated a bottle of bubbly as a prize, this was presented to the third-place-getter, Graham Lovejoy.

In conclusion, a highly satisfying contest, with great weather and many models in action. The generally poor weather over the rest of the country might have deterred some, and unfortunately others were unable to come for various reasons. It was clear that performances are improving year by year, and it will be interesting to see what next year's contest brings. Flying Aces Rubber Scale is alive and well in NZ. There was also a suggestion that an event featuring classic Earl Stahl rubber model designs, perhaps running concurrently with the existing contest, might be worth looking at in the future.

Thanks go to the Levin MAC for allowing the use of their field and hosting the event.

Photos opposite (John Henson)

Top - Ivan Treen with his Blackburn Skua

Bottom - Graham Lovejoy and his third-placing Magister

VINTAGE GLIDERS at LEVIN

Ross Gray

A selection of shots by Ross Gray, taken at the recent Glider Day at Levin. Not all are strictly vintage by our definition, but they are certainly nostalgic in the general sense. Reminder to glider fans - gliders converted to IC or electric power are eligible under the revised rules for both Precision and Duration contests.

Report by Stew Cox appeared in the March 2026 issue of Model Fliers World

Another VINTAGE STYLE GLIDER Brian Perriam

The allowance of gliders that have been converted to IC or electric power in Precision and Duration at the last rules revision opens possibilties. The complications of towline or bungee had previously keep gliders out of our Vintage competitions, but now these (sometimes) beautiful old designs can be flown. Photographs of Brian Perriam's *Thermic 78* were forwarded by Allan Knox.

"It flew well in the duration comp on sun. It climbed and flew ok and I got 5min out of a 20 sec climb with no real extra lift. Very happy. Nose section is balsa built up with silk/dope covering and a sewing zip underneath for battery access." Brian.

Further details are being sought from Brian.

RC Top 10 Leader Board 2026 to 26th March 2026

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.
The new postings are shown in red.
Please contact me if you spot any errors or omissions

Wayne Cartwright
rwcartwright4@gmail.com

Standings at 27 March:
RC Classes

Vintage Precision

1.	J Ryan	600+199
2.	D Wilkins	599
3.	B Russell	596
4.	B Robinson	595
5.	S Nicholas	594
6.	R Lockyer	592
7.	J Miller	591
8.	S Cox	591
9.	C Brown	591
10.	L Beehre	586

Vintage Duration

1.	K Botherway	1580
2.	A Knox	1580
3.	M Shears	1546
4.	S Nicholas	1411
5.	B Russell	1260
6.	A Hales	939
7.	K McMillan	915
8.	J Miller	907
9.	S Sturge	899
10.	S Cox	888

Vintage 1/2A Texaco

1.	B Scott	1564
2.	A Knox	1480
3.	R Gray	1391
4.	L Rodway	1361
5.	S Cox	1376
6.	B Russell	1037

Vintage A Texaco

1.	S Cox	2608
2.	T Beaumont	2509
3.	A Knox	1840
4.	I Munro	1320

Vintage Open Texaco

1.	A Knox	2803
2.	S Cox	1815
3.	I Munro	1758
4.	T Glogau	1460
5.	T Beaumont	1264

Vintage 1/2E Texaco

1.	M Evans	2081
2.	M Shears	1691
3.	R Lockyer	1537
4.	B Robinson	1473
5.	L Rodway	1448
6.	B Russell	1373
7.	A Knox	978

Vintage E Texaco

1.	W Cartwright	1764
2.	A Knox	1620
3.	R Lockyer	1354
4.	B Scott	1346
5.	B Russell	1180
6.	S Sturge	1099
7.	M Shears	831
8.	S Cox	198

Vintage E Rubber Texaco

1.	A Knox	3388
2.	B Robinson	2705
3.	W Cartwright	1591
4.	B Russell	1393
5.	M Shears	911
6.	T Glogau	535

Sport Cabin Texaco IC

1.	A Knox	2073
2.	R Lockyer	1416
3.	B Russell	1185
4.	M Evans	619

FF Top 10 Leader Board 2026 to 26th March 2026

Vintage Power

1.	Rex Bain	377

Vintage Rubber

1.	Stew Cox	381
2.	Wayne Lightfoot	319

Vintage Precision

1.	Bernard Scott	264
2.	Lynn Rodway	248
3.	Chris Murphy	243
4.	Geoff Pullen	235
5.	Ricky Bould	229
6.	Andrew Grenn	200
7.	Stew Cox	183

Vintage Glider

1.	Ceinwen Evans	120

Vintage Catapult Glider

Vintage Hand Launch Glider

Nostalgia Power

1.	Rex Bain	402
2.	Chris Murphy	369

Nostalgia Rubber

1.	Graham Lovejoy	505
2.	Wayne Lightfoot	473
3.	Chris Murphy	88

Nostalgia Glider

Small Power

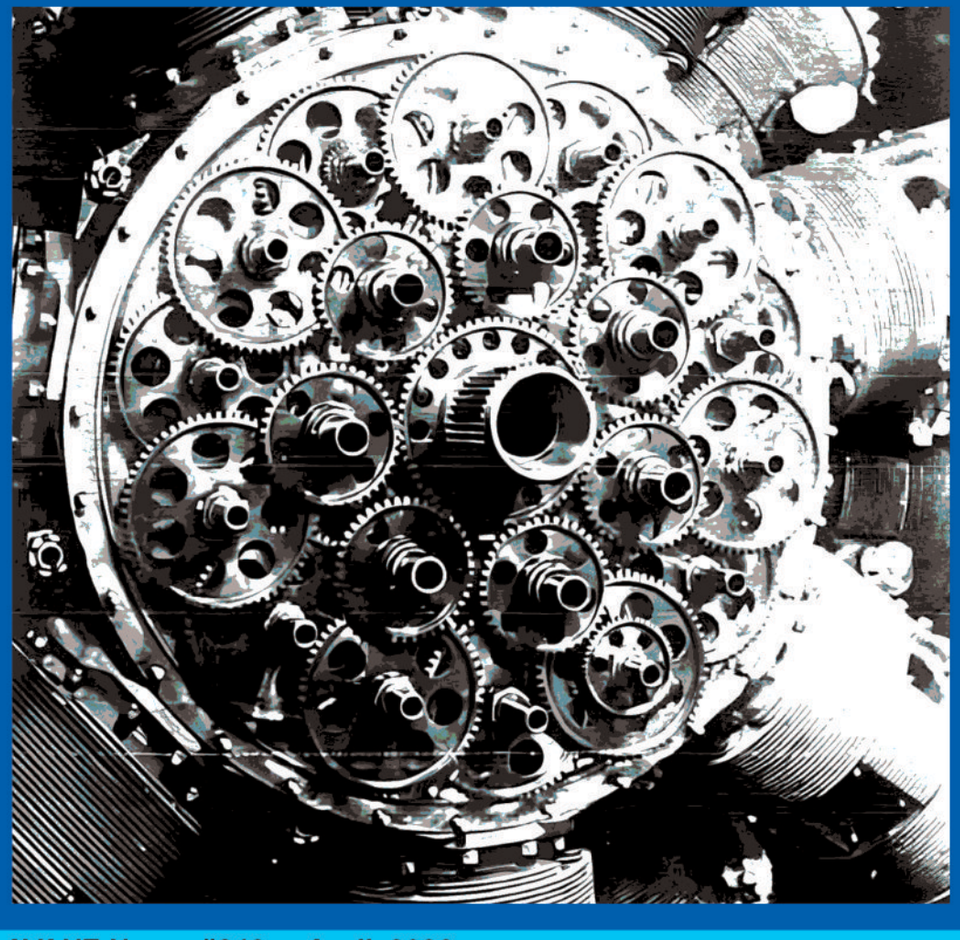
Classic Glider

Classic Rubber

1.	Chris Murphy	315

Scores in red have been added since the last bulletin

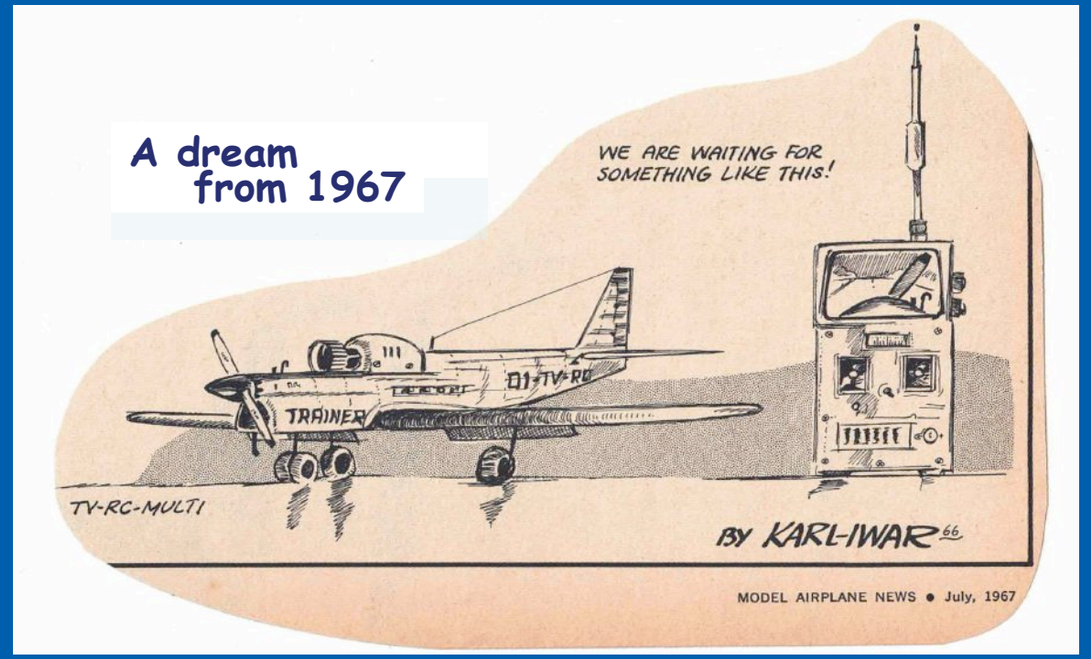
THE LAST STRAW



AVANZ News DEADLINES

June issue	27th May
August issue	27th July
October issue	27th
September	
December issue	27th November

PS It is helpful if you send your contribution well before the deadline if this is possible.



Hello again Mr Editer from your earomodelling fiend Randi Bundunup. I saw in t last ABJECT News that there was not enough space for my letter, but am still w to tell you of the latest about me and Amarilla who has now perfected her lentil that no longer makes me move fast and also to tell you all of my earomodelling brothers which is a sad story but I know the ABJECTreaders will want to know