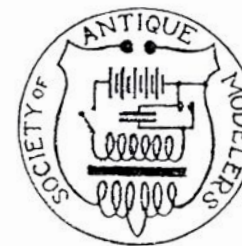






# Committee Notices



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**COVER:** Lanzo RC-1 models built by Terry Beaumont. Photographed by Ross Gray at Levin.

### Minutes of the Vinatge SIG AGM Wed 8<sup>th</sup> of May 2024

**VENUE** This meeting used Google Meet and all those who receive AVANZ were invited.

**ATTENDEES** Alan Knox (Chair and Secretary) Wayne Cartwright (Treasurer) Bernard Scott AVANZ Editor, Michael Palmer, Barrie Russell, Bryan Treloar, Ross Gray, Dave Thornley, John Ryan, Alec Fuller, Alan Read, Grant Fulton.

**APOLOGIES RECEIVED** Keith Turner, Stew Cox, Dave Wilkins, Des Richards, John Butcher and Robert Berger

**PREVIOUS MINUTES** These had been previously circulated and accepted. Some items were open for action:

\* **Financial arrangements** Action Wayne Cartwright. It was decided to operate financial accounts through Paul Clegg, MFNZ Secretary, who has access to the vintage SIGs savings and working account. This has been set up with Paul. When the committee buy something a message from the SIG

Chair and the Treasurer will confirm the transaction and request reimbursement from the SIGs accounts.

\* **North North Island Rallies** These regular rallies have stopped happening. Wayne was to talk with Don Mossop about continuing as the organiser of these but the feeling is that Don has moved on to other interests. A lot of former participants are no longer flying decreasing potential attendees.

\* **Survey of membership regards future direct of Vintage** Allan was to do this but it didn't happen. Survey was used though to establish the best approach and get feedback for the Nationals schedule using a flexible Rally style approach which was adopted fully for RC and partly for FF.

**CHAIRMAN'S REPORT** The Report had been circulated and was taken as read and accepted by a show of hands.

**TREASURER'S REPORT** This was given verbally by Wayne and Allan. There was very little expenditure in 2023

as detailed in the bank account data for the -14 Operating account. The Saving -07 Savings account continues to accumulate interest. It's noted that MFNZ banked \$500 into the Vintage SIG Operation account in Jan 2023. This is assumed to be from the National's earnings. No similar return has been forthcoming in 2024 as the MFNZ Secretary advised there would be none as the Nats ran at a loss.

A summary of the accounts has been circulated to members.

### ELECTION of OFFICERS

\* Allan Knox was nominated as Chairman again and is also Secretary. Nominated by Barrie Russell and seconded by Bernard Scott. Passed by the meeting.

\* Wayne Cartwright was nominated for Treasurer by Bryan Treloar and seconded by David Thornley. Passed by the meeting. These were the only nominations and are a continuation for current incumbents. *- continued*

**SIG CHAIRMAN** Allan Knox [allan.j.knox@gmail.com](mailto:allan.j.knox@gmail.com)  
**SIG SECRETARY** Allan Knox [allan.j.knox@gmail.com](mailto:allan.j.knox@gmail.com)  
**AVANZ Plans COMMITTEE** Mark Venter [avanz.plans@xtra.co.nz](mailto:avanz.plans@xtra.co.nz)  
 Barrie Russell [barrierussell@xtra.co.nz](mailto:barrierussell@xtra.co.nz)  
 Bryan Treloar [bryan\\_treloar@hotmail.com](mailto:bryan_treloar@hotmail.com)

**TREASURER** Wayne Cartwright [rwcwright4@gmail.com](mailto:rwcwright4@gmail.com)  
**AVANZ News** Bernard Scott [scott.scott@xtra.co.nz](mailto:scott.scott@xtra.co.nz)

Ross Gray [rossajgray@gmail.com](mailto:rossajgray@gmail.com) Dave Wilkins [dave@jacobsonprojects.co.nz](mailto:dave@jacobsonprojects.co.nz)  
 John Ryan [johnrt6k@gmail.com](mailto:johnrt6k@gmail.com) Alec Fuller [glenfolly@gmail.com](mailto:glenfolly@gmail.com)

# Committee Notices - continued

## Minutes of the Vinatge SIG AGM Wed 8<sup>th</sup> of May 2024 - *continued*

### ELECTION of COMMITTEE

A committee was made up of the meetings attendees. Each was prepared to stand and they were elected by a show hands.

\* **The committee members are** Allan Knox, Bernard Scott, Wayne Cartwright, Barrie Russell, Bryan Treloar, Ross Gray, Dave Wilkins, John Ryan and Alec Fuller. John and Alec have joined as new members and represent Rotorua and New Plymouth respectively. Welcome gents.

\* **Bernard continues as AVANZ editor**, a job we all feel he does brilliantly. He has put us on notice though that this will be his last year, anyone keen to take the job over should talk to Bernard who is keen to bring his replacement up to speed.

\* **Wayne continues to be responsible for the Leader Board** compilation and updating which is done from monthly NDC results as well as Nats, rallies and direct submissions from member's flying sessions when they forward their times directly to him. Our thanks go to all those prepared to stand for the committee.

### GENERAL BUSINESS

\* **Rallies in the North North Island** These rallies were a corner stone of vintage flying in NZ going back just a few years. They finished in 2023 for want of an organiser and a few enthusiastic fliers to support them. John Ryan advised he could organise a rally in Rotorua which is a good central location. John would like this to be a sport fly event without emphasis on competition. The meeting supported

this idea. A submission from Robert Berger regarding the North Shore Aero Club's experience with arranging rallies was presented.

\* **New Plymouth NDC** Alec Fuller is organising some NDC club meetings in New Plymouth that could be extended to a wider audience. These events focus on NDC events in the month but can include Leader Board times and general sport flying at the New Plymouth club under a suitable NOTAM. Again the meeting supported this idea. In fact it would be good anytime we are planning to fly some NDC locally if we reach out and invite the wider modelling community in our region. There are a lot of vintage models in sheds gathering dust.

\* **Vinatge at the coming Nats was discussed** Most present felt the Nats were a step too far for them with the exception of those living in the lower North Island within easy driving distance. The Nats being over the New Year period now could be a concern too. Allan confirmed he will be there though and can again CD RC if required. Bernard too will attend but more focused on RC this time rather than FF. Alec Fuller has/was volunteered to assist Bernard with FF and we will ask the FF SIG to look after score recording again for us.

\* **The programmes for the next Nationals were discussed.** The preferences expressed by Vintage Radio Control fliers after the last Nationals were almost unanimously in favour of the rally style program, so the next Nationals program for Vintage RC will be a rally style one - that is, events can be flown on any of four days that suit. The preferences of Vintage Free Flighters tended to favour the traditional timetabling of events to a specific day so this method will be used for VFF. Both VRC and VFF will combine low-support events where appropriate. This will ensure that all events can be included in meaningful competitions and fliers of low-support events can gain Nationals points. As always, the intention is to encourage the greatest participation, enjoyment, and satisfaction.

\* **NDC Participation** As noted in the Chairman's report, Vintage NDC was well supported last year with an estimated 500 contest flights being flown in virtually all classes but especially RC Vintage. This year's results look

even stronger at this point. With fewer centralised rallies the decentralised events flown in clubs and by individuals makes up most of the competition flights in a year. Wayne updates the Leader Board form the monthly NDC scores too.

\* **MFW columns** MFNZ requires four SIG columns to be written each year. These will be shared around but individuals are encouraged to hold their hands up if they have good content to offer. Please talk to Allan who will coordinate.

\* **AVANZ News** This continues under Bernard's editorship as noted. All are strongly encouraged to submit activity reports on vintage flying in their areas both competition and sport flying. As mentioned by Bryan, there are some magnificent but uncompetitive models out there that are a delight to fly and watch in the air. His Falcon and Radio Queen and Dave's Snow White are excellent examples. AVANZ is a world class publication with wide distribution deserving of support.

\* **Batteries** Batteries for Duration flying was raised as a problem. The trend by manufactures to claim very high C rates and not list both continuous and burst rates is making it hard to find batteries that make sense in our battery formula. These high rate cells seem not to deliver what is claimed as well. We need another way of dealing with the energy limit allowed for climbs. Current limiting devices, Altitude Limiting switches as used in ALES glider contests and even unlimited batteries were discussed. Committee will look into this with urgency. Meeting closed at 8.45

*Allan Knox, Secretary*

### Vintage SIG Chairman's Report

It's been a quiet year on the Committee front as we have largely continued with the current rule sets for FF and RC with only the battery capacity for RC Sport Cabin being raised to 200mah.

Support for the Nationals and NDC was stronger than the previous year which is encouraging. The Nationals is still supported mostly by Southern North Islanders which gives a strong bias toward the traditional Vintage IC classes. I think the innovative scheduling of the Nationals suggested by Barrie Russell helped swell numbers. Being able to fly any of 16 classes offered on any of the four RC days allowed people to schedule other activity and even condense their time in Carterton to suit the preferences. Interestingly, 13 of the 16 RC classes offered were flown. Three had only two entries so were unofficial giving us ten official classes. I think it was just 6 the previous year.

Combining some logical events at the Nationals was a bit experimental but showed again that it can be done when needed to make up a larger field.

Classical Duration was flown with either IC or Electric and likewise for Sport Cabin Texaco. There is certainly some room for this sort of rationalisation when needed on the day. Some rules alignment would facilitate this even more.

NDC showed support for all the classes which is great to see. The Stats are 40 different fliers from 15 clubs who submitted 187 results representing about 500 contest flights throughout the year. That is pretty good I feel for what is essentially a "Postal Contest".

I personally want to thank all those who got out there and made the effort to fly at either the Nats or NDC in their region.

The Rally scene has changed sadly with the traditionally strong top of the North Island Rally circuit no longer run. That is a big gap in the opportunities to fly. The three invitational Memorial events down in Levin have been well supported though and well run by Stew Cox, Bryan Treloar

and their friends in the Levin club. That is really good to see as the Nationals draws from the same group of fliers.

Bernard's efforts with AVANZ continue to entertain us with his excellent content and editing. The content has evolved to take in Free Flight generally too. Well done Bernard and thank you from us all.

Time ticks on for us vintage fliers for which it is more relevant than in other classes perhaps because of our age demographic. Our ranks are thinning but as long as there is someone to hold a stop watch we can continue to enjoy competitions in this very special part of our hobby.

Thank you to the Committee for their support. Without this we are truly rudderless and the SIG has to be handed back to MFNZ at which point we would have little or no voice.

Allan Knox  
Vintage SIG Chairman



# IRREGULAR COMMENTS

## The Editor's Turn, Turn, Turn

( Irregular: occasional, improper, unofficial, rough )

**“A time to keep and a time to throw away”**

*That is what is turning over in my mind as I sort through the hoard of aeromodelling gear in another attempt to rationalise and reduce. Despite turning jolly stern over the process, few items are being turned out as they all seem to demand “Keep me, some day I’ll have my turn”.*

*Which might be true, but will there be a need for a stockpile of engines that will never get a turn; models (and their backups) for classes that no longer turn up on programs; covering material enough for a 1:1 Spruce Goose? Some memorabilia such as that very first Vintage model, a Miniature Replica Playboy, turn out to be too nostalgic for the pyre, but those that are taking up space for no return should fear the reaper - or at least the match box.*

*Magazine collections can be difficult to discard. They deserve better after all the pleasure and tuition they have given over many decades. I get around this by turning paper into digital. Many of the major magazines, past and present, are available digitally. Once turned into digital files on an SD card or USB drive all the treasured issues fit into that now-empty matchbox. Not nearly as enjoyable as turning dog-eared pages but it clears clutter and searching for articles becomes simple.*

*Many, perhaps most, aeromodellers turn to accumulating beyond their reasonable or possible need, well into the realm of wishful thinking. My aeromodelling “To Do” file turned out to have 231 sub-files, each with information on a design I’d like to build, or an aeromodelling avenue I’d like to explore. Turning jolly stern again, this monster file was turned into a reduced file of the most appealing designs and ideas, but even with lashings of stern it still holds nineteen sub-files. At six months for each file, almost ten years will turn over before they are completed. It’s telling to note that, despite this attempt at simplification, the original monster file has not been turned out.*

*And so we turn to the splendid advice at the top. “Turn, Turn, Turn” is a song from the 60’s when maudlin folk rock was turning heads. Further encouragement towards turning out aeromodelling excess are in its lines “a time to build up, a time to break down”, and, for those planning to turn up at the Tauranga Auction “a time to gain, a time to lose”.*

*Children of the Sixties can turn all nostalgic with Judith Durham, singing along with the whole dizzying ditty by pasting this into You Tube:*

<https://www.youtube.com/watch?v=VRg9NkldjVs>



*Turning from aeromodelling, but staying with the rotational lyrics, these were assembled by Peter Seager in 1959. Assembled, not composed, for in his own words, “I did write six words and one more word repeated three times.” It turns out that the remainder of the lyrics were cribbed from Ecclesiastes 3:2-8.*

*Because of his limited polishing of the divine lyrics, Seager claimed only 5% of the royalties. Of the remainder, 45% was turned over to the Israeli Committee Against House Demolitions. Sixty-five years ago, this group was attempting to put a stop to the bulldozing of Palestinian dwellings so that Israeli settlers could build their own dwellings on the cleared land.*

Turn, Turn, Turn .....



A new event on the flying calendar at a venue never previously used - and with plenty of time to prepare!

It will be a two day event over the weekend of 16<sup>th</sup> - 17<sup>th</sup> November so fliers will have time to explore the Rotorua area.

Mostly non-competition (see below\*) where we get to fly all those Vintage and Classic models that we don't usually see at competitions, and the ones we do see as well.

With the growing interest in single channel emulation 2.4 radios, this will be an opportunity to fly these if you are already involved, or to see them flown if you are still multi-channel.

\* For something new there will be a Special Competition for the Modelair Hummingbird :

## ***Hummingbird R/C 1/2A Texaco***

There must be a lot of FF Hummingbirds in Vintage workrooms across the country. Convert one to RC for this event and be the first to thermal a Hummingbird.

*Organiser: John Ryan*

# Future Events

## The 2024 TMAC Annual Auction



**Sunday 16 June 2024**

**Classic Flyers Aviation Museum**

**9 Jean Batten Drive, Mt Maunganui**

*Doors open 7.30 am. Auction starts 10.00am*

For more information refer to website:  
[www.taurangamodelfly.org/annual-auction](http://www.taurangamodelfly.org/annual-auction)  
or

Contact the Club Secretary - Garry Bentley

Phone: 027 6432103

Email: [taurangamodelfly@gmail.com](mailto:taurangamodelfly@gmail.com)



**29th Dec 2024 to the 3rd Jan 2025**

Details will be posted on the MFNZ website as they come to hand.

# National Decentralised Competitions

## June to November

### June 24

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

### July 24

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

### August 24

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

### September 24

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

### October 24

153	VINT	FF Vintage Hand Launch Glider
154	VINT	FF Vintage Catapult Glide
155	VINT	RC Vintage Open Texaco
156	VINT	RC Classical 1/2E Texaco
157	VINT	RC Classical E Texaco
257	FF	P30
258	FF	Hangar Rat
259	FF	Indoor Hand Launch Glider
260	FF	Tip Launch Glider
261	FF	E36

### November 24

158	VINT	FF Vintage Glider Duration
159	VINT	FF Classic Glider Duration
160	VINT	RC Vintage E Rubber Texaco
161	VINT	RC Vintage 1/2E Texaco
162	VINT	RC Classical IC Duration
163	VINT	RC Vintage Precision
262	FF	A1 Glider
263	FF	Coupe d'Hiver
264	FF	1/2A Power
265	FF	Catapult Launched Glider
266	FF	Hand Launch Glider

As explained in previous issues, a rally style of programming for Vintage events was on trial at the 2024 Nationals and, after feedback from fliers, a decision was to be made as to whether this format would be used at the 2025 Nationals. That decision has now been made and is detailed in the minutes of the 2024 AGM on page 3.

The timetables of Vintage events for the next Nationals is presented in this issue to give ample time for intending fliers to prepare.

The following events are to be combined:

- 1 R/C Sport Cabin Texaco IC + Sport Cabin Texaco E
- 2 R/C Classical Duration IC + Classical Duration E
- 3 F/F Vintage Power + Nostalgia Power + Classic Power
- 4 F/F Vintage Rubber + Nostalgia Rubber + Classic Rubber
- 5 F/F Vintage Glider + Nostalgia Glider + Classic Glider

In combined events, each era of model is flown to its own rules. Vintage designs retain Age Bonus points.

Previously combining the SCT events meant that these two R/C Classical events reached the Championship entry threshold. Hopefully this will work again for SCT, and for the two Classical Duration events as well, this year.

In F/F, combining will be by class. For example, Vintage Power, Nostalgia Power and Classic Power will be flown as one event. This gives a more equitable contest than combining by era, such as combining Vintage Power, Vintage Rubber and Vintage Glider flown into one event.

The background to changes to the Nationals program format and fliers reactions to their trial can be reviewed at:

- Issue 198 Committee Notices pg.2
- Issue 199 Committee Notices pg.2
- Issue 200 Survey Comments pg 11 - 15

You may fly on some, or all, of the four flying days and can spread your events as suits you best. Once you have flown an event it may not be re-flown even if better conditions occur later in the week.  
Contact the editor if you need clarification.

<b>2024/5 NATIONALS VINTAGE RADIO CONTROL EVENTS</b>				
<b>DAY 1</b>	<b>DAY 2</b>	<b>DAY 3</b>	<b>DAY 4</b>	<b>DAY 5</b>
V PRECISION	V PRECISION	V PRECISION	V PRECISION	ADMINISTRATION
C PRECISION	C PRECISION	C PRECISION	C PRECISION	
V IC DURATION	V IC DURATION	V IC DURATION	V IC DURATION	MEETINGS
V E DURATION	V E DURATION	V E DURATION	V E DURATION	
C IC+E DURATION	C IC+E DURATION	C IC+E DURATION	C IC+E DURATION	PRIZE GIVING
C E DURATION	C E DURATION	C E DURATION	C E DURATION	
V 1/2A TEXACO	V 1/2A TEXACO	V 1/2A TEXACO	V 1/2A TEXACO	
V A TEXACO	V A TEXACO	V A TEXACO	V A TEXACO	
V OPEN TEXACO	V OPEN TEXACO	V OPEN TEXACO	V OPEN TEXACO	
V 1/2E TEXACO	V 1/2E TEXACO	V 1/2E TEXACO	V 1/2E TEXACO	
V E TEXACO	V E TEXACO	V E TEXACO	V E TEXACO	
V TEX E RUBBER	V TEX E RUBBER	V TEX E RUBBER	V TEX E RUBBER	
C 1/2E TEXACO	C 1/2E TEXACO	C 1/2E TEXACO	C 1/2E TEXACO	
C E TEXACO	C E TEXACO	C E TEXACO	C E TEXACO	
V + C SCALE TEX	V + C SCALE TEX	V + C SCALE TEX	V + C SCALE TEX	
SC TEXACO IC + E	SC TEXACO IC + E	SC TEXACO IC + E	SC TEXACO IC + E	
V = Vintage	C = Classical	E = Electric	IC = Engine	+ = Combined

### 2024/5 NATIONALS VINTAGE FREE FLIGHT EVENTS

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
<b>POWER COMBINED</b> <i>[See Note 1 below]</i>	<b>RUBBER COMBINED</b> <i>[See Note 2 below]</i>	<b>GLIDER COMBINED</b> <i>[See Note 3 below]</i>	No Flying	<b>ADMINISTRATION</b>
				<b>MEETINGS</b>
<b>NOS/VIN SMALL POWER</b>	<b>PRECISION</b>	<b>V CATAPULT GLIDER</b>		<b>PRIZE GIVING</b>
		<b>V HAND LAUNCH GLIDER</b>		

#### Note [1] POWER COMBINED :

Power designs from the Vintage, Nostalgia and Classic eras are flown together in one event.  
 Engine/motor run-time as per rules for the model's era.  
 Vintage era entries receive age bonus points as usual.

#### Note [2] RUBBER COMBINED :

Rubber designs from the Vintage, Nostalgia and Classic eras are flown together in one event.  
 Vintage era entries receive age bonus points as usual.

#### Note [3] GLIDER COMBINED :

Glider designs from the Vintage, Nostalgia and Classic eras are flown together in one event.  
 Vintage era entries receive age bonus points as usual.

**Note [4]** Each event is programmed for one day and may be flown only on that day.

**Note [5]** There is no competition flying on Days Four and Five.

The VFF program this year is much simplified by combining the three major events by type (power / rubber / glider). Based on last year's entries, and those of previous Nationals, few of the nine events being combined this time into three events have much chance of making the minimum entry on their own. Here's how it looked last year, with red showing events not reaching the minimum entry number ...

	VINTAGE	NOSTALGIA	CLASSIC
POWER			
RUBBER			
GLIDER			

The same entry number and distribution would have looked very different if events had been combined as they will be this year, with all events reaching the minimum entry level for Nationals points ...

	VINTAGE	NOSTALGIA	CLASSIC
POWER			
RUBBER			
GLIDER			

Contact the editor if you need fclarification

# Vale Dave Richardson



Notice of the death of Dave Richardson appeared on the FFoNZ Facebook page on April 23<sup>rd</sup>.

Dave was very active in both free flight and radio control when he was a member of the HBRF club. His building, trimming and flying skills gained him many accolades including four Nationals Champion of Champion awards from 1980 to 1984.

Seeing Dave fly drew me into free flight in 1980 and this area of aeromodelling has remained my major interest.

I knew Dave only from his flying, yet (unknown to him) his example has motivated and given direction to my aeromodelling for over forty years.

What a great and lasting gift that has been - and still is.

Thank you, Dave.

*Bernard Scott*



# SAM 55

The NZ Vintage organisation is the Association of Vintage Aeromodellers or AVA, this abbreviation being incorporated into the title of this bulletin. In 1988, AVA formed a local Chapter of the Society of Antique Modelers, SAM 55, to represent fliers of vintage models on the international stage. Membership was and continues to be free, although until AVANZ News went digital, there was a small charge to cover postage if you wanted the bulletin.

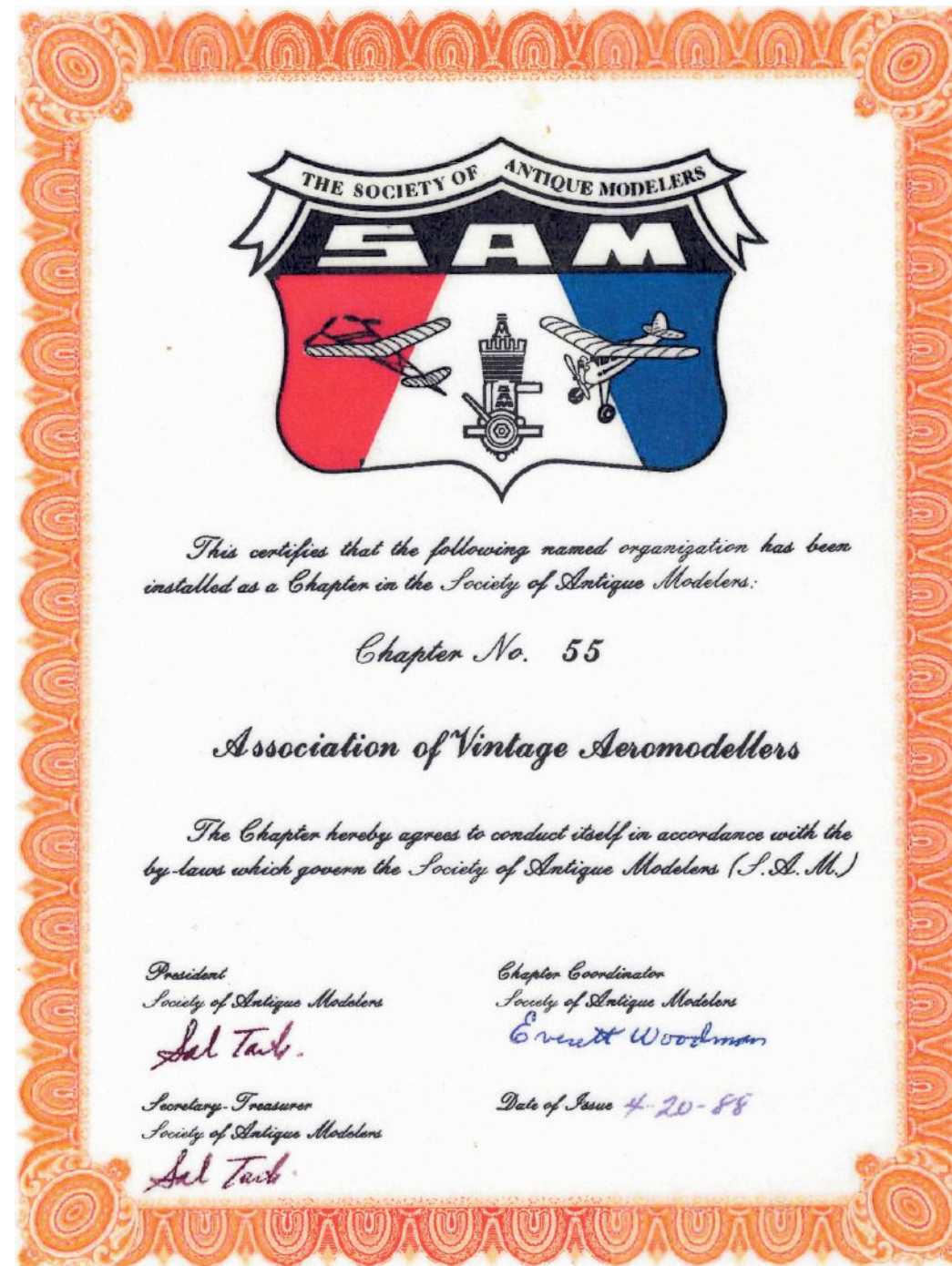
Membership of SAM 55 allowed participation in international postal events with 1/2A Texaco contests well supported by NZ fliers. Getting a four-man team together was easier back then.

I do not recall SAM 55's certificate of association being published before, so here it is, signed not once, but twice, by the Maestro, Sal Taibi.

The [antiquemodeler.org](http://antiquemodeler.org) website lists all the SAM Chapters, seventy in the USA and forty-three in the rest of the world. It has been up to each Chapter to name themselves. The non-USA Chapters have mostly adopted prosaic titles, often just a location and/or number - SAM 85 Germany and our own SAM 55 as examples. A few have been less explicit and chosen titles that hint at their Chapter's location or purpose, such as *The Vintagents*, *L'Aquilone*, and *The First Aviators*.

In contrast, almost all the USA Chapters have flamboyant Chapter titles. Here are a few of my favourites.

Chapter 57	<i>The Variety Group</i>
Chapter 72	<i>Senile Antique Modelers</i>
Chapter 40	<i>Life Begins at Forty</i>
Chapter 2012	<i>Brothers of Icarus</i>
Chapter 96	<i>Out of Sight</i>
Chapter 121	<i>The Antelope Valley Balsa Users</i>



The first of three Vintage events at Levin for 2024, the Gareth Newton Memorial was postponed to Saturday 20 April from the original March date and then postponed again to the wind date being Sunday 21 April due to the threat of rain at Levin on the Saturday. This turned out to be a good decision as the Sunday turned out to be an excellent day for flying. The Levin club's weather station recorded a peak mean wind speed for the day of 8 km/hr with the highest gust for the day being 14 km/hr. The temperature reached 23 degrees about lunchtime and the promised NW sea breeze kicked in late morning as promised. Some of us stayed most of the day as it was flyable all day with perfect conditions.

Attendance was a little down as some couldn't make the Sunday date but was still reasonable with 13 fliers attending from five different clubs. Of the 11 RC Vintage enthusiasts participating, nine recorded times while **Stu Hubbard** and **John Ellison** chose to sport fly. The two free flight attendees, **Graham Lovejoy** and **Wayne Lightfoot** used the good conditions to trim models for the NIFFC the following weekend and to sport fly. It was great to see Kapiti President **John Pfahlert** participate in his first Levin Vintage event and we hope to see him again at future events.

It was also pleasing to see a new vintage model maiden at the event. **Stu Hubbard** had a new 84 inch span Miss America. While there is a laser cut short kit for this model available from Hangar One, **Stu** scratch built his one. Ironically he bought much of the balsa and brushless motor from Hangar One. This model shows real potential and we look forward to seeing it again at the next Vintage event at Levin.

... continued



Barry Hall made a perfect score in Precision with his superbly built CAVU from 1938



Bryan Treloar starting his 1936 Red Zephyr used in Precision



Kevin Miller used his 1941 Kerswap to place second in Precision



Stew Cox had a good day with his 1940 New Ruler

With Kapiti members **Wayne Elley** already flying a beautiful version of Miss America and **Ian McMillan** currently building one, we may in the future see a three aircraft formation flypast of this Cadillac of the skies.

In Precision, both **Barry Hall** and **Stew Cox** made perfect scores in the rounds to make the fly-off. The way the fly-off works is that the raw score counts with no age bonus adjustment. The target time is three minutes (180 seconds) with an additional 20 points awarded for landing on the spot. Remarkably both **Barry** and **Stew** both landed their flights on the spot right on 3.00 minutes to the second to share the win with perfect scores. **John Miller** was a creditable third achieving the target flight time on all three flights but unfortunately missing just one spot to miss making the fly-off. Next time **John!** Landing on the spot brings in a real skill and fun element to Precision and tends to separate the field. Of the 26 flights made in Precision, 14 flights were landed on the spot although 8 of these were by joint winners **Barry** and **Stew**.

Vintage Duration was flown by four fliers after their Precision flights and while cumulus clouds were forming about this time indicating thermal activity, lift was comparatively light at the levels we fly at with the thermals small and few and far between. **Stew Cox** had the top score for Duration although **John Miller** was again snapping at his heels and would have won but for unreliable engine runs. The problem was later traced to a broken rear crankcase gasket. **John's** Kerswap glides very well and with the engine on song will be a very competitive model in Vintage IC Duration in **John's** capable hands.

... continued

# Gareth Newton

**Trevor Glogau** put in one good flight in Open Texaco with his large Falcon model and also sport flew his stunning Streamliner 1939 ERubber. The writer has seen the well advanced fuselage of **Trevor's** next vintage model which is another real stunner! Watch this space.

**Ross Gray** was the only one to record a score in 1/2A Texaco. And a very creditable score it was too! **Bryan Treloar** and **Stew Cox** persevered unsuccessfully to get their 1/2A Texaco models to perform but both found that they couldn't get a climb out of their models, perhaps due to something a little different in the atmosphere to when last flown in the hot summer air. **Ross** is a relative newcomer to RC flying and Vintage and his flying is improving with every outing.

**Ross** is also a great photographer and fits this in between flights which we are all grateful for. In addition to the photos from the event presented in this newsletter, the link to Ross's Flickr page with an album of all of the photos from this event is [www.flickr.com/photos/rosscoe/albums/](http://www.flickr.com/photos/rosscoe/albums/) All the photos from previous events are also in albums at this location and you can save photos if you wish.

The second of the three vintage events at Levin this year is coming up very soon:

**Bob Burling Memorial Event - Saturday 11 May** (Wind date Saturday 18 May), 9.30am start.

Hope to see you there!



# Photographs by Ross Gray

## Vintage Precision

1= Barry Hall	Wellington	1938 Cavu	600 + 200
1= Stew Cox	Wellington	1940 New Ruler	600 + 200
3. John Miller	Kapiti	1940 Buzzard Bombshell	580
4. Kevin Daly	Levin	1940 Buzzard Bombshell	573
5. Ross Gray	Ashhurst	1936 Red Zephyr	560
6= John Pfahlert	Kapiti	1946 Junior 60	538
6= Terry Beaumont	Kapiti	1950 Tomboy	538
8. Bryan Treloar	Ashhurst	1936 Red Zephyr	535

## Vintage IC Duration

1. Stew Cox	Wellington	1940 New Ruler	703
2. John Miller	Kapiti	1941 Kerswap	613
3. Ross Gray	Ashhurst	1940 Buzzard Bombshell	494
4. Kevin Daly	Levin	1940 Buzzard Bombshell	431

## Vintage Open Texaco

1. Trevor Glogau	Wellington	19XX Falcon	900
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## 1/2A Texaco

1. Ross Gray	Ashhurst	1940 Playboy	1,385
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Terry Beaumont from Kapiti with his 1940 *Playboy*



Wayne Lightfoot, Feilding, with low-wing *Coup d'Hiver* free flight design



Trevor Glogau, Wellington, holding his 1939 *Streamliner* for E-Rubber Texaco



Stu Hubbard came from Ashurst to make maiden flights with his *Miss America*



John Ellison of Kapiti ready for lift-off with a double-size *Tomboy*



John Pfahlert and Bryan Treloar discussing the merits of plant based substitutes for milk in the Club tea, and Bryan's *Red Zephyr*



Trevor Glogau and 1949 Keilkraft Falcon, powered by Saito 4-Cycle

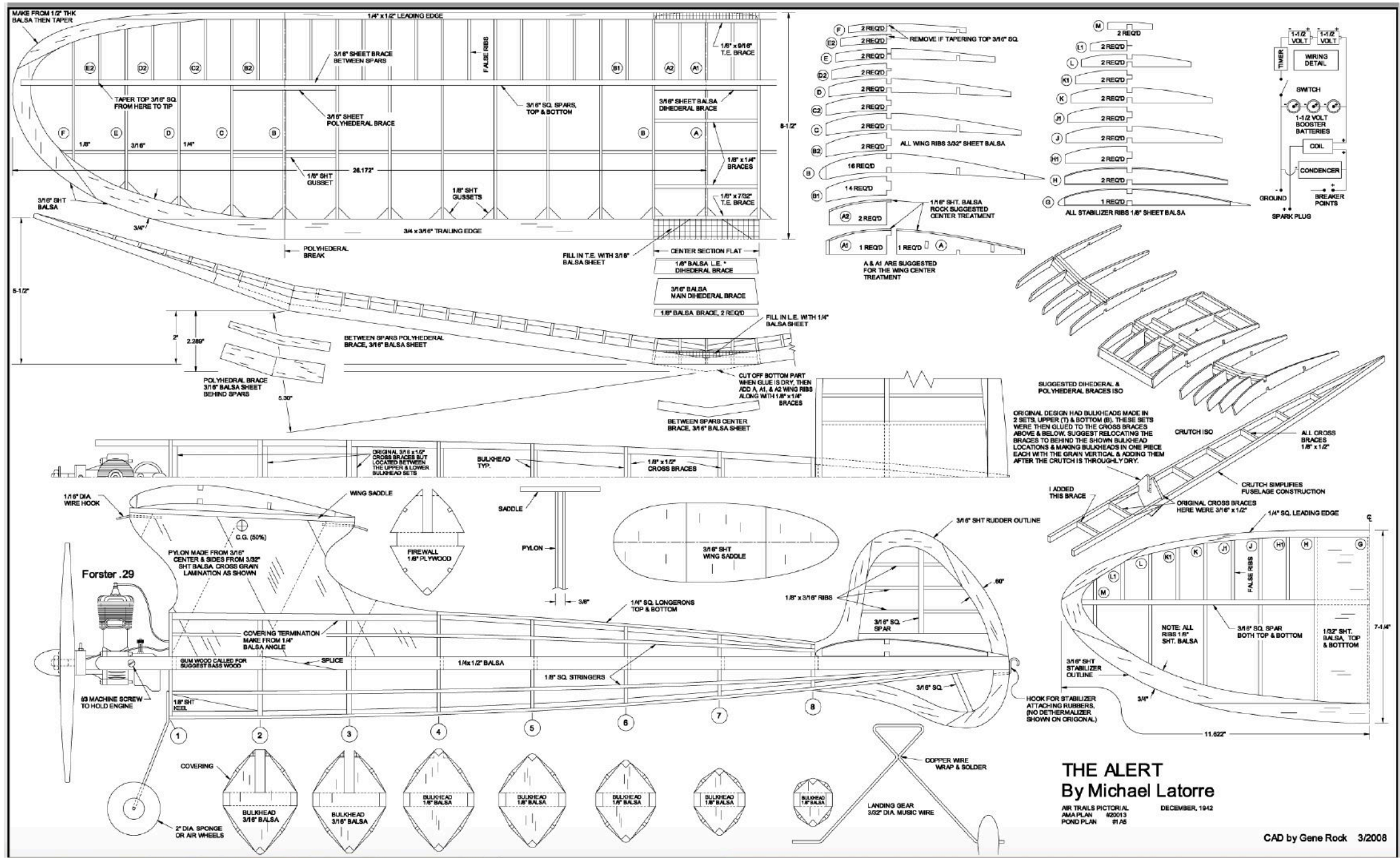
# Roll Your Own - it's just a big model with lots of paperwork

## VAN'S AIRCRAFT COMPANY

Ever considered taking the next step and building a full-size aircraft? Bruce Hirtzell from Waitakere, an aeromodeller who did just that, sent a link to a video of a tour of the Van's factory. Don't be put off by the presenter who appears to have a mild case of ADHD.

<https://www.youtube.com/watch?v=6iRfRblrSTo>

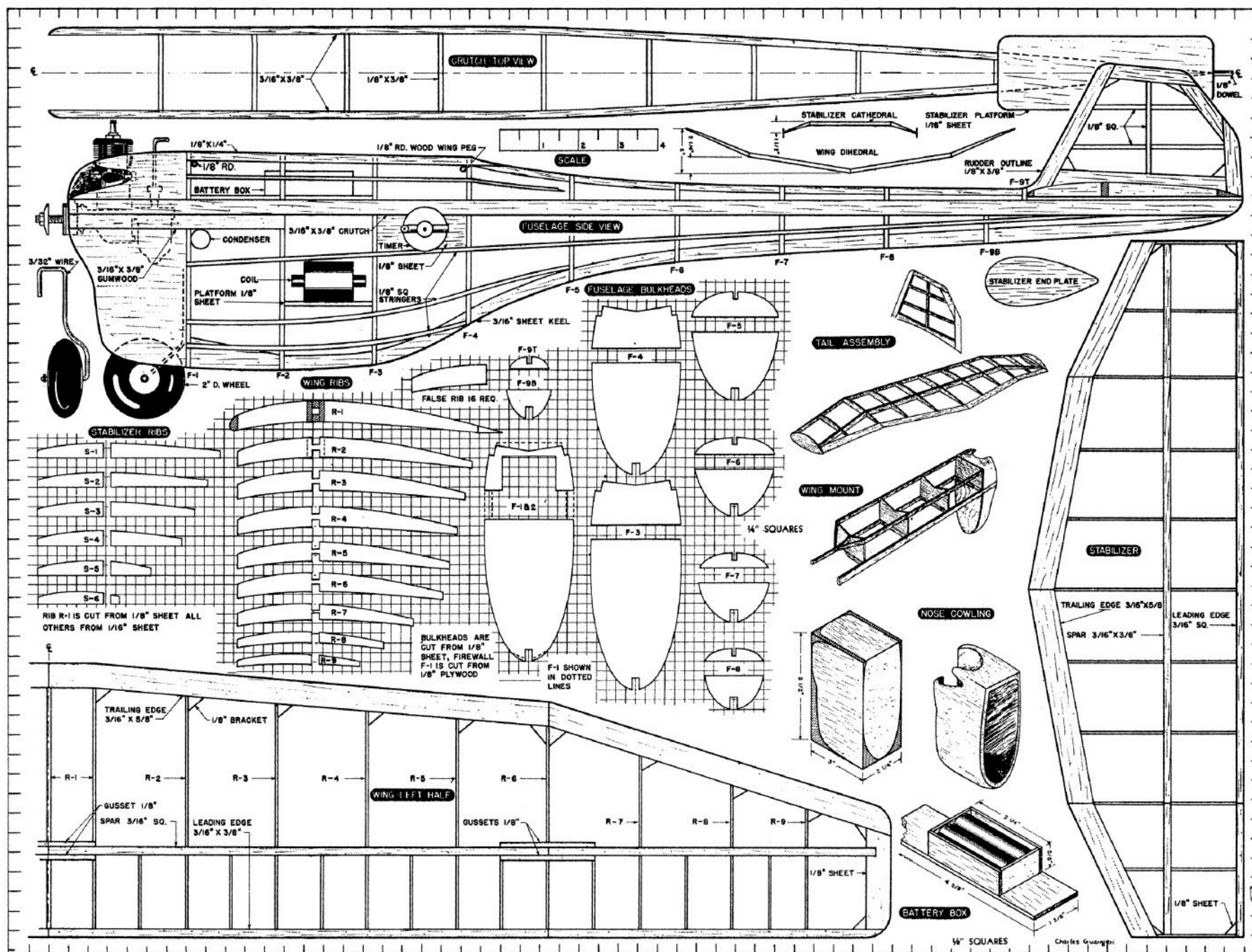




*"In the past five or six contests held in the New York area, the preponderance of small gas models was evident. And why not? They are easier to build, less expensive, more convenient to transport, and faster climbing than their big brothers. All contest builders know the importance of a fast climb. It means more altitude and consequently renders a ship more vulnerable to thermals, the proverbial sky-hook that accumulates the minutes on a stop watch timing the duration of flight. The Pinnacle possesses that prominent quality of being extremely fast-climbing and thermal-conscious".*

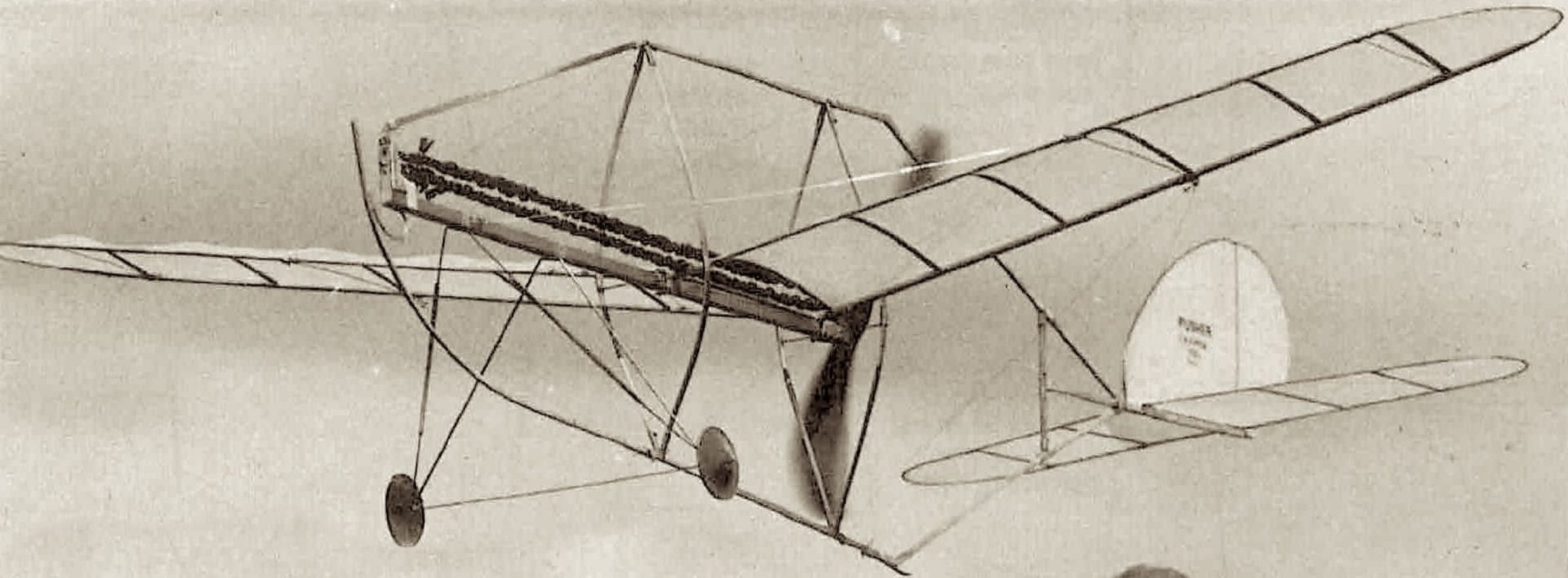
So said Air Trails and Science Frontiers in its sales pitch for The Pinnacle. Of the three models the designer built, two were quickly lost to "sky-hooks".

The anhedral tailplane would have allowed Rise-Off-Ground, but that bulbous fuselage would seem to work against the model's claimed "thermal consciousness". More than adequate for bulky spark ignition equipment, its size may have been inspired by Grant's centre of lateral area fantasy.





# Aeromodelling Challenge #5



No plan or other information is available for this rubber powered pusher with twin geared motors.

Looks a bit clunky but, even today, how better could the design problems of a non-canard pusher be solved?

The first reader to identify the model will be authorised to draw up plans, build the model, and fly it in Vintage Rubber at the next Nationals.



Despite rain and wind in Wellington at the start of the day, Levin delivered again as forecast with fine weather and light winds. Mean windspeed was below 10 km/hr until after 3.00pm when many were packing up to get to a screen to watch the top of the table Super Rugby match between the Hurricanes and the Blues.

Attendance built up through the day as some came a little later for a variety of reasons. By the end of the day there had been 16 fliers at the event which was a reasonably good turn out. Of the 16, 11 recorded times, one sport flew, and two had technical issues limiting their opportunity to fly. We also had two flying Vintage free flight models in the ideal calm conditions. One who unfortunately had technical issues was Ian Munro who had come up from Wellington with his sparky powered 1936 TD Coupe. Ian is an engine guru and had the engine running happily on the bench at home in 15 minute bursts. However the engine had other ideas when airborne and wouldn't run for any extended period in the air which was a real shame. We look forward to seeing Ian's sparky humming again at the John Selby event in September.

It was also great to see Stu Hubbard's new Miss America on its second outing. The model flies as well as it looks.

Graham Lovejoy had some fun in the light conditions flying his free flight Vintage Catty while Wayne Lightfoot put in some nice flights with his pretty low wing Coupe d'Hiver rubber model which is looking better and better with each trimming flight. Wayne brought a fleet of small rubber powered models that generated quite a bit of interest amongst the RC fliers

*... continued*



**Noel Fisher with *Buzzard Bombshell* finished in authentic colours for its era**



**Wayne Lightfoot launching low-wing Coupe d'hiver**



Joe Bradbury taking his *Viking* out to launch



Couper Bartosh, happy after his 1/2A Texaco flight with his *Playboy*

In RC Vintage Precision, landing on the spot proved elusive for many with some claiming it was difficult because of the calm and then when the light breeze developed, difficult because of the breeze..... Kevin Daly and Bryan Treloar had no such problems and made perfect scores leading to a flyoff which Bryan won by just one second. Of the 26 flights made in Precision, 15 were landed on the spot although eight of these were by the two flyoff participants.

Vintage IC Duration saw some very good flying by all four participants after the lunchtime BBQ. By this time, the sea breeze was at play swinging what little wind there was more westerly which resulted in nice thermally conditions. John Miller had repaired the engine in his Kerswap after issues at the last event. The model climbed well with the engine performing and John found lift on all three flights for convincing maxes supported by spot landings on two of the three flights. Stew Cox put up some good flights but the spot eluded him more than once. Kevin Daly had the climb of his Buzzard Bombshell transformed by the addition of some nitro to his fuel and the formerly sluggish climbing model became quite spritely. Kevin just pipped Noel Fisher who flew well finishing with an excellent thermal flight.

Vintage eDuration had two fliers who both flew early before the air got really active. John Pfahlert's 1.5 times sized Junior 60 climbed very well and shows real promise. Barry Hall unfortunately had a radio issue on the third flight of his well built and severely cute Cavu but thankfully the model wasn't badly damaged.

In 1/2 A Texaco, Ross Gray again showed he has his model and engine totally sorted and put in two clearcut maxes and one near miss along with two spot landings for a very good score. It was good to see thirteen year old Couper Bartosh have a go at this event flying a Playboy.

# Bob Burling

# Photographs by Ross Gray and Jacinta Bartosh



Graham Lovejoy (L) holds an Airsail Ascender  
Wayne Lightfoot with a French Coupe



Ross Gray, ably assisted by timekeeper Couper  
Bartosh

Overall, a very enjoyable day with a lot of relaxed flying and socialising on a very nice Autumnal day.

The excellent photos were taken by both Ross Gray and Jacinta Bartosh. If you want to view the full set, they can be viewed at Ross's Flickr site at <https://www.flickr.com/photos/rosscoe/sets/72177720317195926/>

### Next Levin Vintage Event:

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



# Bob Burling

# Photographs by Ross Gray and Jacinta Bartosh



## Bob Burling Memorial Results:

### Vintage Precision

1.	Bryan Treloar	Ashhurst	1936	Red Zephyr	600 + 176
2.	Kevin Daly	Levin	1940	Buzzard Bombshell	600 + 175
3=	Joe Bradbury	Levin	1946	Junior 60	578
3=	Terry Beaumont	Kapiti	1940	Playboy Senior	578
5.	Stew Cox	Wellington	1940	New Ruler	576
6.	John Pfahlert	Kapiti	1946	Junior 60	557
7=	Barry Hall	Wellington	1938	Cavu	540
7=	John Miller	Kapiti	1940	Buzzard Bombshell	540

### IC Vintage Duration

1.	John Miller	Kapiti	1941	Kerswap	760
2.	Stew Cox	Wellington	1940	New Ruler	727
3.	Kevin Daly	Levin	1940	Buzzard Bombshell	661
4.	Noel Fisher	Kapiti	1950	Tomboy	656

### Electric Vintage Duration

1.	John Pfahlert	Kapiti	1946	Junior 60	460
2.	Barry Hall	Wellington	1938	Cavu	404

### ½ A Texaco

1.	Ross Gray	Ashhurst	1940	Playboy Senior	1442
2.	Bryan Treloar	Ashhurst	1940	Rambler	480
3.	Couper Bartosh	Levin	1940	Playboy	358

Top: Bryan Treloar / Rambler and Kevin Daly / Buzzard Bombshell

Bottom: John Miller / Kerswap and Noel Fisher

# Bob Burling

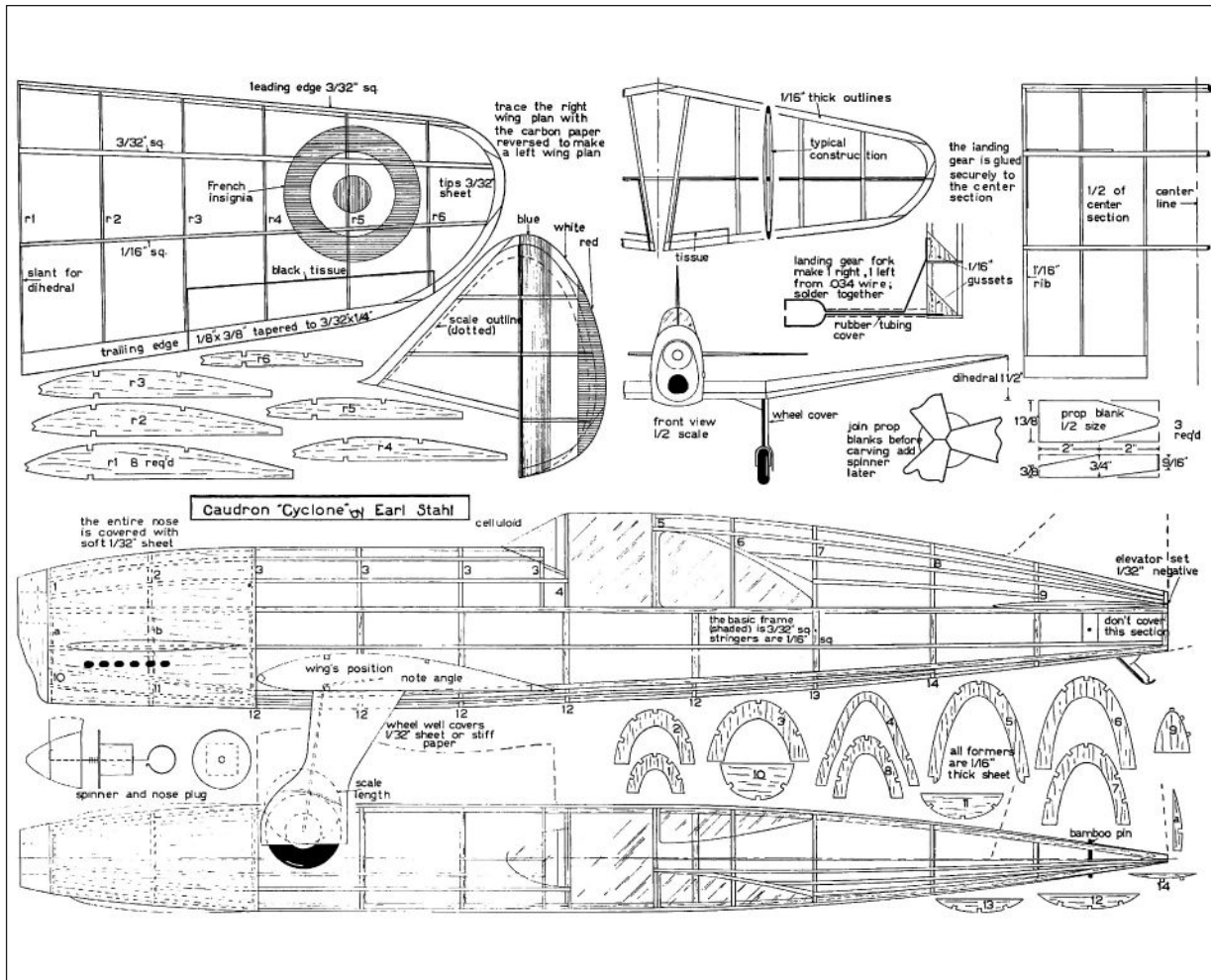
# Photographs by Ross Gray and Jacinta Bartosh





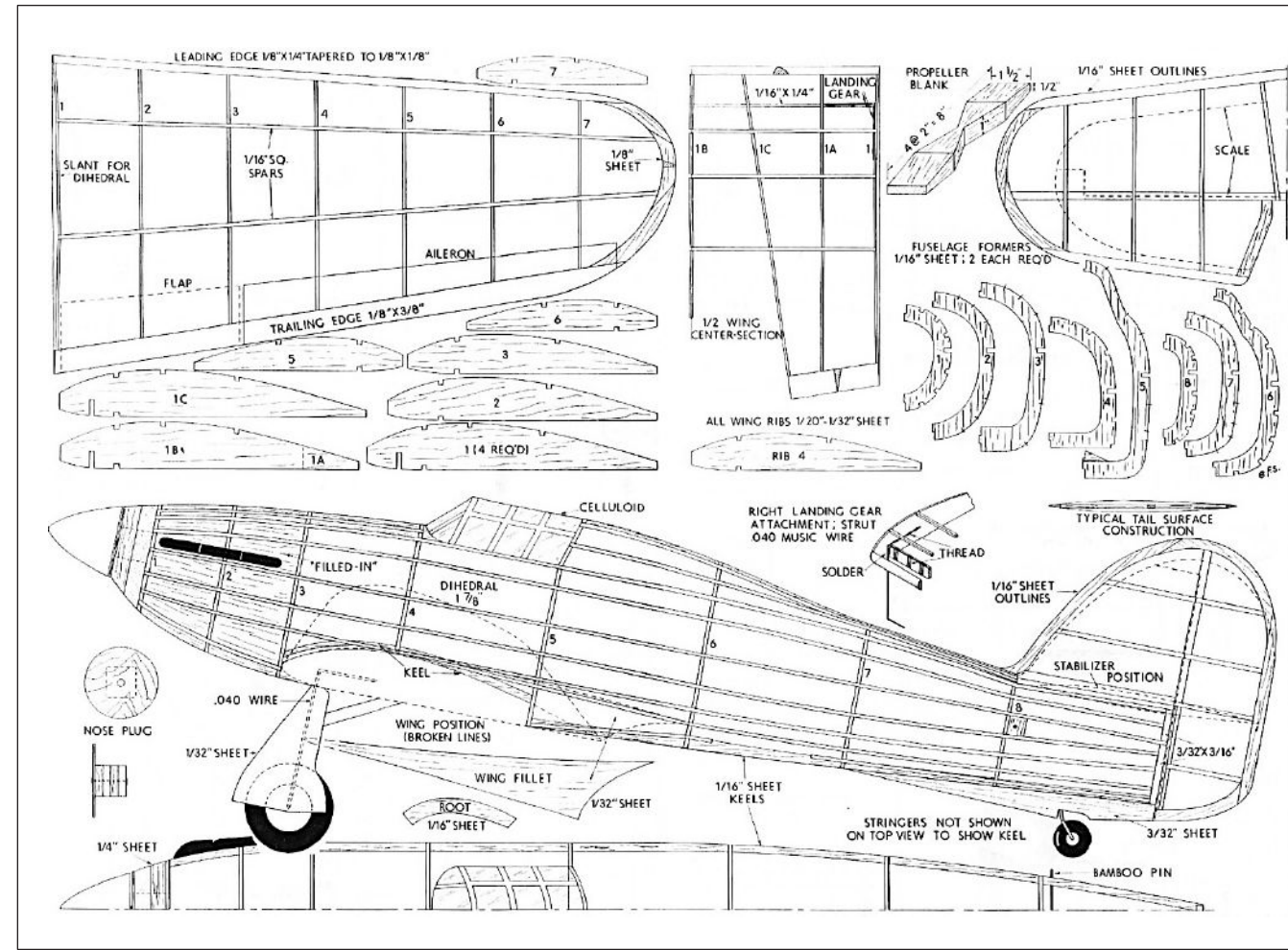
## CAUDRON CYCLONE

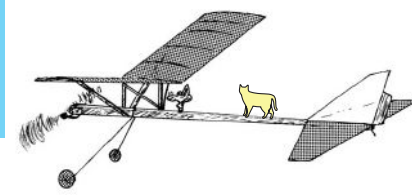
M.A.N. April 1940



## HAWKER HURRICANE

M.A.N. Sept 1941





### Indoor Meeting / Club Night at the Star Gym 10th May 2024

The warm balmy autumn has passed and winter has arrived. There has been a good dump of snow on our mountain and that southerly wind sure is cold.

This indoor meeting is being promoted as a Club Night as well. Its a good long while since we have had an actual Club night and we organised for **Tony Withey** to come along and give a talk/tutorial on painting and finishing techniques and weathering. He brought his big blue Bearcat to help illustrate some of his points. It was nice to see that we had a good turnout with around twenty-five club members braving the cold. We started the evening with Tony's tutorial which was well received and we all came away with new tips and techniques.

Things that I found interesting were:

- Use of Miniwax Acrylic Water based varnish with fibreglass cloth, instead of using resin, and as an easy final coat.
- How to spray lacquer in winter and not suffer white blooming
- Steps involved in getting a smooth surface for painting
- Selective use of aluminium tape where you want some paint to peel off for effect.
- How to make realistic flush rivet marks using a pointed or star shaped bit for a temperature-controlled soldering iron, set on 150 to 200 degrees.
- The importance of using 1200 grit Wet and dry, used wet, at almost every stage of preparation.
- In weathering, leaving the black oil streaks till last, after the whole model is sprayed in clear satin varnish. Only then dabbing on the black paint and chasing it down the fuselage with an air gun. Leaving it to last means the paint will be shiny and look more like shiny oil.
- After glassing, painting the whole model silver regardless of its final colour gives a good base to weather out, too.

Thank you, Tony, that was a really great tutorial.

**Ross Giddy** brought along a very nice and big Piper Cherokee.

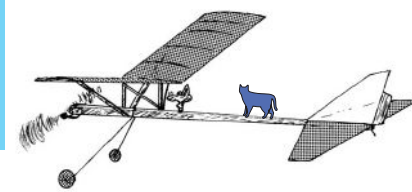
Then as part of a Show and Tell, I presented a partly built Indoor Control Line Stunt model made of Uncle Bills Adams Board (with the paper removed). It will fly on 6 metre lines and weigh 250g ready to fly with a 2206 motor 400mAh battery and a 10x6 prop.

I also displayed Matt Fairey's brand new Control Line Slow Goodyear model, as yet unflown with a Fora 2.5cc engine that will do 22,000rpm on a 7x4 APC Prop and speed limited to 80mph.

After that the radio guys continued chatting while the free fliers got stuck into Hanger Rat.



Alan Reed



This evening, we had flying **Allen Lawrence** with a brand new Rat, the first in 15 years as well as **Matt Klenner, Alan Reed, Chris Allen, Jo Fuller and myself**.

Earlier in the week I had made up some Hanger Rat motors using stripped rubber that was about 10 thou thinner at 85 thou (0.085") than 3/32 (0.095"). Nearly everybody is hitting the roof, especially in the smaller cat.1 halls, so thinner rubber should help these overpowered models to fly a bit longer. As it turned out, we didn't get to even think about changing motors. The club activities took a bit of time out of the flying evening but was well worth it. So that will have to wait till next meeting in a month's time.

**Allen Lawrence's** new Hanger Rat seemed to be behaving well with a fairly steep climb from the floor, flattening out as it went up and was giving good times around the 1m 30 sec mark.

**Alan Reed** had his model flying nicely but just wasn't getting any higher than about half height. Gave him a new rubber motor and instantly he was up scraping the ceiling with another 30 seconds added to his time. getting 1m 28s. His best time was 1m 40 sec where he used the full height available and landed just as the rubber ran out of turns. Pretty much perfect - except to fly longer something needs to change.

**Chris Allen's** model, despite being assembled the same as last time out, just didn't want to behave and seemed to have a very large turning circle. Put a bit of right thrust in and then retrimmed but never really got it right in the time allowed. Next time maybe.

**Matt Klenner** had some in initial success but went home early and didn't post any times.

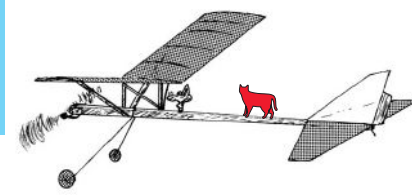
**Jo** had problems with her Rat not climbing and after some discussion with **Don Robinson** decided to reduce the motor down thrust. This certainly helped the model climb and it was soon up to ceiling level at about 1m 25sec.

For **me**, I had also stripped rubber to suit my Rat with a higher pitch prop and this time got the motor size right at about 0.118", that's about 7 thou thinner than 1/8th. Launch torque was about 0.55 inch-oz with 1450 turns and backing off about 75 turns. This is a long way from more typical Hanger Rat launch torques of 0.35 to 0.40 oz-inch but works for me.

It climbs steeply to about 2 metres then goes even steeper but doesn't quite stall, after which it flattens out to a slow climb and along cruise to give a 2m 02 sec time. I tried another 50 turns on my 3rd and last flight (0.60 inch-oz) but it stalled at the 2 metres mark and did a spectacular tail slide to recover only 6 inches above the floor to go on to do 2 minutes dead. I was just lucky to get it all right and arch rival **Jonathan Allen** was missing - out with a bad cold.



*Allen Lawrence*



Earlier in the week I did a build workshop with **Alan Reed** where we both built a new Modelair Hornet (1938) for use in Hornet Precision. We agree a target time that everyone can easily achieve and you get three attempts. Closest to the target time is the winner - this evening's target time was set at 30 seconds.

**Jo's** Hornet motor was about the length of the fuselage and 3/32 rubber. I suggested she start with about 650 turns and, blow me down, she put in a time of 29.5 seconds. I thought that was going to be the winning flight but there was more excitement to come.

With a new model to trim, I remembered back a couple of years to when **Rod Brown**, a newbie back then, took a whole evening to trim his new model. So, I wasn't feeling very hopeful as I wound 500 turns onto my new Hornet for a test flight. Placed it on the floor with trepidation in my heart. Let go the prop. Phew, it flew. Shallow climb in fairly tight right-hand circles and a short glide to the floor. 700 turns and a first official got me 24.8sec. I thought another 50 turns could be good. I made 30.3 seconds and was now ahead of **Jo** by 0.2 second. She was a bit peeved, saying that I should have maybe let her win in Hornet. I had no way of knowing what the model would do and it was only its 3rd flight so it was all down to luck.

**Jo** wound for her 2nd flight and decided to use exactly the same 630 turns and got 29.4 sec, also a very good time but not closer. For her 3rd attempt she added a few turns, maybe an extra twenty turns and crossed her fingers. She was delighted when **Don** called out the time as 29.8 seconds. She had re-taken the lead by 0.1 sec.

**Alan Reed's** new Hornet was proving troublesome to trim and flew the full length of the hall nearly straight and in the short time we had left in the night, he didn't get it sorted well enough to record a time.

**Allen Lawrence** was doing very well too, starting at 28.5 then 32 and a 3rd time at 30.6 which on a normal evening would have been a winning time - but not tonight. So it was that Jo scored a well-deserved win in Hornet Precision.

### Results Friday 10th May 2024 Star Gym Cat 1 Hall

#### Hanger Rat

1st	Alec Fuller	2-02, 2-01, 2-00 = 4m03
2nd	Alan Reed	1-04, 1-23, 1-23, 1-28, 1-40, 1-33 = 3m 13sec
3rd	Allen Lawrence	1-05, 1-27, 1-29, 0-47, 1-38, 1-08 = 3m 07sec
4th	Jo Fuller	1-00, 1-24, 1-19, 1-22, 1-13, 0-41 = 2m 46sec
5th	Chris Allen	0-45, 0-09, 0-29

#### Hornet Precision

Target time 30.0 sec.

1st	Jo Fuller	29.5, 29.4, 29.8 = +0.2
2nd	Alec Fuller	24.8, 30.3, 26.0 = +0.3
3rd	Allen Lawrence	28.5, 32.0, 30.6 = +0.6





### 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.

New postings are shown in red. They are from NDC and the Bob Burling memorial event.

Please email me if you spot any errors or omissions.

Wayne Cartwright  
rwcartwright4@gmail.com

### Standings at 31 May

#### Precision Classes

##### Vintage Precision

1. B Scott	600+798
2. L King	600+197
3. B Treloar	600+196
4. A Knox	600+189
5. S Cox	600+180
6. K Daly	600+175
7. J Bradbury	578
8. T Beaumont	576
9. D Thornley	560
10. S Hubbard	554

#### Classical Precision

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

#### Duration Classes

##### Vintage IC Duration

1. A Knox	780+520
2. B Scott	780+340
3. S Cox	780
4. D Thornley	760
5. J Miller	760
6. S Cox	727
7. K Daly	661
8. N Fisher	656
9. T Beaumont	651
10. L Rodway	432

##### 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. S Nicholas	880
2. A Knox	837
3. M Evans	814
4. B Scott	780
5. B Robinson	707

#### Texaco Classes

##### Vintage 1/2A Texaco

1. A Knox	1480
2. R Gray	1442
3. L Rodway	1406
4. B Scott	1381
5. J Ryan	1067
6. J Beresford	939
7. R Gray	981
8. B Treloar	825
9. C Graves	355

##### Vintage A Texaco

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

# RC Top 10 Leader Board

Standings at 1<sup>st</sup> June 2024



## Vintage Open Texaco

1. B Scott	2163
2. B Treloar	1820
3. T Glogau	1525
4. A Knox	1253
5. T Beaumont	1246
6. I Munro	782
7. K Daly	562
8. S Cox	515

## Vintage 1/2E Texaco

1. M Evans	1719
2. B Russell	1699
3. S Nicholas	1410
4. W Cartwright	1389
5. A Knox	1157
6. B Robinson	1120
7. L Rodway	954
8. B Scott	573

## Classical 1/2E Texaco

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

## Vintage E Texaco

1. B Russell	2760
2. A Knox	2108
3. B Scott	1416
4. W Cartwright	1204

## Classical E Texaco

1. A Knox	3742
2. W Cartwright	2209

## Vintage E Rubber Texaco

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

## Sport Cabin Texaco IC

1. A Knox	1336
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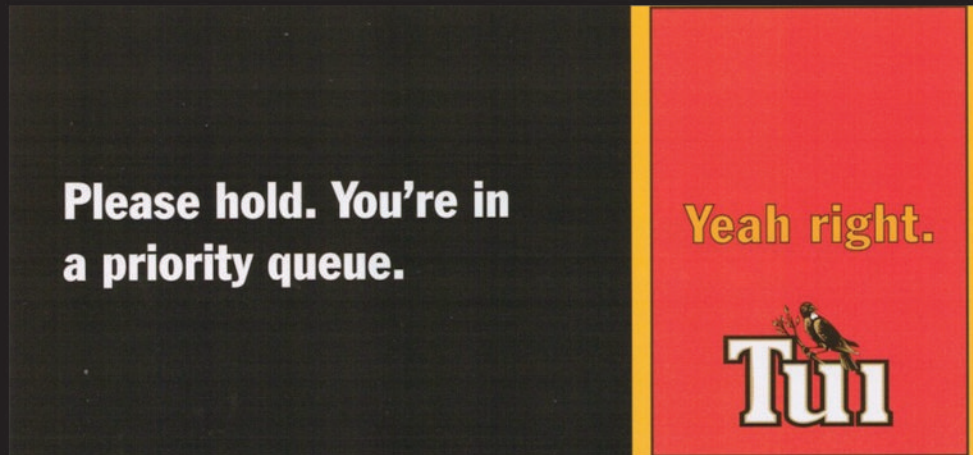
## Sport Cabin Texaco E

1. M Evans	873
2. G Pullen	730

## Vintage and Classical Scale Texaco

No score posted

# THE LAST STRAW



**Unedited review** of an aeromodelling product for sale on AliExpress :

*Having slung them in a fierce one, the Post-plant came to the cob. Sell the company - I called the seller at the chat room before the purchase and asking, having put it on the ground, and not 200 \$, 150 on the dress of the dodatkov Mito on the Cordoni and Tse. Everyone is pratsyu, I will sit in. According to the narikanni, The Lishe is the same as the vimknennya remote control, the demand for the battery, and the viimati is not just for the blocks for the accumulators and the dodatkovy fiscory, to get a robot without a dodatka. Accumulori to sell the splendor on the Vimknennya, with such a rite I made two 18650.*



“Imitation is the sincerest form of flattery that mediocrity can pay to greatness.”

Oscar Wilde

## Answers Vintage ID Quiz 2 (Issue 201)

- |                 |              |                    |
|-----------------|--------------|--------------------|
| 1. The Comet    | 2. Triwing   | 3. Fortastrop 200% |
| 4. Lamb Climber | 5. ANZAC     | 9. F.A.Moth        |
| 10. Lucky Lindy | 11. Flamingo | 12. Folly 2        |
| 13. FD.15       | 14. Ramrod   | 15. Conquest       |
| 16. F.A.Stick   | 17. Mentor   | 18. FROG Prince    |