

AVANZ



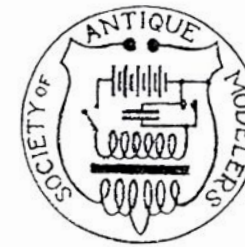
204 October 2024

NEWS





Committee Notices



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RC E-Duration rule change proposal

Readers on the New Zealand distribution list for AVANZ News have been notified by email of proposed rules changes intended to fix problems with suitable batteries for RC Vintage E-Duration and RC Classical E-Duration events.

To vote, follow the instructions and send your decision by email to the SIG Chairman, Allan Knox
allan.j.knox@gmail.com

Deadline for voting is 10th October.

COVER Tom Matus with his electric *Flying Pencil*.
 Tom is a member of SAM 119 in Slovakia. See Page 10

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IRREGULAR COMMENTS

from the Editor

(Irregular: occasional, improper, unofficial, rough

When Classical 1/2E Texaco was introduced, it used the incentive of making the first contest a one-design event, to be held at the 2017 North Island Radio Control Vintage Championships. Several of the *Jumpin' Bean* models built at that time were used at subsequent Nationals and some are still in use. Mine regularly does service in National Decentralised 1/2E.

There is something special about a contest in which all fliers build and fly the same design - seeing the different ways in which similar construction challenges are tackled, and the different approaches to contest work using the same tool. For those who believe in that elusive "level playing field" then this is as close to horizontal as contest flying gets.

The annual *Tomboy* events organised by Curzio Santoni of SAM 2001 provide an excellent means to take part in one-design contests. Most Vintage modellers will have had contact with the design used for these contests and may even have a *Tomboy* lurking in the workroom. Just plonk in some lightweight RC gear and away you go. If you are bereft of a *Tomboy*, plans can be obtained from: Issue 164, Outerzone, and many any older modeller. Rules for the International *Tomboy* events are on Page 9.

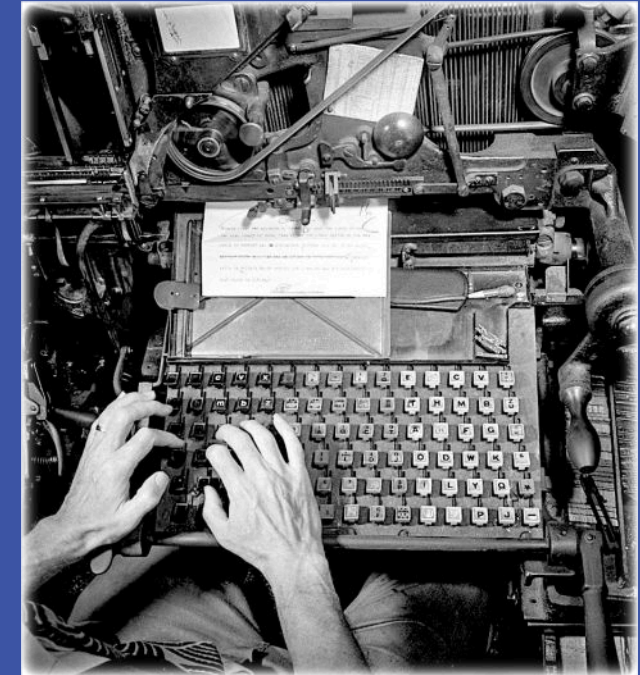
Curzio allows for every taste. The option of electric power, with a massive 2-cell, 500 mAh LiPo allowance, will suit the trendy while the range of IC contests will appeal to true aeromodellists.

The Big-Is-Beautiful brigade is catered for with the 48" wingspan division, there is ROW if you dare, and it's even possible to fly in the free flight division using a radio control *Tomboy*.

Using a radio *Tomboy* for free flight has been tried by Allan Knox and myself with excellent and perfectly safe results. Our procedure has been to first obtain a gently climbing circle using RC trims, then land without altering the trims. Once fuelled up, *and without turning the RC off* as this may cause servo re-centering differences, a FF contest flight is made. Launch the *Tomboy* without touching the transmitter. If you have set the trims well, it will climb and glide safely. If the trims are wrong and something terrible transpires, you can take control using RC but the flight time stops at that moment. Allan's experiences with this method are on Page 4.

Even if you are not into FF contests, "hands off" is an exciting way to fly Vintage RC designs. At a Tuakau Rally, Mike Mulholland surprised us by tossing an IC-Duration *Playboy* into a vertical climb before casually picking up his RC transmitter from the ground. His comment was "It is a free flight model, after all."

Consider entering Curzio's international event for 2024/5. Local flyers have placed well in the last two years (14 NZ entries last year). It would be uplifting to both the organiser and Vintage NZ if the next round of *Tomboy* events fielded even more SAM 55 entries.



After spending the evening watching Coronation Street, the Editor had to rush to finish the bulletin before neighbours complained about the clatter of the typesetting machine.

INCOMING

WELCOME TO GEOFF PULLEN CMAC

FF with an RC Tomboy ...

I tried my 36 inch RC IC Tomboy as a Free Flight as we had discussed. We had a lovely Wednesday this last week with a warm sunny day and light breezes. Trimmed it the TB with radio for a nice left hand climb that transitioned into a natural right hand glide circle on engine cut, so it worked great for FF.

I launched then walked off after it with transmitter in hand as it climbed out for over two and a half minutes, circling higher and higher. After six minutes it was nearly down but getting close to power lines and a farm stream so I stopped the clock and brought it back towards me on radio, landing in our field about half a kilometre downwind of the launch point, Flight time was 6 mins 48 seconds to the point when I took over with radio control. This method certainly works!

I now have some 500mah 2S batteries for Curzio's International Tomboy Postal electric event so tried my electric 36 inch Tomboy with these. It did 23 minutes 21 seconds and I can see some even longer times coming up in summer with thermals.

Finally, here is a photo for AVANZ in the new models section. We have a recent immigrant to Christchurch from Auckland, Geoff Pullen. He and his wife have bought a spread at Ashley, north of the Waimak. Geoff is a welcome addition to our small vintage and free flight group at CMAC. He is a keen modeller who enjoys his model building and flying. As a the son of a modeller in the sixties, like many of us he has come back to flying in retirement. We have all enjoyed helping with advice and materials etc. His latest couple of models are a new 48 inch **Tomboy** and a 57 inch **Brigadier**. Both are very nicely built models and will be useful for our club flying and a bit of gentle competition.



2024 NATIONALS

Radio Control

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 are presented in this issue to give ample time for intending fliers to prepare.

The following events have a combined entry:

- 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 Sport Cabin Texaco 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

Radio Control events may be flown on any of the four flying days, 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.

2024/5 NATIONALS VINTAGE RADIO CONTROL EVENTS

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
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 NATIONALS

Free Flight

Last National's flexible program is not being repeated for Vintage Free Flight events. VFF events are assigned to a specific day. Each event may have scores recorded only on its assigned day.

2024/5 NATIONALS VINTAGE FREE FLIGHT EVENTS

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

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.

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			

75th Waikato Free Flight Champs

Saturday 12th October 2024

Morrinsville Indoor

Sunday 13th October 2024

THIS MONTH

Morrinsville Indoor Free Flight Day Sunday October 13 2024

10.00am until 4.00pm (briefing at 9.45am)

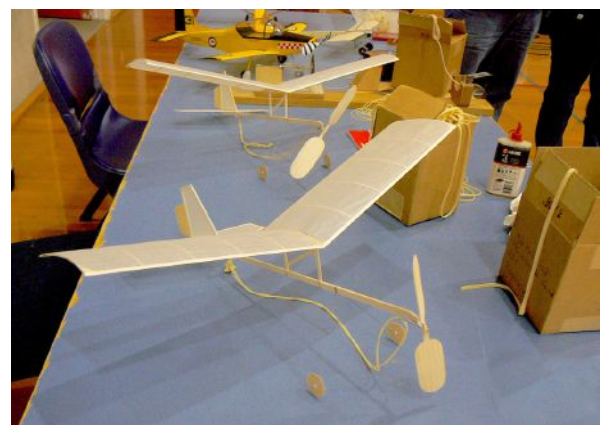
Events

- **Hangar Rat** • **HL Glider**
Flown to MFNZ free flight rules
- **Modelair Hornet**
Flown to AMAC rules.
- **F4F Peanut Scale**
- **F4D Rubber Scale**
Flown to MFNZ rules. Refer to the link on the MFNZ website under FF&CL SIG
- **Memorial Scale** • **Kit Scale**
Flown to MFNZ rules. Refer to the link on the MFNZ website under FF&CL SIG

Programme

- 9.45 Briefing before flying starts
- 10.00 Hangar Rat, Hand Launched Glider and Modelair Hornet. Scale static judging until 12.30pm.
- 12.30 F4F Peanut, F4D Indoor Open Rubber Scale, Kit Scale and Memorial Scale all run concurrently. Scale flying ceases at 3.15pm.
- 3.45 Placegetters announced and certificates awarded. Please stay for this.

Flyer's entry fee \$20.00



Morrinsville Events Centre, 21 Ron Ladd Place, Morrinsville

Contact Stan Mauger 09 575 7971, stanm09c4@gmail.com for more information



Organised by the Auckland Model Aero Club Inc
in conjunction with the Scale Free Flight & Control Line SIG

WAIKATO FREE FLIGHT CHAMPS

Saturday 12th October 8:00am - 2:30pm

PROCTOR ROAD

The 75th Champs have been scheduled on the same weekend as the Morrinsville Indoor Free Flight Day. This will enable those who travel long distances to make one trip for a full weekend of flying.

PROGRAM

Kiwi Power	3 x 120	
P30	3 x 120	(NDC)
E-36	3 x 120	(NDC)
CAT	6 x 60	
Mini Combined	3 x 120	(Coupe, A1, 1/2A)
Open Combined	3 x 180	
Tomboy	Unlimited	(International)

Tomboy scores may be used for the International Tomboy free flight event for 2024/5. See pages 3 and 4 for how an RC Tomboy may be used for this event.

There is a \$5 field fee towards costs.

Inquires to organiser: Bernard Scott scott.scott@xtra.co.nz



Preparations continue for this new event on the flying calendar at a venue never previously used. Still plenty of time to prepare, no excuses!

Take a mini-break over the weekend of 16th and 17th November to fly Vintage and to explore the Rotorua thermal area.

Non-competition flying with one exception, see below*. Fly your Vintage and Classic models that we don't usually see at competitions - and the ones we do see as well.

With developing interest in single-channel emulation 2.4 radios, this is 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

Got your Hummingbird organised? We have four starters so far - there's room for more!!

*Organiser: John Ryan
johnrt6k@gmail.com*

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

We wish to present this competition to all the lovers of this nice model with the only aim of having fun in a postal contest which is organized to provide some fun flying together or at the same time as are all postal contests. The Tomboy Rally wants to prove the performance of this model alongwith the ability of the builder and pilot, without reaching the peak agonism of usual contests and only wishing to fly the model having fun in a relaxed manner. After having carried out some tests we have decided to admit the use of i.c. engines and electric motors trying to reduce the gap between them.

Model

- The **36" or 44"** wing span (as per plan Aeromodeller) and **48"** (as per Boddington plan or 36 " scaledup) models are admitted;

- Models may be fitted with floats as per plan (scaled-up for 48" version);
- no minimum weight;
- reinforcement or lightening of the structure with respect of the basic outline of the original model are admitted;
- materials to be used are those found on the plan;
- plastic covering in place of tissue, silk or other is admitted.
- More than one person can use same model;
- Same model can flight in L.G. or float version;
- Lone fliers can self launch an time

Engine/motors

I.c. engines and electric motors are admitted within the following limits:

36"-44" WINGSPAN

I.C. Engines:

- Any engine with 1 cc. maximum displacement;
- Fuel tank : 3 cc.
- R/C carburettor is admitted.

Electric Motors:

- Any electric motor is admitted with direct drive
- The engine cannot be stopped and started again: the motor must run continually without interruptions till the end of the battery charge or competitor's decision;
- no folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band;
- freely assembled admitted batteries:
- **-500 Mah 2 cell LiPo**
- separated batteries pack for Rx alimentation is allowed

48" WINGSPAN

I.C. Engines:

- **Any engine with 2, 5 cc. maximum displacement;**
- **Fuel tank : 6 cc.**
- R/C carburettor is admitted.

Electric Motors:

- Any electric motor is admitted with direct drive
- The engine cannot be stopped and started again: the motor must run continually without interruptions till the end of the battery charge or competitor's decision;
- no folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band;
- freely assembled admitted batteries:
- **-500 Mah 3 cell LiPo**
- separated batteries pack for Rx alimentation is allowed

Flights and results

- Each competitor may fly as many flights as wished during the admitted period but only the best flight will be considered for the final result.
- Hand launches are admitted.
- The flight time start when the model is released or takes off. The flight time ends when the model lands or hits a fixed obstacle. In case the model flies out of sight the timekeeper will time for 10 seconds after losing sight of the model . Timing will continue if model is seen again or stopped after 10" deducting this time from the total time of the flight.

Awards :

A diploma for all competitors and prizes for the first three in each version rank. Special prize for best flight in float version.

Results

Results, address, photos and technical specification about model must be forwarded to the Organization within **the 15th July 2025** to Curzio Santoni (cusanton@tin.it).

. Many pleasant flights and happy landings to ALL !!!!

SPECIAL PRIZE VIC SMEED

SAM 2001 have scheduled an extra Diploma that will be awarded to the best flight in Tomboy floatplane version (**36", 44" or 48"**) taking off from water. The Editor will send to the winner a Diploma signed By SAM 2001 President and a bottle of special Italian Wine to drink to Vic Smeed!
Good ROW and flighth

SPECIAL PRIZE DAVID BECKER

The 2012 was the 5° edition of SAM 2001 Tomboy Rally and we have scheduled a special prize for the three best flights obtained with 36" Tomboy F/F. Only engines diesel max 0.75 c.c. shall be used. The other rules are the same for **36" or 44"** wingspan type. It is possible to use a R/C Tomboy, however, being this a free-flight contest, the time must be stopped when transmitter is used, since the aircraft model should fly freely from any control from the ground.
Good thermals

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

Too Late!

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

Gone!

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

Also Gone!

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	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

Missed It!

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

We choose to build model aeroplanes not because they are easy but because they are hard.

Building them serves to organize and measure the best of our energies and skills. The challenges they present are ones that we are willing to accept, that we are unwilling to forego, and that we intend to master.

We choose to build model aeroplanes not just for the thrill of flight but also to connect with others of like mind.

We choose to build model aeroplanes because they are the vessels of our intellectual and physical growth - and they are our tickets to the skies.

We build model aeroplanes with sweat, ingenuity, and vision. They become testaments to the heights we can reach when we dare to dream.

We use engines that roar with power, we design wings that whisper through the winds. We harness turbulence as an ally and embrace its lift to defy gravity.

Our model aeroplanes fly with the grace and skill of birds, freeing us from the shackles of the earth. We look to the skies and every take-off is a leap of faith, every landing is a victory.

By rising to these challenges, we become the architects of our own destiny and our greatest achievements spring from the touch of our wings.

In the years to come, we will reflect on this and remember how we built our dreams and soared beyond what others believed were our limits.

We are privileged to have received correspondence and photographs from members of SAM 119 in Slovakia. **On the cover** is a *Flying Pencil* built and flown by Tom Matus **and on this page** is a *Tiger Rag*, also built by Tom, held here and flown by Maria Matus. The *Tiger Rag* has long been on the Editor's to-build list - its plan was included in Issue 154. Thanks to Tom and Maria for adding international flavour to the newsletter.

Hi to the other side - thinking of the fact that you are at the other end of the world is extremely exciting to me. I am Tomas Matus from Slovakia and I have read the article about Barrie Russell's Flying Pencil. I have built an electric version of this (not too much known model at our end) beautiful model recently and have won a gold medal in ALOT at an international meeting. Apart of the powertrain I tried to stick to the original plan as much as it was possible as I had to press all electronics into the front of the fuselage to keep the balance and make all accessible at the same time. I have laminated the front in two layers of 1,5 mm (1/16in) balsa. Small servos sit in the horizontal stab for the elevator and rudder. The model flies really pleasingly, turns quickly, thermalling is superb. I am considering building another fuselage with single landing gear as per the original pictures of Alan King.

It was nice to read your brisk response. Thank you for valuing my picture as worth putting at the front of the AVANZ News. People usually tend to favor West European sources. I live in a small Slovakian town in the middle of

Europe. I am the current president of our local modeling club.

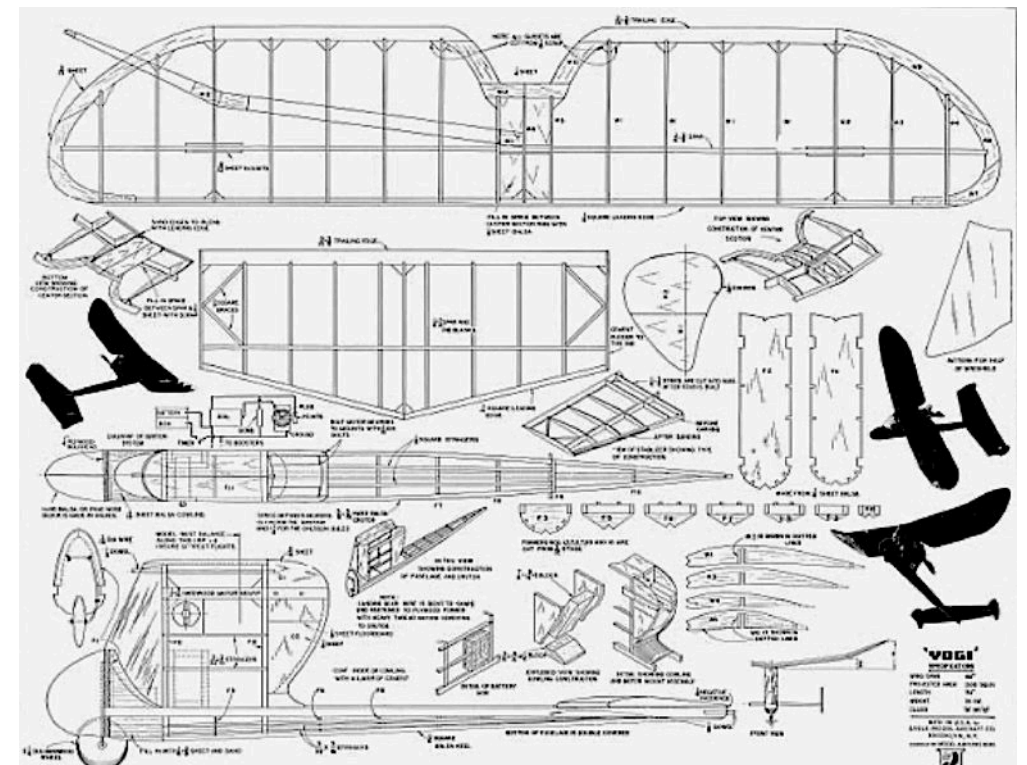
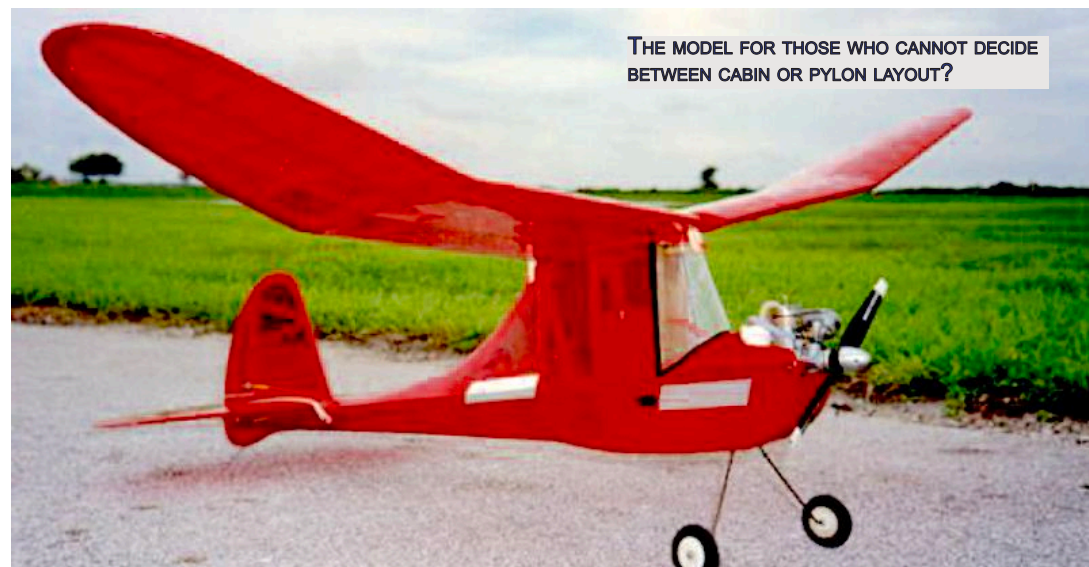
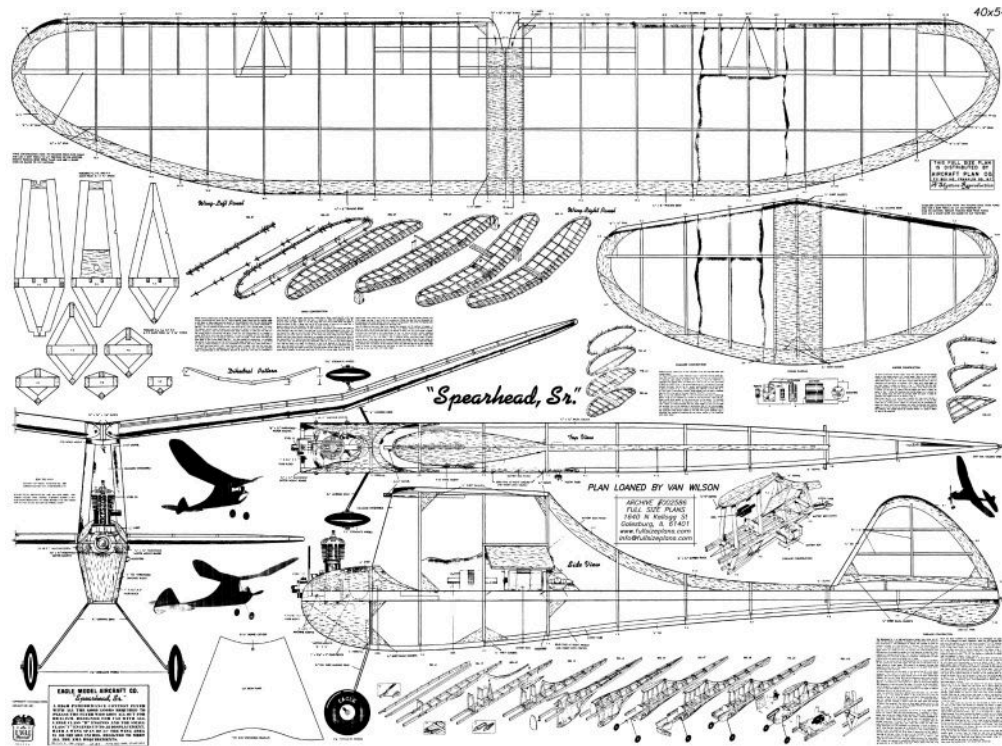
Our members deal mainly with plane models from all kinds of foamies to original balsa built vintage planes. I am a relatively new member of the Slovakian SAM Chapter 119. We fly on a grass sports airfield. Some of us (including myself) quite regularly attend Slovakian and Hungarian SAM rallies. There are about 20 rallies held in one season in the two neighbouring countries. Slovakia has held some European Champs in the past and Hungary has organised the first and very successful World Champs this June, as you surely know. What historic models do we fly? Mainly 30s-50s classics of Slovakian, Czech, Hungarian and USA origin, electric powered, originally gas and rubber models, but at other clubs they fly a lot of historic gliders too.

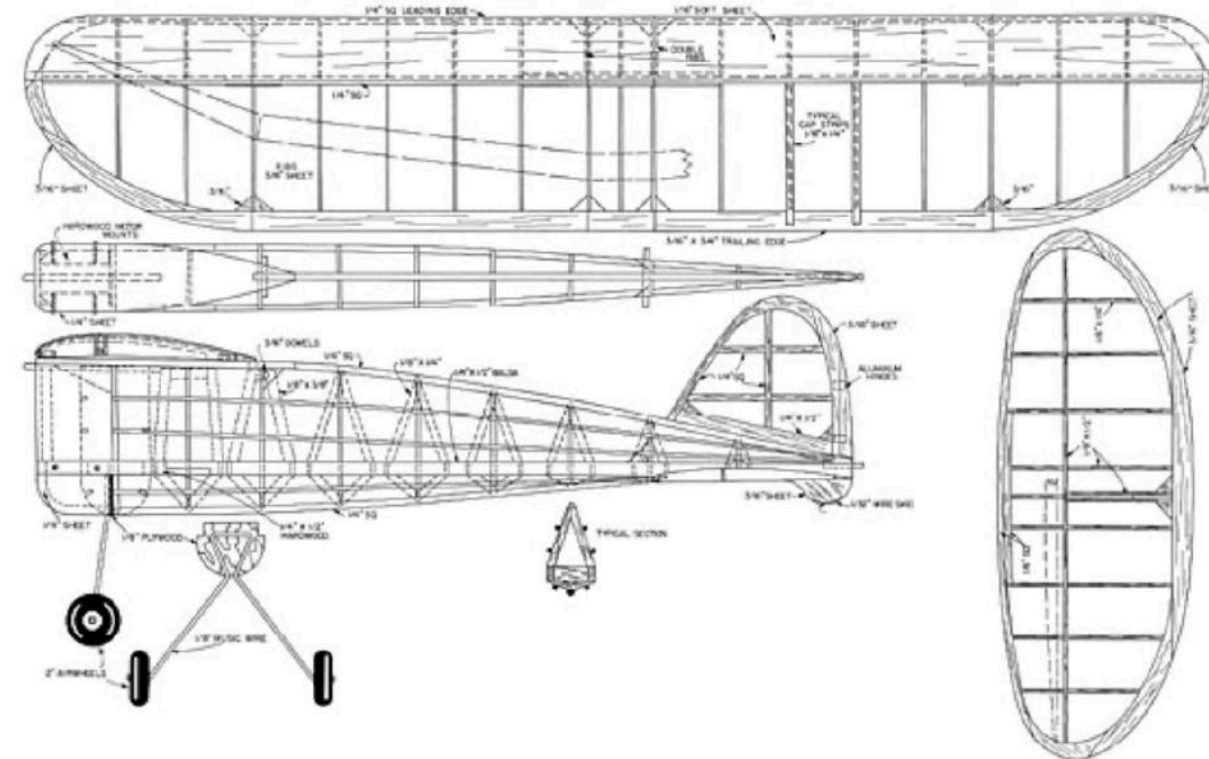
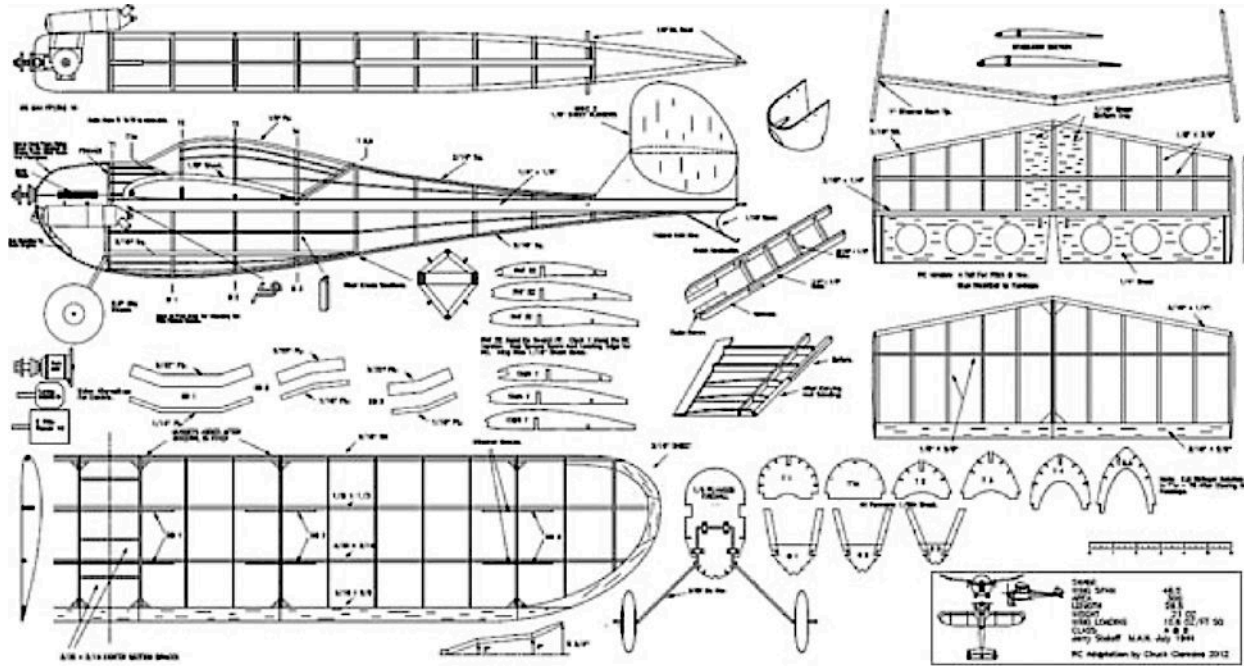
One of my future plans is to build a gas model with period gas engine.

The picture of me (cover) has been taken by my wife Maria who started to learn flying models too. She is in this picture with her Italian Tiger Rag from 1950 built by me.

Best wishes, Tom







Jerry Stoloff

Bulldozer 1945 / Doodle Bug 1942 / Other Designs

1942
Doodle Bug



Quote: "THE Bulldozer was primarily designed for beginners in the gas model field. Most novices are easily discouraged because the ship they choose to start building gas models is usually one that requires an expert craftsman. The Bulldozer's simple but sturdy construction can really absorb punishment, while its boxlike construction offers the maximum in simplicity and strength."

The wing uses an airfoil which has been thoroughly tested and used in many of my previous designs. The most efficient type of dihedral is a continuous curve and the nearest thing to it is polyhedral which was used to advantage in the Bulldozer. The tail section consists of a lifting stabilizer which helps lift the weight of the fuselage and also helps to prevent loops under full power. The wing and tail section are held on with rubber bands and in case of a crackup will simply fly off.

All in all the Bulldozer really lives up to its name. From the moment the wheels leave the ground and the ship points its nose skyward, nothing can stop it. It climbs steeply to the left under power and glides to the right when the engine cuts. The glide is something to rave about because it takes advantage of the slightest thermals. Also, it performs equally well in all kinds of weather.

1937: Jerry designed the Diamond Demon Class A model, which was kitted by Bay Ridge Model Company and sold for \$1.50. Sal Taibi built the design and set an AMA record with it.

1938: Presto Liner U-Control plastic fuselage

1939: Designed the Yehudi, which he sold to Model Airplane News magazine

1940: Designed the Invader, which was sold to Continental Model Company. Jerry flew his with an Atom Engine.

1941: Invader, Continental Model Airplane Company, Free Flight

1942: Designed the Spearhead Senior and Junior, which were kitted by Eagle Model Airplane Company.

1942: Designed the Doodlebug, which was published in Flying Aces magazine and was a tailless rubber-powered model.

1943: Designed the Yogi, which he sold to Eagle Model Company.

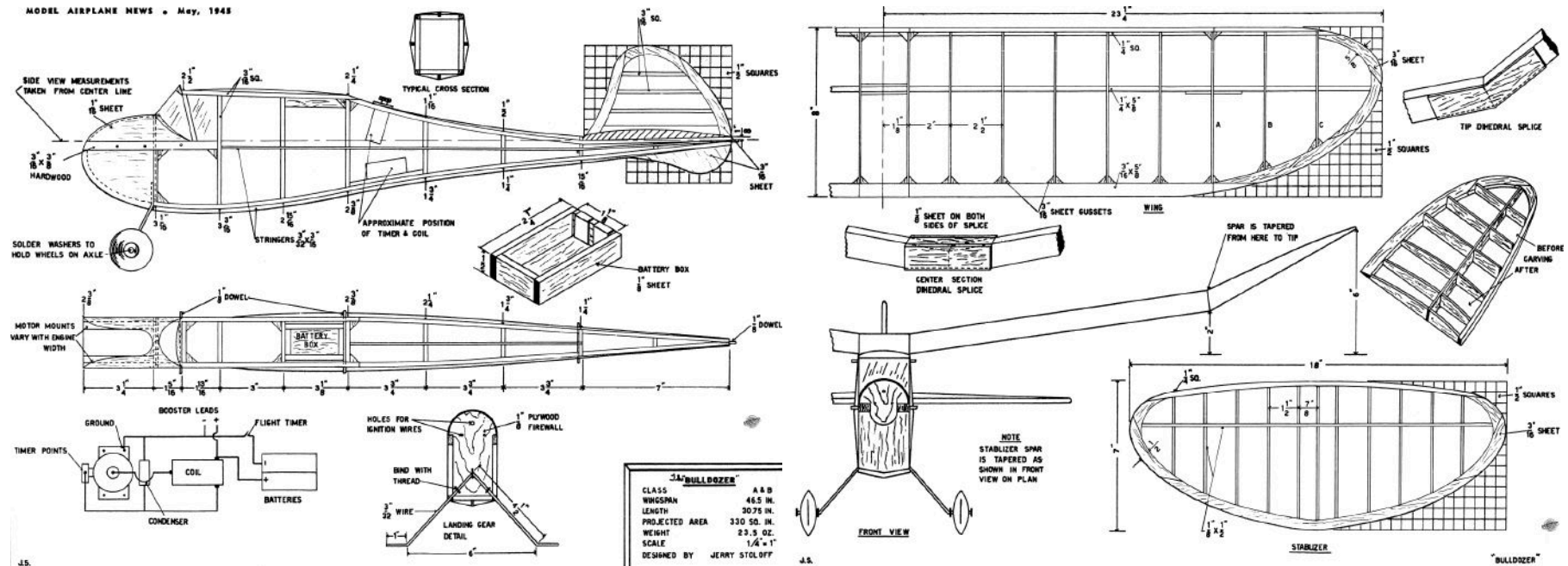
1944: Swami, Model Airplane News magazine, Free Flight

1945: Bulldozer, Model Airplane News magazine, Free Flight

1945: Floats, Model Airplane News magazine, Free Flight used on Yehudi

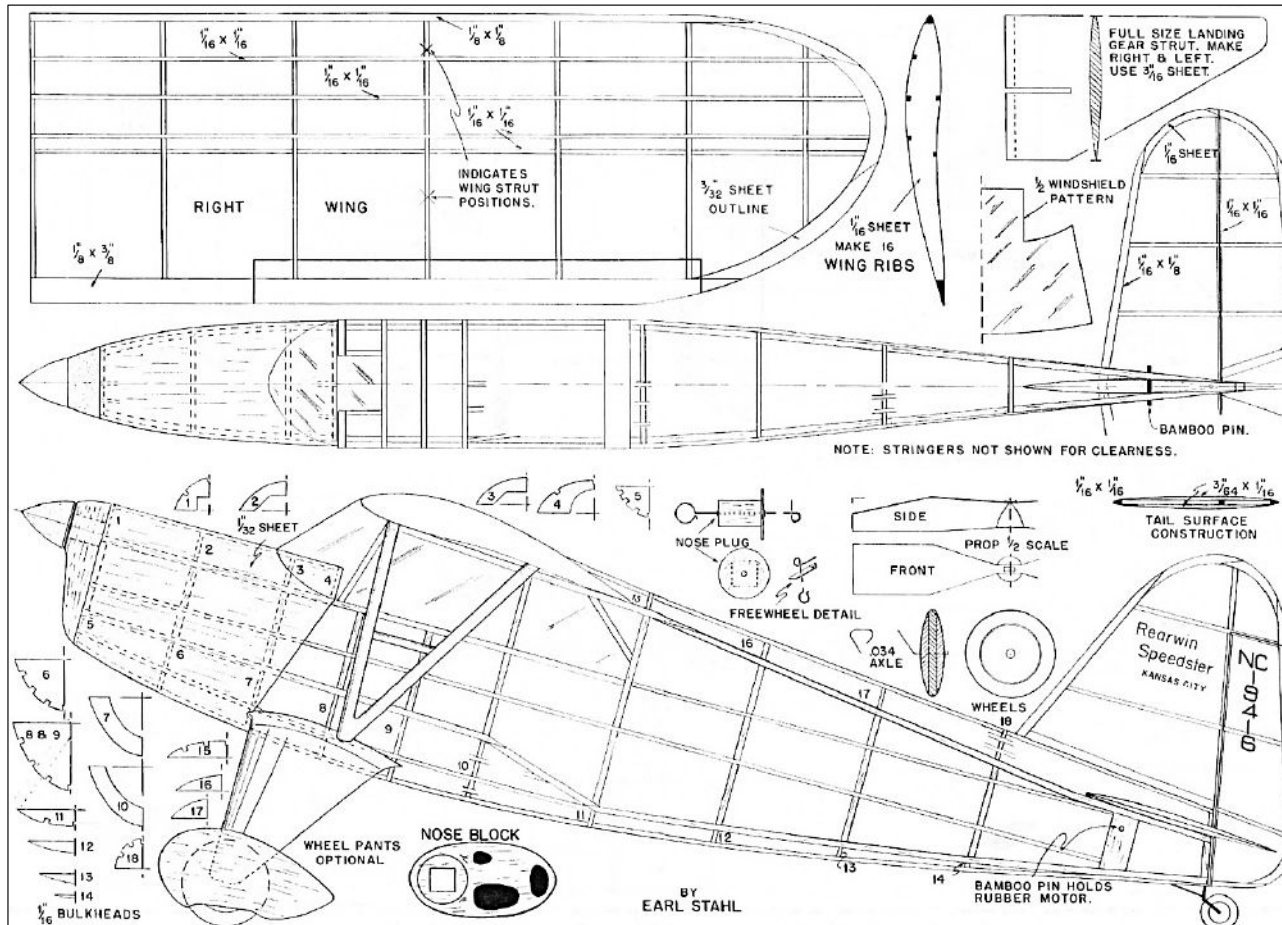
1958: Spirit, Consolidated Model Airplane Company, Radio Control

1959: Houdini, Model Airplane News magazine, Radio Control

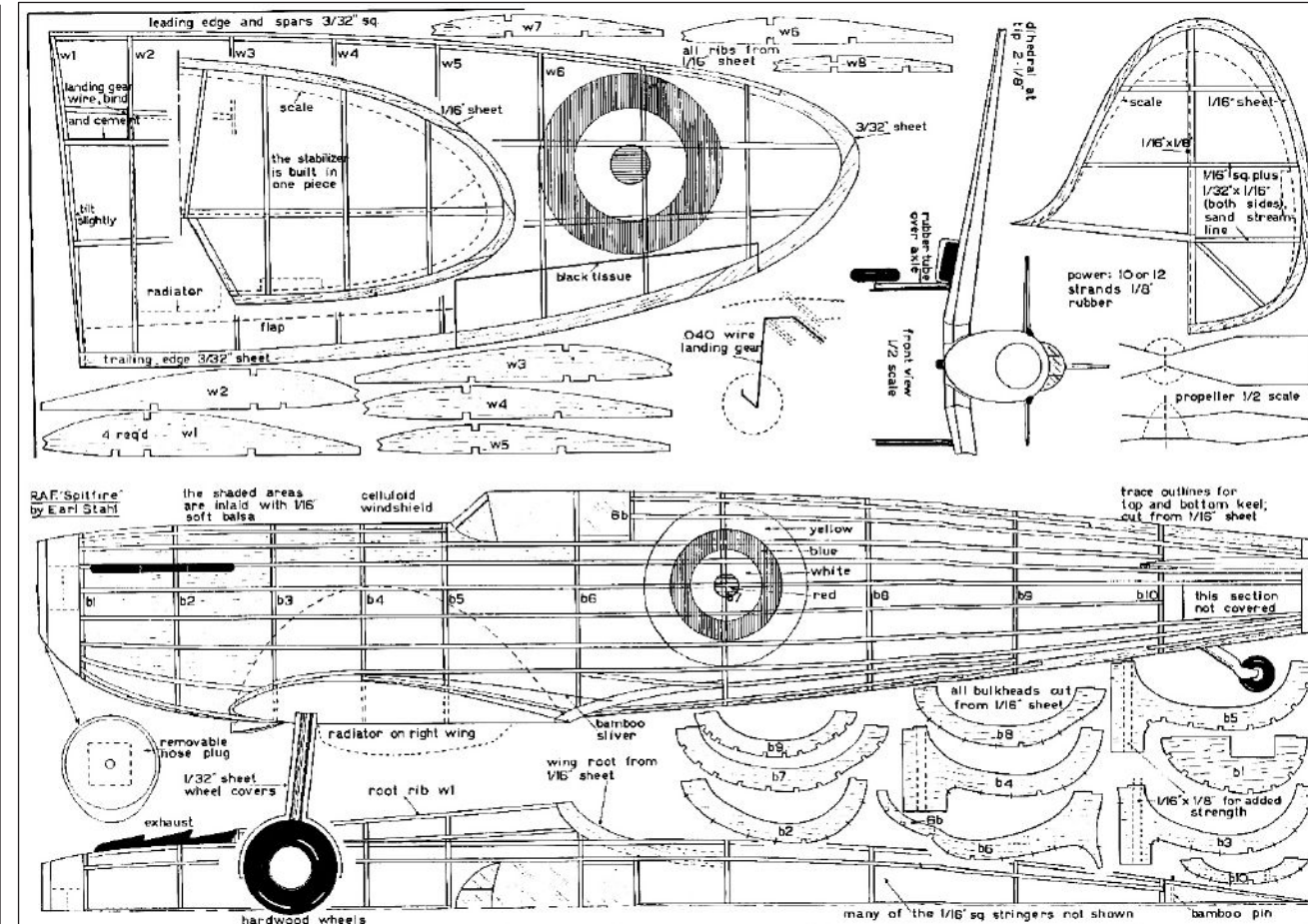


Two more designs for Scale Texaco by Earl Stahl

Rearwin Speedster

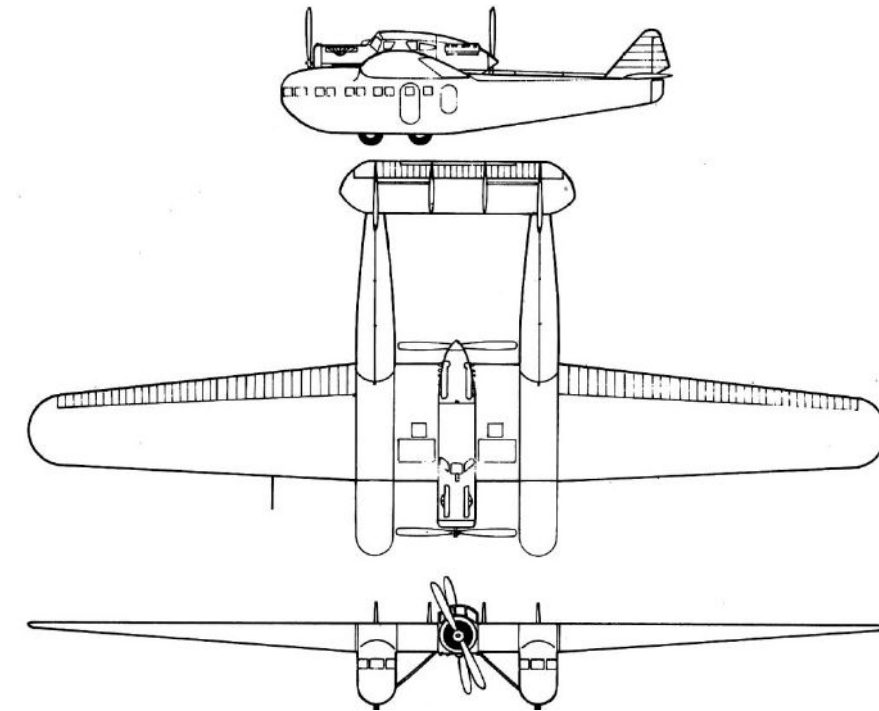


Spitfire



Aeromodelling Challenge #6

Bleriot 125



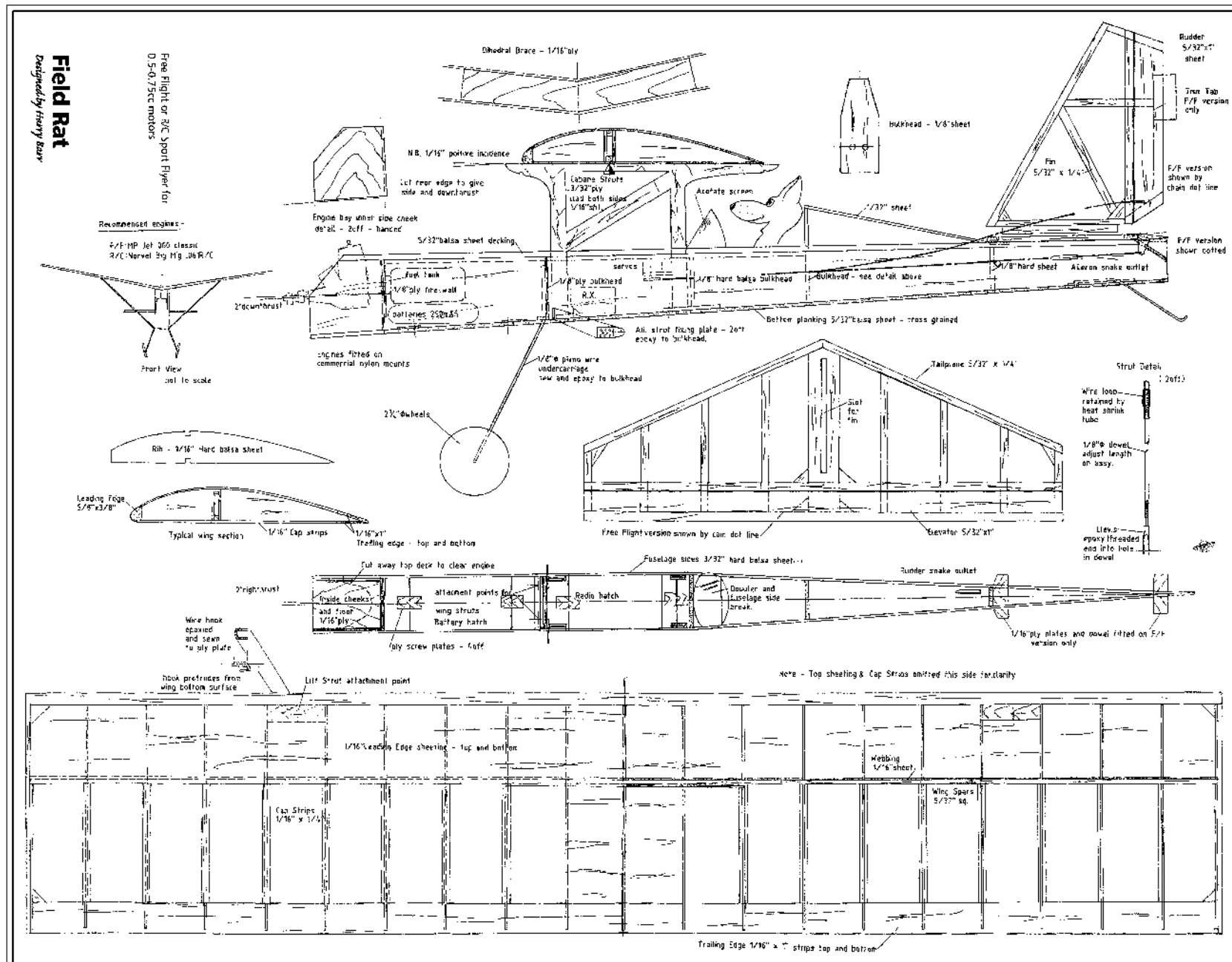
Twin boom, twin engine, quadruple rudders and wheels, scope for more than the usual amount of cabin detail, lots of wing area - what more could you want? Three view is from AeroFred.com

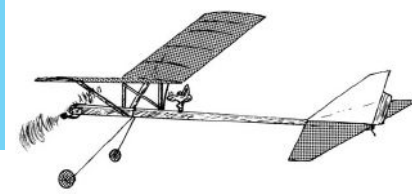
Field Rat RC

39.5"

Harry Barr

Model Flyer August 2002





2024 Indoor Star Gym New Plymouth 20th Sept 2024

After having a break over the cold winter months, we are back flying indoor again. This month, the Star Gym and next month our indoor meeting will be on Friday 11th October in the fabulous TSB Stadium.

This meeting we had the two Alans, Alan Reed and Allen Lawrence, Jon Allen and our latest young recruit, his daughter Makena, a teenager. Also Ross Giddy, my wife Jo and myself of course. Nice to see Anthony Hope-Cross taking a keen interest in Hanger Rats, I think he will fly with us one day soon. Thanks Don Robinson for your help on the stopwatch doing flight timing.

With Makena having a brand new Hanger Rat to fly, her father Jon and I spent a bit of time trying to help trim her new model. It seemed reluctant to fly and certainly reluctant to take off from the floor. Even at 1200 turns it wouldn't fly. Increasing incidence didn't help either. Then she had two rubber motors where the knots unravelled and then broke a new motor, not realising that you needed to run-in the motor gently for at least one wind. All this motor changing eats up time. Then someone noticed a down elevator warp and one wing with quite a bit of washout. We swapped the wing for a straighter one and she made some progress, getting a flight of 48 seconds by the night's end. She was doing well at mastering motor winding and got lots of practice doing that. It's not the instant success that maybe we hoped for but I think she will be back next month with a few small changes to the model and then maybe she will do better. Maybe she will improve her personal best time. Her grandfather Chris Allen, stayed away, so as not to spread the Flu that he was suffering.

One problem that we had during the construction phase of Makena's model is that we were covering the Hanger Rat with red lightweight tissue, included in the Hanger One kit, that we had pre-shrunk using a Steam iron, on 'Steam' and were doing the usual thing of sticking it on, with gluestick but then found that the brand of gluestick we were using, was not soluble in Iso Propyl Alcohol, not

even slightly. This made it hard to reposition or in some cases relax the position of the tissue on the model. I'm going to have to check that the chosen gluestick I use in future, is soluble in IPA.

Makena's father, Jon Allen, put the wings on his model and gave it a couple of test flights and then announced that it was just perfect and sure enough did a very decent 1st flight of 1m 46sec. Then, just to show he was human, had a stall out, then hit the roof on the next flight, all the usual things we suffer. He finished the night with a very nice flight of 2m 05sec and went home happy but very tired, having had a 3am start that morning.

Allen Lawrence was pleased with his efforts, having exceeded 2 minutes in the Star Gym, something he hasn't managed in a long time with a flight of 2m 08sec.

Alan Reed, always a well organised man had his bright orange Hanger Rat climbing strongly and working his way through his six flights. As is so often the way, every flight is different and not always better than the last one but his last flight was his best at 1m 48sec

For a change, Jo found a flyable trim pretty easily this time and posted a first flight of 1m 46sec and went on to have a few encounters with the sloping ceiling that only occasionally helps your flight time but didn't seem to, for her. She put in 6 flights, with 3 almost identical at 1:46, 1:47 and another at 1:46.

For myself, after a brief foray into trying to fly in left circles and not succeeding at our last meeting, I decided to go back to flying right circles again.

My first flight with a slow climb up to about the 3 metre mark seemed a bit disappointing, so I was a bit surprised that it got to 1m 30sec. It did have that nose high attitude that loads up the prop and makes it revolve a bit slower, so for the next flight I added another 100 turns to 1400 turns, taking off 100 and got to three quarters height for 2m 06sec.

With Allen L doing a 2m 08 I thought I might need a few more seconds and added another 50 turns but it was too much and the

model stalled out for 8 seconds. Oh well, back to 1300 turns then and settled for 1m 58sec, thinking I might have to settle for 2nd place. I didn't tally the scores till I got home and was surprised that I had just scraped into top position by a couple of seconds.

I haven't completely given up on flying left circles as I have heard that it is a more efficient way to fly, with the propeller torque helping to turn the model.

I have recently had a very rewarding conversation with Dave Jackson, the New Zealand Record holder for Category 1 halls for Hanger Rats. He has a deep understanding of indoor rubber flying and what needs to happen to get the best out of his Hanger Rats. His techniques may form the basis of my next updated bible on what to aim for to improve people's Hanger Rat flights.

While we were finishing our Hanger Rat flights, Allen Lawrence was busy putting in 10 flights with his Hand Launch Glider, getting a couple of 18.6 sec flights which is good for this hall. I had brought along spare Gliders in the hope that we might have 3 or 4 people flying indoor chuckie but it was not to be.

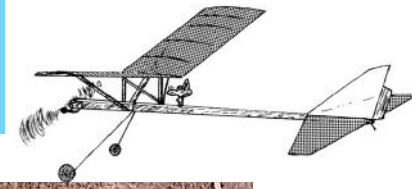
Next it was time for a Hornet Precision contest. We agreed that a 30.0 second Target Time would be appropriate. Allen L's early testing, saw his model hitting the roof. On the other hand, Jo was having serious problems getting her usually reliable Hornet to even take off.

Even at 1000 turns it just piroetted a few times on the floor. I have to admit to doing a very small modification to hers and my models. I glued up the propeller freewheeling mechanism to help prevent the occasional problem of it slipping before launch and losing 30 or 50 turns. But it's hard to imagine it was that mod that was keeping Jo's model grounded?

This time the solution was to fit a shorter motor made of thicker rubber (more power) and lower the undercarriage and twist it up to make the wheels point opposite the way to what it wanted to circle on the floor. Then suddenly it was up and flying again! On with the action.

Taranaki Rats

Alec Fuller



Continued ... Allen posted a nice 31.8 (1.8 sec over time) and then Jo zero'd in with an almost perfect score of 30.2 sec, just 0.2sec over target time. Just spot on.

It was getting late and it was nearly time to lock the doors. There was just time for a second flight for me before we packed up for the night.

My timekeeper Don Robinson, kept me in suspense after clicking off his stopwatch but eventually revealed that I had got 30.4sec. The look of delight on Jo's face at winning, was a picture to behold.

Results

Hanger Rat

1st Alec Fuller 1-30, 2-06, 0.08, 1-58, 1-59 = **4:03**
2nd Allen Lawrence 1-50, 1.53, 1-47, 1.27, 1-40, 2-08 = **4:01**
3rd Jon Allen 1-46, 0-03, 1-17, 1-23, 2-05 = **3:51**
4th Jo Fuller 1-46, 1-21, 1-30, 1-47, 1-22, 1-22, 1-46 = **3:33**
5th Alan Reed 1-24, 0-56, 1-34, 1-11, 1-09, 1-48 = **3:22**
6th Makena Allen (Junior) 0-48, 0-07 = **0:55**

Indoor HLG (NDC Sept)

Allen Lawrence 15.3, 18.5, 16.4, 16.6, 18.2, 17.4, 18.6, 17.7, 18.6, 18.0 = **37.2**

Hornet Precision

Target Time 30.0 seconds.

Closest to target time wins.

1st Jo Fuller 28.7, 30.3 = **+0.2**
2nd Alec Fuller 31.8, 30.4 = **+0.4**
3rd Allen Lawrence 27.3, 26.9, 31.8 = **+1.8**



RC Top 10 Leader Board

Standings at 30th September 2024



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.

Please email me if you spot any errors or omissions.

Wayne Cartwright
rwcwright4@gmail.com

Standings at 30 September

Precision Classes

Vintage Precision

1.	A Knox	600+200+197
2.	D Wilkins	600+200
3.	B Russell	600+199
4=	B Scott	600+198
4=	C Brown	600+198
4=	S Nicholas	600+198
7.	L King	600+197
8.	B Treloar	600+196
9.	B Robinson	600+195
10.	J Ryan	600

Classical Precision

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

Duration Classes

Vintage IC Duration

1.	A Knox	780+520
2.	B Scott	780+340
3.	S Cox	780
4.	D Thornley	760
5.	R Nimmo	770
6.	J Miller	760
7.	S Cox	727
8.	K Daly	661
9.	N Fisher	656
10.	T Beaumont	651

Vintage E Duration

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

Classical IC Duration

1.	D Thornley	375
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Classical E Duration

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

[Scores in red are new
to the Leader Boards]

Texaco Classes

Vintage 1/2A Texaco

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

Vintage Open Texaco

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

Vintage 1/2E Texaco

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

Classical E Texaco

1.	A Knox	3742
2.	W Cartwright	2209

Vintage E Rubber Texaco

1.	B Russell	3262
2.	B Scott	2400
3.	W Cartwright	1984
4.	S Nicholas	1640
5.	A Knox	1590
6.	B Robinson	1316
7.	T Glogau	1193

Sport Cabin Texaco IC

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

Sport Cabin Texaco E

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

Vintage and Classical Scale Texaco

1.	A Knox	1640
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FF Top 10 Leader Board

Standings at 30th September 2024



Vintage Power

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

Vintage Rubber

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

Vintage Glider

1	Wayne Lightfoot	253
2	Robert Wallace	181
3	Ceinwen Evans	163

Vintage Hand Launch Glider

1	Graham Lovejoy	134
2	Paul Squires	71

Small Power

1	Lynn Rodway	157
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Vintage Precision

1	Bryce Gibson	257
2	Stew Morse	235
3	Ricky Bould	203
4	Lynn Rodway	198
5	Andrew Green	197
6	Chris Murphy	187
7	Joeff Pullen	183
8	John Beresford	180
9	Bernard Scott	167
9	Roy Gunner	115
10	Stan Mauger	40

Vintage Catapult Glider

1	Graham Lovejoy	420
2	Kevin Barnes	321
3	Des Richards	282
4	Allan Knox	249
5	Paul Squires	245
6	Stew Cox	232
7	Connie Gray	230
8	Craig King	225
9	Allan Knox	218
10	Lynn Rodway	189

Nostalgia Power

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

Nostalgia Rubber

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

Nostalgia Glider

1	Bryce Gibson	180
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Classic Power

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

Classic Rubber

1	Wayne Lightfoot	470
2	Graham Lovejoy	427

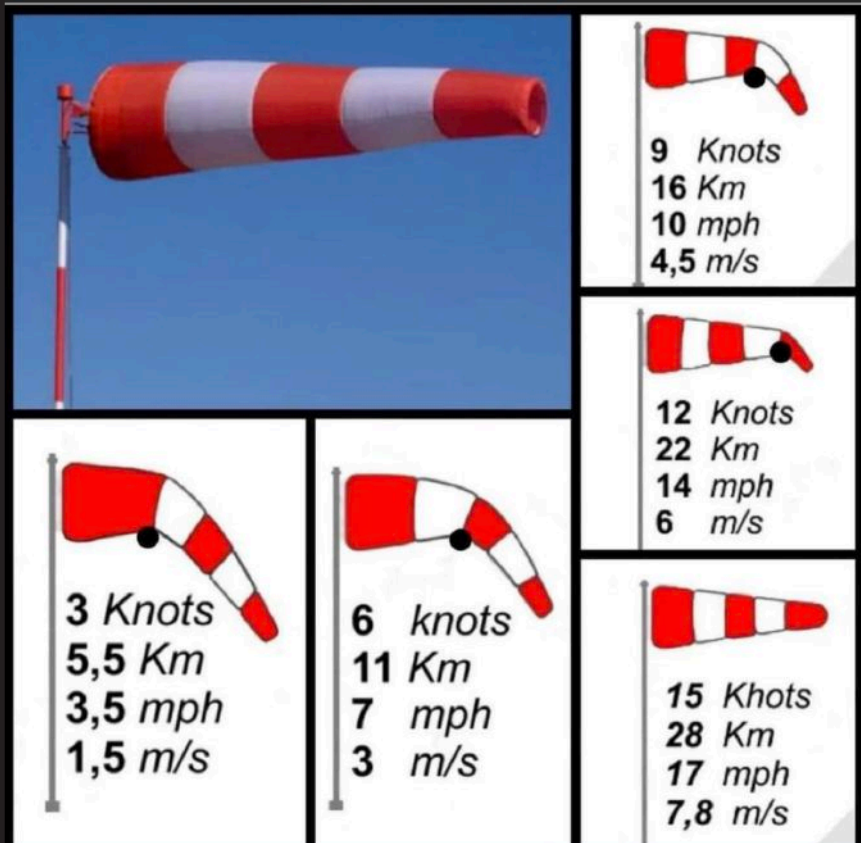
Classic Glider

1	Martin Evans	358
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Miniature Replica

1	Lynn Rodway	263
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THE LAST STRAW



"On finding the receipt for his
aeromodelling purchases"

Hans Meuller, oil on canvas

