

# AVANZ



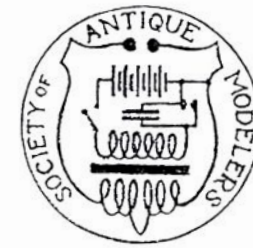
# 205 Dec 2024

# NEWS





# Committee Notices



## #205 CONTENTS

- Committee Notices
- Irregular Comments
- Nationals Program
- Future Events
- NDC
- International Events
- Local Events
- SAM World Championship
- Reader's Model
- Memorial Models
- Invader* single channel
- CB-40 Le Drag*
- Stahl - Scale Texaco
- VRC Leader Boards
- More TUI
- The Last Straw

*Nothing of importance to report at this time although the committee remains at full alert, ready to jump the the aid of anything Vintage.*

**COVER** Vintage Glider passes overhead at the SAM World Championships. Photograph by László Török.

### CONTRIBUTORS to Issue 204

Allan Knox   Ross Grey   László Török   Barrie Russell  
Stew Cox   John Ryan   Wayne Cartwright

**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** Mark Venter [avanz.plans@xtra.co.nz](mailto:avanz.plans@xtra.co.nz)  
**COMMITTEE** Barrie Russell [barrierussell@xtra.co.nz](mailto:barrierussell@xtra.co.nz)  
 Dave Wilkins [dave@jacobsonprojects.co.nz](mailto:dave@jacobsonprojects.co.nz)

**TREASURER** Wayne Cartwright [rwcartwright4@gmail.com](mailto:rwcartwright4@gmail.com)  
**AVANZ News** Bernard Scott [scott.scott@xtra.co.nz](mailto:scott.scott@xtra.co.nz)  
**MFNZ COLUMN** Wayne Cartwright [rwcartwright4@gmail.com](mailto:rwcartwright4@gmail.com)  
 Peter Townsend [petert2@outlook.co.nz](mailto:petert2@outlook.co.nz)   Ross Gray [rossajgray@gmail.com](mailto:rossajgray@gmail.com)  
 Bryan Treloar [bryan\\_treloar@hotmail.com](mailto:bryan_treloar@hotmail.com)

# IRREGULAR COMMENTS

## from the Editor

( Irregular: occasional, improper, unofficial, rough

### John Selby Memorial

In this issue we have another great account from Levin, reported on in text and images by Stew Cox and Ross Gray. Thanks to this duo for sharing the day with those who were not there. The central North Island continues to be a hotbed of Vintage Precision flying, and long may that continue.

### Vintage and Classic Weekend

There is also a shorter report from this inaugural event held at Rotorua. Despite extensive advertising, the weekend was poorly supported and I hold up my hand as a non-attender. The organiser deserved better and hopefully we will have the chance to attend a second event at Rotorua.

### Questions

This year, the wait for enjoyable flying conditions resulted in five reschedulings of the Selby, six days on the contest calendar, not counting rain-dates.

Out-of-towners may find such uncertainty makes attendance planning difficult, which may account for the lack of fliers from outside the immediate area. However, absence of the far-flung must be weighed against the greater enjoyment of regular local attendees.

It was unfortunate that the fifth rescheduling clashed with another event that had been advertised for the same date. The Rotorua event had been programmed for 16/17<sup>th</sup> November back in the June issue of AVANZ News and was advertised for that date in every subsequent issue.

Whether the last reschedule of the Selby made a difference to attendance at Rotorua is a moot point, but it raises the question of whether there is any case for giving precedence to specific events.

It might be thought that, as the Selby is an established and locally well-supported event, it deserves every opportunity to continue that way - even if that means clashing with other advertised events.

An alternative view is that events advertised on the contest calendar should not be compromised by the rescheduling of other events to reserved dates.

We have few organised meetings and those willing to organise them deserve to have their efforts respected.



*Updating the AVANZ News mailing list needed a little more computing power than that of the editorial Commodore 64.*



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. Contact the editor if you need clarification.

## 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
<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>	<b>No Flying</b>	<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.

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			

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

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

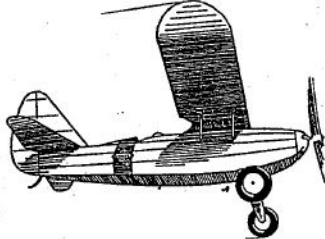
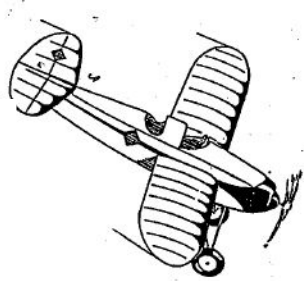
Mar/25	113	VINT	FF Classic Glider Duration
Mar/25	114	VINT	FF Vintage Rubber Duration
Mar/25	115	VINT	RC Vintage IC Duration
Mar/25	116	VINT	RC Vintage E Duration
Mar/25	117	VINT	RC Classical E Duration
Mar/25	118	VINT	RC Classical E Texaco
Mar/25	214	FF	Indoor Hand Launch Glider
Mar/25	215	FF	Open Rubber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

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

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

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

No, Gertrud, you can't enter this one - you're 27 years too late. Besides, it was only for SAM fliers in USA.



## JIMMIE ALLEN

### 1997 JIMMIE ALLEN NORTH AMERICAN CHAMPIONSHIP

This is a postal championship contest for U.S. and Canadian model airplane clubs flying Jimmie Allen models. A participating club will select any desired date to hold its contest during the months of July, August or September, 1997. The club score will be the sum of the total 3-flight scores of the three highest-scoring club members in the club's contest. The fourth-highest time for the three team members should be reported too, as this will be used as a tie-breaker if two teams have a tie score based on the first three flights of the three team members. The club results should be reported as soon after the contest as practicable, using the attached form. Entries postmarked later than the 6th of October, 1997, will not be eligible. Each team that enters will receive the final results shortly after the close of the contest, and the winning club will receive and hold the perpetual **Jimmie Allen North American Championship Trophy** for one year. The winning club agrees, as a condition of this entry, to sponsor the following year's postal championship contest.

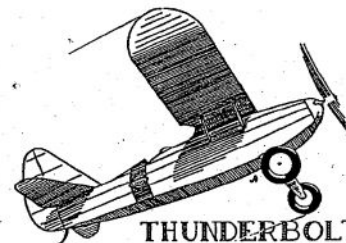
#### CONTEST RULES

#### MODELS

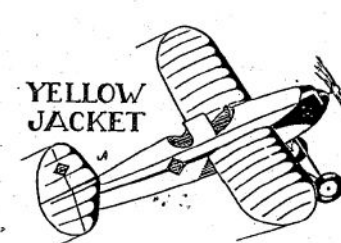
1. Entry must be a recognized Jimmie Allen design.
2. Entrant must be the builder of the model.
3. Model must be flown in its original size (no scaling) with original outlines and cross-sections, including airfoils, dihedral and wheel diameter.
4. Propeller diameter will be no larger than shown on the plan or provided in the kit. If no kit is available and the plan does not show it, the propeller diameter shall not exceed 33% of wingspan. Propeller may be any pitch. Wood or plastic propeller may be used.
5. No folding propellers, but free-wheeling is OK.
6. No limit on rubber motor size or model weight, but reducing structure, wood sizes or covering material is not permitted.
7. Strengthening the structure and minor changes to accommodate a winding tube and/or dethermalizer are OK.

#### FLIGHT RULES

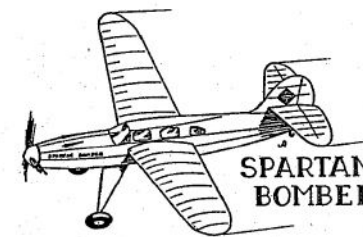
1. All flights must be Rise-Off-Ground from earth or a suitable long hard surface, such as a sheet of plywood or a table provided by the club.
2. The contestant's score will be the sum, in seconds, of the three longest flights of six attempts. Maximum flight time is 120 seconds (was 180 seconds last year). Flights under 20 seconds are not official and need not be counted.
3. Any tie scores between clubs will be resolved by totaling the fourth highest flight time of the team's 3 members, the highest total winning.



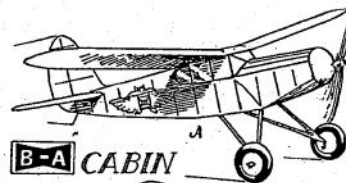
THUNDERBOLT



YELLOW JACKET



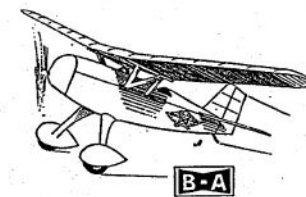
SPARTAN BOMBER



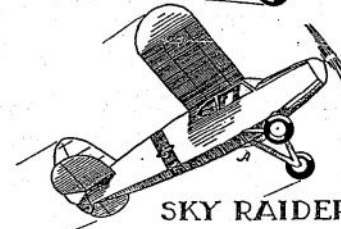
B-A CABIN



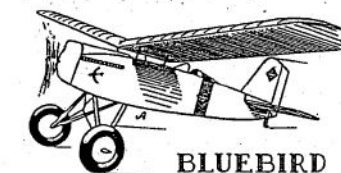
SILVER STREAK



B-A



SKY RAIDER



BLUEBIRD

## JIMMIE ALLEN MODELS

Illustrated by Jim Alaback

### JIMMIE ALLEN MODELS AND PLAN SOURCES

These models have been identified as "Jimmie Allen" by their present plan suppliers, as listed below:

Name/Wingspan	Originally kitted by or for	Present Supplier*
B-A ("Skokie") 25"	Easy Built	EBM (kit), JP, OMS
B-A (Parasol) 28"	Ontario Model	EBM (kit), JP
Blue Flash 24"	Pocahontas Oil	JP, OMS
Bluebird 38"	Skelly Oil	JP, OMS**
Silver Streak 32"	Skelly Oil	JP, OMS
Sky Chief 40"	Country Club Aero	JP
Skyraider 26"	Skelly Oil	JP, OMS
Spartan Bomber 32"	Skelly Oil	JP, OMS
Special 20"	Reginald Denny	JP
Thunderbolt 22"	Toledo Model	JP
Thunderbolt 24"	Skelly Oil	JP, OMS
Yellow Jacket 26"	Skelly Oil	JP, OMS

#### \* Supplier Code:

- EBM: Easy Built Models. Kit #FF-12 is the "Skokie" cabin design and kit #FF-68 is the parasol design.
- JP: John Pond Old Time Plan Service, P.O. Box 90310, San Jose, CA 95109; telephone (408) 292-3382, 10 am to 3pm, Tuesday and Friday only.
- OMS: Oldtimer Model Supply, 1924 E. Edinger, Santa Ana, CA 92705. Tel. (714) 258-0805. (OMS also carries Jimmie Allen wheels, prop blanks, etc.)

\*\* The JP plan is a duplicate of the original, and authentic, but is half-size. The OMS is full size, redrawn by Jim Noonan, but contains some alterations.

## 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 along with 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" scaled up) 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 to 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 15<sup>th</sup> July 2025** to Curzio Santoni ([cusanton@tin.it](mailto:cusanton@tin.it)).

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

### SPECIAL PRIZE VIC SMEED

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

### SPECIAL PRIZE DAVID BECKER

The 2012 was the 5<sup>o</sup> 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



Our Vintage weekend was a bit of a flop with just two visitors. My grandson Josh from Hamilton and Dave Thornley. Two of our guys Dave and Dylan ended up with Covid so were out of action.

The *Hummingbird* event ended up a grandson /

grandfather event which the time keepers said was a draw. Best flight was 6m 43s off a 2 minute engine run.

Josh put a smaller prop on his and spent most of the weekend flying it like a pylon racer.

Dave had a very nice *Powerhouse* built by Des Towers that seemed to stay up all day. And I did a lot of S/C flying with my Mills1.3 Simplex and Mills75 Hummingbird.

We didn't hear anything from the Levin crew.





## Report by Stew Cox Photos by Ross Gray

After five postponements, the organisers were sweating leading up to Saturday 16<sup>th</sup> November which was the last postponement date available to us for this event. Typical of the particularly wet and windy Spring in the lower North Island, the weather leading up to 16 November was also rough although an incoming High was forecast by MetService to arrive in the weekend – would it arrive in time for our Saturday event? I'm relieved to say that the Levin microclimate came through with a very flyable day with light winds through to the lunch break and a mean wind speed of about 12-15 kph after lunch - just as MetService had forecast. There was a little bit of drizzle as people were arriving but this cleared about 40 minutes after our planned start time despite the lack of wind to move it along. The Levin microclimate was very evident with the locals well aware that unlike further south, the Levin flying site doesn't really get strong southerlies. By contrast those travelling from the south drove to Levin with a strong southerly tailwind and through the odd shower with the Kapiti flying site blowing 30km/hr plus gusting high 50's most of the day.....and it was even windier in Wellington. And those driving to the Levin field from the north drove through heavy rain and wind as the secondary front moved through the Manawatu and southern Taranaki.

Attendance was understandably down with the mixed weather leading up to the event and all the postponements. Eleven people flew with ten recording scores. We also had a few spectators including an old school friend of Kevin Daly who brought along a Junior 60 he was looking to restore. It was also great to see Allen Teal come along and show great interest in the vintage models that were on show. Allen is a former President and Life Member of the Papakura Manukau Aeromodellers Club and has recently

moved into Speldhurst. It will be great to have Allen joining us flying at Levin in the future.

There was one new model flown at the event which was a stunning Comet Sailplane, very well built as always by Trevor Glogau. The Sailplane is an iconic vintage model that was designed by Carl Goldberg and kitted by Comet. Trevor has powered the model with an electric motor and he even has a retractable single wheel working well as per the original.

Farthest travelled was Dave Crook from Waverley who got a lot of flying in as well as his contest flights and enjoyed his day.

The Spring grass growth had been exceptional both due to the weather and the time of year given all the postponements. The nicely cut strip was a bit like landing on an aircraft carrier with the surrounding knee length grass ready for baleage. Fliers coped well though until the wind came up a bit after lunch which made the spot even more elusive. Only twelve of the twenty-five competition flights landed on the spot and most of those were flights before lunch.

In Precision, Levin locals Kevin Daly and Joe Bradbury shared the win, both making all their flight times and only missing one spot each. Dave Crook was a close third being a bit short of both the time and spot on his third flight.

In addition to an enjoyable BBQ provided by Kevin and Bryan, we were all particularly spoiled when Levin Club President Des Richard's wife Stephanie arrived with some lovely home baking treats.

With the later start due to the drizzle and the wind up a bit after lunch, rather than fly duration and Texaco events, most people left a bit after 2.00pm having enjoyed another relaxed and social vintage flying event at Levin.

## Vintage Precision

1=	Kevin Daly 1940	Levin <i>Buzzard Bombshell</i>	580
1=	Joe Bradbury 1946	Levin <i>Junior 60</i>	580
3.	Dave Crook 1938	New Plymouth <i>Lanzo Bomber</i>	577
4.	Terry Beaumont 1947	Kapiti <i>Southerner</i>	538
5.	Ian Crosland 1939	Kapiti <i>Mercury</i>	525
6.	John Miller 1940	Kapiti <i>Buzzard Bombshell</i>	493
7=	Bryan Treloar 1936	Ashhurst <i>Red Zephyr</i>	360
7=	Stu Hubbard 1945	Ashhurst <i>Junior 60</i>	360
9.	Stew Cox 1940	Wellington <i>New Ruler</i>	200

## ½ A Texaco

1	Ross Gray 1940	Ashhurst <i>Playboy Senior</i>	782
---	-------------------	-----------------------------------	-----

# JOHN SELBY MEMORIAL EVENT

LEVIN, November 16th



- T-L Trevor Glogau *Sailplane*
- T-C Bryan Treloar *Red Zephyr*  
Carried by Des Richards
- T-R Joe Bradbury *Junior Sixty*
- B-L *Dixielander* Dave Crook
- B-C Ian Crosland *Mercury*

# The First SAM World RC Championships

Report and photographs by László Török

SAM 5 Hungary ran the first SAM World Championship for RC models. Competition director was Torok Laszlo and Chief referee was Marko Laszlo. We formed a committee of four people to manage the eighteen months before the event: Geza Bognar, Zsolt Juhasz, Norbert Farkas, and its leader Laszlo Torok. They are all members and competitors of SAM 5 Hungary. The team of thirty-three directors and timekeepers were also involved.

After obtaining the permits from the SAM World Federation and the Hungarian authorities, the first task was to process the differences between European and overseas regulations. We solved this work by correspondence lasting more than half a year with Mr. Edward B. Hamler - the former president of SAM - who has been an excellent friend of mine for a very long time. I am very grateful for Ed's selfless work. He was supposed to come with a friend and already had his plane ticket but it turned out that his doctor did not recommend this long flight.

We decided that Jakabszállás airport will be the venue, where we have already organized two successful European Championships in 2013 and 2018. This is such a beautiful sports airport, where there is good

accommodation for about eighty people, (with a pool on the ground floor), the restaurant seats 170 people and its cuisine is excellent. We were given a large empty hangar to safely store the

and find lots of good pictures in the gallery: 2024 - SAM World Championship We also made a good YouTube film about the World Cup with English subtitles. SAM World Championship Hungary - Antique Model World Championship, Jakabszállás 2024. (www.aerosport.hu) - YouTube

And, finally, the big day came. There were 11 enrolled countries; 117 competitors; 437 different models. Sadly, our only registered Australian competitor, Allan Laycock, was unwell and couldn't come. We have been writing as friends ever since and send each other packages.

We are very proud that 10 youth competitors from Hungary started in the adult competition. Our most successful guy reached 6th place in the Electro Glider final, where he had to fly over 20 minutes for the podium places.

Mr. Bob Galler, president of SAM 5 and mayor of Jakabszállás, was the guest of honor at the ceremonial opening. Without the support of the city manager, this competition would not have been possible. After

the opening speeches, everyone could see a real "Hungarian" horse show. After that, the local modelers gave a demonstration, and finally a full size new Hungarian aerobatic plane showed the beauties of aerobatics. (continued next page)



models.

We created the website of the World Championship, where entries had to be submitted, and you can still see all the results



**Above:** Line-up of competitors.

**Below:** Opening speeches. From left - Geza Bognar (Interpreter), Gyorgy Szabo (Mayor), Bob Gellar (SAM President), Laslo Torok (Competition Director).



The competition took place over four days, as one day had to be missed due to the weather. On the other days, we were able to compete in really pleasant weather, more than a hundred models flew the every day. We thoroughly prepared our time trial judges, so they could handle the heavy workload well and there were no reservations about their work. Every fly-off was extremely exciting, they flew for a long time and it was possible to get on the podium with a very small margin. Every day results were announced after the finals, accompanied by the national anthems of the winners. These were uplifting moments for everyone.

At the Friday evening banquet, Czech competitor Kvetoslav Storek received the Grand Champion award. I think the many valuable raffle gifts were more popular than the Hungarian zither band, who played Hungarian folk songs during the dinner.

I'm not sure that I would get involved in the organization again and my wife would have a word or two for me, but this big competition brought me and all the participants so much experience, joy and friendship that I will never forget. Finally, the two beautiful silver medals and the cups I won look good in my display case.

(continued next page)

With the low entry fees of \$20 per model and the high costs, we were only able to organize the event because we had help from many supporters.

The municipality, which helped with a state tender; the Hungarian Modeling Association; many companies and individuals. The judges and directors worked for free, we only paid for their training and meals. At the end of the competition, income and expenses were equal.

I respectfully send my greetings to all New Zealand antique modellers, I wish you beautiful flights and safe landings.

**Laszlo Torok**  
SAM 5 President

PS: A week after the Championships we received the shocking news that Bob Galler, President of SAM, passed away after returning home. It affected everyone very deeply, because our personal meeting also convinced us what a great person and modeling partner we have lost. We will keep his memory alive.



**Above:** The Piper is one of the most popular scale subjects in Europe. At the Championships this one was used as a glider tug.

**Right:** In the sailing category, I competed with the model of a Hungarian clubmate who is now 103 years old. The model's name is *Bigin*.

**Below:** The special cups I designed were very successful. Many of us worked to make these come true.





**Above:** Bob Galler on the left, me in the middle and Suman K. Saripalli on the right. We are very grateful to our American friends for taking the long journey to meet us. Bob's subsequent death saddened everyone.

**Right:** This souvenir was given to those who helped the most in organizing the World Championship.





# The First SAM World RC Championships

Report and photographs by László Török





**Editor:** Thank you László for your description of the SAM World Championships. It was a huge achievement and a credit to all involved. I have included the four photographs on this page to highlight some aspects of the Championships that added touches of class and community involvement - things that may not happen at NZ events. Perhaps we have something to learn regarding the promotion and running of our events?

**Left:** Impressive keepsake for competitors. **Top middle:** Flower bouquets for lady attendees **Top right:** Local craftsmen involved with displays.  
**Bottom centre:** Entertaining display by other local interests. **Bottom right:** Daily talks about the events for child spectators.

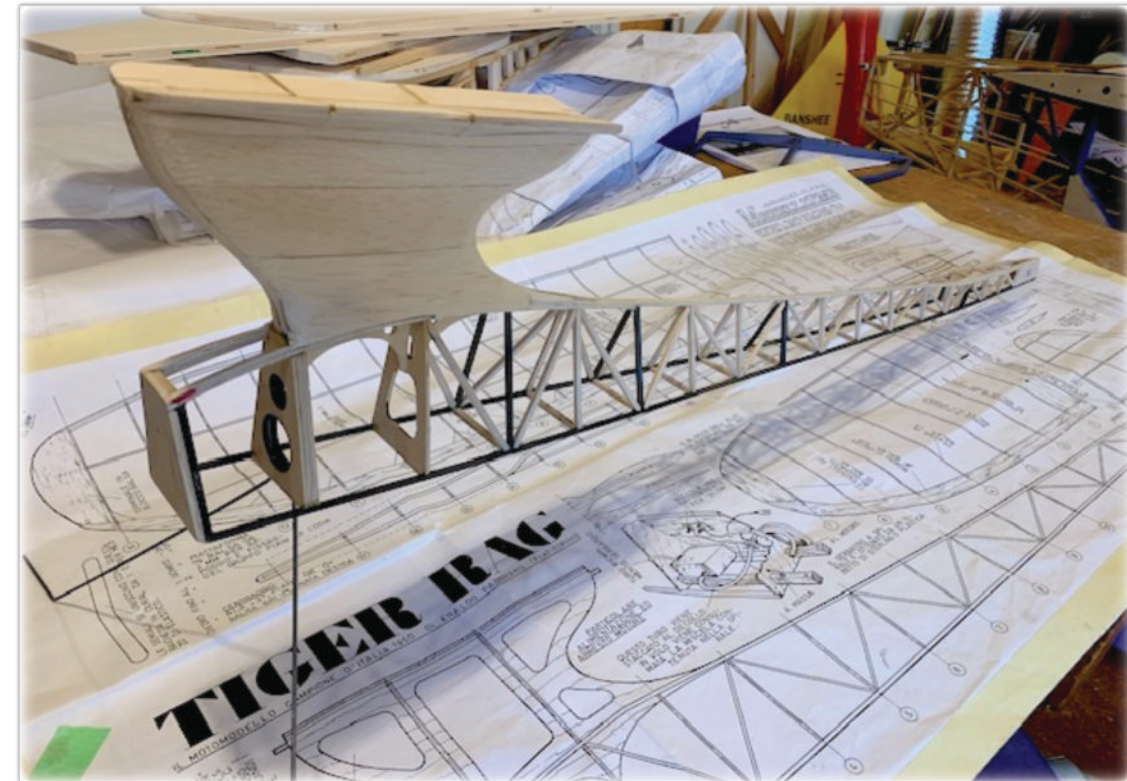
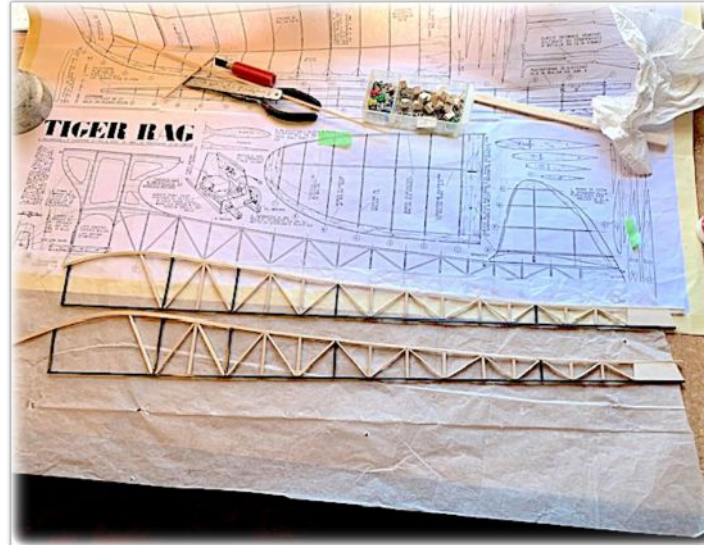
Here is the first installment of my Tiger Rag build log. Quite a challenging build. The thought of building the fuselage in 1/8 sq balsa scared me so I decided to use some 3mm sq carbon tube. I soon found out the square tube does not bend, even though I heated it and used a former. So the build is a compromise with carbon for the lower longerons and 1/8 sq balsa laminated from 2x 1/16<sup>th</sup> for the top and balsa and the occasional carbon tube for the balance.

I don't think weight will be a problem as I want to use a 350 2S lipo for Classical 1/2 E Texaco, so need a dry weight of 16 ounces according to the rules. The fuselage is essentially finished. I've added an extra panel at the front to create an electric motor mount firewall and this puts the propeller in a similar plane to using an IC engine as in the original.

The U/C is plug in for convenience. Have not decided on a motor yet. Will use the 5.5 gram JX metal geared HV servos most likely on pull/pull, but that will have to wait until I see how the CG is situated. It's unlikely to be nose heavy but if the unlikely happened, then I'll put them in the tail. Next job is the wings and then the tail feathers.

I'm bouncing between projects at present, when I get bored with one I swap, they're slightly different in size, It's a 112 inch clipped wing Taylorcraft and will have a 111cc petrol twin up front !

Barrie.



When one of our group departs, he leaves models behind. There are a lot of worthy models out there, waiting for some TLC to get them back where they belong - in the air. I am busy refurbishing an old free flight sparkie Clipper and converting it to RC/Electric. It is one of Ian Henry's masterpieces, probably built in the 80's and always flown FF with a spark ignition engine. It's incredibly light for such a big model, just 28oz without wireless or engine. Clubmate Geoff picked up a giant Hayseed, while one of the glider guys who is becoming interested in Vintage has a lovely New Ruler, all from the same source. Our thanks go to club mate and long time supporter of vintage flying, Mark Ventor, for passing these fine old aeroplanes along to active fliers. I'll share how they go as we get them back into the air.

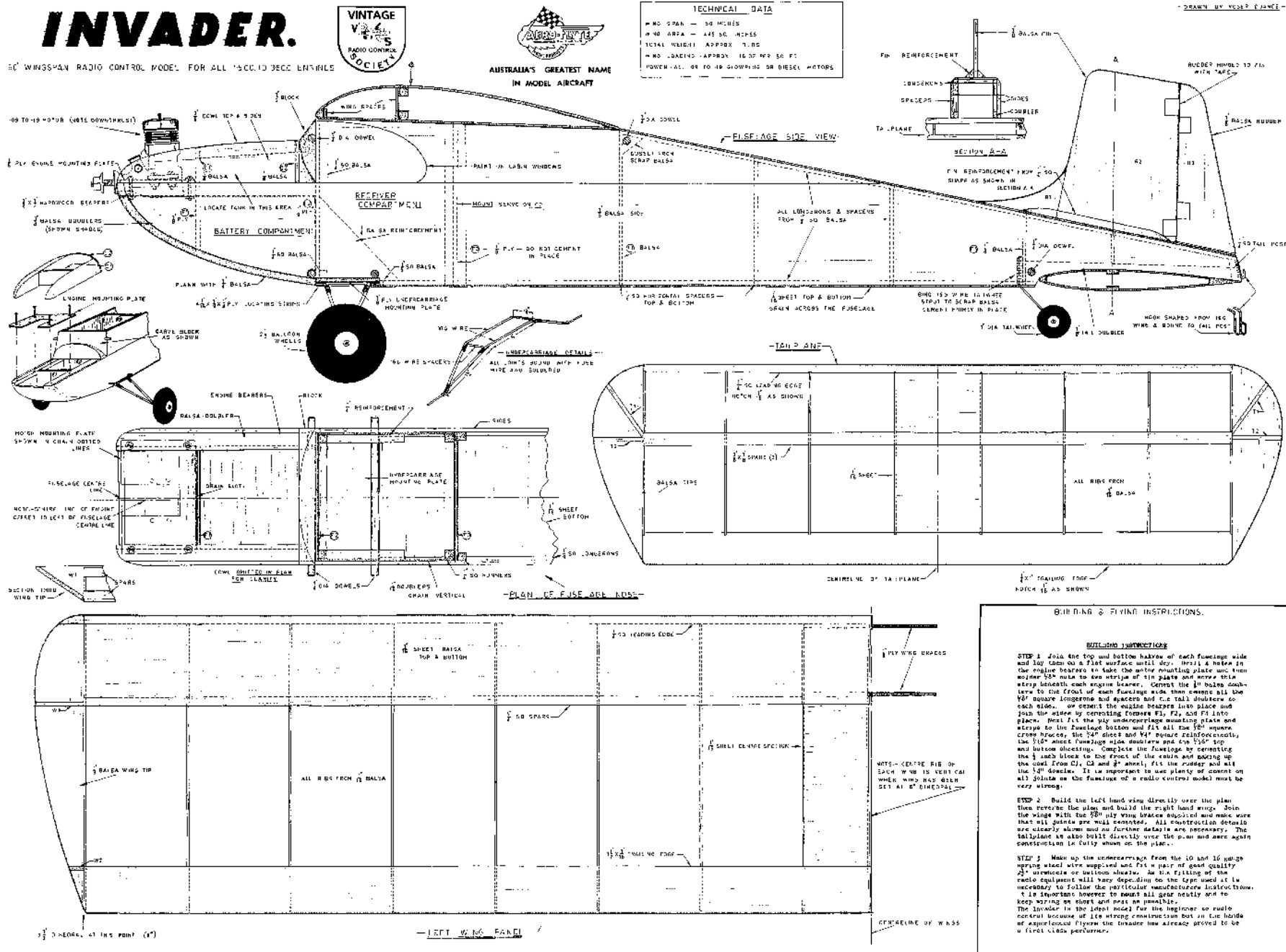


# AEROFLYTE INVADER

## 1961

## Classical single channel

### INVADER.



**INVADER**

A 50-inch wing span radio control model kit for 1.5 cc-.2.5 cc. engines. The Invader is a proven performer and is ideal for a first radio model. Beginners will appreciate its simplicity and ruggedness, while experts will acclaim its wonderful performance.



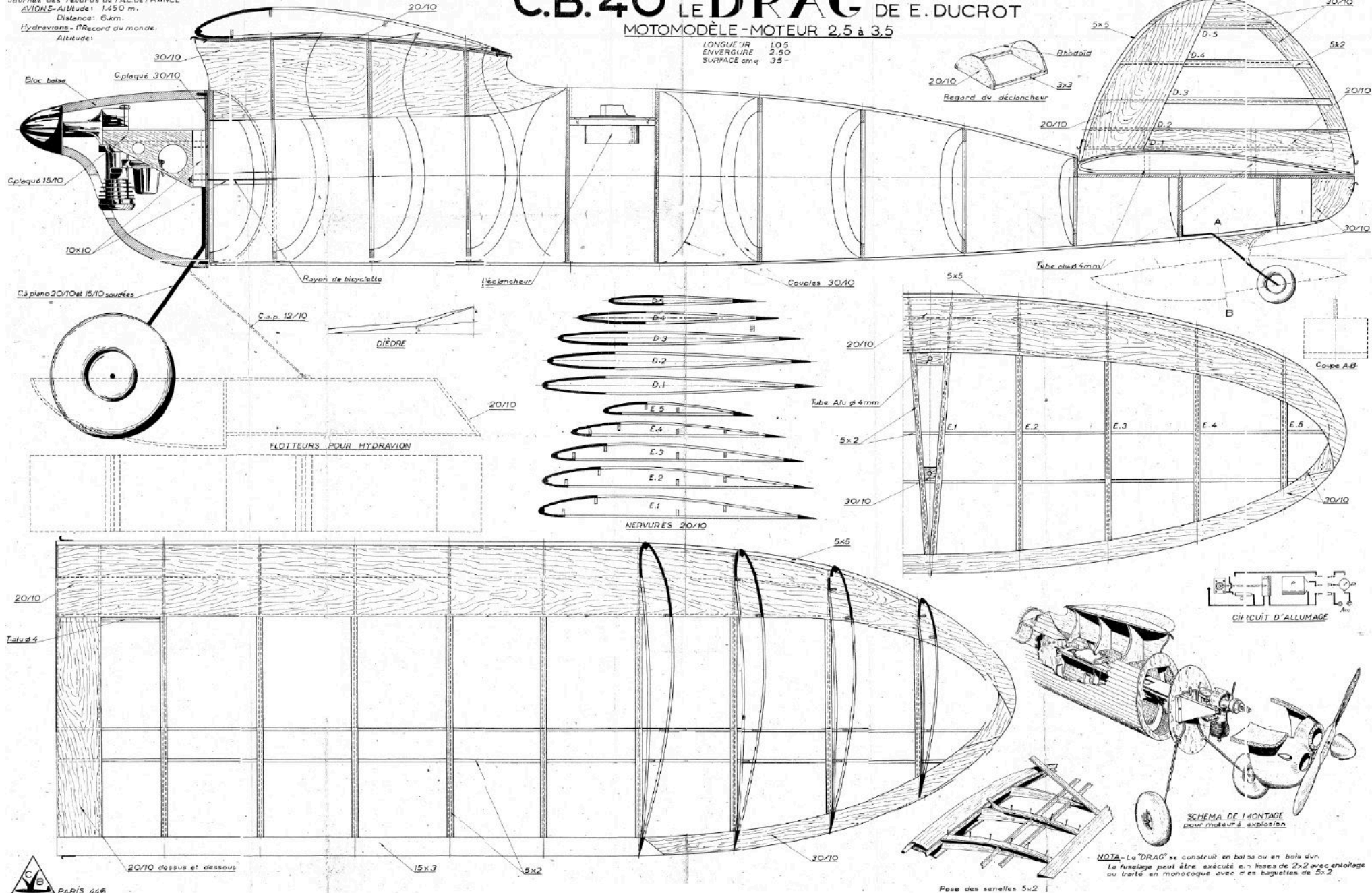
### PERFORMANCES HOMOLOGUÉES

Journée des records de l'AC de FRANCE  
AVIONS-Altitude: 1.450 m.  
Distance: 6 km.  
Hydravions - Record du monde.  
Altitude:

## C.B.40 LE DRAG DE E. DUCROT

MOTOMODÈLE - MOTEUR 2,5 à 3,5

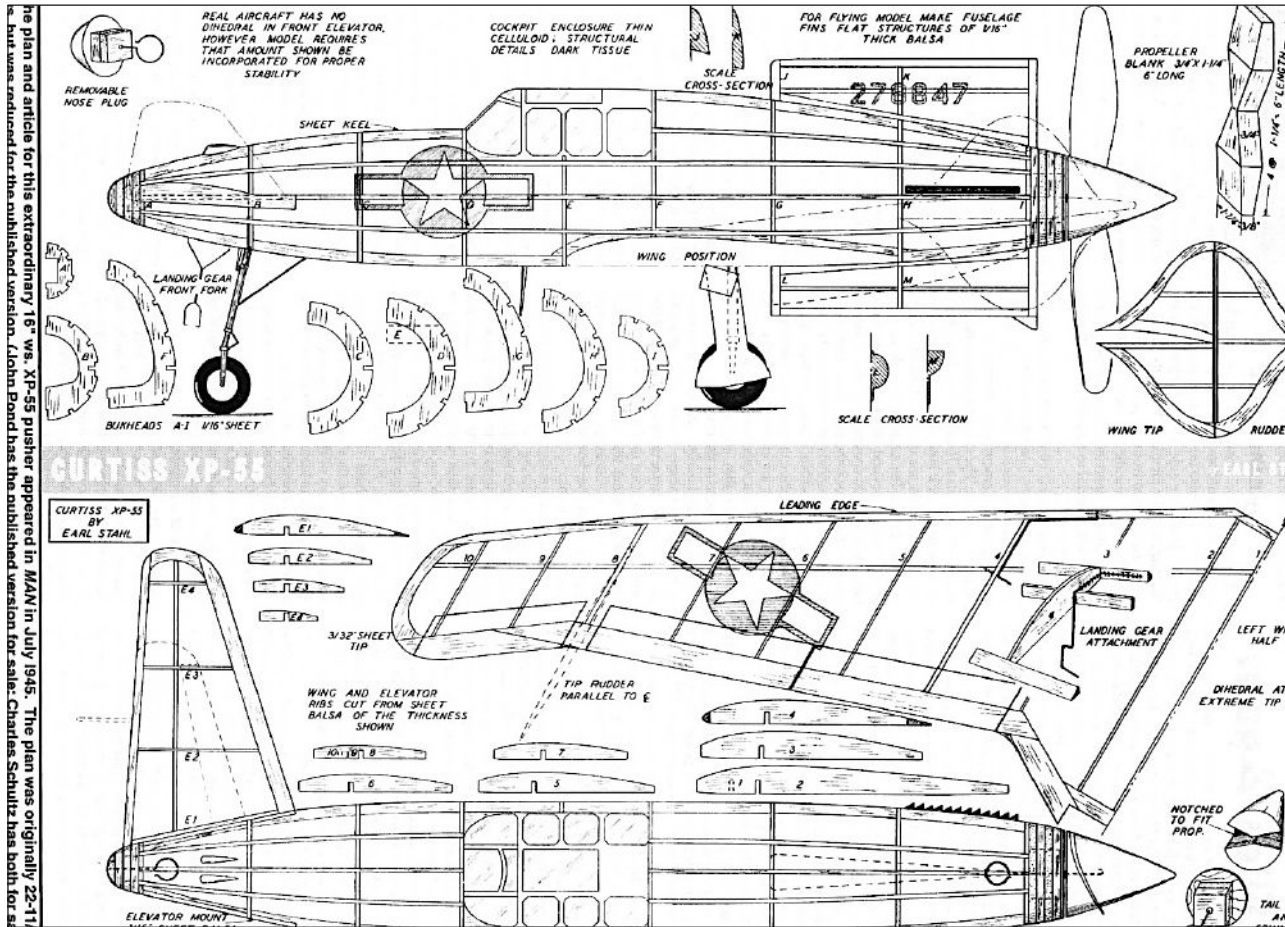
LONGUEUR 105  
ENVERGURE 250  
SURFACE cm<sup>2</sup> 35



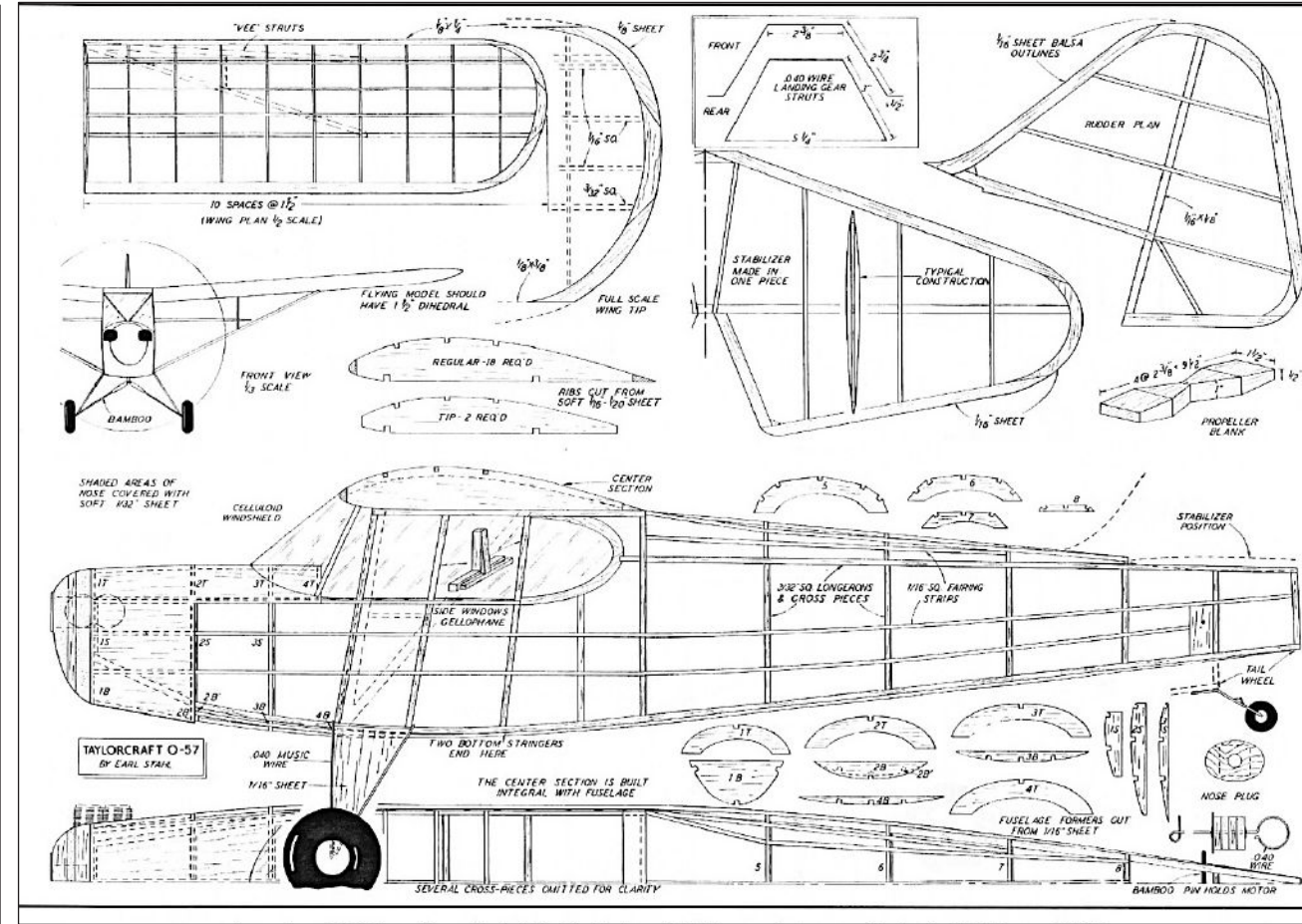
# Two designs for Scale Texaco

# Earl Stahl

## XP-55



## Taylorcraft





### 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  
rwcartwright4@gmail.com

### Standings at 30 November

#### Precision Classes

##### Vintage Precision

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

##### Classical Precision

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

#### Duration Classes

##### Vintage IC Duration

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

##### Vintage E Duration

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

##### Classical IC Duration

1.	D Thornley	375
----	------------	-----

##### 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

#### Texaco Classes

##### Vintage 1/2A Texaco

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



# RC Top 10 Leader Board

Standings at 1<sup>st</sup> December 2023



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

## Vintage 1/2E Texaco

1.	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
3.	<b>B Russell</b>	<b>1075</b>

## 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

A Knox	1640
--------	------

# Three TUI Christmas sentiments, plus one for the Nationals

**Three Wise Men,  
a Virgin and a Donkey.**

**Yeah right.**



**Carols by candlelight.**

**Yeah right.**



**It's better to give  
than receive.**

**Yeah right.**



**It's not about winning,  
it's about participating.**

**Yeah right.**



# THE LAST STRAW

