

AVANZ

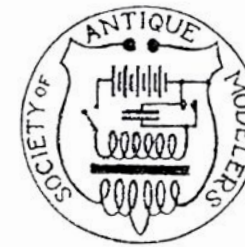


NEWS





Committee Notices



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I mentioned concerns about the future of Vintage competition due to falling participation at the Nationals in my Nationals report. This has prompted the SIG committee to re-think the classes and rules along the lines of ideas expressed over the last couple of years. While the current rules have served us well, it is felt we need to slim them down, condense and simplify.

To that end a proposal has been prepared and worked through with the following goals for all Vintage events: Reduce the number of classes, standardise classes around common rules, and simplify event tasks. The changes have the goal of making Vintage more accessible and able to be flown with fewer different models.

Some of you will have had input into all this over the months.

Revisions in line with these goals include:

- Replacing separate periods with a single Vintage period ending on December 30th 1975.
- Introducing spot landings for all RC classes.
- Combining Electric and IC classes where we can and having common tasks and target times to allow this.
- Removing age bonuses.
- Removing minimum wing loading in RC classes.

- Aligning Open Texaco with E Texaco by determining fuel quantity by aircraft weight
- Other minor details such as rewording where this better clarified meaning.

A draft of revised rules have been prepared for the SIG Committee. Once we come close to consensus, it will be shared through the AVANZ list for comments.

If they are approved, we hope to have the revised rules in place for the next Nationals.

Allan Knox

COVER Stu Hubbard with his *Miss America* and *Junior Sixty* at the Bob Burling Memorial at Levin. Photograph by Ross Gray.

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IRREGULAR COMMENTS

from the Editor

Irregular = occasional, improper, unofficial, rough



A New Path?

From around the world, I read of aeromodelling groups of most types facing a decline in flier numbers.

In the Old Country, the FF group is trialling a contest format that combines up to seven different events to achieve viable entry numbers in the resulting bag of all-sorts. From New South Wales, the President of SAM 1788 reports in the January 2025 *Thermaleer* "Looking at the membership numbers, time and tide is catching up with us. Only three SAM members in Queensland, and as SAM in Victoria, Queensland and South Australia are no longer with us, it looks like we are the survivors."

For the size of our population, we are hanging on reasonably well, but the warning signs are there in a decline in participation at the few remaining contests. Obvious steps such as combining contest events in both RC and FF have already been taken, yet the showing at last year's Nationals calls for more.

This matter was raised At the Vintage AGM, and the Committee was tasked with finding ways to rekindle some of the enthusiasm that we saw in the early years of the local Vintage movement. Not an easy task when our current organisation has limited appeal to the typical aeromodeller of today - and, it seems, to some of our current membership.

The possible solution being discussed by the Committee may seem a bit radical, possibly unacceptable to some, or worst of all, it may be thought to go against that ineffable "Spirit of Vintage". Yet, without a major overhaul we can, on current showing, expect a further decline of the movement.



Plugging the holes in *HMS Vintage* is not going to be enough - we need to build a new boat.

I have a suspicion that lower participation is not so much caused by a decline of interest in Vintage as by a decline of interest in competition. That is certainly the case with me, where contests are no longer about striving for high scores, they are just the excuse to get out to fly my models in the company of others. I would be as happy, maybe even happier, just to be pootling around than to be hunting for a winning score.

Recently, Wayne Cartwright introduced me to the website of the *Vintage RC Society*, a special interest group of the AMA. This group has a yearly one-design build, as we have done previously with the *Gloworm* and *Jumpin' Bean* designs. These builds generated interest and added a group-oriented aspect to our Vintage.

The VRCS's choice of design for this year is the *Pronto*, a simple, attractive 3-channel model that is featured in this issue. Perhaps a design such as this might make a good one-design build for us?

This is the address for the VRCS web-site. It is worth checking out to see how others organise vintage activities: <https://vrcs.clubexpress.com>

INCOMING

Roy Smith *Canada*

Hi Bernard,

I was interested to read the discussion about 8 oz/sq ft being a required wing loading for "safety" reasons. I am led to wonder - what aspect of safety?

Is it the safety of the public?

In that case, I would have thought that lighter was better. The higher the wing loading the faster the glide, so it leads to a heavier, faster, model - more dangerous I would have thought.

Is it instead the safety of the airframe?

In that case I would have thought that it was something of a 'toss-up'. heavier CAN mean stronger (but not necessarily) but it also means greater impact forces, so is it really any safer?

And then I am led to wonder why legislate for the safety of the airframe as surely that is something for the builder to worry about? If his model breaks he needs to make it stronger, and heavier doesn't mean it won't break.

I decided to investigate how 8 oz/sq ft compared with what I would consider 'normal' models. I thought I would look at some other jurisdictions that legislate a minimum weight. In the USA (where I fly, despite living in Canada) the rule for 'Nostalgia' Free Flight Power Models is 1 oz/.01cu in of engine displacement. That translates to 15 oz for a model with a 2.5cc motor (regardless of wing area). The purpose of the limit is to restrict potential performance - and to reflect the norm for that period of model construction.

A typical model for that size engine would be in the 350-450 sq in range - 2.4 - 3.1 sq ft, giving a wing loading in the 4.8 - 6.25 oz/sq ft range - and those models are quite rugged. The FAI rule for power models is 300g/1cc, or 10.6 oz/cc - 26.4 oz for a 2.5cc powered model.

Those models are typically quite a bit bigger than the conventional power model - with folding wings, etc. I think their wing area is typically around 600 sq in or more (but I don't have the rule in front of me) so that would be 4.17 sq ft or 6.3 oz/sq ft - very similar to the 'Nostalgia' models. That minimum weight is set, again, to restrict performance, not with a view to safety.

Best regards.
Roy E. Smith

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

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

Jul/25	245	FF	Aggregate
Jul/25	139	VINT	RC Vintage E Rubber Texaco
Jul/25	140	VINT	RC Classical Precision
Jul/25	141	VINT	RC Sport Cabin IC Texaco
Jul/25	142	VINT	RC Sport Cabin E Texaco
Jul/25	246	FF	Open Glider
Jul/25	247	FF	FAI F1D Indoor Rubber

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

2026 NATIONALS at Waipukurau, Hawkes Bay



78th MFNZ Nationals are ON!

The Nationals Team are delighted to announce that the coming 78th Nationals are ON! We have a new venue and location for the 78th Nationals and have been working very hard on sorting logistics. Our goals were to find a better location that is easier to find fields nearby, with all the

functionality we need, in fantastic condition and which provides for closer accommodation, allowing everyone to mix-n-mingle more easily.

First, the dates. To hopefully hit a more reliable weather pattern and easier travel and allow new year celebration and family time, the dates will be :

- 3rd January (Saturday) Registration Day
- 4th January (Sunday) 1st days of flying events
- 8th January (Thursday) Final day of competitions
- 8th January, Prizegiving at 7.30pm

The venue is in Waipukurau, Central Hawkes Bay. Not only have we found an awesome site, but there are many activities and attractions in the region for those not actually competing, wineries, beaches, and more. Napier is less than an hour away.

Waipukurau is an easy location to get to from North and South.

Full details on the MFNZ website.





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 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 flight

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

JUST ONE MONTH LEFT



The 25th of April turned out to be a big day for most of us, spending most of the afternoon at the Freeflight field in DeHavilland Road, New Plymouth, flying HLG, CLG and TLG glider for the international postal *Heave Ho* competition and then later meeting in the evening at the Star Gym in New Plymouth for an indoor meeting to finish off our Heave Ho classes with indoor 6 inch Catapult Glider (F1N-150) and indoor Hand Launch Glider (any size).

Two weeks back we were enjoying ourselves flying in our spectacular big Category 2, 14 metre high TSB Stadium, but the Star Gym is our smaller Category 1 hall and ism perfect for the Heave Ho stuff.

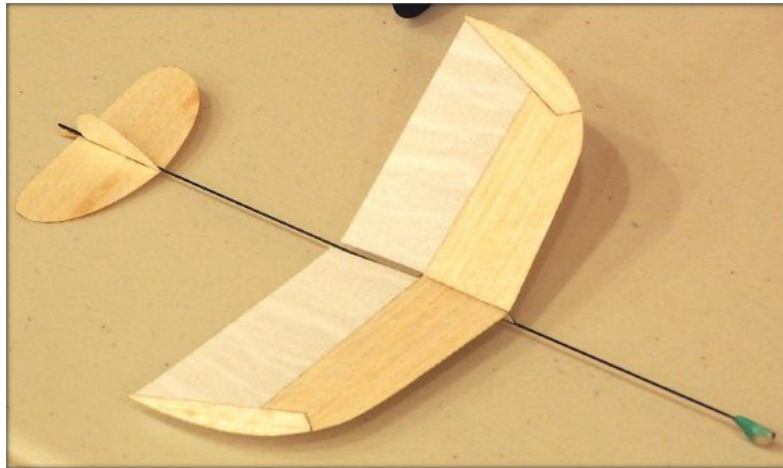
We started off with twelve untrimmed 6 inch Catapult Gliders and a whole bunch of people ready to give it a go. To give you an idea of what we were flying, I spent the week building and repairing a fleet of ten CLG gliders. There were three newly built *Micro Protege* models from J & H Aerospace that Joshua Finn donated as part of the prizes for last year's *Heave Ho*. These are beautiful little models and the kit comes in a pack, to make 3 models.

They have beautiful 30 thou carbon tube fuselages and very thin, ca safe, 25 thou foam flaps that are laser cut and ready to assemble. With everything laser cut, it was a pretty quick build with 3 models finished in an evening. The 25 thou Vector Board foam flaps, elevator and rudder make for a pretty light model, that came out at about 0.7 grams.

These kits are a wonderful way to quickly compete

in this novel class. My best efforts - building from plans getting better with each attempt was that the 4th one I made, came out at 1.8g, not too much over the 1.5g design weight but a lot of time and effort expended. The kitset is definitely the way to go.

Being flapped, tiny, and catapult launched, they are very challenging to trim. If the flaps on the wings are too stiff or even too floppy, then it is very difficult to get them to fly and transition properly.



Having a wing chord of only 50mm and very slow flying speed makes for very low Reynolds numbers and a lot of the rules of normal aerodynamics no longer apply. But just like Butterflies that have perfectly flat wings, they still manage to fly pretty well.

There were also 3x balsa flapped *Mini Sting* models that I built from plans a few years back that weigh about 1-5g to 2.0g. Len Surtees from

Australia (and organiser of the Heave Ho Comp) has Mini Sting's available in kitset form, from his [stingmk2gliders](http://stingmk2gliders.com) web page.

And then, to round out the fleet, there are 4x unusual gliders with no name that keen local man Robert Bolton donated to our cause. They are of his own design, with a swept back leading edge on one piece sanded flapped wings, mounted on a high pylon with very little dihedral and balsa rudder and elevator and carbon rod fuselage and weigh around the 2g mark.

Allen Lawrence, being a seasoned flyer, put in some time and made a couple of his own *Mini-Sting 6"* Gliders that looked very nice and flew as well as the rest of the models that others were flying.

The interesting thing about all this is that there were three very different models with weights from 0.7 grams to 2 grams and they all flew pretty well, with everyone getting flights over 10 seconds. Now, I know 10 seconds doesn't sound like much but if that's what you think, then you should get on and build one. You will gain a new respect for how much joy you can get out of getting a near perfect flight that is just a couple of seconds better than your usual flights. These little models may be tiny but they still float gracefully down from the ceiling to the floor.

As for bang for your buck, the \$25 or \$30 for a kit is likely to give you more pleasure than the thousand or more dollars spent on other models in your fleet.

Nearly everyone used the same size rubber for launching. It was stripped 25 thou(0.65mm) in a loop of about 10 inches (250mm) secured to a short stick. Some found that the model sometimes hit the stick and got better results by laying the rubber over the rounded fingerprint part of your thumb and launching without a stick at all.

The thickness of the rubber used is no restricted. If you use thick rubber, say 1/8th, it still launches but even 50mm of stretch hits the roof and as 40mm is not enough it is very difficult to get it right. Thinner rubber allows you to stretch much more and is far less critical to get the launch power consistent.

This was a really fun event with lots of people trying to remember how to trim and a fair bit of networking between people. As with all Catapult Gliders, each model is different and needs different angles on launch. The ultimate is to have a 90 degree vertical launch with a flop at the top to a gentle glide. As the flaps flatten out when the model flies faster, any hint of a stall will usually continue to stall rather than recover.

Being so light, these models have very little inertia and so are actually very strong and nearly impossible to break in normal flying. There is an occasional incident where the rubber doesn't disengage from the hook and there is a high speed splat that can wreck a model a bit but with thin launch rubber and careful placement of the plastercine on the nose, this is pretty rare.

To get nine fliers putting in times in 6-inch Catapult is pretty awesome. So many people having fun. In indoor Hand Launch Glider, there were four of

us flying, old hand and expert Allen Lawrence, Makena Allen(14) our new keen Junior and my wife Jo and I.

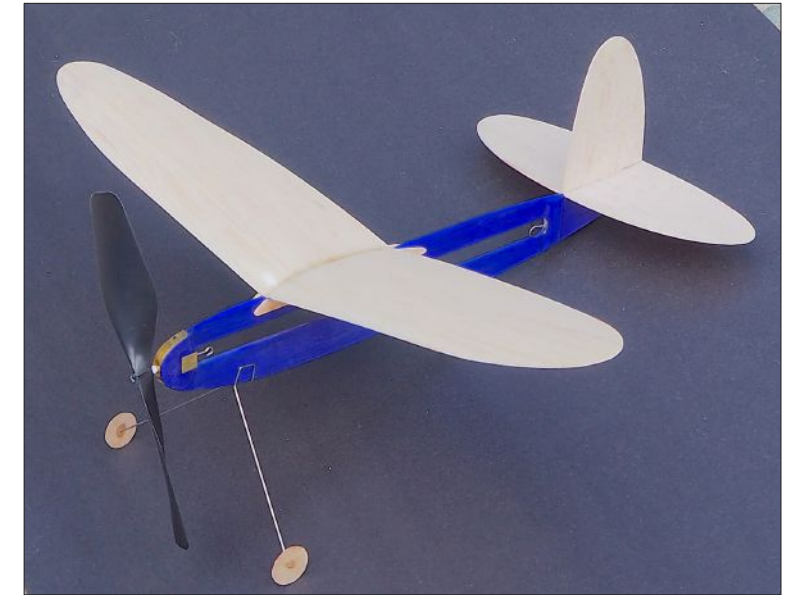
Allen showed his form with every flight being in the 'good' range. Its hard to be that consistent. He flies his own design *Sweepette* style 10 inch glider with a short nose and no flaps.

Jo was flying a big *Cats Meow* 600mm flapped glider and enjoying the smooth glide but being so big makes it fragile and a dive on its nose shed the wings and the rudder and we didn't have time to fix and re-trim it. So she may have done better but for that.

Makena (our Junior) was flying a 15" *Sweepette* and getting great flights for a beginner with a couple over the 12 second mark. Great to see.

I was flying my rebuilt 15 inch *Sweepette* but don't have a good arm and I need to practice a tip launch style for the future.

That concluded the *Heave Ho* contest but as there was still time left, we went on and put in flights for *Hornet* Precision. Five of us had Hornets to fly but Chris Allen and Alan Reed had trouble getting them to behave or fly for long enough to get to the 30 second target time. Rod did some great work with Alan Reed towards the end of the night and finally got his model nearer trim. Turns out that it had too much up elevator built in. A big slice with a razor blade and a reglue were the magic moves that transformed his model.

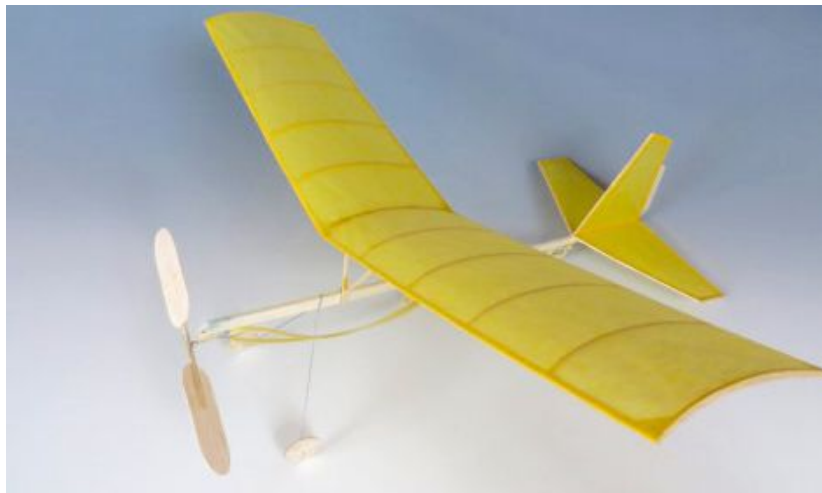


Jo was having issues with her model climbing too much and hitting the ceiling even on 500 turns. She crashed and broke the wing off, so on reglueing we put less incidence on and mostly cured that problem.

Allen Lawrence got very close with 29.7 sec but my second flight was about as perfect as it comes with 30.03 sec. We don't usually show the hundredths of a second but that is pretty close for sure.

Next time, we may well have five people flying Hornets !

While all this was going on, it is also worth mentioning that Makena was at last making great strides in *Hanger Rat*. For the previous 2 indoor meetings her Hanger Rat had pretty much refused to fly. We concluded that it was because the tissue was too porous. Tissue on the wings was replaced with Spotlight Tissue but then the tailplane tissue was also too holey. So for this meeting, all the tissue was replaced and wonder of wonders, at long last her model was showing signs of the promise we all hope our models will possess. We didn't run a *Hanger Rat* competition due to lack of time but her best practice time was 1min 46 sec which for a Cat 1 hall and a beginner is very good. I bet she is looking forward to our next indoor meeting ? It will be on Friday 14th June also at the Star Gym.



Results:

2025 Heave Ho 6 inch Catapult Launch Glider

Best 3 flights total

1st Alec Fuller
18.5,17.5,8.0,16.8,15.0,16.5,16.9,15.2,15.0 = 52.9

2nd Rod Brown
17.5,14.5,13.3,11.7,12.3,9.8,15.9,13.1,4.1 = 47.9

3rd Chris Allen 7.4,2.5,16.3,13.6,14.6 = 44.5

4th Paul
16.5,10.9,13.8,11.1,11.2,11.3,8.8,10.1,12.2 = 42.5

5th Allen Lawrence
8.9,12.2,12.6,10.6,11.9,12.8,11.5,12.4,13.3 = 38.7

6th Jo Fuller
14.7,11.9,8.3,10.3,10.7,11.1,10.7,10.7,2.4 = 37.7

7th Alan Reed
5.2,7.0,13.3,7.1,12.9,5.9,7.3,10.9,9.8 = 37.1

8th Dave Bull
10.2,10.2,11.2,10.6,11.2,9.4,11.5,9.3,11.1 = 34.6

9th Makena Allen 14.0, 9.8 = 23.8

2025 Heave Ho 6 inch CAT Junior

1st Makena Allen 14.0,9.8 = 23.8

Hand Launch Glider

1st Allen Lawrence
17.8,15.7,16.9,17.7,16.7,17.6,18.4,17.6,16.7= 53.9

2nd Alec Fuller 8.5,
12.6,5.7,11.8,5.6,11.4,11.1,14.8,6.5 = 39.2

3rd Makena Allen
10.8,12.0,13.0,3.1,2.1,7.1,11.8,7.7,7.8 = 36.8

4th Jo Fuller 12.9,9.4,12.0,2.8 = 34.3

Hand Launch Glider Junior

1st Makena Allen
10.8,12.0,13.0,3.1,2.1,7.1,11.8,7.7,7.8 = 36.8

Hornet Precision

Target Time was 30.0 sec. Final score shows by how much a flier missed the target, so lowest score wins.

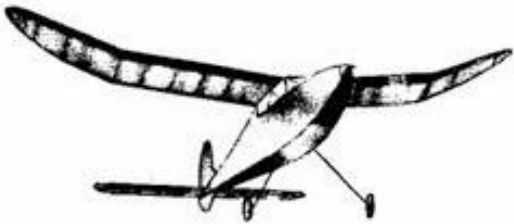
1st Alec Fuller 30.5, 30.03 = 0.0 sec

2nd Allen Lawrence 29.7, 28.7 = -0.3 sec

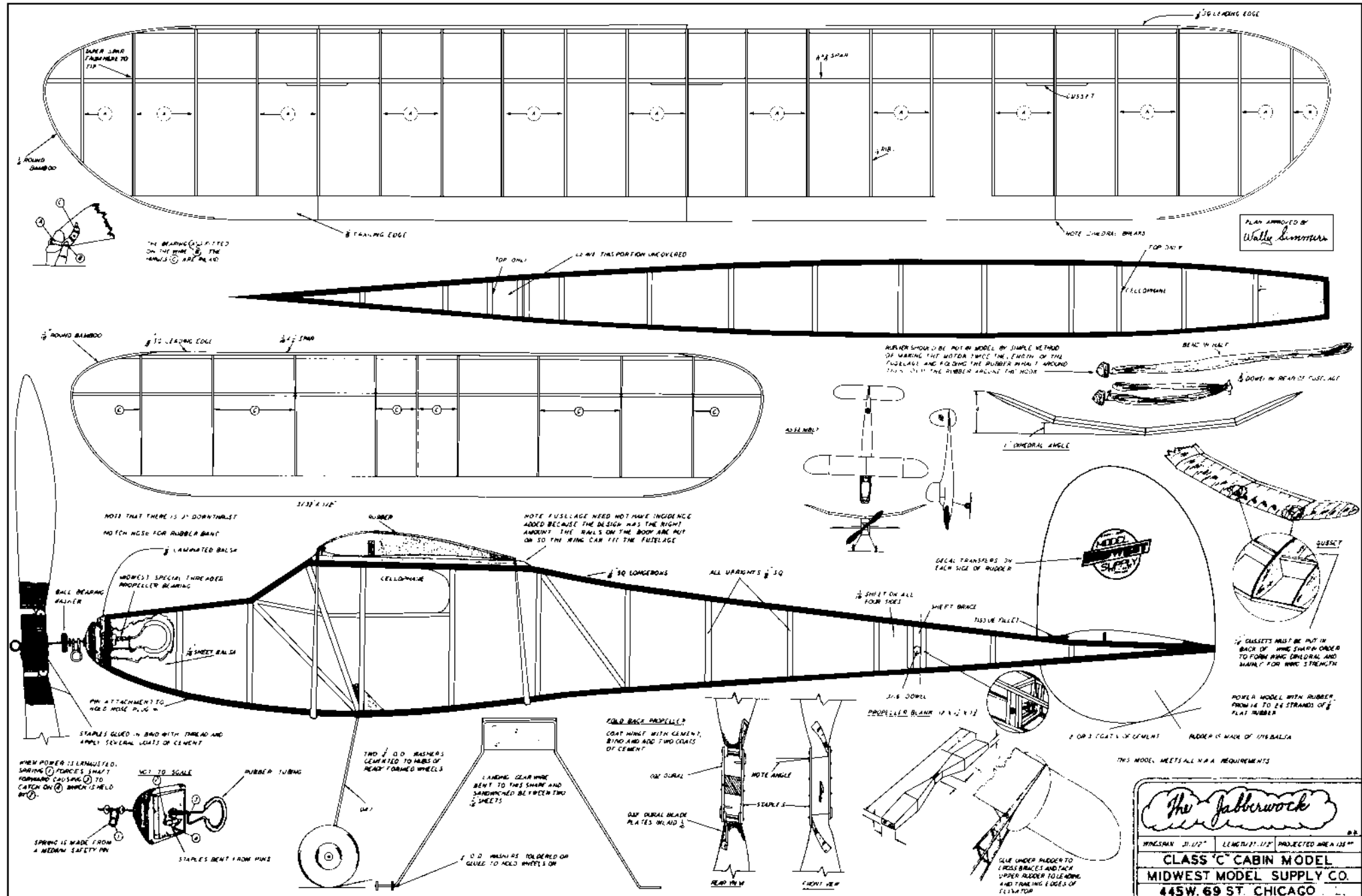
3rd Jo Fuller 24.7, 24.5 = -5.3 sec

Alan Reed and Chris Allen also flew but ran out of time.

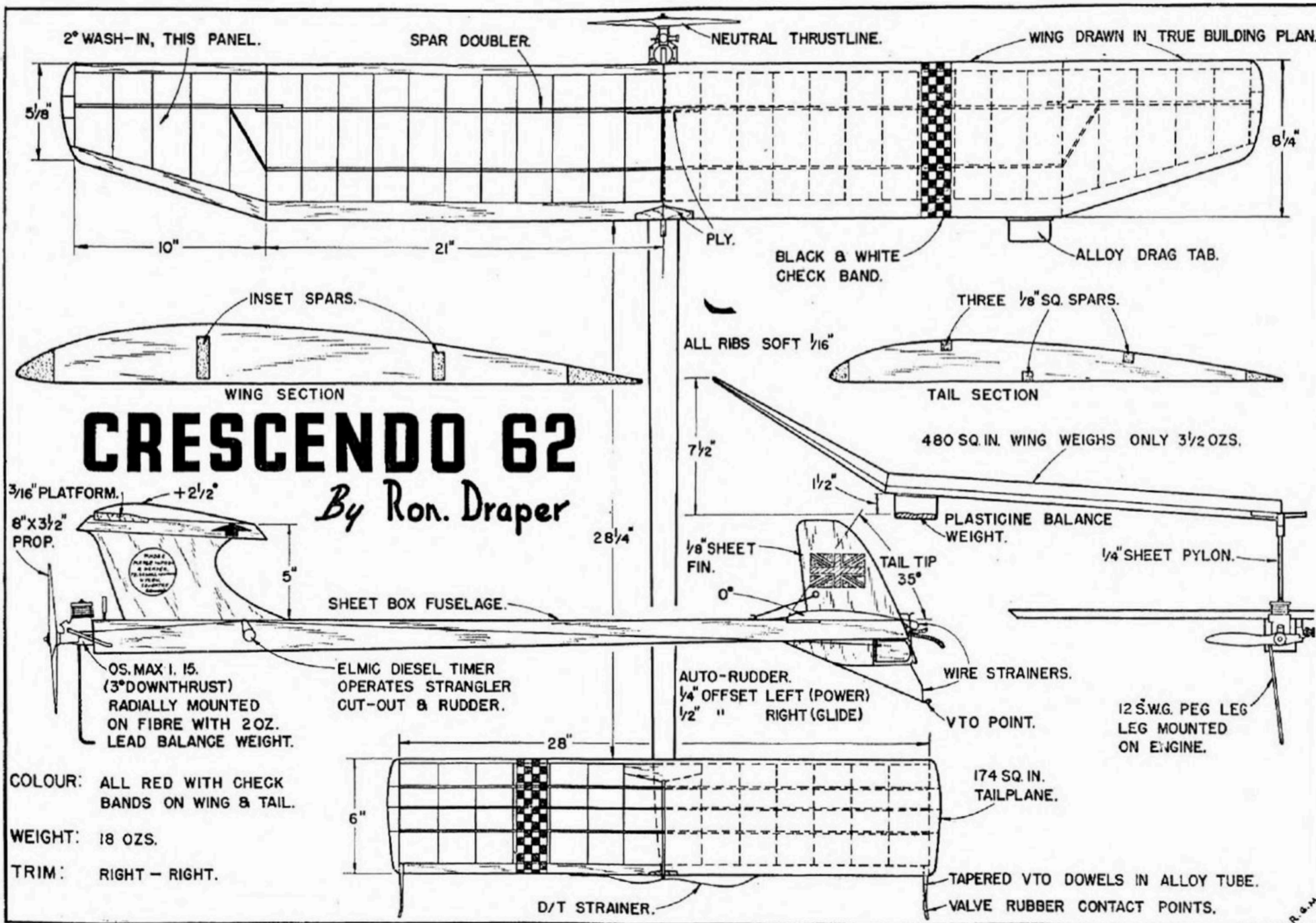
JABBERWOCK 1939 Wally Simmers



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



CRESCENDO 1956 Ron Draper



Crescendo has three points of ground contact, one under the rudder and two on the tailplan trailing edge. At launch the model was held almost vertical with the three points on the ground.

This got around the rise-off-ground requirement of the day which required unassisted takeoff from three points on the model - presumably in imitation of the undercarriage of "real" aircraft.

The VTO method had the model climbing vertically from release, avoiding a flatter launch that then had to transition to a climb.

Draper was World Power Champion in 1956 using a Crescendo, powered by an OS.15 engine.



Scram testing

Allan Knox

I had the fun of a strong thermal day on Friday over in Tai Tapu. I took the *Scram* out just to see what an E-duration vintage model could launch to with a decent fresh battery with enough current flow. Surprising results all around.

I had fitted a vario/altimeter and had it calling altitude every couple of seconds. Pack one fully charged:
1st flight 954 feet
2nd flight without recharge: 945 feet.
Pack 2 fully charged:
1st flight 985 feet
2nd flight without recharge 930 feet.

I'm impressed as I don't think it need to repower it with more cells and bigger motor on this model, just a decent battery has made a huge difference. She is back to 5 minutes plus off 20 seconds. I could see the model easily at this height too despite the blue sky.



I left the altimeter on and used the altitude calls to judge the lift. When you are way up there it helps a lot. This is the way I fly my big scale sailplane which has been as high as 3300 feet.

As I said, the air was good so flight times were something like 9 mins, 11 mins, 14 mins and 15 mins. there were 30kph winds aloft according to Dave Griffin who was flying a fully data linked gps racer alongside me. Despite this, the *Scram* was able to thermal well

down wind then trade height for distance coming home for another thermal.

It really was great fun and much more like a day out with my big scaley *SHK*.

Bob Burling Memorial Vintage Event

Levin Vintage flying at the Bob Burling Memorial Vintage Event
Saturday 24 May 2025

Report by Stew Cox, Photos by Ross Gray

After postponement from the very rough weekend before, the event was treated to a stunning Levin day. It was sunny with barely a cloud in the sky and the wind was as forecast being under 10 km/hr all day.

With seven regulars away or unable to attend on the wind date, there was some concern as to how many fliers we would have at the event. We needn't have worried as cars slowly but surely arrived. In the end we had nine fliers with eight recording scores and one sport flying. Even more encouraging was the attendance of a number of spectators including four from different lower North Island clubs who are keen to get into vintage RC flying. The easiest way into vintage flying is to pick up a second hand model and these seem to come up quite often at reasonable prices. Ask around and you will likely locate something suitable. Also feel free to contact the writer at Flierstew@gmail.com as I often become aware of vintage RC models looking for a new home.

The event started with Levin President Des Richards welcoming attendees. The Levin Club had located a trophy originally donated by Bob Burling. Des provided some background on Bob and announced that the trophy was being repurposed to be awarded to the winner of Vintage RC Precision at this event each year.

We also spent a few moments of reflection to remember master modeller and popular flier John Ellison from the Kapiti club who passed away in May. John was a regular flier at the Levin vintage events and had flown as recently as the previous Levin vintage event in February. John will be missed by us all. Many of John's exquisite models have found new homes and will be flown at future Levin events reminding us of John.

Flying soon got underway from the freshly cut strip and while there was initially a crosswind, it was so light that it had little effect on the flying. Eventually the sea breeze won and there was a light drift down the strip for the rest of the day.



Greg Findon with *Tomboy* after another successful spot landing



Paul Robertson is happy with the performance of his 1937 *Quiver*

Bob Burling Memorial Vintage Event

**Ian Croslan
Junior Sixty**



Ian Crosland from Kapiti flew a new model which was a very nicely constructed OS25 powered Junior 60. The model looked great and flew very well. It was great to see Paul Robertson of the Levin club sport flying a Mills 1.3 powered 1937 Quiver which flew well. The Quiver is a smaller 45 inch wingspan version of the well known Quaker design.

Vintage Precision was again popular with seven competitors. Joe Bradbury of Levin flew his 1940 Viking well to make a perfect score and also record a fly-off time. John Miller from Kapiti and Kevin Daly came second equal with their Buzzard Bombshells, both making all their times but missing one spot landing. Greg Fndon of Palmerston North Aeroners flew very well with his 1950 electric Tomboy coming fourth despite this design not qualifying for any age bonus points. Stu Hubbard from Ashhurst also flew well to make the spot on all three flights of his electric Junior 60 but was light on time on one of his flights. The writer landed a bit fast on his second flight damaging the wing mount enough to curtail flying his New Ruler for the rest of the day.

It was decided to trial a variation on Vintage Duration to encourage participation by those fliers whose engines were less powerful. After some discussion with fliers at the pilot briefing, it was decided to reduce the IC and E Duration maxes by a minute to make the class more attractive to those with models that have a limited climb. This was successful in that it did encourage two fliers to have a go at IC Duration that hadn't participated in the past. Despite there being very little evidence of thermal activity in the cloudless sky, John Miller did find helpful air on two of his flights and found the spot on all three flights to produce a perfect score with his 1941 Kerswap with the revised format. Stu Hubbard also flew very well in E Duration making the spot on all three flights and only dropping one flight with his very nice 1936 Miss America.

Ian Munro from Wellington recorded scores in A Texaco and Open Texaco using diesel powered aircraft in each class. In A Texaco, Ian's Mills 1.3 powered 1940 Simplex flew consistently well but the lack of thermal activity limited his flights to around the 8 minute mark. In Open Texaco Ian used his TD Coupe now powered by a vintage ETA 5 diesel engine which has a very interesting pedigree. The side port 5cc ETA diesel was designed and produced by Charles Bedford and his oldest son Eric in Watford in the late 1940's. Charle's younger son Ken left the family engineering business in the early 1950's and was responsible for designing and producing the famous ETA 29 glo engines and equally well known ETA 15 diesels. Unfortunately on this occasion the ETA 5 diesel didn't want to run for extended periods and Ian's Open Texaco times weren't up to his normal level. Between Ian's and Paul Robertson's models, it was great to have the whiff of diesel fuel wafting around the pits and adding to the atmosphere.

**Ian Monroe
Simplex**



Bob Burling Memorial Vintage Event

We had a break in the flying around the middle of the day and enjoyed the sausage sizzle prepared by Des, Paul and Joe along with some excellent baking provided by Des's wife Stephanie. This added to the relaxed nature of the day and all seemed to enjoy a sit and a chat in the sunshine.

Overall the participation and standard of flying at the Levin Vintage events continues to be good. It was notable that over 60% of the flights recorded made the spot and a number of the missed spots were close.

The last of the three annual vintage events at Levin is the John Selby Memorial on Saturday 23 August. We look forward to a good turnout at that event with more of our regulars hopefully able to attend and ideally a few newcomers to join in the fun and have a go.

Results

Vintage Precision

1. Joe Bradbury	Viking	600 + 169
2= John Miller	Buzzard Bombshell	580
2= Kevin Daly	Buzzard Bombshell	580
4 Greg Findon	Tomboy	572
5 Stu Hubbard	Junior 60	559
6 Ian Crosland	Junior 60	532
7 Stew Cox	New Ruler	400

Vintage IC Duration (3 minute max)

1. John Miller	Kerswap	600
2. Kevin Daly	Buzzard Bombshell	516
3. Ian Crosland	Junior 60	327
4. Joe Bradbury	Viking	239

Vintage E Duration (4 minute max)

1. Stu Hubbard	Miss America	774
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Vintage A Texaco

1. Ian Munro	Simplex	1455
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Open Texaco

1. Ian Munro	TD Coupe	498
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Bob Burling Memorial Vintage Event



Paul Robertson
Quiver



Kevbin Daly
Bombshell



It's always a pleasure to visit the old club. Earlier in the year I packed a *Playboy* and *Stardust Special* and flew with some of the Vintage enthusiasts of Model Flying Hawkes Bay.

The Club has fully recovered from the cyclone that wiped out their field, club house, and other facilities. In fact, they have come back bigger and better, providing an outstanding example to clubs that fear loosening the purse strings to put money and effort into developing facilities for members.

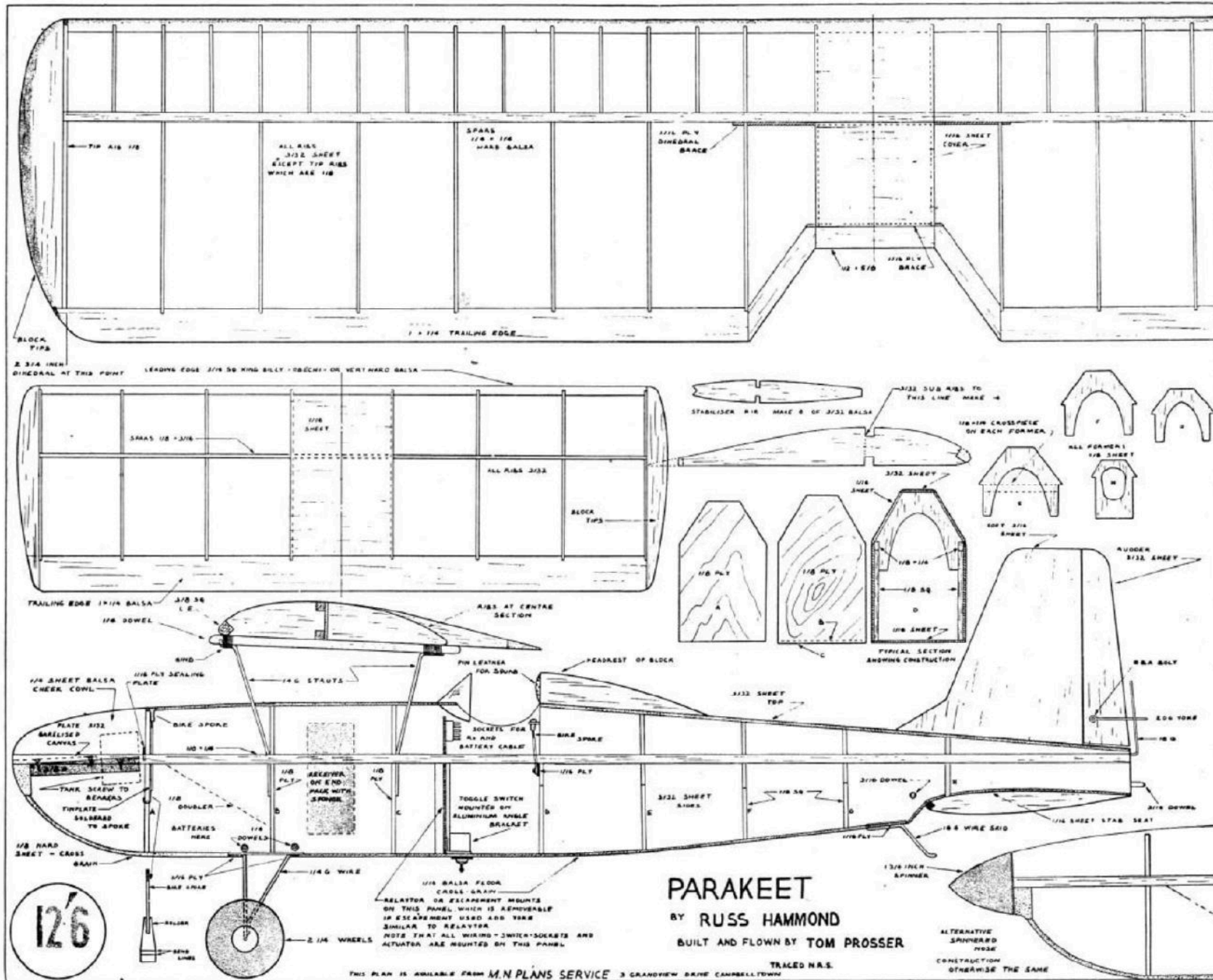
Upper Left:
HB Vintagents and a blow-in from Hamilton

Lower Left:
Barrie Russell - the motivator for much of the Club's success and Vintage flying in the area.

Upper Right:
Looking out over one side of the flying area - nicely manicured and plenty of space for non-spot landings.

Parakeet 1960

Early Australian RC



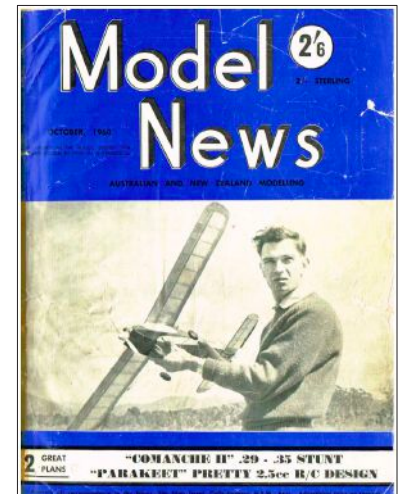
OCTOBER, 1960

MODEL NEWS

21

Russ Hammond's *Parakeet* from the October 1960 issue of *Model News* - of which Rus was managing Editor.

A bit tubby, to fit the RC gear of the day, but otherwise a promising design for anyone wanting a true vintage RC model. Probably better to fit elevator and engine controls unless you have over indulged in the Spirit of Vintage.



The "New Zealand and World News" column in the same issue carried a report of the World Championships at Cranfield where John Sheppard and five others made a gruelling seventeen consecutive maximimums to be declared joint World Champions in Free Flight Power.

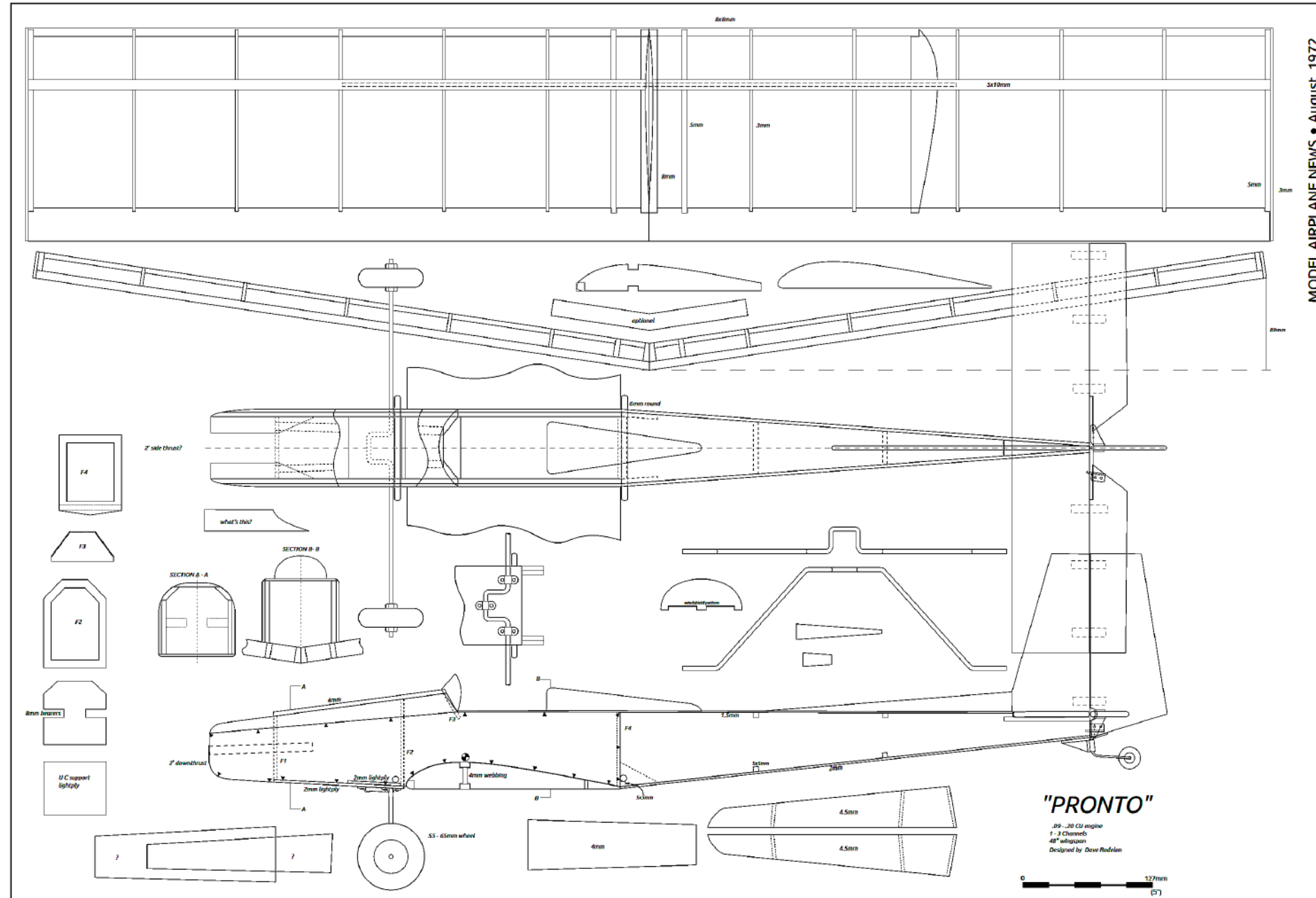


Very popular in its time, so there is plenty of *Pronto* information on the inter-web

Plan: https://outerzone.co.uk/plan_details.asp?ID=1740

Build log: <https://www.youtube.com/watch?v=JyzHoJhU7Ms>

Discussion: <https://www.rcuniverse.com/forum/golden-age-vintage-antique-rc-196/11639788-dave-robelen-pronto.html>



MODEL AIRPLANE NEWS • August, 1972

We have made some more progress on the vintage model refurb program this month. Ken McMillan is the first to get his in the air and reports that it flies beautifully. It certainly looks great and very period in its tissue finishes much of which is original. Ken will be able to fly Precision, Duration and E Texaco with this machine.

The *Comet Clipper* I'm working on is about ready to recover after wing work adding carbon tubes and joiners plus sundry repairs. The tailplane and fin now have control surfaces and servos imbedded for very direct controls. These all bolt on now too. I had to make a new engine cowl as the nice old plastic one looked good but too brittle. Old age I expect. I used the old one as a male mould with apertures taped over then waxed and paint with PVA parting agent. After that it was just 4 layers of fibre glass to produce a strong light replacement. It will be flying soon as a Vintage Electric Duration model.



Two classics: Kenny Mac and his *New Ruler*, a Henry Struck design from 1940.

Geoff Pullen has been flying a delightful rubber biplane lately. It's a *Ladybird* design same as his father built sixty years ago Geoff tells me he wanted to recreate the model. The nice thing is that it has his Dad's original hand carved prop and nose block.



Geoff with his new ladybird.
You can see the plan at https://outerzone.co.uk/plan_details.asp?ID=2132

Fibreglas cowl

Allan Knox



On the building front, I have been helping Ken with an engine cowl for the New Ruler he is refurbishing and electrifying it with a very powerful Dualsky motor. It will be a weapon. I used fibre glass and the lost foam method for the silver cowl. It works well.

Left:
Styrene plug glassed with 2 plies of 4 oz and one of 2 oz using epoxy that doesn't attack the foam.



Left:
Mechanically removing the foam. Less messy than dissolving it with solvent



NZ Old Time F1C before it was Old Time



Three local F1C Power fliers of the 70's, Messrs Templeman, Weston and Bain.

Photo provided by Rex Bain, about whose other leisure activities can be read below - if you enlarge it enough.

LEISURE ACTIVITIES

After much persuasion, our Group Accountant at Head Office, Rex Bain, gave in and finally agreed to give us some details of his hobbies that take up most of his time outside accounting activities.

For over thirty years, Rex has been an enthusiast and deeply involved in Aeromodelling. Over this period of time he has built hundreds of models.

His interest was firstly in free flight models until the introduction of the more sophisticated radio control models (although Rex still has a soft spot for free flight models).

In 1967 as a member of a 3 x 3 man team he represented New Zealand at the F.A.I. World Championships held in Czechoslovakia. The models were proxy flown by top line English Aeromodellers. Rex sent two models on this occasion and the team did well being placed mid way up the field, of twenty countries who participated.

The model in the top photograph is a "Sail-plane" and is radio-controlled (two channel - rudder and elevator). It is towed to approximately 600 feet by nylon line and is capable of durations of several hours flying at heights up to 1500 ft. weather permitting. This particular model is five years old.

Rex is at present Chairman of the N.Z. Association of Vintage Aeromodellers (planes that is, not people!). A small group is involved in recreating models from the "Golden Years", namely the 30's and 40's using the original motors, equipment and designs from those days. The period for eligibility ends at 31st December 1950.

And now for something completely different. Not content with all this, the love of motor cycling got into Rex's veins and most of his spare time is taken up on bikes - although he modestly admits that he is not much of a rider.

In the photograph Rex is seen with his 1977 Yamaha 250D "Trail Bike." His son Scott is following closely in father's footsteps. Rex uses his Trail Bike for Trial and Enduro racing mainly in the winter months over very undulating and difficult terrain in the Takorua Forest area. This is the fourth Trail Bike Rex has had and stripped of all road gear (lights, batteries, etc.) to minimise weight and with some modifications, the bike is capable of 70 miles per hour.

Scott's little bike is a 1972 Yamaha 60 which was rebuilt by Rex from a \$20 wreck for Scott's ninth birthday. It won't be too long before he will want to swap his little bike for his father's, and as Rex also has a Honda 500/4 road bike the pressure is sure to be on him.



Rex launches his 3 channel Radio-controlled 1937 Goldberg Zipper "vintage" model. A minute later it will be at 1,000 feet where the engine is cut and the model is remotely controlled by the transmitter he is holding, to take advantage of any rising air-currents (thermals). This model is powered by a twenty-five year old 2.5 cc Italian Gio-plug engine.





Top 10 Leader Boards 2025

The purpose of the Vintage SIG Leader Boards is to increase enjoyment of competition flying by showing fliers how well they are performing relative to others. Scores are posted from the results of the Nationals, regional and club contests, NDC, and independently-timed flying.

The Leader Boards run for each calendar year, and are updated throughout. At the end of each year they are cleared and started afresh.

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

Wayne Cartwright
rwcartwright4@gmail.com

Standings at 31 May: RC Classes

PRECISION CLASSES

Vintage Precision

1.	D Crook	600+200+199
2.	A Knox	600+193
3.	G Pullin	600+174
4.	S Cox	600+172
5.	J Bradbury	600+169
6.	K Daly	580
7.	B Scott	580
8.	J Miller	580
9.	G Findon	572
10.	I Crossland	560

Classical Precision

1.	S Nicholas	593
2.	M Shears	592
3.	A Knox	589
4.	B Russell	571

DURATION CLASSES

Vintage IC Duration

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

Vintage E Duration

1.	A Knox	942
2.	S Nicholas	929
3.	T Glogau	920
4.	B Russell	901
5.	R Nimmo	900
6.	M Evans	848
7.	D Crook	782
8.	G Rose	626

Classical IC Duration

No score posted

Classical E Duration

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

Texaco Classes

Vintage 1/2A Texaco

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

Vintage A Texaco

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



Vintage Open Texaco

1.	B Scott	3506
2.	I Munro	1592
3.	A Knox	1584
4.	G Pullin	1397
5.	L Rodway	1182
6.	S Cox	822
7.	T Beaumont	594
8.	I Munro	498

Vintage 1/2E Texaco

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

Classical 1/2E Texaco

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

Vintage E Texaco

1.	B Russell	1615
2.	A Knox	1586
3.	S Nicholas	746

Classical E Texaco

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

Vintage E Rubber Texaco

1.	W Cartwright	2601
2.	A Knox	1545

Sport Cabin Texaco IC

1.	A Knox	843
2.	M Evans	557

Sport Cabin Texaco E

No score posted

Vintage and Classical Scale Texaco

No score posted



Vintage Power

1	Lynn Rodway	244
2	Rex Bain	180

Vintage Rubber

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

Vintage Precision

1	Lynn Rodway	264
2	John Beresford	255
3	Bryce Gibson	233
4	Andrew Green	222
5	Geoff Pullen	213
6	Ricky Bould	200

Vintage Glider

Vintage Catapult Glider

1	Des Richards	261
2	Paul Robertson	207
3	Allan Knox	194
4	Jo Fuller	178
5	Alec Fuller	150

Vintage Hand Launch Glider

Nostalgia Power

1	Chris Murphy	520
2	Antony Koerbin	464
3	Lynn Rodway	282
4	Rex Bain	152

Nostalgia Rubber

1	Wayne Lightfoot	540
2	Chris Murphy	344

Nostalgia Glider

Small Power

1	Lynn Rodway	188
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Classic Glider

1	Allan Knox	333
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Ongoing Leader Board Records

May 2025



RC Vintage Precision **1194**
Allan Knox 2021

RC Classical Precision **599**
Allan Knox 2021

RC Vintage IC Duration **1671**
Stew Cox 2019

RC Vintage E Duration **1560**
Brian Harris 2018

RC Classical IC Duration **1500**
David Thornley 2017

RC Classical E Duration **2700**
Peter Townsend 2021

RC Vintage 1/2A Texaco **3333**
Allan Knox 2018

RC Vintage A Texaco **3730**
Allan Knox 2018

RC Vintage Open Texaco **3543**
Bryan Treloar 2018

RC Vintage 1/2E Texaco **3957**
Allan Knox 2021

RC Classical 1/2E Texaco **3266**
Allan Knox 2021

RC Vintage E Texaco **3638**
Allan Knox 2023

RC Classical E Texaco **2023**
Allan Knox 2025

RC Vint E Rubber Texaco **7988**
Peter Townsend 2021

RC Sport Cabin Texaco IC **2447**
Peter Townsend 2023

RC Sport Cabin Texaco E **4456**
Keith Trillo 2019

RC Scale Texaco **2466**
Allan Knox 2020

FF Vintage Precision **411**
Gary Burrows 2014

FF Vintage Glider **525**
Wayne Lightfoot 2023

FF Classic Glider **470**
Martin Evans 2015

FF Vintage Rubber **540**
McGarvey / Koerbin

FF Nostalgia Rubber **540**
McGarvey / Scott / Lightfoot

FF Classic Rubber **527**
Wayne Lightfoot 2023

FF Vintage Power **540**
Anderson / Bain / Scott

FF Nostalgia Power **540**
Bain / B Scott / Murphy

FF Small Power **353**
Bernard Scott 2016

FF Catpult Glider **339**
John Butcher 2012

THE LAST STRAW

RC SWAP MEET TRANSLATIONS

New In Box (NIB) = I'm pretty sure it's all there

Professionally built = My cousin charged me a case of Natty Light

Vintage = Rusty

Hard to find = They all crashed

It goes over 100mph = 54mph...in a dive

Rare = Nobody liked them when they were new

Only flown once = It didn't go well

No time to fly it = I hate this miserable POS

Mint = I'm too scared to fly it

Mild hangar rash = I pulled it from the club trash can

Needs a little work = With a sledgehammer

I Know What I've Got (IKWIG) = I checked a 1986 Tower Hobbies catalog

Classic = Nobody uses this crap anymore

It flew great last time = Back when glow fuel cost \$5/gallon

BNF = Includes an Airtronics 72MHz receiver

Must go = I'm planning a bonfire

Multi-color covering = My buddy gave me his Monokote scraps

It flies on rails = I often confuse airplanes with trains

It will do 3D maneuvers = I've looped it...once



Hand up if you are old enough to know what these are. That boy at the back! You are quite old enough to know this, get that hand up now!

Apart from the silver ex-camera timer at top right, they are pneumatic timers for free flight models. A piston was pulled to create a partial vacuum in a tube. Air pressure in the tube was then slowly normalised through an adjustable air leak, pulling the piston back, tripping an engine cut-out or dethermaliser. The claim of being "THE WORLD'S MOST ACCURATE TIMER" may have been true at the time but editorial experience in the current century is that they are rather random in operation.

These were gifted to me and I want to pass them on. If you are interested in them as a bit of aeromodelling history, or (*cripes!!*) as working timers, contact the Editor.