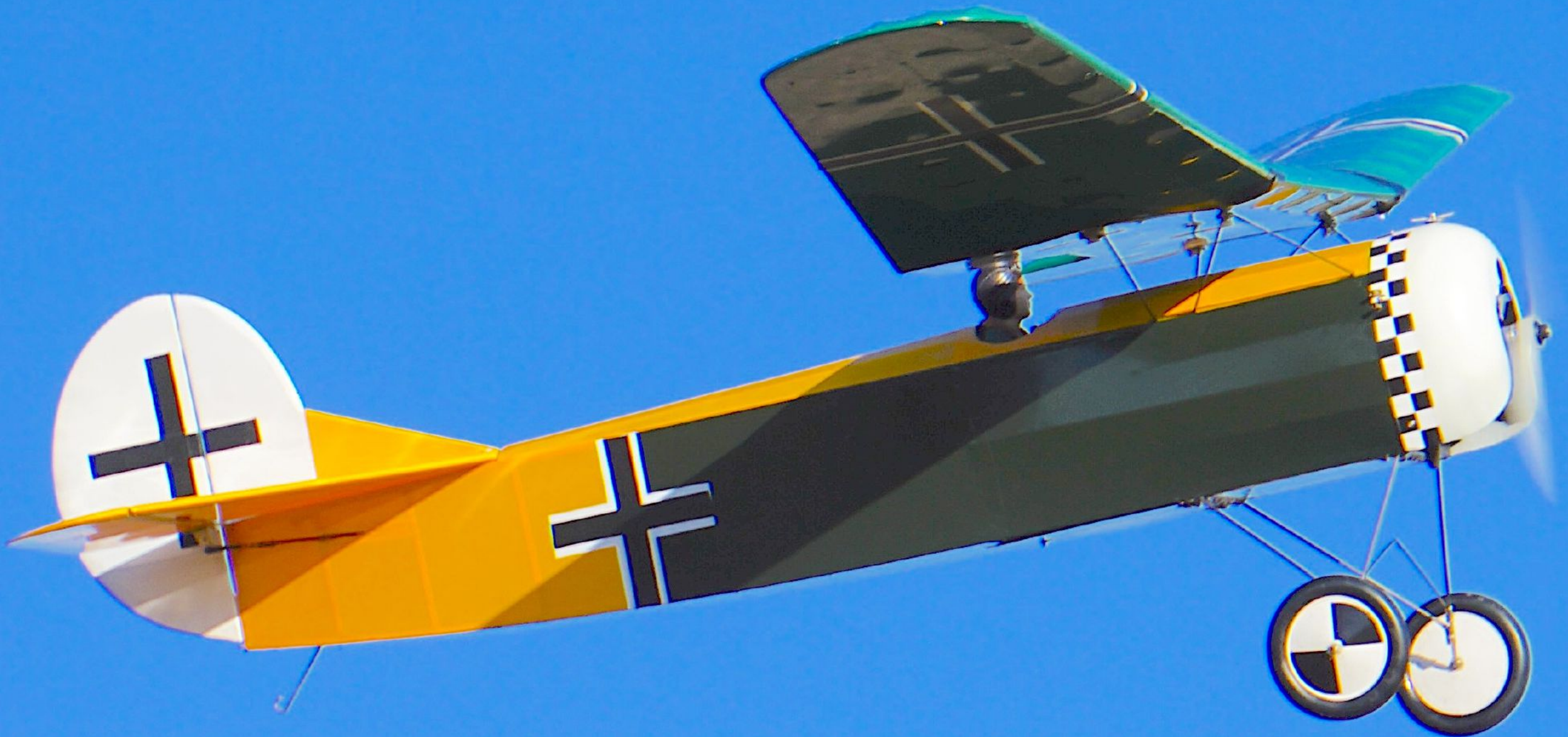


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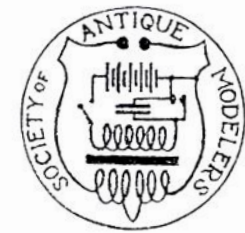
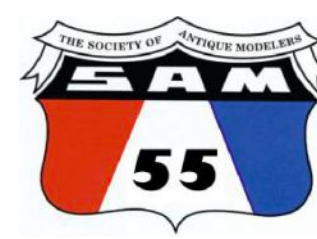


NEWS





Committee Notices



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Committee Notices

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NDC 2026

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KEN WILLARD -

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Schoolgirl

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Classmate

Sporty Forty

Bumble Bee

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NZ RC Licence

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"Vintage" is relative

Flying Aces plan list

Leader Boards

The Last Straw

Meeting Agenda.

AGM of the Vintage Special Interest Group

Time: Tuesday 7th and continued on the 8th April 2026 at 7.30-8.10 PM

Venue: The internet via Google Meets.

Apologies: Stew Cox, Dave Crook

Attendees: Allan Knox, Bernard Scott, Wayne Cartwright, Kevin Botherway, Barrie Russell, Bryan Treloar, Ross Gray, Des Richards, Ian Palmer, Brian Perriam

Minutes of previous AGM: Minutes of the 2025 AGM, having been circulated prior to the meeting, were moved for acceptance by Wayne and seconded by Ross then passed by attendees.

Chairman's report: Chairman's Report had been circulated and summarised activities throughout the year, particularly the revised rules, improved participation in NDC and the Nats and the continues success of non competitive rallies in the lower North. Chairman's Report was moved for acceptance by Kevin and seconded by Wayne before being passed by the meeting. (Report attached)

Financial Report: Vintage SIG funds are managed by the MFNZ Administrator. Kevin produced a current statement which showed \$4,698.16 in the account. (Refer Financials below) Outgoings for the year were a small amount to Bernard for AVANZ cost. As there was no formal Treasurer report this was left as this summary.

Election of the SIG Committee and Officers:

- 1 The committee makeup was discussed. Current offices accepted nomination and the balance of the committee are mostly last year's members and represent most active areas of vintage flying
- 2 The following were nominated
 - a. Allan Knox, Chairman and Secretary, Bernard Scott AVANZ News editor, Wayne Cartwright Leader Board keeper.
 - b. General members. Bryan Treloar, John Ryan, Ian Palmer (new), Alec Fuller, Barrie Russell
- 3 Acceptance. Committee was accepted by the meeting and retiring members are thanked for their service.

... continued p3

COVER Allan Knox's multi-purpose Focker DVIII See page 22

CONTRIBUTORS to Issue 213 Allan Knox Stew Cox
Ivan Treen Wayne Cartwright Graham Lovejoy Linda Lambess

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Committee Notices



AGM General Business

1 Discussion of the future outlook

a. Wayne Cartwright put forward the view that the committee should look at what vintage can do to promote the flying of all types of models prior to 1976. This would include things like RC models from the start of reliable proportional radio for Gliding and Power flying, be they sport or competition models. These were the mostly flier built models made of balsa and ply with a few foam wing cores as well. Action Committee.

2 Recent rule changes

a. The new revised condensed and simplified rules came into force for the Nats and were generally well received with excellent participation at the Hawkes Bay Nats where all 9 classes offered were supported and had numbers to be official (minimum of 3). The Hawkes Bay location helped participation as many of the MFHB members attended the 3-day rally style contest. NDC too is seeing much improved numbers in the precision and duration classes at the start of this year. Combining age periods and power types appears to have brought fliers and models to these classes as was hoped.

b. Some typos have been fixed in the new rules and there may be others found as we use them.

c. Engine runs for IC Duration have been raised to allow for the maximum flight time going from 4 minutes to 5 as planned but some had been missed. This is now correct on the published rules. Also the Duration fly off time target had been left out. It is 10 minutes.

d. Barrie expressed concern over the unlimited power for electric duration models. This allows a lot of vertical climb height in the 20 seconds and may disadvantage existing lower powered designs in a flyoff. This and safety aspects were acknowledged when the committee voted to propose this approach. It was considered that the limitations self imposed by the builders and fliers of these models would keep height gains to practical limits around visibility, structural integrity, field allowed altitudes and controllability. Not having to measure power at the prop or limited batteries as a means of controlling performance is a big plus. The added benefit was that any E vintage model could be used and even heavy draggy old models could achieve target times if powered up appropriately. Duration up-take appears strong based on recent Nats and NDC results but committee will need to review after a suitable period.

3 Moving Vintage FF to the FF SIG.

a. The transfer of Vintage FF events to the FF SIG has been completed. Many thanks to Kevin Botherway who reformatted the rules for both SIGs and dealt with the formalities.

4 AVANZ News

a. Bernard continues to do a brilliant job with our unique SIG publication that now finds its way right around the world to like minded fliers. His willingness to carry on as editor is appreciated by all. Don't forget to get pictures and words to him on any of your activities. Anyone interested succeeding Bernard as Editor in the future is encouraged to talk to him about this with a view to learning the ropes.

Allan Knox, Secretary

Financials

Past transactions Showing 2 of 2

Search account: VINTAGE SAVINGS \$4,478.06

Show transactions from: 7/2/2026 to 8/4/2026 Search

Date	Description	Deposits	Withdrawals	Balance
31 Mar '26	INTEREST EARNED	\$8.93		\$4,478.06
28 Feb '26	INTEREST EARNED	\$7.35		\$4,469.13

Search results Showing 1 of 1

Search again account: VINTAGE SIG \$220.12

Show transactions from: 31/12/2025 to 8/4/2026 Search again Clear

Date	Description	Deposits	Withdrawals	Balance
10 Mar '26	FROM NEW ZEALAND MODEL AERONAUTICAL ASSOCIATION INCORPORATED	\$147.43		\$220.12

IRREGULAR COMMENTS

from the Editor

Irregular = occasional, improper, unofficial, and sometimes incoherent

In the last issue there was comment on being aware of aeromodelling's diversity and the appreciation of aspects of the hobby that had previously been ignored. Furthering that idea, this issue has a sampling of creations from our late Vintage period, a time when Quadra powered monsters were the latest fad which, for some, were becoming the ideal to which real fliers had to aspire. The novelty of these impressively big models meant that small fun-fly designs might be overlooked.

Some designers held out against "big is beautiful" and continued to champion small models. One such was Ken Willard, a long-term columnist for RCM magazine. His role with this magazine was a series of promotions, from Contributing Editor through Associate Editor to Columnist - roles he held for around twenty five years.

My collection of later RCM is a bit erratic but from 1984 back to Issue 1, the first RCM article by Willard that I could find was a commentary on the 1963 USA Nationals. His first published article in any magazine was a full thirty-one years earlier in MAN.

Willard's RCM column, *Sunday Flier*, started in December 1965, its heading perhaps coming from the previous issue in which a plan for his *Good Neighbour* was announced as the product of "Our Chief Sunday Flier."

Willard's first plan in RCM was in June 1964 and it was not a simple one. The *Double Feature* was billed as "the first completely successful rudder-only twin design." A bold claim made bolder by details showing how the design might also be built as an engine-less slope soarer, a standard single engined model, a twin pusher or twin tractor with engines behind the wing, or a conventional twin with engine nacelles on the wing. Good value from a single plan.

This plan was an anomaly after which Willard concentrated on what he was to become noted for - the promotion of small and simple models, often using his own designs. This became the usual subject matter of the *Sunday Flier* columns, with an occasional foray into seaplanes or larger developments of his small designs. Some of these would make excellent trainers, and with today's light-weight gear and electric motors they would be lighter and even more flyable than were the originals.

Thanks to a major photocopying effort by Linda Lambess (Editor of *Servo Chatter*), the Flying Aces plans that I was unable to

copy on my A4 scanner, all 105 of them, have been digitised and saved for posterity and for current builders. The list of plans is in this issue. If you see a design that takes your fancy, let me know and it can be sent as a PDF by email. There are several designs by New Zealanders. One of these, by early Vintage stalwart Ivan Treen, is included in this bulletin.

On the rally scene, there has been a faint rustling in the hedgerows regarding the Hamilton MAC which will be hosting a Vintage Day later in the year.

At right is the AVANZ News Chief Reporter, Clayton Pompey Remnant who has been dispatched by moped, tasked with ascertaining the substance of this rumour.

Under the protection of his Health and Safety turban, Mr. Remnant is with each passing week speeding ever closer to Hamilton at a rate so unrelentingly frenetic that he nearly rode off the edge of this page.

Mr Remnant's findings will enable Vintage fliers to make an informed decision regarding attendance.





RC and FF

June - November 2026

Jun/26	129	VINT	FF Vintage Hand Launch Glider
Jun/26	130	VINT	FF Vintage Catapult Glider
Jun/26	131	VINT	FF Nostalgia Power Duration
Jun/26	132	VINT	FF Classic Rubber Duration
Jun/26	133	VINT	RC Vintage Duration
Jun/26	134	VINT	RC Vintage and Scale Texaco
Jun/26	135	VINT	RC Vintage E Texaco
Jul/26	136	VINT	FF Vintage Rubber Duration
Jul/26	167	VINT	RC Vintage E Rubber Texaco
Jul/26	138	VINT	RC Vintage Precision
Jul/26	139	VINT	RC Sport Cabin Texaco
Aug/26	140	VINT	FF Nostalgia Glider Duration
Aug/26	141	VINT	FF Vintage Hand Launch Glider
Aug/26	142	VINT	FF Vintage Catapult Glider
Aug/26	143	VINT	RC Vintage E Texaco
Aug/26	144	VINT	RC Vintage Duration
Aug/26	145	VINT	RC Vintage A Texaco

Sep/26	146	VINT	FF Small Nostalgia/Vintage Power Duration
Sep/26	147	VINT	FF Classic Power Duration
Sep/26	148	VINT	RC Vintage 1/2A Texaco
Sep/26	149	VINT	RC Vintage 1/2E Texaco
Sep/26	150	VINT	RC Sport Cabin Texaco
Sep/26	151	VINT	RC Vintage Precision
Oct/26	152	VINT	FF Vintage Hand Launch Glider
Oct/26	153	VINT	FF Vintage Catapult Glide
Oct/26	54	VINT	RC Vintage Open Texaco
Oct/26	155	VINT	RC Vintage Duration
Oct/26	156	VINT	RC Vintage E Texaco
Oct/26	157	VINT	RC Vintage Duration
Nov/26	158	VINT	FF Vintage Glider Duration
Nov/26	159	VINT	FF Classic Glider Duration
Nov/26	160	VINT	RC Vintage E Rubber Texaco
Nov/26	161	VINT	RC Vintage 1/2E Texaco
Nov/26	162	VINT	RC Vintage Precision

A report on the Gareth Newton Memorial went astray so only images by Ross Gray were included in Issue 212. The report is now available, thanks Stew.

Valentines Day 2026 turned on another excellent flying day at Levin where we were able to enjoy the romance of flying vintage models all day in the light and variable winds under residual low cloud cover from an overnight passing front. On the day, to the north of Levin it was wet and windy and to the south, the Kapiti Aeromodellers weather station averaged winds in the low 20 kms gusting mid thirties for most of the day while Wellington was experiencing even stronger winds. We are so lucky to be able to fly in this excellent Levin microclimate!

Numbers were slightly down with a few regulars away (or were there other romantic distractions...?!). We had ten fliers attend from five clubs and quite a few spectators. As is normal for these events, it was a day of low key fun. There was quite a bit of sport flying done in addition to those who recorded competition flights.

It was great to see Allen Teal of the Levin Club bring along a new Viking which he has built to a very high standard and which will maiden soon once a new receiver arrives.

This was the first Levin event flown using the recently changed Vintage RC rules which came into effect at the start of 2026. The main changes are the eligibility period of Vintage models being extended to the end of 1975 which introduces a large number of models to the Vintage scene.

A number of classes such as Vintage IC Duration and Vintage Electric Duration are also combined boosting the number of fliers in the combined classes. The other significant change is the removal of the Age Bonus. This means that classes like Vintage RC Precision no longer have a landing window created by the age bonus and rather the exact flight time is what is recorded.

In RC Vintage Precision, John Miller and Stew Cox were the only fliers who managed to land on the spot on all three flights. They also managed to produce exactly the same scores being 11 seconds off a perfect score and were both very happy to share the first place. Ross Gray in third was 15 seconds off the perfect flight time but missed one spot. Usual high flier Dave Crook had a mixed day making the spot on his first two flights dropping only three seconds but slight model damage and electronic issues prevented him putting up a third flight. Thankfully Dave had got a lot of sport flying earlier in the day making the trip down from Waverley worthwhile.

In RC Duration John Miller again excelled with his IC powered Kerswap winning this class too. John made the 5 minute max with two of his flights and hit the spot again on all three flights. Ross and Stew used electric models for second and third respectively.

Ross Gray with his 1/2A Texaco and Ian Munro with his A and Open Texaco models flirted with the low cloud base and put in some very good flights. Ian now has an 11cc Saito Gas motor powering his TD Coupe.

Overall, a great bunch of guys had a very enjoyable day of flying in very good conditions.

Results

RC Vintage Precision

1=	John Miller	Buzzard Bombshell	591
1=	Stew Cox	Cavu	591
3.	Ross Gray	Southerner	565
4.	Terry Beaumont	Lanzo Airborn	540
5.	Joe Bradbury	Junior 60	531
6.	Dave Crook	Lanzo Bomber	397

RC Vintage Duration

1.	John Miller	Kerswap	907
2.	Ross Gray	Southerner	835
3.	Stew Cox	Buzzard Bombshell	791
4.	Noel Fisher	Kapiti	752

1/2A Texaco

1.	Ross Gray	Playboy	1391
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A Texaco

1.	Ian Munro	Simplex	600
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Open Texaco

1.	Ian Munro	TD Coupe	1595
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Report by Stew Cox

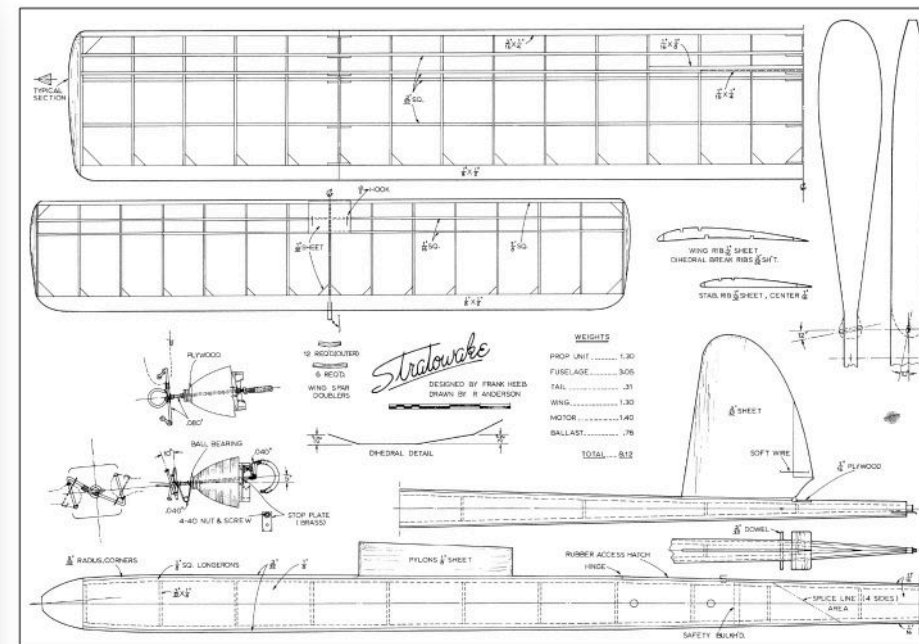


The Stratowake is mostly done now and it is working out well. As you see the complete and covered airframe in the photo, she is 9 ozs.

After weighing the gear that is still to go in, including batteries, it should finish at about 13.5 ozs flying weight. That is similar to my EzBoy 1/2E Texaco which uses the same motor, batteries and prop so I figure it should go up well. As it will end up at around just 5.6 oz/sq foot, it will be a calm day only model, I'm thinking.

It will also take my Kiwi 2 two-metre A2 wing so I may try it on a calm flat day in an eRES contest. I think it will out-float the current eRES models and go close to the required 5 minutes from 100m alt. Interesting.

Allan



Frank Heeb's original *Stratowake* was modified over time to follow the changing rules of the Wakefield event for which it was designed. It came about at the time when long fuselages, motors, and motor runs were being experimented with. RTF weight, with a 1.4 ounce motor, was 8.12 ounces.

The plan above was published in 1954 with instructions that confidently stated "*With the exception of the prop unit, Stratowake can be easily built by any ten-year-old.*"

Were youngsters back then really so adept?

Report by Stew Cox, Photos by Ross Gray

The day started with a moment of silence in memory of Kevin Daly who recently passed and will be sorely missed. Kevin was a long time Levin Club member and regular attendee of the Levin Vintage events.

The weather started fine and clear with a light easterly. The sea breeze arrived a bit after 11.00am. The wind was under 10km/hr all day as forecast with the mean wind speed for the day according to the Levin Club's weather station being only 4.4km/hr. A perfect Autumn day for flying!

The event was well supported. Fifteen flew Vintage RC and two Free Flight. There were also quite a number of spectators and supporters. Kapiti was well represented with seven members.

Vintage Precision was particularly well supported with twelve fliers participating. Precision involves up to a 60 second engine run and then glide with the aim to touch down right on three minutes and stay within the 30 metre landing circle known as the spot. This is much easier to say than do. Winner Dave Crook down from Waverley and second placed Ross Gray were the only two that managed to land on the spot with all three flights. Ross's Levin clubmate Bryan Treloar had good fight times but missed the spot on his third flight giving him third place.



1/2A Texaco Rambler by Bryan heads for the spot



Forget the flying.

Bryan's BBQ offerings are too tempting.

Any vegetarian options, Bryan?

Kapiti's Ian Crosland flew his lovely Junior 60 well but also missed the spot on his third flight and was only five seconds behind Bryan for fourth. Kevern Oliver achieved 6th in his first Levin Vintage event. Even more remarkable was that he only received Kevin Daly's Buzzard Bombshell earlier in the day and flew it for the first time in the contest.



Bryan Treloar's *Red Zephyr* has a lot of character in the air

There was a wide range of older vintage model designs flown in Precision but surprisingly in the contest there were no designs from the 1950-1975 period flown, now classed as Vintage after the recent rule change. There must be a number of trainers and other models from this newly eligible period tucked away in sheds and attics. Flying them in Precision is a perfect reason to resurrect such models that may otherwise never see the light of day again.....

Bryan Treloar did a great job on the BBQ and there was a break in the flying while we chatted and consumed more than 30 sausages. This is a nice aspect of this low key event and the fliers from the six clubs represented enjoy each other's company and common interest in Vintage flying.

There was minimal thermal activity in the morning but after lunch some light thermal assistance was enjoyed by some of the fliers. Dave Crook again flew well in Vintage Duration taking out the event. Vintage Duration now combines IC and electric powered models targeting a five minute max with a spot landing bonus.



Dave Crook heads to the flightline with his *Dixielander* - model also seen above

Vintage Duration now combines IC and electric powered models targeting a five minute max with a spot landing bonus.

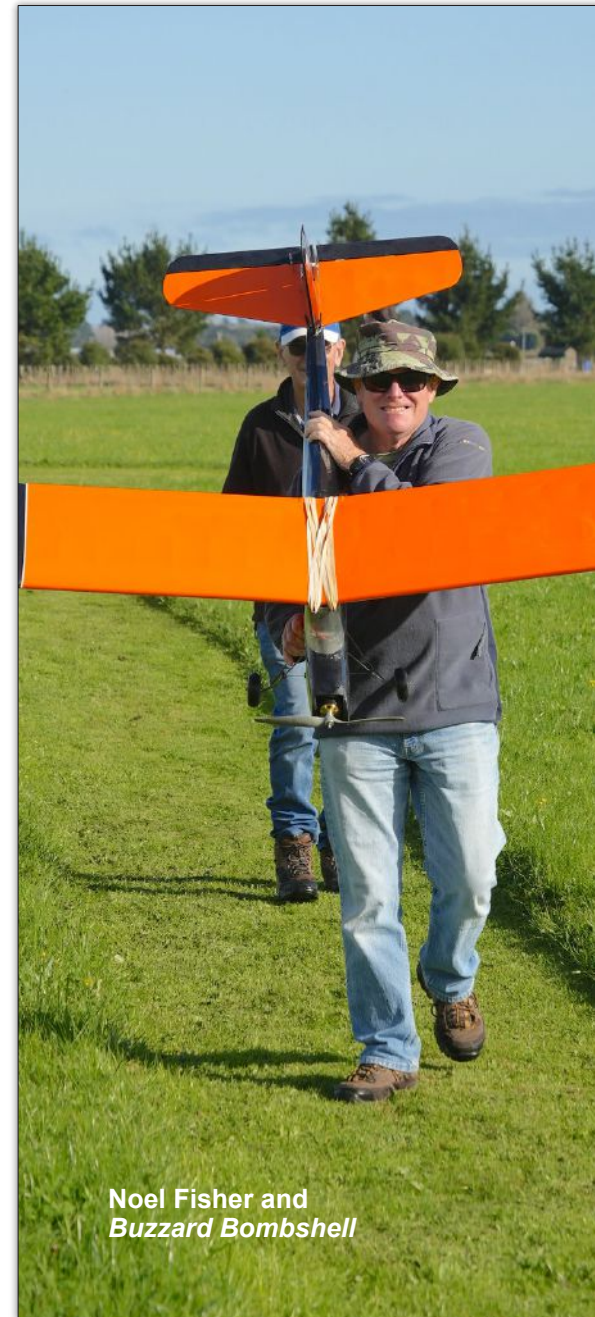
Ross Gray and Bryan Treloar had fun flying their Cox Babe Bee powered ½A Texaco models. These models use a standard Cox Babe Bee tank with engine compression reduced and propped to enable these engines to run for over 6 minutes at very low revs. There are three flights in ½ A Texaco with each flight aiming to make the 8 minute max with a spot landing.

Ian Munro from Wellington had some good flights with his Mills 1.3 powered Simplex in A Texaco which targets 10 minute flights plus spot for each of the three flights. Ian also put up two excellent flights in Open Texaco with his venerable TD Coupe model. This class aims for two flights with a 15 minute target time and spot. Ian made a 13 minute flight and a 15 minute plus time along with one spot landing.

The third and final Levin Vintage event for the year is the John Selby Memorial on Saturday 1 August (wind date Sunday 2 August). It would be great to see some new faces so dig out any design you have that was published before the end of 1975 and come along for some low key fun flying Precision.



Ian Crossland, pleased with his flight



Noel Fisher and Buzzard Bombshell



John Miller also with a Buzzard Bombshell

Results

Vintage Precision

1.	Dave Crook	Lanzo Bomber	586
2.	Ross Gray	Southerner	575
3.	Bryan Treloar	Red Zephyr	564
4.	Ian Crosland	Junior 60	559
5.	Joe Bradbury	Junior 60	555
6.	Kevern Oliver	Buzzard Bombshell	551
7.	Stew Cox	Cavu	546
8.	Trevor Glogau	Falcon	523
9=	Terry Beaumont	RC1	520
9=	John Miller	Buzzard Bombshell	520
11.	Noel Fisher	Buzzard Bombshell	507
12.	Stu Hubbard	Junior 60	472

Vintage Duration

1.	Dave Crook	Lanzo Bomber	814
2.	Stew Cox	Buzzard Bombshell	677
3.	Stu Hubbard	Miss America	650

1/2A Texaco

1.	Ross Gray	Playboy Senior	1341
2.	Bryan Treloar	Lanzo Bomber	809

A Texaco

1.	Ian Munro	Simplex	1455
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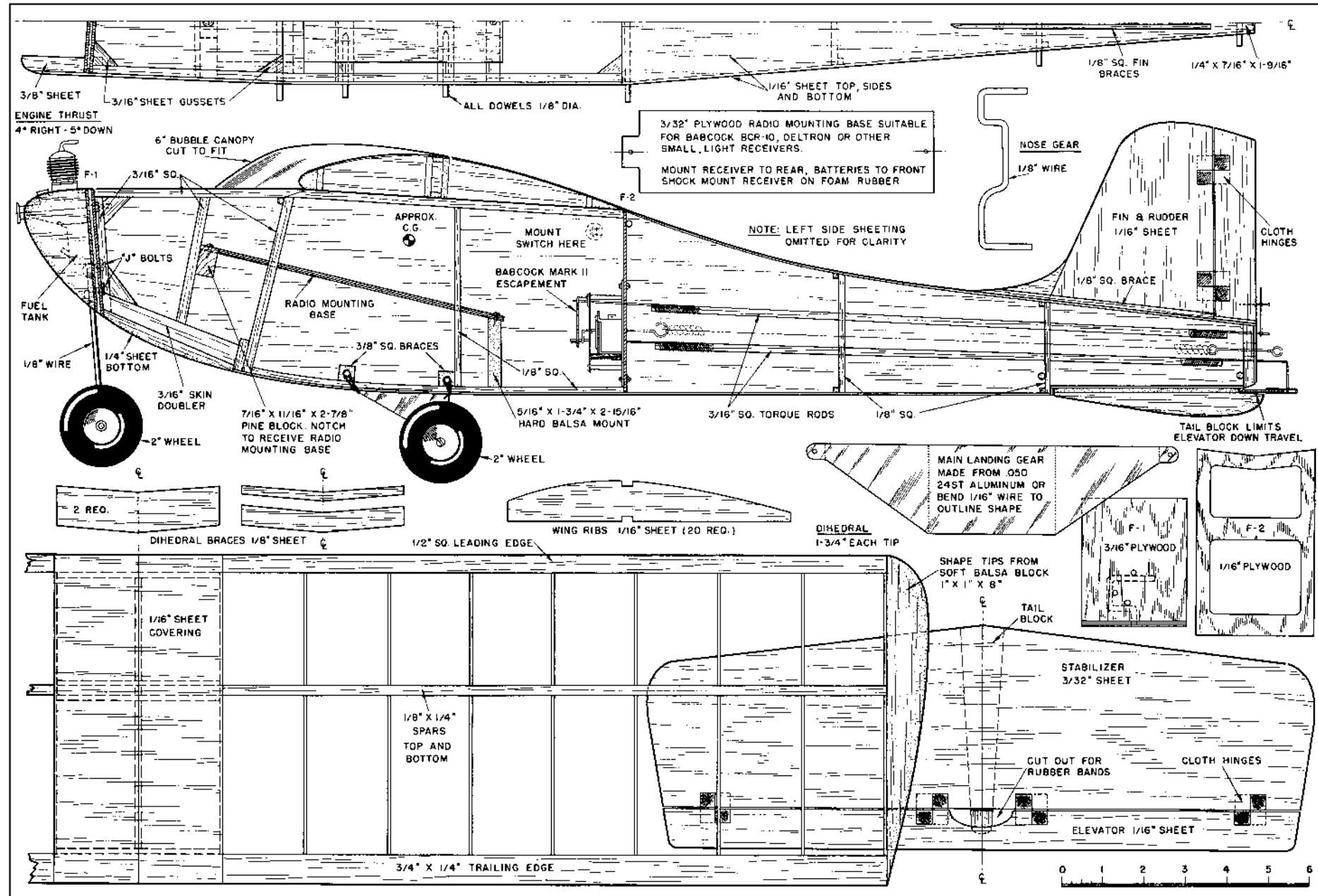
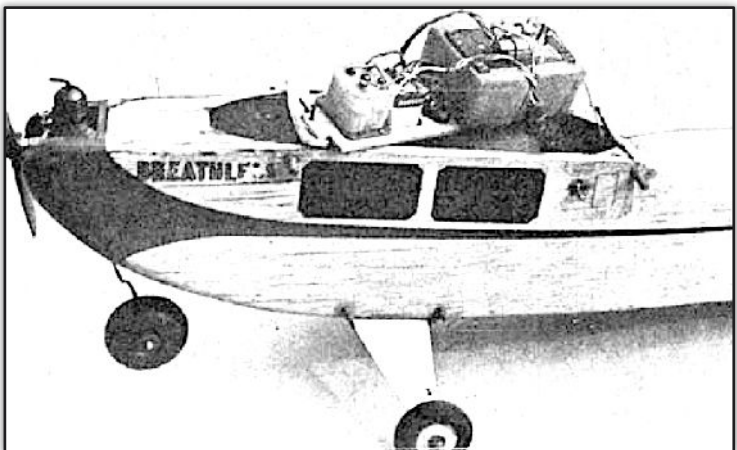
Open Texaco

1.	Ian Munro	TD Coupe	1685
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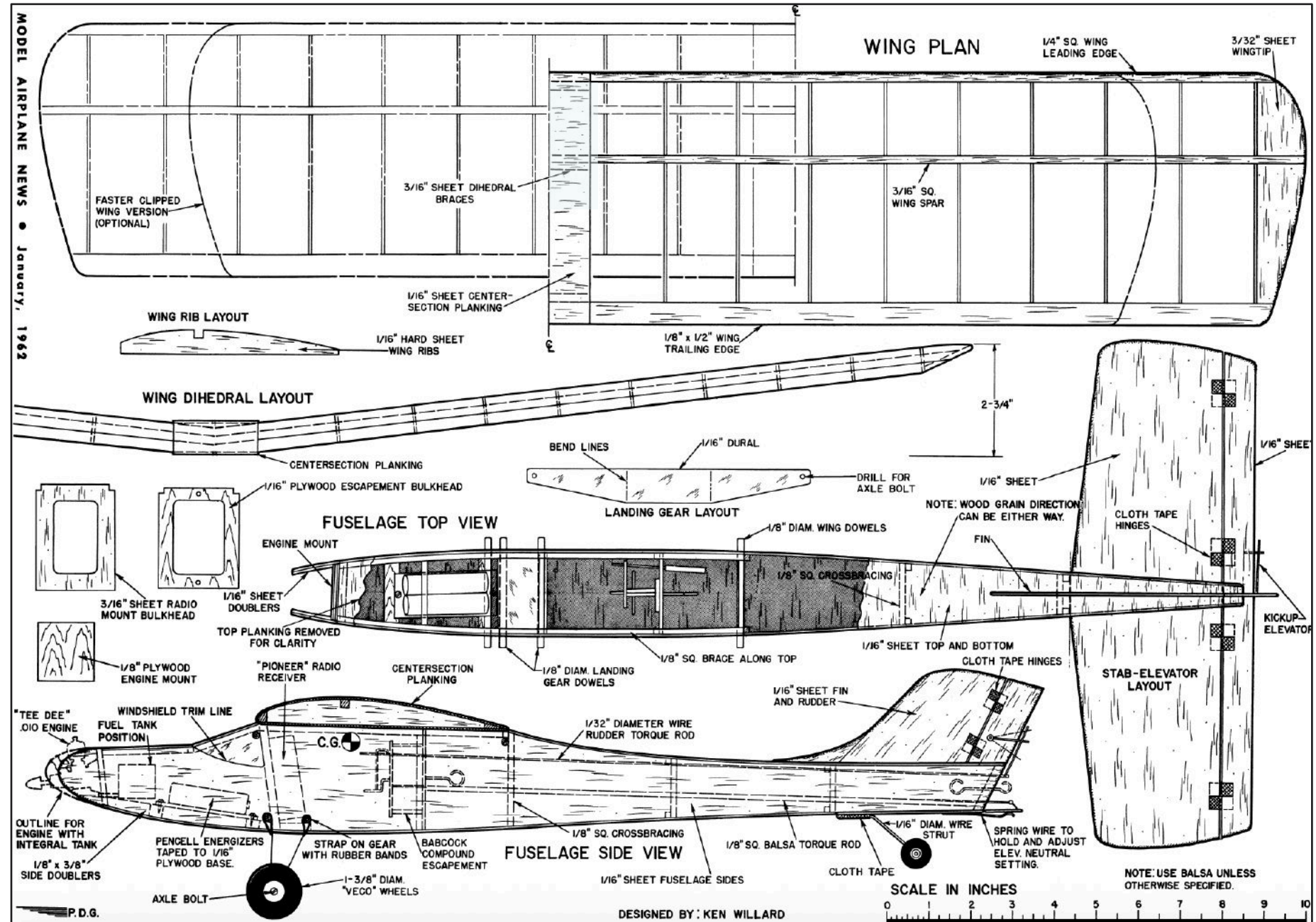
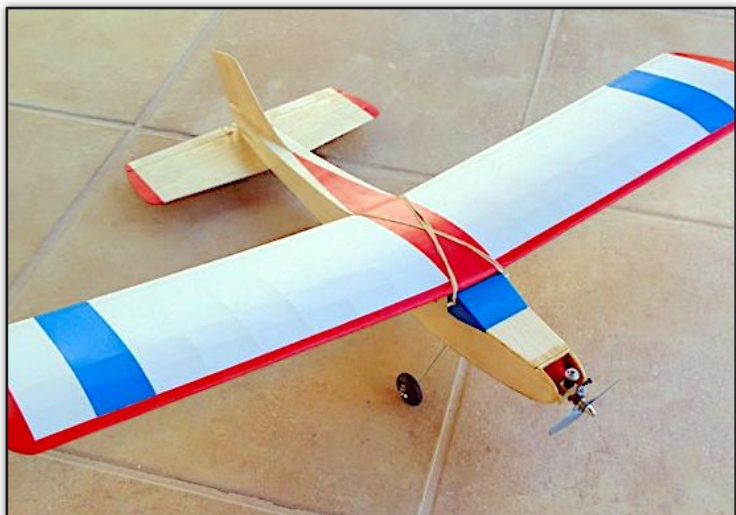
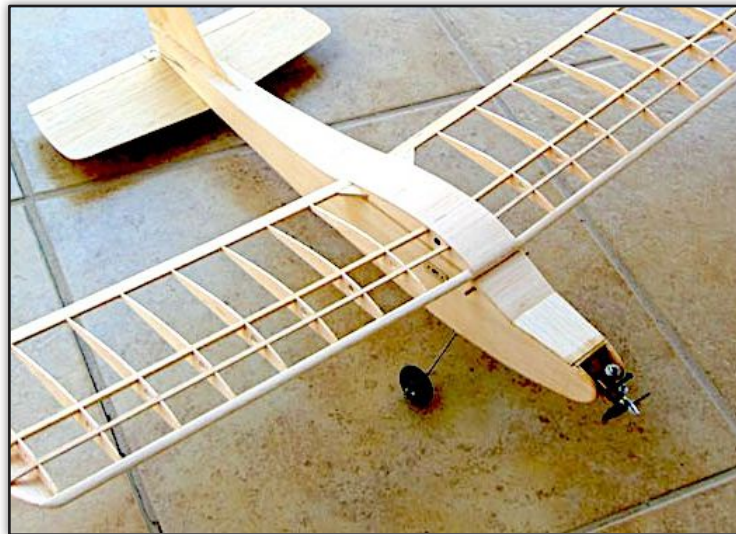
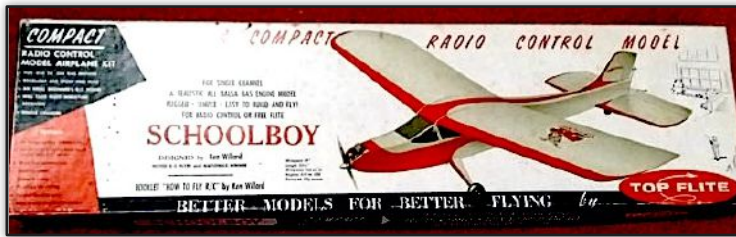




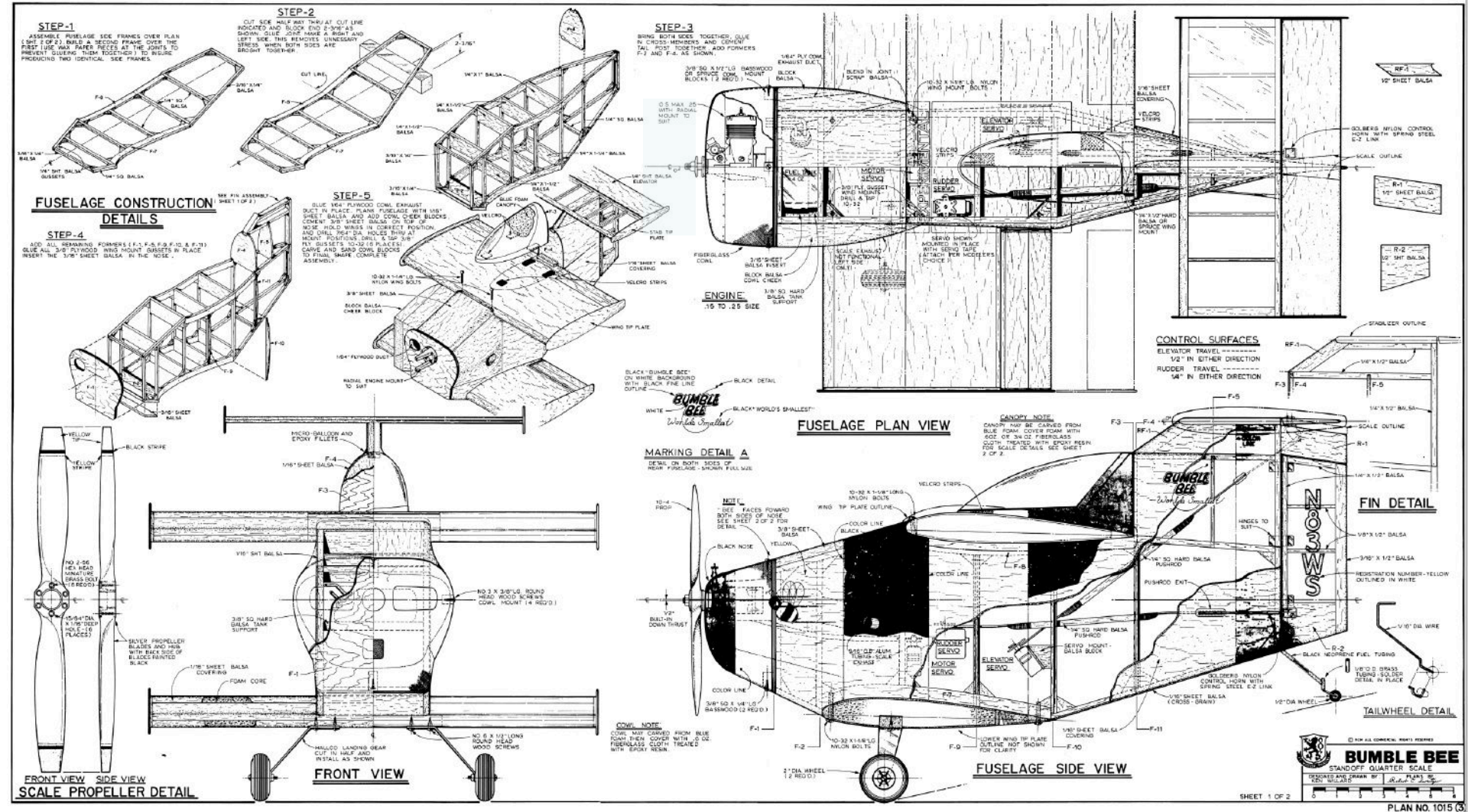
► The objective was a rugged, reliable RC model, suitable for sport or contest flying, powered by Half-A glow or diesel motor, and as simple as possible to construct. All of the flight proven aerodynamic design factors were listed and the design was laid out. All of the crash-proven structural strength features were incorporated into the detail construction of the model. The result was a sheet-balsa fuselage and tail, silk covered, and a conventional built-up wing, silk covered, all held together with the finest shock absorbing fasteners yet devised—rubber bands. Bracing is distributed so the model will withstand hard landings easily, and only requires minor repair even after a crash due to malfunction (which might be mechanical, electrical, extraneous or human). The model will recover from any flight attitude and assume normal level flight just by neutralizing the controls.



In 1957, Willard used a bigger version of the *Breathless* (imaginatively named *Big Breathless*) to set a world RC endurance record of five hours and twenty-nine minutes. It stood for five years.



Original used the minute Cox TD.010 engine. The optional clipped wing version would have been agile.



The *Bumble Bee*. A radio control scale model for .25 power. It is a quarter scale model of Bob Starr's 6 foot 6 inch biplane, appropriately named *Bumble Bee*.

The full scale *Bumble Bee* was designed, built, and flown by Bob Starr. The objective of the design was to attain the title of the world's smallest man-carrying aircraft. That title previously belonged to Ray Stits' *Skybaby* which was flown by Bob Starr in the early 1950s.

"As you regular readers know, I designed and flew a Quarter Scale model of the *Skybaby*, after over two years of frustrating failures, and the design was published in the June 1986 issue of *RCM*. It was during the early flight tests of the *Skybaby* that I heard of the *Bumble Bee*'s successful flights, and contacted

Bob Starr in Tempe, Arizona, regarding a Quarter Scale *Bumble Bee*. He was enthusiastic about the project, and we spent many hours together, during which I took many photos and measurements. This construction article for building a Quarter Scale model of the *Bumble Bee* is the

final result of all that activity. My Quarter Scale model is strictly a stand-off scale job, with no cockpit detail. I wanted to assure myself of its flyability, which turned out to be touchy but reasonable".

KW

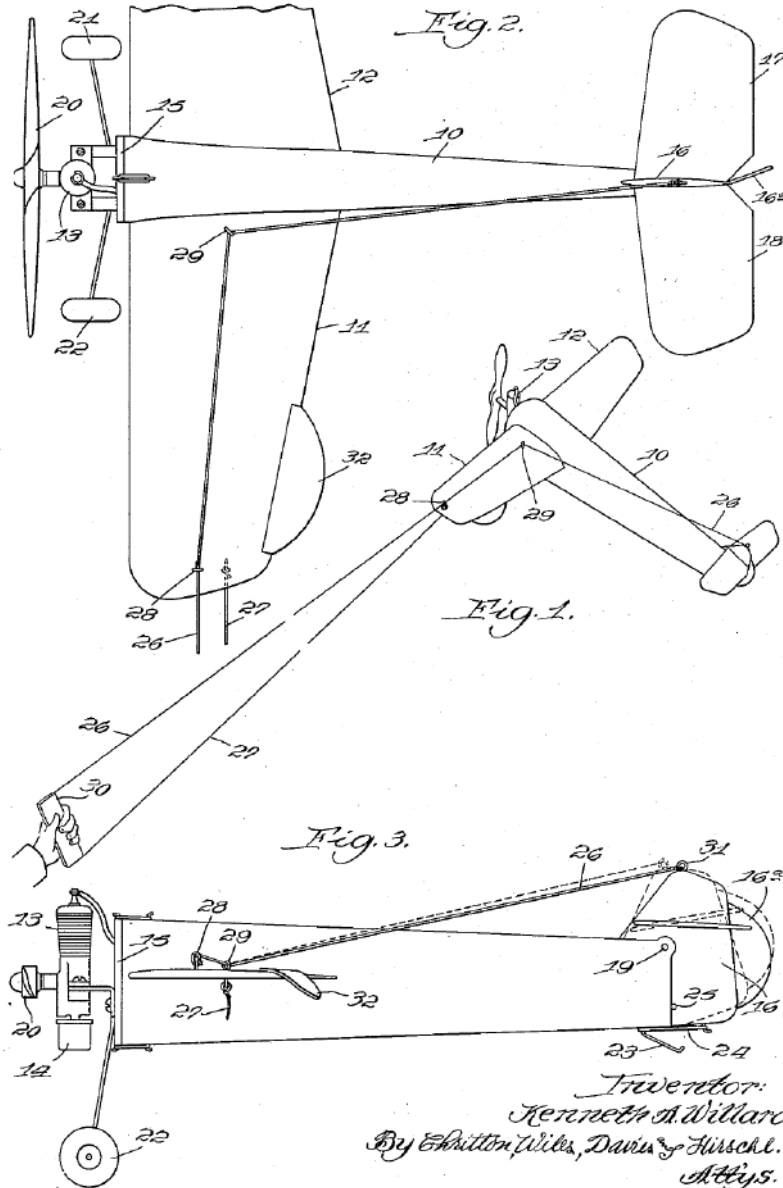
Willard Patent 1943

1976 NZ RC Licence - got yours?

July 6, 1943.

K. A. WILLARD
MINIATURE AIRPLANE
Filed Feb. 9, 1942

2,323,506



Inventor:
Kenneth A. Willard
By *Shotton, Wicks, Davis & Hirschl.*
Attys.

Right: This RC licence for an OS 2 channel dropped out of a second-hand book. Another 23 days and it will be fifty years old. A Vintage relic from a time when "proportional" was needed to distinguish the set from Galloping Ghost and Bang-Bang units. Editor still has a similar licence for a long-gone four channel Teletrol, purchased from Mainline Models which was operated by Graham Main in Taradale.

Left: Ken Willard's patent for a "new" method of circular flight control appears to be little more than an inefficient adaption of the 2-line control line system that was well established by 1943.

RADIO STATION LICENCE
(Issued under the Authority of the Post Office Act 1959 and the Radio Regulations made thereunder)

J. R. Bould

57 Shamrock St, PALMERSTON NORTH, New Zealand

is/are hereby authorised to establish and operate a radio station, particulars of which are set out below, subject to the provisions of the New Zealand Radio Regulations, and the International Radio Regulations so far as they are applicable.

Type of Service: Telecontrol and Telemetry	Class: Telecontrol				
Location: Palmerston North	Grid Reference:				
Carrier Frequency Authorised: 27.120 MHz	Frequency Tolerance: 0.6%	Call-Sign: -	Power: 0.5W	Class of Emission: P4	Maximum Bandwidth: -

Remarks: Equipment: O.S. 2 channel proportional
Radio control of models

In the case of a paging station or a telecontrol and telemetry station, and in the case of an aeronautical station, base station, or fixed station where the carrier frequency authorised is above 30MHz, the station may without further authority than this licence be operated by the licensee or other person authorised by the licensee in that behalf. The licensee is responsible for ensuring that the station is operated in accordance with the Radio Regulations.

Every licence issued in respect of the establishment and operation of a base station in the land mobile service shall be subject to such additional conditions as are set out in the licensing policy contained in Post Office Pamphlet RT 1 as if those conditions were expressly written herein.

If the location of the station is changed the Radio Inspector must be informed within 7 days.

This licence may at any time be suspended or revoked by the Postmaster-General at his discretion. It must be surrendered to the Director-General if the station is dismantled.

FAILURE TO PAY THE ANNUAL LICENCE FEE WILL RENDER THIS LICENCE INVALID.

Date: 23 June 1976

J. L. Lincan
for Director-General.

52986B—5000/10/74 TC

AVANZ News COVERS 177 - 182

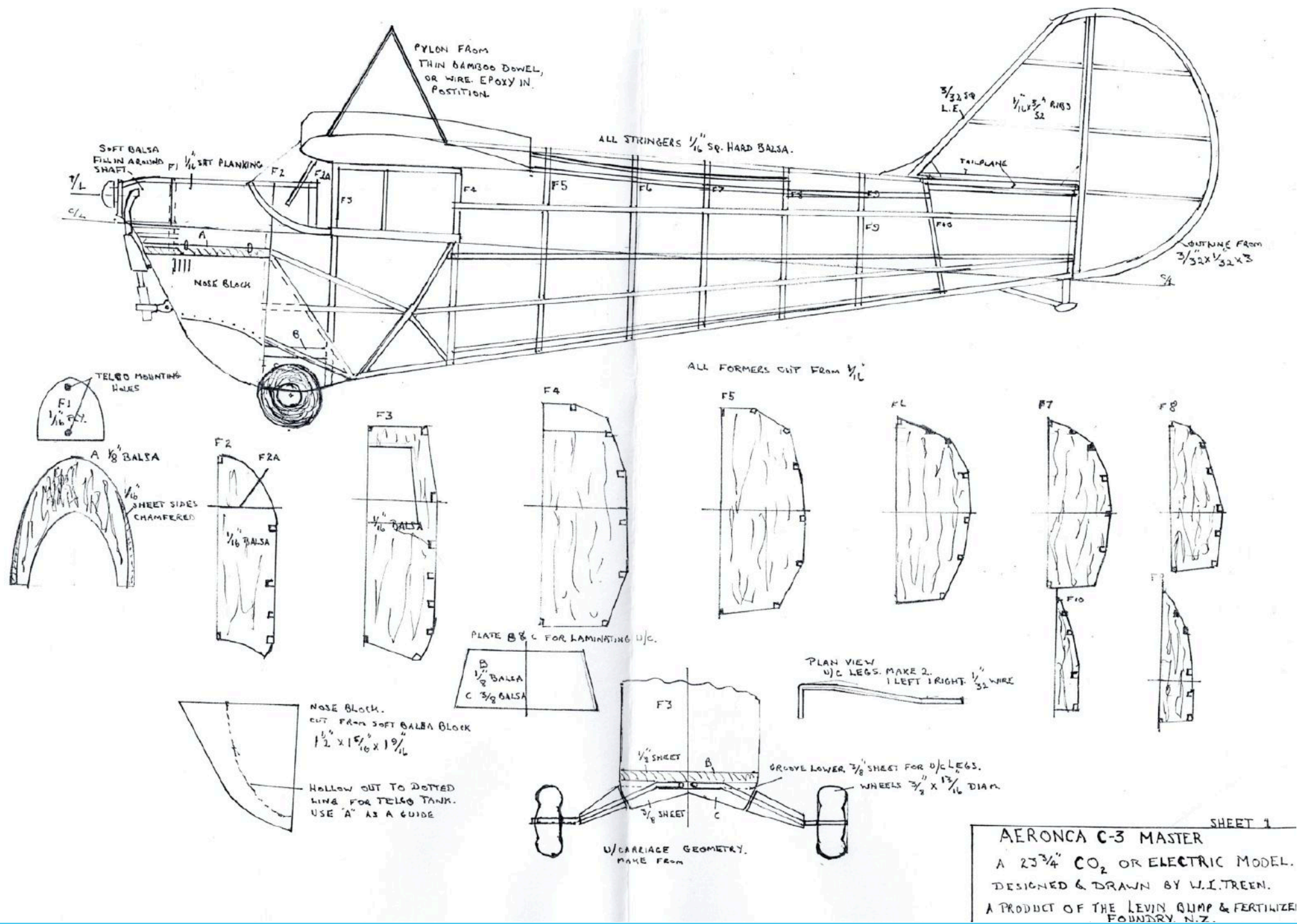


AVANZ News COVERS 183 - 188

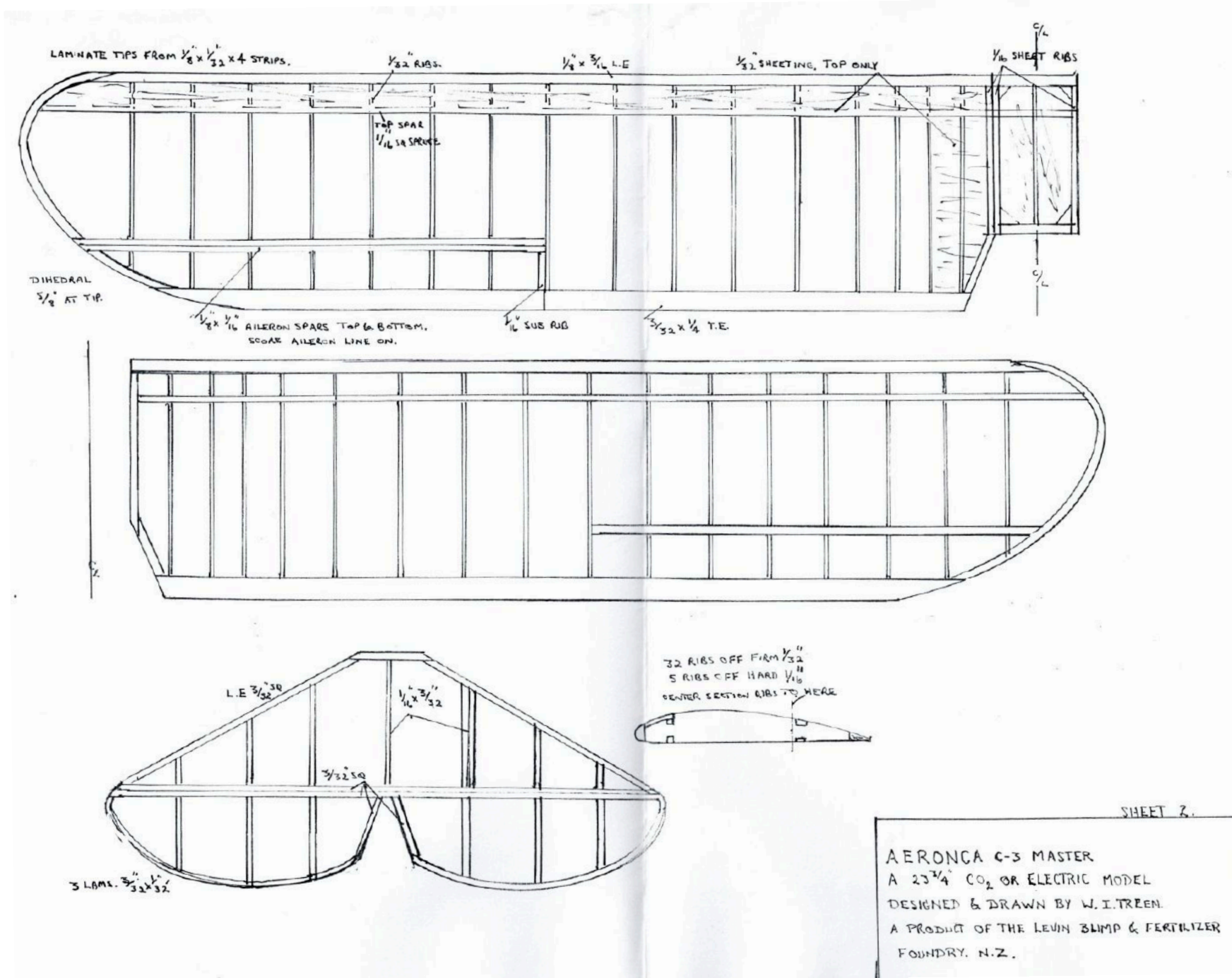


AVANZ News COVERS 189 - 194





SHEET 1
AERONCA C-3 MASTER
A 2 3/4" CO₂ OR ELECTRIC MODEL.
DESIGNED & DRAWN BY I.V. TREEN.
A PRODUCT OF THE LEVIN CLUMP & FERTILIZER
FOUNDRY, N.Z.



I flew Open Texaco for NDC. Went really well in calm sunny conditions, Started with some FF Open Glider as It would easily stay inside our paddock in 3 minutes then flew my fine old *Hangar 13* with the PAW 2.5. We have all gone back to the recommended props, 9x6 nylon, which as I remember is the maximum recommended by PAW for the 2.5. We originally used 11x6 wooden props. I know Tony at PAW was a bit shocked, and rightly so as it turned out. The engines would turn the big props for a number of runs but then glaze up due to overheating even at low revs.

The motor now doesn't sag and stop in flight anymore, just a smooth steady hum through the whole flight. I even set the needle a fraction rich now instead of chasing the leanest possible. The PAWs are a lot happier and, although revving higher, they are now running reliably and just as long. I managed 22m 48s in the flyoff without any noticeable lift.

The extra fuel allowance due to weight with the *Hangar 13* means it does the time more comfortably as well, although it would do the time on the old smaller tank too when the motor ran right.

The *DVIII* beast is heavy so it has a bit more fuel than she had under area rule. The weight rule and area rule are the same fuel allowance if you have built down to the old 8 ozs/sqft maximum of course, but big models are much harder to build that light so the weight allocation helps them to

overcome the disadvantage. Stew's *New Ruler*, for instance, would get a significant fuel increase I would think.

The *DVIII* will manage four classes these days - Scale, Open and A Texaco as well as Precision and do all competitively with the weight base fuel allocation rule for Open and Scale - even with a OS 20FS up front in place of the PAW - and it helps that the glow engine will stop when you close the throttle!

The extra fuel allowance means the *Hangar 13* gets the maximum time more comfortably as well, although it would do that on the old smaller tank too when the motor ran right.

I think any vintage model can compete in Open Tex under our rules. There is now no need to build a super efficient pylon model as light as possible. Even a draggy 1936 cabin model like *Hangar 13* can be made to work if set up with the correct engine and if flown competently can do the 15 minutes. (this has to be a good thing as it frees up the choice of what to build so you can choose what takes your fancy from any era.

Think about flying NDC Open Texaco and Duration at your next meeting if anyone wants to have a go. There is NDC Scale Texaco this month as well, but I doubt there will be any of those - sadly, as it is a brilliant class.



“VINTAGE” - a relative definition

To qualify for Vintage RC by our rules a design must have originated before the end of 1975.

That is fifty-one years ago and makes the caption for Photo 11 on the right rather interesting.

Back in 1949 it was appropriate to call the pictured model “a real oldie” and an “ancient design”.

It is a *Lanzo Record Breaker*, first published in the August 1939 Model Airplane News.

Less than ten years later, the design was venerable enough to qualify as an ancient oldie!

more modelers can legally engage in radio control activity. Whether they designate a “radio control band,” set up an examination—free license for control purposes, or however else the problem can be solved is up to the Commission. But they can’t learn how much interest there is in this work unless YOU write them. Address your letters to the Secretary, Federal Communications Commission, Washington, D. C. At the same time, write your Senator and Congressman on the subject. The R. C. Committee has been in close touch with F.C.C. officials on this, but there is nothing like a bunch of “letters from the people” to stir up action.

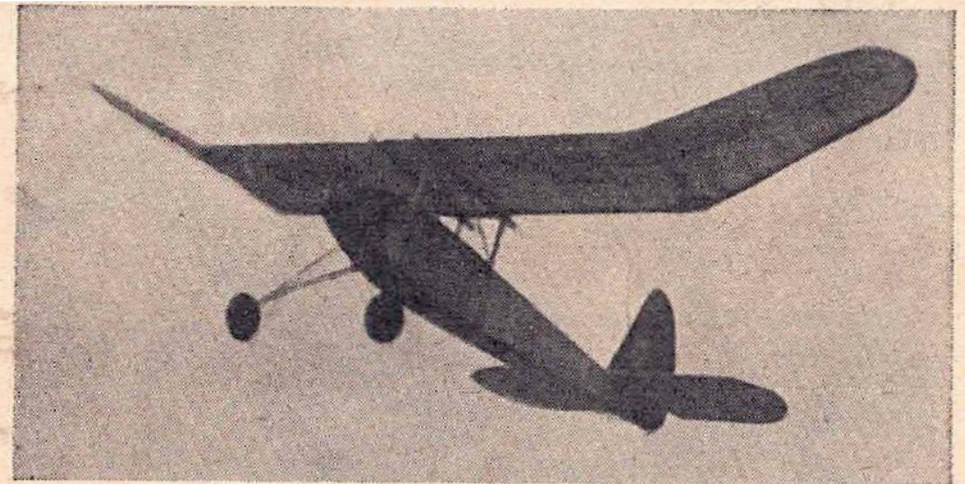
SPEAKING OF R. C., we want to give a few hints on how not to test your new radio job. Back in January, ye Editor was present when two model builders took out their pride and joy for first tests. The day was clear and cold, with a moderate breeze blowing. The model was a well-known and successful kit job and had just been completed. The owner, who was an experienced modeler, had installed a brand new motor, and neither ship nor motor had been flown. Since time was short, no ignition cutout timer had been installed.

The motor started easily but refused to run at any speed less than wide open. When the receiver in the plane was turned on, the rudder of the plane kicked spasmodically, but a quick check with the transmitter seemed to show reasonable control. What next?

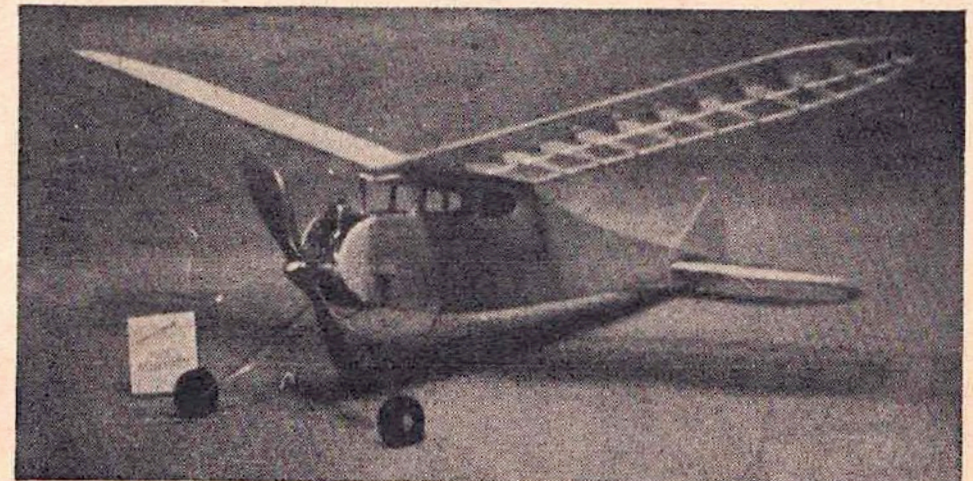
Well, time was short so the model was launched on its maiden voyage. The inevitable happened. The little ship roared upward, and by the time the fuel load ran out it was quite a distance from the field and traveling rapidly downwind. Radio control had no effect. It disappeared in a heavy woods and was luckily spotted an hour later perched (aren’t they always!) in the topmost branches of a very

(Turn to page 50)

MODEL AIRPLANE NEWS • April, 1949



No. 11 A real oldie! Ancient Lanzo design built by V. M. Tyrrell



No. 12 Austin Hofmeister powers this 22 incher with Kalper diesel

These are the plans that have been digitised by Linda Lambess from the publications of the Australian Flying Aces Squadron and the New Zealand Small Scale Squadron.

They can be emailed - contact Editor.

- Aeronca C3 Master Vo2No1.pdf
- Albatros DIII Vo1No4.pdf
- Andreasson B4-4 Vol11No3.pdf
- Andreasson BA-6B Vol12No1.pdf
- Avro 531 Spider Vol11No4.pdf
- Boeing Fighter F4B-4 Vol12No4.pdf
- Bonzo-13inch-peanut-Vol13No3.pdf
- Boredom Fighters Vol12No2.pdf
- Bristol Beaufighter 28in rubber twin Vol2No4.pdf
- Bristol Brownie 25inch r...er electric-Vol3No4.pdf
- Bristol Scout D Vol13No1.pdf
- Cessna 180 skywagon Vol11No4.pdf
- Cessna C-145 Airmaste...nch rubber Vol3No2.pdf
- Commonwealth CA-15 Vol12-No4.pdf
- Comper Swift Gipsy3engine Vol11No4.pdf
- Curtiss Orenco D Vol11No4.pdf
- Curtiss Robin Vol11No2.pdf
- Davis DA-2A peanutVol1No3.pdf
- Evans VP-I Vol10No3.pdf
- Fairchild PT-19 Vol12No3.pdf
- Fleet Trainer Vol10No1.pdf
- Flitzer Vol12No1.pdf
- Fokker D1-rubber-1.20th Vol13No2.pdf
- Fokker D7 - 20inchVol2No3.pdf
- Fokker D8 21inch rubber electric Vol3No4.pdf
- Gere Sport Vol11No1 info No2.pdf
- Hansa Brandenbert C1 electric Vol 13No3.pdf
- Hawker Demon 24th Vol10No3.pdf
- Helio H295 Super Courier Vol10No2.pdf
- Isaacs Fury II Vol10No4.pdf

- Jack II Jap Navy Fighter Vol11No2.pdf
- Jean Battens Percival GullVI Vol10No3.pdf
- Junkers Ju52 Vol11No3.pdf
- Kinner Sportster Vol10No1.pdf
- Lockheed Vega rubber scale Vol2No2.pdf
- Luton Major Vol12No1.pdf
- Magni Vale P.M. Vol 12No3.pdf
- Northrop Delta II Vol10No2.pdf
- PB-6 Race K Vol13No1.pdf
- Pik-26 Lloyd Willis (AUST)Vol13No4.pdf
- Piper Cub J-4 rubber 26 inch Vol3No3.pdf
- Piper HE 1 Vol 12 No3.pdf
- Piper TriPacer Vol11No1.pdf
- Rans S7-courier Vol11No3.pdf
- Renard R31 (NZ) Vol1No2.pdf
- RWD-5 Vol3No1.pdf
- Santo Dumont 14bis-Vol11No4.pdf
- Screaming Meany 1947-48 Vol13No1.pdf
- TaupinV-1 Vol12No4.pdf
- VodelD9 Vol10No2.pdf
- Waco model E 20th Vol12No3.pdf
- Westland Wagtail-Ivan Treen-Vol13No4.pdf



Top 10 Leader Boards 2026

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

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

The new postings are shown in red.

Please contact me if you spot any errors or omissions

Wayne Cartwright
rwcartwright4@gmail.com

Standings at 29 May: RC Classes

Vintage Precision

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

Vintage Duration

1.	K Botherway	1580
2.	A Knox	1580
3.	M Shears	1546
4.	S Nicholas	1411
5.	B Russell	1260
6.	G Rose	1208
7.	A Hales	939
8.	P Sharp	920
9.	K McMillan	915
10.	J Miller	907
10=	S Sturge	907

Vintage 1/2A Texaco

1.	A Knox	1480
2.	R Gray	1391
3.	B Scott	1364
4.	L Rodway	1361
5.	S Cox	1376
6.	B Russell	1037
7.	B Treloar	809

Vintage A Texaco

1.	S Cox	2608
2.	T Beaumont	2509
3.	A Knox	1840
4.	I Munro	1445

Vintage Open Texaco

1.	A Knox	3228
2.	B Scott	2756
3.	S Cox	1815
4.	I Munro	1758
5.	T Glogau	1460
6.	T Beaumont	1264
7.	L Rodway	872

Vintage 1/2E Texaco

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

Vintage E Texaco

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

Vintage E Rubber Texaco

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

Sport Cabin Texaco IC

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

Scale Texaco

1.	A Knox	1650
2.	L Rodway	1120



Vintage Power

1. Rex Bain 377

Vintage Rubber

1. Wayne Lightfoot 504
2. Graham Lovejoy 442
3. Antony Koerbin 426
4. Stew Cox 381
5. Lynn Rodway 253
6. John Beresford 245
7. Ron Pilcher 83

Vintage Precision

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

Vintage Glider

1. Ceinwen Evans 120

Vintage Catapult Glider

Vintage Hand Launch Glider

Nostalgia Power

1. Rex Bain 402
2. Chris Murphy 369

Nostalgia Rubber

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

Nostalgia Glider

Small Power

1. Lynn Rodway 187

Classic Glider

Classic Rubber

1. Chris Murphy 315

Scores in red have been added since the last bulletin



Motion-sensing transmitter.

Master Woo Fung's kinetic Tx uses gyroscopes and directional sensors to eliminate stick inputs. Seen here in use at Levin. Rotate right/left for aileron; rotate forward/backwards for elevator; turn your whole torso for rudder; move Tx closer or further away from torso for throttle.

This approach is aimed at aging RC flyers, combining RC flying with upper body mobility exercises. Master Woo Fung is currently working on a motion-sensing transmitter focused on lower body mobility.



Baby Boomer Selfie Phone.

Created by a Tai Chi Master, Woo Fung, this invention is popular with older phone users who can now take "selfies" in full confidence using a device with which they are familiar.

Image pilfered from Free Flight Down Under, March 2026.



Jaguringu Taco Transmitter.

Master Woo's interest in multi-channel RC started in the 1970's at which time he extended the capability of existing transmitters. The *Jaguringu Taco (Juggling Octopus)* was based on a 5-ch Futaba chassis and boasted 4 stick functions, 3 switched functions, 2 button functions, 9 knob functions, and heated side panels for winter use.

Dear Erroror of the ANZ New
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compatriate Randi Bundunup