

AVANZ

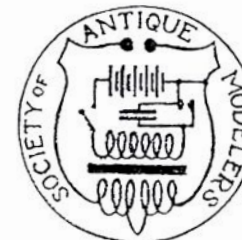


NEWS





Committee Notices



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Committee Notices

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79th NATIONALS

The MFNZ website now has all the Nationals programs, not that our Vintage RC events really need one as they will be run in rally style once again. This format has proved popular and the flexibility of flying your chosen events on any of the flying days certainly makes the organising of personal schedules easier.

The Vintage FF events are now the province of the FF SIG so look there for the VFF schedule.

Pleasing to see another well-supported event in Levin that once again managed to find a break in the weather. Great work Stew for the organisation and Ross for the photo coverage.

Something to aim for if you are within range is the up-coming Vintage Rally at Hamilton on 17th October.

This rally broadens our usual definition of Vintage by including pre-1976 gliders that have been converted to RC and electric power. Gliders are an aspect of Vintage that we have not

previously recognised, so it will be interesting to see what turns up.

Even if our glider debut is not a sell-out, perhaps interest in Vintage Gliders will be sparked. Photographs of international slope soaring Vintage Gliders are on page 21.

Further ahead, the FF SIG is planning a Vintage FF Rally at Proctor Road over the 1st and 2nd of May next year. This will be a chance to air those VFF models that have been at the back of the cupboard since you turned XX (add appropriate age).

COVER Ross Gray captures many of the fliers, including himself, at the John Selby Memorial Event, Levin.

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VINTAGE RC and FF NDC Oct - Nov 2026

Downloaded from the Vintage SIG area of the Model Flying NZ website
<https://drive.google.com/file/d/1ySLuwT0Avspbbz1WkDwngjrsyuNG7UZ/view>

Oct/26	150	VINT	FF Vintage Hand Launch Glider
Oct/26	151	VINT	FF Vintage Catapult Glide
Oct/26	152	VINT	RC Vintage Open Texaco
Oct/26	153	VINT	RC Vintage Duration
Oct/26	154	VINT	RC Vintage E Texaco
Oct/26	155	VINT	RC sport Cabin Texaco
Oct/26	251	FF	P30
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Oct/26	253	FF	Hangar Rat Indoor Rubber
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Nov/26	260	FF	1/2A Power
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Nov/26	262	FF	Hand Launch Glider

Note that the Vintage Free Flight contests are now under the auspices of the FF SIG. The 2027 NDC calendar will be adjusted to show this.

I will continue to include on this page the NDC events for both “ordinary” Free Flight and Vintage Fee Flight.

Month	Event #	SIG	Event Name
Oct/26	255	FF	Indoor Hand Launch Glider
Oct/26	256	FF	Tip Launch Glider
Oct/26	257	FF	E36



79th MFNZ Nationals – Waipukurau – Hawkes Bay

Registration Day – 3rd Jan 2027 starting at midday

Nationals run from the 4th January through to the 8th January 2027

Dates and locations for Control Line events are yet to be determined by the Nats Management Team and the C/L SIG.

The full events programme will be published at a later date, no doubt it will be very similar to last time.

Upcoming WAIKATO RALLY

Hamilton Model Aero Club

RC field 231 Collins Rd, Melville, Hamilton

17th October 2026

Models must be from plans or kits dated up to the end of 1975, built recently or in the past. The plans may be scaled up or down. Power may be IC or electric. The range of designs up to the end of 1975 includes:

- ☐ 'Traditional Vintage' – original FF designs fitted with RC
- ☐ Pioneer RC designs
- ☐ Designs for RC gliders, converted power
- ☐ RC sport, scale, and pattern/aerobatics designs

Faster models will be flown in separate time slots.

No competitions – just flying for the joy of it.

Organisers' choice awards will be made for:

- ☐ Best 'Traditional Vintage' flights
- ☐ Best RC glider flights
- ☐ Most authentic pattern/aerobatics
- ☐ Concours: best construction and finish - model must be flown to qualify

Registration fee: \$10

BBQ lunch available

Contacts:

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VINTAGE SIG RALLY

17th Oct 2026
HMAC field
Collins Road

This rally is for flyers who enjoy flying model designs of earlier eras. The aim is for everyone to have fun through sharing enthusiasm for these designs, and socialising with people who share similar interests in building and flying.

Models must be from plans or kits dated up to the end of 1975, built recently or in the past. The plans may be scaled up or down. Power may be IC or electric. The range of designs up to the end of 1975 includes:

- ☐ 'Traditional Vintage' – original FF designs fitted with RC
- ☐ Pioneer RC designs
- ☐ Designs for RC gliders, converted to have power
- ☐ RC sport, scale, and pattern/aerobatics designs



JOHN SELBY MEMORIAL

Levin 1st August 2026

Stew Cox

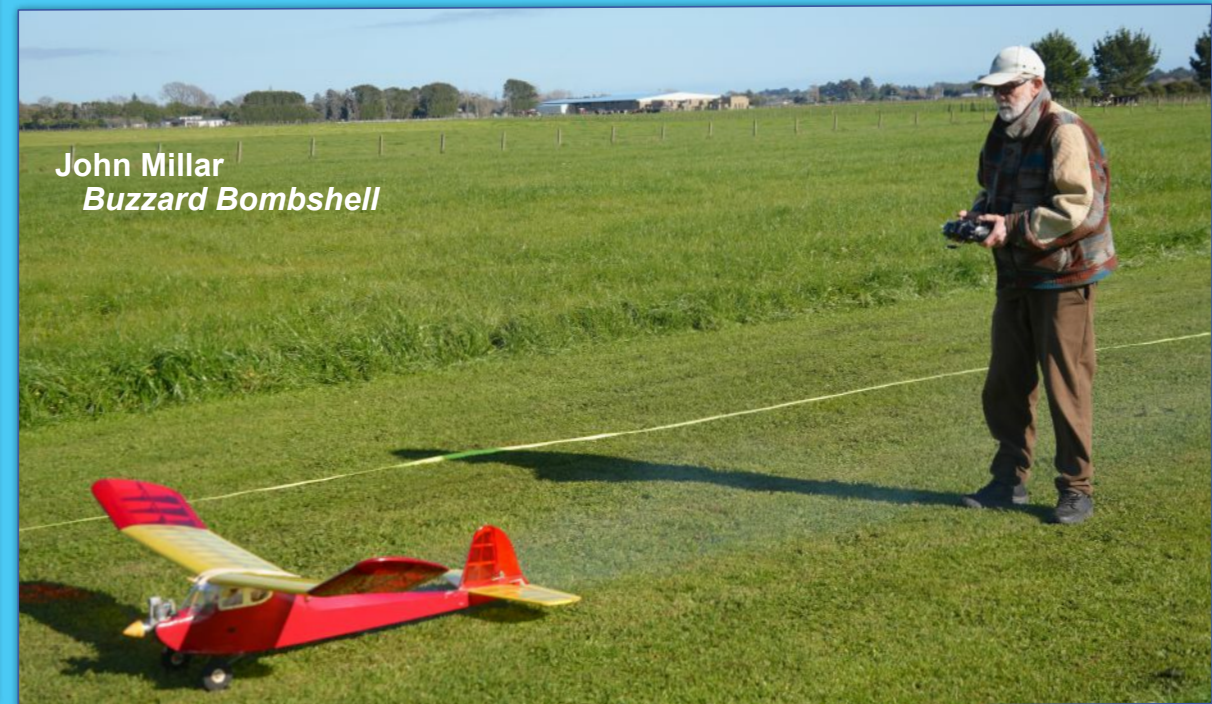
My report of this event has been published in MFW, so, briefly ...

The John Selby Memorial Vintage Event held at Levin on 2nd August enjoyed great weather and was very well supported with 20 fliers attending along with helpers and spectators. We brought the event forward compared to previous years to the beginning of August due to the increasingly strong winds expected to accompany the strong El Nino forecast to build through Spring. This proved to be a wise move as the strong westerlies have since arrived and most weekends in the month since the event have been unpleasant or not flyable at all..... There was a lot of fun on the day and both low key competition flights and sport flying kept the skies above the Levin field busy with models for most of the day.

I have provided captions to the excellent photos taken by Ross Gray that I thought you might like to include in the next AVANZ News. If readers wanted to see all of the photos that Ross took at the event, they can be seen at [John Selby Vintage Event 2026 | Flickr](#)

Stew Cox







Stu Cox, Barry Hall
CAVU



Dave Crook
Lanzo Bomber



Ian Monroe
TD Coupe



Graham Lovejoy
Vartanian CAT



Wayne Elley
Majestic Major



Ross Gray
Southerner
1/2A Texaco Playboy



Barry Hall
Bombshell



Joe Bradbury
Junior Sixty



Bryan fires up the BBQ



VINTAGE RADIO CONTROL SOCIETY



VINTAGE FLIER

Issue #212 July-August 2026



3 generations of hills at Haverstraw: Austin Hill with Cox Sportavia, Chad Hill with deBolt Interceptor (Built by Ron Morgan, and signed by Hal DeBolt!), and, Shin-yul Hill with Sig LT-40. (Photo courtesy of Faye Hill).

**The Official voice of the Vintage Radio Control Society
A Special Interest Group of the AMA**

Website – www.vrcs.clubexpress.com

Interested in old-time radio control?
Here's a publication from the USA that deals in just that.
I pick up the VRCS bulletin from :

https://vrcs.clubexpress.com/content.aspx?page_id=86&club_id=239201
Go to "Public" for the current bulletin plus a lot of other VRC material.

Below is a clever idea from the latest issue.

Range Check Phase II

*by
Dan Thompson*



A few days after writing the range check article for the June newsletter, I was at the flying field. Due to bringing a plane that hadn't been flown in a while, I decided to do a range check. As I was removing my range check aids from the van, a fellow flier looked and said. What is that? What I was holding was two flags that I had assembled to be my range check helper.

These flags were assembled with wooden clothes pins by drilling a small hole for a bamboo stick. Add a flag of your choice to the opposite end.

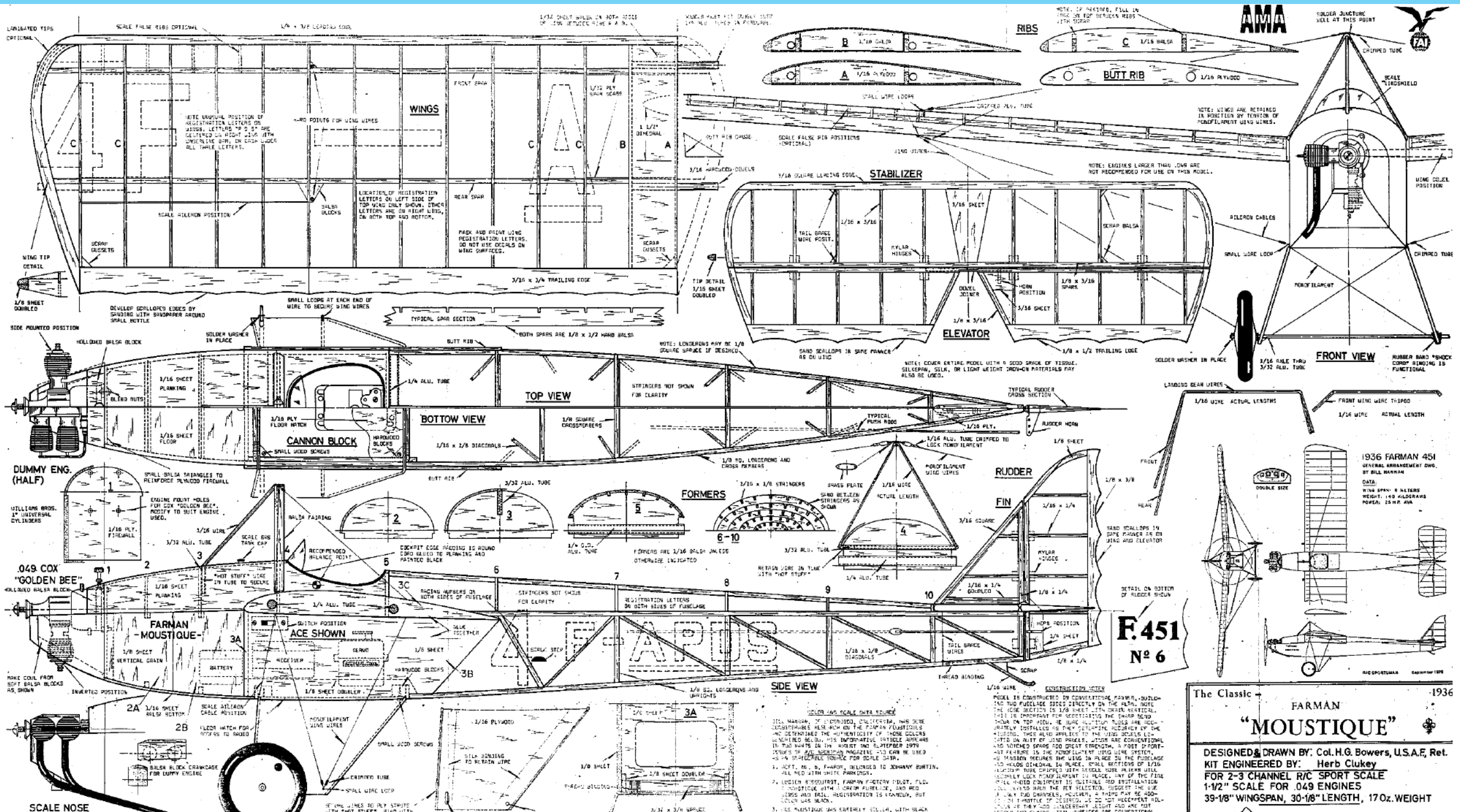
Place the flags on the control surface you wish to monitor and proceed with the range check. As you move the transmitter controls, the flag will move.

By using the flags you don't need a helper to monitor the plane controls and attempt to communicate with you by using some strange undefined sign language.

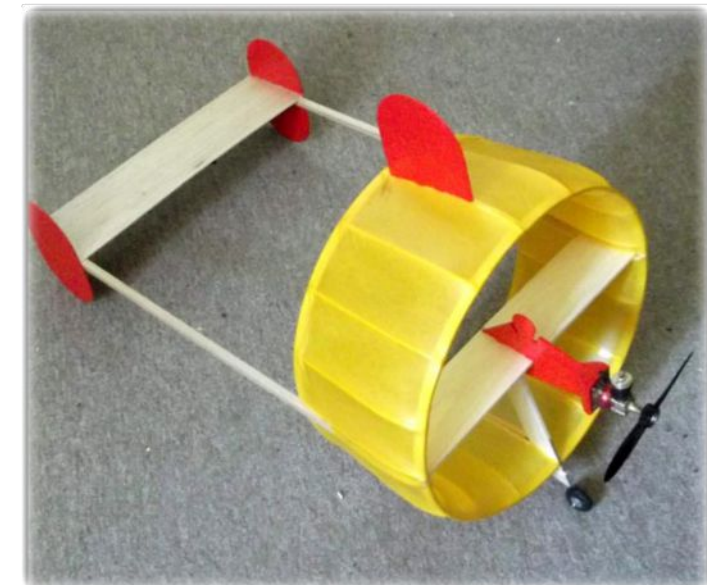
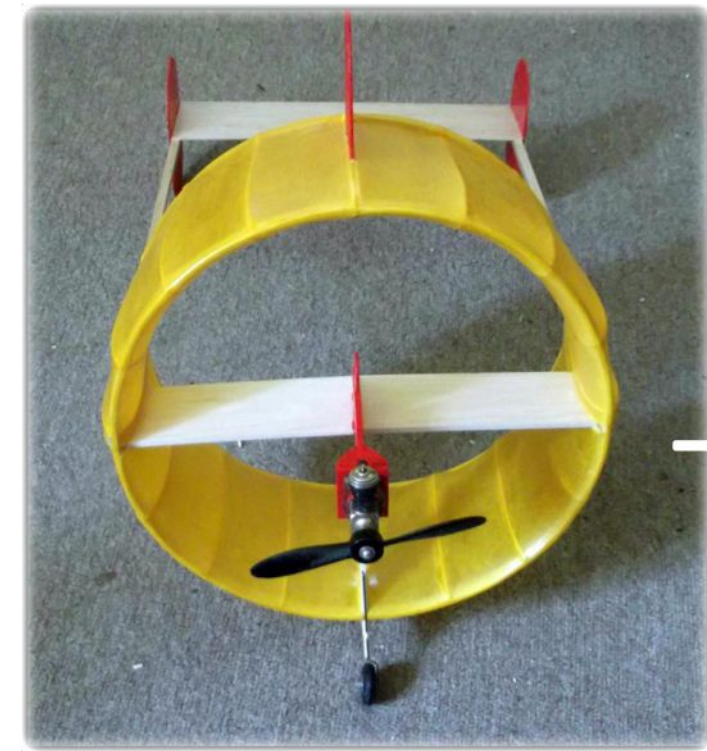
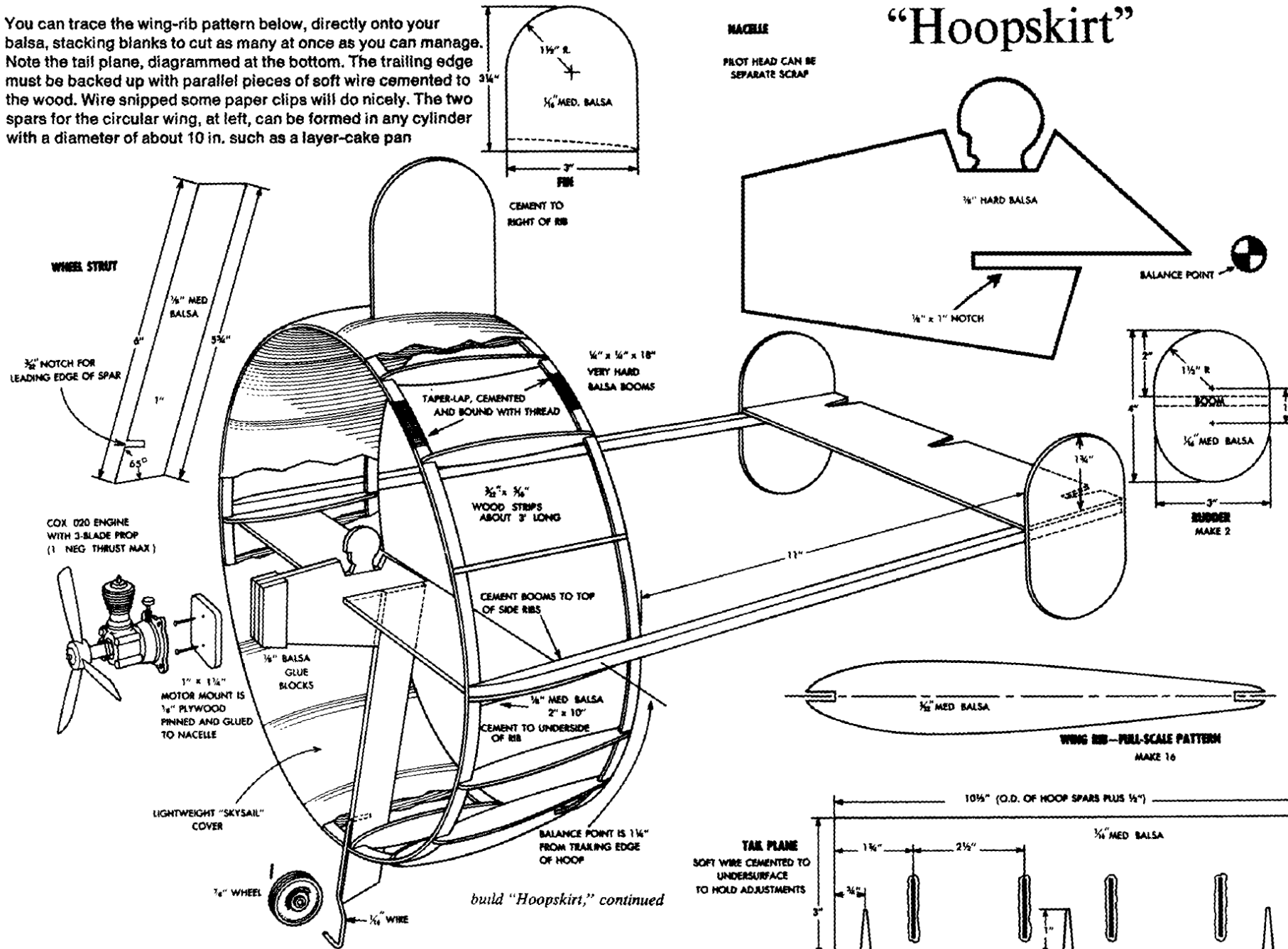
VINTAGE FLIER

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July-August 2026



You can trace the wing-rib pattern below, directly onto your balsa, stacking blanks to cut as many at once as you can manage. Note the tail plane, diagrammed at the bottom. The trailing edge must be backed up with parallel pieces of soft wire cemented to the wood. Wire snipped some paper clips will do nicely. The two spars for the circular wing, at left, can be formed in any cylinder with a diameter of about 10 in. such as a layer-cake pan

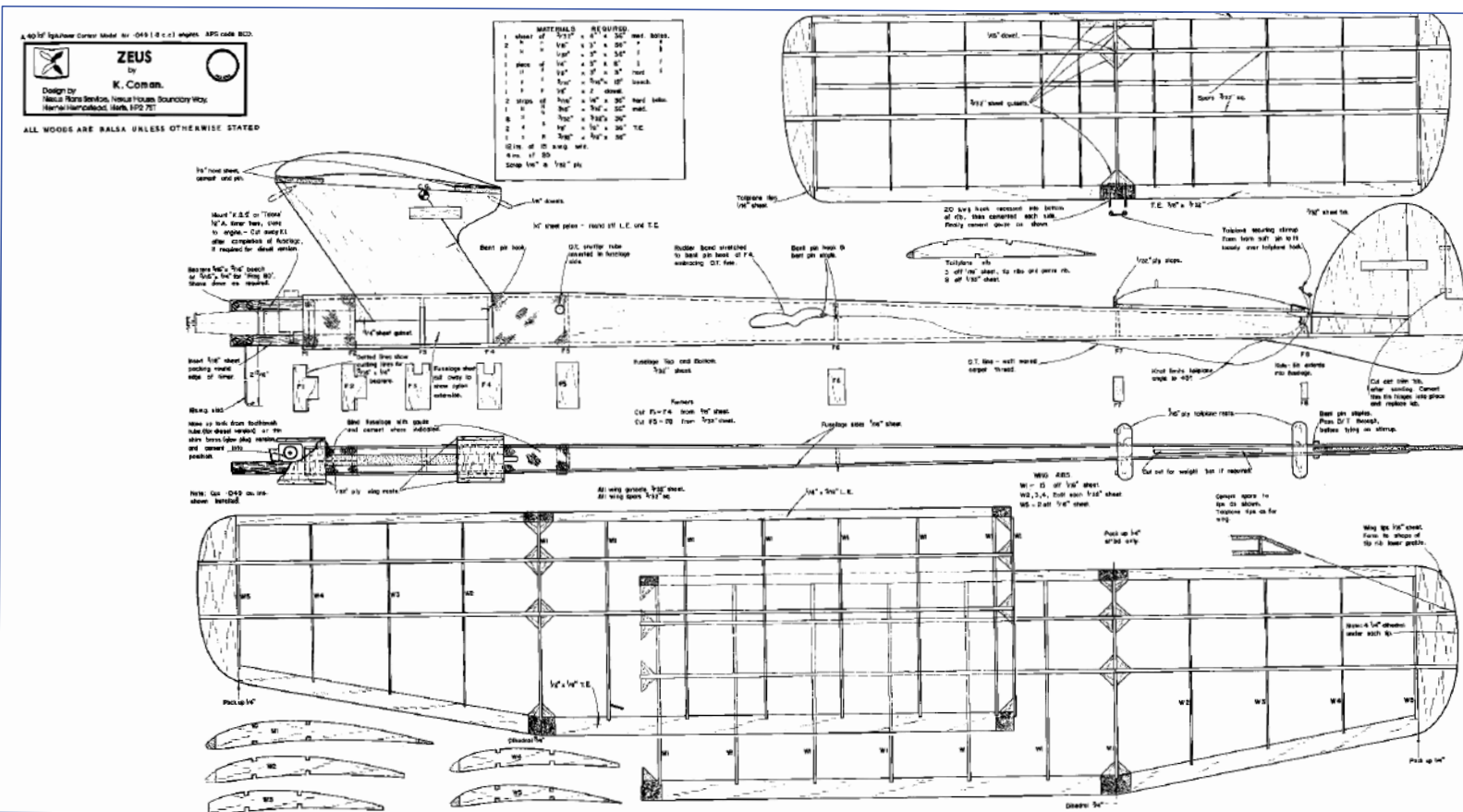


The *Zeus* was built several years back, but found to be horribly tail heavy-based on the plan CG-which is a bit suspicious at 65% chord. At this stage the engine was mounted as far forward on the bearers as it would go, so I put it aside as a writeoff.

A few months back I got to wondering if it was possible to graft bearer extensions onto the front and-and decided to try it using 3/4" lengths of 1/4x3/8" bearer stock - leftovers of the same piece of original bearer I built it with-these were doweled in place axially with two lengths of 2mm CF rod well down into the original bearers, and then crossbraced, also with CF doweling inside the crossbrace. Some solid balsa fill was added at the rear, in the original tank position-now moved forward on the bearers to sit close behind the engine. Things were reinstalled and the CG was still tail heavy, though nowhere near as bad as before.

A moment of inspiration hit me-the Zeus was scaled up to about a 3.5cc model and campaigned in the UK's SLOP by Graeme Shacklock to great success about 20 years back-. A detailed description of this model appeared in FF Forum-I dug it out-and LO!-it features a much more reasonable CG location of 85% and my resurrected small Zeus was found to balance bang on this point as completed.

Chris Murphy



WITCHAWK

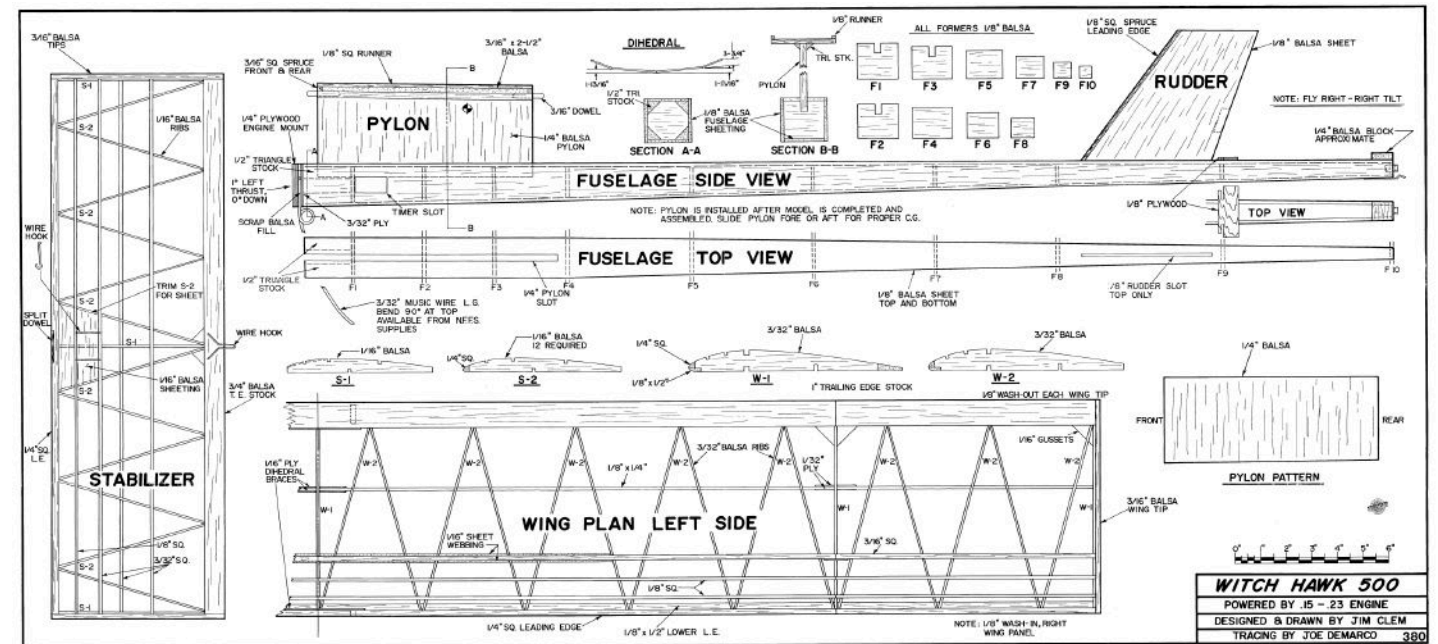
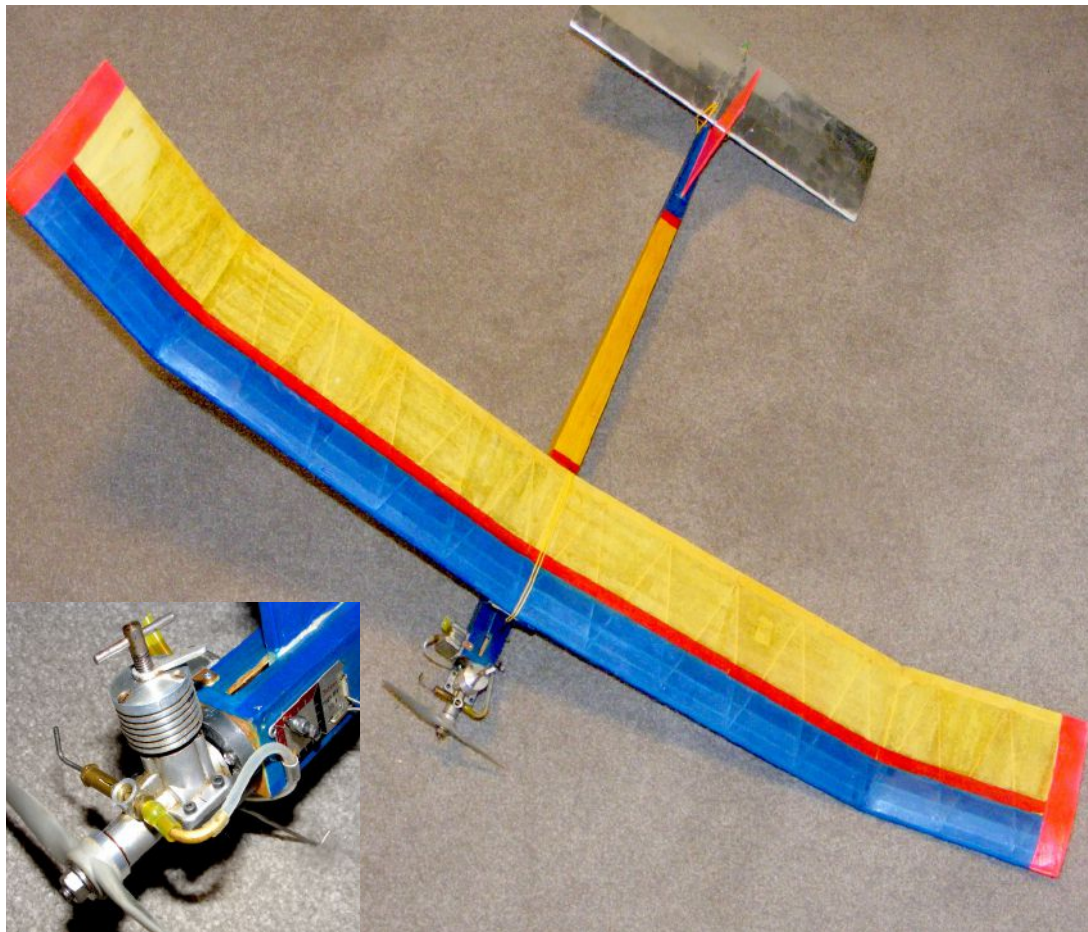
Jim Clem

MAN 1971

Built by Chris Murphy

The second model off the board is a *Witch Hawk*, the 4th of its name, built earlier this year specifically for a small Kiwi Power option with a works tuned PAW 80. This engine was bought from the redoubtable OFW Fisher himself when they first hit the market. It was sent to PAW to be tuned, and was run in around 1981 or 82 and hadn't been run since. It is also eligible for 1/2A and open power.

Chris Murphy



The *Witch Doctor*, *Okie Bird* and *Firewagon* designs by Jim Clem were featured in AVANZ News #186. At that point they qualified for RC Classical competitions but, after the rules change, are now re-designated as RC Vintage. The *Witchhawk*, like so many great 1/2A designs, falls just outside the 1970 cut-off. It won 1/2A at the 1971 USA Nationals.

For most of my FF years there has always been either a Witchhawk in the stable or, as at present, another one being built. The model is simple to build and, as with all Clem's designs, the airframe has exactly what it needs, no more and no less.

The plan shows an enlarged 1/2A Witchhawk. At 500 sq inches it is a good choice for Open Power.

Editor

FIRECRACKER

N.Marcus

Model Aeronautics 1949

Built by Chris Murphy

Norman Marcus 'Firecracker'-built from the scale drawings and full size parts from the Ian Allen *Model Aviation* series published in 1949-50.

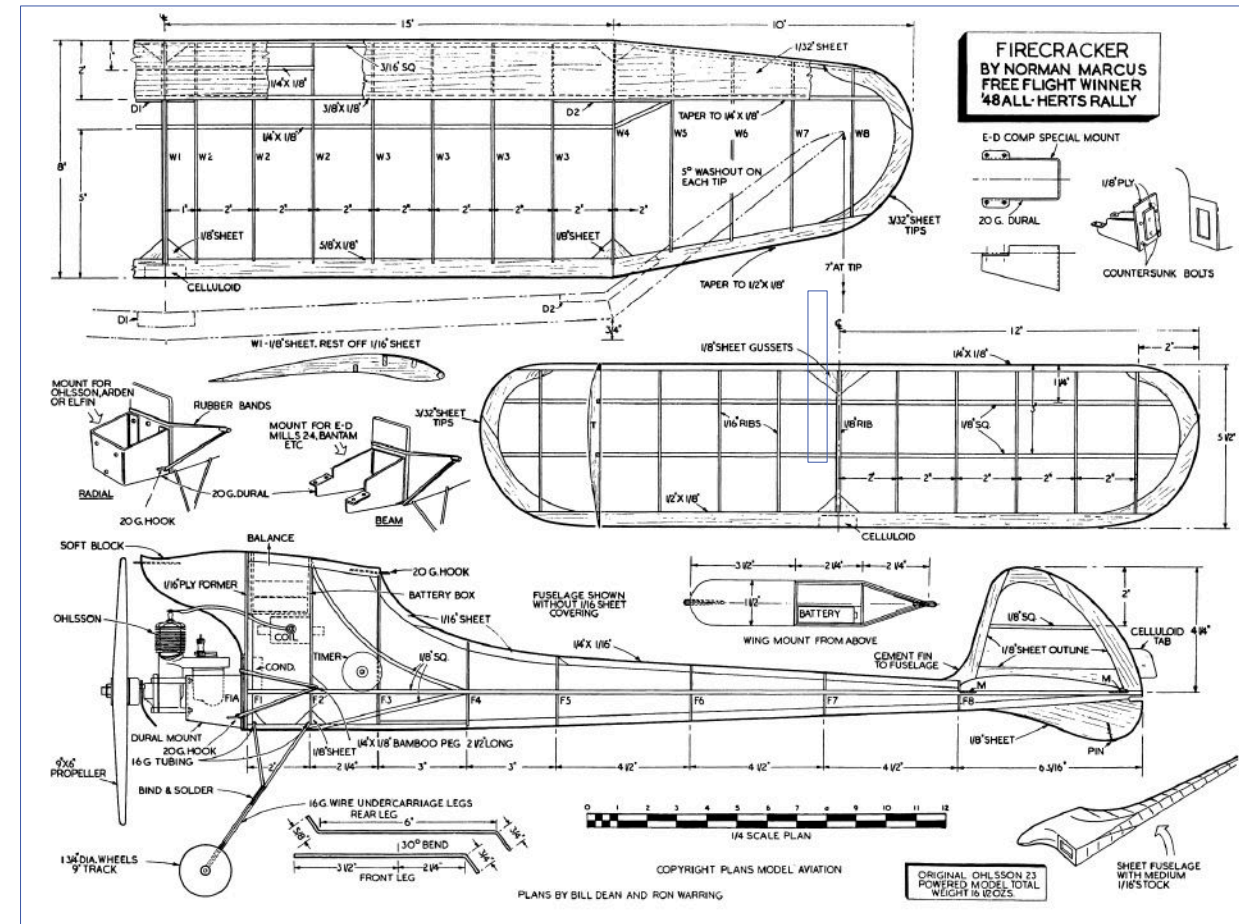
The design was recommended by no less than Dave Hipperson who flies an AM 35 powered version...our power loading rule does not allow this big an engine, so I've settled for a .15, a beam mount Elfin 249. An AM25 will fit the same mounting holes and an additional set of two more screw holes were added to accommodate a PAW 249 should that be required down the track.



I took one look at the wing section and thought it was a warp looking for a place to happen, hence the capstrips. The fuselage was not an especially easy build and the extensive double curvature round the rear of the pylon provides some challenge when using soft 1/16" sheet to accommodate said curvature. Wet moulding was resorted to, a bit of CF reinforcement on the inside, plus lightweight glass. I intend this model to last! the remainder is fairly traditional and conventional. It has fairly typical NGM design attributes of a very thin tailplane section, a habit he carried on to the later *Eureka*. My example of the latter flew well some 30+ years back, so I have no great concerns with this feature. The fuselage continues his early habit/preference for diamond cross section fuselages.

When I complete the covering, will be a Texas multi function housed in a streamlined pod external to the fuselage, as the structure and former positions leave to narrow a gap to fit the timer works inside.

CJM



MINI HOGAN

1950

Dennis Davis

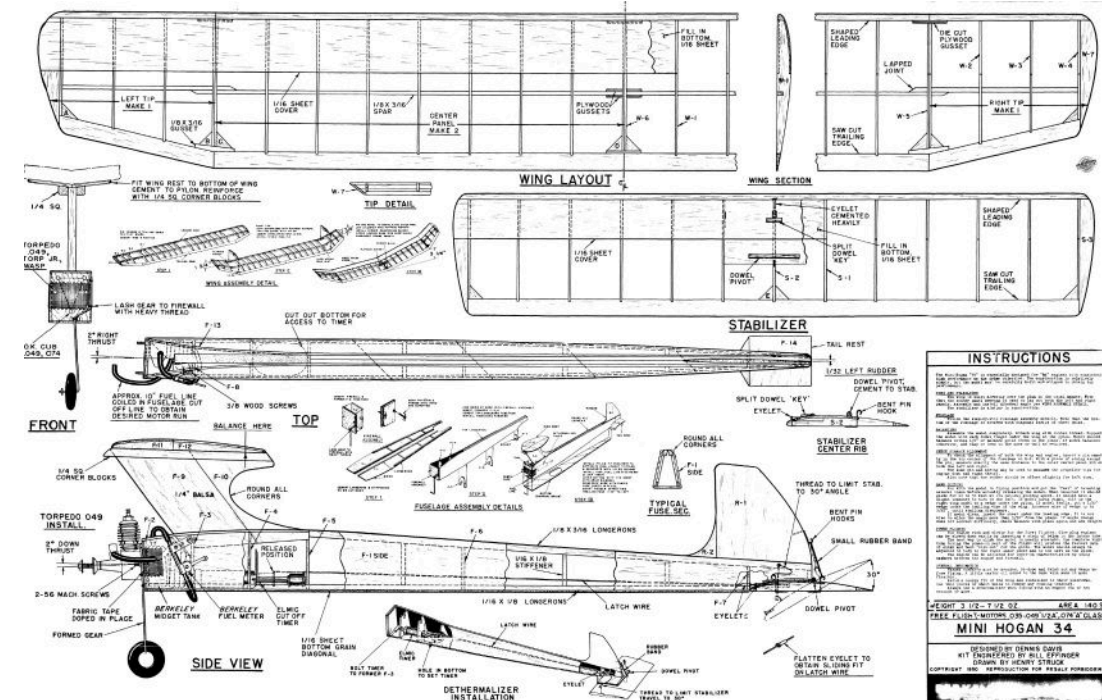
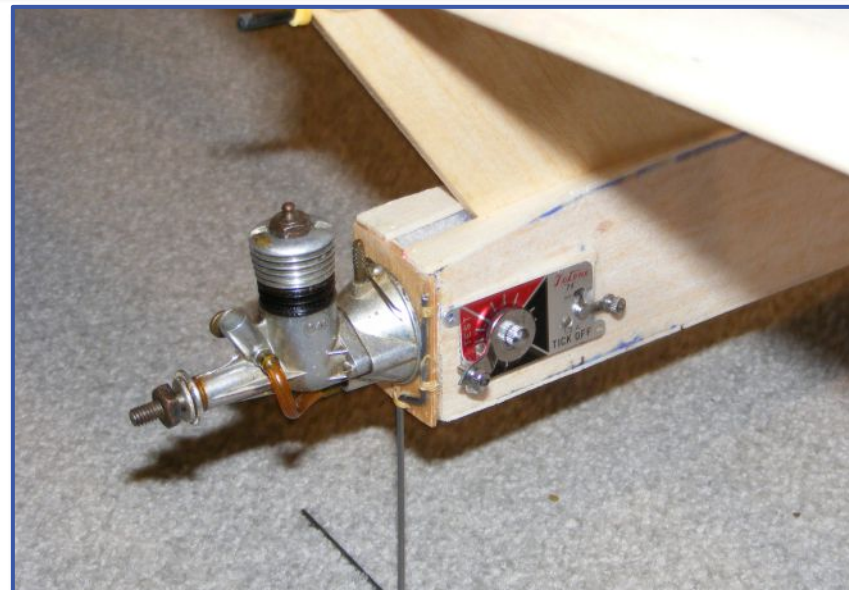
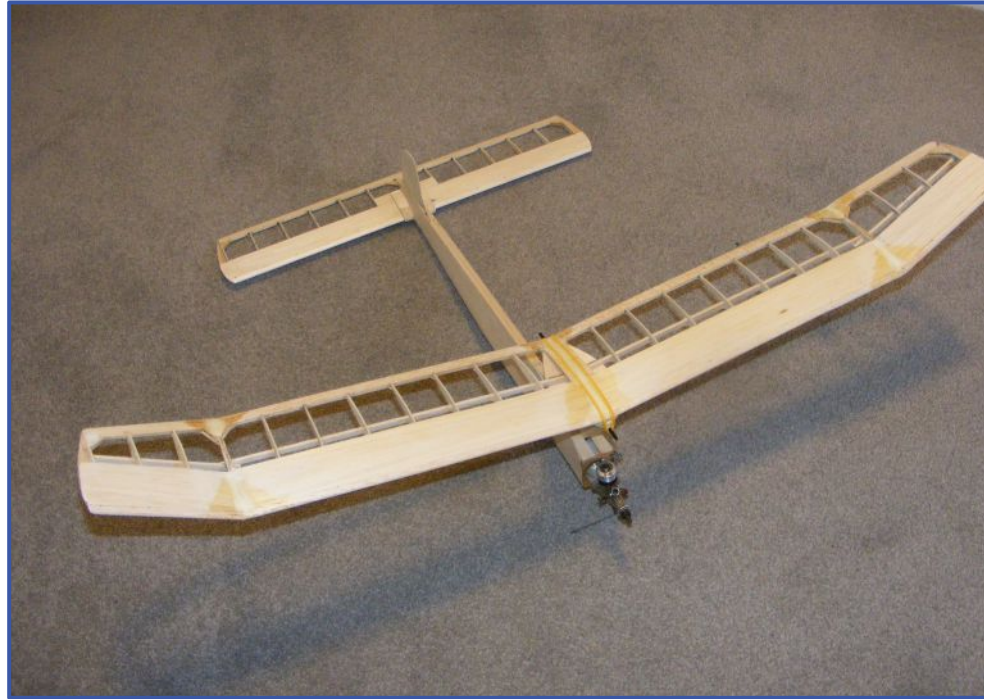
Built by Chris Murphy

The last build is a Berkeley *Mini Hogan*. This is a model for which I have had the plan for many years and cut several sets of ribs for - about a decade ago!

With the semi demise of .020 Miniature Replica from NZ contests, with combined Small Vintage 1/2A Nostalgia becoming the default, I wanted something that could reasonably challenge the 1/2As and would still be Miniature Replica legal with a Wasp. With the Atwood 049 it will also be Vintage Power legal.

As you can see from the tailplane closeup, DT-ing will provide some technical challenges. The plan shows an Elmic Airdraulic timer operating a long pushrod so i'm leaning towards a small BMK timer with a tiny servo on the fuselage underside and a carbon pushrod engaging in a lug at the leading edge of the tailplane. Withdrawing the pushrod on DT will allow the leading edge to pivot down to the usual 30-35 degrees, pivoting around the extreme rear of the fuselage under band tension from a hook on the fin trailing edge.

cont

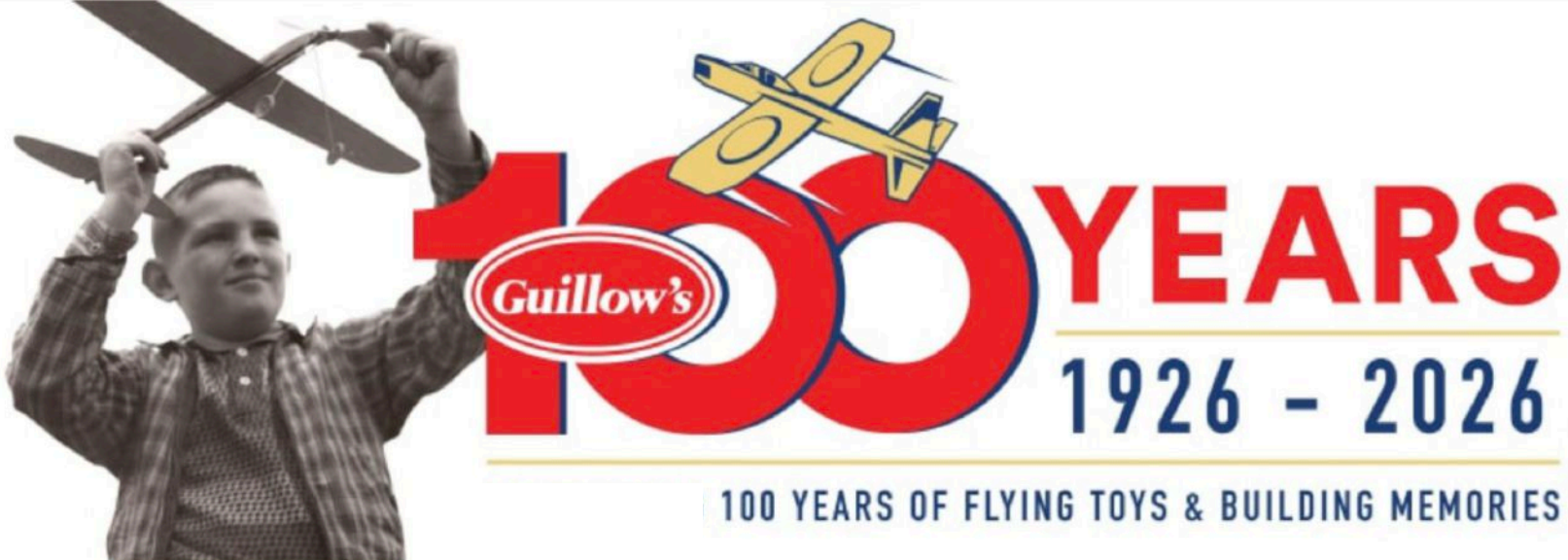


..... The fit will be critical and I don't want the incidence to flop about so I have moulded front end stops to support the leading edge profile. At this stage I'm thinking in terms of a T-shaped lug, cut from fibreglass sheet, with the top of the T glued to the rear face of the leading edge strip, allowing for at least 3/16" protrusion of the pushrod into the retaining hole.

Weight as you see it is 4.5 oz, so I'd expect 5 to 5.5 oz on completion.

CJM





1926 Paul K. Guillow, a World War I Navy aviator, established the company as Nu Craft Toys in Wakefield, Massachusetts, at first producing airplane-themed card games and balsa wood flying toy airplanes and gliders.

Among the company's earliest products was a card game called *The New Lindy Flying Game*, released in 1927, and a board game called *Crash: The New Airplane Game*, which was introduced in 1928.

1930's Product line expands to include more complex balsa wood model kits along with its flying toys and gliders. With business rapidly expanding, the company moved to its present location in Wakefield, MA. Nu Craft Toys began operating as Paul K. Guillow, Inc.

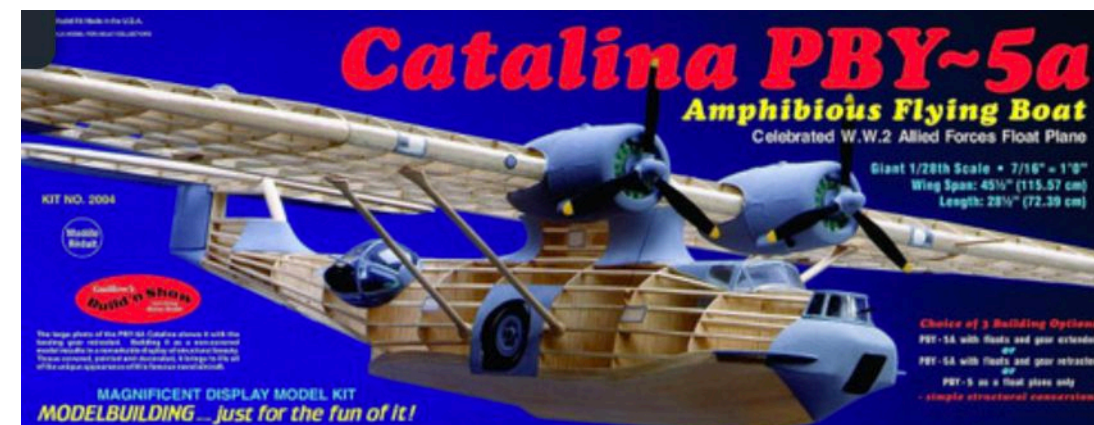
1940's Guillow authors books including *Tom's Book of Flying Models* and *Flying Models and How to Build Them*. During the USA's war years, Guillow's produced military glider models for training purposes.

The post-war boom of plastic models caused a decline in the "stick and tissue" business so Guillow's concentrated on hand-launched and rubber-band propelled gliders.

1951 Paul Guillow dies. His widow incorporates the company with the help of Paul's brother Roscoe and Earl Smith as officers of the company.

1958 -2026 Expands to detailed scale model kits of famous aircraft, including WWII fighters. From this group of models, the 200 Range, right up to the present day, the scope of Guillow's kitsets has been greatly extended. Kits include the simplest of gliders and beginner rubber models to the complex and highly detailed jumbo-size kits such as the B-17G and PB-Y-5a on the right. Some are intended for display only but most are airworthy designs.

Guillow's kits are available in NZ. Search "Guillow's" on Trade Me for scores of examples from basic to complex.

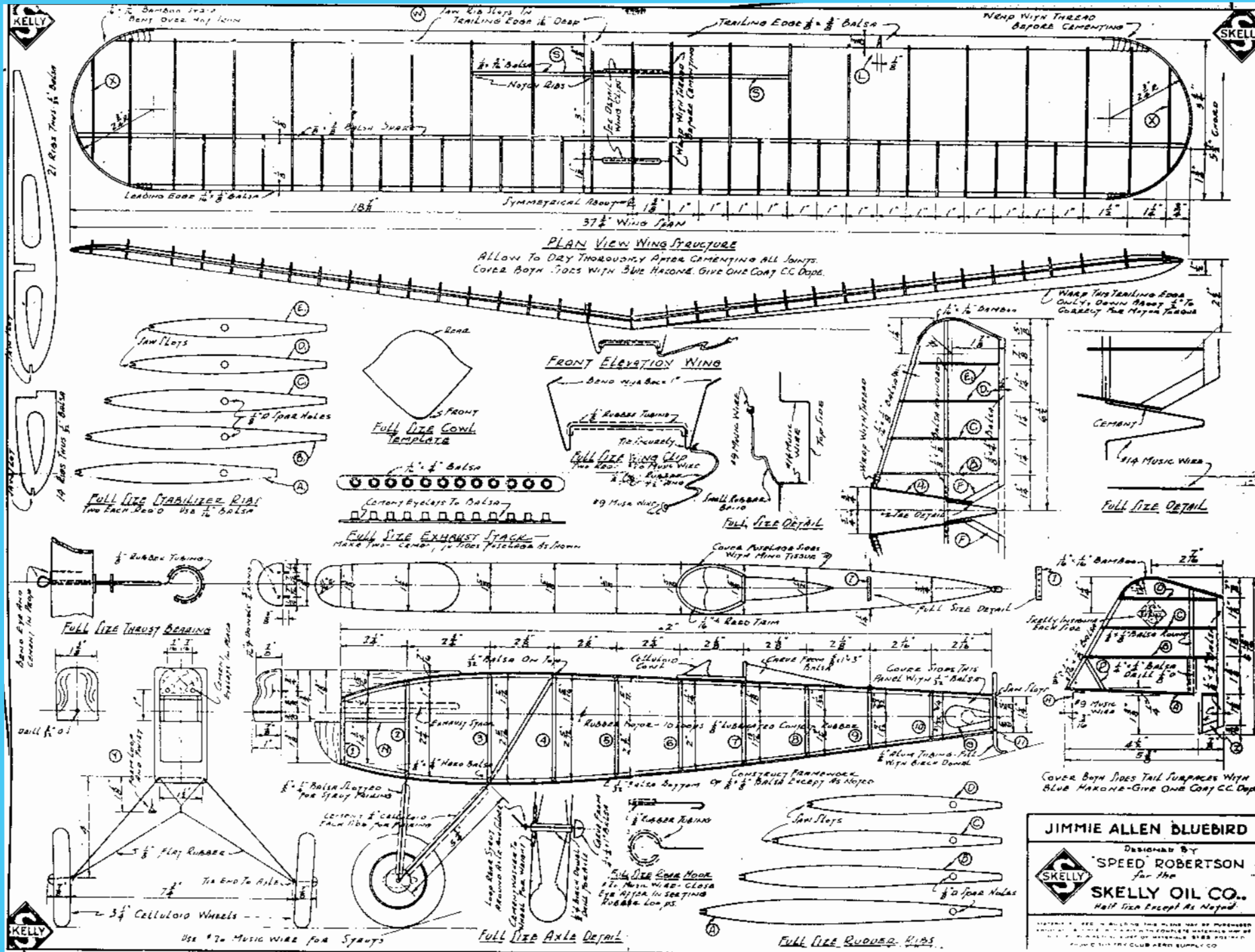


Jimmie Allen

BLUEBIRD

1933

Speed Robertson

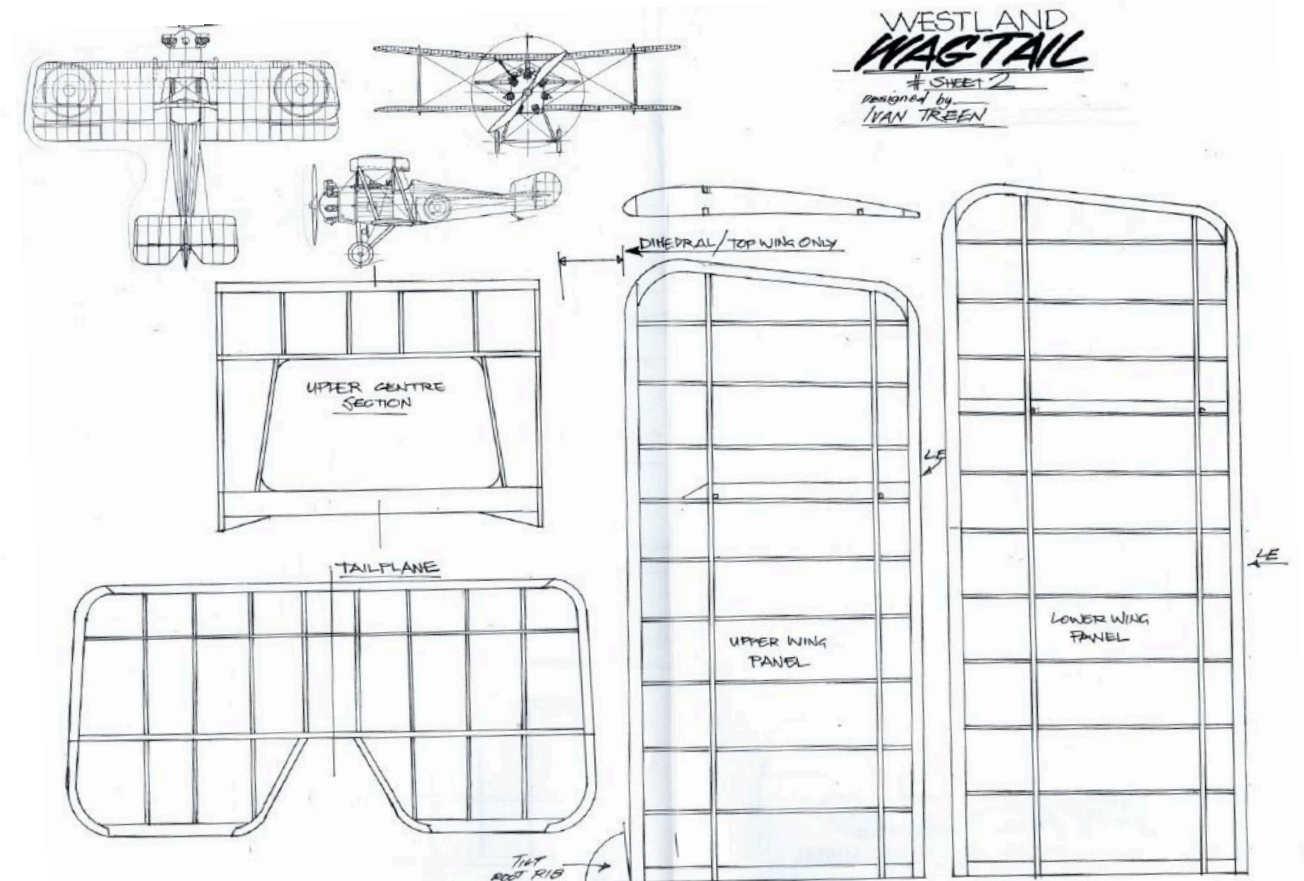
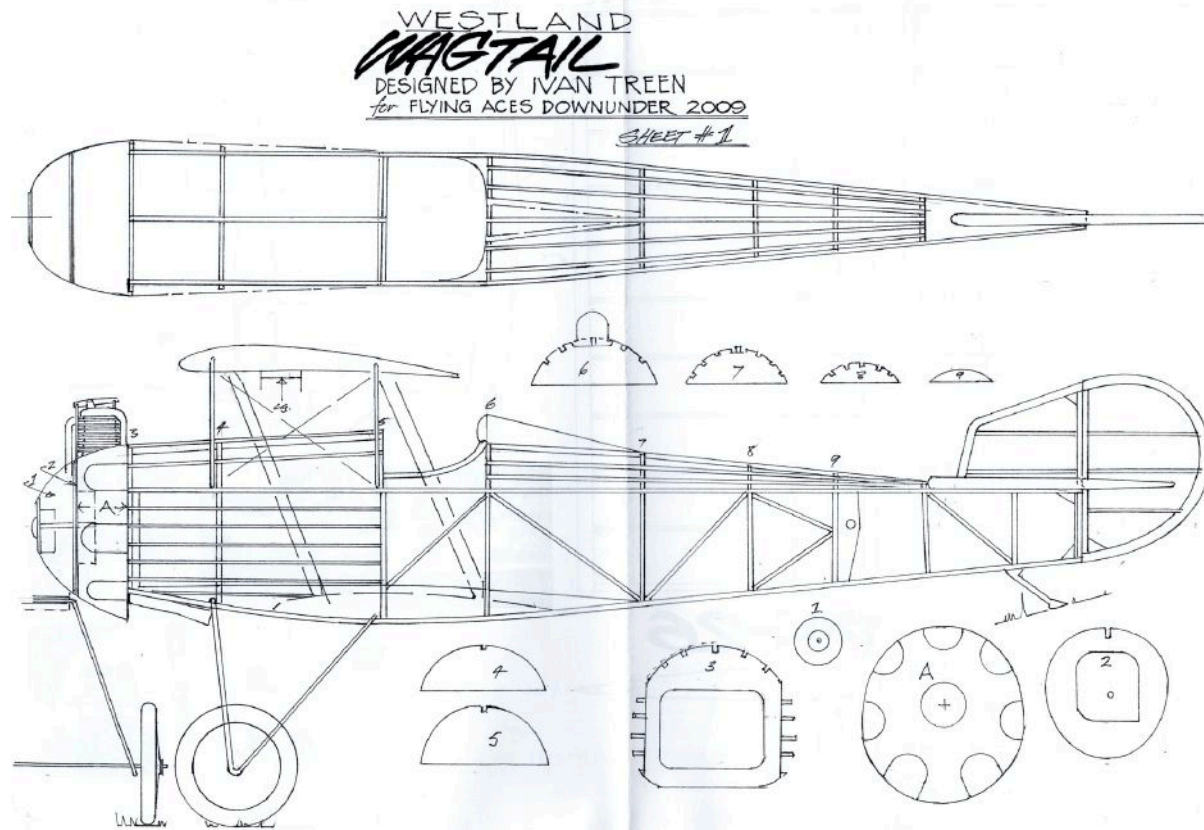


Vintage Glider Slope Soaring

Images by Christian Guillaume



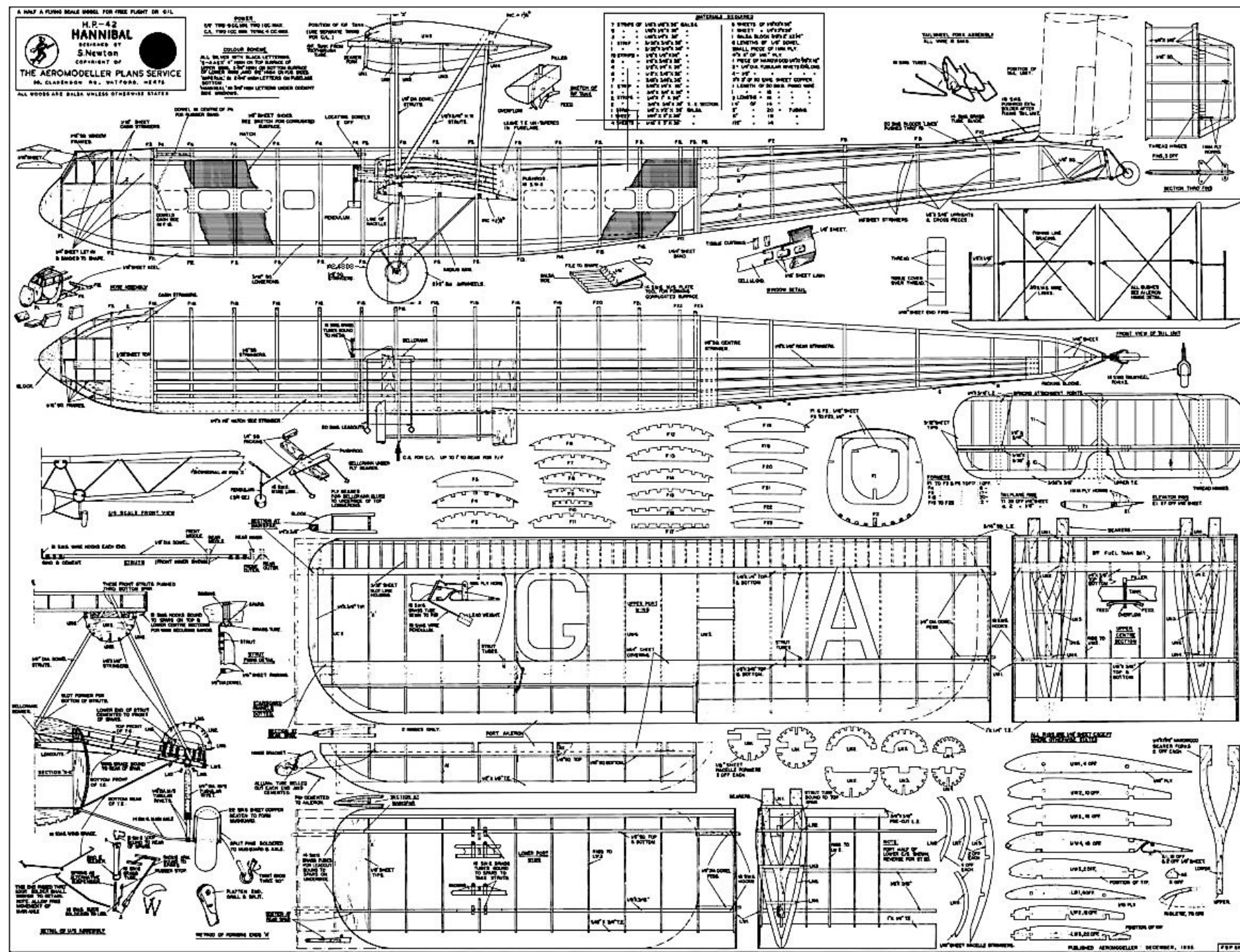
Another scale design by Ivan Treen, scanned from the Small Scale Squadron's bulletin by Linda Lambess



HP42 HANNIBAL Handley Page / 1931 / 1077" / 100 mph / 38 passengers



/ No passengers



G-AGX



HP42 HANNIBAL

Looking for Love / No passengers

Long ago, I saw the HP42 plan in *Aeromodeller* and it raised questions. One was, how many were there with enough time, skill, and confidence to build this monster and then set it free, powered by a pair of diesel engines? The test flying of smaller and much simpler free flight designs was stressful enough, so risking a model that had taken dozens of times longer to build was out of the question for me.

Despite the complexity, there have been successful HP42 builds, and many more have accepted the challenge - enough to warrant a kit from Laser Design Services. To get an idea of what building the HP42 involves, check the build log on RC Universe (this one much simplified by using the LSD laser cut kit).

When Wayne Cartwright saved a partially built Hannibal from being dumped he offered it to me and, sight unseen, I happily accepted.

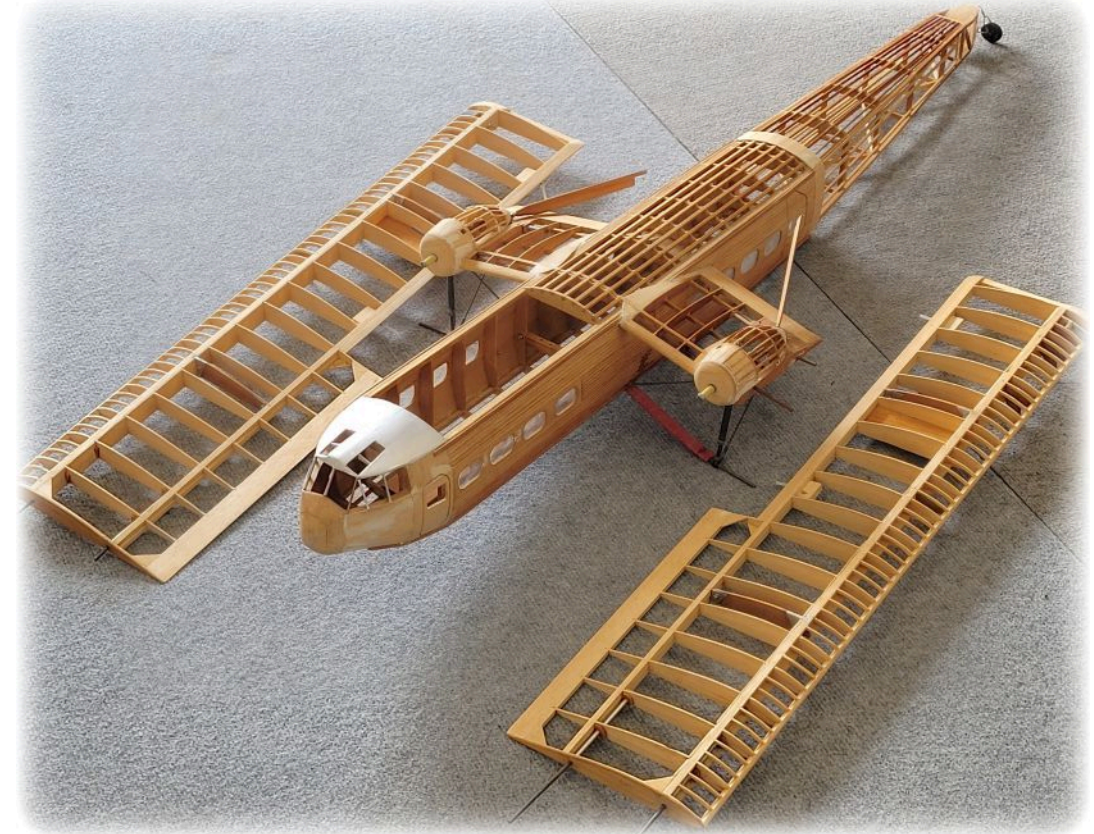
The model is built from the Aeromodeller plan, no laser shortcuts, with construction very well executed. The builder intended radio control and has built in control surfaces. Today, radio is the safe choice, although times have changed. The Aeromodeller reporter's ebullient comment testifies that, in 1955, it was radio that was the daring option - so very daring that it merited two exclamation marks !!

"Before you let your eyebrows down, we might as well let you in on the secret that the prototype may yet be equipped with radio control !! Such is the confidence shown by designer S.Newton in this remarkable model."

It took a week to come to my senses and admit that, even at a 75% completed stage, this was still not a model I had the time, patience, skill, or bravery, to finish.

It is therefore being offered, gratis, to a modeller fortunate enough to have a hold on these attributes. Check the photographs to see what is, and what isn't included - no full size plan, for example. Also be aware that the model appears to have been stored for some time and there is some brittle wood. Pick-up is required as the model's size and fragility would make courier delivery a devastating choice.

Contact Editor scott.scott@xtra.co.nz





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 26 July: RC Classes

Vintage Precision		
1.	J Ryan	600+199
2.	D Little	600
3.	D Wilkins	599
4.	B Russell	599
5.	A Knox	598
6.	J Aikin	597
7.	B Robinson	595
8.	P Sharp	595
9.	S Nicholas	595
10=	G Pullen	594
10=	G Rose	594

Vintage Duration		
1.	K Botherway	1580
2.	A Knox	1580
3.	B Russell	1580
4.	M Shears	1546
5.	S Nicholas	1411
6.	P Sharp	1258
7.	G Rose	1208
8.	A Hales	939
9.	P Sharp	920
10.	K McMillan	915

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.	B Scott	2585
3.	T Beaumont	2509
4.	A Knox	1840
5.	L Rodfway	1780
6.	I Munro	1568

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

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.	A Knox	2278
2.	W Cartwright	1764
3.	B Scott	1400
4.	R Lockyer	1354
5.	B Russell	1327
6.	S Sturge	1195
7.	B Perriam	860
8.	L Rodway	839
9.	M Shears	831
10.	S Cox	198

Vintage E Rubber Texaco		
1.	A Knox	3388
2.	B Robinson	2705
3.	B Russell	1691
4.	W Cartwright	1591
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	2464
2.	B Perriam	1120



Vintage Power

1.	Rex Bain	377
2.	Lynn Rodway	280
3.	Antony Koerbin	149

Nostalgia Power

1.	Rex Bain	402
2.	Chris Murphy	369

Small Power

1.	Lynn Rodway	187
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Vintage Precision

1.	Bernard Scott	264
2.	Lynn Rodway	248
3.	John Beresford	245
4.	Chris Murphy	243
5.	Geoff Pullen	235
6.	Ricky Bould	229
7.	Andrew Grenn	200
8.	Stew Cox	183
9.	Graham Lovejoy	151

Vintage Rubber

1.	Wayne Lightfoot	504
2.	Graham Lovejoy	442
3.	Antony Koerbin	426
4.	Stew Cox	381
5.	Lynn Rodway	301
6.	John Beresford	245
7.	Ron Pilcher	83

Nostalgia Rubber

1.	Wayne Lightfoot	540
2.	Graham Lovejoy	505
3.	Wayne Lightfoot	473
4.	Chris Murphy	88

Classic Rubber

1.	Wayne Lightfoot	405
2.	Graham Lovejoy	393
3.	Chris Murphy	315

Vintage Glider

1.	Ceinwen Evans	120
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Nostalgia Glider

1.	Wayne Lightfoot	161
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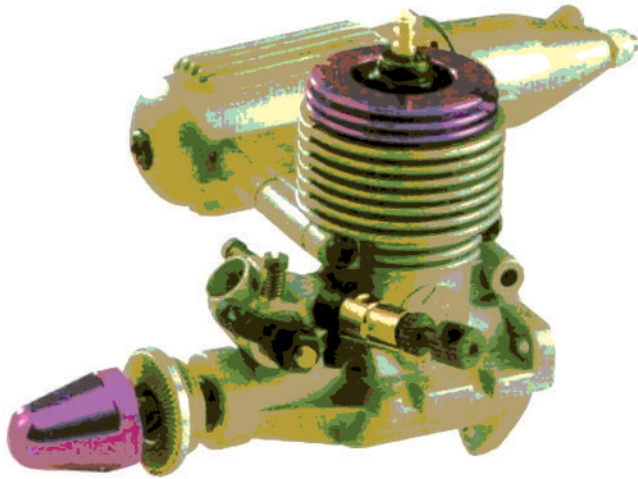
Classic Glider

Vintage Catapult Glider

1.	Graham Lovejoy	323
2.	Paul Squires	323
3.	Allan Knox	239
4.	Lynn Rodway	176

Vintage Hand Launch Glider

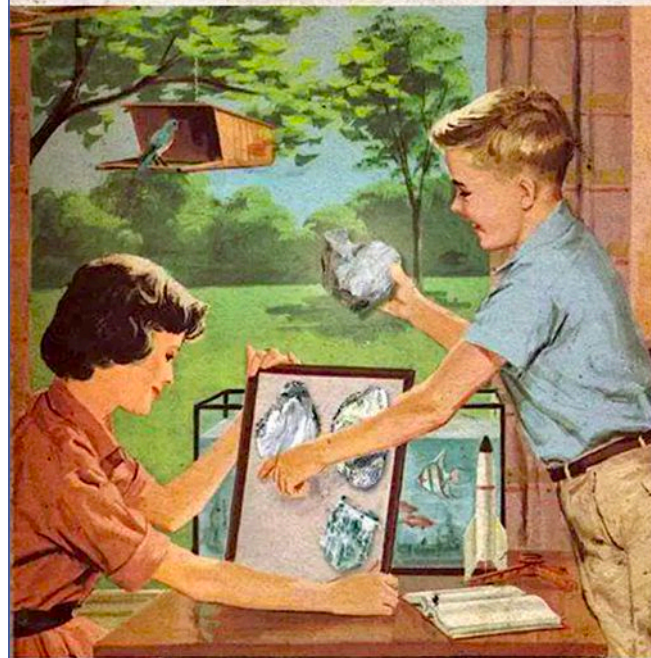
Scores in red have been added since the last bulletin



FOR SALE Near new Thunder Tiger Model GP-07 glow in original box and acc.

bruce.hirtzell@hotmail.com

DON'T TAKE A BREAK ON SUMMER BREAK



Summer's the perfect time to round out your asbestos collection!

HOW TO RIDE MOTORCYCLES

1962 Safety Rules from Honda

Taken from a 1962 Honda Motor Cycle Instruction Book. Translated by Honda for the American Motorcycle Rider

1. At the rise of the hand by Policeman, stop rapidly. Do not pass him by or otherwise disrespect him.
2. When a passenger of the foot, hooves in sight, tootel the horn trumpet melodiously at first. If he still obstacles your passage, tootel him with vigor and express by word of mouth, warning Hi, Hi.
3. Beware of the wandering horse that he shall not take fright as you pass him. Do not explode the exhaust box at him. Go smoothly by.
4. Give big space to the festive dog that makes sport in roadway. Avoid entanglement of dog with wheel spokes.
5. Go soothingly on the grease mud, as there lurks the skid demon. Press the brake foot as you roll around the corners, and save the collapse and tie up.

A Blank Space