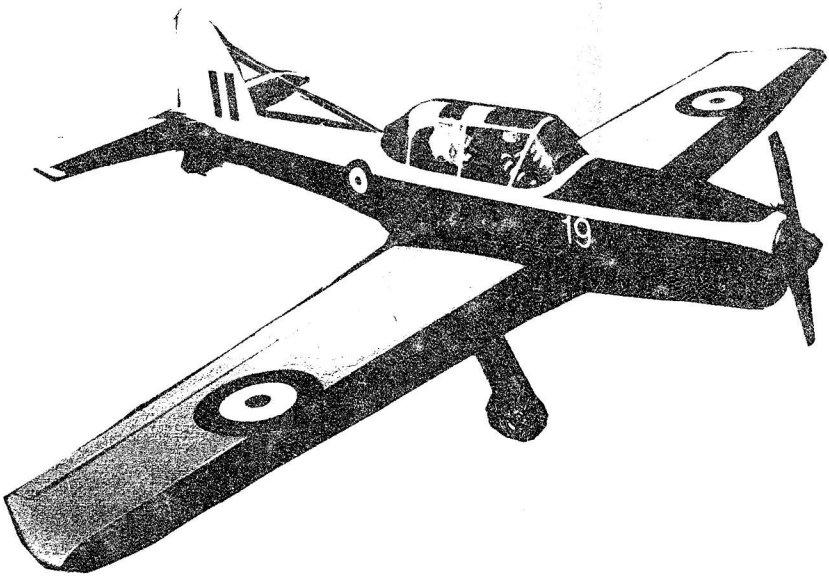
AVA NZ
ASSOCIATION
of VINTAGE
AEROMODELLERS

NEWSLETTER 91/5

Issue 17



THE SOCIETY OF ANTIQUE MODELERS
SAM
SAM-55

EDITORIAL

Hi folks. Once again I am late with this Newsletter and I am sorry. Sometimes time seems to just slip away unnoticed and I do get a bit upset when this happens. Being retired is not a lazy time, is it? Well it's good to be busy

I am sorry but you will have to wait till next issue for another exciting instalment of Gill Couper's story as I have run out of space due to the full listing of 1/2A Texaco Postal Challenge results.

Soon we will be updating the Plans list and, yes, we will separate the Wakefield plans for you.

If you are unable to attend the Nats and therefore the Vintage Technical Committee AGM, and you would like to have your say, then please write to me in the next three weeks so I can prepare your submnissions for the meeting. Don't hold back, if you have something to say we would like to know even if you think it is minor, we don't. We are hear to listen and if possible put into practice your ideas for the good of all Vintage model flyers.

In the next and final issue of AVAnz Newsletter there will be a subscription form for renewal of subs. Our subscription year is from 1 January to 31 December regardless. I feel that if someone joins in June or after they could pay a reduced subscription for that year only. What do you think?

We now have a financial overseas subscriber so please keep those workshop and drawingboard articles coming in to show that we function fully in NZ and are human, just like they are. Now I must put this script to bed or you wont receive it before the next one is due.

I hope your schedule for the Nats is on line and I look forward to seeing many of you there. I may need a bit of assistance from time to time. – Myrtle.

1991 INTERNATIONAL 1/2A TEXACO POSTAL CHALLENGE

The 1991 Postal Contest has been completed and the winner is SAM 26 The Central Coast Chapter, Santa Marie, California. Team Manager was Bob Angel. They had a total of four double max flights making a score of 8808.

Second was SAM 56, Wichita, Kansas,. Third place goes to SAM 39, Sendusky, Ohio, while last years winner and this years host, SAM 51 ended up fourth.

There was a total of 18 chapters entered this year with the most popular winning design flown being the Play Boy followed by the Interceptor and Kerswap.

Thanks to all who participated and next year lets have more entries and see if we can do even better. This year we came up one place.

1. SAM 26 "The Central Coast Chapter," Santa Maria, California.
   Team Manager – Bob Angel

Don Bishop	Roll (Classic)	408	1800	
Hardy Robinson	Record Breaker	300	1800	
Mike McLaughlin	Play Boy Snr	300	1800	
Bob Anez	Play Boy Jnr	354	1800	
Sonny Soto	Lackey Zenith	308	1608	8808

2. SAM 56 "W.H.A.M." Wichita, Kansas,
   Team Manager – Ed Selquera

Bill Schmidt	Alert	277	1800	
LaMoine Schrock	New Ruler	288	1786	
Greg Peters	Sail Plane	277	1782	
Joe Page	Play Boy	288	1662	
Ed Salquero	Sail Plane	277	1523	8553

3. SAM 39, Sendusky, Ohio
   Team Manager – Robert J Walter

Robert Walter	Bomber	304	1800	
Art White	Sail Plane	288	1733	
Tad Kusak	Bomber	304	1696	
Howard Robinson	Record Breaker	288	1655	

Jack Ross	MG-2	300	1634	8518

4. SAM 51 "The Nifty One", Sacramento, California.
Team Manager - Bob Grice

Tom Vincent	Boehie Giant	264	1800	
Bill Brown	Record Braker	296	1800	
Craig Barton	Gulf	243	1785	
Art Cummins	Dailaire	340	1712	
Bob Grice	Brigadier	296	1378	8475

5. SAM 82, "Sam Houston 82", Houston, Texas.
Team Manager - Jim Horner

Lou Faerman	Interceptor	288	1800	
Dave Gilbert	Playboy	288	1762	
Jim Horner	Interceptor	288	1668	
Ben Beerbower	American Ace	300	1453	
Harvey Duck	Ole Reliable	315	1331	8034

6. SAM 27, Nepa, Calilfornia
Team Manager - Ed Hamler

Gino Ferrario	Anderson Pylon	300	1800	
Jerry Rocha	Rambler	288	1792	
Rocco Ferrario	Lanzo Bomber	290	1643	
Ned Nevels	Quaker	292	1481	
Karl Righetti	Shrimpo	288	959	7675

7. SAM 41, San Diego Aeroneers, San Diego, California.
Team Manager - Geroge Wagner Snr.

Ken MacLean	Lanzo Record Breaker	302	1727	
L D Coy	Kerswap	288	1707	
Ernie Wrisley	Interceptor	288	1476	
George Wagner Jnr	Strato Streek	240	1371	
Jim Alaback	Bay Ridge Mike	314	1312	7593

8. SAM 65, "Sam Alaska", Soldotna, Alaska.
Team Manager - Van Wilson

Bob Kaiser	PB-2	310	1700	
Mike Wilson	Fox	320	1638	
Van Wilson	Playboy	288	1620	
Deve Higgins	Miss America	333	1470	
Josephine Clark	T.D. Coupe	280	1164	7592

9. SAM 29, "The Plainsman", Fort Worth, Texas.
Team Manager - Joe Percy

Joe Percy	Comet Sailplane	277	1622	
Daryl Rogers	Lanzo Bomber	288	1577	
L A Johnston	Kerswap	288	1402	
Frank Jozwiak	Kerswap	288	1341	
Dick Huang	Play Boy	300	1321	7263

10. SAM 00 "Second Time Around Gang", Dublin, California.
Team Manager - Don Permenter.

Wayne Conner	Anderson Pylon	292	1800	
Don Conner	Wasp	273	1744	
Don Permenter	Anderson Pylon	295	1451	
Jim Persson	Diamond Demon	308	1247	
Don Wrench	Bay Ridge Mike	318	973	7215

11. SAM 84 "The Vintagents" Queensland, Australia.
Team Manager - Barry Dent

Anthony French	Banshee	288	1507	
Wayne Bourke	Anderson Pylon	307.5	1374	
Pete Williamson	Miss America	297	1365	
John French	Lanzo RC-1	273	1311	
Alan Mowat	Ehling	286	1276	6833

12. SAM 1, "Model Museum Flying Club" Denver, Colorado.
Team Manager - Jack Warkins

Art Grosheider	Play Boy	315	1427	
Dick Sills	Strato Streek	288	1389	
Jim Lang	Lanzo Bomber	325	1367	
Art Grosheider	Brigadeer	300	1366	
Art Hillis	Play Boy	288	1258	6807

13. SAM 66, "Golden Era Flyers" Wilmington, Delaware,
Team Manager – John Scott

Bob Peru	Kerswap	285	1503	
John Scott	Commodore	270	1472	
Charlee Thuet	Commodore	270	1460	
Bill Brenchley	Cornete	300	1389	
Skip Williams	Kerswap	285	609	6433

14. SAM 21 "The Black Jack Club", San Jose, California.
Team Manager – Dave Lewis

Henry Smith	Buzzard Bombshell	225	1794	
Jack Alten	Play Boy Jnr	331	1300	
Dave Lewis	Lanzo Bomber	312	1099	
John Pond	Bay Ridge Mike	285	929	
Art Watkins	PB–2	320	661	5783

15. SAM 57 "The Variety Group" Cincennes, Indiana
Team Manager – Don Sachtjen

John Schifko	Kerswap	288	1296	
Lay Merlotti	Snuffy V1	300	1221	
Wayne Jenkins	Interceptor	294	891	
Burt Crecelilus	Playboy	288	803	
Ken Kern	Playboy	288	620	4831

16. SAM 59, Slideil, Louisiana
Team Manager – John Peterson

A Bisevius	Miss America	310	1260	
D Bird	Brigadeer	300	1038	
R Richardson	Bomber	300	951	
J Peterson	Anderson Pylon	292	900	
J Damare	Play Boy	300	368	4517

17. SAM 55, Otaki, New Zealand.
Team Manager – Myrtle Clarke

Bernard Scott	Play Boy Snr	288	1608	
Neil McDougal	Rambler	288	617	
Pat Clarke	Kerswap	288	41	4071

18. SAM 79, Pittsburg, Pennsylvania.
Team Manager – Walter Conrad

Wilbert Krimer	Play Boy Snr	288	718	
Walter Conrad	Kerswap	288	620	
LeRoy Irvis	Anderson Pylon	308	559	
Dallas Hartford	Miss America	308	328	
Son Walker	Kerswap	288	264	2489

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1991 International 1/2A Texaco Scale Postal Challenge.

We were not able to send an entry this year due to the weather causing breakages for those who did have an attempt.
I hope that 1992 will see more planes built and able to enter this event. If we win any of these 1/2A Texaco events we get to hold host them here in New Zealand at a time to suit ourselves and when we feel that the weather suits us best. Wouldn't that be great?

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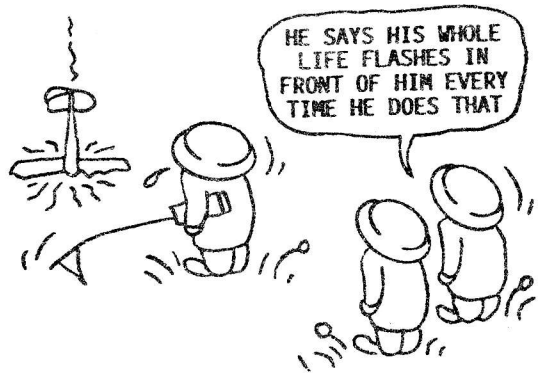

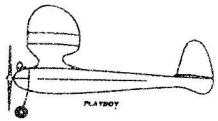

FOR SALE: 6 BA Steel Bolts, Pan-Head (Slotted)
1½" long, 1¼" long 3/8" long plus nuts.
8 BA Steel & Brass, Pan-head (slotted)
½" long plus nuts
$2 for 4 (posted). These may help in restoring old engines.
Apply **Ron Magill, 4207 Great North Rd, Glen Eden**
Phone (09) 8181950.

WANTED: by the Editor.

Copies of "Minute Models" plans by Herbert K Weiss.
Published in Model Airplane News before World War II.

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WANTED: by Allan Douglas, 15 Emily St., Gisborne.

Aeromodeller and Model Airplane News prior to the 50's.

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SELL: - New Ignition Coils - $24 approximately.

Terry O'Meara, 41A Clarence St, Devonport Ak 9
Telephone (09)4452090.

FROM Pat Clarke: - Thanks to all the members who sent details of the "Powerhouse". Construction has begun and I hope to finish the model in February 1992.

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PLANS:- Ivan is sending to John Pond for plans early in the New Year. Are there any additional plans that you might require?
Advise:- Ivan Treen, 20 Konini St, LEVIN.
Telephone (06) 3683950.

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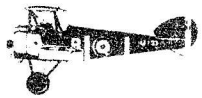
NORTH ISLAND FREE FLIGHT CHAMPS



Rangitaiki Field 29 Feb.- 1 March 1992.

vintage events are as follows:-

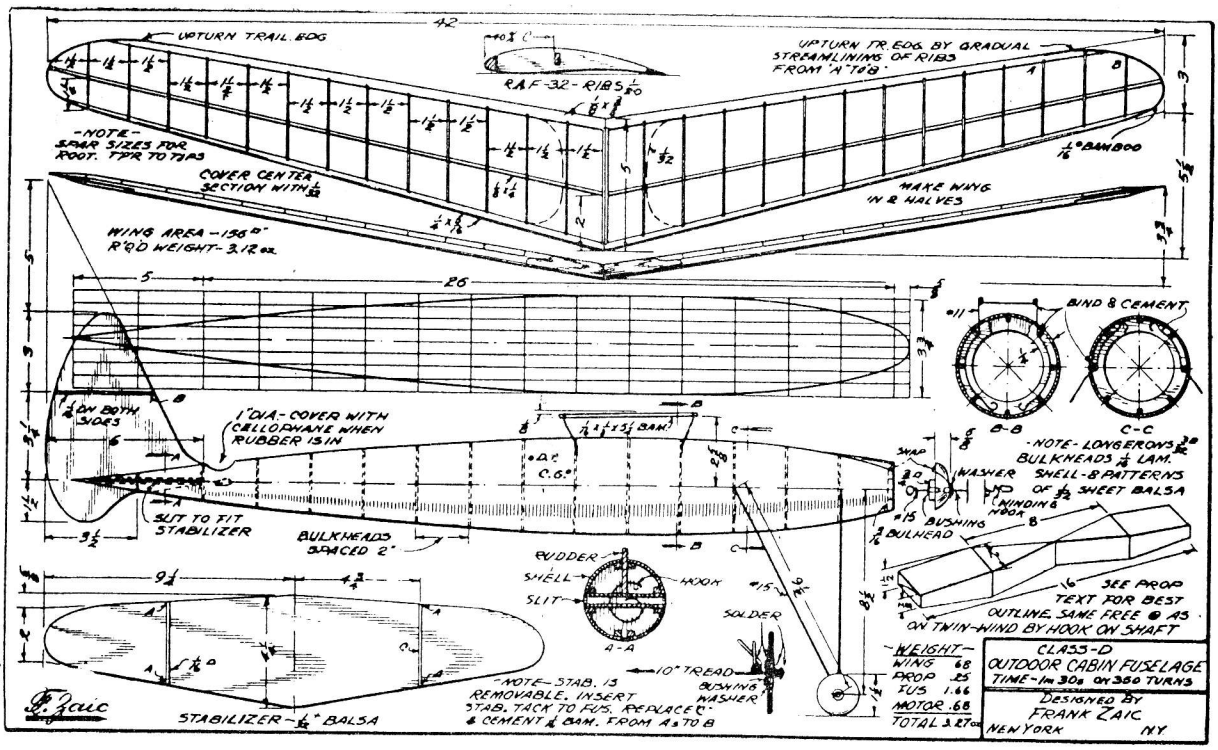
SATURDAY F/F Duration and Precision (electric incl.)
020 Replica
H.L. Glider

SUNDAY R.C. Duration and Precision
1/2A Texaco
H.L. Glider

Flights anytime between 8am and 2pm. Cost $5/day on the field.

ACCOMMODATION - Camping, full facilities, Caravan/power, hot showers & cooking facilities. Cabins $12. approx. 2 Motel Units.. Rangitaiki Lodge. Gate to the field is 100 mtr from Lodge opposite Lochinvar Station.

For further details contact:- Ian Weston
366 Taupo Road
TAUMARUNUI
(0812) 7742 Pvt.



Mr. E. S. Nelson, Recording Officer N.Z.M.A.A.

Mr. F. C. Macdonald, Chairman of N.Z.M.A.A.

MODEL AIRCRAFT December 1935.

The Model Aeroplane Movement in New Zealand
Gradual Development of the Sport,.
FORMATION OF ASSOCIATION

It is really hard to say just when and where the model aeroplane movement started in New Zealand, for whilst there are members of the British race settled in a country it seems that there you will find model builders of every description. And, the conquest of the air, being such an exciting and appealing sport, could not help but find devotees at all times and in all stages of its development. We know, however, that the model builders were busy as far back as 1911 for there are definite records of their work.

Mr F C Macdonald has a Diploma for a model of a Henri Farman Bi-plane, as flown by Graham White when he won the Daily Mail 10,000 prize for the first to fly from London to Manchester. This model was built early in 1911. At about the same time, Capt Geo Bolt was making and flying models in Christchurch, and there were undoubtedly other model aeroplane builders, but so far no records of them have been produced.

With the advent of the War, as in lots of other sports, practically nothing more was done at all, and in the years from 1918 to 1928 came a slow but sure increase in the interest taken. About the early part of 1927 our Chairman of Committee, (Mr Macdonald) formed the nucleus of a Club but it was October 1928 that the first Public Meeting was held and the Auckland Model Aeroplane and Gliding Club formed. With the exception that the Gliding Club part of it has been separated in control, the Auckland Club has carried on continuously from that date. Two original members of the Club remain in it. They are the Club Captain and the Secretary. Many members have been in the Club for periods of three, four and five years, and from its ranks we have passed out five fully blown aviators.

In 1930 "Propellers" notes in the Auckland and Christchurch Stars were slowly gathering interest and the Christchurch Star Model Aeroplane Club held a meeting and duly elected officers. Gradually other Clubs were formed and it seemed in 1932 that the time was ripe to form some sort of central body to unify the interests and centralise the control. Now in these last two years, a number of records were kept and published and some high times were put up and it was a matter of moment for those in already formed Clubs to consider just what would happen if an Association were formed.

Now this is coming very close to that ideal that I have been striving for for years. It has always been my ambition to see tha model makers catered for with the model clubs, then, when those that have the inclination and ability to be drafted to the Gliding Clubs for full size machine tuition. There is no doubt that this is the natural step up to the full "A" certificate for powered flying in the Aero Clubs. By the endeavours of the various Committees, round the country, the Aero Clubs have quickly recognised the benefits of the model training, and have been more than generous in their response to appeals for aid.

They are giving the boys of the Model Clubs free tuition. We, in Auckland, are particularly lucky in this respect for our boys have had a considerable amount of dual control under the expert tuitionship of Flight Lieut. Allen. And, though here in Auckland there is no direct connection between the Model Club and the Gliding Club, it is interesting to note that quite a number of model members have joined the Gliding Club and have proved the usefulness of their previous training by their aptitude and consequent progress. I feel that each movement is a natural rung in the ladder for those that want to be efficient airmen.

If boys or their parents don't want to fly, well, then there is sufficient fun in the model movement to make it worthwhile just for its own sake. I have said before, that I do not expect

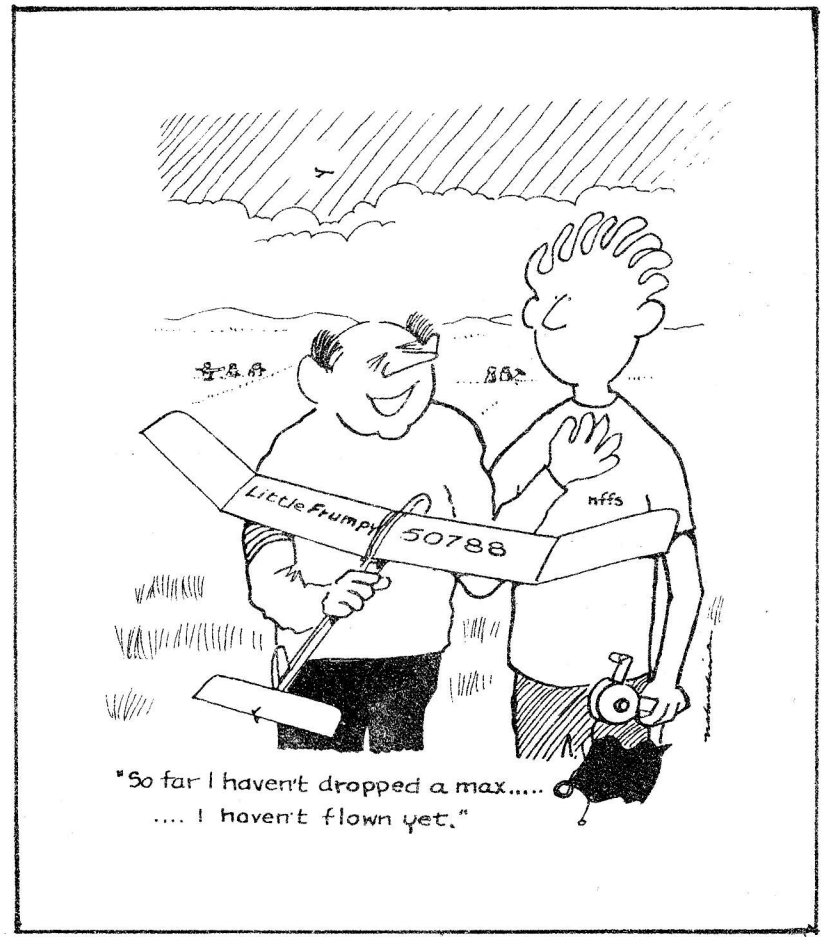
every model aeroplane builder to go right on and become an airman, but he gets the best chances by following this route, and anyhow, he is taught to co-ordinate hand and eye and become expert in fine craftmanship, whilst at the same time, he is enabled to be joining in a grand sport.

On Labour Day, as is usual in Auckland, the combined Clubs gathered at Peck's Field, Three Kings, and held their yearly contest.

This year, the conpetition was marred by high winds, many of the competitors preferring not to produce their machines at all. However, in the morning, in spite of 30 M.P.H. gusts, there were some fairly good times put up. Out of 19 entries, in this event Geoff Perkins won the Open Duration with a fine flight of 2 minutes 53 seconds. When I mention that the models crossed the field in the first 30 seconds and in this particular case landed right over the other side of Mt Eden Road three quarters of a mile away, you will see what a wind there was.

All their hard won records would be just so much junk. To the credit of all those record-holders. let it be said that without any hesitation, they voted to help form the NZMAA and wash out all existing records, so that new Clubs would come in "clean" and everyone start off afresh. Do the present model aero enthusiasts know just what a sporting gesture that was? Let us not forget those early sports who gave up their Honours and started in afresh. And we are glad to say, climbed right up to the top. Bill Mackley, Jack Garrett, Noel Taylor, Hone Easton are some of them.

Then in March 1932, notices were sent round and delegates were sent or sent by proxy to Auckland where the Association was born. For three successive years now it has been controlled from that Centre and its struggles and difficulties many of you already know. Steadily, however, the Clubs have joined up and small but unfortunate differences settled and now the Association, recognised by the Authorities as the Governing Body, its records official, and having as Patron, General Sir George Richardson, would seem to be on the high road to success.



LOOK What's Going On!

Levin Model Aeroplane Club

VINTAGE MEETING

Gareth Newton Memorial

8-9 February 1992

* Duration and Precision Free Flight
* 020 Replica * H.L. Glider
* R.C. Duration and Precision
* 1/2A Texaco

For further information contact:-

Pat Clarke, 5 Rourke Place, Otaki
(06) 3645975.

NATIONALS ENTRY FORM;

1/2A Texaco event for the Nationals has been omitted from the Entry Form.
This event is to be held on Day 6 - 3rd January 1992, 7 am to 12 noon. Late entry fee will not apply.

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SOUTH AUSTRALIAN STATE CHAMPS.

Sunday 25th August was the day and what a day!!! The weather was slightly inclement.
Texaco was cancelled. R.C. Old Timer Duration.
I think the only results I have is 1/2A Texaco as follows:-

1st Playboy	3 maxs Enya 53 4c
2nd Kerswap	2 maxs, no landing 3 flights Saito 65
3rd Playboy	2 maxs, no landing 2 flights Enya 46 4c.

All else blown out.

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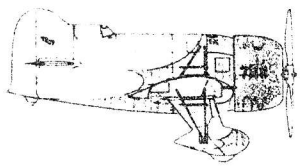
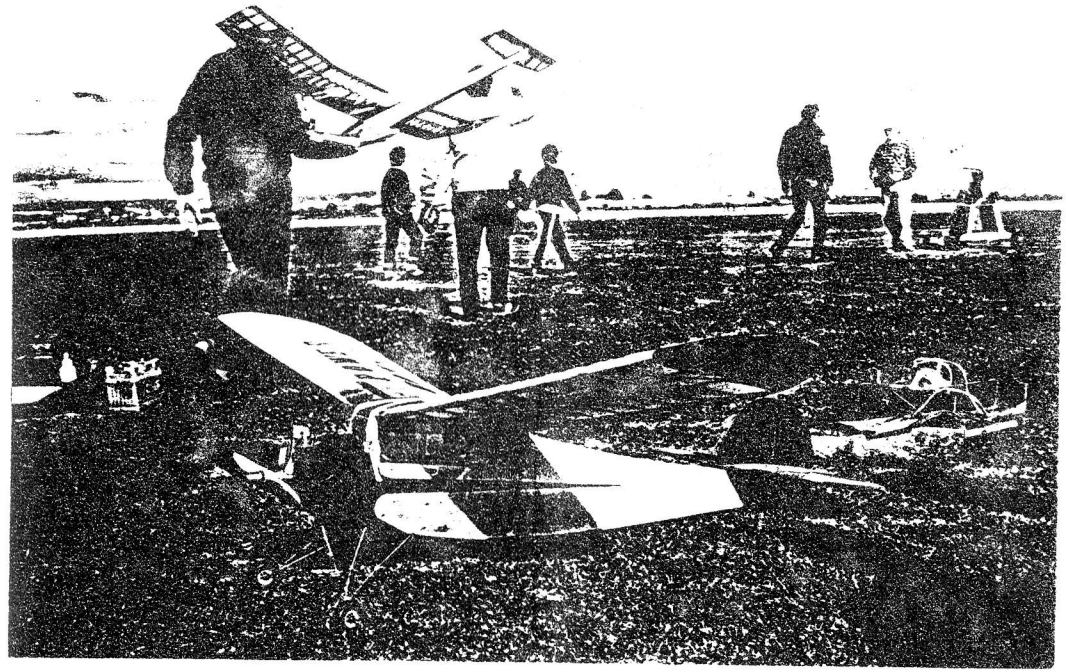
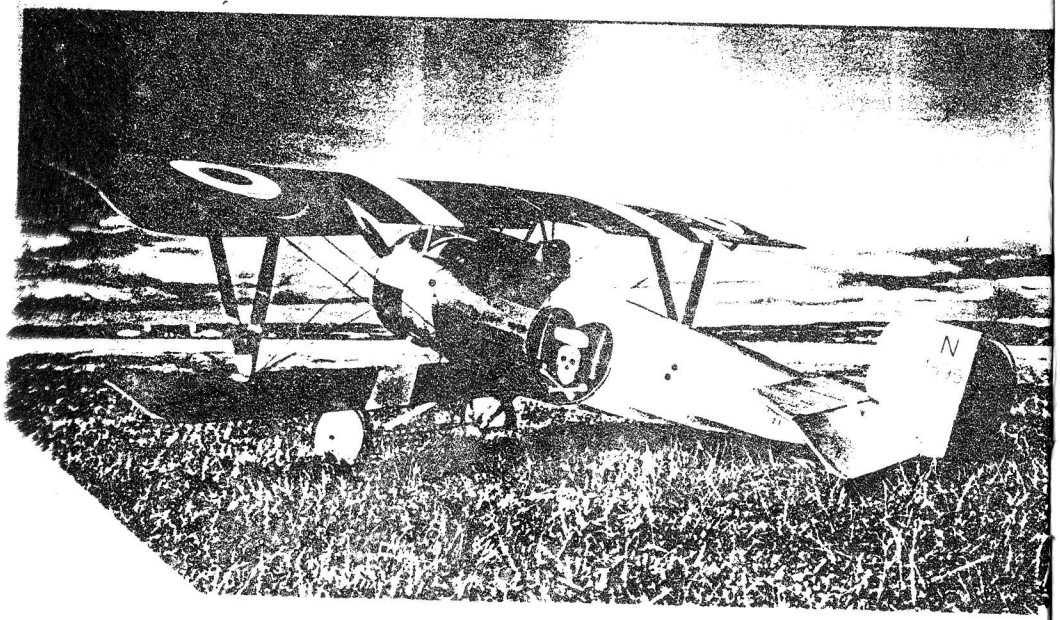


Constellation Model Flying Club Inc

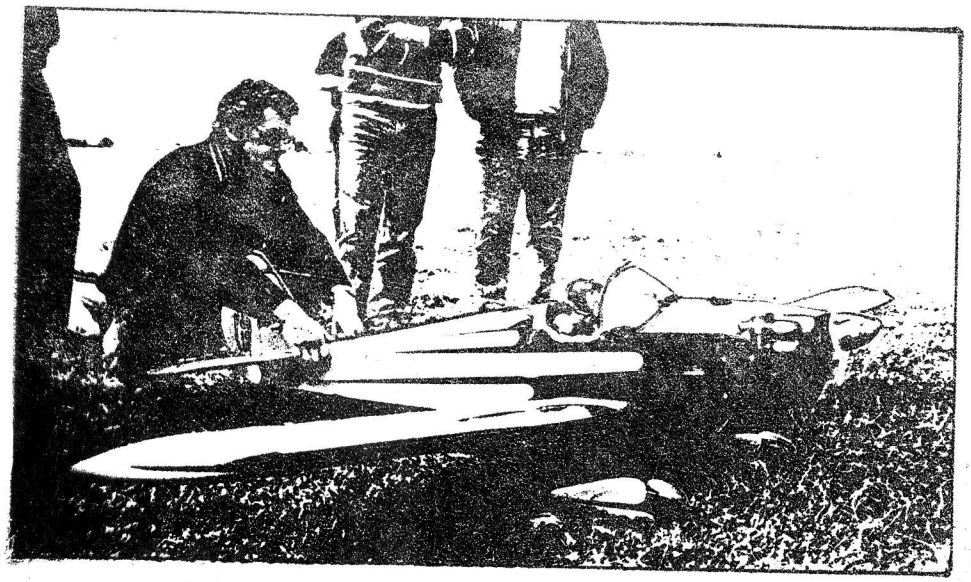
On 31 August Pat and I made a visit to the flying field and what a sight. 40 acres of flat about 20 km from Adelaide Central, with Clubhouse and toilets, owned and maintained by the Club. It was 1/4 Scale Practice day and the planes that appeared on the scene were large and impressive. I will endeavour to reproduce some of the photos we took but this will not give you any idea of the colours etc. Conditions and flying was just great. Leo O'Reilly flew his Fokker D8 WW1 Super Tiger 30, lovely to watch. In fact all the flying was good, Alan O'Donnell with his Chipmunk Super tiger 3000, Murray Pearce with his Space Walker with Sato twin engines. Weight 25 lbs, design by Jesse Anglin. Murray had some grief with one of his motors; a new one which seized for some reason. Ken Boyle's Newport 24 1/3 scale Tartan Twin 44 cc is 8 years old and is a beauty. John Bates flew his Power House with an OS61 4 stroke A lovely day and very nice people. If you happen to find yourself in Adelaide go and pay them a visit they will make you very welcome

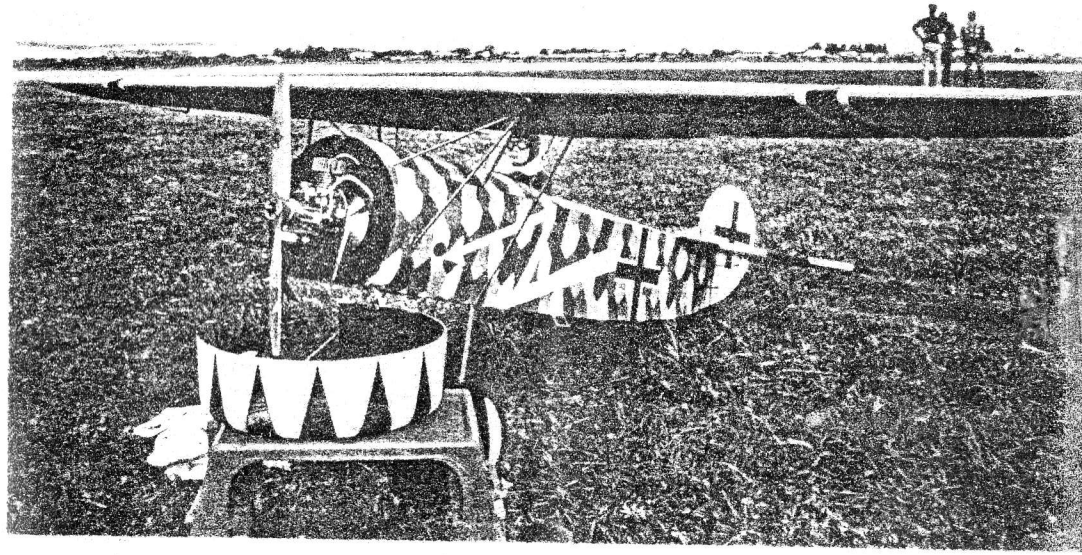




Above : Ken Boyle's Nieuport 24
A little beauty.

Below : Murray Pearce with his 'Spacewalker'
A bit down in the mouth as one of his
Sato engines has just seized.





Above: Leo O'Reilly's Fokker D.8. I just loved
this plane.
Below: Leo O'Reilly doing an inspection & Safety
check on Alan O'Donnell's Chipmunk.