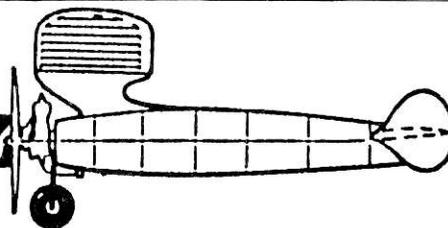


AVANZ



ASSOCIATION of VINTAGE AEROMODELLERS NEWSLETTER

SUBSCRIPTION: \$5 a year to: PAUL LAGAN
Blythe Road, CHEVIOT RD3

Phone (05138)315

NEWSLETTER No. 5

1 APRIL 1989

NEW ADDRESS

Please note the new address for the Editor. All subs and Newsletter contributions should now be sent to the Cheviot address. Bill Rouse 62 Niven St, CHRISTCHURCH will continue to handle the plans loan scheme and we will publish a list of all plans available in the next issue which you should receive in early June.

1989 SUBS

Thanks to all who resubscribed promptly for this year. Many appear to have overlooked their subscription reminders and we are sending them this issue on spec. If we haven't yet received your \$5 for this year there will be a note enclosed. The USA SAM SPEAKS Newsletter response was very good and the first issue for 1989 will accompany this Newsletter. If you did not opt for SAM SPEAKS, you can still elect to receive it by sending \$10 promptly - be quick though as there are only four surplus subs available.

COMING EVENTS

- 21 May WIGRAM VINTAGE CLASSIC. 8am - 1pm. CL, FF, RC Vintage.
All welcome. Fly-for-fun plus some RC Vintage contest events.
- Queen's Birthday NORTH ISLAND VINTAGE CHAMPS. The first Gareth Newton Memorial meeting. Levin MAC.
- 2 July CPMMA CHAMPS. Rayner's Farm, Gladstone Road, Clareville.
FF events plus Vintage FF Precision, Vintage Rubber Duration, Vintage Glider Duration, Vintage Power Duration. Ian Scott (04) 324061.

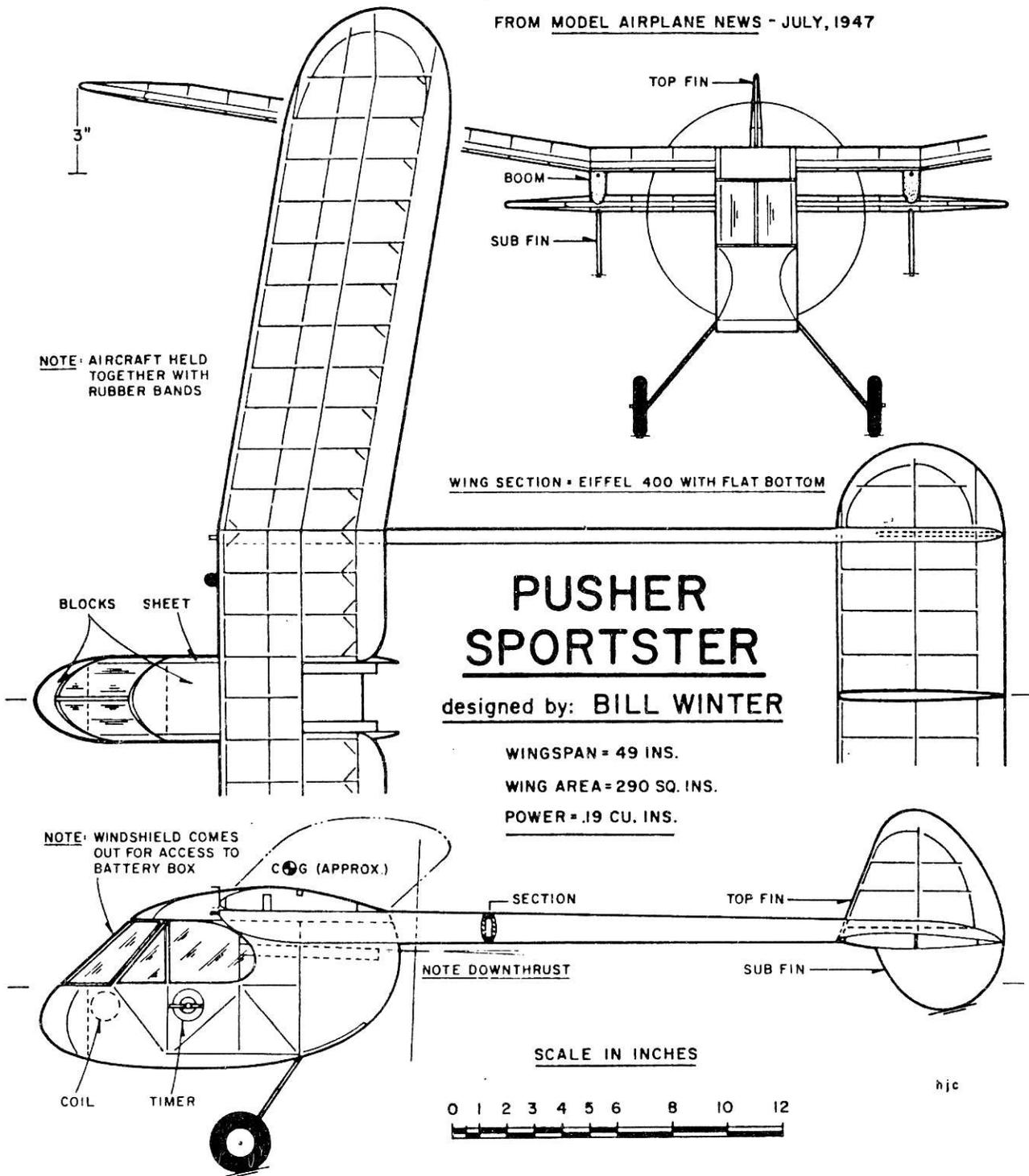
CLASSIFIEDS

Remember, readers ads are FREE. Just send us your copy.

WANTED. Rex Morgan, 26 Spencer Tce, Takapuna, Auckland will exchange a copy of 'CONTROL LINE MODEL AIRCRAFT' published 1949 and a copy of 'RADIO CONTROL FOR MODELS' by Honnest-Redlich published 1950 both in very good condition for AEROMODELLER ANNUALS 1948, 1949 or 1950.

VINTAGE CL. Bruce Weatherall, 41 Sarabande Ave, Christchurch 5, phone 523-042, would like to make contact with others interested in Vintage CL. He also advises that SFT, PO Box 144, Clayfield, Brisbane 4011 is agent for Tom Dixon Vintage CL plans - catalogues \$A2 + postage.

WANTED. Timer assy for Super Hurricane 27 and fuel tank. Also Baby Cyclone, Pepperell or other petrol engines. SWAP or SELL O&R 19-23 front rotary castings, one with shaft and bearing, K&B Torp 29, no timer, some other parts. Tim O'Meara, 41A Clarence St, Devonport, Auckland 9, (09) 452090.



FRANK EHLING's REQUEST

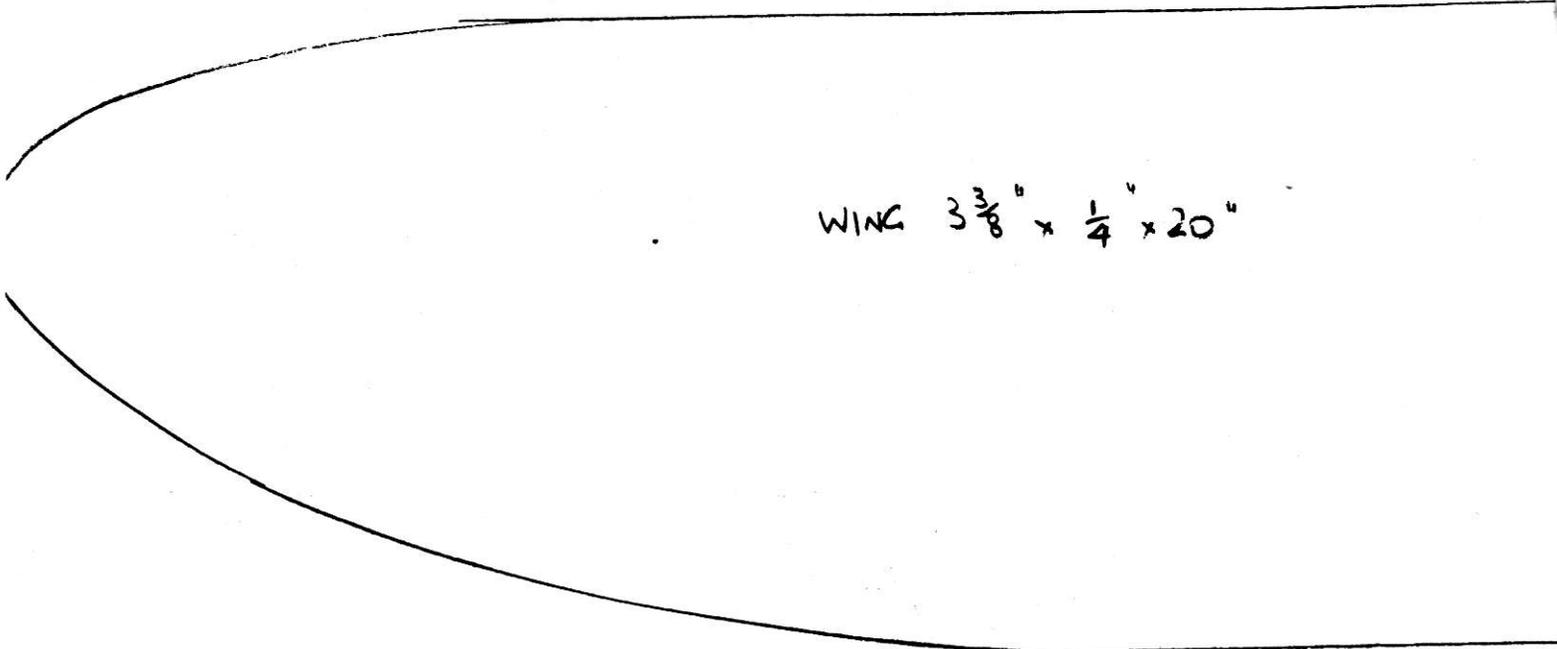
The 'REQUEST' was first published in 1941 AIR TRAILS. It was powered by an O&R 23 but could handle a .29. At 44" span it would make a fine FF Sport model and with light RC gear a very pleasant RC assist. The Wing section and polyhedral should ensure a good, stable glide.

PAUL PLECAN

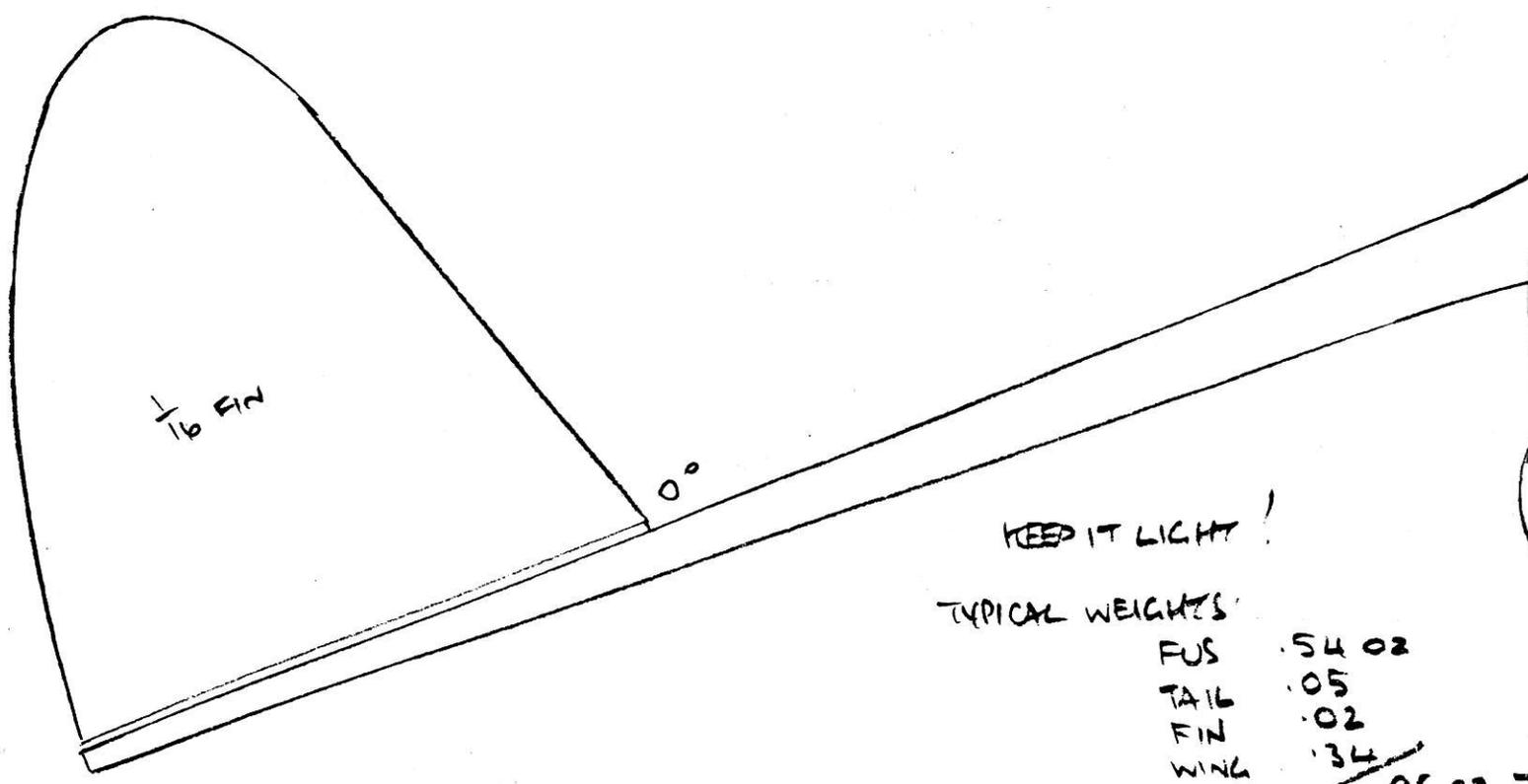
Paul Plecan passed away a year or so ago. He was a prolific designer and a magnificent draftsman. His SIMPLEX is a classic in its own ugly way and his little TORNADO is an almost complete opposite to the SIMPLEX. The biography in this issue first appeared in a 1984 NFFS Symposium when he was elected to their HALL OF FAME.

JOE HERVAT'S OHLG 1936
(1937 ZALC YEARBOOK)
1936 FLYING ACES

PRESENTED FREE WITH
ANA NEWSLETTER #5
1 MAR 1989.



WING $3\frac{3}{8}'' \times \frac{1}{4}'' \times 20''$



KEEP IT LIGHT!

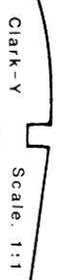
TYPICAL WEIGHTS:

FUS	.54	02
TAIL	.05	
FIN	.02	
WING	.34	
	<hr/>	
	.95	02

Make 31 ribs from 1mm. medium balsol, reinforce with 1mm. balsol - as shown.



Make 19 ribs from 0,8mm medium balsol & 2 endribs, from 3mm. hard balsol.



FUSELAGE:
LONGERONS: 5x5mm. Hard Balsol.
SPACERS: 3x5mm. Medium hard Balsol.

Pins with glass-heads to take rubberbands.

Name-letters: Cut from plain, white paper, doped-on.

Tailmount: 2 each, 1,5mm. Balsol.

VICTORY

Covering: Thin model-apon, or - as original, Jap-tissue.

Pins with glass-heads to take rubberbands

3mm plywood to secure rubberhook.

Rubberhook, off: 2mm. pianowire.

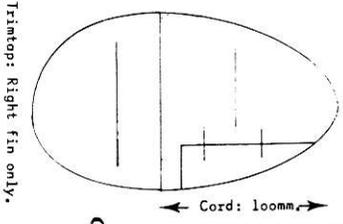
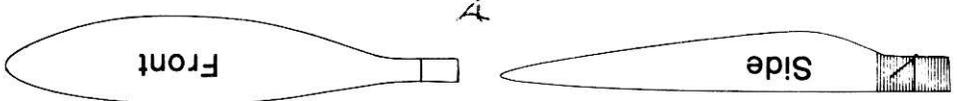
U/C. stop & landing-keel
3mm. hard Balsol.
Rubberhook for U/C. 1,5mm pianowire.
U/C.: 2 pieces, 1,5mm. pianowire with 2mm. pianowire with thin copper-wire and soldered. on the back, bound together with thin copper-wire and soldered.

Wheel-well: 1,5mm. Balsolplate.

Fuselage length: 93,7cm.

Prop-block: Hard - to medium Balsol. Propshaft: 2mm. pianowire.

Frame with 1mm. plywood to take noseblock.



Half Wingspan: 62cm.

L/E: 5x5mm. Hard Balsol
MAINSPLATS: 3x5mm.
T/E: 3x10mm.
WINGRIBS: 1mm. Medium hard Balsol.

FINIS: 2mm. Medium hard Balsolplate.
Reinforced with 0,8mm. copper- or alluvite.
"HINGES" in trimtop: 0,8mm - do -

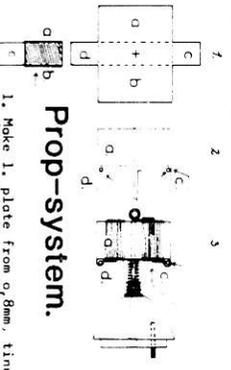
Trimtop: Right fin only.

Wrop with tissue

Wrop with tissue

Tailplane: Full-span, 50cm.

TAIL PLANE: L/E: 3x3mm. Hard Balsol. MAINSPATS: 3x3mm. Hard Balsol.
T/E: 3x10mm. Hard Balsol. RIBS: 0,8mm. Medium Balsol.



Prop-system.

1. Make 1. plate from 0,8mm. lined ironplate (Noseford-box) - according to template.
2. Drill 2mm. hole in plate center.
3. Bend lap a, b, 90° and glue to prop-hub with balsol cement.
4. Bend lap c, & d. In right angles and place 2 pieces, 1mm. brass tube in corners and solder. Fold around tubes, down along the back of hub, and solder again.
5. Pass the propshaft through unit and wrop as shown, with strong cotton thread and glue.
6. Place spring, ballrace & shaft in the 2mm. brass-tubing in the nose-block and form a rubberhook from the free end of shaft, allow spacing for stop-arrangement on back of block.
7. Make two hinges from 1mm. stainless steelwire and pass through tubes in hub, bend ends and place prop-shaft in right position. Press size-ends into balsol and glue. When glue is secure, wrop even with cotton thread and glue well.

"VICTORY" WAKEFIELD MODEL
by J.M.LARSEN, DENMARK. ©
DESIGNED 1940

Scale: 1:4

Drawn by: John M. Larsen, Folehaven 11 3520 FARUM, Denmark. in January 1976

PAUL PLECAN

At the 1938 Nationals, Paul Plecan flew a 36" Elf powered F/F model to 25th place, competing against Brown Jr. engined models of six and seven feet span (this was before Class A and B rules were formulated). His Frank Zaic designed Wakefield (twin rudders, elliptical wing and fully planked fuselage) failed to place, but Carl Goldberg was impressed and gave Paul considerable advice and encouragement. With an indoor stick model, and a lot of help from Henry Struck, he took home a medal for tenth place.

There is another facet to his involvement with flying models of all types and sizes. The Plecan "by-line" has very likely appeared in more articles in the hobby field than any other illustrator. From 1937 to 1965, when he wrote a book on slot-racer cars, he had done about 3,000 illustrations, plans or three-views. The current total would easily exceed 5,000.

His fondest recollections center around the year 1940. Old Timer fans will enjoy seeing this list of plans he drew (and inked) during 1940: Bill Gibson's "Arrow" (won Class A at '40 Nats); Louis Garami's tiny "Half Pint" and graceful "Skylark"; Paul's own "Falcon" (planked fuselage) design; Gene Chaille's pod and boom O&R gas F/F; Maurice Schoenbrun's "Gladiator"; George Reich's big 80" "Albatross"; Bill Englehardt's B gas Nats winner "So Long"; and another design by a fellow Chicago "Buzzards" club member—the famous "Bombshell" by Joe Konefes.

Paul has always been a stickler for accuracy and detail (how many of us really appreciate how easy some designs are to build due to this effort on the part of designers and/or illustrators?). Paul says the "Skylark" was his best effort (we don't often see *detailed* step-by-step sketches in currently published articles). And a recognizable engine shown too... If you have access to a Sept. 1940 Air Trails, check out Paul's "Skylark" art work...

Wakefield plans also kept Paul busy in 1940—such as Bob Copland's British winner; the Baker-Engle "California Champ"; also Roy Nelder's Moffett trophy winner. Excepting the Falcon, all of the above were published by Air Trails (Bill Winter was the model editor then, Paul recalls). Rubber powered F/F scale has always been a favorite event of Paul's and he had many good designs published, such as the Grumman Widgeon, Focke-Wulf Stosser, Pesco Special, Arado 76, Curtiss Seahawk and Heinkel 112 (all circa 1939-42).

Paul remembers selling his newly finished Taylorcraft F/F (72" span, Baby Cyclone power) to Roger Hammer for \$6.00 (this included the engine). He soon regretted the transaction (even though he needed the money badly), as Roger took the T-craft to Farmingdale a few weeks later and won the scale event. What really hurt Paul was that Alexander de Seversky was present at the meet and awarded Roger the trophy. "I could have said something to Mr. Seversky in Russian, as I was fairly fluent in Russian, Ukrainian and Polish then". Financially, one has to remember that the article payment on the T-craft was \$30.00 (plan, typed text and photographs)... such was the state of the economy in mid-1937, when the above saga transpired.

But wait—there is more to the "Russian Saga". A few years later, Paul was hired by Bill Winter as Staff Draftsman at Air Trails. The Gliding/Soaring editor

was Alexis Dawydoff, who just happened to be one of the surviving members of Russian royalty (a genuine prince, to be specific). One day, the famous flyer Alexander de Seversky came in to see C.B. Colby, the editor. In a later conversation between the Alexes (in Russian), fun was poked at "C.B."—at which Paul joined in the laughter. In the prolonged three-way gab-fest, C.B. was somewhat discomfited but dared not interrupt, as he was in awe of Seversky. Meanwhile, Doug Rolf had come in to deliver a model cutaway drawing to Bill. Since Doug and both Alexes hobbled about, Paul was aware that all three had lost a leg in years past. But it seemed quite appalling to see them trying to trip one another and tell endless jokes about wooden legs. Regarding the WW-1 and post-war tales, Paul says, "If only I had one of those new wire recorders handy" (they preceded the tape-recorders of later years).

Six New Yorkers made the previously mentioned 1938 Detroit Nats trip (all jammed into a '34 Ford roadster!). They towed a trailer made by TAMBE club members (better known later as the famous Brooklyn Skyscrapers). The group included Leon Shulman (of Zomby fame); Gordon "Scotty" Murray (Topper) and Maurice Schoenbrun (Gladiator). Roger Hammer (who drove), Ted Foti and Paul were Jasco employees (Frank Zaic's mail-order firm that specialized in top-notch color-coded balsa and other model supplies). ALL balsa was graded according to weight, then dabbed with colored dye on one end before going to the saw room, where Roger and Ted cut it into sheets and strips. Paul was the shipping clerk. "From about 1935 to 1942, Jasco balsa was the very best" avers Paul. Jasco was the modeler's Mecca then, as one would always meet the likes of Struck, Garami, Ehling, Krecek, Tyler, Shershaw or Smithline and hear animated theoretical discussions on stability and the often fatal "spiral dive".

Recently, Paul has drawn up detailed plans for these F/F rubber powered scale models: a 24" Howard "Pete" racer and a 37" Bede 4; a 37" Macchi Castoldi MC-72 seaplane and a 31" Arado 76; a 32" Sperry Messenger biplane and a 31" Page Navy racer. Another of Paul's designs, a 30" Turbo Porter, won the 1983 Canadian Nationals scale event, built and flown by Mike Dikovitsky (who generally makes Wakefield models fly real nice). Paul often does kit plans, step-by-step sketches and die-cut drawings for Scott Christensen at Top Flite Models (Antares, Metrick, Hot Canary and Elder).

While working at his drawing board, Paul often has the hi-fi going (all types of jazz and quite often classical stuff). He tries to keep informed, but the budget holds his serious reading down. Formerly an avid photographer, he has had to cut back on that too. Involved with a part-time scale F/F plans mail-order business, Paul gets depressed by all the attendant correspondence ("I'm gonna quit all this scribbling soon and get back to full-time building and flying", he vows).

Quotes Paul—"Somehow, I've never dragged down much loot; but I'm rich in friendships. F/F guys are a breed apart—a unique fraternity of talented cats". Right on, Paul.



Paul Plecan - 1984