FROM THE EDITOR

Well winter has arrived with a bit of a bite, the lower part of the South Island being mantled in snow. We always seem to be caught by surprise by the swift onset of colder conditions and the effect it has on our model flying activities. I had hoped that I would be able to bring you a large report on the Thames Blackfeet meet, but alas it was cancelled/postponed due to the weather the previous day being foul. Nevertheless your intrepid Ed went south to see these Blackfeet in thare element and caught a few venturing out on the appointed day though there was little flying. (You're right he did not ring up to find out the state of play beforehand.)

Further south in Levin the weather was more favourable and we have a report from our Central Provinces man Graham Lovejoy on their OT Champs. A rather nice article from the past is one of our features this time taken from an old magazine. The history is there it is only a matter of finding it, and fortunately our Assistant Editor's library is a good start. The more of this material I find the more it excites my interest, showing my age I guess.

1/2 A Texaco is a low cost class if you can find a good reed valve Cox and so we have an article on this event plus a couple of plans for models that may suit the class.

With the various items received over the month the hoped for kit review has been put back, another reason being it has not been started yet!! The continually promised electric follow up is also on the back burner but we will get to it in the future.

A good assortment of correspondence has been received over the past period and some of those letters are included. Thanks to you who have communicated with us.

Well that is about it for the month I hope to be huddled over a warm building board conjuring up those bits of balsa into some neat looking vintage job. Is that a new Tomboy I see in the crystal ball...Graham Main

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AVANZ Plans Coordinator, Tony Taylor, 30 Carluke Street, Newlands, WELLINGTON.
Our 1st Trans Tasman Team?
Contributed by Rees Jones

Our Assistant Ed Rees Jones has been searching his files during his convalescence from recent major surgery. In these he located a bound volume of a 1938 “Fernleaf” a Returned Services magazine published in Auckland. Part of the magazine was devoted to the NZ Model Aeroplane Association newsletter and it is from the magazine of 15th April 1938 that this feature is taken.

New Zealand Representatives at Model Aeroplane Championships in Australia

From left: Messrs S.F. Eade, V.B. Gray, and R.E. Allen all of Auckland, who officially represented the Dominion at the International petrol Driven model championships held in Sydney at the end of March (1938). In the foreground are the machines they took to Australia.

AUSTRALIA 1938

Well the Australian “Internationals” have finished and Vern Gray gives the results as follows.

Outdoor Open. V.B. Gray with his 51/6 ounce 125 sq. inch fuselage model was first with 5 min. 5 sec. Second third and fourth went to Australians with times of 4m. 55s., 4m 20s. And 3m. 52s. Fifth was R.E. Allen of N.Z. with 3m. 40s. With his fuselage model. Sixth place went to our other representative S.Eade with a flight of 3m. 3s. Mr Gray’s model flew out of sight and when returned was damaged, so that he found it difficult to get it adjusted for the fuselage contest. Mr Allen’s model landed in a duck pond where it soaked until he fished it out. Then a dog trod on it and he had some repairs to do. Thus our models did not fly so well in the Fuselage R.O.G.

Fuselage R.O.G. 1st. Harbit N.S.W 4m. 25s. 2nd. J Fullerton N.S.W 4m. 15s. 6th Allen N.Z. 7th Gray N.Z.

Petrol Contests

Our contestants again struck bad luck. Mr Gray crashed in a test hop and broke two of the mounting lugs off his Brown Junior, while Mr Allen had serious trouble with his motor. Stan Eade also had trouble after flying quite well. 1st was a Victorian builder, a cripple, who built his own motor and big model having a time of 9m. 50s. 2nd and 3rd were Australians with 8m. 50s. and 8m. 45s.

Indoor

Indoor competitions were held in the Sydney Town Hall.

Spar H.L. 1st V.B. Gray N.Z. 11m. 23.2s., 2nd J Fullerton N.S.W. 9m. 18s.
3rd R. E. Allen N.Z. 8m. 29s.

The Australian Indoor models are larger than ours and with much slower propellers. Vern (Gray) says they are too big for their halls and have to skid too much to circle.

Fuselage R.O.G. 1st L Felstead S.A. 8m. 28s., 2nd R.E. Allen 7m. 58s., 3rd Black S.A. 7m. 52s., 5th V Gray N.Z. 2m. 16s.

Vern’s model flew out of the hall and landed in the corridor thus spoiling his chances.

The boys had a really good trip and made many new friends in Australia who send you good wishes.

Editors note: This must have been a major expedition for the team as they would have gone by ship and I guess would have paid there own way. Vern Gray was at one of last years North Shore indoor meets where he kindly donated money toward the hall hire.
The Thames Blackfeet Meet June 2nd
Postponed due to weather but we went anyway!!

Your Editor is not endowed with a lot of common sense when it comes to contacting people so although the rest of the modelling fraternity knew the event had been postponed he did not have the foresight to contact Frank Crowfoot before driving south to attend the Blackfeet Vintage Do. On arriving at the field only one other person was there so alarm bells rang. Never mind the weather was fine, the field was accessible, and I had my models with me. So it was out with the 1/2A Texaco Scientific Coronet and away we went for a fine first flight. By the time that was over Blackfeet members started arriving. Their models, however, were left in their cars as the mower was unleashed from it’s box and the strip prepared.

I had another flight with the Coronet before swapping Tx crystals to try out the Simplex which had been repaired after its untimely arrival into the end of the Barn at Levin in February. All went well so I was quite happy with that.

The only other model that flew was a very nice 1/2 B M a French design from one of those free plans in an English magazine. Built and flown by Ted Hatton of Warkworth and Thames clubs it was covered in blue and cream lightspan and powered by a throttle equipped PAW 100 diesel. Bill Mauder got out his Junior 60 with OS 25 SF engine but decided not to fly as the wind had become quite strong. Interesting to compare the Simplex with the Junior 60 which apart from the cabin area looked identical in most respects. Frank Crowfoot brought out his Vic Smeed designed Electra with an ED Racer diesel. Apparently the motor had ceased to function after a prang and Ted Hatton was prevailed upon to wave the magic wand over it. After a bit of head scratching and ministrations with various tools the Racer was coaxed to life once again. A loose liner and a too long carb. needle seemed to be the problems.

After a look at all the goodies that Ted had brought with him and a cup of coffee it was time to head home.

Thanks to Bill Cannon, Jim Burdus, Frank Crowfoot, Ted Hatton, John Gray, Bill Mauder and others for making me welcome.

Sorry the event was cancelled probably a wise choice but I will be back for your next event.

Almost identical models the original 1941 Plecan Simplex design on the left with the 1946 Kiel Kraft Junior 60 on the right. More on plagiarism of designs on page 4.
LETTERS TO THE EDITOR

I have had an encouraging response to various aspects of previous newsletters which means that we DO have readers!! Hooray, that makes it a worthwhile exercise for all of us concerned in producing the newsletter and getting it to you. If you have any comments recollections from the past to add to the history of NZ aeromodelling we would like to hear from you. ED.

LITTLE WONDER MODELS.
That name brings back memories.
As a 9 year old I remember a holiday in Christchurch when we stayed with friends of my parents.
I was already a keen young aeromodeller so naturally found my way to the “Little Wonder Models” model shop in Columbo St. and marveled at the plethora of built models hanging from the ceiling. L. W. M. Was probably typical of the model shops which had sprung up after the war to cater for the strong interest in aeromodelling which existed amongst the young at that time. I have found that a high percentage of males around my age at least had a try at aeromodelling in their early years.

Chuck Gliders, small rubber models and other assorted delights were on display. I remember buying d building a small tailless HLG whilst on that holiday and trying to make it fly outside on the street. The owner of the shop was an old grey headed fellow somewhat like the one I see in the mirror every morning.

A short time later, probably about 1951, my father returned from a business trip to Christchurch with a kit of the L.W.M “Nimbus” which was featured in the last issue of AVANZ News (issue 65). I don’t remember building it, probably because it was too difficult for my limited skills at that time, however, I kept the plan and started building one about 3 years ago. It would be a P30 with the requisite plastic prop.

Somewhere amongst my stuff I have plans of another four or five L.W.M designs including a small 30” towline glider which I built in the early 50’s and flew well for many years at the local Oamaru parks. I don’t remember exactly when L.W.M. disappeared from the Christchurch scene but I think it’s the site of a Chemist shop now.

A few years ago I obtained a catalogue of vintage/nostalgia Veron model plans from their UK designer, Phil Smith. Surprise, surprise the 1939 Veronite No 1 bears an uncanny resemblance to the ‘Nimbus’ Plagiarism was the name of the game in NZ immediately after the war — check out some of the Modelair kits of the period!

Rex Bain

MORE ON THE NIMBUS
Glad the plans were of use I will keep my eyes open for any others of interest.
You mentioned the L.W.M Nimbus—Arnold Curtis has built one of these and as you’d expect from Arnold it looks great and flies Great too!
I will have a go at this year at the Lulu postal. While I am flying some competition F/F lately I am really a scale/sport/vintage flier at heart. I need to build a couple of Nostalgia models for those events and will stick to sport and small field designs rather than competitive ones. My Nos. rubber model at present is a Vic Smeed ‘Merbaby’, complete with floats. If flown early in the day before the lift kicks in it can do better than you might think. (Letter abridged Ed.)

Graham Lovejoy

Letters continued page 5.
LETTERS TO THE EDITOR Continued from Page 4.

SPORSTER MEMORIES

Just a note to say how much I enjoy the AVANZ News under your Editorship (Aaw shucks don't make me blush! Ed.) You have had a nice mix of articles so far, and particularly pleasing to me was the Modelair Sporster plan. Like many of my generation, and I think I am a bit older than you (!), I built several in the late forties, ROG*ing them off a board on the front lawn. Never timed, but I guess about 10 secs. Duration. They must have been pretty crudely built, especially the propeller, but I am amazed that Graham Lovejoy has been getting 45 seconds or so. Now there is a challenge for me! I will try to fit one into this year's building schedule. I've got a Lulu and a 10 year old Kiel Kraft Outlaw which for various reasons I've never flown. Fitted with an AM 35 diesel, no throttle and at 30 ounces twice the weight of the free flight version. I don't know how there can be such a difference. It will be interesting. Somehow, I don't think the Outlaw is destined for a long life, but it is likely to be interesting! (exciting, or adrenalin pumping might be more appropriate!)

Lew Hale (Letter abridged Ed.)

POSTAL COMPS AND PLANS.

Could you please send me the full details of the Postal Competitions listed in the AVANZ News. 
(No problem there only too pleased to oblige Ed.)

As they cover such a wide range of events I thought it might be worthwhile setting a day for anyone to have a go. (Now that is a good idea I like it Ed.)

I am including some plans in case they are any use. (I always appreciate receiving plans and info from our readers it adds to the mix nicely as you can see from the letters above Ed)

I built the Gnat around 1948-50 and powered it with a Comp. Special. The Toreador was next in line powered by a Hurricane 24. Both the Gnat and Toreador are designed by Claude McCullough. The Stout Record Holder is just a plan I have had around. While it looks nice there is a lot of work in it. Both our Waikato Champs and Nostalgia Meeting were blown out so I haven't done much flying lately. (The weather has been the same up here too only one reasonable F/F day in a couple of months Ed.)

George Thorpe

SAM 1 Newsletter

Thanks to David Ramsey for the SAM 1 Newsletter “Exhibits”. The May 2002 issue focused on Sal Taiibi's Powerhouse model in all sizes. One fellow had a 4 plane fleet in 48", 60", 72", and 84" spans. Now that is dedication to a design.

OLD TIME ENGINE

The Dacome designed Acme as advertised in a 1938 “Fernleaf” magazine. This must be one for the Engine collectors amongst our readers. Maybe someone out there has one in their collection and may like to give us some information on it. At $10.50 in today's money it would have taxed the wallet of most aeromodellers of the time I would have thought
**1/2A Texaco: A small size fuel allotment event.**

This event was well covered in an excellent article by Neil McDougall in the "NZ Model Fliers World" of December 2000 (Vol. 12 No. 5) which is well worth referring to.

At the risk of preaching to the knowledgeable ones amongst you, the basics are a vintage model of around 300 sq. ins wing area and a wing loading of 8 ozs. per sq.ft. This lot is powered by a Cox .049 reed valve engine with the small Babe Bee / Texaco Junior size tank. The idea is to fly for 8 minutes and land in the spot circle.

The models can be scaled down (or up) versions but there are a number of models in the US Class A size which suit as per the plan. (Class A is up to a .20 cu.in. motor.)

To get down to the minimum weight you need to build light and have lightweight radio equipment. This latter requirement is fairly easy to achieve with the advent of small servos and receivers on the market, the only thing to be wary of is that the receiver has a very good range as these models fly to nearly speck height in good conditions. Anyone who has witnessed Bernard Scott with his Playboy can attest to that.

One of the problems with a light model in NZ conditions is that it is usually windy on contest days so it becomes difficult to penetrate forward in those conditions, which you need to do to have a chance of making the spot. (The last Nationals was an extreme example.) So inevitably there is a compromise to be made.

The pylon jobs such as the Playboy, Interceptor, Kerswap are generally favoured for competition but the cabin jobs such as the Editor's Coronet can sometimes make the grade as at the last Nats. These latter types make good practical Sunday sport models too, if a bit noisy though by using a Cox style muffler this can be dampened and I have noted that some feel this modification can improve motor run times.

The engines can be a little bit of a problem as while they are relatively easy to obtain second hand getting a good one is difficult. The new engines now made by Testors are quite expensive which is a shame as it makes this simple class more expensive than necessary.

Getting a good engine run is sometimes quite difficult, the event is a fuel allotment one and so you need to get the best and longest run you can. My engine usually runs for around 2 1/2 to 3 minutes but I know some who get a longer run. I have not experimented with fuels too much and now use a 10% nitro mix with 20% synthetic oil. I note from Neil's article that Larry Renger recommend 15% nitro and 18% castor so that may be worth a try. Getting a needle setting can be tricky and I see that there is an aftermarket needle modification available in the US which purports to make this job easier.

All the above should not put you off these models, they are simple to build and have only rudder/ elevator control so are easy to set up. The engine has its tank fitted and it mounts simply on a firewall.

My engine has a spring starter which makes getting the little thing going a breeze provided your needle setting is close. The choice of model is wide and can be a basis for a test model for something larger. So why not give 1/2A Texaco a try, a couple of weeks work should see you with one in the air, and I can almost guarantee you will enjoy it. Running costs are minimal so you eventually get good value for the dollars spent.

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The Editor's 1941 Scientific Coronet built from a plan supplied from AVANZ Plans service.

Covered in heavyweight Modelspan. Cox Texaco Jrn engine on 7" x 3.5" Cox prop. Futaba 3501 mini servos, a small Hitec 4 channel Receiver and 150mah NiCad

All up weight 420 grams (16 ozs.)
Events calendar

INTERNATIONAL LULU POSTAL COMPETITION 2002

1st May 2002 to 30 September 2002

Rules
Models must be John Barker’s 50” Lulu Nexus plan G338(1) or 30” Lulu Baby or SAM 1066, 106 sq. in. version or any scaled down version of the 50” Lulu.
Permitted alterations: Auto Rudder, dethermaliser, reposition of towhook, strengthening of mainspar and new this year mylar or plastic film covering
Towling Length 50 metres or bungee of 50 metres containing an elastic element of 12 metres.
Flights 3 x 90 seconds. If’s max’s are scored make 4th flight of 120 seconds. If successful make a flyoff flight of unlimited duration. The first 3 flights must be made on the same day and may be doubled up from another competition. The 4th and 5th flights may be made at a later date. All flights are eligible for the Longest Flight Prize so please record the actual flight times.
Timing The glider may be flown with a second person as a launcher / timer. Self launching and timing is allowed either from a bungee or simple ramp.
Details of modifications, rules and score sheets are available from Graham Main, P O Box 55, MAUNGATAPERE, Whangarei Country
Or Bert Whitehead, 31 Trinity Crescent, Wymeswold Leicestershire, LE 12 6UQ, England
E mail bertwhitehead@btopenworld.com

NDC VINTAGE EVENTS

June
30th F/F Nostalgia Glider Duration
F/F Old Time Glider Duration

July
14th F/F Old Time H L Glider
F/F Old Time Catapult Glider
28th F/F Nostalgia H L Glider
F/F Nostalgia Catapult Glider

August
25th F/F Old Time Power Duration
F/F Nostalgia Power Duration

September
1st R/C Old Time Duration
R/C Old Time Precision

OTHER EVENTS

August 24/25th C/L Classic Stunt and Class B T/R
Hamilton (Horitau)
Contact B Howser (07) 849 4335

3rd NHDA BAKER CUP TOMBOY POSTAL COMP.
This is a single model comp. For the Vic Smeed design, the TOMBOY published in Aeromodeller Nov 1950

Rules:
• 36” or 44” Tomboy as per plan except you may use CO2, electric, glow, or spark ignition rather than diesel power, or even rubber. A DT may be fitted.
• You can make as many flights as you like between Jan 1 2002 and Jul 31 2002. If you enter a flight and subsequently improve it in the time period send it in.
• Hand launch and unlimited engine run.
• Winner is longest flight recorded by a timekeeper standing at point of launch. Binocs of 6x mag can be used model must be retrieved after flight. Lost model invalidates the time.

Prize is a year’s sub to ‘International Flying Model Designer and Constructor’ mag. The longest flight in any country wins a copy of a 39 Nats pictorial book.

Plan requests and entries to Nick Farley, The Hall House, 96 High Street, Halling, Kent ME2 1BY England
E mail nickfarley@iol.com

• Catapult glider above 12” span as above
• Hand launch glider as for Catapult glider

Full rules available from Graham Main or Neil McDougall addresses on page one

 التعاقدات الدولية لجولمايل لاسيل 2002

1 مارس 2002 إلى 30 سبتمبر 2002

القواعد
مدخلات يجب أن تكون من أعمال 50" لولو نكسس قيد G338(1) أو 30" لولو بيبي أو SAM 1066، 106 بوصة مربع النسخة أو أي نسخة مختصرة من النسخة 50" لولو.
الизмكات المسموح بها: رudder التلقائي، مثلا للترمادات، تحريك انتقال الطائرة، تعزيز السبابة، وكأن هذا السنة ميالير أو بلاستيك مغطى
طول التوجيه 50 متراً أو حبل 50 متراً يحتوي على عنصر خطي 12 متراً.
الدوجين 3 x 90 ثانية. إذا كان أقصى المستخدمين يتألفون من الطائرة 4th الطائرة 120 ثانية. إذا التحقنا نجحنا نأخذ الطائرة الإضافية من نفس اليوم والثانية، والثانية من الطائرة 5th يمكن أن تكون في وقت لاحق. جميع الرحلات مؤهلة لجائزة الطائرة الأطول في الدورة فلا تنسى التسجيل الوقت الحقيقي.
الساعات: الطائرة يمكن طيرانها مع شخص ثالث كشاعر أو مساعر. الطائرة ذات السحب أو مساعر بسيط يمكن طيتها.
التفاصيل حول التعديلات، القواعد، ومخططات التسجيل في RES متوفرة عن طريق جرامن ماين، P O Box 55، MAUNGATAPERE، Whangarei Country
أو برت ويتليثيد، 31 Trinity Crescent، Wymeswold Leicestershire، LE 12 6UQ، انجلترا
أرسال البريد الإلكتروني اللاتين للسير بيرت ويتليثيد@btopenworld.com

إحداثيات الأحداث القديمة

يونيو
30th F/F Nostalgia Glider Duration
F/F Old Time Glider Duration

يوليو
14th F/F Old Time H L Glider
F/F Old Time Catapult Glider
28th F/F Nostalgia H L Glider
F/F Nostalgia Catapult Glider

أغسطس
25th F/F Old Time Power Duration
F/F Nostalgia Power Duration

سبتمبر
1st R/C Old Time Duration
R/C Old Time Precision

إحداثيات أخرى

أغسطس 24/25th C/L Classic Stunt and Class B T/R
همبتون (هريتاني)
اتصال ببي هوسر (07) 849 4335

3rd NHDA BAKER CUP TOMBOY POSTAL COMP.
هذا تأثير مدل فردي. بالنسبة لأعمال فيس سميد، الطائرة TOMBOY نشر في أيروموديلر نو 1950

القواعد:
• الطائرة 36” أو 44” تومباي كما في النص، يمكنك استخدام CO2، كهربائي، جوف، أو مصباح تبخير بدلًا من الطاقة البترولية، أو حتى الجلود. يمكن أن يكون هناك TD.
• يمكنك اتخاذ الطائرات كعدد من الطائرات كما ترغب بين يناير 1 2002 وحجة 31 2002. إذا وضعت الطائرة وتعتبر للطائرة في الفترة الزمنية، تحمل لإرسالها.
• طائرات اليد والطائرة الأطول مسموح بها.
• الفائز هو الطائرة الأطول كتبها الزمني الذي يكون متواجدًا عند نقطة الطائرة. يمكن استخدام مكبرات صوت 6x يمكن استخدامها الطائرة يجب أن يتم استرداد الطائرة بعد الرحلة. إن فقدان الطائرة تبطل الوقت.

الجائزة هي العضوية السنوية إلى مجلة ‘International Flying Model Designer and Constructor’ المعنية. الطائرة الأطول في أي دولة تتلقى نسخة من 39 Nats لكتاب صور.

تحتاج إلى سيرسبتسيون والالتماسات إلى نيك فورلي، The Hall House، 96 High Street، Halling، كنت ME2 1BY إنجلترا
أرسال البريد الإلكتروني اللاتين للسير نيك فورلي@iol.com

• الطائرة المطلقة فوق 12” المسطرة.
• طائرات اليد المطلقة تستخدم كطائرة Catapult.

قواعد كاملة متوفرة عن طريق جرامن ماين أو نيل مكدوغال المواقع الشخصية على الصفحة الأولى.
Yet another good flying weekend, despite the weather forecast. Sunny and clear skies with a light breeze (Don’t rub it in lad otherwise we may all emigrate to Levin!)

Paul Squires gave his Vern Gray 1936 Moffett an airing and flew it to good effect in Precision—a nice bit of soft lift on his last flight helped his good score, which clinched a win for him in this class.

Lift was bit harder to find for OT Rubber Duration, both Neil McDougall and Paul got in serious down, though Paul’s one max. was a beaut 4 1/2 minute flight.

Sunday was colder and overcast but quite calm. The sun came out at 10.30 or so and warmed things up creating some light lift. It eventually ended up a better day than Saturday quite like summer at midday!

Tony Taylor and John Selby arrived to fly OT Rubber Duration and OT Glider respectively.

OT Rubber was fought out among “Gollywocks” with Tony’s high climbing one proving unbeatable, while John led the flock of “Lulus”

Neil had put up what seemed an unbeatable score in OT Catapult but the writer got lucky and pipped him for first!

Prizegiving took place at 2 pm, and, most satisfyingly, all the fliers collected a first place in an event so went home with a bag of Kiwifruit each, courtesy of Neil McDougall.

Another good weekend of good flying and excellent companionship.

Footnote. Ron Aird from Fielding was trimming a P30 on Saturday and hit a fence with a twang. Carl Lutz the farm owner asked for his address so he could send him the account for damages! All this was done quite seriously with a straight face. Ron was quite concerned at first until a broad smile broke out on Carl’s face! (John, our local farmer has a similar sense of humor and often catches me out. Ed.)

Results: (note 150 sec max)

**OT Rubber Duration**
1. Tony Taylor 42 Gollywock 450
2. Neil McDougall Gollywock 420
3. Graham Lovejoy 40 KK Ajax 342
4. Paul Squires Gollywock 325

**OT Precision**
1. Paul Squires 36 Moffett 266
2. Graham Lovejoy 40 KK Ajax 210
3. Neil McDougall Gollywock 157
4. John Selby 50 Lulu 157

**OT Catapult Glider**
1. Graham Lovejoy 36 Hervat 296
2. Neil McDougall 38 Mayn 294

**Left** Goldberg Interceptor 1/2A
Texaco by Ivan Treen. A good choice for this event.

**Right** Aahh yes it is the Tomboy as featured on the cover of the November 1950 Aeromodeller. The original was in colour. Red fuse and yellow wings Get yours built for the Hilda Baker event now and relive past times.
SNIPPETS

- Progress is being made on the engine classification front so as to include some modern engines in the acceptable types for Vintage events. A proposal has been drafted for presentation at the next NZMAA Technical Committee AGM at the Nationals in December for consideration. A full rundown of the proposal will appear in the next NZ Model Flier’s World for you to comment on. In the meantime do not throw out those FP engines and similar types.

- **FOR SALE**
  I have a spare 1953 and 1954 Aeromodeller Annual for sale
  $20.00 each (incl. postage)
  Rex Bain
  1-B Wymer Terrace
  Hamilton

- **Nostalgia Event Trophies**
  With the advent of the Nostalgia events it would be good to have some trophies for presentation to the winners of these events at the Nationals. Rex Bain has agreed to donate a trophy for Nostalgia Power Duration and the Nostalgia Glider Duration. Any offers?? If you are interested contact Neil McDougall at the address on the front page

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PLANS OF THE MONTH

There has been quite a few plans submitted by readers this month, so the Editor has had quite a bit of head scratching to do to make some choices for this issue. This is a good position to be in so keep them coming folks. I will be getting the collection together and sending them down to add to the AVANZ library so they can be listed for future use.

It struck me that the Gnat power model as sent in by George Thorpe is just the size suitable for a 1/2 A Texaco model. The design is by Claude McCullough and was originally for the Class A/B (.19 to .23 engines) so is built with some strength for that purpose although I note that a weight of 20 ozs with a spark motor would seem to me to indicate light grade balsa throughout. With a few subtle changes to the general construction it could make a nice light model for the 1/2 A event. I note that the plan is from the 1947 Model Airplane News so a few bonus points are available. The plan shows a square fuselage which should assist radio installation and a full size rib as well as scaling lines for those curved bits, so you have no excuses.

In keeping with the 1/2A theme of this newsletter and trying to have an NZ flavour our second plan is from the Modelair range is the Kea (An NZ Mountain parrot noted for its mischievous habits, rather like some modellers!). This one is from the Poletti Plans as was published in the August 1997 issue of the Auckland Model Aero Club newsletter “Slipstream”. From this it is noted that the original design was produced as a kit in July 1949 for an E.D. Bee, a later version for an Elfin 1.49 came out it is thought in March 1951. So this sort of makes it one of those crossover designs which may be a problem. From the notes it appears that the original had a shorter fuselage than that shown on the plan. Full size plans may be available from M Poletti 69 Willis Road Papakura 1703 check with him for price and availability.
Ted Hatton with his 1/2BM

Right: Bill Maunder’s Junior 60.

Left: Ted Hatton (right) and Frank Crowfoot (left) work on the E D Racer. Note Frank’s bandaged finger which got in the way of a propeller!!

Right: Almost identical models> The original 1941 Plecan Simplex design on the left with the 1946 Kiel Kraft Junior 50 on the right.

Left: The Editors 1941 Scientific Coronet from a plan supplied from the AVANZ plans service. Covered in heavyweight Modelspan. Cox Texaco Jnr engine on 7”x3.5” prop. Futaba 3501 miniservos, a small Hitec 4 channel receiver and 150 maH nicad. All up weight 420 grams (16Ozs.)

Right: Goldberg Interceptor 1/2A Texaco by Ivan Treen, A good choice for this event.

Left: Aaah yes it is the Tomboy s featured on the cover of the November 1950 Aeromodeller cover (That’s over 50 years ago) Build one for the Hilda Baker Postal event now and relive those golden years.