

♦AVANZ NEWS♦

Issue 72

June/July 2003

In this issue

From the Editor
Contacts
Early
Aeromodelling in
Gisborne. Pt. 2
Early Wellington
Aeromodelling.
CPMAA R/C
vintage event.
AVANZ Items
CPMAA F/F
vintage events
Readers Letters
Events Calendar
Class A Texaco
Topics
Photo page and
plan

NEXT ***TIME***

Early Wellington
series continues.
Early times in
Christchurch

FROM THE EDITOR

The past few months have been a little busy for the Editorial team on the work front so it has been pleasing to find quite a bit of input coming in from our readers which makes life at the desk an easier task.

Unfortunately my computer decided that it could not handle the latest Windows update and promptly spat the dummy losing quite a bit of good stuff in the process. This meant that I have had to do a major retrieval job so lost all of my e mail files which accounts for some of those articles which I had put aside for inclusion not being here. My apologies to those of you who have e mailed me and provided me with information, but maybe you could contact me again. In particular I would apologise to Art Lane in Canada as he had sent me a great deal of info on some Canadian designs and engines. Another to get in the lost basket is Jim Moseley. I will regain composure and contact shortly. We are up and running again but I must say Mr Microsoft is not a chap who is on my best buddy list, unlike most of you in AVANZ land.

One of the good things has been the letters that have been received by the so called snail mail. At least these have been able to be used not being having been gobbled by the MS bug.

I have had a rather pleasant time with the Celebration of the R6B 50th year. I got my model up and running again in time for the event. After an initial hiccup when my Allbon Sabre gave up its crank web an chopped off its big end , I replaced it with my Frog 1.49 Vibramatic which proved a better engine all round.

My local club members have difficulty with the vintage thing and a rudder only model only seemed to confirm that indeed Main had at last flipped his lid!

However they were suitably impressed when the model flew OK and were astounded with the spiral dive entries to the loops. Actually my club mates are beginning to come round at last, I have one other who has a twice size Spook and just lately we have another with a small Radio Queen based model. Both fly well and suit the respective fliers as they are slower and more forgiving than the usual 40 size trainer.

This interest in Vintage in any aspect is most heartening there are various groups around the country who seem to be growing this side of the hobby. I think of the guys in Thames, Levin, Auckland and it seems Nelson who have been building and flying this style of model in numbers. Lets hope this winter sees some more appear on the scene. Our photo page gives quite a variation which may provide inspiration for you to complete that latest job

Best of building and flying.. Do the latter with safety and care. Graham Main



AVANZ Newsletter Editor, Graham Main, P O Box 55 MAUNGATAPERE Whangarei Country 0250

E—Mail gr.gmain@actrix.co.nz

NZMAA/AVANZ Liasion Neil McDougall, 60 Heke Street, Ngaio, WELLINGTON 6004

E—Mail n.mcdougall@clear.net.nz

AVANZ Plans Coordinator, Ivan Treen, 20 Konini Street LEVIN 5500

Early Aeromodelling in the Gisborne area. Part 2

Recollections by Gilbert Couper January 2003

Continuing the story of Gilbert Couper's early aeromodelling in Gisborne. Gil advises that in the previous part there was an error in that Gisborne Aerial Transport was flying out of Gisborne before East Coast Airways, so we set the record straight on this. The story continues The Editor



In 1940 a Centennial Exhibition was held at Rongotai in Wellington. There was a competition for the best replica of a Union Airways or Cook Strait Airways aircraft; which I entered with this D.H. 86.

Union Airways flew the D.H. 86 and the Lockheed Electra, while Cook Strait used D.H. Rapides. W.G. Alexander was the judge. I did not place in the event but when we went to see the models we could not find them as they were hanging in the rafters above the towns they flew over, a big disappointment for us. While materials for the models were dis-

counted for those that entered there was a lot of work and time in making the model as it was fully detailed with interior seats and the like.



My Modelair Redbird Senior, built 1940 and flown in the Wairoa contest, one of the best duration models I have built. It had a problem in that the tailplane and fin were on a

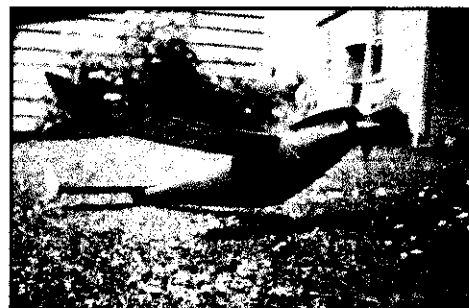
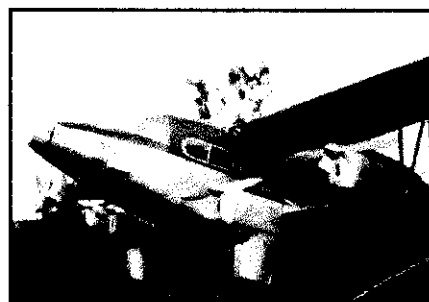
block that was also the rear rubber anchor point. On full tension the tail used to "dance the rumba" until the tension came off. I had many good flights with this one although there was a lot of work in it. The kit cost about 12/6d a lot of money at the time, when I was earning only 15/- a

week as a Sheet metal apprentice, and most of that went to board.

We were lucky though, as we found a source of rubber by chance at the local Para rubber store, where we bought a hank of 12 yards for 3/- it could have been Dunlop as it was jolly good rubber.

The photo right shows my first own design, a Wakefield built according to the theory of Charles Hampson Grant. A planked fuselage, folding prop, and using a Grant airfoil.

The available balsa was poor so the fuselage was heavy and this made the model a bit of a "clunker". Took a lot of beating, but not a great performer, but as a one of the first own designs attempted I learned a great deal from it.



In 1940 the Club went into recess as the members were going into the forces.

I was with 30 Squadron on TBF Avengers, in Guadalcanal, Bougainville, and Green Island. On returning I joined the RNZAF reserve in 41 Squadron converting Dakotas for use with NAC. I was in the RNZAF for 11 years, which provided me with a good education, as I was able to complete my schooling and gain my School Certificate, as well as making good friends, and apart from the grubby aspect of war it was quite an experience. Modelling was a help too, as I went from being a Flight Rigger to Airframe Fitter with better pay. Having come through the Depression with its poverty and hardships, schooling stopped at the primary level, so the opportunity provided by the Air Force was appreciated. There was not much time however for other things but swotting at Rongotai in the "Cardboard Castle" as it was

known.

Modelling took a back seat and during the war my younger brother disposed of most of my modelling magazines for pocket money, much to my disgust, but I eventually forgave him.

Those that returned from the War restarted the Club in 1946, rubber was unobtainable due to the War shortages but some of had obtained engines so made the step to gas jobs.

The power models (left) are from 1947; they are a Henry Struck "Boomer Bus" for an O&R 23 on the left, a Shulman "Zombie" also for an O&R 23 and a Shulman Rambler for a NZ 1/5hp Acme and around 6 foot in span. All were good aircraft and I had them up until the 50's when I was married so they were sold to help build a home. They went to good homes and had plenty of flying after that.

Towline Gliders were a bit of a vogue, Nordic class about 5 to 6 foot span, on a 300-foot towline we got good duration from these floaters, and it saved those precious engines.



The Photos below were taken after I was married. Joan, my wife shown in them died 14 years ago, we had been married 43 years. Joan did not like models too much or the smell of dope and the balsa dust that meant I was not allowed to do this in the house. Also I had to do the chores first, you will note the firewood all chopped in the background. Peace was had when I built a garage and the models moved to there, where doping and sanding could take place.

The models were both a freelance design, the sailplane was to Nordic specification about 5 foot span, while the rubber job was a Wakefield.



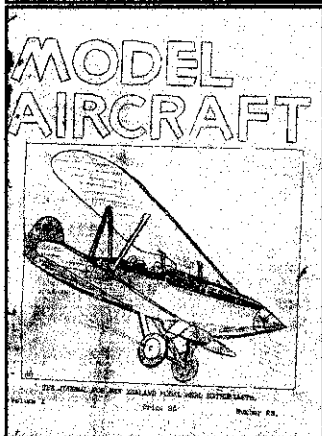
A short encounter was had with pulsejets. The one we had was fired up in a tin shed and awoke the whole neighbourhood. They did not prove popular due to the noise, I think it was at the 1952 Nats that I next saw one started up for the New Year.

I note in the News that someone is selling Paulownia wood. I remember that paulownia was used in imported Japanese kits before the war. These were of poor quality but the props were beautifully carved and polished from paulownia. Some were made with wire frames, a failure really but again the props, about 12 inches, were very good. Another type used 1/16 dia. bamboo that was meant to be bent using heat from a candle and sleeved with aluminium tube. The heat from the candle burnt the bamboo so that too was a failure. The glue was shellac based and was good.

I found in later years that the way to bend the bamboo was to soak it in water and bend it over a heated tube; this was from the RSA basket-weaving group. Bamboo was used for wingtips and the like and I think that it was used in the Modelair Swift that had wig tips, fin and rudder from bamboo. *Gil Couper.*

Eds Note. Gil has just got out of hospital after having a lower leg amputated after complications and gangrene, almost identical to our Sub editor Rees Jones. Gil has just been fitted with his artificial limb and so is now getting a little more mobile. Best wishes Gil.

Early Wellington Aeromodelling Excerpts from "Model Aircraft" the Official Organ of the Wellington Model Aero Club. March 1934: Part 5 of a series



This part covers March 1934 Volume 1 Issue 22 and 23.

Vol. 1 No. 22, March 14th 1934 The Editorial notes that "a good deal of tension exists between the NZMAA and one or two affiliated clubs. The cause of the trouble appears to be that the Association has cancelled a record which previously it had granted, because the model was flown by proxy with the constructor present." The NZMAA contended that the model could only be flown by proxy if the constructor was "at least 20 miles from the location of flying". It seems that people were not aware of the rules. Talk was of forming a separate organisation. (*Shades of similar events in the 70's Ed.*) A wakefield trial was announced, clubs were to select their best flyers, six models were to be sent to England, where they were to be flown by proxy by English officials. An all day meeting was to be held in Auckland, but performances over the period 1st February to 1st May 1934 were to be considered. Following up on the a "New Zealand

Championship " was announced to take place Easter 1934 at Pecks Field Auckland. Proxy flying of "out of district" models was being arranged. The classes were to be Spar Model HL Fuselage (Wakefield) Class R O G. and Scale Model HL. Generous monetary prizes were offered.

Articles by Charles Hampson Grant were being run in serial form taken from U S magazines.

Featured model was the "Commodore" a 21" span light fuselage rubber model by Editor D N Milligan.

It was described as being of the "Red Admiral" style weighing in at 1/2 ounce and for indoor or outdoor use, with heavy wheels recommended for the latter. The rest of this issue was devoted to full size topics and hand drawn scale 3 views.

Vol. 1 No. 23 March 28th 1934 issue was also heavily reliant on full size aircraft topics and 3 views to fill its 11 pages. The Editor opens with the question "are we progressing" and answers it a yes to increasing duration times, but no to knowledge of model aerodynamics. This latter comment is despite featuring a series on the topic by C H Grant.

A paragraph notes the death of the current NZMAA President Mr E R Boucher in a full size flying accident near Wellington. Mr Boucher was also President of the Auckland Aero Club.

The Wellington Easter Show was nearly on hand with hopes held for some good indoor flying especially from Mr B Hobday of the Feilding Model Flying Circle.

Reports from the Auckland Grammar School Club notes records by a Mr Palmer of 2 min 33 seconds which only lasted a week as it was broken by Mr M Sutherland with flight of 4 min 37 seconds. Also noted that Mr W B Mackley a previous "Ace of Aces" had left school and the club had found it difficult to replace him.

An attack on models flown in the Auckland Domain by 3 seagulls is reported. "the aeroplane swerved away from the birds as if under control and landed without damage". (*I wonder if those intrepid early morning (4 am) Cloud Tramp addicts of SAM 1928 ever suffer from this intrusion ??? Ed.*)

To be continued.



CHISTCHURCH 1911

Members of the Christchurch and Star Clubs show off their Rubber pusher models to an admiring audience at an event in Hagley Park.

The idea was for distance rather than duration. The fellows with their hands in the air have just launched models. *Do you see Paul Lagan there ??*

CPMAA Vintage RC Champs Levin 4th May 2003

From Neil McDougall

This contest was the first Vintage RC event run by CPMAA. There appears to be growing interest in vintage RC in the area and it was suggested that it might be worthwhile having two more vintage RC events in addition to the Gareth Newton. The attendance was reasonable for a first event even though the weather looked doubtful and there is promise of more competitors in the future.

The forecast was for fine weather with some wind but rain late in the afternoon. However, there was a couple of short light showers during the morning but these were not a problem as everyone could shelter in the clubhouse. The northerly breeze was light during the morning but strengthened after lunch causing some problems with smaller models. The thermals were generally light and hard to find but John Selby discovered an interesting phenomenon on his second 1/2 A Texaco flight. He went straight up instead of flying up wind and seemed to get into a standing wave directly over the club house and managed to stay in it for an easy max. He repeated it on his third flight for an easy 91/2 minutes. I tried it for my third flight and also got an easy max.

As usual Precision was the most popular event. Bob Burling and John Pfahlert both got two maxes and finished up with the same score. Because of the increasing wind they both declined to fly again and agreed to be 1st equal. This event was John Pfahlert's first contest and he seemed to thoroughly enjoy himself. Mike Bridger did not get his flights in early enough and his smaller Hepcat had trouble with the wind so he had to retire with a bent model after his second flight. Mike is about to install a motor in his Hayseed so should not have this problem in future.

By the time people got around to flying Duration the wind was fairly strong and only two were game to try. Alan Sissons had re-motored his 1/2 A Texaco Anderson pylon but was having trouble with the setup so only got in one flight.

Generally an enjoyable day and it was agreed that the same format would be used for the second round on 21st September. It was also agreed that A Texaco would be added for next year.

Results

O/T RC Duration

J Selby	WMAC	Vespa	450
A Sissons	LMAC	Anderson Pylon 80	

O/T 1/2A Texaco

J Selby	WMAC	Playboy	1421
A Sissons	LMAC	Lanzo Bomber	1223
N McDougall	WMAC	Anderson Pylon 1188	

O/T RC Precision

R Burling	LMAC	New Ruler	588
J Pfahlert	WRF	Majestic Major	588
A Sissons	LMAC	Miss Arpem	556
J Selby	WMAC	Vespa	493
M Bridger	WRF	Hepcat	323

Mike Bridger (standing) and John Pfahlert with the Majestic Major.



Top right: John Selby with his 1/2A Playboy.



Bottom right: Alan Sissons with his 1/2A Lanzo Bomber



AVANZ ITEMS

Items that we have available from AVANZ.

Catapult Starter Kits:

These comprise 2 packs of 3 plans plus a hint sheet for the cost of \$5.00 each posted.

Pack 1: Vintage Gliders. 36 Mayn, 36 Hervat and 38 Hervat.

Pack 2: Nostalgia Gliders: Winged Motors Beginners, Rucie and Mohican.

These are available from Neil McDougall address on page 1, they are also available on e- mail for free.

AVANZ News Back issues:

All the AVANZ News for 2002 (6 issues) are available on CD for \$5.00 each also from Neil McDougall. *(Sorry we do not have any hard copies for those without computers. Ed.)*

PLANS service

A new batch of plans is now available from the Plans Service now held by Ivan Treen.

I am not sure yet whether Ivan has this into a printed form but remember to give him a try if you want a specific vintage plan, he may well have it on file. The cost per plan loan is \$10.00, you copy the plan and return the original to Ivan. His address is at the front of the bulletin and he can be contacted by e – mail at w.i.treen@inspire.net.nz

CPMAA F/F CHAMPS: Levin 31 May/ 1 June
The Nos/Vintage events from Graham Lovejoy.

The weather forecast was not good—Paul Squires and I had discussed this by phone on Friday and had decide that flying was most unlikely. However Saturday turned out OK, and a phone call to Ivan Treen confirmed that it was fine at Levin! A panic loading up of the models ad off! It proved to be sunny and warm with the beginnings of a breeze, which gradually increased. A good day for Ivan's Zebec Glider. This is a 1955 "Model Aircraft" design which goes extremely well. It tows straight and transitions well into a floating, thermal sniffing glide. The conditions also suited Catapult Glider, and while this was not a Vintage event , Neil McDougall with his "Winged Motors" Nos model and Ivan T with a '38 Hugelst both beat the writer's modern "RPG"

Sunday's weather was not as good and so finished early. 2 Lulu's were flown as well as Neil's 1941 Lamb Climber.

Results

Nos FF Duration Combined

Ivan Treen	Zebec Glider	359
Neil McDougall	Urchin Rubber	281

OT FF Duration Combined

Neil McDougall	1941 Climber	267
John Selby	Lulu	120
Graham Lovejoy	Lulu	62

R6B Celebration.

Dave Mitchell reports that so far not too many have reported back on the R6B Celebration. However there was a group of 8 in Nelson who flew the full R6 down to a 12 inch electric version. On the home front your Editor (see right) had his R6 up and flying to put in some good flights over the Sunday and Monday of Queens Birthday weekend . Reports have also come in of another lone flyer in the Bulls area. Your Ed has carried on with his R6 flying and is enjoying the challenge of single channel aerobatics. Those spiral dives certainly have had the Club house patrons perking.





A Note from Timaru.

One of our long time supporters is Bill Campbell from Timaru, shown left flying his 40 year old rubber model in Ashbury Park Timaru in 1997. Bill is well over eighty now so is more of a spectator than a competitor these days. With the Richard Pearse centenary activities going on in Timaru over the past month, it seems fitting that we feature one of our early model flyers from the area.

Readers Letters:

From Havelock North in Hawkes Bay, **Hugh Dally** writes via George Thorpe, that he finds the combined FFONZ and AVANZ news of great interest as an 82 year old who started the hobby around 1937 with rather poor American rubber kits. Discovered Flying Aces with good plans by Herb Spatz, Earl Stahl and others. Built an FA Moth, great machine and another one, better still with good rubber last year. Into R/C for many years and still a little but more into rubber and small free flight electric using the KP01 and 02 motors which are very satisfactory. Also P30 and larger rubber such as the Ajax and Mercury for which I carved a 14" propeller—great fliers. Pre war I also discovered Modelair and built many of their kits — Redbirds, Sportster, Gipsy Moth etc. Very pleased that Aeromodeller continues to survive. (*Thanks Hugh for the comments, glad to see you are still flying Ed*)

From Levin, **Ivan Treen** writes that he has unearthed the original Vintage Gas rules, and has sent them for a future mention. He comments that they were focused on Spark motors and a Bowden type contest. On the building side Ivan notes that his building splurge has nearly at an end with a re-engined Snipe for precision, an Interceptor for OT Power, a Stahl Gypsy for OT Rubber, a Zebec glider for Nos glider and finishing off a 70% Sunspot for OT Glider. He notes that the Zebec flew well at the CPMAA Champs, but the Gypsy is in need of more trimming to get it to perform.

Class A Texaco has really taken off in Levin, with four guys building a 60" version of the Cleveland Viking, while Neil McDougall and Alan Sissons have other models they are flying. The models are to be used for R/C Duration and Precision using engines mounted on interchangeable plates. Diesels for Texaco and glow for the other events. A trial A Texaco event is planned for the September Levin meet. (*Whew, that's quite an output Ivan. Ed*)

From Christchurch, **Ian Henry**, writes giving a few more details of the Lockton Park Wakefield Contender that he built in 1939. He notes that he can't remember much about its performance or where he flew it, commenting that he couldn't see him taking it on a bike to the flying field. (*It had a 60" span with a 3.5" chord wing Ed*.) He sends a picture of the Stahl Hi Climber noting it was good flier but doesn't see it mentioned often in SAM Speaks results. He built one a few years ago, but never got it flying properly, although he is sure it would. Ian is more into power these days but notes that the compressed air set up of the Air Hog fits in the fuselage of the Climber perfectly. The model is still intact but Ian finds the rubber models with their long motor runs means long retrieves too.

March 9th for NDC Vintage and Nos power had perfect weather and his Foote Westerner with O & R 60 spark did 3 maxes and 2 min 13 in the fourth. Nos power was not so good with timer problems. Ian notes that it was the best vintage flying he has had in years. He was primed to go to the South Island Champs but the drought broke that weekend so it was a non starter. He notes that John Malkin of Wellington also has a Westerner and is getting good flights, reckons it is hard to beat a 7 foot model on the glide for beauty. With good turnouts at the Christchurch F/F venue Ian hopes it stays that way. (*Thanks Ian great flying, the Christchurch boys are showing the way in NDC Vintage Power results Ed*.)

See the photo pages for some of the models mentioned above, and we have the Earl Stahl Hi Climber as one of our feature plans this issue Ed.

Events calendar

CPMAA VINTAGE R/C EVENTS 2003

2nd R/C Champs

Sunday September 21st 2003

OT R/C Duration, OT R/C Precision

and OT 1/2A Texaco

Both at Levin MAC Field

Tararua Road Levin

Contact Neil McDougall

Ph 04 479 3106

Or e mail

N.mcdougall@ Clear.net.nz

INTERNATIONAL POSTAL EVENTS

Lulu 2003 International Postal .

Bert Whitehead advises that the Lulu Postal is on again for 2003 with flight dates between 1st May and 30th September 2003. Eligible models are the original 50" Lulu Mk11 the 30" Lulu Baby or the SAM 1055 106 sq in. version. Permitted mods are auto rudder, DT, repositioned towhook ,strengthened main spar and mylar or film covering. 3 flights to 90 sec, if achieved 1 flight of 120 sec and then unlimited. First 3 flights must be made on the same day but the others may be made later. Longest flight prize as well.

Hilda Baker Tomboy Postal.

Nick Farley has the Tomboy postal on the go again this is for the longest flight by a Tomboy.

Any power mode Glo, diesel, electric, CO2, spark or rubber. Either the 36" or 44" version.

Flights between Jan 1st and July 31st 2003 count.

Hand Launch, unlimited engine run.

A time will only count if the model is retrieved, without using radio bugs. **A lost model invalidates the time.** No entry fee

For further details plans etc. for these events contact Graham Main at the address on the front page of this newsletter.

NDC VINTAGE EVENTS

June 29th Nos Glider duration,

OT Glider duration

July 13th OT HL Glider

OT Catapult Glider

July 27th Nos HL Glider

Nos Catapult Glider

August 10th F/F OT Precision

F/F 020 Replica

August 24th OT Power Duration

August 31st F/F Nos Power Duration

R/C OT Duration

12th Annual Worldwide Postal Competition 2003/4

Yes folks Jim Moseley's Postal is on again. NZ contestants fared fairly well last year, but even more would be appreciated. This is a LOW KEY event with plenty of events to choose from.

Flights may be made outdoors between **June 1st. 2003 and February 29th. 2004** inclusive..

'Vintage/Oldtimer' classes are for designs authenticated to have been flying outdoors prior to December 31st. 1950 even though plan publication may be of a later date in any kit, commercial magazine, SAM publication, club newsletter, etc. Classic Glider, Rubber and Power rules are identical other than that the cut-off date is December 31st. 1960., the latter class limited to fixed flying surfaces unless the plan indicates otherwise. Events are for the following classes.

Rubber Classes.

20" Rubber ; 30" Vintage/Oldtimer ; 42" Vintage/Oldtimer Rubber ; P30 Rubber ; Embryo Endurance ;

Cloud Tramp ; Dime Scale ; Classic Rubber

Power Classes.

Classic Power; 1.5cc Diesel Slow Power; Stomper.

Glider Classes.

Vintage/OT Glider (under 50"span); Classic Glider; Catapult Glider (small 12" or less) ; Catapult Glider (large over 12"); Handlaunch Glider (any)

Full rules and entry forms available from Graham Main or Neil McDougall see addresses on page 1.

CLASS A TEXACO TOPICS

With the growing interest in the proposed Class A Texaco event we have put the word out to those who currently fly the event in NZ for some information on "**the Humbrol tin Tank**" which is commonly used for the event.

Henry Grocock of SAM 1928 has provided us with this information on what he has been in use in the Auckland area.

Some notes first:

- Under no circumstances is the lid to be soldered /attached the other way around.
- The lid is quite secure just pressed in as per the paint tin. Nobody has lost a lid yet and it is good to be able to take the lid off for cleaning.
- The sketches show a beam or firewall mount. A piece of K&S brass or tinned strap soldered to the bottom or the back does nicely. Attach with small screws of your choice.
- The pick up tube at the bottom or back needs to be notched to pick up the last dram.
- The fuel tank must be visible for inspection as required by the rules.
- Common sense plumbing short fuel line to engine, no rolls of tube to increase capacity!
- A good soak in acetone will remove the paint off the inside and outside of the tin and have it clean for soldering the tubes to.

Note: Our local model shop has a "Mixing Set" of empty clean Humbrol cans available 6 for around \$25. This could be useful for a group purchase and save buying a full tin of paint.

For the event a **fuel cut out** is required. We show a couple of versions from other publications which give you an idea of types you can make.

Henry G notes that for spark ignition an electrical cut out is required while the fuel cut out is for all other types. He also notes that the engine throttle (if fitted) **must not be altered once the model is launched** except for safety reasons. You can use throttle equipped engines to provide the cutout by closing the throttle below idle (must provide a positive engine shutdown in the air) but the throttle must not be used in the contest as noted above.

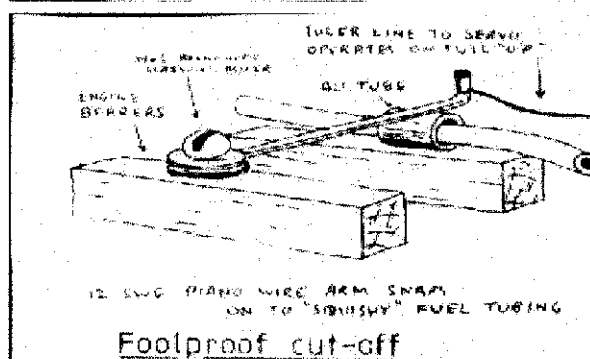
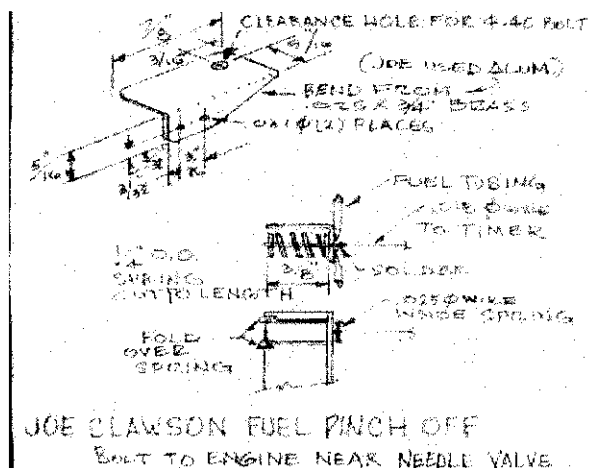
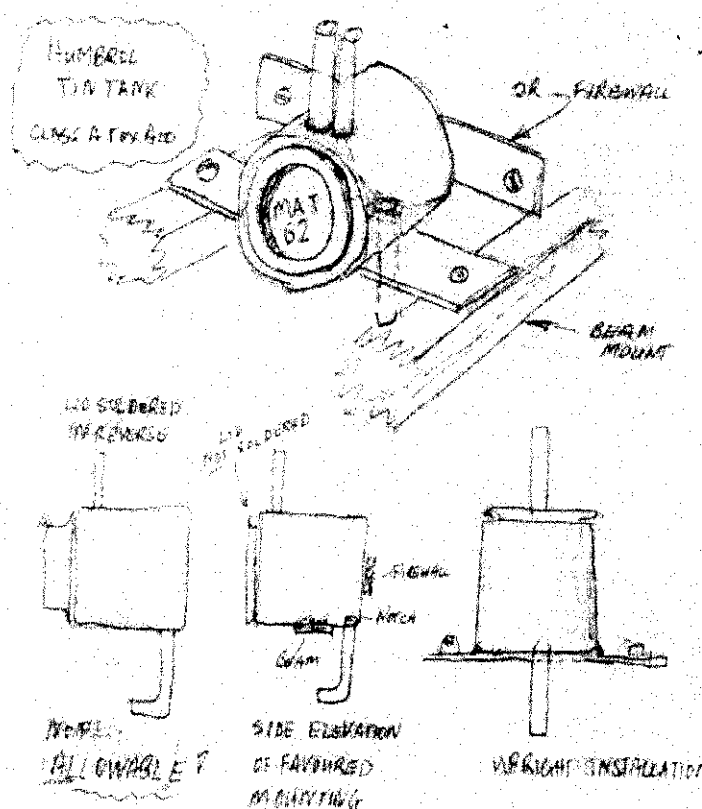
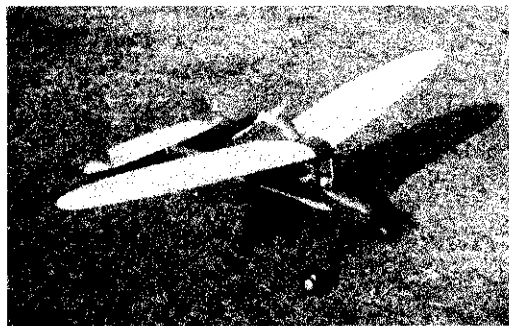
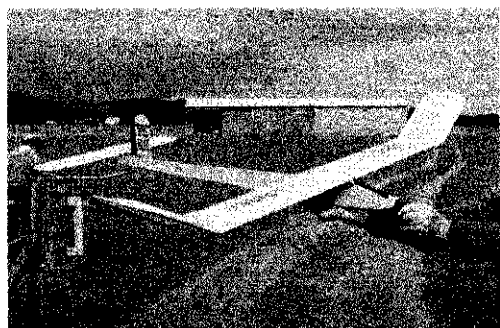


PHOTO PAGE



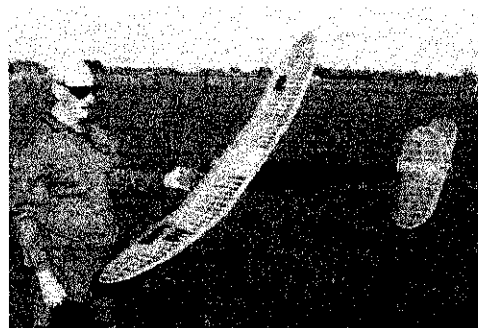
Via Our Sub Ed is this "Bucks Duck" built by Peter Scott from New Milton in Hampshire UK. In a letter to Rees, Peter said he had hoped to fly the model at Middle Wallop over Easter but the event was blessed with 3 days of strong winds. Glide test proved satisfactory with the CG at 50% and decalage more or less as per plan although he added a bit of packing under the Leading edge of the tail to allow for the breeze. After covering the model needed to have 8 ounces of lead in the nose (the equivalent of the accumulator used in the original), which pushed the al up weight to 4 lbs. Peter give us no details of the power plant but the model looks immaculate. My Aeromodeller plans book gives the span as 77 inches and an engine range of 5 to 8 cc.



Ivan Treen's latest gliders

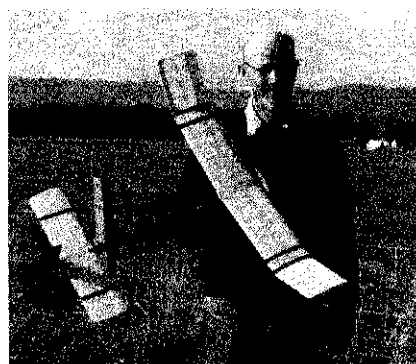
Left is his Nostalgia Zebec from the UK "Model Aircraft magazine.

Right is his 70% size Sunspot from Aeromodeller which makes it still 84" span. Both lovely models



Far left is John Malkin's spark powered Westerner. By all account John is getting some good flights in with this model.

Near left is the neat installation of the O&R 60 spark engine. Looks as though Allan Douglas may have some competition for the Spark prize at the next Nats.



Left: Neil McDougall with his latest Nos Power model a Slipstream. Sorry no more details on this model

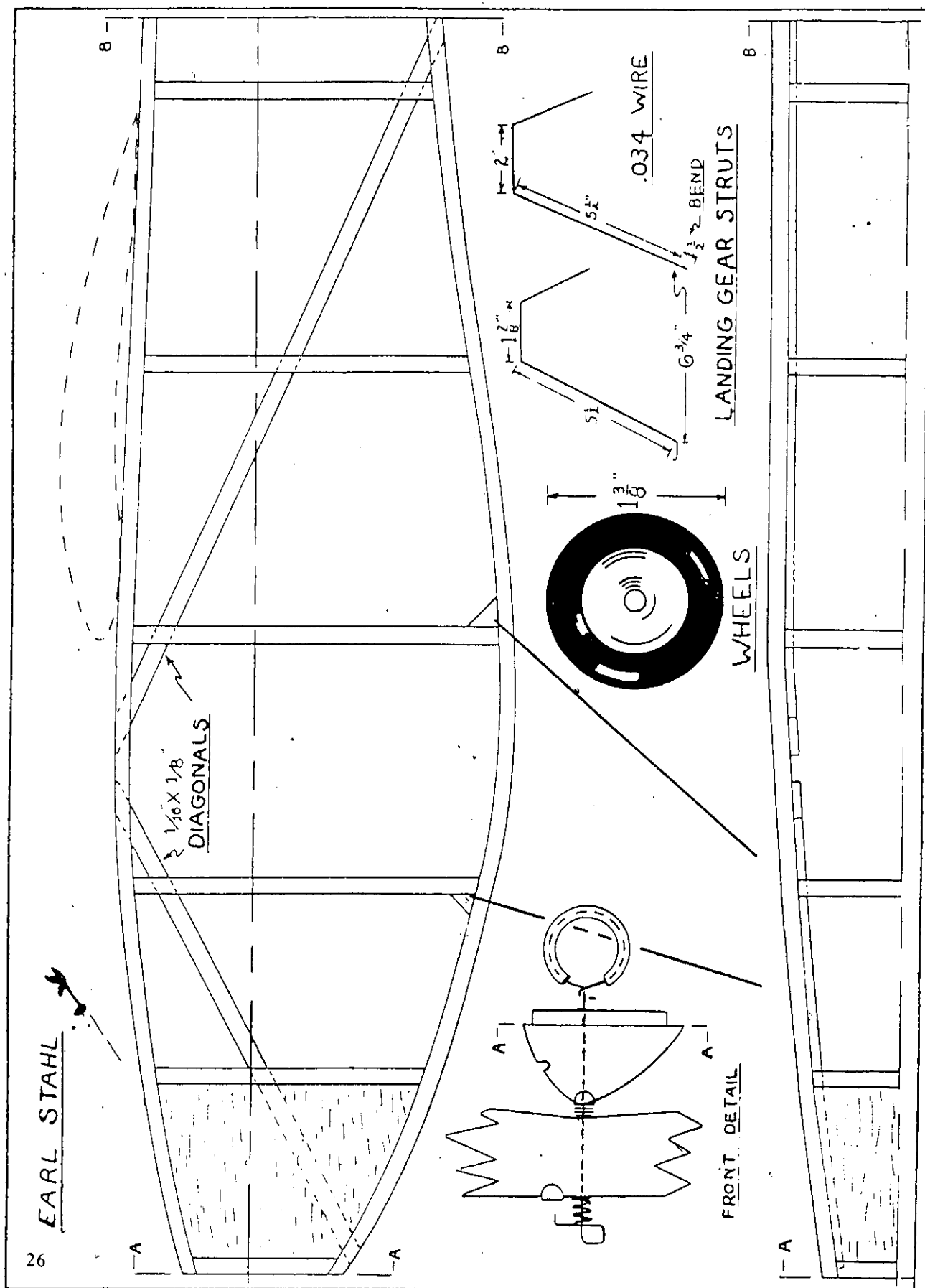
Right: Frank Fox of the Whangarei Club with his Mini Radio Queen for Norvel 061 engine and 3 channel radio. A nice flyer



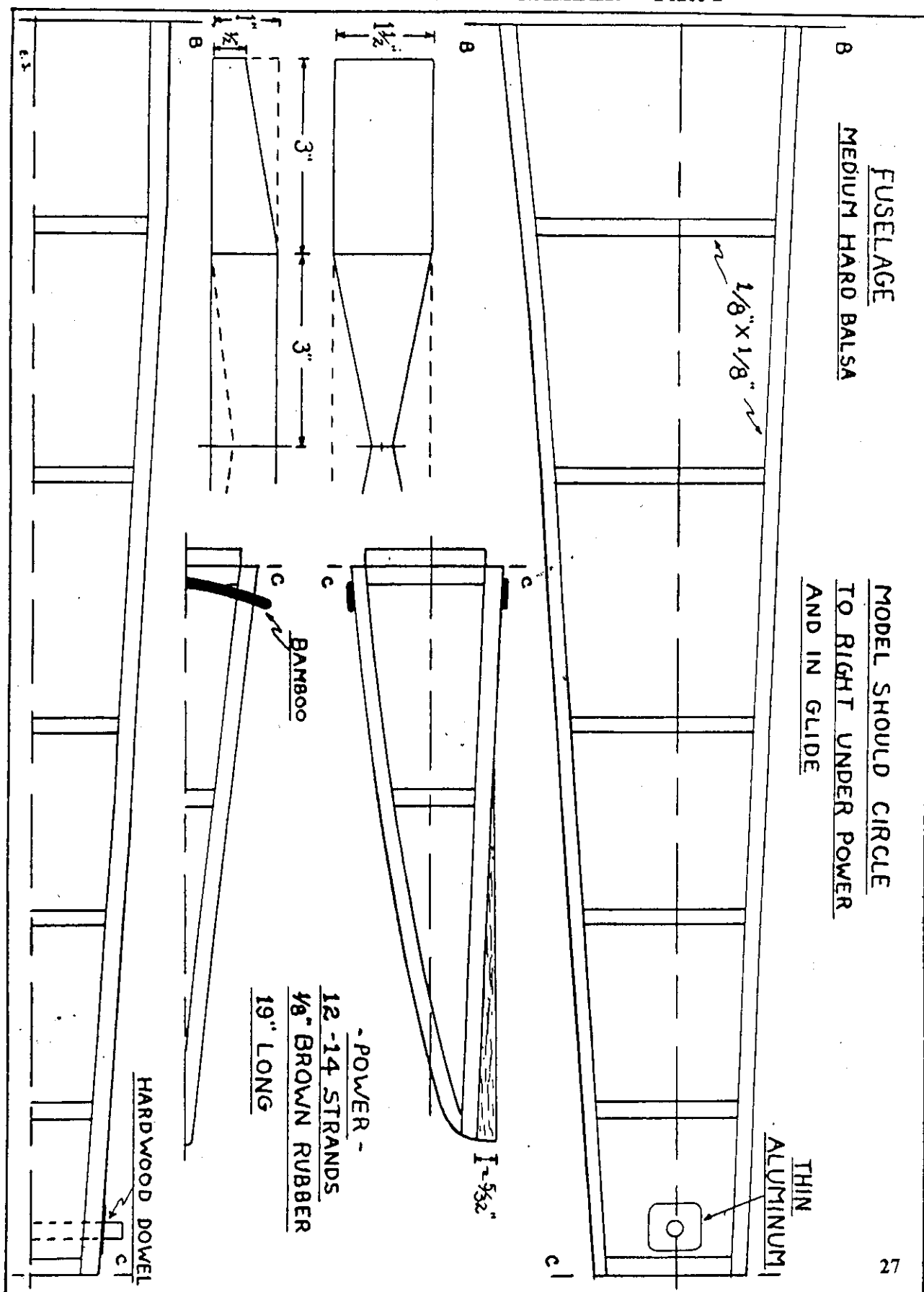
Plan for the month

This month's plan is the Earl Stahl designed Hi Climber from the "Flying Aces" of august 1939. It looks to be a simple design with great potential.. The flying notes with the original article notes the flight pattern as being right power and glide. Balance is by adjusting the wing position with thrust line adjustment to counter any power problems. Maybe a change for those who fly Senators.

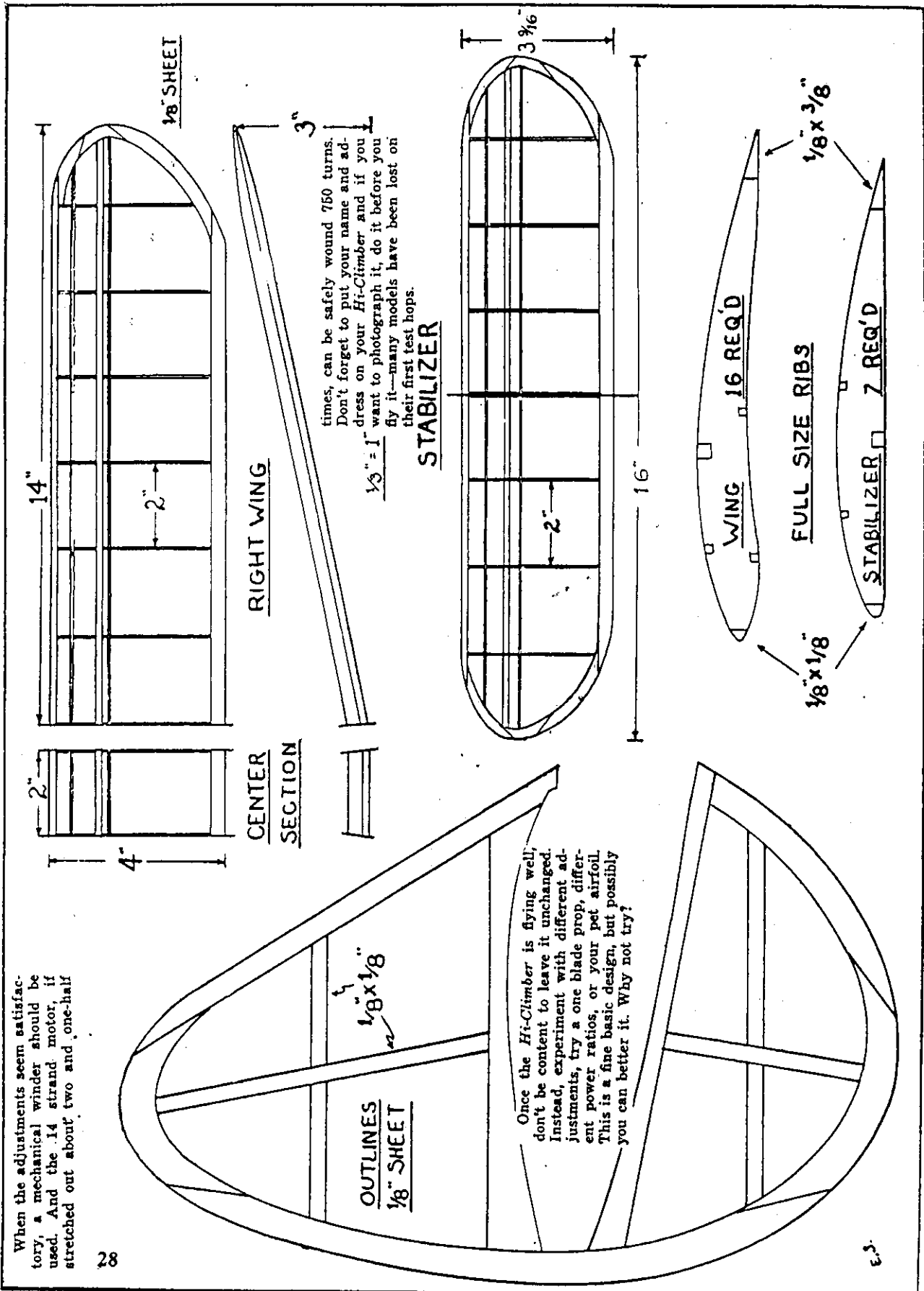
HERE'S A TOP-NOTCH "HI-CLIMBER"—Plate 1



HERE'S A TOP-NOTCH "HI-CLIMBER"—Plate 2



HERE'S A TOP-NOTCH "HI-CLIMBER"—Plate 3



Top row: CPMAA Vintage Champs: Left to right John Selby with 1/2A Playboy, Alan Sissons with 1/2A Bomber, and Mike Brider (standing and John Phalert with Majestic Major.



Second Row: L to R, Graham Main with R6B, Bill Campbell with rubber job, Peter Scott's Buck Duck



Third row: L to R, Ivan Treens Zebec glider, Ivans 705 Sunspot, Neil McDougalls Slipstream.



Bottom row: L to R, John Malkins Westerner, O&R 60 installation in Westerner, Frank Fox with his mini Radio Queen.

