FROM THE EDITOR

Weather wise it has been very wet and windy over the last two weeks or so in our area, and our local flying field has been closed as well. I note that there are quite a number of NDC vintage events scheduled for August, which seems a shame in a month where we usually have poor weather, a rethink here maybe?

Once again we have a good amount of historical stuff, and keeping with the reminisces from our more senior members we have another this time from the Wellington area. I am conscious that there seems to be a good proportion of this type of history that is from southern parts, maybe some of our Auckland area readers may like to redress the balance. I note that the Auckland Model Aero Club is having a 75th Jubilee celebration during October/November this year, so there should be some stories from this that may be worth getting into print. Any takers guys??

One area I have been slowly gathering information on is the New Zealand participation in the Wakefield Cup events over the years. NZ has participated in this event for many years and I think it is worth recording that participation in a article or series. Maybe someone has already done this if so let me know, if not any takers for this one??

The near to being promulgated Class A Texaco event is getting a wider following with the Levin group taking it on. With the Auckland flyers already well established it seems that this event is providing a new spark to our vintage area. The NZ rules are to be published in the next Fliers World (Sept) and should all going well be ratified at the AGM to be held at the Nationals in December.

Last month I flew in the NDC Vintage Hafid Launched Glider events and came away with a sore back and shoulder, even after doing some warm up exercises. So now I am looking to go for Catapult only. A good article by Ivan Treen on his building technique for these models is timely indeed, could make experts of us all in this area, give it a go it is very satisfying once you get the knack.

Well that’s about it for now, got to get back to the fire, it’s cold in the office

Graham Main

Notice of Annual General meeting of AVANZ.

The Annual General Meeting of AVANZ will be held at the National HQ at the Claireville Showground on Wednesday 31st December 2003 immediately following the Vintage Technical Committee AGM (start 3.00 pm)

Agenda: Apologies, Minutes of previous AGM, Matters arising, Financial and other Reports. Election of Officers, General Business. Send any apologies comments or proxy votes to: Hon Secretary: G R Main P O Box 55 Maungatapere, Whangarei Country 0250
Early Aeromodelling in Christchurch.
The 1st South Island Championships.
An article from the Christchurch Press Jan 28th 1933.

Via the research of our Sub Editor Rees Jones we have this article from the Christchurch Press in January 1933 which outlines the events and "names" taking part in the first South Island Championships held around that time.

AERONAUTICS PROVIDES MODERN BOY WITH SLENDID HOBBY

First Inter Club Championships
Sport now has Dominion Wide Popularity.

"A constructive hobby that exercises a boy's inventiveness and intelligence to the full and demands a painstaking exactitude of handwork; a sport that takes him for vigorous exercise in the wide open air and sunshine; an adult passion that calls for the finest skill of the cabinet maker and the lightest cunning of the engineer—model aeroplane flying is all these.

Christchurch's first model aeroplane club expired many years ago, though the sport has been carried on continuously in an individual way by adult builders and sporadically by boys with imaginations fired by reading hobby magazines. Three years ago model aeronautics began a decided boom when the "Star" Model Aero Club for boys was formed. From the boys, all of them novices to the game, enthusiasm spread until it brought together various veteran adult flyers. The extinct Canterbury Model Aero Club was revived and a new club, with the name of the Society of Model Aero Engineers was formed. Other new clubs had brief leases of life. Other places in the South Island where the club movement has broken out are Ashburton, Blenheim, Greymouth and Hokitika. A New Zealand Model Aero Association has been formed, and those clubs which are affiliated to the Association recently held a unique event—the first South Island championship.

The strength of the hold that a sport has is always judged by the number of young supporters it has. Model aeroplanes must have come to stay for a long time, for the boys championship was far more strongly supported than the senior championship. The performances were not phenomenal—the "bigger" the event the shorter the flight is, it seems, the rule, but the advance in design and construction would have amazed a man who, having seen the planes of a couple of years ago, had not closely watched the progress of the sport since then.

Then, those who are among the best flyers now, were elated if they got an elementary spar tractor (just a wing and a tail connected by a wooden spar and pulled in the orthodox fashion by a propeller driven by a few strands of rubber) to stay in the air for thirty seconds; and fuselage models (those with a large body like that of a real aeroplane) were undreamt of. Now the South Island championship is restricted to fuselage models, which must rise by their own power from a standing start on the ground and must conform to the specifications of the Wakefield Cup, the world championship. Recently a Christchurch boy Allen Stace, raised the New Zealand record for a flight with this type of model to 4 min 30 sec—which should take a lot of beating. Great is the progress that can be made in three years. Model aeronautics has advantages over other ports and hobbies, moreover, in that it is a sport and a hobby in one, that it is both an indoor and outdoor game, and that it goes on winter and summer alike.

The South Island championship is really two championships; one open to boys of nineteen years and under and the other open to men only. The first champions are: Seniors, Charles Savage (Canterbury Model Aero Club); boys, Tom Welsh ("Star" Model Aero Club). The usual manner of deciding model aero events is to let each competitor take three flights, the longest flight winning. The championships were decided on far more difficult terms, the best average time of three flights winning. That means that a plane, to have a chance of winning, must be strong enough to stand not only taking off the ground three times in rapid succession under its own power, but also landing three times maybe on rough earth, in long grass, or a tree top. It must be light with its strength, because the best rubber will drive it for barely a minute, and it must then be able to take advantage of the air currents and glide without power. On the day on which the championships were decided the air was "dead", the planes were getting practically no assistance from up currents and the competitors did less than had expected, less, indeed, than they had done on many previous occasions.

The winning times (three flights) were: Savage: 54 sec, 57.8 sec, 1 min 3.4 sec; average 58.2 sec. Welsh: 21.2 sec, 1 min 36 sec, 1 min 21 sec; average 1 min 6 sec.

A remarkable fact about the winners is that both were flying models of an experimental nature, neither of which had flown before. Savage's model was a mid wing, the first of the type he had built, and probably the first in this part of the world. Welsh's model had a tail with an inverted camber and he had difficulty in getting control of it, as the poor time of his first flight shows. Savage's model was remarkable for the way in which it leapt into the air. It got into the air with a phenomenally short run and climbed excellently. Its glide, however, was not equal to its other performances.

Apart from the flying the institution of an Interclub Championship has had an excellent effect in bringing about a close cooperation among the clubs that did not exist before. A central committee had to be set up; and this committee is still in existence, and will probably look after business of general interest.

Charles Savage, (see left with his winning model) the first senior champion, is twenty two years of age and has been building models for twelve years. His first planes were spar tractors, some being successful and some not, but all served a purpose in helping him to learn the theory of flight. He went on to more elaborate mod-
els, such as twin pushers, some reaching 30 sec which was then a good duration. Six years ago he made his first fuselage model, but like most other builders, he tried to make it too "good looking", with the result that it was far too heavy to fly. In those days light materials were not available. Balsa wood was only read of in books, and for rubber Savage was reduced to stripping the insulation from electric wire. The model which he flew in the championships of his own design and is of a mid wing type. The main advantage of this type is that its centre of thrust is more nearly in line with the centre of resistance. With the result that it can climb steadily and fast without the risk of stalling. The framework is constructed entirely of balsa. The fuselage is covered with silk, so as not to be damaged by broken motors; and the wing and tail work are covered with tissue. The weight complete is 2 1/2 oz.

Savage is a great advocate of the educative value in model aeronautics, but he considers that it is only by joining a club that the average boy will be kept keen enough to carry on as he needs the encouragement of older flyers in the failures that are sure to come his way at the start.

Tom Welsh (see left with his S.E.5 scale model) was a foundation member of the "Star" Model Aero Club, and has been one of its steadiest and keenest sportsman ever since. His first plane was a balsa stick tractor endurance model, with a 24 in x 3 in Cambered wing. He came along to the inaugural meeting of the "Star" Club soon after, and continued to develop stick tractor models and twin pushers. He won the first club championship (Aunt Hilda Cup) with a stick model that flew away out of sight and was never found. Welsh was one of the first boys to take to building fuselage models, and he has concentrated on them this season. He is a firm believer in the high wing.

"I have never built a low wing", he says, "and I never will!" The plane with which he won the championship is of all balsa construction. It has a wing of 36 in span, 3 1/2 in chord and 3/8 in camber. The frame of the wing is, which is covered with Japanese tissue, is constructed from 1/8 in square balsa in the leading edge, 1/8 in x 1/16 in in the trailing edge and thirteen ribs of 1/8 in x 1/32 in. A strip of 1/16 in square wood runs along the upper mid surface of the wing and another strip of 1/8th in square along the lower surface. The fuselage is 20 in in length with a central cross section of 2 7/8 in x 1 3/4 in. The rudder is 6 in high and 3 in deep of 1/16 x 1/8 balsa, but this showed that it was too light by warping in the strong sunlight. The tail, built as heavy material as the wing is 14 in x 3 in, with an inverted camber. Four strips of 1/4 in flat strip, which when fully wound will run for a minute, drive a propeller cut from an 11 in block of white wood, working through a nose block of white pine 3/4 in thick and 7/8 in x 3/4 in. The plane has the usual type of landing gear. It is the first model Welsh has built with inverted camber in the tail, and he has not yet reached a final opinion on its merits.

Noel Stephens (see right with his winning model) winner for this season of the Aunt Hilda Cup, began model building less than two years ago, when he was already a first worker. He first made spar tractor models weighing from 4 oz. to 5 oz. and, in spite of their great weight, got good performances from them. His first fuselage model flew well, but a series of failures followed. He joined the "Star" club at the beginning of this season and made rapid progress till he became the most consistent week in week out performer. His most successful model was one with a heavily tapered wing of 30 in span and a heavy dihedral of about 2 1/2 in. The hand launched fuselage model record of his club is his, and he holds the hall and i.e. scale model with a S.E.5. Stephens builds sturdy planes which show their quality bets in moderate breezes.

Allen Stace, (see below with the record winning model described) who made a New Zealand record on January 14 for a fuselage model rising off the ground, is a member of the Society of Model Aero Engineers. Three successive flights made on that day were 4 min 25 sec out of sight (4 min 30 sec with allowance), 1 min 30 sec and 1 min 28 sec. Stace began model building two years ago. His first plane was a spar tractor. It was a varnished job and had one wing tip heavier than the other, but could fly for 30 sec. Stakes second model was a Pelly-Fry fuselage which flew well and held an i.e. record. After building a Heron which flew for 30 sec, Stake constructed another Pelly-Fry. A scale model of the S.E.5. Did up to 15 sec; then Stake turned his attention to the Kinglet, a 36 in low wing, fuselage, ungeared monoplane, oiled silk covered.

The plane which Stace made the New Zealand record has a wing of 4 ft spread with a chord tapering from 17 in at the fuselage to 5 in at the tips. It has a special Clark YH section. The fuselage is 32 in x 3 in x 4 in. The propeller is a 15 1/2 in job cut with a very coarse pitch from American white pine. The tail is 18 in x 4 in and the rudder 8 in x 4 in. It is driven by eight strips of 1/4 in flat rubber on one hook. The wing, the spars of which are of birch is ribbed with 16 balsa ribs, all lightened out. Birch longerons and balsa formers were used to construct the fuselage. The tail outlines are round reed. Acetone and celluloid were used for dope. The landing wheels are of 2 in diameter. The plane, needless to say is a magnificent performer in the air, having an extremely steep initial climb. Stace comes from of a model aero family, his father and brothers being keen flyers.
Early Wellington Aeromodelling.
Some reminiscing from Dave Adams.

In our continuing effort to record the early recollections of aeromodelling in New Zealand Neil McDougall has managed to cajole another modeller to give us a word picture of his early flying days. Our thanks go to Dave Adams of Levin for these as well as the photos that provide yet another priceless record. Thanks also to Neil McDougall for taking the effort to record the conversation. Editor. Over to Dave.

You asked what I can remember of modelling in Wellington in the late 30s and early 40s so here goes.

I first started building model aircraft in 1937 when I was 11 years old, mainly “Comet” kits which could be bought for about one shilling. I used to build a few models, some I kept and others I sold at Pools Hardware shop in Kilbirnie. The lady there used to hang them up in the shop window.

About that time another boy and myself were approached by the manager of Whitcombe & Tombs of Lambton Quay. He asked us if we would like to build models in his shop window during the forthcoming school holidays. We said we would as we liked the idea of being paid for this. We spent two weeks in the shop window mainly building “Comet” models under the public’s watchful eye.

I joined the Wellington Model Aeroplane Club about 1944. I remember purchasing a model with an “Ohlsson 60” motor (second hand). This model was difficult to fly as it seemed much over powered. I crashed it beyond repair and found out later it was supposed to be powered by an Ohlsson Gold Seal motor. I built another model and pranged that one as well, so much for my introduction to powered models.

Club members usually flew models on Sundays at Paraparaumu Aerodrome. Members that I recall flying there were - Ted Thornly, Harold Righton, Dooley Calcina, Harry Parker (Kestrel Models), Glen Connor, Ron Freeman, Bon Bonner and Cliff Olsen.

Incidents that I remember at Paraparaumu.

One Sunday a few of us travelled by train at Paraparaumu. The guard on the train let us travel in the guards van with our load of models. On arrival at our destination we travelled on foot to the flying field. I remember towing my plane on its wheels along the road.

We often used to stay at Hydes Camp on the edge of the airfield (see photo of us by the camp). I cannot remember how we used to get there or back. The cabins had coin meters for

power, they cost a shilling for a short period of time, after while we reckoned we had spent enough and pushed a knife in the slot which worked very well.

Some events I remember occurring during our various Sundays at Paraparaumu.

One day Harold Righton flew a model about 4’ to 5’ span “Ohlsson 23” powered, this plane flew very well and he usually brought it with him. Just after launching it went into a large loop and on pulling out it went through wire fence and was completely shredded. Poor Harold was very upset. Another model he flew was a “Buzzard Bombshell”. He made the wing slotted to correct stalling which worked well in a steep climb. But I think the glide suffered slightly from this modification. Harold used to import “Ohlsson” motors and sell them to club members. I remember he decided to replace his older motors. I bought an old “Ohlsson 23” off him. It was quite worn and lacked good compression but once it was started it really revved. I don’t remember a faster motor in the club. He approached me some time afterwards and said he wished he had never sold that “23” as it was a beauty. None of his new motors were as good as that old “23”.

I remember building a model from Frank Zaics yearbook called a “Wildcat 13”. It turned out to be a good flyer.

Continued on page 5
From Page 4

Other incidents that occur to me.

Dooley Calcina and Cliff Ohlsen never got on very well at all. One day Cliff spent quite a while starting the motor in his model, when he eventually started it he excitedly launched the model without looking at the direction it was taking, unfortunately straight towards Dooley Calcina. Cliff learned lots of new words describing him that were not in the dictionary. We all as onlookers were quite amused. Dooley Calcina always brought one model to fly on Sundays. (I cannot remember what it was). This model was well built and flew well. One day he started the motor and launched it, unfortunately forgetting to set the ignition timer, and the model headed off towards the beach. Dooley scrambled to his car and went off in pursuit, but it was last seen heading for Kapiti Island.

I also remember Harry Parker arriving one day with a new model. He had trouble starting the motor (Ohlsson 60 Special) but eventually got it going, but it was not running well and he let the model go and it slowly climbed to about 50 ft then suddenly the motor opened up flat stick and the model did a flat out vertical dive into the ground. Harry picked up the bits and declared he would build another model for next week. He was well known to be able to produce models at short notice.

Dave Adams

CATAPULT GLIDERS HINTS & TIPS

From Ivan Treen.
The following is only one mans way of constructing a catapult or chuck glider.
First step is to obtain the lightest balsa you can lay hands on for the wing and tail surfaces. 1/4" for the wing, 1/16th for tail surfaces.
Also needed is very hard 1/4" balsa for the fuselage. Some use yardsticks or spruce, however over the years I have found hard balsa is satisfactory and results in a lighter model. (I used Paulownia for my Hervats Ed.)
Having obtained the balsa, the next job is to make cardboard templates of the wing and tail outlines if you intend to make more than one model.
The fuselage measurements can be transferred direct to the balsa sheet.
After that get a newspaper and spread that on the workbench. This saves the soft wood from dings and dents which otherwise would have to be filled later in the finishing process.
Start with the fuselage if you wish. It can easily be drawn on the balsa and allows accurate measurements to ensure that the wing and tail plane sit at EXACTLY 0 degrees.
This is most important to ensure that the model doesn't stall or nosedive when launched at high speed.
If the balsa is really hard a couple of swipes with the razor plane can be made to the rear of the fuselage to give it a slight taper. Don't overdo this though.
If you are not confident that the balsa is really hard, leave well enough alone.
Except where the wing and tail plane are glued to the fuselage, the edges can be rounded just a little. Again don't overdo this.
Sand the fuse down progressing to lighter grades of balsa. I usually start with about 320 wet and dry and then 400 w & d with a final polish with 600 w & d.
Tail surfaces can be tackled next.
After cutting to shape, sand both sides so that the wood tapers toward the tip. Round edges for a flat plate section. Again, as with the fuse and later for the wing, sand down to a smooth finish.
Now to the wings.
This is a most important part to obtain a similar shaped section right along the wing.
After cutting to outline, plane and or sand in about 3/32 washout to the under surfaces of the tips. Work in about 2" from the tip.
Sand across the surface towards the leading edge.
I believe that this is the reason that my models have such a good transition into the glide without stalling and losing any precious height.
Once satisfied that the washout is equal, carry on sanding the under surface of the wing to a finished state using the grades of sand paper mentioned above.  

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Catapult Glider hints from page 5

Once this is done a start can be made in shaping the upper surface to an airfoil section.
First lightly mark a line at 25% chord, i.e. 1" from the leading edge. This is the high point of the airfoil and will give you a guide when planing and sanding.
To ensure that you don’t overdue the planing run a ballpoint around the bottom edge of the outline, again as a safety precaution. The edges can be refined later after the major shaping has been done.
Carry on planing and sanding until satisfied with the section. I always make the surface flat, from the high pint to the t.e. This allows me to run a straight edge along the whole wing to ensure it is the same along the entire wing.
As opposed to a curved rear portion of the airfoil, it reduces the weight a bit and every little bit counts with these critters!
Once the desired finish is obtained, it is time to add the dihedral to the wings.
The method I use is as follows. Using the plan, place the wing over it and make a light cut on the t.e. and t.e. as a guide to making an accurate cut. Using a straight edge and a new blade in the knife, cut through using light strokes of the knife on the soft balsa.
Once the wing is in two or four sections depending on the type of dihedral, sand the edges to the correct angle.
I use the edge of my modelling table and block up the section (tip or inner panels) to the correct height and lightly pin the edge to be sanded flush with the edge of the table. Using a sanding block carefully sand the edge ensuring the block is held vertically. Sand carefully trying dry fits if necessary until a smooth join with the adjoining panel is obtained.
Once all panels have been so sanded i.e. inner panels of the tips and the centre join of the inner panels, the wing can be glued together.
I always use 5 minute epoxy to glue wings together and on to the fuselage. It makes for a strong joint to withstand the rough and tumble of flying, especially in windy weather.
Once the wings are in one piece, final assembly can begin. I usually glue the tailplane on first using Cyano (a nice light, strong glue) followed by the fin again with Cyano.
Wings can be glued on next with 5 minute or you may choose to do the finishing stages before glueing the wing on which is what I do these days.
Cut a strip of Sellotape ¼" wide and stick to the centre joint where you are going to put glue on to glue to the wing.
I then sprinkle Johnson’s Baby Talcum Powder on the wing and rub it in using my fingers. Do both top and bottom. Then shake off the surplus and using thin dope apply two coats of dope. When dry sand with fine sandpaper and sand only down to the wood surface. This fills the grain without adding too much weight. Repeat if desired. Two or three more coats of thin dope can be added sanding well with fine paper between coats.
Graham Lovejoy adds food colouring to his dope to give the model some visibility when flying.
Another method is to cover the wing with Jap tissue, shiny side up instead of the talcum powder treatment. This again gives the model visibility.
I use fluorescent spray can paint on the tips to make the model more visible in the air and on the ground.
The reason for powdering the wing before assembly is that it is easier to work with.
I also give the tail surfaces the powder finish with just one coat of dope over it.
When gluing the wing on, be sure to block up the fuselage so it is sitting vertically and also block up the tips to ensure even dihedral is present at the tips.
Final step in the assembly is to add the catapult hook. I cut mine from 1/16" ply and slot it into the nose, gluing it in with 5 minute epoxy. Some attach the hook just rearward of the nose. A case of personal preference I guess. I also punch out 3/8" circles of wet and dry and glue them to the fuselage side just to the rear of the trailing edge of the wing to give a good grip for launching. Some prefer to launch by holding the rear of the fuselage with fingers hooked over the rear of the tail plane. Again this is a case of what works best for you. That’s about it, now go flying and have fun!
Go flying, add a bit of plasticine to the nose and test glide until a good glide is obtained from a hand launch. For right handed launchers bend the rear of the fin to get a gentle left glide. The opposite for us left-handers!
Then and only then attempt some gentle catapult launches adjusting weight and rudder as needed. Good Luck!

Editors Note: Catapult Gliders are a really cheap and easy way to get some fun flying. By following Ivan’s comprehensive instructions above, you can almost guarantee success. I have found that Catapult is much easier on the arm and back for those of us who are older. Once you get the trim sorted you can usually get fairly consistent launches the variables being the wing bank and launch angle. Using the AVANZ Catapult Starter kit (see AVANZ Items for details) as a source for plans should get you into the air quite quickly. I get pretty good results with a 80% size 1936 Hervat. Why not give it a try.
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.
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

THE NELSON FLIERS R6-B CELEBRATION

*From Dave Mitchell:*
After having been thwarted by the wind on Sunday June 1st, a group of 8, yes 8, R6B Fliers turned up at the Nelson flying site on the sand flats at Wakapuaka on Queens Birthday Monday June 2nd to celebrate the 50th Anniversary of the first flight of Alan Rowe’s R6B. Among them, was a 3/4 size model with a Mills .75 and a diminutive 12 in span all sheet electric F/F version. The day was perfect, no wind and sunny. We geared up for what would be a remarkable Celebration event. Fortunately, the layout of the club’s field allowed the full schedule to be flown. Flight times varied from 3 1/2min - barely enough for one schedule to 9 min - more than enough for two attempts. Using rudder/elevator and thus being able to control the height, some good schedules were flown with spot landings in the 3-4 paces region. When restricted to using just the rudder it was quite a different matter altogether with unwanted climbing in the ‘straight legs’ of the schedule. It was obvious a finer trim in pitch was required. One had become accustomed to controlling this climb with the elevator. Graham Smithson showed us the way by putting in the best “rudder only” flight. Not surprising really as he won the R6-B trophy at the 50th Nats. His model has just the right trim. He has used a Mills 1.3, but prefers the extra ‘grunt’ of the E D 2.46. This model has quite a history with its most famous ‘adventure’ being when Graham forgot to turn the radio on and the model flew off, out of sight, into Tasman Bay. It was picked up by a fisherman who stripped every thing down and sprayed the lot with CRC, replied to Graham’s ad in the newspaper and returned it almost undamaged.
Keith Mitchell and ‘engine man’ Dave Horrell had a great time trimming out Keith’s new model which was completed at 1am the day before. They were content to do some very good spot landings and generally enjoy themselves. It was that sort of day. Dave Mitchell had no trouble with the rudder/elevator flying, but had problems with the rudder only schedule when his model climbed excessively. Dennis Gay was observed in the air but did not attempt a schedule. Then in the middle of all this activity, John Reid kept us enthralled with his tiny F/F R6-B which flew splendidly in lazy climbing circles. And so the flying continued on until early afternoon, when finally, the Mitchells being the last R6-B flyers there had to call it quits when they ran out of fuel.
Thus ended a memorable Celebration Event by the Nelson Fliers and one, I’m sure, Allan Rowe would have been delighted to be part of.

The R6-B group comprised:-Ray Sharland, oldest model there, built 1957, Mills 1.3 pushing. He also had the Mills .75 version. Both rudder only.
Keith Mitchell, the newest model there, Mills 1.3 tractor. Rudder, elevator and motor cut off.
Brian Galpin, Had David Frost’s model on display. Built 1968. Rudder only.
Dennis Gay, David Anderson 2.5 diesel, pushing. Rudder and elevator. Motor from David Frost’s model.
John Reid, 12 inch span F/F version. Electric power pushing (of course).

*Further R6B Celebration information will be the September Fliers World. 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 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 price as well.

NDC VINTAGE EVENTS
August 24th OT Power Duration
August 31st F/F Nos Power Duration
Sept. 7th R/C OT Duration
Sept. 21st 1/2A Texaco, 1/2A Texaco
Scale
Oct. 12th OT HL Glider,
OT Catapult Glider

Thames Blackfeet Meet
29/30th November 2003
Usual food and Drinks and
Plentiful raffle prizes.
Accommodation available - Book early
Come and have a good time with us
Dinner Saturday Night
Flying Site Torehapa Road Ngatea.
Contact: Frank Crowfoot
07 868 8025 or
E mail the crowfoots@yahoo.com

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

As noted in our previous issue the proposed new Class A Texaco class is gaining popularity in the Southern part of the North Island with the Levin Club in particular having around four models in the building stage or flying. Popular choice seems to be the Cleveland Viking with around 60 inch span. Though Neil McDougall has converted his Free Flight Alert to R/C A Texaco to make a small variation in type.

Left: Joe Bradbury left and Bob Burling right with their Class A Texaco Cleveland Vikings. Around 60 inch span
Joe has an OS 20 with an 11x 4 propeller and in his first flight got a 3 1/2 minute motor run. And a 9 1/2 minute flight. Bob uses a Mill 2.4 on a 12 inch propeller. He got 5 minutes motor run but not much height. He is trying some further testing. Later reports indicate that longer motor run times are being had with the 10 minute flight time being within reasonable reach. Is that snow on those hills behind??
The Levin group have taken to this event, and that they will be trialling it at their Vintage R/C event in September.

Above is Neil McDougall’s Alert Class A Texaco model. Here is what he has to say.
“I have finally finished the retro-fitted RC to my FF Alert. It was really too big to fly FF. Fitting the R/C was a real pain. I had to put the battery in the first bay behind the firewall, the receiver in the next bay and the servos at all angles in the third bay. I now have three access panels. However, it still seems to glide like a FF model except with the CG at about 70% it is rather sensitive to RC control. I am using a PAW 09 and the first two flights were with a 9x4. First flight got too high so I cut it. Second flight I tried to bring it back within sight but it got all bitter and twisted so I cut it again and let it sort itself out. I changed to a 10x4 and that slowed it down and I got 2 1/2 min motor run and a 8 1/2 min flight. Next thing is to adjust the fuel with less oil and ether and more kero. I was discussing this with Bob Burling on Sunday and he reckons, in an email today, that he has now tried more kero and got 7 1/2 min from his Mills 2.4 but is still getting too high.
I attach a photo (see above) of the Alert and the cut-out installation. I have gone one step further with the cut-out and installed a spring to add to the pressure on the fuel tube. It is on the side of the bearers because that was the only place I could get the push rod through but that was OK as it allowed me to use the spring. The photo shows it as Sunday with surgical tubing but I have since fitted the black diesel tube, increased the spring tension and still cannot blow through the tube so it is still likely to cut out. I must say that the cut out is a worth while requirement. I would have had a re-kitted Alert on the second flight if I did not have the cut-out. Great fun”
So it seems that the Levin group are getting the same pleasure from their Class A models as the Auckland flyers are, hopefully the trial event in September will prove to be a good contest.
Readers Input

- Ivan Treen writes that he flew his Zebec glider as featured in the last edition, for the NDC event but lost it, while recovery teams went out it seems that it has yet to turn up. A replacement is in the build.

- A letter from Paul Squires indicates that he has completed another of those immaculate Rubber jobs this one from the nostalgia era. Your editor has mislaid the details so you will have to wait to see it in the flesh at the next comp.

- Bert Whitehead, chief of the Lulu Postal Comp, e-mails complimentary remarks about our last News. Don’t forget to get those Lulu times in will you for the 30th September cutoff date.

- Peter Michel from the UK also e-mails complimentary comments about the News. He also comments on a “Club Classic” event being run in the UK for a listed series of rubber models designed in the 50/60 era at around 36 to 40 inch span. Also mentions an under 25 inch rubber class. Any interest in these here in NZ, if so let us know.

- Neil McDougall writes that the “Slipstream” model pictured in the last issue is a 36 inch span model powered by a PAW 0.55 diesel. It was built for the soon to be replaced Nostalgia Replica rules. He reports it flew “off the board”, and the PAW takes it straight up, with a 2 minute max fairly easy to achieve.

- A regular e-mail contact is Art Lane of the SWOOT group in Southern Ontario Canada. Art has supplied me with some good stuff for an article or two on Canadian designs and engines which we will feature next issue. A member of the SWOOT is Harry Barr of “Hangar Rat” indoor rubber fame. He has a range of “Rat” style designs flying in the group.

- I mention the Thames Blackfeet as they fly a large number of vintage models. On a recent visit to their field for their “Wireless Meet” there were, again, a good array of this style of model, one the Dennyplane appears below. They have another meet scheduled on 29th and 30th November. Try to get along if you are in the area.

- New Zealand visitors to the US SAM Champs in Claremore Oklahoma, will be Devon Sutcliffe and Rex Bain. Devon has been checking out his small models at Levin, but we have no word on what Rex is taking. We are sure that they will have a great time and meet up with old friends.

Another one from the Thames Blackfeet group, this time John Gray’s Dennyplane nicely done up in wartime garb.Powered by an OS 40 FS it proved a bit of a handful, eventually having a bit of a close encounter with the peat. Still with the combined skill of the Blackfeet crew I am sure it will return to the air and prove a faithful machine.

Plan for the month

At the US SAM Champs for 2003 one of the feature models is the Rambler designed by Gil Shurman. On the current NZ scene I have only seen one of these in action and that is a small 40 inch version by Dave Ackery that he use for the Vintage Precision and Aggregate events powered with a Mills 0.75.

The original plans given here are from the September 1939 Flying Aces magazine. The write up with the plan indicated it won its first contest with a time of 22 minutes on a 19 second engine run. Maybe a good quick build choice in any size from full 72 inch span down to the small CO2 version that was published in the May 1982 Aeromodeller.
HERE'S THE "RAMBLER" CONTEST WINNER—Plate 2

**Motor and Ignition Mount Details**

- **Battery Box Fits Between Square Runners**
- **Battery Box Is Held in Place with Rubber Bands**
- **Balsa Sheet**
- **Fiberglass Bulkhead**
- **Motor Offset 2" Right 1" Down**

**Landing Gear—Half Actual Size**

- **Grass Fittings Soldered On**
- **Wrap with Copper Wire and Solder**

**THE "RAMBLER" ASSEMBLY VIEW**

- **Scale** = 1/16

**Adjustments**

- **Incidence in Wind**
- **No Incidence in Stabilizer**
- **Rudder is Set for Right Circle While Glider Testing**

**Flight Timer**

- **Span** = 68"
- **Length** = 30"
- **Wing Chord** = 1/2"
- **Wing Area** = 320 sq. ft.
- **Total Weight** = 6 lbs 10 oz
- **Wing Loading** = 8.4 oz per sq. ft.
- **Tail Moment Arm** = 65% of Wing Span

**Suggested Color Scheme**

- All white with dark blue trim
- Dark wing tips offer best visibility

**Wing and Tail Surfaces Are Removable. Held On With Rubber Loops around Fuselage**

**Powered** by Brown J8 or other motor of equal power.
Joe Bradbury left and Bob Burling right with their Class A Texaco Cleveland Vikings.

Neil McDougalls Alert Class A Texaco model

PAW .09 installation in Alert

John Gray’s Dennyplane OS 40 four stroke and 3 channel R/C
Hydes Camp Paraparaumu 1945/46. Left to right: Dave Adams with Hornet, Ron Freeman, Glen Connor and Bon Bonner.

Dave Adams with his Baby Bowlus

On the dunes: Left to right, Unknown, Brian Roots, Brian Barrett, Dave Adams behind, next two unknown.