FROM THE EDITOR

This edition of the News is one that is produced under a bit of pressure as it is harvest season on the home patch. This year though has been a bit of a disaster as for some reason our fruit set has been abysmal to say the least and crop production is the lowest we have ever had. Such are the vagaries of the game when you are bound by nature. Along with this there are the usual end of financial year things to get tidied up for the various entities that seem to need to made happy and take what little cash we do generate from us for whatever. Never mind the gap in my editorial time has been filled by others who have provided some interesting input for us to cogitate upon.

We continue to receive encouragement from around the world, and you will note that our Wakefield series has had a response from one of the US proxy team that did us proud in 1948, small world.

While the weather in February was wet March and April proved to be dry and mostly fine so those Blackfeet in Thames had a fine weekend for their Vintage do, and were rewarded with a good turnout of models, all reported in style by Frank Crowfoot inside. Up here we were looking forward to a good weekend for the NDC Texaco weekend, but it was bad, wet and windy, so maybe we will try again. The Texaco events seem to have stirred some added interest oh my local scene which is great, as I will have some one to fly against. Trial flight with my rebuilt Interceptor and an OS 20 (old loop scavenged job) have proved it should be a capable entry in A Texaco but may not like breezy conditions.

Don’t forget those Postal events, The Tomboy event is on the go maybe if you use one for NDC Precision on 6th June you could try for along flight entry for the Hilda Baker too. Bert Whitehead’s Lulu Postal event runs from the 1st May to 30th September 2004 so gives you a chance to get out with this neat fine flying glider. Then there is Jim Moseley’s Postal event with a good number of choices to go for. I have found quite a bit of fun in the small rubber Embryo Class, not a large effort for a good return. Then of course there is our own NDC events which cater for the wide range of NZ vintage events, good relaxed flying on your home patch. I have found that my local club members quite enjoy timing for me in these events and get quite a few queries about them which sometimes translates to building a model and participating in them.

Thanks to the generosity of a number of members the Plans service has expanded to cover 774 designs with the addition of over 150 mainly power designs, worth a look at the list on the NZMAA web site if you had ideas of building a particular model. Particularly appropriate with winter coming on maybe.

Till next time, hope you get in some vintage building and flying......

Graham Main

Vol. 2 No 6 1st August 1934. The Editorial by W J Finlayson asks the question "How much do we know?" Expanding on this he notes that while there are a number of skilful model builders that know something of the problems of design and stability, how many progress beyond the elementary stage. "You must have a big tail" - but why? He notes that model building offers a serious opportunity for students of scientific method. Experimentation can be carried out at little cost and gain valuable experience. In today's 2004 ARTF era this endeavour is I feel being lost on the instant gratification groups, but maybe we of the vintage persuasion should take heed Ed.

A little controversy stemming from differences of opinion over the Comper aircraft, the Swift, Mouse, Streak and Kite. The writer refers to comment made over the streamlining and other factors of these aircraft made in Vol. 4 of "Model Aircraft" (Missing from the Ed's collection, but suffice to say that Comper aircraft are still flying 70 years later in 2004, despite this 1934 discussion).

Going round the clubs we find that Auckland Grammar School club records that Mr Palmer has made a new NZ record for an indoor Spar model of 5 min .02 sec.

Eastbourne MAC, a new club advises that the first official flight by a member took place at Days Bay Pavilion on 30th June. From a height of 25 ft the model had a sink rate of 16 ft/sec (A. "flight" of 1.5 sec ?). It is noted wryly perhaps, that "model flying would be taken up seriously "over at the bays". The Ed advises that the NZMAA had authorised "Model Aircraft" to publish items from the NZMAA monthly circulars, the first such item being the new rules for the fuselage class. With a fuselage cross section of Overall Fuselage length squared divided by 100, and a minimum weight of 0.02 ounces per square inch of wing area. Minimum wing area to be 50 square inches. The 3rd Annual General Meeting of the Wellington Club was announced, and the Auckland MAC advised a change in officers with Mr W B MacKley being the new Secretary. Also mention is Reg Truman who was awarded a "dual control flight" for being the most advanced of the younger members, his performances putting him right up in the front rank of Club flyers.

Vol 2 No. 7 15th August is taken up with a 6 sheet plan of JNS Potts' Gull wing monoplane, a 34 inch rubber model, which was a prize winner at the Wellington Show. (We will publish this plan at a later date)

In model club news, Wellington MAC elected a new President A T Maylett at its AGM, and Flt.Lt GB Bolt addressed the meeting.

Napier MAC advised of an Outdoor event at Nelson Park with competitions open to anyone. Indoor meetings were now possible with the Napier Boys High School Assembly Hall available to the Club.

Auckland MAC advised of the prize-winners at the NZMAA Show where the Judge Mr F C MacDonald commented that the increased interest in model aeroplanes had resulted in an improved standard, with the Junior classes being equal to those of the open classes.

Trouble with flying sites even in these early days with the advice that Strathmore Park no longer be available for outdoor flying as it was being turned into a Golf Links.

Editors Note: It is interesting to see so many of the names mentioned are now NZMAA "Hall of Fame" members To be continued.

NEW PLANS ADDED to AVANZ Plans listings...

Our Plans Coordinator Ivan Treen has added new plans to the list

Of the 365 new Plans donated from Gil Couper, Graeme Rose and Devon Sutcliffe 83 Old time plans have been added to the list and 86 Nostalgia plans the majority of these are for power models.
The total in the collection is now 774, the new plans should now be on the NZMAA web site.

So if you looking for something to do there is the Goldberg Valkyrie with a six foot fuselage , the Boehe Giant at 176 inch span or the Gool at a mere 108 inch span. Ivan has the plans for those..... You just need to buy the balsa factory.
THE WAKEFIELD CUP. New Zealand participation over the years.

We continue our series with this article from Devon Sutcliffe

1950 Wakefield Finals

As a result of Arne Ellila's win at Cranfield in 1949, the 1950 Wakefield Trophy was held at Jamitiarvi in Finland, commencing on Saturday 22 July 1950 at 19.00 hours. The first round concluded at 20.30 hours, to be followed by the second round between 20.45 and 22.15 hours. The third round was held between 0510 and 0630 hours on Sunday 23 July. The contest was held in high summer in extreme Northern latitude, which meant that daylight hours were extended, and it was originally planned that the third round would commence at 0300 hours. Mist dictated a delayed start. The objective was to conduct a contest in hopefully still-air or non-thermal conditions.

These conditions were met, and Ellila was successful in winning for the second consecutive year, with a lead of 72 seconds over Ted Evans of Great Britain. New Zealand fielded a team of only four members, down from the maximum six allowed, although in keeping with the general pattern exhibited at the Contest. Only Belgium, Great Britain, Ireland and Sweden managed full teams. Sixteen teams provided only 63 competitors. Why New Zealand did not field a full team has not been discovered, but it is suspected that only four people indicated that they wished to send models.

New Zealand placings were as follows:

<table>
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<tr>
<th>Proxy</th>
<th>I</th>
<th>II</th>
<th>III</th>
<th>Total</th>
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<tbody>
<tr>
<td>35 D.R. Kennedy (L. Segerfeldt)</td>
<td>174.5</td>
<td>165.2</td>
<td>-</td>
<td>312.7</td>
</tr>
<tr>
<td>39 F.D. Bethwaite (K. Savolainen)</td>
<td>97.1</td>
<td>85.9</td>
<td>82.5</td>
<td>265.5</td>
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<tr>
<td>42 B.B. Marsh (S. Sundberg)</td>
<td>163.5</td>
<td>6.8</td>
<td>73.9</td>
<td>244.2</td>
</tr>
<tr>
<td>61 R. Hansen (B. Lindh)</td>
<td>.3</td>
<td>--</td>
<td>--</td>
<td>.3</td>
</tr>
</tbody>
</table>

All the New Zealand proxy fliers were Swedish.

I was not successful in obtaining any information from Doug Kennedy on his models. A photograph in Aeromodeller of Swedish proxies, gives the tantalizing indication that his model may have been a Ron Warring Zombie, but this is conjecture. (Now confirmed Ed.)

Frank Bethwaite's model had a diamond fuselage of Warren girder construction, with the nose faired neatly into a spinner, used in conjunction with a double bladed folder. The wing was of straight v-dihedral, with elliptical tips set on a small pylon. The wing was of monospar construction, and utilized a trailing edge tapering in width. A constant chord tailplane, with a sheeted leading edge, was used with twin fins. Close study of monochrome photographs indicates that the model probably employed Frank's standard colour scheme of red fuselage, white top flying surfaces on wing and tail, and black on the undersurfaces.

Bryan Marsh flew his Silver Eagle MkIII. This was a further development of his Mk II flown at Cranfield, and was the model he used to win the Wakefield event at the 1950/51 Nationals held at Hamilton the preceding January. Whereas the wing, tailplane and fin retained the same planform, a straight v-dihedral was used. This eliminated the troublesome flat centre section which had caused problems at Cranfield. The same single-bladed propeller was used, but this time a spinner was employed. By comparison with the Mk II fuselage, which had a symmetrical shape in side elevation and a maximum cross-section at the pylon, the Mk III had a maximum cross-section less than 6” from the nose. The nose was faired into the spinner with 20 1/16” square stringers, and the fuselage tapered from the point of maximum cross-section in a straight line to the rear where it ended in a point. A moveable sheet pylon provided for balance adjustment, and surprisingly, a hook was used for the rear rubber mounting, rather than the almost universal peg. Colour was a silver fuselage, with a red wing and tail. A two inch monowheel undercarriage was used. Power was 14 strands of ¼ x
1/30 rubber 42" long. Structural weight was about 5 ounces. Bryan regarded the Mk III as being probably the best all-round model in the Silver Eagle series, and won numerous contests in New Zealand with it. However, the fuselage length was only 33 ¼ inches and the model exhibited a tendency to stall on the glide. A three view was published in the 1951-52 Frank Zaic Yearbook, and full size plans were produced from the three view by Terry Rose in the U.K. Terry built a number of replicas himself, and was very happy with the performance. Russ Hansen also flew a Bryan Marsh design, this time the 1949 Mk II. It was all red in colour. Russ had been well known as a control line speed modeler, and was noted for his immaculate construction. This Wakefield seems his sole foray into competition free flight.

New Zealand slipped as a Team to place 10th. Great Britain was best, with a team score nearly six minutes ahead of Italy. A feature of the contest was the high number of proxy fliers utilized, eighteen in total, with even the United States using them for all team positions. This undoubtedly placed a strain on available resources, and the New Zealand proxy fliers were not identifiable as prominent Wakefield exponents. In later years Frank Bethwaite commented that he became disillusioned with the quality of the proxy fliers provided by organizers.

**Wakefield Finals 1951**

This Contest was again held at Jamijarvi in Finland. A total of 51 competitors from 11 countries participated. For the first time since 1936 New Zealand did not field a team. Sune Stark of Sweden won, flying a geared model, and Henry Tubbs of Great Britain was second.

Devon Sutcliffe.

Additional Notes, from Michael Taylor, indicate that rule changes allowed NZ fliers insufficient time to prepare for the 1951 Wakefield event and the method of selection (previously a nomination process) was revised at this time. Team members (initially six and later four) became the top performers at the National Championships.

**The Kennedy Models.**

In the process of doing this series Devon has noted that information on the Models of Doug Kennedy were are little sketchy. By pure luck your Editor found that the models or rather parts of them had ended up in Whangarei with his son Bob, who after some discussion agreed to pass them to us for potential refurbishment and to take details of. From this we can confirm the following.

**Doug Kennedy’s 1949 Wakefield Model**

The remaining parts of Doug Kennedy’s 1949 World Championship Wakefield model have been located via his son Bob Kennedy. This only comprises the fuselage, which we detail here:

- **Dimensions:**
  - **Fuselage length:** 34 inches plus propeller assembly estimated at 2 inches giving a total length of 36 inches.
  - **Fuselage Cross section:** 3 inches wide and 4.5 inches deep at maximum point.
  - **Fuselage style:** Square with a streamline front end ahead of the wing position using shaped 1/16-inch balsa to a 1 15/16-inch diameter nose former. Two wheel plug in undercarriage and rounded under fin.
  - An upper shoulder wing bulge to fit plug in wings, and an under fuselage bulge is built in to meet the cross section requirements.

- **Construction:** The main frame is of 1/8-inch square balsa with 1/16 stringers noted above to form a streamlined nose. The front 1 1/2 inches is sheeted in 1/16-inch balsa. The upper shoulder wing fitting is carried across the width of the fuselage for plug in wings with a 1/8-inch tongue. The box is constructed
of 1/8-inch sheet and the area above the box as well as the sides of the shoulder fitting is 1/16-inch sheet. The under bulge has 1/16 inch sheet sides with 1/16 inch square cross pieces.

Covering: White lightweight silk (some later repairs have been made in red tissue.)

Other markings: the words NEW ZEALAND appear in gold letters with black outlines on the left side nose and the word ‘JOSIE’ on the right side just ahead of the wing position in the same gold and black letter. The lettering is waterslide transfers that I believe were common around that time. A handwritten “Return to” notice is affixed to the top of the shoulder wing bulge. It reads, “International Wakefield Competition. Finder please inform: The SMAE, Cranfield College and Drome, Cranfield, Nr Bedford. Urgent _ _ _ Finder Rewarded!

Other comments: From the few pictures we have of this model it appears to be very similar in design to the Warring Wakefield’s, like the Voodoo and Warring’s Lightweight. Doug had all the Aeromodellers with the Warring design articles in them and the details of those models. His 1950 Wakefield that is also available from the same source is definitely a slightly modified Waring Zombie, which gives some backing for this.

Doug Kennedy’s 1950 World Championship Wakefield

As noted above Doug Kennedy’s 1950 model was definitely based on the Warring Zombie, with the dimensions and details the same only minor differences in construction being noted. It carries the Finnish “Return to Flier” Notice indicating its use at the Champs.

A note from Otto Curth Proxy flier for 1948 NZ Team

Greetings from northern hemisphere winterland,

Subject tells why I’m writing. I flew the B.B. Marsh model to 2nd place 55 1/2 years ago.

Got your address from David Ramsey’s Oldtimer Topics in the new Flying Models. He mentioned and quoted the subject in a current issue of Avanz News. You might be interested to know that most of the Aerons who flew proxy for NZ have left us. Those I know of are Ed Lidgard, Wally Fromm and Jerry Ritz. I’m still here and flying models. I don’t know about R.G. Schmitt, Jim Broderick or Alvin Fritz.

I stopped flying Wakefield when the rubber weight used was restricted in the mid 50s. I fly mostly HLCG. Chasing others has become to much for my aching body. I bring other models along hoping for a calm day, rare here in the Midwest. Otto

AVANZ ITEMS

AVA NZ _ 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 $5.00, 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.
Thames Blackfeet Flyers Vintage Weekend

The weather was unbelievable both days, fine, warm, CALM… ahh, God was good to us on April 17th & 18th. Fliers gathered from quite early in the day; coming from as far afield as Rotorua, Warkworth, Kaiapara, and the usual diehards from a little closer to home, Auckland, Papakura, Tuakau, Tamaki, Roskill and Hamilton.

It was a couple of days like you choose for all your flying days. At least two dozen fliers were there to do some serious flying, bringing about 39 planes… ooh! you should’ve seen them all lined up in the pits, would melt your cold heart!!

There was competition at times for air-time with at least 4 or 5 airborne at any one time. Although we have the “odd” hazard, there were no forced marches into the dead zone or the maize paddock, with the guys flying like seasoned troopers and bringing their planes back to the field almost every time.

Above: Lanzo Bomber gets away
Henry Grocock had brought his Sal Taib’s 1940 Hornet; also from Sam 1928, his club mate Stephen Wade had along his Lanzo, properly authentic with his spark ignition powered Cyclone engine. Was good to see new faces and flying with obvious enthusiasm.

Our good friends from Roskill where there in style. Brian Hirst had his trusty Lanzo and also Bill Winter’s 1948 Sportster, bought from a certain Blackfoot, and now an electric model, he flew that a few times. Also along from Roskill were Paul Murray and his Voltimer, Frank Bancroft and his 1946 Bulldozer and John Stacey. John Butcher and Dave Cush from Tuakau had a Tyro Major, the Warkworthians, Ted Hatton and Ray Bower had between them a Black Magic, Playboy Junior and Headwind.

Below: Bulldozer flypast

The list continues with Wayne Cartwright, a tiger for flying, turning up both days with his absolutely beautiful Super Cavalier (see left on fly by) and another Taib Special, the Powerhouse. A few problems here and there but still a lot of flying got done. Stuart Goodare came prepared for anything, bringing his Comet Clipper, Piper Cub, Lazy Bee and Red Zephyr. His Tamaki club mate Geoff North more brought his Eaglet and an own-design Pinchbeck Parrot (it has “Polly” hedral wingtips!)

Ken Foster wandered over from Hamilton with his Junior 60 and Orphan. Peter Makeef, who had a hell of a time the last time he visited, sailed forth this time with his Trenton Terror and withdrew with nary a mark to show he’d been. His parting words being… “Sorry, no accidents, don’t know what you’re gonna put in the newsletter…”

He should have stuck around, I hadn’t done my show stopper by then time.

And as for the Blackfeet Fliers, we had almost a full contingent with a showing of a couple of 160’s, a 380, a Porlock Puffin, Walt Good’s 1959 Racer, a Rambler, the Cannon’s now tried and true 1936 Lanzo, Mark’s 1938 KIoud King and then there was my Lanzo Bomber… “Rest its Soul”…

Did you know that if you don’t put the aerial up on the transmitter, after a little while it will spiral down and kiss the earth very hard?..... Yeah! well I reminded myself with the Bomber.. Duh!!

But I have saved my favourite till last. John Ryan came up from Rotorua “loaded for bear”. He had his 1941 Simplex, an RG6 with ED Comp Special, a 1950 Tomboy but my fave was the Humming Bird. I always love to stand by him when he flies this with its Mills. 75 – it’s the frantic sounds of him using the push-button single-channel transmitter – don’t ya just love it. Frank Crowfoot

A Great sight, the Blackfoot pits full of vintage models...
Vintage at the North Island Free Flight Champs - Hastings
by Neil McDougall

The NIFF Champs were held again at the Middle Rd site south of Havelock on 6th and 7th March. The format is to hold combined open and the three mini events on the Saturday then combined CLG/HLG, combined vintage and kiwi power on the Sunday. The Mecca Motel seems to have become popular because it is on the road to Havelock and most people gather at the RSA on Saturday night for a very pleasant cheap meal. There were eleven at the table this year.

This year the Saturday was a little breezy and only Combined Open and A/1 were flown. However, Sunday was the usual (for the Middle Road site) light variable breezes and was very pleasant for flying vintage. Terry Tank had what looked like a fairly new Seraph. Alan Douglas again flew his Skyrocket and this time the motor started properly, not like at the Nats when he was having difficulty getting it going.

Next year we are considering splitting Combined Vintage into Combined Nos and Combined Old Time and dropping Kiwi Power.

Results - Combined Vintage

N McDougall             Yardstick      464  
T Tank                  Seraph        403  
Trish Smith            Satu          398  
A Douglas               Skyrocket     366  
G Lovejoy               Lulu          209  

Rules

Lulu 2004 International Postal Competition

Lulu BA/B, or SAM 1066, 106P in version, any or any scaled down version of 50" Lulu.

Permitted alterations: - into rudder (2), de-chemical (3), repainting down version of 50" Lulu.

Flights 3500 metres, 11.5 max, are scored on 4th flight, 5th flight same day may be made at a later date. All flights are eligible for the longest flight prize, please record all the flight times. All flight to end between 1st and 4th September 2004.

Lulu Model must be John Baker's 50" Lulu, Nexus Plan C3381 or the 20" Lulu, Permitted alterations: - into rudder (2), de-chemical (3), repainting down version of 50" Lulu.

11.5 max, are scored on 4th flight, 5th flight same day may be made at a later date. All flights are eligible for the longest flight prize, please record all the flight times. All flight to end between 1st and 4th September 2004.
Events Calendar

Don't forget THE 6TH HILDA BAKER WORLD-WIDE POSTAL COMPETITION for "Tomboys" begins at one second past midnight on January 1st. The closing date is midnight (your time, wherever you are) on July 31st.
Thank you all for your entries last year. Please enter again this year and send your stories in as you go so that we can pass them on and keep all the other contestants in the picture. We won't pass on times, however, until the final results are declared.
In the Southern Hemisphere it's the height of summer now and after the Rugby World Cup Australia, South Africa and New Zealand have got a bit to prove. So, George, Rufus and Graham how about it?

Remember that your friends can get a free Tomboy plan from here if they send a large envelope and postage costs. If they email me I will let them know the postage and how to arrange that. Also remember that you can buy a Tomboy kit from Tony Betts at Physics of Flight; email him at info@physicsofflight.com or at Y2Ksoftware@btinternet.com
Don't forget that this is NOT a builder-of-the-model competition; encourage everyone to have a go by using your model - they can build their own later.

We are looking forward to hearing from you all again and in the meantime we wish you Good flying and a Prosperous New Year.
Nick and Carol Farley

<table>
<thead>
<tr>
<th>NDC EVENTS 2004</th>
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<tbody>
<tr>
<td>May 30th</td>
<td>Nos F/F Rubber Duration</td>
</tr>
<tr>
<td>OT F/F Rubber Duration</td>
<td></td>
</tr>
<tr>
<td>Jun 6th</td>
<td>OT F/F Precision</td>
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<tr>
<td>Jun 27th</td>
<td>Nos F/F Glider Duration</td>
</tr>
<tr>
<td>OT F/F Glider Duration</td>
<td></td>
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<tr>
<td>Jul 11th</td>
<td>OT F/F Hand Launch Glider</td>
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<tr>
<td>OT F/F Catapult Glider</td>
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<td>Jul 25th</td>
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<td>Aug 8th</td>
<td>Nos F/F Miniature Replica</td>
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<tr>
<td>OT F/F Miniature Replica</td>
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<tr>
<td>Aug 22nd</td>
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<td>Sept 19th</td>
<td>OT R/C 1/2A Texaco</td>
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<td>Oct 10th</td>
<td>OT F/F Hand Launch Glider</td>
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<tr>
<td>OT F/F Catapult Glider</td>
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<tr>
<td>Notes: OT = Old time models prior to 1/1/51</td>
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</tr>
<tr>
<td>Nos = Nostalgia models from 1/1/51 to 1/1/61</td>
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<tr>
<td>F/F = Free Flight, R/C radio controlled (guided)</td>
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OTHER EVENTS
2nd Vintage R/C Champs: Sunday 5th September 2004
Levin MAC, Tararua Rd, Levin
Contact: N McDougall 04 479 3106.

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/Old-timer' 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/Old-timer; 42" Vintage/Old-timer 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"),
Hand launch Glider (any)

Full rules and entry forms available from Graham Main or Neil McDougall see addresses on page 1.
Following on my comments in the last News (No 76) I received the following letter from Bernard Scott.

Dear Graham,
In response to your Editorial comments in issue 76:

**Engine run for 4 Strokes.**
Yes a 25 second engine run in R/C Duration is out of proportion to the power of the current engines. When AVANZ and SAM 55 introduced Vintage flying to NZ, the rapid development of 4 strokes and reproduction engines could not have been anticipated. Perhaps it’s now time to rethink engine run allowances for all engine types. My Playboy/ OS 48FS combination gains a lot of height in 25 seconds (provided there is no pilot error) and the 40 second engine run for Vintage ignition is even more excessive in the light of the performance of reproduction engines built to CNC standards. For the 4 strokes, it would be preferable to reduce the engine run rather than changing the 60% capacity allowance, as the latter would make some current models, my own included, obsolete in their present form.

**Veto of the Pee Wee remit.**
This remit was not for the benefit of those who have been flying for a while and would have no problem getting a powerful TD for the Miniature Replica event. It was for the newcomers for whom the Pee Wee is the only current mass produced glow engine they can buy new. It is sad that such a small concession towards a more level playing field was so threatening it could not be tolerated. Yes, there was the possibility that those of us fully equipped with powerful engines might have to concede an occasional contest to a lowly Pee Wee flier, but I think that would be a small price to pay to encourage wider participation. And as for a “hot” Pee Wee get an average TD—please pull the other one! There must have been powerful reasons to justify the overturning a voted decision, but these were not in evidence at the AGM where the remit was passed without negative comment from the committee, or from anyone in attendance, or via proxy. No doubt the committee is technically within its rights, but disclosing the thinking behind its decision may yet restore the credibility of the remit/voting process and help retain the AGM as a forum where all modellers opinions are valued.

**Veto of Nos Replica remit.**
The original clear simple proposals would have created a contest class that was easily accessible and relevant to the average flier. Why fear such an event? A year ago there was similar trepidation, over using readily available engines, from a very small group of Auckland armchair purists—who in fact didn’t fly the classes involved (or anything much else). Their fear, I was told, was that a shadowy group referred to simply as “they” would over run us all with screaming schnuerle engines, and corrupt the purity of Vintage! Of course this did not occur, and just as little in the way of high horsepower hooliganism would have occurred with Nos Replica models using Babe Bees or the like. At least the committee has redeemed itself by passing the final decision to the hands of an expert on small engine performance. No doubt Chris will clarify the issue and present workable guidelines based on logic rather than on illusory fears and personal prejudices.

*Bernard Scott  SAM 55*

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**TEXACO DECALS.**
Through the work of some Auckland MAC members we now have the chance to get some Texaco decals for those Texaco models which a popular R/C Assist event. These are quality reproductions and are available as

Waterslide Transfers. Approx 30 per sheet in sizes 10mm to 45mm dia $10.50 per sheet
Vinyl Stick on 75 mm dia $5.00 each.

These are available through
Keith Williamson
248A St Andrews Road
EPSOM
Auckland
E mail. kcwilson@xtra.co.nz
Reducing Vintage Hangar-rash

An expanding fleet of Vintage airplanes encourages building into models features that simplify their safe transportation to the flying field. I have found three major sources of packing difficulty and causes of damage to the model itself and to models packed around it:

1. Heavy motors on lightweight fuselages. It's difficult to secure all that bulk at one end of the fuse if it is, as often it has to be, packed in a box with other models. Vintage R/C models are particularly likely to have motors that are out of all proportion to the weight of the rest of the fuselage.

2. Tailplanes with permanently attached vertical stabilisers. There seems to be no way to pack these with economy of space, and the fin and rudder are always vulnerable.

3. Stalky undercarriages, a frequent characteristic of Vintage models.

The answer to these problems was to make the offending items removable, or in the case of undercarriages, able to fold back if they are too awkward to remove. New models now have these features built in wherever possible, as they have proved convenient and are without drawbacks other than requiring a longer building time and adding a little extra weight. Some ways in which these modifications can be carried out follow – none contravene the SAM 55 restrictions on modifications to Vintage model structures.

REMOVABLE MOTOR / FIREWALL

You could simply unbolt the motor from its mount, but this will loose vital thrust settings, and would be quite a slow process. My 80° Playboy has a firewall as per plan, but the engine mount is on a second identical firewall that attaches to the first with four blind nuts and bolts. After the fuel line and the throttle cable are disconnected, removing the four bolts frees the heavy power plant, and in this case, the undercarriage as well. With engine, undercarriage, wing and tail surfaces removed, the fuselage becomes very easy to pack. As a precaution against fuel penetration, the outer surface of the firewall that is attached to the fuselage was covered smoothly with Gladwrap and a very thin layer of clear silicon sealer was spread on the mating surface of the engine-bearing firewall. They were then bolted firmly together and left for a couple of days before trimming the squeezed out excess silicon and removing the Gladwrap. The resulting silicon gasket stays attached to the outer firewall, making a perfect seal against fuel, and perhaps even adding a little vibration damping.

Engine and undercarriage mounted on second firewall. Two of the bottom bolts both join firewalls and hold u/c clamps. Fuel lines and throttle link pass through first firewall. Four depressions close to the centre are to relieve engine mount bolts.
The same double firewall idea is used on this Buzzard Bombshell, with the front firewall unbolting to remove the entire power package – engine, tank and cut-out. This is a small model and so is not really a problem to pack, but the engine was made removable so that one model could be used for three events - Vintage R/C Duration and Precision as shown on the left, and R/C1/2A Texaco when a Cox reed valve motor and some ballast are substituted. The reed valve motor just bolts onto the fuselage-mounted firewall, using the preinstalled blind nuts.

![TD, tank and cut-cut on the removable firewall.](image1)

![Nuts for Texaco motor already on fixed firewall.](image2)

![With a Texaco motor some extra ballast is needed.](image3)

REMOVABLE FIN

Both the Playboy and Buzzard Bombshell are designs that have fins integral with their stabs. Being able to pack them flat is much easier and safer.

![The BB fin has lugs where it meets the stab, and locating pegs to mate with its mounting platform, which in this case, is the stab itself. The lugs extend under the tailplane bands, making a firm mounting for the fin, but one that will yield to accidental blows.](image4)

On the full-size Playboy, a stronger system is required. The fin spar is ¾” spruce, and extends through a square hole in the stab and into the fuselage. This ensures that the fin remains vertical and correctly oriented. Small hooks and rubber bands at front and back of the fin base keep the fin firmly seated on the stab.
When the rear surfaces of a Satu vintage glider were rebuilt, a removable fin was able to be incorporated. Because of the low forces on this component, it is simply a push-fit into a slot in the stabiliser.

FOLDING UNDERCARRIAGES

Much quicker and simpler than removing a model's undercarriage is being able to swing the wheels back and up. Method shown here on a 1/2A Texaco Playboy.

The number of bands determines how rigidly the U/C is held in place, and can be adjusted to provide extra springing on a hard landing. With wheels swung back, and tail surfaces and prop removed, there are far fewer damage-inflicting protrusions.

Bernard Scott

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**Those Incredible Pepperells.**

This history of the Pepperell family covering in detail the family involvement in the production of arguably the most famous of the NZ manufactured model engines is a meticulously researched and excellently produced book by Maurice Poletti, our best aeromodelling historian. For aeromodellers with any sense of history and for those elsewhere interested in model engines, this book is a must have. Excellently produced in A4 format of 162 pages with a full colour soft cover and glossy pages, there are full descriptions and drawing plus photos of all the Pepperell engines as well as drawings of models designed by the Pepperell's. The limited edition book is available from the author at a price of $30 plus post and packing. Contact: M J Poletti, 69 Willis Road, PAPAKURA 1703 New Zealand.
An early New Zealand favourite, was the "T D Coupe" published in the October 1936 Model Airplane News, full details are available of the above plan with full size parts and article from Garry Hunters Plan Pages www.thefplanpage.com/index.htm Go to the March 2000 list to find it. This model designed by Theodore Dykzeul was also the basis of the Modelair Airmaster that came out with round cowl making it look quite neat. Span 64 inches so is a nice size.
The remaining fuselage of the 1949 Kennedy Wakefield flown at the World Championships in Cranfield England 1949 see below

Above: Three views of the remaining parts of the 1950 Kennedy Wakefield flown at the 1950 World Championships in Finland. Design was a Warring Zombie.
Thames Blackfeet Flyers Vintage Weekend

Wayne's Super Cavalier

Lanzo Bomber

The Bancroft Bulldozer

The Blackfeet Pit filled with lovely Vintage models
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 May 1st 2004 and February 28th, 2005 inclusive.

‘Vintage/Old-timer' 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 ; 25” Classic “Two-Bits” ; 30” Vintage/Old-timer Rubber ; “Baxter Tribute” ; 42” Vintage/Old-timer Rubber ; P30 Rubber ; Embryo Endurance ; Cloud Tramp ; Vintage/OT Scale ; Classic Rubber (up to 200sq. in.)

Power Classes.
1.5cc Diesel Slow Power.

Glider Classes.
Small Towline (under 40") ; Vintage/Classic Glider (under 65" span); Catapult Glider (small 12" or less); Catapult Glider (large over 12’); Hand launch Glider (any)

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