AVANZ NEWS

ASSOCIATION of VINTAGE AEROMODELLERS of NEW ZEALAND INC

Issue 81 December 2004/January 2005

In this issue

From the Editor
Contacts
Early Wellington modelling
The Wakefield Cup
Texaco Decals
AVANZ Items
Letters
Events Calendar
Hamilton Vintage meet.
Thames Vintage meet
Lulu 2004 Postal results
Plan of the month
Pip 2 small rubber
Sept 1934
Sketches from Model Builder

NEXT TIME

Wellington series continues.
Vintage model sketches

FROM THE EDITOR

The year has passed quickly again, a sign of accumulating years so I am told! Certainly this Newsletter seems to have come hard on the heels of the last issue, so it has been a bit of a scramble to cobble things together.

One thing that is encouraging is that there has been two Vintage events in the Northern part of the North Island so we are definitely striking a chord with the style of flying. This has got something to do, I would guess, with our ageing model flyer population, where we are less adept at keeping up with the fast models we flew in our younger days. Certainly the Vintage model is pleasant to fly usually. I know with some of my models I need a good strong coffee to calm the nerves after flying them. These are the ones that are now starting to gather dust in the workshop!!

Despite the weather there was a good turnout at the Thames event though the wind got up midday keeping models grounded. The range of models was quite wide and the there were some stylish and well built models among them. If there was to be a Concours prize it would have been hard to pick a winner.

The Hamilton event is new to the calendar, so we hope it will become a regular. It was blessed with fine weather and all who flew seemed to enjoy themselves, which is what it is all about.

Word has it that the entry at the Nationals is such that all Vintage events will be flown. Again that is very heartening to those of us that are trying to promote this side of the hobby. I sincerely hope the weather improves so that all events are flown in good conditions. Good luck to all competitors.

For those that are not attending the Nats there is the Jim Moseley Postal events to give a go. We have a plan that may suit these events in this issue.

For those in the lower North Island the big event is the Gareth Newton Memorial event at the beginning of February. This is usually well attended and is a great meeting if you can make it to Levin.

Finally my thanks to all those who have contributed during the year, and those who have offered words of encouragement and even some praise!

Without some feedback it is hard to gauge the readership's view on our little newsletter. Our efforts are fairly miniscule compared to some of the newsletters I receive from overseas, some of which a full of exciting content.

We wish you and your families all the best for the festive season have fun, have some good Vintage flying and keep safe. MERRY CHRISTMAS

Graham Main

AVANZ Newsletter Editor, Graham Main, P O Box 55 MAUNGATAPERE Whangarei Country 0250
E—Mail gr.gmain@actrix.co.nz
NZMAA/AVANZ Liaison 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 or w.i.treen@inspire.net.nz

Early Wellington Aeromodelling. Excerpts from "Model Aircraft" the Official Organ of the Wellington Model Aero Club. Dec 1934/Jan 35: Part 13 of a series

Vol. 2. No. 14 5th December 1934 list 26 clubs that it is now the 'Official Organ' of. Clubs from Auckland through to Christchurch with unlikely towns as Greymouth, Feilding and Te Aroha in the list Interesting that they have a 70 year plus tradition to hark back to. A little thin editorially, with a beginners article recommending the Modelair 'Peanut' as a starting model, and good advice to stick to the plan and instructions. A word of warning is given about asking Father for help. "Watch him he may send you off to bed and have the fun of building the model all to himself, so don't ask him unless you are really 'up against a wall'". Advice and rules of an Australian based competition is given. This is in the form of a Decentralised event to be flown in each Australian state Tasmania, and New Zealand. (*Maybe the first International Postal Event, shows there is nothing new . Ed)* The featured aircraft is the Sikorsky S 42 flying boat giving a preview of the this type that inaugurated the first US/NZ flights in 1937.

The Kestrel MAC of Auckland reports of a flying meeting in the Auckland Domain on 4th Nov 1934 with a "record attendance of spectators" but no numbers given. Bumpy air conditions prevailed but some good flights were recorded. Most spectacular was a 1 min 50 sec. OOS flight by a 4 ounce model designed and built by H Parker. Another flight by T Jones' model landed in one of the tallest trees in the Domain after a 1 minute flight. *(would be interesting to compare the more recent Cloud Tramp night flights by the SAM 1928 team with these Ed).* The first recorded cross harbour flight was reported being made by J Clark's Hart fuselage model that flew from Hobsonville headed towards Rangitoto Island and was later recovered in Mount Eden.

A gap in our files takes through the Christmas period on to:

Vol. 2. No. 18 16th January 1935 where 27 Clubs are now listed, 21 of which have affiliated to NZMAA. Again a thin issue the main article being reprint from the US "Universal Model Airplane News" of a Heath Parasol plan and instruction taking 6 pages. Club notes carry news from New Plymouth MAC's 2nd meeting where a club record of 2 min 50 sec was established by F R Bullot with a Gordon Light model. 18 planes were reported to have flown with varying low flight times. The Tinakori MAC reported on a successful Christmas Day meeting where W J Finlayson flew his Gordon Light style "Petrel 3" ROW for a flight of 25 sec and ROG for 1 min 30 sec. The meeting seems to have concluded when "the members were ordered from the field by an irate farmer". Eastbourne MAC reports they were to apply for NZMAA Affiliation and at their outdoors meeting a seaplane flight of 15 sec was made. Kiwi MAC comprising members from the RNZAF based at Hobsonville had been granted affiliation to NZMAA. Wellington MAC reported that they were to lose the valuable services of their Club Captain Arthur Pearce who was moving from town. (*Maybe to Auckland then later to set up Airsail??? Ed)*

Vol. 2. No. 19 30th January 1935. The Editorial advises that no notification had been received from England for the 1935 Wakefield Trophy event. (*Eventually held a Fairey's Aerodrome in Hayes Middlesex UK and won by Gordon Light of the USA)* . Requests for Wellington Easter Show entries from outside clubs and offering to arrange billets for them and a plea for subscriptions to be paid. The featured aircraft is the Bristol Fighter. The Plan is for an all balsa glider taken from the "Universal Model Airplane News' once again . Looks a little dumpy with a short moment arm. The tail plane assembly is rubber banded to the fuselage stick, which would make for variable trim. Club news has a report from the Kestrel MAC on their first meet for 1935. A number of records were set with T Jones fuselage model flying for 3 min 48 sec OOS followed by W Hopkins with a 6 min 26s flight OOS disappearing into clouds. The towline Glider record of 42 sec was achieved by H Parker.

News of a petrol engined model designed and built by a Mr Stanley and Mr Gunsher at Wigram Aerodrome in Christchurch. The model was powered by a 0.4HP 2 stroke engine and had a wingspan of 9 foot a length of 5 foot and a weight of 7 pounds. Reported to be of orthodox design with good sized tail surfaces and well braced low wing. It, however, apparently crashed on its first flight

To be continued.

THE WAKEFIELD CUP. The post 1959 years. *By Dr Michael Taylor.*

Wakefield Rubber post 1959, now a World Championship Class.

After 1959, aeromodelling's top competition became focussed in FAI co-ordinated events. Wakefield retained its position as the premier international class for rubber powered model aircraft. World Championship contests at two- year intervals have been the pattern since the early 1960's, as combined fixtures with separate classes for high performance gliders (F1A), rubber driven models (F1B) and power models (F1C).

Here we continue the history of the Wakefield event from an overall perspective. The ROG launch had been eliminated in 1958, when the rubber motor allowance was lowered from 80 gram to 50 gram. Standards continued to improve, and in 1965 the number of contestants who maxed all five rounds reached double figures. Extra rounds with targets of 240,300,360 and 420s led to a win by Thomas Kosher of Denmark in that year. (Koster—in different years- is the only person to have become World Champion in all three free flight classes for glider, rubber driven and engine powered models).

In 1969 the allowance of rubber was reduced to 40 gram and the number of 180 sec rounds was increased from five to seven. Despite these changes, twelve competitors reached the flyoff in 1971 at Gothenburg, Sweden and again at Wiener- Neustadt, Austria. Among these (from a field of 86, representing 31 nations) was the New Zealand entry of Alan McDonald, proxy flown by A Jack of Britain, which then made a further flight of 102s to place 12th in a low scoring fly-off won by Loffler of Germany with 225s.

In later years, September 1983 was notable as the occasion when the World Championships were held in Australia, hosted by the NSW Fee Flight Society at Goulburn. The attendance fell to 47 contestants from 17 countries, and unfortunately the weather was poor. The victor, Lothar Doring achieved the only seven x 180 s total to defend his Wakefield title won in Spain in 1981. Events followed in Yugoslavia 1985 and France 1987, where the winner, out of sixteen fliers to attain 1260 s), was Bob White of the USA with additional scores of 240,300,360 and 420s. His model, a twin finned design, is notable as being the last "simple" Wakefield winner.

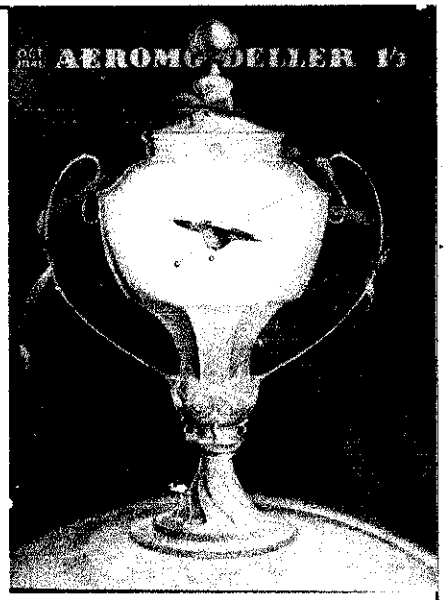
The World Championships of 1989 returned to the southern hemisphere, to be held in Argentina. (*Also in 2005*) The FAI/CIAM had rescinded the 'Builder of the Model' rule in 1988. To remain competitive in the future a flier would need an aircraft constructed of composite materials and equipped with sophisticated controls and timing devices. The first round target was now raised to 210s in a further attempt to avoid the situation where the "real contest" begins only at the flyoff stage. However, skills and model performance were sufficient to meet this test, as eight fliers reached the 1290s fogure in 1989, fifteen in 1991, twenty six in 1993 at Lost Hills USA, thirty eight in Hungary in 1995. Champion in 1991 and 1993, and again in 1997 to become the first three-times Wakefield winner was Alexander Andriukov flying first for USSR, the Ukraine. (Subsequently Andriukov emigrated to the USA taking his skills in high-tech design and construction to the Californian based man-powered flight project.)

As standards continued to improve the rubber allowance was reduced to 35 gram in 1997 within a model of 195 gram all up weight. Thus Wakefield evolution has produced today's F1B machines for international competition. Such is modern performance that top competitors must now achieve seven maximum scores—a first round performance of 210s plus six of 180s, then proceed into 5,7 and even 9 minute eliminators to prove a winning combination.

Tailpiece.

The spirit of the early Wakefield contests live on in the Society of Antique Modellers (SAM) Champs flown annually in the USA and Europe for 4 oz (pre 1936) and 8 oz designs. In like fashion , New Zealand's 50th Nationals of 1997-98 staged a pre-1950 Wakefield event where

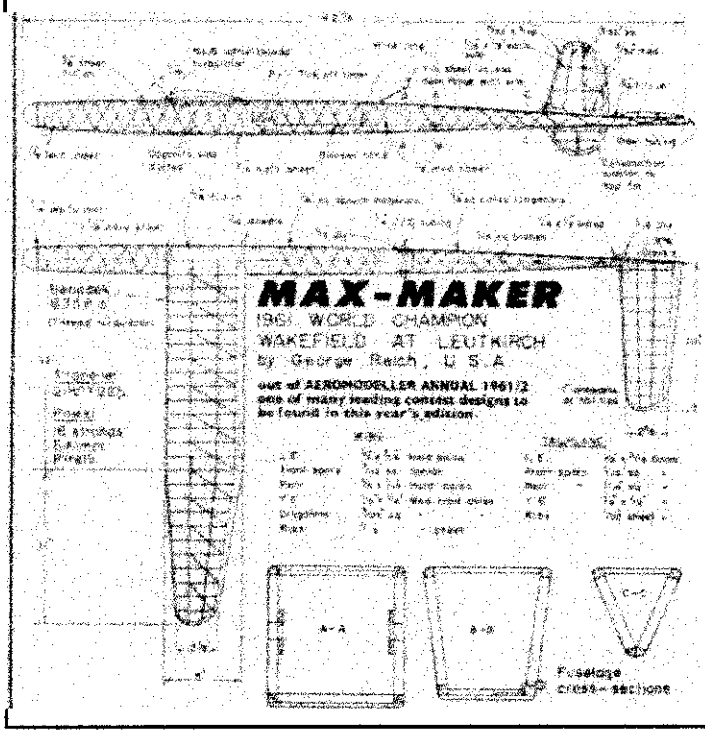
the Korda replica models of Bill McGarvey (6:27s average) and Vern Gray (4:03s) came first and second. Third was Bryan Marsh (3:27s) with his restored Silver Eagle V model. Thus, on 31 December 1997 he was successful with the original aircraft whose photograph appears in the *Aeromodeller* September 1949 having gained 7th place at Cranfield in the Wakefield event of that year- a remarkable return to form by any standard.
Michael Taylor.

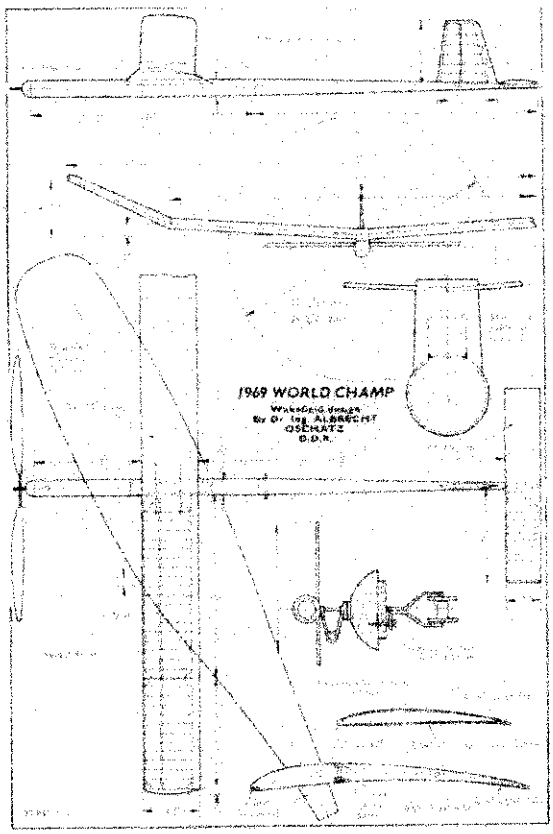


References: NZMAA Bulletins
The Wakefield International Cup. A History 1911 to 1995.
Charles D Rushing 1996
Aeromodeller Reports

End of the Series. *From the Editor.*
As a farewell to this series we show the Wakefield Silver Cup as depicted on the Aeromodeller cover of 1948 with t Chesterton's 1948 winning Jaguar model superimposed on it . Long Live Wakefield.

Wakefield of the 60's
The evolution to the modern Wakefield is shown in these plans of the 1961 winning World Champ model by George Reich left and below the 1969 World Champ model by Albrecht Oschatz of Germany. The latter model shows the slow change to the rounded fuselage and simplified structure which is in current times is made using warp resistant composite materials.
A major change is that the "Builder of the Model" rule has now been dropped so that models made by recognised builders can be purchased for fliers to compete at WC level. The skills are now in getting the most out these models using the owners trimming techniques and thermal detection. A long step from the first days of Wakefield where the event could be won by one lucky flight into good air.





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 are 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. kcwilliamson@xtra.co.nz

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.
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 and 2003 (6 issues/year) 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
Don't forget that the updated plans list is also available on the NZMAA website www.nzmaa.org.nz
Model Builder Plans List: Note that Neil McDougall (see address page 1) has available a list of Vintage plans from the now defunct US magazine Model Builder. These are useful to give you an idea of the model design. E mail is the preferred method to get these to you. The models listed are the subject of our picture gallery in this and forthcoming AVANZ newsletters.
NEW ITEM.....
To cover the request we get for information from time to time Neil McDougall has produced a 4 page **Introduction to Vintage R/C** with a description of the R/C events and some pictures of suitable models for those wanting to have a bit of background detail.

LETTERS ETC

- There has been a good enquiry from **overseas Editors** for some of the articles we print, the most popular being that on 1/2A Texaco by Bernard Scott. With this event being a universally popular one that is probably understandable. I also had a request for the 1/2 A engine article that was published by Larry Renger in the US AMA "Model Aviation" magazine. Just goes to show that we do get read.
- On the subject of **1/2A Texaco** I note that there is some confusion as to what tank size to use. In NZ we use the small Texaco Junior or Babe Bee tank which is about 5.1 cc. Unfortunately it seems these are no longer being made in the US. SAM US has a rule change to go back to the large (approx 8 cc) tank noted in the latest SAM Speaks. I would not like to see that here in NZ so if you see Babe Bee or Texaco Junior tanks around grab them so we can get a stock available for Vintage 1/2A Texaco use. Converting the larger tank to a smaller one may be conceivable if done by a skilled model engineer, but is not a simple job and would need to be correctly dimensioned to comply with the rules and you would need to check with the Vintage SIG to see if they would approve this. I note that in Australia they use a max flight time of 6 minutes with the small tank while we use 8 minutes.
- **Electric power** is increasing in popularity and there has been some requests as to whether brushless motors are eligible for NZ vintage. I note that these are in use in US vintage events, but after some consideration the NZ SIG is of the opinion that we stay with the letter of the rules and use brushed motors only for our vintage events. These are a cheaper option , and their power levels are more in line with the Vintage era. I must say however that I enjoy flying electric models, they a re clean and quiet, and once you get to grips with the motor /propeller/battery requirements and get set up with a good charger you get a lot of flying without too much fuss, and yes I have brushless powered glider that has given me one great amount of flying pleasure. I noted a number of electric fliers at the Thames Vintage meet.
- As you are aware we have been running a series of **model identification** pictures in the last few AVANZ News. This prompted regular correspondent Bernard Scott to advise us of a web site that provides a library of vintage model details. Over to Bernard

  "The development of a picture library covering models in the AVANZ Plan Service sounds like a huge undertaking. If anyone needs details of models not covered by the AVANZ list, I can recommend the website for the Australian SAM 600 club : **http://www.sam600.com** The home page links to a Model Recognition database that lists 1,914 models searchable by model name, de signer or category (Old Timer / Vintage / Nostalgia). Individual entries have a low definition picture of the model and details including designer, kitter, span, and dating. There is an AKA section where you can check alternative names given to designs – now you can impress your friends by pointing out that the "Benny Boxcar" was also known as "Lost Horizon"! Well worth bookmarking.

  Another method of getting to the site is to go to http://www.boundy39.com/index.htm and you will find a search page type in the name of the model and get the details. Gives those with internet access a ready access to many models".
- The Vintage SIG is looking to hold a **Northern Vintage** meet similar to the Gareth Newton event and has asked Wayne Cartwright to sound out various Clubs in the South Auckland/ Waikato area for a venue. If you think your Club can help contact Wayne at (09)2390496 or e mail j-w.cartwright@clear.net.nz and discuss it with him. It is expected that it would be an R/C only meet rather than having free flight unless a suitable F/F site was available. It is good to see that Hamilton, Cambridge and Thames are holding vintage events and fly ins, assisting the growth in the Vintage area
- Note that the **NDC dates for 2005 in the NZMAA Calendar** need an **addition** of event 072 Vintage OT F/F Precision and event 073 F/F 1/2A Power for June 5th 2005 as they were left out of the calendar as published with the November "NZ Model Fliers World"

Events calendar

Gareth Newton Memorial Vintage event

Sat 5th Sun 6th Feb 2005

All events may be flown either day or over both days.
Free Flight events:
OT Precision combined.
OT Duration combined.
OT Catapult/HL Glider combined.
OT 020 Miniature Replica.
Nos Duration Combined
Nos Catapult/HL Glider combined.
R/C Events:
OT Precision.
OT Duration.
OT 1/2A Texaco.
O/T A Texaco
Venue:
Levin MAC flying field Tararua Road Levin.
There is plenty of good cheap accommodation available in Levin. Tatum Estate on SH 1 south of Levin is popular.
Contact: Neil McDougall (04)479 3106
E mail n.mcdougall@clear.net.nz

57th NZ Nationals : Dunedin 28th Dec 2004 to 2nd Jan 2005.

Vintage Events:
Nos/OT F/F Rubber Wed 29th Dec
Nos/OT F/F Power Thurs 30th Dec
Nos/OT F/F Glider Fri 31st Dec
OT Catapult Glider Fri 31st Dec
OT R/C Precision and Duration Sat 1st Jan
OT F/F Precision and Min Replica Sun 2nd Jan
F/F events at Milton, R/C at Milburn.
See September Model Flier's World for entry and details.

NDC VINTAGE events 2005

Jan 16th	OT F/F Precision
Jan 30th	Nos Rubber Duration
	OT Rubber Duration
Feb 20th	OT R/C Duration
	OT R/C Precision
Feb 27th	OT Power Duration
	Nos Power Duration
Mar 20th	Nos Miniature Replica
	OT Miniature Replica

13th Annual Worldwide Postal Competition 2004/5

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 classes from Jan 1/51 to 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 ; 42" Vintage/Old-timer Rubber ; P30 Rubber ; Embryo Endurance ; "Baxter Tribute", Cloud Tramp ; Vintage/ OT Scale; Classic Rubber

Power Classes.
1.5cc Diesel Slow Power

Glider Classes.
Small Towline up to 40' span. 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

Hamilton Vintage Day October 31st.

Hamilton MAC held a Vintage day on Sunday October 31st and from all reports it was a great success with Ken Foster and Laurie Chrystall doing an excellent organising job and managing to convince that a fine day was required and so he did!

A Vintage Precision event was flown amongst other flying and there seemed to be a good entry from as far afield as Tauranga Tuakau and Thames. The event was won by Alan Wooster Tauranga with a Playboy Senior and Graham Bradley (or Brad Gramley as he is known to some), ran in second with his Miss Philadelphia. Rex Bain forsook his Freeflight for a moment and flew radio with his Playboy Senior and had a large Kloud King available as well. Thames stalwart Frank Crowfoot had his Bomber but problems with battery charge levels gave him a couple of anxious moments. John Butcher from Tuakau flew his Junior 60 into a good place for his first effort at this event.

One impressive model was the ex Jack Godfrey Eros resplendent in yellow and blue which flew well after the cobwebs were cleared from the engine. Vintage and electric enthusiast Tom Charlesworth had a Velie Monocoupe and a tailless model not vintage but described a "Leonardo da Vinci special".

Good to see another club trying the Vintage theme and really pleased it proved such a success...keep it up guys.

With thanks to Frank Crowfoot and Blackfeet Plainsman magazine.

Thames Blackfeet Vintage Weekend 27/28 November

Another great weekend was promised at the Blackfeet Site in Ngtea, but the weatherman had other ideas.

Saturday started out fine but the wind steadily increased to very strong after lunch meaning the flying side was curtailed early. Despite this there was a very good turnout with some new and very attractive models on show. Along with the fabled cooking of Carol Crowfoot and crew of ladies all attending were well looked after. Where else do you get bacon and egg butties, sausages, pork schnitzel, coffee tea cakes and other delights, and that was just breakfast!! They put on a good show these Blackfeet.

Quoting Ted Hatton Warkworth, "There was a great line up of Vintage models ranging from the smaller English style models to the large American type typical of the 30's and 40's. There is something very fascinating about these old designs the way they float along. (Oh—the nostalgia of it all".

It was good to see SAM 1928 members in attendance Paul Evans had a large 1.5 times Smeed Cherub with a 400 geared electric motor and a Tomboy. Martin Evans had a very nice Guff for A Texaco just testing but put in a token entry for the event. Roger Left had an Albatross and a twice size Tomboy, the former model looked very pretty indeed, and the big Tomboy flew very sweetly. A welcome face was Mike O'Grady (alias Moggie) from Stratford with a Flying Aces Stick which was once a popular model for training in the Hamilton club. Wayne Cartwright had the large Custom Cavalier which blotted out the sun for a time a it flew in stately fashion across the field. Among the Junior 60's which were not so prevalent this year was the Lanzo Bomber of Frank Crowfoot, and the Lanzo Record Breaker of Bill Cannon a very fine looking model. Ted Hatton had a Black Magic powered by an ED Racer fitted with an OS carb to provide throttle. Once the engine was persuaded to run (ahh the fingers and blood) the engine throttled very well.

Ken Foster from Hamilton had a scaled up (1.5x??) Fog 45 which looked very pretty indeed and I think he flew a couple of times before the wind got up. His other model was another Tomboy I believe, and he had for sale a small McCullough Gnat pylon job.

As noted the wind was getting stronger all morning so after some eating the raffles were drawn and people packed up there gear. The Food tent was getting a hammering and took a team effort to get down.

The evening dinner party saw 16 in attendance at a Thames restaurant and swapped tall stories with a few glasses of wine and good food.

Sunday dawned rather poorly putting the Club in a difficult position so it was decided to cancel, however some were off to the flying field and eventually about six people turned up to fly, most from out of town, not having heeded the advice to ring before coming down. Surprisingly perhaps the early conditions were better than the previous day so some good flying was had before the wind got up. Those there

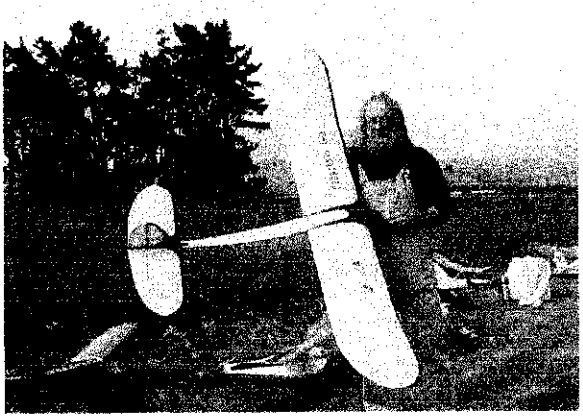
carried on from the previous day and put in some flights for the informal competition adding in 1/2A Texaco as three models were available for this event. Due the conditions on both days however it was only the seasoned fliers that made competition flights, but in better conditions I am sure more would try the Precision event as there was plenty of interest.
An indication of the early conditions prevailing on the Sunday was a 15!/2 minute flight by Graham Main with his Class A Texaco Interceptor after a 3 min engine run. *(yes I fluked it fellers!)*
R/C Precision prove a battle for the minor places with 3 fliers within 3 seconds of each other. Al Wooster topped out. *(Hmm... Al's getting to make a habit of this going by the win at Hamilton)*
A Texaco had a small entry with Martin Evans only putting in the one flight.
The wind was up for late flights in 1/2A Texaco making things difficult for Frank Higgins and Al Wooster whose Playboy was damaged after the wind blew it over. Frank wisely declined a third flight.
The master at this event Bernard Scott prevailed rather easily in this one.
Results:

R/C Precision
1. A Wooster (Playboy) 578
2. B Scott (Playboy) 554
3. G Bradley (Miss Philly) 552
4. F Higgins (R/C1) 551
5. G Main (Trenton Terror) 544
6. N McDougall (Vampire) 382

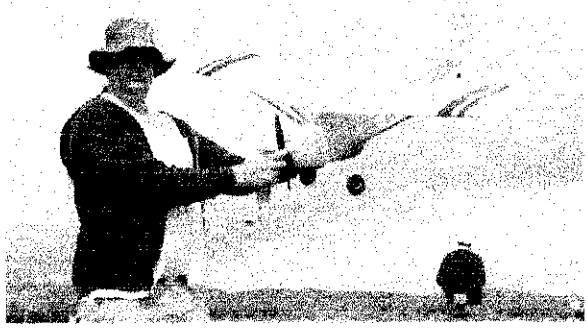
A Texaco
G Main (Interceptor) 1338
N McDougall (Alert) 1021
M Evans (Guff) 422

1/2A Texaco
B Scott (Playboy) 1435
F Higgins (And. Pylon) 580
A Wooster (Playboy) 48

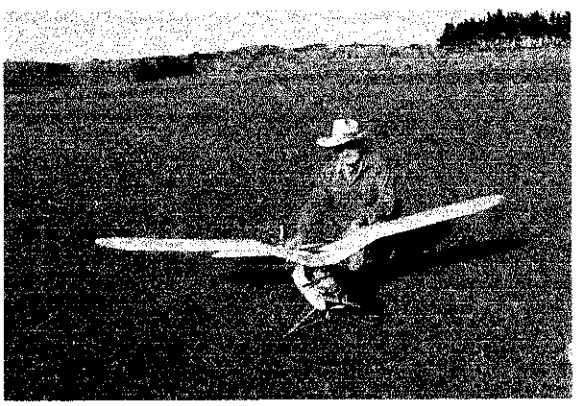
Our sincere thanks go to the Thames Blackfeet guys and gals for their fine hospitality and great venue. It seems very unkind of the weather gods not to smile on this friendly group. Sick with it please we will get a good weekend soon.



Above: Roger Left with his 1941 Reich Albatross with just below the right wing the Guff belonging to Martin Evans Taken at Blackfeet Nov meet.



Above: Martin Evans shows off his Electric powered 1937 Moyer Cloud Cruiser. A very stately flier that is also good looking. Taken at Blackfeet Nov. meet



Left: Skip Bignell of the Whangarei Club shows off his twice size 96" 1940 Spook. Powered with a 40 size glow engine, this model is a good flier in lighter conditions

LULU 2004 INTERNATIONAL POSTAL COMPETITION

This year's list of contestants and results:-

			Points Seconds	Longest Flight					
1	Mike Howick	England	470	124 First	18	Alan Bogg	England	214	97
2	Richard Barlow	Canada	463	120 Second	19	Stephen White	England	204	125
3	Brindley Taylor	England	362	105 Third	20	Glynn Turnbull	England	191	95
4	Jane Howick	England	351	145	21	Mike Parker	England	176	107 oos Baby Lulu
5	Chris Hayward	England	320	158	22	DI CHIARA G. Carlo	Italy	143	76
6	Ken Taylor	England	260	103	23	TASCONE Valeriano	Italy	123	400 oos Longest
7	Damian Duchen	Argentina	250	90	24	Richard Tunstall	England	98	36
7	Damian Schimpf	Argentina	250	90	25	WESSELY Giancarlo	Italy	93	35
9	Keith Harrison	England	249	120	26	Musella Francesco	Italy	92	35
10	David M. James	England	246	152	27	Les Sayer	Canada	90	90
11	Daniel Millette	Canada	236	120	28	Trevor Bassford	England	87	45
12	Kristina James	England	229	90 Baby Lulu	29	Jim Moseley	Canada	82	82
13	Mike Tew	England	228	86	30	Michael Taylor	N. Zealand	78	78
14	Michael D. James	England	224	99 oos	31	SANTONI Curzio	Italy	75	28
15	Stan Bucknole	England	222	81	32	Chris Behr	W. Australia	68	36
16	Paul Evans	N. Zealand	220	78	33	CAMPONESCHI Franco	Italy	61	37 Hard luck
17	Geoff Stubbs	England	217	93 Middle					

First prize	Mike Howick	Ben Buckle Pirate .5-1c.c. Deisel.
Second prize	Richard Barlow	Airsail CT4 Rubber Model.
Third prize	Brindley Taylor	Modelling knife set.
Longest flight	Valeriano Tascone	Aerographics Velie Monocoupe 113.
Middle for diddle	Geoff Stubbs	Cheese and biscuits (including Stilton!)
Hard luck	(for the person who tries just as hard as anyone else but a bit of bad luck lets them down.)	Franco Camponeschi Stop watch.

This year's sponsors are:- Mario Perrone Eu. 10, M.J. Chamberlain for Kelling M.F.C. £10, Chris Hayward £5, Keith Priest £10, Jane and Mike Howick £5, Michael Taylor £12, Ken and Brindley Taylor £10, David M. James for Odmac £10, and £10 from our annual anonymous donor for Middle and Booby (hard luck) prizes.

This all adds up to £72 + 10 eu. = £80 Sterling. Many thanks to all our sponsors for these generous contributions. Thanks to Geoff Stubbs Model Shop, West St., Oundle. for a good deal on the prizes.

Thanks for your photo's and letters. Some excerpts:- Mike Howick beat Jane this year. We can't have that so I've tried to make him change tack from glider by sending him a Ben Buckle diesel Pirate. Will he be flying it in the Bowden and at Middle Wallup next Year?

Mario Perrone, after many years of generous sponsorship, has finally persuaded six contestants from Italy to take part, Valeriano Tascone winning the Longest Flight.

Mike Chamberlain could only persuade three entrants from Kelling M.F.C. this year due to the "really frustrating" summer we've had in England, and winds continuously blowing out to sea. His wish for more overall Lulu entry's this year did however come true.

The two Argentina lads, Damian Shimpf and Damian Duchen again took part this year and sent in a photo with two fab. Lulu's and not a cloud in the sky. Bit different to our monsoons this year.

The N.Z. lads again sent entry's. Mike Taylor and Paul Evans but we're missing the annual input of Barry Cowley who sadly died in an aircraft accident last year. Australia is represented this year with Chris Behr who had bad luck breaking his tail off on the third flight.

Brindley Taylor, junior, beat his dad Ken this year taking third place. Alan Bogg holds the fort annually at Middle Wallup. Ontario Jim Moseley rallied round and sent me some Canadian entry's. Thanks Jim.

David M. James (Team ODMAC 2004) sent scores for himself and two grandkids, Kristina (10) again doing very well with her Baby Lulu, as did Mike Parker again this year with his Baby Lulu (with his patent wing spoiler D.T.) Must make a Baby Lulu myself next year, this time without a rubber or electric motor!

Thanks for the comical letters and photo's from Richard Tunstall, a man of many and varied interests. Uses goal posts at his local playing fields to tie his "tatty old elastic band bungee"to, to launch his patchwork quilt Lulu. Well the rules don't say you can't!

Thanks everyone, especially some of the sponsors who are finding it hard to fly anymore.

Bert Whitehead.

PLAN OF THE MONTH

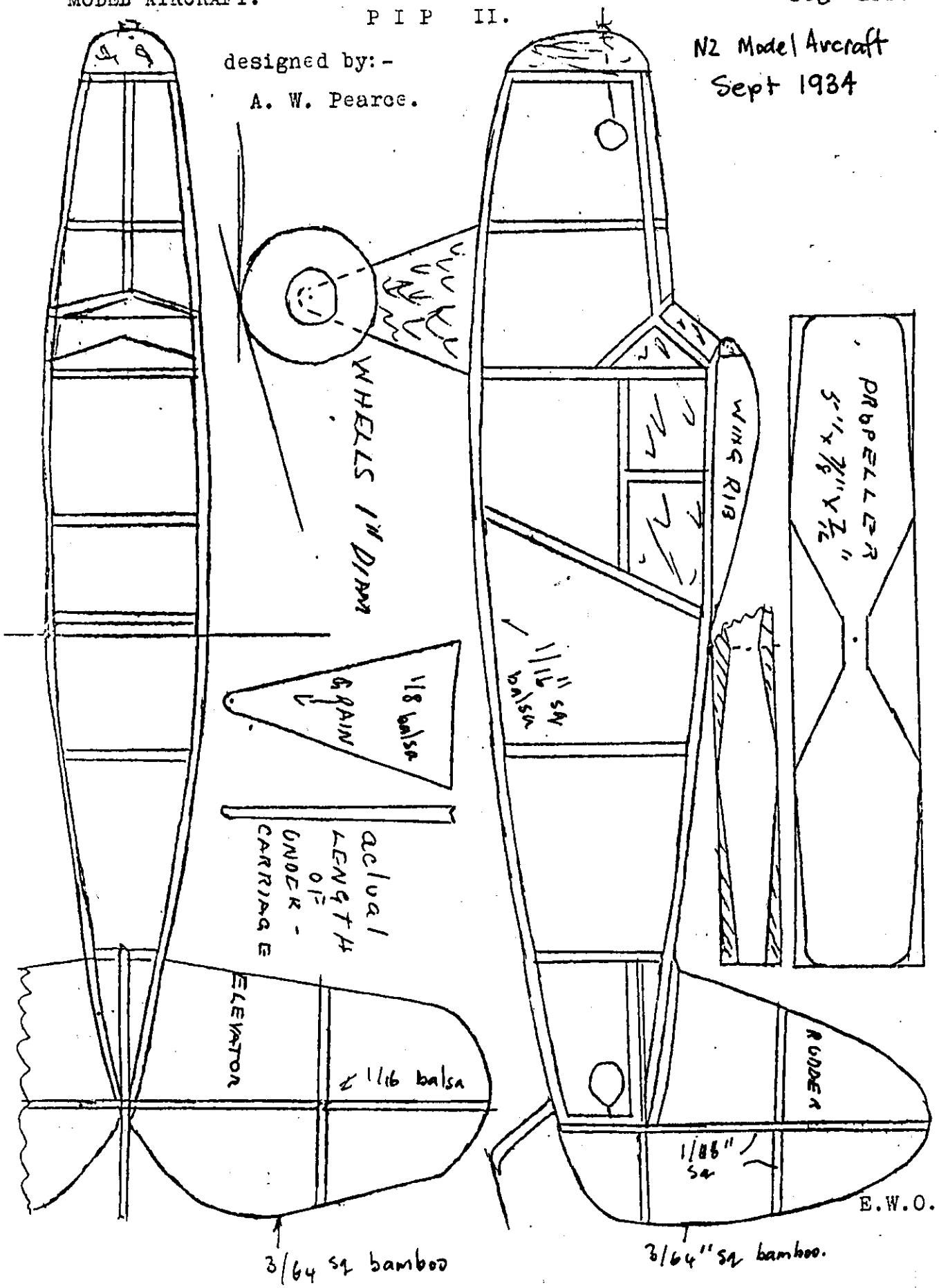
PIP 2 was published in the NZ "Model Aircraft" in September 1934 and is a design by A W Pearce. A sturdy small cabin design of what we would today describe as Peanut size being 13 inch span in its original form. Scaled up to a larger size it could make a nice flying model for F/F Precision. For the NZ events the 16 age bonus points could be a plus too. In a scaled up version it could suit the Jim Moseley 20" Rubber and 30" Old time events.

MODEL AIRCRAFT. Page 102.

P I P II.

designed by:-
A. W. Pearce.

NZ Model Aircraft
Sept 1934



MODEL AIRCRAFT. Page 103.

P I P II.

designed by A. W. Pearce.

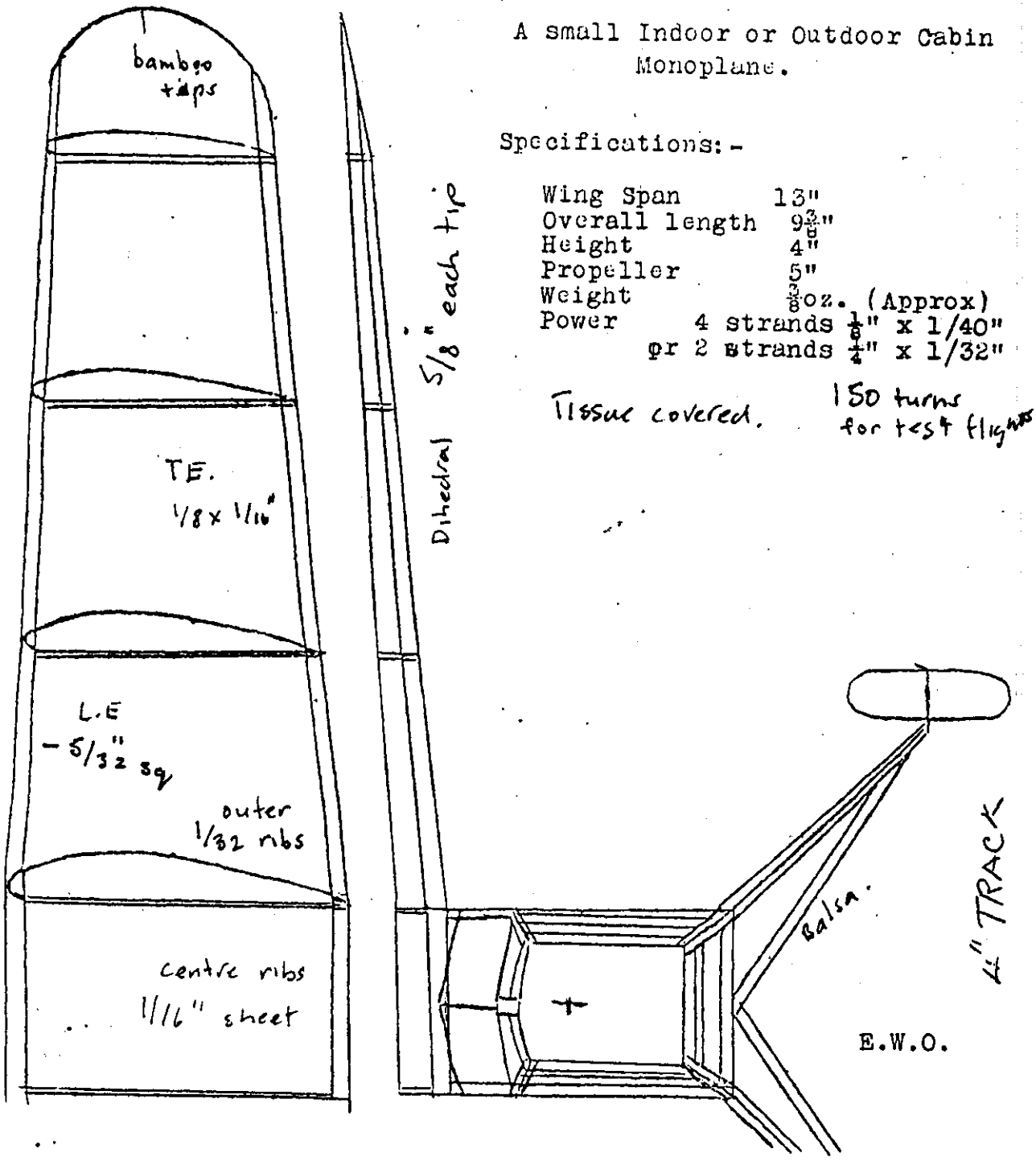
N.Z. Model Aircraft Sept 1934

A small Indoor or Outdoor Cabin Monoplane.

Specifications:-

Wing Span	13"
Overall length	9⅜"
Height	4"
Propeller	5"
Weight	⅜oz. (Approx)
Power	4 strands ⅛" x 1/40" or 2 strands ¼" x 1/32"

Tissue covered. 150 turns for test flights



E.W.O.

Model Builder Sketches
For model identification.

Coronet 1941 MB 8/93

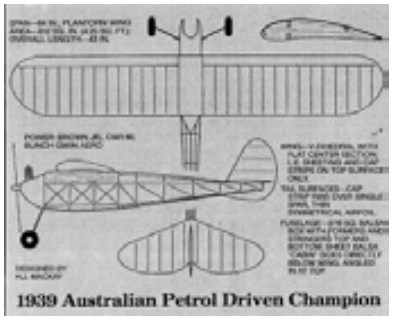
C Raider 1942 MB 10/86

Dallaire Sportster 1937 MB 12/82

Dennyplane Jr 1936 MB 1/90

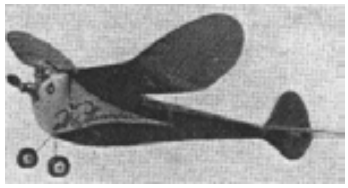
Diamond Demon 1939 MB 6/75

Dolphin 1937 MB 1/96



Australian East States Gas Champ 1939 MB 3/92

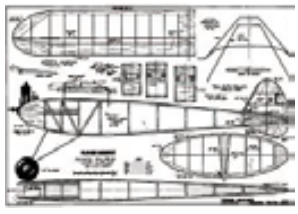
Flamingo 1938 MB 3/80



Flounder 1941 MB 3/87

Fly Baby 1945 MB 7/84

Blitz Buggy 1940 MB 10/91



Flying Midget 1937 MB 8/83

AVANZ NEWS DEC 04/JAN 05 No 81 Colour Page

Roger Left of Auckland MAC with his 1941 Reich designed Albatross. Just below the right wing is the Guff built and flown by Martin Evans of SAM1928. Taken at the Thames November meet by the Editor.

Martin Evans (SAM 1928) shows off his electric powered 1937 Moyer Cloud Cruiser. It has a geared 600 motor and what looks like an 8 cell pack. Flies in a stately manner. Taken at the Thames November meet by the Editor.

Skip Bignell of the Whangarei Club with his twice size 96 inch 1940 Spook. Powered with a 40-size glow engine this model is a good flier in light conditions. Photo by the Editor