FROM THE EDITOR

This is the time when the Event Calendar for Vintage is quite busy and in this issue we have reports on two of the major meetings outside the Nationals. Attendances were slightly down but this did not mean the events were not well contested by the entrants.
In vintage we don’t have too many trends but it seems that electric power is starting to become more of a normal motive power while at the other end Spark Ignition is being looked at as being more “pure” vintage. It will be interesting to see how these both go in the coming period.

Once again my thanks go to the contributors to this issue, Dave Richardson and Bryan Treloar have provided us with some good stuff on engines, an aspect that does not get wide coverage in our News. John Butcher gives his comments on his first Nationals plus an update on his latest models all most welcome.
My thanks goes to Ian Hemingway for providing some great photos of the Hamilton meeting. The Editor always welcomes these as it is the one occasion where wearing the CD hat and trying to do reporting/photos can be a little fraught.
One aspect that we as Vintage modellers should be aware of is the safe operation of our models. In the pits it would be good to see all models restrained when being started and also be aware of others around keeping away from the line of the propeller.
On the flight line it seems to me to be good practise to wait a little before taking off to give a gap between fliers so that the landing spot is likely to be clear when you require to land. Also be aware of others near the landing circle or launch area and make sure you launch well clear of other pilots.
With the spot landing requirement our models can suffer unseen damage so a check on the model and controls after each round seems a wise precaution.
Take care out there, and yes, I personally have done or not done all of the above! But these days I bruise and bleed easily so I try to take more care.

One of the aspects of the two events reported on is that the group of fliers seem to be a friendly lot and help each other without any rancour if the banter and laughter is anything to go by. I think that this is a pleasing aspect of the Vintage scene, while the contests are not too difficult they do provide a focus for our modelling choice.
Till next time fly safely.
Graham Main.
2010 Gareth Newton Memorial Vintage Meet
February 6/7 at Levin

The Annual Gareth Newton Memorial meeting was again blessed with quite good conditions. (See Pit scene right) Attendance was slightly down with some of the usual fliers not present. However we did have some new faces that partially made up for that.

Starting off with the Free flight programme, again this year, only two of the four events were flown. These were not without some interest however, as the 3 contestants strived to gain ascendancy. In FF Precision it settled on a contest between the Gollywock rubber job of Neil McDougall and the 049 powered Simplex of John Selby. The positions changed throughout the rounds but as the results show John prevailed. Meanwhile Graham Main had a delightful time with his Tomboy, two premature DT's and a long flight saw him attain a total of 4 seconds!

In HL and Catapult Glider, Neil used his catapult Mayn while John had a HLG Hervat and Graham a catapult Hervat. These latter two battled out for the minor places as Neil’s model flew very well. A last flight by Graham saw the Hervat hook a monster thermal and it disappeared making a 60 second flight to make 2nd place. Surprisingly the lost model was returned a week or so later to the Levin Clubhouse.

While the above was going on the RC vintage events were proceeding. A minor change this year was to separate the Electric Duration from the IC models and have a 25 second engine run.

As you can see from the results the most popular event was A Texaco with 10 entries. A close contest resulted as most had some problems some minor while Joe Bradbury had a major crash in round 1 that put him out of the contest. Ian Munro is usually the man to beat but even he had one relatively poor round allowing John Butcher with his Miss Fortune (See left at launch) to sneak into top spot. The North Island fliers are still not quite making the grade with A Texaco and have a way to go to match the South Island fliers. With 4 in the 1800 plus class it won’t be long before some rule tweaking may be needed. In A Texaco 1st to 3rd had three 600's. Then 4th to 6th had two 600's. 7th was the first to get no 600's.

1/2A Texaco had a low entry and only John Selby and Neil McDougall managed to get their Cox 049's running reasonably well for the 3 rounds. For quite a few the problems associated with getting a good consistent run from the Cox is putting them off this class.

Onto RC Precision, generally the timing of landings were good. Down to 7th all had 180's including age bonus. It was basically the spot landings and the rest of the age bonus that made the difference. The winner Graham Main was the only one to make 3 spots, John Selby in second place had two spots then down to 6th had one spot. Again there was a good mix of models with Red Zephyr's in the majority with past winner Les Cole, Bryan Treloar and Alan James
from Wairarapa using the design. The Sailplane of Alan Sissons (See right) looks a very useful model. Alan was having control problems initially and after investigation found his servo tray loose.

We tend to forget that some of our landings jar the airframe so the model needs a check over after each round to be sure nothing gets displaced.

In RC Duration Alan James had a full score and John Selby missed out on two spots. There were nine 240's and everyone got at least one. On this basis it seems that all the models flown were capable of achieving the maximum but air conditions and pilot skill are required to do it.

For the Electric Duration John Butcher had a smallish Buzzard Bombshell (see left) that had a good climb rate but possibly not such a good glide with a slightly high wing loading. The 72 inch Red Zephyr of Graham Main has about 400 watts of power but it was noted that while the climb angle was similar to the IC RZ's the climb rate was slower. Only on one flight with thermal assistance did it make close to the 4 minute mark. However the event was well worth a try and in time the electric models will be able to emulate the performance of the 4 stroke powered duration jobs.

Again an excellent meeting well appreciated by the fliers. No new trends except for the trial electric event. It is noticeable that the Vintage models seem to have a long life so only a few new models appear each time. This time two Red Zephyr's from Bryan Treloar and Alan James stood out, though the Sailplane of Alan Sissons was really nice too!

Thanks go to the Levin Club for the use of their field for the weekend and to Neil McDougall who did all the CD work and sorted out the prizes. Lunch was provided by Brian Sutton and his crew so we were well catered for.

Report by Graham Main and Neil McDougall, Photos Graham Main

Left: Tony Lammas with his Playboy and Viking in front, Centre: John Selby hides from the sun, his Vespa on the ground in front. Right: Alan James releases John’s Playboy Cabin in Duration.
GARETH NEWTON RESULTS 2010

A Texaco

<table>
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<tr>
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</tr>
<tr>
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<td>1849</td>
</tr>
<tr>
<td>3 B Treloar</td>
<td>1830</td>
</tr>
<tr>
<td>4 T Lammas</td>
<td>1822</td>
</tr>
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<td>5 A James</td>
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<td>6 J Selby</td>
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<td>9 N McDougall</td>
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RC Precision

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RC Duration (IC)

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1/2A Texaco

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FF Catapult/HLG

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F/F Precision

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RC Duration (Elec)

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<tr>
<td>2 G Main</td>
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Postscript:
The Editor had a more than usual run of incidents at this meeting, first in FF Precision he launched twice with the DT timer set too short and managed a zero score. Then on the one flight that would count for a score he managed to launch into a thermal and the Tomboy flew too long so making only 4 points in total. As Bart Simpson might say DOH!

Things were not looking too good in FF Catapult glider with low scores until I fluked a thermal on the last flight making 60 seconds and OOS.

To finish off the event I managed to put my A Texaco Simplex into the Barn that you can see in the lower picture on page 2.

This is the second time my Simplex has tried to demolish the Levin Barn both times coming off worse for wear.

The good news is that the Catapult Glider has been returned and the Simplex is repairable so will again be able to attack that pesky barn next year!

Oh did you notice I managed to win RC Precision so my luck did not entirely leave me.
Northern Area RC Vintage Meeting 13th March at Hamilton.

Once again the Hamilton RC Club kindly allowed the use of their flying site at Collins Road for the 4th running of this event for the Gil Couper Memorial Trophy and Cup for Vintage RC Precision and Duration events.

This year we were fortunate that the wind from the previous day abated and we had just a light breeze and cloudless skies just made for Vintage model flying. The start time was advertised at 9 am and we had the early birds lined up right on time to take advantage of the weather window.

Entries from Whangarei to Rotorua meant we had a good representation from the whole of the northern area.

Once again the spot landings proved elusive with only 3 fliers making it count in all 3 rounds. Dallas Gibson was one of those and he made the fly off in Precision. Dallas was pretty excited about that! John Ryan was the only other one to make a full score in Precision so went into a fly off against Dallas later in the day.

Only one person made a change of models for the Duration event and that was Rex Anderson of the home club using a Playboy Senior to good effect to win the event.

The wind started to get up around midday so some used their discretion not to fly their lighter models in Duration.

There were a few electric powered models flown that is a possible future trend in vintage. They varied from wild to mild with Brian Harris’ New Ruler having a rocket like climb, while Ken Foster’s CAVU had a more modest climb but was well suited to the Precision event. Dallas Gibson’s Kerswap was somewhere in the middle but was flown well and looked a contender for both Duration and of course Precision, though Dallas opted not to fly the former event in the wind.

At around 2 pm the Precision fly off was held and Dallas and John went off together pushing into wind as they gained height. After the motor cut it seemed Dallas had the better glide but he misjudged the time to ground while John made it close and took the top place.

After that the trophies were presented and prizes handed out rounding off a good day.

Thanks go to the Hamilton Club for the use of the field it is much appreciated by the Vintage group, as we do not often get the chance to have this style of contest during the year.

Help from Hamilton members and Club Captain Gordon Meads in particular was much appreciated.

**Vintage RC Precision** for the Gil Couper Memorial Trophy

- J Ryan Rotorua Simplex 1941 OS 25 788 *
- D Gibson Hamilton Kerswap 1941 Electric 722 *
- D Gush Tuakau Miss Fortune 1935 OS 25 FP 598
- B Harris Tauranga New Ruler 1940 Electric 586
- M Main Whangarei Miss Trenton 3 1938 OS 35 FP 586
- G Bradley Hamilton Miss Philly 1934 OS 26 FS 580
- R Anderson Hamilton Miss Trenton 3 1938 OS 35FP 572
- B Butcher Tuakau Miss Fortune 1935 Saito 40 FS 572
- A Macdonald Auckland Buzzard B’shell 1940 OS 52FS 566
- G Meads Hamilton Lanzo RC1 1934 Saito 72 FS 559
- K Foster Hamilton CAVU 1937 Electric 525
- L Crystall Hamilton Kloud King 1938 OS 40RC 521

* Denotes fly-off time added

**Vintage RC Duration** for the Gil Couper Memorial Cup

- R Anderson Hamilton Playboy Senior 1940 ASP61FS 770
- A Macdonald Auckland Buzzard B’shell 1940 OS 52 FS 760
- D Gush Tuakau Miss Fortune 1935 OS 25 FP 754
- B Harris Tauranga New Ruler 1940 Electric 722
- G Meads Hamilton Lanzo RC1 1934 Saito 72FS 705
- B Butcher Tuakau Miss Fortune 1935 Saito 40 FS 677
- J Ryan Rotorua Simplex 1941 OS25 374
- G Bradley Hamilton Miss Philly 1934 OS 26FS 370
Northern Area Gil Couper Memorial Meet in Pictures

*Top left:* Ken Foster left, Graeme Bradley, centre and John Ryan in front of the limp windsock indicating the early conditions at the meet. *Top Centre:* Dallas Gibson with his electric Kerswap and timer Maurice Foster after another full house round. *Top right:* David Gush with his Miss Fortune placed 3rd in both Precision and Duration.

*Below:* All flying shots courtesy of Ian Hemingway Of Hamilton MAC.
*Left to right, Top row:* Rex Anderson’s winning Duration Playboy; Dallas Gibson’s electric Kerswap; John Ryan’s winning Precision Simplex.
*Left to right Middle row:* Ken Foster’s electric CAVU; John Butcher’s Miss Fortune X; Brian Harris’ electric New Ruler.
*Left to right Bottom row:* Laurie Chrystall’s Kloud King; Graeme Bradley’s Miss Philadelphia 4; Angus MacDonald’s Buzzard Bombshell.
Vince Keats’ Engine Collection from Dave Richardson

I thought you might be interested in the attached pictures. There must be scores of vintage motors in various collections around the country. This collection belongs to Vince Keats of Wanganui. Vince was a regular modeller in the 50s and 60s but gave it away when he began an interest in restoring vintage motor cycles. His engineering workshop would be the envy of any engineering business. Although Vince's collection of motors is not as large as some, I suspect, it does contain some rare and unusual examples, especially NZ made such as Acme and Pepperell. The *piece de resistance* for me is his twice size replica of a Mills .75. Vince took a standard Mills apart and faithfully copied each component from the magnesium alloy crankcase casting to the glass fuel bowl. Although twice sized in physical dimensions it has a swept volume of 5.8 cc. It runs beautifully! I have been trying to get Vince to allow me to build him a twice size *Tomboy* for it; that would raise a few eyebrows! He hasn't taken up the offer as yet but he has shown a definite interest in getting back into aeromodelling - a good first start.

This certainly looks a fairly comprehensive collection the above photos are only a selection from those Dave sent. In the right hand photo I seem to see an Ohlsson on the top shelf and in the center there a some ED racers on the bottom shelf. That mighty Mills looks a very nice engineering job indeed. Editor.

Bryan Treloar’s Spark Ignition engines.

Being a newbie to the art of operating spark ignition engines, I approached the subject in a slow and methodical manner.

I read articles on fuels and ignition systems and figured out the best way to do things so as to ensure success.

I obtained some W70 oil and bought Colemans white spirit from an outdoors store. These two components ensured that I was going to have the correct fuel to start with. It is interesting to note that the articles I read specifically said DO NOT use modern synthetic oils as they do not have the lubricating properties required for the older engines.

As regards the ignition system, I bought a solid state system from Larry Davidson in the USA. This system has the additional feature of cutting power to the points in the event of an engine stoppage with the points in a closed position. I made the battery pack with three NiMH 2000mA H AA cells. (*ignition system shown right*)

Having assembled the system and wiring up the engine, I removed the plug and tested the spark and also the sequence with respect to piston position.

The spark lit up with the piston near BDC so I removed the cam and turned it through 180 degrees and that sorted out that small issue.

During the testing I managed to hold the plug and earth the engine at the same time. What do you think the result was? An unscheduled session of ECT of intense but short duration and no anesthetic !!!!!!!!!! - liquid form had later.

I shifted the work stand outside and decided to fire the engine up. I tried hand starting and got some pops but no running so I decided to use the electric starter to give the engine some revs to get things moving. It fired up really well and I adjusted the mixture to get the revs up and smooth out the running.
I played with the advance/retard to see the effect of different positions. Certainly was effective in getting the power output up but I did not try full power as I was a bit scared of getting my fingers bitten as the lever is quite close to the propeller. Incidentally I was using a 14x6 prop and it spun it with remarkable ease.

Overall I would describe my first foray into sparkies as successful and definitely enjoyable. This engine is destined for the air once I have had more time with it on the test bench.

I have extended my foray into the realm of spark ignition.

In a later e-mail Bryan adds the following

I acquired a McCoy 49, Forster 29 and a Rocket Victor 45 in addition to the Super Cyclone 60.

I have run the McCoy and the power output is truly frightening. Huge torque and spins big props with ridiculous ease.

I will look at the plans list to see what to build to match the motors but I have decided to take vintage that extra step by using sparkies to recreate a more authentic package. The SAM people in the USA do it right but one must consider that there are so many more flyers there and they generally have more resources at their disposal.

I may seem like a luddite with respect to modelling but that is a form of compensatory behavior as I work in a very high-tech environment and I love to get away from it.

Happy flying and may an ARTF never infest your building board.

Thanks Bryan most encouraging: Certainly at the Nationals one of the highlights was Alan Douglas flying his Free Flight Sparkie Playboy. Ed

Postscript: Bryan brought the Super Cyclone to the Levin Meeting and while we did not see it run it certainly looks in as new condition. Right is a laid back Bryan with his Red Zephyr and the engine test set up in front on the black box.

Following on my problems with my O and R 23 I received this e-mail from Jim Paton in the UK. It seems the electronic ignition is the way to go!

I have been reading back issues of AVANZ news and your trouble with spark ignition. The engine is obviously ok if it runs on a glow-plug. I have the same engine and use electronic set up from Larry Davidson in America. His website is www.modelflight.com

I found that it would not run on straight fuel, but went extremely well on 15% nitro. I expect 5% might be enough. The timing needs to be a few degrees before TDC but isn't critical. Hope this helps. Experts say nitro is bad for the gaskets, but mine is surviving it. I expect you may be sorted anyway. I think the cylinder is welded, so its not straightforward to add a gasket.

Regards

Jim

AN ELECTRIC BENEFIT?

At the Hamilton Vintage meeting there was an interesting aspect in the use of electric powered models. Dallas Gibson a long time model flyer is now, unfortunately, profoundly deaf.

A side effect of this from a modelling point of view is that he cannot tune his IC engines well as he cannot hear them peaking up.

Now with electric models he does not need to have that problem as the motors run up to peak as required.

Dallas can now enjoy the benefit of flying his models and at this meeting he did very well making a full score in the 3 rounds. This with a further handicap of having someone timing his flight with taps on the shoulder, try that sometime and see how well you go!
John Butcher Reports in.

My impression of the 62nd Nationals as a first time participant was, I thought, fairly awesome, even the wind was quite impressive and I must say the venues were excellent at every event I went to. Many thanks must go to all landowners who so generously make the Nationals possible and hopefully all competitors and spectators alike respect and appreciate their generosity, long may it continue. The vintage events seem to be fairly well attended, good news there, but overall numbers seem to be declining. Maybe a change to a slightly later date will help. Overall a great way to find out how many muck ups its possible to make on any one day. As a spectator I found the Aggie comp the highlight of the week and particularly a couple of splendid gentleman with what I was later told was a model constructed using a fair amount of bamboo. From our viewing position they did an excellent impression of a couple of the Marx Bros at their very best, only wish I had been able to get it on film.

Now a bit about an electric model I have been trying for Duration, a Buzzard Bombshell based on Bernard Scott’s article on his experiment. The one I built is slightly larger than Bernard’s at 48” span using the same motor and prop with a 3S LIPO and a 25 amp ESC the climb rate for 25 secs I found it was a bit twitchy at times but manageable, not quite up to the mark compared with Brian Harris’ New Ruler. Also I have built of a model of Reg Truman’s 1939 Texaco winner, from a plan in a recent Sam Speaks. It was intended to fly at the Nationals in A Texaco but a wise man told me that pylon models were not the best in strong winds. Later tests showed it seems to glide well but is. as yet untried in competition. Powered by a OS10 wing span 55” weight about 800 grams.

Finally a little about the Gil Couper comp on Mar 13th at Hamilton. Quite a good turnout considering the weather forecast was not good. David Gush and I arrived at 10.00 am and decided to do Precision first hoping for some good lift in the afternoon. A slight mistake on our part. My efforts in Precision were anything but precise but David got a 3rd spot. Just as we were ready to go in Duration the wind got up fairly strongly, but nothing for it but to have a go, sadly my efforts lacked both precision and duration but David managed another 3rd spot. John Ryan took out Precision with his well trained Simplex and Rex Anderson took top prize in Duration with a very nice Playboy. All round an excellent day. Cheers John B

Thanks John; I also got caught out with the increasing wind at Hamilton. I had put a 25 engine in my Goldberg Interceptor and had hoped to fly it in Precision, but thought better of it. Ed

Left “Team Tuakau” prepare to do their bit at the Northern Area Meet on March 13th David Gush Left and John B in front with the transmitter. Colour coordinated shirts and hats, What next! (Photo by Ian Hemingway HMAC)
**Events Calendar**

**CPMAA VINTAGE RC CHAMPS**  
**BOB BURLING MEMORIAL**  
**Saturday April 17th & Sunday April 18th 2010**  
(Any flight may be made on either day)

**Venue:** Levin MAC field, Tararua Rd, Levin.

**Events:** RC Duration (IC only), RC Duration Electric (25 sec motor run), RC Precision, 1/2A Texaco, A Texaco.

**Note:** The CPMAA AGM will be held after the prize giving at this event.  
For further information contact Neil McDougall, Ph (04) 479 3106

<table>
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<td>July 11th 102  Vint RC 1/2A Tex Scale</td>
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<td>July 11th 103  Vint RC Precision</td>
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(note Clubs may wish to shift one of the Texaco events to 11th or 25th April weekends, advise your Club Recording Officer)

**Thames Blackfeet Vintage Meet April 17 and 18th**

Torehape Road Ngatea.

**Vintage Flying and models at their best. Lunches par excellence!**

**Contact:** Frank and Carol Crowfoot 07 868 8023.  
**Weather check on the day:** Mobile 027 235 6345

<table>
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<th>NORTH ISLAND FREE FLIGHT CHAMPS</th>
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**Venue:** Carterton

**Events:** Friday 19th March  8.30am - 4.30pm

- Open Power 3x3min
- Open Glider 3x3min
- Open Rubber 3x3min
- Combined Catapult/HLG 6x1min
- Nostalgia/Classic Combined 3x3min

Saturday 20th March  8.30am - 4.30pm

- F1A 5x3min
- F1B 5x3min
- F1C 5x3min
- Kiwi Power 3x2min
- Vintage Duration Combined 3x3min

Sunday 21st March  8.30am - 2.00pm

- P30 3x2min
- 1/2A Power 3x2min
- A/1 3x2min
- Vintage Precision Combined 3x90sec
- Open HLG 6x1min

(Rule 2.1(a) waived, unlimited re-entry, flown all 3 days.  
Large model operators make due consideration for safety.)

**Awards:** May be presented each day.

* Entry fee $10 per day  
* Promoted by CPMAA

**Note re refuse D/Ts ; Clause 8.2.2 of the General Competition Rules will be strictly enforced at this event.**

For further information contact Neil McDougall, Ph (04) 479 3106
INTRODUCTION TO THE POSTAL COMPETITION

1st October 2009 - 30th September 2010

This competition is for maximum duration of a timed R/C TOMBOY flight in competition or in sport flying

Models to be to TOMBOY3 competition specifications and to David Boddington’s rules
ie. 36” span, 3cc tank, Mills.75 [any type]
Tissue/fabric type covering

Prizes for the first 3 places!!!!!

ALL CLAIMS SHOULD BE MADE WITHIN 1 MONTH OF THE FLIGHT
TO THE EVENT ORGANISER
Tony Tomlin, 122 Marlow Drive, Sutton, Surrey, SM3 9AS
Email: pjt2.alt2@btinternet.com / Tel 02086413505

INTERNATIONAL POSTAL CONTEST SAM 2001 ITALY
TOMBOY RALLY
01/06/2009 - 31/05/2010

We wish to present this competition to all the lovers of this nice model with the only aim of having fun in a postal contest which is organized to provide some fun flying together or at the same time as are all postal contests. The Tomboy Rally wants to prove the performance of this model along with the ability of the builder and pilot, without reaching the peak agonism of usual contests and only wishing to fly the model having fun in a relaxed manner. After having carried out some tests we have decided to admit the use of i.c. engines and electric motors trying to reduce the gap between them.

Model
- The 36” wing span as per plan model is admitted;
- Model may be fitted with floats as per plan
- no minimum weight;
- reinforcement or lightening of the structure with respect of the basic outline of the original model are admitted;
- materials to be used are those found on the plan;
- plastic covering in place of tissue, silk or other is admitted.
- More than one person can use same model;
- Same model can flight in L.G. or float version;
- Lone fliers can self launch at time
**Engine/motors**

I.C. engines and electric motors are admitted within the following limits:

**I.C. Engines:**
- Any engine with 1 cc. maximum displacement;
- Fuel tank : 3 cc.
- R/C carburettor is admitted.

**Electric Motors:**
- Any electric motor is admitted with direct drive
- The engine cannot be stopped and started again, the motor must run continually without interruptions till the end of the battery charge or competitor's decision;
- No folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band;
- Freely assembled admitted batteries:
  - 350 Mah 2 cell LiPo
  - 350 Mah 6 cells Nicad or NiMh

**Flights and results**

- Each competitor may fly as many flights as wished during the admitted period but only the best flight will be considered for the final result.
- Hand launches are admitted.
- The flight time start when the model is released or takes off. The flight time ends when the model lands or hits a fixed obstacle. In case the model flies out of sight the timekeeper will time for 10 seconds after losing sight of the model. Timing will continue if model is seen again or stopped after 10" deducting this time from the total time of the flight.

**Awards**

A diploma for all competitors and prizes for the first three.
Special prize for best flight in float version.

**Results**

Results, address, photos and technical specification about model must be forwarded to the Organization within the 15th June 2010 to Curzio Santoni (cusanton@tin.it) or to Gianfranco Lusso (gfl@cersus.ch). Many pleasant flights and happy landings to ALL

**Editors note:**
The above 2 Tomboy events are still in progress, they have slightly different rules, the UK rules being more geared to traditional covering and not allowing film covering, though I think tissue over Mylar would be OK.
The Italian rules cater for electric drives and going on past results gave the better flight times. The float option also may be of interest.
So far your Editor has only managed 6 min 44 seconds so that should be easy to beat.
The UK entries have been around 25 minutes on a 3 cc tank, while the Italian entry have had around the same with the electric powered model.
How about giving it a go, I can assure you the Tomboy is a nice flier with rudder and elevator and built to around 350 to 450 gram. Photos are of Graeme Bradley, s Tomboy at Hamilton taken by Ian Hemingway of HMAC.
In the build, a Cleveland Cloudster by Stuart Hubbard

If you have space, my latest project may be of interest. It's a scaled-up Cleveland Cloudster which I plan to fly in R/C electric precision and/or duration events. A new model is needed for occasional competition flying, as my Junior 60 electric (Ben Buckle kit, geared speed 600), has a climb which can be described as 'sedate'. I like that old-timey style flying just fine and don't want to change it, but it doesn't get very high in the allotted time.

The Cleveland Cloudster caught my eye some years back in SAM Speaks mag. Nice looking cabin design with lovely elliptical wing tips. Presented as a half-A Texaco design, the plan showed a Cox .049, and it also seems to be popular in the US for Speed 400 electric power. I have fond memories of a Playboy Senior (also kitted by Cleveland of course) which I built from an RCM plan in the early 90's. A great flier but didn't handle wind very well - not good if you live in Palmy North!

I decided to scale the Cloudster up and felt that 66 inch span was a good size - not too difficult to transport, but big enough to have some decent wing area. Mark Ventner kindly assisted with a super-sized plan working from the SAM mag; thanks Mark, it's a great service you provide.

With the up-sizing I've had to make some judgment calls on material sizes, some are obvious, for e.g. the original 3/16 sq fuse sticks scale up nicely to 1/4 sq. Wing spars are rather more critical - I choose 1/8 x 3/8 spruce top & bottom here with vertical-grain 3/32 balsa webbing between for the inner two-thirds span (yet to be added, boring job) The centre ply brace changed from a single 1/16 ply to a sandwich of 1/8 hard balsa with sixteenth ply each side. Light but strong.

The photo shows the bare bones, which I will probably cover in Solartex. Power plant is yet to be finalised but most likely a 3026 brushless swinging a 12 x 6 prop on about 12 volts. I may eschew LiPos and go back to good old NiCads (or rather NiMH) as these old timers need plenty of weight up front with that short nose. Before choosing cells I need to check the vintage electric rules amendment printed in a recent copy of AVANZ news, better keep it legit . . .

I hope to show off the finished product on the field soon, should be ready for next year's flying season.

regards - Stuart

And a Tomboy from Allen Teal
Tomboy progress has been quite rapid which is a new experience for me! Have been enthused seeing the vintage models at the nationals, especially the smaller ones. Anyway, as you can see it is coming along very well. Have a small JR receiver coming this week along with some Airspan covering material. It's a bit of a 'jiggle' to get the radio gear into the small fuselage space, at least it appears small to me after the large scale models I am used to. As you can see, I have put diagonals in the wing to strengthen it as it was very light and flimsy and also thinking that, with radio, it may place additional stress on the airframe. Have also repaired the Thermal Thunder and that is ready for another test flight. Hopefully this will go better than the first. Not much time now for modelling with work overseas looming. But!, already thinking of other models - want to have something for Vintage RC A Texaco.

Kind Regards Allen
VINTAGE SIG Report

Annual General Meeting
The AGM was held in the evening of Wednesday 30th December at the 62nd Nationals at the Nationals HQ Clairville Showgrounds.
Fourteen people attended and there were four apologies. 6 Proxy votes for the remits were recorded.
Graham Main chaired the meeting. Neil McDougall acted as Secretary.
The outgoing committee Chairman (J Ensoll), Secretary (G Main), and Treasurer (N McDougall) had resigned this year.
No nominations were received prior to the meeting or from the floor to replace these positions though two people offered to be Committee members.
In the interim the AVANZ group (G Main Secretary, N McDougall Treasurer, M Venter Plans Coordinator and A Taylor Committee agreed to act in a “caretaker” role for the SIG.

The Remits as published in the September/November 2009 NZ Models Flier’s World resulted in the following:

- Remit 1. Clarification of RC control Surfaces LOST
- Remit 2. Clarification of model propulsion use PASSED
- Remit 3. Change to Electric motor run time LOST
- Remit 4. Provisional Nostalgia 1/2A Class PASSED
- Remit 5. Provisional Electric rule 6.3 and 6.5 change PASSED

Rules Changes.
The Rules Remits above that were passed at the AGM are in the process of being formally ratified and will be notified in either this or the next NZ MFW and on the MFNZ website.

Ongoing SIG matters
With there being no formal SIG Committee operating this means that no further Vintage flying rule changes can be accepted or ratified. Volunteers would be needed to run the Nationals Vintage events and the Vintage NDC calendar would remain the same as for the current (2010) year. The caretaker group will only look after housekeeping and treasury matters for the SIG. Queries on Vintage matters may be addressed to the caretaker group.

ELECTRIC RC PRECISION AND DURATION RULES
There seems to be some confusion as to the Electric rules for the RC events. This has probably been brought about by there being some Provisional Electric Rules in our Vintage event rules.
The current OFFICIAL RULES for 2010 to be used in National or NDC events are as follows for Electric powered RC models in the Precision and Duration events are:

**Vintage RC Precision: Rule 6.1.2**
Electric drive may be of any type using any drive battery. Drive battery may be charged between flights. Electric drive propellers must be fixed or if folding, restrained from folding in flight.
The maximum motor run time for all types of power (including electric) is 60 seconds, (Rule 6.14)

**Vintage RC Duration Rule 6.2.3**
Electric drive may be of any type. Drive batteries are limited to a maximum of 10cell NiCd or NiMh or a 3s Lithium type cell of no more than 2000maH and may be charged between flights. Electric drive propellers must be fixed or if folding restrained from folding in flight.
The maximum motor run time for Electric motors is 20 seconds. (rule 6.2.5)

The Provisional Electric Rules are for trial purposes but may be used for particular club or unofficial events.