

AVANZ NEWS





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From the Editor

On page three are daily schedules of events for Vintage RC and FF at the 69th Nationals, and at last, eight months into the year, there is official confirmation of the dates for these events. The April issue of Model Flying World suggested "Provisionally, we will be back at Waharoa next year, 3-7 January" and until 15th August, this has been the only hint of possible dates that has been available to those not involved in Nationals planning. Up until 15th August, the Nationals section of the NZMA website had continued to advertise the long-gone 68th Nationals, and for the 69th offered only "Next year's Nats will be back to its new year timeframe and held in Matamata". There was some trickle-down from on high, but unless you knew someone with Council connections, then the tentative dates were your lot.

Without early confirmation, those needing to arrange time off work, at a time of year for which fellow workers are also clambering, and all who have to book accommodation, face scant and rapidly diminishing options - if indeed it is not already too late. Should there be a need to reserve space at a kennel or cattery, once again at a time of year when these are fully booked well in advance, the prospects are grim. The 68th Nationals also had a tardy confirmation of dates in the November MFW, by which time accommodation in Carterton was obtained in my case only by snapping up a cancellation at the camp ground. Was the low number of entries at the 68th caused by the change of timing as has been suggested, or because intending competitors could not obtain accommodation and make other arrangements in time?

The closing ceremony used to be when reliable details of the following Nationals were announced. Despite being a practice of the traditional style Nationals, it is one that, if it had been tolerated in these new-broom times, would have assisted those beyond daily driving distance of the next Nationals location. It may even boost dwindling attendance numbers.

Previous bulletins have covered two-month periods: the current issue is for a single month. This is not the start of monthly issues, rather a trialling of slightly more frequent issues to ease a problem caused by the limitations on the size of posts by some email providers.

On the Cover

Alan King and *Flying Pencil Junior* 1950

Keeping content within size restrictions creates a situation that could be likened to what can happen when building a model - all those little extras, refinements, and strengthenings that were added along the way (all seemingly so small they wouldn't really matter) add up and the model is overweight. Attempting to trim weight off the bulletin is much like trying to reduce the weight of a completed model - it's just as easy to start over. Spreading a similar page count over extra issues will help reduce indistinct plans and photographs that result from excessive compression. Incidental benefits will be more timely contest announcements and reports of readers' flying activity, and closer tracking of building projects - of which more could be included.

Still on content, occasionally, after presenting a model feature that has been built around material collected from my own resources and the interweb, I am told the likes of "I've got one of those", or "So-and-so could tell a few stories about that design". It is easy to dredge up all that is needed for articles, but local input makes content more relevant. Looking ahead to some of the planned themes for future AVANZ News issues, information and photographs of **your** past or current models and experiences in the following areas would be appreciated

- * Keil Kraft models
- * *Stratostreak* - Garami
- * *Dizzy Diesel* - Dunmore
- * Hydroplane models
- * FROG models
- * Flying wings
- * *Lulu, Hepcat, Gigi* - Barker

This issue contains several designs by Alan King, surely Australia's brightest aeromodelling star. His designs remain original, elegant, and potent. In Vintage Duration, both RC and FF, the *Flying Pencil* would be hard to best for beauty and performance, while the slightly later and even better looking *Flying Pencil Junior* fits into our Nostalgia class. An interweb search for "Monash, Alan King" brings up a site that celebrates Alan's life.

Bernard Scott

Contributors to this Issue

Allan Knox Chris Murphy Dave Crook Allan Baker Monty Tyrrell
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FUTURE EVENTS

RC Vintage Contest and Rally Schedule 2016/2017

September 10, 11	NNI Contest and Rally	JR Airsail
October 22, 23	NNI Contest and Rally	Blackfeet
November 19, 20	NNI Contest and Rally	Tuakau (TBC)
January 3 - 7	National Championships	Waharoa
February 18, 19	NNI Contest and Rally	JR Airsail
March 18 - 20	NI Championships and Gareth Newton Memorial	Levin
April 22, 23	NNI Contest and Rally	Tuakau (TBC)
May 7 (TBC)	Bob Burling Memorial	Levin
May 20, 21	NNI Contest and Rally	Blackfeet

Event Schedule for 2017 North Island RC Vintage Championships at Levin

Saturday 18 March	Sunday 19 March	Monday 20 March
Vintage Precision	Vintage E Duration	Vintage Open Texaco
Classical Precision	Vintage 1/2A Texaco	Vintage E Texaco
Vintage IC Duration	Vintage 1/2E Texaco	Vintage A Texaco
Classical IC Duration	Vin and CI Scale Texaco **	Classical Electric Duration
Classical 1/2E Texaco *	Vintage E Rubber Texaco	Tomboy E
Tomboy IC		

* One-design contest using the *Jumpin'Bean* model

** First time Scale has been included in contests.



Vintage RC Event Schedule for 2017 Nationals 3rd to 7th January 2017 Location: Waharoa Domain

Day 1	Day 2	Day 3	Day 4
Vintage Precision	Vintage E Duration	Vintage A Texaco	Vintage Open Texaco
Vintage IC Duration	Vintage 1/2A Texaco	Vintage E Texaco	Vintage E Rubber Texaco
Classical Precision	Vintage 1/2E Texaco		Classical E Duration
Classical IC Duration			

Vintage FF Event Schedule for 2017 Nationals 3rd to 7th January 2017 Location: Proctor Road

Day 1	Day 2	Day 3	Day 4	Day 5
Vintage CAT Glider	Vintage Rubber	Vintage Glider	Nos Rubber	Precision
Vintage Power	Nostalgia Power	Small Nos/Vintage Power	Nos / Classic Glider Combined	
			Classic Power / Rubber Combined	

(Note there is one change from the schedule in the last issue: Classic Power/Rubber Combined is now moved to Day 4)

Free Flight Event Schedule for 2017 Nationals 3rd to 7th January 2017 Location: Proctor Road

Day 1	Day 2	Day 3	Day 4	Day 5
FAI Combined	Open Glider	Open Rubber	Kiwi Power	Kennedy Precision
P-30	Mini Combined		Open Power	E-36
	Hangar Rat, Indoor HLG (evening)	Aggregate (evening)	HLG, TLG, CLG (evening)	

Fly in our 2016 International 1/2A Texaco Postal Challenge

The Old Timers, SAM 2001 of Italy, invite all SAM Chapters to compete for the Frank Ehling International 1/2A Postal Challenge for 2016. This model airplane event has been flown annually since 1985.

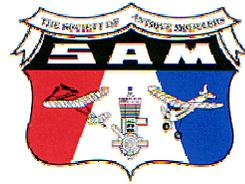
Teams can pick any day for flying during the thirty day window, Sept. 18" through Oct. 23th. Once you start flying do not change to another day. If a team member is unable to participate at the team site he may fly at his location on the same day and report results to you.

The results should be recorded as follows: Members name, Model, wing area, weight, and times of Flt 1, Flt 2, Flt 3 and total. Please list the results for all team members. The sum of the times of the three highest scoring fliers will be the team score (see note).

Team managers are asked to comment on the weather and flight conditions, the date and location flown. Please include your SAM Chapter number, address, telephone number and e-mail address. Send results to: Santoni Curzio - E-mail: cusanton@ti.n.it The results are due by Oct. 30th, 2016.

All SAM chapters are encouraged to join the fun and make it a very competitive event. We look forward to receiving your results and a photo of your team.

Note: SAM 2001 1/2A Texaco rules apply (15 min. max, best two of three flights).



ENTRY FORM

2016 International 1/2 A Texaco
Postal Challenge

SAM 1/2 A Texaco Rules Apply



SAM Chapter: SAM 55 New Zealand

Participants Name	Model	Wing Area (sq. in.)	Weight (oz)	Flight 1 (sec)	Flight 2 (sec)	Flight 3 (sec)	Total Time (sec)
1.							
2.							
3.							
4.							
5.							
6.							
7.							

Total time is sum of best two flights, 15 minute maximum.

Grand total:

Flying date:
Weather :

Replies to:
Santoni Curzio – SAM 2001
Via A.Zanetta, 118/2/11
00143 - ROMA
ITALY
Email: cusanton@tin.it

TEAM MANAGER:

Signature: _____

Address: _____

Telephone: _____

Email: _____

NEEDED RIGHT NOW



Fliers to make up the minimum three person team for this contest. Flights can be at different locations, but are made on the same day for the whole team. Some coordination will be required, but the long window will allow choosing a good day for everyone - even for those in Wellington and Christchurch (hint, hint).

Advise the Editor if you are a starter - team limited to 64, so be quick.

1st June 2016 to 31st May 2017

We wish to present this competition to all the lovers of this nice model with the aim of having fun in a postal contest, organized to provide 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 the stress 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

- 36" or 44" as per plan Aeromodeller and 48" as per Boddington plan or 36" scaled-up.
- Models may be fitted with floats as per plan (scaled-up for 48" version)
- No minimum weight
- Reinforcement or lightening of the structure of the basic outline is permitted
- Materials are those found on the plan
- Plastic covering is permitted.
- More than one person can use same model
- Same model can flight in L.G. or float version
- Lone fliers can self launch and time their flights

IC ENGINE 36" - 44" WINGSPAN

- Any engine with 1 cc maximum displacement
- Fuel tank 3 cc.
- R/C carburettor allowed

IC ENGINE 48" WINGSPAN

- Any engine with 2.5 cc. maximum displacement;
- Fuel tank 6 cc.
- R/C carburettor allowed.

ELECTRIC 36" - 44" WINGSPAN

- Any electric motor with direct drive
- 450 Mah 2 cell LiPo
- The motor may not be restarted during a flight
- If a folding prop is used, the blades must be held open with a rubber band
- Separate Rx battery pack allowed

ELECTRIC 48" WINGSPAN

- Any electric motor with direct drive
- 500 Mah 3 cell LiPo
- The motor may not be restarted during a flight
- If a folding prop is used the blades must be held open with a rubber band
- Separate Rx battery pack allowed

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 launch or ROG.
- The flight time start when the model is released from HL or takes off from ROG.
- The flight time ends when the model lands or hits a fixed obstacle. If the model flies out of sight the timekeeper times 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 in each section. 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 2017 to Curzio Santoni (cusanton@tin.it) or to Gianfranco Lusso (gfl@orange.fr). Many pleasant flights and happy landings to ALL !!!!

SPECIAL VIC SMEED PRIZE

SAM 2001 have scheduled an extra Diploma that will be awarded to the best flight in Tomboy floatplane version (36", 44" or 48") taking off from water. The Editor will send to the winner a Diploma signed By SAM 2001 President and a bottle of special Italian Wine to drink to Vic Smeed!

SPECIAL PRIZE DAVID BECKER

The 2012 was the 5° edition of SAM 2001 Tomboy Rally and we have scheduled a special prize for the three best flights obtained with 36" Tomboy F/F. Only engines diesel max 0.75 c.c. shall be used. The other rules are the same for 36" or 44" wingspan type. It is possible to use an R/C Tomboy, however, being a free-flight contest, the time must be stopped as soon as the transmitter is used, since the aircraft model should fly freely from any control from the ground.

What could be easier ?

***Fly any time in the next eight months and submit your best flight.
You can even do your own timing if you can't get a time-keeper.***

Flights could be made at the Nationals, or at the Vintage Champs.

No excuses for this one!



Red Zephyr Bryan Treloar



Lancer Allan Knox



Junior Sixty Jonathon Shorer



Playboy Senior Stewart Cox

Stew Cox got the weather forecast right. I left home in bitterly cold sun-showers that persisted up the coast until Levin. The weather just got better and better as the day went on until we finished late afternoon in perfect flying conditions with monster lift all over the field. Dying southerlies are wonderful things and its nice to find that this is true in the North Island too.

Not that everything went well, I trashed lots of my FF gliders and Stew's venerable old *Playboy* died when its radio quit on takeoff. Time he did some building I guess. Bryan's *Lanzo Airborne* continues to fly well but still needs more vertical performance for IC Duration. He has some more experiments to do with props he feels.

My *Cumulus* went well but still came up just short on one flight in sink. The *Scram* was great in E- Duration but then I muffed a landing. Same thing happened in E-Texaco, but I was delighted with the performance of my *5 Foot Gas* E-Texaco which made three 10 minute flights easily in the great conditions - its first contest.

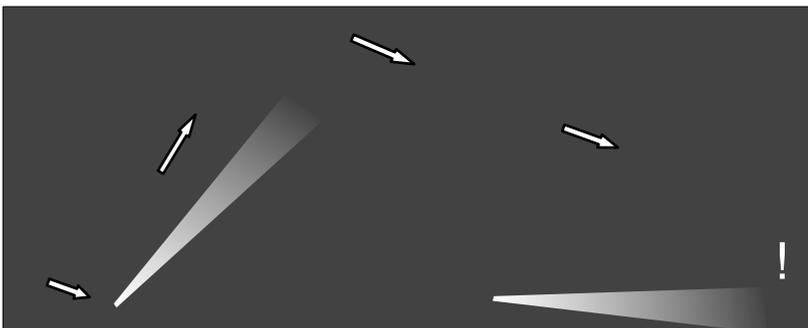
Bryan went home a happy man at midday but Stew and I went on to fly CAT and Chucky but I think we are getting a bit old and weak armed for HLGs. Terrible scores really. We finished the day playing in the strong lift, Stew skying out his electric glider and me learning more about the *5 Foot Gas*. I was using a vario which also calls the altitude (not for the contest). I can't tell you how high it got without incriminating myself.

I'm sold on Levin for this sort of flying.

Allan Knox

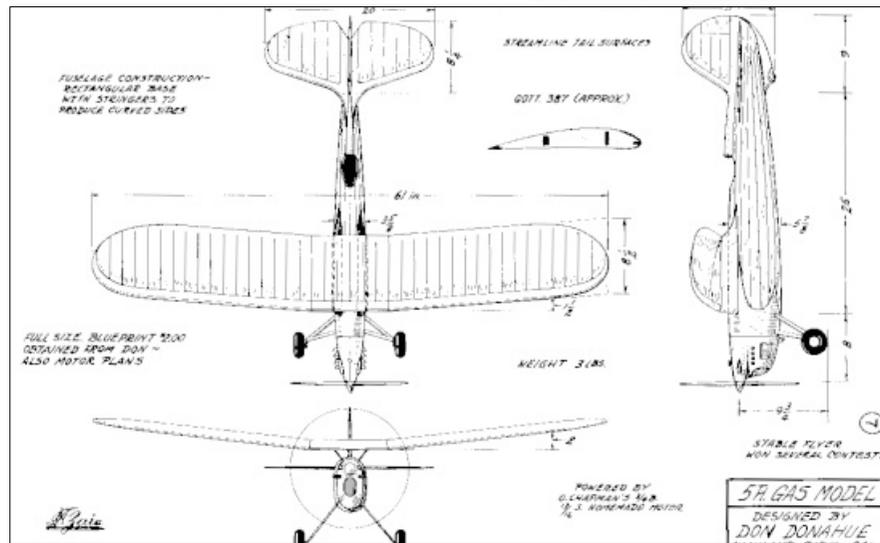


More on Allan's beautiful new creation follows



A bit further north, and much earlier the same day, New Zealand was represented in the *Memorial International Mass Launch of Cloud Tramps* by a flurry of suspicious nocturnal activity on Tahuna Park in Hamilton. A passing Night-Owl, with the aid of a powerful flashlight, may have discerned two well-wrapped figures launch a small rubber-powered model at a carefully chosen moment. What N-Owl likely would not have realised was that, at the exact moment of launch, the same thing was happening all around the world - in most cases at a more civilised time of day. No rain at this MIMLOCT, but the wind was up and the LED locator on the model earned its keep. We lost flashlight contact immediately after launch and only the LED told us that the Tramp was still in the air. A good picture is worth a thousand words, as the saying goes, so the annotated photograph to the left will fill in all the details.

Su and Bernard Scott





The late and great Alan King hailed from Bairnsdale in Victoria. Alan came to Melbourne in the mid 1940s and immediately linked up with the mighty Eastern Suburbs Club which had most of the top Melbourne U-Control and Free Flight fliers as members. He was stepping into fast company, but he showed he more than qualified. The boy from the bush finished up really being the brightest star that club ever had, amassing a fantastic contest record here and interstate.

His meticulous methods in building, trimming, and approach to winning contests, were lessons to those before him, those in his generation and those to follow many years from now. His most significant contribution was with original designs and theories, not kit jobs and capitalising on somebody else's pioneering. That's where Alan King was the modeller superb - he proved it by his models.

His Wakefield and free flight contest models were within a fraction of a gram and the construction was always top class and then some. He used to circle them under power to the left, the most dangerous way, get away with it, and generally triumph.

The list of free flight contests he won in his hey-day in Australia from 1946 to 1953 are too numerous to mention here. Due to a physical problem he couldn't fly much control line but the few control line contests he did enter, mainly payload in the early 1950s, he naturally won. Though he was never a control line stunt flyer he knew what was what in that idiom and was a judge at numerous Victorian State and a few National Championships in the late 1940s and early 1950s. As mentioned, his physical condition prevented him competing actively, however, his modelling techniques

on saving weight while maintaining strength were of immense help to the top stunt flyers of that era.

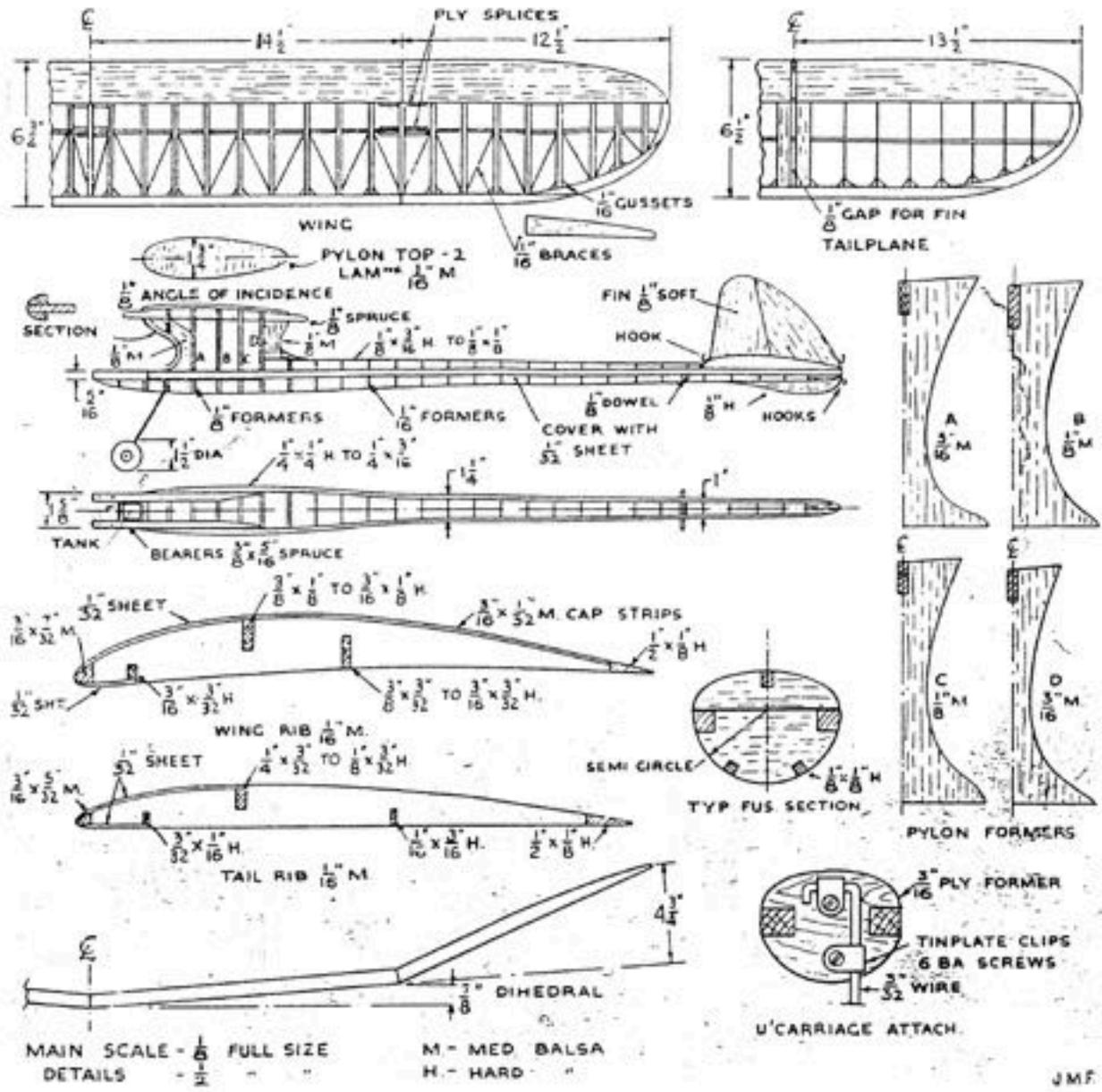
A free flight power contest that included Alan with his Flying Pencil and Pencil Bombers would attract followers of modelling from around the State as if it was a world championship prize fight. Something to behold. He was Champion of Champions at both the Adelaide Nationals in 1950 and the Camden Nationals in 1951. Adelaide was won entirely on free flight, as was Camden. In 1952 he did well at the Bendigo Nationals in both free flight and control line but didn't take the hat-trick.

In 1954 Alan decided to go to the World Wakefield Event in the USA. He tried to get his old friend Monty Tyrrell to go with him, but Monty was back home and broke after a five month session flying the European circuit. Alan set forth alone and conquered. He won the World Wakefield in 1954, placed very high in the FAI power event and after that faded somewhat from top contest results until he came back to Australia in early 1960, unfortunately to die as he was suffering from advanced lung cancer.

Despite this, Alan was Alan. He was here, and to the last he was Alan King. Friends took him out to the State Wakefield event, helped him wind the model and launch, while contestants and officials turned a blind eye to rule transgressions. He did well, and this was just two weeks before his death. Alan King went out with class and style.

That was Alan King, remembered by Monty Tyrrell.

Adapted from "The Pioneers of Model Aviation in Australia" by John Marquette



Flying Pencil

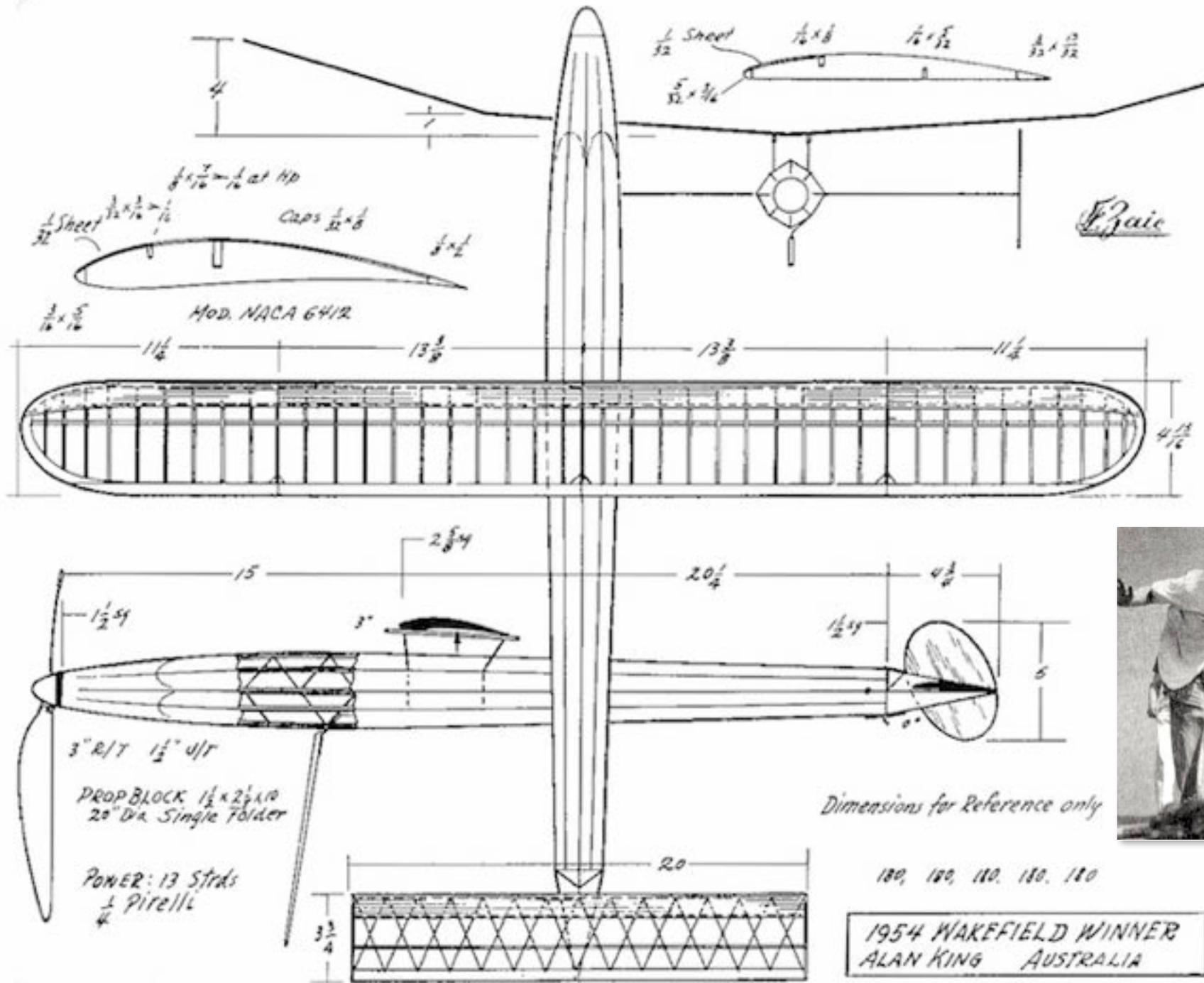


Flying Pencil Junior

The Flying Pencil Junior

How to build a replica of the class A1
AIRCRAFT, APRIL 1952 National Free-Flight winner.

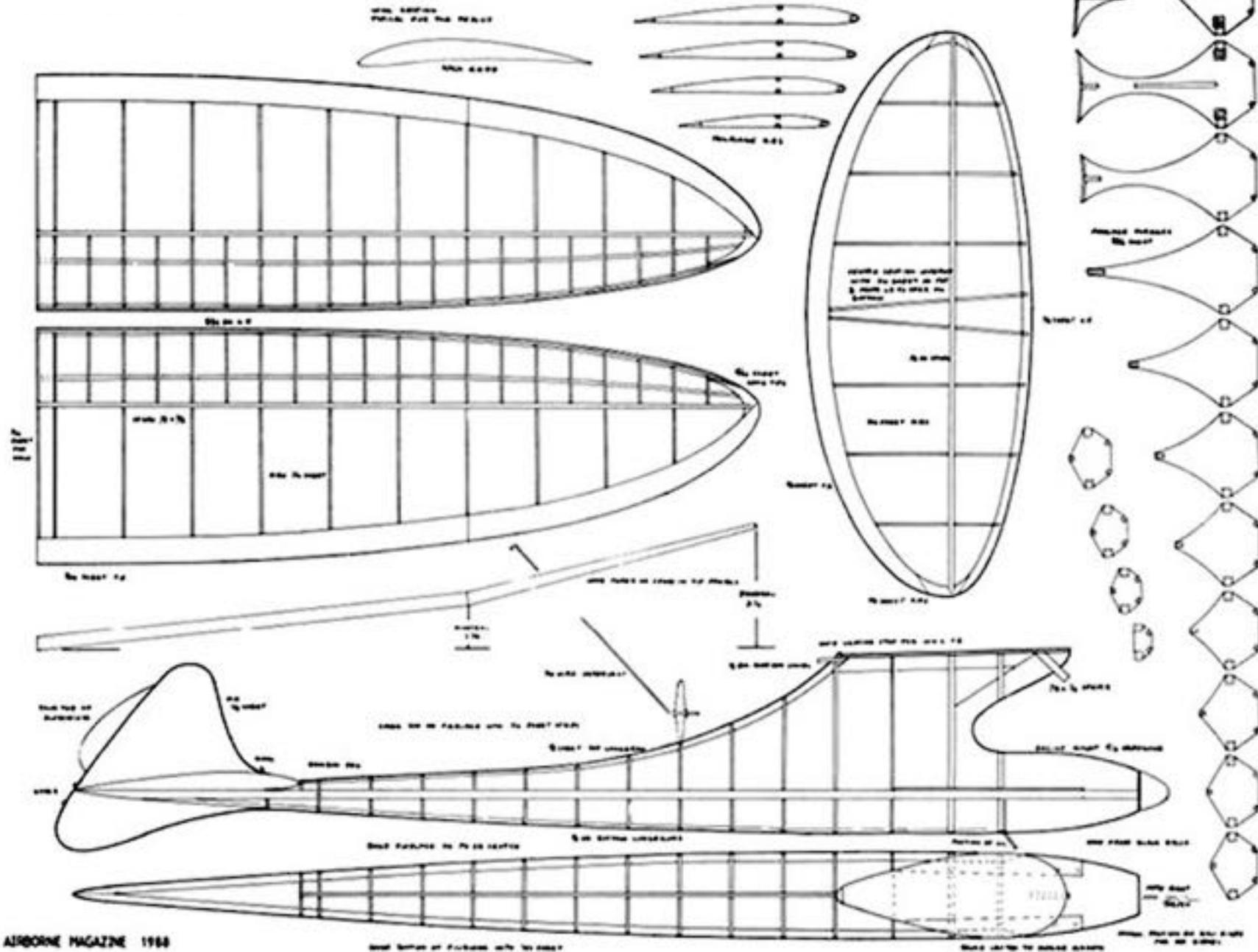
AEROMODELLING
 Conducted by
Jim Fullarton



1954 WAKEFIELD WINNER
ALAN KING AUSTRALIA



AK42 DESIGNED BY ALAN KING PRESENTED BY NORM BELL TRACED BY MERV BUCKMASTER



AIRBORNE MAGAZINE 1948



My winter building has been non-vintage so far. A few more CLG and TLGs. The latest TLG is smaller than is common at 30" and is getting to a good height and transitioning well.



There is a 37 inch "sort of" own design underway as I had a piece of quarter grain 5lb, 3/8 in stock with \$.37 on it! Just crying out to be used. I laminated a TE on it using a carbon 'spar'. I say own design, but the variables available to TLG are extremely limited. The moments and general layout are pretty much defined, and if you stray outside of those they just won't work, it seems.

Nearly finished a rubber Taylorcraft from a John Bell plan



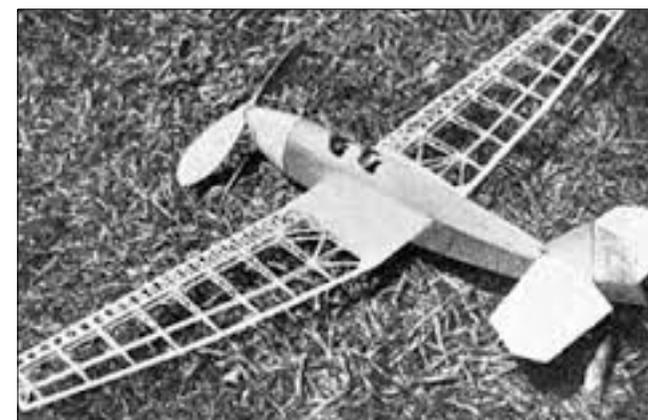
Have been thinking about this model from 1941. I find it fascinating that it was flying in Czechoslovakia during the occupation. Fascinating that life of sorts went on during all of the horrors.



Been thinking about Vintage Scale Texaco too. Maybe a BA Swallow for a 1.5 diesel. At the other end of sanity I'm trying to improve the performance of the airshow V1. Sort of vintage! *Allan*

Thanks, Allan. The Czech model needed some research, but it was eventually found to be a cryptic NE LA 541 B. Very elegant. I have located plans and will include them in a future issue.

Meanwhile, in line with promoting Vintage Scale Texaco, here are a few images of the BA Swallow to get you motivated:





After the *Ascender* Kit review in AVANZ News #143 by John Butcher I decided to join the “*E Rubber Texaco Club*”.

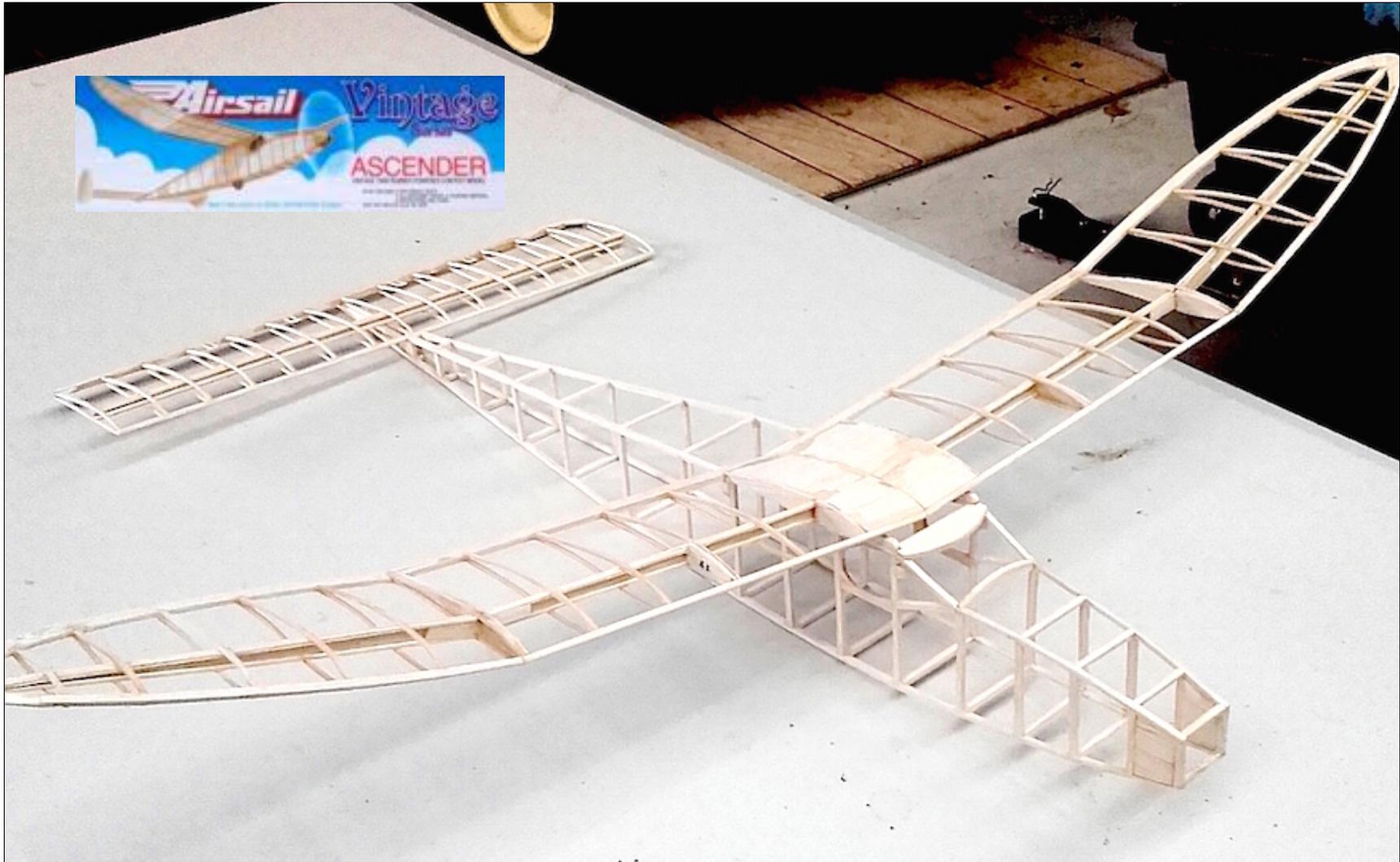
As a result of the review of the *Ascender*, and to spark more interest in this class, John Danks at Airsail was offering *Ascender* kits at a reasonable discount, so I took the opportunity and grabbed one.

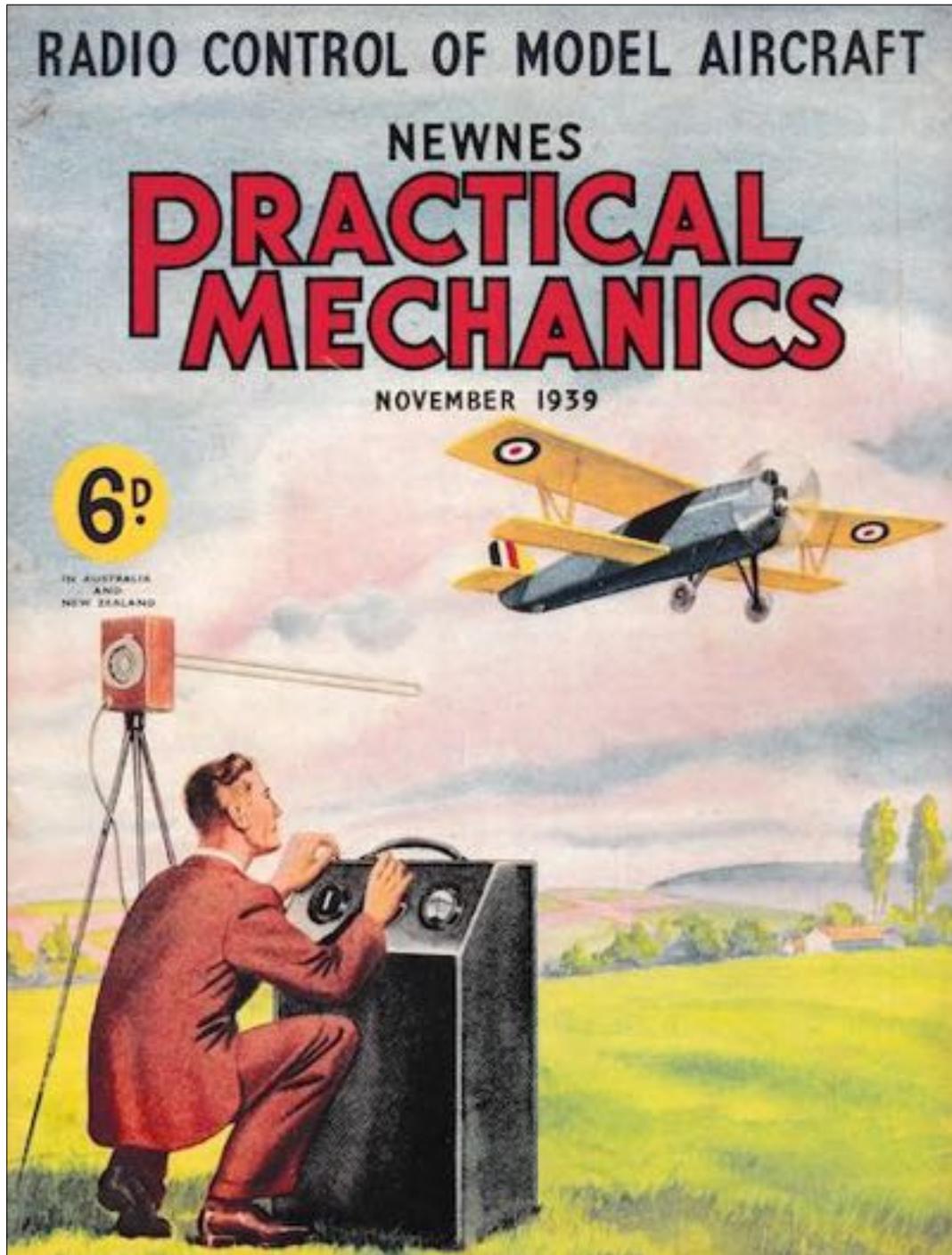
Some prior building experience is required as the kit is not for the pure beginner. I learned this very quickly as the wing and tail ribs are “sliced” and the tops and bottoms of each have to be cut out separately. And, as usual I made many more ribs than required.

But after lots of practice, a sharp blade and a little bloodletting I finally got the hang of it.

I’m trying to keep the weight down as much as I can as there is no wing loading for this class so lighter is king. Once completed, hopefully in the next few weeks, I’ll be brave enough to weigh her and then be able to compare it with John Danks’ *Ascender*.

Dave Crook





Continued from Issue 150

In Italy Super Tigre produced the G29 radial mount 0.8cc in diesel and glow versions, the diesel looking very much like a Webra Piccolo clone, and the glow like a Fuji clone.



The 0.8cc Super Tigre G29 owed a lot in design to the McCoy 049D and Webra Piccolo.



The G29 was also produced as a glow of slightly larger capacity

Things were similar in both Scandinavia and central Europe, mainly small manufacturers producing a few examples for local use. The diesel ruled supreme in Europe as nitromethane, essential for adequate power and proper running, was either unheard of or prohibitively expensive, so there was little incentive for development.

In the USSR the OTM series of front rotary sport diesels were widely produced and sold. The range included the OTM 'Kolibri', a very

compact 0.8cc that was exported to the West in the 1970s and which was a Webra Piccolo clone internally to the extent that most parts interchange.



The compact Russian OTM Kolibri 0.8cc, imported into the UK in mid 1970. Internally a Webra Piccolo clone

Which finally brings us to the UK where things were quite different and more complicated. The UK had fallen in love with the diesel almost as soon as the news of it had reached the country after the end of WW2 and the glow engine really only appeared in 1948. Initial British attempts to produce diesels were patchy and generally disappointing. The Allbon Arrow 1.5cc being once such example, although when developed further it became the Javelin diesel, one the best 1.5s of the era. Glow conversion of existing diesels such as the ED 2.46 Racer, Amco 3.5PB and ED MkIII were generally disappointing compared to the same engine operated as a diesel. The general opinion was that glows were a waste of time below 5cc, but certainly OK above 5cc in areas such as C/L stunt and F/F power.

There was an initial eager foray into the small engine market by UK manufacturers in the 1951-52 period with the appearance of the Allbon Dart 0.5, rapidly followed by 0.5s from ED, Frog and Elfin as the other big UK manufacturers leapt on to the wagon. The enthusiasm proved premature and sales did not match expectations. The Elfin 50 didn't make the grade because of poor quality

control, the Frog 50 proved tricky to operate despite being evolved through three successive models, and before long the .5cc market was in the hands of DC with the Dart and ED with the .46 Baby. After the early 1960s, only DC was left, soldiering on until the early 1980s. Ironically, the continued success of the PAW 55 shows there is still a market for .5 diesels.



1959 FROG 80 RG - a glow conversion from the 80 diesel. Not a stellar performer.

Having been burnt once in terms of investment and production effort in the early 50s, UK manufacturers were reluctant to get involved when the first tranche of 'true' 1/2A glow engines and RTF models started to arrive in the late 1950s, mainly Cox and Wenmac products. The UK industry was still producing good .8cc diesels in the form of the DC Merlin and Mills .75 and these were deemed good enough for most aeromodellers. But, these newfangled glow RTF models were aimed at the toy and rank beginner market, a lucrative one, so in 1959-60 there was another small stampede as UK manufacturers started their own 1/2A engine production. Previous experience with the .5cc diesel market, which never reached the expected levels, meant they took a very conservative approach with two of the biggest manufacturers using their existing diesels as the basis for a glow .049.

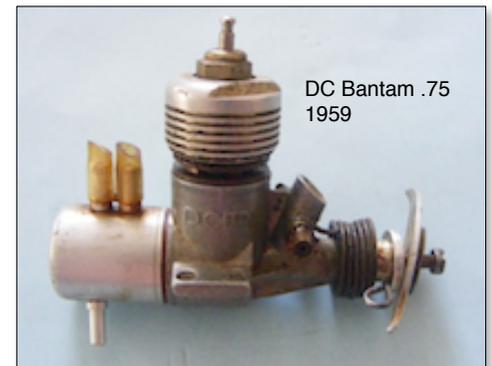


AM .049
Essentially a US Wenmac made under licence in the UK

One manufactured an American motor under licence, and only one - with no previous model engine manufacturing experience - produced an original British .049 glow design, although it showed considerable Cox influence. Part of DCs reluctance to get involved can also be attributed to not wanting to erode the Allbon Merlin's substantial market share.

1959 saw a race between the bigger UK engine names as each tried to be first on the market with an indigenous .049 to collar the lion's share of the lucrative christmas model and toy market. The race was just won by IMA with their Frog .049 RG announced in July 1959, just pipping Allen-Mercury's August '59 AM .049.

DC followed with a double page centerfold advert in the Nov issue of Aeromodeller for the .75cc Davies Charlton Bantam. The Bantam was lightweight, beam mounted with integral metal fuel tank, and equipped with the new DC Quickstart spring and cam system, and all for 34s.10d. undercutting A-M.



DC Bantam .75 1959

The Bantam was lightweight, beam mounted with integral metal fuel tank, and equipped with the new DC Quickstart spring and cam system, and all for 34/10, undercutting A-M. The Bantam was based on the DC Dart crankcase casting and was also offered in a 'de-luxe' version with red head and radial tank mount which exactly matched the Cox Babe Bee mount dimensions.



Despite a less than stellar power output of about 70% that of the smaller Dart it proved a very successful product and remained in production for over a decade until replaced by the much better DC Wasp. The last British .049 to hit the market in 1959/60 was the Keilkraft Cobra 0.8cc which was noted briefly in the January 1960 issue of AM.

This issue also featured a full page advert for the new ED Pep 0.8cc diesel, ED having belatedly decided to get on the .049 bandwagon, but with none of this 'glowplug nonsense'. At just 38/4 it soundly undercut the DC Merlin, Frog 80 and Mills .75 opposition. It was heavily influenced by Cox in terms of its cylinder, head and reed valve, but had beam mounting, was very compact and had a good performance. Unusually, the manufacturer John Rodwell Ltd had had no previous experience of model engine manufacture and this was their only foray into the area. Sadly, the market proved saturated and the KK Cobra soon faded away leaving the UK .049 market in

the hands of the lackluster DC Bantam and the Cox imports, with Fuji and Enya .049 and .061 products as distant thirds.



Likewise, the ED Pep .8cc diesel of 1961 never achieved much impact and was gone a couple of years later, as much a victim of poor development and marketing decisions by ED by its desperate effort to jump on a receding bandwagon at any cost rather than developing a product to serve a clear market niche. This was a pity as there was nothing wrong with the basic design, as was proven when it reappeared about 5 years later as the ZA.92.

Also gone from the UK .049 scene was the much-loved Mills .75 (from 1964) although the Webra Piccolo .8cc was offered by Veron from the late 1960s, but at a price disadvantage compared to the DC Merlin and Frog 80. The Bantam soldiered on until 1971, so must have been a very good seller for DC, until replaced by the far better DC Wasp which incorporated all the best aspects of contemporary US sport .049 design in terms of porting and manufacture. It had a range of accessories similar to those offered for the earlier Bantam and also appeared as a 'badge engineered' Frog Venom, and as a lugless, radial tank mount only 'DC Bee' with yellow anodising on the head and tank towards the end of DC production in the early 1980s. The Wasp represented outstanding value for money, being introduced in 1971 at £2.99 including VAT. They were available in NZ, along with the rest of the DC range. I recall buying one in

Dunedin for NZ \$7.95 around 1972. At that price it was even cheaper than the Cox Babe Bee.

The .049 market never really went away, but the era of digital proportional radio, and .40 size glow engines it was easily overlooked. With the demise of first Mills in 1964 then Frog and finally DC in the early 1980s, the .8cc diesel made a return in 1986 in the form of the PAW 80. It had the market largely to itself and prospered to the extent that the 80 spawned a larger 100, a vintage Classic 80 ball raced version, and later the popular PAW.55 to fill the .5cc niche.



All these were available with R/C carbs, radial mount accessories and mufflers, making them attractive not only to the traditional FF and small C/L market but also to the small R/C market and vintage R/C fliers. Subsequently the 80 and 100 evolved into the current 049 and 061 models.



The late 1980s and early 1990s saw both the return of the Mills .75 in the form of the Irvine Mills 75 and the very well made, economically priced MP Jet Classic 0.8 from the Czech Republic. Both sold well, giving a new lease of life to many of the classic APS designs. The 'R/C Tomboy' class is growing in popularity in the UK, NZ and Australia ensuring that the Mills 75, Irvine 75 and MP Jet Classic will continue being sought after and used.

British .049 glows are still thought of with mixed feelings by those who knew them, but no doubt they allowed many a young modeler to successfully fly IC models on a limited budget. The engines were cheap, well supported with spare parts unlike many of the imports, and at that time 'Buy British' had relevance. Sadly the manufacturers failed to grasp the subtlety of 049 design, and the first generation generally fell well short in power compared to the diesel equivalent. By the time a properly designed British 049 appeared in the form of the DC Wasp in 1971 the boom time for .049s had passed. Had the DC Wasp been available in 1959-60 it would have offered equivalent or better power than the Frog 80, DC Merlin and Mills .75, and equaled the Cox Babe Bee and Golden Bee and at a price the Cox imports could not have matched.

C.J.M.



Having found that they could control their dog Betsie better when in eye contact, Filbert and Jenkins Houbertmeyer experimented with Intense Stare Control on their free flight models and were jolly pleased with the results - until they ran into the propeller of a taxiing aircraft.

Done the Atlantic, and with something like this ... the Pacific's mine as well



Cheeky Bugger. He pinched my Spirit, too !

New results in red. Leader Board records in blue.

Vintage Precision *B.Harris, G.Meads, P.Hall, A.Knox 800*

1= Brian Harris	Bomber	Tuakau	600 + 200
1= Allan Knox	Lancer	NDC 104	600 + 200
3 Don Mossop	Bomber	Nationals	600 + 199
4= John Butcher	Miss Fortune X	Tuakau	600 + 197
4= Stewart Cox	Playboy	NDC 104	600 + 197
6 David Crook	Playboy	Nationals	600 + 193
7 David Gush	Miss Fortune X	NDC 104	600 + 191
8 Graham Main	Miss Trenton III	Nationals	600 + 171
9 Stuart Lightfoot	New Ruler	Champs	600
10 Gordon Meads	Lanzo RC-1	Tuakau	595

Vintage IC Duration *2014 R.Anderson 1308*

1 Bernard Scott	Playboy Cabin	Nationals	780 + 447
2 Allan Knox	Cumulus	Nationals	780 + 333
3 John Butcher	Miss Fortune X	NDC March	780 + 311
4 David Thornley	Bomber	Nationals	780
5 Rex Anderson	Playboy	Nationals	721
6 Gordon Meads	Playboy Senior	Tuakau	695
7 David Gush	Miss Fortune X	Tuakau	663
8 Stewart Cox	Playboy	Nationals	636
9 Brian Treloar	Airborne	NDC 108	608
10 Allan Baker	Zipper	Nationals	450

Vintage E Duration *2014 B.Harris 1512*

1 Allan Knox	Scram	NDC 109	1174
2 Don Mossop	Playboy	Nationals	924
3 Bernard Scott	RC-1	Nationals	915
4 John Butcher	Miss Fortune X	Nationals	902
5 Keith Trillo	Stardust Special	Champs	901
6 John Warner	Playboy	Nationals	870
7 Rex Anderson	Anderson Pylon	Nationals	833
8 Stuart Lightfoot	New Ruler	Nationals	813
9 Davis Crook	Bomber	Nationals	805
10 Brian Harris	Bomber	Tuakau	800

Vintage 1/2A Texaco *2016 J.Butcher 2290*

1 John Butcher	Miss Fortune X	Nationals	1500 + 790
2 Bernard Scott	Stardust Special	Nationals	1500 + 777
3 Allan Baker	Slicker	Nationals	1494
4 Rex Anderson	Playboy	Nationals	1378
5 Keith Trillo	Skipper	Nationals	1377
6 John Selby	Playboy	Nationals	1261
7 Allan Knox	Skipper	Nationals	392
8 Martin Evans	Miss Philadelphia IV	Champs	239
9 John Ryan	?	NDC 83	210

Vintage 1/2E Texaco *2016 K.Trillo 3188*

1 Keith Trillo	Stardust Special	Nationals	1480 + 1708
2 Bernard Scott	Bombshell	Nationals	1480 + 1325
3 Rex Anderson	Tomboy	Nationals	1480 + 1235
4 Wayne Cartwright	Arrow Nut	Champs	1480 + 1163
5 John Butcher	Miss Fortune X	NDC April	1480 + 995
6 Dave Crook	Playboy	Nationals	1480 + 933
7 Martin Evans	Brigadier	Champs	1324
8 Tony Gribble	Stardust Special	Tuakau	1301
9 Mike Rice	Tomboy	Nationals	1182
10 John Selby	Playboy	Nationals	614

Vintage A Texaco *2016 A.Knox 3169*

1 Allan Knox	Lancer	Nationals	1860 + 1309
2 John Butcher	RC-1	Nationals	1860 + 12
3 Charles Warren	So Long	Nationals	1860 + 755
4 Allan Baker	Scorpion	Nationals	1852
5 Ian Munroe	Simplex	Nationals	1849
6 Bryan Treloar	Airborne	Nationals	1840
7 Rex Anderson	Cloud Snooper	Nationals	1698
8 Bernard Scott	Simplex	Nationals	1592
9 Graham Main	Simplex	Nationals	1521
10 John Selby	Turner Special	Nationals	836

Vintage E Texaco *2012 W.Cartwright 3325*

1 Keith Trillo	Stardust Special	Champs	1860 + 694
2 Wayne Cartwright	Cruiser	Champs	1860 + 573
3 Rex Anderson	Kerswap	Champs	1860 + 369
4 David Crook	Bomber	Nationals	1860
5 John Butcher	Miss Fortune X	Champs	1855
6 Allan Knox	5-Foot Gas	NDC 107	1853
7 Doug Baunton	PB-2	Champs	1698
8 Rex Anderson	Kerswap	Nationals	1651
9 Bernard Scott	Bombshell	Champs	1616

Vintage E Rubber Texaco *2016 J.Butcher 3117*

1 John Butcher	Golliwock	Tuakau	1860 + 1257
2 Keith Trillo	Yonder	Tuakau	1860 + 942
3 Wayne Cartwright	Lanzo D	Champs	1860 + 741
4 Doug Baunton	JA Skokie	Champs	1600

Vintage Scale Texaco *2016 A.Knox 947*

1 Allan Knox	Chilton DW1	NDC 105	947
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Vintage Open Texaco *2014 J.Butcher 3320*

1 John Butcher	Lanzo RC-1	Champs	1836
2 Bernard Scott	Playboy Cabin	Nationals	1760
3 Allan Knox	Lancer 45	Nationals	923
4 Ian Munroe	TD-Coupe	Nationals	601
5 John Selby	Turner Special	Nationals	575

Classical Precision *2016 B.Harris 598*

1 Brian Harris	Humbug	Champs	598
2 David Gush	Tyro	NDC 106	585
3 Graham Main	Gigi	Tuakau	581
4 Don Mossop	Madcap	Nationals	563
5 Bernard Scott	Frisco Kid	Champs	550
6 David Thornley	Satellite 1000	Champs	351
7 John Warner	Spook	Nationals	343

Classical IC Duration *2014 D.Thornley 1103*

1 Bernard Scott	Raider	Champs	797
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Classical E Duration *2014 B.Harris 1217*

1 Bernard Scott	Frisco Kid	Champs	900
2 Brian Harris	Humbug	Tuakau	844
3 John Warner	Texan	Nationals	729
4 Graham Main	Gigi	Champs	621
5 Don Mossop	Texan	Nationals	600
6 Wayne Cartwright	Nig Nog	Champs	242

Classical 1/2E Duration

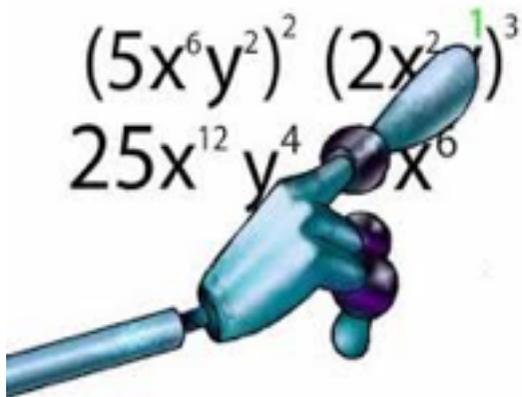
Tomboy IC *2015 R.Anderson 1432*

1 Graham Main	Mills .75	Champs	651
2 Keith Trillo	Mills .75	Tuakau	476
3 Charles Warren	Mills .75	Tuakau	194
4 Rex Bain	Mills .75	Tuakau	82

Tomboy E *2014 S.Grant 1935*

1 Keith Trillo	180.2S	Champs	1609
2 Dave Crook	180.2S	Champs	1069
3 Graham Main	180.2S	Champs	942
4 Bernard Scott	180.2S	WFFC	845

New results in red. Leader Board records in blue.



Vintage Power *R.Bain, B.Scott* 540

1 Lynn Rodway	Playboy Junior	NDC #97	309
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Vintage Rubber *W.McGarvey, A.Koerbin* 540

1 Bill McGarvey	?	NDC 78	180
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Vintage Glider *2013 R.Anderson* 427

1 Rex Anderson	Oderman	Nationals	331
2 Stephen Wade	Lulu	Nationals	195
3 Stewart Cox	Lulu	Nationals	186
4 John Butcher	Sky Roamer	Nationals	97

Vintage / Nostalgia Small Power *2016 B.Scott* 353

1 Bernard Scott	Dixielander	Nationals	353
2 Rex Bain	Shaboom	Nationals	334
3 John Butcher	Kerswap	Nationals	164

Vintage Precision *2014 G.Burrows* 411

1= Dave Jackson	Kerswap	NDC 96	270
1= Bernard Scott	Shadow	Nationals	270
3 Charles Warren	Tomboy	Nationals	246
4 Bruce Weatherall	Request	NDC 96	214
5 Stewart Morse	Tomboy	NDC 96	199
6 Lynn Rodway	KK Bandit	NDC 96	177
7 John Selby	Simplex	Nationals	176
8 John Butcher	Sky Roamer	Nationals	155
9 Roy Gunner	President	NDC 96	93
10 Alwyn Graves	Clini	Nationals	18

Vintage Catapult Glider *2012 J.Butcher* 339

1 Des Richards	Hervat	Nationals	288
2 John Butcher	Mayne	NDC 101	261
3 Ron Magill	?	NDC 101	253
4 David Gush	?	NDC 101	232
5 John Selby	Hervat	Nationals	207
6 Daniel Warner	Mite	Nationals	184
7 Charles Warren	Hervat	Nationals	180
8 Ray Cordell	?	NDC 101	175
9 Peter Wilson	Whirly	Nationals	174
10 Josh Warner	Mite	Nationals	170

Nostalgia Power *R.Bain, B.Scott* 540

1 Rex Bain	Jaysbird	Nationals	540
2 Bernard Scott	Dixielander	Nationals	469
3 Stewart Morse	Stomper	NDC 98	256
4 Lynn Rodway	Stomper	NDC 98	195
4 Rex Anderson	Ramrod	Nationals	139

Nostalgia Rubber *W.McGarvey, B.Scott* 540

1 William McGarvey	Hipperson	Nationals	540
2= Paul Squires	Max Maker	Nationals	525
2= Bernard Scott	Flip Flop	Nationals	525
4 Chris Murphy	?	NDC 81	343
5 Alwyn Graves	Clini	Nationals	17

Nostalgia Glider *2015 M.Evans* 470

1 Stewart Cox	Mad's Dream	Nationals	398
2 Bernard Scott	Aiglet	Nationals	322
3 Rex Anderson	Sans Egal	Nationals	295
4 Bruce Bonner	Inchworm	NDC 100	256

Classic Rubber *2015 L.Vincent* 485

1 Paul Squires	?	NDC 82	408
2 Chris Murphy	?	NDC 82	100

Classic Power *2015 R.Bain* 540

Classic Glider *2015 R.Anderson* 540

The event was held over three days, May 28-30th. The wife Rachel & I travelled to the event the day before and stayed in a Travel Lodge Hotel together with Kathy Wingate & Daughter and Martin Pike with children Rory & Catlin, long time companions at the championships.

My own performance at the event was as lack lustre as usual, three indifferent flights in BMFA 50gm Rubber on the first day. Test flight with O-3, my first model, power stalled and after one escape dived in and obliterated the fuselage back to the wing. My second model O-4 supposedly identical, but rarely performs as well as O-3, was used for the first comp flight and fell short of requirements in poor air. Second flight with glide turn opened out a little was put up in better air but height gained was still poor and although it may have maxed it was only just. Whilst contemplating trim changes for my last flight the freshening wind blew my winding jig over and broke the wing on O-4.

I was left combining bits from the two models to make my last flight but stalling aerobatics reduced the flight to little over 1 minute. Not a good day all round but the evening meal in the pub alleviated the disappointment.

Sunday, the second day, was much windier and I opted to fly an old 'Hep-Cat' in the vintage comp rather than risk my Wakefields which do not fare well on landing due to undercarriages. Started well, put the model in really good air and the 'Hep-Cat' was soon a small spec high in the sky. Max time passed and no DT, 7mins+ later model faded from view at tremendous altitude. Spent a couple of hours out in the sticks searching but no luck, had tracker but no sound, then transceiver battery went flat and that was that. Heard nothing since.

I gave it best and spectated whilst Dr Martin Pike and kids bungee launched their new glider. Evening in the pub again probably highlight of the day.

Third day Monday was much too windy for me and a lot of others, only two competitors from an entry of 39 flew in Classic. I spent the day with Kathy Wingate who was selling off her late husband and my good friend John's aeromodelling effects. Would you believe he had close on 200 engines and he was a rubber flier.

We all finished the meeting on a good note with our final evening meal in an upmarket Italian Restaurant and my diet breaking sweet was absolutely delightful.

John Andrews



Above: Ready for a last flight, Saturday



Right: Rachel on retrieve bike

Below: Junior Rory Pike

Below R: 4,396 delicious calories



Problems getting ingredients to mix your own fuel?

Having no success in Hamilton, I emailed this firm with a price query. By 2:45pm the next day I had received my order of methanol and nitromethane. Shipping was just \$6.50 for courier delivery.

B.Scott



Gary J Hawkins
Manager

178 Gill Street, New Plymouth 4312
New Zealand

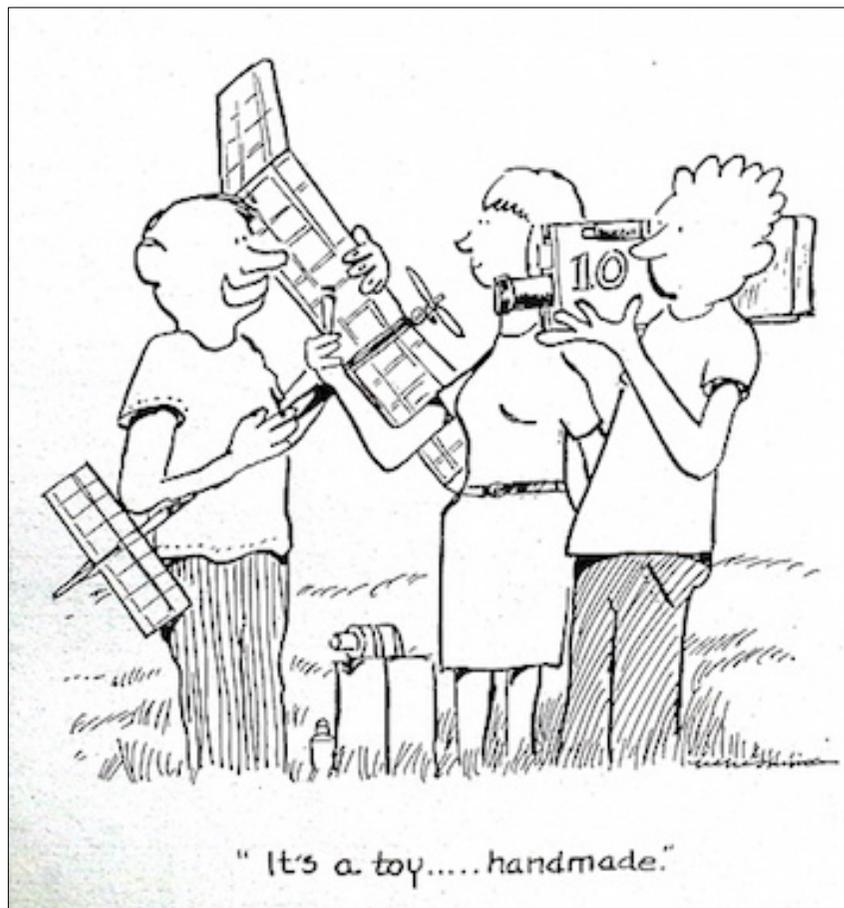
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building tools and Model Glow Fuel.*



Big - Bigger - OTT
Tomboy by Peter Rose
Thunder Tiger 130.FS



Free Flight Notices

TAURANGA OPEN FREE FLIGHT

Saturday 5th November 9am to 2pm
at Piako Road

\$10 entry includes the *koha* to the landowner

Open Power, Open Rubber, Open Glider. All 3x180

If entries are low, the Open classes may be combined

HLG / CLG / TLG Combined

MINI Combined

CONTACTS: Moira and Lincoln Vincent
Ph. 07 576 2262 lvincent@xtra.co.nz

Free Flight contest days

Indoor flying at Morrinsville

~~Sunday May 15, 2016~~

Sunday October 9, 2016

Put them in your diary!

- Hangar Rat
- Peanut Scale
- Push E
- Kit Scale
- HL Glider
- Rubber Scale

Come and join us

Venue: Westpac Stadium Hall, 21 Ron Ladd Place, Morrinsville

Programme: 9.45am Arrive and unpack ready for start time

10.00am Hangar Rat, Push E and HL Glider plus Scale static judging until 12.30pm

12.30pm Peanut Scale, Rubber Scale, Kit Scale

3.45pm Prizegiving

3.55pm Hall vacated

Fliers Entry: \$20.00

Spectators welcome

Contact Stan Mauger 09 575 7971, stanm09c4@gmail.com for more information